



LEE COUNTY

SOUTHWEST FLORIDA

## PLANNING DIVISION

M E M O R A N D U M

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

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

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

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

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

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

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

**BOARD OF COUNTY COMMISSIONERS  
PLAN AMENDMENT HEARING  
SEPTEMBER 22, 2004  
COMMISSION CHAMBERS  
9:30 A.M.  
AGENDA**

1. Call to order; Certification of Affidavit of Publication by County Attorney.
2. Re-adoption of Small Scale Amendment
  - A. CPA2003-05 - Amend Future Land Use Map Series, Map 1, to amend the Future Land Use classification of a ± .59-acre parcel in Estero (former Estero Fire Station) from "Public Facilities" to "Suburban." The parcel is located in Estero on the east side of U.S. Highway 41, approximately one-quarter mile south of Estero Parkway. Sponsor: Lee Corp Homes, Inc.
  - B. Public Comment
  - C. Adopt the following ordinance which adopts CPA 2003-05:

AN ORDINANCE AMENDING THE LEE COUNTY COMPREHENSIVE PLAN, COMMONLY KNOWN AS THE "LEE PLAN" AS ADOPTED BY ORDINANCE NO. 89-02, AS AMENDED, SO AS TO ADOPT SMALL SCALE AMENDMENT CPA 2003-05 (PERTAINING TO THE RE-DESIGNATION OF A ± .59-ACRE ESTERO PARCEL FROM PUBLIC FACILITIES TO THE SUBURBAN FUTURE LAND USE CATEGORY) APPROVED DURING A SMALL SCALE COMPREHENSIVE PLAN AMENDMENT EFFORT; PROVIDING FOR AMENDMENT TO THE FUTURE LAND USE MAP SERIES, MAP 1; PURPOSE AND SHORT TITLE; LEGAL EFFECT OF "THE LEE PLAN"; GEOGRAPHICAL APPLICABILITY; SEVERABILITY, CODIFICATION, SCRIVENER'S ERRORS, AND AN EFFECTIVE DATE.

3. Consideration of the 2003 Special Amendment Cycle
  - 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. Sponsor: Board of County Commissioners

**B. Public Comment**

**C. Adopt the following ordinance which adopts CPA 2003-02:**

**AN ORDINANCE AMENDING THE LEE COUNTY COMPREHENSIVE PLAN, COMMONLY KNOWN AS THE "LEE PLAN" AS ADOPTED BY ORDINANCE NO. 89-02, AS AMENDED, SO AS TO ADOPT AMENDMENT CPA2003-02 (AIRPORT MASTER PLAN) APPROVED DURING THE COUNTY'S 2003 SPECIAL AMENDMENT CYCLE; PROVIDING FOR AMENDMENTS TO ADOPTED TEXT, MAPS, AND TABLES; PURPOSE AND SHORT TITLE; LEGAL EFFECT OF "THE LEE PLAN"; GEOGRAPHICAL APPLICABILITY; SEVERABILITY, CODIFICATION, SCRIVENER'S ERRORS, AND AN EFFECTIVE DATE.**

**D. CPA2003-07 - Amend several elements of the Lee Plan including: Community Facilities and Services, Potable Water Sub-element, Conservation and Coastal Management, and Intergovernmental 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." Sponsor: Board of County Commissioners.**

**E. Public Comment**

**F. Consider Continuation of the Ordinance adopting CPA2003-07**

**AN ORDINANCE AMENDING THE LEE COUNTY COMPREHENSIVE PLAN, COMMONLY KNOWN AS THE "LEE PLAN" AS ADOPTED BY ORDINANCE NO. 89-02, AS AMENDED, SO AS TO ADOPT AMENDMENT CPA2003-07 (Water Supply Plan), APPROVED DURING THE COUNTY'S 2003 SPECIAL AMENDMENT CYCLE; PROVIDING FOR AMENDMENTS TO ADOPTED TEXT AND TABLES; PURPOSE AND SHORT TITLE; LEGAL EFFECT OF "THE LEE PLAN"; GEOGRAPHICAL APPLICABILITY; SEVERABILITY, CODIFICATION, SCRIVENER'S ERRORS, AND AN EFFECTIVE DATE.**

**4. Adjourn**

This meeting is 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(8)(b), 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 that, 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 479-8583.

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

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**LEE COUNTY COMPREHENSIVE PLAN**

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**THE LEE PLAN**

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

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**BoCC Adoption Document**

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Fort Myers, FL 33902-0398  
(239) 479-8585*

**September 16, 2004**

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

**Text Amendment**

**Map Amendment**

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

STAFF REPORT PREPARATION DATE: November 19, 2003

**PART I - BACKGROUND AND STAFF RECOMMENDATION**

**A. SUMMARY OF APPLICATION**

**1. APPLICANT:**

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

**2. REQUEST:**

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

**B. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY**

**1. RECOMMENDATION:** Planning staff recommends that the Board of County Commissioners adopt the proposed amendment to the Lee Plan. This recommendation includes incorporating 2 new maps, Maps 3F and 3M, into the Transportation Map series. The recommended text changes are included in Section C. below. Also, amend the Table 1(b) references to Airport Commerce to Tradeport.

**2. BASIS AND RECOMMENDED FINDINGS OF FACT:**

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

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

**C. STAFF RECOMMENDED ADOPTION HEARING LANGUAGE:**

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

**VISION STATEMENT:**

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

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

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

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

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

#### **FUTURE LAND USE ELEMENT:**

##### **OBJECTIVE 1.2: SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AREA.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **TRANSPORTATION ELEMENT:**

**OBJECTIVE 32.1: ECONOMIC GROWTH.** The capacity and long term development of the Southwest Florida International Airport will be expanded in compliance with the adopted Airport Master Plan Map 3F and Table 5 to aid in the diversification of the county's economic growth. Specific project implementation and approval of the proposed development will be coordinated through the annual Capital Improvement Program process and be consistent with the Airport Layout 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 32.4.5:** Development of non-aviation related uses on airport property will be required to meet concurrency standards set forth in the Lee County Land Development Code.

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

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

**INTERGOVERNMENTAL COORDINATION ELEMENT:**

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

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

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

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

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

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

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

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

#### **GLOSSARY:**

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

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

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

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

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

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

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

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

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

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

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

**NON-AVIATION RELATED USES.** This phrase refers to the commercial and industrial land uses identified on the Airport Layout Plan (Map 3F) and Table 5. Non-aviation related uses are typically developed in non-aviation settings. Non-aviation uses may be enhanced by proximity to an airport, but these uses are not dependent on access to an airport. These uses could be developed in other locations within the County. Non-aviation related uses will be established on Airport lands through lease agreements with the Port Authority. The areas identified to 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. STAFF RECOMMENDED TRANSMITTAL HEARING LANGUAGE:

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

### VISION STATEMENT:

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

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

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

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

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

#### **FUTURE LAND USE ELEMENT:**

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

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

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

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

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

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

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

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

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

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

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

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

## **TRANSPORTATION ELEMENT:**

**OBJECTIVE 32.1: ECONOMIC GROWTH.** The capacity and long term development of the Southwest Florida International Airport will be expanded in compliance with the adopted Airport Master Plan Map 3F and Table 5 to aid in the diversification of the county's economic growth. Specific project implementation and approval of the proposed development will be coordinated through the annual Capital Improvement Program process and be consistent with the Airport Layout 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.

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

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

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

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

## **PROCEDURES AND ADMINISTRATION:**

### **B. Standards for Administrative Interpretations**

#### **4. Single-Family Residence Provision:**

##### **a. Applicability**

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

(1) through (3) no change.

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

## **E. BACKGROUND INFORMATION**

### **1. EXISTING CONDITIONS:**

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

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

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

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

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

### **2. BACKGROUND DISCUSSION:**

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

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

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

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

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

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

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

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

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

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

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

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

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

## PART II - STAFF ANALYSIS

### A. STAFF DISCUSSION

#### INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

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

## **COMPREHENSIVE PLAN BACKGROUND**

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

## **SURROUNDING ZONING, LAND USES, AND FUTURE LAND USE DESIGNATIONS**

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

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

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

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

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

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

## **TRANSPORTATION/TRAFFIC CIRCULATION IMPACTS**

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

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

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

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

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

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

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

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

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

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

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

### **POPULATION ACCOMMODATION**

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

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

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

### **ENVIRONMENTAL CONSIDERATIONS**

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

### **SOILS**

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

### **HISTORIC RESOURCES**

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

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

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

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

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

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

#### **SCHOOL IMPACTS**

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

#### **PARKS, RECREATION AND OPEN SPACE**

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

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

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

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

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

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

#### **EMERGENCY MEDICAL SERVICES (EMS)**

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

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

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

#### **SOLID WASTE**

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

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

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

#### **MASS TRANSIT**

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

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

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

## **POLICE**

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

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

## **FIRE**

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

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

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

## **UTILITIES**

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

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

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

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

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

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

#### **TRADEPORT DESIGNATION**

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

#### **INTERNAL CONSISTENCY WITH THE LEE PLAN**

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

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

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

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

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

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

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

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

#### **FLORIDA STATE COMPREHENSIVE PLAN**

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

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

#### **AFFECT ON ADJACENT LOCAL GOVERNMENTS**

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

#### **B. CONCLUSIONS**

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

#### **C. STAFF RECOMMENDATION**

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

**PART III - LOCAL PLANNING AGENCY  
REVIEW AND RECOMMENDATION**

DATE OF PUBLIC HEARING: October 27, 2003

**A. LOCAL PLANNING AGENCY REVIEW**

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

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

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

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

DATE OF PUBLIC HEARING: November 24, 2003

**B. LOCAL PLANNING AGENCY REVIEW**

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

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

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

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

### **C. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY**

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

### **D. VOTE:**

<b>NOEL ANDRESS</b>	<u>AYE</u>
<b>MATT BIXLER</b>	<u>AYE</u>
<b>SUSAN BROOKMAN</b>	<u>AYE</u>
<b>DAN DELISI</b>	<u>ABSENT</u>
<b>RONALD INGE</b>	<u>AYE</u>
<b>ROBERT PRITT</b>	<u>AYE</u>
<b>GORDON REIGELMAN</b>	<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:** The Board of County Commissioners provided no discussion concerning the proposed plan amendment.

**B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:**

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

**C. VOTE:**

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

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

DATE OF ORC REPORT: March 5, 2004

**A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS**

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

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

**OBJECTIONS:**

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

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

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

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

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

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

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

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

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

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

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

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

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

## **B. STAFF RESPONSE**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **C. STAFF RECOMMENDATION**

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

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

DATE OF ADOPTION HEARING: September 22, 2004

**A. BOARD REVIEW:**

**B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:**

**1. BOARD ACTION:**

**2. BASIS AND RECOMMENDED FINDINGS OF FACT:**

**C. VOTE:**

**JOHN ALBION**

**ANDREW COY**

**BOB JANES**

**RAY JUDAH**

**DOUG ST. CERNY**

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

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

**OBJECTIONS:**

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

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

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

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

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

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

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

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

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

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

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

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

**Response:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Because of these facts the County feels that it has met the specific requirement of the law that the amendment incorporating the Airport Master Plan into the comprehensive plan shall address "the provisions of regional transportation facilities for the efficient use and operation of the transportation system and the airport". In summary, the Lee County Port Authority has either secured funding and constructed (Treeline Avenue and Ben Hill Griffin parkway) or secured the initial funding stream for future roadway projects (Direct access from I-75) for over 100 million dollars of roadway improvements. The adopted cost feasible plan maintains the adopted level of service. Identified projects are a high local and state priority, with funding committed for their implementation and the planned expansion of the airport will not be restrained by the lack of adequate surface accessibility nor will its operation be adversely impacted by poor access.

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

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

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

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

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

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

**Response:**

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

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

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

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

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

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

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

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

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

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

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

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

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

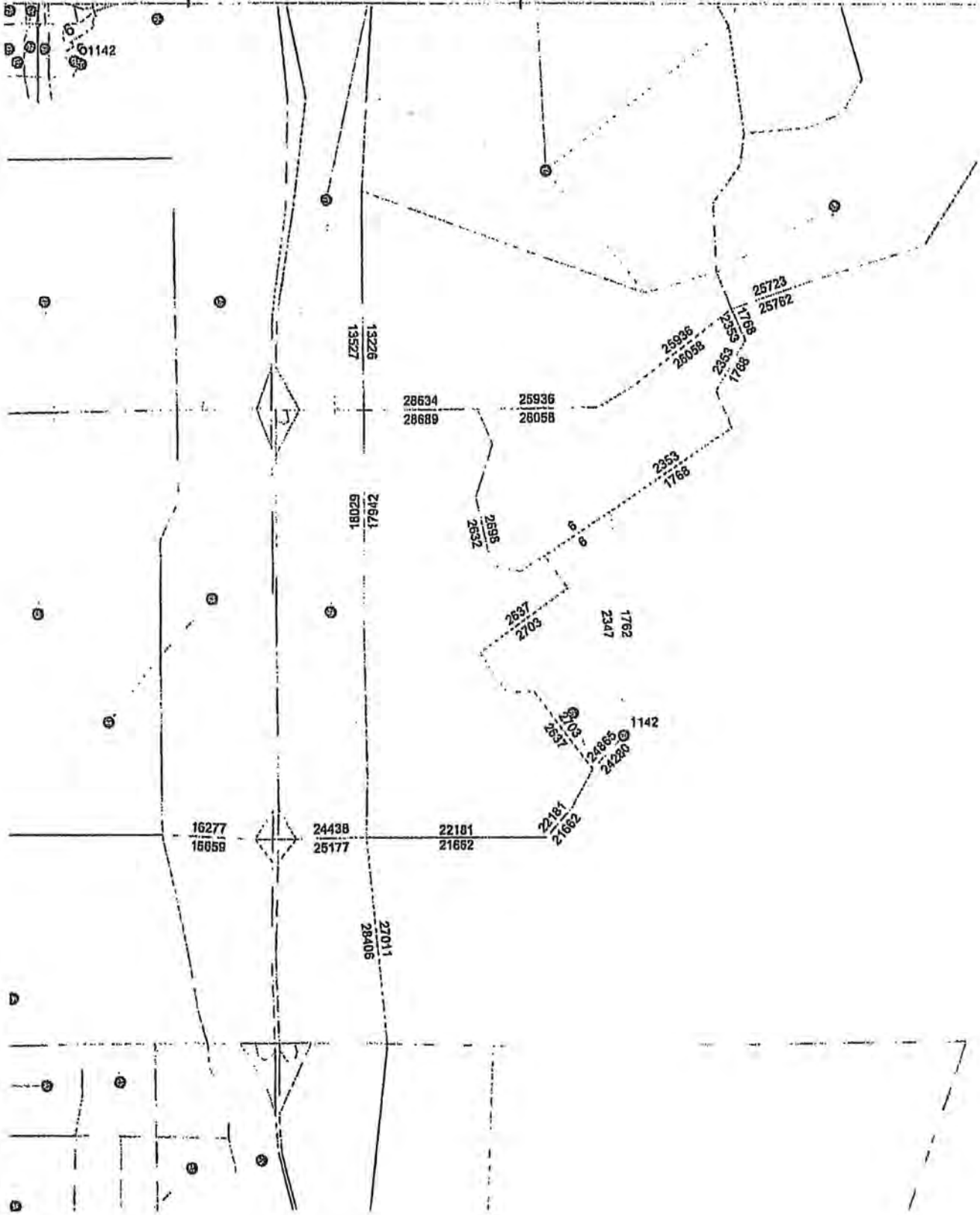
**Table 1. RSW Trip Generation**

2020							
Trip Generation	Land Use	ITE		P.M. Peak Hour			Daily
		LUC	Size Units	In	Out	Total	Total
	General Office	710	225 KSF	56	275	332	2,474
	Convenien Mkt w/ Gas Pumps	845	12 Pumps	80	80	161	1,953
	General Light Industrial	110	100 KSF	12	88	98	645
	Warehouse	150	100 KSF	18	56	74	718
			Subtotal	166	498	664	5,780
	Airport <sup>1</sup>			1,179	1,179	2,359	47,170
			<b>Total</b>	<b>1,345</b>	<b>1,677</b>	<b>3,022</b>	<b>52,950</b>

\*Source: Trip Generation Handbook, 5th Edition, ITE, 1987  
 1 2020 Peak Season Traffic From Airport Related Traffic Projection. RS&H

Source: RS&H  
 Date: January 29, 2003  
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# MPO MODEL



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

ROAD NAME	FROM	TO	IMPROVEMENT CONFIGURATION	IMPROVEMENT	PROJECT LENGTH (MILES)	NOTES	COST ESTIMATE (\$ MIL)
<b>BONITA SPRINGS</b>							
Bonita Beach Rd	Bonita Grande Dr	CR 551 est	2L	4L	170	Substituted for Needs Assessment planned CR 551 extension	\$3,918
Bonita DR Dr	15th St	Three Oaks Pkwy	10L Occasional	Five 2L	0.21	Substitution for CR 551/41 kmw/1st subject to negotiation of roadway	\$1,063
Bonita Grande Dr ext	Bonita Beach Rd	Caswell Rd ext		New 4L	4.05		\$15,350
CR 551 ext	Cooker County line	Bonita Beach Rd		Five 2L	100	First stage, Cooker MPO Plan calls for 2L south of county line	\$1,411
CR 551 ext	Cooker County line	Bonita Beach Rd	2L	4L	100	Second stage	\$2,670
Old 41 Rd	Cooker County line	Bonita Beach Rd		2L	1.2		\$3,746
Old 41 Rd/Sandy Ln ext	Old 41 Rd	Caylen	Part 2L	2L (2.21 miles)	0.71	Via Production Credit	\$4,201
Southern Pines Dr	East Terry St	Carroll northern terminus	2L	Improve to standard	0.58	CST only	\$435
Southern Pines Dr ext W	Old 41 Rd	W end of Southern Pines Dr		New 2L	1.40		\$3,923
Sussex Pkwy	Mudlick Ln	Bonita BLD	Gravel	Five 2L, 6 slipways/Cul-de-sac	1.24	Substitution for Cul-de-sac subject to negotiation	\$5,099
Stoke Ln	Old 41 Rd	Three Oaks Pkwy ext	Gravel	New 2L	2.20		\$5,937
Subtotal:							\$46,443
<b>FINANCIAL RESOURCES (05/06-11/20):</b>							<b>\$109,947</b>
<b>DEBT SERVICE:</b>							<b>\$9,390</b>
<b>BALANCE AVAILABLE FOR OTHER CITY PROJECTS / UNFUNDED:</b>							<b>\$54,114</b>

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

ROAD NAME	FROM	TO	IMPROVEMENT CONFIGURATION	IMPROVEMENT	PROJECT LENGTH (MILES)	NOTES	COST ESTIMATE (\$ MIL)
<b>CAPE CORAL</b>							
Andalusia Blvd	USG7 north of Naval Pkwy	Jacaranda Pkwy		New 4L	0.76	Adopt or correct recent proposed land	\$7,574
Andalusia Blvd/Cultural Park Blvd Connector	Cultural Park Blvd terminus to SR 78	Andalusia Blvd		New 4L	0.39		\$5,587
Arenal Blvd ext	Old Prado Blvd	Jacaranda Pkwy		New 4L	0.34		\$744
Burnt Store Rd	Five Island Rd / SR 78	Eastbay Pkwy	2L	4L	1.00	May be eligible for 25% CDF funding; project will include wildlife crossings where deemed needed.	\$208
Burnt Store Rd	Orlando Pkwy	Gulfstream Pkwy	2L	4L	2.05	May be eligible for 25% CDF funding; project will include wildlife crossings where deemed needed.	\$1,254
Burnt Store Rd	Coastway Pkwy	Charlotte County line	2L	4L	6.14	May be eligible for 25% CDF funding; project will include wildlife crossings where deemed needed.	\$2,939
Chiquita Blvd	Cocoa Canal Pkwy	Valerona Pkwy	4L	4L	2.05	Phase 1 of two phase project	\$15,170
Chiquita Blvd	Valerona Pkwy	SR 78	4L	4L	2.63		\$11,150
Old Prado Blvd	Five Island Rd/SR 78	NE 12th Ter	4L	4L	0.1	Completion of corrected project	\$538
Old Prado Blvd	NE 12th Ter	Kismet Pkwy	4L	2L Embayge on W side	0.58	Don't reconstruct 4L to FMS standards with street B access control	\$1,709
De Havens Pkwy ext	Carroll Blvd	Old Prado Blvd		New 2L	0.58	Adopt or correct recent proposed land	\$1,726
De Havens Pkwy ext	Old Prado Blvd	Carroll terminus		New 4L	0.64	Cost includes NE 31st St mid-dee case	\$176
De Havens Pkwy realignment	West of Arenal Blvd	Arenal Blvd		New 2L	0.22	Cost included in Arenal Blvd ext	
Edmund Ave Ext	El Dorado Pkwy	Burnt Store Rd		New 4L	1.01	Includes widening Carroll to 4 lanes a 1/4 mile section from Old Prado to HW 16th Plaza	\$4,650
NE 21st Ave	SR 78	Lichten Rd	2L	4L	1.44		\$6,975
NE 21st Ave ext	Kismet Pkwy	Old Prado Blvd ext		New 2L	0.72	Adopt or correct recent proposed land. Cost split 50/50 (see County and dependent on interlocal agreement)	\$281
Five Island Rd / SR 78	Burnt Store Rd	Andalusia Blvd		Partial access roads on each side	3.50	Partial Access Roads along portions of SR 78. Location of access roads not yet determined.	\$25,575
Five Island Rd / SR 78	Burnt Store Rd	W of Chiquita Blvd	2L	4L	1.91	CST only; FMS, but not in FMS cost feasible plan. Also includes ROW costs of \$4,255 that might be eliminated due to donated land. Cape Coral relying discretionary funding. Most, probably all, ROW costs in FOOT portion of plan.	\$13,519
Santa Barbara Blvd	Orlando Pkwy	SR 78	4L	4L	4.68	Completion of corrected project. Corrected report due out in 2003 will define scope of project.	\$5,544
SE 15th and 16th Place	Hammock Ridge Pkwy	SE 45th Ln		Access Management, Commercial Buffer Improvements		Report to be submitted to the County for review. Project cost estimates to include on Old Prado and discretionary agreement; includes left turn lanes, sidewalks, and other discretionary improvements.	\$10,230
Sussex Blvd	Valerona Pkwy	SR 78	2L	4L	1.05		\$3,765
Tudor Pkwy	W of 20th St	Western Terminus	2L	4L	1.06		\$465
Subtotal:							\$121,704
<b>FINANCIAL RESOURCES (05/06-11/20):</b>							<b>\$125,408</b>
<b>BALANCE AVAILABLE FOR OTHER CITY PROJECTS / UNFUNDED:</b>							<b>\$13,704</b>

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

D-25

Amended February 20, 2004

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

ROAD NAME	FUND	TO	FMS IMPROVEMENT CONFIGURATION	IMPROVEMENT	PROJECT ID/NOTES	NOTES	COST ESTIMATES FY04-FY10
<b>FDOT</b>							
Alsea Rd	US 41	Alsea Pkwy / SR 723 exit ramp	4L	Resign	044	SB contract included in Alsea Pkwy / SR 723 exit	
Alsea Rd	Micro Pkwy / SR 723 exit ramp	Micro Pkwy / SR 723 exit ramp	4L	Resign, 3L EB, 2L WB	025	SB contract included in Micro Pkwy / SR 723 exit	
Countrywide		Albany highway		Enclose sidewalk facilities	02A	Increase to \$150,000 annually starting FY 05/07	\$12,620
Countywide				Corrosion mitigation & TDM projects	02A	\$150,000 annually	\$6,915
Countywide		Cape Coral Bridge, Mid-Pan Bridge, Calumet/White Bridge, and Edison Bridge		Incident Management Systems	02A	Total project cost includes \$270 in 05/07 to be funded out of Corrosion Mitigation fund	\$2,912
Countywide				Traffic signal control system update	02A	Cost FY 04/05	\$13,925
Del Prado Blvd extension	US 41	I75	4L/2L	POE Study	415	Cost includes State Grade Rd extension RPO PD&E study	\$1,261
Fowler Blvd / SR 723	Fowler Micro crossover	Dr Martin Luther King Jr Blvd / SR 42	4L	3L One-Way	123	Cost phase only; ROW included in Fowler-Micro crossover project	\$19,914
Fowler-Micro crossover / SR 723	Micro Pkwy 1027 1/2 of World Ave	Fowler 1 1/2 Evans Ave		Star 0L	075	Pre-CST phase only for 2002; includes ROW for Fowler St one way project	\$16,128
I75	Alsea Rd	Alport Access Rd Extension		New 2L CO north SB 4 SB	123	In FMS cost/feasibility plan	\$28,954
I75	Collier County Ave	Denise Pkwy / SR 478	4L/Fwy	4L/Fwy	1573	FMS lands (Mile-by 2002); ROW FY 05/06	\$104,517
I75	Denise Pkwy / SR 478	Colonial Blvd / SR 484	4L/Fwy	4L/Fwy	413	In FMS cost/feasibility plan	\$26,421
I75	Colonial Blvd / SR 484	Palm Beach Blvd / SR 80	4L/Fwy	4L/Fwy	435	In FMS cost/feasibility plan	\$23,592
I75	Palm Beach Blvd / SR 80	Swanwick Road / SR 78	4L/Fwy / Grade	4L/Fwy / Bridge	234	ROW only in FMS cost/feasibility plan; available for RPO CDP bridge	\$2,547
I75	Q Beach Blvd Rd	Q Colman Rd		Interchange modification	057	ROW only in FMS cost/feasibility plan; available for RPO CDP bridge	\$2,135
I75	Q Colman Rd	Q Denise Pkwy / SR 478		Interchange modification	057	FMS lands (Mile-by 2002); ROW lands 05/05	\$11,809
I75	Q Denise Pkwy / SR 478	Q Colonial Blvd / SR 484		Interchange modification	058	In FMS cost/feasibility plan	\$14,439
I75	Q Colonial Blvd / SR 484	Q Dr Martin Luther King Jr Blvd / SR 42		Interchange modification	055	ROW only in FMS cost/feasibility plan	\$13,250
I75	Q Dr Martin Luther King Jr Blvd / SR 42	Q Palm Beach Blvd / SR 80		Interchange modification	053	ROW only in FMS cost/feasibility plan	\$2,455
I75	Q Palm Beach Blvd / SR 80	Q Swanwick Rd / SR 78		Interchange modification	053	ROW only in FMS cost/feasibility plan	\$12,410
I75	Q Swanwick Rd / SR 78	Swanwick Rd / SR 78		Interchange modification	053	ROW only in FMS cost/feasibility plan	\$8,687
I75	Swanwick Rd / SR 78	Swanwick Rd / SR 78		Interchange modification	053	In FMS cost/feasibility plan	\$2,250
I75	Swanwick Rd / SR 78	Swanwick Rd / SR 78		Interchange modification	053	ROW only in FMS cost/feasibility plan	\$2,581
McGregor Blvd / SR 447	1107 S of Royal Palm Square Blvd	Beginning of RT Lane S of Colonial Blvd	3L	AC/2nd NB lane	011	Relocate street center & sidewalk	\$4,280
Micro Pkwy / SR 723 exit	US 41	Alsea Rd		New 4L	024		
Micro Pkwy / SR 723 exit	Alsea Rd	Sea Gate Express Pkwy		New 4L, 2L/2nd access	235	SB package only	\$7,283
Micro Pkwy / SR 723 exit	Q Alsea Rd	Q Alsea Rd		Grade separation	033		
Micro Pkwy / SR 723	Sea Gate Express Pkwy	Denise Pkwy	3L	0L	125	FMS FY 04/05	\$10,143
Micro Pkwy / SR 723	Denise Pkwy	1107 south of World Ave	4L	0L	415		\$48,276
Midle Grade Rd extension (N)	I75	Manchester Lane Rd		POE Study	077	Cost included in Del Prado extension POE study	
Pine Island Rd / SR 78	Del Prado Blvd	Pondula Rd	4L	0L	031		\$767
Pine Island Rd / SR 78	Bunt Pkwy Rd	W of Chicago Blvd	3L	0L	151	ROW status of the project, Construction and possible phase of ROW are under Cape Coral jurisdiction. See Cape Coral entry for more information.	\$14,824
SR 82 / Dr Martin Luther King Jr Blvd	Ortiz Ave	Ortiz Ave	0L	0L	029	Additional 3rd EB lane with existing ROW	\$1,715
SR 82 / Dr Martin Luther King Jr Blvd	Ortiz Ave	I75	4L	0L	029		\$2,714
SR 82 / Dr Martin Luther King Jr Blvd	I75	Lee Blvd	2L	4L	235	Staged construction	\$11,521
SR 82 / Dr Martin Luther King Jr Blvd	I75	Lee Blvd	4L	0L	230	Staged construction	\$7,999
SR 82 / International Rd	Lee Blvd	Gurney Rd / Denise Pkwy	3L	4L	413		\$9,560
SR 82 / International Rd	Gurney Rd / Denise Pkwy	DW 426-51	3L	4L	187		\$2,100
US 41	Capstone Rd	Sea Center Blvd	4L	0L	240		\$16,463
US 41, EB	Calumet/White River	Manassah Bridge Pkwy	3L, 2nd/3rd	Act 3rd EB lane	015		\$1,459
US 41 Business / SR 723	Kelston Rd	US 41	2L	4L	155		\$3,282
<p>This table does not imply a commitment on the part of this jurisdiction to complete the projects listed for it. PD&amp;E and Design are not included in cost estimates for FDOT projects.</p>							
<p align="right">FMS projects supported Other state highway projects sublet Total state highway projects:</p>							<p>\$274,337 \$191,755 \$466,093</p>
<p align="right">FINANCIAL RESOURCES (US06-19/20): FMS funds available: Other statewide and discretionary funds available: Fiscal/other funds available:</p>							<p>\$274,337 90 \$191,500</p>
<p align="right">Total state &amp; federal financial resources:</p>							<p>\$466,237</p>
<p align="right">FMS Balance (Unfunded or Funded From Other Sources): BALANCE / (UNFUNDED)</p>							<p>90 \$144</p>

Table D-2  
2020 FINANCIALLY FEASIBLE HIGHWAY PLAN PROJECTS

ROAD NAME	FROM	TO	TRF IMPROVEMENT CONFIGURATION	IMPROVEMENT	PROJECT LENGTH (MILES)	NOTES	COST ESTIMATES (THOUSANDS)
<b>FORT MYERS</b>							
Chaloner Blvd ext	Colonial Blvd	Wilder Ave		New 2L	0.24	1/2 mi each, center 2 sidewalks to 50' ROW	\$1,502
Colonial Blvd / SR 824	Orca Ave/Golf Mile Cypress Pkwy	175 SR ramp intersection	2L	2L	0.26	Urban improvement w/ existing ROW, financed with impact fees	\$500
Commerce Lakes Dr ext	Commerce Lakes Dr	Commerce Lakes Dr		New 2L	2.03	To be funded by Advertiser/developer	
Edison Ave ext	Acacia St	Orca Ave		New 2L	0.37		\$2,824
Hanson St	Metra Pkwy	Palmetto Ave	2L	4L	0.73	Repl of wear acquisition only	\$4,310
Hanson St	Coast Ave	Palmetto Ave	2L	4L	1.23	Remainder of city share (25%) only	\$1,000
Hanson St ext	Palmetto Ave	Orca Ave		New 2L	2.23	Eng Dept agrees to acquire 4L ROW & hold 1st 2L by FY 04/05; Add financing anticipated	\$5,951
Hanson St ext	Palmetto Ave	Orca Ave	2L	4L	2.23	Design & construction only	\$4,214
Hanson St ext	Orca Ave	1/2W bend of Cypress Lake Rd		New 4L	0.75	175' easement	\$6,703
Hanson St ext	1/2W bend of Cypress Lake Rd (200')	Marlin Lakes Hwy & Blvd / SR 82 @ Buckingham Rd ext		New 4L	0.22	Opposite Buckingham Rd ext W of the 1/2W Cypress through Corridor upon SFWD acceptance of route	\$1,840
Ruckliff Rd ext	Hanson St ext	Commerce Lakes Dr		New 2L	0.73	Cypress Lakes ext @ Hanson ext	\$1,077
						Subtotal:	\$33,089
						FINANCIAL RESOURCES (01/02-10/02)	\$28,225
						BALANCE AVAILABLE FOR OTHER CITY PROJECTS / (UNFUNDED)	\$5,135

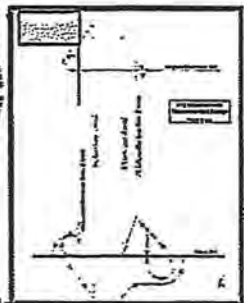
This table does not imply a commitment on the part of this jurisdiction to complete the projects listed for it.

<b>LEE COUNTY</b>							
Alway entrance road ext	US 41	175 SR ramp		New 4L	2.78	Overpass Metra Pkwy w/ VC	\$11,570
Alway entrance road ext		Q 175		New approach & 1L intersection ramp	0.58	Corridor with C-D roads (1/2 Lehigh) or through lanes proposed reconstructed US41 (position + 500,000 sq volume)	\$8,508
Alway 25 Connector	175 SR ramp	Timber Ave		New 2L	0.72		\$6,420
Alway 25 Connector		@ Timber Ave/SR 82 @ Crin Pkwy		Overpass with partial interchanges	0.72		\$4,510
Andrea Ln, Ext	Commerce Lakes Dr	Metra Pkwy / SR 175		New 2L	0.25		\$1,338
Banola Cove ext	Indian Ln	Indian Dr		New 2L	0.23	Replaces Metra Rd ext	\$201
Bass Rd	220' north of Park Road Dr	Chaloner Dr	2L	4L	0.57		\$1,719
Bass Rd ext	Chaloner Dr	Cypress Lake Dr		New 2L	1.77		\$8,305
Banola Golf Pkwy	Edison Pkwy ext	Hanson St	4L	4L	2.16		\$4,509
Banola Golf Pkwy ext	Alca Rd	New approach to main road	4L	4L	1.33	Eligible for 25% CAGP funding	\$3,507
Bass Street Blvd ext	SR 224 St	Hillemore Blvd		New 2L	1.09	Impact fee credits only; remaining 25% of CAGP to be funded by Lehigh Co.	\$1,623
Banola Beach Rd	Chaloner Dr	Timber St	4L	4L	2.23		\$15,435
Banola Beach Rd		@ US 41		New 4L, approach of US 41	0.50	Four lane approach of US 41 over Banola Beach Road	\$8,400
Banola Grande Dr ext	Commerce Rd ext	Commerce Rd		New 4L, no access	2.61		\$16,020
Banola Grande Dr ext	Commerce Rd	Edison Pkwy		New 4L	0.53		\$2,159
Bay Road Dr	Surfside Rd	US 41	4L	4L	0.58	Connect segment of Red Cedar & Ramsey Hwy in directional median opening. Add 2nd SR lane to Surfside & 2nd SR RT lane to US 41	\$6,208
Buckingham Rd & ext	Marlin Lakes Hwy & Blvd / SR 82 @ Hanson St ext	Beal Rd	2L	4L	2.16	Work on design need to be completed - 100% to the 1/2 mi extended 0.22 mi W of present intersection with SR 82. Extension to SR 82 @ Hanson St ext W of the 1/2W Cypress through is contingent upon SFWD acceptance of route	\$5,860
Buckingham Rd	Beal Rd	Commerce Ave ext	2L	4L	1.65		\$4,025
Burnt Store Rd	Pine Island Rd / SR 78	Edison Pkwy	2L	4L	1.00	May be eligible for 25% CAGP funding; project will include wildlife crossings where deemed needed	\$4,272
Burnt Store Rd	Edison Pkwy	Golfcourse Pkwy	2L	4L	1.00	May be eligible for 25% CAGP funding; project will include wildlife crossings where deemed needed	\$2,820
Burnt Store Rd	Golfcourse Pkwy	Charlotte County line	2L	4L	6.14	May be eligible for 25% CAGP funding; project will include wildlife crossings where deemed needed	\$5,509
Chaloner Ave	Buckingham Rd	Commerce Blvd	Part 2L	4L (R/L in new)	0.25		
Commerce Blvd	Commerce Rd	Commerce Rd	2L	4L	0.42		
Commerce Blvd ext	Commerce Rd	Surfside Rd		New 4L	0.18		
Commerce Rd ext	Commerce Rd	Banola Grande Dr ext		New 2L, 175 easement	1.57		
Colonial Blvd (new) ramp	W of Wilder Ave	E of Timber Ave ext	4L	4L-4L, loop in one direction	2.60	No access east of 175	\$18,010
Colonial Blvd	175	SR 82 / Interchange Rd / De M. King Jr Blvd	4L	4L	2.15	Mid-level 4L, bid, temporary only, no access	\$52,200
Commerce Lakes Dr ext	Commerce Lakes Dr	Commerce Lakes Dr		New 2L	2.03	Second stage improvement, bid temporary (1.23 mi in 7/1.1)	\$1,045
						PE programmed in FY 04/05, CAGP in 05/06	\$8,893

D-27

Amended February 20, 2004





**Existing & Committed Roads**

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

**Financially Feasible Improvements**

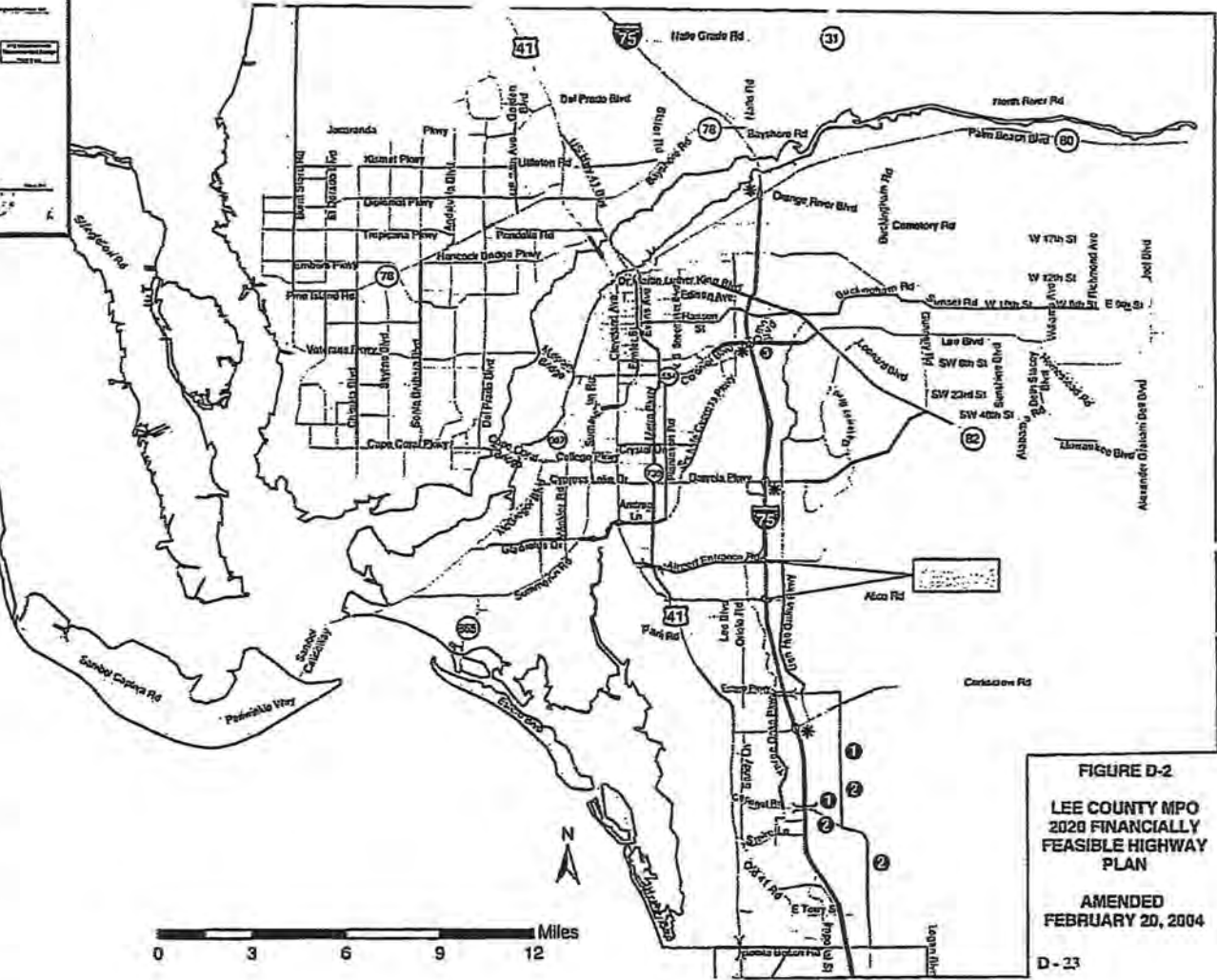
- New Interchanges
- 2 Lanes
- 3 Lanes (2+1 Lanes)
- 3 Lanes (One Way)
- 4 Lanes
- 5 Lanes (3+2 Lanes)
- 6 Lanes
- 7 Lanes (4+3 Lanes)
- 8 Lanes

- Overpass
- \* Interchange Improvements
- Future Corridor Evaluation

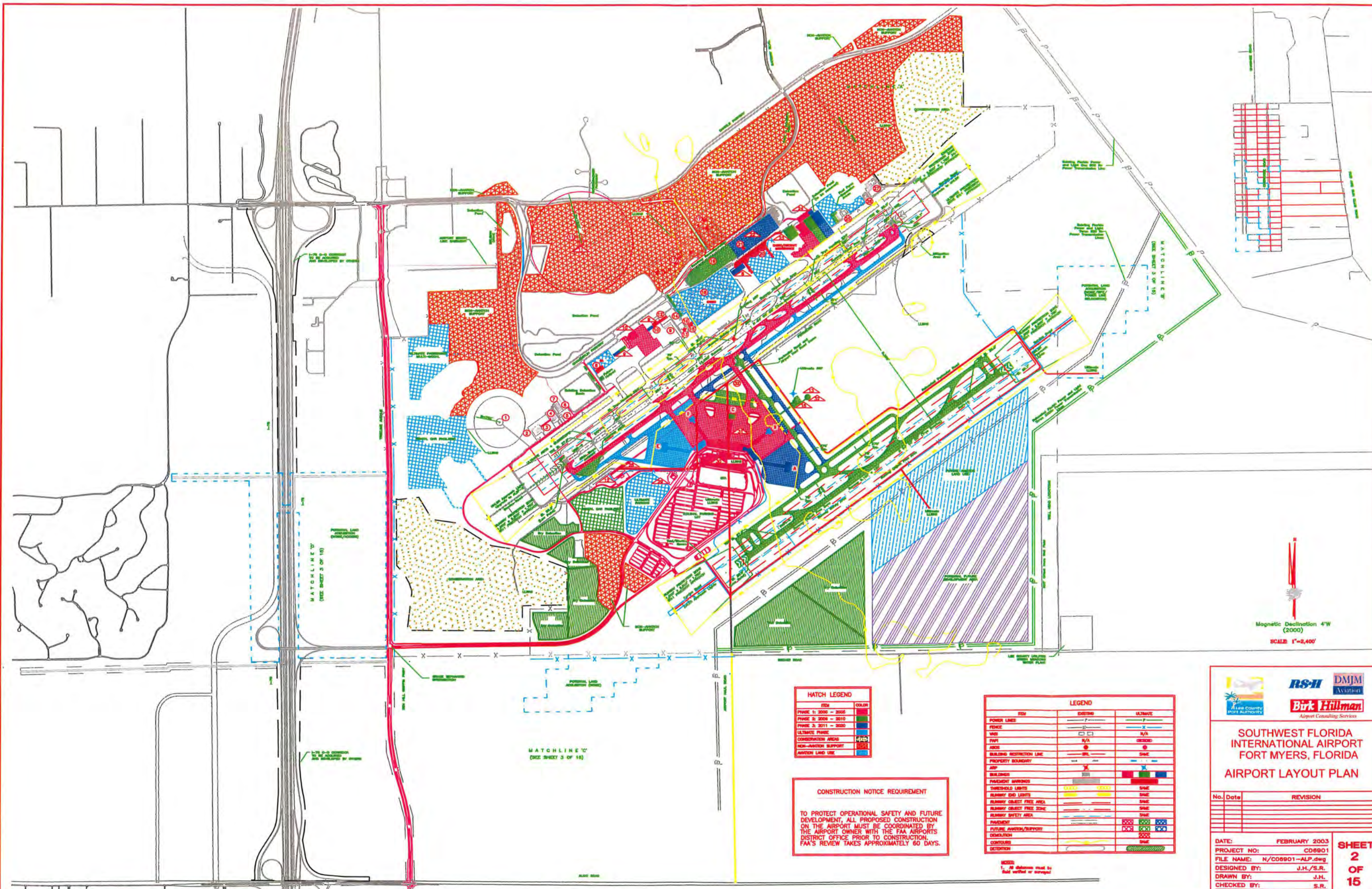
The lines on this plan represent only the general routes. Specific alignments will be determined through corridor and design studies.

**NOTES APPLYING TO SPECIFIC IMPROVEMENTS**

- 1 No access should be permitted to these roads east of I 75, south of Colby Creek Road, and north of the Monte Serrano city limits.
- 2 The feasibility and alignment of these roads should be determined through studies that thoroughly address their growth, management and environmental impacts, including tree secondary and cumulative effects on wildlife, wetlands, and water management. Extending Snake Lane should be evaluated as an alternative to extending Camelot Road east of I 75.
- 3 A 4 lane toll expressway, open to transportation users only, with no access points on route, is to be considered when the location of Central Expressway bus west of Walker Avenue is east of Trunkline Avenue.



**FIGURE D-2**  
**LEE COUNTY MPO**  
**2020 FINANCIALLY**  
**FEASIBLE HIGHWAY**  
**PLAN**  
 AMENDED  
 FEBRUARY 20, 2004  
 D - 23



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

**HATCH LEGEND**

ITEM	COLOR
PHASE 1: 2006 - 2010	Red
PHASE 2: 2006 - 2010	Blue
PHASE 3: 2011 - 2010	Green
ULTIMATE PHASE	Yellow
CONSTRUCTION AREA	Blue Hatched
HIGH-CATCHER SUPPORT	Red Hatched
AVIATION LAND USE	Blue Hatched

**CONSTRUCTION NOTICE REQUIREMENT**

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

**LEGEND**

ITEM	EXISTING	ULTIMATE
POWER LINES	—	—
FENCE	—	—
W/S	□	□
P/W	—	—
ADP	—	—
BUILDING RESTRICTION LINE	—	—
PROPERTY BOUNDARY	—	—
ADP	—	—
BUILDINGS	—	—
THRESHOLD MARKINGS	—	—
THRESHOLD LIGHTS	—	—
BLUDDY END LIGHTS	—	—
BLUDDY OBJECT FREE AREA	—	—
BLUDDY OBJECT FREE ZONE	—	—
BLUDDY SAFETY AREA	—	—
PAVEMENT	—	—
FUTURE AVIATION/SUPPORT	—	—
DEMOLITION	—	—
CONTOUR	—	—
DETENTION	—	—



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

No.	Date	REVISION

DATE: FEBRUARY 2003  
PROJECT NO: C08901  
FILE NAME: N/C08901-ALP.dwg  
DESIGNED BY: J.H./S.R.  
DRAWN BY: J.H.  
CHECKED BY: S.R.

**SHEET**  
**2**  
**OF**  
**15**



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

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

April 14, 2004

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

Dear Mr. Ball:

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

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

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

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

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

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

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

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

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

Sincerely,

*[Signature]*  
Bart Vernace, P.E.  
Assistant Manager

Enclosure (1 ALP)

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

ORL-623;Jbrown:alb:4/15/04 P:/Juan/rsw updated alp.doc



*Florida Department of Transportation*

JED BUSH  
GOVERNOR

JOSE ABREU  
SECRETARY

May 7, 2004

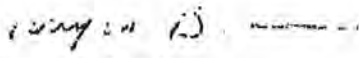
Ms. Juliet Iglesias  
Lee County Port Authority  
16000 Chamberlin Parkway  
Ft. Myers, FL 33913-8899

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

Dear Ms. Iglesias:

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

Sincerely,

  
Terry W. Beacham  
Aviation/Intermodal Agency Liaison

TWB/twb

cc: Wayne L. Chewning, Aviation/Intermodal Administrator

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

received  
4/14/04

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

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

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



April 12, 2004

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

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

Dear Bill:

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

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

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

Sincerely,

LEE COUNTY METROPOLITAN PLANNING ORGANIZATION

Glen H. Ahlert  
MPO Staff Director

cc: Matt Noble, Lee County Planning Department



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Advisory Circular

**Subject:** HAZARDOUS WILDLIFE ATTRACTANTS ON  
OR NEAR AIRPORTS

**Date:** 5/1/97

**AC No:** 150/5200-33

**Initiated by:**

**Change:**

AAS-310 and APP-600

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

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

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

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

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

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

## SECTION 1. HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS.

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

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

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

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

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

### 1-2. LAND USE PRACTICES.

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

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

### 1-3. SITING CRITERIA.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Aircraft Approach Category And Design Group <sup>1</sup>	Distance In Feet From Runway Centerline To Crop		Distance In Feet From Runway End To Crop		Distance In Feet From Centerline Of Taxiway To Crop	Distance In Feet From Edge Of Apron To Crop
	Visual & $\geq \frac{1}{4}$ mile	$< \frac{1}{4}$ mile	Visual & $\geq \frac{1}{4}$ mile	$< \frac{1}{4}$ mile		
<b>Category A &amp; B Aircraft</b>						
Group I	200 <sup>2</sup>	400	300 <sup>3</sup>	600	45	40
Group II	250	400	400 <sup>3</sup>	600	66	58
Group III	400	400	600	800	93	81
Group IV	400	400	1,000	1,000	130	113
<b>Category C, D &amp; E Aircraft</b>						
Group I	530 <sup>3</sup>	575 <sup>3</sup>	1,000	1,000	45	40
Group II	530 <sup>3</sup>	575 <sup>3</sup>	1,000	1,000	66	58
Group III	530 <sup>3</sup>	575 <sup>3</sup>	1,000	1,000	93	81
Group IV	530 <sup>3</sup>	575 <sup>3</sup>	1,000	1,000	130	113
Group V	530 <sup>3</sup>	575 <sup>3</sup>	1,000	1,000	160	138
Group VI	530 <sup>3</sup>	575 <sup>3</sup>	1,000	1,000	193	167

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

Group I: Wing span up to 49 ft.

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

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

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

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

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

Category A: Speed less than 91 knots

Category B: Speed 91 knots up to 120 knots

Category C: Speed 121 knots up to 140 knots

Category D: Speed 141 knots up to 165 knots

Category E: Speed 166 knots or more

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**i. Putrescible material.** Rotting organic material.

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

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

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

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

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

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

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

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

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

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

2. **RESERVED.**

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

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#### **PURPOSE**

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

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

#### **BACKGROUND**

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

The Federal Aviation Administration (FAA) and the United States Air Force (USAF) databases contain information on more than 54,000 United States civilian and military aircraft-wildlife strikes reported to them between 1990 and 1999<sup>1</sup>. During that decade, the FAA received reports indicating that aircraft-wildlife strikes, damaged 4,500 civilian U.S. aircraft (1,500 substantially), destroyed 19 aircraft, injured 91 people, and killed 6 people. Additionally, there were 216 incidents where birds struck two or more engines on civilian aircraft, with damage occurring to 26 percent of the 449 engines involved in these incidents. The FAA estimates that during the same decade, civilian U.S. aircraft sustained \$4 billion worth of damages and associated losses and 4.7 million hours of aircraft downtime due to aircraft-wildlife strikes. For the same period,

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

USAF planes colliding with wildlife resulted in 10 Class A Mishaps<sup>2</sup>, 26 airmen deaths, and over \$217 million in damages.

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

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

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

## SECTION I.

### SCOPE OF COOPERATION AND COORDINATION

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

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

<sup>2</sup> See glossary for the definition of a Class A Mishap and similar terms.

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

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

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

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

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

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

## SECTION II. GENERAL RULES AND INFORMATION

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

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

### SECTION III. PRINCIPAL SIGNATORY AGENCY CONTACTS

The following list identifies contact offices for each signatory agency.

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

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*Wood Gordon*  
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12/17/02  
Date

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Chief of Safety,  
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27 May 2003  
Date

*R. J. Bowler*  
Acting Assistant Secretary of the Army  
(Civil Works)  
Department of the Army

December 9, 2002  
Date

*B. Tracy Helman, III*  
Assistant Administrator, Office of Water,  
U.S. Environmental Protection Agency

1/17/03

*Paul R. Schmidt*  
Assistant Director, Migratory Birds  
and State Programs,  
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7/29/03  
Date

*Acting* *Richard D. Currow*  
Deputy Administrator, Wildlife Services  
U.S. Department of Agriculture

09 January 2003  
Date

## GLOSSARY

This glossary defines terms used in this MOA.

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

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

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

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

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

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

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

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

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

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

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

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

1. a civilian, U.S. air carrier aircraft experiences a multiple aircraft-bird strike or engine ingestion;
2. a civilian, U.S. air carrier aircraft experiences a damaging collision with wildlife other than birds; or
3. a USAF aircraft experiences a Class A, B, or C mishap as described below:
  - A. **Class A Mishap:** Occurs when at least one of the following applies:
    1. total mishap cost is \$1,000,000 or more;
    2. a fatality or permanent total disability occurs; and/or
    3. an Air Force aircraft is destroyed.
  - B. **Class B Mishap:** Occurs when at least one of the following applies:
    1. total mishap cost is \$200,000 or more and less than \$1,000,000; and/or
    2. a permanent partial disability occurs and/or 3 or more people are hospitalized;
  - C. **Class C Mishap:** Occurs when at least one of the following applies:
    1. cost of reported damage is between \$20,000 and \$200,000;
    2. an injury causes a lost workday (i.e., duration of absence is at least 8 hours beyond the day or shift during which mishap occurred); and/or
    3. an occupational illness causing absence from work at any time.

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

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

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

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

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

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

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

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

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

# Southwest Florida International Airport

TABLE 5



Southwest Florida International Airport TABLE 5 Existing vs. Proposed Development 2005-2020				
Development	Existing	2005	2010	2020
<b>Landside</b>				
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			
<b>Airside</b>				
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.	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

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# Southwest Florida International Airport

TABLE 5




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

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

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## Memo

To: Paul O'Connor, Lee County Planning Director 

From: David Loveland, LCDOT Transportation Planning Manager

Date: September 13, 2004

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

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

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

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

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

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

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

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

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

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

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

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

DML/mlb

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

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

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

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



**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.

# Southwest Florida International Airport

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### CONSULTANT TEAM

<b>Program Management</b>	<b>DMJM Aviation</b> 13900 Airport Haul Road Trailer 1 Ft. Myers, Florida 33913
<b>Planning / Traffic</b>	<b>Reynolds Smith and Hills, Inc.</b> 10748 Deerwood Park Blvd Jacksonville, Florida 32256
<b>Environmental</b>	<b>Kevin L Erwin Consulting Ecologist, Inc.</b> 2077 Bay Shore Parkway Ft. Myers, Florida 33901
<b>Stormwater</b>	<b>Johnson Engineering, Inc.</b> 2158 Johnson Street Ft. Myers, Florida 33901
<b>Airport Master Plan Update</b>	<b>Birk Hillman</b> 6751 Forum Drive, Suite 240 Orlando, Florida 32821

# Southwest Florida International Airport

Draft



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 3-6-03

REC'D BY: DXO/AE

APPLICATION FEE 2500.00

TIDEMARK NO: CPA 2003-00002

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

# Southwest Florida International Airport

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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.

# 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

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:

# 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

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.*



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;



- 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



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)

# Southwest Florida International Airport

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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)



- 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.

# Southwest Florida International Airport

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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

# Southwest Florida International Airport

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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**

# Southwest Florida International Airport

## Draft



### 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

# Southwest Florida International Airport

## Draft



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

# Southwest Florida International Airport

## Draft



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**

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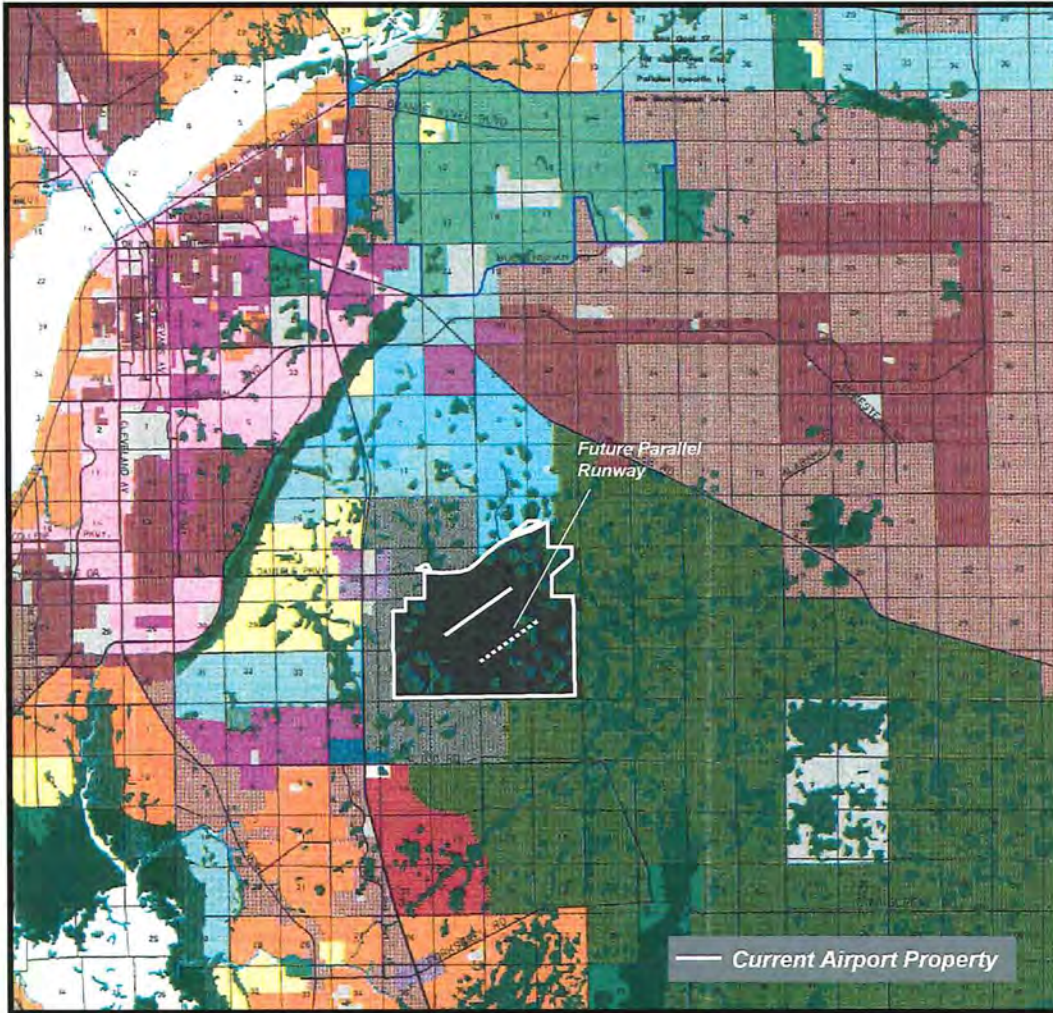


Southwest Florida Regional Planning Council, and Florida Department of Community Affairs to ensure that the Airport Master Plan and Lee Plan are consistent.

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.



**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



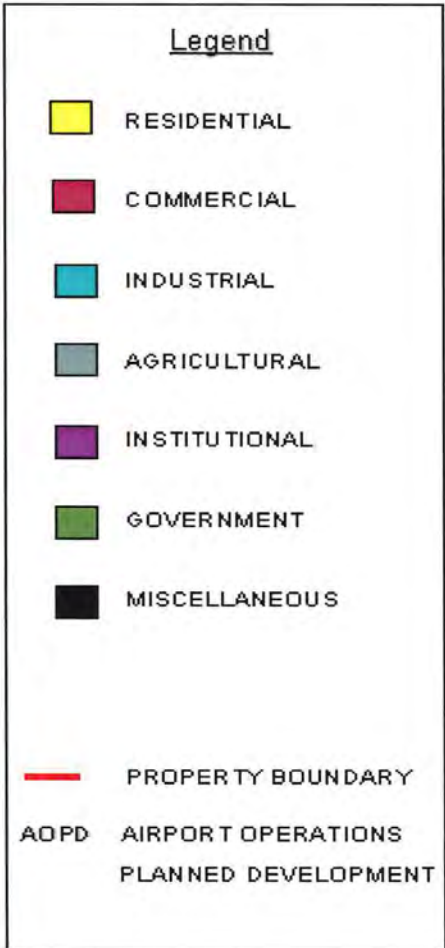
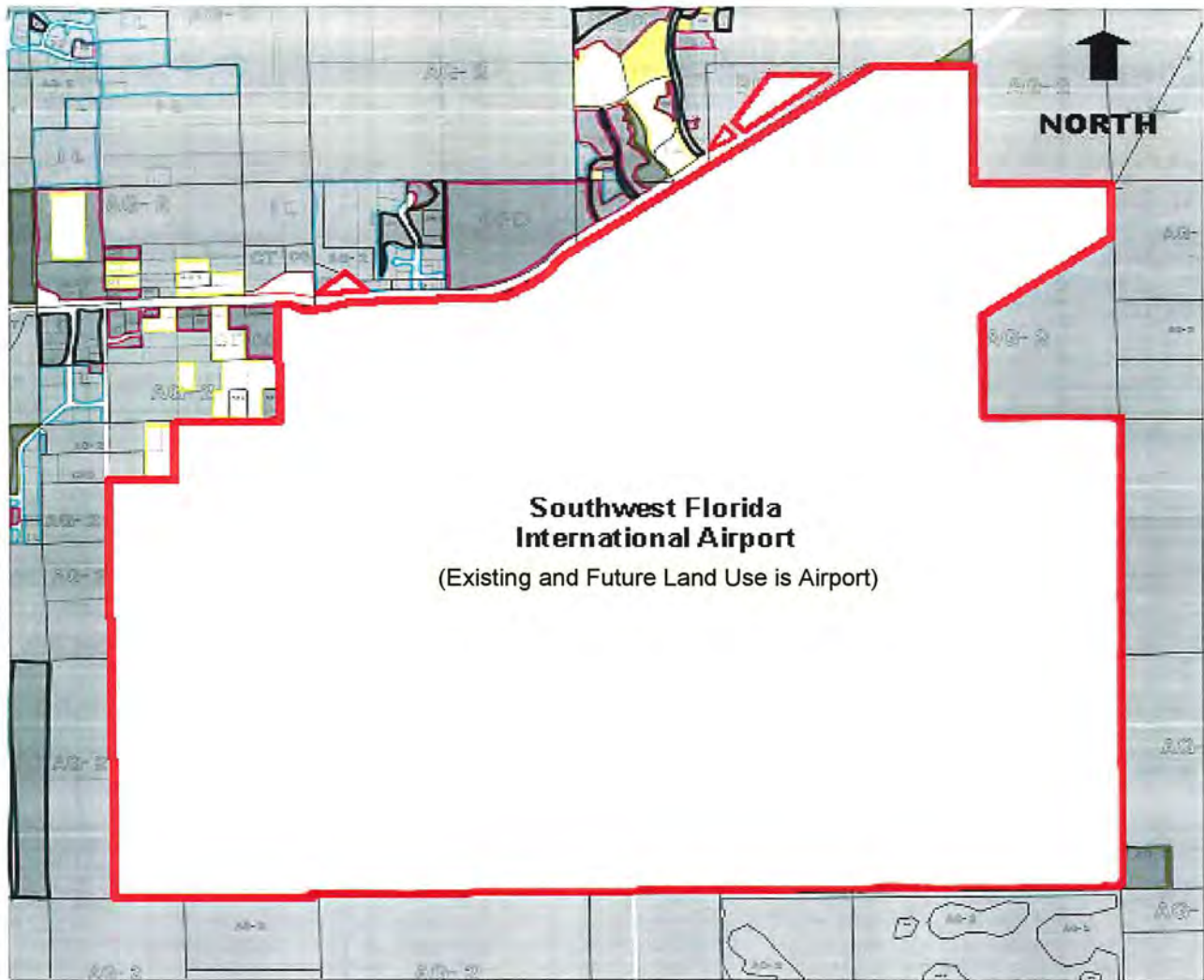
**RS&H**  
 Reynolds, Smith and Hills, Inc.  
 Architectural, Engineering Planning  
 and Environmental Services  
 Jacksonville, Florida

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

Attachment A - 2  
 Future Land Use Map



**Attachment A – 3**  
**Existing Land Use Map**



Source: Lee County, 2002



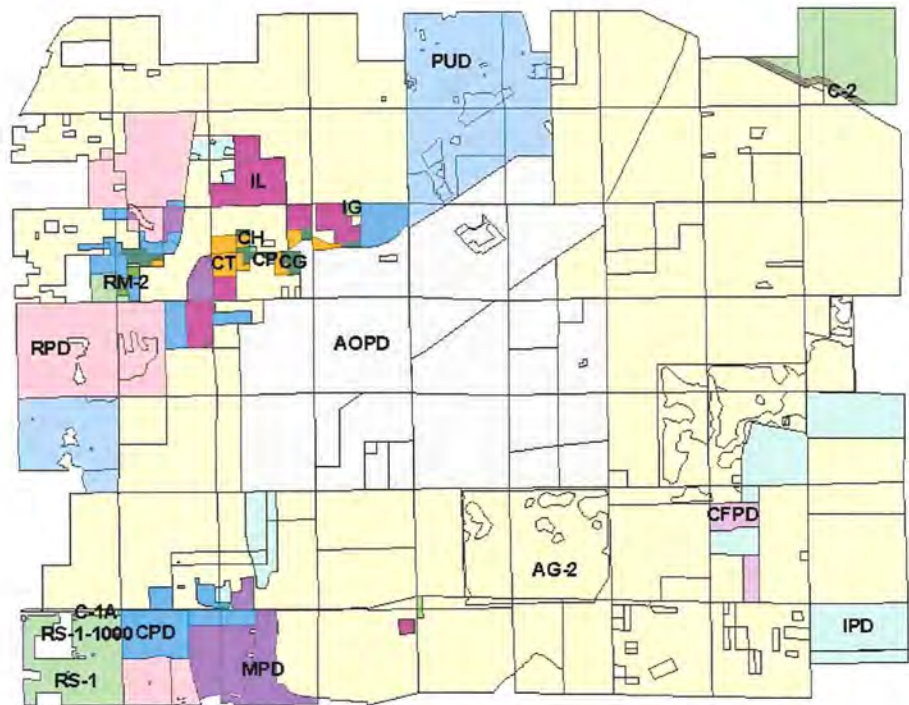
**RS&H**  
 Reynolds, Smith and Hills, Inc.  
 Architectural, Engineering Planning  
 and Environmental Services  
 Jacksonville, Florida

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

Attachment A - 3  
 Existing Land Use Map



**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



**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 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

March 14, 2000

2158 JOHNSON STREET  
TELEPHONE (941) 334-0048  
FAX (941) 334-3681  
POST OFFICE BOX 1550  
FORT MYERS, FLORIDA  
33902-1550

## 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

CARL E. JOHNSON  
1911-1998

## PARCELA

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")

CHAIRMAN  
FORREST H. BANKS

PRESIDENT  
STEVEN K. MORRISON

PARTNERS  
GARY R. BULL  
DAN W. DICKEY  
JOSEPH W. EBNER  
ARCHIE T. GRANT, JR.  
CHRIS D. HAGAN  
KENTON R. KEILING  
PATRICIA H. NEWTON  
W. BRITT POMEROY  
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; 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.



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



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



**ATTACHMENT A – 6**  
**DEED INFORMATION**

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



**Attachment A – 7**  
**Aerial Map**



Source: RS&H, DMJM Aviation 2000



**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 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. YAGGER  
 PORT AUTHORITY ATTORNEY

BOARD OF  
 PORT COMMISSIONERS

JOHN F. ALBION

ANDREW W. COV

BOB JAMES

RAY 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

A handwritten signature in black ink, appearing to read "Mark R. Fisher".

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



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.**



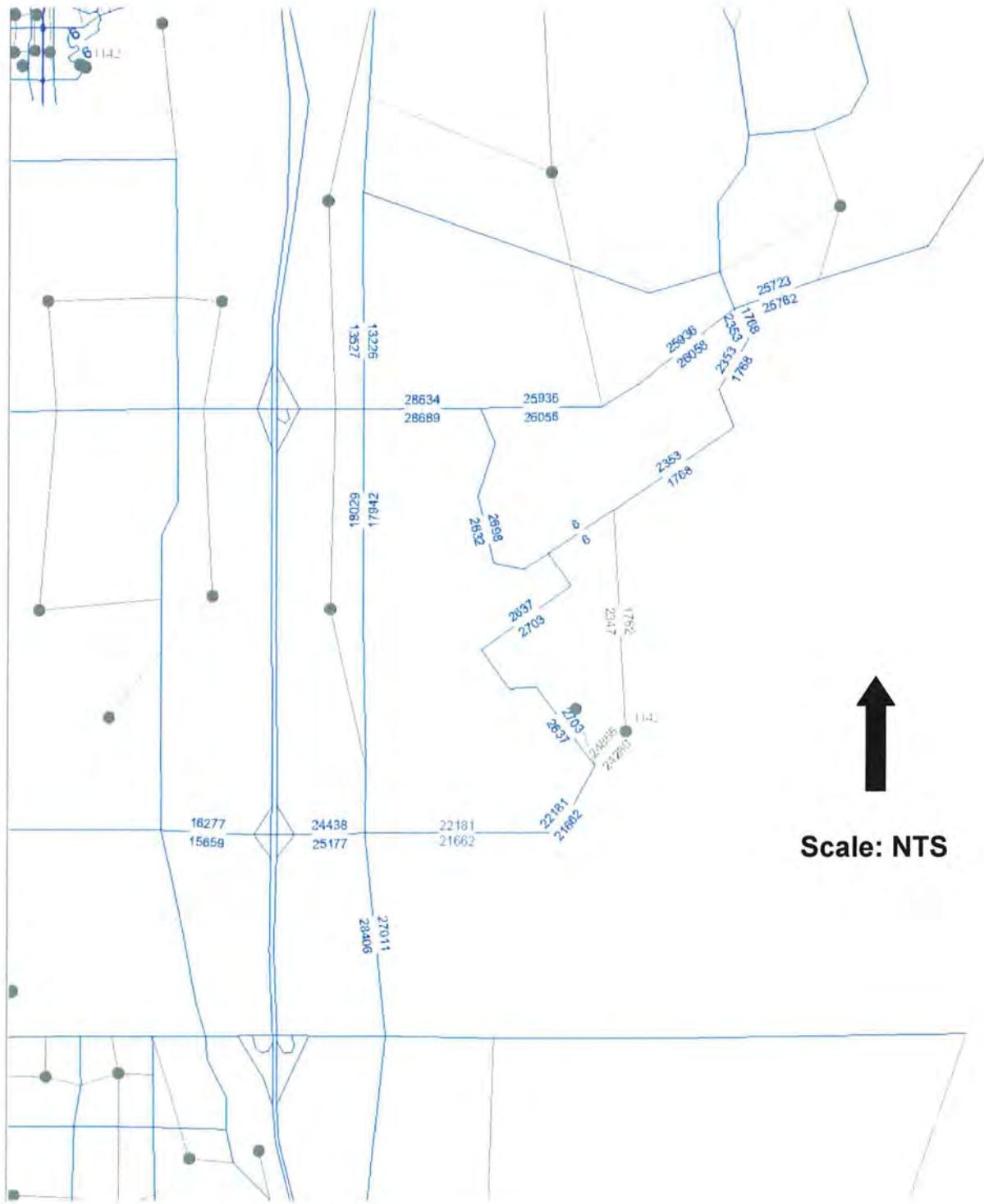
Source: RS&H Traffic Analysis, 2003



**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 - 1  
 Transportation Network



Source: RS&H



**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 - 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 <sup>1</sup>			1,179	1,179	2,359	47,170
			<b>Total</b>	<b>1,345</b>	<b>1,677</b>	<b>3,022</b>	<b>52,960</b>

\*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
<b>Total LCPA</b>			<b>21,130,000</b>
<b>Other Airport Tenants</b>			
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
<b>Total Other Airport Tenants</b>			<b>6,194,000</b>
<b>Total All Existing Facilities</b>			<b>27,324,000</b>
<b>Total Average Gal/Day for LCPA</b>			<b>58,900 (Gal/Day)</b>
<b>Total Average Gal/Day for Other Airport Tenants</b>			<b>17,000 (Gal/Day)</b>
<b>Total Average Gal/Day for All Existing Facilities</b>			<b>75,900(Gal/Day)</b>

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

# Southwest Florida International Airport

## Draft

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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. Cerny  
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\TAKLETTERS\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**

<b>Phase</b>	<b>Total Water Demand (MGD)</b>
<b>Existing</b>	0.055257
<b>2005</b>	0.077183
<b>2010</b>	0.093228
<b>2020</b>	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

## Draft

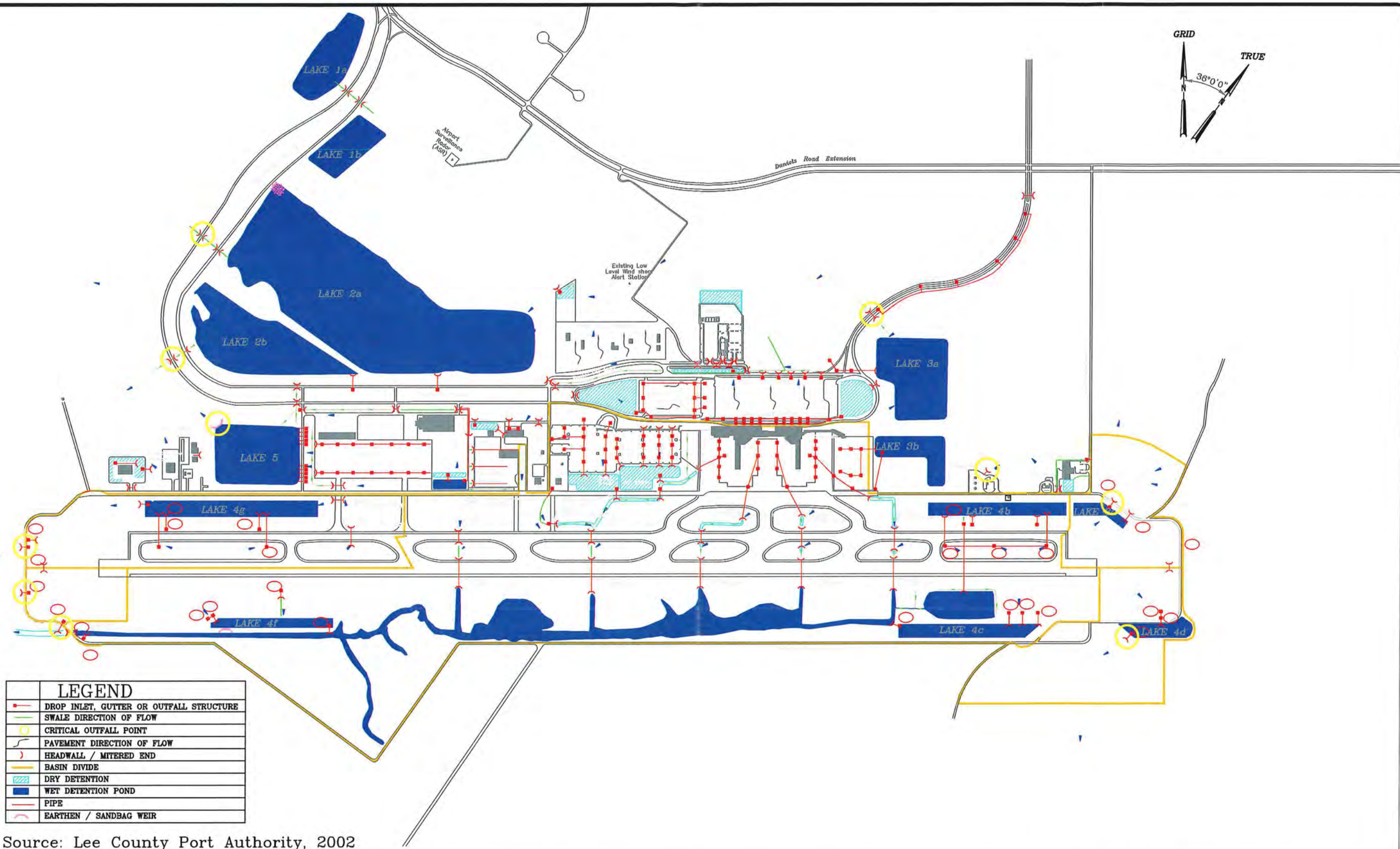
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west. Since sheetflow is predominantly from northeast to southwest, the future Treeline Avenue acts as the control for surface flow coming off the westside of the Airport Property. From Treeline Avenue, it will be routed through two conveyances to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

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.

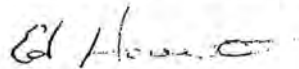
The department is staffed with thirty-three (33) Emergency Medical Technicians (EMT). Ambulatory services are provided by the Lee County Emergency Medical Services (EMS) on an as-needed basis. By working within a network of local mutual aid responders, we provide excellent professional fire and medical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

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*

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

JAMES G. YAEGER  
PORT AUTHORITY ATTORNEY

BOARD OF  
PORT COMMISSIONERS

JOHN E. ALBION

ANDREW W. COY

BOB JAMES

RAY JUDAH

DOUGLAS R. ST. CERNY

December 4, 2002

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

Dear Mr. Callum:

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.

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

Sincerely,

LEE COUNTY PORT AUTHORITY

A handwritten signature in black ink that reads "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. KLICKEL, PH.D.  
CHAIRMAN • DISTRICT 3

TERRI K. WAMPLER  
VICE CHAIRMAN • DISTRICT 1

JEANNE S. DOZIER  
DISTRICT 2

KATHERINE BOREN  
DISTRICT 4

LISA ROCKRUS  
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

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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 perspective 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

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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.

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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
*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
<b>Totals</b>							
	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



FLUCFCS CODE	Habitat	Percent Cover By Exotic/Nuisance Species					Total
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	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.



**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.



### **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

# Southwest Florida International Airport

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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.



**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.



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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#### Summary of Existing Conditions

FLUCFCS CODE	Habitat	Percent Cover By Exotic/Nuisance Species					Total
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Project Totals		1557.7	697.9	297.1	106.3	3698.7



**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

# Southwest Florida International Airport

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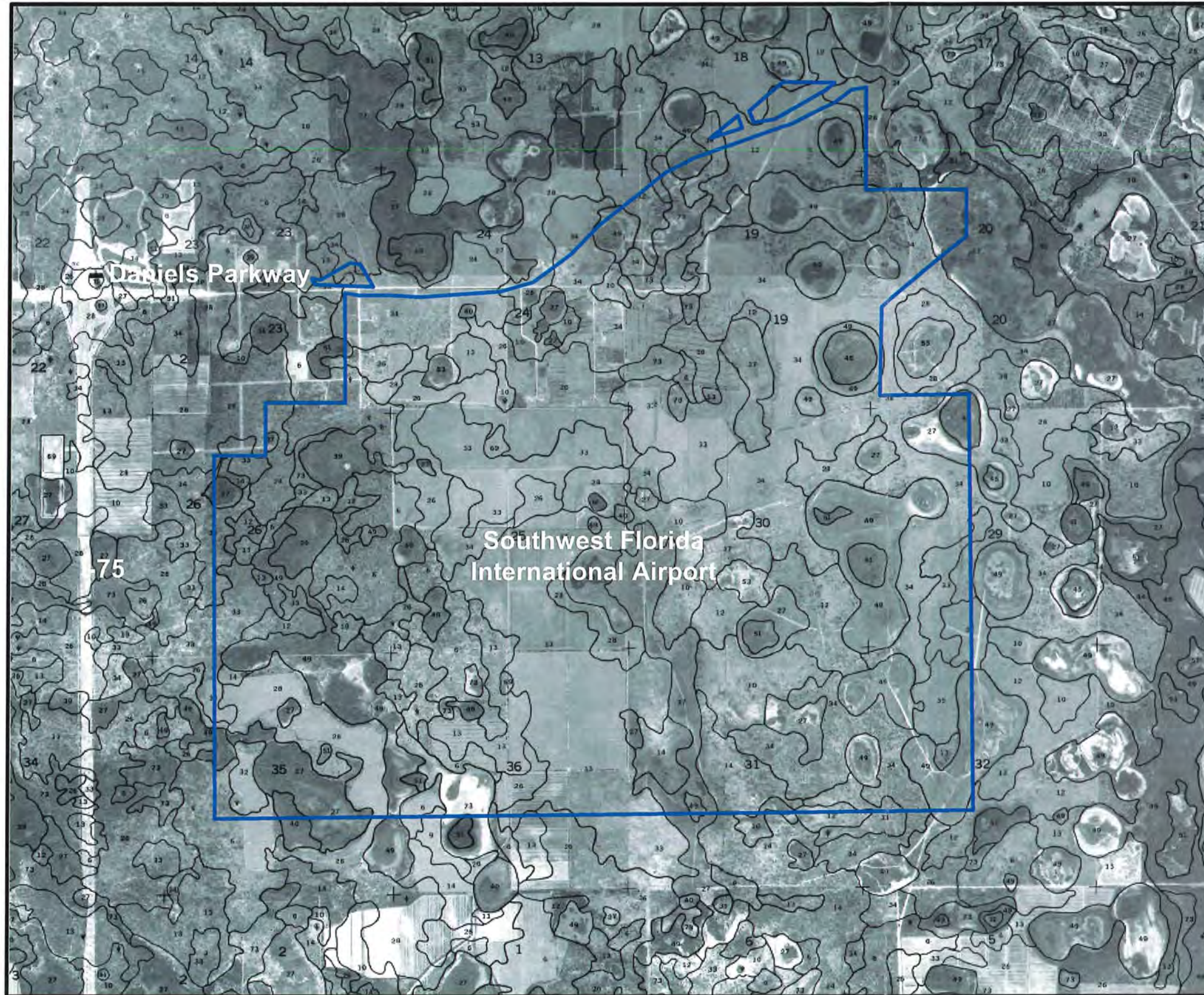
SOIL NAME & MAP SYMBOL	BRIEF SOIL DESCRIPTION	SEASONAL HIGH WATER TABLE DEPTH DURATION (FT)*	PERMEABILITY RATE (in/hour)		LIMITATION FOR LOW BUILDINGS	DEGREE & KIND OF LIMITATION FOR POND EMBANKMENTS
			Depth In /	Inches		
27-Pompano fine sand, depressional	Nearly level, poorly drained soil in depressions; 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 .2-6 <.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

# Southwest Florida International Airport

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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 8-20 20-28 28	6-20 .6-2 .2-6 --	Severe	Severe
49-Felda fine sand, depressional	Nearly level, poorly drained soil in depressions; slopes are concave and less than 1%; fine sand	+2-1; Jun-Dec	0-35 35-52 52-80	6-20 .6-6 6-20	Severe	Severe
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 22-39 39-80	6-20 6-20 <.2	Severe	Severe
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 29-46 46-80	6-20 .6-6 6-20	Severe	Severe
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 35-80	2-6 6-20	Severe	Severe
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 30-55 55-80	6-20 <.2 2-6	Severe	Severe



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 Chobee muck

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



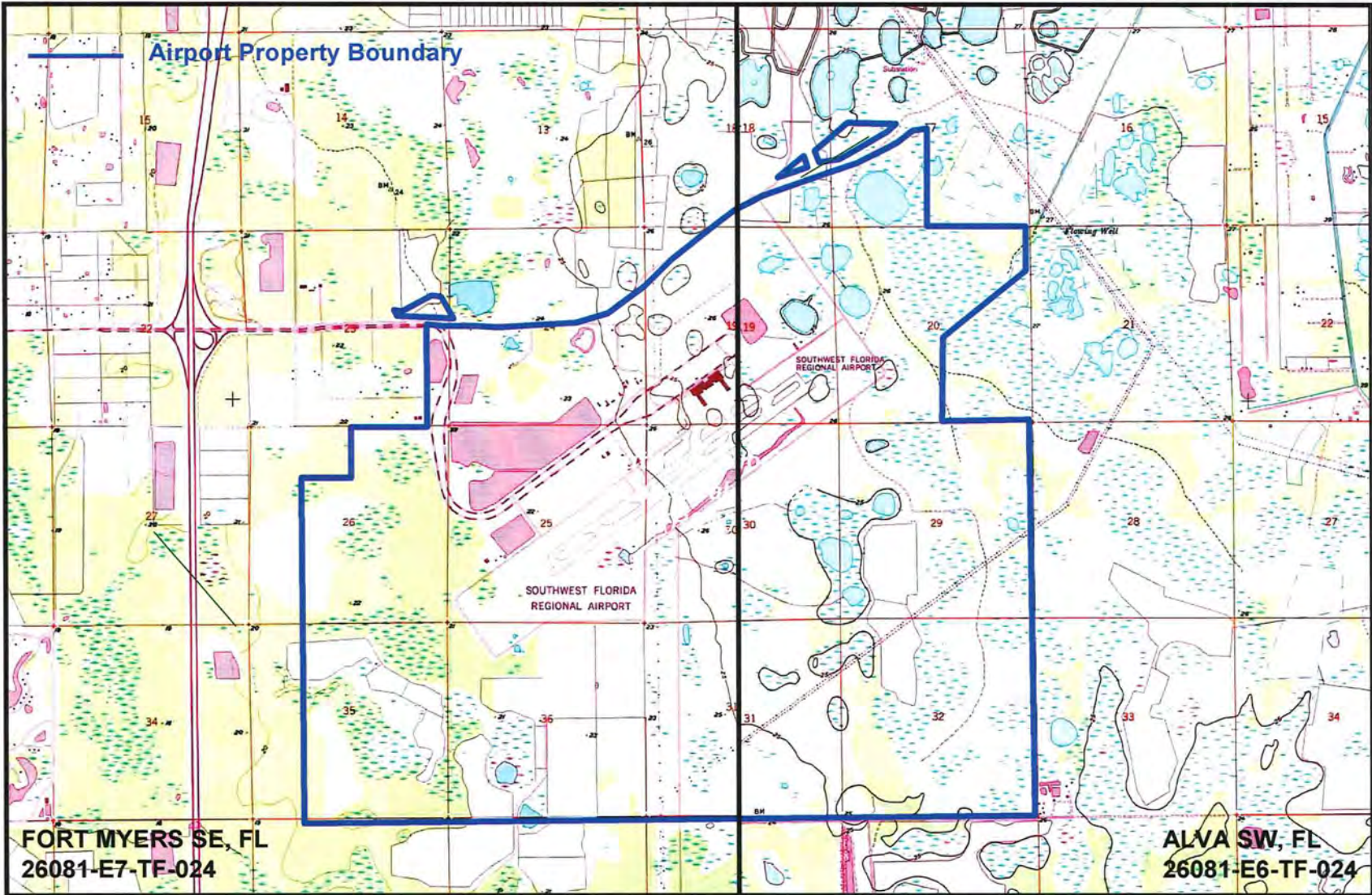
**Southwest Florida International Airport  
 Lee County Comprehensive Plan Amendment**

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Attachment C - 2  
**Soils Map**



**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.



**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 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



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.

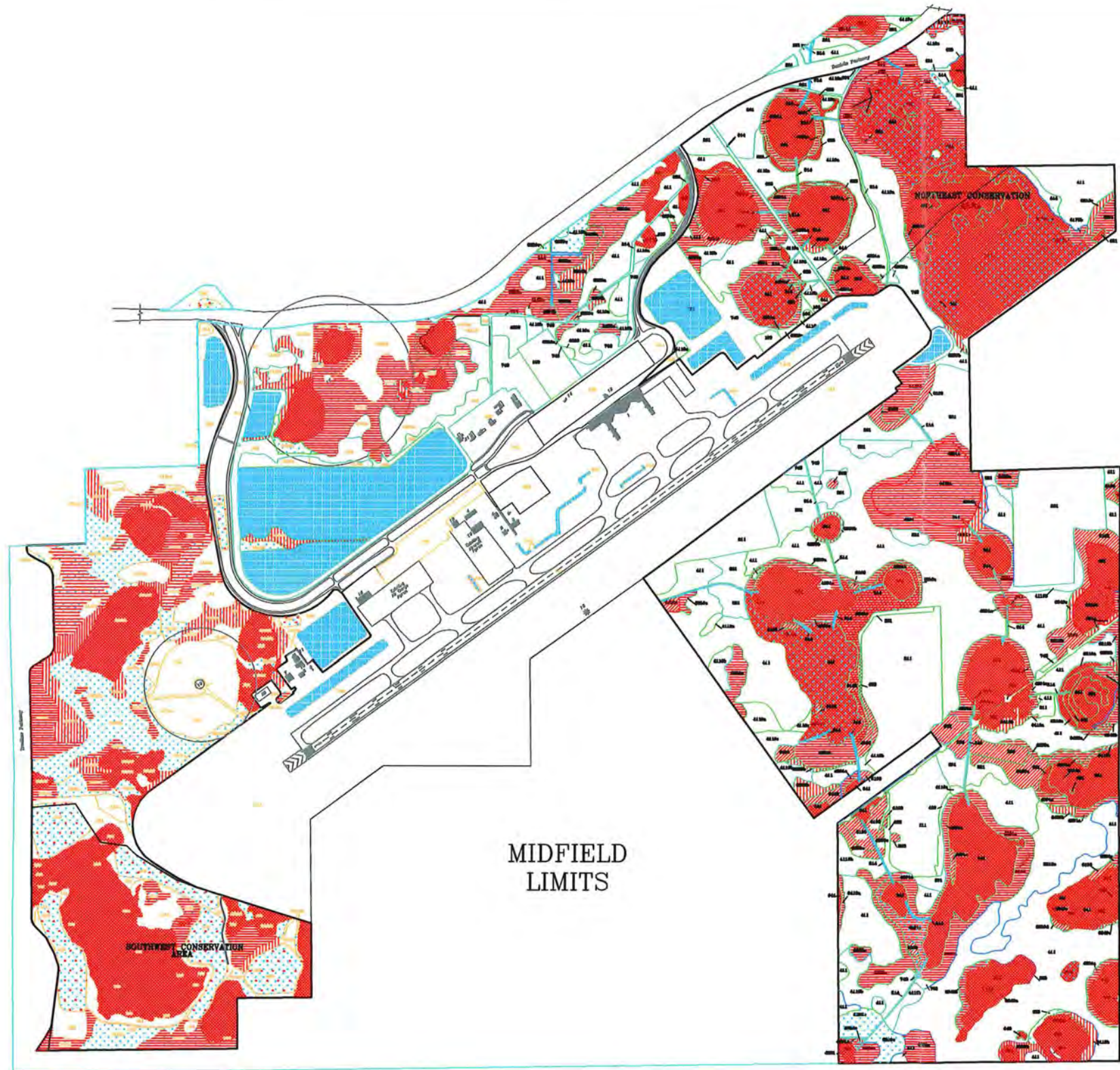
# Southwest Florida International Airport

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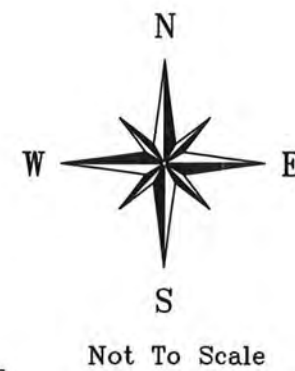
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Although, there are numerous wells located around the Airport, which draw water from both Floridan and Surficial Aquifers the proposed developments will not have an impact on these recharge areas.



MIDFIELD LIMITS



**HATCH LEGEND**

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

DRAFT

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



**RS·H**  
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 Architectural, Engineering, Planning  
 and Environmental Services  
 Jacksonville, Florida

**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
<b>Birds</b>							
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>				✓	✓	✓
<b>Mammals</b>							
Big Cypress fox squirrel	<i>Sciurus niger avicennia</i>	✓		✓		✓	✓
Florida black bear	<i>Ursus americanus floridanus</i>	✓				✓	
<b>Reptiles</b>							
American Alligator	<i>Alligator mississippiensis</i>	✓	✓	✓	✓	✓	✓
<b>Plants</b>							
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

# Southwest Florida International Airport

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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* <b>Florida Sandhill Crane</b>
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 <b>American Bald Eagle*</b> Southeastern American Kestrel Red-cockaded Woodpecker Florida Panther <b>Big Cypress Fox Squirrel</b> Florida Black Bear <b>Common Wild Pine*</b> 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	<b>Limpkin*</b>

# Southwest Florida International Airport

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FLUCFCS Code	Vegetation Description	Potential Listed Species
514	Drainage Canal	<b>American Alligator</b>
742	Borrows Areas	Roseate Spoonbill Limpkin <b>Little Blue Heron</b> Reddish Egret <b>Snowy Egret</b> <b>Tricolor Heron</b> <b>White Ibis*</b> <b>Wood Stork*</b> <b>Florida Sandhill Crane*</b> 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 <b>White Ibis*</b> Artic Peregrine Falcon Bald Eagle* Wood Stork Florida Panther Everglades Mink Big Cypress Fox Squirrel Florida Black Bear <b>Common Wild Pine*</b>
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* <b>Big Cypress Fox Squirrel*</b> Florida Black Bear* <b>Common Wild Pine</b> Fakahatchee Burmannia* Satin Leaf*

# Southwest Florida International Airport

## Draft



FLUCFCS Code	Vegetation Description	Potential Listed Species
600	Created Wetland	<b>American Alligator</b>
641	Freshwater Marsh	Eastern Indigo Snake*
6419	Freshwater Marsh, Disturbed	<b>Limpkin</b>
643	Wet Prairie	<b>Little Blue Heron</b>
6439	Wet Prairie, Disturbed	Reddish Egret
		<b>Snowy Egret</b>
		<b>Tricolored Heron</b>
		<b>White Ibis*</b>
		<b>Florida Sandhill Crane</b>
		<b>Wood Stork</b>
		Snail Kite
		Everglades Mink
743	Spoil Areas	American Alligator*
748	Cleared Areas	Gopher Tortoise
		<b>Burrowing Owl</b>
		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) 488-1600

(904) 488-3353

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

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

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 28<sup>th</sup>, 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](mailto:fmsfile@mail.dos.state.fl.us)  
Web: <http://www.dos.state.fl.us/dhr/fmsfl>

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

HISTORICAL PRESERVATION

HISTORICAL MUSEUMS

Document3

January 28, 2000

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

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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.

Sincerely,

*Dawn M. Creamer*

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

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Email: [fmsfile@mail.dos.state.fl.us](mailto:fmsfile@mail.dos.state.fl.us)  
Web: <http://www.dos.state.fl.us/dhr/msf/>

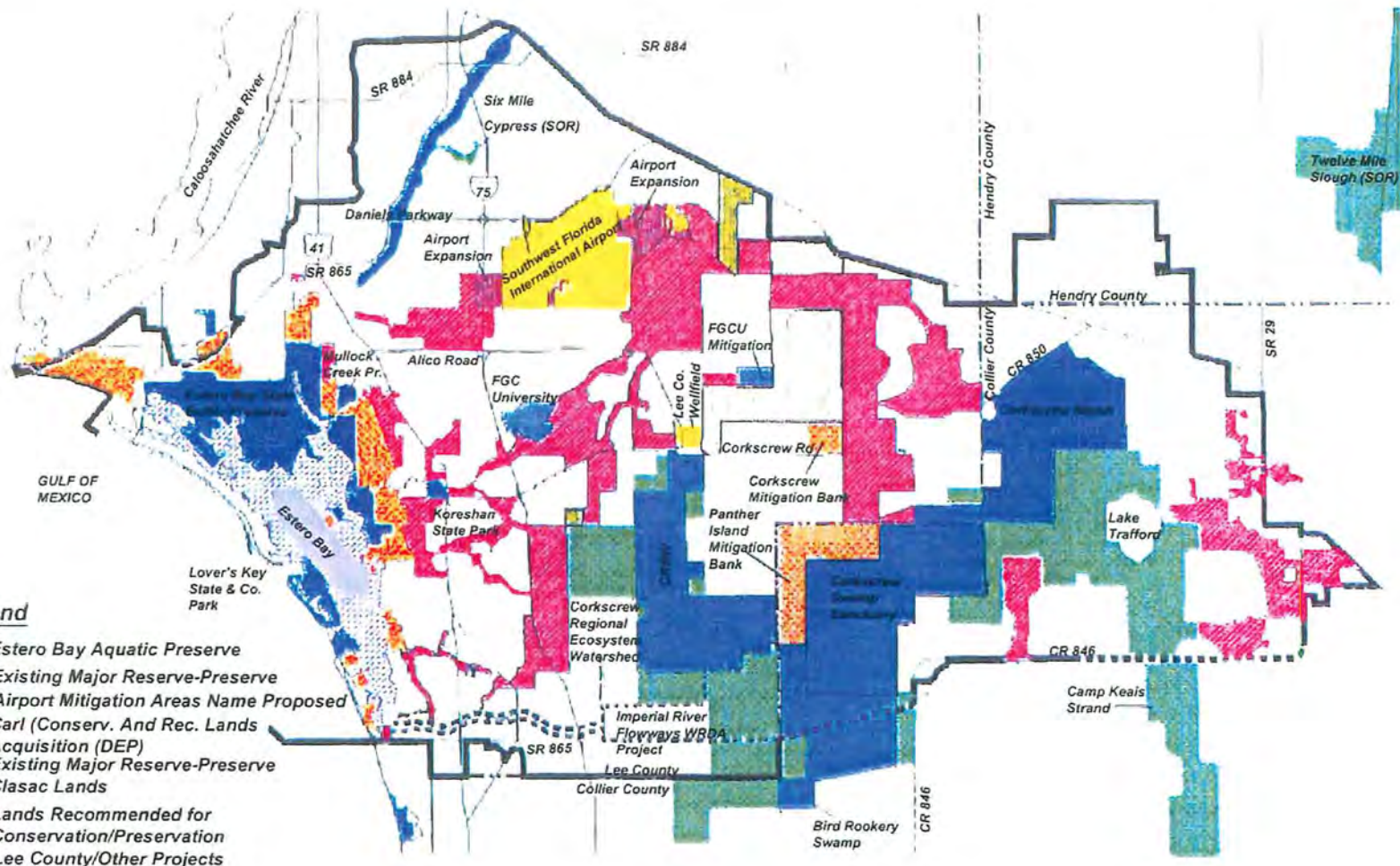
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R.A Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • (850)488-1480  
FAX: (850) 488-3353 • WWW Address <http://www.dos.state.fl.us>

ARCHAEOLOGICAL RESEARCH  HISTORIC PRESERVATION  HISTORICAL MUSEUMS



**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



**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/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.**



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.**

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

## Draft



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**

## **Draft**

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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.

# Southwest Florida International Airport

Draft



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

## Draft

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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**

**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.

<b>2. DEPARTMENTAL CATEGORY:</b> COMMISSION DISTRICT # _____		<b>3. MEETING DATE:</b> September 10, 2002
<b>4. AGENDA:</b>	<b>5. REQUIREMENT/PURPOSE:</b> <i>(Specify)</i>	<b>6. REQUESTOR OF INFORMATION:</b>
<input checked="" type="checkbox"/> CONSENT	<input type="checkbox"/> STATUTE	A. COMMISSIONER _____
<input type="checkbox"/> ADMINISTRATIVE	<input type="checkbox"/> ORDINANCE	B. DEPARTMENT <u>County Attorney</u>
<input type="checkbox"/> APPEALS	<input type="checkbox"/> ADMIN. CODE	C. DIVISION _____
<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OTHER	BY: <u>Dawn E. Perry-Lehnert</u>
<input type="checkbox"/> WALK ON	_____	<u>Assistant County Attorney</u>
<b>TIME REQUIRED:</b> _____		

**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

The 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

# Southwest Florida International Airport

## Draft



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



- 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

# Southwest Florida International Airport

## Draft



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.

# Southwest Florida International Airport

Draft



- (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

# Southwest Florida International Airport

## Draft



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,

# Southwest Florida International Airport

## Draft



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.

**Southwest Florida International Airport**  
**Draft**



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

By: \_\_\_\_\_  
Deputy Clerk

LEE COUNTY, BOARD OF COUNTY  
COMMISSIONERS

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

By: \_\_\_\_\_  
Deputy Clerk

LEE  
COUNTY, BOARD OF PORT  
COMMISSIONERS

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**

# Southwest Florida International Airport

Draft



Southwest Florida International Airport Existing vs. Proposed Development 2005-2020				
Development	Existing	2005	2010	2020
<b>Landside</b>				
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			
<b>Airside</b>				
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 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)	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

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

Development	Existing	2005	2010	2020
<b>Airside (Continued)</b>				
NAVAIDs				
General	VORTAC/DME Non Directional Beacon (NDB) Airport Surveillance Radar (ASR) Rotating Beacon		Cat II ILS w/ALS Upgrade RVR for Rnwy 6L-24R Precision GPS Approach	No improvements planned
Runway 6-24	Segmented Circle  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.	Construct 3,500 S.F. w/ 12 pumps	-Additional 50,000 S.F.
Gas Station/Convenience Store		-	Additional 25,000 S.F.	-
Warehouse/Distribution		Construct 25,000 S.F.	Additional 75,000 S.F.	Additional 50,000 S.F.
Office		Construct 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

# **Southwest Florida International Airport**

## **Draft**



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**

## **Draft**



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**

## **Draft**



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

## Draft



### Non Aviation Related Development

#### LAND USE SUMMARIES

Land Use	Year		
	2005	2010	2020
Hotel / Motel <sup>(1)</sup>		300 Rooms	
Office Development <sup>(1)</sup>	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

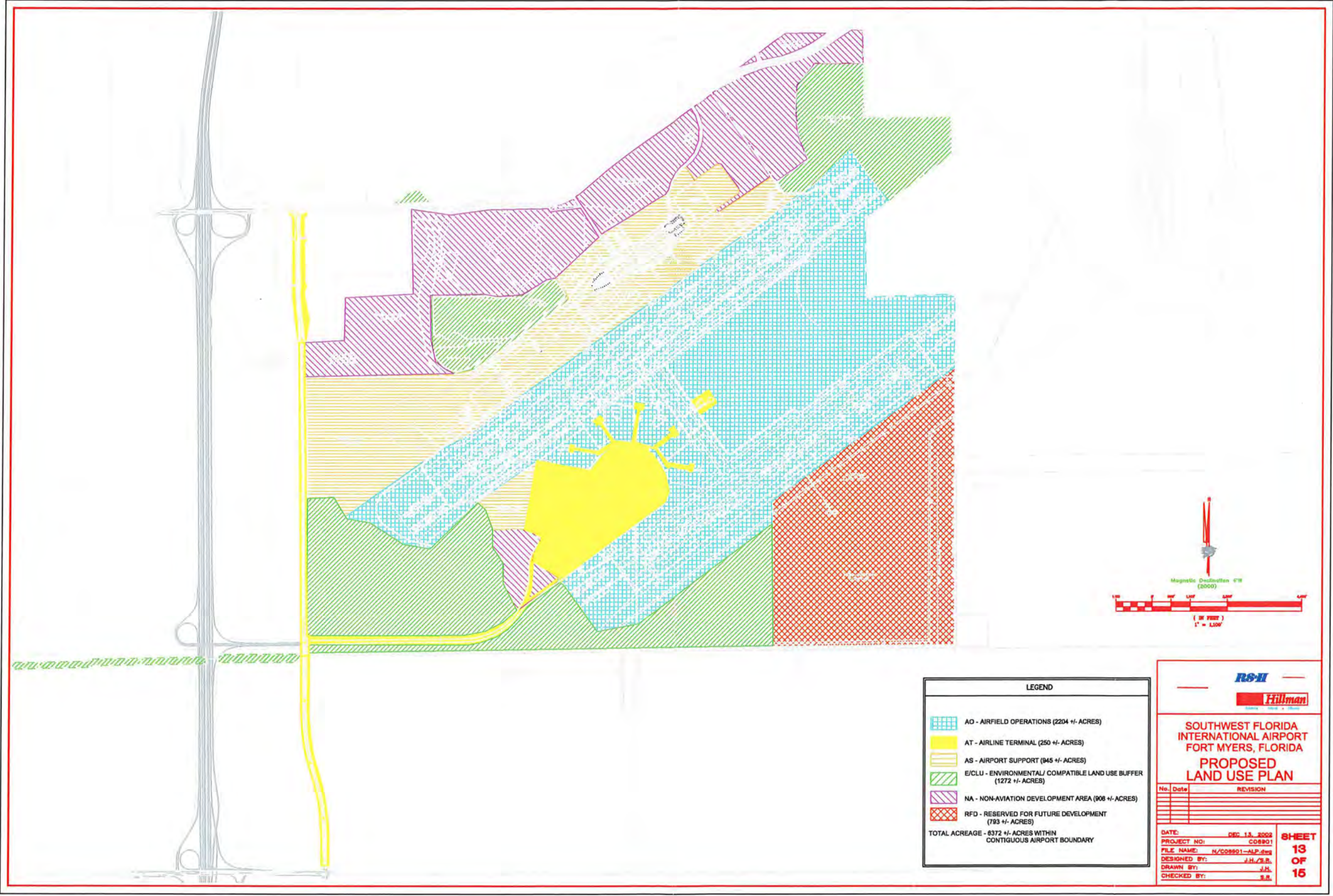
Source: Reynolds Smith & Hills, Inc. Analysis  
2003

Note: All proposed development totals are cumulative

<sup>(1)</sup>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 (250 +/- ACRES)
	AS - AIRPORT SUPPORT (945 +/- ACRES)
	E/CLU - ENVIRONMENTAL/ COMPATIBLE LAND USE BUFFER (1272 +/- ACRES)
	NA - NON-AVIATION DEVELOPMENT AREA (908 +/- ACRES)
	RFD - RESERVED FOR FUTURE DEVELOPMENT (793 +/- ACRES)
TOTAL ACREAGE - 8372 +/- ACRES WITHIN CONTIGUOUS AIRPORT BOUNDARY	

**RSH**  
**Hillman**

**SOUTHWEST FLORIDA INTERNATIONAL AIRPORT  
FORT MYERS, FLORIDA  
PROPOSED LAND USE PLAN**

No.	Date	REVISION

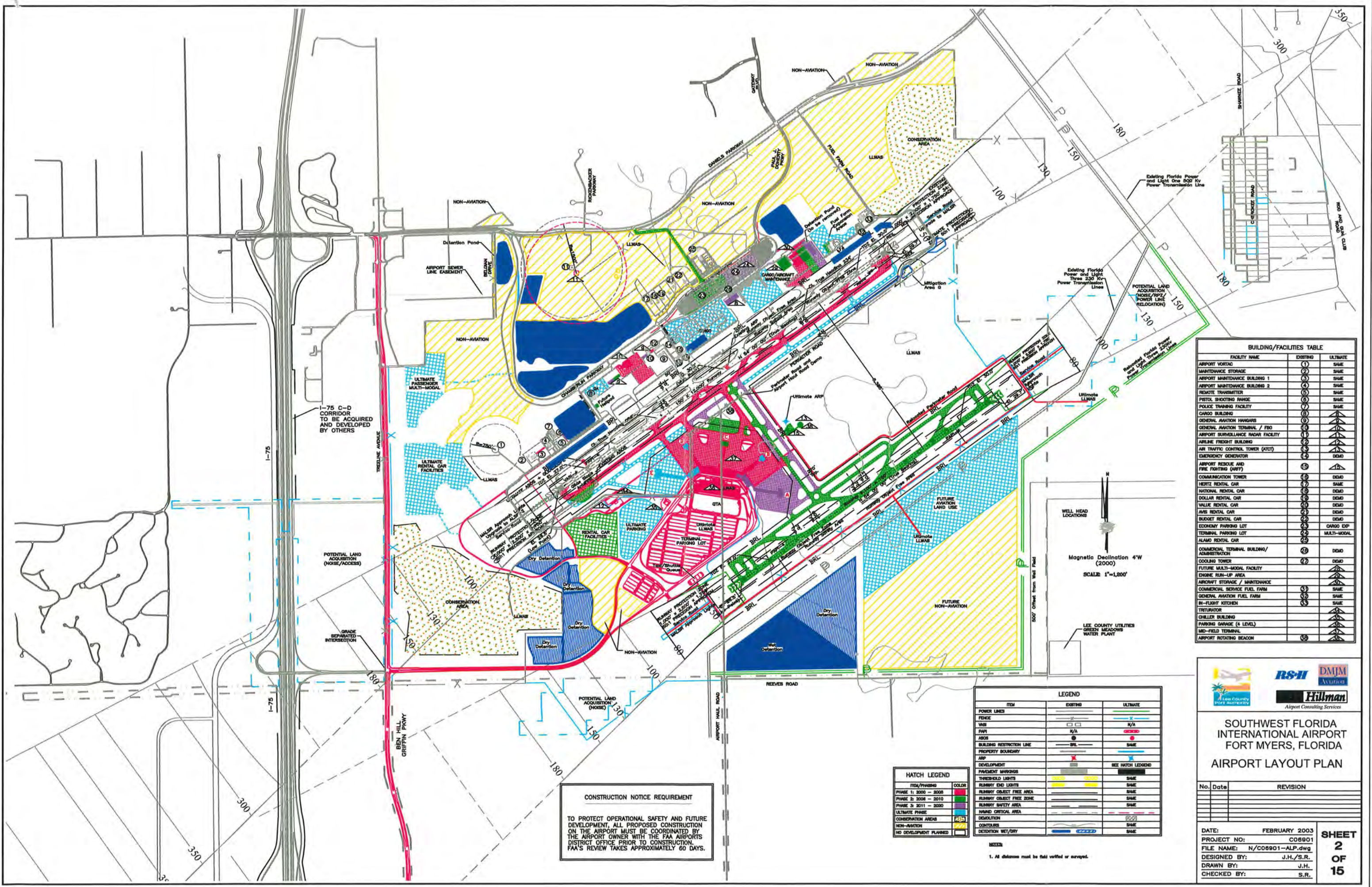
DATE:	DEC 13, 2004	<b>SHEET</b> <b>13</b> <b>OF</b> <b>15</b>
PROJECT NO:	C08821	
FILE NAME:	N/C08821-ALP.dwg	
DESIGNED BY:	J.H./S.B.	
CHECKED BY:	S.B.	

**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**





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
PETROL 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 (ACTT)	(13)	SAME
EMERGENCY GENERATOR	(14)	DEAD
AIRPORT RESCUE AND FIRE FIGHTING (ARFF)	(15)	SAME
COMMUNICATION TOWER	(16)	DEAD
HERTZ RENTAL CAR	(17)	SAME
NATIONAL RENTAL CAR	(18)	DEAD
DOLLAR RENTAL CAR	(19)	DEAD
VALLE RENTAL CAR	(20)	DEAD
AMS RENTAL CAR	(21)	DEAD
BUCKET RENTAL CAR	(22)	DEAD
ECONOMY PARKING LOT	(23)	CARGO EXP
TERMINAL PARKING LOT	(24)	MULTI-MODAL
ALAMO RENTAL CAR	(25)	MULTI-MODAL
COMMERCIAL TERMINAL BUILDING / ADMINISTRATION	(26)	DEAD
COOLING TOWER	(27)	DEAD
FUTURE MULTI-MODAL FACILITY		
ENGINE RUN-UP AREA		
AIRCRAFT STORAGE / MAINTENANCE		
COMMERCIAL SERVICE FUEL FARM	(31)	SAME
GENERAL AVIATION FUEL FARM	(32)	SAME
IN-FLIGHT KITCHEN	(33)	SAME
TITRATOR		
CHILLER BUILDING		
PARKING GARAGE (4 LEVEL)		
MID-FIELD TERMINAL		
AIRPORT ROTATING BEACON	(35)	SAME

WELL HEAD LOCATIONS

Magnetic Declination 4'W (2000)

SCALE: 1"=1,800'

LEE COUNTY UTILITIES GREEN MEADOWS WATER PLANT

LEGEND		
ITEM	EXISTING	ULTIMATE
POWER LINES	—	—
FENCE	—	—
VMS	□	□
FAP	N/A	○
ARCS	○	○
BUILDING RESTRICTION LINE	—	—
PROPERTY BOUNDARY	—	—
APP	—	—
DEVELOPMENT	—	—
PAVEMENT MARKINGS	—	—
THRESHOLD LIGHTS	—	—
BLAST FURNACE LIGHTS	—	—
BLAST FURNACE OBJECT FREE AREA	—	—
BLAST FURNACE OBJECT FREE ZONE	—	—
BLAST FURNACE SAFETY AREA	—	—
HAND CRITICAL AREA	—	—
DEMOLITION	—	—
CONTOURS	—	—
NON-AVIATION	—	—
NO DEVELOPMENT PLANNED	—	—

HATCH LEGEND		
ITEM/PHASE	COLOR	
PHASE 1: 2006 - 2008	Red	
PHASE 2: 2008 - 2010	Green	
PHASE 3: 2011 - 2020	Blue	
ULTIMATE PHASE	Yellow	
CONSERVATION AREAS	Blue Dotted	
NON-AVIATION	Yellow Dotted	
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.

**SHEET  
2  
OF  
15**

1. All dimensions must be field verified or surveyed.



## **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



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**

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



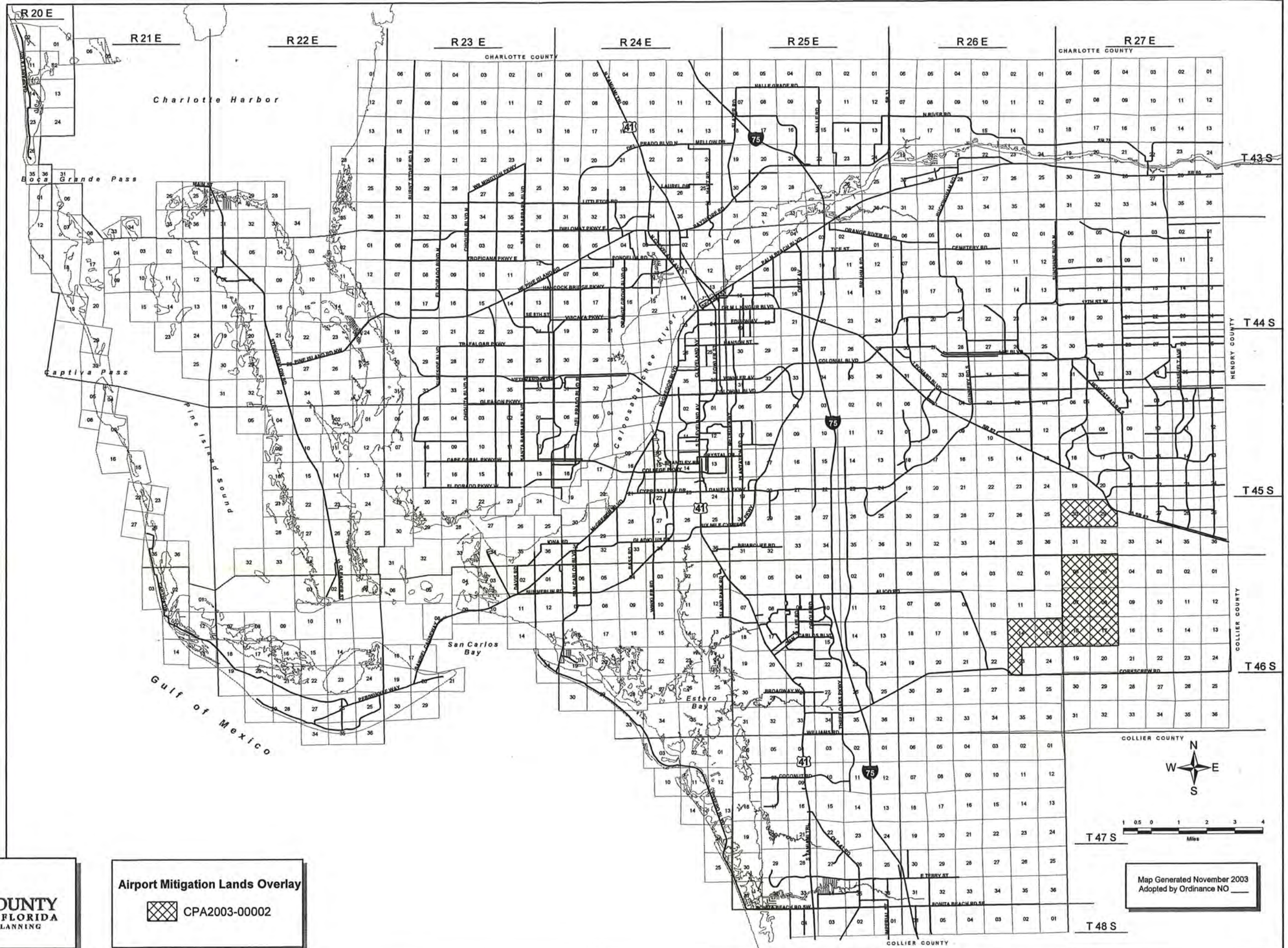
**To:** Board of County Commissioners  
**From:** *Matthew A. Noble*  
Matthew A. Noble, AICP, Principal Planner, Division of Planning  
**Subject:** Lee Plan Adoption Hearing  
**Date:** September 17, 2004

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

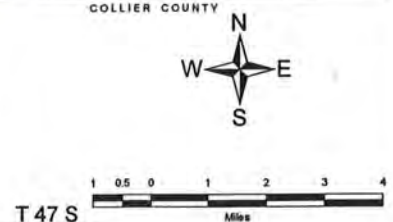
If you have any questions regarding any of these amendments, please feel free to call me directly at 479-8548.

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

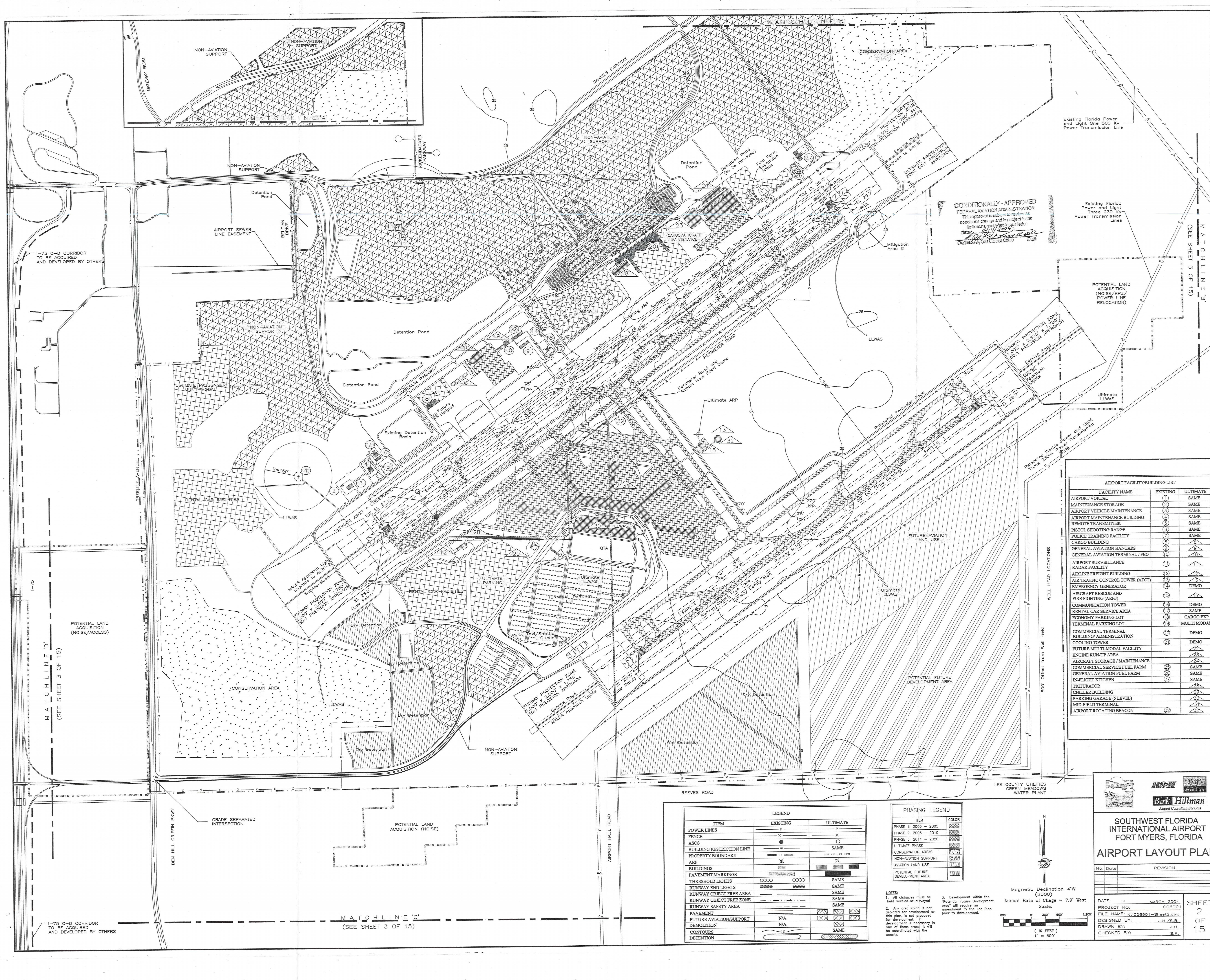
**AIRPORT MITIGATION LANDS OVERLAY**  
 (Proposed Lee Plan Map 3M)



**Airport Mitigation Lands Overlay**  
 CPA2003-00002



Map Generated November 2003  
 Adopted by Ordinance NO \_\_\_\_



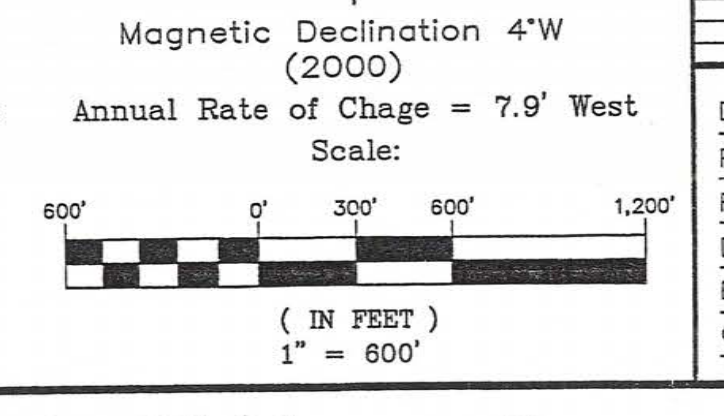
CONDITIONALLY-APPROVED  
 FEDERAL AVIATION ADMINISTRATION  
 This approval is subject to the terms of  
 the conditions set forth in the letter of  
 approval and is subject to the  
 limitations set forth in our letter  
 of approval.  
 Date: 11/14/2006  
 Office: Airports District Office

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

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

PHASING LEGEND	
ITEM	COLOR
PHASE 1: 2000 - 2005	—
PHASE 2: 2006 - 2010	—
PHASE 3: 2011 - 2020	—
ULTIMATE PHASE	—
CONSERVATION AREAS	—
NON-AVIATION SUPPORT	—
AVIATION LAND USE	—
POTENTIAL FUTURE DEVELOPMENT AREA	—

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



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

No. Date REVISION

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

SHEET 2 OF 15

I-75 C-D CORRIDOR TO BE ACQUIRED AND DEVELOPED BY OTHERS

POTENTIAL LAND ACQUISITION (NOISE/ACCESS)

I-75 C-D CORRIDOR TO BE ACQUIRED AND DEVELOPED BY OTHERS

MATCHLINE B (SEE SHEET 3 OF 15)

MATCHLINE D (SEE SHEET 3 OF 15)

MATCHLINE C (SEE SHEET 3 OF 15)

