



LEE COUNTY
SOUTHWEST FLORIDA

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

To: Board of County Commissioners
From: Paul O'Connor, AICP, Director, Division of Planning
Subject: 2003 Special Lee Plan Amendments Transmittal Hearing
Date: December 3, 2003

Attached are the Agenda, Staff Reports, and Supporting Data for the 2003 Special Lee Plan Amendments Transmittal Hearing. The hearing will be held on December 16, 2003 in the chambers starting at 10:30 a.m., or as soon thereafter as may be heard.

This 2003 Special Amendment cycle includes two amendments to the Lee Plan. The first item on the agenda is CPA 2003-02. In accordance with the Memorandum of Understanding between Lee County and the Port Authority, this amendment incorporates the Airport Master Plan into the Lee Plan. 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. Both Planning Staff and the Local Planning Agency recommend that these items be transmitted to the Department of Community Affairs for their review and comment.

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*

**2003 SPECIAL LEE PLAN AMENDMENTS
TRANSMITTAL PUBLIC HEARING**

**COMMISSION CHAMBERS, 2120 MAIN STREET
DECEMBER 16, 2003
10:30 A.M.**

AGENDA

- 1. CALL TO ORDER; CERTIFICATION OF AFFIDAVIT OF PUBLICATION**
- 2. CONSIDERATION OF PROPOSED AMENDMENTS TO THE LEE PLAN**

- A. CPA2003-02 – Amend several elements of the Lee Plan including: Vision Statement, Future Land Use Element, Transportation Element, Intergovernmental Coordination Element, and Glossary, to incorporate the Airport Master Plan Update. Amend the Lee Plan to replace all references to the “Airport Commerce” Future Land Use Category with the “Tradeport” Future Land Use Category.**

Amend the Transportation Map Series (Map 3) to replace Map 3F with the updated “Southwest Florida International Airport Layout Plan”; Amend the Transportation Map Series to include a new map (3M), entitled “Airport Mitigation Lands Overlay,” depicting lands owned by Lee County acquired for the purpose of mitigating environmental impacts attributable to development of the Southwest Florida International Airport.

Amend Table 1(b), Planning Community Year 2020 Allocations, to replace references to “Airport Commerce” with “Tradeport”; Adopt proposed Table 5 entitled “Southwest Florida International Airport Proposed Development Schedule”, which was adopted through the ongoing update to the Airport Master Plan.

- B. CPA2003-07 – Amend several elements of the Lee Plan including: Community Facilities and Services, Potable Water Sub-element, Conservation and Coastal Management, and Inter-governmental Coordination to coordinate the Comprehensive Plan with the South Florida Water Management District Water Supply Plan, and to include a ten-year Water Supply Facilities’ Work Plan as required by Florida Statutes, Section 163.3177(6)(c).**

Adopt proposed Table 6, entitled “Water Supply Development Plan.”

- 3. ADJOURN**

These meetings are open to the public and all interested parties are encouraged to attend. Interested parties may appear and be heard with respect to all proposed actions. Pursuant to Florida Statutes Section 163.3184(7), persons participating in the Comprehensive Plan Amendment process, who provide their name and address on the record, will receive a courtesy informational statement from the Department of Community Affairs prior to the publication of the Notice of Intent to find a plan amendment in compliance.

If a person decides to appeal any decision made by the board, agency or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Further information may be obtained by contacting the Lee County Division of Planning at 479-8585.

In accordance with the Americans with Disabilities Act, reasonable accommodations will be made upon request. If you are in need of a reasonable accommodation, please contact Janet Miller at 479-8585 Extension 5910.

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 FL Fish and Wildlife Conservation Comm.
 520 South Meridian Street
 Tallahassee, FL 32399-1600

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 Mr. David Burr
 S.W. Florida Regional Planning Council
 P.O. Box 3455
 4980 Bayline Drive, 4th Floor
 North Fort Myers, Florida 33918-3455

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1. Article Addressed to:
 Mr. Ray Eubank, Planning Manager
 Florida Department of Community Affairs
 Division of Resource Planning & Management
 Bureau of Local Planning/Plan Processing Team
 2555 Shumard Oak Boulevard
 Tallahassee, FL 32399-2100

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1. Article Addressed to:
 Dept. of Agriculture and Consumer Svcs.
 Division of Forestry
 25 Connor Boulevard
 Tallahassee, FL 32301

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1. Article Addressed to:
 Florida Department of State
 Division of Historical Resources
 The Capitol
 Tallahassee, FL 32399-0250

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 GRACIE PENTON
 DEPARTMENT OF STATE
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1. Article Addressed to:
 Florida Department of Environmental Protection
 Plan Review Section
 3900 Commonwealth Boulevard MS-4
 Tallahassee, FL 32399-3000

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1. Article Addressed to:
 Mr. Michael Ripp
 Florida Department of Transportation
 P.O. Box 1030
 292 Victoria Avenue, Suite 292
 North Fort Myers, FL 33902-1030

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1. Article Addressed to:
 Executive Director
 South FL Water Manag. Dist.
 3301 Sun Club Rd.
 WPB, FL 33406

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Comprehensive Plan Citizen Courtesy Information List



Local Government: Lee County
 Hearing Date: December 16, 2003
 Type Hearing: Transmittal (Proposed) Adoption Local Planning Agency
 DCA Amendment Number: N/A

Please Print Clearly

By providing your name and address, you will receive information concerning the date of publication of the Notice of Intent by the Department of Community Affairs.

Citizen Name	Address, City, State, Zip Code	✓ Check Appropriate Response(s)		Identify Amendment which is of Interest
		Written Comment	Spoken Comment	

Citizen Name	Address, City, State, Zip Code	✓ Check Appropriate Response(s)		Identify Amendment which is of Interest
		Written Comment	Spoken Comment	

Citizen Name	Address, City, State, Zip Code	✓ Check Appropriate Response(s)		Identify Amendment which is of Interest
		Written Comment	Spoken Comment	

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 Public Hearing Document
for the
December 16th, 2003 Public Hearing**

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

November 24, 2003

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

Text Amendment

Map Amendment

✓	This Document Contains the Following Reviews:
✓	Staff Review
	Local Planning Agency Review and Recommendation
	Board of County Commissioners Hearing for Transmittal
	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 transmit 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. **RECOMMENDED LEE PLAN TEXT AMENDMENT**

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.

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.

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 accommodate 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. 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 transmit 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	<u>AYE</u>
MATT BIXLER	<u>AYE</u>
SUSAN BROOKMAN	<u>AYE</u>
DAN DELISI	<u>ABSENT</u>
RONALD INGE	<u>AYE</u>
ROBERT PRITT	<u>AYE</u>
GORDON REIGELMAN	<u>ABSENT</u>

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

DATE OF TRANSMITTAL HEARING: December 16, 2003

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

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

DATE OF ORC REPORT: _____

- A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS**

- B. STAFF RESPONSE**

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

DATE OF ADOPTION HEARING: _____

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

Southwest Florida International Airport

Draft
MAP 5



Southwest Florida International Airport 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	14,399 total existing 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
Passenger	11,461 spaces			
Hourly	2,519 spaces			
Daily	8,942 spaces			
Employee	1,288 spaces			
Taxi/Limo/Toll Booth	150 spaces			
Rental Cars	1,500 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 24,500 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	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
General Aviation				
Large Aircraft				
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

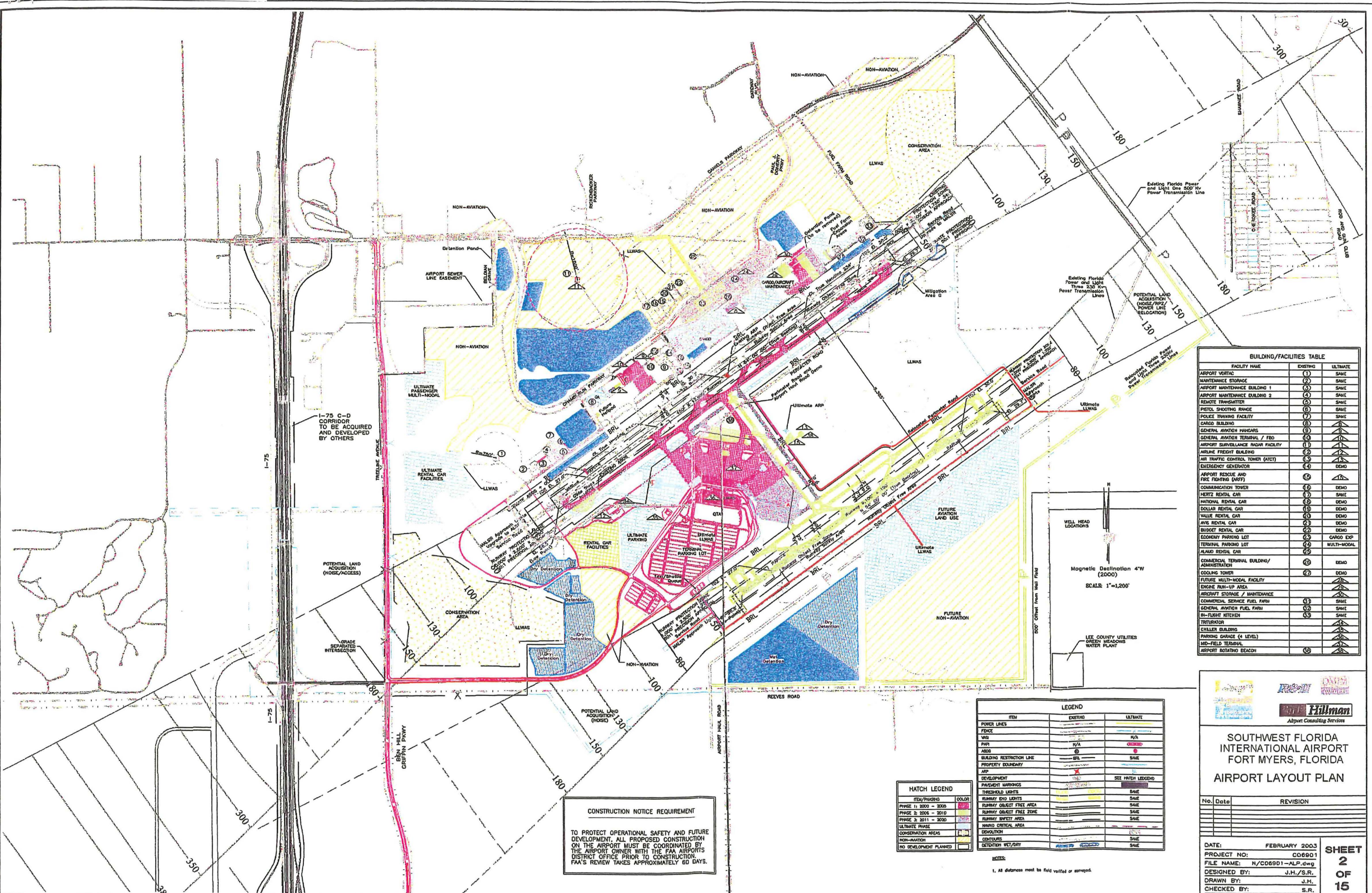
Southwest Florida International Airport

Draft
MAP 5



Table (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	
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



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
PICCOLI 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)	DEMO
AIRPORT RESCUE AND FIRE FIGHTING (ARFF)	(15)	SAME
COMMUNICATION TOWER	(16)	DEMO
HERTZ RENTAL CAR	(17)	SAME
NATIONAL RENTAL CAR	(18)	DEMO
DOLLAR RENTAL CAR	(19)	DEMO
WALLE RENTAL CAR	(20)	DEMO
AVIS RENTAL CAR	(21)	DEMO
BUDGET RENTAL CAR	(22)	DEMO
ECONOMY PARKING LOT	(23)	CARGO EXP
TERMINAL PARKING LOT	(24)	MULTI-MODAL
ALAMO RENTAL CAR	(25)	DEMO
COMMERCIAL TERMINAL BUILDING / ADMINISTRATION	(26)	DEMO
COOLING TOWER	(27)	DEMO
FUTURE MULTI-MODAL FACILITY		DEMO
ENGINE RUN-UP AREA		DEMO
AIRCRAFT STORAGE / MAINTENANCE		DEMO
COMMERCIAL SERVICE FUEL FARM	(31)	SAME
GENERAL AVIATION FUEL FARM	(32)	SAME
IN-FLIGHT KITCHEN	(33)	SAME
TIRTIROTOR		DEMO
CHILLER BUILDING		DEMO
PARKING GARAGE (4 LEVEL)		DEMO
MO-FIELD TERMINAL		DEMO
AIRPORT ROTATING BEACH	(35)	DEMO

LEGEND		
ITEM	EXISTING	ULTIMATE
POWER LINES	---	---
FENCE	---	---
VMS	---	N/A
PAP	N/A	---
ASOS	---	---
BUILDING RESTRICTION LINE	---	---
PROPERTY BOUNDARY	---	---
APP	---	---
DEVELOPMENT	---	SEE HATCH LEGEND
PERIMETER MARKINGS	---	---
TRASHFIELD LIGHTS	---	---
RUNWAY END LIGHTS	---	---
RUNWAY OBJECT FREE AREA	---	---
RUNWAY OBJECT FREE ZONE	---	---
RUNWAY SAFETY AREA	---	---
HAZARD CRITICAL AREA	---	---
CONSERVATION AREAS	---	---
NON-AVIATION	---	---
NO DEVELOPMENT PLANNED	---	---

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

CONSTRUCTION NOTICE REQUIREMENT

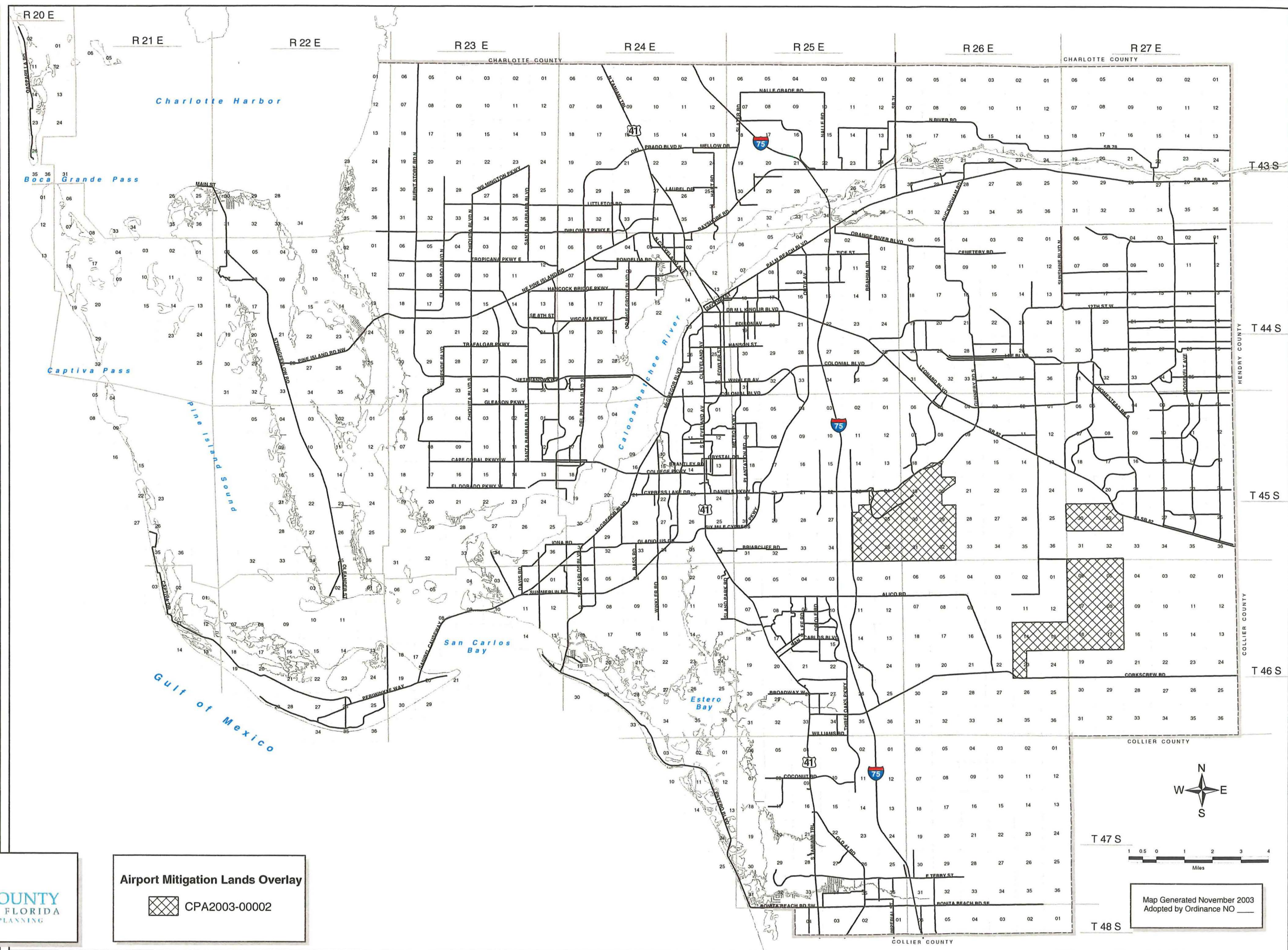
TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

**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.

AIRPORT MITIGATION LANDS OVERLAY
(Proposed Lee Plan Map 3M)



Airport Mitigation Lands Overlay

 CPA2003-00002

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W — E
S

1 0.5 0 1 2 3 4
Miles

Map Generated November 2003
Adopted by Ordinance NO _____

Table 1(b)
Planning Community Year 2020 Allocations

Future Land Use Category		Lee County Totals	Alva	Boca Grande	Bonita Springs	Fort Myers Shores	Burnt Store	Cape Coral	Captiva	Fort Myers	Fort Myers Beach	Gateway/Airport	Daniels Parkway
Residential By Future Land Use Category	Intensive Development	1,493				89		27		297			
	Central Urban	9,558				208				545			
	Urban Community	13,077	519	437		633							
	Suburban	15,448				1,803				206			
	Outlying Suburban	4,931					20	2	435				1,352
	Industrial	96								48		18	
	Public Facilities	2		1					1				
	University Community	860											
	Industrial Interchange												
	General Interchange	53											2
	General Commercial Interchange	7				7							
	Industrial Commercial Interchange												
	University Village Interchange												
	Mixed Use Interchange												
	New Community	1,644								360		1,284	
	Airport-Commerce Tradeport	9										9	
	Airport												
	Rural	8,977	1,419			783	633				184	111	1,255
	Rural Community Preserve	3,046											
	Outer Island	215	5						172				
Open Lands	2,091	175				588						47	
Density Reduction/ Groundwater Resource	5,544	40									94		
Wetlands													
Unincorporated County Total Residential	67,051	2,158	438		3,523	1,241	29	608	1,640		1,516	2,656	
Commercial	9,460	46	56		257	26	17	112	153		824	398	
Industrial	6,311	26	14		391	5	26		733		3,096	10	
Public	58,676	3,587	537		1,724	1,193	6	1,981	750		6,136	1,854	
Active AG	34,145	6,098			620				279		569	254	
Passive AG	65,522	14,633			4,483	6,987	10		631		3,580	575	
Conservation	79,488	2,236	296		1,125	3,672		1,347	1,006		3,482	1,918	
Vacant	44,720	1,525	2		33	1,569	25	5	495		792	578	
Total	365,373	30,309	1,343		12,156	14,693	113	4,053	5,687		19,995	8,243	

Table 1(b)
Planning Community Year 2020 Allocations

Future Land Use Category	Iona/ McGregor	San Carlos	Sanibel	South Fort Myers	Pine Island	Lehigh Acres	Southeast Lee County	North Fort Myers	Buckingham	Estero	Bayshore	
Residential By Future Land Use Category	Intensive Development			704	5			371				
	Central Urban	462	15	2,778		3,052		2,498				
	Urban Community	697	930	920	526	8,037			51	327		
	Suburban	2,471	2,250	1,217	636			5,293		1,572		
	Outlying Suburban	396			466			610	49	837	764	
	Industrial	7	13		10							
	Public Facilities											
	University Community		860									
	Industrial Interchange											
	General Interchange						15	9		15	12	
	General Commercial Interchange											
	Industrial Commercial Interchange											
	University Village Interchange											
	Mixed Use Interchange											
	New Community											
	Airport-Commerce Tradeport											
	Airport											
	Rural		160			1,129	10	702	383	57	900	1,251
	Rural Community Preserve									3,046		
	Outer Island	1				37						
Open Lands								45			1,236	
Density Reduction/ Groundwater Resource							3,573				1,837	
Wetlands												
Unincorporated County Total Residential	4,034	4,228		5,629	2,799	11,099	4,290	9,209	3,203	3,651	5,100	
Commercial	782	1,613		1,849	165	452	31	1,158	18	1,399	104	
Industrial	298	350		723	64	216	55	209	5	87	3	
Public	2,970	1,085		3,394	1,722	13,738	7,700	2,015	2,114	4,708	1,462	
Active AG					2,313		21,066	381	411	833	1,321	
Passive AG		90			960		21,110	4,113	3,867	90	4,393	
Conservation	8,879	3,283		128	13,703	1,455	30,882	1,293	359	3,626	798	
Vacant	1,912	11		690	4,577	19,561	321	4,242	1,278	5,794	1,310	
Total	18,875	10,660		12,413	26,303	46,521	85,455	22,620	11,255	20,188	14,491	

Southwest Florida International Airport *Lee County Comprehensive Plan Amendment*



Southwest Florida International Airport



CPA 2003-02
Southwest Florida International Airport
Port Board
Sponsored Amendment to the Lee County Comprehensive Plan

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Request for Additional Information #2	August 29, 2003
Request for Additional Information #3	September 23, 2003
Request for Additional Information #4	October 13, 2003
Lee County Staff Report	November 24, 2003

Initial Lee Plan Application

March 17, 2003



Lee County Application for a Comprehensive Plan Amendment

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Summary of Request

This Lee Plan Application is a result of approved administrative changes to the Florida Statutes 163.3177 (k) that will allow Airports to be exempt from current Development of Regional Impact (DRI) requirements if the Airport adopts the current Airport Master Plan and Airport Layout Plan into the local comprehensive plan. This application contains the following 2 requests:

1. A map amendment (Map 3F) is requested that amends the current Airport Layout Plan for the Southwest Florida International Airport.
2. Text amendments to include amendments to the following sections of the Lee Plan; Lee County Vision 2020, Policy 1.2.1, Policy 1.2.2, Objective 32.1, Policy 32.1.1, Policy 32.2.3, Policy 32.2.5, Policy 32.5.7., Policy 32.6.1, Objective 108.4, and Policy 108.4.1.

The amendments should be approved for the following reasons:

1. The amendments are in conformance with the MOU between the Lee County Port Authority and Lee County dated September 10, 2002 that sets forth the procedure of adopting the Airport Master Plan into the Lee Plan.
2. The proposed land use changes are consistent with the recommendations in the Airport Master Plan and adjacent land uses surrounding the Southwest Florida International Airport.
3. The proposed text changes will allow the continued development of the Southwest Florida International Airport that supports the air transportation needs for the region.

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CONSULTANT TEAM

Program Management

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Trailer 1
Ft. Myers, Florida 33913

Planning / Traffic

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2077 Bay Shore Parkway
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Stormwater

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Ft. Myers, Florida 33901

Airport Master Plan Update

Birk Hillman
6751 Forum Drive, Suite 240
Orlando, Florida 32821

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Department of Community Development
Division of Planning
Post Office Box 398
Fort Myers, FL 33902-0398
Telephone: (239) 479-8585
FAX: (239) 479-8519

APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT

(To be completed at time of intake) _____

DATE REC'D _____

REC'D BY: _____

APPLICATION FEE _____

TIDEMARK NO: _____

THE FOLLOWING VERIFIED:

Zoning

Commissioner District

Designation on FLUM

(To be completed by Planning Staff)

Plan Amendment Cycle: Normal Small Scale DRI Emergency

Request No: _____

APPLICANT PLEASE NOTE:

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

Submit 6 copies of the complete application and amendment support documentation, including maps, to the Lee County Division of Planning. Additional copies may be required for Local Planning Agency, Board of County Commissioners hearings and the Department of Community Affairs' packages.

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

DATE

SIGNATURE OF OWNER OR AUTHORIZED REPRESENTATIVE

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I. APPLICANT/AGENT/OWNER INFORMATION

Lee County Port Authority – Mark Fisher**

APPLICANT

16000 Chamberlin Parkway, Suite 8671

ADDRESS

Ft. Myers

FL

33913-8899

CITY

STATE

ZIP

239-768-4492

TELEPHONE NUMBER

239-768-4912

FAX NUMBER

Jeffrey W. Breeden

AGENT*

10748 Deerwood Park Blvd. South

ADDRESS

Jacksonville

FL

32256-0597

CITY

STATE

ZIP

904-256-2468

TELEPHONE NUMBER

904-256-2501

FAX NUMBER

Lee County Board of County Commissioners Attention: Mark Fisher

OWNER(S) OF RECORD

P. O. Box 398

ADDRESS

Ft. Myers

FL

33902-0398

CITY

STATE

ZIP

239-479-8585

TELEPHONE NUMBER

FAX NUMBER

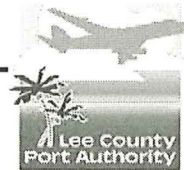
Name, address and qualification of additional planners, architects, engineers, environmental consultants, and other professionals providing information contained in this application.

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

** Please include Mark Fisher in all correspondence.

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II. REQUESTED CHANGE (Please see Item 1 for Fee Schedule)

A. TYPE: (Check appropriate type)

Text Amendment

Future Land Use Map Series Amendment
(Maps 1 thru 19)
List Number(s) of Map(s) to be amended

B. SUMMARY OF REQUEST (Brief explanation):

A recent change in Florida statutes allows airports to be exempt from the DRI process as long as the Airport Master Plan has been recognized and is in conformance with the local Comprehensive Plan.

III. PROPERTY SIZE AND LOCATION OF AFFECTED PROPERTY

(for amendments affecting development potential of property)

A. Property Location:

1. Site Address: 16000 Chamberlin Parkway, Ft. Myers, FL 33913-8899

2. STRAP(s): See Attachment III - A

B. Property Information

Total Acreage of Property: 6372 +/- acres

Total Acreage included in Request: 6372 +/- acres

Area of each Existing Future Land Use Category: 6372 +/- acres

Total Uplands: 4255 +/- acres

Total Wetlands: 1879 +/- acres Other Surface Waters: 238 +/- acres

Current Zoning: AOPD

Current Future Land Use Designation: Airport

Existing Land Use: Airport

C. State if the subject property is located in one of the following areas and if so how does the proposed change effect the area:

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Lehigh Acres Commercial Overlay: Not Applicable

Airport Noise Zone 2 or 3: Located on Airport Property – No Effect

Acquisition Area: Not Applicable

Joint Planning Agreement Area (adjoining other jurisdictional lands): Not Applicable

Community Redevelopment Area: Not Applicable

D. Proposed change for the Subject Property:

This Amendment will bring the Airport Master Plan in conformance with the Lee Plan

E. Potential development of the subject property:

1. Calculation of maximum allowable development under existing FLUM:

Residential Units/Density None

Commercial intensity See LDC 34-395 (a) (2)

Industrial intensity See LDC 34-395 (a) (2)

2. Calculation of maximum allowable development under proposed FLUM:

Residential Units/Density Same as above

Commercial intensity Same as above

Industrial intensity Same as above

IV. AMENDMENT SUPPORT DOCUMENTATION

At a minimum, the application shall include the following support data and analysis. These items are based on comprehensive plan amendment submittal requirements of the State of Florida, Department of Community Affairs, and policies contained in the Lee County Comprehensive Plan. Support documentation provided by the applicant will be used by staff as a basis for evaluating this request. To assist in the preparation of amendment packets, the applicant is encouraged to provide all data and analysis electronically. (Please contact the Division of Planning for currently accepted formats)

A. General Information and Maps

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

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

1. Provide any proposed text changes. (See Attachment A - 1)
2. Provide a Future Land Use Map showing the boundaries of the subject property, surrounding street network, surrounding designated future land uses, and natural resources. (See Attachment A - 2)
3. Map and describe existing land *uses* (not designations) of the subject property and surrounding properties. Description should discuss consistency of current uses with the proposed changes. (See Attachment A - 3)
4. Map and describe existing zoning of the subject property and surrounding properties. (See Attachment A - 4)
5. The legal description(s) for the property subject to the requested change. (See Attachment A - 5)
6. A copy of the deed(s) for the property subject to the requested change. (See Attachment A - 6)
7. An aerial map showing the subject property and surrounding properties. (See Attachment A - 7)
8. If applicant is not the owner, a letter from the owner of the property authorizing the applicant to represent the owner. (See Attachment A - 8)

B. Public Facilities Impacts

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

1. Traffic Circulation Analysis

The analysis is intended to determine the effect of the land use change on the Financially Feasible Transportation Plan/Map 3A (20-year horizon) and on the Capital Improvements Element (5-year horizon). Toward that end, an applicant must submit the following information:

Long Range – 20-year Horizon:

- a. Working with Planning Division staff, identify the traffic analysis zone (TAZ) or zones that the subject property is in and the socio-economic data forecasts for that zone or zones;

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

Short Range – 5-year CIP horizon:

- a. Besides the 20-year analysis, for those plan amendment proposals that include a specific and immediated development plan, identify the existing roadways serving the site and within a 3-mile radius (indicate laneage, functional classification, current LOS, and LOS standard);
- b. Identify the major road improvements within the 3-mile study area funded through the construction phase in adopted CIP's (County or Cities) and the State's adopted Five-Year Work Program;

Projected 2020 LOS under proposed designation (calculate anticipated number of trips and distribution on roadway network, and identify resulting changes to the projected LOS);

- c. For the five-year horizon, identify the projected roadway conditions (volumes and levels of service) on the roads within the 3-mile study area with the programmed improvements

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in place, with and without the proposed development project. A methodology meeting with DOT staff prior to submittal is required to reach agreement on the projection methodology;

- d. Identify the additional improvements needed on the network beyond those programmed in the five-year horizon due to the development proposal.
-
2. Provide an existing and future conditions analysis for:
 - a. Sanitary Sewer (See Attachment B – 2a)
 - b. Potable Water (See Attachment B – 2b)
 - c. Surface Water/Drainage Basins (See Attachment B – 2c)
 - d. Parks, Recreation, and Open Space. (See Attachment B – 2d)

Analysis should include (but is not limited to) the following:

- Franchise Area, Basin, or District in which the property is located;
 - Current LOS, and LOS standard of facilities serving the site;
 - Projected 2020 LOS under existing designation;
 - Projected 2020 LOS under proposed designation;
 - Improvements/expansions currently programmed in 5 year CIP, 6-10 year CIP, and long range improvements; and
 - Anticipated revisions to the Community Facilities and Services Element and/or Capital Improvements Element (state if these revisions are included in this amendment).
-
3. Provide a letter from the appropriate agency determining the adequacy/provision of existing/proposed support facilities, including:
 - a. Fire protection with adequate response times; (See Attachment B – 3a)
 - b. Emergency medical service (EMS) provisions; (See Attachment B – 3b)
 - c. Law enforcement; (See Attachment B – 3c)
 - d. Solid Waste; (See Attachment B – 3d)
 - e. Mass Transit; (See Attachment B – 3e) and
 - f. Schools. (See Attachment B – 3f)

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

C. Environmental Impacts

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

1. A map of the Plant Communities as defined by the Florida Land Use Cover and Classification system (FLUCCS). (See Attachment C – 1)
2. A map and description of the soils found on the property (identify the source of the information). (See Attachment C – 2)
3. A topographic map with property boundaries and 100-year flood prone areas indicated (as identified by FEMA). (See Attachment C – 3)
4. A map delineating wetlands, aquifer recharge areas, and rare & unique uplands. (See Attachment C – 4)
5. A table of plant communities by FLUCCS with the potential to contain species (plant and animal) listed by federal, state or local agencies as endangered, threatened or species of special concern. The table must include the listed species by FLUCCS and the species status (same as FLUCCS map). (See Attachment C – 5)

D. Impacts on Historic Resources

List all historic resources (including structure, districts, and/or archeologically sensitive areas) and provide an analysis of the proposed change's impact on these resources. The following should be included with the analysis:

1. A map of any historic districts and/or sites, listed on the Florida Master Site File, which are located on the subject property or adjacent properties.
(See Attachment D - 1)
2. A map showing the subject property location on the archeological sensitivity map for Lee County. (See Attachment D - 2)

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- E. Internal Consistency with the Lee Plan (See Attachment E)
1. Discuss how the proposal affects established Lee County population projections, Table 1(b) (Planning Community Year 2020 Allocations), and the total population capacity of the Lee Plan Future Land Use Map.
 2. List all goals and objectives of the Lee Plan that are affected by the proposed amendment. This analysis should include an evaluation of all relevant policies under each goal and objective.
 3. Describe how the proposal affects adjacent local governments and their comprehensive plans.
 4. List State Policy Plan and Regional Policy Plan goals and policies which are relevant to this plan amendment.
- F. Additional Requirements for Specific Future Land Use Amendments
(See Attachment F)
1. Requests involving Industrial and/or categories targeted by the Lee Plan as employment centers (to or from)
 - a. State whether the site is accessible to arterial roadways, rail lines, and cargo airport terminals,
 - b. Provide data and analysis required by Policy 2.4.4,
 - c. The affect of the proposed change on county's industrial employment goal specifically policy 7.1.4.
 2. Requests moving lands from a Non-Urban Area to a Future Urban Area
 - a. Demonstrate why the proposed change does not constitute Urban Sprawl. Indicators of sprawl may include, but are not limited to: low-intensity, low-density, or single-use development; 'leap-frog' type development; radial, strip, isolated or ribbon pattern type development; a failure to protect or conserve natural resources or agricultural land; limited accessibility; the loss of large amounts of functional open space; and the installation of costly and duplicative infrastructure when opportunities for infill and redevelopment exist.
 3. Requests involving lands in critical areas for future water supply must be evaluated based on policy 2.4.2.

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

- G. Justify the proposed amendment based upon sound planning principles. Be sure to support all conclusions made in this justification with adequate data and analysis. (See Attachment G)

Item 1: Fee Schedule

Map Amendment Flat Fee	\$500.00 each
Map Amendment > 20 Acres	\$500.00 and \$20.00 per 10 acres up to a maximum of \$2,255.00
Text Amendment Flat Fee	\$1,250.00 each

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AFFIDAVIT

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

Signature of owner or owner-authorized agent

Date

Typed or printed name

STATE OF FLORIDA)
COUNTY OF LEE)

The foregoing instrument was certified and subscribed before me this _____ day of _____
19____, by _____, who is personally known to me or who has produced
_____ as identification.

(SEAL)

Signature of notary public

Printed name of notary public



Attachment III – A
STRAP Numbers

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STRAP Numbers

SC TN RG AR BLOCK LOT	DOR	IMP	MOD	TYP	USE	ACRES
36-45-25-00-00005.0000	86	00	0	0	9910	80.4021
36-45-25-00-00002.0000	86	00	0	0	9910	80.4322
31-45-26-00-00001.1030	99	00	0	0	9905	1.99844
31-45-26-00-00001.1040	99	00	0	0	9905	1.99862
31-45-26-00-00001.1010	00	00	0	0	0000	1.86958
31-45-26-00-00001.1020	63	00	0	0	0000	1.86977
31-45-26-00-00001.1080	63	00	0	0	9905	1.17787
31-45-26-00-00001.2000	86	00	0	0	9905	18.8070
31-45-26-00-00001.1050	99	00	0	0	9905	1.99915
31-45-26-00-00001.1060	99	00	0	0	9905	1.99842
31-45-26-00-00001.1000	80	00	0	0	9905	65.2662
31-45-26-00-00001.1070	86	00	0	0	9905	1.58110
36-45-25-01-0000C.0030	84	00	0	0	9910	3.76320
36-45-25-01-0000B.0010	86	00	0	0	9910	4.64957
36-45-25-01-0000B.0020	86	00	0	0	9910	4.20788
36-45-25-01-0000A.0010	86	00	0	0	9910	4.32015
36-45-25-01-0000A.0060	86	00	0	0	0000	4.27278
36-45-25-01-0000A.0110	86	00	0	0	9910	4.26085
36-45-25-01-0000C.0010	86	00	0	0	9910	3.88970
36-45-25-01-0000C.0020	86	00	0	0	9910	3.56987
36-45-25-01-0000B.0040	00	00	0	0	9910	3.99055
25-45-25-00-00005.0010	90	82	6	0	1800	.303731
36-45-25-01-0000A.0020	86	00	0	0	9910	4.11516
35-45-25-00-00003.0000	101	00	0	0	8600	619.218
19-45-26-00-00002.0000	86	82	6	0	2000	1249.40
36-45-25-00-00001.0000	86	00	0	0	9910	280.889
30-45-26-00-00001.1000	86	00	0	0	9905	25.9933
30-45-26-00-00001.1070	86	00	0	0	0000	2.02158
25-45-25-00-00003.0000	101	01	1	0	8600	1083.31
30-45-26-00-00001.1010	63	00	0	0	0000	2.04309
30-45-26-00-00001.1020	63	00	0	0	0000	1.98977
30-45-26-00-00001.1060	63	00	0	0	0000	2.00952
30-45-26-00-00001.1050	63	00	0	0	0000	1.98587
30-45-26-00-00001.1030	63	00	0	0	0000	1.98778
30-45-26-00-00001.1040	63	00	0	0	0000	1.98567
24-45-25-00-00005.001F	90	65	6	0	2700	2.10903
24-45-25-00-00005.001E	90	65	6	0	2700	2.16248
24-45-25-00-00005.001D	90	65	6	0	2700	1.56156
24-45-25-00-00005.001C	90	65	6	0	2700	1.95788
24-45-25-00-00005.001B	90	65	6	0	2700	2.48094
24-45-25-00-00002.0000	101	00	0	0	8600	365.447
24-45-25-00-00005.001A	90	79	4	0	2700	1.96734
32-45-26-00-00001.0000	86	00	0	0	0000	546.046
30-45-26-00-00003.0000	101	00	0	0	8600	910.379
29-45-26-00-00001.0000	86	00	0	0	0000	37.3531
29-45-26-00-00002.0000	101	00	0	0	8600	685.483
19-45-26-00-00002.0010	46	84	6	0	4800	2.90127
17-45-26-00-00003.0000	101	00	0	0	8600	237.227



Attachment A – 1
Proposed Text Changes



ATTACHMENT A – 1
PROPOSED TEXT CHANGES

NOTE: These are the following Visions, Policies, Goals, and Objectives that will be recommended to be modified.

LEE COUNTY – A Vision for 2020 – 10. Gateway/Airport: This Community is located South of SR 82, generally east of I-75, north of Alico Road including those portions of the Gateway development which have not been or not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties it is expected the airport will use for its expansion, the lands designated as Airport Commerce, 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 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 will more than double the existing capacity of the airport. Development will be guided by the Airport Master Plan Update

The airport expansion and the completion of Florida Gulf Coast University are expected to energize the remaining area in this community, the commercial and industrial component 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

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of this plan, the area will be much more urbanized with hi-tech/clean industry businesses. (Added by Ordinance No. 99-15)

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-related development to support the continued development of the Southwest Florida International Airport to include hotels/motels, airport related terminals and freight transfer facilities, light industrial, service stations, limited retail, shopping, and office development. Any future airport expansion will ~~also include extensive environmental buffer areas for the protection of groundwater resources and wildlife habitat~~ offset environmental impacts through the mitigation park or other appropriate mitigation acceptable to the permitting agencies. The physical design of the airport expansion will minimize any degradation of the recharge capability of land in the expansion area. Any airport expansion beyond the present boundaries will be subject to ~~appropriate modifications to the DRI development order and any~~ necessary amendments to the Lee Plan. (Amended by Ordinance No. 94-30, 00-22)

POLICY 1.2.2: The Airport Commerce 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; ground transportation and airport related terminals or transfer facilities; and hotels/motels, meeting facilities, and other hospitality services. Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry to 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. Retail commercial uses in this category are only permitted within hotels and motels. 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. Residential uses are only permitted in this category to the extent described in Chapter XIII and must be compatible with the approved Airport Overlay Zone. (Amended by Ordinance No. 94-30)

OBJECTIVE 32.1: ECONOMIC GROWTH. The capacity of Southwest Florida International Airport will be expanded in compliance with the adopted Airport Master Plan to aid in the diversification of the county's economic growth. Project implementation of the proposed development and approval will be funded

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through user fees, airline contributions, and other funding sources not involving general county tax dollars. (Amended by Ordinance No. 98-09, 99-15)

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 Master Plan and in compliance with the MOU between Lee County and the Lee County Port Authority approved September 10, 2002. ~~The first phase priority will be the implementation of the new midfield terminal and its supporting infrastructure.~~ (Amended by Ordinance No. 98-09, 99-15)

POLICY 32.2.3: Future updates of the Page Field and Southwest Florida International Airport Master Plan will monitor development of non aviation related and industrial development uses as appropriate.

POLICY 32.2.5: The county will utilize the approved Airport Master Plan and FAR Part 150 Study, including updates through the Lee Plan Update process as outlined in the MOU dated September 10, 2002, 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, to ensure future economic enhancement consistent with Objective 31.2.

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).~~ the most recent adopted version of the Airport Master Plan Update

Policy 32.6.1: The Port Authority will Coordinate and obtain approval for airport expansion plans from the county through the adoption of the Airport Master Plan Update process and the incorporation by reference by the Lee Plan. A copy of the most recent Airport Layout Plan Sheet that has been approved by the LCPA, FAA and FDOT will be incorporated into the Lee Plan as Map 2F that depicts the planned expansion of the Southwest Florida International Airport. Lee County will also be provided copies of the annual capital improvement plan or other similar document for the Southwest Florida International Airport ~~annual capital improvement planning and programming process~~ to ensure compatibility with other county programs (Amended by Ordinance No. 99-15)

OBJECTIVE 108.4 COORDINATION OF AIRPORT IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT: Coordinate, where possible between the Port Authority, Lee County,

Southwest Florida International Airport

Draft



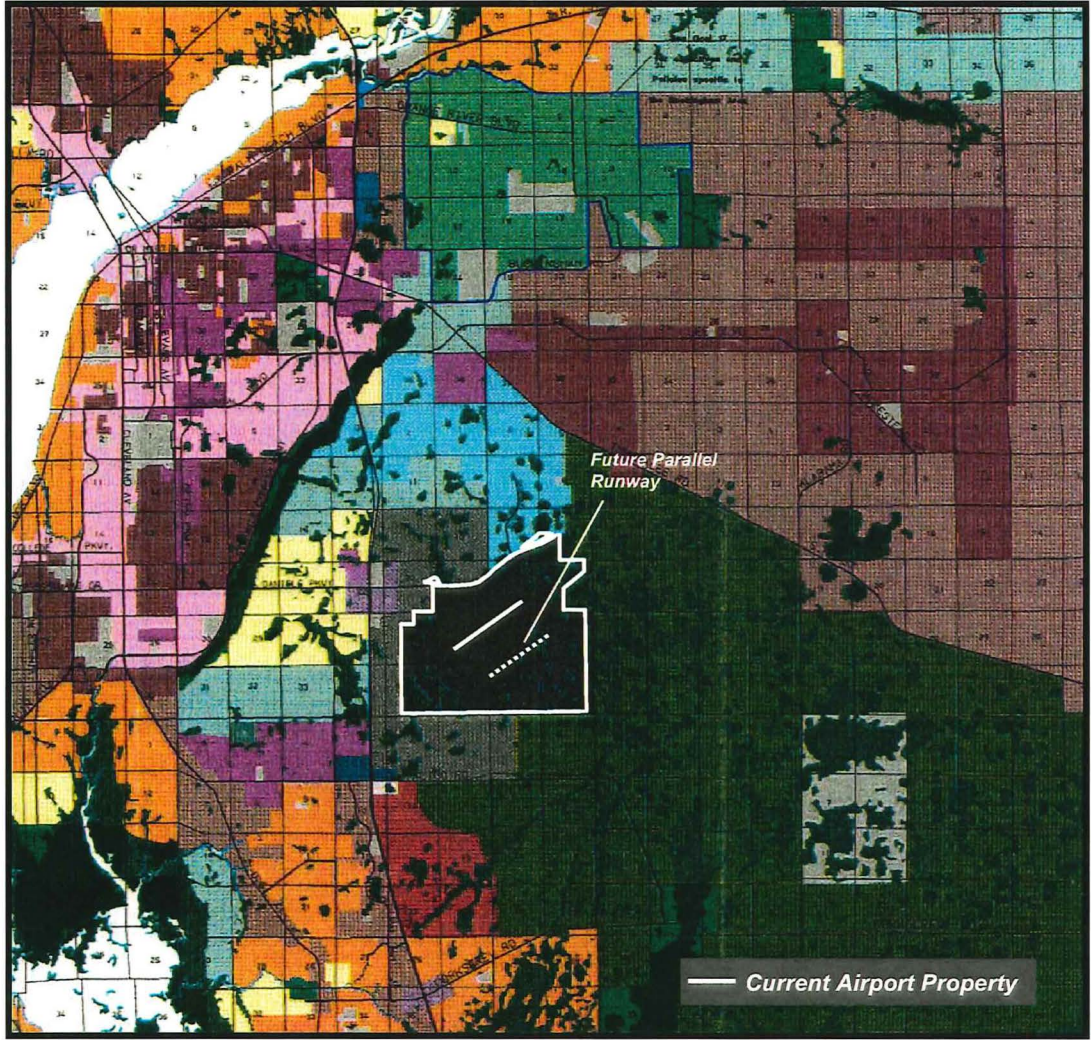
Southwest Florida Regional Planning Council, and Florida Department of Community Affairs to ensure that the Airport Master Plan and Lee Plan are consistent.

POLICY 108.4.1: Follow the process established by the memorandum of understanding between Lee County Port Authority and Lee County approved September 10, 2002 that establishes the procedures for adopting the Airport Master Plan into the Lee Plan.

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Attachment A – 2
Future Land Use Map



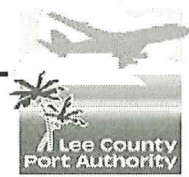
- Future Urban Areas**
 - Intensive Development
 - Central Urban
 - Urban Community
 - Suburban
 - Outlying Suburban
 - Industrial Development
 - Public Facilities
 - University Campus
- Interchange Areas**
 - Industrial
 - General
 - General Commercial
 - Industrial Commercial
 - University Village
 - Mixed Use
- New Community**
 - New Community
- Airport Areas**
 - Airport Commerce
 - Airport
- Non-Urban Areas**
 - Rural
 - Rural Community Preserve
 - Outer Islands
 - Open Lands
 - Density Reduction/
Groundwater Resource
 - Upland Conservation Lands
- Wetlands**
 - Wetlands
 - Wetland Conservation Lands

Source: Lee County Comprehensive Plan 2002

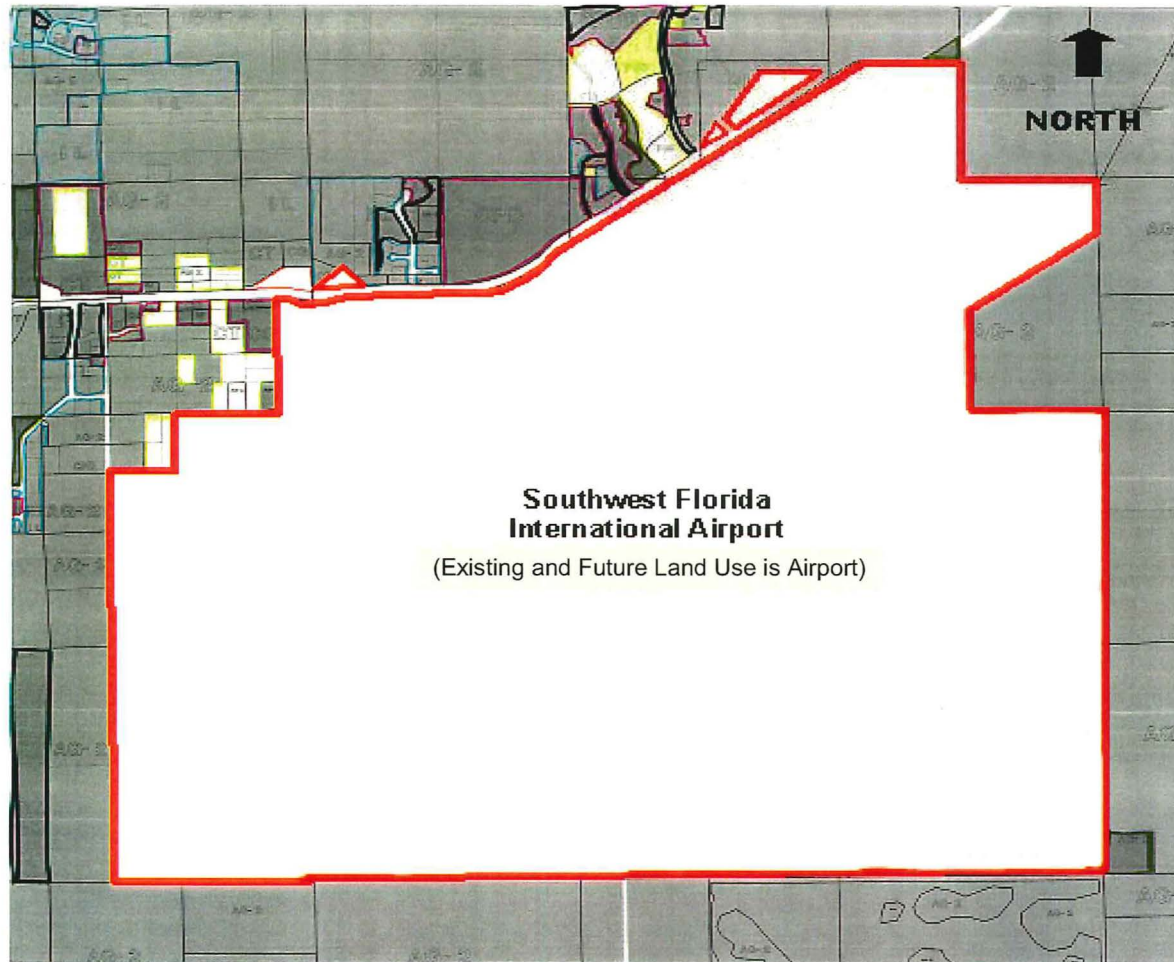
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 Architectural, Engineering Planning
 and Environmental Services
 Jacksonville, Florida

**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Attachment A - 2
Future Land Use Map



Attachment A – 3
Existing Land Use Map



Legend

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- AGRICULTURAL
- INSTITUTIONAL
- GOVERNMENT
- MISCELLANEOUS

PROPERTY BOUNDARY

AOPD AIRPORT OPERATIONS
PLANNED DEVELOPMENT

Source: Lee County, 2002

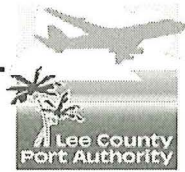


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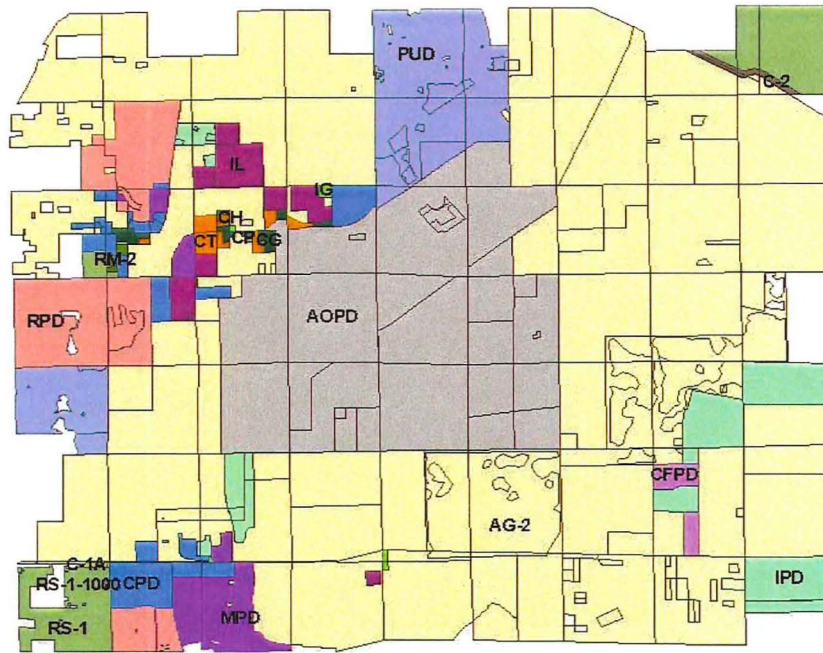
**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Attachment A - 3
 Existing Land Use Map

Southwest Florida International Airport
Draft



Attachment A – 4
Existing Zoning Map



Scale: NTS

Legend

AG-2	CG	CT	PUD
AOPD	CH	IG	RM-2
C-1A	CN-1	IL	RPD
C-2	CP	IPD	RS-1
CFPD	CPD	MPD	RS-1-1000

Source: Lee County Property Appraiser, December 2002



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 Jacksonville, Florida

**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Attachment A - 4
 AOPD Zoning Map



Attachment A – 5
Legal Description of Property

JOHNSON ENGINEERING, INC.

FORT MYERS
NAPLES
PORT CHARLOTTE

ENGINEERS, SURVEYORS, PLANNERS AND ECOLOGISTS

2158 JOHNSON STREET
TELEPHONE (941) 334-0046
FAX (941) 334-3661
POST OFFICE BOX 1550
FORT MYERS, FLORIDA
33902-1550

CARL E. JOHNSON
1911-1968

March 14, 2000

LEGAL DESCRIPTION

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PARCELS A, B, C AND D SECTIONS 23, 24, 25, 26, 35 AND 36 TOWNSHIP 45 SOUTH, RANGE 25 EAST; AND SECTIONS 17, 18, 19, 20, 29, 30, 31 AND 32 TOWNSHIP 45 SOUTH, RANGE 26 EAST ALL IN LEE COUNTY, FLORIDA

PARCEL A

A tract or parcel of land lying in Sections 23, 24, 25, 26, 35 and 36 in Township 45 South, Range 25 East, and in Sections 17, 18, 19, 20, 29, 30, 31 and 32 in Township 45 South, Range 26 East, all in Lee County, Florida, and being more particularly described as follows:

Commencing at the southwest corner of the Southwest Quarter (SW-1/4) of Section 35, Township 45 South, Range 25 East, thence run N 89° 20' 16" W a distance of 1321.80 feet to the Point of Beginning. From said Point of Beginning run N 00° 34' 17" W a distance of 2654.20 feet; thence run N 00° 21' 15" E a distance of 2654.86 feet to a point lying along the north line of the Northwest Quarter (NW-1/4) of Section 35, Township 45 South, Range 25 East; thence run N 02° 05' 25" W along the west line of the East Half (E-1/2) of the Southwest Quarter (SW-1/4) of Section 26, Township 45 South, Range 25 East a distance of 2655.48 feet; thence run N 00° 49' 34" W along the west line of the Southeast Quarter (SE-1/4) of the Northwest Quarter (NW-1/4) of the aforementioned Section 26 a distance of 1320.31 feet; thence run N 87° 59' 48" E along the north line of the Southeast Quarter (SE-1/4) of the Northwest Quarter (NW-1/4) of the aforementioned Section 26 a distance of 1356.41 feet; thence run N 01° 04' 03" W along the west line of the Northeast Quarter (NE-1/4) of the aforementioned Section 26 a distance of 1317.08 feet to the northwest corner of the Northeast Quarter (NE-1/4) of the aforementioned Section 26; thence run N 88° 04' 46" E along the south line of the Southeast Quarter (SE-1/4) of Section 23, Township 45 South, Range 25 East a distance of 2027.84 feet; thence run N 01° 04' 08" W along the west line of the East Half (E-1/2) of the East Half (E-1/2) of the Southeast Quarter (SE-1/4) of the aforementioned Section 23 for 2542.82 feet to a point on a non-tangent curve on the southerly line of Daniels Parkway (transitioning from 200 feet to 270 feet wide); thence run along said southerly line through said Sections 23 and 24 in Township 45 South, Range 25 East and Sections 19, 18 and 17 in Township 45 South, Range 26 East for the following courses: southeasterly along the arc of a curve to the right of radius 2191.83 feet (delta 09° 36' 28") (chord 367.11 feet) (chord bearing S 85° 27' 02" E) for 367.54 feet to a point of tangency; thence S 80° 38' 48" E for 435.96 feet to a point of curvature; thence southeasterly and easterly along the arc of a curve to the left of radius 2391.83 feet (delta 18° 04' 40")

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PRESIDENT
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KENTON R. KEILING
PATRICIA H. NEWTON
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ANDREW D. TILTON
MARK G. WENTZEL
KEVIN M. WINTER

ASSOCIATES
LONNIE V. HOWARD
MICHAEL L. LOHR
MICHAEL W. NORMAN
CHURCH L. ROBERTS, IV
BARRY E. SYREN

(chord 751.53 feet) (chord bearing S 89° 41' 08" E) for 754.65 feet to a point of tangency; thence N 81° 16' 32" E for 542.86 feet to a point of curvature; thence northeasterly along the arc of a curve to the right of radius 2181.83 feet (delta 08° 50' 48") (chord 336.55 feet) (chord bearing N 85° 41' 56" E) for 336.88 feet to a point of tangency; thence S 89° 52' 40" E for 1090.00 feet to a point of curvature; thence northeasterly along the arc of a curve to the left of radius 2980.56 feet (delta 42° 49' 14") (chord 2176.07 feet) (chord bearing N 68° 42' 43" E) for 2227.55 feet to a point of tangency; thence N 47° 18' 06" E for 623.86 feet to a point of curvature; thence northeasterly along the arc of a curve to the right of radius 2181.83 feet (delta 06° 41' 54") (chord 254.93 feet) (chord bearing N 50° 39' 03" E) for 255.07 feet to a point of tangency; thence N 54° 00' 00" E for 3655.05 feet to a point of curvature; thence northeasterly along the arc of a curve to the right of radius 4473.66 feet (delta 24° 00' 00") (chord 1860.25 feet) (chord bearing N 66° 00' 00" E) for 1873.92 feet to a point of tangency; thence N 78° 00' 00" E for 586.36 feet to a point of curvature; thence northeasterly along the arc of a curve to the left of radius 3384.04 feet (delta 24° 00' 00") (chord 1407.16 feet) (chord bearing N 66° 00' 00" E) for 1417.50 feet to a point of tangency; thence N 54° 00' 00" E for 737.49 feet; thence run N 89° 30' 50" E along the north line of the Southeast Quarter (SE-1/4) of said Section 17 for 345.05 feet to the northeast corner of said fraction; thence run S 01° 00' 03" E along the west line of said Southeast Quarter (SE-1/4) for 2663.49 feet to the southwest corner of said fraction; thence run N 89° 27' 32" E along the south line of said fraction for 2643.37 feet to the northeast corner of said Section 20, Township 45 South, Range 26 East; thence run S 01° 25' 31" E along the east line of the Northeast Quarter (NE-1/4) of the aforementioned Section 20 a distance of 1163.82 feet; thence run S 54° 00' 06" W a distance of 3219.77 feet; thence run S 01° 14' 49" E a distance of 2341.65 feet to the southwest corner of the Southeast Quarter (SE-1/4) of the aforementioned Section 20; thence run N 88° 19' 17" E along the south line of the Southeast Quarter (SE-1/4) of the aforementioned Section 20 a distance of 2658.48 feet to the southeast corner of the aforementioned Section 20; thence run S 00° 01' 11" W along the east line of the Northeast Quarter (NE-1/4) of Section 29, Township 45 South, Range 26 East a distance of 2581.60 feet to the southeast corner of the Northeast Quarter (NE-1/4) of said Section 29; thence run S 00° 01' 11" W along the east line of the Southeast Quarter (SE-1/4) of said Section 29 a distance of 2581.60 feet to the southeast corner of the Southeast Quarter (SE-1/4) of said Section 29; thence run S 00° 24' 19" E along the east line of the Northeast Quarter (NE-1/4) of Section 32, Township 45 South, Range 26 East a distance of 2657.00 feet to the southeast corner of the Northeast Quarter (NE-1/4) of said Section 32; thence run S 00° 24' 19" E along the east line of the Southeast Quarter (SE-1/4) of said Section 32 a distance of 2657.02 feet to the southeast corner of the Southeast Quarter (SE-1/4) of said Section 32;

thence run S 89° 25' 27" W along the south line of the Southeast Quarter (SE-1/4) of said Section 32 a distance of 2645.47 feet to the southwest corner of the Southeast Quarter (SE-1/4) of said Section 32; thence run S 89° 31' 23" W along the south line of the Southwest Quarter (SW-1/4) of said Section 32 a distance of 2649.58 feet to the southwest corner of said Section 32; thence run S 89° 17' 39" W along the south line of the Southeast Quarter of Section 31, Township 45 South, Range 26 East a distance of 2638.68 feet to the southwest corner of the Southeast Quarter (SE-1/4) of said Section 31; thence run S 89° 22' 14" W along the south line of the Southwest Quarter (SW-1/4) of said Section 31 a distance of 2506.33 feet to the southwest corner of said Section 31; thence run S 89° 08' 03" W along the south line of the Southeast Quarter (SE-1/4) of Section 36, Township 45 South, Range 25 East a distance of 2643.51 feet to the southwest corner of the Southeast Quarter of said Section 36; thence run S 89° 08' 03" W along the south line of the Southwest Quarter (SW-1/4) of said Section 36 a distance of 2643.52 feet to the southwest corner of said Section 36; thence run S 89° 20' 02" W along the south line of the Southeast Quarter (SE-1/4) of Section 35, Township 45 South, Range 25 East a distance of 2645.02 feet to the southwest corner of the Southeast Quarter (SE-1/4) of said Section 35; thence run S 89° 20' 16" W along the south line of the East Half (E-1/2) of the Southwest Quarter (SW-1/4) of said Section 35 a distance of 1321.83 feet to the Point of Beginning.

LESS AND EXCEPT the following described parcels (all from Parcel A):

In Section 36, Township 45 South, Range 25 East:

A tract or parcel of land (parcel 8C, Lee County I.D., 36-45-25-01-0000B.0040) as recorded and described in Official Record Book 2946 at page 1329 of the official records of Lee County, Florida.

Said parcel contains 4.040 acres, more or less.

In Section 30, Township 45 South, Range 26 East:

A tract or parcel of land (Lee County I.D. 30-45-26-00-00001.1010) as recorded and described in Official Record Book 2933 at page 1268 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 30-45-26-00-00001.1020) as recorded and described in Official Record Book 1958 at page 4414 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 30-45-26-00-00001.1030) as recorded and described in Official Record Book 1958 at page 4404 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 30-45-26-00-00001.1040) as recorded and described in Official Record Book 1958 at page 4394 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 30-45-26-00-00001.1050) as recorded and described in Official Record Book 1958 at page 4552 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 30-45-26-00-00001.1060) as recorded and described in Official Record Book 1990 at page 2561 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

In Section 31, Township 45 South, Range 26 East:

A tract or parcel of land (Lee County I.D. 31-45-26-00-00001.1030) as recorded and described in Official Record Book 3181 at page 323 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 31-45-26-00-00001.1040) as recorded and described in Official Record Book 3181 at page 451 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 31-45-26-00-00001.1010) as recorded and described in Official Record Book 2885 at page 1274 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 31-45-26-00-00001.1020) as recorded and described in Official Record Book 1960 at page 1533 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 31-45-26-00-00001.1080) as recorded and described in Official Record Book 2601 at page 2503 of the official records of Lee County, Florida. Said parcel contains 1.185 acres, more or less.

A tract or parcel of land (Lee County I.D. 31-45-26-00-00001.1050) as recorded and described in Official Record Book 2091 at page 927 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 31-45-26-00-00001.1060) as recorded and described in Official Record Book 2091 at page 922 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

Said Parcel A contains 6308.002 acres (net), more or less.

TOGETHER WITH (added to Parcel A):

PARCEL B

A tract or parcel of land lying in the East Half (E-1/2) of the Northeast Quarter (NE-1/4) of Section 23, Township 45 South, Range 25 East, Lee County, Florida, which tract or parcel is described as follows:

From the southeast corner of said Northeast Quarter (NE-1/4) run N 00° 17' 41" W along the east line of said fraction for 94.00 feet to the north line of Daniels Parkway; thence run S 88° 39' 26" W along said north line for 49.46 feet to the Point of Beginning.

From said Point of Beginning continue along said north line S 88° 39' 26" W for 572.96 feet and S 88° 07' 09" W for 727.86 feet to the west line of the East Half (E-1/2) of the Northeast Quarter (NE-1/4) of said Section; thence run N 00° 43' 22" E along said west line for 25.51 feet; thence departing said west line and running through the Northeast Quarter (NE-1/4) of said Section 23 the following courses: thence N 88° 06' 12" E for 165.23 feet; thence N 54° 36' 12" E for 729.30 feet; thence N 88° 10' 25" E for 219.31 feet; S 40° 25' 15" E for 494.87 feet; thence S 00° 17' 50" E parallel with the east line of the Northeast Quarter (NE-1/4) of said Section for 46.34 feet to the Point of Beginning.

Containing 7.114 acres, more or less.

TOGETHER WITH (to be added to Parcels A and B):

PARCEL C

A tract or parcel of land lying in the Southeast Quarter (SE-1/4) of Section 18, Township 45 South, Range 26 East, Lee County, Florida, which tract or parcel is described as follows:

From the southeast corner of said fraction run N 00° 58' 41" W along the east line of said fraction for 1870.26 feet to an intersection with the northerly right-of-way line of Daniels Parkway; (the following two courses being along and coincident with said northerly right-of-way line) thence S 78° 00' 00" W a distance of 233.32 feet to a point of curvature with a tangent circular curve, concave to the south; thence along said curve, having for its elements a radius of 4743.66 feet, a central angle of 01° 12' 20", a chord distance of 99.81 feet, a chord bearing of S 77° 23' 50" W, and an arc distance of 99.81 feet to the Point of Beginning.

From said Point of Beginning; thence continue along said northerly right-of-way line along a tangent circular curve, concave to the south, having for its elements a radius of 4743.66 feet, a central angle of 07° 46' 39", a chord distance of 643.42 feet, a chord bearing of S 72° 54' 20" W, and an arc distance of 643.92 feet; thence N 54° 00' 00" E a distance of 655.83 feet; thence S 36° 00' 00" E a distance of 62.75 feet to a point of curvature with a tangent circular curve, concave to the west; thence along said curve, having for its elements a radius of 180.00 feet, a central angle of 23° 31' 09", a chord distance of 73.37 feet, a chord bearing of S 24° 14' 26" E, and an arc distance of 73.89 feet; thence S 12° 28' 51" E a distance of 80.59 feet to the Point of Beginning.

Containing 1.514 acres, more or less.

TOGETHER WITH (to be added to Parcels A, B and C):

PARCEL D

A tract or parcel of land lying in the Southwest Quarter (SW-1/4) of Section 17 and the Southeast Quarter (SE-1/4) of Section 18, Township 45 South, Range 26 East, Lee County, Florida, which tract or parcel is described as follows:

From the southeast corner of said Southeast Quarter (SE-1/4) of said Section 18 run N 00° 58' 41" W along the east line of said fraction for 1870.26 feet to the Point of Beginning, said point also lying along the northerly right-of-way line of Daniels parkway.

From said Point of Beginning; thence S 78° 00' 00" W along said north right-of-way line a distance of 213.12 feet; thence N 12° 28' 51" W a distance of 80.55 feet to a point of curvature with a tangent circular curve, concave to the west; thence along said curve, having for its elements a radius of 300.00 feet, a central angle of 23° 31' 07", a chord distance of 122.28 feet, a chord bearing of N 24° 14' 40" W, and an arc distance of 123.15 feet; thence N 36° 00' 00" W a distance of 62.75 feet; thence N 54° 00' 00" E a distance of 1026.83 feet; thence N 89° 30' 50" E a distance of 1301.13 feet to an intersection with the northerly right-of-way line of Daniels Parkway; thence S 54° 00' 00" W a distance of 359.16 feet to a point of curvature with a tangent circular curve, concave to the northwest; thence along said curve, having for its elements a radius of 3114.04 feet, a central angle of 24° 00' 00", a chord

distance of 1294.89 feet, a chord bearing of S 66° 00' 00" W, and an arc
distance of 1304.41 feet, to said Point of Beginning.
Containing 20.625 acres, more or less.

Said Southwest Florida International Airport (Parcels A, B, C and D) contains 6337.255
acres, more or less.



Michael A. Ward (for The Firm LB-642)
Professional Land Surveyor
Florida Certificate No. 5301



Attachment A – 6
Copy of Deed(s) for Property

Southwest Florida International Airport

Draft



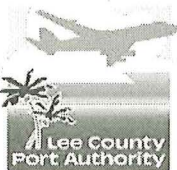
ATTACHMENT A – 6

DEED INFORMATION

A copy of all deeds can be found on file at the Lee County Port Authority Offices.

Southwest Florida International Airport

Draft



**Attachment A – 7
Aerial Map**



Source: *RS&H, DMJM Aviation 2000*



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 Architectural, Engineering Planning
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 Jacksonville, Florida

**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Attachment A - 7
 Aerial Photograph of Site



Attachment A – 8
Authorization Letter from Property Owner



Direct Dial: 239-768-4492
 Fax: 239-768-4912

ROBERT M. BALL, A.A.E.
 EXECUTIVE DIRECTOR

JAMES G. YAEGER
 PORT AUTHORITY ATTORNEY

BOARD OF
 PORT COMMISSIONERS

JOHN F. ALBION

ANDREW W. COY

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HAY JUDAH

DOUGLAS R. ST. CERNY

February 3, 2003

Mr. Jeffrey W. Breeden, AICP
 Project Manager
 Reynolds, Smith & Hills, Inc.
 10748 Deerwood Park Boulevard South
 Jacksonville, Florida 32256-0597

Dear Mr. Breeden:

**Re: Authorized Representative
 Lee Plan Application
 Southwest Florida International Airport
 Ft. Myers, Florida**

This letter is to confirm that you have been designated as the authorized representative of the Lee County Port Authority for the purpose of submitting and completing a Lee Plan Application.

Sincerely,

Lee County Port Authority

Mark R. Fisher, A.A.E.
 Division Director, Development

MRF/jr



Attachment B – 1
Traffic Circulation Analysis



ATTACHMENT B – 1 TRAFFIC CIRCULATION ANALYSIS

1. Traffic Circulation Analysis

The analysis is intended to determine the effect of the land use change on the Financially Feasible Transportation Plan/Map 3A (20-year horizon) and on the Capital Improvements Element (5-year horizon). Toward that end, an applicant must submit the following information:

Long Range – 20-year Horizon:

- a. Working with Planning Division staff, identify the traffic analysis zone (TAZ) or zones that the subject property is in and the socio-economic data forecasts for that zone or zones;

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.

- b. Determine whether the requested change requires a modification to the socio-economic data forecasts for the host zone or zones. The land uses for the proposed change should be expressed in the same format as the socio-economic forecasts (number of units by type/number of employees by type/etc.);

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 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 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

Southwest Florida International Airport

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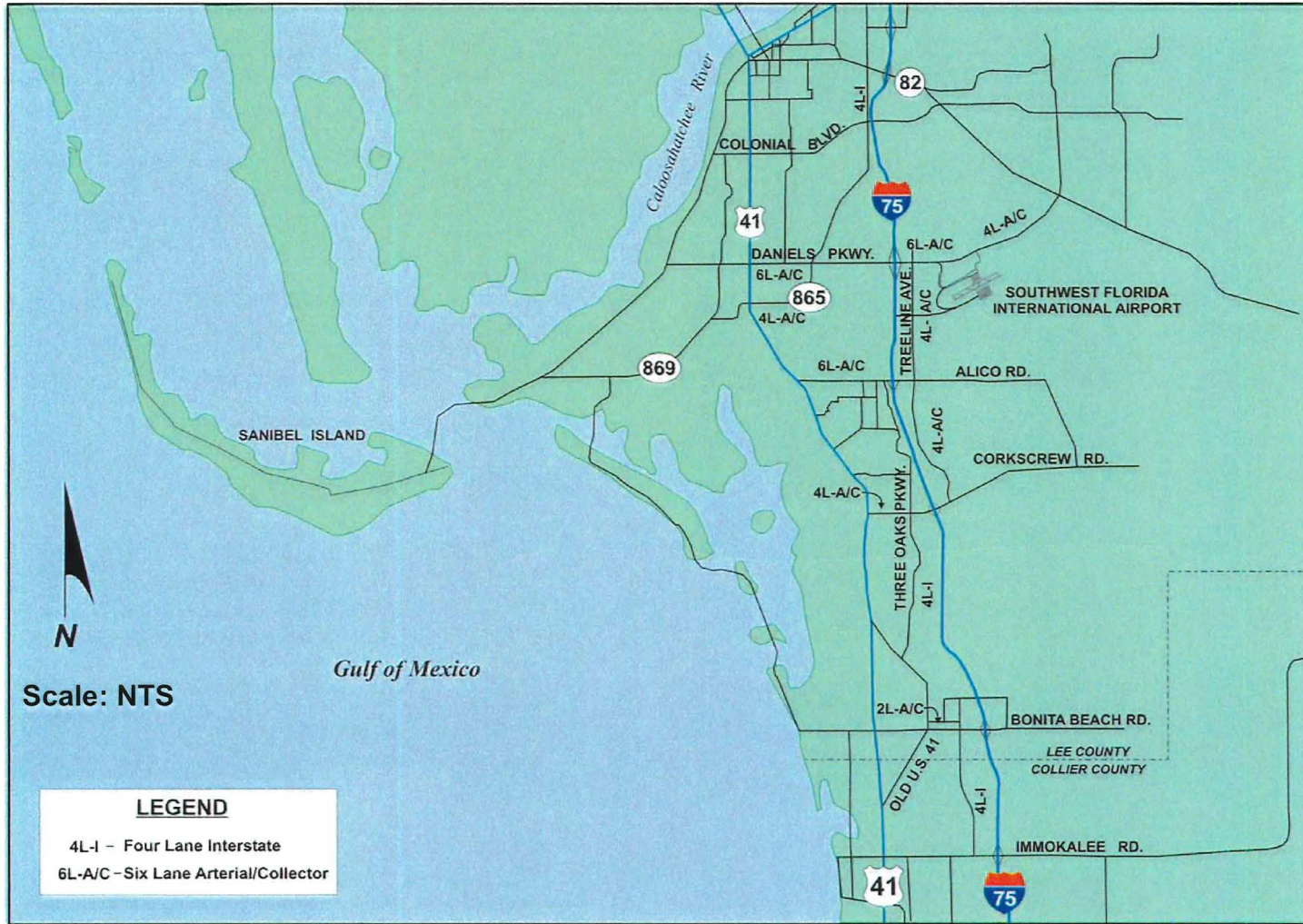


data with Lee DOT and the MPO. As a result of this analysis, no modification of the forecasts or socio-economic data is required.

- c. **If no modification of the forecasts is required, then no further analysis for the long range horizon is necessary. If modification is required, make the change and provide to Planning Division staff, for forwarding to DOT staff. DOT staff will rerun the FSUTMS model on the current adopted Financially Feasible Plan network and determine whether network modifications are necessary, based on a review of projected roadway conditions within a 3-mile radius of the site;**

No modification of the forecasts is required; therefore no further analysis for the long range horizon is necessary.

- d. **If no modifications to the network are required, then no further analysis for the long range horizon is necessary. If modifications are necessary, DOT staff will determine the scope and cost of those modifications and the effect on the financial feasibility of the plan;**
- e. **An inability to accommodate the necessary modifications within the financially feasible limits of the plan will be a basis for denial of the requested land use change;**
- f. **If the proposal is based on a specific development plan, then the site plan should indicate how facilities from the current adopted Financially Feasible Plan and/or the Official Trafficways Map will be accommodated.**



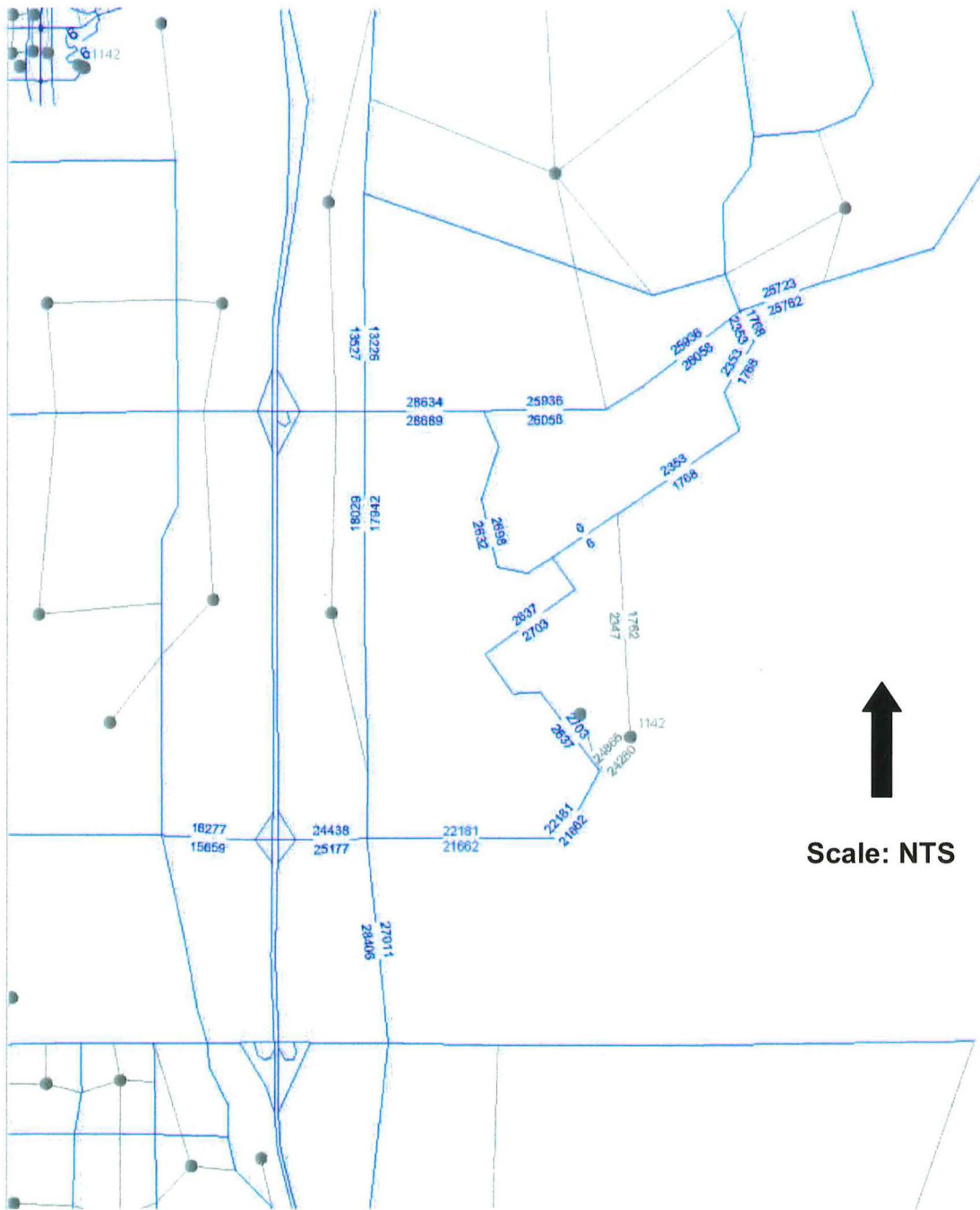
Source: RS&H Traffic Analysis, 2003



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 Lee County Comprehensive Plan Amendment**

Attachment B - 1
 Transportation Network



Source: RS&H



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 Jacksonville, Florida

**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Attachment B - 1a

2020 Model

Table 1. RSW Trip Generation

2020							
	Land Use	ITE		P.M. Peak Hour			Daily
		LUC	Size Units	In	Out	Total	Total
Trip Generation	General Office	710	225 KSF	56	275	332	2,474
	Convenien. 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

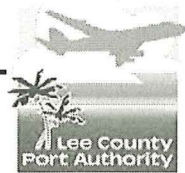
Date: January 29, 2003



RS&H
Reynolds, Smith and Hills, Inc.
 Architectural, Engineering Planning
 and Environmental Services
 Jacksonville, Florida

**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Attachment B - 1b
Trip Generation



Attachment B – 2a
Sanitary Sewer Analysis

Southwest Florida International Airport

Draft



ATTACHMENT B – 2a SANITARY SEWER ANALYSIS

According to a letter from the Lee County Port Authority to the Lee County Utilities Department, a list of total water meters was tabulated within the boundary of Southwest Florida International Airport.

The following lists the water meters belonging to the Port Authority and available Airport tenants:

Water/Sewage Usage at Existing Facilities

Owner	Location	Meter #	Generation (Gal)/Year
LCPA	16000 Chamberlin Parkway	0034744898	377,000
LCPA	Maintenance Bldg.	0031832327	258,000
LCPA	Sewer Plant	0039154456	802,000
LCPA	Main Terminal	0031945250	12,794,000
LCPA	E. End Dump	0039159493	42,000
LCPA	Fuel Farm A11091	0029704586	6,000
LCPA	Fuel Farm A70189	0002184051	223,000
LCPA	Cargo	0041744989	107,000
LCPA	Sewer Lift Station	0039021056	109,000
LCPA	Chiller Bldg.	0031897352	6,412,000
Total LCPA			21,130,000
Other Airport Tenants			
Budget RAC	16020 Chamberlin Parkway	0087128750	902,000
National RAC	16060 Chamberlin Parkway	0087128752	1,566,000
Jet South, Inc/FedEx	11854 Regional Lane	0088615227	221,000
Jet South, Inc/UPS	15960 Chamberlin Parkway	0037348475	264,000
Dollar/Hertz RAC	16050 Chamberlin Parkway	0087128749	952,000
Alamo RAC	16040 Chamberlin Parkway	0039021046	26,000
Avis RAC	16030 Chamberlin Parkway	0039159484	1,049,000
APCOA, Inc	Parking Tollbooth	0087101391	95,000
Airborne Express	10089 Amberwood Road	0037981809	90,000
Caterair/LSG/Sky Chefs	12420 Fuel Farm Road	0031832331	1,029,000
Total Other Airport Tenants			6,194,000
Total All Existing Facilities			27,324,000
Total Average Gal/Day for LCPA			58,900 (Gal/Day)
Total Average Gal/Day for Other Airport Tenants			17,000 (Gal/Day)
Total Average Gal/Day for All Existing Facilities			75,900(Gal/Day)

Based on FY 2001 Data as recorded from Lee County Utilities Billing Department.

Southwest Florida International Airport

Draft



The following tenants including all air carriers are located with in the main passenger terminal located at 16000 Chamberlin Parkway and should be included in the item listed as LCPA, Main Terminal, Meter number 0031945250, and 12,794,000 gallons per year. These tenants include:

Air Tran
Airport Terminal Services
American Airlines
Aviation Ground Services, Ltd.
Continental Airlines
Delta Airlines
DynAir Fueling
General Aviation Terminal Services
Host Marriott, Inc.
LTU
Northwest Airlines
Spirit Airlines
Triangle
United Airlines
US Airways

Southwest Florida International Airport

Draft



Future Demand Analysis for Aviation Related Activities

Beginning in 2005, the Midfield Terminal will become operational resulting in an increase of terminal building square footage from 380,915 square feet to 761,193 square feet. Current water/sewer usage for water meters billed to Lee County Port Authority for the existing terminal building is calculated at 33.5 gallons per square foot.

For analysis purposes, the similar usage was assumed for the new mid field terminal building. The data was then combined with the other airport tenants shown in the previous table titled Water/Sewer Usage at Existing Facilities. The enplanement average annual growth rate was then applied to project future demand.

The demand for water and sewer from the airport terminal facility compares favorably to the water and sewer demand listed in section 64E-6.008 of the Florida Administrative Code.

Aviation Land Use Water Usage

Year	Enplanements	Water Usage (Gal/Year)	Growth Rate	Total (Gal/day)
2000	2,632,088	27,324,000		74,900
2005	3,294,000	49,201,400	(2000-2005) 4.6%	135,600
2010	3,978,800	51,464,664	(2005-2010) 3.9%	147,200
2020	5,627,100	55,236,355	(2010-2020) 3.7%	157,700

Source: RS&H Analysis and Southwest Florida International Airport Master Plan Update, 2002.

Southwest Florida International Airport

Draft



Non Aviation Related Land Use Analysis

The calculation of water usage within the non-aviation land use was based on the development square footage listed in the Existing vs. Proposed Development Table prepared for the current Airport Master Plan Update. The development table shows 100,000 square feet of office space will be constructed during the 2005, 2010, and 2020 year per period. A 300-room hotel will be constructed in the year 2020. A 200,000-sq. ft. warehouse distribution center is planned during 2020.

Water and Sewer usage guidelines listed in Section 64E-6.008 in the Florida Administrative Code was used to calculate the potential usage. The F.A.C. the following water and sewage flows:

- Office Space 15 gallons per 100 sq.ft.
- Hotel/Motel 100 gallons per room
- Warehouse Distribution 1 gallon per 20 sq.ft.

Non-Aviation Land Use Water Usage (Gal/day)

Year	Hotel	Office	Warehouse/ Intermodal	Build-Out Total
2005	-	15,000	-	15,000
2010	30,000	30,000	-	60,000
2020	30,000	45,000	10,000	85,000

Source: RS&H Analysis

Total Land Use (Gal/day)

Year	Aviation Land Use	Non-Aviation Land Use	Total
2005	135,600	15,000	150,600
2010	147,200	60,000	207,200
2020	157,700	85,000	242,700

Source: RS&H Analysis



LEE COUNTY
SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

Writer's Direct Dial Number: 479-8531

Bob Janes
District One

December 16, 2002

Douglas R. St. Camy
District Two

Jeffrey W. Breeden
Reynolds, Smith and Hills, Inc.
4651 Salisbury Rd.
Jacksonville, FL 32256

Ray Judah
District Three

Andrew W. Coy
District Four

**RE: LEE PLAN APPLICATION
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
ADEQUACY OF POTABLE WATER AND SANITARY SEWER CAPACITY**

John E. Albion
District Five

Donald D. Stilwell
County Manager

Dear Mr. Breeden:

James G. Yaeger
County Attorney

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.

Diana M. Parker
County Hearing
Examiner

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.

Please be advised that this letter should not be construed as a commitment to serve, but only as to the availability of service. Lee County Utilities will commit to serve only upon receipt of all appropriate connection fees, a signed request for service and/or executed service agreement, and the approval of all State and local regulatory agencies.

Sincerely,

LEE COUNTY UTILITIES



Sergio Ivan Velez, P. E.
Deputy Director
Utilities Engineering Division

S:\UTILS\ENGR\TAK\LETTERS\OTHER\FY 2003\REYNOLDS, SMITH AND HILLS - JEFFREY BREEDEN - RSW - LEE PLAN APP DRAFT.DOC



Attachment B – 2b
Potable Water Analysis



ATTACHMENT B – 2b
POTABLE WATER ANALYSIS

It is estimated the potable water demand for the Midfield Terminal project will be 120,000 gallons per day. Potable water service is provided from Lee County Utilities Corkscrew water treatment plant. Lee County Utilities owns and maintains a 30-inch potable water line on the project site.

Projected water demand is listed in the chart below for the project planning period and each phase of development.

Southwest Florida International Airport
Total Water Demand Projections

Phase	Total Water Demand (MGD)
Existing	0.055257
2005	0.077183
2010	0.093228
2020	0.131850

Source: RS&H 2002, Lee County Port Authority 1999

Traditionally the airport has experienced peak season traffic from January to April, with March being the peak month. In addition to the usual peak season, the airport has been experiencing a healthy increase in enplanements through the summer months (May-August). Historical data suggests variations in water usage are not expected to exceed 0.015867 MGD on average between months.

The estimated water needs through the project planning period were determined by finding the correlation between water usage and passenger enplanements from historical data and using that ratio to predict future use. The total passenger enplanements for 1998 were 2,358,258 and total gallons of water used in 1998 were 20,168,792. Therefore, each passenger enplanement represents approximately 8.6 gallons of water used. This number was projected for the life of the project by applying it to the 2000 Master Plan Update enplanement forecast through 2020.

Water use generated by Airport Support Area Land Use. See text from the Sanitary Sewer Analysis.



Attachment B – 2c
Surface Water/Drainage Basins Analysis



ATTACHMENT B – 2C
SURFACE WATER/DRAINAGE BASINS ANALYSIS

Hydrologically, the SWFIA is predominantly located within the Six Mile Cypress Watershed Basin. Generally, all surface water within this basin travels in a westerly direction toward the Six Mile Cypress Strand, the Ten Mile Canal, and then out into the Gulf of Mexico.

Historically, the flow of stormwater runoff within the area of the Airport has been predominantly dispersed over the land surface. With the construction of I-75 directly west of the Airport property, this flow was channeled through two separate box culverts (one north and one south of the northerly section line for Section 34, Range 25 E, Township 45S) and underneath a 145-foot-long bridge on the south end of Section 34. Flow from the interstate box culverts then runs west under Fiddlesticks Boulevard and, ultimately, into the Six Mile Cypress Strand. Flow from the 145-foot-long bridge runs both west to Ten Mile Canal and northwest into Six Mile Cypress Strand, the Ten Mile Canal, and then out into the Gulf of Mexico.

The SFWMD and the Lee County Commissioners have each adopted regulations that limit the surface water outfall for developed properties in the Six Mile Cypress Watershed to 37 cubic feet per second per square mile (csm). Outfalls of greater than 37 csm may result in downstream flooding and create a drought effect for onsite ecological systems. A 37 csm outfall would also result in a beneficial hydroperiod for the downstream Six Mile Cypress Strand.

Lee County includes the 37 csm requirement in its Development Standards Ordinance (DSO). The DSO allow the use of a variety of mitigative efforts, such as onsite water detention in swales and basins, and other structural methods of regulating flow, to reduce the overall discharge into the Ten Mile Canal.

Summary of Airport Stormwater System

Implementation of the midfield terminal relocation added approximately 623.5 acres of additional impervious surfaces and required an expanded surface water management system at SWFIA. This additional impervious surface also includes the future parallel runway.

The basic concept is a self-contained watershed system for the Airport. The watershed boundary is generally Daniels Parkway and its proposed Northeast extension on the North; FPL easement on the east and south; the south line of sections 31,34,35 and 36 on the south; and future Treeline Avenue on the

Southwest Florida International Airport

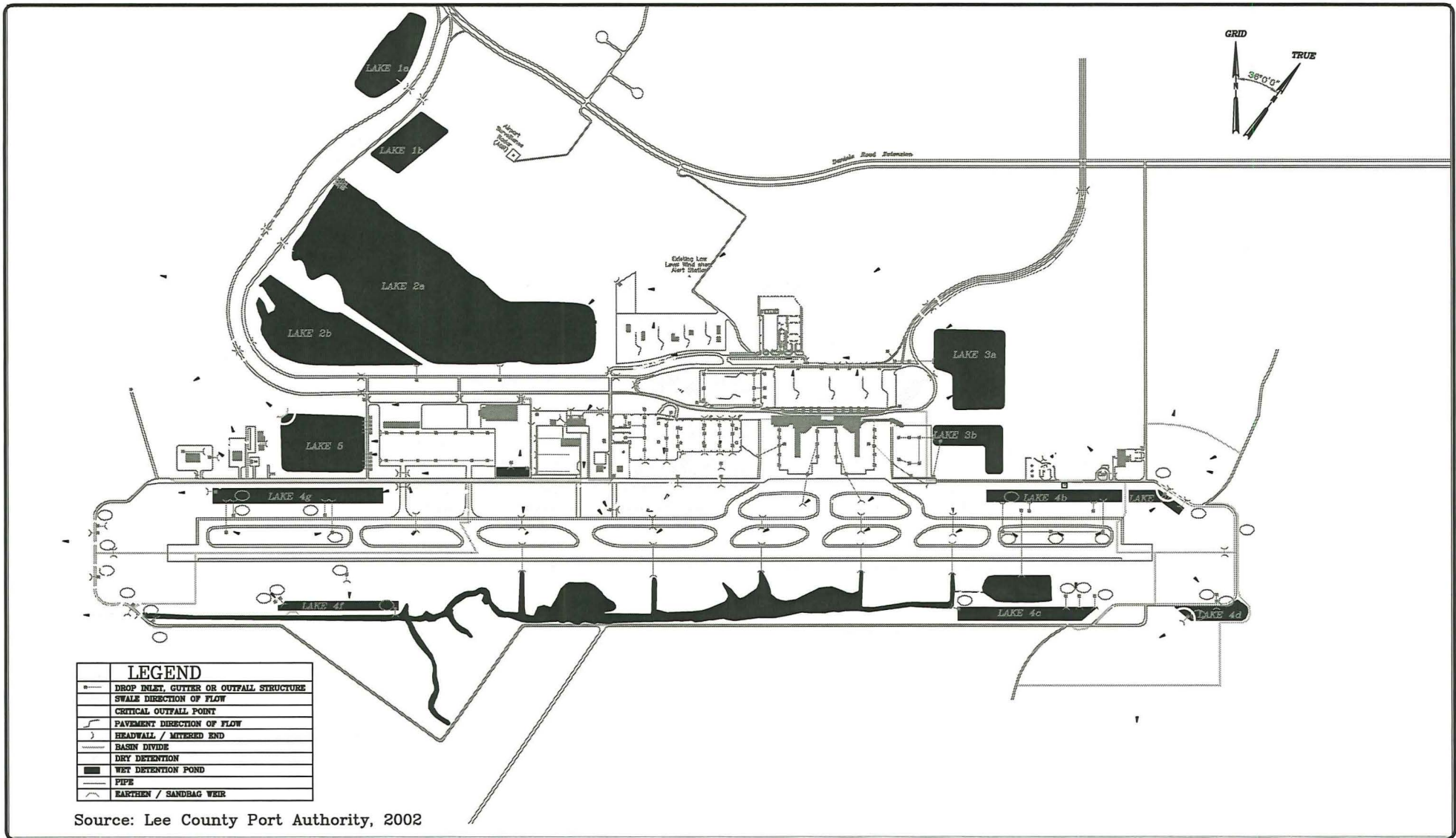
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west. Since sheetflow is predominantly from northeast to southwest, the future Treeline Avenue acts as the control for surface flow coming off the westside of the Airport Property. From Treeline Avenue, it will be routed through two conveyances to positive outfalls.

The plan for surface water runoff near the south side of the existing runway is to perpetuate existing flow to the west. The existing perimeter road will separate the surface water runoff of the existing facilities from that of the proposed facilities. There will be two primary detention areas. The northwesterly detention area will serve the existing terminal facilities and the proposed taxiway and will provide pretreatment and water quality treatment. The southerly detention area will provide pretreatment, water quality and water quantity control for the Midfield Terminal facilities currently under construction. The facilities will discharge to the southerly detention area then over a weir to the westerly flowway. The entire area is and will be held to the 37csm allowable discharge for 25-year storm event by the system design. Control at Treeline Avenue is provided by weirs. Weir gates are used to preempt stormwater runoff or hold water back to protect previously flooded downstream areas.

All future development will be designed similarly to the Midfield Terminal project with a self contained watershed system and will be designed for the 37 csm requirement outlines by the South Florida Water Management District.



LEGEND	
	DROP INLET, GUTTER OR OUTFALL STRUCTURE
	SWALE DIRECTION OF FLOW
	CRITICAL OUTFALL POINT
	PAVEMENT DIRECTION OF FLOW
	HEADWALL / MITERED END
	Basin Divide
	DRY DETENTION
	WET DETENTION POND
	PIPE
	EARTHEN / SANDBAG WEIR

Source: Lee County Port Authority, 2002

Reynolds, Smith and Hills Inc.
 Architectural, Engineering, Planning
 and Environmental Services
 Jacksonville, Florida



**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Attachment B - 2c - 1
 Drainage Map



Attachment B – 2d
Parks, Recreation, and Open Space Analysis



ATTACHMENT B – 2d
PARKS, RECREATION AND OPEN SPACE ANALYSIS

The proposed improvements outlined in the Airport Master Plan Update for the Southwest Florida International Airport are not included. The list of specific uses are defined in Section 2-306 of the Land Development Code for Lee County for Regional Parks and Section 2-346 in the Land Development Code for Community Parks. The Lee County Port Authority has committed in 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.



Attachment B – 3a
Fire Protection Letter



Direct Dial: (941) 768-4330

Fax: (941) 768-4482

ROBERT M. BALL, A.A.E.
EXECUTIVE DIRECTOR

JAMES G. YAEGER
PORT AUTHORITY ATTORNEY

November 19, 2002

BOARD OF
PORT COMMISSIONERS

JOHN E. ALBION

ANDREW W. COY

BOB JANES

RAY JUDAH

DOUGLAS H. ST. CERNY

Cyrus T. Callum
Aviation Consultant
Reynolds, Smith, and Hills, Inc.
4651 Salisbury Road
Jacksonville, FL 32256

Dear Mr. Callum:

Subject: Lee County Comprehensive Plan Amendment

The following is in response to your request for a letter outlining the fire and medical response services that are available at the Southwest Florida International Airport.

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.

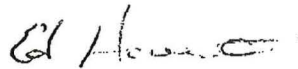
The department is staffed with thirty-three (33) Emergency Medical Technicians (EMT). Ambulatory services are provided by the Lee County Emergency Medical Services (EMS) on an as-needed basis. By working within a network of local mutual aid responders, we provide excellent professional fire and medical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

Reynolds, Smith and Hills, Inc.
November 19, 2002
Page 2

If additional information is needed, please call me at (239) 768-4330.

Sincerely,

LEE COUNTY PORT AUTHORITY



Ed Howell, Chief
Aircraft Rescue and Fire Fighting

JEH:krh
L02 JEH 11-19 RSH
cc/att: Reader File
Gary Duncan, Aviation



Attachment B – 3b
Emergency Medical Service Letter



LEE COUNTY
SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

335-1604

Writer's Direct Dial Number: _____

Bob Janes
District One

Douglas R. St. Cerny
District Two

Ray Judah
District Three

Andrew W. Coy
District Four

John E. Albion
District Five

Donald D. Sliiwell
County Manager

James G. Yaeger
County Attorney

Diana M. Parker
County Hearing Examiner

March 9, 2002

Jennifer Rice Collins
Reynolds, Smith and Hills, Inc.
4651 Salisbury Road
Jacksonville, Florida 32256

Re: Written Determination of Adequacy from EMS Services at the Southwest Florida International Airport

Dear Ms. Collins:

I have reviewed your letter received February 19, 2002. Please be advised that the current compliment and budgeted resources are adequate to meet the needs of the current facility. However, without reviewing the scope of this new project, I cannot provide you with a definitive answer.

Please provide me with a brief overview of the scope of this new project. This will allow for a proper response as to whether additional EMS resources will be required to adequately address demands for service from persons occupying the proposed facilities.

Respectfully submitted,

DIVISION OF PUBLIC SAFETY



H.C. "Chris" Hansen
EMS Manager



Attachment B – 3c
Law Enforcement Letter



Direct Dial: (239) 768-4485
Fax: (239) 768-4933

ROBERT M. BALL, A.A.E.
EXECUTIVE DIRECTOR

December 4, 2002

JAMES G. YAEGER
PORT AUTHORITY ATTORNEY

Mr. Cyrus T. Callum
Aviation Consultant
Reynolds, Smith and Hills, Inc.
4651 Salisbury Road
Jacksonville, FL 32256-0901

BOARD OF
PORT COMMISSIONERS

JOHN E. ALBIGN

Dear Mr. Callum:

ANDREW W. COY

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.

BOB JANES

RAY JUDAH

If you require any further comment, feel free to contact me.

DOUGLAS R. ST. CERNY

Sincerely,

LEE COUNTY PORT AUTHORITY

A handwritten signature in black ink, appearing to read "Richard H. Severson".

Richard H. Severson, Chief
Airport Police and Security

RHS:hec
0123L-02/GC.150.a



**Attachment B – 3d
Solid Waste Letter**

Southwest Florida International Airport
Draft



ATTACHMENT B – 3d
SOLID WASTE LETTER

To be provided at a later date.



Attachment B – 3e
Mass Transit Letter



LEE COUNTY
SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

239-277-5012 x2233

Writer's Direct Dial Number: _____

Bob Janes
District One

Douglas R. St. Cerny
District Two

Ray Judah
District Three

Andrew W. Coy
District Four

John E. Albion
District Five

Donald D. Stillwell
County Manager

James G. Yaeger
County Attorney

Diana M. Parker
County Hearing Examiner

October 28, 2002

Mr. Cyrus T. Callum
Reynolds, Smith and Hills, Inc.
4651 Salisbury Road
Jacksonville, FL 32256

RE: LEE COUNTY COMPREHENSIVE PLAN AMENDMENT

Dear Mr. Callum:

Thank you for your correspondence with Lee County Transit (Lee Tran) in regards to preparing a Lee Plan application package for the Southwest Florida International Airport. Lee Tran does currently provide service to the existing terminal using route 50, with service provided every hour from 7:05 am to 9:00 pm. 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 have not yet been contacted by an airport representative to discuss the inclusion of transit amenities in the new terminal design.

If you have any further questions or comments, please call me at 277-5012 ext. 2233.

Sincerely,

TRANSIT DIVISION

Michael Horsting
Transit Planner



Attachment B – 3f
Schools Letter



THE SCHOOL DISTRICT OF LEE COUNTY

2055 CENTRAL AVENUE • FORT MYERS, FLORIDA 33901-3916 • (239) 334-1102

JANE E. KLOCKEL, Ph.D.
CHAIRMAN • DISTRICT 3

TERRI K. WAMPLER
VICE CHAIRMAN • DISTRICT 1

JEANNE S. DOZIER
DISTRICT 2

KATHERINE BOREN
DISTRICT 4

LISA POCKRUS
DISTRICT 5

JOHN W. SANDERS, Ed.D.
SUPERINTENDENT

KEITH B. MARTIN
BOARD ATTORNEY

October 17, 2002

Mr. Cyrus T. Callum
Aviation Consultant
Reynolds, Smith and Hills, Inc.
4651 Salisbury Road
Jacksonville, Florida 32256

RE: Lee County Comprehensive Plan Amendment
Southwest Florida International Airport
Fort Myers, Florida

Dear Mr. Callum:

I have received your letter concerning the above referenced matter.

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.

Sincerely,

John W. Sanders, Ed.D.
Superintendent

JWS:mls



Attachment C – 1
FLUCFCS Information and Map



ATTACHMENT C – 1
FLUCFCS INFORMATION AND MAP

Kevin L. Erwin Consulting Ecologist, Inc. (KLECE) mapped the major plant communities on recent rectified digital aerial photography using the January 1999 edition of the Florida Land Use, Forms and Cover Classification System (FLUCFCS), Level III Map F. A fourth digit (Level IV) was included where appropriate to further identify specific habitat types. Any standard three digit FLUCFCS code which has a 9 added to the end indicates that the habitat was disturbed. Disturbances on this property were due primarily to the presence of exotic vegetation. Extensive ground verification was conducted from August through October 2001 to insure the accuracy of this mapping effort. As part of the mapping process, the approximate level of exotic/nuisance plant species infestations within each plant community were delineated. Plant communities were broken down into four potential categories of exotic/nuisance infestation:

- a = 5 – 24 percent cover by exotic/nuisance species,
- b = 25 – 49 percent cover by exotic/nuisance species,
- c = 50 – 75 percent cover by exotic/nuisance species, or
- d = greater than 75 percent cover by exotic/nuisance species.

These exotic species designators (a, b, c, or d) were then added to the standard FLUCFCS Codes to provide additional information on the character and quality of each mapped polygon. Areas without an exotic species designator contained less than five percent cover by exotic or nuisance species. These disturbance designators were not added to FLUCFCS Codes of areas such as improved pasture, fallow cropland, and roadways that are, by definition, highly disturbed habitats. Notes on water levels were also recorded for each wetland system. At the time of the vegetation mapping, evidence of cattle were observed in both conservation areas and all of the site south of the existing runway.

During the habitat mapping and subsequent listed species survey notes on the vegetation characteristic of each habitat type were recorded. This includes the dominant species as well as species that are present in lesser densities. Descriptions of the FLUCFCS Codes delineated on-site are presented below. These descriptions are based on areas of the particular habitat that contained relatively low levels of exotic or nuisance plants. For example, the description of the freshwater marsh community was based on conditions observed in the areas delineated as FLUCFCS Codes 641 (marsh with less than five percent exotics) and 6419a (marsh with 5 – 24 percent exotics). Plant species diversity in habitats assigned as category “a” had similar species diversities to the same habitats with less than five percent

Southwest Florida International Airport

Draft



exotic/nuisance species infestation. Species diversity in habitats assigned as categories “b” and “c” contained fewer species, and each species constituted a smaller percentage of the total vegetative cover than the same habitats with less than five percent cover by exotic/nuisance species. Category “d” was nearly devoid of all native vegetative cover, and species present comprised a low percentage of the total area. Areas mapped as exotics (i.e. FLUCFCS Code 6193 for melaleuca wetlands) typically contained less than five percent remnant native vegetation.

In order to gain a historical prospective of the lands within the study area a series of old aerial photographs have been reviewed. These include black and white 1944 and 1953 1" = 1,320' aerials available from the Natural Resource Conservation Service and the 1977 aerials in the Soil Survey of Lee County, Florida. In the 1944 aerials the study area consists of a mosaic of flatwoods (both upland and wetland) with very sparse tree cover, numerous large freshwater marshes, and scattered areas of cypress. No major farm fields or ditches are apparent. However, the land was likely being used as rangeland for cattle. In the 1953 aerials several farm fields off-site to the north are present. Ditching between several of the large marshes is also in place. The transitional zones of one group of marshes appear to have been cleared and cultivated for the production of row crops. By 1977 (prior to any airport development) farm fields are the dominant feature on the overall site. Extensive agricultural ditching is evident. Evidence of row cropping in transitional zones of additional large freshwater marshes is apparent. Secondary growth of slash pines within the remaining pine flatwoods is also apparent.

A description of current site conditions by FLUCFCS Code (vegetation association) is provided below. The water depths in these descriptions refer to water levels at the time of the January – March listed species surveys. The acreage of each habitat type, by percent cover of exotic species, is provided in Table 4.

Urban and Built-Up (FLUCFCS Code 100)

This land use designation was used to map existing non-aviation development features RSW property. This consists primarily of the car rental facilities. Typically, all native vegetation has been removed and replaced by impervious surfaces, water management areas, and landscaping.

Improved Pasture (FLUCFCS Code 211)

This upland community is dominated by grass and sedge species. Dominant species include bahia grass (*Paspalum notatum*), common carpet grass (*Axonopus fissifolius*), crab grass (*Digitaria* sp.), flat sedges (*Cyperus* spp.), and dog fennel (*Eupatorium capillifolium*). Regular agricultural management activities

Southwest Florida International Airport

Draft



have limited the growth of woody plants to widely scattered shrubs. Improved pasture plant communities are dominated by exotic/nuisance species and provide minimal habitat for listed species. These areas were dry at the soil surface during surveying.

Southwest Florida International Airport

Draft



Southwest Florida International Airport Summary of Existing Conditions

FLUCFCS CODE	Habitat	Percent Cover By Exotic/Nuisance Species					Total
		>5%	(a) 24%	(b) 25-49%	(c) 50-75%	(d) >75%	
100	Urban and Build-up					44.9	44.9
211	Improved Pasture					147.2	147.2
261	Fallow Cropland					196.0	196.0
*262	Low Pasture					16.0	16.0
321	Palmetto Prairie	30.7					30.7
3219	Palmetto Prairie, Disturbed		40.0				40.0
411	Pine Flatwoods	556.0					556.0
4119	Pine Flatwoods, Disturbed		186.8	67.1	9.6	5.7	269.2
414	Pine/Mesic Oak	5.9					5.9
422	Brazilian Pepper	10.4					10.4
427	Live Oak	0.5					0.5
4289	Cabbage Palm, Disturbed		1.1		0.9		2.0
*4291	Wax-myrtle/Willow, Hydric	78.7	152.7	81.4	11.3	8.8	332.9
4299	Wax-myrtle/Willow, Disturbed	10.2		21.6	23.4		55.2
**514	Drainage Canal					20.9	20.9
*600	Created Wetland	91.5					91.5
*6179	Mixed Wetland Hardwood, Disturbed		4.1	1.0			5.1
*6189	Willow and Elderberry, Disturbed		0.8	1.8			2.6
*619	Exotic Wetland Hardwoods					7.3	7.3
*6192	Exotic Wetland Hardwoods, Brazilian Pepper					1.0	1.0
*6193	Exotic Wetland Hardwoods, Melaleuca					45.5	45.5
*621	Cypress	276.5					276.5
*621c	Cypress, Cut					1.2	1.2
*6219	Cypress, Disturbed		96.0	27.9	7.1	4.3	135.3
*6249	Cypress-Pine-Cabbage Palm Disturbed		8.3	10.2	5.8	1.2	25.5
*625	Hydric Pine Flatwoods	43.0					43.0
*6259	Hydric Pine Flatwoods, Disturbed		142.2	68.5	33.9	94.7	339.3
*641	Freshwater Marsh	445.6					445.6
*6419	Freshwater Marsh, Disturbed		56.0	14.5	1.8	4.0	76.3
*643	Wet Prairie	8.7					8.7
*6439	Wet Prairie, Disturbed		9.9	3.1	12.5		25.5
**742	Borrow Areas					217.0	217.0
743	Spoil Areas					7.0	7.0
748	Cleared Areas					229.8	229.8
811	Airport					2407.4	2407.4
814	Roads and Highways					187.6	187.6
818	Airport Parking					51.2	51.2
Totals							
	Upland Sub-Totals	613.7	227.9	88.7	33.9	3276.8	4241.0
	*Wetland Sub-Totals	944.0	470.0	208.4	72.4	184.0	1878.8
	** Other Surface Waters Sub-Totals	0.0	0.0	0.0	0.0	237.9	237.9

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FLUCFCS CODE	Habitat	Percent Cover By Exotic/Nuisance Species					Total
		>5%	(a) 24%	(b) 25-49%	(c) 50-75%	(d) >75%	
	Project Totals	1557.7	697.9	297.1	106.3	3698.7	6357.7

Fallow Cropland (FLUCFCS Code 261)

Fallow cropland is characterized by a mosaic of open areas with thick patches of Brazilian pepper (*Schinus terebinthifolius*) and wax-myrtle (*Myrica cerifera*). Ground vegetation consists of pasture grasses and invasive species such as bahia grass, broom sedge (*Andropogon virginicus*), common carpet grass, crab grass, dog fennel, and flat sedges. The prevalence of shrubs and sapling trees, which is indicative of a lack of routine agricultural management, differentiates this habitat type from the improved pasture described above. Fallow croplands are dominated by exotic/nuisance plant species and provide minimal habitat for listed species. These communities were dry at the soil surface during surveying.

Low Pasture (FLUCFCS Code 262)

Low pasture, a disturbed transitional wetland community, is dominated by exotic/nuisance species such as bahia grass, dog fennel, melaleuca (*Melaleuca quinquenervia*), and torpedo grass (*Panicum repens*). Additional species found in these areas include common carpet grass, coinwort (*Centella asiatica*), frog-fruit (*Phyllanthus nodiflorus*), wax-myrtle, and Brazilian pepper. Leaf damage caused by the melaleuca weevil (*Oxyops vitiosa*), an insect recently released as a biological control agent for melaleuca, was observed on many of the melaleuca plants within this and other habitats on-site. Low pastures provide minimal habitat, such as periodic foraging habitat for wading birds, for listed species. These areas were dry during the survey period but are typically inundated by less than three inches of water during portions of the wet season.

Palmetto Prairie (FLUCFCS Code 321)

This upland community is dominated by saw palmetto (*Serenoa repens*) with minor amounts of broom sedge and beak rushes (*Rhynchospora* spp.). Scattered gallberry (*Ilex glabra*), pawpaw (*Asimina* sp.), staggerbush (*Lyonia fruticosa*), and running oak (*Quercus pumila*) are also present in this habitat. The diversity of the ground cover stratum is dictated by the density of saw palmetto. In areas of low fire frequency, the saw palmetto forms dense stands and the overall diversity is low.

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Pine Flatwoods (FLUCFCS Code 411)

Pine flatwoods, an upland community, is dominated by an overstory of slash pine (*Pinus elliottii*) with scattered cabbage palm (*Sabal palmetto*) and wax-myrtle. The understory is dominated by saw palmetto, ranging from 3 to 7 feet in height, with scattered Caesar-weed (*Urena lobata*), pawpaw, running oak, beak rushes, and sunbonnet (*Chaptalia tomentosa*). Several isolated areas of flatwoods have burned in the last 1 – 2 years. In these areas the saw palmetto is shorter and there is a greater variety of ground cover species. All the pine flatwoods on-site appear to have been logged and are comprised of several age classes of pines. The majority of the flatwoods are dominated by relatively small pine trees (DBH of less than six inches) with scattered larger trees. The lack of significant numbers of larger and older pine trees limits the potential use of these flatwoods for nesting by species such as the red-cockaded woodpecker and American bald eagle.

Pine/Mesic Oak (FLUCFCS Code 414)

This upland habitat occurs in limited quantities within the Runway 6/24 conservation areas adjacent to wetlands. The primary distinguishing characteristic of these areas is the tall (greater than six feet) saw palmetto and presence of oaks and cabbage palms.

Brazilian Pepper (FLUCFCS Code 422)

This FLUCFCS Code was used to identify upland areas dominated by Brazilian pepper. Due to the thick growth exotics, few native species are present. This habitat type is typically associated with human disturbances such as the perimeter berms of farm fields.

Live Oak (FLUCFCS Code 427)

A single small island of this upland habitat type is present in the northeast Runway 6/24 conservation area. Live oak (*Quercus virginiana*) dominates the canopy while swamp fern (*Blechnum serrulatum*), Boston fern (*Nephrolepis exaltata*), and small cabbage palm are the prevalent ground cover species. Vines, such as grape vine (*Vitis* sp.) and wild balsam apple (*Momordica charantia*), are also common.

Cabbage Palm, Disturbed (FLUCFCS Code 4289)

The area mapped as cabbage palm is located in the northeast Runway 6/24 conservation area. This upland habitat is dominated by a dense growth of cabbage palm in the mid story and canopy. Scattered slash pines also occur in the canopy. Ground cover consists primarily of grasses.

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Wax-myrtle/Willow, Hydric (FLUCFCS Code 4291)

This wetland community occurs as two forms on the property. A majority of these areas consist of the fringes of large seasonal ponds. These areas were historically wet prairies. Based on a review of historic aerials and observations in the field, it is apparent that many of these transitional zones were cultivated for row crops such as tomatoes, peppers, or melons in the past. During the winter growing season for row crops in southwest Florida these transitional zones would retain sufficient moisture to grow crops without the need of supplemental irrigation. The furrows created by the farming can be seen on historical aerial photographs and are still noticeable on the ground today. This disturbance, reduced hydroperiod caused by the agricultural canals, and reduced fire frequency has facilitated the establishment of wax-myrtle as the dominant vegetation. Ground cover species consist of beak rushes, common carpet grass, crab grass, flat sedges, flat-topped goldenrod (*Euthamia minor*), and little blue maidencane (*Amphicarpum muhlenbergianum*). The second type of this habitat is found in limited quantity west of Chamberlin Parkway. In these areas a dense growth of wax-myrtle, primrose willow (*Ludwigia peruviana*), and Brazilian pepper has overgrown an area that was historically hydric pine flatwoods. Areas mapped as FLUCFCS Code 4291 were dry during the survey period but are typically inundated by 2 – 6 inches of water during the wet season.

Wax-myrtle/Willow, Disturbed (FLUCFCS Code 4299)

The 4299 FLUCFCS Code was used to describe an area of abandon farm field located south of the Daniels Parkway primarily in Section 24. This area was cleared prior to 1966 and, based on a review of aerial photography, had already been fallow for several years by 1986. Currently the field is dominated by wax-myrtle. Additional species commonly occurring in this habitat type include bahia grass, flat-topped goldenrod, little blue maidencane, grape vine, and torpedo grass. Widely scattered slash pine and live oaks are also present.

Drainage Canal (FLUCFCS Code 514)

Previous agricultural operations created a network of drainage canals on the property. These canals typically interconnect the large and other wise isolated seasonal ponds and have altered the hydrology of these areas. The berms adjacent to these drainage ditches are typically densely vegetated by opportunistic species such as melaleuca, Brazilian pepper, willow (*Salix caroliniana*), or wax-myrtle. Vegetation within the ditches varies depending on adjacent land use. However, pickerel weed (*Pontederia cordata*), primrose willow, water lettuce (*Pistia stratiotes*), and torpedo grass, were consistently found in the canals. These waterways ranged from being dry during the survey period to containing water two feet deep. During the wet season, the ditches north of the existing airport facilities

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typically flowed north under Daniels Parkway and the ditches south of the existing runway typically flowed south and west.

Created Wetland (FLUCFCS Code 600)

Wetland creation areas were required as mitigation for unavoidable wetland impacts associated with previous airport facility expansions such as the Runway 6/24 extension. Five wetlands were created in the farm fields within the Southwest Conservation Area. These areas were graded, planted and have revegetated as freshwater marshes. The dominant vegetation includes pickerelweed, arrowhead, spikerush, fire flag, and torpedo grass. Dog fennel and bahia grass have become established along the wetland perimeters. A wetland was also created adjacent to Chamberlin Parkway. In this area trees such as cypress, slash pine, and sweet bay (*Magnolia virginiana*) have been planted. Midstory species such as wax-myrtle are also common. The understory is vegetated by species such as torpedo grass, spikerush (*Eleocharis* sp.), marsh pennywort (*Hydrocotyle umbellata*), climbing hempvine (*Mikania scadens*), beak rushes, and flat sedges. Created wetland habitats ranged from dry to holding one foot of water during the survey period. During the wet season these areas are typically inundated by 12 – 48 inches of standing water.

Mixed Wetland Hardwoods, Disturbed (FLUCFCS Code 6179)

This wetland type occurs only in the Northeastern Conservation Area. The habitat is dominated by laurel oak (*Quercus laurifolia*) and cabbage palm. Ground cover is sparse and consists of greenbrier, swamp fern and little blue maidencane. This habitat type is a transitional zone between the upland pine flatwoods and cypress swamp and is typically inundated by less than 2 – 4 inches of water in the summer.

Willow and Elderberry, Disturbed (FLUCFCS Code 6189)

This wetland type was found adjacent to a created lake and in several other disturbed areas on-site. Willow was the dominant species.

Exotic Wetland Hardwoods (FLUCFCS Code 619)

Limited portions of the property consist of highly disturbed wetlands that are completely dominated by exotics. This consists of melaleuca and Brazilian pepper. Scattered patches of swamp fern are also present.

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Melaleuca, Hydric (FLUCFCS Code 6193)

This FLUCFCS Code was used to designate disturbed wetlands that consist of near monocultures of melaleuca. It includes transitional fringes of seasonal ponds where the dense growth of melaleuca has virtually eliminated native ground cover species and remnant cypress or pine/cypress wetlands that have become completely overgrown by this exotic. In both cases, native wetland species typically comprise less than ten percent cover. Areas mapped as FLUCFCS Code 6193 were dry during the survey period but are typically inundated by 4 – 12 inches of water during the wet season.

Cypress (FLUCFCS Code 621)

This wetland community is dominated by pond cypress (*Taxodium ascendens*) with minor amounts of bald cypress (*Taxodium distichum*), cabbage palm, slash pine, and melaleuca. Wax-myrtle was the dominant mid-story species with scattered willow and Brazilian pepper. Dominant understory species include swamp fern, bald-rush (*Psilocarya nitens*), poison ivy (*Toxicodendron radicans*), and bladderworts (*Utricularia* spp.). Several species of airplants including, common wild pine (*Tillandsia fasciculata*), needle-leaf airplant (*Tillandsia setacea*), inflated wild pine (*Tillandsia balbisiana*), Spanish moss (*Tillandsia usneoides*), and ball-moss (*Tillandsia recurvata*) were found in cypress plant communities. Cypress swamps provide suitable potential habitat for listed species such as wading bird rookery and roosting sites and Big Cypress fox squirrel nesting habitat. Water depths in cypress habitats ranged from dry at the surface to over two feet of water at the time of the survey. Water marks and adventitious roots on trees indicate that water depths of up to 36 – 48 inches deep occur in some portions of this habitat during the wet season.

Cypress, cut (FLUCFCS Code 621c)

A small area of cut cypress occurs in the eastern portion of the property along the north side of the existing FPL power line. In this area the cypress trees have been cut and are laying on the ground. Ground cover in the area consists of frog fruit, stinkweed (*Pluchea* sp.), dog fennel, and day flower (*Commelina diffusa*). The area was dry during the survey period but is typically inundated by 6 – 8 inches of water during the wet season.

Cypress-Pine-Cabbage Palm, Disturbed (FLUCFCS Code 6249)

This wetland community represents a transitional zone from cypress to pine flatwoods and contains many species present in both community types. The canopy is dominated by pond cypress, cabbage palm, and slash pine, with varying amounts of bald cypress and melaleuca. The mid-story is dominated by young pond cypress and cabbage palm with lesser densities of Brazilian pepper and dahoon holly (*Ilex cassine*). Dominant plants in the understory were typical of both cypress and hydric pine plant communities.

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Swamp fern was the dominant understory plant, however, gulfdune paspalum (*Paspalum monostachyum*), little blue maidencane, and pink sundew (*Drosera capillaris*) made up a large proportion of the ground cover. Islands of saw palmetto were also present. These areas were dry during the survey period. Water depths of 6 – 10 inches are common during the wet season.

Hydric Pine Flatwoods (FLUCFCS Code 625)

This wetland plant community is dominated by slash pine, with minor amounts of melaleuca and cabbage palm. The mid-story consists of myrsine (*Myrsine guianensis*) and lesser densities of wax-myrtle and dahoon holly. The understory consists of little blue maidencane, red root (*Lachnanthes caroliniana*), yellow-eyed grass (*Xyris* sp.), maidencane (*Panicum hemitomon*), pink sundew, wire grass (*Aristida stricta*), and inundated beak rush (*Rhynchospora inundata*). Fire suppression and periodic logging have resulted in a dense stand of thin pine trees unsuitable for many listed species. These areas were dry during the survey period and are typically inundated by 1 – 4 inches of water during portions of the wet season.

Freshwater Marsh (FLUCFCS Code 641)

Freshwater marshes occur as large depressions (also known as seasonal ponds) in the landscape and within the center, deepest, portions of cypress swamps. Dominant plant species include arrowhead (*Sagittaria lancifolia*), beak rushes, blue hyssop (*Bacopa caroliniana*), corkwood (*Stillingia aquatica*), maidencane, pickerel weed, and spikerush (*Eleocharis cellulosa*). Several of the freshwater marshes on-site contain small shrub islands. These areas are vegetated by short willow and buttonbush (*Cephalanthus occidentalis*) with sawgrass (*Cladium jamaicense*), primrose willow, and white vine (*Sarcostemma clausum*). Freshwater marshes provide suitable habitat for many listed species, especially wading birds. Water levels at the time of surveying ranged from dry at the soil surface to over two feet deep. Water levels during the wet season, as estimated from water marks and adventitious roots, were as deep as 48 inches in several locations.

Wet Prairie (FLUCFCS Code 643)

Many of the areas on-site that were historically wet prairie have become over grown by either wax-myrtle or melaleuca and, therefore, have been mapped as FLUCFCS Codes 4291 or 6193, respectively. The remaining areas of this wetland plant community type are dominated by species such as little blue maidencane, mild water-pepper (*Polygonum hydropiperoides*), blue hyssop, climbing hempvine, corkwood, frog-fruit, hatpin (*Eriocaulon decagulare*), inundated beak rush, red ludwigia (*Ludwigia repens*), sand cordgrass (*Spartina bakeri*), St. John's wort (*Hypericum* sp.), umbrella grass (*Fuirena* sp.), and yellow-eyed grass. These areas were dry at the soil surface during the survey period and are inundated

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by 3 – 8 inches of water during the wet season. Wet prairies provide periodic foraging habitat opportunities for wading birds as water levels recede at the end of the wet season.

Borrow Areas (FLUCFCS Code 742)

Borrow areas were excavated during the construction of the existing airport facilities. They were used both to provide fill material and surface water management. Few patches of emergent vegetation exist in the center of these areas. The littoral zones of the borrow areas, ranging from approximately 3 – 20 feet in width, are dominated by, spikerush and torpedo grass. Wading birds were frequently found around the edge of this habitat type.

Spoil Areas (FLUCFCS Code 743)

This FLUCFCS Code was used to delineate the existing FPL power line maintenance road. This filled road is 2 – 4 feet above grade and bisects several wetlands. Culverts are present at intervals under the road.

Cleared Areas (FLUCFCS Code 748)

The cleared areas category was used to delineate those areas of the site that have been previously cleared of the majority of the native vegetation and are periodically mowed. These areas are vegetated primarily by ground cover species such as bahia grass, Caesar-weed, common carpet grass, coinwort, and marsh pennywort. Scattered clumps of pines, Brazilian pepper, and wax-myrtle are also present. The shrub layer becomes more predominant in areas that are not frequently mowed. The cleared areas were dry during the survey period.

Airport (FLUCFCS Code 811)

This FLUCFCS Code was used to delineate the existing airport facilities (including the runway/taxiway, terminal, support facilities, and all areas within the Aircraft Operations Area) and the Midfield Terminal Complex which is currently under construction.

Roads and Highways (FLUCFCS Code 814)

This FLUCFCS Code consists of paved roads (Chamberlin Parkway, Paul J. Doherty Parkway, and Fuel Farm Road) and dirt roads filled above natural grade. For paved roads, the mapping unit consists of the actual road, the fill side slope, and the maintained median. Dominant species include bahia grass, Bermuda grass (*Cynodon dactylon*), common carpet grass, and marsh pennywort. Even though these roadside shoulders and medians were dry during the survey period, portions of this mapping unit are inundated during the wet season.

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Airport Parking (FLUCFCS Code 818)

The existing public parking (short term, long term, and economy) is delineated by this FLUCFCS Code. Little native vegetation is present in these areas.

The conditions observed within the project boundary are typical for this part of Lee County. No unusual or unique features of the plant communities have been observed.

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This map is not available.

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Southwest Florida International Airport Summary of Existing Conditions

FLUCFCS CODE	Habitat	Percent Cover By Exotic/Nuisance Species					Total
		>5%	(a) 24%	(b) 25-49%	(c) 50-75%	(d) >75%	
100	Urban and Build-up					44.9	44.9
211	Improved Pasture					147.2	147.2
261	Fallow Cropland					196.0	196.0
*262	Low Pasture					16.0	16.0
321	Palmetto Prairie	30.7					30.7
3219	Palmetto Prairie, Disturbed		40.0				40.0
411	Pine Flatwoods	556.0					556.0
4119	Pine Flatwoods, Disturbed		186.8	67.1	9.6	5.7	269.2
414	Pine/Mesic Oak	5.9					5.9
422	Brazilian Pepper	10.4					10.4
427	Live Oak	0.5					0.5
4289	Cabbage Palm, Disturbed		1.1		0.9		2.0
*4291	Wax-myrtle/Willow, Hydric	78.7	152.7	81.4	11.3	8.8	332.9
4299	Wax-myrtle/Willow, Disturbed	10.2		21.6	23.4		55.2
**514	Drainage Canal					20.9	20.9
*600	Created Wetland	91.5					91.5
*6179	Mixed Wetland Hardwood, Disturbed		4.1	1.0			5.1
*6189	Willow and Elderberry, Disturbed		0.8	1.8			2.6
*619	Exotic Wetland Hardwoods					7.3	7.3
*6192	Exotic Wetland Hardwoods, Brazilian Pepper					1.0	1.0
*6193	Exotic Wetland Hardwoods, Melaleuca					45.5	45.5
*621	Cypress	276.5					276.5
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811	Airport					2407.4	2407.4
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818	Airport Parking					51.2	51.2
Totals							
	Upland Sub-Totals	613.7	227.9	88.7	33.9	3276.8	4241.0
	*Wetland Sub-Totals	944.0	470.0	208.4	72.4	184.0	1878.8
	** Other Surface Waters Sub-Totals	0.0	0.0	0.0	0.0	237.9	237.9

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FLUCFCS CODE	Habitat	Percent Cover By Exotic/Nuisance Species					Total
		>5%	(a) 24%	(b) 25-49%	(c) 50-75%	(d) >75%	
		Project Totals					
		1557.7	697.9	297.1	106.3	3698.7	6357.7



Attachment C – 2
Soils Information and Map

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Southwest Florida International Airport Soil Descriptions and Interpretations

SOIL NAME & MAP SYMBOL	BRIEF SOIL DESCRIPTION	SEASONAL HIGH WATER TABLE DEPTH DURATION (FT)*	PERMEABILITY RATE (in/hour)		LIMITATION FOR LOW BUILDINGS	DEGREE & KIND OF LIMITATION FOR POND EMBANKMENTS
			Depth In	Inches		
6-Hallandale fine sand	Level, poorly drained soil on low, broad flatwoods area; slope at 0-2%; gray fine sand	0-1; Jun-Nov	0-2 2-7 7-12 12	6-20 6-20 .6-6 --	Severe	Severe
10-Pompano fine sand	Nearly level, poorly drained soil on sloughs; slopes are smooth to concave & range from 0-1%; fine sand	0-1; Jun-Nov	0-80	6-20	Severe	Severe
12-Felda fine sand	Nearly level, poorly drained soil on broad, nearly level sloughs; slopes are smooth to concave and range from 0-2%; fine sand	0-1; Jul-Mar	0-22 22-38 38-80	6-20 .6-6 6-20	Severe	Severe
13-Boca fine sand	Nearly level, poorly drained soil on flatwoods; slopes are smooth & range from 0-2%; fine sand	0-1; Jun-Feb	0-3 3-25 25-30 30	6-20 6-20 .6-2 --	Severe	Severe
14-Valkaria fine sand	Nearly level, poorly drained soil on sloughs; slopes are smooth to concave and range from 0-1%; fine sand	0-1; Jun-Sep	0-2 2-7 7-80	6-20 6-20 6-20	Severe	Severe
22-Beaches	-	-	-	-	Severe	Severe
26-Pineda fine sand	Nearly level, poorly drained soil in depressions; slopes are concave and less than 1%; fine sand	0-1; Jun-Nov	0-36 36-54 54-80	6-20 <.2 2-6	Severe	Severe

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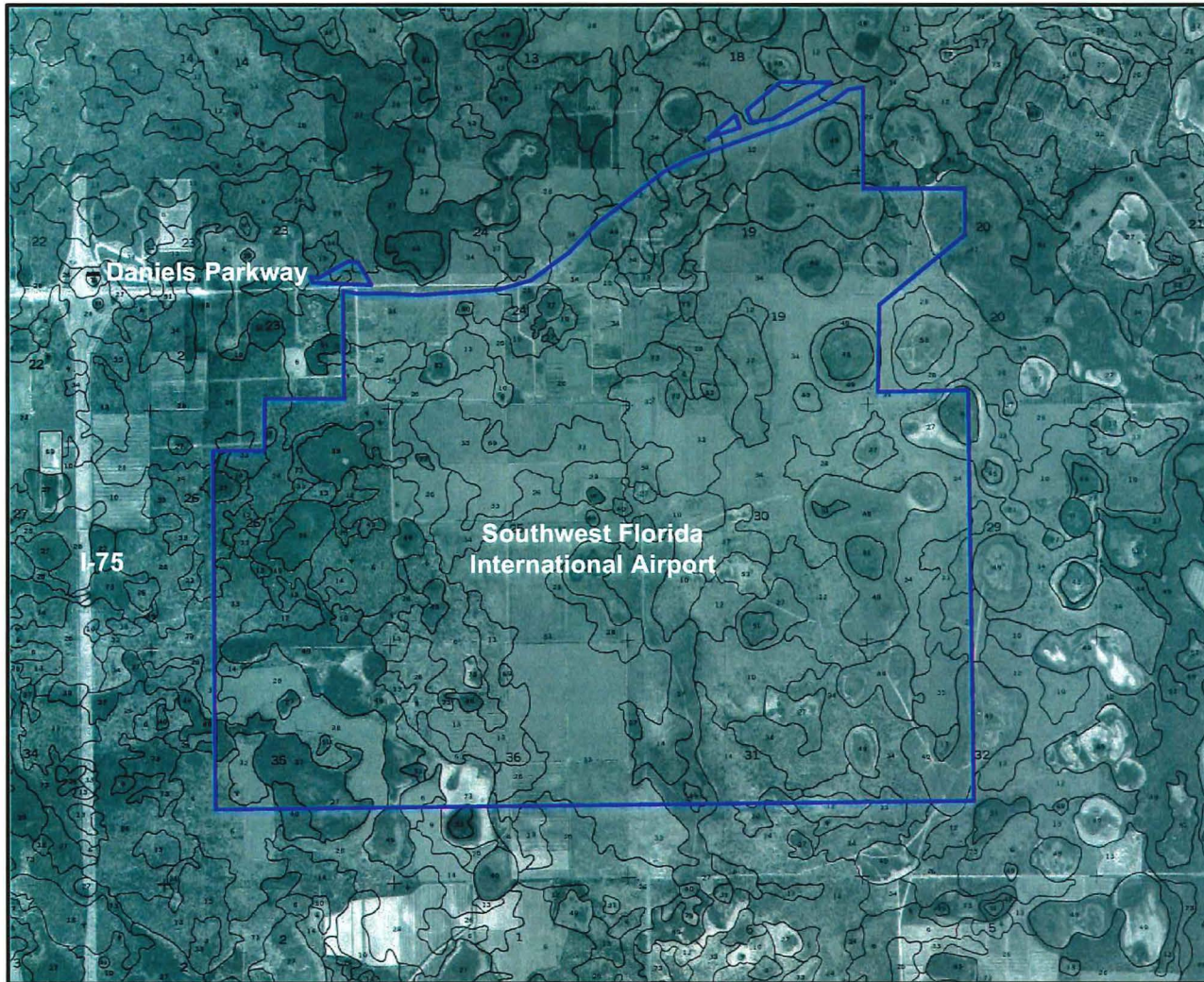
SOIL NAME & MAP SYMBOL	BRIEF SOIL DESCRIPTION	SEASONAL HIGH WATER TABLE DEPTH DURATION (FT)*	PERMEABILITY RATE (in/hour)		LIMITATION FOR LOW BUILDINGS	DEGREE & KIND OF LIMITATION FOR POND EMBANKMENTS
			Depth In	Inches		
27-Pompano fine sand, depressional	Nearly level, poorly drained soil in depressions; slopes are concave and less than 1%; fine sand	+2-1; Jun-Feb	0-80	6-20	Severe	Severe
28-Immokalee sand	Nearly level, poorly drained soil in flatwoods areas; slopes are smooth to convex and range from 0-2%; sand	0-1; Jun-Nov	0-9 9-36 36-55 55-80	6-20 6-20 .6-2 6-20	Severe	Severe
33-Oldsmar sand	Nearly level, poorly drained soil on low, broad flatwoods area; slopes are smooth to slightly convex and range from 0-2%; fine sand to sand	0-1; Jun-Feb	0-42 42-47 47-58 58-80	6-20 6-20 <.2 .2-6	Severe	Severe
34-Malabar fine sand	Nearly level, poorly drained soil on sloughs; slopes are smooth to concave and range from 0-1%; fine sand	0-1; Jun-Nov	0-17 17-42 42-59 59-80	6-20 6-20 <.2 2-20	Severe	Severe
35-Wabasso sand	Deep and very deep, poorly drained and very poorly drained soils formed in sandy and loamy marine sediments on flatwoods, flood plains, and in depressions in Peninsula Florida	0-1; Jun-Oct	0-24 24-28 28-62 62-80	6-20 .6-2 <.2 6-20	Severe	Severe
40-Anclote sand, depressional	Nearly level, poorly drained soil isolated depressions; slopes are smooth to concave and less than 1%; black sand	+2-0; Jun-Mar	0-22 22-80	6-20 6-20	Severe	Severe

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SOIL NAME & MAP SYMBOL	BRIEF SOIL DESCRIPTION	SEASONAL HIGH WATER TABLE DEPTH DURATION (FT)*	PERMEABILITY RATE (in/hour)		LIMITATION FOR LOW BUILDINGS	DEGREE & KIND OF LIMITATION FOR POND EMBANKMENTS
			Depth In /	Inches		
45-Copeland sandy loam, depressional	Moderately deep, moderately permeable soils that formed in sandy and loamy marine sediments deposited over limestone bedrock	+2-1; Jul-Apr	0-8	6-20	Severe	Severe
			8-20	.6-2		
			20-28	.2-6		
			28	--		
49-Felda fine sand, depressional	Nearly level, poorly drained soil in depressions; slopes are concave and less than 15%; fine sand	+2-1; Jun-Dec	0-35	6-20	Severe	Severe
			35-52	.6-6		
			52-80	6-20		
51-Floridana sand, depressional	Nearly level, poorly drained soil in depressions; slopes are concave and less than 1%; fine sand	+2-1; Jun-Feb	0-22	6-20	Severe	Severe
			22-39	6-20		
			39-80	<.2		
53-Myakka fine sand, depressional	Nearly level, poorly drained soil in depressions; slopes are concave and less than 1%; fine sand	+2-1; Jun-Feb	0-29	6-20	Severe	Severe
			29-46	.6-6		
			46-80	6-20		
69-Matlacha gravelly fine sand	Nearly level, somewhat poorly drained soil formed by filling and earth-moving operations; slopes are smooth to slightly convex and range from 0-2%; mixed gravelly fine sand and sandy mineral material	2-3; Jun-Oct	0-35	2-6	Severe	Severe
			35-80	6-20		
73-Pineda fine sand, depressional	Nearly level, poorly drained soil in depressions; slopes are concave and less than 1%; fine sand	+2-1; Jun-Dec	0-30	6-20	Severe	Severe
			30-55	<.2		
			55-80	2-6		



Source: Kevin L. Erwin Consulting Ecologist, Inc. 2001

- 2 Canaveral fine sand
- 4 Canaveral-Urban Land complex
- 5 Captiva fine sand
- 6 Hallandale fine sand
- 7 Matlacha-Urban Land complex
- 8 Hallandale fine sand, tidal
- 9 Eua Gallei sand
- 10 Pompano fine sand
- 11 Myakka fine sand
- 12 Felda fine sand
- 13 Boca fine sand
- 14 Valkaria fine sand
- 15 Estero muck
- 16 Peckish mucky fine sand
- 17 Daytona sand
- 18 Matlacha gravelly fine sand, limestone substratum
- 19 Gator muck
- 20 Terra Ceia muck
- 22 Beaches
- 23 Wulfert muck
- 24 Kesson fine sand
- 25 St. Augustine sand, organic substratum-Urban land complex
- 26 Pineda fine sand
- 27 Pompano fine sand, depressional
- 28 Immokalee sand
- 29 Punta fine sand
- 33 Oldsmar sand
- 34 Malabar fine sand
- 35 Wabasso sand
- 36 Immokalee-Urban land complex
- 37 Satellite fine sand
- 38 Isles fine sand, slough
- 39 Isles fine sand, depressional
- 40 Anclote sand, depressional
- 41 Valkaria fine sand, depressional
- 42 Wabasso sand, limestone substratum
- 43 Smyrna fine sand
- 44 Malabar fine sand, depressional
- 45 Copeland sandy loam, depressional
- 48 St. Augustine sand
- 49 Felda fine sand, depressional
- 50 Oldsmar fine sand, limestone substratum
- 51 Floridana sand, depressional
- 53 Myakka fine sand, depressional
- 55 Cocoa fine sand
- 56 Isles muck
- 57 Boca fine sand, tidal
- 59 Urban land
- 61 Orsino fine sand
- 62 Winder sand, depressional
- 63 Malabar fine sand, high
- 64 Hallandale-Urban land complex
- 66 Caloosa fine sand
- 67 Smyrna-Urban land complex
- 69 Matlacha gravelly fine sand
- 70 Heights fine sand
- 72 Bradenton fine sand
- 73 Pineda fine sand, depressional
- 74 Boca fine sand, slough
- 75 Hallandale fine sand, slough
- 76 Electra fine sand
- 77 Pineda fine sand, limestone substratum
- 78 Chochee muck



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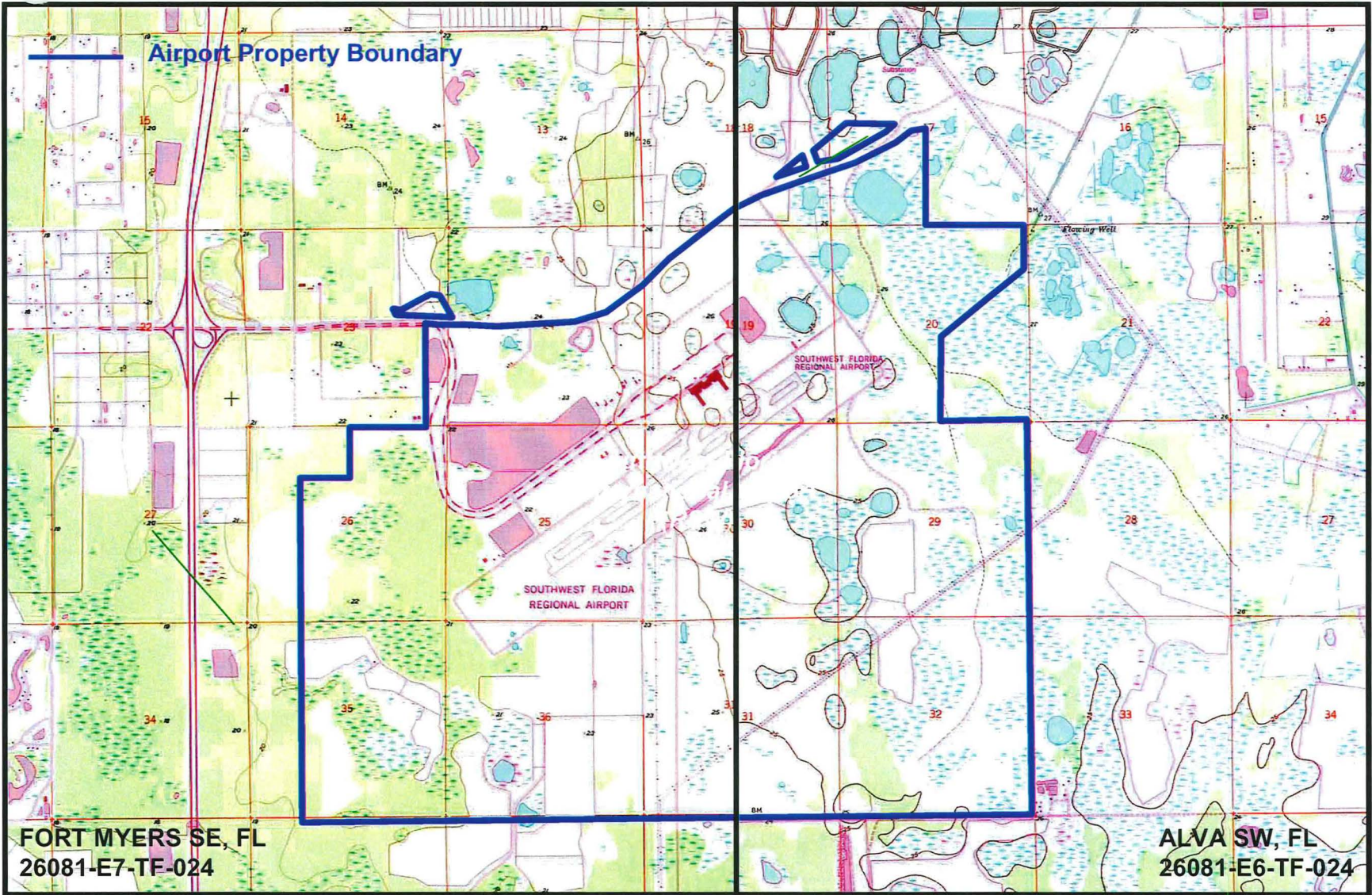
**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Attachment C - 2
 Soils Map

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Attachment C – 3
Topographic Map



Source: US Geological Survey

Note: Map shows two Quad sheets as noted above. Additionally, the airport is not located in a 100-year flood zone.



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 and Environmental Services
 Jacksonville, Florida

**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Attachment C - 3
 Topographic Map



Attachment C – 4
Wetlands Information and Map



ATTACHMENT C – 4
WETLANDS INFORMATION AND MAP

Wetland areas provide several functions: as a wildlife habitat to a variety of wildlife, as important water quality functions in an agricultural area, and provide flood attenuation benefits during the summer wet season. Development activities, such as dredging and filling, within wetlands are regulated by both the state and federal governments. Both the state and federal governments use the following definition of a wetland:

Those areas that are inundated or saturated by surface or ground water at a frequency and a duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

The mapping of state jurisdictional wetlands and other surface waters was based on Chapter 62-340 FAC. The mapping of federal jurisdictional wetlands was based on the Clean Water Act (33 U.S.C. 1344), 33 CFR Part 328, and as described in Corps of Engineers Wetlands Delineation Manual, Technical Report Y-87-1 prepared by Department of the Army Waterways Experiment Station. Both regulations include the evaluation of vegetation, soils, and hydrology in the delineation of jurisdictional wetlands. However, the January 9, 2001 Supreme Court ruling (commonly referred to as the SWANCC decision) confirmed that isolated wetlands, whose sole nexus to interstate commerce is potential use by migratory birds, are not subject to Section 404 regulatory authority.

The approximate extent of state and/or federal jurisdictional wetlands and surface waters have been delineated for the project area. For the purposes of this study, the project area is defined as lands owned by the Lee County Port Authority on August 1, 2001 that are contiguous with the existing RSW facility (with the exception of two small parcels separated from the contiguous ownership by the extension of Daniels Parkway). Based on the intensive vegetation mapping conducted by KLECE in 2001, the property contains approximately 1,878.8 acres of COE and/or SFWMD wetlands and 237.9 acres of jurisdictional surface waters, exclusive of the existing Runway 6-24 and recently approved Midfield Terminal Complex areas. The remaining 4,241.0 acres are uplands.

The wetlands range from forested to non forested systems and from relatively high quality to very low quality. Hydric pine flatwoods is the dominant forested wetland on-site. Much of this habitat type, particularly the areas south from Daniels Parkway to the existing Runway 6-24, has become invaded by

Southwest Florida International Airport

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melaleuca. This exotic species can form dense stands and thereby reduces the diversity of native plant species. Cypress and cypress/pine are the other dominant forested wetland type on-site. These areas are more deeply inundated by standing water during the wet season than the hydric flatwoods and typically contain lower levels of exotic vegetation. Several areas of shrub (wax-myrtle) dominated wetlands occur onsite. This wetland type occurs on the fringes of herbaceous wetlands or in wet agricultural fields that have been fallow for many years. Based on a review of historic aerials and observations in the field, it is apparent that many of these transitional zones were cultivated for row crops such as tomatoes, peppers, or melons in the past. The furrows created by the farming can be seen on historical aerial photographs and are still noticeable on the ground today. Non forested wetlands consist primarily of freshwater marshes. These large marshes are a dominant feature of the landscape south of the existing Runway 6-24.

The other surface water category consists primarily of borrow areas excavated during the construction of the existing airport facilities. They were used both to provide fill material and surface water management. The littoral zones of the borrow areas range from approximately 3 to 20 feet in width. Agricultural drainage ditches comprises the remainder of the other surface water category on-site.

Aquifers

The two major ground water aquifers that underlay Southwest Florida International Airport are the Surficial Aquifer and the Floridan Aquifer. Aquifer systems are natural geologic that contain and supply water. Aquifers are recharged by infiltration of precipitation through the soil. Natural discharge of ground water occurs by evaporation of water from soil and plants, then discharge to surface bodies of water, which includes streams, ponds, rivers, and larger surface waters.

The Floridan Aquifer, the underlying aquifer system is composed of limestone, dolomite, and mixtures of the two. Substantial amounts of ground water are contained within the Aquifer. Nearly 60 percent of the State of Florida's population rely on the Aquifer for drinking water. The groundwater is confined to the Aquifer by beds of impermeable clay and limestone. In Southwest Florida, the Floridan Aquifer is 3,500 feet thick. The Boulder Zone is located throughout southern Florida in the Lower Floridan Aquifer. Ranging from 2,000 feet to 3,400 feet, the Boulder Zone contains saltwater and stores wastewater.

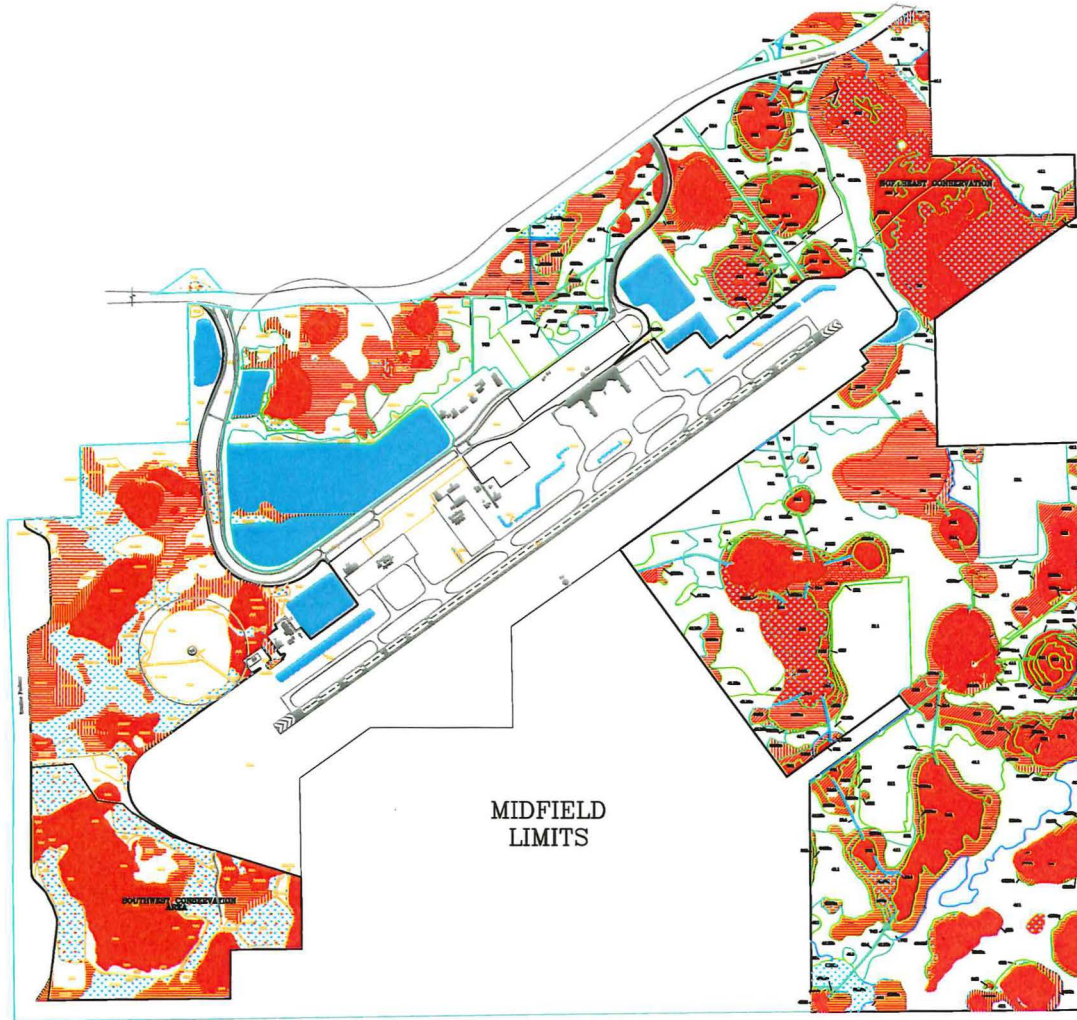
The Surficial Aquifer in Southwest Florida is composed of undivided highly permeable beds of limestone and clay. The overlying aquifer system contains Tamiami and Fort Thompson Formations of limestone, which are tied to south Florida. Elsewhere, the Aquifer consists of sand and shells. According to the United States Geological Survey (USGS) the Surficial Aquifer is approximately 400 feet thick.

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Although, there are numerous wells located around the Airport, which draw water from both Floridan and Surficial Aquifers the proposed developments will not have an impact on these recharge areas.



HATCH LEGEND

	High Quality Wetland
	Moderate Quality Wetland
	Low Quality Wetland
	Very Low Quality Wetland
	Created Wetland
	Other Waters
	Upland



Source: Kevin L. Erwin Consulting Ecologist, Inc., 2002



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**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Attachment C - 4
 Wetlands Map



Attachment C – 5
FLUCFCS Table



ATTACHMENT C – 5
FLUCFCS TABLES

Southwest Florida International Airport
Summary of Listed Animal and Plant Species Observed

Common Name	Scientific Name	1997 EIS	1990 DRI	1992 EA	1994 EA	2000 ERP	2002 DRI
Birds							
Bald eagle	<i>Haliaetus leucocephalus</i>				✓	✓	
Burrowing owl	<i>Speotyto cunicularia</i>					✓	
Florida sandhill crane	<i>Grus canadensis</i>	✓		✓	✓	✓	✓
Least tern	<i>Sterna antillarum</i>		✓				
Limpkin	<i>Aramus guarauna</i>					✓	
Little blue heron	<i>Egretta caerulea</i>		✓	✓	✓	✓	✓
Red-cockaded woodpecker*	<i>Picoides borealis</i>				✓	✓	✓
Reddish egret	<i>Egretta rufescens</i>			✓			
Roseate spoonbill	<i>Ajaia ajaja</i>	✓			✓		✓
Snowy egret	<i>Egretta thula</i>				✓	✓	✓
Tricolored heron	<i>Egretta tricolor</i>			✓	✓	✓	✓
White ibis	<i>Eudocimus albus</i>					✓	✓
Wood stork	<i>Mycteria americana</i>				✓	✓	✓
Mammals							
Big Cypress fox squirrel	<i>Sciurus niger avicennia</i>	✓		✓		✓	✓
Florida black bear	<i>Ursus americanus floridanus</i>	✓				✓	
Reptiles							
American Alligator	<i>Alligator mississippiensis</i>	✓	✓	✓	✓	✓	✓
Plants							
Common wild pine	<i>Tillandsia fasciculata</i>					✓	✓
Leather fern	<i>Acrostichum spp.</i>			✓			
Northern needle leaf	<i>Tillandsia balbisiana</i>						✓
Pine lily	<i>Lilium catesbaei</i>						✓
Pine pink	<i>Bletia purpurea</i>						✓
Wild coco	<i>Eulophia alta</i>						✓

* Abandon red-cockaded woodpecker cavities observed on-site

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Southwest Florida International Airport Listed Species Which Potentially Occur Onsite Based on Vegetation Communities (FLUCFCS)

FLUCFCS Code	Vegetation Description	Potential Listed Species
100	Urban and Built-Up	None
211	Improved Pasture	Florida Panther
262	Low Pasture	Burrowing Owl* Audubon's Crested Caracara* Florida Sandhill Crane
261	Fallow Cropland	Least Tern Florida Panther*
321	Palmetto Prairie	Eastern Indigo Snake
3219	Palmetto Prairie, Disturbed	Gopher Tortoise Gopher Frog Southeastern American Kestrel Florida Sandhill Crane Audubon's Crested Caracara Florida Panther* Florida Black Bear Curtis' Milkweed Fakahatchee Burmannia Beautiful Paw-Paw Florida Coontie
411	Pine Flatwoods	Eastern Indigo Snake
4119	Pine Flatwoods, Disturbed	Gopher Tortoise
414	Pine / Mesic Oak	Gopher Frog American Bald Eagle* Southeastern American Kestrel Red-cockaded Woodpecker Florida Panther Big Cypress Fox Squirrel Florida Black Bear Common Wild Pine* Fakahatchee Burmannia Satin Leaf Beautiful Paw-Paw Florida Coontie
422	Brazilian Pepper	Florida Black Bear*
427	Live Oak	Eastern Indigo Snake
428	Cabbage Palm	Gopher Tortoise
4289	Cabbage Palm, Disturbed	Audubon's Crested Caracara Florida Panther Florida Black Bear Simpson's Stopper Hand Adder's Tongue fern Twisted Air Plant
4291	Wax-Myrtle Willow, Hydric	Wading bird roosts/rookeries*
4299	Wax-Myrtle Willow, Hydric, Disturbed	Limpkin*

Southwest Florida International Airport

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FLUCFCS Code	Vegetation Description	Potential Listed Species
514	Drainage Canal	American Alligator
742	Borrows Areas	Roseate Spoonbill Limpkin Little Blue Heron Reddish Egret Snowy Egret Tricolor Heron White Ibis* Wood Stork* Florida Sandhill Crane* Snail Kite* Least Tern* Everglades Mink
6179	Mixed Wetland Hardwoods, Disturbed Cypress	American Alligator Eastern Indigo Snake*
621	Cypress, Disturbed	Gopher Frog
6219	Cypress, Cut	Limpkin
621c	Cypress-Pine-Cabbage Palm, Disturbed	Little Blue Heron
6249		Snowy Egret Tricolored Heron White Ibis* Artic Peregrine Falcon Bald Eagle* Wood Stork Florida Panther Everglades Mink Big Cypress Fox Squirrel Florida Black Bear Common Wild Pine*
619	Exotic Wetland Hardwoods	Big Cypress Fox Squirrel*
6192	Exotic Wetland Hardwoods, Brazilian Pepper	Florida Black Bear*
6193	Exotic Wetland Hardwoods, Melaleuca	
625	Hydric Pine Flatwoods	Eastern Indigo Snake*
6259	Hydric Pine Flatwoods, Disturbed	Gopher Frog* American Bald Eagle* Southeastern American Kestrel* Red-cockaded Woodpecker* Florida Panther* Big Cypress Fox Squirrel* Florida Black Bear* Common Wild Pine Fakahatchee Burmannia* Satin Leaf*

Southwest Florida International Airport

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FLUCFCS Code	Vegetation Description	Potential Listed Species
600	Created Wetland	American Alligator
641	Freshwater Marsh	Eastern Indigo Snake*
6419	Freshwater Marsh, Disturbed	Limpkin
643	Wet Prairie	Little Blue Heron
6439	Wet Prairie, Disturbed	Reddish Egret Snowy Egret Tricolored Heron White Ibis* Florida Sandhill Crane Wood Stork Snail Kite Everglades Mink
743	Spoil Areas	American Alligator*
748	Cleared Areas	Gopher Tortoise Burrowing Owl Little Blue Heron* Snowy Egret* Tricolored Heron* Florida Sandhill Crane* Least Tern
811	Airport	None
814	Roads and Highways	
818	Airport Parking	

* Species not specifically noted to occur in habitat by County Ordinance but known to utilize general habitat type based on literature and past survey experience.

Bold Font: Species observed within Midfield Terminal Complex facility and access roads during previous surveys.



Attachment D - 1
Impacts on Historic Resources



FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building
500 South Bronough

Tallahassee, Florida 32399-0250

Director's Office

Telecopier Number (FAX)

(904) 488-1400

(904) 488-3333

January 14, 1994

Ms. Janice L. Hatter, Director
State Clearinghouse
Executive Office of the Governor
Room 1603, The Capitol
Tallahassee, Florida 32399-0001

In Reply Refer To:
Denise M. Breit
Historic Sites
Specialist
(904) 487-2333
Project File No. 940023

RE: Cultural Resource Assessment Request
SAI# FL9104021349CR
Southwest Florida International Airport Parallel Runway
Length and Separation Refinement
Lee County, Florida

Dear Ms. Hatter:

In accordance with the provisions of Florida's Coastal Zone Management Act and Chapter 267, Florida Statutes, as well as the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the referenced project(s) for possible impact to historic properties listed, or eligible for listing, in the National Register of Historic Places, or otherwise of historical or architectural value.

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.

Ms. Hatter
January 14, 1994
Page 2

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

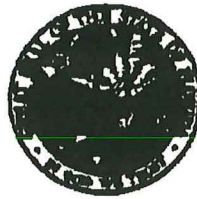
Sincerely,

for *Laura A. Kammerer*

George W. Percy, Director
Division of Historical Resources
and
State Historic Preservation Officer

GWP/Bdb

xc: Jasmine Raffington, FCMP-DCA



FLORIDA DEPARTMENT OF STATE
DIVISION OF HISTORICAL RESOURCES

January 28, 2000

Ms. Jennifer Rice
Reynolds, Smith and Hills, Inc.
4651 Salisbury Road, Suite 400
Jacksonville, FL 32256
Fax (904)279-2491

Dear Ms. Rice:

In response to your inquiry of January 28th, 2000, the Florida Master Site File lists no archaeological sites, historical standing structures, or field surveys in the following parcels of Lee County:

T45S, R25E, Sections 23-26, 35, and 36; T45S, R26E, Sections 17-20, and 30-32.

In interpreting the results of our search, please remember the following points:

- Areas which have not been completely surveyed, such as yours, may contain unrecorded archaeological sites, unrecorded historically important structures, or both.
- As you may know, state and federal laws require formal environmental review for some projects. Record searches by the staff of the Florida Master Site File do not constitute such a review of cultural resources. If your project falls under these laws, you should contact the Compliance Review Section of the Bureau of Historic Preservation at 850-487-2333 or at this address.

Sincerely,


Dawn M. Creamer, 850-487-2299

Senior Historical Data Analyst, Florida Master Site File
Division of Historical Resources
R. A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

State SunCom: 277-2299
Fax line: 850-921-0372
Email: fmsfile@mail.dos.state.fl.us
Web: <http://www.dos.state.fl.us/dhr/msff>

DIRECTOR'S OFFICE

R.A Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • (850)488-1480

FAX: (850) 488-3353 • WWW Address <http://www.dos.state.fl.us>

ARCHAEOLOGICAL RESEARCH

HISTORIC PRESERVATION

HISTORICAL MUSEUMS

FLORIDA DEPARTMENT OF STATE
Office of the Secretary
Office of International Relations
Division of Administrative Services
Division of Corporations
Division of Cultural Affairs

MEMBER OF THE FLORIDA CABINET
Division of Library & Information Services
Division of Historical Resources
Ringling Museum of Art
Division of Licensing
Division of Elections



FLORIDA DEPARTMENT OF STATE
DIVISION OF HISTORICAL RESOURCES

April 6, 2001

Ms. Jennifer Rice
Reynolds, Smith and Hills, Inc.
4651 Salisbury Road
Suite 400
Jacksonville, FL 32256
FAX#: 904-279-2491

Dear Ms. Rice:

In response to your inquiry of April 6, 2001, the Florida Master Site File lists no previously recorded cultural resources in the following parcels:

T45S, R25E, Sections 23-26, 35 and 36; T45S, R26E, Sections 17-20,30-32

In interpreting the results of our search, please remember the following points:

- Areas which have not been completely surveyed, such as yours, may contain unrecorded archaeological sites, unrecorded historically important structures, or both.
- As you may know, state and federal laws require formal environmental review for some projects. Record searches by the staff of the Florida Master Site File do not constitute such a review of cultural resources. If your project falls under these laws, you should contact the Compliance Review Section of the Bureau of Historic Preservation at 850-487-2333 or at this address.

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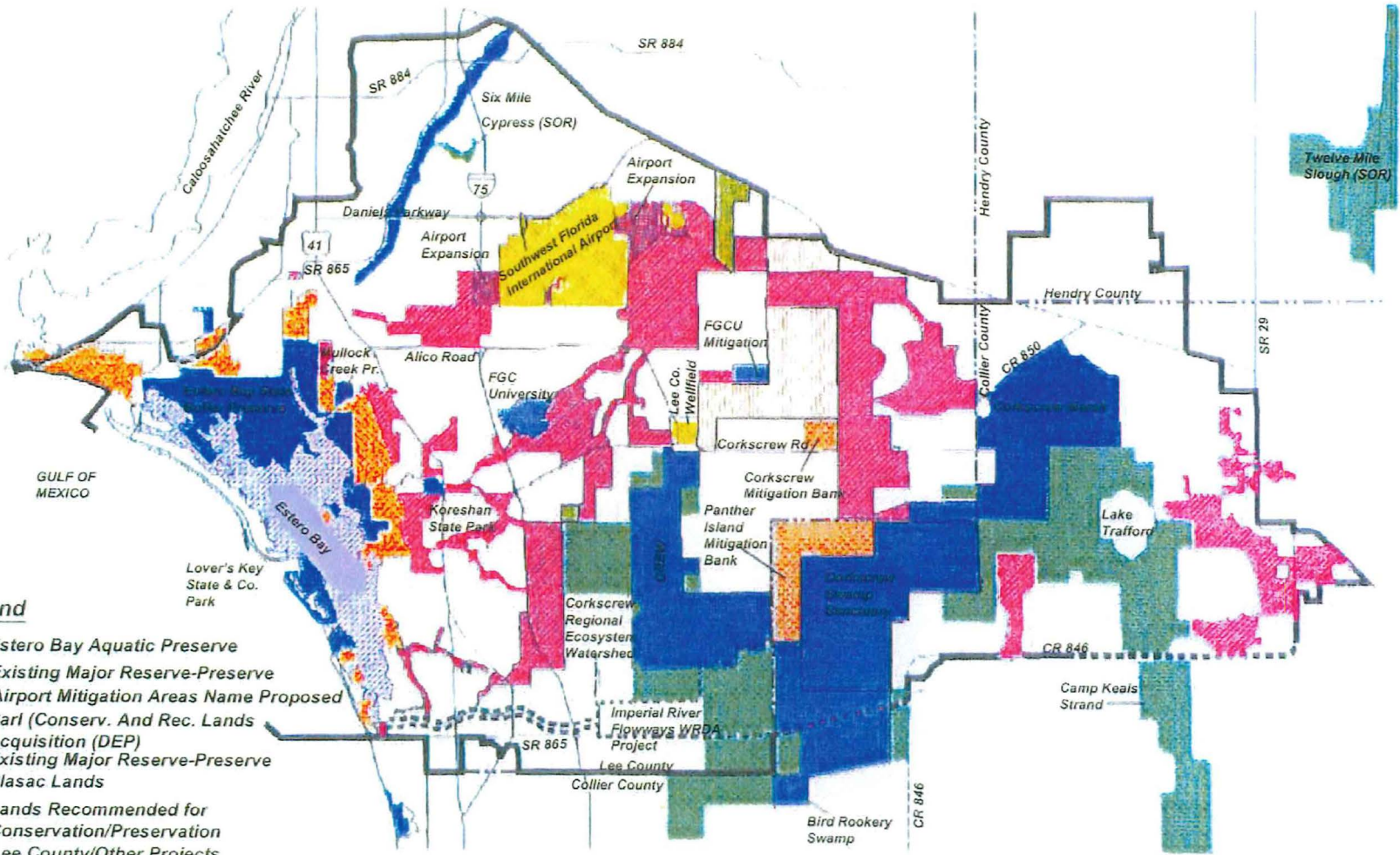
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ARCHAEOLOGICAL RESEARCH HISTORIC PRESERVATION HISTORICAL MUSEUMS

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Attachment D - 2
Archeological Sensitivity Map



Legend

- Estero Bay Aquatic Preserve
- Existing Major Reserve-Preserve
- Airport Mitigation Areas Name Proposed
- Carl (Conserv. And Rec. Lands Acquisition (DEP)
- Existing Major Reserve-Preserve
- Clasac Lands
- Lands Recommended for Conservation/Preservation
- Lee County/Other Projects

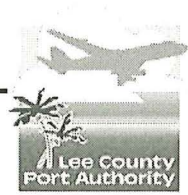
Source: Florida Department of State, 1999



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 Architectural, Engineering Planning
 and Environmental Services
 Jacksonville, Florida

**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Attachment D - 2
 Archeological/Environmental Sensitivity Map



Attachment E
Internal Consistency with the Lee Plan



ATTACHMENT E
INTERNAL CONSISTENCY WITH THE LEE PLAN

- 1. Discuss how the proposal affects established Lee County population projections, Table 1(b) (Planning Community Year 2020 Allocations), and the total population capacity of the Lee Plan Future Land Use Map.**

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.

- 2. List all goals and objectives of the Lee Plan that are affected by the proposed amendment. This analysis should include an evaluation of all relevant policies under each goal and objective.**

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 through the year 2020. These categories are also considered Future Urban Areas. (Amended by Ordinance No. 94-30, 98-09, 00-22)

POLICY 1.2.1 which discusses permitted land uses will be revised to include the additional permitted land uses of Southwest Florida International Airport.

OBJECTIVE 2.4: Future Land Use Amendments. Regularly examine the Future Land Use Map in light of new information and changed conditions, and make necessary modifications.

The proposed amendment to the Lee Plan is consistent with this objective. As the Lee County Port Authority is requesting a revision to the Future Land Use Map in regards to changes to provisions regarding DRI regulations for airports.

Southwest Florida International Airport

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GOAL 16: Private Recreational Facilities in the DR/GR. To ensure that the development of Private Recreational Facilities in the DR/GR areas is compatible with the intent of this Future Land Use category, including recharge to aquifers, development of future wellfields and the reduction of density. (Added by Ordinance No. 99-16)

The proposed golf course located at the Southwest Florida International Airport will be designed and constructed to be in compliance with the standards listed in this section.

GOAL 31: Coordinated System of Railways, Aviation, Ports, and Roads. Develop and maintain a coordinated system of railways, aviation, ports, roads, and related facilities to facilitate the safe and efficient movement of commerce, consistent with community values and economic objectives. (Amended by Ordinance No. 99-15)

The proposed amendment to the Lee Plan is in conformance with this goal.

OBJECTIVE 32.1: Economic Growth. The capacity of Southwest Florida International Airport will be expanded in compliance with the adopted Airport Master Plan to aid in the diversification of the county's economic growth. Project implementation and approval will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. (Amended by Ordinance No. 98-09, 99-15)

The proposed amendment to the Lee Plan is in compliance with this objective.

OBJECTIVE 32.4: Access. The Southwest Florida International Airport is an intermodal facility of significant value to the region, state and federal transportation system. Protecting this resource requires the provision of adequate landside and airside capacity. (Amended by Ordinance No. 99-15)

The proposed amendment to the Lee Plan is in compliance with this objective.

OBJECTIVE 32.6: Agency Coordination. Ensure that existing and future air system needs can be met safely and with a minimum of land use conflict by coordinating aviation facility plans with appropriate federal, state, regional, and local review and permitting agencies. (Amended by Ordinance No. 99-15)

Southwest Florida International Airport

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The proposed amendment to the Lee Plan is in compliance with this objective.

GOAL 109 Growth Management. To coordinate the plans and policies of Lee County, its municipalities, and adjacent local governments so as to guide, manage, and regulate urban growth in a compatible fashion.

The proposed amendment to the Lee Plan is in conformance with this goal.

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

The proposed amendment to the Lee Plan provides a more comprehensive approach of consolidating the Airport Master Plan required by the Federal Aviation Administration and the Florida Department of Transportation and the Lee Plan is required by the Florida Department of Community Affairs. The proposed action will not affect adjacent local governments and their Comprehensive Plans.

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

The Florida State Comprehensive Plan listed in F.S. 187.201 was reviewed and the proposed amendment is in compliance with the following sections and goals:

(11) ENERGY

1. Policy 4 *Ensure energy efficiency in transportation design and planning and increase the availability of more efficient modes of transportation.*

As described in this application, the Southwest Florida International Airport helps support an efficient means of transportation allowing visitors and residents of the area access to the air transportation system thereby reducing the amount of congestion on the roadway system.

17) PUBLIC FACILITIES

1. Goal *Florida shall protect the substantial investments in public facilities that already exists and shall plan for and finance new facilities to serve residents in a timely, orderly and efficient manner.*

As described in this application, The Lee County Port Authority has made a substantial investment with the use of Federal and state grants along with user fees to develop the Southwest Florida International Airport. The current Midfield Terminal project that is under construction alone represents an investment of 380 million dollars which is the largest single

Southwest Florida International Airport

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project in Southwest Florida. Approval of this Comprehensive Plan amendment will allow continued development and protection of the public investment of the facility

Policy (5) *Encourage local government financial self-sufficiency in providing public facilities.*

The approval of this comp plan amendment will allow the continued development of the Southwest Florida International Airport and the additional land uses being requested will provide additional sources of revenue to the applicant. The additional revenue generated by the proposed development will minimize the amount of local funding of this critical element of transportation infrastructure for Southwest Florida.

(19) TRANSPORTATION

Goal *Florida Governments shall economically and efficiently provide the amount and quality of services required by the public.*

The applicant meets the desired goal of this section

(20) GOVERNMENTAL EFFICIENCY

Policy (1) *Encourage the greater cooperation between, among and within all levels of Florida government through the use of appropriate interlocal agreements and mutual participation for mutual benefit.*

The adoption of the Airport Master Plan Update for Southwest Florida International Airport is the result of cooperation among the Lee County Port Authority and Lee County which recognize the mutual benefit all citizens of the region receive from the Airport.

Policy 5 *Eliminate the needless duplication or, and promote cooperation in, governmental activities, among, and within state, regional, county, city and other governmental units.*

This process of combining the airport master planning process into the local comprehensive planning process eliminates the often dual track system for Airport Master Plans and Development of Regional Impact reviews. Airport Master Plans are required by the Federal Aviation Administration and Florida Department of Transportation and the Development of Regional Impact Reviews required by the Florida Department of Community Affairs are often prepared at separate intervals and can have conflicting information. This new procedure will eliminate this duplicative process.

(24) EMPLOYMENT

Policy (5) *Ensure that the transportation system provides maximum access to jobs and markets*

The adoption of this application will allow continued growth and expansion of the Southwest Florida International Airport, which will provide continued access the Southwest Florida region.



Attachment F
Additional Requirements for Specific Future Land Uses
Amendments



ATTACHMENT F

ADDITIONAL REQUIREMENTS FOR SPECIFIC FUTURE LAND USE AMENDMENTS

- 1. Requests involving Industrial and/or categories targeted by the Lee Plan as employment centers (to or from)**

Not Applicable

- a. State whether the site is accessible to arterial roadways, rail lines, and cargo airport terminals.**

Not Applicable

- b. Provide data and analysis required by Policy 2.4.4.**

Not Applicable

- c. The affect of the proposed changes on county's industrial employment goal specifically policy 7.1.4.**

Not Applicable

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

Not Applicable

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

Not Applicable

Southwest Florida International Airport

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

Not Applicable

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

Not Applicable



Attachment G
Justification of Proposed Amendment



ATTACHMENT G
JUSTIFICATION OF PROPOSED AMENDMENT

1. Background

The Southwest Florida International Airport (SWFIA) is an integral component of the regional transportation infrastructure and as such must plan, develop and operate in conformity with its adopted Airport Master Plan. The Airport Master Plan, as well as all other Airport functions, are regulated by Federal, state and local requirements and must be consistent with adopted local, state and national transportation plans. As part of the Lee Plan Transportation element, the Airport Master Plan must also be consistent with the balance of County regulations, including the zoning resolution governing development of the Airport.

Lee County Port Authority has the responsibility of managing the planning, development and operation of SWFIA and Page Field to service the rapidly growing aviation needs of the region. 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.

2. Development History

The Southwest Florida International Airport currently operates under a Development of Regional Impact Development Order adopted pursuant to FS Chapter 380. 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.

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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.

3. **Applicable Legislation- Florida Statutes 163.3177(k)**

The amendment to FS §163.3177(k) sets forth the criteria to integrate the Airport Master Plan into the transportation element of the Lee County Comprehensive Plan (Lee Plan). This criteria is adopted as the benchmark for purposes of this MOU as follows.

Any Plan amendment that integrates the Airport Master Plan into the Lee Plan must address the following:

- a. land use compatibility consistent with FS Chapter 333;
- b. provision of regional transportation facilities for the efficient use and operation of the transportation system and the airport;
- c. consistency with the Lee Plan Transportation Element and the Metropolitan Planning Organization long-range transportation plans;
- d. execution of any necessary interlocal government agreements for the purposes of providing public facilities and services to maintain the adopted level of service standard for Airport facilities and services subject to local concurrency requirements; and
- e. all development on Airport property whether airport-related, aviation-related or non-aviation related.

4. **Purpose of Incorporating Airport Master Plan into the Lee Plan.**

In response to recent statutory changes, the Board of County Commissioners adopted a Resolution, in conjunction with this MOU, providing for the incorporation of the Airport Master Plan into the Lee Plan Transportation element. Pursuant to the Resolution, once the Lee Plan amendment has been adopted, it will be appropriate to extinguish or abandon the SWFIA DRI Development Order.

Southwest Florida International Airport

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The County and Airport recognize that integration of the Airport Master Plan into the Lee Plan creates a mutual benefit. Consistent coordination is necessary to keep the County and Airport personnel fully apprised of the development plans and activities affecting the Airport Master Plan and the Lee Plan. The proposed Airport Layout Plan that will be included as a Map Amendment depicts graphically the proposed development at Southwest Florida International Airport.

This application has also addressed land use compatibility that is consistent with FS 333 for both on and off airport purposes. The Lee Plan Application provided traffic analysis as a result of the proposed development for coordination with local, regional and state agencies. Potential environmental impacts as a result of the proposed development were also addressed.

The proposed amendment provides sound planning coordination between Lee County and the continued development at the Southwest Florida International Airport and will provide the beginning of a continuous planning process between the two entities.



Attachment H
Copy of MOU between LCPA and Lee County

**Lee County Board of County Commissioners
Agenda Item Summary**

Blue Sheet No. 20020976

1. REQUESTED MOTION:

ACTION REQUESTED: Adopt a resolution pertaining to SWFIA DRI in accordance with condition II.H.6.c of the Fourth DRI Amendment; direct staff to pursue incorporation of the Airport Master Plan Update into the Lee Plan Transportation Element as one of the two annual amendments allowed under F.S. §163.3187(1); approve and execute a Memorandum of Understanding between the County and Lee County Port Authority establishing interagency coordination for purposes of Airport Master Plan updates and Lee Plan amendments incorporating future Airport Master Plan Update.

WHY ACTION IS NECESSARY: Condition II.H.6.c. of the current SWFIA DRI allows the Board to adopt a resolution to provide relief from the requirement to submit a substantial deviation NOPC pertaining to the Midfield Terminal in the event Florida legislature adopts statutory amendments allowing airports to be excused from compliance with F.S. Ch. 380; the MOU provides the basis for interagency staff coordination necessary to amend the Lee Plan to fully incorporate the Airport Master Plan Update, which is a necessary precursor to extinguishing the SWFIA DRI DO in accordance with recent statutory amendments.

WHAT ACTION ACCOMPLISHES: It relieves Airport from compliance with immediate NOPC submittal requirement; establishes coordination guidelines for County and Airport staff regarding Airport Master Plan Updates and Lee Plan Amendment processes; recognizes Airport as an integral facet of Lee County's transportation infrastructure.

2. DEPARTMENTAL CATEGORY:
COMMISSION DISTRICT #

3. MEETING DATE:
September 10, 2002

4. AGENDA:

CONSENT
 ADMINISTRATIVE
 APPEALS
 PUBLIC
 WALK ON
 TIME REQUIRED:

5. REQUIREMENT/PURPOSE:
(Specify)

STATUTE
 ORDINANCE
 ADMIN. CODE
 OTHER

6. REQUESTOR OF INFORMATION:

A. COMMISSIONER
B. DEPARTMENT County Attorney
C. DIVISION
BY: Dawn E. Perry-Lehnert
 Assistant County Attorney

7. BACKGROUND:

On August 21, 2000 the Board adopted the Fourth Amendment to the SWFIA DRI DO providing for construction of the Midfield Terminal Complex. Condition II.H.6.c of the Fourth DRI DO provides that if the Florida legislature adopts statutory amendments excusing airports from compliance with the development of regional impact regulations set forth in F.S. Ch. 380,
 CONTINUED

8. MANAGEMENT RECOMMENDATIONS:

9. RECOMMENDED APPROVAL:

A Department Director	B Purchasing or Contracts	C Human Resources	D Other	E County Attorney	F Budget Services				G County Manager
					OA	OM	RISK	GC	

10. COMMISSION ACTION:

APPROVED
 DENIED
 DEFERRED
 OTHER

Blue Sheet #:

Page No.: 2

Subject: SWFIA Memorandum of Understanding

County would assist the Airport in extinguishing or abandoning the DRI DO while maintaining the Airport's ability to continue construction of the Airport consistent with the Airport Master Plan and local development order approvals.

Recent legislative amendments became effective on July 1, 2002 establishing integration of the Airport Master Plan into the local Comprehensive Plan Transportation Element as a precursor to extinguishing DRI review. This amendment was anticipated by the SWFIA DRI D.O. condition II.H.6.c and is the basis for the proposed resolution.

Under the proposed resolution the current SWFIA DRI DO, with the exception of the condition relating to submittal of an NOPC in August of 2002, will remain in full force and effect. The resolution provides for the integration of the Airport Master Plan Update, along with conditions and commitments of the current DRI, into the Lee Plan. The Lee Plan amendment is proposed as one of the two annual amendments allowed under F.S. §163.3187(1). Once the Lee Plan amendment integrating the Airport Master Plan is adopted, the Board agrees to support the Airport's request to extinguish or abandon the DRI DO.

The initial Lee Plan amendment incorporating the Airport Master Plan Update into the Transportation Element as well as all future amendments will require systematic and ongoing coordination between County and Airport staff. The draft MOU sets forth the basis for this coordination.

Staff recommends adoption of the resolution and execution of the MOU. Together these documents and the resulting activity in accordance with them, will serve to eliminate redundancies in the Airport Master Plan review process and result in potential interagency support in meeting the transportation needs in Lee County.

Attachment: Draft Resolution

Draft Memorandum of Understanding



**MEMORANDUM OF UNDERSTANDING
REGARDING AIRPORT MASTER PLAN
UPDATES AND RELATED ISSUES**

This Memorandum of Understanding (MOU) is between Lee County, a political subdivision of the State of Florida, and Lee County Port Authority, a special district duly established by the State of Florida (Airport).

1. Background

The Southwest Florida International Airport (SWFIA) is an integral component of the regional transportation infrastructure and as such must plan, develop and operate in conformity with its adopted Airport Master Plan. The Airport Master Plan, as well as all other Airport functions, are regulated by Federal, state and local requirements and must be consistent with adopted local, state and national transportation plans. As part of the Lee Plan Transportation element, the Airport Master Plan must also be consistent with the balance of County regulations, including the zoning resolution governing development of the Airport.

Lee County Port Authority has the responsibility of managing the planning, development and operation of SWFIA and Page Field to service the rapidly growing aviation needs of the region. 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.

2. Development History.

The Southwest Florida International Airport currently operates under a Development of Regional Impact Development Order adopted pursuant to FS Chapter 380. The Airport amended the DRI Development Order a fourth time in December 2000. Condition II.H.6.c of the amended DRI Development Order

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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.

3. Applicable Legislation- Florida Statutes §163.3177(k)

The amendment to FS §163.3177(k) sets forth the criteria to integrate the Airport Master Plan into the transportation element of the Lee County Comprehensive Plan (Lee Plan). This criteria is adopted as the benchmark for purposes of this MOU as follows.

Any Plan amendment that integrates the Airport Master Plan into the Lee Plan must address the following:

- a. land use compatibility consistent with FS Chapter 333;
- b. provision of regional transportation facilities for the efficient use and operation of the transportation system and the airport;
- c. consistency with the Lee Plan Transportation Element and the Metropolitan Planning Organization long-range transportation plans;
- d. execution of any necessary interlocal government agreements for the purposes of providing public facilities and services to maintain the adopted level of service standard for Airport facilities and services subject to local concurrency requirements; and

Southwest Florida International Airport

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- e. all development on Airport property whether airport-related, aviation-related or non-aviation related.

4. Purpose of MOU

In response to recent statutory changes, the Board of County Commissioners adopted a Resolution, in conjunction with this MOU, providing for the incorporation of the Airport Master Plan into the Lee Plan Transportation element. Pursuant to the Resolution, once the Lee Plan amendment has been adopted, it will be appropriate to extinguish or abandon the SWFIA DRI Development Order.

This MOU is intended to provide the guidelines for future coordination between the County and the Airport with respect to the ongoing development of the Airport. Coordination is necessary to assure continuity and consistency between the Airport's proposed development plans and the Lee Plan, LDC and other supporting regulations.

The County and Airport recognize that integration of the Airport Master Plan into the Lee Plan creates a mutual benefit. Consistent coordination is necessary to keep the County and Airport personnel fully apprised of the development plans and activities affecting the Airport Master Plan and the Lee Plan. This MOU will establish the framework for coordination between the parties with respect to Airport Master Plan Updates, CIP project planning and construction, Lee Plan Amendments and Airport zoning amendments. It is also intended to facilitate streamlining the Airport development process based upon the benefits to be obtained from a mutual sharing of information concerning the relevant issues affecting the Airport Master Plan and the Lee Plan.

5. Coordinated Review and Comment/Status Updates

- a. *Ongoing status updates.* At least quarterly, the Airport will provide the Director of Community Development with the status of the Airport projects listed below. The Director will disseminate this information to the appropriate County departments, including the County Attorney's office.

The County will provide the Airport with comments within a reasonable time after receipt of the status update.

- b. *Purpose of updates.* The primary purpose of the quarterly update is to apprise the County as to the status of projects in the construction, permitting or approval process. Additionally, the

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information will provide an opportunity for review and comment on development or legal issues that may require attention prior to implementation or approval of a proposed project. Projects that will be the subject of status updates include: Airport Master Plan Updates, Airport CIP projects, Lee Plan amendments, current leasing agreements, zoning amendments and other development related projects or studies supporting the airport operation.

- c. *Review functions.* The Airport will submit and County staff will evaluate the following:
- (1) Scope and content of Airport Master Plan Updates, as established by the Federal Aviation Administration Advisory Circular 150/5070-6A and the Florida Department of Transportation Guidebook for Airport Master Planning.
 - (2) Consistency of proposed Airport Master Plan with the Lee Plan, LDC and local zoning approvals.
 - (3) Individual CIP projects with respect to compatibility and compliance with the Lee Plan, LDC regulations, zoning approvals and other applicable regulations.
 - (4) Proposed Lee Plan Amendments necessary to support amendments to the Airport Master Plan or CIP project list.

6. Airport Master Plan Update Coordination Outline

a. *Airport Goal.* The Airport desires to update the Airport Master Plan and the Airport Layout Plan every five years. Achieving this goal is dependent on available funding. The planning horizon for the Airport Master Plan and the Airport Layout Plan should be consistent with the planning horizon for the current Lee Plan.

b. *Master Plan Elements.* The Airport Master Plan will consist of the standard elements required by the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT) as outlined in FAA Advisory Circular 150/5070-6A concerning Airport Master Plans and the FDOT Guidebook for Airport Master Planning. The elements to be addressed in this process are generally described as follows.

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- (1) *Issues and Existing Conditions:* Update available information on current conditions at the Airport and in the community by reviewing previous studies, pavement and building inspections, aerial photography and surveys.
 - (2) *Aviation Demand Forecasts:* Update the demand for aviation facilities in Lee County by examining trends in aviation operations, passengers, based aircraft and number of instrument approaches.
 - (3) *Demand Capacity and Facility Requirements:* Examine capacity for airspace, air fuel facilities and landside facilities (ie terminal capacity, fuel farm capacity, parking lot capacity etc.)
 - (4) *Identification and Evaluation of Alternatives:* After determining the future demand for airspace, airfields and landside facilities, devise alternatives to meet future aviation needs. Airspace/airfield configuration, passenger terminal capacity, landside configuration, land use and land acquisition, general aviation configuration and surface access issues should be addressed in each alternative.
 - (5) *Environmental Evaluation:* After determining appropriate alternatives, conduct an environmental evaluation pursuant to FAA Order 5050.4A, "Environmental Handbook".
 - (6) *Airport Plans:* The final alternative selected and evaluated for environmental impact is then drawn in a 2-D Layout Plan.
 - (7) *Plan Implementation:* Create a staging and financial plan for the airport.–Base future capital costs and operating expenses on forecasted aviation demand and non-aviation related revenue generating potential. The financial plan will guide the preparation of the Airport CIP.
- c. *Documents Provided to Lee County.*
- (1) *Airport Master Plan Update.* The Airport will provide the County with draft copies of the Airport Master Plan Update chapters, as they become available during the update process. The County and Airport staff will meet to review and discuss the documents as

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necessary. Due to the size and complexity of the Master Plan Update, review and discussion will be an ongoing effort. The Master Plan Update must address aviation-related and non-aviation related development proposed on Airport property.

- (2) *Airport Layout Plan.* The Airport will provide the County with copies of the Airport Layout Plan for review and comment. The Airport Layout Plan is the exhibit to the Airport Master Plan Update that provides a technical graphic depiction of the approved Airport development program. This Airport Layout Plan should support the CIP project list for long-term, mid-term and short-term projects.

d. *Lee Plan Consistency Review.* The County and Airport will work together to ensure that the Airport Master Plan Update and resulting Airport Layout Plan is generally consistent with the Lee Plan and establishes sound public policy based upon generally accepted planning principals while addressing the following elements and actions.

- (1) *Future Land Use Element and Map Series.* The Future Land Use Element and Map Series must reflect the on-airport land uses, possible expansion of airport property and land use compatibility issues.
- (2) *Traffic Circulation Sub-Element.* Coordinate Special Generator Studies performed concurrent with the Master Plan Update with the local traffic circulation sub-element and MPO long range transportation plans.
- (3) *Ports, Aviation and Related Facilities Sub-Element.* Ensure that the Master Plan Update is consistent with and advances the goals, policies and objectives of the Ports, Aviation and Related Facilities sub-element.

e. *Capital Improvement Program Projects.* The Airport will document the proposed capital improvement program to the County for review as to Lee Plan consistency.

f. *Formal Lee Plan Amendment.* The Airport will prepare a formal Lee Plan Amendment application for incorporation of any proposed Airport Master Plan Update. This application must be on the form generally required by the County and accompanied by the applicable fee. Prior to submittal of the plan amendment application, the Airport will obtain an endorsement of the proposed plan amendment,

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including the Airport Layout Plan, from the Board of Port Commissioners. Written evidence of this endorsement will be included in the plan amendment application package. The Airport will advise County staff as to the date and time the endorsement request will be presented to the Port Commissioners so that County staff can attend the meeting and address the Port Commissioners as necessary.

Based upon the coordination required under this MOU, the parties anticipate that all issues with respect to Lee Plan consistency will be addressed during the review and comment stage of the Airport Master Planning process and prior to submittal of the Lee Plan amendment application. However, the Airport understands County staff may not recommend adoption of an amendment that is inconsistent with the Lee Plan or not based upon sound public policy.

For purposes of seeking Airport Master Plan approval from the FAA, FDOT and Board of Port Commissioners, the County's intent to adopt the proposed Airport Master Plan into the Lee Plan may be evidenced by the transmittal documents sent to the Department of Community Affairs.

g. *Airport Zoning Resolution Amendment.* If rezoning is necessary to support the Airport Master Plan Update, the Airport will prepare and file a rezoning application on the forms prescribed by the County. The application must be accompanied by the applicable fee.

7. Capital Improvement Program Coordination Outline

a. *Project Briefing.* The Airport will prepare a detailed briefing for all projects proposed for inclusion within its upcoming annual County CIP budget for presentation and review by the County staff. The CIP project information will include the following.

- (1) Detailed project description, schedule, cost estimate and location exhibits.
- (2) Documentation on project consistency with the approved Airport Master Plan, Lee Plan, LDC and Airport zoning resolution.
- (3) Explanation of local permit procedure to be followed to allow construction. Address issues with respect to deviations from the LDC.
- (4) Identification of the state and federal permits necessary to allow construction.

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b. *Annual Lee Plan Update.* The Lee Plan requires an annual update of the CIP budget. The Airport agrees to coordinate with County staff and provide documentation to the Department of Community Development with respect to the annual and five year Airport CIP projects to ensure the Airport Master Plan and Airport CIP are consistent with the Lee Plan.

IN WITNESS of the above, the parties execute this Memorandum of Understanding on this ____ day of _____, 2002.

ATTEST:
CHARLIE GREEN, CLERK

LEE COUNTY, BOARD OF COUNTY
COMMISSIONERS

By: _____
Deputy Clerk

By: _____
Chairman or Vice Chairman
Board of County Commissioners

APPROVED AS TO FORM

By: _____
Dawn E. Perry-Lehnert
Office of the County Attorney

ATTEST:
CHARLIE GREEN, CLERK

LEE
COUNTY, BOARD OF PORT
COMMISSIONERS

By: _____
Deputy Clerk

By: _____
Chairman or Vice Chairman

APPROVED AS TO FORM

By: _____
Office of the Port Attorney



Attachment I
Summary of Proposed Development at Southwest Florida
International Airport

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Southwest Florida International Airport 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	14,399 total existing 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
Passenger	11,461 spaces			
Hourly	2,519 spaces			
Daily	8,942 spaces			
Employee	1,288 spaces			
Taxi/Limo/Toll Booth	150 spaces			
Rental Cars	1,500 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	Approximately 13,000 S.F.	-	26,000 S.F. (using existing facilities)	Expand to 36,000 S.F. necessary
GA	-	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.		
Large Aircraft	-			
Aircraft Rescue & Fire Fighting (ARFF)	12,500 S.F.	No improvements planned	Construct new midfield facility of approximate equal size to existing facility of 12,500 S.F.	No improvements planned
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
Land Acquisition	No acquisition planned	Land between Haul and Alico-48 acres Land east of Runway 24-1,150 acres Land for I-75 access road-335 acres	Mitigation land acquisition	Mitigation land acquisition

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Table (Continued)
Southwest Florida International Airport
Existing vs. Proposed Development 2005-2020

Development	Existing	2005	2010	2020
Airside (Continued)				
NAVAIDs				
General	VORTAC/DME Non Directional Beacon (NDB) Airport Surveillance Radar (ASR) Rotating Beacon Segmented Circle		Cat II ILS w/ALS Upgrade RVR for Rnwy 6L-24R Precision GPS Approach	No improvements planned
Runway 6-24	VASI (Visual Approach Slope Indicator) ALS (Approach Lighting System) Instrument Landing System (ILS) Global Positioning System (GPS)	Upgrade to ASR-11 Upgrade VASI to PAPI (during runway rehab)		
Future Runway 6R-24L	-			
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
Miscellaneous	No improvements planned		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 S.F.) Develop multi-modal center	
Stormwater Mitigation		Stormwater/drainage improvements Stormwater Management Plan Cargo area drainage improvements Remove Mitigation area "G"	Stormwater/drainage improvements Daniels property infrastructure	Stormwater/drainage improvements
Security Fencing	As required by FAA	As required by FAA	As required by FAA	As required by FAA
Rental Car Expansion		Rental car fuel farm		
Utilities	As required by various projects	As required by various projects	As required by various projects	As required by various projects
Non-Aviation Related Land Uses				
Hotel		-	Construct 300 Rooms** Additional 25,000 S.F.	-
Light Manufacturing/Assembly		Construct 25,000 S.F.		-Additional 50,000 S.F.
Gas Station/Convenience Store		-	Construct 3,500 S.F. w/ 12 pumps	-
Warehouse/Distribution		Construct 25,000 S.F.	Additional 25,000 S.F.	Additional 50,000 S.F.
Office		Construct 75,000 S.F.	Additional 75,000 S.F.	Additional 75,000 S.F.
* Based on Phase I Concept A of the DMJM Concept Design Phase I document				
**A detailed study will be required to determine the exact tower height upon completion of the midfield terminal				
*** It is assumed for planning purposes that the hotel will comprise 300,000 sq. ft. and occupy 3 stories.				



Attachment J
Non-Aviation Land Use Analysis



**LAND USE ANALYSIS FOR
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT**

1.0 INTRODUCTION

The purpose of this section is to provide a detailed analysis regarding non aviation related development land uses for the Southwest Florida International Airport as part of the Lee Plan Application. This analysis and discussion will provide to the reviewers of this package the necessary background information regarding future development at the airport. Concerns regarding potential non aviation related development land uses by Lee County Staff are also discussed in this analysis. The Airport Master Plan Update has previously defined areas on Airport property that will not be needed for aviation related development within the next 20 years. After this determination was made, the Lee County Port Authority expressed a desire to investigate the possibility of developing portions of this area for non-aviation related development to provide an additional source of revenue for the airport. This analysis will discuss why this is necessary and how it relates to current trends among other similar size facilities.

2.0 FUTURE LAND DESIGNATIONS FOR SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

The Lee Plan establishes the existing and future land use designation for the Southwest Florida International Airport and surrounding land uses. The Lee Plan serves three broad purposes: certain day-to-day public and private activities must be consistent with the goals, objectives and policies in the adopted plan; the plan is the authority for the local government's land development regulations for a wide range of official discretionary actions including, but not limited to, the capital improvement plan; and the plan represents the community's vision of what it should look like by the end of the planning horizon.

The Lee Plan describes 20 unique planning communities within Lee County and the 2020 Vision section of the Lee Plan tries to capture the unique characteristics for each area. The Southwest Florida International Airport is included in the Gateway/Airport planning community and all proposed Airport development must be consistent with the adopted plan. From the plan, detailed guidelines controlling development compatibility and implementation are further defined in the adopted local Zoning and the Land Development Code. For the Airport, the Lee Plan must document the broad definition and land uses and establish compatible adjacent land uses. Current Zoning and associated Land Development Code restricts land-use and development to areas and types that have previously been reviewed and approved for the area and are consistent with the Lee Plan. For the Airport Master Plan, aviation related uses are usually detailed to a much greater extent than required by local zoning. For non aviation related development land uses the opposite is true. The Master Plan typically describes non aviation related land

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areas no specific detail as to the land uses anticipated, as was the case with the previous Southwest Florida International Airport Master Plan Update. This approach is acceptable for approval by aviation regulatory agencies such as the Federal Aviation Administration (FAA) and Florida Department of Transportation (FDOT). However, local implementation and consistency with the Lee Plan cannot be obtained from Lee County staff unless all proposed land uses in the non aviation related development areas are consistent with adopted zoning and land development guidelines, or they have sufficient detail for review of others proposed.

3.0 LAND USE STRATEGIES FOR SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

As part of the process of eliminating the DRI for the Southwest Florida International Airport, the Lee County Port Authority (LCPA) committed to make the Airport Master Plan Update consistent with the Lee Plan and submit an application to update the Lee Plan along with the final approval of the Master Plan Update by the Airport Special Management Committee and Port of County Commissioners. The intent of the application was to ensure consistency between the local comprehensive plan and the Airport Master Plan and its approval would allow LCPA to abandon its current DRI status. As discussed earlier, the Airport Master Plan identified areas not required for direct aviation activities but that could be used for non-aviation related land uses and provides additional revenue generation for the airport. The Airport Development Committee expressed a desire to have more specific detail on the type of land uses anticipated in order to process the Lee Plan Update Application, which resulted in this analysis. This analysis considered both existing on and off airport land uses, the Lee Plan, the Lee Land Development Code, airport land uses at other similar size airports in Florida and comments from the Airport Development Committee to generate the final recommendations regarding land uses at the Southwest Florida International Airport.

From a land use planning perspective, the relationship of both on and off airport land uses must be consistent and compatibly defined to have any merit or legal credibility. The Lee County Board of County Commissioners understands the importance of land use controls to ensure compatible development when they established a new land use category, Airport Commerce. This zoning classification consists of approximately 1,400 acres and specifically lists allowable land uses surrounding the Northwest, West and Southwest boundary of the Airport. The current and future land uses allowed within Airport Commerce and the Airport is defined in Policy 1.2.1 and 1.2.2 in the Lee Plan. From these broad policy statements, specific zoning and land development code criteria has been established and adopted by the Commission.

Southwest Florida International Airport

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The future land use category "Airport" is the actual land owned by the Lee County Port Authority. The Future Land Use category "Airport Commerce" was established to help preserve and support airport operation and at the same time preserve the character of Southwest Florida. In addition, the Airport Commerce Future Land use designation and other future land uses surrounding the airport include a new community to the North and Northeast and Density Reduction/Groundwater Recharge Areas to the East and Southeast. The majority of the lands surrounding the Southwest Florida International Airport are currently held by private individuals and have no direct relationship or control by the Lee County Port Authority. It is also important to understand that while both future land use categories have been defined in the Lee Plan, only the Future Land Use Category Airport has a corresponding zoning classification of Airport Operations Planned Development (AOPD). The land areas within the future land use category Airport Commerce have no specific zoning category. Any development within this area is handled on a case-by-case basis with the recommended future land use definition outlined in the Policy 1.2.1 of the Lee Plan utilized as the guiding principle during any rezoning or development order process.

The Future Land Use category Airport Commerce specifically recommends light manufacturing, warehousing, distribution facilities, offices, hotels/motels and other hospitality services. Retail commercial uses are specifically discouraged and are only permitted within hotels and motels. The Lee County Board of County Commissioners recently have made a modification to this category by amending it to allow up to a ten percent retail if it was contained within an approved commercial development. This approval has not been reviewed and given final approval by the Florida Department of Community Affairs. The Future Land Use definition of Airport is defined in the Lee Plan as lands that are available for airport operations and projected future expansion of the airport through the year 2020. Specific land uses allowed under zoning are addressed under the AOPD zoning classification in the Lee Land Development Code. Section 34-931 of the Lee Land Development Code that outlines Planned Development Districts and section 34-934 of the Lee Land Development Code that outlines the specific land use allowed under the AOPD zoning category. A copy of the AOPD zoning matrix is presented at the end of this analysis. A review of this matrix and the future land use definitions presented in the Lee Plan revealed that there are no non-aviation related land uses that are currently permitted on Airport property.

Review of the 2002 Airport Master Plan Update.

A review of the 2002 Airport Master Plan Update indicated a desire of the Lee County Port Authority to evaluate potential development of some of their property for aviation support activities in order to generate additional revenue for the airport. Questions have been raised by the Airport Development Committee concerning the development of revenue support related land uses while still pursuing

Southwest Florida International Airport

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additional land acquisition for aviation development. The primary area targeted for non aviation related development is the northern boundary of the airport fronting Daniels Parkway. In addition, some acreage within the Midfield terminal area has also been defined as non aviation related development. The majority of the land along Daniels Parkway was acquired during the initial construction of the airport and the area was slated to accommodate a future general aviation parallel runway. Unfortunately, due to off-airport development to the West and Northwest, the proposed general aviation runway could not be constructed in this location. This parallel runway concept was then shifted south and is scheduled to begin construction in the next ten years. As a result of not being able to develop the general aviation runway, the Lee County Port Authority finds itself as an owner of land that could be used to help offset the operating costs of the airport. The recommended alternative analysis sketch as a result of the master planning process has been presented to the Airport Special Management Committee and Port Board of Commissioners which reviewed the area depicted as non aviation related. However, specific details were not presented to the Port Board of Commissioners at that time.

The proposed future land use map for the Southwest Florida International Airport is included on the next page. As shown on this map, the Airport has six (6) distinct land uses for development on Airport Property. The Non Aviation related development land use is comprised of approximately 908 +/- acres of the contiguous property.

Non Aviation Related Land Use Summary For RSW.

Through discussions with Airport Staff, a review of surrounding compatible land uses and a review of other similar size Airports across Florida, a tabulation of recommended development within the non aviation related land use category. Land uses recommended include a 300 room hotel, office use, a gas station / convenience store, warehouse / distribution, and light manufacturing. Estimated densities for each type of land use by year is included below. The Hotel / Motel land use and Gas Station / Convenience store is anticipated to be constructed within the Midfield Terminal access loop roadway and would be used primarily by the traveling public.

Southwest Florida International Airport

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Non Aviation Related Development

LAND USE SUMMARIES

Land Use	Year		
	2005	2010	2020
Hotel / Motel ⁽¹⁾		300 Rooms	
Office Development ⁽¹⁾	75,000 sq. ft.	150,000 sq. ft.	225,000 sq. ft.
Gas Station		3,500 sq. ft.	
Convenience Store		12 Pumps	
Warehouse	25,000 Sq. Ft	50,000 Sq. Ft	100,000 Sq. Ft
Light Manufacturing	25,000 Sq. Ft	50,000 Sq. Ft	100,000 Sq. Ft

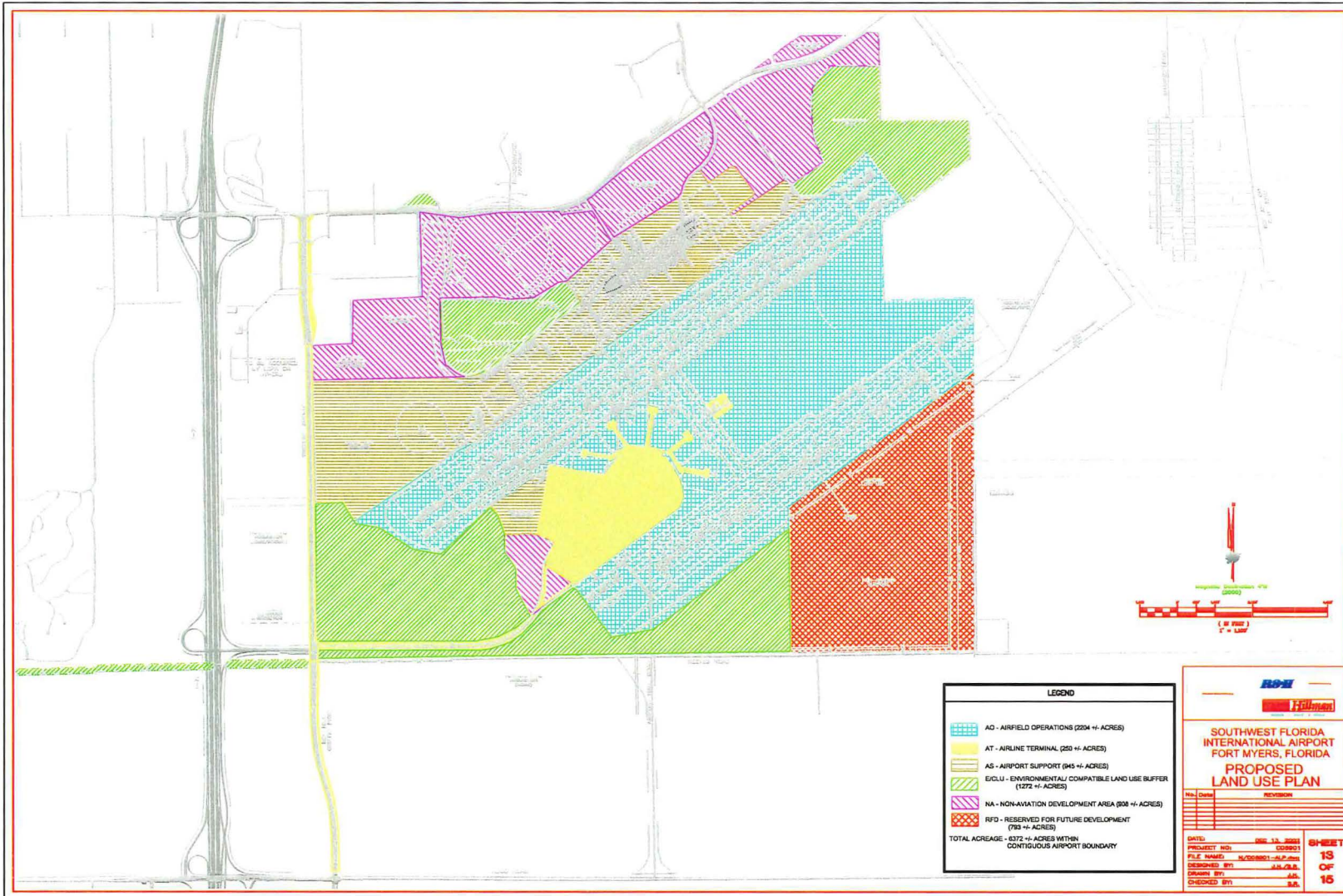
Source: Reynolds Smith & Hills, Inc. Analysis
2003

Note: All proposed development totals are cumulative

⁽¹⁾This development includes 10% retail

Comparison With Adjacent Land Uses and Other Similar Sized Airports.

The proposed land uses are consistent with the land uses allowed under the future land use category Airport Commerce that is located North and East of the Airport. The land uses are also consistent with other similar sized airports in Florida and a summary of other airports along with permitted land uses is included at the end of this section.



LEGEND

	AO - AIRFIELD OPERATIONS (2204 +/- ACRES)
	AT - AIRLINE TERMINAL (252 +/- ACRES)
	AS - AIRPORT SUPPORT (445 +/- ACRES)
	E/C/L/U - ENVIRONMENTAL/COMPATIBLE LAND USE BUFFER (1272 +/- ACRES)
	NA - NON-AVIATION DEVELOPMENT AREA (908 +/- ACRES)
	RFD - RESERVED FOR FUTURE DEVELOPMENT (793 +/- ACRES)
TOTAL ACREAGE - 4372 +/- ACRES WITHIN CONTIGUOUS AIRPORT BOUNDARY	

RSH Reynolds, Smith and Hills Inc.		
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT FORT MYERS, FLORIDA		
PROPOSED LAND USE PLAN		
No.	DATE	REVISION
DATE:	09-13-2023	SHEET
PROJECT NO:	230001	
FILE NAME:	N:\058801-ALP.dwg	
DRAWN BY:	A.H.G.B.	
CHECKED BY:	J.M.	13
CHECKED BY:	J.M.	OF
CHECKED BY:	J.M.	15

RSH
Reynolds, Smith and Hills Inc.
 Architectural, Engineering, Planning
 and Environmental Services
 Jacksonville, Florida

**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Attachment J
Proposed Airport Land Use Plan



LAND USE DEVELOPMENT ANALYSIS FOR FLORIDA AIRPORTS

1. Miami International Airport

Miami-Dade County Zoning

The land use district containing Miami International Airport (MIA) is categorized as Government Property or GP District. Uses permitted within this district include: Public parks, playgrounds, and buildings supplementary and incidental to such uses; Fire stations; Police stations; Public auto inspection stations; Public water and sewer treatment distribution facilities; Public libraries; Public health facilities; Public museums and galleries; Maximum and minimum detention facilities, Solid waste collection and disposal facilities; Public maintenance and equipment yards; Public bus stations and rapid transit facilities; and other similar governmental uses.

2. Fort Lauderdale-Hollywood International Airport

Broward County Zoning

The land use within Broward County encompassing Fort Lauderdale-Hollywood International Airport (FLL) is categorized as the Airport Transportation District or AT District. Uses permitted within this district include the following: Assembly; Asphalt manufacturing for airport projects only; Automobile, truck and equipment auctions; Automobile detailing or cleaning; Automobile, vehicle and aircraft repair; Automobile storage or transport facility; Aviation related uses (aircraft sales, parts, ground support equipment, repairs, and maintenance); Boat sales; Boat building, repair and storage; Breweries and bottling facilities; Building and construction materials; Cabinet and woodworking shops; Catering and food delivery services; Clothing manufacturing; Concrete manufacturing batching and mixing; Contractor shops and storage yards; Cosmetics and pharmaceutical manufacturing; Courier services; Electronics manufacturing and repair; Employment agencies and day labor; Equipment rental and sales; Essential services (utilities and accessory structures); Fabrics manufacturing; Food processing, packaging, and distribution; Furniture manufacturing; Glass and mirror shops; Laboratory (medical, dental, research and development; Machine shop; Motor freight terminal or moving and storage company; Office (business, professional, or governmental); Packing and delivery service; Paint, sealant, coating, or adhesive manufacturing; Paper and cardboard manufacturing; Pest control services; Plastic and vinyl manufacturing; Print shops; Recording and broadcasting studios; Schools, aviation related trade/vocational; Sign manufacturing; Warehouse, self-storage and distribution; Wholesale stores; and Wireless communication facilities.

Southwest Florida International Airport

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The following is a list of uses permitted within the Airport Transportation District as an Accessory Use Only: Accessory dwellings; Fast food and take-out restaurants; and Retail stores. Mobile food units are permitted in the AT District on a Conditional Use basis.

3. Tampa International Airport Hillsborough County Zoning

Tampa International Airport (TPA) is included in the Regional Business and Commercial Uses category within Hillsborough County's Land Development Code. Other uses permitted within this land use include commercial shopping malls, commerce parks, office and professional services, medical offices, and general and high intensity commercial use land. Uses within this category require a high degree of access near major intersection arterials. Uses also require large land area coverage. Uses are deemed Developments of Regional Impact under Chapter 380, Florida Statutes.

4. Orlando International Airport Orange County Zoning

Orlando International Airport (MCO) is divided into several districts under the Orange County Code of Ordinances. The County Board only permits airports, flying fields, and services under special exemption. As it currently stands, allowable land uses permitted within airport lands are the same uses permitted within Agricultural Districts, A-1 or Citrus Rural, A-2 or Farmland, and A-R or Agriculture Residential; Rural Residential Districts, RCE-2, and Rural Country Estate Residential Districts, RCE and RCE-5; Commercial Districts, C-2 or General Commercial, and C-3 or Wholesale Commercial; Industrial and Restricted Industrial Districts. Uses within these districts include but are not limited to the following: Accessory buildings; Mobile homes; Swimming pools, spas, and tennis courts; Family day/child care; Tents; Single family unit in conjunction with commercial uses; Tenant dwellings for employees; Agricultural production; Farms; Heavy construction; Food manufacturing; Tobacco product manufacturing; Textile mill products; Apparel manufacturing; Lumber and wood production; Furniture manufacturing; Paper products production; Printing and publishing; Chemical manufacturing; Petroleum coal and asphalt manufacturing; Rubber and plastic manufacturing; Leather production; Cement, stone, clay and glass production; Industrial and commercial machinery; Avionics and aircraft maintenance and manufacturing; Automobile maintenance and assembly; Toys and sporting goods manufacturing; Sign manufacturing; Railroad transportation; Local and Interurban

Southwest Florida International Airport

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passenger transit; Warehousing; Post Offices; Truck terminals; Self-storage; Travel agencies; Cellular telephone sales and services (without towers); TV and Radio broadcasting studios; Wholesale trade; Retail trade; Restaurants, with or without drive-thru; Miscellaneous retail; Parking lots and garages; Banks; Hotels and motels; Cemeteries; Golf courses; and Vocational Schools (Aviation related).

5. Jacksonville International Airport Jacksonville-Duval County Land Use Code

Jacksonville International Airport's (JAX) allowable land use within the civil airport AICUZ zone as defined in the Land Development Code is as follows: Mobile homes and parks; Retail outlets; Retail of building materials, hardware, farm equipment, new or used automobiles, and boats; Commercial parking lots; Furniture sales; professional and business offices; Commercial indoor recreational or entertainment facilities; Repair services; Convenience stores; Automobile repair stations; Radio and TV broadcasting studios; Wholesale; Freight, bus, shipping, or other transportation terminals; Food and textile manufacturing; Lumber and wood manufacturing; Printing and publishing; Cemeteries; Playgrounds, community, and regional parks; Nature exhibits; Golf Courses; Agriculture; Livestock; and Forestry. Allowable land uses that are strictly conditional include the following: Hotels and motels; Private clubs; Schools; Medical health services; Restaurants, with or without drive-thru; Foster care homes; and Single and Multifamily dwellings.

6. Sarasota-Bradenton International Airport Manatee County Zoning Code

Land use for the Sarasota-Bradenton International Airport is classified within the Airport Impact Overlay District as defined in the Land Development Code. Compatible land uses within this zone include the manufacturing of food, textiles, apparels, lumber and wood, furniture and fixtures, paper products, printing and publishing, chemicals, petroleum, rubber and plastics, stone, clay and glass products, primary and fabricated metals, professional and scientific instruments, watches and clocks, and other manufacturing goods. Transportation, Communication and Utility uses permitted include railroad, rapid transit, and street railway transportation, automobile parking, and marina transportation. Retail trade uses allowed are open and enclosed flea markets building materials, hardware, and farm equipment, automotive, marine, aircraft and accessories, furniture, restaurants, and general merchandise. Wholesale trade allowable land uses are financial and insurance services, personal services, cemeteries,



business services, rental and leasing services, slaughter houses, repair services, professional services, dry cleaning plants, veterinary hospitals, contractor services, and governmental services. Land uses requiring special consideration are as follows: Hospitals; Recovery homes; Schools; Day/Child care facilities; Research activities; Hotels and motels; Mobile homes; and single and multifamily residences.

7. Tallahassee Regional Airport

Leon County Code of Ordinances

Tallahassee Regional Airport (TLH) is zoned OA-1 Airport Vicinity District. The principal land uses allowed in this district are as follows: Banks; Cemeteries; Community facilities; Golf Courses; Enclosed laboratories; Mailing services; Medical offices; business and governmental offices; Passive and active recreational facilities; Personal services; Photocopying and duplication services; Research and development activities; Restaurants contained within buildings without drive-thru facilities; Retail drug stores; Warehouses; and self-storage facilities. Accessory Uses include light infrastructure and nature trail areas.

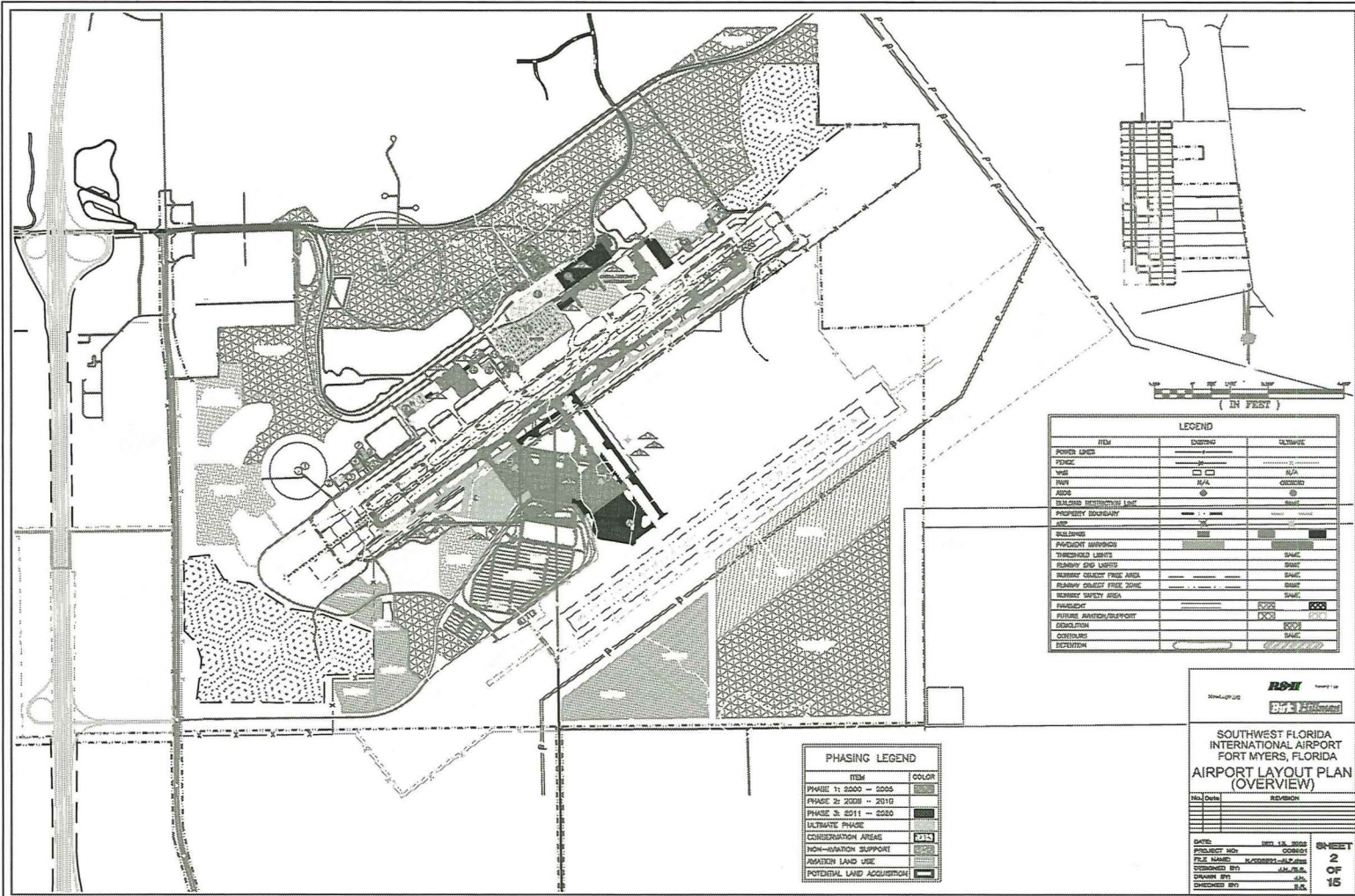
8. Pensacola Regional Airport

Pensacola City Code of Ordinances

Pensacola Regional Airport (PNS) is zoned ARZ (Airport Restricted Zone), which pertains to any land the airport owns or lands that are immediately adjacent to the airport. Permitted land uses within this district are as follows: Airport, terminal, air cargo facilities, and uses related to airport operations; Golf courses; Tennis courts; Outdoor recreational facilities (providing there are no more than 100 spectators at a given time); Auto rental; Commercial parking lots and garages; Automobile service stations; Warehouse and storage facilities; Industrial facilities related to aviation; Other uses which the City Council may deem compatible with airport operations and surrounding land use pursuant to the City's Comprehensive Plan and Airport Master Plan, and as such uses meet the FAA's requirements for airport activities.



Attachment K
Airport Layout Plan Sheet



LEGEND		
ITEM	SYMBOL	ULTIMATE
POWER LINES	---	
PERMITS	---	
WALL	□	WALL
TRAIL	---	TRAIL
ADDS	○	ADDS
EXISTING RESTRICTION LINE	---	---
PROPERTY BOUNDARY	---	---
AD	---	---
BUILDINGS	---	---
PAVING SURFACES	---	---
TRASH/DEBRIS	---	---
FLAMMABLE LIQUIDS	---	---
FLAMMABLE SOLID LIQUIDS	---	---
FLAMMABLE GASOLINE FUEL AREA	---	---
FLAMMABLE GASOLINE FUEL ZONE	---	---
SECURITY SAFETY AREA	---	---
PAVING	---	---
FUTURE AVIATION/SUPPORT	---	---
EXISTING	---	---
CONTAINERS	---	---
RECEPTION	---	---

PHASING LEGEND		
ITEM	COLOR	
PHASE 1: 2000 - 2005	Light Green	
PHASE 2: 2006 - 2010	Medium Green	
PHASE 3: 2011 - 2020	Dark Green	
ULTIMATE PHASE	Lightest Green	
CONSERVATION AREAS	Light Blue	
NON-AVIATION SUPPORT	Light Purple	
AVIATION LAND USE	Light Yellow	
POTENTIAL LAND ACQUISITION	Lightest Yellow	

RS&H Reynolds, Smith and Hills Inc.

SWFLA Southwest Florida International Airport

**SOUTHWEST FLORIDA
INTERNATIONAL AIRPORT
FORT MYERS, FLORIDA
AIRPORT LAYOUT PLAN
(OVERVIEW)**

DATE:	REV. 1:	DATE:	BY:
PROJECT NO.:	NO.:	PROJECT NO.:	NO.:
FILE NAME:	NO.:	FILE NAME:	NO.:
DESIGNED BY:	NO.:	DESIGNED BY:	NO.:
DRAWN BY:	NO.:	DRAWN BY:	NO.:
CHECKED BY:	NO.:	CHECKED BY:	NO.:

REVISION

NO.	DATE	DESCRIPTION

SHEET
2
OF
15



Reynolds, Smith and Hills Inc.
Architectural, Engineering, Planning
and Environmental Services
Jacksonville, Florida



**Southwest Florida International Airport
Lee County Comprehensive Plan Amendment**

Attachment K
Airport Layout Plan

Request for Additional Information #1

June 10, 2003



Architectural, Engineering, Planning, and Environmental Services

Reynolds, Smith and Hills, Inc.

10748 Deerwood Park Blvd South
Jacksonville, Florida 32256
Voice 904 256 2500
Fax 904 256 2501

FL Cert. Nos. AAC001886 EB0005620 LCC000210

June 10, 2003

Matthew A. Noble, AICP
Principal Planner
Lee County Department of Community Development, Division of Planning
P.O. Box 398
Fort Myers, Florida 33902-0398

**Re: CPA 2003-02, Southwest Florida International Airport Plan Amendment
Request for additional information #1**

Dear Mr. Noble:

Please find enclosed the additional information requested for the above referenced Lee Plan Amendment. The following is a summary of the responses to each question and the information provided.

The following applies to Part II of the application:

Please indicate (list) the Map number that is proposed to be amended.
See Updated Application page 5.

Please expand this discussion. Staff understands that the application is a result of recent changes to Florida Statutes; please summarize these changes and how this amendment is related to those recent changes.
See page 5a.

The following applies to Part III of the application:

A.2. It appears that two strap numbers have been excluded (20-45-26-00-00003.0000 and 32-45-26-00-00001.0010)
See page 15.

Please summarize the proposed change for the Subject Property (i.e. how is the Airport Master Plan being proposed to be incorporated into the Lee Plan).
See page 6 and 6a.

E.1. The referenced section of Chapter 34 of the Land Development Code (34-395(a)(2)) is not a valid section number in the latest revision to Chapter 34.
This should have been referenced as 34-935 (a) (2). This section has been updated. See page 6.

E.2. Staff believes that the application should represent the total square footage of potential development on the subject site.

See page 6.

The following comments pertain to Part IV of the application:

A. 1. Planning staff has previously provided verbal comments concerning the proposed language. These comments centered around the proposed non-aviation uses and the MOU. Staff believes that the agreed upon non-aviation thresholds (square footage by use) should be incorporated into the Lee Plan. Staff also believes that the Lee Plan should be amended to provide guidance as to how the uses will be established (i.e. thru a PD rezoning) and that these uses will be subject to the requirements of the Land Development Code (i.e. buffering, open space, landscaping, concurrency, etc.). Staff believes that a summarized/generalized version of Attachment I should be incorporated into the Lee Plan as a new table as well as appropriate references in proposed policies.

See updated development summary table listed as page 1 and 2 which uses a strike out and underline format to denote changes. We have also added a note at the bottom of the table which address mitigation for the non-aviation related development.

A. 3. Item A.3 of the plan amendment application requires a map and description of the existing land uses within the subject property and surrounding properties. Staff has located the map of existing uses, but is unable to locate any narrative description of the existing land uses. Please provide a description of the existing land uses for the subject property and surrounding properties, providing details on the name of the development and the density or intensity of the existing uses.

See new section titled Surrounding Zoning and Land Uses along with a new map for this section.

A. 4. This item ties in with A.3 above. The application requires a map and description of the existing zoning for the subject property and surrounding properties. The map was provided, but the description appears to be missing. Please provide a description of the surrounding zoning, including the name of the development, zoning resolution numbers, types of uses approved, and what density or intensity is approved under the current zoning.

See response above

A. 5. Staff finds the submitted legal description to be cumbersome. Please provide a metes and bound legal description with a certified boundary survey.

A metes and bounds survey has been included.

B.3.b. Please provide a follow up letter from Lee County EMS after providing the revised scope of the request.

See Correspondence.

B.3.d Please provide the required letter from the appropriate solid waste provider.

Waiting on response.

B.3.e Please provide a follow up letter as the submitted letter indicates a desire for continued coordination from Lee Tran.

Waiting on response.

C.1. Submitted map is very hard to read, please re-submit an original.

Original has been submitted.

Mr. Matthew A. Noble
May 28, 2003
Page 3

D.2. Please provide a map showing the subject property location on the archeological sensitivity map for Lee County.

Map has been updated.

ADDITIONAL COMMENTS

Attachment E.2. refers to a proposed golf course. Please clarify if a golf course is in fact being proposed.
Typo has been removed. See page 2 attachment E

Attached are additional comments from Public Works staff.
The application has been revised.

Address comments provided by Lee County Natural Resources Department regarding stormwater management system.
See revised text.

The table within the non-aviation related land use discussion has been updated to reflect moving the gas station / convenience store to phase I.

The proposed Lee Plan language changes have also been included.

Please find the attached information and we would be happy to meet with you following your initial review of the request for additional information.

Sincerely,
Reynolds Smith and Hills, Inc.

Jeffrey W. Breeden, AICP
Project Manager

Enclosure

Cc: Bill Horner – LCPA w/ Encl.

Southwest Florida International Airport

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II. REQUESTED CHANGE (Please see Item 1 for Fee Schedule)

A. TYPE: (Check appropriate type)

Text Amendment

Future Land Use Map Series Amendment
(Maps 1 thru 19)
List Number(s) of Map(s) to be amended

Map 3F _____

B. SUMMARY OF REQUEST (Brief explanation):

A recent change in Florida statutes allows airports to be exempt from the DRI process as long as the Airport Master Plan has been recognized and is in conformance with the local Comprehensive Plan. See attached sheet

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

A. Property Location:

1. Site Address: 16000 Chamberlin Parkway, Ft. Myers, FL 33913-8899

2. STRAP(s): See Attachment III - A

B. Property Information

Total Acreage of Property: 6372 +/- acres

Total Acreage included in Request: 6372 +/- acres

Area of each Existing Future Land Use Category: 6372 +/- acres

Total Uplands: 4255 +/- acres

Total Wetlands: 1879 +/- acres Other Surface Waters: 238 +/- acres

Current Zoning: AOPD

Current Future Land Use Designation: Airport

Existing Land Use: Airport

C. State if the subject property is located in one of the following areas and if so how does the proposed change effect the area:

Southwest Florida International Airport

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Summary of Request

The purpose of this Lee Plan Amendment Application is the desire of the Lee County Port Authority to request the adoption of the recently completed Airport Master Plan Update into the Lee Plan so that it can abandon the existing Development of Regional Impact (DRI) Development Order (DO) the Southwest Florida International Airport is currently operating under. Chapter 2002-20, Laws of Florida revising FS Chapters 163 and 380 became effective on July 1, 2002. In addition, provision II.H.6.c of the 4th DO for the Southwest Florida International Airport contains a provision that allows the Board the option to adopt a resolution to provide relief from DRI requirements in the event that airports are provided relief from DRI requirements from the Florida Legislature. Additional discussion regarding the background and details for HB 261 is provided in attachment G of the application. The desired amendment will allow the Southwest Florida International Airport the additional flexibility of meeting time sensitive aviation demand yet still conducting the necessary coordination with local government.

The major elements of the proposed Lee Plan Amendment is the incorporation of the newly revised Airport Layout Plan Update Sheet which graphically depicts the proposed development of the airport by phase for the next twenty year planning period, the incorporation of a new table within the Lee Plan that summarizes the proposed development and revisions to the Goals, policies and objectives sections that pertain to the Southwest Florida International Airport. The proposed amendment will establish a new process of reviewing and adopting the proposed development plan for the Southwest Florida International Airport that will allow the future development to be coordinated with local government. In addition, the former GATX – Ft. Myers Petroleum Terminal DRI which was never constructed and is on airport property will be abandoned at the same time.

Southwest Florida International Airport

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Lehigh Acres Commercial Overlay: Not Applicable

Airport Noise Zone 2 or 3: Located on Airport Property – No Effect

Acquisition Area: Not Applicable

Joint Planning Agreement Area (adjoining other jurisdictional lands): Not Applicable

Community Redevelopment Area: Not Applicable

D. Proposed change for the Subject Property:

This Amendment will bring the Airport Master Plan in conformance with the Lee Plan
See Attached Sheet

E. Potential development of the subject property:

1. Calculation of maximum allowable development under existing FLUM:

Residential Units/Density	<u>None</u>
Commercial intensity	<u>See LDC 34-395 (a) (2) 4,775,000 sq ft Non Aviation</u>
Industrial intensity	<u>See LDC 34-395 (a) (2) 4,200,000sq ft. Non Aviation</u>

2. Calculation of maximum allowable development under proposed FLUM:

Residential Units/Density	<u>Same as above</u>
Commercial intensity	<u>Same as above</u>
Industrial intensity	<u>Same as above</u>

IV. AMENDMENT SUPPORT DOCUMENTATION

At a minimum, the application shall include the following support data and analysis. These items are based on comprehensive plan amendment submittal requirements of the State of Florida, Department of Community Affairs, and policies contained in the Lee County Comprehensive Plan. Support documentation provided by the applicant will be used by staff as a basis for evaluating this request. To assist in the preparation of amendment packets, the applicant is encouraged to provide all data and analysis electronically. (Please contact the Division of Planning for currently accepted formats)

A. General Information and Maps

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



D. Proposed Change for 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 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.

The Lee Plan Amendment Application proposes to revise Map 3F in the Lee Plan which is the Airport Layout Plan Sheet for Southwest Florida International Airport and proposes several text amendments to address the new master plan update for the airport..



Attachment III – A
STRAP Numbers
(Revised 5-20-03)

Southwest Florida International Airport

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STRAP Numbers

SC TN RG AR BLOCK LOT	DOR	IMP	MOD	TYP	USE	ACRES
36-45-25-00-00005.0000	86	00	0	0	9910	80.4021
36-45-25-00-00002.0000	86	00	0	0	9910	80.4322
31-45-26-00-00001.1030	99	00	0	0	9905	1.99844
31-45-26-00-00001.1040	99	00	0	0	9905	1.99862
31-45-26-00-00001.1010	00	00	0	0	0000	1.86958
31-45-26-00-00001.1020	63	00	0	0	0000	1.86977
31-45-26-00-00001.1080	63	00	0	0	9905	1.17787
31-45-26-00-00001.2000	86	00	0	0	9905	18.8070
31-45-26-00-00001.1050	99	00	0	0	9905	1.99915
31-45-26-00-00001.1060	99	00	0	0	9905	1.99842
31-45-26-00-00001.1000	80	00	0	0	9905	65.2662
31-45-26-00-00001.1070	86	00	0	0	9905	1.58110
36-45-25-01-0000C.0030	84	00	0	0	9910	3.76320
36-45-25-01-0000B.0010	86	00	0	0	9910	4.64957
36-45-25-01-0000B.0020	86	00	0	0	9910	4.20788
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36-45-25-00-00001.0000	86	00	0	0	9910	280.889
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30-45-26-00-00001.1050	63	00	0	0	0000	1.98587
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30-45-26-00-00001.1040	63	00	0	0	0000	1.98567
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24-45-25-00-00005.001C	90	65	6	0	2700	1.95788
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20-45-26-00-00003.0000						1.0
32-45-26-00-00001.0010						79.91

Southwest Florida International Airport

Draft
MAP XX



Southwest Florida International Airport 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	14,399 total existing 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
Passenger	11,461 spaces			
Hourly	2,519 spaces			
Daily	8,942 spaces			
Employee	1,288 spaces			
Taxi/Limo/Toll Booth	150 spaces			
Rental Cars	1,500 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 GA 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
Aircraft Rescue & Fire-Fighting (ARFF)	42,500 S.F.	No improvements planned	Construct new midfield facility of approximate equal size to existing facility of 42,500 S.F.	No improvements planned
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
Land Acquisition	No acquisition planned	Land between Haul and Alico-48 acres Land east of Runway 24-1,150 acres Land for I-75 access road-335 acres	Mitigation land acquisition	Mitigation land acquisition

Southwest Florida International Airport

Draft
MAP XX

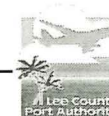


Table (Continued)
Southwest Florida International Airport
Existing vs. Proposed Development 2005-2020

Development	Existing	2005	2010	2020
Airside (Continued)				
NAVAIDs General	VORTAC/DME Non-Directional Beacon (NDB) Airport Surveillance Radar (ASR) Rotating Beacon Segmented Circle		Cat II ILS w/ALS Upgrade RVR for Rwy 6L-24R Precision GPS Approach	No improvements planned
Runway 6-24	VASI (Visual Approach Slope Indicator) ALS (Approach Lighting System) Instrument Landing System (ILS) Global Positioning System (GPS)	Upgrade to ASR-11 Upgrade VASI to PAPI (during runway rehab)		
Future Runway 6R-24L	-			
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
Miscellaneous	No improvements planned		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 S.F.) Develop multi-modal center	
Stormwater Mitigation		Stormwater/drainage improvements Stormwater Management Plan Cargo area drainage improvements Remove Mitigation area "G"	Stormwater/drainage improvements Daniels property infrastructure	Stormwater/drainage improvements
Security Fencing	As required by FAA	As required by FAA	As required by FAA	As required by FAA
Rental Car Expansion		Rental car fuel farm		
Utilities	As required by various projects	As required by various projects	As required by various projects	As required by various projects
Non-Aviation Related Land Uses Hotel Light Manufacturing/Assembly Gas Station/Convenience Store Warehouse/Distribution Office		- 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. Construct 3,500 S.F. w/ 12 pumps 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.
* Based on Phase I Concept A of the DMJM Concept Design Phase I document				
** A detailed study will be required to determine the exact tower height upon completion of the midfield terminal				
*** It is assumed for planning purposes that the hotel will comprise 300,000 sq. ft. and occupy 3 stories.				

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.

Southwest Florida International Airport

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Surrounding Zoning and Land Uses

To the north of the property is Daniels Parkway and a variety of PUDs have been approved or in process. The following is a summary from east to west:

- The Gateway DRI / PUD is located directly north of the airport and consists of an approximately 3,368 acre mixed use development. Gateway is approved for 731 acres of commercial development, 248 acres of conservation, 1,001 acres of public use development and 7,094 single and multi family residential units.
- The Worthington Commerce Park MPD application is pending with Lee County. This development will rezone approximately 310 acres from the Gateway PUD to MPD and remove the property from the Gateway DRI.
- The Airside Plaza CPD/DRI located west of Gateway and North of the subject property has been approved for 200,000 sq. ft. of commercial retail, 170,000 sq. ft. of commercial office, 300 unit hotel (40,000 sq. ft.), and 500,000 sq. ft. of industrial or a total of 910,000 sq. ft. of development on 125 acres.
- The Treeline Park IPD is located North of the subject property and is approved for 33,600 sq. ft of Commercial development and 64,800 sq. ft of Industrial development or a total of 98,000 sq. ft of development on 9.3 acres.
- The Airport Woods IPD is approved for 150,000 sq. ft of Commercial Office, 30,000 sq. ft of Commercial Retail, 520,000 sq. ft of Industrial for a total of 700,000 sq. ft. on 62.1 acres.

To the west of the property is I-75 and the future Treeline Avenue and Ben Hill Griffin Parkway scheduled to open in early 2005. Treeline Avenue and Ben Hill Griffin Parkway have been designed to be a controlled access roadway system. The majority of land west of the airport is zoned AG-2. However, it is expected that additional development will occur once Treeline Avenue and Ben Hill Griffin Parkway are open to traffic.

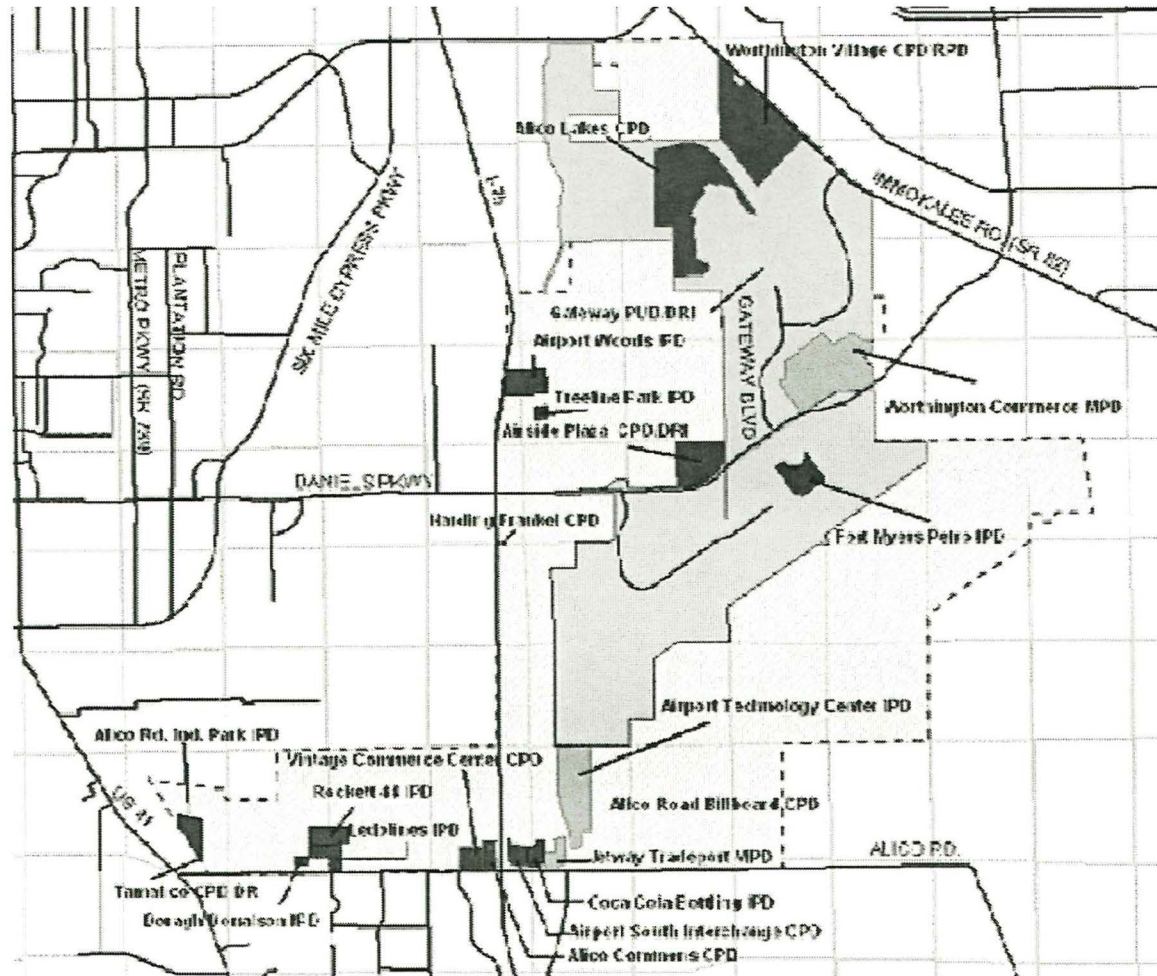
To the south are also several existing or proposed DRI/PUDs adjacent to the subject property. In addition, Gulf Coast University is located approximately 3 miles south of the subject property. The following is a summary from west to east:

- The Rockett 44 IPD is approved for 506,000 sq. ft. of Industrial land use on 44 acres.
- The Ledo Lines IPD is approved for 75,000 sq. ft. on 38 acres.
- The Airport South Interchange IPD application is pending.
- The Coca Cola Bottling IPD is approved for 25,000 sq. ft. on 20.2 acres.
- The Jetway Tradeport MPD application is pending.
- The Airport Technology Center application is pending.

To the east of the subject property are no major roads and the majority of land is zoned AG-2

An examination of surrounding land uses shows that the area is currently primarily agricultural / vacant land use immediately surrounding the subject property. There are several scattered commercial developments to the West, North and South of the subject property. However, the this area is rapidly urbanizing and will be under additional development pressure with the continued growth of Gulf Coast University to the South and the eventual opening of Treeline Avenue / Ben Hill Parkway.

The surrounding future land use categories surrounding the subject property include Airport Commerce to the north, west and south, density reduction / groundwater resource to the east and new community also to the north. The proposed additional land uses within the Airport future land use category are compatible with the land uses currently allowed within the Airport Commerce future land use category.



Scale: NTS

Source: Lee County, 2003



RS&H
Reynolds, Smith and Hills, Inc.
 Architectural, Engineering Planning
 and Environmental Services
 Jacksonville, Florida

**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Adjacent PUD/DRI Developments



Attachment A – 5
Legal Description of Property

A full size boundary survey has been submitted



Attachment B – 3b
Emergency Medical Service Letter

Southwest Florida International Airport

Draft



BOARD OF COUNTY COMMISSIONERS

335-1604

Writer's Direct Dial Number: _____

Bob James
District One

Douglas H. St. Gery
District Two

Hay Jirahh
District Three

Andrew W. Coy
District Four

Johari E. Allison
District Five

Harriet D. Stibard
County Manager

James G. Yaeger
County Attorney

Diana M. Paocer
County Hearing
Examiner

May 23, 2004

Mr. Jeffery W. Breeden, AICP
Project Manager
Reynolds, Smith and Hills, Incorporated
10748 Deerwood Park Boulevard South
Jacksonville, Florida 32256

**Re: EMS Adequacy / Availability for Southwest Florida International
Airport Terminal Facility Relocation**

Dear Mr. Rice:

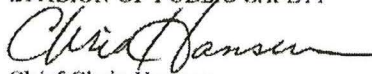
As previously stated, Lee County EMS currently provides emergency medical services to the Southwest Florida International Airport. I anticipate any increased demand for EMS from the above named project to be addressed by budget plans for new ambulances and personnel.

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.

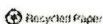
If you would like to discuss this further, please call me at the above referenced number.

Sincerely,

DIVISION OF PUBLIC SAFETY


Chief Chris Hansen
EMS Manager

H:\hansenhc\impact\SWFIA letter to Jeff Rice R5&H.0503



P.O. Box 398, Fort Myers, Florida 33902-0398 (941) 335-2111
Internet address <http://www.lee-county.com>
AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER



**Attachment B – 3d
Solid Waste Letter**

Southwest Florida International Airport

Draft



LEE COUNTY SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

Writer's Direct Dial Number: (239) 338-3302

Bob Janes
District One

Douglas R. St. Cerny
District Two

Ray Judah
District Three

Andrew W. Coy
District Four

John E. Albion
District Five

Donald D. Stilwell
County Manager

James G. Yaeger
County Attorney

Diana M. Parker
County Hearing
Examiner

June 2, 2003

Mr. Jeff Breeden
Aviation Planning
Reynolds, Smith and Hills, Inc.
10748 Deerwood Park Blvd. South
Jacksonville, FL 32256-0597

Subject: Lee County South West Regional Airport

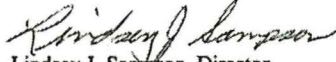
Dear Mr. Breeden:

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. It is understood that the airport will continue to pay the County's solid waste disposal assessments and remain in compliance with the County's solid waste ordinances. We direct your attention to the County's ordinance No. 00-20 that contains requirements for the minimum amount of area 'set-aside' for the placement of solid waste and recycling containers and access requirements for such containers. We stress that these requirements are minimum and that the design engineer should provide sufficient areas for this activity.

We also encourage the airport's operator to establish a comprehensive recycling program at the existing and expanded airport facilities including all administrative, terminal, and tenant areas. Such a program would be instrumental in lessening the impact of the development on the County's disposal facilities. The Solid Waste Division is available to assist airport administration in establishing an effective and efficient program.

If you have any questions, please call me.

Sincerely,


Lindsey J. Sampson, Director
Solid Waste Division

Cc: Emory Smith, Recycling Coord.

DOCUMENT 1



P.O. Box 398, Fort Myers, Florida 33902-0398 (239) 335-2111
Internet address <http://www.lee-county.com>
AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER



Attachment B – 3e
Mass Transit Letter

Southwest Florida International Airport
Draft



BOARD OF COUNTY COMMISSIONERS

239-277-5012x2233

Writer's Direct Dial Number: _____

Bob Janas
District One

Douglas R. St. Gerry
District Two

Ray Judah
District Three

Andrew W. Coy
District Four

John E. Albion
District Five

Donald D. Stilwell
County Manager

James G. Yaeger
County Attorney

Diana M. Parker
County Hearing
Examiner

June 10, 2003

Mr. Jeff Breeden
Reynolds, Smith and Hills, Inc.
4651 Salisbury Road
Jacksonville, FL 32256

RE: LEE COUNTY COMPREHENSIVE PLAN AMENDMENT

Dear Mr. Breeden:

This is a follow-up letter to Lee County Transit's (Lee Tran) original correspondence dated October 28, 2002 in regards to preparing a Lee Plan application package for the Southwest Florida International Airport. 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 in the planning process next year.

If you have any further questions or comments, please call me at 277-5012 ext. 2233.

Sincerely,

TRANSIT DIVISION

Michael Horsting
Transit Planner



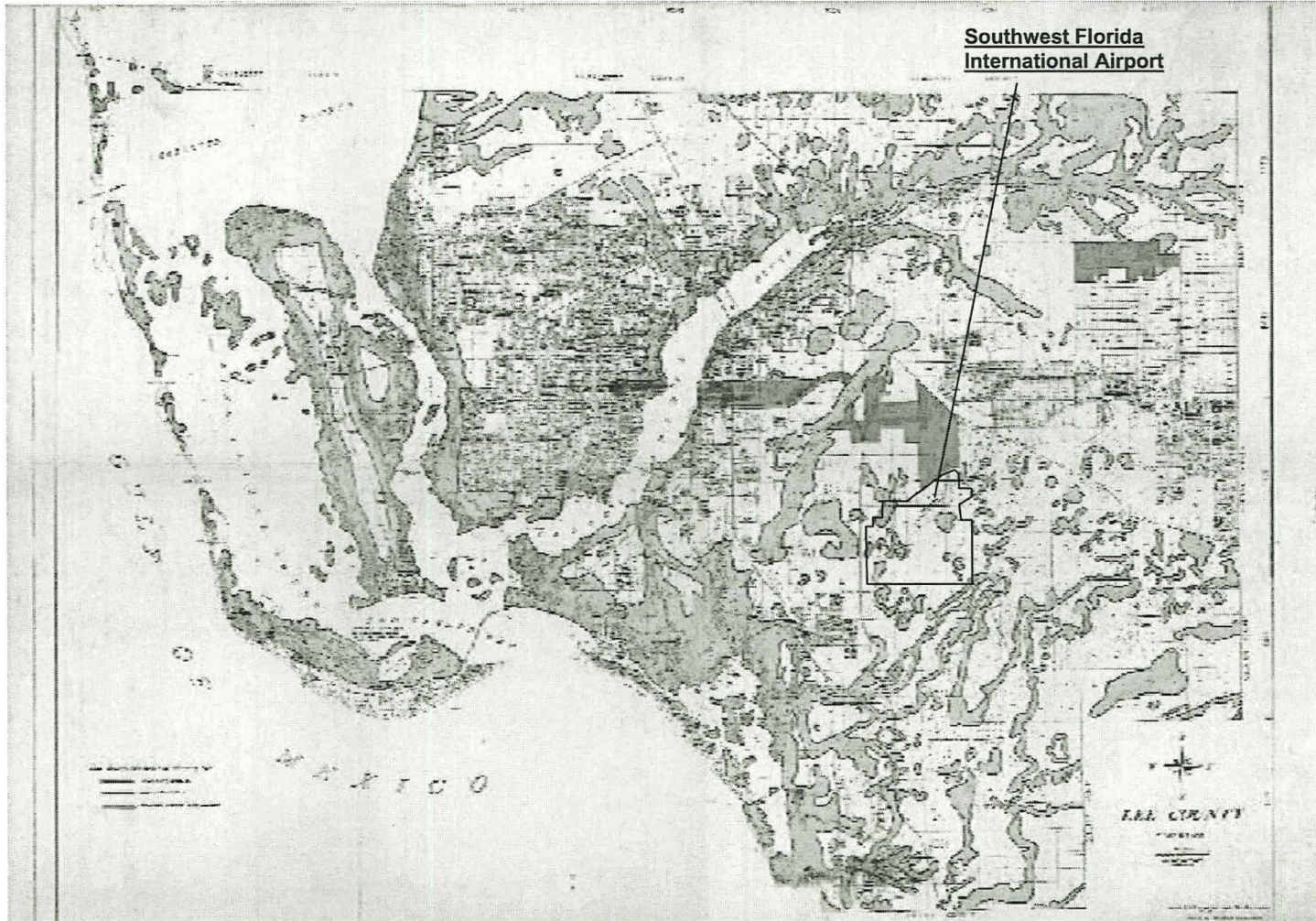
P.O. Box 398, Fort Myers, Florida 33902-0398 (239) 335-2111
Internet address <http://www.lee-county.com>
AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER



Attachment C – 1
FLUCFCS Information and Map



ATTACHMENT C – 1
FLUCFCS INFORMATION AND MAP
A full size map has been included in the submission



Source: Florida Department of State, 1999



RS&H
Reynolds, Smith and Hills, Inc.
Architectural, Engineering Planning
and Environmental Services
Jacksonville, Florida

Southwest Florida International Airport
Lee County Comprehensive Plan Amendment

Attachment D - 2
Archeological Sensitivity Map



ATTACHMENT E
INTERNAL CONSISTENCY WITH THE LEE PLAN

- 1. Discuss how the proposal affects established Lee County population projections, Table 1(b) (Planning Community Year 2020 Allocations), and the total population capacity of the Lee Plan Future Land Use Map.**

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.

- 2. List all goals and objectives of the Lee Plan that are affected by the proposed amendment. This analysis should include an evaluation of all relevant policies under each goal and objective.**

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 through the year 2020. These categories are also considered Future Urban Areas. (Amended by Ordinance No. 94-30, 98-09, 00-22)

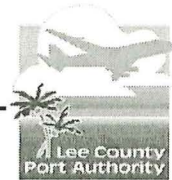
POLICY 1.2.1 which discusses permitted land uses will be revised to include the additional permitted land uses of Southwest Florida International Airport.

OBJECTIVE 2.4: Future Land Use Amendments. Regularly examine the Future Land Use Map in light of new information and changed conditions, and make necessary modifications.

The proposed amendment to the Lee Plan is consistent with this objective. As the Lee County Port Authority is requesting a revision to the Future Land Use Map in regards to changes to provisions regarding DRI regulations for airports.

Southwest Florida International Airport

Draft



~~GOAL 16: Private Recreational Facilities in the DR/GR. To ensure that the development of Private Recreational Facilities in the DR/GR areas is compatible with the intent of this Future Land Use category, including recharge to aquifers, development of future wellfields and the reduction of density. (Added by Ordinance No. 99-16)~~

~~The proposed golf course located at the Southwest Florida International Airport will be designed and constructed to be in compliance with the standards listed in this section.~~

GOAL 31: Coordinated System of Railways, Aviation, Ports, and Roads. Develop and maintain a coordinated system of railways, aviation, ports, roads, and related facilities to facilitate the safe and efficient movement of commerce, consistent with community values and economic objectives. (Amended by Ordinance No. 99-15)

The proposed amendment to the Lee Plan is in conformance with this goal.

OBJECTIVE 32.1: Economic Growth. The capacity of Southwest Florida International Airport will be expanded in compliance with the adopted Airport Master Plan to aid in the diversification of the county's economic growth. Project implementation and approval will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. (Amended by Ordinance No. 98-09, 99-15)

The proposed amendment to the Lee Plan is in compliance with this objective.

OBJECTIVE 32.4: Access. The Southwest Florida International Airport is an intermodal facility of significant value to the region, state and federal transportation system. Protecting this resource requires the provision of adequate landside and airside capacity. (Amended by Ordinance No. 99-15)

The proposed amendment to the Lee Plan is in compliance with this objective.

OBJECTIVE 32.6: Agency Coordination. Ensure that existing and future air system needs can be met safely and with a minimum of land use conflict by coordinating aviation facility plans with appropriate federal, state, regional, and local review and permitting agencies. (Amended by Ordinance No. 99-15)

The proposed amendment to the Lee Plan is in compliance with this objective.

Southwest Florida International Airport

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GOAL 109: Growth Management. To coordinate the plans and policies of Lee County, its municipalities, and adjacent local governments so as to guide, manage, and regulate urban growth in a compatible fashion.

The proposed amendment to the Lee Plan is in conformance with this goal.

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

The proposed amendment to the Lee Plan provides a more comprehensive approach of consolidating the Airport Master Plan required by the Federal Aviation Administration and the Florida Department of Transportation and the Lee Plan is required by the Florida Department of Community Affairs. The proposed action will not affect adjacent local governments and their Comprehensive Plans.

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

The Florida State Comprehensive Plan listed in F.S. 187.201 was reviewed and the proposed amendment is in compliance with the following sections and goals:

(11) ENERGY

1. Policy 4: *Ensure energy efficiency in transportation design and planning and increase the availability of more efficient modes of transportation.*

As described in this application, the Southwest Florida International Airport helps support an efficient means of transportation allowing visitors and residents of the area access to the air transportation system thereby reducing the amount of congestion on the roadway system. Aviation is the most efficient means of long distance travel and the only effective means of rapid transport for time sensitive travel for passengers and goods. Intermodal connections afford travel by the most efficient mode thus supporting the regions increased need for mobility.

17) PUBLIC FACILITIES

1. Goal: *Florida shall protect the substantial investments in public facilities that already exist and shall plan for and finance new facilities to serve residents in a timely, orderly and efficient manner.*

As described in this application, The Lee County Port Authority has made a substantial investment with the use of Federal and state grants along with user fees to develop the Southwest Florida International Airport. The current Midfield Terminal project that is under

Southwest Florida International Airport

Draft



construction alone represents an investment of 380 million dollars which is the largest single project in Southwest Florida. Approval of this Comprehensive Plan amendment will allow continued development and protection of the public investment of the facility

Policy 5: *Encourage local government financial self-sufficiency in providing public facilities.*

The approval of this comp plan amendment will allow the continued development of the Southwest Florida International Airport and the additional land uses being requested will provide additional sources of revenue to the applicant. The additional revenue generated by the proposed development will assist in making the airport more financially self-sufficient.

(19) TRANSPORTATION

Goal: *Florida Governments shall economically and efficiently provide the amount and quality of services required by the public.*

The applicant meets the desired goal of this section

(20) GOVERNMENTAL EFFICIENCY

Policy 1: *Encourage the greater cooperation between, among and within all levels of Florida government through the use of appropriate interlocal agreements and mutual participation for mutual benefit.*

The adoption of the Airport Master Plan Update for Southwest Florida International Airport is the result of cooperation among the Lee County Port Authority and Lee County which recognize the mutual benefit all citizens of the region receive from the Airport.

Policy 5: *Eliminate the needless duplication or, and promote cooperation in, governmental activities, among, and within state, regional, county, city and other governmental units.*

This process of combining the airport master planning process into the local comprehensive planning process eliminates the often-dual track system for Airport Master Plans and Development of Regional Impact reviews. Airport Master Plans are required by the Federal Aviation Administration and Florida Department of Transportation and the Development of Regional Impact Reviews required by the Florida Department of Community Affairs are often prepared at separate intervals and can have conflicting information. This new procedure will eliminate this duplicative process.

(24) EMPLOYMENT

Policy 5: *Ensure that the transportation system provides maximum access to jobs and markets*

The adoption of this application will allow continued growth and expansion of the Southwest Florida International Airport, which will provide continued access the Southwest Florida region.



ATTACHMENT B – 2C
SURFACE WATER/DRAINAGE BASINS ANALYSIS

Hydrologically, the SWFIA is predominantly located within the Six Mile Cypress Watershed Basin. Generally, all surface water within this basin travels in a westerly direction toward the Six Mile Cypress Strand Slough, the Ten Mile Canal, to Estero Bay and then out into the Gulf of Mexico.

Historically, the flow of stormwater runoff within the area of the Airport has been predominantly dispersed over the land surface. With the construction of I-75 directly west of the Airport property, this flow was channeled through two separate box culverts (one north and one south of the northerly section line for Section 34, Range 25 E, Township 45S) and underneath a 145-foot-long bridge on the south end of Section 34. Flow from the interstate box culverts then runs west under Fiddlesticks Boulevard and, ultimately, into the Six Mile Cypress Strand Slough. Flow from the 145-foot-long bridge runs both west to Ten Mile Canal and northwest into Six Mile Cypress Strand, the Ten Mile Canal, to Estero Bay and then out into the Gulf of Mexico.

The SFWMD and the Lee County Commissioners have each adopted criteria regulations that limit the surface water outfall for developed properties in the Six Mile Cypress Watershed to 37 cubic feet per second per square mile (csm). Outfalls of greater than 37 csm may result in downstream flooding and create a drought effect for onsite ecological systems. Limiting the flow to 37 csm A-37-csm-outfall would also result in a beneficial hydroperiod for the downstream Six Mile Cypress Slough.

Lee County includes the 37 csm requirement in its Development Standards Ordinance (DSO). The DSO allow the use of a variety of mitigative efforts, such as onsite water detention in swales and basins, and other structural methods of regulating flow, to reduce the peak overall discharge into the Ten Mile Canal.

Summary of Airport Stormwater System

Implementation of the midfield terminal relocation added approximately 623.5 acres of additional impervious surfaces and required an expanded surface water management system at SWFIA. This additional impervious surface also includes the future parallel runway.

The basic concept is a self-contained watershed system for the Airport. The watershed boundary is generally Daniels Parkway and its proposed Northeast extension on the North; FPL easement on the east and south; the south line of sections 31,34,35 and 36 on the south; and future Treeline Avenue on the

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west. Since sheetflow is predominantly from northeast to southwest, the future Treeline Avenue acts as the control for surface flow coming off the westside of the Airport Property. Flow from the remainder of the property is routed through dry and wet detention basins and through the South Outfall conveyance to positive outfalls. A North Outfall has been planned for future development but is not under construction. From Treeline Avenue, it will be routed through two conveyances to positive outfalls.

The plan for surface water runoff near the south side of the existing runway is to perpetuate existing flow to the west. The existing perimeter road on the western portion of the property will separate the surface water runoff of the existing facilities from that of the proposed facilities. There will be two primary detention areas. The northwesterly detention area will serve the existing terminal facilities and the proposed taxiway and will provide pretreatment and water quality treatment. The southerly detention area will provide pretreatment, water quality and water quantity control for the Midfield Terminal facilities currently under construction. The facilities will discharge to the southerly detention area then over a weir to the westerly flowway. The entire area is and will be held to the 37csm allowable discharge for 25-year storm event by the system design. Control at Treeline Avenue is provided by weirs. Weir gates are used to preempt stormwater runoff or hold water back to protect previously flooded downstream areas.

All future development will be designed similarly to the Midfield Terminal project with a self contained watershed system and will be designed for the 37 csm requirement outlines by the South Florida Water Management District.

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Non Aviation Related Development

LAND USE SUMMARIES

Land Use	Year		
	2005	2010	2020
Hotel / Motel ⁽¹⁾		300 Rooms	
Office Development ⁽¹⁾	75,000 sq. ft.	150,000 sq. ft.	225,000 sq. ft.
Gas Station	3,500 sq. ft.	3,500 sq. ft.	
Convenience Store	12 Pumps	12 Pumps	
Warehouse	25,000 Sq. Ft	50,000 Sq. Ft	100,000 Sq. Ft
Light Manufacturing	25,000 Sq. Ft	50,000 Sq. Ft	100,000 Sq. Ft

Source: Reynolds Smith & Hills, Inc. Analysis
2003

Note: All proposed development totals are cumulative

⁽¹⁾This development includes 10% retail



ATTACHMENT A – 1
PROPOSED TEXT CHANGES

NOTE: These are the following Visions, Policies, Goals, and Objectives that will be recommended to be modified.

LEE COUNTY – A Vision for 2020 – 10. Gateway/Airport: This Community is located South of SR 82, generally east of I-75, north of Alico Road including those portions of the Gateway development which have not been or not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties it is expected the airport will use for its expansion, the lands designated as Airport Commerce, 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 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 will more than double the existing capacity of the airport. Development will be guided by the Airport Master Plan Update

The airport expansion and the completion of Florida Gulf Coast University are expected to energize the remaining area in this community, the commercial and industrial component 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. (Added by Ordinance No. 99-15)

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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-related development to support the continued development of the Southwest Florida International Airport to include hotels/motels, airport related terminals and freight transfer facilities, light industrial, service stations, limited retail, shopping, and office development. Any future airport expansion will ~~also include extensive environmental buffer areas for the protection of groundwater resources and wildlife habitat~~ offset environmental impacts through the mitigation park or other appropriate mitigation acceptable to the permitting agencies. The physical design of the airport expansion will minimize any degradation of the recharge capability of land in the expansion area. Any airport expansion beyond the present boundaries will be subject to ~~appropriate modifications to the DRI development order and~~ any necessary amendments to the Lee Plan. (Amended by Ordinance No. 94-30, 00-22)

POLICY 1.2.2: The Airport Commerce 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; ground transportation and airport related terminals or transfer facilities; and hotels/motels, meeting facilities, and other hospitality services. Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry to 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. Retail commercial uses in this category are only permitted within hotels and motels. 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. Residential uses are only permitted in this category to the extent described in Chapter XIII and must be compatible with the approved Airport Noise Overlay Zone. (Amended by Ordinance No. 94-30)

OBJECTIVE 32.1: ECONOMIC GROWTH. The capacity of Southwest Florida International Airport will be expanded in compliance with the adopted Airport Master Plan to aid in the diversification of the county's economic growth. Project implementation of the proposed development and ~~approval~~ will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. (Amended by Ordinance No. 98-09, 99-15)

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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 Master Plan and in compliance with the MOU between Lee County and the Lee County Port Authority approved September 10, 2002. The first phase priority will be the implementation of the new midfield terminal and its supporting infrastructure. (Amended by Ordinance No. 98-09, 99-15)

POLICY 32.2.3: Future updates of the Page Field and Southwest Florida International Airport Master Plan will monitor development of non aviation related and industrial development uses as appropriate.

POLICY 32.2.5: The county will utilize the approved Airport Master Plan and FAR Part 150 Study, including updates through the Lee Plan Update process as outlined in the MOU dated September 10, 2002, 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, to ensure future economic enhancement consistent with Objective 31.2.

POLICY 32.3.4: The general development plan for Southwest Florida International Airport is depicted in Table XX of the Lee Plan which includes both aviation and non-aviation related development.

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). the most recent adopted version of the Airport Master Plan Update

Policy 32.6.1: The Port Authority will Coordinate and obtain approval for airport expansion plans from the county through the adoption of the Airport Master Plan Update process and the incorporation by reference by the Lee Plan. A copy of the most recent Airport Layout Plan Sheet that has been approved by the LCPA, FAA and FDOT will be incorporated into the Lee Plan as Map 2F that depicts the planned expansion of the Southwest Florida International Airport. Lee County will also be provided copies of the annual capital improvement plan or other similar document for the Southwest Florida International Airport annual capital improvement planning and programming process to ensure compatibility with other county programs (Amended by Ordinance No. 99-15)

OBJECTIVE 108.4 COORDINATION OF AIRPORT IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT: Coordinate, where possible between the Port Authority, Lee County,

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Southwest Florida Regional Planning Council, and Florida Department of Community Affairs to ensure that the Airport Master Plan and Lee Plan are consistent.

POLICY 108.4.1: Follow the process established by the memorandum of understanding between Lee County Port Authority and Lee County approved September 10, 2002 that establishes the procedures for adopting the Airport Master Plan into the Lee Plan.

Request for Additional Information #2

August 29, 2003



Architectural, Engineering, Planning, and Environmental Services

Reynolds, Smith and Hills, Inc.

10748 Deerwood Park Blvd South
Jacksonville, Florida 32256
Voice 904 256 2500
Fax 904 256 2501

FL Cert. Nos. AAC001886 EB0005620 LCC000210

August 29, 2003

Matthew A. Noble, AICP
Principal Planner
Lee County Department of Community Development, Division of Planning
P.O. Box 398
Fort Myers, Florida 33902-0398

**Re: CPA 2003-02, Southwest Florida International Airport Plan Amendment
Request for additional information #2**

Dear Mr. Noble:

As a follow up to our meeting in last month, please find the following information regarding our application.

Existing versus proposed development (Map 5)

The strikeout text in red from the previous submittal has been removed with the following exceptions:

- Auto parking summary has remained in the table
- The ATCT development has remained in the table.
- Rental car development has remained in the table.
- A footnote has been added in red text that indicates which non aviation development may contain up to 10% of retail development.

A final version of this table will be provided without red text when desired.

Airport Layout Plan Sheet (Map 3F)

The following items on the Airport Layout Plan Sheet have been revised:

- The hatch patterns for each phase of the project have been cleaned up for clarity.
- The legend notes that no development is planned for any "white" areas on the drawing.
- The wet and dry detention basins have hatched for clarity.
- The non-aviation support land use has been renamed "non-aviation."
- The buildings/facility index table from a previous sheet has been added for clarity.
- The approach surfaces for each runway end have been added.

Proposed Text Changes (Attachment A-1)

Minor edits / typos have been corrected and shown in red text

Tables E1 and E2

Aviation related development has been shown for the existing FLUM. Aviation related development plus commercial and industrial has been listed for the future FLUM.

Surrounding Zoning and Land Use

The surrounding zoning and land use discussion has been revised per information provided at the previous ADC meeting.

Mitigation Park

A question was raised concerning Mitigation Park that the applicant is to verify that other County owned lands were not being used for mitigation purposes. Please find enclosed a sketch of the Mitigation Park. The Lee County wellfield site is shown in Orange, which consists of approximately 425 acres. This site was not used or claimed for mitigation either for the Mid-Field terminal site or for future mitigation but has been referenced in previous permitting documents for connectivity purposes only which allows connectivity between the Lee County Port Authority Mitigation Park and other adjacent mitigation sites.

The applicant also cannot show the Mitigation Park on the FLUM as conservation or mitigation lands. The LCPA is still currently working with the SFWMD and USCOE regarding mitigation on the site and existing mitigation credits are available for future projects such as the parallel runway. The number of credits available will also most likely be increased in several years once the mitigation park has been established and a post mitigation success evaluation is made with the SFWMD and USCOE. This re-evaluation will establish additional mitigation credits dependent upon the overall success of the wetland enhancement and creation that has taken place within the mitigation park. The LCPA may entertain a new FLUM category for the Mitigation Park being created for this parcel such as "Airport Existing and Future Mitigation Lands" with the appropriate definition that could eliminate any confusion among the permitting agencies regarding the mitigation park if desired.

Non Aviation Related Development Analysis

An analysis has been prepared regarding the non-aviation related development and is included in this submittal. The analysis demonstrates that there are sufficient upland areas within the proposed development area to contain both the proposed non-aviation related development and subsequent ancillary development such as parking, access roads etc. It would be difficult to depict the exact location of this development, as the LCPA is not currently working with any developers for this area at this time. Because of this, an exact site plan cannot be prepared. However, it is understood that once an agreement has been secured with a developer, exact site plans will be coordinated with the County and best management practices will be utilized to minimize wetland and environmental impacts.

Please review the attached information and we will be scheduling the next ADC meeting in September. If you should have any questions in regard to this matter, please do not hesitate to contact me at (904) 256-2468.

Sincerely,
Reynolds Smith and Hills, Inc.

Jeffrey W. Breeden, AICP
Project Manager

Enclosure

Cc: Bill Horner – LCPA w/ Encl.

Southwest Florida International Airport

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MAP 5



Southwest Florida International Airport 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	14,399 total existing 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
Passenger	11,461 spaces			
Hourly	2,519 spaces			
Daily	8,942 spaces			
Employee	1,288 spaces			
Taxi/Limo/Toll Booth	150 spaces			
Rental Cars	1,500 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 24,500 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

Southwest Florida International Airport

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MAP 5



Table (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	
Non-Aviation Related Land Uses				
Hotel ⁽³⁾		-	Construct 300 Rooms	-
Light Manufacturing/Assembly		Construct 25,000 S.F.	Additional 25,000 S.F.	-Additional 50,000 S.F.
Gas Station/Convenience Store		Construct 3,500 S.F. w/ 12 pumps		-
Warehouse/Distribution		Construct 25,000 S.F.	Additional 25,000 S.F.	Additional 50,000 S.F.
Office ⁽³⁾		Construct 75,000 S.F.	Additional 75,000 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



ATTACHMENT A – 1
PROPOSED TEXT CHANGES

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POLICY 32.3.4: The general development plan for Southwest Florida International Airport is depicted in Table 5 of the Lee Plan which includes both aviation and non-aviation related development.

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Policy 32.6.1: The Port Authority will Coordinate and obtain approval for airport expansion plans from the county through the adoption of the Airport Master Plan Update process and the incorporation by reference by the Lee Plan. A copy of the most recent Airport Layout Plan Sheet that has been approved by the LCPA, FAA and FDOT will be incorporated into the Lee Plan as Map 2F that depicts the planned expansion of the Southwest Florida International Airport. Lee County will also be provided copies of the annual capital improvement plan or other similar document for the Southwest Florida International Airport annual capital improvement planning and programming process to ensure compatibility with other county programs (Amended by Ordinance No. 99-15)

OBJECTIVE 108.4 COORDINATION OF AIRPORT IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT: Coordinate, where possible between the Port Authority, Lee County,

Southwest Florida International Airport

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Southwest Florida Regional Planning Council, and Florida Department of Community Affairs to ensure that the Airport Master Plan and Lee Plan are consistent.

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Lehigh Acres Commercial Overlay: Not Applicable

Airport Noise Zone 2 or 3: Located on Airport Property – No Effect

Acquisition Area: Not Applicable

Joint Planning Agreement Area (adjoining other jurisdictional lands): Not Applicable

Community Redevelopment Area: Not Applicable

D. Proposed change for the Subject Property:

This Amendment will bring the Airport Master Plan in conformance with the Lee Plan
See Attached Sheet

E. Potential development of the subject property:

1. Calculation of maximum allowable development under existing FLUM:

Residential Units/Density None

Commercial intensity None

Industrial intensity None
(Aviation Related Development) (31,450,000 Sq. Ft.)

2. Calculation of maximum allowable development under proposed FLUM:

Residential Units/Density None

Commercial intensity 4,775,000 Sq. Ft.

Industrial intensity 4,200,000 Sq. Ft.
(Aviation Related Development) (22,475,000 Sq. Ft.)

IV. AMENDMENT SUPPORT DOCUMENTATION

At a minimum, the application shall include the following support data and analysis. These items are based on comprehensive plan amendment submittal requirements of the State of Florida, Department of Community Affairs, and policies contained in the Lee County Comprehensive Plan. Support documentation provided by the applicant will be used by staff as a basis for evaluating this request. To assist in the preparation of amendment packets, the applicant is encouraged to provide all data and analysis electronically. (Please contact the Division of Planning for currently accepted formats)

A. General Information and Maps

NOTE: For each map submitted, the applicant will be required to provide a reduced map (8.5" x

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11") for inclusion in public hearing packets.

D. Proposed Change for 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-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.

The Lee Plan Amendment Application proposes to revise Map 3 2F in the Lee Plan which is the Airport Layout Plan Sheet for Southwest Florida International Airport and proposes several text amendments to address the new master plan update for the airport..

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Surrounding Zoning and Land Uses

To the north of the property is Daniels Parkway and a variety of PUDs have been approved or in process. The following is a summary from east to west:

- The Gateway DRI / PUD is located directly north of the airport and consists of an approximately 3,368 acre mixed use development. Gateway is approved for 731 acres of commercial development, 248 acres of conservation, 1,001 acres of public use development and 7,094 single and multi family residential units.
- The Worthington Commerce Park MPD application is pending with Lee County. This development will rezone approximately 310 acres from the Gateway PUD to MPD and remove the property from the Gateway DRI.
- The Airside Plaza CPD/DRI located west of Gateway and North of the subject property has been approved for 200,000 sq. ft. of commercial retail, 170,000 sq. ft. of commercial office, 300 unit hotel (40,000 sq. ft.), and 500,000 sq. ft. of industrial or a total of 910,000 sq. ft. of development on 125 acres.
- The Treeline Park IPD is located North of the subject property and is approved for 33,600 sq. ft of Commercial development and 64,800 sq. ft of Industrial development or a total of 98,000 sq. ft of development on 9.3 acres.
- The Airport Woods IPD is approved for 150,000 sq. ft of Commercial Office, 30,000 sq. ft of Commercial Retail, 520,000 sq. ft of Industrial for a total of 700,000 sq. ft. on 62.1 acres.

To the west of the property is I-75 and the future Treeline Avenue and Ben Hill Griffin Parkway scheduled to open in early 2005. Treeline Avenue and Ben Hill Griffin Parkway have been designed to be a controlled access roadway system. The majority of land west of the airport is zoned AG-2. However, it is expected that additional development will occur once Treeline Avenue and Ben Hill Griffin Parkway are open to traffic.

To the south are also several existing or proposed DRI/PUDs adjacent to the subject property. In addition, Florida Gulf Coast University is located approximately 3 miles south of the subject property. The following is a summary from west to east:

- The Rockett 44 IPD is approved for 506,000 sq. ft. of Industrial land use on 44 acres.
- The Ledo Lines IPD is approved for 75,000 sq. ft. on 38 acres.
- The Airport South Interchange IPD application is pending-approved.
- The Coca Cola Bottling IPD is approved for 25,000 sq. ft. on 20.2 acres.
- The Jetway Tradeport MPD application is pending-approved.
- The Airport Technology Center application is pending-approved.
- The Southwest International Commerce Park application is pending
- The South Alico Commerce Center application is pending
- Alico Airpark Center application is pending

To the east of the subject property are no major roads and the majority of land is zoned AG-2

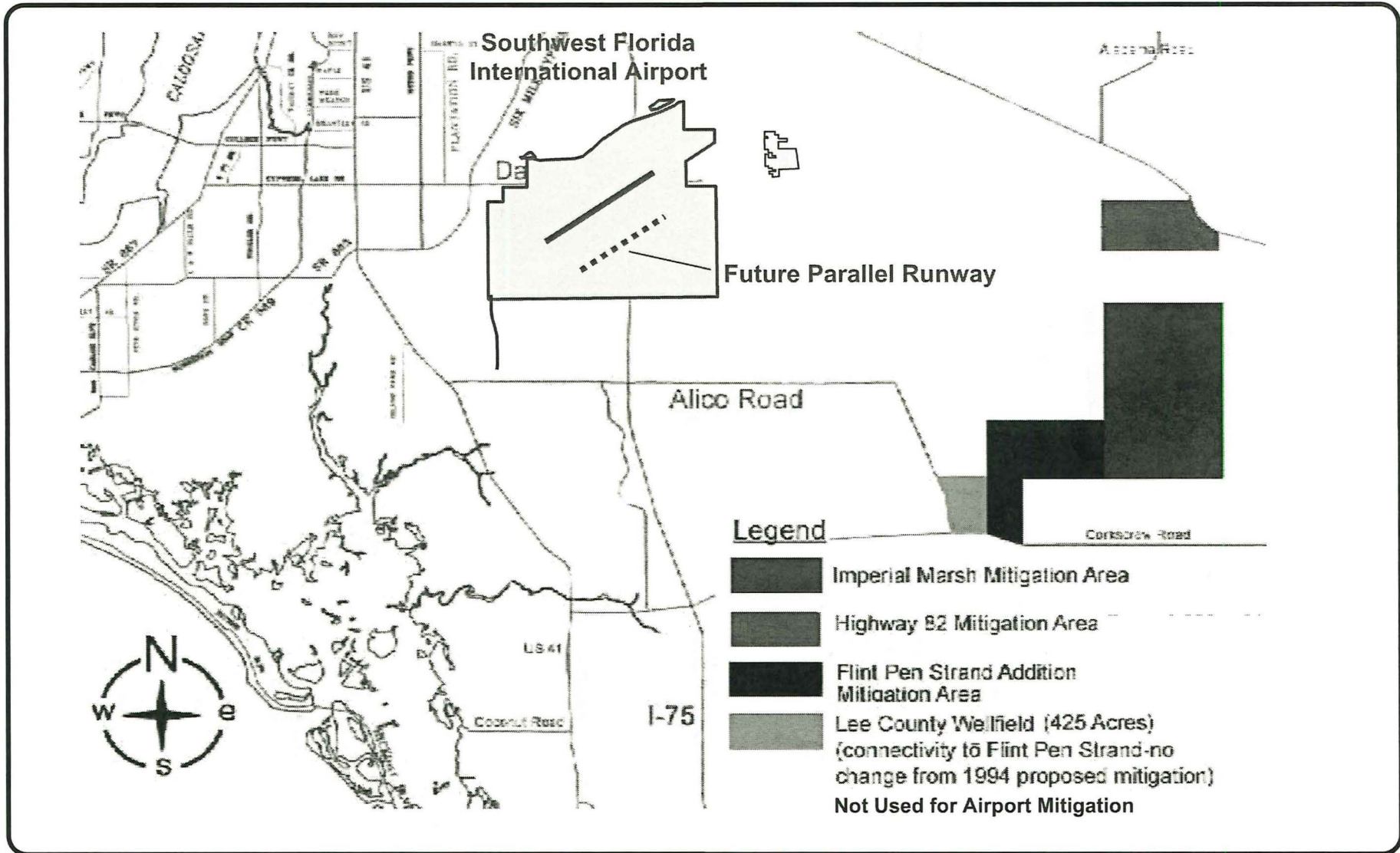

An examination of surrounding land uses shows that the area is currently primarily agricultural / vacant land use immediately surrounding the subject property. There are several scattered commercial developments to the West, North and South of the subject property. However, the this area is rapidly urbanizing and will be under additional development pressure with the continued growth of Gulf Coast University to the South and the eventual opening of Treeline Avenue / Ben Hill Parkway.

Southwest Florida International Airport

Draft



The future land use categories surrounding the subject property include Airport Commerce to the north, west and south, Density Reduction / Groundwater Resource to the east and New Community also to the north. The proposed additional land uses within the Airport future land use category are compatible with the land uses currently allowed within the Airport Commerce future land use category.

RS&H
Reynolds, Smith and Hills, Inc.
 Architectural, Engineering Planning
 and Environmental Services
 Jacksonville, Florida

**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Exhibit
 Mitigation Park Map



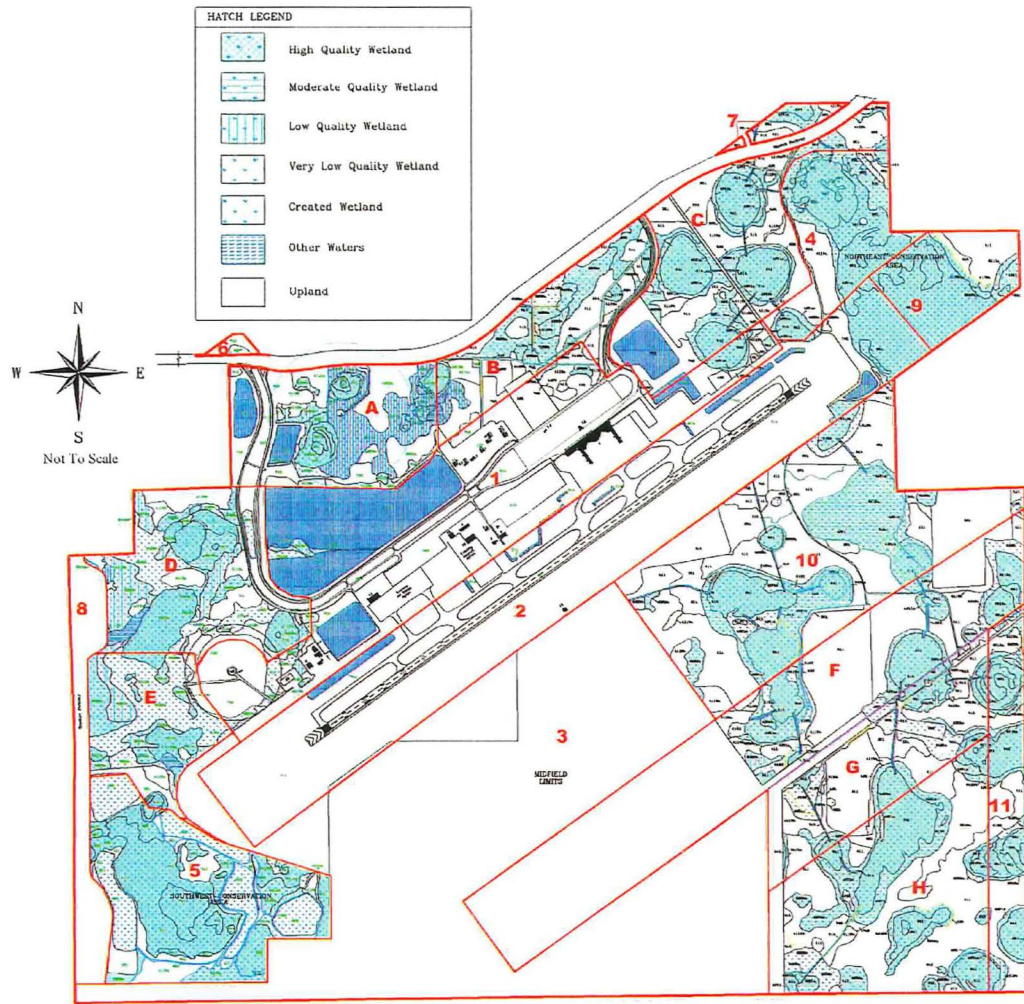
Non-Aviation Related Development Analysis

The non-aviation development area located on the north side of Southwest Florida International Airport adjacent to Daniels Parkway is approximately 1000+/- acres. As indicated on the wetlands exhibit map, this area is identified as development area A through D. Future non-aviation related development is also shown in area H, located South of the future parallel runway and is not included in this total.

Of the approximately 1000+/- acres dedicated as Non-Aviation Development located north of the existing terminal, there are approximately 496 acres of wetlands within the area including low, medium and high quality wetlands. The total proposed impacts of wetlands within this area is estimated to be approximately 121 acres. Uplands within the area account for 448+/- acres and other surface waters account for approximately 47 acres. As a result, approximately 375 acres can be considered to be developable within the area in question. A detailed description of wetland and upland acreage is shown on the Wetlands Summary within the Wetlands Map Exhibit.

As discussed previously in this application, several non-aviation related land uses are proposed including hotel/motel, gas station/convenience store, office, warehouse/ distribution, and manufacturing and assembly. The proposed location of the hotel/motel and gas station convenience store is within the midfield terminal loop road. These sites have been previously permitted and filled so no additional impacts are anticipated. The majority of the office, warehouse/distribution, and manufacturing/assembly development is anticipated to occur along Daniels parkway within development areas A and B. Total proposed development for the twenty year planning period is a total of 425,000 sq. ft of development. The proposed 425,000 sq. ft. of development is equal to 9.75 acres of development not including parking and access roadways. For planning purposes, it is assumed that the parking and access roadways would cover another 30 acres for a total of 39.75 acres of non-aviation related development. As depicted on the enclosed wetland analysis table, areas A and B on the wetland map total approximately 424 acres of which 224 acres are classified as uplands. While it would be unrealistic to assume that the proposed development would not impact any on-site wetlands, with proper planning and siting of development, this analysis demonstrates that the proposed site contains sufficient uplands to accommodate the proposed development while minimizing wetland impacts.

All non-aviation related development would be constructed on Lee County Port Authority owned lands under a long term lease agreement between the tenant /developer and the Lee County Port Authority. This development would be responsible for coordinating and securing all necessary permits including the payment of impact fees to Lee County and providing mitigation in accordance with local, state and federal agencies requirements.



Source: Kevin L. Ervin Consulting Ecologist, Inc. and Reynolds, Smith and Hills, Inc., 2002

Wetland and Upland Acreage Summary by Identified Development Area

	Wetland				Total	Other Surface Waters	Uplands	Area Total
	High Quality	Moderate Quality	Low Quality	Very Low Quality				
Development Areas (A-H)								
A-Non-Aviation	25.3	4.2	66.4	3.5	99.4	20.4	121.6	241.4
B-Non-Aviation	13.9	43.2	14.6	7.4	79.1	1.6	102.1	182.8
C-Non-Aviation	85.0	47.5	2.2	2.2	136.9	25.0	137.6	299.6
D-Non-Aviation	62.6	31.2	45.2	41.6	180.6	0.2	87.1	267.9
E-Rental Car Expansion	23.3	30.3	14.7	65.3	133.6	0.0	21.0	164.6
F-Future Parallel Runway & Taxiway	60.8	26.1	8.5	25.3	120.7	2.5	436.2	559.4
G-Future Aviation-Related Development	30.8	18.0	2.8	35.6	87.2	2.4	134.8	224.4
H-Non-Aviation	96.2	61.1	4.6	17.3	179.2	2.0	210.6	391.7
Existing Facilities Areas (1-3)								
1-Existing Land Side Development	10.4	5.4	6.7	17.4	39.9	157.1	465.6	662.6
2-Existing Runway 6-24	47.7	4.3	1.1	0.1	53.2	21.1	665.0	739.3
3-Midfield Terminal Area	0.0	0.0	0.0	0.0	0.0	0.0	1212.9	1212.9
Conservation Easement Areas (4-5)								
4-Northeast Conservation Area	87.2	29.7	0.0	0.0	116.9	0.5	38.1	155.5
5-Southwest Conservation Area	221.9	28.8	2.1	5.4	258.2	0.0	61.3	319.5
Future Development Areas (6-11)								
6-Non-Aviation	1.6	0.0	0.0	0.0	1.6	0.0	5.6	7.2
7-Non-Aviation	3.8	0.0	5.6	0.0	9.4	0.4	12.4	22.2
8-Tree Line Water Management System	0.0	0.0	0.0	0.0	0.0	0.0	102.4	102.4
9-Non-Aviation	76.0	7.5	2.2	0.0	85.7	0.0	27.6	113.3
10-Area Between Runways	65.6	120.3	7.0	18.8	211.7	4.7	345.8	562.2
11-Wellfield Site	61.6	16.2	5.3	2.4	85.5	0.0	53.4	138.9
Total	973.7	473.8	189.0	242.3	1878.8	237.9	4241.0	6357.7



RSH
Reynolds, Smith and Hills Inc.
 Architectural, Engineering, Planning
 and Environmental Services
 Jacksonville, Florida

**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Exhibit
 Wetlands Grid Map

Request for Additional Information #3

September 23, 2003



Architectural, Engineering, Planning, and Environmental Services

Reynolds, Smith and Hills, Inc.

10748 Deerwood Park Blvd South
Jacksonville, Florida 32256
Voice 904 256 2500
Fax 904 256 2501

FL Cert. Nos. AAC001886 EB0005620 LCC000210

September 23, 2003

Matthew A. Noble, AICP
Principal Planner
Lee County Department of Community Development, Division of Planning
P.O. Box 398
Fort Myers, Florida 33902-0398

**Re: CPA 2003-02, Southwest Florida International Airport Plan Amendment
Request for additional information #3**

Dear Mr. Noble:

Please find enclosed six (6) copies of the limits of fill for the midfield project as requested

We are looking forward to our next ADC meeting October 1. If you should have any questions in regard to this matter, please do not hesitate to contact me at (904) 256-2468.

Sincerely,
Reynolds Smith and Hills, Inc.

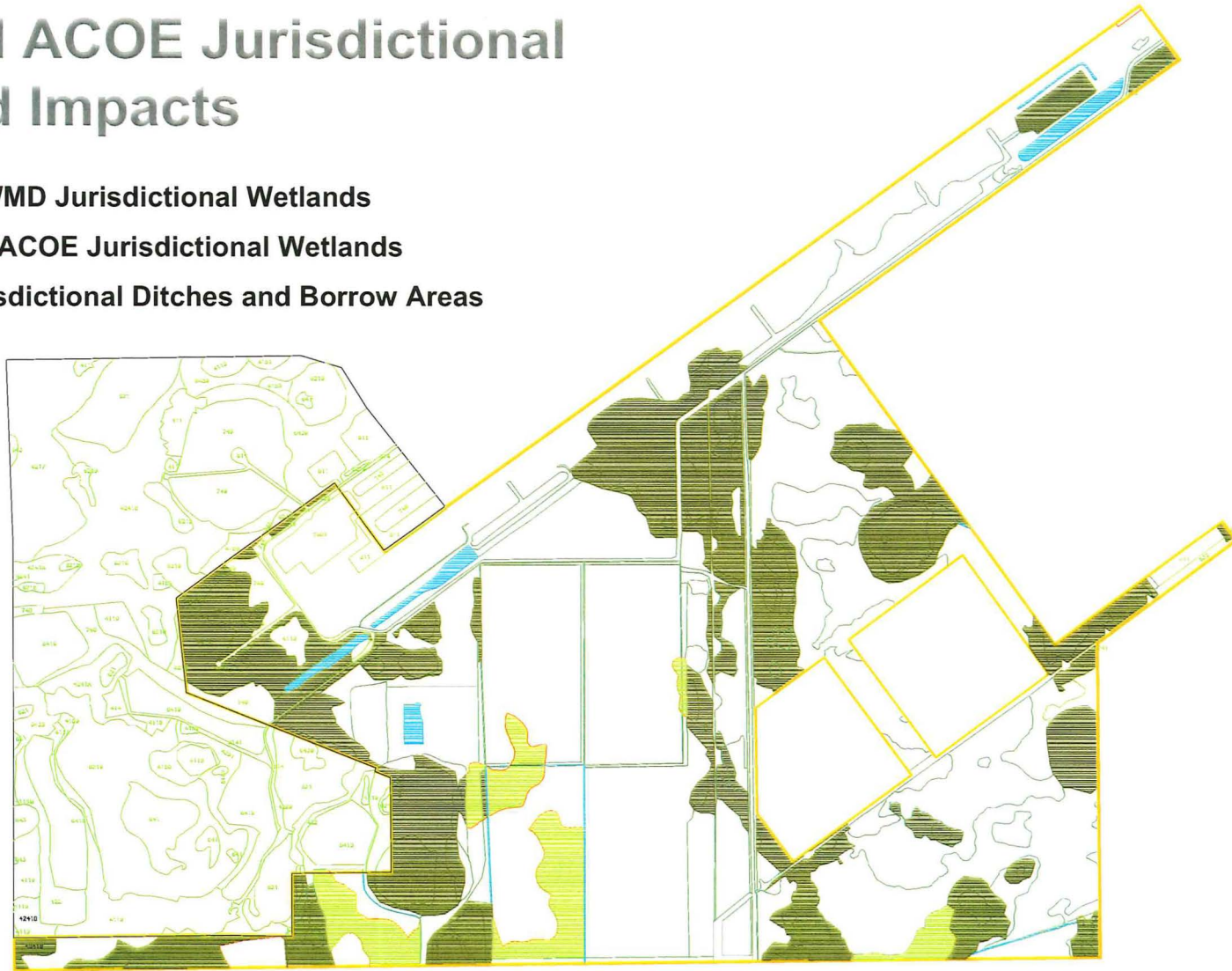
Jeffrey W. Breeden, AICP
Project Manager

Enclosure

Cc: Bill Horner – LCPA w/ o Encl.

Midfield ACOE Jurisdictional Wetland Impacts

- ACOE/SFWMD Jurisdictional Wetlands
- Additional ACOE Jurisdictional Wetlands
- ACOE Jurisdictional Ditches and Borrow Areas



Note: All wetland areas within the Mid-field Terminal project limits are considered to be filled and have been mitigated.



Southwest Florida International Airport
MIDFIELD TERMINAL COMPLEX



Request for Additional Information #4

October 13, 2003



Architectural, Engineering, Planning, and Environmental Services

Reynolds, Smith and Hills, Inc.

10748 Deerwood Park Blvd South
Jacksonville, Florida 32256
Voice 904 256 2500
Fax 904 256 2501

FL Cert. Nos. AAC001886 EB0005620 LCC000210

October 13, 2003

Matthew A. Noble, AICP

Principal Planner

Lee County Department of Community Development, Division of Planning

P.O. Box 398

Fort Myers, Florida 33902-0398

**Re: CPA 2003-02, Southwest Florida International Airport Plan Amendment
Request for additional information #4**

Dear Mr. Noble:

The purpose of this RAI #4 is to provide a summary of additional documentation that has been provided to County staff over the last 30 days and to provide a means for record keeping and summarizing of any submittals that have not been documented in RAI #1 – 3.

Please provide a metes and bounds description and sketch of the mitigation park.

Please see attachment.

The property boundary defines the "existing" and the "ultimate" boundaries. However, the description in the legend does not appear to readily identify these boundaries nor are they easily discernable on the Airport layout plan. Also, for the Lee Plan Amendment, will the Airport Layout Plan apply only to the "existing" boundary or will it include the "ultimate" boundary? Should the "two" boundaries be addressed in the Lee Plan Amendment?

Only the "existing" ALP boundary for the Southwest Florida International Airport will be addressed in the Lee Plan. The "future" ALP boundary may change over time as parcels may or may not be acquired. In addition, there could be a "takings" legal issue if land is identified as future acquisition without compensating the affected landowner.

The proposed ALP defines an area as "no development". However this defined area is confusing since some uses are located in this area, such as Airport Vortac, the runways, "ultimate uses", etc. The proposed Airport Land Use Plan Map (Attachment J, Non-Aviation Land Use Analysis, of the Comprehensive Plan Amendment) indicates that the majority of this area is referred to as Airfield Operations. Should these two maps and descriptions be compatible? Also, which of the proposed plans (Proposed Airport Land Use Plan/Airport Layout Plan) takes precedence in reviewing projects for development at the SWFIA?

The Airport Layout Plan Sheet is not a land use map. Both the Airport Layout Plan sheet and the land use map need to be viewed together to understand the overall relationship between the proposed development plan and general land use. We were hoping the additional clarification of adding the "no development" box to legend to address the County's comment concerning the issue of proposed development within the "white" area on the map. We strongly suggest NOT adding an additional color or hatch to the drawing as the ALP is already quite complex. We also suggest we could revise the legend to

Mr. Matthew A. Noble
October 13, 2003
Page 2

read "No new development planned" to aid in clarity for the white area and also reference the land use map if desired.

The most recent ALP sheet is included in this submission

Please provide additional open space analysis to show that the proposed Lee Plan Amendment meets the necessary Land Development Code requirements.

An open space analysis is included and demonstrates that the proposed development will meet the Land Development Code requirements for open space and indigenous vegetation. Also included is the current approved Master Concept Plan and a proposed draft update for the Master Concept plan depicting the various land uses. The tables on this drawing will be updated during the rezoning process.

Please provide any updated proposed language to the Lee Plan.

The latest revisions to the Lee Plan Language is included.

If you should have any questions in regard to this matter, please do not hesitate to contact me at (904) 256-2468.

Sincerely,
Reynolds Smith and Hills, Inc.

Jeffrey W. Breeden, AICP
Project Manager

Enclosure

Cc: Bill Horner – LCPA w/ o Encl.

August 9, 2000

LEGAL DESCRIPTION

MITIGATION PARK

PARCEL 1:

Section 30, Township 45 South, Range 27 East; and that portion of Section 29, Township 45 South, Range 27 East, described as follows:

The North Half (N-1/2) of the Northwest Quarter (NW-1/4); the West Half (W-1/2) of the Northwest Quarter (NW-1/4) of the Northeast Quarter (NE-1/4); and that part of the East Half (E-1/2) of the Northwest Quarter (NW-1/4) of the Northeast Quarter (NE-1/4) which lies southwesterly of State Road 82, all such lands being in Lee County, Florida.

PARCEL 2:

That portion of Section 29, Township 45 South, Range 27 East, described as follows:

The South Half (S-1/2); the South Half (S-1/2) of the Northwest Quarter (NW-1/4); the Southwest Quarter (SW-1/4) of the Northeast Quarter (NE-1/4); and that part of the Southeast Quarter (SE-1/4) of the Northeast Quarter (NE-1/4) lying south of State Road 82, all such lands being in Lee County, Florida.

(The foregoing two (2) parcels are described as recorded in the Official Records of Lee County, Florida, at Official Record Book 2554, Page 2508.)

TOGETHER WITH:

All of Sections 5, 6, 7, 8, 17 and 18 of Township 46 South, Range 27 East, Lee County, Florida, together with a nonexclusive easement for ingress and egress over, across and under the following described real property:

The East 30 feet of Section 14, Township 45 South, Range 26 East, South of State Road 82.

The West 30 feet of Section 13, Township 45 South, Range 26 East, South of State Road 82.

The East 30 feet of Section 23, Township 45 South, Range 26 East.

The West 30 feet of Section 24, Township 45 South, Range 26 East.

The East 30 feet of Section 26, Township 45 South, Range 26 East.

The West 30 feet of Section 25, Township 45 South, Range 26 East.

The East 30 feet of Section 35, Township 45 South, Range 26 East.

The West 30 feet of Section 36, Township 45 South, Range 26 East.

The East 30 feet of Section 2, Township 46 South, Range 26 East.

The West 30 feet of Section 1, Township 46 South, Range 26 East.

The South 30 feet of Section 2, Township 46 South, Range 26 East.

The North 30 feet of Section 11, Township 46 South, Range 26 East.

The North 60 feet of Section 1, Township 46 South, Range 26 East,
subject to existing easements to Florida Cities Water Company.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2492, Page 0742.)

TOGETHER WITH:

Parcel A

The North Half (N-1/2) of the West Half (W-1/2) of the West Half (W-1/2) of the West Half (W-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

And

The South Half (S-1/2) of the West Half (W-1/2) of the West Half (W-1/2) of the West Half (W-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2940, Page 0021.)

TOGETHER WITH:

Parcel B

The North Half (N-1/2) of the East Half (E-1/2) of the West Half (W-1/2) of the West Half (W-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

And

The South Half (S-1/2) of the East Half (E-1/2) of the West Half (W-1/2) of the West Half (W-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2940, page 0050.)

TOGETHER WITH:

Parcel C

The West Half (W-1/2) of the East Half (E-1/2) of the West Half (W-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2940, page 0054.)

TOGETHER WITH:

Parcel D

The East Half (E-1/2) of the East Half (E-1/2) of the West Half (W-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2940, page 0059.)

TOGETHER WITH:

Parcel E

The North Half (N-1/2) of the West Half (W-1/2) of the West Half (W-1/2) of the East Half (E-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

And

The South Half (S-1/2) of the West Half (W-1/2) of the West Half (W-1/2) of the East Half (E-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2940, page 0066.)

TOGETHER WITH:

Parcel F

The North Half (N-1/2) of the East Half (E-1/2) of the West Half (W-1/2) of the East Half (E-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

And

The South Half (S-1/2) of the East Half (E-1/2) of the West Half (W-1/2) of the East Half (E-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2980, page 3556.)

TOGETHER WITH:

Parcel G

The East Half (E-1/2) of the East Half (E-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2940, page 0076.)

TOGETHER WITH:

Parcel H

The westerly 1980 feet of Section 14, Township 46 South, Range 26 East, Lee County, Florida.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2940, page 0071.)

TOGETHER WITH:

Parcel I

All of Section 14, Township 46 South, Range 26 East, Lee County, Florida.
Less and except the Westerly 1980 feet.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2940, page 0046.)

TOGETHER WITH:

Parcel J

The East Half (E-1/2) of the West Half (W-1/2) of Section 23, Township 46 South, Range 26 East.
Less and except road right-of-way as described in Official Record Book 571, Page 457, Lee County, Florida.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2940, page 0034.)

TOGETHER WITH:

The West Half (W-1/2) of the West Half (W-1/2) of Section 23, Township 46 South, Range 26 East.
LESS AND EXCEPT road right-of-way as described in Official Record Book 571, Page 457, Lee County, Florida.

Said Parcel(s) combine for a total of 6985.691 acres, more or less.

Open Space Analysis Southwest Florida International Airport

1.0 BACKGROUND

The purpose of this analysis is to provide the necessary data regarding the provision of open space to meet the requirements listed in Division 6, Open Space, Buffering and Landscaping in the Lee Land Development Code. The Southwest Florida International Airport property is zoned as a Planned Development and has an approved Master Concept Plan which has been updated and amendment several times. The 1994 Master Concept Plan depicted a parcel of 3,515 +/- acres and eight (8) land use legends. The Master Concept Plan was updated again in 2000 with the inclusion of 2857 +/- acres for a total of 6,372 +/- acres. The Master Concept Plan was prepared as part of a rezoning request along with a Notice of Proposed Change to the DRI for the Southwest Florida International Airport. During the revision of the Master Concept Plan, a total of eight (8) land uses were again depicted on the Master Concept Plan. However, some of the land uses were revised or combined and/or definitions changed. The Southwest Florida International Airport will be submitting another rezoning application once the Lee Plan Amendment has been approved.

Copies of the previous Master Concept Plan for 1994 and 2000 along with analysis and staff reports regarding open space analysis during the 2000 rezoning process are attached.

Open Space Requirements Analysis

The Lee Land Development Code Section 10-413 provides the definition of open space as "Areas of preserved indigenous native vegetation and areas replanted with vegetation after construction, such as natural systems, lawns, landscaped areas and greenways, which comply with the minimum dimension standard in section 10-415(d). Section 10-415(d) describes the minimum standards of open space as a minimum width of 10 feet and a minimum of 180 sq. ft. Indigenous open space must have a minimum of 20 feet and be a minimum of 400 sq. ft. Section 10-415 of the Lee Land Development Code requires development to contain a minimum of 30% open space for the desired type of development. In addition, of the 30% open space requirement, a minimum of 50% of this requirement must be indigenous vegetation.

Airports are unique developments that serve the public interest. Southwest Florida International Airport similarly to most public use airports, are recipients of Federal and State development grants which carry numerous grant assurances that pertain to the existing and future development of the airport. One grant provision is the discouragement of placing restrictions on the property such as conservation easements and preservation areas that would prohibit future development. Therefore during the preparation of the Master Concept Plan, the Lee County Port Authority established a land use entitled Environmental / Compatible Land Use Buffer which met the intent of providing the necessary open space requirement desired by the Lee Land Development Code yet not establishing preserved open space requirements which would be in conflict with the Federal grant assurances. Airports by their nature are not development intensive and require a significant amount of buffers and open space between the Terminal, hangars and buildings and taxiways and runways. The airport is also required to maintain a significant area off each runway end called a runway protection zone to enhance safety of the airport but offers a significant amount of buffer and open space that meets the local land development code regulations.

2.0 PREVIOUS 2000 REZONING REQUEST

The 2000 rezoning request had the following land use definitions and tabulations:

2000 Land Use Definitions

AIRFIELD OPERATIONS (385 acres) – This category of land use includes all areas necessary for safe operation on the airside of the airport. Included in this area are runway and taxiway safety areas, runway approaches where clearance is not adequate to permit other uses, taxiways

and taxiway exits, areas where NAVAIDs will be located, and areas within the building restriction lines (BRLs) and the runway protection zones.

AIRLINE TERMINAL (638 acres) – This land use category includes all facilities associated with the passenger terminal area. This involves the passenger terminal building, Federal Inspection Station (FIS)/customs, aircraft aprons, and terminal auto parking.

AIR CARGO (43 acres) – This category consists of aircraft apron, cargo buildings, auto parking and truck ramps for transshipping cargo between air and ground transportation.

GENERAL AVIATION (24 acres) – This category consists of aircraft apron, fixed base operator (FBO) offices and hangars, planned conventional hangars, and auto parking. This area is designed to store and service general aviation aircraft, with a planned expansion of the apron and hangar area westward to the air cargo apron.

AIRPORT SUPPORT (122 acres) – This category includes several land uses that provide support facilities to other airport operations. Support facilities include air traffic control tower (ATCT), airport rescue and firefighting (ARFF), airport maintenance, airport utilities, rental car service and storage, fuel farms, future aircraft maintenance, and airline in-flight catering kitchens. These facilities are grouped together wherever possible and are located to have reasonable access to the other functions on the airport that they are designed to serve. Airport Support also provides lease areas for uses that serve other aviation-related uses but do not need direct access to the airfield. Examples of uses for this area would include, but not be limited to, aviation-related offices, transportation terminals, warehousing, hotels, restaurants, and motels that would benefit by close proximity to airport activities.

AVIATION-RELATED INDUSTRY (922 acres) – This land use includes manufacturing, fabrication, or assembly activities relating to aviation. Examples of uses for this area would include fuel storage and transfer facilities, aircraft parts/instrument manufacture, facilities for processing large air cargo shipments, and warehousing.

ENVIRONMENTAL/COMPATIBLE LAND USE BUFFER (2,144 acres)-This buffer provides a land use compatible with aircraft operations and includes areas to be used for surface water and wetlands management. Portions of this buffer have provided mitigation for past airport development and also include upland or former crop areas that are available for either future wetland mitigation or other compatible airport development.

UNDEVELOPED AREA (2,094 acres)-This land use consists of area reserved for future direct or related aviation uses that will be defined at a future date and will be the result of a future land uses amendment.

Previous 2000 rezoning request open space analysis

The previous rezoning request submitted in 2000 was for the addition of 2,857 +/- acres of land for a total of 6,372 +/- acres within the contiguous airport boundary. In accordance with the Land Development Code, a total 1911 +/- acres (i.e. 30%) is required for open space and of that, 955 +/- acres (50% of the open space requirement) is required for indigenous vegetation. The application requested a deviation, deviation No. 5, which requested that the 955 +/- acres needed for indigenous preservation be used within the Mitigation Park which consists of approx. 7,000 +/- acres. <<There is some confusion regarding this request among County staff and the applicant regarding the previous rezoning request. It was the intention of the previous application to request the use of 955 +/- acres of the mitigation park with the remaining 6,045 +/- acres remaining for future use.>> Many of the specific land uses were still undetermined at the time of the 2000 rezoning request which were to be more fully defined during the next Master Plan Update which was just beginning at the time of rezoning approval.

3.0 AIRPORT MASTER PLAN UPDATE AND LEE PLAN AMENDMENT APPLICATION

During the preparation of the Airport Master Plan Update, the projected 20-year development plan was developed and refined. One of the major changes was the establishment of a new category of land use for non-aviation related development. The land uses have also been simplified into five (5) major categories.

AIRFIELD OPERATIONS (2040 +/- acres) – This category of land use includes all areas necessary for safe operation on the airside of the airport. Included in this area are runway and taxiway safety areas, runway approaches where clearance is not adequate to permit other uses, taxiways and taxiway exits, areas where NAVAIDs will be located, and areas within the building restriction lines (BRLs) and the runway protection zones.

AIRLINE TERMINAL (250 +/- acres) – This land use category includes all facilities associated with the passenger terminal area. This involves the passenger terminal building, Federal Inspection Station (FIS)/customs, aircraft aprons, terminal auto parking including surface and structural, rental car areas, freight storage buildings and the access roadway system.

AIRPORT SUPPORT (1119 +/- acres) – This category includes several land uses that provide support facilities to other airport operations. Support facilities include air traffic control tower (ATCT), airport rescue and firefighting (ARFF), airport maintenance, airport utilities, rental car service and storage, fuel farms, future aircraft maintenance, and airline in-flight catering kitchens. These facilities are grouped together wherever possible and are located to have reasonable access to the other functions on the airport that they are designed to serve. This category includes air cargo activities which consist of aircraft apron, cargo buildings, auto parking and truck ramps for transshipping cargo between air and ground transportation. General aviation activities are also included which consists of aircraft apron, fixed base operator (FBO) offices and hangars, planned conventional hangars, and auto parking. Airport Support land use also provides lease areas for uses that serve other aviation-related uses but do not need direct access to the airfield. This land use includes manufacturing, fabrication, or assembly activities relating to aviation. Examples of uses for this area would include fuel storage and transfer facilities, aircraft parts/instrument manufacture, facilities for processing large air cargo shipments, and warehousing.

NON-AVIATION DEVELOPMENT AREA (1451 +/- acres) – The Non-Aviation Land Use area will be land leased from the Lee County Port Authority and used for non-aviation related land uses. Examples of uses for this area would include, but not be limited to, hotels / motels, office use, warehouse distribution, light manufacturing and assembly, and limited retail associated with the previous uses.

ENVIRONMENTAL/COMPATIBLE LAND USE BUFFER (1,512 +/- acres)– This land use category provides a land use buffer compatible with aircraft operations and includes areas to be used for surface water and wetlands management. Portions of this buffer have provided mitigation for past airport development and also include upland or former crop areas that are not being used for aviation development. NAVAID critical areas are also included within the land use category which require areas to be maintained free from obstructions or development.

Proposed open space analysis

The previous rezoning request submitted in 2000 for the 6,372 +/- acre parcel required a total of 1911 +/- acres (i.e. 30%) for open space requirements with 955 +/- acres (50% of the open space requirement) required for indigenous vegetation. This requirement was met. The future rezoning application will have the same requirements. The proposed land use / master concept plan shows 1512 +/- acres of environmental / compatible land use buffer which easily meets the open space requirement of 955 acres and the previous commitment of using 955 acres from the mitigation park meets the indigenous requirement. The non-aviation land use area will be

developed so that when each parcel comes in for local development approval, sufficient land will be leased to each developer within the non-aviation land use area to meet the open space and indigenous requirements individually. Therefore this analysis for the entire property is quite conservative as it includes the non-aviation land use area within the total property calculations. In addition, no open space land use has been shown within the other general land use types such as the areas between the runway and taxiways and access roadway systems which by definition within the Land Development Code could be classified as open space. This depiction, while it would clutter the Master Concept Plan drawing, could substantially increase the amount of open space within the airport boundary.

4.0 ANALYSIS SUMMARY

According to the Land Development Code, the proposed project meets the open space requirements and the following is the summary of the analysis

- The 6,372 +/- acres parcel must accommodate 955 acres of open space and 955 acres of indigenous vegetation. The open space requirement has been satisfied within the environmental / compatible land use definition to meet FAA/FDOT grant assurance restrictions which discourage the placement of conservation easements and other land use restrictions on federally funded airports.
- The 955 acres of indigenous vegetation will be accommodated within the 7,000 +/- acre mitigation park leaving 6045 acres available for future requirements.
- The 955 acres open space requirement is accommodated within the 1,512 +/- acres of the environmental compatible land use buffer leaving the excess available for future requirements.
- The non-aviation land use will be developed by private developers and the open space requirements will be accommodated within each individual leased parcel with the leasehold limits adjusted to accommodate this requirement.



ATTACHMENT A – 1
PROPOSED TEXT CHANGES

NOTE: These are the following Visions, Policies, Goals, and Objectives that will be recommended to be modified.

LEE COUNTY – A Vision for 2020 – 10. Gateway/Airport: This Community is located South of SR 82, generally east of I-75, north of Alico Road including those portions of the Gateway development which have not been or not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties it is expected the airport will use for its expansion, the lands designated as Airport Commerce, 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 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 will more than double the existing capacity of the airport. Development will be guided by the Airport Master Plan Update which is being incorporated into the Lee Plan.

The airport expansion and the completion of Florida Gulf Coast University are expected to energize the remaining area in this community, the commercial and industrial component 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. (Added by Ordinance No. 99-15)

Southwest Florida International Airport

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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-related development as shown in the approved Airport Master Plan Update and to support the continued development of the Southwest Florida International Airport. The Southwest Florida International Airport will also include non-aviation related development such as to include hotels/motels, airport related terminals and freight transfer facilities, light industrial, service stations, limited retail, shopping, and office development. Any future airport expansion will also include extensive environmental buffer areas for the protection of groundwater resources and wildlife habitat offset environmental impacts through the mitigation park or other appropriate mitigation acceptable to the permitting agencies. The physical design of the airport expansion will minimize any degradation of the recharge capability of land in the expansion area. All future Airport Master Plan Updates will be incorporated into the Lee Plan and any airport expansion beyond the present boundaries will be subject to appropriate modifications to the DRI development order and any necessary amendments to the Lee Plan. Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry to 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. All future development will be in conformance with the necessary buffers as outlined in the Lee Land Development Code.

The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheet and these uses will be constructed upon Airport land with long term leases. The majority of the non-aviation land use area is either uplands or wetlands. The Lee County Port Authority has conducted numerous environmental assessments since the initial development of the Airport. Any development within the non-aviation land use area that involves wetlands is regulated by the US Army Corps of Engineers and by the South Florida Water Management District. To satisfy the environmental permit process an applicant must demonstrate avoidance of wetland impacts, minimize those wetland impacts that are not unavoidable, and mitigate or compensate for those unavoidable impacts. In order to satisfy Federal Aviation Administration requirements concerning bird and wildlife attractants, all mitigation for this area will be accomplished off-site.

(Amended by Ordinance No. 94-30, 00-22)

POLICY 1.2.2: The Airport Commerce 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; ground transportation and airport related terminals or transfer facilities; and hotels/motels, meeting facilities, and other hospitality services. Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry to Lee County, special environmental and design review guidelines will be applied

Southwest Florida International Airport

Draft



to its development to maintain the appearance of this area as a primary point of entry into Lee County. Retail commercial uses in this category are only permitted within hotels and motels. 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. Residential uses are only permitted in this category to the extent described in Chapter XIII and must be compatible with the approved Airport Noise Overlay Zone. (Amended by Ordinance No. 94-30)

Policy 1.2.3: The Airport Mitigation lands include uplands and wetlands that are owned by the Lee County Port Authority for expressed purpose of existing and future mitigation for aviation related development. This area contains both existing and future mitigation credits as recognized by both State and Federal permitting agencies.

OBJECTIVE 32.1: ECONOMIC GROWTH. The capacity and long term development of Southwest Florida International Airport will be expanded in compliance with the adopted Airport Master Plan to aid in the diversification of the county's economic growth. Project implementation of the proposed development and approval 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 will maintaining a safe and efficient facility for airport operations (Amended by Ordinance No. 98-09, 99-15)

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 Master Plan which is hereby adopted into the Lee Plan and in compliance with the MOU between Lee County and the Lee County Port Authority approved September 10, 2002. The first phase priority will be the implementation of the new midfield terminal and its supporting infrastructure. (Amended by Ordinance No. 98-09, 99-15)

POLICY 32.2.3: Future updates of the Page Field and Southwest Florida International Airport Master Plan will monitor and incorporate development of non aviation related and industrial development uses as appropriate.

Southwest Florida International Airport

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POLICY 32.2.5: The county will utilize the approved Airport Master Plan and FAR Part 150 Study, including updates through the Lee Plan Update process as outlined in the MOU dated September 10, 2002, 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, to ensure future economic enhancement consistent with Objective 31.2. All future updates of the Southwest Florida International Airport Master Plan will be the subject of a future Lee Plan Amendment.

POLICY 32.3.4: The general development plan for Southwest Florida International Airport is depicted in Table 5 of the Lee Plan which includes both aviation and non-aviation related development.

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). the most recent adopted version of the Airport Master Plan Update

Policy 32.6.1: The Port Authority will Coordinate and obtain approval for airport expansion plans from the county through the adoption of the Airport Master Plan Update process and the incorporation by reference by the Lee Plan. A copy of the most recent Airport Layout Plan Sheet that has been approved by the LCPA, FAA and FDOT will be incorporated into the Lee Plan as Map 2F that depicts the planned expansion of the Southwest Florida International Airport. Lee County will also be provided copies of the annual capital improvement plan or other similar document for the Southwest Florida International Airport annual capital improvement planning and programming process to ensure compatibility with other county programs (Amended by Ordinance No. 99-15)

OBJECTIVE 32.4: ACCESS. The Southwest Florida International Airport is an intermodal facility of significant value to the regional, state and federal transportation systems. Protecting this resource requires the provision of adequate landside and airside capacity. (Amended by Ordinance No. 99-15)

POLICY 32.4.1: The county and Port Authority will coordinate aviation facility expansion and demand through the county's annual Capital Improvement Program and through the adoption of the Southwest Florida International Airport Master Plan into the Lee Plan and regular briefings by Port Authority Staff to County staff, and update of the Airport Master Plan. (Amended by Ordinance No. 98-09, 99-15)

POLICY 32.4.2: The county and Port Authority recognize that the access from Interstate 75 to the Southwest Florida International Airport is designated as a priority intermodal connector in the National

Southwest Florida International Airport

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

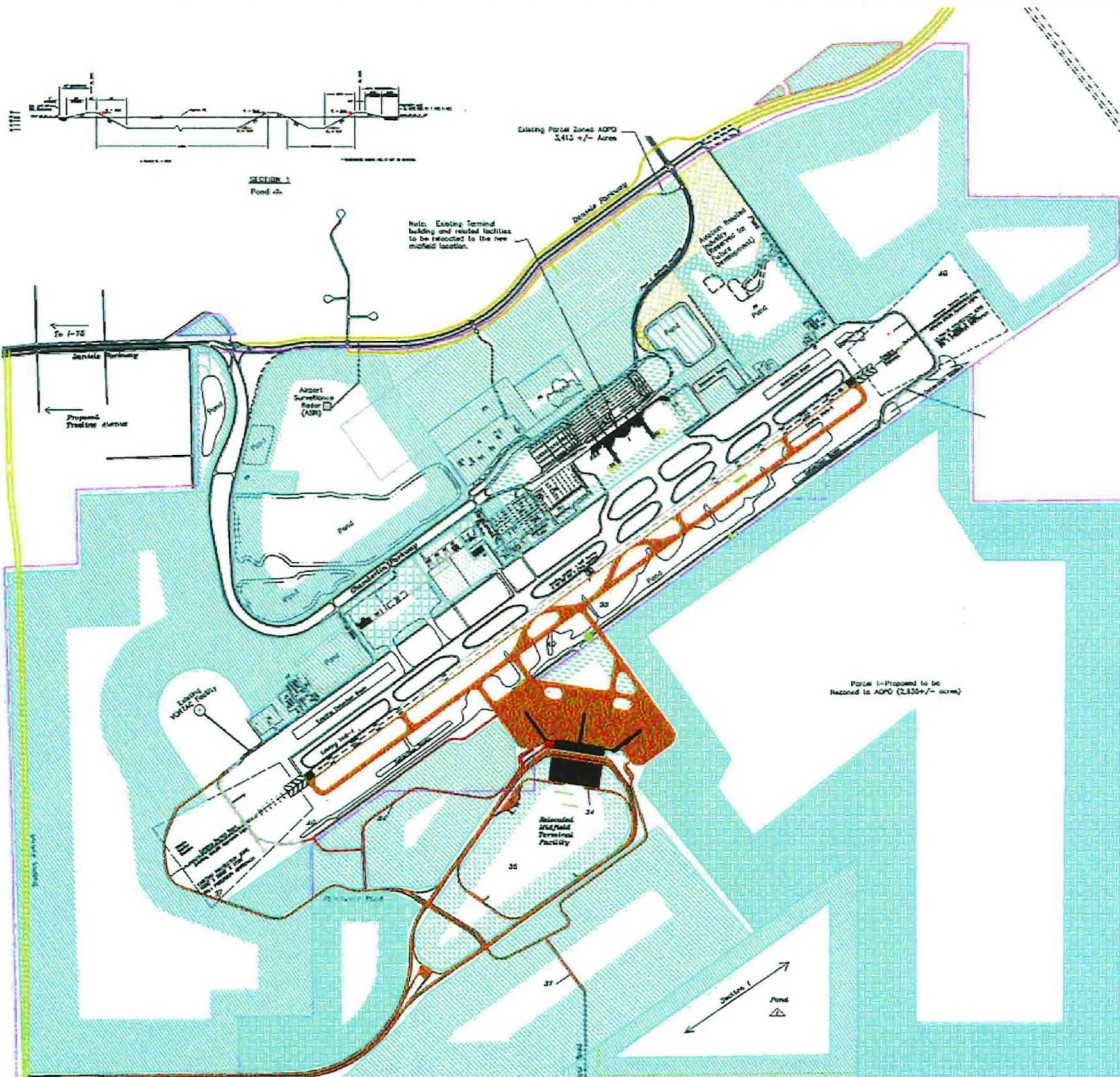
POLICY 32.4.3: The Port Authority will coordinate surface transportation planning for Page Field and the Southwest Florida International Airport with the county Department of Transportation and the Florida Department of Transportation to ensure adequate access to the airports. (Amended by Ordinance No. 98-09, 99-15)

POLICY 32.4.3 – 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. Funding for these improvements will offset roadway impact fees in order to be in compliance with Federal Aviation Administration regulations.

OBJECTIVE 108.4 COORDINATION OF AIRPORT IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT: Coordinate, where possible between the Port Authority, Lee County, Southwest Florida Regional Planning Council, and Florida Department of Community Affairs to ensure that the Airport Master Plan and Lee Plan are consistent.

POLICY 108.4.1: Follow the process established by the memorandum of understanding between Lee County Port Authority and Lee County approved September 10, 2002 that establishes the procedures for adopting the Airport Master Plan into the Lee Plan.

- NOTES**
1. EXISTING TERMINAL, BAGGAGE AND RELATED FACILITIES TO BE RELOCATED TO THE NEW AIRFIELD LOCATION.
 2. AN AREA TO BE RELOCATED TERMINAL BAGGAGE AND RELATED FACILITIES TO BE RELOCATED TO THE NEW AIRFIELD LOCATION. EXISTING BAGGAGE AND RELATED FACILITIES TO BE RELOCATED TO THE NEW AIRFIELD LOCATION. EXISTING BAGGAGE AND RELATED FACILITIES TO BE RELOCATED TO THE NEW AIRFIELD LOCATION.
 3. ZONES OF PROPERTY AND EXISTING RIGHTS OF ADJACENT LANDOWNERS TO BE RELOCATED TO THE NEW AIRFIELD LOCATION. EXISTING BAGGAGE AND RELATED FACILITIES TO BE RELOCATED TO THE NEW AIRFIELD LOCATION. EXISTING BAGGAGE AND RELATED FACILITIES TO BE RELOCATED TO THE NEW AIRFIELD LOCATION.
 4. PARCELS 1 TO 100 TO BE OPEN SPACE (LOCAL 10-115 OPEN SPACE) REGULATIONS.
 5. PROPOSED SCHEDULE OF BUILDINGS (LISTED FOR EACH ZONE) IS INCLUDED IN SEPARATE SCHEDULE APPLICATION.
- THE PROPOSED SCHEDULE OF BUILDINGS (LISTED FOR EACH ZONE) IS INCLUDED IN SEPARATE SCHEDULE APPLICATION.
- SECTION 11 FROM USE SECTION 10-115 WHICH REQUIRES PROPOSED BUILDINGS TO BE RELOCATED TO THE NEW AIRFIELD LOCATION. EXISTING BAGGAGE AND RELATED FACILITIES TO BE RELOCATED TO THE NEW AIRFIELD LOCATION. EXISTING BAGGAGE AND RELATED FACILITIES TO BE RELOCATED TO THE NEW AIRFIELD LOCATION.
- SECTION 12 FROM USE SECTION 10-115 WHICH REQUIRES PROPOSED BUILDINGS TO BE RELOCATED TO THE NEW AIRFIELD LOCATION. EXISTING BAGGAGE AND RELATED FACILITIES TO BE RELOCATED TO THE NEW AIRFIELD LOCATION. EXISTING BAGGAGE AND RELATED FACILITIES TO BE RELOCATED TO THE NEW AIRFIELD LOCATION.
- SECTION 13 FROM USE SECTION 10-115 WHICH REQUIRES PROPOSED BUILDINGS TO BE RELOCATED TO THE NEW AIRFIELD LOCATION. EXISTING BAGGAGE AND RELATED FACILITIES TO BE RELOCATED TO THE NEW AIRFIELD LOCATION. EXISTING BAGGAGE AND RELATED FACILITIES TO BE RELOCATED TO THE NEW AIRFIELD LOCATION.
- SECTION 14 FROM USE SECTION 10-115 WHICH REQUIRES PROPOSED BUILDINGS TO BE RELOCATED TO THE NEW AIRFIELD LOCATION. EXISTING BAGGAGE AND RELATED FACILITIES TO BE RELOCATED TO THE NEW AIRFIELD LOCATION. EXISTING BAGGAGE AND RELATED FACILITIES TO BE RELOCATED TO THE NEW AIRFIELD LOCATION.
- SECTION 15 FROM USE SECTION 10-115 WHICH REQUIRES PROPOSED BUILDINGS TO BE RELOCATED TO THE NEW AIRFIELD LOCATION. EXISTING BAGGAGE AND RELATED FACILITIES TO BE RELOCATED TO THE NEW AIRFIELD LOCATION. EXISTING BAGGAGE AND RELATED FACILITIES TO BE RELOCATED TO THE NEW AIRFIELD LOCATION.



PROPOSED SCHEDULE OF USES

EXISTING AND PROPOSED SCHEDULE OF USES	MATTER CONCEPT PLAN AND USE CATEGORY
1 AIRCRAFT USER AND STRUCTURED (USE 1) (24-112)	AT, GA, AS
2 AIRCRAFT USER AND STRUCTURED (USE 2) (24-113)	AT, GA, AS
3 AIRCRAFT USER AND STRUCTURED (USE 3) (24-114)	AT, GA, AS
4 AIRCRAFT USER AND STRUCTURED (USE 4) (24-115)	AT, GA, AS
5 AIRCRAFT USER AND STRUCTURED (USE 5) (24-116)	AT, GA, AS
6 AIRCRAFT USER AND STRUCTURED (USE 6) (24-117)	AT, GA, AS
7 AIRCRAFT USER AND STRUCTURED (USE 7) (24-118)	AT, GA, AS
8 AIRCRAFT USER AND STRUCTURED (USE 8) (24-119)	AT, GA, AS
9 AIRCRAFT USER AND STRUCTURED (USE 9) (24-120)	AT, GA, AS
10 AIRCRAFT USER AND STRUCTURED (USE 10) (24-121)	AT, GA, AS
11 AIRCRAFT USER AND STRUCTURED (USE 11) (24-122)	AT, GA, AS
12 AIRCRAFT USER AND STRUCTURED (USE 12) (24-123)	AT, GA, AS
13 AIRCRAFT USER AND STRUCTURED (USE 13) (24-124)	AT, GA, AS
14 AIRCRAFT USER AND STRUCTURED (USE 14) (24-125)	AT, GA, AS
15 AIRCRAFT USER AND STRUCTURED (USE 15) (24-126)	AT, GA, AS
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17 AIRCRAFT USER AND STRUCTURED (USE 17) (24-128)	AT, GA, AS
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99 AIRCRAFT USER AND STRUCTURED (USE 99) (24-210)	AT, GA, AS
100 AIRCRAFT USER AND STRUCTURED (USE 100) (24-211)	AT, GA, AS

DEVELOPED ZONE SUMMARY

USE	AREA (ACRES)	EXISTING	PROPOSED	TOTAL
AD-AIRFIELD OPERATIONS	100	0	100	100
AI-AIRLINE TERMINAL	100	0	100	100
AC-AIR CARGO	100	0	100	100
GA-GENERAL AVIATION	100	0	100	100
ARI-AVIATION-RELATED INDUSTRY	100	0	100	100
AS-AIRPORT SUPPORT	100	0	100	100
UA-UNDEVELOPED AREA	100	0	100	100
E/C/U-ENVIRONMENTAL/COMPATIBLE LAND USE BUFFER	100	0	100	100

DEVELOPED ZONE SUMMARY

USE	AREA (ACRES)	EXISTING	PROPOSED	TOTAL
AD-AIRFIELD OPERATIONS	100	0	100	100
AI-AIRLINE TERMINAL	100	0	100	100
AC-AIR CARGO	100	0	100	100
GA-GENERAL AVIATION	100	0	100	100
ARI-AVIATION-RELATED INDUSTRY	100	0	100	100
AS-AIRPORT SUPPORT	100	0	100	100
UA-UNDEVELOPED AREA	100	0	100	100
E/C/U-ENVIRONMENTAL/COMPATIBLE LAND USE BUFFER	100	0	100	100

AIRPORT LAND USE LEGEND

[Symbol]	AD-AIRFIELD OPERATIONS	[Symbol]	ARI-AVIATION-RELATED INDUSTRY
[Symbol]	AI-AIRLINE TERMINAL	[Symbol]	AS-AIRPORT SUPPORT
[Symbol]	AC-AIR CARGO	[Symbol]	UA-UNDEVELOPED AREA
[Symbol]	GA-GENERAL AVIATION	[Symbol]	E/C/U-ENVIRONMENTAL/COMPATIBLE LAND USE BUFFER

Proposed Buildings/Facilities

31	Commercial Service Terminal Building and Associated Buildings
32	Airline Agency
33	Passenger Screening and Connector Entrance
34	Structural Auto Parking
35	Passenger Auto Parking
36	Airport Access Roadway
37	National Circulation Roadway System

AIRPORT OPERATIONS
PLANNED DEVELOPMENT DISTRICT

Southwest Florida International Airport
EXISTING
MASTER CONCEPT PLAN
Fort Myers, Florida

sheet 2 of 2

Lee County Staff Report
November 24, 2003

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 Public Meeting Document
December 16th, 2003 Public Hearing

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

November 24, 2003

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

Text Amendment **Map Amendment**

✓	This Document Contains the Following Reviews:
✓	Staff Review
	Local Planning Agency Review and Recommendation
	Board of County Commissioners Hearing for Transmittal
	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 transmit 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. RECOMMENDED LEE PLAN TEXT AMENDMENT

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-Commercee~~ 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.

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.

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 accommodate 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~~ ~~Commeree~~ ~~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. 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 transmit 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	<u>AYE</u>
MATT BIXLER	<u>AYE</u>
SUSAN BROOKMAN	<u>AYE</u>
DAN DELISI	<u>ABSENT</u>
RONALD INGE	<u>AYE</u>
ROBERT PRITT	<u>AYE</u>
GORDON REIGELMAN	<u>ABSENT</u>

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

DATE OF TRANSMITTAL HEARING: December 16, 2003

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

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

DATE OF ORC REPORT:

- A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS**

- B. STAFF RESPONSE**

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

DATE OF ADOPTION HEARING: _____

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

CPA 2003-07
WATER SUPPLY FACILITIES WORK PLAN
BoCC SPONSORED
AMENDMENT
TO THE

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

BoCC Public Hearing Document
for the
December 16th Public Hearing

Lee County Planning Division
1500 Monroe Street
P.O. Box 398
Fort Myers, FL 33902-0398
(941) 479-8585

November 24, 2003

**LEE COUNTY
DIVISION OF PLANNING
STAFF REPORT FOR
COMPREHENSIVE PLAN AMENDMENT
CPA 2003-07**

✓	This Document Contains the Following Reviews:
✓	Staff Review
✓	Local Planning Agency Review and Recommendation
	Board of County Commissioners Hearing for Transmittal
	Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report
	Board of County Commissioners Hearing for Adoption

STAFF REPORT PREPARATION DATE: November 13, 2003

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

LEE COUNTY BOARD OF COUNTY COMMISSIONERS
REPRESENTED BY LEE COUNTY DIVISION OF PLANNING

2. REQUEST:

Amend the Community Facilities and Services, Potable Water sub-element, the Conservation and Coastal Management Element, and the Intergovernmental Coordination Element of the Lee Plan to coordinate appropriate aspects of the comprehensive plan with the South Florida Water Management District Water Supply Plan and to include a ten year Water Supply Facilities Work Plan as required by s. 163.3177 (6)(c), F.S.

B. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY:

- 1. RECOMMENDATION:** Planning staff recommends that the Board of County Commissioners transmit this proposed amendment as follows:

POLICY 33.1.11: The County will expand potable water facilities consistent with those improvements identified in Table 6, the Water Supply Development Plan Table. Table 6 will be amended as projects are completed and technological advancements in water supply facilities are made.

POLICY 35.1.3: Lee County will actively participate in the implementation of the Regional Water Supply Facilities Master Work Plan as adopted by the Board of County Commissioners on (insert date). Lee County will utilize the document as the County's guide to water supply facility planning with a planning horizon through the

year 2025. A copy of the adopted The Master Water Supply Facilities Work Plan will be maintained and kept on file by Lee County Utilities. ~~consider the expansion of existing surface water sources and wellfields and the interconnection of the transmission systems of existing public and private utilities to obtain the most cost efficient and reliable water system.~~

POLICY 87.1.2: The county will recognize and encourage water and wastewater management, provided that such management does not exceed the natural assimilative capacity of the environment or applicable health standards. Appropriate water and wastewater management includes, but is not limited to, aquifer recharge, aquifer storage and recovery, reclaimed water, reverse osmosis, dual water systems, use of low volume irrigation systems, use of water-conserving vegetation, and other conservation and recycling techniques. (Amended by Ordinance No. 94-30, 00-22)

POLICY 87.1.9: The county will utilize the recommendations made in the Water Supply Facilities Work Plan (see Policy 35.1.3) as a guide to potable water facilities planning, potable water resources, and water conservation as well as expanding potable water facilities consistent with Table 6, the Water Supply Development Plan Table.

OBJECTIVE 108.5: COORDINATION OF WATER SUPPLY PLANS AND THE LEE PLAN. Coordinate between Lee County and the South Florida Water Management District to insure that the Lee Plan remains consistent with the District's regional water supply plans.

POLICY 108.5.1: The county will continue to evaluate the latest water supply plans issued by the South Florida Water Management District to insure consistency in the Lee Plan and the county's Water Supply Facilities Work Plan.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- The 2002 Florida Legislature expanded requirements to strengthen the coordination of water supply and land use planning.
- Section 163.3177 F.S. requires the development of a Water Supply Facilities Work Plan and its adoption into the Potable Water sub-element of the comprehensive plan.
- Other requirements involve amendments to the Conservation Element and the Intergovernmental Coordination Element.
- The Water Supply Facilities Work Plan Document states that Lee County will be in need of additional water treatment and water supply capacity in order to meet the demands of projected population growth.
- The Water Supply Facilities Work Plan's growth demands are based on the County's population projections.
- The water supply facility improvements identified in Table 6 will expand water supply and treatment capacity that meets the County's anticipated growth demands to the year 2025.

C. BACKGROUND INFORMATION

This amendment was initiated by the Board of County Commissioners on July 8, 2003. The amendment addresses expansions made to local government comprehensive plan requirements. The 2002 Legislature required the strengthening of coordination of water supply and land use planning. The foremost of the provisions requires the development of a Water Supply Facilities Work Plan, ensuring the construction of water supply facilities necessary to serve existing and future development for a 10 year planning period.

The Work Plan is required to be adopted as part of the Potable Water sub-element of the comprehensive plan and must consider the regional water supply plans of the appropriate water management district, being the South Florida Water Management District (SFWMD). The additional requirements of the proposed amendment are discussed below.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

Introduction

In 2002 the Legislature expanded the comprehensive plan requirements regarding the coordination of water supply and land use planning. This expansion requires the adoption of a Water Supply Facilities Work Plan for a ten year planning period. The Work Plan is required to consider the plans of the SFWMD. In April 2000 the SFWMD issued the most recent water supply plan, titled the *Lower West Coast Water Supply Plan*. The time frame for this plan is through the year 2020. The plan suggests alternatives such as Aquifer Storage and Recovery (ASR), reclaimed water, and reverse osmosis of the Floridian aquifer to work towards meeting projected demands through 2020. In addition to the adoption of the Work Plan the requirements direct each local government to:

- Revise the Potable Water sub-element to consider the water supply plans of the appropriate water management district.
- Revise the Conservation Element to assess projected water needs and sources for a ten year planning period.
- Revise the Intergovernmental Coordination Element to ensure coordination of the comprehensive plan with the regional water supply plan.
- During the EAR and the adoption of EAR based amendments, revise the Potable Water sub-element to include the Water Supply Facilities Work Plan.

Staff notes that the subject amendment includes the adoption of the Water Supply Facilities Work Plan required by 163.3177 F.S. as part of the proposed amendment, fulfilling the EAR requirement noted above early. The proposed draft Water Supply Facilities Work Plan can be found as Attachment 1 to this staff report and is discussed in further detail below.

Work Plan

Lee County utilities provides water supply to the areas of Lee County that are not served by incorporated cities, private utility companies, or member owned non-profit systems. Lee County Utilities currently operates (7) seven water supply facilities under Water use Permits from the SFWMD, (7) seven water treatment facilities under permits issued by the Lee County Health Department, and (4) four reclaimed water systems. Lee County was a founding member of the former Lee County Regional Water Supply Authority (LCRWSA). The LCRWSA was a non-regulatory agency formed through an Interlocal Agreement. This Authority was dissolved as of June 30, 2001.

Prior to dissolution, the LCRWSA issued a draft updated Water Supply Master Plan in 2000. The information provided in the draft Water Supply Facilities Work Plan is an update to the work that was done by the LCRWSA as well as information that has been compiled for the SFWMD in support of recent Water

Use Permit applications. The proposed Work Plan provides a planning horizon through the year 2025. The attached work plan has been prepared by Lee County Utilities and planning consultants and is a technical document covering existing and proposed facilities and water supply sources, the county's capital improvement plan for water supply and treatment, as well as covering the county's water conservation plan. Staff notes that Lee County Utilities participated in the regional planning conducted during preparation of the Lower West Coast Water Supply Plan issued by the SFWMD and has made every effort possible to coordinate its water supply planning with the regional plan.

The Work Plan is consistent with the County's population projections and has been created by utilizing Traffic Analysis Zones (TAZs). Lee County and the Metropolitan Planning have utilized results of the 1990 and 2000 Census as well as population projections from the University of Florida Bureau of Economic Business and Business Research and have disaggregated the historic population and projected population into TAZs throughout Lee County for many planning purposes. As explained in the Work Plan, the 1990 Census data and population projections were used in the preparation of the LCRWSA draft Water Supply Master Plan in order to distribute the 1990 Census population to the water utilities within Lee County based on their service areas that water service was provided to. The service areas were also evaluated regarding anticipated development and the expansion of those service areas. The projected population for the year 2020 for each service area was determined by summing the projected population within each particular TAZ. It was then assumed that the population within each service area in a given year between 1990 and 2020 would be that calculated along a straight line extending between these two points. Historic water demands between 1992 and 1997 for each utility was compared to the projected population for the same year and per capita water demand rates were calculated. The rates were used to calculate water demands for each year extending out to 2020. The rate of growth in demand for 2020 through 2025 were then estimated at the same annual incremental increase as was calculated between 1990 and 2020.

In creating the proposed draft Water Supply Facilities Work Plan information based on 2000 Census data and more recent population projections were used in addition to the population that was calculated for the Lee County utilities service area for 1990 in the LCRWSA draft Water Supply Master Plan. The population was calculated using 2000 census data disaggregated into TAZs within the effective service area. The projected population for 2020 was also calculated using the expanded boundary along with current 2020 projections per TAZ. The population within the service area was estimated between 1990 and 2000 and between 2000 and 2020 as a straight line projection between each point. The population between 2020 and 2025 was estimated using the same annual incremental increase as used between 2000 and 2020. Using per capita rates of water consumption along with the population projections, the water demand was projected through 2025. The Work Plan concludes that a water treatment capacity of 43 million gallons per day (mgd) is projected for the year 2025. The Work Plan also concludes that a maximum daily flow of 33.5 mgd of freshwater and 12.5 mgd of brackish water sources will be needed in 2025, and that an annual average daily flow of 24.9 mgd of freshwater and 9.3 mgd of brackish water will be needed in 2025.

Under the Work Plan's assessment of needs it concludes that Lee County Utilities is in need of additional water treatment and water supply capacity in order to meet the demands of population growth. It projects a shortfall of 4 mgd between current maximum day production capacity and the maximum day flow projected for the year 2010. A portion of this shortfall can be met through the use of Aquifer storage and Recovery wells. The shortfall is projected to increase to 7 mgd by 2015, 10 mgd by 2020, and 13 mgd by 2025.

Lee County has developed and is in the process of implementing Capital Improvement Projects for water supply development as outlined in the proposed Water Supply Facilities Work Plan to expand water supply and treatment capacity to meet the anticipated growth demands for potable water. Implementation of the Capital Improvement Plan to increase production is scheduled between now and 2010 and will increase the combined maximum day capacity of all Lee County Utilities production facilities from 30.5 mgd to a combined capacity in excess of 54 mgd. This combined capacity is in excess of the projected demand of 43 mgd anticipated in 2025. Currently the Capital Improvement Projects for water supply development have been adopted as part of the County's the Capital Improvements Program and a table specific to water supply development projects is being proposed as part of this amendment. This proposal is discussed in further detail below.

The Lee Plan

The Lee Plan contains an extensive amount of policies addressing water usage, conservation, protection, overlays, quality, quantity, surface water, and groundwater. Listed as Attachment 2 are those Goals, Objectives, and Policies of the Lee Plan that relate directly to the intent of the subject amendment. Included among those listed are the proposed changes in strike-through/underline format that address the additional changes required to be made to the Potable Water sub-element, the Conservation Element, and the Intergovernmental Coordination Element. At this time no changes are proposed to the Capital Improvements Program itself. All projections noted in the draft Water Supply Facilities Work Plan have been accounted for in the current program.

The expansion of the comprehensive plan requirements strengthening the coordination of water supply and land use planning requires the adoption of a Water Supply Facilities Work Plan for a ten year planning period. The requirements state that the Potable Water sub-element should be revised to consider the regional water supply plans of the water management district as well as revising the sub-element to include the Water Supply Facilities Work Plan during the EAR and the adoption of EAR based amendments. Lee County's proposed draft of the Work plan addresses water supply facilities necessary to serve existing and new development for which the local government is responsible through the year 2025. Attached to the staff report as Attachment 1 is the draft Water Supply Facilities Work Plan proposed by Lee County for adoption as part of the Potable Water sub-element.

In order to address the inclusion of the Water Supply Facilities Work Plan in the Potable Water sub-element staff proposes a new Table 6, titled Water Supply Development Plan, for adoption into the Lee Plan. Table 6 is based on the Work Plan and the Capital Improvements Program currently adopted as Table 3 in the Lee Plan. Staff notes that while the proposed table shows estimated completion dates out to the year 2010, the projections assume the County's water supply needs to the year 2025 as discussed above and in further detail in the Water Supply Facilities Work Plan itself. The proposed table can be found as Attachment 3. Again, staff notes that the subject amendment includes the adoption of the Water Supply Facilities Work Plan as part of the proposed amendment, fulfilling the EAR requirement noted above.

Staff proposes new Policy 33.1.11 as an addition to the Potable Water sub-element. This policy refers to Table 6, outlining the facilities needed to meet the projections made in the Water Supply Facilities Work Plan while text changes to Policy 35.1.3 of the Potable Water sub-element implement the Water Supply Facilities Work Plan itself, fulfilling the Potable Water sub-element requirements.

POLICY 33.1.11: The County will expand potable water facilities consistent with those improvements identified in Table 6, the Water Supply Development Plan Table. Table 6 will be amended as projects are completed and technological advancements in water supply facilities are made.

POLICY 35.1.3: Lee County will actively participate in the implementation of the Regional Water Supply Facilities Master Work Plan as adopted by the Board of County Commissioners on (insert date). Lee County will utilize the document as the County's guide to water supply facility planning with a planning horizon through the year 2025. A copy of the adopted The Master Water Supply Facilities Work Plan will be maintained and kept on file by Lee County Utilities. ~~consider the expansion of existing surface water sources and wellfields and the interconnection of the transmission systems of existing public and private utilities to obtain the most cost efficient and reliable water system.~~

The expansion in comprehensive plan requirements also requires the local government to revise the Conservation Element to assess projected water needs and sources for a ten year planning period. Staff proposes the following text changes to Policy 87.1.2 as well as the addition of Policy 87.1.9 to the Conservation and Coastal Management Element in order to comply. The additions to Policy 87.1.2 reflect the recommendations of the Lower West Coast Water Supply Plan, recognizing the regional water supply plan as well as implementing the recommendations of the county's proposed Water Supply Facilities Work Plan. The addition of Policy 87.1.9 reflects the assessments made in the Water Supply Facilities Work Plan.

POLICY 87.1.2: The county will recognize and encourage water and wastewater management, provided that such management does not exceed the natural assimilative capacity of the environment or applicable health standards. Appropriate water and wastewater management includes, but is not limited to, aquifer recharge, aquifer storage and recovery, reclaimed water, reverse osmosis, dual water systems, use of low volume irrigation systems, use of water-conserving vegetation, and other conservation and recycling techniques. (Amended by Ordinance No. 94-30, 00-22)

POLICY 87.1.9: The county will utilize the recommendations made in the Water Supply Facilities Work Plan (see Policy 35.1.3) as a guide to potable water facilities planning, potable water resources, and water conservation as well as expanding potable water facilities consistent with Table 6, the Water Supply Development Plan Table.

The local government is also required to revise the Intergovernmental Coordination Element to ensure coordination of the comprehensive plan with the regional water supply plan. The following new text, Objective 108.5 and Policy 108.5.1 are being proposed to insure such coordination. Objective 108.5 states that the county will coordinate with the SFWMD to insure Lee Plan consistency, while Policy 108.5.1 states that the county will continue to evaluate the District's water supply plans in order to maintain consistency.

OBJECTIVE 108.5: COORDINATION OF WATER SUPPLY PLANS AND THE LEE PLAN. Coordinate between Lee County and the South Florida Water Management District to insure that the Lee Plan remains consistent with the District's regional water supply plans.

POLICY 108.5.1: The county will continue to evaluate the latest water supply plans issued by the South Florida Water Management District to insure consistency in the Lee Plan and the county's Water Supply Facilities Work Plan.

Additional Information

As part of the preparation of the Water Supply Facilities Work Plan amendment, local governments are required to coordinate with any water suppliers delivering water within the local government's jurisdiction. For those components of the supply system that the local government does not have responsibility a letter must be submitted to the Department of Community Affairs with supporting documentation from the supplier confirming adequate sources.

The following four utility providers supply water within unincorporated Lee County: Bonita Utilities, Florida Water Services, Gasparilla Island Water Association, Inc., and Island Water. Bonita Utilities provides water for the city of Bonita Springs and vicinity, Florida Water Services provides water for Lehigh Acres, Gasparilla Island Water Association, Inc. provides water for Gasparilla Island, and Island Water provides water for Sanibel and Captiva Islands. Currently Florida Water Services is in the process of being acquired by the Florida Government Utility Authority.

Staff has made a request to each of the suppliers for information from their consumptive use permits as well as the suppliers projected demands and existing and planned water sources. At this time staff has only received information from Gasparilla Island Water Association, Inc. and Florida Water Services. Staff has attached the information from Gasparilla Island Water Association, Inc. as Attachment 4 and the information from Florida Water Services as Attachment 5. Staff will continue to attach supplier information as it is received.

B. CONCLUSIONS

The 2002 Legislature expanded requirements to strengthen the coordination of water supply and land use planning. These requirements direct local governments to revise elements and sub-elements of their comprehensive plans to coordinate aspects of their plan's with the appropriate water management districts regional water supply plans. The requirements also direct local governments to adopt a Water Supply Facilities Work Plan for a 10 year planning period considering the water management districts regional water supply plans. Staff is proposing new text and text changes to several elements of the Lee Plan as well as proposing a Water Supply Facilities Work Plan and a new Table based on the Work Plan for adoption in order to comply with the expanded requirements.

C. STAFF RECOMMENDATION

Planning staff recommends that the Board of County Commissioners transmit this proposed amendment. This recommendation is based upon the previously discussed issues and conclusions of this report. Planning staff recommends the Board of County Commissioners transmit the changes to the Lee Plan as proposed in Part I.B.1. of this report.

**PART III - LOCAL PLANNING AGENCY
REVIEW AND RECOMMENDATION**

DATE OF PUBLIC HEARING: November 24, 2003

A. LOCAL PLANNING AGENCY REVIEW

Planning staff provided a brief summary of the proposed plan amendment. One member of the LPA asked for clarification about the note on the proposed Water Supply Facilities Work Plan which states that *Due to security concerns, this document is exempt from public disclosure in accordance with Florida Statutes Section 119.07(3)*. County attorney staff explained that the statement on the plan meant that the document itself was not available through a public documents request and that the discussion would be general and not in detail.

A planning consultant then presented a summary of the Water Supply Facilities Work Plan. One member of the LPA asked several questions regarding South Florida Water Management District (SFWMD) projects and desalination in Lee County. The planning consultant responded explaining the plans through the year 2025 as described in the Work Plan. Another member asked if there had been coordination with other water suppliers. The consultant responded that the Work Plan does consider what some of the other utility companies are doing, however, the Work Plan is for Lee County Utilities only.

One member of the LPA asked what staff had actually changed, referring to the new requirements, because it seemed that Lee County Utilities was already doing the steps outlined in the new regulations. Planning staff commented that the new regulations do not change how the County does business. Staff noted that it shows that Lee County does carry out their plans because it is the right thing to do. Another member asked if future population projections were taken into account. Planning staff noted that the Work Plan utilizes the County's population projections using Traffic Analysis Zones.

Another member commended Lee County for their participation with the SFWMD over time. One member of the LPA referred to policy 87.1.2 which favors aquifer storage and recovery. He stated that this is a controversial issue and asked for staff's input. Planning staff stated that Lee County currently has two aquifer storage and recovery systems that are experimental. Staff is reviewing the impacts generated from them and monitoring how well the systems work.

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

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

C. 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 TRANSMITTAL HEARING: December 16, 2003

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

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

DATE OF ORC REPORT:

A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS

B. STAFF RECOMMENDATION

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

DATE OF ADOPTION HEARING:

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

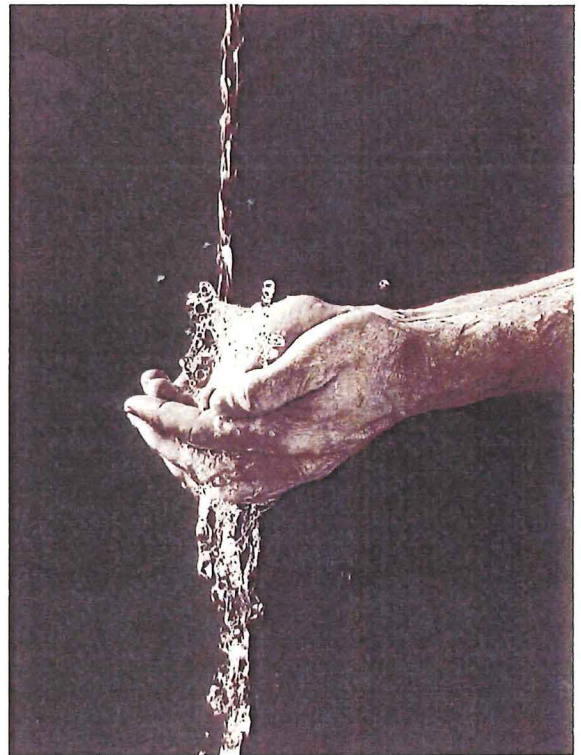
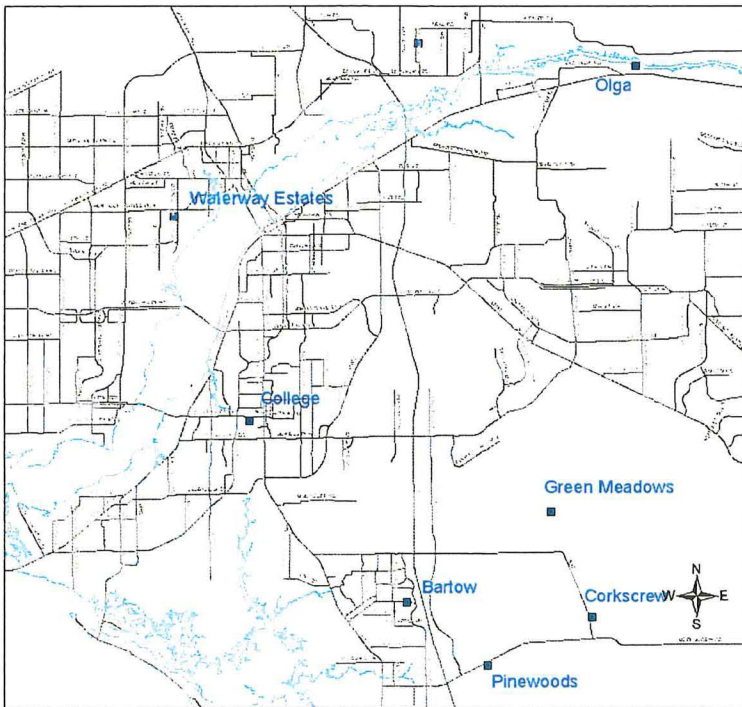
ANDREW COY

BOB JANES

RAY JUDAH

DOUG ST. CERNY

WATER SUPPLY FACILITIES WORK PLAN LEE COUNTY UTILITIES LEE COUNTY, FLORIDA



Prepared by Lee County Utilities and Hole Montes
November 2003

DRAFT

Note: Due to security concerns, this document is exempt from public disclosure in accordance with Florida Statutes Section 119.07(3)

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**WATER SUPPLY FACILITIES WORK PLAN
LEE COUNTY UTILITIES
LEE COUNTY, FLORIDA**

INTRODUCTION

PURPOSE

This Water Supply Facilities Work Plan has been prepared by Lee County Utilities to meet the recent requirements of the Department of Community Affairs regarding water supply planning.

BACKGROUND

Lee County Utilities provides water supply to those portions of Lee County that are not served by either incorporated cities (City of Fort Myers, City of Cape Coral, and City of Sanibel) or by private utility companies operating under Public Service Commission certificates of authorization (Florida Water Services) or member-owned non-profit systems operating under a franchise agreement from Lee County (Bonita Springs Utilities, Greater Pine Island Water Association, and Island Water Association). This Plan identifies only the water supply needs for the water system operated by Lee County Utilities.

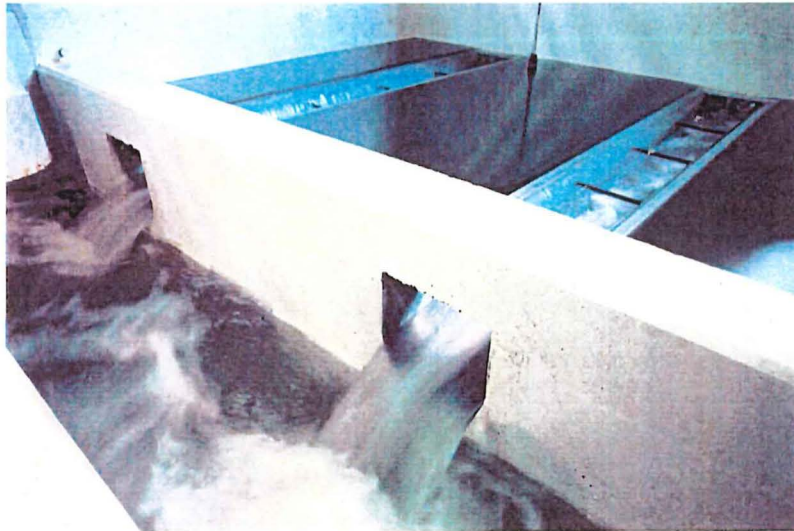
Lee County Utilities was a founding member of the former Lee County Regional Water Supply Authority (LCRWSA). The LCWSA issued a Water Supply Master Plan in 1993 that was updated in 2000. This Water Supply Master Plan used a planning horizon through 2030. The information provided in this current Lee County Plan is an update to the work that was previously done by the LCWSA as well as information that was compiled and submitted to the South Florida Water Management District (SFWMD) in support of recent Water Use Permit applications.

SERVICE AREA

Lee County Utilities currently provides potable water throughout several areas in Lee County. Lee County Utilities has a large potential service area (see Figure 1). Essentially this area consists of all unincorporated areas of Lee County that are not served by private utilities through a franchise agreement with the County. The areas currently served within this potential service area are shown in Figure 2. The areas projected to be served by the year 2025 are depicted in Figure 3.

**WATER SUPPLY FACILITIES WORK PLAN
LEE COUNTY UTILITIES
LEE COUNTY, FLORIDA**

EXISTING FACILITIES



EXISTING WATER SUPPLY RESOURCES

Lee County Utilities currently operates the following water supply facilities under Water Use Permits from the SFWMD. The general location of these facilities is depicted in Figure 4.

- The Olga surface water intake can withdraw up to 5 mgd from the Caloosahatchee River.
- The Corkscrew Wellfield can withdraw up to 10 mgd from 31 wells that withdraw water from the Surficial aquifer and the Sandstone aquifer.
- The Green Meadows Wellfield can withdraw up to 9 mgd from 27 wells that withdraw water from the Surficial aquifer and the Sandstone aquifer.
- The Cypress Lakes Wellfield can withdraw up to 0.75 mgd from 11 wells that withdraw water from the Mid-Hawthorne aquifer.
- The Waterway Estates Wellfield can withdraw up to 1.5 mgd from 18 wells that withdraw water from the Surficial aquifer, Mid-Hawthorne aquifer, and Lower Hawthorne aquifer.
- The Pinewoods Wellfield can withdraw up to 3 mgd from 14 wells that withdraw water from the Water Table aquifer and Sandstone aquifer.
- The San Carlos Wellfield can withdraw up to 2.5 mgd from 5 wells that withdraw water from the Water Table aquifer.
- The North Lee County Wellfield has recently been completed to withdraw up to 6.25 mgd from 8 wells that withdraw brackish water from the Floridan aquifer. This wellfield is not yet in production.

These water resources are described in more detail in the following sections.

Olga Surface Water Intake

The Olga WTP was constructed in 1967 and draws surface water from the Caloosahatchee River (SFWMD Canal C-43). The intake is located at the plant site in Section 23, T43S, R26E along the banks of the river approximately one mile East of the Franklin Locks (see Figures 4 & 12). The Olga WTP currently uses three raw water pumps to withdrawal water from the river. In 2000 an Aquifer Storage and Recovery (ASR) well was constructed at the Olga WTP. The ASR well is currently undergoing its second cycle test and a recovery rate of approximately 50% has been achieved.

Corkscrew Wellfield

The original Corkscrew Wellfield is 476 acres in size and is located in Section 22, T46S, R26E at the Northeast corner of Alico and Corkscrew Roads (See Figure 4 and 5). The original wellfield consists of a total of 23 wells. Six of these wells draw water from the Sandstone Aquifer and 17 wells draw water from the Surficial aquifer. In 1999 the wellfield was expanded and 8 wells were installed south of Corkscrew Road

approximately one mile west of the existing wellfield. These wells were placed in four clusters, each cluster having one Sandstone aquifer well and one Surficial aquifer well. A description of the wells at Corkscrew is presented in Table 3.

Lee County Utilities has installed five Aquifer Storage and Recovery (ASR) wells at the Corkscrew facility (see Figure 14). These wells are currently fully operational and permitted for injection and recovery. Each well is 12 inch in diameter and has a capacity of 450 gallons per minute. The wells are used to store finished water seasonally in the Mid-Hawthorne aquifer. All of the wells have experienced a 100% recovery rate. During periods of low demand, which coincides with the wet season, water is injected in the ASR wells. Water is withdrawn from the ASR wells during high demand periods, which coincides with the dry season. This allows for shaving peaks in demand while reducing withdrawal from traditional sources during the dry season. A description of the ASR wells at Corkscrew is presented in Table 10.

Green Meadows Wellfield

The Green Meadows Wellfield is located in Sections 33, 34, 35 and 36 T45S, R26E and Section 31, T47S, R27E in South Lee County approximately 3 miles North of the Corkscrew Water Plant and 2 miles Southeast of the International Airport (See Figures 4 and 6). The wellfield has been in existence since 1974, with wells added as demand increased. Currently the wellfield consists of 27 wells. Fourteen of these wells draw water from the Surficial aquifer and Thirteen of these wells draw water from the Sandstone aquifer. The linear configuration of this wellfield has minimized the effects of drawdown in the surficial aquifer. A description of the wells at Green Meadows is presented in Table 4.

Cypress Lakes Wellfield

The Cypress Lakes Wellfield has been in operation since 1969. The wellfield is located in Sections 14 and 23, T45S, R24E West of U.S. 41 between Brantley Road and Cypress Lake Drive (see Figure 4). The wellfield consists of 11 wells (see Figure 9). Eight of the eleven wells are active and withdrawal water from the Mid-Hawthorne aquifer. Due to past problems associated with salt water intrusion this wellfield is currently limited to withdrawal of 0.75 mgd. Lee County Utilities has no plans to expand this wellfield. A description of the wells at Cypress Lakes is presented in Table 6.

Waterway Estates Wellfield

The Waterway Estates wellfield has been in operation since the late 1950's. Wells have gradually been added as the need arises. There are a total of 18 wells, 14 of which are in close proximity to the plant in Section 16, T44S, R24E. One well is located in Section 9, T44S, R24E (see Figure 10). In addition, there are three well located in North Cape Coral in Section 6, T44S, R24E (see Figure 10A). Six of the wells draw water from the Surficial Aquifer, 11 from the mid-Hawthorn and one from the Lower Hawthorne. An

additional Lower Hawthorne well is proposed and is permitted by the SFWMD. A description of the wells at Waterway Estates is presented in Table 7.

Pinewoods Wellfield

The Pinewoods wellfield was acquired by Lee County Utilities in 2003 from Gulf Environmental Services. The wellfield is located in Section 36, T456S, R25E in East Lee County south of Corkscrew Road. Currently the wellfield consists of 14 wells. Eleven of these wells draw water from the Water Table aquifer and three of these wells draw water from the Sandstone aquifer (see Figure 7). The wellfield is permitted by the SFWMD with a capacity of 3.07 MGD. A description of the wells at Pinewoods is presented in Table 5.

San Carlos Wellfield

The Bartow WTP is supplied by the San Carlos wellfield which was acquired by Lee County Utilities in 2003 from Gulf Environmental Services. The wellfield is located in Section 36, T456S, R25E, in South Lee County, south of Alico Road, North of Corkscrew Road and West of Interstate 75. Currently the wellfield consists of 5 wells (see Figure 8). Four of the five wells are active. The wellfield is permitted by the SFWMD with a capacity of 2.5 MGD. All four active wells draw water from the Water Table aquifer. No expansion is planned for this wellfield. A description of the wells at San Carlos is presented in Table 5.

North Lee County Wellfield

Currently under construction, the North Lee County Water Treatment Plant will be located on Durrance Road in North Fort Myers (see Figure 4). The plant is anticipated to initially produce 5.0 mgd of finished water through treatment of approximately 6.5 mgd of brackish water from the Floridan aquifer. Eight wells have been constructed to provide raw water to this first phase of the project (see Figure 11). A description of the existing wells is provided in Table 8.

EXISTING WATER TREATMENT FACILITIES

Lee County Utilities currently operates the following water treatment facilities under permits issued by the Lee County Health Department as the local agency on behalf of the Florida Department of Environmental Protection (FDEP).

- The Olga Water Treatment Plant has a capacity of 5 mgd and treats water withdrawn from the Caloosahatchee River.
- The Corkscrew Water Treatment Plant has a capacity of 10 mgd and treats water withdrawn from the Corkscrew Wellfield.
- The Green Meadows Water Treatment Plant has a capacity of 9 mgd and treats water from the Green Meadows Wellfield.
- The College Parkway Water Treatment Plant has a treatment capacity of 1.5 mgd although the Cypress Lakes Wellfield only is permitted to provide sufficient raw water to treat 0.75 mgd.
- The Waterway Estates Water Treatment Plant has a capacity of 1.5 mgd and treats water from the Waterway Estates Wellfield.
- The Pinewoods Water Treatment Plant has a capacity of 1.8 mgd and treats water from the Pinewoods Wellfield.
- The Bartow Water Treatment Plant has a capacity of 2.4 mgd and treats water from the San Carlos Wellfield.

These water treatment plants are described in more detail in the following sections.

Olga Water Treatment Plant

The Olga plant is permitted as a Class "A", Category I potable water treatment facility by the Florida Department of Environmental Protection (FDEP) and is staffed 24 hours a day, 365 days a year. The current designed and permitted capacity of the Olga WTP is 5.0 MGD. The plant processes water through lime softening, coagulation, filtration and disinfection.

Corkscrew Water Treatment Plant

The Corkscrew plant is permitted as a Class "A", Category I potable water treatment facility by the Florida Department of Environmental Protection (FDEP) and is staffed 24 hours a day, 365 days a year. The current designed and permitted capacity of the Corkscrew WTP is 10.0 MGD. The plant processes water through lime softening, coagulation, filtration and disinfection.

Green Meadows Water Treatment Plant

The Green Meadows plant is permitted as a Class "A", Category I potable water treatment facility by the Florida Department of Environmental Protection (FDEP) and is staffed 24 hours a day, 365 days a year. The current designed and permitted capacity of

the Green Meadows WTP is 9.0 MGD. The plant processes water through lime softening, coagulation, filtration and disinfection.

College Parkway Water Treatment Plant

The College Parkway plant is permitted as a Class "C", Category I potable water treatment facility by the Florida Department of Environmental Protection (FDEP) and is staffed 6 hours a day, 5 days per week with one weekend visit. The current designed and permitted capacity of the College Parkway WTP is a 1.5 MGD although production is limited to 0.75 MGD due to insufficient availability of raw water from the Cypress Lakes wellfield. The plant processes water through lime softening, coagulation, filtration and disinfection.

Waterway Estates Water Treatment Plant

The Waterway Estates Water Treatment Plant is a 1.5 MGD plant, permitted with the FDEP as a Class "B", Category I potable water treatment facility and is staffed 16 hours per day 365 days per year. The plant processes water through lime softening, coagulation, filtration and disinfection.

Pinewoods Water Treatment Plant

The Pinewoods Water Treatment Plant is a 2.12 MGD plant, permitted with the FDEP as a Class "B", Category II, potable water treatment facility. The plant processes water through membrane treatment and disinfection.

Bartow Water Treatment Plant

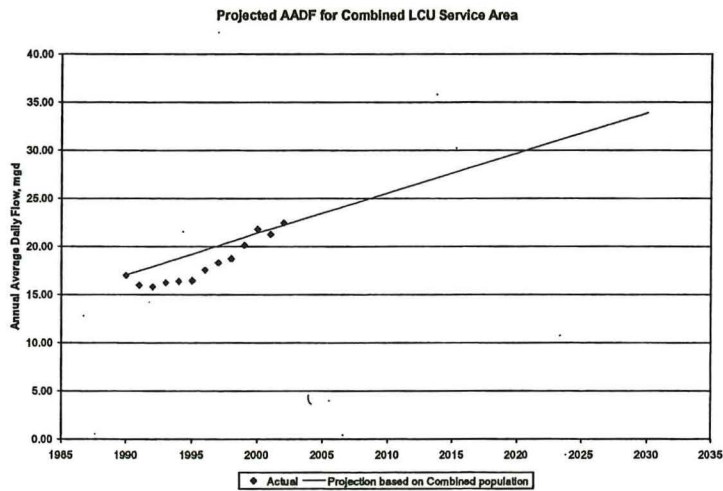
The San Carlos Water Treatment Plant is a 2.41 MGD plant, permitted with the FDEP as a Class "B", Category I potable water treatment facility. The plant processes water through aeration, coagulation, filtration and disinfection.

EXISTING WATER STORAGE FACILITIES

Lee County Utilities currently operates seven potable water storage facilities. These existing storage facilities have the capacity to store a total of 8.5 million gallons. Figure 13 identifies the location of these facilities that are listed in Table 2.

**WATER SUPPLY FACILITIES WORK PLAN
LEE COUNTY UTILITIES
LEE COUNTY, FLORIDA**

PROJECTIONS



POPULATION AND FLOW PROJECTIONS

Lee County and the Metropolitan Planning Organization have utilized results of the 1990 and 2000 Census as well as population projections from the University of Florida Bureau of Economic and Business Research and disaggregated the historic population and projected population into Traffic Analysis Zones (TAZs) throughout Lee County for various planning purposes. The 1990 Census data and population projections were used during the preparation of the LCRWSA Update to Water Supply Master Plan: 2000-2030 to distribute the 1990 Census population to the various water utilities within Lee County based on the portion of their service areas that they were currently providing water service. In addition, the service areas were further evaluated with regard to future anticipated development and the geographic expansion of these effective service areas were delineated. Those areas that remain outside of the any water service area will remain under domestic self supply. The projected population anticipated in the year 2020 for each of these effective service areas was then determined through summing the projected population within each of those TAZs that were within each utility's effective service area. It was then assumed that the population within each utility's effective service area in a given year between 1990 and 2020 would be that calculated along a straight line extending between these two points. Historic water demands for each year between 1992 and 1997 for each utility was compared to the projected population for the same year and per capita water demand rates were calculated. These observed per capita demand rates were then used to calculate water demands for each year extending out to 2020. The rate of growth in water demand for the years 2020-2025 were then estimated at the same annual incremental increase as was calculated between 1990 and 2020.

In preparation of the current Plan, information based on the 2000 Census and more recent population projections were utilized in addition to the population that was calculated for the Lee County Utilities service area for the year 1990 in the LCRWSA Update to Water Supply Master Plan: 2000-2030. Utilizing a similar approach as was utilized in the LCRWSA work, the population for the Lee County Utilities effective service area was calculated using the 2000 Census data disaggregated into TAZs that reside in the effective service area. Also the projected population for 2020 was calculated using the expanded geographic boundary along with current 2020 population projections per TAZ. The population within the effective service area for Lee County Utilities was estimated for each year between 1990-2000 and for each year between 2000-2020 as a straight line projection between each point. The population between 2020-2025 was estimated using the same annual incremental increase as used between 2000-2020. Figure 19 illustrates the calculated population for the effective service area based on the 1990 Census and 2000 Census along with projections out to 2025.

Actual annual average daily flow and maximum day flow for the Lee County Utilities facilities for the years 1990 thru 2002 were compiled for this study and were used along with population values for these same years in order to estimate the per capita consumption values. Figures 20 and 21 provide the annual average daily flow and maximum day flow for this period. Figure 22 illustrates the per capita flows observed for each year along with the value that was selected for use in preparation of this Plan. An

annual average daily per capita flow of 122 gpcd and a maximum day per capita flow of 165 gpcd were deemed to be representative for this utility system for a 1 in 10 year value. As can be seen from Figure 22 the per capita flow value will vary from year to year partially as a result of climatic conditions with lower consumption generally in wet years and higher consumption in dry years. Another factor that is likely to influence this is that population growth between 1990 and 2002 would not be expected to be at a constant annual rate, but actually depends on economic and other factors that influence rate of development of new residences in the area. In general, the rate of growth was slower during the early 1990's than during the later 1990's in this area. Using the per capita rates of water consumption noted above along with the population projections illustrated in Figure 19 the water demand was projected through 2025 as illustrated in Figures 20 and 21. The projected annual average daily flow and maximum day flow for the years 2010, 2015, 2020 and 2025 are provided in Table 13. As can be noted from Table 13, a water treatment capacity of 43 million gallons per day (mgd) is projected for the year 2025.

In order to produce 43 mgd of finished water for consumer use a larger volume of raw water is needed. Lee County uses both freshwater sources as well as brackish water sources of supply. Approximately 98 percent of the freshwater withdrawn by Lee County Utilities is accounted for in the finished water produced. This represents a very efficient use of the resource through use of backwash recovery and return of supernatant from sludge lagoons. Reverse osmosis treatment using brackish water as a resource only achieves approximately an 80 percent recovery of raw water becoming finished water with the concentrate requiring disposal. Figures 23 and 24 provide a comparison between the anticipated distribution between finished water produced using freshwater and brackish water between 2003 and 2025 (maximum daily flow as well as annual average daily flow). Using the anticipated distribution between freshwater resources and brackish water resources that will be utilized in a given year throughout the planning horizon the amount of raw water required can be estimated. These values are also summarized in Table 13. It is projected that a maximum day flow of 33.5 mgd of freshwater and 12.5 mgd of brackish water sources will be needed in 2025, and an annual average daily flow of 24.9 mgd of freshwater and 9.3 mgd of brackish water will be needed in 2025. Figures 25 and 26 provide a comparison between the anticipated distribution between freshwater and brackish water raw water sources necessary between 2003 and 2025 (maximum daily flow as well as annual average daily flow).

ASSESSMENT OF NEEDS

Figure 27 provides an illustration that compares the past maximum day water demands, projected maximum day water demands, along with currently available water treatment capacity. This figure illustrates that Lee County Utilities is in need of additional water treatment and water supply capacity in order to meet the demands due to population growth. It is projected that there would be a shortfall of 4 mgd between current maximum day production capacity and the maximum day flow projected for the year 2010. A portion of this shortfall can be met through the use of the ASR wells at the Corkscrew WTP. The shortfall between current production capacity and projected maximum day flows is projected to increase to 7 mgd by 2015, 10 mgd by 2020, and 13 mgd by 2025. Lee County has developed and is in the process of implementing their plan to expand their facilities as will be outlined in subsequent sections of this plan.

In addition to needing to meet the anticipated growth in demands for potable water, Lee County Utilities understands that in order to be good stewards of the environment that it is preferred to not push all of their facilities to their limit in every year and to be able to rotate between facilities with regard to percentage of maximum available capacity that they would operate in a given year. In order to accomplish this Lee County Utilities plans on constructing additional capacity and that will allow them to reduce the stress that may otherwise be put on the environment due to natural impacts such as drought. In addition Lee County Utilities plans on providing sufficient reserve capacity to provide system redundancy in the event that one facility, or portion of a facility, were out of service for planned maintenance or unexpected repair.

**WATER SUPPLY FACILITIES WORK PLAN
LEE COUNTY UTILITIES
LEE COUNTY, FLORIDA**

PROPOSED FACILITIES



PROPOSED WATER SUPPLY SOURCES

Olga Surface Water Intake

Two additional pumps are permitted by the SFWMD and are part of a planned expansion of the facility (see Table 9). This expansion would increase the current capacity of 5.0 MGD to 10.0 MGD.

An additional 4 ASR wells are permitted by the SFWMD for this facility (see Table 10). They are planned to be installed during the plant expansion. The existing and proposed ASR wells along with the plant expansion at the Olga plant will provide seasonal storage of water. This will allow for maximizing withdrawals during high river flows in the rainy season and minimizing the withdrawal from the river during low flows in the dry season, thereby aiding in the recovery of a MFL water body, the Caloosahatchee River.

Corkscrew Wellfield

An expansion of the Corkscrew Wellfield and Plant from 10.0 MGD to 15.0 MGD is planned for the year 2005. It includes the addition of 25 wells which are currently permitted by the SFWMD. Eleven of these wells will withdrawal water from the Sandstone aquifer, eleven will withdrawal water from the Surficial aquifer and three will withdrawal water from the Lower Hawthorne aquifer. The overall plan for this expansion is to extend the aerial extend of the wellfield, spreading out the withdrawal, and utilize Lower Hawthorne aquifer water for blending to minimize the drawdown in the Surficial aquifer (See Figure 5).

Green Meadows Wellfield

An expansion of the Green Meadows Wellfield from 9.0 MGD to 15.0 MGD is planned for 2010. The expansion includes the installation of 21 wells (see Figure 6). Nine wells drawing water from the Surficial aquifer, nine wells drawing water from the Sandstone aquifer and three wells drawing water from the Lower Hawthorne aquifer will be installed. Water from the Lower Hawthorne wells will be blended with water from the Surficial and Sandstone aquifer wells.

Pinewoods Wellfield

An expansion of the Pinewoods Wellfield is planned for 2008. The expansion includes the installation of four additional wells drawing water from the Lower Hawthorne aquifer. Currently, four proposed wells in the Sandstone aquifer are included in the SFWMD water use permit for this wellfield. Lee County intends to modify the water use

permit to allow these wells to be constructed to withdrawal water from the Lower Hawthorne aquifer. Utilizing the Lower Hawthorne aquifer instead of the Sandstone aquifer will relieve some of the stress placed on the shallower aquifers in this area. An expansion of the plant is also scheduled for 2008 and would increase the treatment capacity from 2.12 MGD to 5.0 MGD.

North Lee County Wellfield

The plant is designed to be expandable to treat 10.0 mgd. The second phase of this project involves the expansion to 10.0 mgd and the addition of four more Floridan wells.

PROPOSED WATER TREATMENT FACILITIES

Olga Water Treatment Plant

Lee County Utilities plans on expanding the Olga WTP from 5 to 10 mgd. The primary mode of treatment will remain similar to the existing facility which is coagulation/flocculation followed by lime softening and filtration.

Corkscrew Water Treatment Plant

Lee County Utilities is in the process of expanding the Corkscrew WTP from 10 mgd to 15 mgd. The primary mode of treatment will remain similar to the existing facility which is lime softening followed by filtration.

Green Meadows Water Treatment Plant

Lee County Utilities plans on expanding the Green Meadows WTP from 9 mgd to 15 mgd. The primary mode of treatment will remain similar to the existing facility which is lime softening followed by filtration.

Pinewoods Water Treatment Plant

Lee County Utilities plans on expanding the Pinewoods WTP from 1.8 mgd to 5 mgd. The primary mode of treatment will remain treatment using membranes. The expansion process will be conventional reverse osmosis and the existing trains will continue to be membrane treatment

North Lee County Water Treatment Plant

The new 5 mgd North Lee County WTP is currently under construction with anticipated completion in 2005. This facility is a reverse osmosis facility treating brackish water (Lower Hawthorne). This facility is being constructed to allow a future expansion to 10 mgd, although this expansion is not currently included in the Capital Improvement Program.

PROPOSED WATER STORAGE FACILITIES

Lee County Utilities proposes to construct a new 10 million gallon storage facility at the Airport Haul Road location. Refer to Figure 13 for the approximate location identified for this facility. Addition of this proposed storage and pumping facility will increase the finished water storage capacity within the Lee County Utilities system from 8.5 million gallons to 18.5 million gallons. In addition, Lee County Utilities provides additional storage of finished water (requiring disinfection prior to pumping into the system) from their ASR wells.

CAPITAL IMPROVEMENT PLAN

Figure 28 illustrates the timing of the plan that Lee County Utilities has developed for implementation of their plan to expand their water supply and treatment capacity. This Capital Improvement Plan is summarized in Table 11. Implementation of the primary components of this plan to increase production of potable water is scheduled between now and 2010 that will increase the combined maximum day capacity of all of the Lee County Utilities production facilities from 30.5 mgd to a combined capacity in excess of 54 mgd. This combined capacity of 54 mgd is in excess of the projected demand of 43 mgd anticipated in 2025. This will allow for reserve capacity to allow rotation of peak use of facilities along with system redundancy.

ALTERNATIVE WATER RESOURCES

Lee County is actively and proactively implementing and utilizing alternative water resources. Our use of alternative sources is supported by the South Florida Water Management District's Lower West Coast Water Supply Plan. Several alternatives are incorporated in the program; they include:

- Aquifer Storage and Recovery
- Reclaimed Water Irrigation Systems
- Use of Floridan Aquifer

Many benefits are obtained from Lee County's alternative water resource program; they include:

- Minimize dependency on shallow fresh water aquifers.
- Maintain a steady raw water supply.
- Minimize stress on the wellfields.
- Provide landscape irrigation water supply during droughts.
- Minimize the amount of water withdrawn from the surficial aquifer.
- Minimize withdrawal from a Minimum Flow and Level (MFL) water body during droughts.
- Recharging of the Surficial Aquifer

Below is a summary of each component of the program.

Aquifer Storage and Recovery

In simple terms, Aquifer Storage and Recovery (ASR) is the storage of excess fresh water by injection into a confined aquifer for recovery during periods of high demand. Typically treated fresh water is injected into an aquifer suitable for storage during the rainy season which in Southwest Florida coincides with the low demand period. As seasonal residents and tourists arrive, typically during the dry season, stored water is recovered from the ASR wells to meet the increase in demand. Utilization of ASR is an effective means to maintain a steady raw water supply and minimize stress on wellfields and surrounding wetlands by minimizing the amount of water withdrawn from the surficial aquifer during the dry season. In the case of the Olga WTP ASR program, use of ASR will minimize the withdrawal of water during the dry season from a water body that has an established MFL.

Lee County Utilities has experienced a great deal of success with its ASR program. Currently, there are five ASR wells at the Corkscrew Water Treatment Plant (see Figure 14). These five wells have been in full operation for several years and a recovery rate of nearly 100% has been realized. We also have installed one ASR well at our Olga Water Treatment Plant and one well at our North Reservoir site (see Figure 4). Both of these wells have been cycle tested, and recovery rates have exceeded 50%. Both wells are currently permitted for full operation. We expect to have both of these ASR wells in full operation by 2004. Four additional ASR wells are planned for the Olga WTP. These wells will allow for additional injection of treated surface water from the Caloosahatchee River during the rainy season and recovery during the dry season. A description of the seven existing and four proposed ASR wells are shown in Table 10.

Reclaimed Water Systems

Lee County Utilities owns and maintains several reclaimed water systems (see Figure 15). These systems provide many benefits. They reduce the amount of groundwater that is withdrawn in their respective service areas as well as recharge the local aquifers. Increasing the utilization of reclaimed water reduces the amount of water lost "to tide" or lost down a deep injection well. Lee County Utilities has taken and plans to take several steps to reduce these losses. We have installed interconnects between systems to enable systems with low demand to provide reclaimed water to systems with high demands. We have installed storage facilities to better manage reclaimed water and increase utilization. We have plans to enhance our storage of reclaimed water. These plans include conventional above ground facilities for short-term storage and we are exploring the possibility of reclaimed water ASR for long-term seasonal storage. We have been an active participant and contributed funds to the SFWMD's Regional Irrigation Distribution System Study. Below is a brief description of our reclaimed water systems.

Fort Myers Beach WWTP

Lee County Utilities initiated its reclaimed water program in 1990 with the completion of the Fort Myers Beach WWTP Reuse System (see Figure 16). At that time the system consisted of 10 reuse sites, most of which were large users such as golf courses. Also included in the system is a set of 6 percolation ponds with a capacity of 60 million gallons. Since that time the system has grown and now consists of 23 reuse sites and the percolation ponds with a deep injection well for alternative disposal. The Fort Myers Beach WWTP has a permitted capacity of 6.0 million gallons per day (MGD). The plant currently produces approximately 2.99 mgd of reclaimed water. The reuse system now has a total demonstrated capacity of capacity of 2.703 mgd and a potential capacity of 3.218 mgd on an annual average. In 2002, an annual average of 2.79 MGD of the reclaimed water produced at the plant was reused. Reclaimed water utilization in 2002 for this facility was 93%.

Fiesta Village WWTP

In 1999 Lee County Utilities purchased the Fiesta Village WWTP Reclaimed Water System from Florida Cities Water Company (see Figure 16). With two of the reuse sites being placed into service in the early 1970's, this reclaimed water system is one of the oldest public access reclaimed water system in Florida. The system currently consists of 9 reuse sites, mostly golf courses, with a demonstrated capacity of 1.197 mgd on an annual average. The system also has a permit to discharge into the Caloosahatchee River for alternative disposal. The permitted capacity of the plant is 5.0 MGD. The plant currently produces approximately 2.5 mgd of reclaimed water. In 2002 the plant produced 2.40 mgd on annual average. Of this 2.40 mgd, 1.27 mgd was reused. Reclaimed water utilization in 2002 for this facility was 53%.

In an effort to increase the reclaimed water utilization for this facility and reduce the amount reclaimed water discharged to the Caloosahatchee River an interconnect between the Fiesta Village reuse system and the Fort Myers Beach reuse system was installed in 2002. This interconnect allows for a transfer of reclaimed water from the Fiesta Village system, which has a low demand to the Fort Myers Beach system which has a high demand.

Waterway Estates WWTP

In 1999 Lee County Utilities purchased the Waterway Estates WWTP Reclaimed Water System from Florida Cities Water Company (see Figure 17). The system currently consists of 1 reuse site, a golf course, and the system also has a permit to discharge into the Caloosahatchee River for alternative disposal. The permitted capacity of this facility is 1.3 mgd. The plant currently produces approximately 1.0 mgd of reclaimed water, on annual average. In 2002 the plant produced 0.993mgd of reclaimed water on annual average. Of this 0.993 mgd, only 0.043 mgd was reused. Reclaimed water utilization in 2002 for this facility was 4.6%.

Issues related to storage in the system have resulted in this low reclaimed water utilization. In an effort to increase the reclaimed water utilization for this facility and reduce the amount reclaimed water discharged to the Caloosahatchee River Lee County Utilities has taken the following steps. An interconnect between the Waterway Estates system and the City of Cape Coral's reclaimed water system has been installed. A reuse agreement between Lee County Utilities and The City of Cape Coral has been executed. A 1.0 million-gallon storage tank and pumping facility is funded through the CIP and design and permitting is nearing completion. The tank and pump station is scheduled for completion by 2004. Completion of this infrastructure will enhance delivery to both the golf course and the City of Cape Coral to the point that we expect to achieve close to 100% reclaimed water utilization in the Waterway Estates system.

Three Oaks WWTP

In 2003 Lee County Utilities purchased the Three Oaks WWTP Reclaimed Water System from Gulf Environmental Services Inc (see Figure 18). The system currently consists of 4 active reuse sites all are golf course communities. Two additional golf course reuse sites have been permitted through the FDEP and agreements have been executed with the owners. Reclaimed water should be flowing to these two sites by 2004. The plant currently has a permitted capacity of 1.5 mgd. An expansion of the plant to a capacity of 3.0 mgd is currently 99% complete and will be completed by 2004. Another plant expansion to approximately 6.0 mgd is planned for 2006. The plant currently produces approximately 1.36 mgd of reclaimed water on an annual average. Having no alternative disposal method, this system's reclaimed water utilization is 100%.

San Carlos WWTP

In 2003 Lee County Utilities purchased the San Carlos WWTP Reclaimed Water System from Gulf Environmental Services Inc (see Figure 18). The system currently consists of 1 reuse site, a golf course. Like the Fiesta Village system, the San Carlos WWTP Reclaimed Water System enjoys the distinction of being one of the oldest public access reclaimed water systems. The plant has been serving its one customer since the early 1970's. The plant has a permitted capacity of 0.30 mgd. The plant currently produces approximately 0.18 mgd of reclaimed water on an annual average. Having no alternative disposal method, this system's reclaimed water utilization in 100%.

Pine Island WWTP

In 1999 Lee County Utilities constructed the Pine Island WWTP. The plant has a permitted capacity of .243 mgd. It is currently producing approximately 0.10 mgd of reclaimed water. The reclaimed water produced at this plant recharges the local shallow aquifer through two spray irrigation fields. With no alternative disposal method at this time, the systems reclaimed water utilization is 100%.

High Point WWTP

The High Point plant is a small package plant in North Fort Myers that produces approximately 0.012mgd of reclaimed water. The plant has a permitted capacity of 0.024 mgd. The reclaimed water from this plant is sent to percolation ponds were it recharges the local shallow aquifer.

Gateway WWTP

In 2003 Lee County Utilities purchased the Gateway WWTP Reclaimed Water System from Gateway Services District. The system currently consists of 1 reuse site, the Gateway community and golf course. The plant has a permitted capacity of 0.50 mgd. The plant currently produces approximately 0.35 mgd of reclaimed water on an annual average. Having no alternative disposal method, this system's reclaimed water utilization is 100%.

Use of the Floridan Aquifer

Lee County Utilities has recently initiated and plans to continue use of this alternative source for drinking water. By utilizing this deep saline aquifer we will reduce our dependency on conventional sources such as shallow aquifers and surface water.

North Lee County Water Treatment Plant

Currently under construction, the North Lee County Water Treatment Plant will initially treat 5.0 mgd of water from the Floridan aquifer. Eight wells have been constructed to provide raw water to this first phase of the project (see Figure 11). The plant is designed to be expandable to treat 10.0 mgd. The second phase of this project involves the expansion to 10.0 mgd and the addition of four more Floridan wells.

Corkscrew Water Treatment Plant

Currently under design is an expansion to the Corkscrew Wellfield. Expansion of the wellfield includes the installation of 3 Lower Hawthorne aquifer wells. Raw water from these 3 wells will be blended with water from conventional sources to provide additional capacity to the facility (see Proposed Wells LH1-LH3, Figure 5).

Pinewoods Water Treatment Plant

An expansion of the Pinewoods wellfield is planned for 2008. The expansion includes the addition of 4 Lower Hawthorne aquifer wells (see proposed wells, Figure 7). Raw water from these 4 wells will be blended with water from conventional sources to provide additional capacity to the facility.

WATER CONSERVATION PLAN

- 1) Permanent Irrigation Ordinance – An ordinance, which restricts landscape irrigation to the hours of 4:00 p.m. to 10:00 a.m. seven days per week, is in effect for the service area (Lee County Ordinance 91-24). Lee County Utilities is proposing a revision to this Ordinance that will mirror the more stringent requirements in South Florida Water Management Districts Rule FAC 40E-24 “Mandatory Year-Round Landscape Irrigation Measures for Lee, Collier & Charlotte Counties”.
- 2) Xeriscape Ordinance –An ordinance that requires the use of xeriscape landscape principles has not been adopted, however, Lee County Land Development Code does require Xeriscaping. Chapter 10, Article III, Division 6 (Open Space, Buffering, and Landscaping), Section 10-412 (Purpose and Intent) states: “Promote water conservation and xeriscape principles by requiring the use of native plants, organic mulch, reduction of turf grass, and appropriate irrigation.” Also Section 10-421 (Plant Installation and Maintenance Standards) states: “All required plants used in buffers and landscaping must be installed using xeriscape principles. Xeriscape principles include water conservation through drought-tolerant landscaping, the use of appropriate plant material, mulching and reduction of turf areas.”
- 3) Ultra-low Volume Plumbing Fixture Ordinance – An ordinance that requires ultra-low volume plumbing fixtures on all new construction is in effect for the service area (Lee County Ordinance 92-36.)
- 4) Water Conservation Rate Structure – Lee County Resolution No. 94-03-114, adopted March 1993, provides for an increasing block rate structure. The resolution also provides for an 18% surcharge to the rates in the event of a District declared reduction in water use of 15% or greater due to a declared water shortage.
- 5) Leak Detection Program – Lee County has an unaccounted-for water and leak detection program. The latest available data indicate that “unaccounted for” water losses are less than 7.12%. Water utilized for the ASR test well at the Corkscrew Wellfield is included.
- 6) Rain Sensor Device Ordinance – In January 1999 the Lee County Land Development Code was revised to include a requirement for rain sensors on irrigation systems. Chapter 10, Article III, Division 6, Section 10-414(b)(3) states: “A moisture (rain) sensor will be included in the irrigation system and located on the site so that it will receive direct rainfall, not impeded by other objects.”

- 7) Water Conservation Education Program – In the summer of 2000 Lee County Utilities developed a web site that is updated regularly. This web site contains several pages devoted to water conservation and water restrictions. The address for this site is <http://www.lee-county.com/utilities/>. In addition, Lee County Utilities periodically prints water conservation tips on the water bills. These messages direct the customer to the web site for additional information. The annual Consumer Confidence Report is also used to direct customers to the web site for additional information. Water Conservation posters and pamphlets are placed in schools, libraries, and other county offices. Lee County Utilities plans to continue distribution of a newsletter that will have water conservation information included. During times of water restrictions Lee County Utilities has run public service announcements in cooperation with the District and has posted messages on the City of Fort Myers' message signs located throughout the area.
- 8) Reclaimed Water – Reuse (Reclaimed) water is a very important part of Lee County Utilities' water conservation strategy. Currently, three wastewater treatment plants that serve the LCU service area produce reuse water under permit from FDEP. They are Fort Myers Beach WWTP, which accepts wastewater from the LCU water service area, Fiesta Village WWTP, which accepts water from the Cypress Lake service area, and Waterway Estates WWTP, which accepts wastewater from the Waterway Estates water service area. Descriptions of the existing and proposed reuse system for these facilities are included in the attached documents "Plan Update for Lee County Utilities Fort Myers Beach WWTP / Fiesta Village WWTP Reclaimed Water Service Area" and "Reclaimed Water Plan for Lee County Utilities Waterway Estates WWTP Reclaimed Water Service Area".
- 9) Conservation Plan Updating – Lee County staff recognizes the importance of regularly evaluating its conservation plan. Assessment of future demands leads to discussion and research into possibilities for the reduction of water demand. Continuing education of customers and cooperation with various agencies' programs of water reduction and re-use reduce the need for increased treatment capacity. As more advanced leak detection and accounting methods become available, it is the best interest of Lee County to utilize these tools.
- 10) Television Adds on Water Conservation – Lee County T.V. air daily information on water conservation. We keep these adds up to date. The adds address many ways with which our customers can save this precious resource.

**WATER SUPPLY FACILITIES WORK PLAN
LEE COUNTY UTILITIES
LEE COUNTY, FLORIDA**

CONSISTENCY WITH REGIONAL PLAN



CONSISTENCY WITH REGIONAL PLAN

The SFWMD issued the most recent Lower West Coast Water Supply Plan (LWCWSP) in April 2000 and the Caloosahatchee Water Management Plan (CWMP) in April 2000. Lee County Utilities participated in the regional planning conducted during preparation of both the LWCWSP and the CWMP. This has allowed Lee County Utilities to make every effort that its water supply planning is consistent with these regional plans.

The goal of the LWCWSP was to “identify sufficient sources of water and funding to meet the needs of all reasonable-beneficial uses within the LWC Planning Area through the year 2020 during a drought event that has the probability of occurring no more frequently than once every ten years, while sustaining the water resources and related natural systems.”¹ Three of the objectives of the LWCWSP that relate directly to this Work Plan are summarized below².

Objective 6 – “promote water conservation and efficient use of water resources.”

Objective 7 – “meet existing and future water supply demands for all reasonable-beneficial uses for the appropriate level of certainty.”

Objective 9 – “protect water resources from harm due to water use.”

The recommendations section of the LWCWSP addresses more specific planning goals and objectives related to water supply in the area. These can be divided into the following areas:

1. Conservation
2. Ground water resources
3. Reclaimed water
4. Storage
5. Surface water

Conservation

The LWCWSP suggests the following major water conservation measures be pursued by water supply utilities.³

1. Ultra-low volume fixtures
2. rain switches
3. water conservation ordinances
4. public education programs
5. alternative water sources for nonpotable uses

¹ SFWMD, Lower West Coast Water Supply Plan, April 2000, p. 5.

² LWCWSP, p. 5.

³ LWCWSP, p. 107.

Lee County Utilities has adopted a water conservation ordinance that addresses many of these items, as well as produces various public education materials for their customers. Therefore, Lee County Utilities Work Plan is consistent with the LWCWSP with regard to conservation.

Ground Water Resources

The LWCWSP divides the regional ground water resources into three systems – (1) surficial aquifer system, (2) intermediate aquifer system, and (3) Floridan aquifer system.

Surficial Aquifer System (SAS)

The LWCWSP suggests that “some further development of the SAS can be accomplished ... through modification to Wellfield configurations and pumping regimes” and that “increasing storage, through ASR or regional and local retention, will also allow further development of the SAS”.⁴ Lee County Utilities proposes in the Work Plan to expand some of their SAS wellfields through adding new wells to allow for modification of the configuration of those wells in the wellfield that may be operating at a given time and to develop pumping regimes that allow for rotation of which wellfields may be pumping at near permitted capacities at a given time. Therefore the Lee County Utilities Work Plan is consistent with the LWCWSP with respect to further development of the SAS.

Intermediate Aquifer System (IAS)

The LWCWSP “concludes that the IAS is sufficient to meet the existing and projected urban and agricultural demands through 2020” and “in some areas, this may require modifications to wellfield configurations and pumping regimes”.⁵ Lee County Utilities proposes in this Work Plan to expand their IAS wellfields through adding new wells to allow for modification of the configuration of those wells in the wellfield that may be operating at a given time and to develop pumping regimes that allow for rotation of which wellfields may be pumping at near permitted capacities at a given time. Therefore the Lee County Utilities Work Plan is consistent with the LWCWSP with respect to further development of the IAS.

Floridan Aquifer System (FAS)

The LWCWSP recommends that “local users and utilities should consider using the FAS to reduce demands on freshwater sources in the LWC

⁴ LWCWSP, p. 111-112.

⁵ LWCWSP, p. 114.

Planning Area.”⁶ Lee County Utilities is constructing the new North Water Treatment Facility as a desalination (reverse osmosis) facility to treat water withdrawn from the FAS. Therefore, this Work Plan incorporates this recommendation from the LWCWSP.

Reclaimed Water

The LWCWSP addresses the use of reclaimed water as a means of reducing the volume of water that otherwise could be used for potable water supply thereby extending the existing and proposed sources of potable water supply in serving larger urban populations with less impacts on the environment. The LWCWSP recommends that “local governments should consider adopting building codes and land development regulations requiring proposed new projects exceeding a certain acreage threshold to construct infrastructure and use water from a reclaimed water or irrigation water source”.⁷ In addition, the LWCWSP suggests that “utilities should consider supplemental sources and interconnection with other utilities to maximize the volume of reclaimed water that is reused”.⁸ Lee County Utilities currently operates a successful reclaimed water system for both the disposal of treated wastewater effluent as well as to reduce the use of water for irrigation that otherwise could either impact the environment or use a source of supply that otherwise would be suitable for potable water supply. Lee County Utilities will consider the recommendations from the LWCWSP with respect to reclaimed water at such a time that there was reclaimed water available for serving customers that are either not already being served or have already been identified as potential future users.

Storage

The LWCWSP recommends that “utilities should explore ASR, among other options, to extend the use of current resources in order to meet future demands, including addressing peaks in demand or in availability of resources”.⁹ Lee County operates a successful ASR program at the Corkscrew Water Treatment Plant for the storage of finished water in order to meet peaks in demand and to extend the availability of the water resource. In addition, Lee County Utilities constructed test ASR wells at both the Olga Water Treatment Plant and the North Reservoir site. Based on the results of these test programs and assessment of how storage at these two locations would help meet the needs within the system, Lee County Utilities has included expansion of ASR wells at the Olga Water Treatment Plant as part of this Work Plan. Therefore, this Work Plan is consistent with the storage recommendations contained in the LWCWSP.

Surface Water

The LWCWSP also addresses surface water resources in the region through the Caloosahatchee Water Management Plan (CWMP). “The recommendations in the

⁶ LWCWSP, p. 121.

⁷ LWCWSP, p. 122.

⁸ LWCWSP, p. 122.

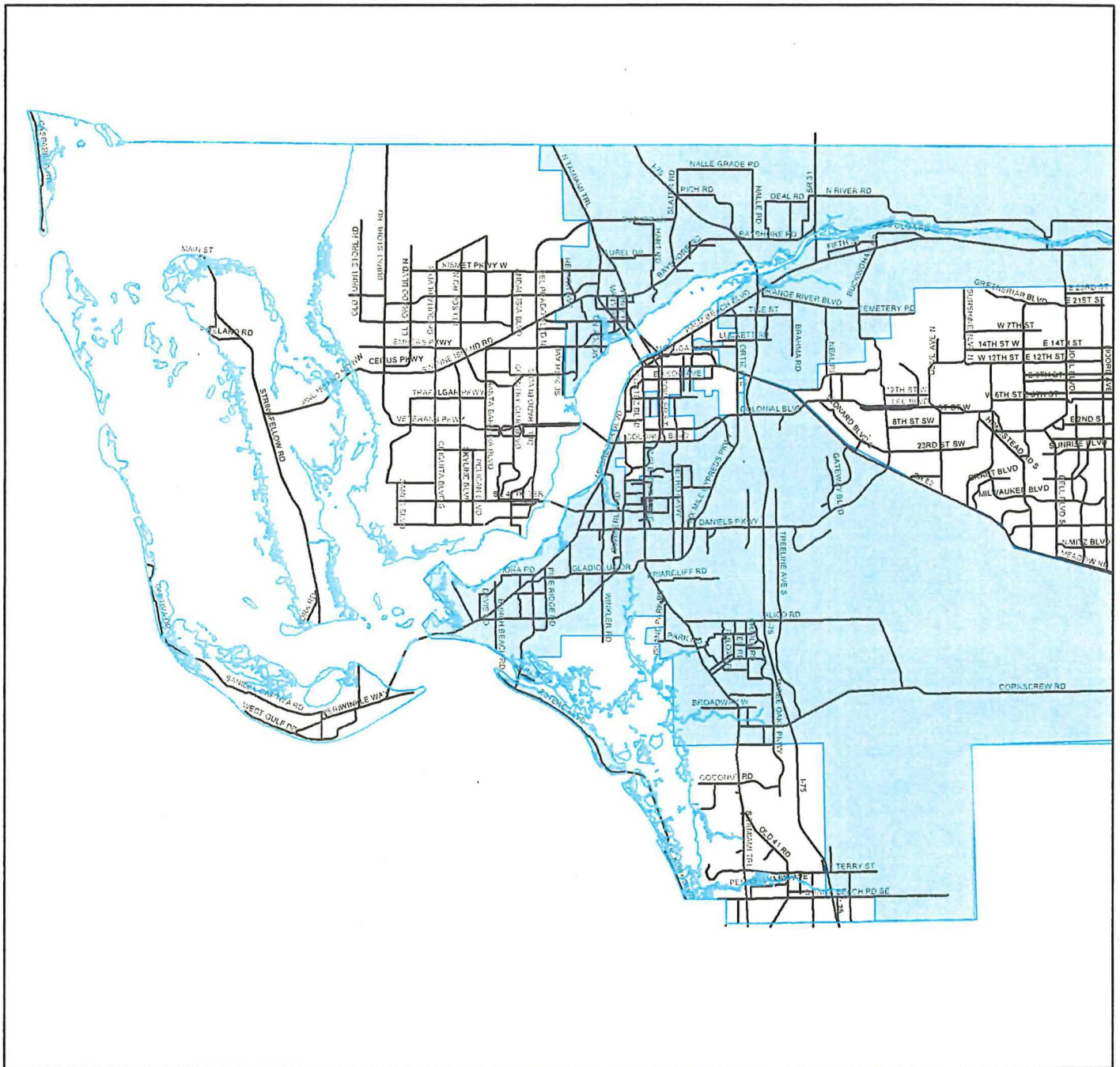
⁹ LWCWSP, p. 127.

CWMP were developed through a public participation process, and incorporated extensive modeling and coordination with both the LEC and LWC Water Supply planning processes.”¹⁰ The CWMP identifies the current Lee County Utilities permitted allocation of 10 mgd (maximum daily flow) from the Caloosahatchee River as well as a projected future maximum daily withdrawal of 22 mgd in 2020. This level of future withdrawal has been utilized in the SFWMD planning of water resources associated with the Caloosahatchee River. The Lee County Utilities Work Plan currently only identifies a withdrawal from the Caloosahatchee River remaining at the current permitted level and not being expanded to the level included in the modeling done for the CWMP. Therefore, this Work Plan can be considered to be consistent with the regional plan since it results in a net reduction in utilization of water supply from this resource.

¹⁰ LWCWSP, p. 130.

Figure 1

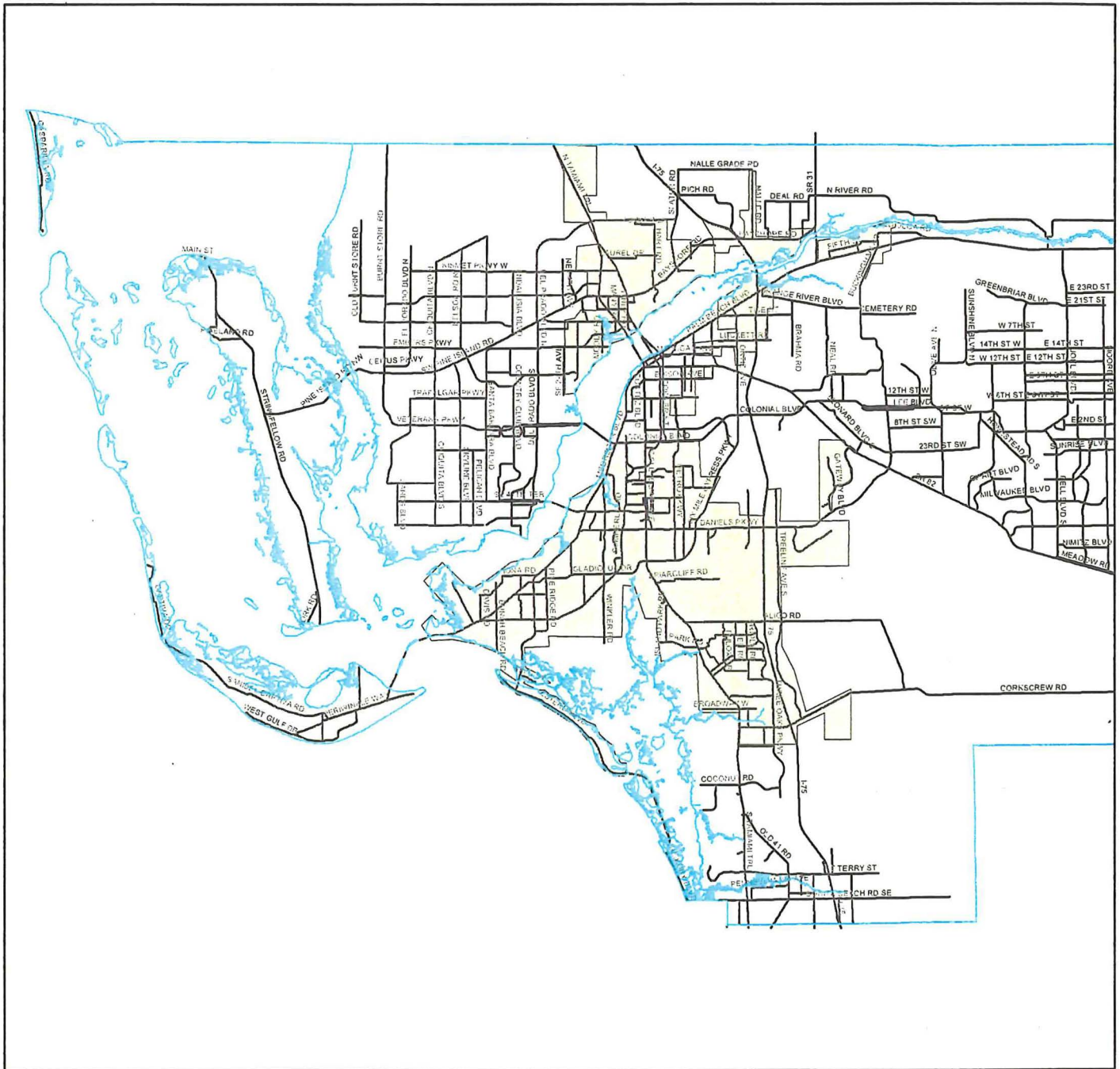
Lee County Utilities Potential Service Area



- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - Potential Service Area



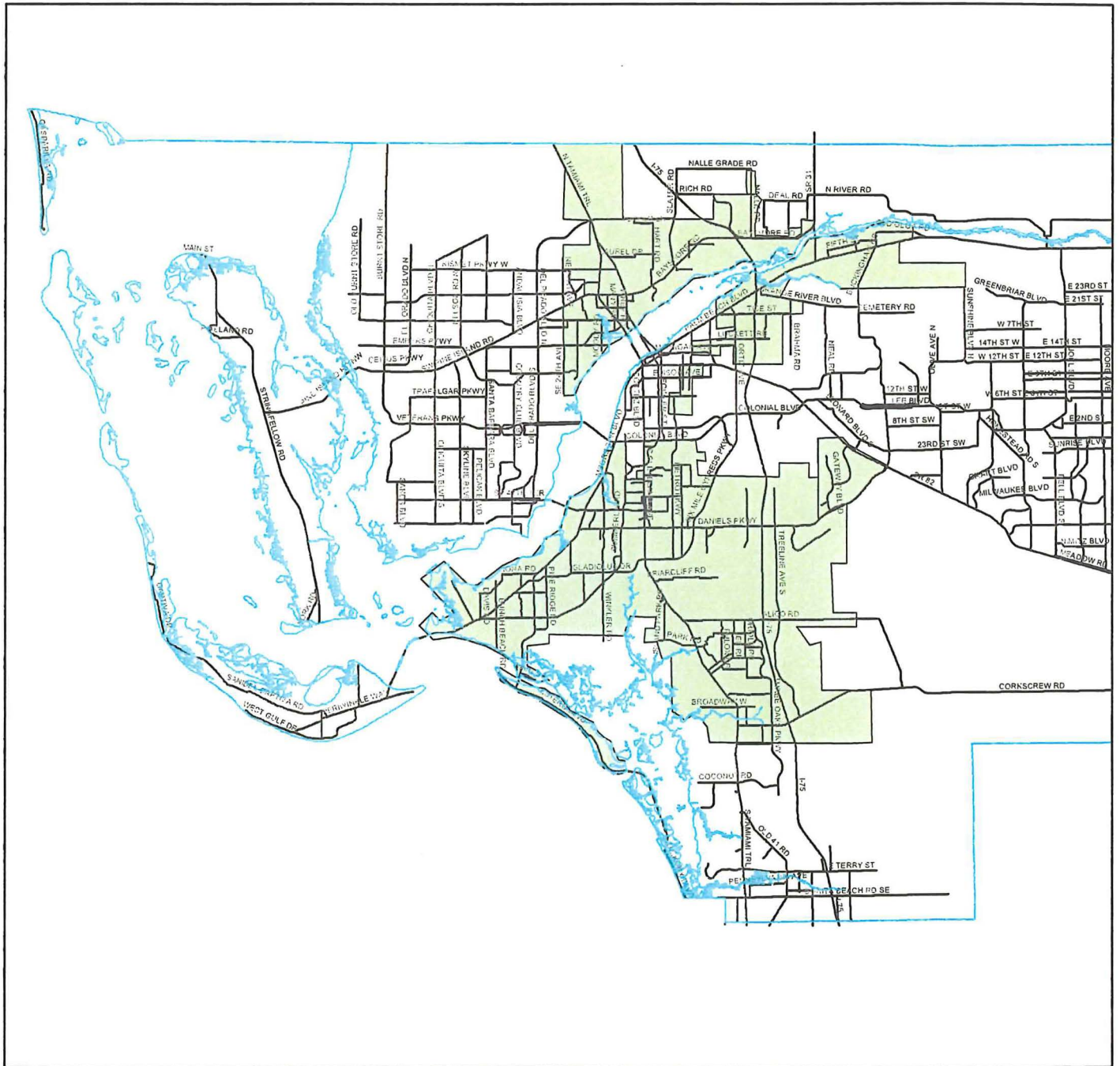
Figure 2
Lee County Utilities
Current Area Served



- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - Current_Area



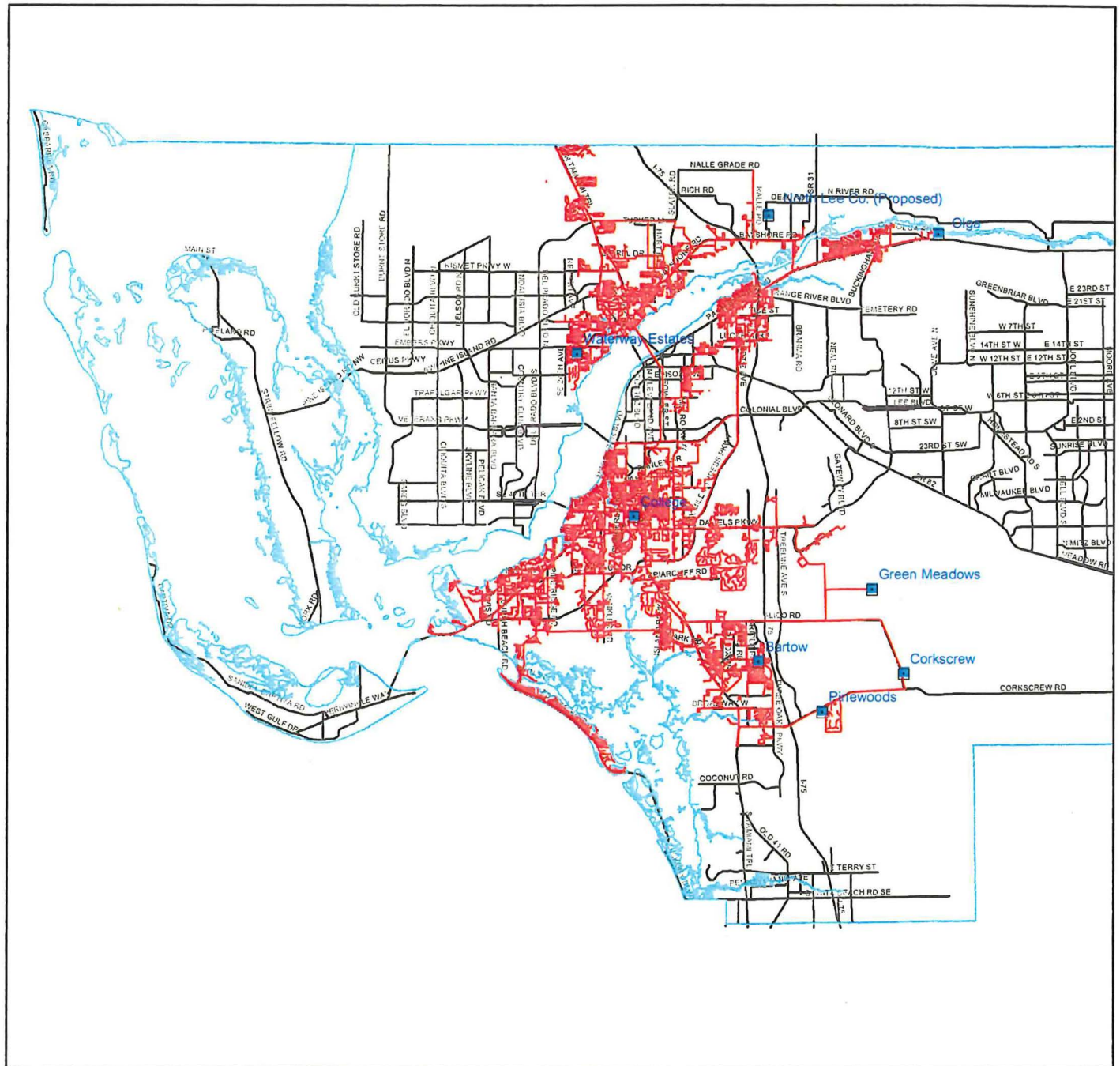
Figure 3 Lee County Utilities Year 2025 Service Area



Legend
 — sde.DOT.MajorRoads
 — sde.GIS.CountyBoundary
 ■ Future_Area



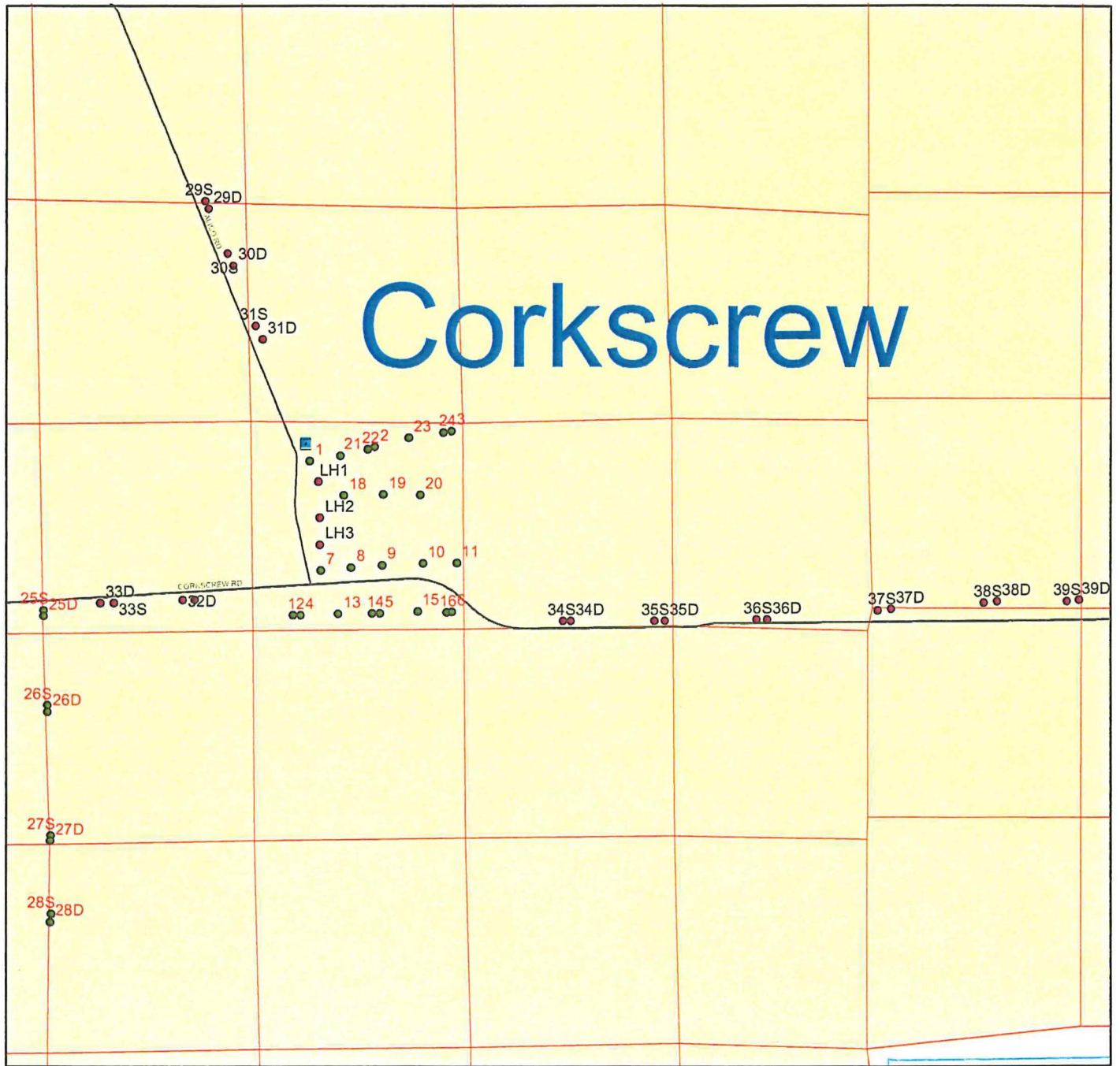
Figure 4 Lee County Utilities Water Plants & Distribution System



- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - sde.WATER.PressurizedMain**
 - <all other values>
 - ServiceFranchiseArea**
 - Other Utilities
 - Lee County Water Lines
 - Water_Plants



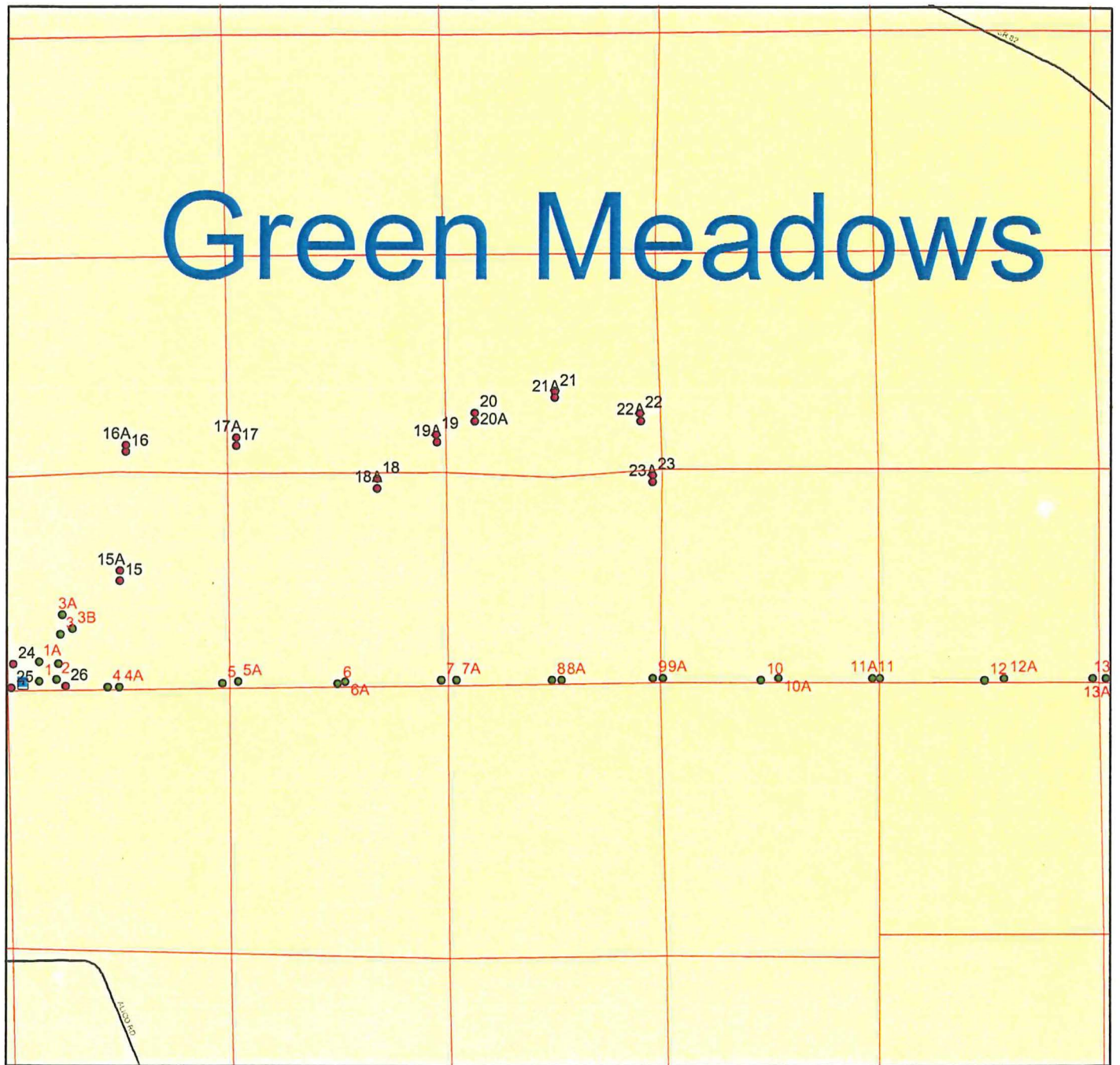
Figure 5 Corkscrew Wellfield Existing & Proposed Production Wells



- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - Water_Plants
 - Proposed_Prod_Wells
 - Production_Wells



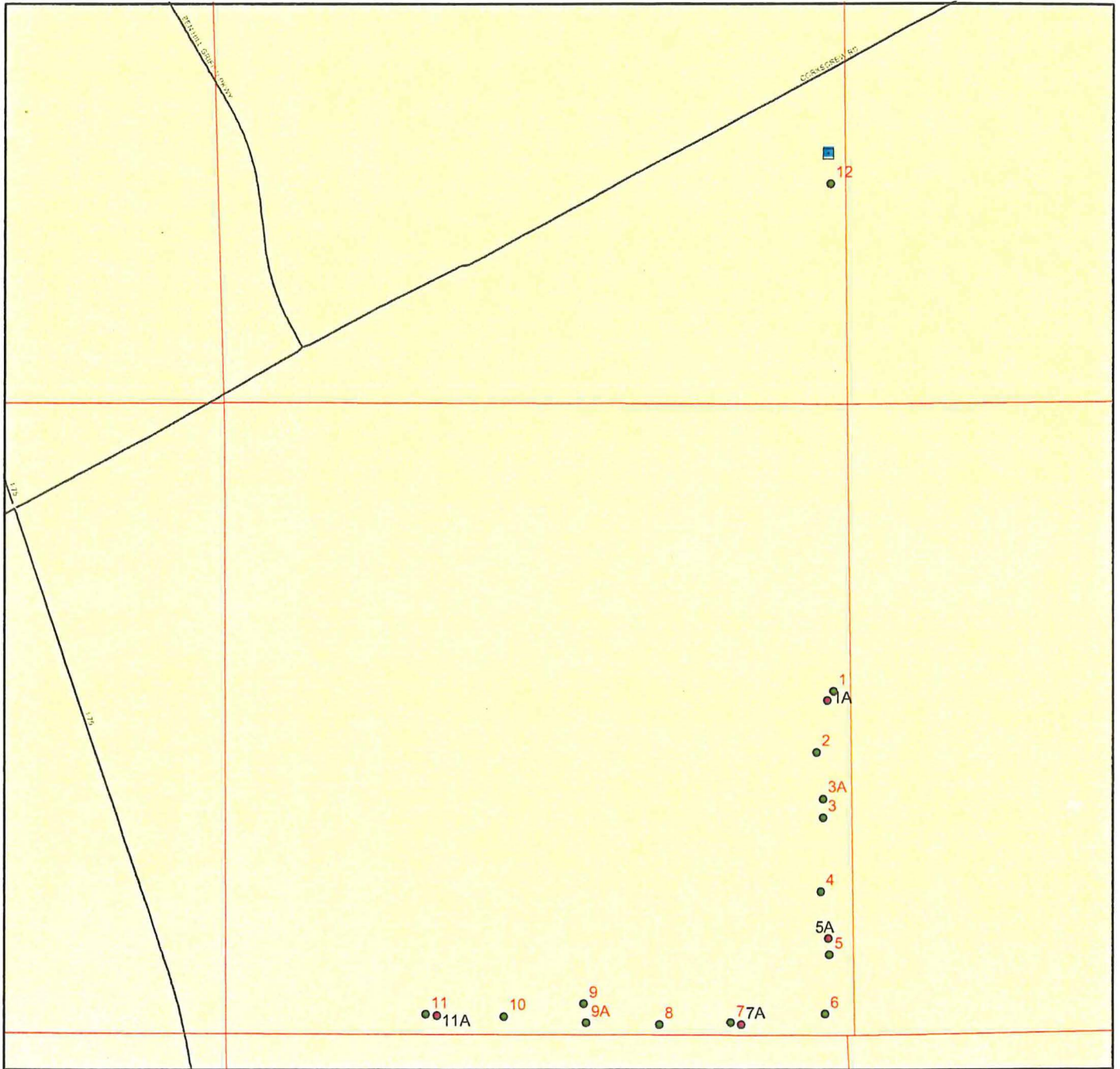
Figure 6
 Green Meadows Wellfield
 Existing & Proposed Production Wells



- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - Water_Plants
 - Proposed_Prod_Wells
 - Production_Wells
 - sde.GIS.SectionTownshipRange



Figure 7 Pinewoods Wellfield Existing & Proposed Production Wells



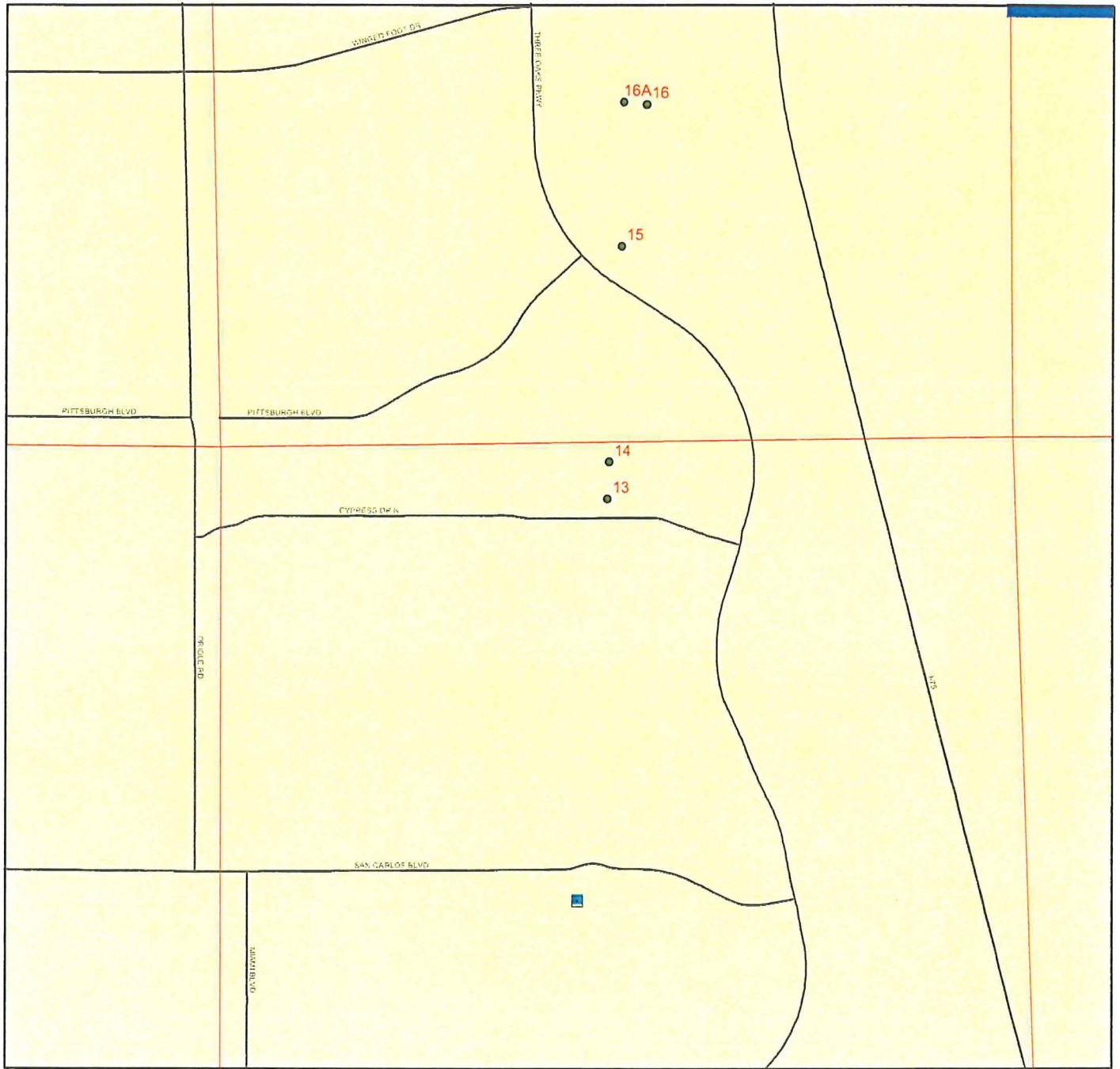
- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - Water_Plants
 - Proposed_Prod_Wells
 - Production_Wells
 - sde.GIS.SectionTownshipRange



Figure 8

San Carlos / Bartow Wellfield

Existing & Proposed Production Wells



- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - Water_Plants
 - Proposed_Prod_Wells
 - Production_Wells
 - sde.GIS.SectionTownshipRange



Figure 9

Cypress Lakes / College Pkwy. Wellfield

Existing & Proposed Production Wells

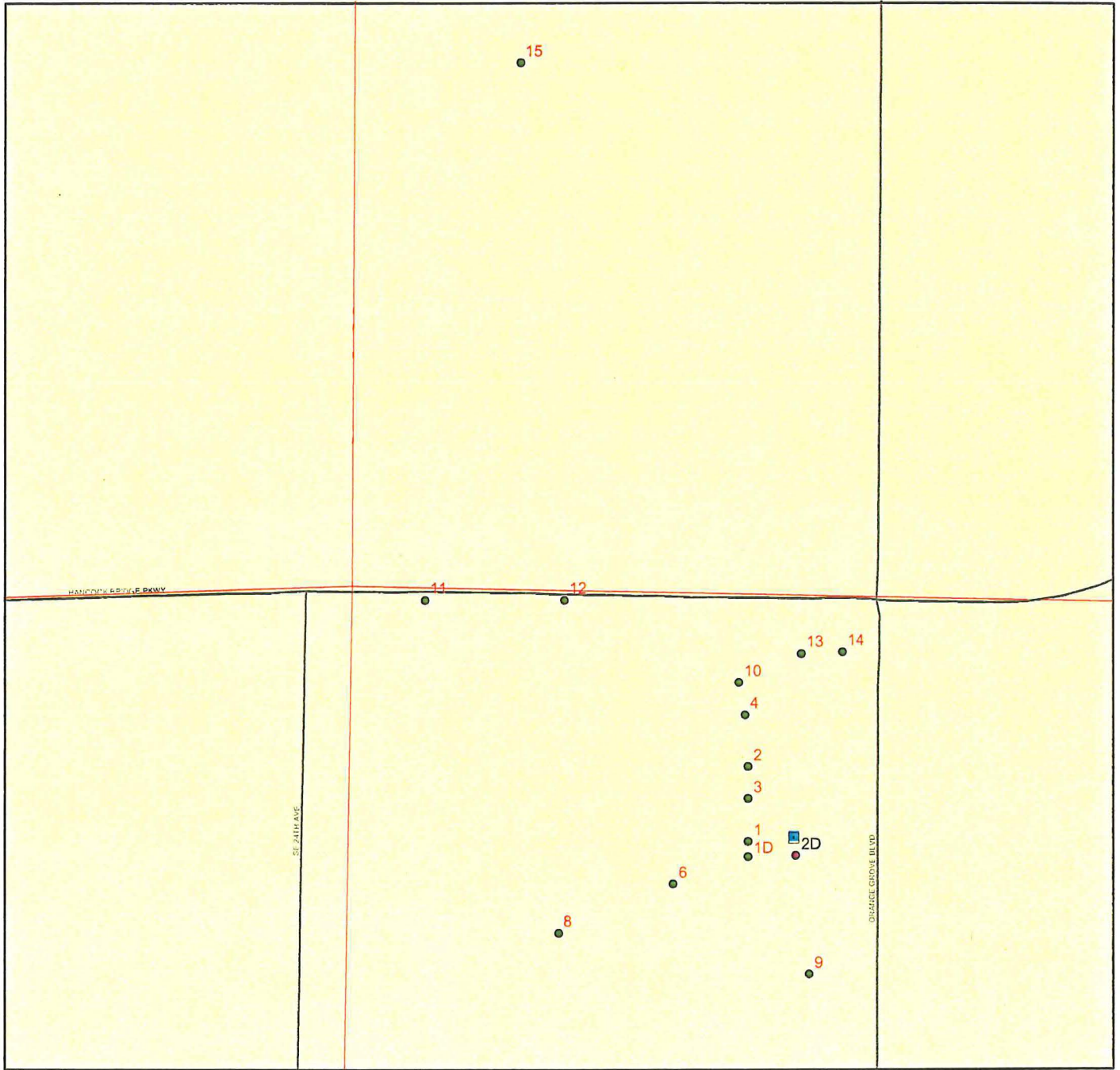


- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - Water_Plants
 - Proposed_Prod_Wells
 - Production_Wells
 - sde.GIS.SectionTownshipRange



Figure 10

Waterway Estates Main Wellfield Existing & Proposed Production Wells



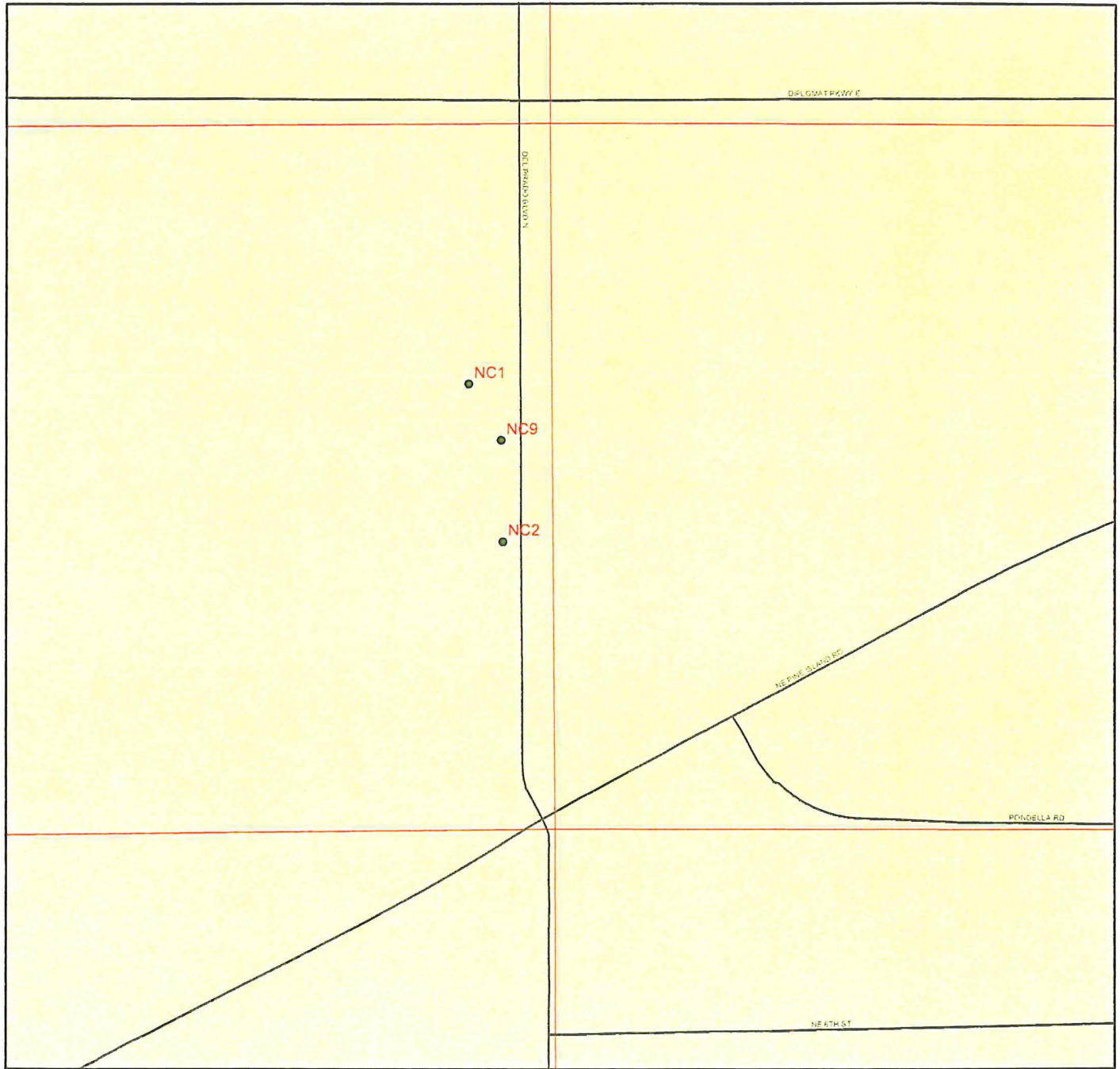
- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - Water_Plants
 - Proposed_Prod_Wells
 - Production_Wells
 - sde.GIS.SectionTownshipRange



Figure 10 A

Waterway Estates North Wellfield

Existing & Proposed Production Wells



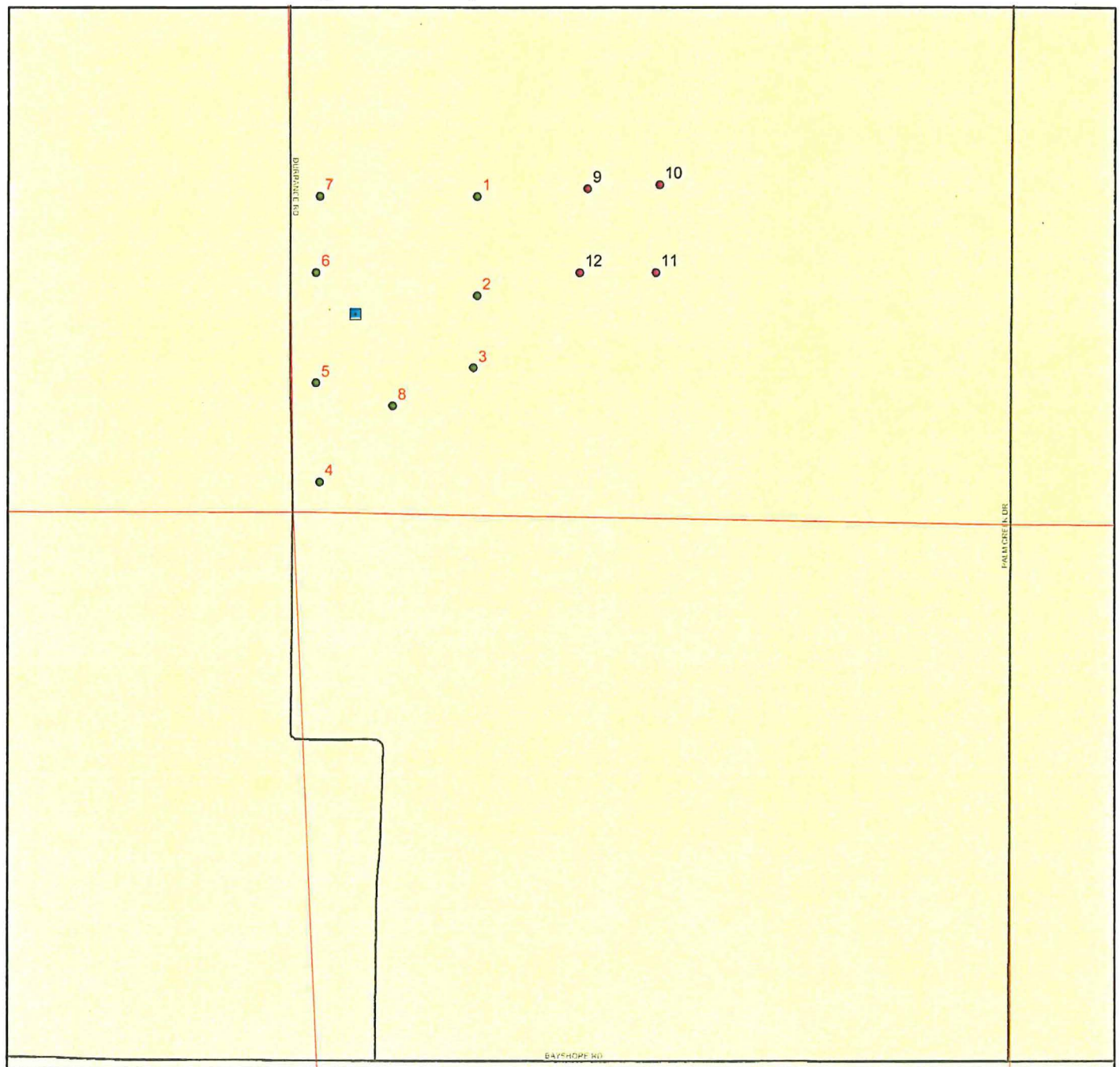
- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - Water_Plants
 - Proposed_Prod_Wells
 - Production_Wells
 - sde.GIS.SectionTownshipRange



Figure 11

North Lee County Wellfield

Existing & Proposed Production Wells



- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - Water_Plants
 - Proposed_Prod_Wells
 - Production_Wells
 - sde.GIS.SectionTownshipRange



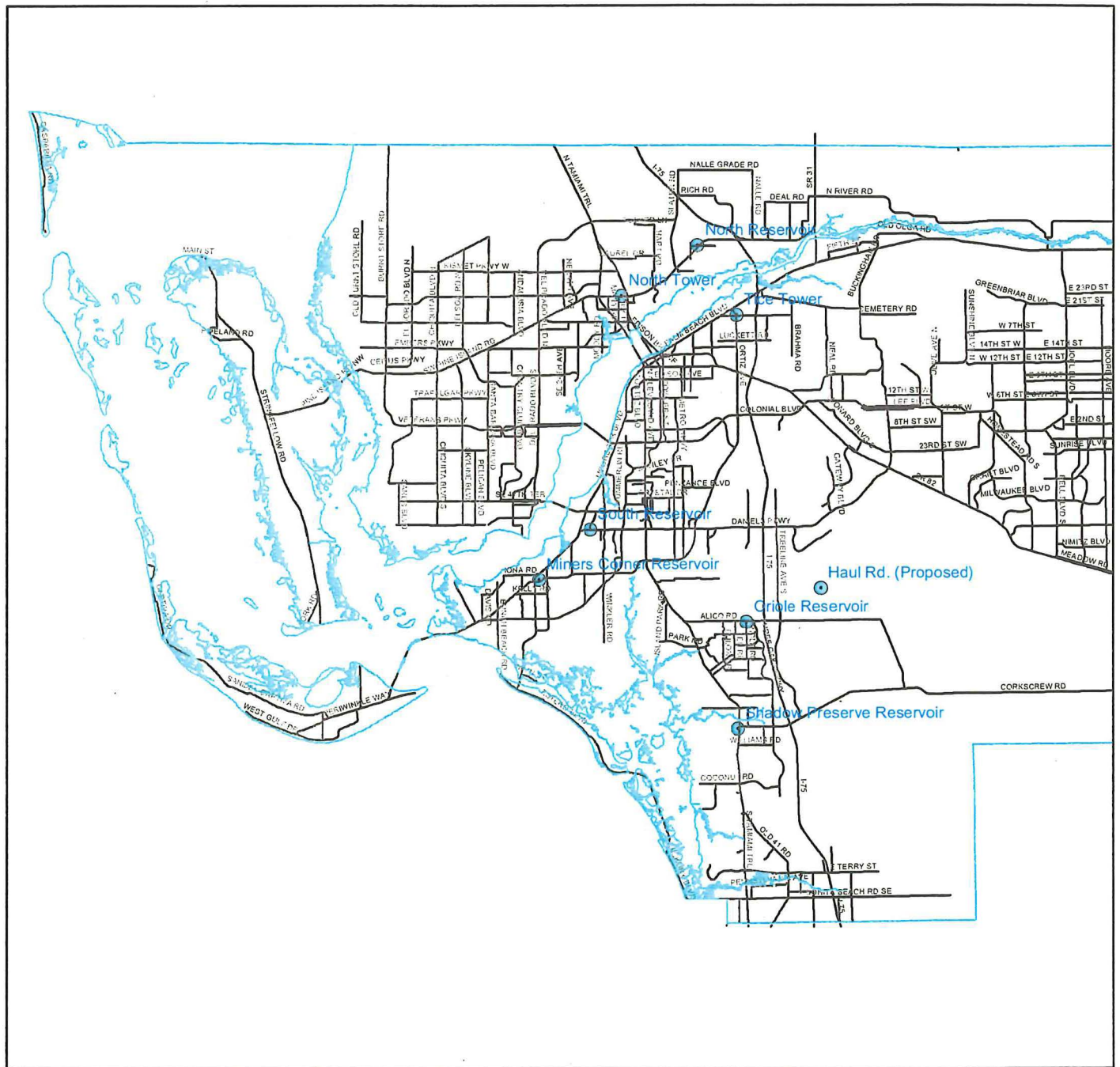
Figure 12 Olga WTP Surface Water Pumps



- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - Water_Plants
 - sde.GIS.SectionTownshipRange
 - ▲ Pumps



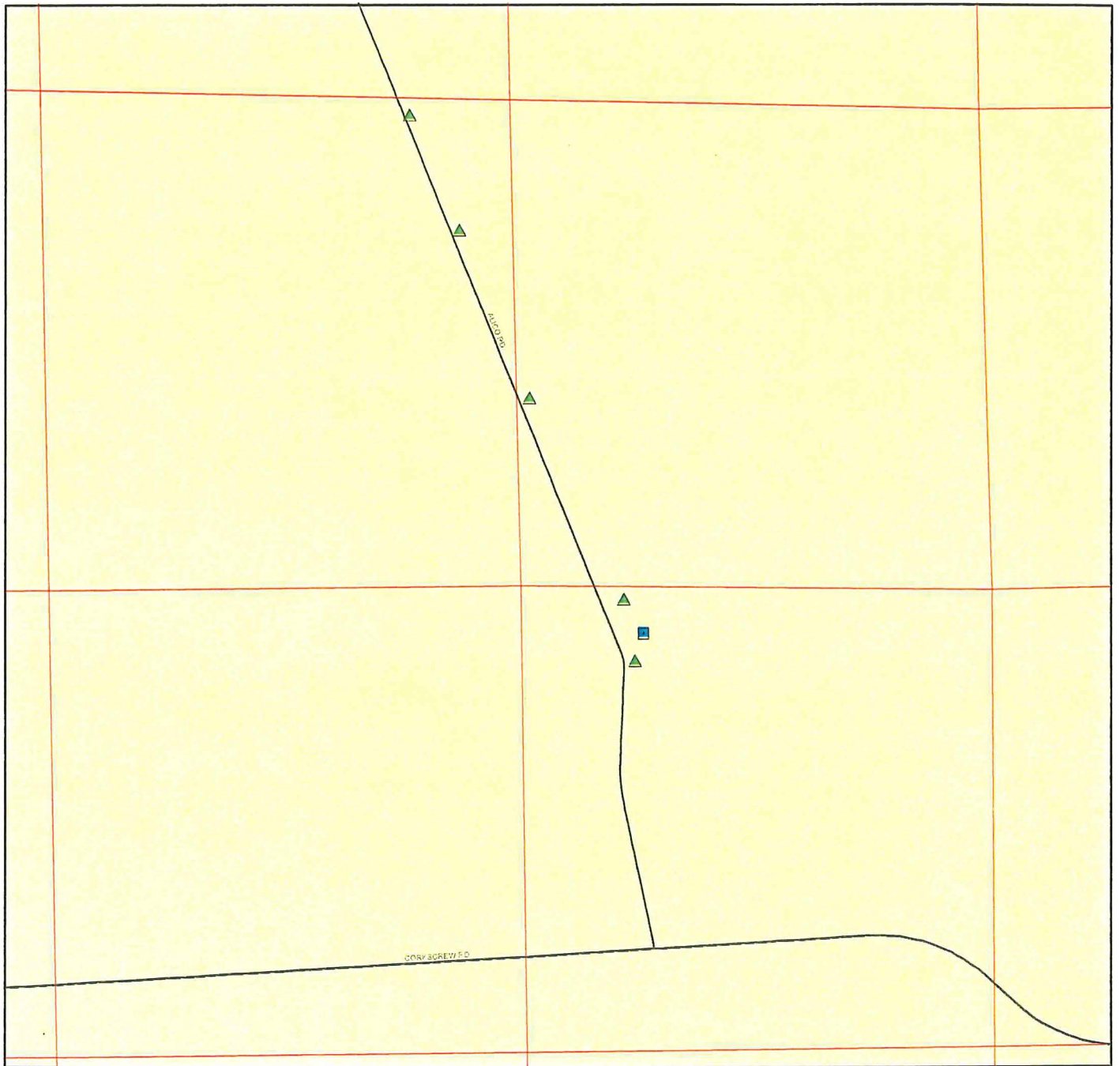
Figure 13 Storage Facilities



- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - Storage_Tanks



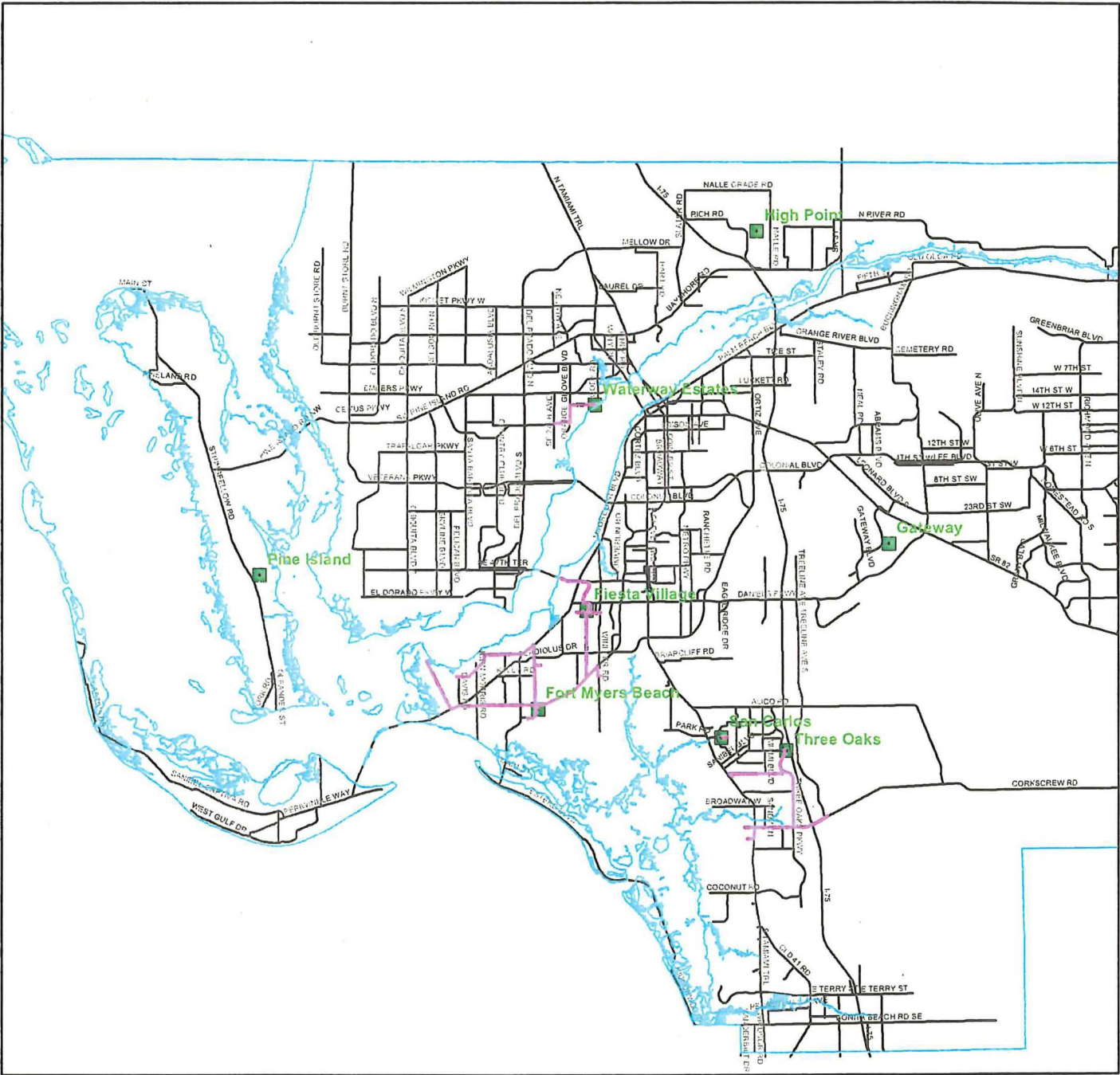
Figure 14 Corkscrew ASR Wells



- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - ▲ ASR_Wells
 - Water_Plants
 - sde.GIS.SectionTownshipRange



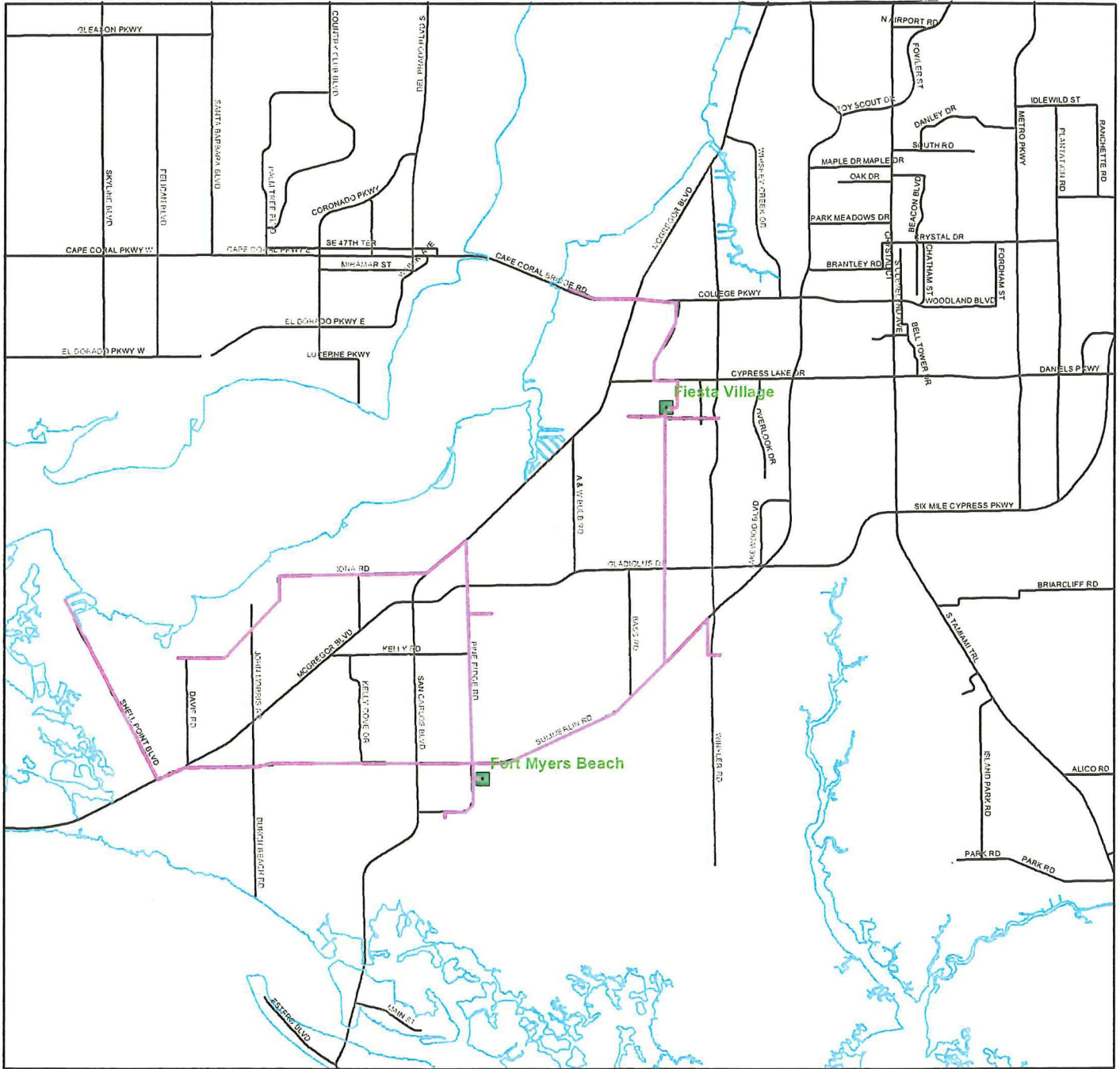
Figure 15 Wastewater Plants & Reuse Lines



- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - WWTP
 - Reuse_Lines



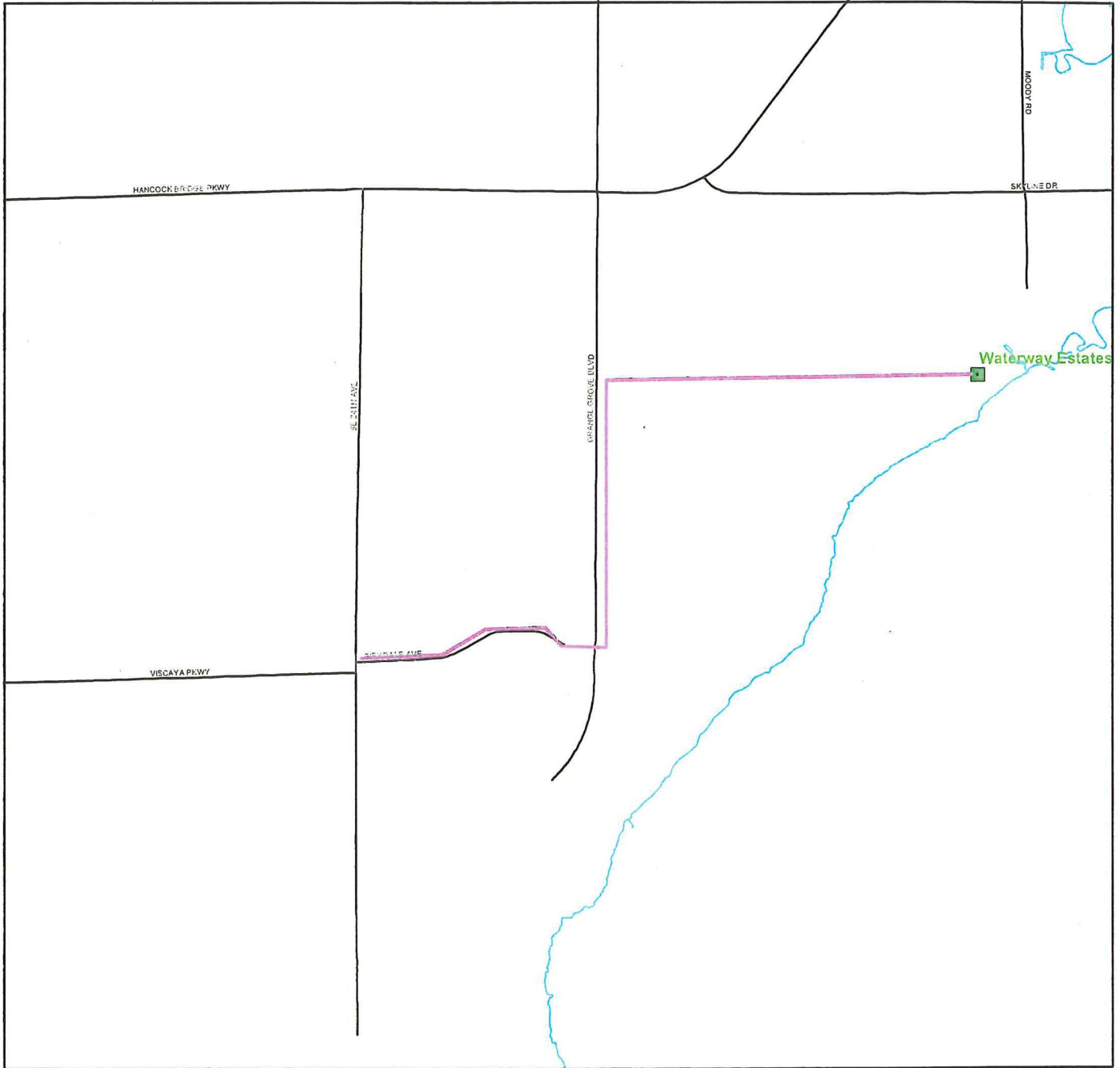
Figure 16 Fort Myers Beach WWTP & Fiesta Village WWTP Reuse Lines



- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - WWTP
 - Reuse_Lines



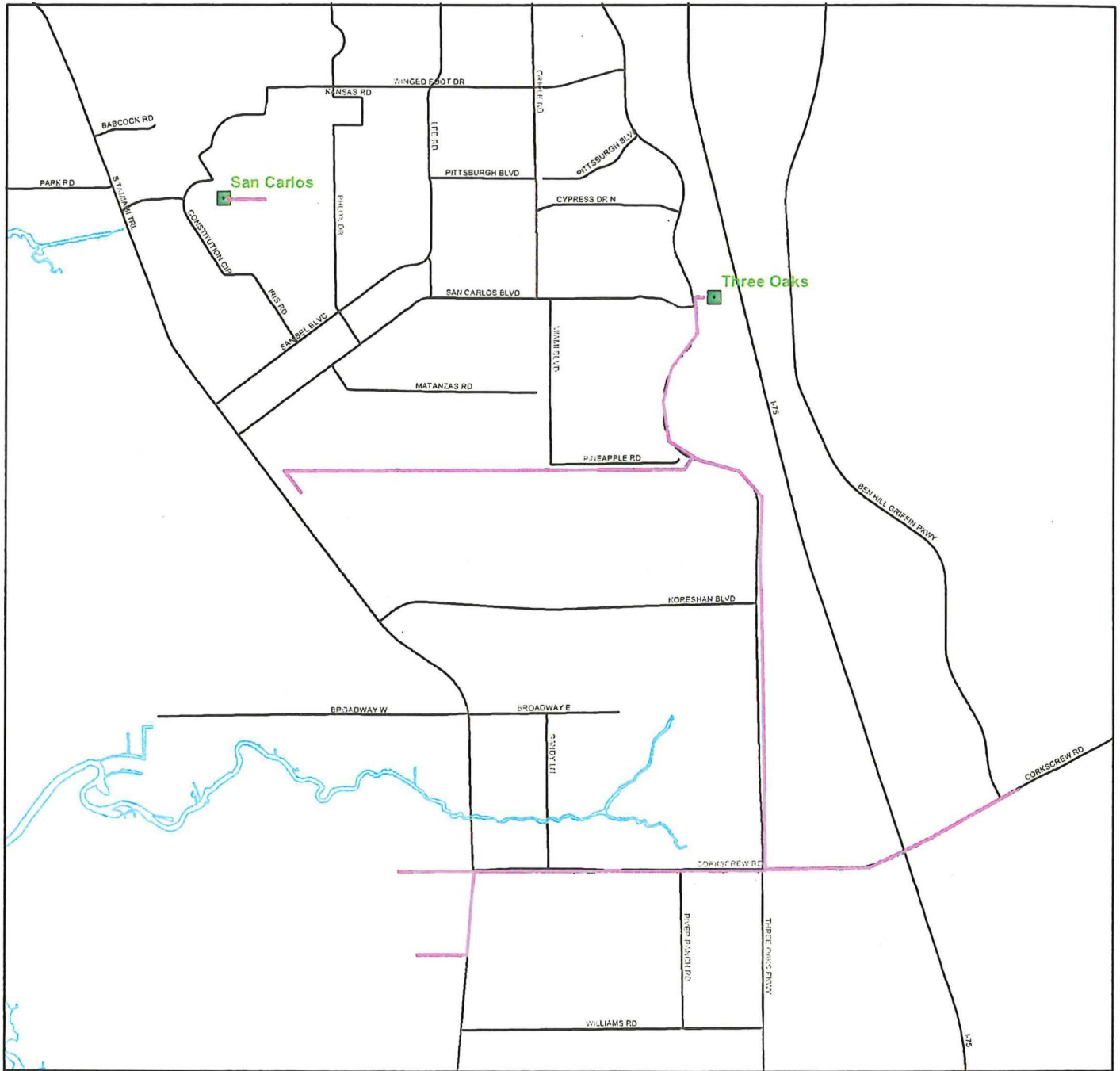
Figure 17 Waterway Estates Reuse Lines



- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - WWTP
 - Reuse_Lines



Figure 18 Three Oaks WWTP & San Carlos WWTP Reuse Lines



- Legend**
- sde.DOT.MajorRoads
 - sde.GIS.CountyBoundary
 - WWTP
 - Reuse_Lines



Figure 19

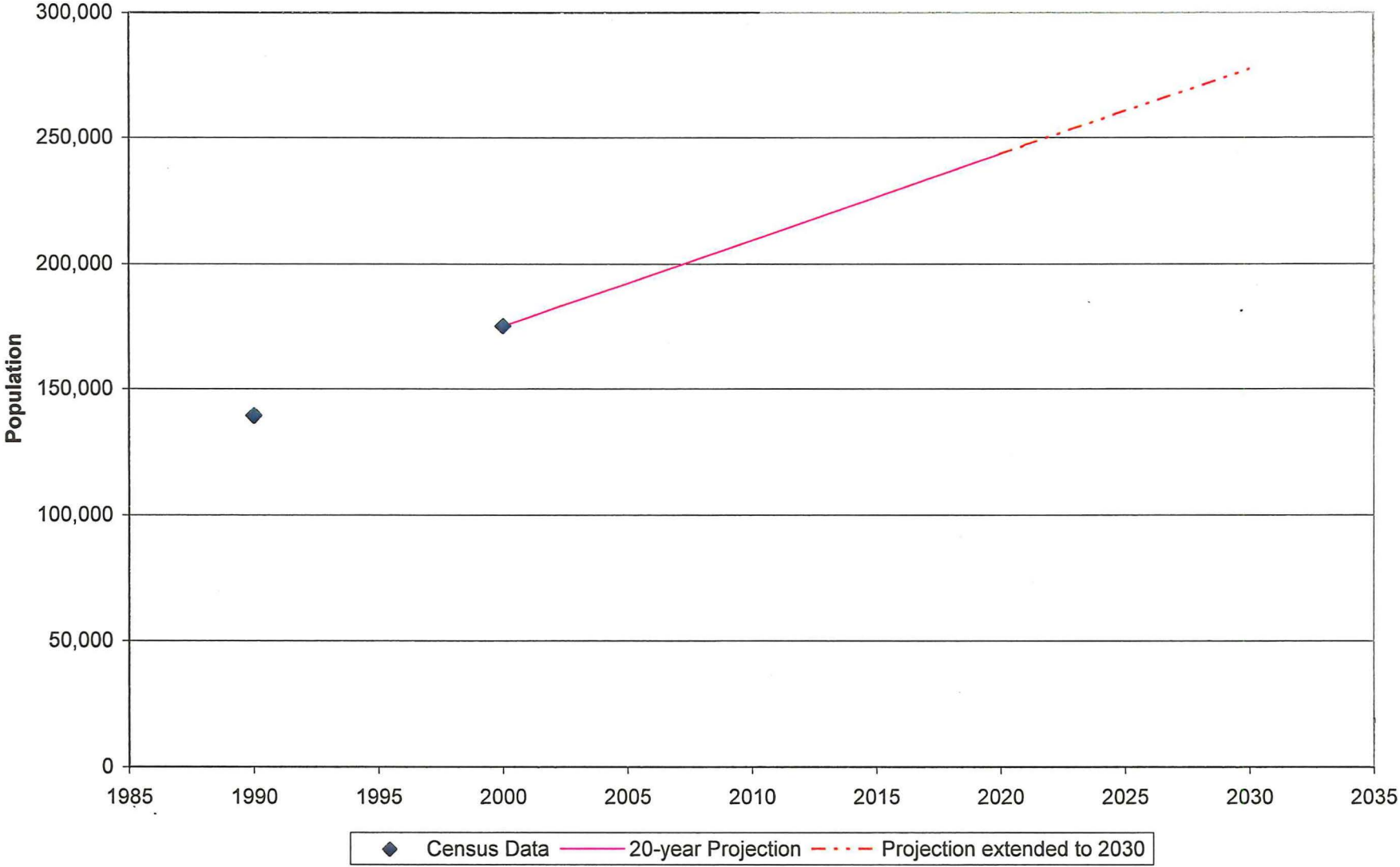


Figure 20: Projected AADF for Combined LCU Service Area

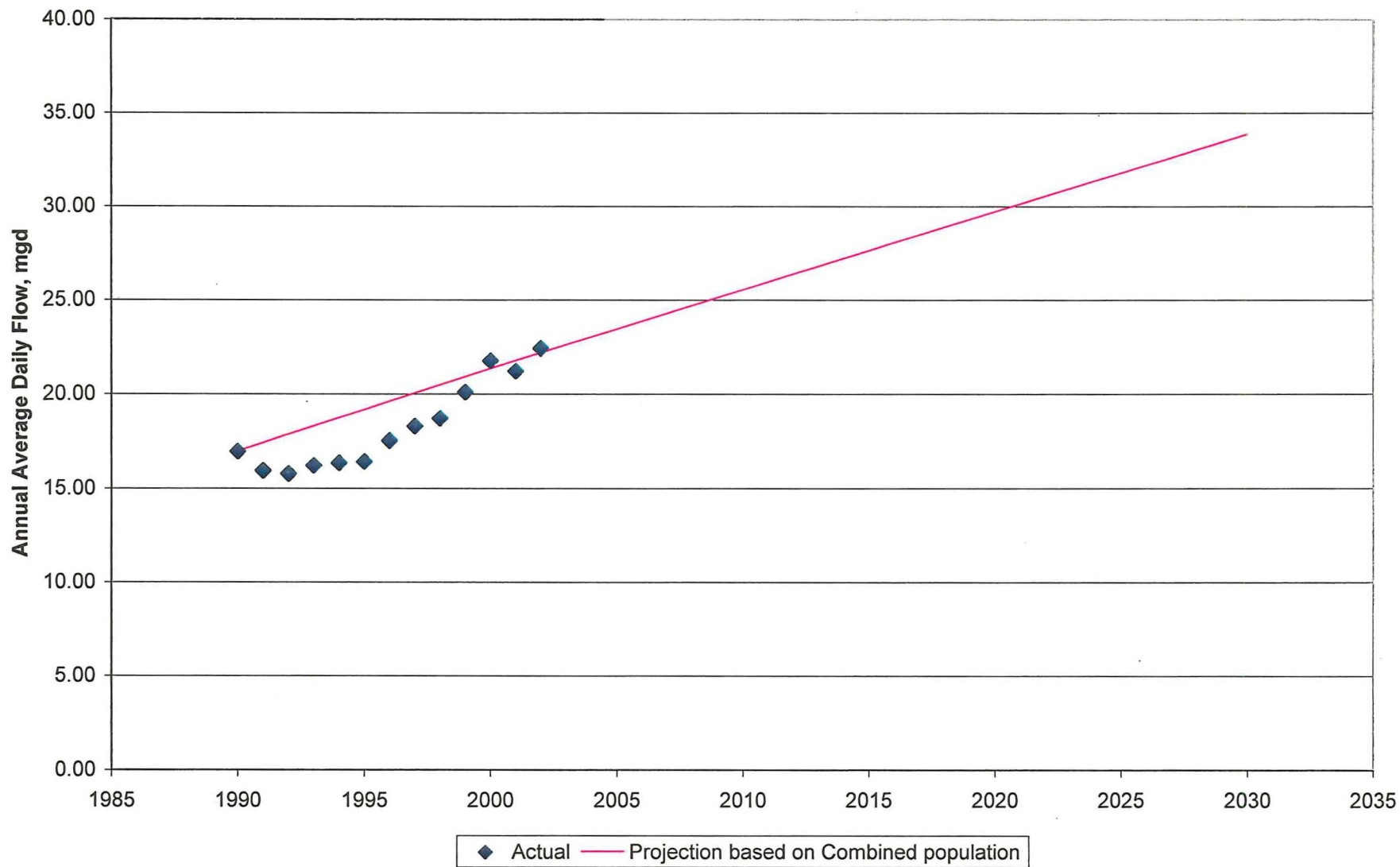


Figure 21: Projected MDF for Combined LCU Service Area

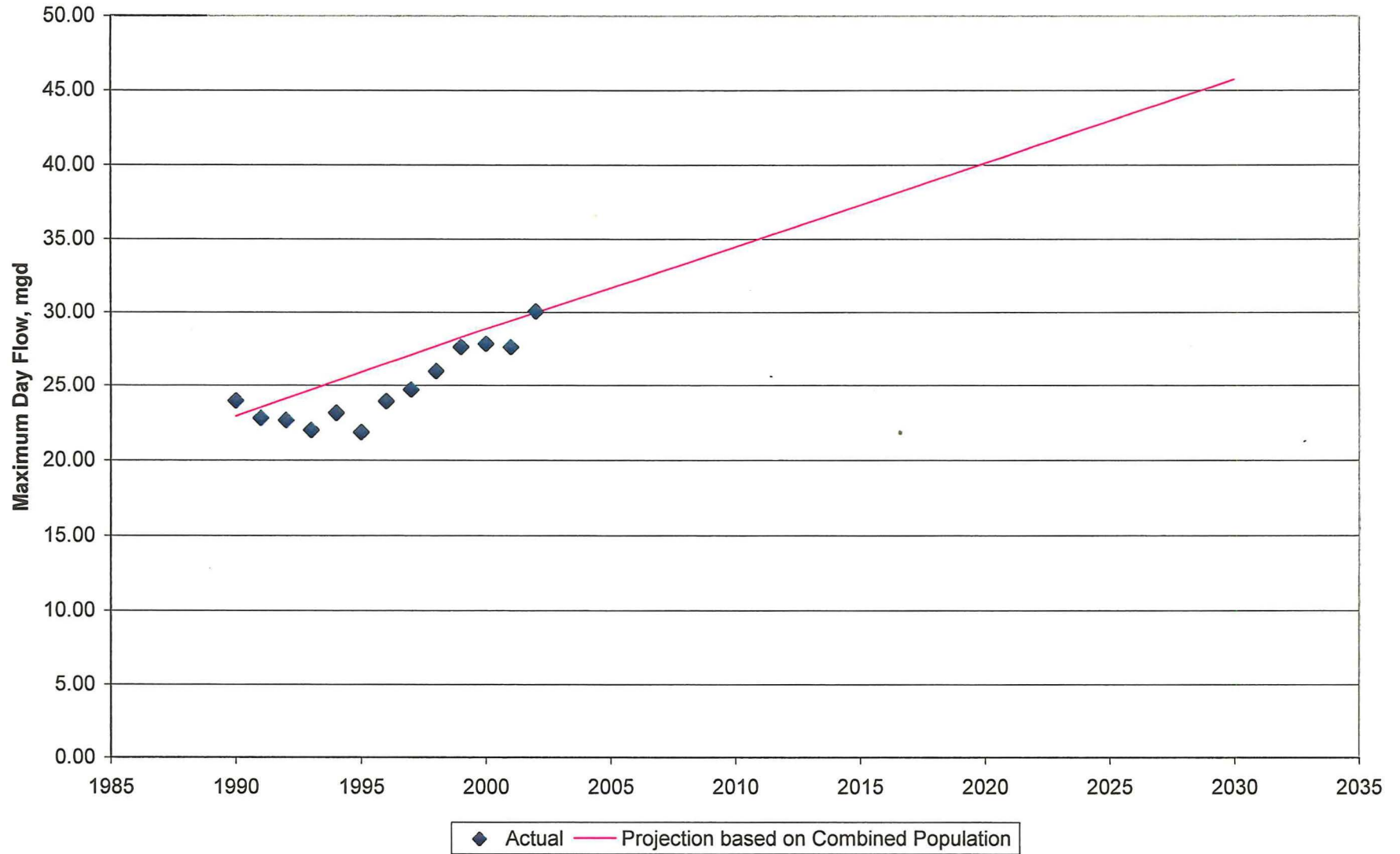


Figure 22: Per Capita Flows

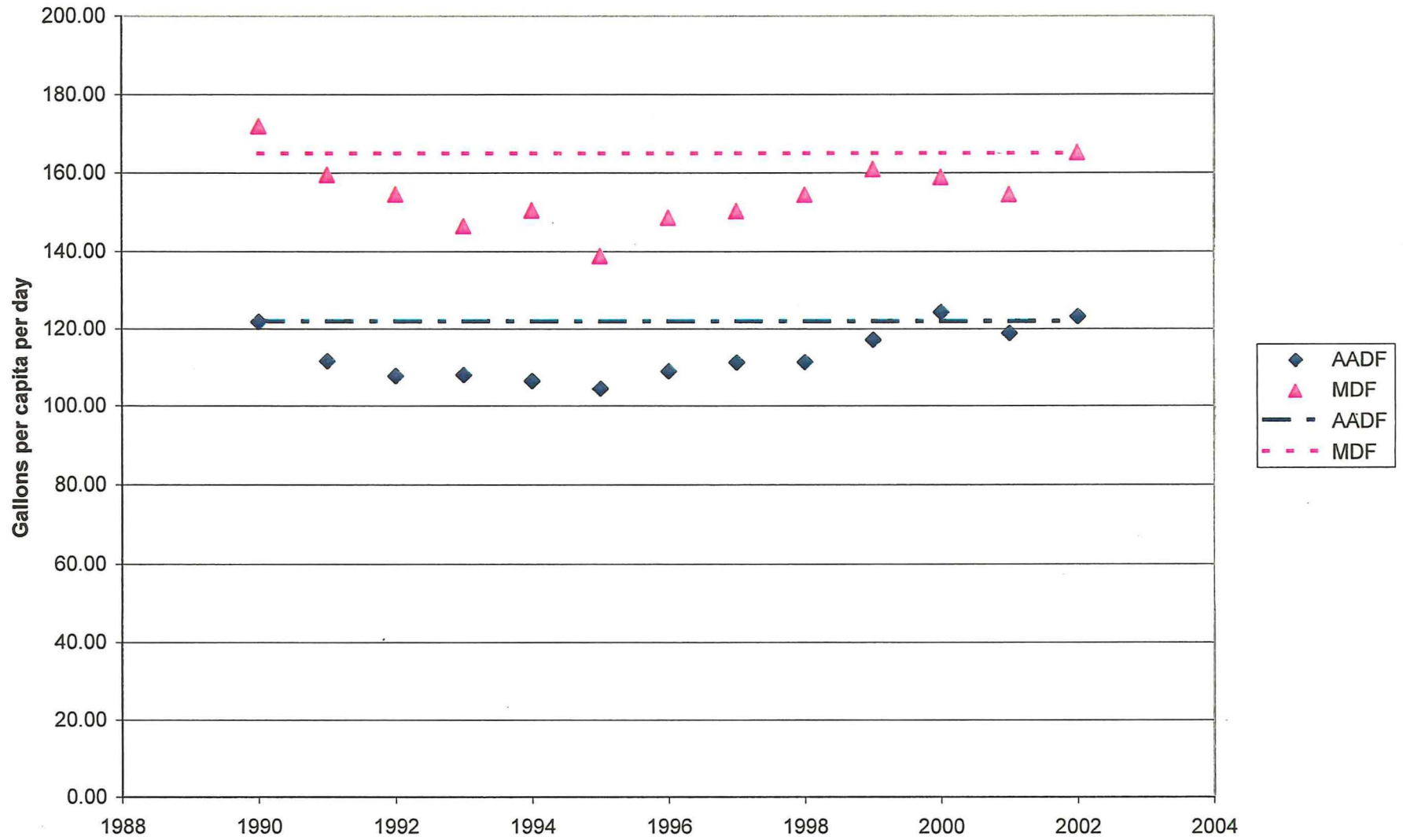


Figure 23

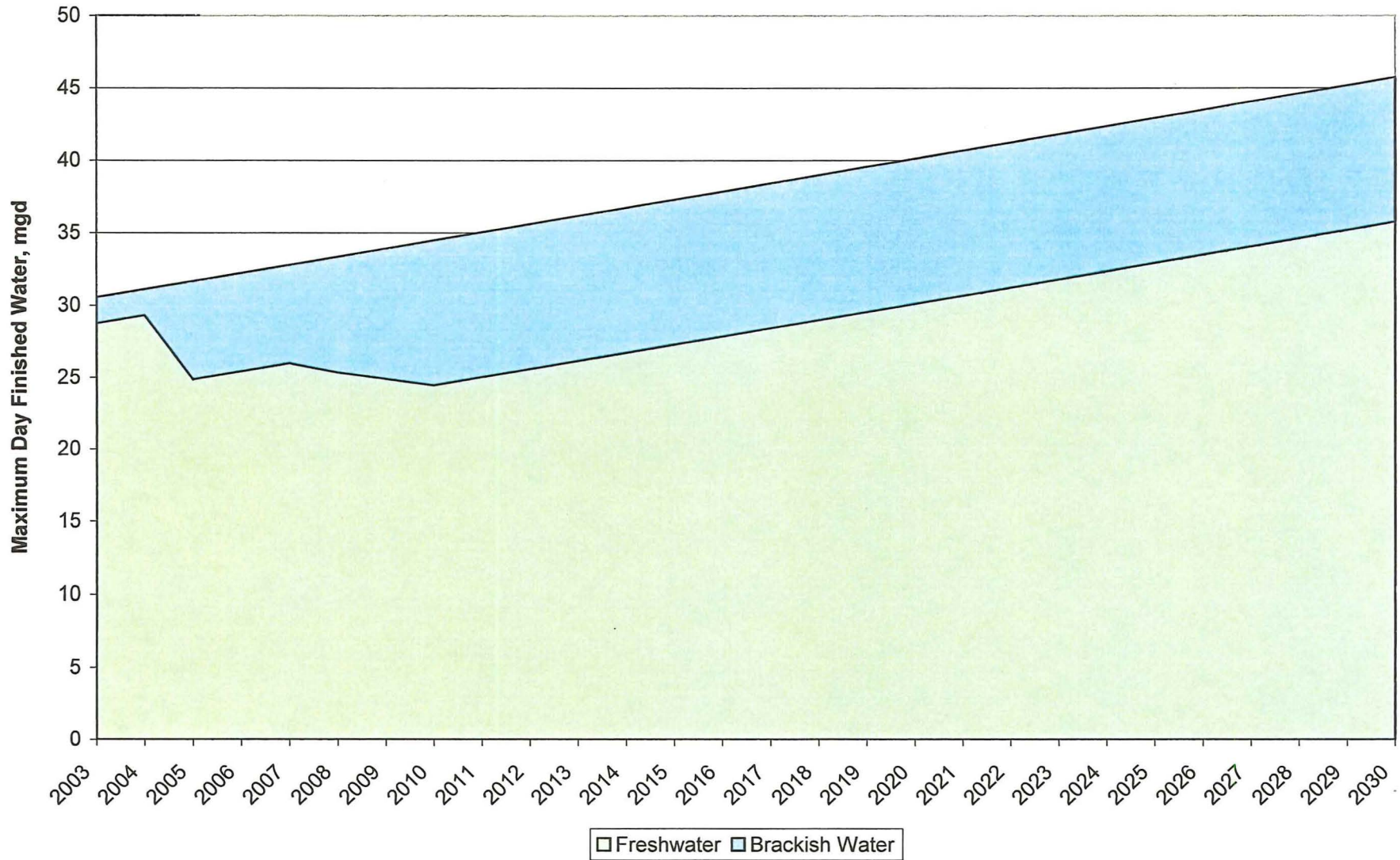


Figure 24

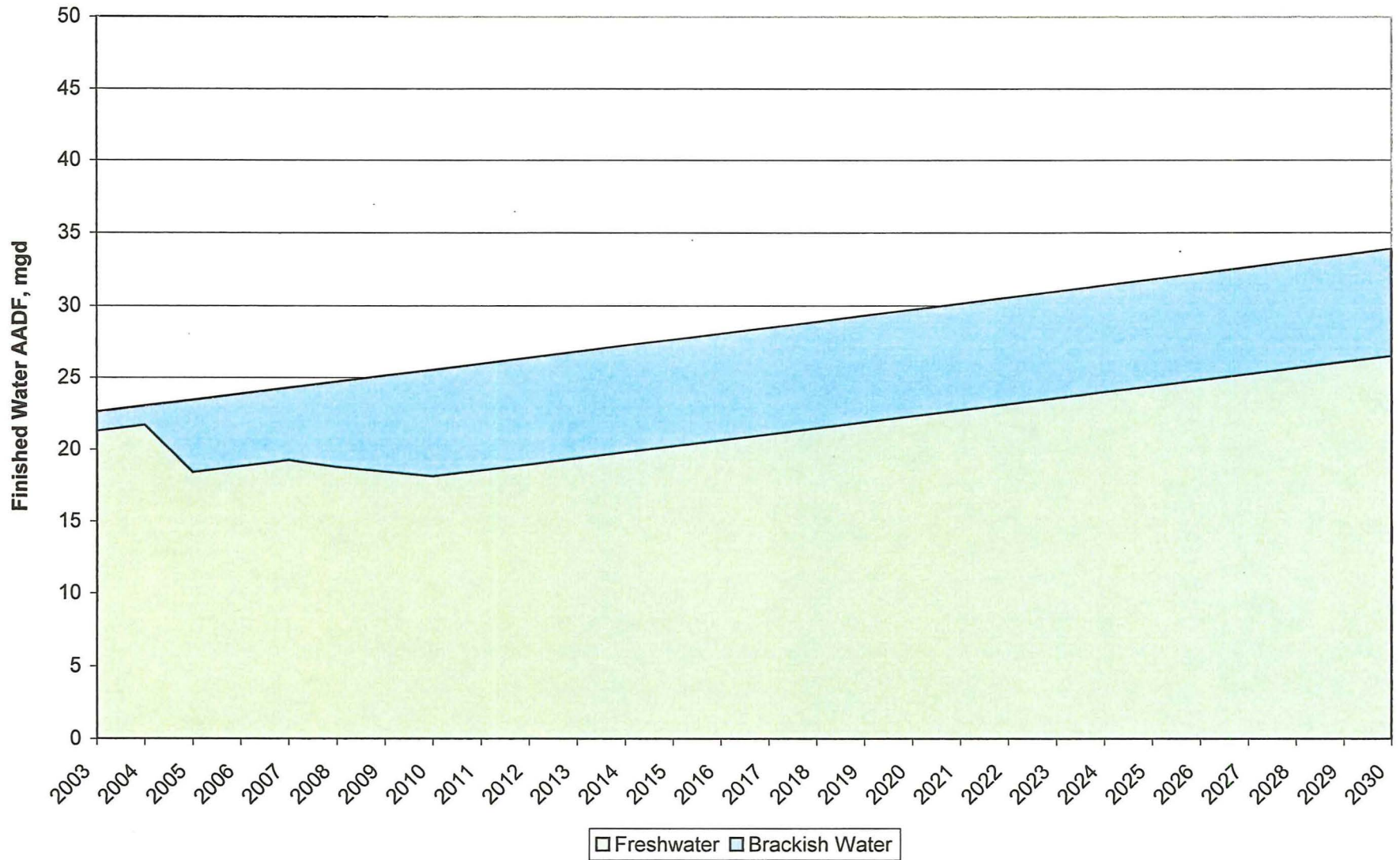


Figure 25

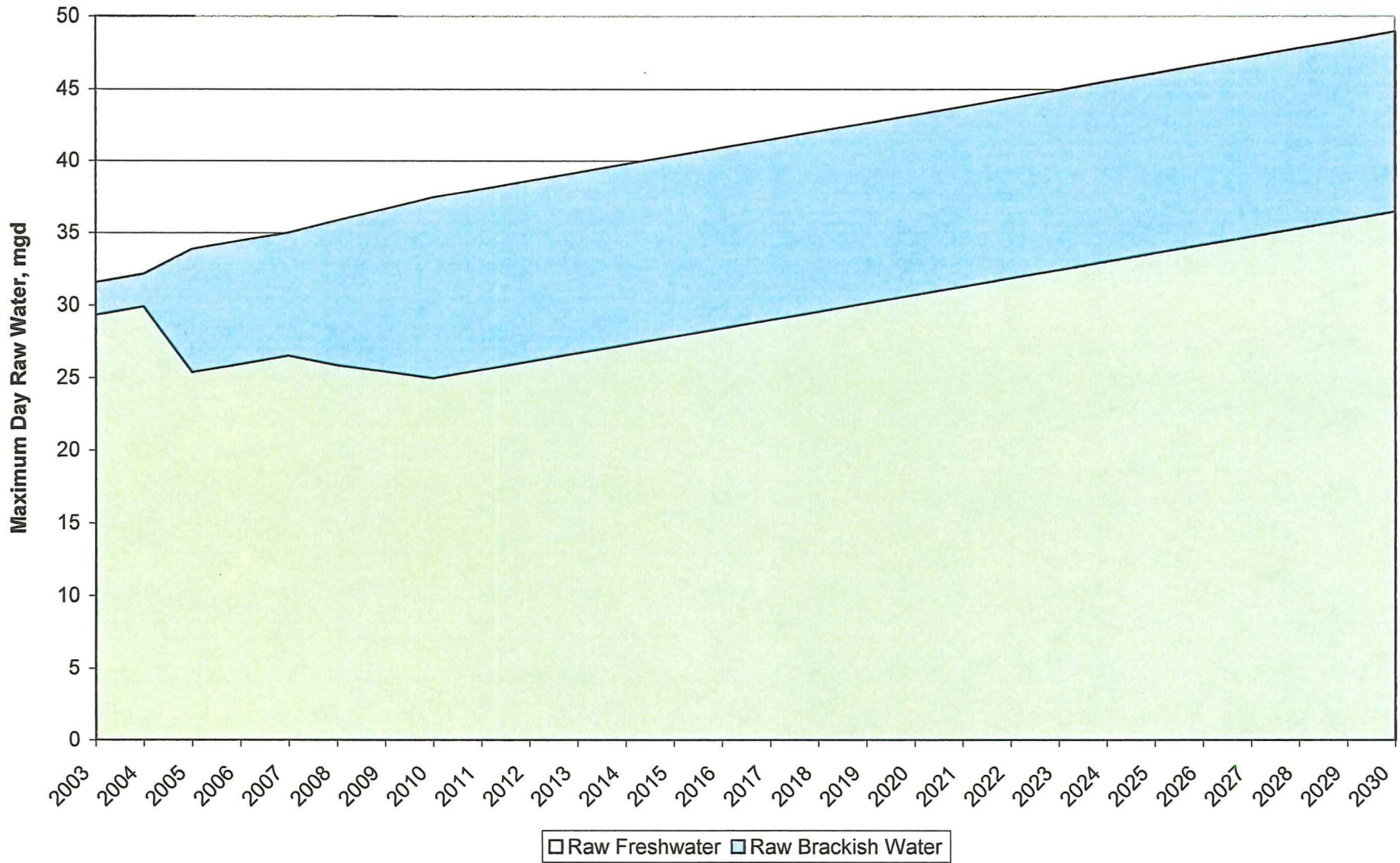


Figure 26

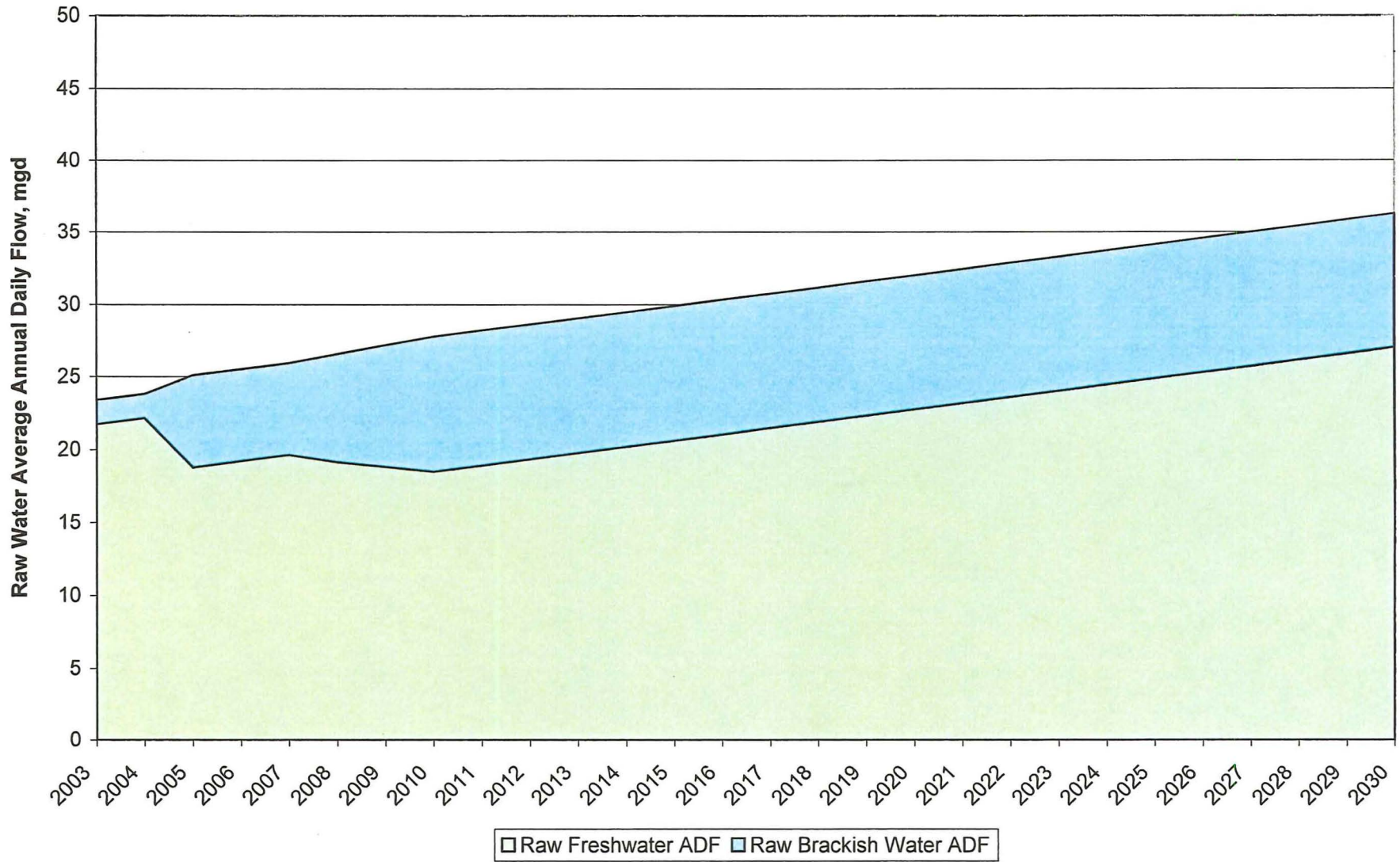


Figure 27

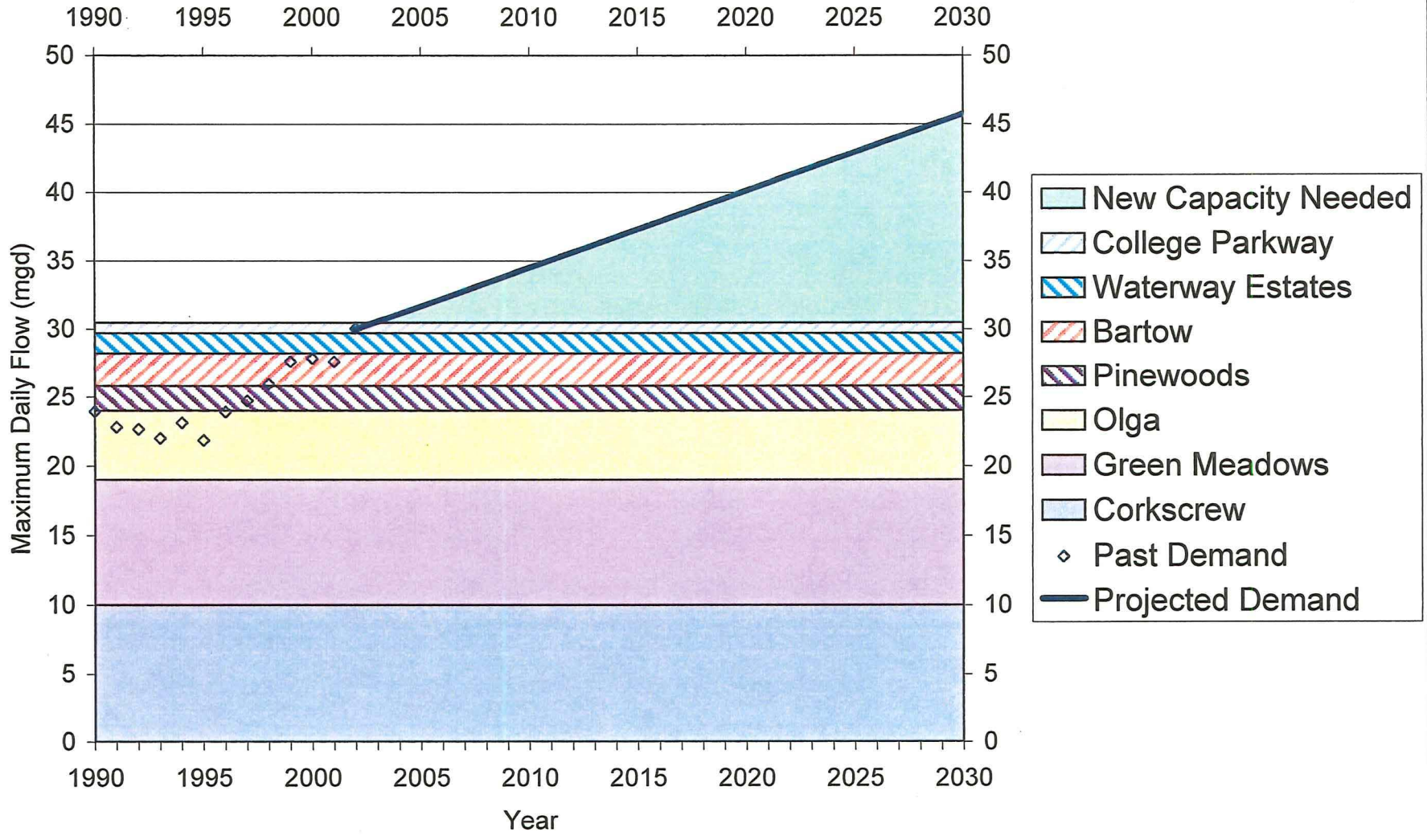
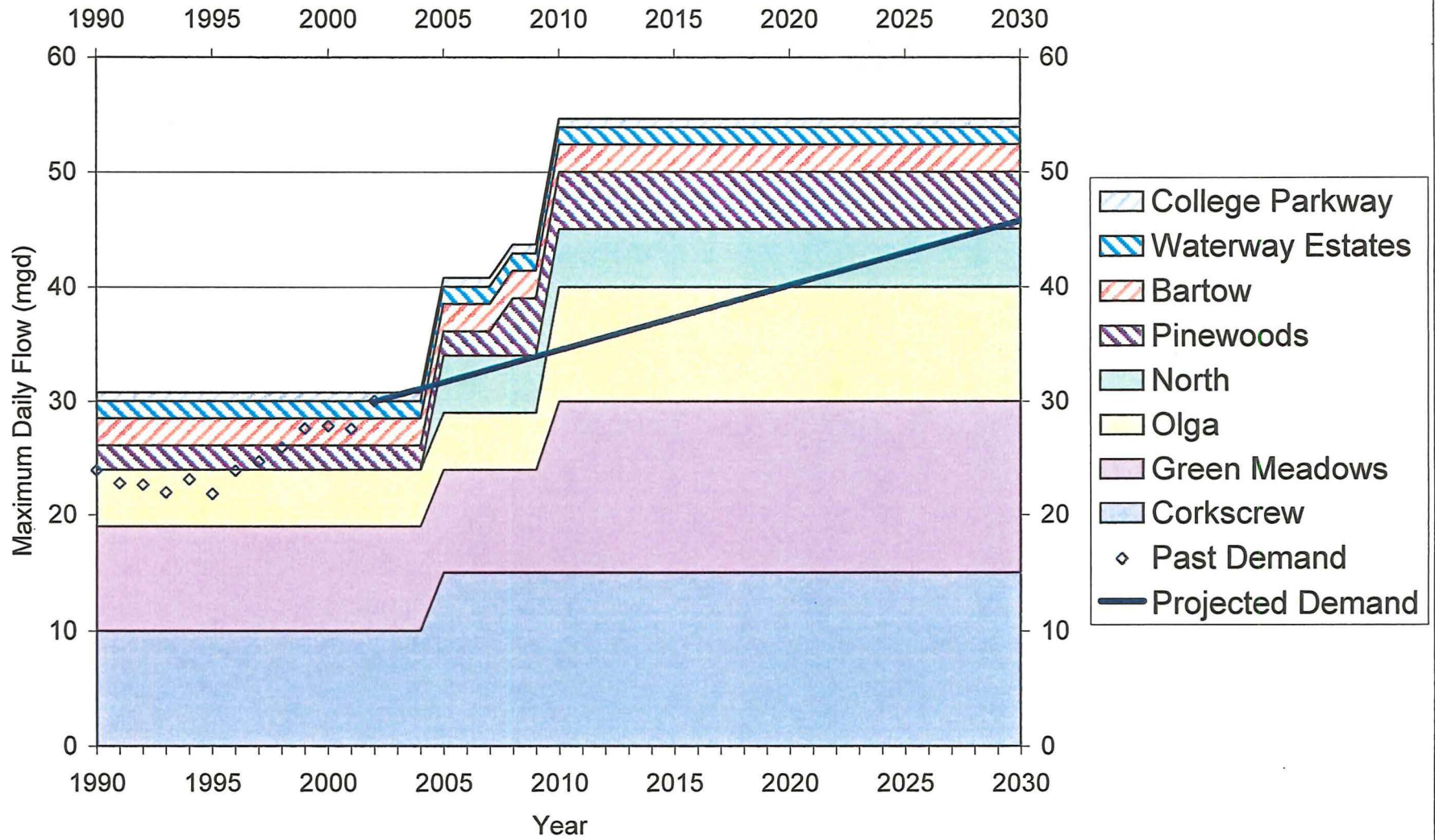


Figure 28



**TABLE 1
WATER TREATMENT PLANT SUMMARY**

Facility	Treatment Capacity (MGD)	Treatment Process	WUP Capacity Annual Avg. (MGD)	WUP Capacity Max Day (MGD)	Wellfield Capacity (MGD) ****	WUP #	Expiration Date	Comments
Pinewoods	1.8	Membrane	3.5	3.07	7.45	36-00122-W	5/14/07	Scheduled for expansion to 5.0 MGD by 2008
San Carlos	2.4	Lime Softening	*	2.5	2.7	36-00122-W	5/14/07	No expansion Planned
Corkscrew	10.0	Lime Softening	21.23	30.37	20.16	36-00003-W	4/10/08	Scheduled for expansion to 15.0 MGD by 2005
Green Meadows	9.0	Lime Softening	**	***	15.77	36-00003-W	4/10/08	Scheduled for expansion to 15.0 MGD in 2010
Olga	5.0	Lime Softening	**	***	12.38	36-00003-W	4/10/08	Scheduled for expansion to 10.0 MGD and additional ASRs by 2005
College Pkwy	0.75	Lime Softening	**	***	1.48	36-00003-W	4/10/08	No expansion Planned
North Lee County	5.0	Membrane	8.8	12.5	6.68	*****	*****	Scheduled for completion by 2005 expandable to 10.0 MGD
Waterway Estates	1.5	Lime Softening	1.07	1.51	1.512	36-00152-W	6/13/01*****	No expansion Planned
Total	35.5		34.6	49.95	68.132			

* Pinewoods & San Carlos total annual allocation = 1284 MG / 365 = 3.5 MGD

** Corkscrew, Green Meadows, Olga & College total annual allocation = 7,749 MG / 365 = 21.23 MGD

*** Corkscrew, Green Meadows, Olga & College max day allocation = 30.37 MGD

**** Wellfield Capacity is total of all pump capacities (gpm) of existing active wells X 1440min.

***** Permit Application submitted and under review by SFWMD

TABLE 2
Potable Water Storage Facilities

Name	Existing / Proposed	Type	Material	Capacity Million Gallons
North Tower	E	Elevated Tank	Steel	0.2
North Reservoir	E	Ground Storage	Concrete	2.0
South Reservoir	E	Ground Storage	Concrete	2.0
Tice Tower	E	Elevated Tank	Steel	0.3
Miners Corner Reservoir	E	Ground Storage	Concrete	2.0
Oriole Reservoir	E	Ground Storage	Concrete	1.0
Shadow Preserve Reservoir	E	Ground Storage	Steel	1.0
Haul Road	P	Ground Storage	Concrete	10.0

**TABLE 3
CORKSCREW WELLFIELD
DESCRIPTION OF WELLS**

EXISTING WELLS

Well #	Existing / Proposed		Total Depth	Cased Depth	Screen Interval	Pump Manufacture	Intake Depth	Capacity	Active	Year Drilled	Meter Type
	Diameter										
1	E	12	205	135	60	Layne Atlanta	100	350	Yes	1981	Turbine
2	E	12	250	160	85	Layne Atlanta	100	350	Yes	1981	Turbine
3	E	12	270	180	80	Layne Atlanta	100	350	Yes	1981	Turbine
4	E	12	295	185	100	Layne Atlanta	100	350	Yes	1981	Turbine
5	E	12	295	205	85	Layne Atlanta	100	350	Yes	1981	Turbine
6	E	12	300	210	80	Layne Atlanta	100	350	Yes	1981	Turbine
7	E	12	135	45	80	Layne Atlanta	40	500	Yes	1981	Turbine
8	E	12	140	50	80	Layne Atlanta	40	500	Yes	1981	Turbine
9	E	12	140	55	80	Layne Atlanta	45	500	Yes	1981	Turbine
10	E	12	150	60	80	Layne Atlanta	45	500	Yes	1981	Turbine
11	E	12	145	55	80	Layne Atlanta	45	500	Yes	1981	Turbine
12	E	12	140	50	80	Layne Atlanta	45	500	Yes	1981	Turbine
13	E	12	140	50	80	Layne Atlanta	45	500	Yes	1981	Turbine
14	E	12	150	45	85	Layne Atlanta	45	500	Yes	1981	Turbine
15	E	12	145	55	80	Layne Atlanta	45	500	Yes	1981	Turbine
16	E	12	150	60	80	Layne Atlanta	45	500	Yes	1981	Turbine
18	E	12	115	45	60	Layne Atlanta	40	500	Yes	1982	Turbine
19	E	12	120	50	60	Layne Atlanta	45	500	Yes	1982	Turbine
20	E	12	120	50	60	Layne Atlanta	45	500	Yes	1982	Turbine
21	E	12	105	35	60	Layne Atlanta	30	500	Yes	1982	Turbine
22	E	12	110	40	60	Layne Atlanta	35	500	Yes	1982	Turbine
23	E	12	115	45	60	Layne Atlanta	40	500	Yes	1982	Turbine
24	E	12	120	50	60	Layne Atlanta	45	500	Yes	1982	Turbine
25S	E	12	80	30	30	SIM-FCO	65	500	Yes	1998	Micro Prop
26S	E	12	80	30	40	SIM-FCO	65	500	Yes	1998	Micro Prop
27S	E	12	85	30	40	SIM-FCO	65	500	Yes	1998	Micro Prop
28S	E	12	85	30	45	SIM-FCO	65	500	Yes	1998	Micro Prop
25D	E	12	180	115	55	SIM-FCO	100	350	Yes	1998	Micro Prop
26D	E	12	170	120	40	SIM-FCO	100	350	Yes	1998	Micro Prop
27D	E	12	170	120	40	SIM-FCO	100	350	Yes	1998	Micro Prop
28D	E	12	185	125	50	SIM-FCO	100	350	Yes	1998	Micro Prop

PROPOSED WELLS

Well #	Existing / Proposed		Total Depth	Cased Depth	Screen Interval	Pump Manufacture	Intake Depth	Capacity	Active	Year Drilled	Meter Type
	Diameter										
29S	P	12	130	40	N/A	N/A	N/A	500	No	2005	N/A
29D	P	12	270	180	N/A	N/A	N/A	250	No	2005	N/A
30S	P	12	130	40	N/A	N/A	N/A	500	No	2005	N/A
30D	P	12	270	180	N/A	N/A	N/A	250	No	2005	N/A
31S	P	12	130	40	N/A	N/A	N/A	500	No	2005	N/A
31D	P	12	270	180	N/A	N/A	N/A	250	No	2005	N/A
32S	P	12	130	40	N/A	N/A	N/A	500	No	2005	N/A
32D	P	12	270	180	N/A	N/A	N/A	250	No	2005	N/A
33S	P	12	130	40	N/A	N/A	N/A	500	No	2005	N/A
33D	P	12	270	180	N/A	N/A	N/A	250	No	2005	N/A
34S	P	12	130	40	N/A	N/A	N/A	500	No	2005	N/A
34D	P	12	270	180	N/A	N/A	N/A	250	No	2005	N/A
35S	P	12	130	40	N/A	N/A	N/A	500	No	2005	N/A
35D	P	12	270	180	N/A	N/A	N/A	250	No	2005	N/A
36S	P	12	130	40	N/A	N/A	N/A	500	No	2005	N/A
36D	P	12	270	180	N/A	N/A	N/A	250	No	2005	N/A
37S	P	12	130	40	N/A	N/A	N/A	500	No	2005	N/A
37D	P	12	270	180	N/A	N/A	N/A	250	No	2005	N/A
38S	P	12	130	40	N/A	N/A	N/A	500	No	2005	N/A
38D	P	12	270	180	N/A	N/A	N/A	250	No	2005	N/A
39S	P	12	130	40	N/A	N/A	N/A	500	No	2005	N/A
39D	P	12	270	180	N/A	N/A	N/A	250	No	2005	N/A
LH1	P	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	2005	N/A
LH2	P	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	2005	N/A
LH3	P	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	2005	N/A

**TABLE 4
GREEN MEADOWS WELLFIELD
DESCRIPTION OF WELLS**

EXISTING WELLS

Well #	Existing /		Total Depth	Cased Depth	Screen Interval	Pump Manufacture	Intake Depth	Capacity	Active	Year Drilled	Meter Type
	Proposed Diameter										
1	E	16	180	90/170	N/A	N/A	60	500	Yes	1974	Flow Meter
1D	E	10	40	14	N/A	N/A	8	500	Yes	1983	Flow Meter
2	E	16	190	90/170	N/A	N/A	59	500	Yes	1974	Flow Meter
2A	E	10	38	20	N/A	N/A	7	500	Yes	1983	Flow Meter
3	E	16	190	100	N/A	N/A	32	500	Yes	1975	Flow Meter
3A	E	10	42	17	N/A	N/A	7	500	Yes	1983	Flow Meter
3B	E	10	42	22	N/A	N/A	7	500	Yes	1983	Flow Meter
4	E	16	185	105	N/A	N/A	55	500	Yes	1975	Flow Meter
4A	E	10	43	20	N/A	N/A	8	500	Yes	1983	Flow Meter
5	E	16	180	102	N/A	N/A	62	500	Yes	1981	Flow Meter
5A	E	10	24	20	N/A	N/A	6	200	Yes	1991	Flow Meter
6	E	16	235	90	N/A	N/A	36	350	Yes	1981	Flow Meter
6A	E	10	20	20	N/A	N/A	10	200	Yes	1991	Flow Meter
7	E	16	90	90	N/A	N/A	10	500	Yes	1981	Flow Meter
7A	E	10	21	21	N/A	N/A	10	200	Yes	1991	Flow Meter
8	E	16	90	90	N/A	N/A	35	500	Yes	1989	Flow Meter
8A	E	10	42	20	N/A	N/A	5	200	Yes	1989	Flow Meter
9	E	16	230	91	N/A	N/A	24	500	Yes	1983	Flow Meter
9A	E	10	42	10	N/A	N/A	11	500	Yes	1983	Flow Meter
10	E	18	200	90	N/A	N/A	32	500	Yes	1990	Flow Meter
10A	E	10	40	20	N/A	N/A	10	200	Yes	1990	Flow Meter
11	E	16	210	90	N/A	N/A	30	500	Yes	1990	Flow Meter
11A	E	10	40	20	N/A	N/A	10	200	Yes	1990	Flow Meter
12	E	10	90	82	N/A	N/A	25	500	Yes	1991	Flow Meter
12A	E	10	25	20	N/A	N/A	5	200	Yes	1991	Flow Meter
13	E	16	92	84	N/A	N/A	22	500	Yes	1991	Flow Meter
13A	E	10	26	20	N/A	N/A	9	200	Yes	1991	Flow Meter

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PROPOSED WELLS

Well #	Existing /		Total Depth	Cased Depth	Screen Interval	Pump Manufacture	Intake Depth	Capacity	Active	Year Drilled	Meter Type
	Proposed Diameter										
15	P	12	200	100	N/A	N/A	N/A	500	No	N/A	N/A
15A	P	12	50	20	N/A	N/A	N/A	200	No	N/A	N/A
16	P	12	200	100	N/A	N/A	N/A	500	No	N/A	N/A
16A	P	12	50	20	N/A	N/A	N/A	200	No	N/A	N/A
17	P	12	200	100	N/A	N/A	N/A	500	No	N/A	N/A
17A	P	12	50	20	N/A	N/A	N/A	200	No	N/A	N/A
18	P	12	200	100	N/A	N/A	N/A	500	No	N/A	N/A
18A	P	12	50	20	N/A	N/A	N/A	200	No	N/A	N/A
19	P	12	200	100	N/A	N/A	N/A	500	No	N/A	N/A
19A	P	12	50	20	N/A	N/A	N/A	200	No	N/A	N/A
20	P	12	200	100	N/A	N/A	N/A	500	No	N/A	N/A
20A	P	12	50	20	N/A	N/A	N/A	200	No	N/A	N/A
21	P	12	200	100	N/A	N/A	N/A	500	No	N/A	N/A
21A	P	12	50	20	N/A	N/A	N/A	200	No	N/A	N/A
22	P	12	200	100	N/A	N/A	N/A	500	No	N/A	N/A
22A	P	12	50	20	N/A	N/A	N/A	200	No	N/A	N/A
23	P	12	200	100	N/A	N/A	N/A	500	No	N/A	N/A
23A	P	12	50	20	N/A	N/A	N/A	200	No	N/A	N/A
24	P	12	800	500	N/A	N/A	N/A	600	No	N/A	N/A
25	P	12	800	500	N/A	N/A	N/A	600	No	N/A	N/A
26	P	12	800	500	N/A	N/A	N/A	600	No	N/A	N/A

**TABLE 5
PINWOODS WELLFIELD
DESCRIPTION OF WELLS**

EXISTING WELLS

Well #	Existing /	Proposed Diameter	Total Depth	Cased Depth	Screen	Pump	Intake	Capacity	Active	Year Drilled	Meter Type
					Interval	Manufacture	Depth				
1	E	16	31	16	N/A	N/A	N/A	450	Yes	1988	Flow Meter
2	E	16	40	19	N/A	N/A	N/A	450	Yes	1988	Flow Meter
3	E	16	40	19	N/A	N/A	N/A	450	Yes	1988	Flow Meter
4	E	16	39	19	N/A	N/A	N/A	450	Yes	1988	Flow Meter
5	E	16	42	20	N/A	N/A	N/A	450	Yes	1988	Flow Meter
6	E	16	32	22	N/A	N/A	N/A	450	Yes	1988	Flow Meter
7	E	16	39	19	N/A	N/A	N/A	450	Yes	1988	Flow Meter
8	E	16	30	20	N/A	N/A	N/A	450	Yes	1988	Flow Meter
9	E	16	30	21	N/A	N/A	N/A	450	Yes	1988	Flow Meter
10	E	16	30	18	N/A	N/A	N/A	450	Yes	1988	Flow Meter
11	E	16	30	17	N/A	N/A	N/A	450	Yes	1988	Flow Meter
12	E	6	123	83	N/A	N/A	N/A	75	Yes	1990	Flow Meter
9A	E	8	171	85	N/A	N/A	N/A	75	Yes	2003	Flow Meter
3A	E	8	138	85	N/A	N/A	N/A	75	Yes	2003	Flow Meter

PROPOSED WELLS

Well #	Existing /	Proposed Diameter	Total Depth	Cased Depth	Screen	Pump	Intake	Capacity	Active	Year Drilled	Meter Type
					Interval	Manufacture	Depth				
1A	P	8	200	85	N/A	N/A	N/A	75	No	N/A	N/A
5A	P	8	200	85	N/A	N/A	N/A	75	No	N/A	N/A
7A	P	8	200	85	N/A	N/A	N/A	75	No	N/A	N/A
11A	P	8	200	85	N/A	N/A	N/A	75	No	N/A	N/A

**SAN CARLOS WELLFIELD
DESCRIPTION OF WELLS**

EXISTING WELLS

Well #	Existing /	Proposed Diameter	Total Depth	Cased Depth	Screen	Pump	Intake	Capacity	Active	Year Drilled	Meter Type
					Interval	Manufacture	Depth				
13	E	8	41	19	N/A	N/A	N/A	500	Yes	1988	Flow Meter
14	E	8	45	22	N/A	N/A	N/A	500	Yes	1984	Flow Meter
15	E	8	40	18	N/A	N/A	N/A	500	Yes	1980	Flow Meter
16	E	8	40	19	N/A	N/A	N/A	N/A	No	1980	Flow Meter
16A	E	8	40	22	N/A	N/A	N/A	375	Yes	2000	Flow Meter

**TABLE 6
CYPRESS LAKE WELLFIELD
DESCRIPTION OF WELLS**

EXISTING WELLS

Well #	Existing / Proposed	Diameter	Total Depth	Cased Depth	Screen Interval	Pump Manufacture	Intake Depth	Capacity	Active	Year Drilled	Meter Type
2	E	8	230	126	N/A	N/A	120	120	Yes	N/A	Flow Meter
3	E	8	220	135	N/A	N/A	130	140	Yes	1974	Flow Meter
4	E	8	220	100	N/A	N/A	95	60	Yes	1981	Flow Meter
5	E	8	238	116	N/A	N/A	N/A	N/A	No	1988	Flow Meter
6	E	8	260	126	N/A	N/A	N/A	N/A	No	1988	Flow Meter
7	E	8	220	126	N/A	N/A	120	170	Yes	1979	Flow Meter
8	E	8	224	130	N/A	N/A	124	150	Yes	1979	Flow Meter
12	E	8	220	120	N/A	N/A	N/A	N/A	No	1980	Flow Meter
13	E	8	220	126	N/A	N/A	N/A	N/A	No	1975	Flow Meter
14	E	8	220	130	N/A	N/A	124	90	Yes	N/A	Flow Meter
15	E	8	220	120	N/A	N/A	114	150	Yes	N/A	Flow Meter
17	E	8	285	220	N/A	N/A	214	150	Yes	1973	Flow Meter
18	E	8	280	220	N/A	N/A	N/A	N/A	No	N/A	Flow Meter

PROPOSED WELLS

NONE

TABLE 6

CAPITAL IMPROVEMENT PROJECTSWATER SUPPLY DEVELOPMENT PLAN

CIP PROJECT #	PROJECT NAME	DESCRIPTION	PROJECT STATUS	TOTAL PROJECT COST	ESTIMATED COMPLETION DATE	FUNDING SOURCE
7084	North Lee County WTP	Construct a 5.0 MGD Reverse Osmosis WTP expandable to 10.0 MGD	Design and construction of production wells complete	\$32,057,227.00	2005	Debt Finance / Enterprise Fund
7097	Corkscrew WTP Wellfield	Expand wellfield w/ 25 additional wells (11 surficial, 11 sandstone, 3 Lower Hawthorne)	Preliminary design complete Permitted by SFWMD	\$5,000,000.00	2005	Enterprise Fund
7114	Corkscrew WTP Expansion	Expand treatment capacity of the plant from 10.0 MGD to 15.0 MGD	Design Complete CM developing GMP	\$12,352,991.00	2005	Enterprise Fund
7104	Green Meadows WTP Improvements	Expand plant and wellfield w/ 21 new wells from 9.0 MGD to 15.0 MGD	Preliminary Design Underway	\$2,050,000.00	2010	Debt Finance / Enterprise Fund
7150	Green Meadows WTP Well Pump Improvements	Upgrade and replace all well pumps	On going as needed	\$450,000.00	On-going	Enterprise Fund
7105	Green Meadows / Corkscrew Interconnect and Storage	Construct 10MG storage facility shared by Green Meadows and Corkscrew	Design 90% complete CM under contract	\$10,880,000.00	2005	Grant / Dept Finance
7265	Olga WTP ASR & Expansion	Construct 4 ASR wells and expand plant capacity from 5.0 MGD to 10.0 MGD	Contract for ASR well design complete Plant expansion basis of design complete	\$10,450,000.00	ASR 2005 Plant 2008	Debt Finance / Enterprise Fund
7173	Pinewoods WTP Improvements	Expand capacity of plant from 2.4 MGD to 5.0 MGD	Preliminary design Underway	\$117,788.00*	2008	Enterprise Fund
7174	Pinewoods Wellfield Expansion	Install 4 new Lower Hawthorne wells	Preliminary design underway	\$16,500.00*	2008	Enterprise Fund
7149	Well Redevelopment/Upgrade & Rebuild	On-going well redevelopment / upgrading and rebuilding equipment	On-going	\$1,100,000.00	On-going	Enterprise Fund

* To be combined with CIP# 7155, Pinewoods Deep Injection Well, with a total project cost of \$4,000,000.00, funded by bond issue

ALTERNATIVE WATER RESOURCE PROJECTS

CIP PROJECT #	PROJECT NAME	DESCRIPTION	PROJECT STATUS	TOTAL PROJECT COST	ESTIMATED COMPLETION DATE	FUNDING SOURCE
7217	Reuse System Improvements	Reserved for future reuse distribution projects being considered	Future projects being considered	\$1,587,101.00	2008	Enterprise Fund
7136	Reuse System Storage Feasibility Study	Study in cooperation with SFWMD's Regional Irrigation Distribution Study	Phase I & II completed, Phase III underway	\$200,000.00	2005	Enterprise Fund
7139	Waterway Estates Reuse Interconnect w/ Cape Coral	Reuse Interconnect with the City of Cape Coral and pumping facility.	Piping completed, Reuse pump station design complete, preparing for bidding	\$200,000.00	2004	Enterprise Fund
7256	Waterway Estates Reuse Storage	Construct a 1.0 MG storage tank and pumping facility	Final design complete	\$650,000.00	2004	Enterprise Fund
7111	Automated Flushing Devices	Install Automatic Flushing Devices on dead end lines	15 devices installed others planned	\$80,000.00	2005	Grant Funding / Enterprise Fund
7269	Fiesta Village WWTP Reuse Valve Control	Install telemetry systems to provide control at individual reuse sites	Design complete, Construction underway	\$400,000.00	2004	Enterprise Fund
7240	Pine Island WWTP Reuse System	Install reuse distribution system on Pine Island	Preliminary design underway	\$730,331.00	2008	Enterprise Fund

**TABLE 7
WATERWAY ESTATES WELLFIELD
DESCRIPTION OF WELLS**

EXISTING WELLS

Well #	Existing /		Total Depth	Cased Depth	Screen Interval	Pump Manufacture	Intake Depth	Capacity	Active	Year Drilled	Meter Type
	Proposed	Diameter									
1	E	8	48	30	N/A	Grundfos	-30	40	Yes	1957	Flow Meter
2	E	8	57	42	N/A	Gould	-32	75	Yes	1957	Flow Meter
3	E	6	130	130	N/A	Alvers	-116	30	Yes	1966	Flow Meter
4	E	8	48	14	N/A	Grundfos	-20	50	Yes	1966	Flow Meter
6	E	8	205	124	N/A	Sta-Rite	-105	45	Yes	1971	Flow Meter
8	E	8	43	13	N/A	Grundfos	-20	40	Yes	1976	Flow Meter
9	E	8	230	125	N/A	Gould	-105	50	Yes	1971	Flow Meter
10	E	8	235	134	N/A	Alvers	-116	30	Yes	1972	Flow Meter
11	E	10	230	130	N/A	Grundfos	-116	85	Yes	1983	Flow Meter
12	E	10	60	40	N/A	Grundfos	-20	60	Yes	1983	Flow Meter
13	E	10	80	50	N/A	Grundfos	-40	30	Yes	1983	Flow Meter
14	E	10	230	136	N/A	Grundfos	-95	85	Yes	1982	Flow Meter
15	E	8	208	160	N/A	Grundfos	-140	65	Yes	1988	Flow Meter
NC-1	E	8	240	140	N/A	Gould	-130	70	Yes	1970	Flow Meter
NC-2	E	8	240	140	N/A	Grundfos	-120	85	Yes	1975	Flow Meter
NC-9	E	8	225	164	N/A	Grundfos	-116	110	Yes	1975	Flow Meter
1D	E	4	600	300	N/A	Grundfos	-20	100	Yes	1989	Flow Meter

PROPOSED WELLS

Well #	Existing /		Total Depth	Cased Depth	Screen Interval	Pump Manufacture	Intake Depth	Capacity	Active	Year Drilled	Meter Type
	Proposed	Diameter									
2D	P	12	600	300	N/A	N/A	N/A	N/A	No	N/A	N/A

**TABLE 8
NORTH LEE COUNTY WELLFIELD
DESCRIPTION OF WELLS**

EXISTING WELLS

Well #	Existing / Proposed	Diameter	Total Depth	Cased Depth	Screen Interval	Pump Manufacture	Intake Depth	Capacity	Active	Year Drilled	Meter Type
1	E	16	700	500	N/A	N/A	N/A	580	No	2003	N/A
2	E	16	700	493	N/A	N/A	N/A	580	No	2003	N/A
3	E	16	592	441	N/A	N/A	N/A	580	No	2003	N/A
4	E	16	653	451	N/A	N/A	N/A	580	No	2003	N/A
5	E	16	670	500	N/A	N/A	N/A	580	No	2003	N/A
6	E	16	700	475	N/A	N/A	N/A	580	No	2003	N/A
7	E	16	700	478	N/A	N/A	N/A	580	No	2003	N/A
8	E	16	600	470	N/A	N/A	N/A	580	No	2003	N/A

PROPOSED WELLS

Well #	Existing / Proposed	Diameter	Total Depth	Cased Depth	Screen Interval	Pump Manufacture	Intake Depth	Capacity	Active	Year Drilled	Meter Type
9	P	12	N/A	N/A	N/A	N/A	N/A	580	N/A	2008	N/A
10	P	12	N/A	N/A	N/A	N/A	N/A	580	N/A	2008	N/A
11	P	12	N/A	N/A	N/A	N/A	N/A	580	N/A	2008	N/A
12	P	12	N/A	N/A	N/A	N/A	N/A	580	N/A	2008	N/A

**TABLE 9
OLGA WTP
SURFACE WATER PUMP DESCRIPTION**

Pump #	Existing/ Proposed	Pump Manufacturer	Pump Type	Capacity(GPM)	Horsepower	Diameter	Elevation of Intake
1	E	Peerless	Verticle Turbine	1750	30	12	5.4
2	E	Peerless	Verticle Turbine	3000	40	14	5.4
3	E	Peerless	Verticle Turbine	3850	60	14	5.4
4	P	N/A	N/A	3000	40	14	5.4
5	P	N/A	N/A	3000	40	14	5.4

**TABLE 10
ASR WELLS
DESCRIPTION OF WELLS**

EXISTING

Well #	Facility	Existing /		Total Depth	Cased Depth	Screen Interval	Pump Manufacture	Intake Depth	Capacity	Active	Year Drilled	Meter Type
		Proposed	Diameter									
ASR#1	Corkscrew	E	12	397	328	N/A	Crane Demming	N/A	450	Y	1995	Flowmeter
ASR#2	Corkscrew	E	12	397	337	N/A	Crane Demming	N/A	450	Y	2000	Flowmeter
ASR#3	Corkscrew	E	12	347	285	N/A	Crane Demming	N/A	450	Y	2000	Flowmeter
ASR#4	Corkscrew	E	12	368	310	N/A	Crane Demming	N/A	450	Y	2000	Flowmeter
ASR#5	Corkscrew	E	12	291	253	N/A	Crane Demming	N/A	450	Y	2000	Flowmeter
ASR#1	N. Res.	E	12	642	540	N/A	Crane Demming	N/A	500	Y	1999	Flowmeter
ASR#1	Olga	E	8	945	864	N/A	Crane Demming	N/A	500	Y	1999	Flowmeter

PROPOSED

Well #	Facility	Existing /		Total Depth	Cased Depth	Screen Interval	Pump Manufacture	Intake Depth	Capacity	Active	Year Drilled	Meter Type
		Proposed	Diameter									
ASR#2	Olga	P	8	N/A	N/A	N/A	N/A	N/A	500	N	2005	N/A
ASR#3	Olga	P	8	N/A	N/A	N/A	N/A	N/A	500	N	2005	N/A
ASR#4	Olga	P	8	N/A	N/A	N/A	N/A	N/A	500	N	2008	N/A
ASR#5	Olga	P	8	N/A	N/A	N/A	N/A	N/A	500	N	2008	N/A

**TABLE 11
CAPITAL IMPROVEMENT PROJECTS**

WATER SUPPLY DEVELOPMENT PROJECTS

CIP PROJECT #	PROJECT NAME	DESCRIPTION	PROJECT STATUS	ESTIMATED COMPLETION DATE
7084	North Lee County WTP	Construct a 5.0 MGD Reverse Osmosis WTP expandable to 10.0 MGD	Design and construction of production wells complete	2005
7097	Corkscrew WTP Wellfield	Expand wellfield w/ 25 additional wells (11 surficial, 11 sanstone, 3 Lower Hawthorne)	Preliminary design complete Permitted by SFWMD	2005
7114	Corkscrew WTP Expansion	Expand treatment capacity of the plant from 10.0 MGD to 15.0 MGD	Design Complete CM developing GMP	2005
7104	Green Meadows WTP Improvements	Expand plant and wellfield w/ 21 new wells from 9.0 MGD to 15.0 MGD	Preliminary Design Underway	2010
7150	Green Meadows WTP Well Pump Improvements	Upgrade and replace all well pumps	On going as needed	On-going
7150	Green Meadows / Corkscrew Interconnect and Storage	Construct 10MG storage facility shared by Green Meadows and Corkscrew	Design 90% complete CM under contract	2005
7265	Olga WTP ASR & Expansion	Construct 4 ASR wells and expand plant capacity from 5.0 MGD to 10.0 MGD	Contract for ASR well design complete Plant expansion basis of design complete	ASR 2005 Plant 2008
7173	Pinewoods WTP Improvements	Expand capacity of plant from 2.4 MGD to 5.0 MGD	Preliminary design Underway	2008
7174	Pinewoods Wellfield Expansion	Install 4 new Lower Hawthorne wells	Preliminary design underway	2008
7149	Well Redevelopment/Upgrade & Rebuild	On-going well redevelopment / upgrading and rebuilding equipment	On-going	

ALTERNATIVE WATER RESOURCE PROJECTS

CIP PROJECT #	PROJECT NAME	DESCRIPTION	PROJECT STATUS	ESTIMATED COMPLETION DATE
7217	Reuse System Improvements	Reserved for future reuse distribution projects being considered	Future projects being considered	2008
7136	Reuse System Storage Feasibility Study	Study in cooperation with SFWMD's Regional Irrigation Distribution Study	Phase I & II completed, Phase III underway	2005
7139	Waterway Estates Reuse Interconnect w/ Cape Coral	Reuse Interconnect with the City of Cape Coral and pumping facility.	Piping completed, Reuse pump station design complete, preparing for bidding	2004
7256	Waterway Estates Reuse Storage	Construct a 1.0 MG storage tank and pumping facility	Final design complete	2004
7111	Automated Flushing Devices	Install Automatic Flushing Devices on dead end lines	15 devices installed others planned	2005
7269	Fiesta Village WWTP Reuse Valve Control	Install telemetry systems to provide control at individual reuse sites	Design complete, Construction underway	2004
7240	Pine Island WWTP Reuse System	Install reuse distribution system on Pine Island	Preliminary design underway	2008

**TABLE 12
RECLAIMED WATER SYSTEMS
DETAILS**

Facility	Reuse Type (golf course, residential, etc.)	Alternative Disposal	2002 % Reclaimed Utilization
Fort Myers Beach WWTP	golf course, residential, parks, percolation ponds, road median,	Deep Injection Well	93%
Fiesta Village WWTP	golf course, sports field, residential, road median	Surface Water Discharge	53%
Three Oaks WWTP	golf course	None	100%
San Carlos WWTP	golf course	None	100%
Pine Island WWTP	spray fields	None	100%
Waterway Estates WWTP	golf course, bulk service to another reclaimed water system	Surface Water Discharge	4.60%
High Point WWTP	perc ponds	None	100%

Table 13: Population and Flow Projections 1990 through 2025

	Year					
	1990	2000	2010	2015	2020	2025
Population						
Census	139,292	175,117				
Projected			209,284	226,367	243,450	260,533
Finished Water						
Annual Average Daily Flow, mgd						
Actual	16.96	21.77				
Projected			25.53	27.62	29.70	31.79
Maximum Day Flow, mgd						
Actual	23.96	27.83				
Projected			34.47	37.28	40.10	42.91
Raw Water						
Annual Average Daily Flow, mgd						
Projected			27.75	29.88	32.01	34.13
Maximum Day Flow, mgd						
Projected			37.47	40.34	43.21	46.08

Potable Water Policy in the Lee Plan

Future Land Use Element

GOAL 11: WATER, SEWER, TRAFFIC, AND ENVIRONMENTAL REVIEW STANDARDS. To insure that appropriate water, sewer, traffic, and environmental review standards are considered in reviewing rezoning applications and are met prior to issuance of a county development order.

STANDARD 11.1: WATER.

1. Any new residential development that exceeds 2.5 dwelling units per gross acre, and any new single commercial or industrial development in excess of 30,000 square feet of gross leasable (floor) area per parcel, must connect to a public water system (or a "community" water system as that is defined by Chapter 17-22, F.A.C.).
2. If the proposed development lies within the boundaries of a water utility's certificated or franchised service area, or Lee County Utilities' future potable water service area (see Map 6), then the development must be connected to that utility.
3. The developer must provide proof that the prior commitments of the water utility, plus the projected need of the developer, do not exceed the supply and facility capacity of the utility.
4. All waterline extensions to new development will be designed to provide minimum fire flows, as well as adequate domestic services as required by Chapter 10D-4, F.A.C.
5. If a new development is located in a certificated or franchised service area, or Lee County Utilities' future potable water service area (see Map 6), and the utility cannot provide the service or cannot provide the service except at a clearly unreasonable cost to the developer, the developer is encouraged to petition the appropriate regulatory agency to contract the service area so that the development may establish its own community water system or invite another adjacent utility to expand its service area in order to provide the required service.
6. If a development lies outside any service area as described above, the developer may:
 - request that the service area of an adjacent water utility be extended to incorporate the property;
 - establish a community water system for the development; or
 - develop at an intensity that does not require a community water system.

(Amended by Ordinance No. 94-30, 00-22)

Community Facilities and Services Element

Potable Water Sub-Element

GOAL 33: POTABLE WATER INFRASTRUCTURE. To ensure the public health, welfare, and safety by the provision of high-quality central potable water service throughout the future urban areas of unincorporated Lee County, and to ensure that the costs of providing facilities for the supply of potable water are borne by those who benefit from them.

OBJECTIVE 33.1: The County will ensure the provision of acceptable levels of potable water service throughout the future urban areas of the unincorporated county, either directly by Lee County Utilities, or indirectly through franchised utility companies. (Amended by Ordinance No. 94-30, 00-22, 03-04)

POLICY 33.1.1: The Board of County Commissioners hereby establishes service areas for the Lee County Utilities water systems throughout which it will provide standard service as required by demand, and within which it will challenge applications by private water utilities to obtain a Certificate of Operation from the Florida Public Service Commission and reject all applications for a county franchise therein. These service areas are illustrated in Map 6. Within the Fort Myers urban reserve area, the service areas shown on the map are subject to modifications in accordance with existing and future interlocal agreements. (Amended by Ordinance No. 93-25)

POLICY 33.1.2: The minimum acceptable level-of-service standards (see Policy 70.1.3) for potable water connections to Lee County Utilities will be:

- An available supply and treatment capacity of 250 gallons per day per equivalent residential connection (ERC) for the peak month, except that facilities serving only mobile home residential structures must have a capacity of 187.5 gallons per day and facilities serving only travel trailer residential structures must have a capacity of 150 gallons per day. (Amended by Ordinance No. 92-35, 00-22)

POLICY 33.1.3: The Board of County Commissioners encourages all private utilities to set a minimum acceptable level of service to be adopted herein for use in the concurrency management system within their respective franchised or certificated areas. After the effective date of this plan or September 1, 1989, whichever is later, if the county has not adopted such standards into this plan, the standards adopted for the Lee County Utilities' water systems will apply in those certificated or franchised areas and will be used in enforcing concurrency regulations (see Policy 70.1.3).

After the deadline set above any private utility that cannot meet the Level-of-Service standards set forth for Lee County Utilities will have the opportunity to petition for a Plan Amendment for a revised Level-of-Service requirement for the specific private utility plant if it can be proved that such utility has sufficient plant and system capacity to properly service its franchised or certificated area. The proof will be in the form of properly documented daily flow reports, occupancy rates or related statistical information, and any other necessary information that may be pertinent to the justification of the requested action, to establish a new individual Level-Of-Service standard. This data should be for a period covering at least the last two prior years. (Amended by Ordinance No. 92-35, 00-22)

POLICY 33.1.4: The Board of County Commissioners urges all utilities to construct and install sufficient treatment facilities and distribution systems that will meet or exceed the minimum acceptable service standards and with the capacity to deliver water at a pressure of 20 pounds per square inch (wp PSI static) at the meter anywhere on the individual system (excluding fire flow conditions). In addition, by September 30, 1994, all utilities are urged to deliver water pressure of 40 pounds per square inch (static pressure, excluding fire flow conditions). Each utility is encouraged to advise the planning and engineering staffs of the county regarding system expansions or modifications to ensure coordination with other utilities and with all other issues of public interest and to prevent duplication of facilities and services. (Amended by Ordinance No. 92-35)

POLICY 33.1.5: County development regulations will be amended to specify that no county development order under the Development Standards Ordinance for a residential development more intense than 2.5 dwelling units per gross acre, for a commercial development of more than 30,000 square feet of gross floor area, or for any industrial plant of more than 30,000

square feet of gross floor area, will be issued in any franchised or certificated water service area, or within Lee County Utilities' future service area, unless potable water service, at the minimum acceptable level of service, is available at the property line, or surety is given that it will be installed prior to occupancy. This policy will in no way exempt any development of any size from meeting the levels of service required for concurrency under Policies 33.1.2 and 70.1.3. (Amended by Ordinance No. 00-22)

POLICY 33.1.6: No permit will be issued allowing any utility to use a public right-of-way or to cut a pavement in a public right-of-way to extend service outside of its certificated or franchised area or to extend service into an area allocated to another utility, unless the other utility concurs in writing. This will be enforced along municipal and state rights-of-way by interlocal agreement and memoranda of agreement as required. (Amended by Ordinance No. 00-22)

POLICY 33.1.7: In allocating Industrial Development Revenue Bond capacity, the county will give priority to private water utility firms proposing to construct basic facilities and to provide or upgrade infrastructure serving developed areas and antiquated subdivisions undergoing redevelopment. (Amended by Ordinance No. 00-22)

POLICY 33.1.8: The costs of new or augmented potable water infrastructure that is developed by Lee County will be borne by those who benefit from the improved supply. (Amended by Ordinance No. 94-30, 00-22)

POLICY 33.1.9: New development will pay through appropriate financial mechanisms its fair share of the costs of providing standard potable water for that development. (Amended by Ordinance No. 00-22)

POLICY 33.1.10: By 1999, county staff will formulate the study proposal to determine the appropriateness of requiring certain existing residential developments at a density equal to or in excess of 2.5 dwelling units per acre to connect to a potable water or sewer system, if available. The study will address the issue of health related problems and will include the collection and analysis of well samples to determine if there is an immediate health problem as well as a cost benefit analysis. This study proposal will include recommendations regarding which pre-platted communities and subdivisions should be required to connect to a potable water or sewer system, if available. (Added by Ordinance No. 98-09, Amended by Ordinance No. 00-22)

POLICY 33.1.11: The County will expand potable water facilities consistent with those improvements identified in Table 6, the Water Supply Development Plan Table. Table 6 will be amended as projects are completed and technological advancements in water supply facilities are made.

GOAL 34: CONSERVATION. To ensure that future populations have access to potable water supplies and services at a reasonable price by using and encouraging conservation and resource management measures to reduce consumption of potable water.

OBJECTIVE 34.1: The county will continue its programs in education, technical advice, demonstration, rate revisions, and reuse to reduce potable water consumption and the consumption of large volumes of potentially potable water. Water consumption per Equivalent Residential Unit will be decreased by 2.5% annually through the year 2000. (Amended by Ordinance No. 94-30, 00-22)

POLICY 34.1.1: Using the personnel and resources of various county agencies, Lee County will continue to offer a program of public information and education. This program should include the use of print media, advertising, and public service announcements on radio and

television highlighting and advocating various strategies of water conservation, including, but not limited to:

- creating incentives for "gray water" systems or other recycling activities;
- adopting incentives for household and commercial use of appliances with low water consumption rates;
- advising householders to reduce water use;
- creating a demand for low water use appliances by publishing ratings of water use efficiency for appliances analogous to the energy efficiency ratings for electrical appliances;
- advocating the cost-effective use of appliances and water: i.e. run only full loads or use low water settings when appropriate;
- encouraging the building or grounds manager, including the individual householder, to maintain the water system, i.e. timely repair of dripping faucets, leaking water closets, broken or maladjusted sprinkler heads, etc.;
- installing alternatives to spray irrigation devices for lawns and grounds management such as drip or seep systems, or at least attending to the ambient humidity and evapo-transpiration rates in controlling sprinkler systems;
- encouraging the use of drought-tolerant ground covers and shrubbery according to the principles of "xeriscape" (see glossary and Objective 87.2) and demonstrating the uses of native vegetation in landscaping; and
- generally encouraging the thoughtful use of water in all necessary activities. (Amended by Ordinance No. 94-30, 00-22)

POLICY 34.1.2: In developing and implementing local landscape regulations including the preservation, reforestation, and wetlands restoration requirements, preference will be given to native species which are adapted to the region's climatic regime.

POLICY 34.1.3: Xeric landscaping, stressing the use of native vegetation, is to be emphasized through modifications to the county's development regulations and through direct action while landscaping county-owned projects.

POLICY 34.1.4: The Board of County Commissioners will periodically re-examine the "step rate" structure for the Lee County Utilities water systems which encourages water conservation by requiring that the commodity charge (basic monthly charge less readiness to serve fee and capital debt contribution) above a specified amount of water use increase continuously or by specified increments for that increased use of water. (Amended by Ordinance No. 94-30, 00-22)

POLICY 34.1.5: The Board of County Commissioners will encourage privately operated potable water utilities to adopt a "conservation" rate structure for users in their respective service areas. (Amended by Ordinance No. 00-22)

POLICY 34.1.6: Development regulations will continue to require that any development will pay the appropriate fees and connect to a re-use water system if such system is near or adjacent to the development and has sufficient surplus to supply the development. Development regulations will be amended further as follows:

- Where a significant modification is proposed to a major development subject to Chapter 10 of the Land Development Code, wastewater reuse systems will be required in the same manner as for new developments.
- The county will require by ordinance the connection of specified existing development to a utility wastewater distribution system when one is available near or adjacent to the property.

(Amended by Ordinance No. 91-19, 94-30, 00-22)

POLICY 34.1.7: It is hereby declared that the conservation of potable water supply and facility capacity is of such importance to the orderly growth of the community that in order to further provide incentive for its use, reuse water may be provided at a price significantly lower than finished potable water (the residual costs of operation being charged to the sewer users as part of the cost of effluent disposal).

POLICY 34.1.8: Priority in the use of Industrial Development Revenue Bonds or other mechanisms of public finance will be given to regulated private utilities where not prohibited by the Florida constitution or statutes in order to achieve these public ends. (Amended by Ordinance No. 00-22)

POLICY 34.1.9: Lehigh Acres (as defined by outer boundaries of its Privately Funded Infrastructure overlay on the Future Land Use Map) is hereby declared a critical area for future potable water supply due to fluctuating water levels in the Sandstone aquifer. In response to this designation, the county will amend current regulations to provide that new wells in Lehigh Acres must be constructed to accommodate submersible pumps. (Also see Policy 1.7.10 for new permit requirements for irrigation wells in Bonita Springs, and Policy 2.4.2 for special requirements for amendments to the Future Land Use Map.) (Amended by Ordinance No. 94-30, 00-22, 02-02)

POLICY 34.1.10: The county will continue to implement and enforce regulations to reduce the amount of effluent being discharged into surface waters. (Amended by Ordinance No. 91-19, 94-30, 00-22)

POLICY 34.1.11: Continue to encourage new and existing developments to utilize the Fort Myers Beach/Iona-McGregor sewer system's dual water system. (Amended by Ordinance No. 94-30, Amended and Relocated by Ordinance No. 98-09)

GOAL 35: ORGANIZATION OF SERVICE AND FACILITY DELIVERY. To provide greater local coordination of the activities of public and private utilities within the county.

OBJECTIVE 35.1: Ensure an adequate, reliable, and economical supply of potable water to meet the forecasted needs for all residents of Lee County through the year 2020 through regional planning and intergovernmental participation. (Amended by Ordinance No. 94-30)

POLICY 35.1.1: Lee County Utilities and Lee County Division of Natural Resources will plan and coordinate with other government agencies in the development of comprehensive plans as they relate to well field protection, aquifer recharge, water supply, and related capital facilities. (Added by Ordinance No. 00-22, Amended and Relocated by Ordinance No. 03-04).

POLICY 35.1.2: Lee County Division of Natural Resources in conjunction with Lee County Utilities will perform groundwater modeling and analysis for new development, as needed, to assess the potential impact on the water resources of Lee County. The analysis will focus on the following issues:

- Adequacy of water supply, including groundwater level draw-down
- Avoidance of adverse impacts on natural systems from water supply withdrawals.

(Added by Ordinance No. 00-22, Amended and Relocated by Ordinance No. 03-04)

POLICY 35.1.3: Lee County will ~~actively participate in the implementation of the Regional Water Supply Facilities Master Work Plan as adopted by the Board of County Commissioners on (insert date). Lee County will utilize the document as the County's guide to water supply facility planning with a planning horizon through the year 2025. A copy of the adopted The Master Water Supply Facilities Work Plan will be maintained and kept on file by Lee County Utilities.~~ ~~consider the expansion of existing surface water sources and wellfields and the interconnection of the transmission systems of existing public and private utilities to obtain the most cost efficient and reliable water system.~~

POLICY 35.1.4: Lee County will continue to collect data from private suppliers of potable water, including reporting of water flows, storage capacity, pressures, number of customers, and committed future connections, and proposed expansion plans. This data will be updated on a yearly basis. (Amended by Ordinance No. 94-30, Amended and Relocated by Ordinance No. 00-22)

Surface Water Management Sub-Element

GOAL 41: PROTECTION OF WATER RESOURCES. To protect the county's water resources through the application of innovative and sound methods of surface water management and by ensuring that the public and private construction, operation, and maintenance of surface water management systems are consistent with the need to protect receiving waters.

OBJECTIVE 41.1: WATER SUPPLY PLANNING. All county water supply planning will include the recognition of surface water runoff as a possible resource and will consider integrating the use of surface water runoff in any supply program or strategy that results. (Amended by Ordinance No. 00-22)

POLICY 41.1.1: Lee County recognizes that all fresh waters are a resource to be managed and allocated wisely, and will support allocations of the resource on the basis 1) of ensuring that sufficient water is available to maintain or restore valued natural systems, and 2) of assigning to any specified use or user the lowest quality fresh water compatible with that use, consistent with financial and technical constraints. (Amended by Ordinance No. 00-22)

POLICY 41.1.2: The county will explore, and implement where financially and technically feasible, all existing options for storing and utilizing excess surface water runoff for human consumption and other uses. Such options may include surface impoundments; back-pumping to reservoirs, to upland wetlands, or to ground storage; and ground storage by exfiltration systems or by aquifer storage and recovery systems. Maximum contaminant levels consistent with Florida DEP and USEPA regulations governing receiving waters will be met through treatment as required. Excess surface water runoff will be defined as that water not required to maintain or restore estuarine waters or other valued wetland systems. (Amended by Ordinance No. 94-30, 00-22)

POLICY 41.1.3: In the event that the timing and volume of freshwater discharges necessary to maintain the health and productivity of estuaries and other wetlands cannot be determined or supported by existing scientific data, the county will sponsor, in collaboration with other agencies, institutions, and organizations, adequate research programs to make such data available by 1995. (Amended by Ordinance No. 00-22)

POLICY 41.1.4: The county's Surface Water Management Master Plan will place particular emphasis on 1) routing surface water runoff from areas of excess to areas where additional subsurface storage is available; and 2) maintaining and increasing historic surface and groundwater levels in the Density Reduction/Groundwater Resource land use category. (Amended by Ordinance No. 00-22)

Groundwater Recharge Sub-Element

OBJECTIVE 43.2: POTABLE GROUNDWATER. Base all future development and use of groundwater resources on determinations of the safe yield of the aquifer system(s) in order not to impair the native groundwater quality or create other environmental damage. Criteria for safe-yield determinations will be determined by the SFWMD, the agency charged with permitting these activities. (Amended by Ordinance No. 94-30, 00-22)

POLICY 43.2.1: For maximum protection of groundwater resources, identify future wellfields and/or relocation site(s) for existing wellfields well in advance of need. Coordinate with SFWMD, other water suppliers, and DEP to avoid duplication and to assist in data collection and interchange. (Amended by Ordinance No. 94-30)

POLICY 43.2.2: Institute a program to identify sources of groundwater pollutants in Lee County and to map these (point and non-point) on a county-wide basis.

POLICY 43.2.3: Identify water needs consistent with projections of human population and the needs of natural systems in order to determine the future demands for groundwater. (Amended by Ordinance No. 94-30)

POLICY 43.2.4: Expand current programs to identify and map the contamination potential of groundwater resources for those areas of Lee County not currently under public ownership.

POLICY 43.2.5: Lee County, in cooperation with other agencies and the municipalities, will budget to maintain its current program of plugging non-valved, abandoned, or improperly-cased artesian wells so that at least seventy-five of these wells are plugged each year until such wells are eliminated. (Amended by Ordinance No. 94-30, 00-22)

Capital Improvements Element

POLICY 70.1.3: MINIMUM ACCEPTABLE LEVEL-OF-SERVICE STANDARDS. Level-of-service (LOS) standards will be the basis for planning the provision of required public facilities within Lee County. Some of these standards will be the basis for determining the adequacy of public facilities for the purposes of permitting new development. The "Minimum Acceptable Level of Service" will be the basis for facility design, for setting impact fees, and (where applicable) for the operation of the Concurrency Management System (CMS).

Two classes of standards are established. "Regulatory" standards are those which apply to facilities identified in state law as being essential to support development. These consist of facilities for the provision of potable water, sanitary sewer, disposal of solid waste, stormwater management, community and regional parks, and transportation. (It is the intent of this element that these standards will be the same as those established in the various relevant plan elements. If there are discrepancies between standards contained in the elements and standards as set forth herein, the standards as set forth herein will govern.) The second class, "non-regulatory" standards, are those which apply to other facilities for which the county desires to set standards for its own use; compliance with these standards will not be a requirement for continued development permitting.

REGULATORY STANDARDS

1. Potable Water Facilities:

Minimum Acceptable Level of Service:

Within certificated, franchised, or designated service areas only: supply and treatment capacity of 250 gallons per day per Equivalent Residential Connection (ERC) for the peak month, except that facilities serving only mobile home residential structures must have a capacity of 187.5 gallons per day, and facilities serving only travel trailer residential structures must have a capacity of 150 gallons per day. Where a private water utility has provided an alternate standard for application within its certificated or franchised area, and that standard has been adopted into this comprehensive plan, that will be the standard to be used for concurrency management in the respective certificated or franchised area.

Conservation and Coastal Management Element

OBJECTIVE 82.2: The county will continue to participate with other governments to prepare and implement water management plans, including the Estero Bay Agency on Bay Management, Charlotte Harbor National Estuary Program, the Charlotte Harbor Management Plan, the Water Management District Surface Water Improvement and Management (SWIM) plans, DEP aquatic preserve management plans, water supply plans, and other water resource management plans. (Amended by Ordinance No. 94-30, 98-09, 00-22)

GOAL 87: WATER RESOURCES. To conserve, manage, and protect the natural hydrologic system of Lee County to insure continued water resource availability. (Amended by Ordinance No. 94-30)

OBJECTIVE 87.1: WATER SUPPLIES. Insure water supplies of sufficient quantity and quality to meet the present and projected demands of all consumers and the environment, based on the capacity of the natural systems.

POLICY 87.1.1: Natural water system features which are essential for retention, detention, purification, runoff, recharge, and maintenance of stream flows and groundwater levels shall be identified, protected, and managed.

POLICY 87.1.2: The county will recognize and encourage water and wastewater management, provided that such management does not exceed the natural assimilative capacity of the environment or applicable health standards. Appropriate water and wastewater management includes, but is not limited to, aquifer recharge, aquifer storage and recovery, reclaimed water, reverse osmosis, dual water systems, use of low volume irrigation systems, use of water-conserving vegetation, and other conservation and recycling techniques. (Amended by Ordinance No. 94-30, 00-22)

POLICY 87.1.3: Freshwater resources will be managed in order to maintain adequate freshwater supplies during dry periods and to conserve water. (Amended by Ordinance No. 00-22)

POLICY 87.1.4: Development designs must provide for maintaining surface water flows, groundwater levels, and lake levels at or above existing conditions. (Amended by Ordinance No. 00-22)

POLICY 87.1.5: The county will cooperate with the United States Geological Survey, South Florida Water Management District, and state agencies to develop an area-wide water resources plan emphasizing planning and management of water resources on the basis of drainage basins;

and addressing the needs of the existing and potential built environment, natural hydrologic system requirements, and freshwater flow impacts on estuarine systems. (Amended by Ordinance No. 00-22)

POLICY 87.1.6: The county will continue to support a monitoring program of existing baseline conditions of water resources. (Amended by Ordinance No. 00-22)

POLICY 87.1.7: The county will cooperate fully with emergency water conservation measures of the South Florida Water Management District. (Amended by Ordinance No. 00-22)

POLICY 87.1.8: The county will support the acquisition and protection of the Flint Pen Strand as a major water retention and aquifer recharge area. (See also Policy 77.11.4.) (Amended by Ordinance No. 94-30, 00-22)

POLICY 87.1.9: The county will utilize the recommendations made in the Water Supply Facilities Work Plan (see Policy 35.1.3) as a guide to potable water facilities planning, potable water resources, and water conservation as well as expanding potable water facilities consistent with Table 6, the Water Supply Development Plan Table.

OBJECTIVE 87.2: XERISCAPE LANDSCAPE. The county will continue to promote xeriscape landscaping techniques. (Amended by Ordinance No. 94-30, 00-22)

POLICY 87.2.1: The county will continue to encourage xeriscape landscaping techniques for new development in the Land Development Code. (Amended by Ordinance No. 94-30, 00-22)

POLICY 87.2.2: The county will provide education on water conservation through creative landscaping, and promote the conservation and use of native plant species through xeriscape landscaping techniques. (Amended by Ordinance No. 94-30, 00-22)

POLICY 87.2.3: The county will establish local guidelines that will assist in efforts to reduce landscape irrigation water use to the lowest and most efficient, practical level. (Amended by Ordinance No. 00-22)

Intergovernmental Coordination Element

OBJECTIVE 108.3: COORDINATION OF ROADWAY AND UTILITY IMPROVEMENTS. Coordinate, where possible, between the Lee County Department of Transportation (DOT) and utility companies, including Lee County Utilities and the various privately operated water and wastewater companies, to insure that capital and maintenance projects are not adversely affected by subsequent utility construction. (Added by Ordinance No. 94-30)

POLICY 108.3.1: By 1995, enter into interlocal agreements between Lee County DOT and the various water and wastewater utility companies to establish a process to coordinate expected utility construction projects with programmed roadway maintenance and capital projects. (Added by Ordinance No. 94-30)

OBJECTIVE 108.5: COORDINATION OF WATER SUPPLY PLANS AND THE LEE PLAN. Coordinate between Lee County and the South Florida Water Management District to insure that the Lee Plan remains consistent with the District's regional water supply plans.

POLICY 108.5.1: The county will continue to evaluate the latest water supply plans issued by the South Florida Water Management District to insure consistency in the Lee Plan and the county's Water Supply Facilities Work Plan.

**Gasparilla Island Water Asso., Inc.
Boca Grande, Lee County, Florida
Current and Projected Water Demands**

Gasparilla Island Water Asso., Inc. (GIWA) is currently operating under Water Use Permit No. 20000718.08 issued by Southwest Florida Water Management District (SWFWMD) on June 26, 2001, and expires on June 26, 2011.

GIWA is permitted to withdraw an annual average of 1,537,600 gpd, with a peak month of 1,952,800 gpd. GIWA utilizes two separate treatment methods – reverse osmosis and color removal of water withdrawn from the surficial aquifer. The treated water from both plants is blended and disinfected prior to introduction to the distribution system.

The color removal plant has a permitted capacity of 576,000; however, the plant is only producing a maximum of 390,000 gpd. In order to protect our shallow well water supply from over withdrawal, we have no plan to increase production from that plant.

The reverse osmosis plant has a permitted capacity of 1,270,000; however, as of this date the actual production capability is 1,067,000. Modifications to the first three skids installed in the early 1990's are planned prior to the construction permit expiration date (March 26, 2008) that will bring the total capacity up to the permitted amount.

The following water use data was taken GIWA's SWFWMD Water Use Permit application. GIWA's service area is projected to be built-out at the end of the 10 year period – 2011; therefore, no further projections are required for your ten year plan.

Peak month Quantity (includes reverse osmosis treatment loss)

Present 1/1/99	Projected 6 year	Projected 10 Year
1,451,633	1,932,485	1,952,795

Annual Average Water Use

	Present 1/1/99	Projected 6 year	Projected 10 Year
Residential	559,000	744,271	752,083
Multi-family	63,000	83,880	84,762
Other Metered Uses *	375,060	499,367	504,616
Other Uses **	145,800	194,123	196,163
Total	1,142,860	1,521,641	1,537,624

* GIWA use, commercial use, treatment system losses, etc.

** Distribution losses and other unidentified losses.

Population (Functional)

Present 1/1/99	Projected 6 year	Projected 10 Year
3,538	4,472	4,519



December 1, 2003

Ms. Brandy Gonzalez, Planner
Lee County Department of Community Development
Division of Planning
P.O. Box 398
Fort Myers, Florida 33902-0398

Re: **Lehigh Service Area Information
For Water Supply Work Plan**

Dear Ms. Gonzalez:

The following information is provided by Florida Water Services Corporation for your Water Supply Work Plan for Lee County:

The Lehigh water use permit No. 36-00166-W expires on November 14, 2006. The annual average allocation is 874 million gallons. The maximum daily allocation is 3.11 million gallons.

The projected 10-year water demand (year 2013) is estimated to range from a low of 4.3 million gallons per day to a high of 9.0 million gallons per day on an annual average basis. This includes all user types.

There are currently 12 groundwater wells located in the Sandstone Aquifer which serve water treatment plant (WTP) No. 1. The planned water sources include 2 to 4 groundwater wells in the Sandstone Aquifer to serve a new WTP No. 2. This new plant will be located approximately 5 miles south of WTP No. 1. Future water sources will include deep wells and membrane treatment.

Should you require additional information or have questions concerning the information submitted, please contact me at 407-598-4195.

Sincerely,

FLORIDA WATER SERVICES CORPORATION

A handwritten signature in cursive script that reads "Christine Russell".

Christine Russell, P.E.
Environmental Services

P.O. Box 609520 / Orlando, Florida 32860-9520 / Phone (407) 598-4100

Water For Florida's Future