

**LEE COUNTY**

SOUTHWEST FLORIDA

PLANNING DIVISION

M E M O R A N D U M

to: Board of County Commissioners

from: *Paul C. Connor* Gov
Paul C. Connor, AICP, Director, Division of Planning

subject: Lee County's 2000/2001 Regular Comprehensive Plan Amendment Cycle

date: December 21, 2001

Attached are the agenda and a portion of the staff reports for the public hearing to be held beginning at 9:30 A.M. on Thursday, January 10th, 2001. This is an adoption hearing for the 2000/2001 Comprehensive Plan Amendment Cycle. The Board of County Commissioners transmitted the 2000/2001 Lee Plan amendments to the State for review on September 12, 2001. The Department of Community Affairs (DCA) issued its Objections, Recommendations and Comments (ORC) Report on November 21, 2001. The DCA did not pose any objections, recommendations, or comments on 22 of the 24 transmitted amendments. The two amendments that were objected to were PAM 98-06 and CPA2000-02.

The DCA offered objections to PAM 98-06, which is a privately-initiated request to amend the Future Land Use Map series for a portion of a specified parcel of land located in Section 20, Township 46 South, Range 25 East to change the classification shown on Map 1, the Future Land Use Map, from "Rural" to "Outlying Suburban," and also, to amend Lee Plan Policy 1.1.6 and Table 1(a), Note 6. This amendment has been placed on the Administrative Agenda. Staff is still working with the applicant in their efforts to respond to the objections of DCA, although staff has not received any new information as of this writing that would change the original staff recommendation. The staff report and applicant's response to the objections of the DCA will be provided to the BoCC under a separate cover next week.

The DCA also offered an objection to CPA2000-00002, which is a privately-initiated amendment to amend Goal 15, Gasparilla Island, to limit commercial and industrial uses within those portions of the Boca Bay Community that contain the Port District zoning designation. Staff is currently working with representatives from DCA and the applicant to resolve this issue, and anticipates that the outstanding issues will be resolved to the satisfaction of the DCA. The staff report and response to DCA's objections will be provided to the BoCC under a separate cover next week.

Three other amendments have been revised to reflect recent updates that have occurred since the transmittal hearing. One of these, CPA2000-00019, is the amendment addressing the Estero Community Planning Effort. Representatives of the Estero Community Planning Panel submitted several proposed modifications to the transmittal language on December 21, 2001. Staff is still reviewing these modifications and will provide recommendations on them as part of the adoption staff report. The staff report for this amendment will be provided to the BoCC under a separate cover next week.

Another amendment that will require modification between the transmittal hearing and the adoption hearing is CPA2000-00027, which proposes to update the Capital Improvements Program (CIP) in

the Lee Plan. Planning staff will be receiving the latest CIP from Budget Services staff, and will incorporate this document into the Lee Plan. The staff report for this amendment will be provided to the BoCC under a separate cover next week.

The final amendment that might require modification from the transmittal stage is CPA2000-00015, which proposes to modify setbacks for golf course maintenance facilities from public roadways and adjacent residential properties in the Density Reduction/Groundwater Resource areas. Staff is still finalizing its recommendation on this amendment. The staff report and final recommendation will be provided to the BoCC under a separate cover next week.

Other than these 5 amendments that will require modifications as noted above, the remaining documents were simply updated to reflect that there were no objections, recommendations, or comments by the DCA. As stated previously, the staff reports and other background materials for these 5 amendments will be provided to the Board next week, and should be added to the materials received with this correspondence.

If you have any questions regarding the adoption hearing, do not hesitate to call me at 479-8309.

cc: *Donald Stilwell, County Administrator*
 Mary Gibbs, Director, Department of Community Development
 Minutes
 Lee Cares
 Tim Jones, Assistant County Attorney
 Janet Watermeier, Director, Economic Development
 Dave Loveland, DOT
 Diana Parker, County Hearing Examiner

**CPA2000-10
BoCC SPONSORED
AMENDMENT
TO THE**

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

BoCC Adoption Document
for the
January 10, 2002 Public Hearing

*Lee County Planning Division
1500 Monroe Street
P.O. Box 398
Fort Myers, FL 33902-0398
(941) 479-8585*

November 21, 2001

**LEE COUNTY
DIVISION OF PLANNING
STAFF REPORT FOR
COMPREHENSIVE PLAN AMENDMENT
CPA2000-00010**

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Text Amendment

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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: February 19, 2001

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 Future Land Use Element by adding Research and Development as a permitted use under Policy 1.2.2, the Airport Commerce descriptor policy.

B. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY:

1. RECOMMENDATION: Planning staff recommends that the Board of County Commissioners transmit the proposed amendment with the text changes shown in underline format below. This recommendation also includes text changes to Objective 1.2 that were recommended by the LPA, but were not considered in staff's original recommendation. Staff agrees with the additional language recommended by the LPA. The additions made by the LPA are shown in double underline format.

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 not necessarily related to the airport, through the year 2020. These categories are also considered Future Urban Areas.

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; research and development activities; 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 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. Retail commercial uses in this category are only permitted within hotels and motels. Property in Section 1 and the east 1/2 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.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- The Airport Commerce category allows specific uses such as light manufacturing, assembly, warehousing, distribution, and offices that are characteristic of most Research and Development operations.
- A Research and Development facility generally resembles an office or light manufacturing use in terms of appearance and intensity of use.
- The inclusion of Research and Development as a permitted use in the Airport Commerce Future Land Use category is consistent with other provisions of the Lee Plan.
- Research and Development activities can benefit from being located in close proximity to airport facilities.
- The recent approval of large-scale residential and retail development in the University Community land use category has reduced the opportunities available for research and development industries in close proximity to Florida Gulf Coast University.

- Airport Commerce lands are relatively close in proximity to Florida Gulf Coast University. The future extension of Treeline Avenue south to Ben Hill Griffin Parkway will increase access between FGCU and the Airport Commerce lands to the north.
- The inclusion of Research and Development as a permitted use in Airport Commerce will not significantly displace other uses that are already permitted in Airport Commerce.

C. BACKGROUND INFORMATION

When the University Community land use category was established in 1992, it was intended to accommodate the new Florida Gulf Coast University and its “associated support development.” One of the main components of “associated support development” was the accommodation of development, such as research and development parks, that would not have come to the area were it not for the presence of the University. Over the last two years, the County has approved two large-scale developments that have significantly reduced the available acreage in the University Community area. In November of 1999, the 1,271-acre Miromar Lakes development was approved as a residential golf course community along with a large amount of commercial retail and office. In November of 2000, Gulf Coast Towne Center was approved for the development of a regional mall along with 600 multi-family dwelling units, on a 244-acre parcel, in the University Community land use category. These two developments used up the vast majority of the available University Community land, and effectively reduced the opportunities for research and development industries to locate in the area surrounding the University. Both of these developments accommodated a small amount of Research and Development by including it as an approved use in each project. It is becoming clear, however, that Miromar Lakes will develop only with residential, retail, and golf course uses. Additionally, planning staff has had discussions with Miromar Lakes representatives, and they have indicated that they plan to expand Miromar Lakes by several hundred acres for additional residential and golf course uses. This would further reduce the available acreage for Research and Development within the University Community. The Gulf Coast Towne Center plan of development, while it did list Research and Development as a permitted use, was clearly based on the development of a regional mall. Staff believes that the approval of Miromar Lakes and Gulf Coast Towne Center represented a lost opportunity for the accommodation of Research and Development, not only in the University Community, but for Lee County in general.

During the public hearing process for both of these cases, staff argued that the University Community land use category called for the development of “associated support development,” and specifically, university-related research and development. During negotiations for the Gulf Coast Towne Center development, the applicant’s representatives suggested that much of the land in the University Community was too costly to use for research and development activities. It was suggested that these types of industries did not require the visibility and exposure afforded by a location adjacent to I-75, and that research and development industries would be better served in locations north of Alico Road. It was also suggested that research and development industries could benefit from a location closer to Southwest Florida International Airport. The areas between Alico Road and the airport, however, are designated Airport Commerce on the Future Land Use Map. The Airport Commerce category does not specifically allow research and development as a permitted use at this time. Staff, therefore, is exploring the possibility of adding research and development as a permitted use in the Airport Commerce category.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

Objective 1.2 of the Lee Plan defines the purpose of the Southwest Florida International Airport area as it relates to the accommodation of certain uses in and around the airport. Objective 1.2 is reproduced below.

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.

This objective establishes that the County must accommodate the projected growth needs of the airport and the business and industrial areas related to it for the year 2020 planning horizon. The area around the airport is required to be used for airport growth and the growth of airport-related business. The Airport Commerce lands represent a large portion of the area around the airport, therefore, these areas have much of the responsibility of accommodating the growth of the airport and any airport related business and industry. While Objective 1.2 requires the area around the airport to accommodate airport related business and industry, the Airport Commerce descriptor policy outlines in more detail the types of uses that should surround the airport.

The Airport Commerce category is described in Policy 1.2.2 as shown below.

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 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. Retail commercial uses in this category are only permitted within hotels and motels. Property in Section 1 and the east 1/2 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.*

According to Policy 1.2.2, the Airport Commerce category is intended to accommodate uses such as light manufacturing or assembly, warehousing, distribution facilities, and offices. These uses, because of Objective 1.2, must be related to the airport. Staff believes that Research and Development uses are related to the airport, although indirectly, because they derive benefits from being located near an airport. They

are also similar in appearance and function to office and light manufacturing uses, which would make them consistent with the Airport Commerce category.

Staff looked at selected examples of Research and Development parks around the country to get a general idea of what is involved in a typical operation, in order to determine if it would fit in with the other uses permitted in the Airport Commerce category. These examples are included as attachments to this report.

Staff found that Research and Development facilities generally resemble office or light manufacturing operations in terms of appearance of the buildings and intensity of use. The buildings are either stand-alone or are arranged in a campus-like setting. There are a variety of industries or businesses that might locate in a Research and Development park. Examples of these types of industries could include medical research, marketing research, information technology, insurance, e-commerce, investments, biotechnology laboratories, advanced materials manufacturing, chemical technology, microelectronics, and telecommunications. These are only a small sampling of the types of industries that might be included under the heading of Research and Development. Some of these types of uses require only general office space while others might require a more laboratory-type setting with special equipment used for scientific research. Any of these industries could be classified as office or light manufacturing, making them consistent with the existing Airport Commerce category. While all of these types of uses may not be directly related to the airport, they would benefit by being located near the airport.

Staff discovered, in looking at the attached examples of research parks, that many of them list proximity to an airport as a major selling point for the development. This seems to indicate that potential tenants of Research and Development facilities are specifically looking for office space that is close to a major airport. If that is the case, then these types of businesses would likely thrive and grow more if they were located near the airport as opposed to being located in other areas of the county. A Research and Development Park is more attractive to potential tenants if it has a nearby airport. It is unclear why proximity to an airport is a desired feature, but it is likely due to the fact that it facilitates the distribution of materials and products.

The Lee County Land Development Code (LDC) defines Research and Development Laboratories as a specific use group under Section 34-622. This definition is shown below.

(41) Research and development laboratories. This group includes establishments or other facilities primarily engaged in laboratory or field research and development in the natural, physical or social sciences, or engineering and development as an extension of investigation.

GROUP I. Agricultural research. Establishments primarily concerned with improving soil, crops, livestock or other agricultural products.

GROUP II. Medical and dental laboratories. Establishments primarily engaged in providing professional analytic or diagnostic services to the medical profession, or to the patient on prescription of a physician, or in making dentures and artificial teeth to order for the dental profession.

*Bacteriological laboratories (not manufacturing)
Biological laboratories (not manufacturing)*

Chemists, biological laboratories of (not manufacturing)
Dental laboratories
Dentures, made in dental laboratories to order for the dental profession
Medical laboratories (clinical)
Pathological laboratories
Teeth, artificial, made in dental laboratories to order for the profession
X-ray laboratories (not manufacturing)

GROUP III. Chemical. Establishments primarily concerned with research and development of chemicals or other hazardous materials.

GROUP IV. General. Establishments primarily concerned with research and development of computer, engineering, food, general industry and other type projects, excluding those listed in group III.

The LDC definition indicates that Research and Development is comprised mainly of offices that are upgraded to support various types of laboratories that are used for research in a variety of fields. Light manufacturing of small items is also included in this category. The Airport Commerce land use category currently permits office and light manufacturing uses, which have similar characteristics to Research and Development uses. Staff believes, therefore, that Research and Development would be appropriate in the Airport Commerce category.

The inclusion of Research and Development in the Airport Commerce category is also consistent with several other Lee Plan Goals, Objectives, and Policies.

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 coordinated through the annual Capital Improvement Program process. These expansions will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars.*

According to Objective 32.1, the airport is seen as a catalyst for economic growth and diversification. The Lee Plan sees the airport as an amenity that will attract business to the area. By allowing Research and Development on lands surrounding the airport, the County would be using the airport to promote economic growth and diversification.

OBJECTIVE 110.3: *Lee County, in coordination with the Horizon Council and other appropriate entities, shall establish, continue and maintain programs which are designed to promote and encourage the recruitment of new industries that will facilitate and diversify Lee County's economic base.*

POLICY 110.3.1: *Lee County shall, in coordination with the Horizon Council and other appropriate entities, formulate an economic development plan to assist local organizations in fostering the expansion and diversification of Lee County's economic base, and shall set forth the intent, funding, and the means available for its implementation.*

Objective 110.3 and Policy 110.3.1 promote the recruitment of new industries in order to diversify Lee County's economic base. The recruitment of Research and Development industries would help to diversify Lee County's tourism- and construction-oriented economy. The Lee Plan should contribute to this goal by specifically allowing for Research and Development in appropriate locations throughout the County.

POLICY 110.3.2: *Lee County, in coordination with the Horizon Council and other appropriate entities, shall sustain a coordinated local, regional, national, and international marketing program that will identify and attract industrial, commercial, and office space users.*

Allowing Research and Development industries to locate in the Airport Commerce lands around the airport is a small effort toward the marketing of Lee County as a potential place to locate business. Proximity to a commercial airport is a major amenity for many types of industries, including research and development. Proximity to the airport allows for easier product distribution as well as easier access for business travelers.

POLICY 110.4.4: *Lee County, in coordination with the Horizon Council and other appropriate entities, shall promote economic opportunity through the utilization of the Southwest Regional Airport and strengthen the role of the airport in Lee County's economic development.*

The subject amendment is consistent with this policy because it will specifically allow for businesses engaged in research and development to be located in close proximity to the airport. This will allow for these businesses to take advantage of the airport for product distribution and to facilitate business travel.

The existing Airport Commerce lands in Lee County are limited to the cluster bordering Southwest Florida International Airport. There is no other land in the county designated Airport Commerce. The Airport Commerce lands are an ideal place for business and industry in Lee County because of their close proximity to the airport, I-75, and Florida Gulf Coast University. Additionally, airport noise zone restrictions dictate the type of development that can occur in this area. Allowable uses within these areas are generally limited to commercial and industrial. Industries choosing to locate in this area can benefit greatly from their proximity to two of the main economic engines in Lee County. They can draw on the resources of the airport and the University. Given the locational advantages of the Airport Commerce areas of the county, staff believes it would be logical to allow Research and Development uses to have the benefit of being located in an area where they can readily draw on the resources of the airport, I-75, and the University.

One possible concern with adding Research and Development as a permitted use in Airport Commerce is that it might displace other uses that are more appropriately located near the airport. Staff, however, does not think this will be case. In the 1994 second round amendments to the Lee Plan, the Future Land Use Map was amended to convert approximately 1,400 acres from Density Reduction/Groundwater Resource to Airport Commerce. These 1,400 acres were located south of the airport, east of I-75, and north of Alico Road, in the area closest to the University. The addition of this acreage created additional opportunities for development activities requiring close proximity to the airport such as distribution centers, warehouse facilities, and services and accommodations for traveling professionals. This recent expansion of the Airport Commerce area ensured that adequate land would be available for airport related activities in the future. Research and Development activities are very rare in Lee County, and allowing them to operate in Airport Commerce areas will not displace other uses to any significant degree. Furthermore, as

previously discussed by staff, Research and Development uses generally resemble office or light manufacturing uses, therefore, their presence in Airport Commerce areas will not be a significant departure from what is already permitted in these areas.

B. CONCLUSIONS

The Research and Development land use is consistent with the uses that are already permitted in the Airport Commerce land use category. Providing for this use in Airport Commerce allows the County to better use the airport to attract new business in order to promote economic growth and diversification. Research and Development uses would benefit from a location proximate to the airport, the University, and I-75.

C. STAFF RECOMMENDATION

Planning staff recommends that the Board of County Commissioners transmit this plan amendment. The proposed text changes are shown in Part I.B.1. of this report.

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: February 26, 2001

A. LOCAL PLANNING AGENCY REVIEW

Staff provided the LPA with a summary of the proposed amendment. The LPA asked for clarification of why this amendment was being brought forward. Staff explained that this amendment is a response to the recent rezonings that approved large-scale retail development and a residential golf course community on much of the land immediately surrounding the University. The land around the University is in the University Community land use category, which was envisioned by the Lee Plan as an ideal location for research and development activities. The approval of these developments around the University displaced any potential research and development uses that otherwise might have located near the University. During one of the public hearings on the above-referenced rezonings, it was suggested that the area north of Alico Road, in the Airport Commerce category, would be a better location for research and development than the area immediately adjacent to the University. The existing Airport Commerce category would not have accommodated research and development uses. Staff believes that the Airport Commerce area is ideal for research and development because of its proximity to both the airport and the University.

The LPA questioned how many acres are in the Airport Commerce land use category. Staff did not know the exact acreage figure, but did describe the general area in question. Upon further examination, staff found that there are approximately 4,294.3 acres within the Airport Commerce land use category.

The LPA was concerned with some of the uses allowed under the Land Development Code heading of Research and Development Laboratories, Group III, which allows research and development of chemicals and other hazardous materials. The LPA was concerned with allowing this use in locations that are so close to the Density Reduction/Groundwater Resource areas. In response to this concern, staff pointed to the language in Policy 1.2.2 that requires any development in Airport Commerce to comply with the best environmental management practices identified on pages 43 and 44 of the July 28, 1993 Henigar & Ray study entitled, "Groundwater Resource Protection Study." Additionally, staff pointed out that every use that would be established in the Airport Commerce areas would be reviewed by County staff during the rezoning process. The establishment of any use in this area would ultimately require approval by the Board of County Commissioners. If chemical research and development is decided to be an incompatible use within a particular area, then it could potentially be denied by the BoCC. In summary, staff believes that sufficient safeguards are in place to prevent any adverse impacts that might be caused by chemical research and development in the Airport Commerce areas.

One member of the public questioned whether the proposed research and development activities would be required to be strictly related to the airport as required by Objective 1.2 and Policy 1.2.2, or if these activities would be permitted to occur independent of the airport. Typically, any use in the Airport Commerce land use category would have to demonstrate it would be accommodating the growth needs of the airport through the Year 2020. Staff stated that it was not the intent for research and development to be strictly related to the airport. The intent was to encourage all types of research and development in this area, because staff thought that research and development operations would benefit from proximity to the airport. Staff suggested that this issue could be clarified by inserting a simple phrase in Objective 1.2 that stated that research and development did not necessarily have to be directly related to the airport. The LPA agreed with staff, and recommended that such language be added.

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. RECOMMENDATION: The LPA recommended that the Board of County Commissioners transmit the proposed amendment with the language proposed by staff, as well as the additional language shown in double underline below.

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 not necessarily related to the airport, through the year 2020. These categories are also considered Future Urban Areas.

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2. BASIS AND RECOMMENDED FINDINGS OF FACT: The LPA accepted the findings of fact as advanced by staff.

C. VOTE:

NOEL ANDRESS	<u>AYE</u>
SUSAN BROOKMAN	<u>AYE</u>
BARRY ERNST	<u>AYE</u>
RONALD INGE	<u>AYE</u>
GORDON REIGELMAN	<u>AYE</u>
VIRGINIA SPLITT	<u>AYE</u>
GREG STUART	<u>AYE</u>

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

DATE OF TRANSMITTAL HEARING: August 29, 2001

A. BOARD REVIEW: One Board member expressed concern about the potential of allowing chemical research and development in the Airport Commerce areas, and the effect this might have on the environment and surrounding properties. Staff responded that this was a compatibility concern that would be addressed during the rezoning stage. The proposed text change to the Plan would allow research and development in general terms only, and would not necessarily guarantee that all types of research and development shown in the Land Development Code would be permitted in Airport Commerce areas. All of the land in the Airport Commerce areas that has not already been rezoned for development is zoned AG-2, and would be required to come in for rezoning in order to establish research and development uses. The Board would have the ability, during the rezoning process, to deny any request for chemical research and development uses if they believed there would be a compatibility problem.

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

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

C. VOTE:

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