LEE COUNTY
SOUTHWEST FLORIDA

DIVISION OF PLANNING

STAFF REPORT & FINDINGS
FOR
ADMINISTRATIVE APPROVAL OF DENSITY INCREASE

A REQUEST TO USE THE TRANSFER OF DEVELOPMENT RIGHTS PROCESS

IN ACCORDANCE WITH THE LEE COUNTY LAND DEVELOPMENT CODE CHAPTER 2, ARTICLE IV TRANSFER OF DEVELOPMENT RIGHTS

FOR A DEVELOPMENT KNOWN AS:

STONEGATE
ADD2008-00135

February 9, 2009

Date of Application:	**September 19, 2008.**
Applicant/Agent:	**Taylor Morrison of Florida, Inc./Barraco and Associates, Inc.**
Subject Property:	**9840 & 9700 Gladiolus Drive.**
STRAP:	**33-45-24-00-00001.0000 and 33-45-24-01-00000.00A0**
Previous TDR Sellers:	**St. Jude Harbors, Inc. & Fred L. & Jean Board C/o Mark A. Ebelini, Esq. Humphrey & Knott, P.A.**
Previous TDR Purchasers:	**Ascott Village II, LLC**
Previously Approved Number of TDR's:	**132**
Revised Number of TDRs Requested:	**88**

SUMMARY ADMINISTRATIVE APPROVAL DECISION:

The request for administrative approval of density increase to utilize 88 transfer of development rights units for the project known as Stonegate is hereby approved. The staff analysis of the request, the basis of the decision, and the conditions associated with the approval are discussed below.

PLANNING STAFF ANALYSIS:

APPLICATION SUMMARY

Taylor Morrison of Florida, Inc., represented by Barraco and Associates, Inc., has submitted a request to consolidate two previously approved residential projects (FKA Stone Gate Landings & Villages of Ascot II) into a new residential project participating in Lee County's Transfer of Development Rights Program. The project, known as Stonegate, is located in Section 33, Township 45 South, Range 24 East. The property is generally located in the northeast quadrant of the intersection of A & W Bulb Road and Gladiolus Drive. The property is located in the Urban Community and Wetlands future land use categories, and contains approximately 46.67 acres. According to the submitted information, the site contains 44.48 upland acres and 2.19 acres of Wetlands. The Wetlands are included in the project's preserve area. Attachment 1provides the property as depicted on the Lee Plan's Future Land Use Map.

The applicant is requesting administrative approval to use transfer of development rights, as outlined in Sec. 2-148 and 2-149 of the County's Land Development Code. Utilizing Sec. 2-149 (b) (2)

Administrative approval of density increase, the applicant is seeking to increase the density above the Lee Plan standard density range within conventionally zoned parcels. The subject property is zoned RM-8 and RM-2. The proposed multifamily residential project is consistent with these 2 zoning designations.

The applicant proposes a total of 368 dwelling units for the development, 280 standard density dwelling units and 88 TDR units. The resultant density is 7.88 dwelling units per gross acre, or 8.27 dwelling units per upland acre. Either density figure is less than the maximum bonus density of 10 dwelling units per acre allowed under the Urban Community land use category.

Staff has worked closely with the applicant's consultants to achieve a site plan that is mutually acceptable. The site plan incorporates the on-site wetland area and adjacent indigenous uplands into a preserve area. The site plan also proposes substantial restoration and littoral enhancement areas around the proposed lakes. This site plan, date stamped received November 21, 2008, is included in this report as Attachment 3.

PRIOR APPROVALS & TDR RIGHTS

As noted above, the subject parcel was previously approved as two separate multiple family developments known respectively as Stone Gate Landings and Villages of Ascot II. Both projects were previously approved with Bonus Density utilizing the Administrative approval of density increase Transfer of Development Rights methodology under Chapter 2 of the Lee County Land Development Code (LDC). These Bonus Density approvals and additional development approvals, such as development order approvals are discussed below.

The original Stone Gate Landings Bonus Density request was approved on November 17, 1998. This approval was for a project that proposed a total of 300 dwelling units for the development, 236 standard density dwelling units and 64 bonus density units on approximately 38 acres. The density was calculated at that time to be 7.58 dwelling units per acre, less than the maximum bonus density of 10 dwelling units per acre allowed under the Urban Community category. The request was for multi-family dwelling units.

The original Villages of Ascot II Bonus Density request was approved on June 24, 2005. This approval was for a project that proposed a total of 172 dwelling units, 104 standard density dwelling units and 68 bonus density units on approximately 16.93 acres. The density was calculated at that time to be 9.91 dwelling units per acre, less than the maximum bonus density of 10 dwelling units per acre allowed under the Urban Community category. The property at the time of this approval contained 80 existing dwelling units known as the "Villages of Ascot."

The two project were approved to utilize a total of 132 TDR units. In fact, the previous developers purchased their respective TDR units (see Attachment #6). Ascott Village II, LLC purchased 68 TDR units and Stone Gate Landings, LLC purchased 64 TDR units both from St. Jude Harbors, Inc.

Both projects utilized abutting right-of-way in the density calculations. This is no longer permitted, and the current calculations do not include any abutting right-of-way. The current requested approval is to utilize 88 TDR units in an ongoing multi family development. The applicant is currently working with staff from the County Attorney's Office to create new TDR deeds to be recorded in conjunction with the development order authorizing the use of the TDR units. The applicant will retain the rights to 44 TDR units that will not be utilized in the development of the proposed project. These units can be sold to be utilized in other projects consistent with the Land Development code.

Both properties have lengthy history of development order approvals such as the following 83-04-020-00D, 83-12-002-00D, 86-02-011.00D, 88-04-006.00D, DOS2004-00143, DOS2005-00033, DOS2005-00120, DOS2006-00234, LDO2007-00380. The earlier approvals were for projects that were never developed. For example, 86-02-011.00D was a development order application for a 376 multifamily dwelling unit project. This DO was denied. Another example of this was development order application 88-04-006.00D. This DO request was for 120 single family lots. This DO has expired. The site has previously been cleared and the development of a multi family project has been started. Internal access roads as well as the initial buildings have been built.

ZONING AND SURROUNDING LAND USES

Attachment 2 shows the subject property's location and the surrounding zoning. The subject property is zoned RM-8 and RM-2. The surrounding zoning is as follows: to the north, RPD (Casa Del Mar Subdivision); to the south, vacant AG-2 zoned parcel, vacant CC zoned parcel, and an approved CPD; to the west vacant AG-2 zoned parcel; to the east RM-2 (the existing Villages of Ascot Subdivision), AG-2 and CF-1 (Lakes Regional Library).

The single family Casa Del Mar development is located to the north of the subject property. A 80' Iona Drainage District Canal separates the subject parcel from the Casa Del Mar development. The Property Appraiser's records, and a review of the approved development order, indicate that the density of the Casa Del Mar development is 4.98 dwelling units per acre. There are two single family homes, zoned AG-2, on the east side of A & W Bulb Road north of the Stonegate Landings' property.

To the east on Gladiolus Drive is a 4.5 acre AG-2 zoned property that has been developed with a church, the 13.65 acre Lakes Regional Library site, and then the Parker Lakes development. Parker Lakes has an approved density of 8.13 dwelling units per acre. A small commercial component, Parker Plaza, is situated at the northeast quadrant of the intersection of Bass Road and Gladiolus Drive.

TRANSPORTATION/TRAFFIC ISSUES

The project will have two access points, one onto A & W Bulb Road and the other onto Gladiolus Drive. The County has adopted an Administrative Code, AC-11-1, that provides the functional classification of roadways in Lee County. A & W Bulb Road is functionally classified by the Code as a Major Collector. Gladiolus Drive is classified as an Arterial.

Substantial improvements to these facilities are under construction. A & W Bulb Road is being resurfaced along with intersection improvements at Gladiolus Drive. Gladiolus Drive is being improved from 2 lanes to 4 lanes in front of the proposed project. Bass Road is also being improved from 2 lanes to 4 lanes to connect to the existing 4 lane section of Bass Road. As part of these improvements, a traffic signal will be installed at A & W Bulb Road and Gladiolus Drive.

Concerning access the TIS, in part, provides the following discussion:

> *The access onto A & W Bulb Road will allow all movements. Access onto Gladiolus Drive will be a shared access with the adjacent Ascot development and aligned with Gladiolus Preserve Circle...This will be a full movement intersection, with anticipated signalization in the future. The existing Ascot units currently have access via Lenox Gardens Lane (approximately 340 feet east of Gladiolus Preserve Circle).*

The applicant has submitted a Traffic Impact Statement (TIS) included as Attachment 4. The TIS was submitted in conjunction with the Development Order request, and included the potential TDR units in the analysis. According to the TIS, the 368 units and the existing Villages of Ascot will generate 2,405 daily trips. The AM peak hour volume will be 184 trips while the PM peak hour volume will be 218 trips.

The TIS includes a "Intersection Capacity Analysis." This analysis indicates that the southbound and northbound left turning movements at the intersection of Gladiolus Dr/Gladiolus Preserve/Project Entrance will operate LOS "F" in the future condition (year 2010) and also shows the intersection will operate LOS "B" if the intersection is signalized.

The applicant has provided a "Signalization Construction Agreement" from the property owner, Taylor Woodrow Homes, Southwest Florida Division, LLC. This agreement acknowledges that signalization may be required at the intersection of Gladiolus Drive and Gladiolus Preserve Circle/Sea Crest Boulevard and that Taylor Woodrow Homes will be responsible for funding a proportional share of the costs required to design, permit and construct the required improvement.

The Lee County Department of Transportation (LCDOT) has reviewed the project and offered comments and a condition to address the level of service issue. LCDOT provides that there are alternatives to signalizing the referenced intersection:

> Before a traffic signal is assumed to be the only option, other viable options are required to be weighed. One option is to make the median a directional opening on both sides so no one gets a left-out to Gladiolus, leaving a left-in, right-in and right-out. If we provide a left turn lane, as planned, for the westbound U-Turn at A & W Bulb Road, which gets them to a signal at Gladiolus. Next year, we are going to take a preliminary look at the signal versus no signal impacts on the adjacent signalized intersections.

To address this issue staff recommends including the following condition be included in the bonus density approval as well as in the development order approval:

> *When traffic volumes or right angle crash frequency are determined by Lee County to be approaching traffic signal warrants, the Developer, successor and assigns of the subject property must conduct the necessary traffic studies and microscopic traffic analyses of the intersection of the development's main access with Gladiolus Drive and Preserve Boulevard, as directed by Lee County Department of Transportation (LCDOT), to determine the traffic control alternatives and the needed improvements for the intersection. The impacts on level of service, delay, queuing, and speed to include adjacent traffic signal operations at A & W Bulb Road and Gladiolus Drive, as well as Bass Road and Gladiolus Drive at a minimum. Site-specific improvements may include, but not limited to, installation of a full 4-Way traffic signal or a Half-signal and/or other traffic control modifications as determined by LCDOT to be in the best interest of public safety and welfare. The Developer or successor will fund all costs for the required improvements to mitigate the impact of development traffic including but not limited to median modifications, turn lane storage, pavement marking, and all traffic signing. If LCDOT approves a traffic signal installation, the Developer shall fund all traffic study and analysis costs, all planning, all design, all engineering, and must fund all, or a share of, the construction, construction management and inspections as follows:*
>
> *1.) For a 4-Way Traffic Signal - The property owners on the south side of Gladiolus Drive that utilize Preserve Boulevard and who are determined by LCDOT to benefit from the signalization will be coordinated with and contracted with to fund a proportionate share of the construction, construction management and inspection costs based upon the sum of left turn entering traffic, plus left turn-out exiting traffic peak hour volumes compared to total projected peak hour left turn entering and left turn exiting volumes from the subject property. The Developer or successor of the subject property may elect to fund all the signalization and improvement costs if the traffic volumes in and out of Preserve Boulevard do not represent a significant share of the warranting traffic or this leg of the intersection does not contribute to meeting signal warrants.*
>
> *2.) For a Half-signal - The Developer will fund all the costs of implementation if access to Preserve Boulevard is restricted and a Half-signal or a hybrid design is required by LCDOT.*

Lee County Development Services Division has provided an analysis of the effects of this project on traffic on Gladiolus and A & W Bulb:

> *At build out the above referenced project will contain a maximum of 368 multi-family dwelling units. The Development Services Division analyzed the Traffic Impact Statement submitted with the development order application (DOS2006-00234) for the project. Based on that analysis, A & W Bulb Rd. is currently operating at Level of Service (LOS) "C", and Gladiolus Dr. is operating at LOS "B". At project build out it is estimated that both roadways will continue to operate at this level of service.*

Planning staff concludes that approval of the TDR request will not cause a level of service issue. Planning staff also notes that the site plan stamped received November 21, 2008 provides the relocated access for the existing Villages of Ascott residents.

EXISTING AND PLANNED INFRASTRUCTURE

As noted above, the subject property is accessed via Gladiolus Drive and A & W Bulb Road. At planned buildout of the project, both of these facilities will operate at an acceptable level of service.

The subject site has access to potable water as the Lee County Property Appraiser's geographic information system reports that a 16" water line is within 50 feet of the subject parcel. The subject site also has access to sanitary sewer service, as GIS indicates sanitary sewer lines within 50 feet of the property. Lee County Utilities have sufficient capacity at its water and wastewater treatment facilities and infrastructue in the area to serve the project. Staff notes that the Lee Plan, in Standards 11.1 and 11.2, requires any new residential development that exceeds 2.5 dwelling units per gross acre, which this project does exceed, to connect to a public water system (or a community water system as that is defined by Chapter 17-22, F.A.C.) and to a sanitary sewer system.

The subject parcel is located in the Iona McGregor Fire Protection & Rescue Service District. The District has offered no objection to the proposal. EMS staff have offered no objection to the proposal.

OPEN SPACE & ENVIRONMENTAL ISSUES

The Division of Environmental Sciences (ES) staff have reviewed the request and offered the following comments (see Attachment #5):

> ***PROJECT SITE:***
> *The project site is a 46.67 acre parcel located on the northeast corner of A & W Bulb Road and Gladiolus Drive. The parcel is zoned RM-8 and RM-2 with a future land use category of Urban Community. The site was partially developed, with bonus density, in 2005 under development order number DOS2005-00033. This development only contained 36.78 acres of land. Prior to the original development order (DOS2005-00033) process for this site the applicant applied for and was granted a deviation (ADD980918902A) from the required indigenous open space to allow 26% (3.83 acres) verse the code minimum 50% (7.36 acres). During the development process the applicant purchased additional lands to the west (approximately 10.11 acres) and subsequently submitted a new development order (DOS2006-00234) which included these additional lands. The property was cleared per the original development order and indigenous deviation (DOS2005-00033 & ADD980918902A). With the additional land and land clearing the applicant is unable to meet the required 9.33 acres of indigenous open space on the site per the new project area (46.67 acres). Therefore, the applicant is requesting a deviation from LDC 10-415(b) to reduce the required indigenous preservation area from 50% (9.33 acres) of the required open space to allow preservation of 43.6% (8.14 acres) of the required open space. The site*

currently contains three buildings and associated infrastructure. Indigenous plant communities are found on site as designated under the original DOS2005-00033.

OPEN SPACE:
Lee Plan Goal 77: *requires new development to provide adequate open space for improved aesthetic appearance, visual relief, environmental quality, preservation of existing native trees and plant communities, and the planting of required vegetation.*

LDC section 10-415(a) requires a large multi family development to provide a minimum 40% open space, of which 50% of that open space must be indigenous plant. The required open space for this project is 18.67 acres (46.67x 0.4) and the indigenous open space is 9.33 acres (18.67x 0.5). Prior to the original development order (DOS2005-00033) process for this site the applicant applied for and was granted a deviation (ADD980918902A) from the required indigenous open space to allow 26% (3.83 acres) verse the code minimum 50% (7.36 acres). This deviation applied to the original 36.78 acre project area. Subsequently, the applicant purchased 10.11 acres of land from the adjacent Ascot development to the west. Thus the applicant has requested a new development order (DOS2006-00234) and a deviation (ADD2008-00135) to transfer bonus density rights from the land purchased from Ascot development. In addition, having cleared the property per the original development order and indigenous deviation (DOS2005-00033 & ADD980918902A) the applicant is now unable to meet the required 9.33 acres of indigenous open space on the site per the new project area (46.67 acres).

Therefore, the applicant is requesting a deviation from LDC 10-415(b) to reduce the required indigenous preservation area from 50% (9.33 acres) of the required open space to allow preservation of 43.6% (8.14 acres) of the required open space. The site currently contains 5.42 acres of indigenous preserve on site, with an additional 0.96 acres of credits for an upland preserve greater than 1 acre and adjacent to a roadway. In addition the applicant purchased one mitigation credit from the Little Pine Island Mitigation Bank as required per ADD980918902A. Per the LDC 10-415(b)(5)(e) offsite mitigation credits may be utilized at a 3:1 ratio towards the required indigenous preserve resulting in 0.33 acres counting towards the required indigenous. Also, the applicant is proposing to provide indigenous restoration. Per LDC 10-415(b)(5)(a) onsite restoration may be utilized to meet the indigenous preservation requirement at a 2:1 ratio. The restoration plan proposes 2.85 acres of indigenous restoration (see attached ES Staff Exhibit 1) resulting in 1.43 acres counting towards the required indigenous. In total this results in 8.14 acres with credits of indigenous preserve meeting LDC code requirements.

Planning staff concludes that the proposed project has an acceptable open space plan and the use of the requested use of TDR units is appropriate given the on-site preservation and proposed restoration areas as provided on the site plan stamped received November 21, 2008. The use of the TDR units should be conditioned on the implementation of this plan to assure the appropriate preservation and restoration occurs in conjunction with the development of the project.

LEE PLAN CONSISTENCY

FLUM DESIGNATION

The proposed density with the Density Bonus units, 7.88 DU/AC (368 dwelling units on 46.67 acres), is permissible in the Urban Community land use category in which the proposed development is located. The maximum permittable total density (with Bonus Density) in the Urban Community land use category is 10 dwelling units per gross acre. The submitted parcel survey indicates that the subject site is 46.67 acres.

Lee Plan Objective 1.1 describes the County's future urban areas as areas intended to "provide for a full range of urban activities." Under Objective 1.1, the Urban Community future land use category is described in Lee Plan Policy 1.1.4 which is reproduced below:

> ***POLICY 1.1.4:*** *The Urban Community areas are areas outside of Fort Myers and Cape Coral that are characterized by a mixture of relatively intense commercial and residential uses. Included among them, for example, are parts of Lehigh Acres, San Carlos Park, Fort Myers Beach, South Fort Myers, Bonita Springs, Pine Island, and Gasparilla Island. Although the Urban Communities have a distinctly urban character, they should be developed at slightly lower densities. As the vacant portions of these communities are urbanized, they will need to maintain their existing bases of urban services and expand and strengthen them accordingly. As in the Central Urban area, predominant land uses in the Urban Communities will be residential, commercial, public and quasi-public, and limited light industry (see Policy 7.1.6). Standard density ranges from one dwelling unit per acre (1 du/acre) to six dwelling units per acre (6 du/acre), with a maximum of ten dwelling units per acre (10 du/acre).*

As this policy states, these areas have "a distinctly urban character." The proposed density is consistent with this land use category. The project, if built according to the current plan, would result in a density that is somewhat higher than the surrounding residential densities but lower than previously approved as two separate projects.

The request is consistent with Objective 2.2, in that the existing or proposed water, sewer, transportation, fire, and EMS facilities can adequately serve the additional requested 132 dwelling units. Objective 2.2 provides the following:

> ***OBJECTIVE 2.2: DEVELOPMENT TIMING.*** *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. Development orders and permits (as defined in F.S. 163.3164(7)) shall be granted only when consistent with the provisions of Sections 163.3202(2)(g) and 163.3180, Florida Statutes and the county's Concurrency Management Ordinance.*

The request is also consistent with Standard 11.1 and Standard 11.2, in that the units will connect to a public water and sewer system.

Lee Plan Policy 5.1.5 seeks to protect existing and future residential areas from any encroachment of uses that are potentially destructive to the residential environment. This policy is reproduced below:

> ***POLICY 5.1.5:*** *Protect existing and future residential areas from any encroachment of uses that are potentially destructive to the character and integrity of the residential environment. If such uses are proposed in the form of a planned development and generally applicable development regulations are deemed to be inadequate, conditions shall be attached to minimize or eliminate the potential impacts or, where no adequate conditions can be devised, the application shall be denied altogether. Requests for conventional rezonings shall be denied in the event that the buffers provided in Chapter 10 of the Land Development Code are not adequate to address potentially incompatible uses in a satisfactory manner. The Land Development Code shall continue to require appropriate buffers for new developments.*

Staff notes that the subject site is already zoned to accommodate multi family residential uses and has previously been approved with additional dwelling units than is now being sought.

The subject of this request, however, is the addition of 88 TDR units. The addition of these 88 units does not represent an encroachment of a use that is "potentially destructive to the character and integrity of the residential environment." Residential uses are located north and east of the subject site. Multi family structures located in the Villages of Ascot subdivision are located immediately adjacent to the subject site. Staff believes the request at hand is consistent with Policy 5.1.5, in that the additional 88 units do not, unto themselves, represent an encroachment of an incompatible use into surrounding residential parcels.

HURRICANE EVACUATION AND SHELTERING ISSUES

The subject site is located in the Tropical Storm Surge zone, Category 1 Storm Surge zone, and the Category 2 Storm Surge zone. The location of this project relative to the hurricane storm surge zones (as established in the 1991 "Hurricane Storm Tide Atlas for Lee County" prepared by The Southwest Florida Regional Planning Council) was an issue of some discussion in the original bonus density approval. The issue of placement of the units is no longer a concern due to the reduction in density that the proposal represents as well as the facts on the ground. The site has been prepared for development and development of multi family buildings has commenced on the western portion of the site. The TDR units will be utilized in buildings located outside of the Category 1 Storm Surge zone.

Lee County Emergency Management staff reviewed the two previous projects and found that they will have no significant impact on Emergency Management. The original Stone Gate Landings approval occurred prior to the Land Development Code requiring shelter space impact mitigation. The applicant at that time agree to pay $3,370.40 as a fee-in-lieu for mitigation of shelter impacts. That approval included a condition addressing this payment. The Land Development Code now requires this mitigation and provides several methods that a developer can utilize, so staff will not carry this former condition forward with this approval.

A Homeowner's or Resident's Association must be established, and will be responsible for providing continuing information to residents concerning hurricane evacuation and shelters, pursuant to Lee Plan Policy 110.1.3. Consistent with Policy 110.1.4, the project will be required to formulate an emergency hurricane preparedness plan, and this plan is subject to the approval of the Lee County Division of Public Safety.

LEE PLAN PLANNING COMMUNITIES MAP AND TABLE 1(b)

The proposed development is consistent with the provisions of Lee Plan Table 1(b). The subject property is located within the "South Fort Myers" planning community. Table 1(b) allocates a total of 860 acres for residential use in the Urban Community land use category portion of the South Fort Myers planning community. Recent Planning Division research indicates that 784 acres have been developed with residential uses in the Urban Community portion of this planning community. The research indicates that an additional 77 acres of residential use can be developed in the Urban Community portion of the planning community before the year 2030. The applicant is requesting residential development on approximately 44.5 acres.

DISCUSSION:

Planning staff believes that the requested use and density (7.88 DU/AC) are compatible with the surrounding existing developments, previous approvals within the on going development, and the future land use designation of the property.

Planning staff believes that approval of this request would represent an efficient use of existing and planned infrastructure. The request for increased density is consistent with Goal 2, Growth Management, which promotes the coordination of development with the provision of infrastructure. The request is consistent with Policy 2.1.1 and Policy 2.1.2. These policies further advance the urban service concept by promoting the constructive use of lands within the Future Urban Areas for residential, commercial, industrial, and public development. The Lee Plan establishes that urban services and facilities are to be programmed in the Future Urban Areas.

The request is also consistent with the intent of Objective 2.2, Development Timing, which 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.

PLANNING STAFF FINDINGS:

In accordance with Sec. 2-149(b)(2) of the Land Development Code, staff makes the following findings:

1. The request is in compliance with the Lee Plan.

2. The site, zoned RM-2 and RM-8, is zoned for the type of dwelling units proposed to be constructed

3. The proposed residential development will not substantially increase intensities of land use along its perimeter. The submitted site plan provides appropriate edge treatments including planned buffers, lakes, preserves, and restoration areas. The project is separated from residential uses to the north by a former IDD canal. Staff concludes that the addition of 88 TDR units will not substantially increase the intensity of the land along the project perimeter.

4. The subject site location, located at the intersection Gladiolus Drive and A & W Bulb Road, will not require project traffic to travel through areas with significantly lower densities before reaching the nearest collector or arterial road. A & W Bulb Road is functionally classified by the Code as a Major Collector. Gladiolus Drive is classified as an Arterial. The addition of 88 TDR units will not cause a level of service issue on these adjacent roadways.

5. The proposed TDR units are being located outside of the Category 1 Hurricane Vulnerability Zone. The units are proposed to be located in the Category 2 zone.

6. The proposed development is not in a location where existing and committed public facilities are so overwhelmed that a density increase would be contrary to the overall public interest.

7. The proposed development shall not decrease any required open space, buffering, landscaping and preservation areas or cause adverse impacts on surrounding land uses. In fact the project, as currently proposed, will provide more open space than previously approved deviations.

Decision:

The request for administrative approval of density increase to utilize 88 transfer of development rights units for the project known as Stone Gate is hereby approved, subject to the following conditions.

Conditions:

1. The development of the subject site must be in substantial compliance with the site plan stamped received November 21, 2008. Before the issuance of construction or building permits, the developer must provide to the department a copy of the recorded deed of transfer required in accordance with section 2-147(a)(6) encompassing the TDR units intended to be used.

2. When traffic volumes or right angle crash frequency are determined by Lee County to be approaching traffic signal warrants, the Developer, successor and assigns of the subject property must conduct the necessary traffic studies and microscopic traffic analyses of the intersection of the development's main access with Gladiolus

Drive and Preserve Boulevard, as directed by Lee County Department of Transportation (LCDOT), to determine the traffic control alternatives and the needed improvements for the intersection. The impacts on level of service, delay, queuing, and speed to include adjacent traffic signal operations at A & W Bulb Road and Gladiolus Drive, as well as Bass Road and Gladiolus Drive at a minimum. Site-specific improvements may include, but not limited to, installation of a full 4-Way traffic signal or a Half-signal and/or other traffic control modifications as determined by LCDOT to be in the best interest of public safety and welfare. The Developer or successor will fund all costs for the required improvements to mitigate the impact of development traffic including but not limited to median modifications, turn lane storage, pavement marking, and all traffic signing. If LCDOT approves a traffic signal installation, the Developer shall fund all traffic study and analysis costs, all planning, all design, all engineering, and must fund all, or a share of, the construction, construction management and inspections as follows:

1.) For a 4-Way Traffic Signal - The property owners on the south side of Gladiolus Drive that utilize Preserve Boulevard and who are determined by LCDOT to benefit from the signalization will be coordinated with and contracted with to fund a proportionate share of the construction, construction management and inspection costs based upon the sum of left turn entering traffic, plus left turn-out exiting traffic peak hour volumes compared to total projected peak hour left turn entering and left turn exiting volumes from the subject property. The Developer or successor of the subject property may elect to fund all the signalization and improvement costs if the traffic volumes in and out of Preserve Boulevard do not represent a significant share of the warranting traffic or this leg of the intersection does not contribute to meeting signal warrants.

2.) For a Half-signal - The Developer will fund all the costs of implementation if access to Preserve Boulevard is restricted and a Half-signal or a hybrid design is required by LCDOT.

3. This approval is not a building permit or Development Order. It does not vest development rights other than an increase in density by a maximum of 88 TDR units.

4. The project must connect to a public water system or a "community" water system as that is defined by Rule 17-22, F.A.C.,

and must connect to a sanitary sewer system. No Development Order will be approved unless these services are provided to the site.

5. Maximum Height is restricted to 35 feet.

6. Prior to Local Development Order approval, provisions and locations for solid waste collection/disposal must be provided on the Development Order plans in compliance with the LDC and Lee County Ordinance No. 08-10. Proposed locations and method(s) of disposal are subject to review and approval by Lee County Solid Waste Division.

Basis for Decision:

Lee County Land Development Code Section 2-147 provides that a property owner may request administrative approval to use development rights to increase the density of a proposed development in a conventional zoning district above the Lee Plan standard density range for the subject property. The staff findings indicate that the requested density is appropriate on the subject parcel. The staff analysis concludes that the requested density and use is compatible with surrounding existing uses. Section 2-147(b)(2) provides that the department director may administratively approve the use of development rights to increase the density of a proposed development in conventional zoning districts up to the maximum bonus density allowed by the Lee Plan for the subject property. This same section provides that the director's written approval may contain reasonable conditions to mitigate any adverse impacts that could otherwise be created by the density increase.

The TDR request being considered here was filed on September 19, 2008. The requested TDR units as well as the standard density units equates to 7.88 dwelling units per acre which is less than the maximum bonus density of 10 dwelling units per acre of the Urban Community future land use category.

Appeal Procedure:

The procedure for an appeal from administrative action are outlined in Sec. 34-145(a) of the Land Development Code and reproduced below:

(1) Function. The hearing examiner will hear and decide appeals where it is alleged there is an error in any order, requirement, decision, interpretation, determination or action of any administrative official charged with the administration and enforcement of the

provisions of this land development code or any other ordinance which provides for similar review; provided, however, that:

a. No appeal to the hearing examiner may lie from any act by an administrative official pursuant to:

1. An order, resolution or directive of the Board of County Commissioners directing him to perform such act; or

2. Any ordinance or other regulation or provision in this Code which provides a different appellate procedure.

b. The appeal to the hearing examiner must be in writing on forms provided by the hearing examiner, and must be duly filed with the hearing examiner within 30 calendar days, but not thereafter, after such act or decision by the administrative official. The appeal must specify the grounds for the appeal.

c. No appeal may be considered by the hearing examiner where it appears to be a circumvention of an established or required procedure. Specifically, in no case may an appeal be heard when the hearing examiner determines that the case should more appropriately be heard on a request for a variance.

d. Notices of hearings on appeals will be provided in accordance with the provisions of an applicable administrative code adopted by the Board of County Commissioners.

e. The hearing examiner will not consider appeals for challenges to a development order controlled by F.S. § 163.3215. In cases of challenges to development orders controlled by F.S. § 163.3215, no suit may be brought and no verified complaint, as explained in F.S. § 163.3215(4), may be filed or accepted for filing until the development order giving rise to the complaint has become final by virtue of its having been issued by the director, or by virtue of its having been ordered by the county hearing examiner on an appeal reversing the director's denial of the development permit or denial of a development order extension, or by the Board of

County Commissioners in cases where the Board of County Commissioners has granted planned development zoning. Once a development order has been granted, the provisions of F.S. § 163.3215 will be the sole means of challenging the approval of a development order, as that term is defined in F.S. § 163.3164(6), when the approval of the development order is alleged to be inconsistent with the Lee Plan, in which case an action brought pursuant to F.S. § 163.3215 will be limited exclusively to the issue of comprehensive plan consistency.

f. Except as may be required by F.S. 163.3215, and then only pursuant to that statute, a third party will not have standing to appeal an administrative decision. Only the applicant or his agent will be permitted to appeal such administrative action as set forth in this section.

ADMINISTRATIVE AUTHORIZATION

I concur with the facts, findings and decision of this report and authorize the use of the requested transfer of development rights in accordance with Sec. 2-146 and 2-147 of the Lee County Land Development Code.

Dated this 9th day of February, 2009.

LEE COUNTY DEPARTMENT OF COMMUNITY DEVELOPMENT
AS ADMINISTRATIVE DESIGNEE

BY: Mary Gibbs
Mary Gibbs
Director, Department of Community Development

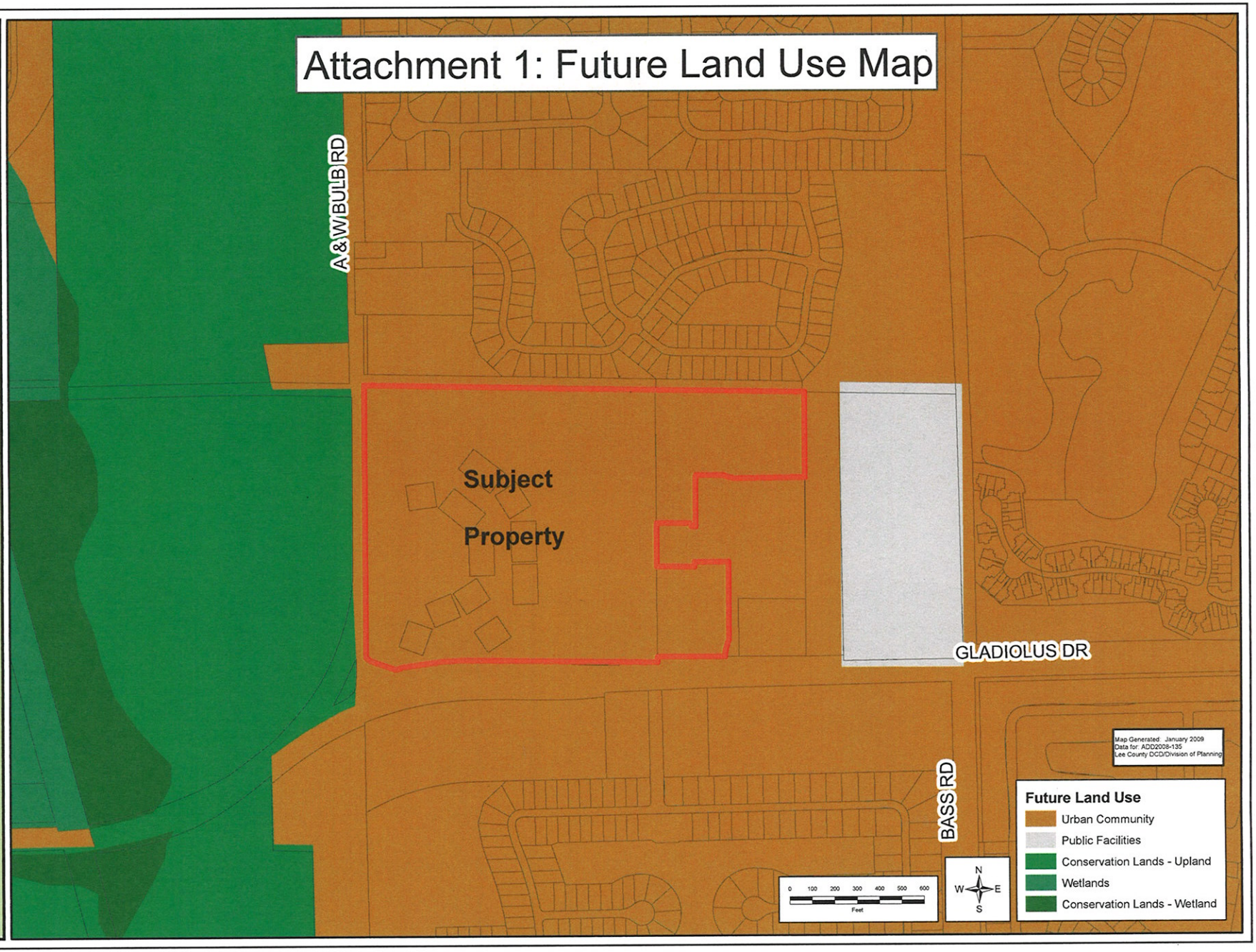
cc: *Paul O'Connor, Director, Planning Division*
Donna Marie Collins, Assistant County Attorney
Peter Eckenrode, Development Services Division
Planning File

ATTACHMENT #1
FUTURE LAND USE MAP

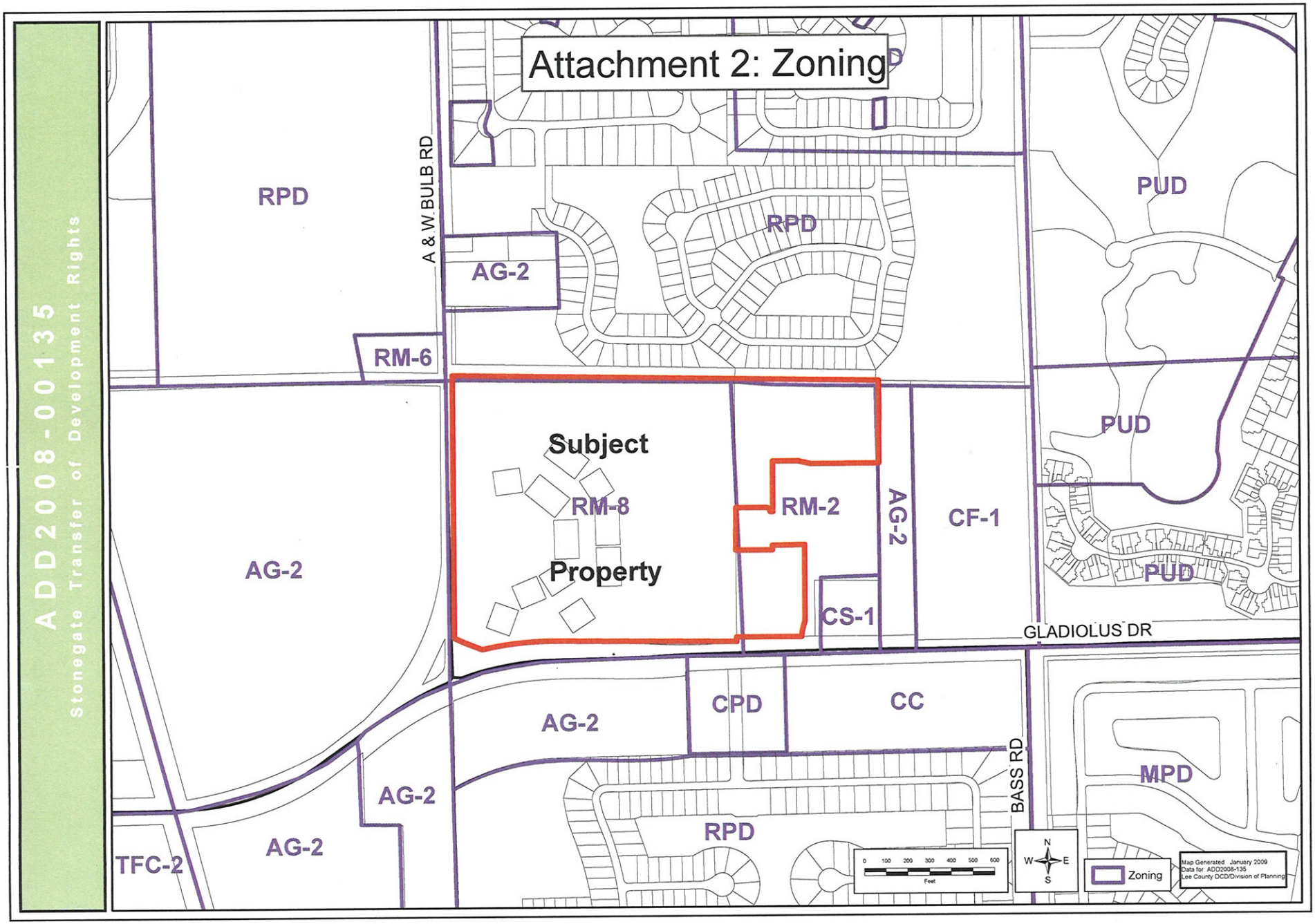
ADD2008-00135

Stonegate Transfer of Development Rights

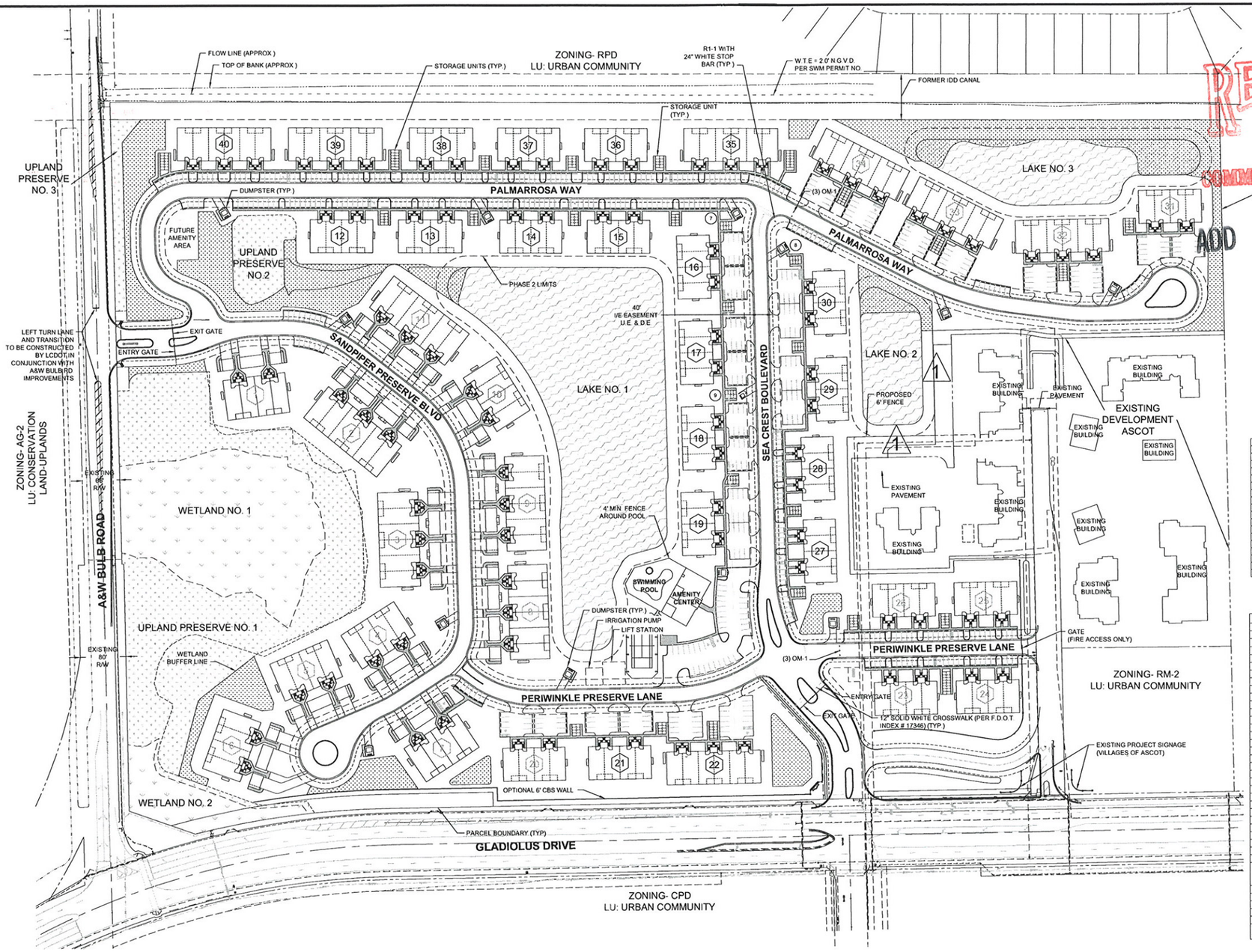
Attachment 1: Future Land Use Map



ATTACHMENT #2
SURROUNDING ZONING


ADD2008-00135
Stonegate Transfer of Development Rights
Attachment 2: Zoning
RPD
A & W BULB RD
AG-2
RM-6
RPD
PUD
PUD
Subject
Property
RM-8
RM-2
AG-2
CF-1
PUD
AG-2
CS-1
GLADIOLUS DR
AG-2
CPD
CC
BASS RD
MPD
AG-2
AG-2
TFC-2
RPD
0 100 200 300 400 500 600
Feet
N
W E
S
Zoning
Map Generated: January 2009
Data for: ADD2008-135
Lee County DCD/Division of Planning

ATTACHMENT #3
SITE PLAN



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LEGEND

- WETLAND
- UPLAND PRESERVE
- LAKE
- RESTORATION AREAS

SITE DENSITY CALCULATIONS			
1. PRELIMINARY STANDARD UNITS	MAXIMUM STANDARD	DENSITY	UNITS
A. TOTAL UPLAND ACRES	44.48 AC	X 6=	266.88
B. TOTAL FRESHWATER WETLAND ACRES	2.19 AC	X 6=	13.14
C. PRELIMINARY TOTAL STANDARD UNITS			280
2. MAXIMUM PERMITTED UNITS	MAXIMUM PERMITTED		UNITS
A. TOTAL UPLAND ACRES	46.67 AC	X 8=	373
3. TOTAL ALLOWED STANDARD UNITS			280
4. BONUS UNITS			
A. LOW MODERATE HOUSING DENSITY			0
B. TDR UNITS			132
C. SUB-TOTAL			132
5. TOTAL PERMITTED UNITS			412
6. TOTAL PROPOSED UNITS			368

STONEGATE - INDIGENOUS PRESERVATION SUMMARY		
PROJECT AREA =	46.67	ACRES
OPEN SPACE REQUIRED =	40%	ACRES
TOTAL INDIGENOUS PRESERVATION PROVIDED =	8.14	ACRES
TOTAL INDIGENOUS PRESERVATION PROVIDED (%) =	43.5%	OF PROJECT AREA
WETLAND #1 =	1.76	ACRES
WETLAND #2 =	0.43	ACRES
UPLAND PRESERVE #1 =	2.74	ACRES
UPLAND PRESERVE #2 =	0.17	ACRES
UPLAND PRESERVE #3 =	0.32	ACRES
WETLAND/PRESERVE SUBTOTAL =	5.42	ACRES
RESTORATION AREA #1 =	0.32	ACRES
RESTORATION AREA #2 =	0.58	ACRES
RESTORATION AREA #3 =	0.04	ACRES
RESTORATION AREA #4 =	0.20	ACRES
RESTORATION AREA #5 =	0.14	ACRES
RESTORATION AREA #6 =	0.05	ACRES
RESTORATION AREA #7 =	0.15	ACRES
RESTORATION AREA #8 =	0.07	ACRES
RESTORATION AREA #9 (LAKE LITTORAL SHELF) =	0.09	ACRES
RESTORATION AREA #10 =	0.09	ACRES
RESTORATION AREA #11 (LAKE LITTORAL SHELF) =	0.07	ACRES
RESTORATION AREA #12 =	0.79	ACRES
RESTORATION AREA #13 (LAKE LITTORAL SHELF) =	0.08	ACRES
RESTORATION AREA #14 (LAKE LITTORAL SHELF) =	0.18	ACRES
RESTORATION AREA SUBTOTAL =	2.85	ACRES
MITIGATION BANK (LITTLE PINE ISLAND) =	1.00	ACRES
WETLAND/PRESERVE AREAS	5.42	ACRES
UPLAND PRESERVE #1	0.69	ACRES*
	0.27	ACRES**
RESTORATION AREA (2 to 1 RATIO)	1.43	ACRES
OFFSITE MITIGATION BANK (3 to 1 RATIO)	0.33	ACRES
TOTAL INDIGENOUS PROVIDED =	8.14	ACRES

* 125% CREDIT FOR CONTIGUOUS > 1 ACRE & 75 FEET IN WIDTH
** ADDITIONAL 10% CREDIT FOR PRESERVATION ADJACENT TO ROADWAY

1 - 20' LAKE SETBACK

REFUSE AND SOLID WASTE DISPOSAL CALCULATIONS:

TOTAL SITE REQUIRED DISPOSAL AREA = 216+8(368-25) = 2,960 SF

TOTAL SITE PROVIDED DISPOSAL AREA = [(263)(12)] = 3,156 SF

SITE DEVELOPMENT CRITERIA RM-8 ZONING:

MAXIMUM HEIGHT	35'
WATER BODY SETBACK	25'
REAR SETBACK	20'
FRONT / SIDE SETBACK TO ACCESS EASEMENT/RIGHT OF WAY	20'
MIN. DRIVEWAY LENGTH (FRONT ENTRY GARAGE) TO BACK OF CURB / VALLEY GUTTER	25'
BUILDING SEPARATION	20'

ATTACHMENT 3

Barraco and Associates, Inc.
CIVIL ENGINEERING - LAND SURVEYING
LAND PLANNING - LANDSCAPE DESIGN
www.barraco.net
2271 McGREGOR BOULEVARD
POST OFFICE DRAWER 2800
FORT MYERS, FLORIDA 33902-2800
PHONE (239) 461-3170
FAX (239) 461-3169
FLORIDA CERTIFICATES OF AUTHORIZATION
ENGINEERING 7995 - SURVEYING LB-6940

PREPARED FOR

taylor morrison
Homes inspired by You
TAYLOR MORRISON OF FLORIDA, INC.
4415 METRO PARKWAY
FORT MYERS, FLORIDA 33916
PHONE (239) 444-2900
FAX (239) 444-2980
WWW.TAYLORMORRISON.COM
CB-C1250134

PROJECT DESCRIPTION

STONEGATE

PART OF SECTION 33
TOWNSHIP 45 SOUTH
RANGE 24 EAST
LEE COUNTY
FORT MYERS, FLORIDA

PROJECT ENGINEER

ENGINEER OF RECORD
STEPHANIE CALDWELL, P.E.
FOR THE FIRM
2271 McGREGOR BOULEVARD
FORT MYERS, FLORIDA 33901
FLORIDA P.E. NO. 56103
STEPHANIEC@BARRACO.NET

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FILE NAME	22052AZ01.DWG
LAYOUT	LAYOUT1
LOCATION	J:\22052\DWG\ZONING\
PLOT DATE	FRI 11-21-2008 - 10:36 AM
PLOT BY	BILLY ROARK
DESIGN BY	WILL LOUBRIEL

CROSS REFERENCED DRAWINGS

BASEPLAN = 22052A00.DWG

PLAN REVISIONS

PLAN STATUS

APPROVAL SUBMITTALS PLANS
NOT FOR CONSTRUCTION

ZONING SITE PLAN

PROJECT / FILE NO.	SHEET NUMBER
22052	1

ATTACHMENT # 4
TRAFFIC IMPACT STATEMENT

ATTACHMENT 4

STONE GATE
LOCAL DEVELOPMENT ORDER
TRAFFIC IMPACT STATEMENT

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Project #06602

December 14, 2006

Prepared by:
DAVID PLUMMER & ASSOCIATES, INC.
1531 Hendry Street
Fort Myers, FL 33901

STONE GATE
LOCAL DEVELOPMENT ORDER
TRAFFIC IMPACT STATEMENT

Overview

Stone Gate is a proposed residential development located in the northeastern quadrant of the Gladiolus Drive / A&W Bulb Road intersection in Lee County.

Originally, a traffic study titled Tortuga Local Development Order Traffic Impact Statement and dated August 29, 2006 was submitted in support of the Local Development Order application for the Project. Lee County Development Services reviewed the TIS and issued sufficiency comments in their November 6, 2006 LC T.I.S. Checklist.

The purpose of this report is to provide sufficiency response to the County's T.I.S. Checklist of November 6, 2006 and revise the original TIS. This report has two sections. The first section provides responses to all the sufficiency comments from the T.I.S. Checklist and the second section provides the revised TIS.

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SECTION I

SUFFICIENCY RESPONSE TO
LC T.I.S. (TRAFFIC IMPACT STATEMENT)
CHECKLIST (ORD. 03-16)

(NOVEMBER 6, 2006)

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DAVID PLUMMER & ASSOCIATES

TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL

1531 HENDRY STREET
FORT MYERS, FL 33901
239 332-2617 FAX: 239 332-2645
E-mail: dpafm@peganet.net

December 14, 2006

Mr. Mike Carroll, PE
Lee County Department of Transportation
P. O. Box 398
Fort Myers, FL 33902

RE: **Stone Gate LDO TIS – Sufficiency Response to Lee County November 6, 2006 T.I.S. Checklist**
DOS2006-00234; DPA Job #06602

Dear Mike,

This letter report has been prepared to address the Lee County T.I.S. Checklist dated November 6, 2006. All the comments from that checklist have been addressed completely and the responses are provided below.

Comment 1:

Number of Units. The TIS must show the number of dwelling units (if residential); the number of living/housing units (if applicable); the square footage of non-residential buildings; and/or the acreage for non-residential subdivisions/developments proposed for the development.

The plans and application show 368 units while the TIS is based on 370 units. The difference in trip generation is insignificant.

Response:

The analyses (Exhibits 3 thru 9) have been revised to reflect the correct number of units. The analyses also reflect the latest Lee County Concurrency Report traffic volumes.

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Please refer to the revised TIS.

Comment 4:

Average Daily and Peak Hour Trips. The TIS must contain the daily, AM and PM peak hour traffic for each proposed use and for the total project.

Tortuga and Ascot are two separate developments that will be sharing one of three driveways. The trip generation must be calculated separately for each development, not on a cumulative basis.

Response:

Comment acknowledged. The trip estimates have been calculated separately for each development and are summarized below.

Trip Generation [1]

			AM Peak			PM Peak			Daily 24
Land Use	Size	LUC [2]	In	Out	Total	In	Out	Total	Hour
Existing Ascot	68 d.u.	230	6	31	37	29	14	43	462
Project	368 d.u.	230	25	122	147	117	58	175	1,943
Total	436 d.u.	230	31	153	184	146	72	218	2,405

Footnotes:
(1) Based on ITE, Trip Generation, Seventh Edition.
(2) ITE Land Use Code (LUC).

As shown above, the proposed Project will generate approximately 184, 218 and 2,405 trips during the AM peak hour, PM peak hour and on a daily basis, respectively.

Detailed ITE trip generation worksheets are provided in Appendix A of the revised TIS.

The Project trip assignment to the adjacent roadway network is presented in Exhibit 6 of the revised TIS.

Please refer to the revised TIS.

Comment 5:

Analyses. The TIS must contain an analysis, at each of the project's entrance, of the need for: [TISG 4(e)].

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Response:

Please see responses below.

Comment 5a:

The analyses must contain a check for the need for turn lanes.

The TIS must include exhibits that show the existing a.m. peak hour traffic, the a.m. project trip assignments, and the total a.m. peak hour traffic. The need for turn lanes for existing traffic is based on the a.m. trips. This development by itself will exceed the minimum volume for an exiting left turn lane onto Gladiolus Drive.

As shown on the plans the westbound right turn will not be free flow condition since only one lane is provided for entering traffic so 50' of storage must be provided with this turn lane.

Response:

The existing AM peak hour traffic was derived by applying the adjustment factors from the Lee County 2005 Traffic Count Report and the turn percentages from the intersection turning movement counts to the PM peak hour volumes (Exhibit 4B) and are presented in Exhibit 4A of the revised TIS. The future background and total AM peak hour traffic volumes are presented in Exhibit 7A and Exhibit 8A, respectively of the revised TIS.

Based on the revised analysis, the turn lane analysis is presented in Exhibit 10 of the revised TIS and the recommendations are summarized below.

Turn Lane and Storage Recommendations [2]

Intersection	Movement	Meet Warrants? [1]	Minimum Storage Recommended W/O Improvement	Minimum Storage Recommended W/Improvement
A & W Bulb Road/ Project Entrance	SBL	Yes	50 feet	50 feet
	NBR	No	N/A	N/A
	WBL	No	N/A	N/A
	WBR	No	N/A	N/A
Gladiolus Drive / Project Entrance	EBL	Yes	50 feet [3]	50 feet [4]
	WBR	Yes		50 feet [4]
	SBL	Yes	50 feet	50 feet [4]
	SBR	No	N/A	N/A [4]

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Footnotes:
(1) Per Lee County Turn Lane Policy AC-11-4.
(2) Storage only, does not include deceleration and taper.
(3) No stop condition. Storage not applicable.
(4) Signalized condition.

As shown above, westbound right-turn at the Gladiolus Drive/Project Entrance intersection will have the right-of-way and will not have to stop/yield for the eastbound left-turn vehicles, under unsignalized conditions. Therefore, the turn lane consists of deceleration and taper distances only. However, 50 feet of storage is recommended for this movement when the intersection is signalized and the turn lane operates under stop condition.

Please refer to the revised TIS.

Comment 5b:

The analysis must contain a check for the need for traffic signals.

The developer must enter into an agreement with the County to contribute to a traffic signal when it is approved by LCDOT at the access on Gladiolus Drive and Gladiolus Preserve Circle.

Response:

Comment acknowledged.

Comment 5e:

The analysis must be complete. Additional analysis is needed. Se comments.

The project Peak Dir Volume shown on Exhibit 9 will need to be revised to reflect the changed trip generation.

Response:

The Project's peak directional volumes have been revised in Exhibit 9 of the revised TIS.

Please refer to the revised TIS.

Comment 8:

Recommendations to Address Deficiencies. The TIS must contain recommendations to address any deficiencies noted in the analysis.

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See the following comment(s).

Response:

Please see response to Comment 5a.

Comment 8a:

The recommendations must adequately address the need for turn lanes, signalization, or added capacity.

Additional turn lanes are required. See comment under item 5a.

Response:

Please see response to Comment 5a.

If you should have any questions concerning the above, please do not hesitate to contact these offices.

Very truly yours,

Suresh K. Karre
SKK:sw
06602:Carroll_121406

cc: Stephanie Caldwell
Joe Davis
Mark Gillis

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SECTION II

TRAFFIC IMPACT STATEMENT
REVISED DECEMBER 14, 2006

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ADD 2008-00135

STONE GATE
LOCAL DEVELOPMENT ORDER
TRAFFIC IMPACT STATEMENT

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ADD 2008-00135

Project #06602

August 29, 2006
Revised December 14, 2006

Prepared by:
DAVID PLUMMER & ASSOCIATES, INC.
1531 Hendry Street
Fort Myers, Florida 33901

STONE GATE
LOCAL DEVELOPMENT ORDER
TRAFFIC IMPACT STATEMENT

Introduction

The Stone Gate development (hereafter referred to as the Project) is a proposed residential development located in the northeastern quadrant of the Gladiolus Drive/A&W Bulb Road intersection in Lee County, Exhibit 1 (page 9). The Project has frontage on both Gladiolus Drive and A&W Bulb Road.

A traffic impact statement was prepared in support of the Development Order application for the Project and was approved by the Lee County Department of Community Development (LDO2005-00033). Since that time, the Project has acquired a portion of the adjacent Ascot property and is proposing an additional 108 multifamily units to the originally proposed 260 multifamily units.

In addition, the proposed Project will now have a shared access onto Gladiolus Drive with the adjacent Ascot development and aligned with the entrance to Gladiolus Preserve. This combined access is a recommendation from the Lee County DOT and the Department of Community Development as part of the Stone Gate development order application review.

The purpose of this traffic study is to provide the traffic analysis in support of a local development order application for the proposed Project.

In conformance with the Lee County Traffic Impact Statement Guidelines, this Traffic Impact Statement (TIS) was prepared consistent with the requirements reflective of Projects generating less than 300 trips during the peak hour.

Development Parameters

The development parameters for the Project are summarized below.

Development Parameters

Land Use	ITE [1] LUC	Size
Multifamily	230	368 d.u.

Footnote:
(1) Based on ITE, Trip Generation, Seventh Edition.

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The expected buildout of the Project is 2009. In accordance with the Lee County TIS Guidelines, the future traffic conditions with Project reflect the buildout year (2009) plus one year. Therefore, the future traffic with Project analysis reflects peak season conditions in the year 2010.

Access

The Project will have two access points, one onto A&W Bulb Road and the other onto Gladiolus Drive. The access onto A&W Bulb Road will allow all movements. Access onto Gladiolus Drive will be a shared access with the adjacent Ascot development and aligned with Gladiolus Preserve Circle, Exhibit 2 (page 10). This will be a full movement intersection, with anticipated signalization in the future. The existing Ascot units currently have access via Lenox Gardens Lane (approximately 340 feet east of Gladiolus Preserve Circle).

Study Area

The road segments under study include the following:

Roadway Segments

Roadway	From	To
A&W Bulb Road	Gladiolus Drive	Project Entrance
	Project Entrance	McGregor Boulevard
Gladiolus Drive	A&W Bulb Road	Project Entrance
	Project Entrance	Bass Road

The intersections under study include the following.

Intersections

A&W Bulb Road / Project Entrance
Gladiolus Drive / Lenox Gardens Lane
Gladiolus Drive / Gladiolus Preserve Circle / Project Entrance
Gladiolus Drive / A&W Bulb Road

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Existing Roadway Network

The main east-west roadway in the study area is Gladiolus Drive. It is a County maintained road. It is a six-lane divided roadway from US 41 to Summerlin Road, four and six lane divided roadway from Summerlin Road to Winkler Road, and four-lane divided roadway from Pine Ridge Road to McGregor Boulevard. The segment between Pine Ridge Road and Winkler Road is a two-lane roadway.

A&W Bulb Road is a two-lane north-south roadway, connecting Gladiolus Drive to McGregor Boulevard.

Existing Traffic Conditions

Existing traffic conditions for the roadway segments under study are shown in Exhibit 3 (page 11). As shown, all roadway segments in the study area currently operate at LOS "C", better than the adopted level of service standard of The Lee Plan.

The intersection turning movement counts at the study area intersections were conducted in April/May 2006, Appendix A (pages 22-31). The turning percentages established from these turning movement counts and the adjustment factors from the Lee County 2005 Traffic Count Report were applied to the current concurrency volumes, as reported in the current Lee County Concurrency Report to derive the existing (2006) traffic volumes. Existing intersection turning movement volumes are summarized in Exhibit 4a and 4b (pages 12 and 13) for the AM and PM peak hours, respectively.

Intersection capacity analyses were performed consistent with the methodologies of the 2000 Highway Capacity Manual (HCM)/Highway Capacity Software (HCS). HCS capacity analysis for existing conditions are summarized below and presented in Appendix B (pages 32-38).

Existing Traffic Conditions
Intersection Capacity Analysis

Intersection	Level of Service Peak Hour, Peak Season	
	AM Peak	PM Peak
Gladiolus Drive/A&W Bulb Road	A/F (1)	B/F (1)
Gladiolus Drive/Gladiolus Preserve Circle	A/D (1)	A/F (1)
Gladiolus Drive/Lenox Gardens Lane	A/E (1)	B/E (1)

Footnotes:
(1) Unsignalized intersections. Major/Minor left-turn LOS reported.

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Trip Generation

At buildout, the proposed Project will have 368 multifamily units. There are approximately 68 dwelling units for Ascot under existing conditions. Therefore, coincident with the buildout of the Project, there will be a total of 436 units, including the proposed Project and the existing Ascot development.

The trip generation estimates were derived based on the trip rates/equations from the Institute of Transportation Engineers (ITE), Trip Generation, Seventh Edition. The Project and the existing Ascot trip generation estimates were derived separately and are summarized below. The corresponding ITE trip generation worksheets are provided as part of Appendix C (pages 39-41).

Project Trip Generation[1]

			AM Peak			PM Peak			Daily
Land Use	Size	LUC [2]	In	Out	Total	In	Out	Total	24 Hour
Existing Ascot	68 d.u.	230	6	31	37	29	14	43	462
Project	368 d.u.	230	25	122	147	117	58	175	1,943
Total	436 d.u.	230	31	153	184	146	72	218	2,405

Footnotes:
(1) Based on ITE, Trip Generation, 7th Edition.
(2) ITE Land Use Code (LUC).

As shown above, the proposed Project will generate approximately 147 trips during the AM peak hour, 175 trips during the PM peak hour and 1,943 trips on a daily basis.

Project Traffic Distribution/Assignment

The Project's traffic volumes were assigned to the area road network based on the existing traffic counts and the anticipated trip distribution. The Project's trip distribution/assignment percentage and the resultant trips are presented in Exhibits 5 (page 14) and 6 (page 15), respectively.

Scheduled Roadway Improvements

Improvements that are scheduled for construction within the next three years of the current Lee County Capital Improvement Program (CIP) are considered "committed" improvements for purposes of traffic studies in Lee County. The most important of several significant improvements scheduled in the general study area is the widening of Gladiolus Drive to four lanes from Pine Ridge Road to Bass Road and six lanes from Bass Road to Winkler Road (Fiscal Year 2008).

Gladiolus Drive from Bass Road to A & W Bulb Road will be widened to four lanes, with widening to six lanes in the future. The road widening will be within the County's right of way.

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If the landowners (from west of Lenox Gardens Lane to Iona Episcopal Church) on the north side of Gladiolus Drive provide additional right of way, the County will consider widening this segment (Bass Road to A & W Bulb Road) to six lanes as part of the initial construction. Gladiolus Drive east of Bass Road will be widened to six lanes. Gladiolus Drive west of A & W Bulb Road will be widened to four lanes.

As part of these improvements, a traffic signal will be installed at A & W Bulb Road and Gladiolus Drive. In addition, a southbound left turn lane and a right turn lane, westbound right-turn lane, and an eastbound left turn lane will be provided. A & W Bulb Road will remain a two-lane road.

The existing plus committed roadway network was utilized to analyze the future traffic conditions, coincident with the buildout of the Project.

Future Background Traffic

The future 2010 peak hour, peak season AM and PM peak hour background traffic volumes were derived by applying annual compounded growth rate(s) to the existing (2006) concurrency traffic volumes. The growth rate(s) were derived based on a 10-year historic growth trend of the traffic volumes for Gladiolus Drive and A&W Bulb Road as reported in Lee County 2005 Traffic Count Report. Future 2010 background AM and PM peak hour traffic volumes are shown in Exhibit 7a (page 16) and Exhibit 7b (page 17), respectively.

Future Traffic With Project

The resultant year 2010 turning movement (K_{100}) volumes, inclusive of the Project and background traffic, are presented in Exhibit 8a and 8b for AM and PM peak hours, respectively.

Intersection capacity analysis for future conditions with the Project are summarized below and presented in Appendix D (pages 42-50). Intersection capacity analyses were performed consistent with the methodologies of the 2000 Highway Capacity Manual.

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Future Traffic Conditions
Intersection Capacity Analysis

Intersection	W/O Improvement		W/Improvement	
	AM	PM	AM	PM
A & W Bulb Road / Project Entrance	A/B [1]	A/B [1]	--	--
Gladiolus Drive / Gladiolus Preserve Circle / Project Entrance	A/F [1]	B/F [1]	B [2] [3]	B [2] [3]
Gladiolus Drive /A&W Bulb Road	B [3]	B [3]	--	--

Footnotes:
(1) Unsignalized intersections. Major/Minor left-turn LOS reported.
(2) Signalize, if and when warranted.
(3) Signalized intersection. Overall LOS reported.

Future traffic conditions with the Project for the roadway segments under study are shown in Exhibit 9 (page 20). As shown in Exhibit 9, the roadway segments in the study area are anticipated to operate at LOS "C", better than the adopted level of services standard of The Lee Plan, coincident with buildout of the Project.

Turn Lane Recommendations

Turn-lane volumes at the Project driveways onto Gladiolus Drive and onto A & W Bulb Road were reviewed against the turn lane warrants of the Lee County Administrative Code (AC-11-4). The warrant review is presented in Exhibit 10 (page 21) and summarized below.

Turn Lane Warrant Review

Intersection	Movement	Volume AM	Volume PM	Warrant [1] Speed	Warrant [1] Volume	Meet Warrants?
A&W Bulb Road/ Project Entrance	SB Left	8	34	>=35	22	YES
	NB Right	1	6	>=35	45	NO
	WB Left	12	6	>=35 [2]	60	NO
	WB Right	31	14	>=35 [2]	90	NO
Gladiolus Drive/ Project Entrance	EB Left	4	26	>=45	10	YES
	WB Right	11	53	>=45	30	YES
	SB Left	78	29	>=45 [2]	30	YES
	SB Right	24	12	>=45 [2]	60	NO

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Footnotes:
(1) Per Lee County Turn Lane Policy, AC-11-4.
(2) Speed on the Collector /Arterial Street.
(3) Peak season, peak hour (K100) turning movement volumes.

Turn Lane Storage

Turn lane storage recommendations, coincident with the horizon year 2010, at the Project entrance(s) are summarized below. The recommendations are based on the criteria consistent with the Lee County Turn Lane Policy AC-11-4.

Turn Lane and Storage Recommendations

Intersection	Movement	Meet Warrants? (1)	Minimum Storage Recommended (2) W/O Improvements	Minimum Storage Recommended (2) W/ Improvements
A & W Bulb Road / Project Entrance	SB Left	YES	50 ft.	50 ft.
	NB Right	NO	N/A	N/A
	WB Left	NO	N/A	N/A
	WB Right	NO	N/A	N/A
Gladiolus Drive / Project Entrance	EB Left	YES	50 ft.	50 ft.
	WB Right	YES	(3)	50 ft. (4)
	SB Left	YES	50 ft.	75 ft.
	SB Right	NO	N/A	N/A

Footnotes:
(1) Per Lee County Turn Lane Policy AC-11-4.
(2) Storage Only, does not include deceleration and taper. Please refer to Appendix D, rounded.
(3) Right-turn movement not under stop condition. Storage not applicable. Turn lane length consists of only deceleration and taper per Lee County AC-11-4.
(4) Signalized condition.

The estimated turn lane storage length calculations are presented in Appendix E (pages 51-54).

Summary of Recommended Improvements

The following intersection improvements are recommended for the year 2010 to support all area development, including existing traffic, background traffic, and the Project.

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Recommended Intersection Improvements

Intersection	Improvement
A&W Bulb Road/ Project Entrance	SB Left-Turn Lane WB Left/Right Shared Lane
Gladiolus Drive/ Project Entrance	EB Left-Turn Lane WB Right-Turn Lane SB Thru/Right Shared Lane SB Left-Turn Lane Signalize, if and when warranted

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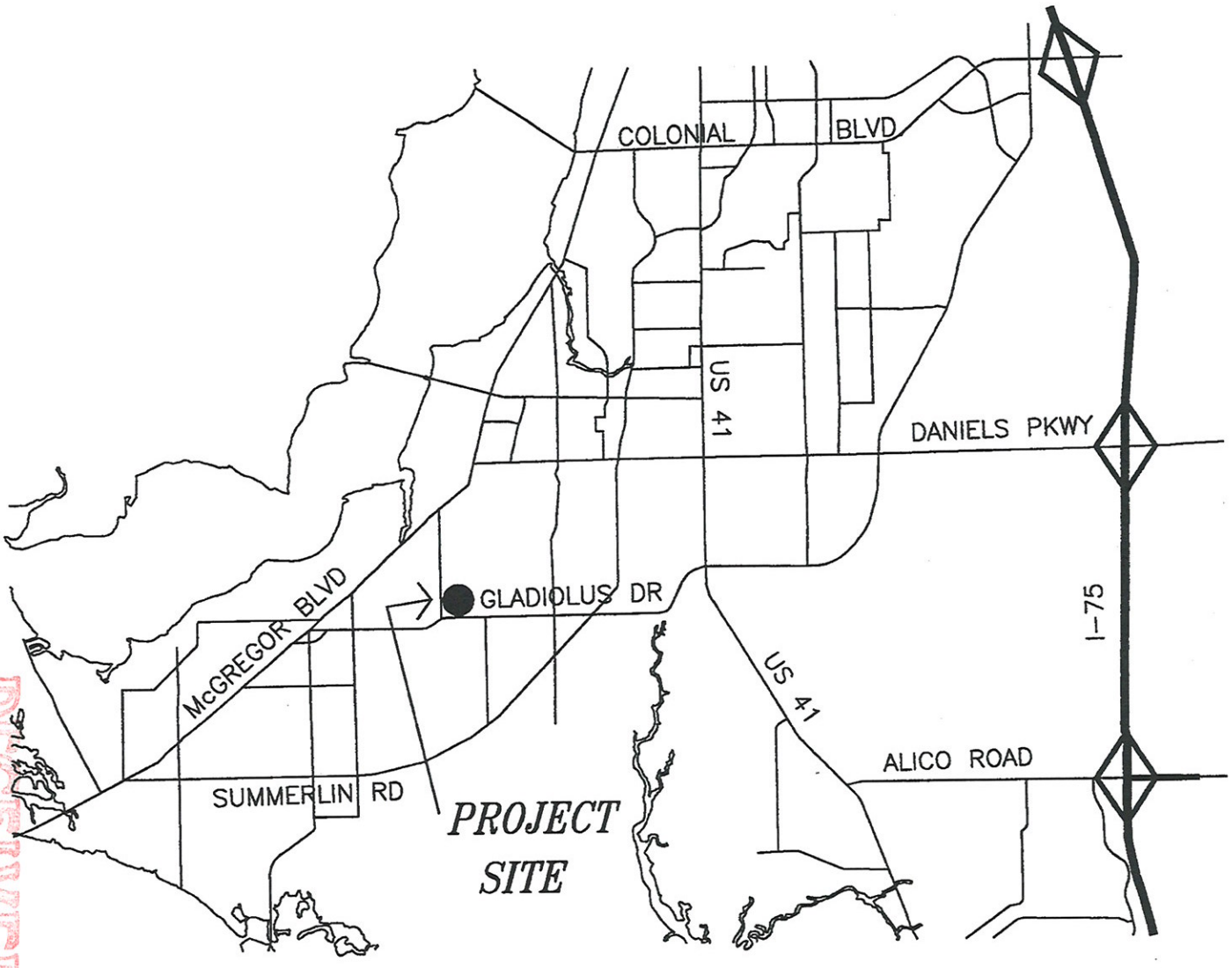

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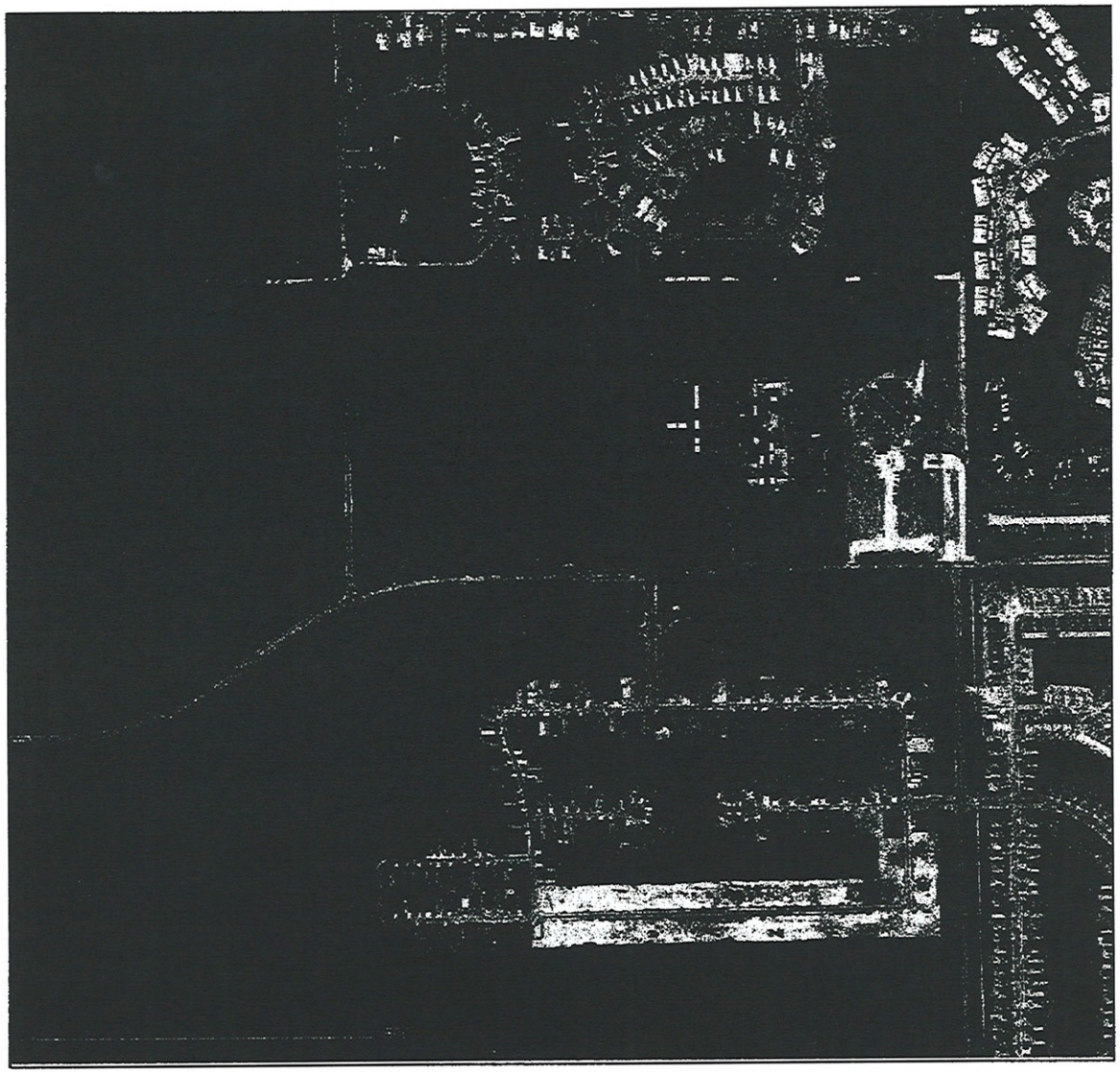
dpe	STONE GATE LOCAL DEVELOPMENT ORDER TRAFFIC IMPACT STATEMENT	PROJECT LOCATION	06602/01B/1206 1



N.T.S.

Source: Lee County Property Appraiser Website, May 2006.

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dpe	STONE GATE LOCAL DEVELOPMENT ORDER TRAFFIC IMPACT STATEMENT	PROJECT ACCESS	06602/07B/1206 2

EXHIBIT 3
STONE GATE LDO TIS, # 06602
EXISTING TRAFFIC CONDITIONS
DIRECTIONAL K100th HOUR

EXISTING (2006)

ROADWAY	FROM	TO	(1) # of Lanes	(2) LOS Std.	Peak Dir	(3) Peak Dir Volume	(4) Dir SV @ LOS Std.	LOS Peak Dir
Gladiolus Drive	A&W Bulb Road	Project Entrance	2LN	E	WB	831	990	C
	Project Entrance	Bass Road	2LN	E	WB	831	990	C
A & W Bulb Road	Gadiolus Drive	Project Entrance	2LU	E	NB	287	880	C
	Project Entrance	McGregor Boulevard	2LU	E	NB	287	880	C

Footnotes:
(1) Existing number of lanes.
(2) Lee County roadway LOS standard based on The Lee Plan. Policy 22.1.1.
(3) Lee County Concurrency Report Inventory and Projections 2005/2006 - 2006/2007, June 2006.
(4) Lee County Link-Specific Service Volumes on Arterial in Lee County (2004 Data), September 2005.

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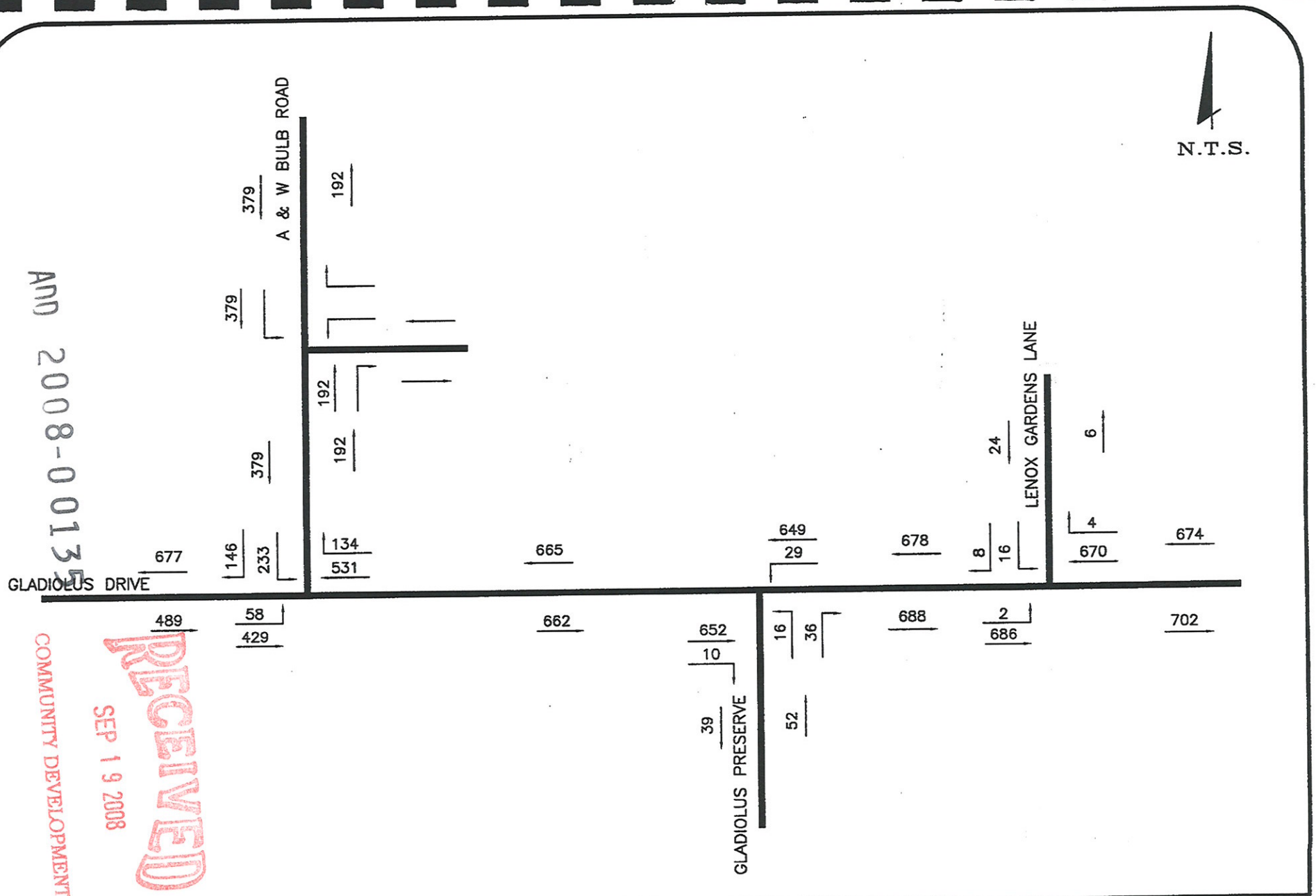

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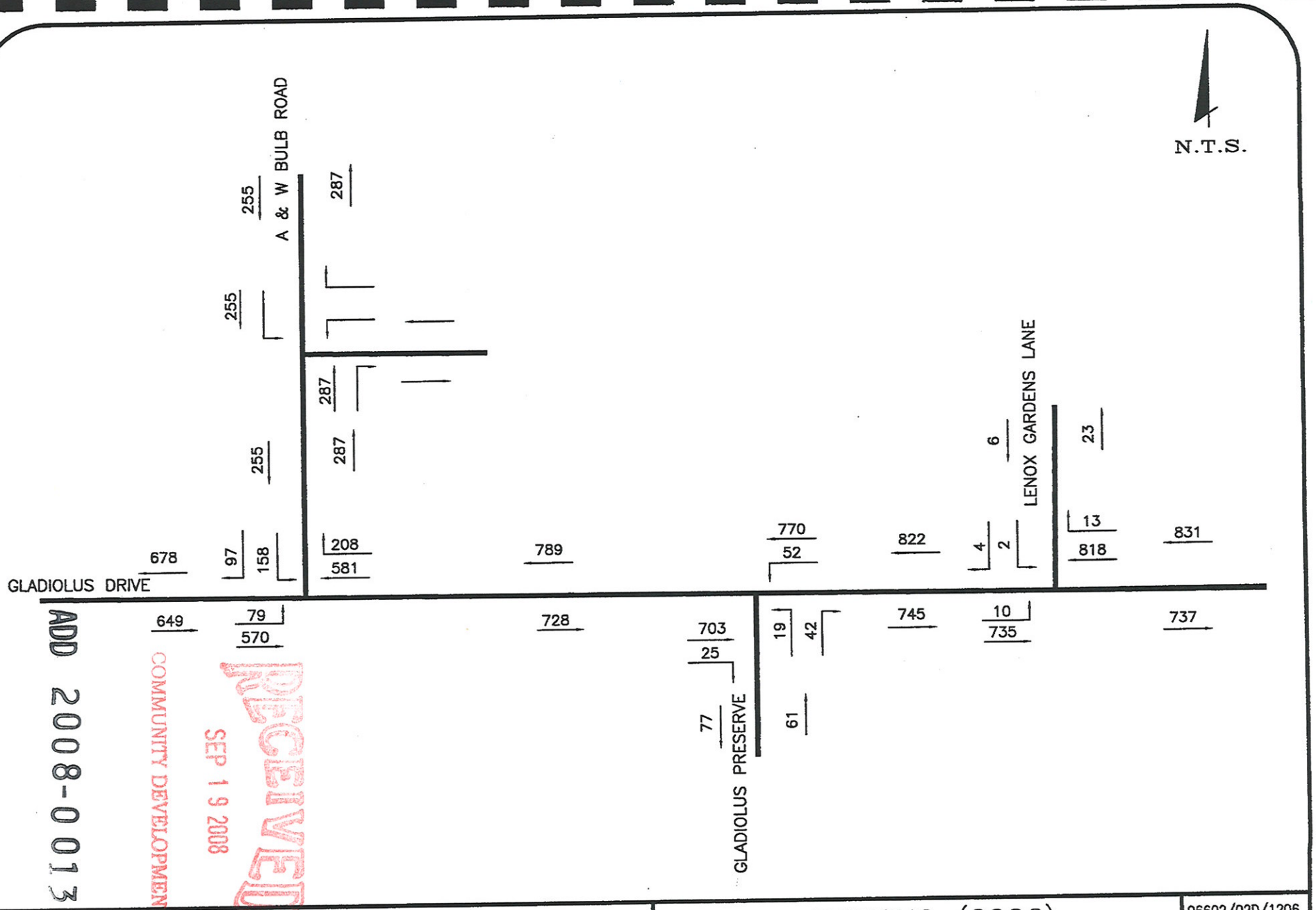
STONE GATE LOCAL
DEVELOPMENT ORDER
TRAFFIC IMPACT STATEMENT

EXISTING (2006)
AM PEAK HOUR, PEAK SEASON
TRAFFIC VOLUMES

06602/08B/1206

4A



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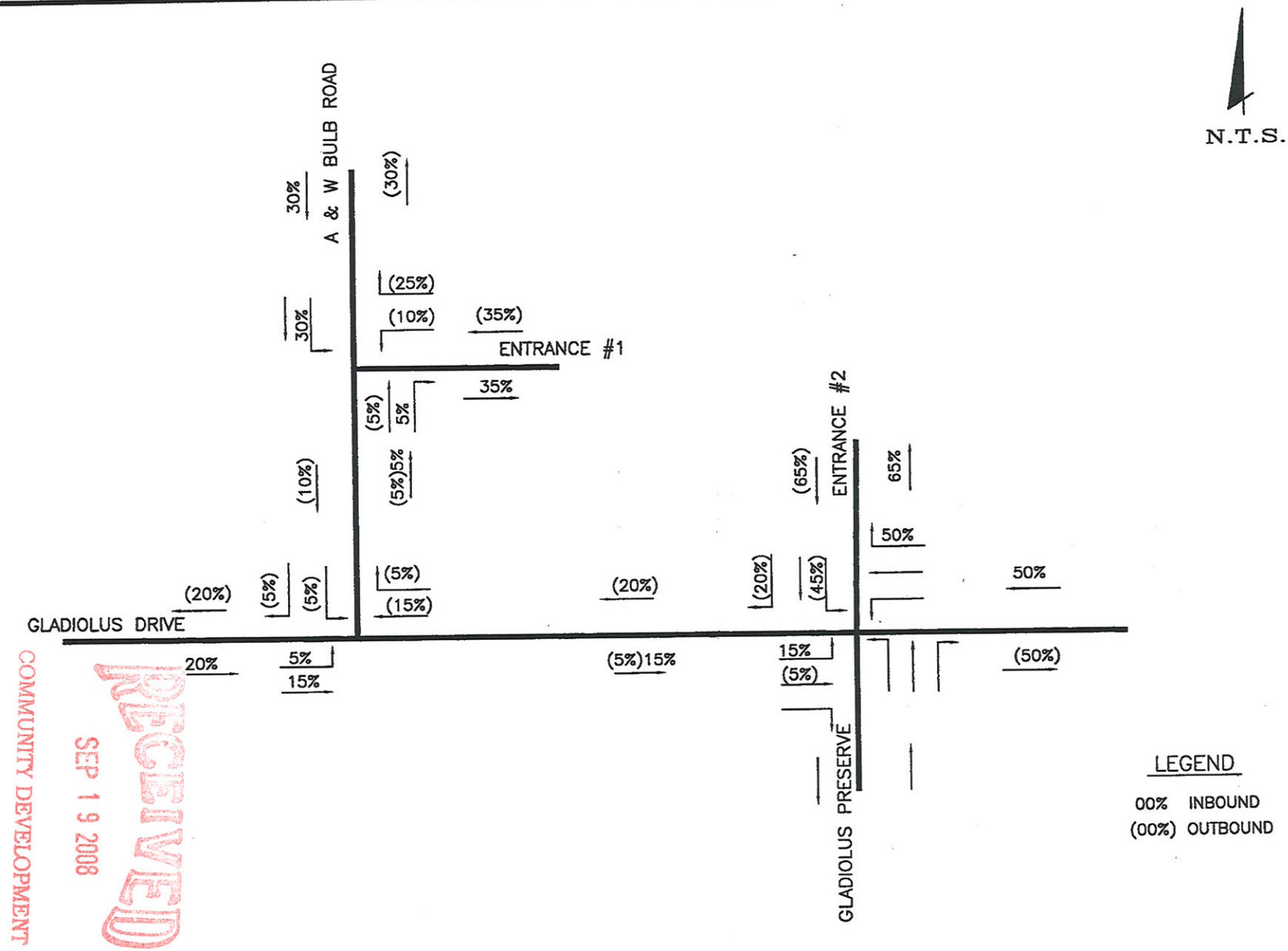
dpe	STONE GATE LOCAL DEVELOPMENT ORDER TRAFFIC IMPACT STATEMENT	EXISTING (2006) PM PEAK HOUR, PEAK SEASON TRAFFIC VOLUMES	06602/02D/1206
			4B



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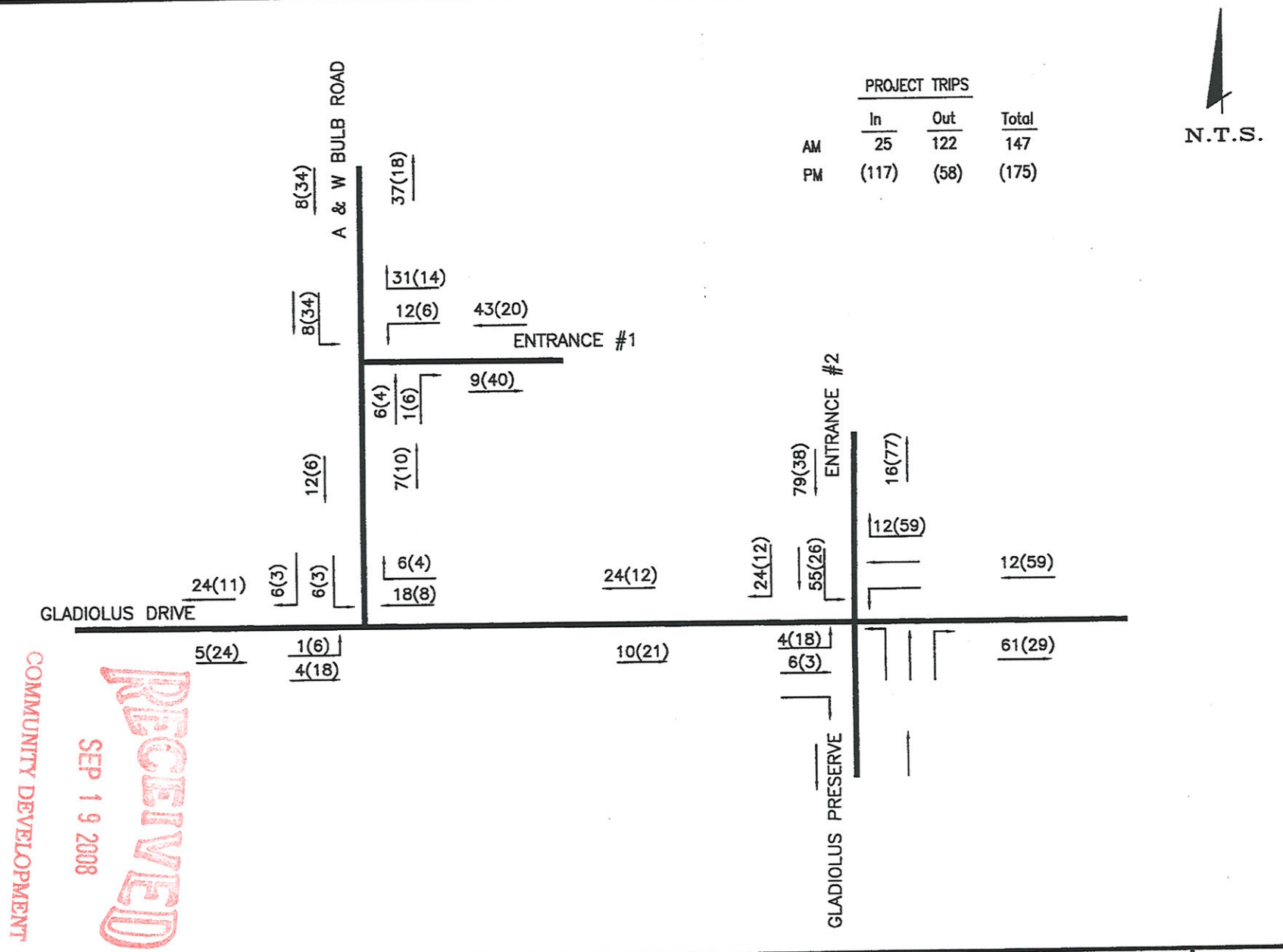
dpa	STONE GATE LOCAL DEVELOPMENT ORDER TRAFFIC IMPACT STATEMENT	PROJECT TRIP ASSIGNMENT	06602/05C/1206 5



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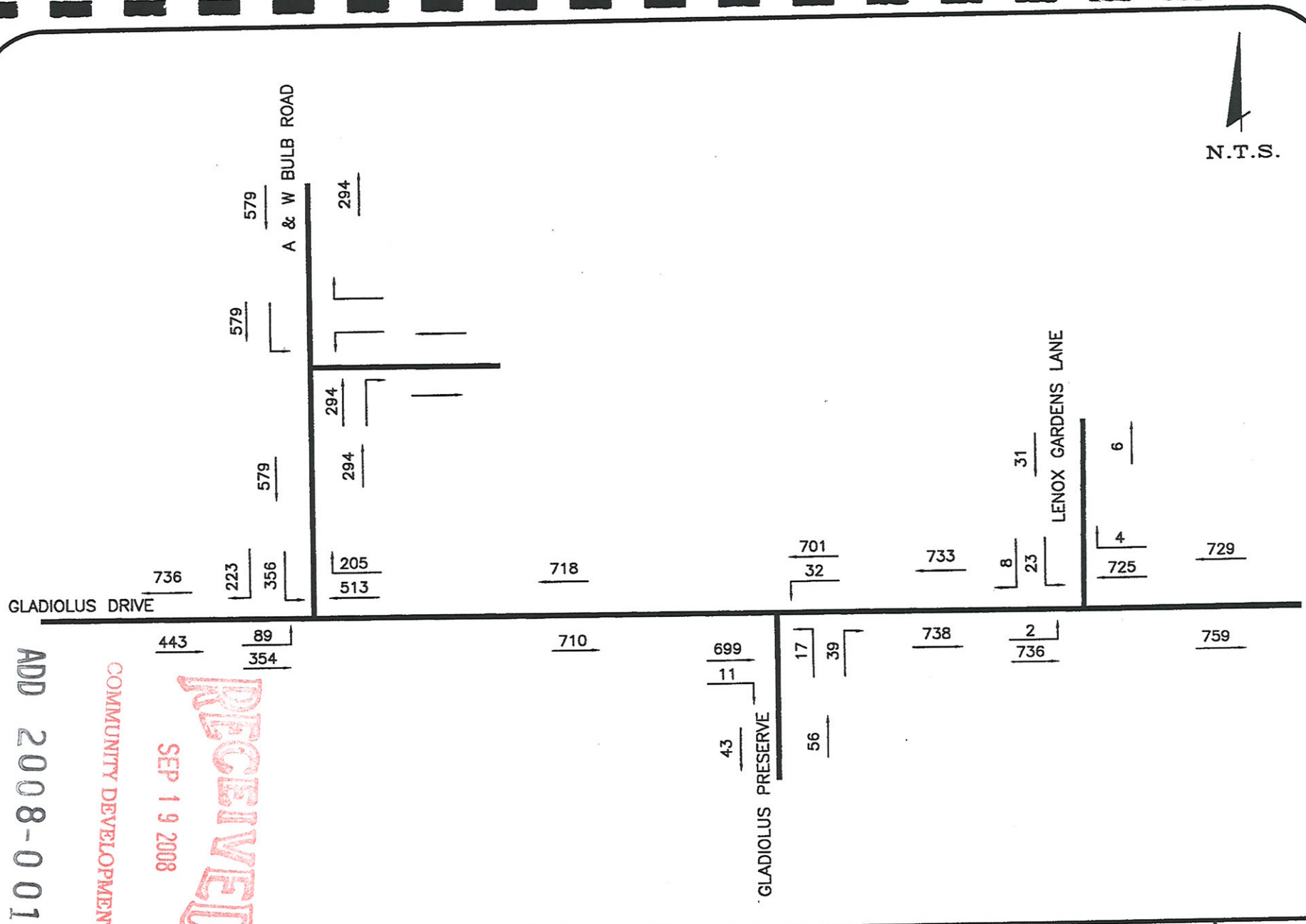
dpe	STONE GATE LOCAL DEVELOPMENT ORDER TRAFFIC IMPACT STATEMENT	PROJECT TRIPS	06602/04D/1206
			6



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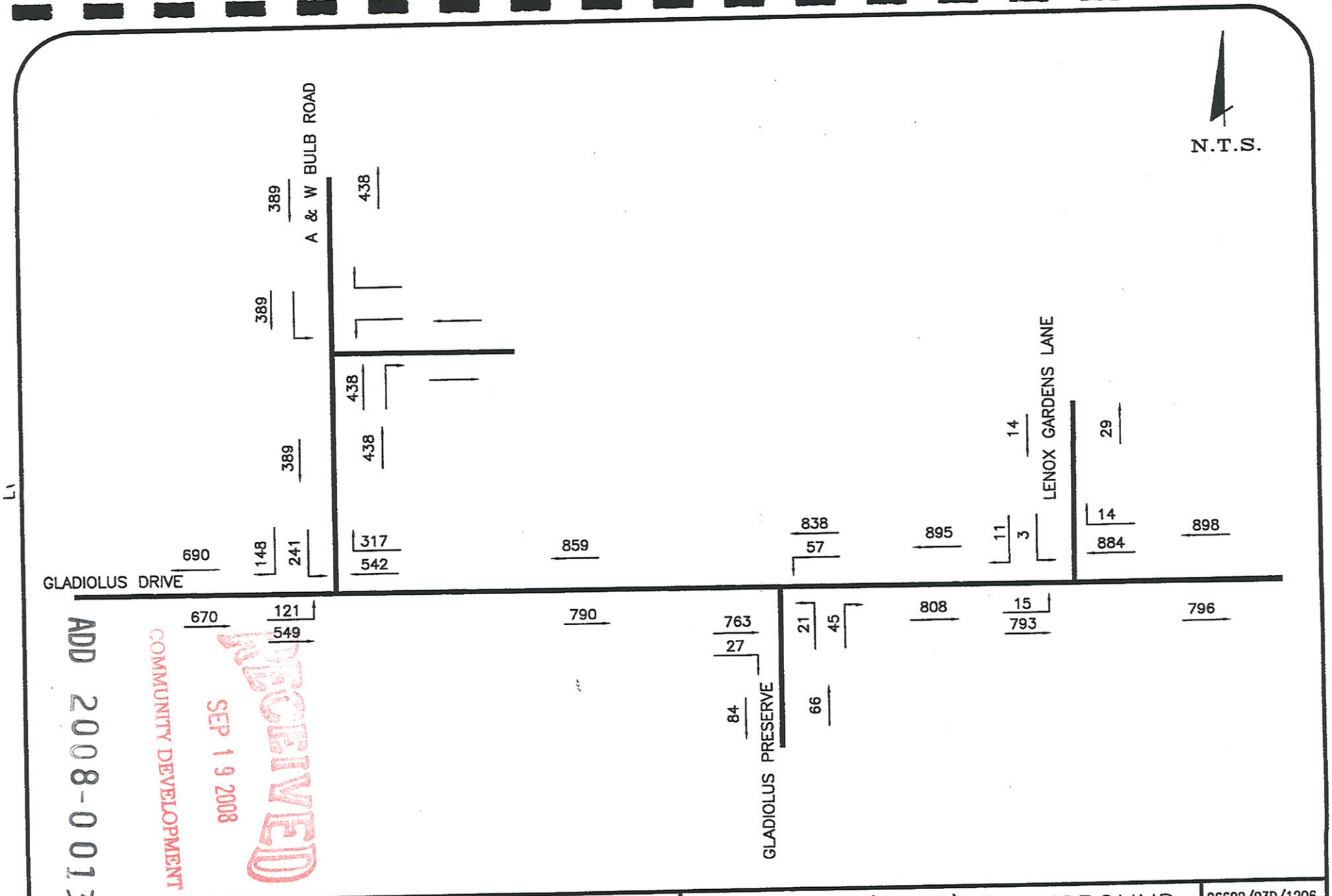
STONE GATE LOCAL DEVELOPMENT ORDER TRAFFIC IMPACT STATEMENT

FUTURE (2010) BACKGROUND AM PEAK HOUR, PEAK SEASON TRAFFIC VOLUMES

06602/9B/1206

7A



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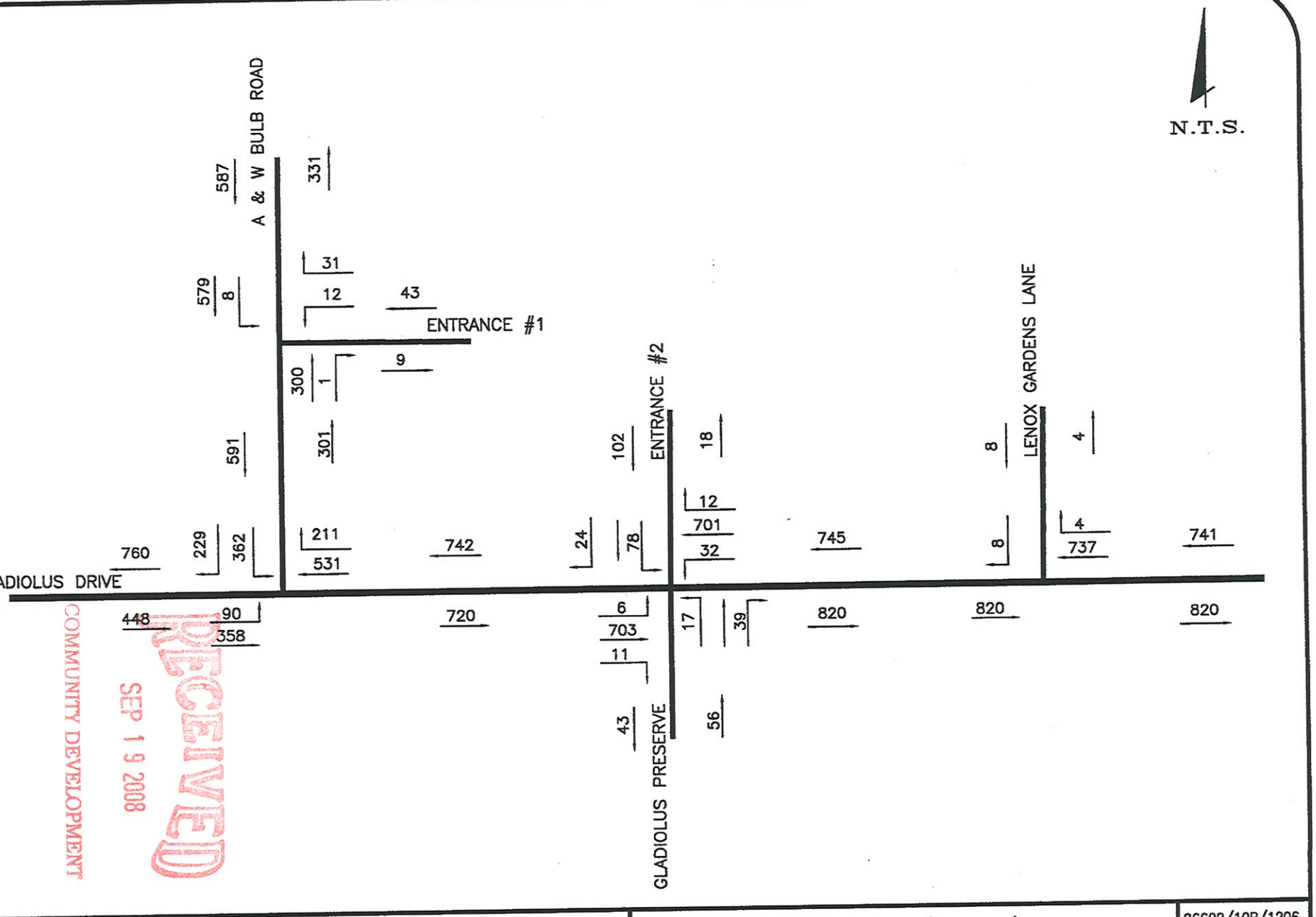
STONE GATE LOCAL DEVELOPMENT ORDER TRAFFIC IMPACT STATEMENT

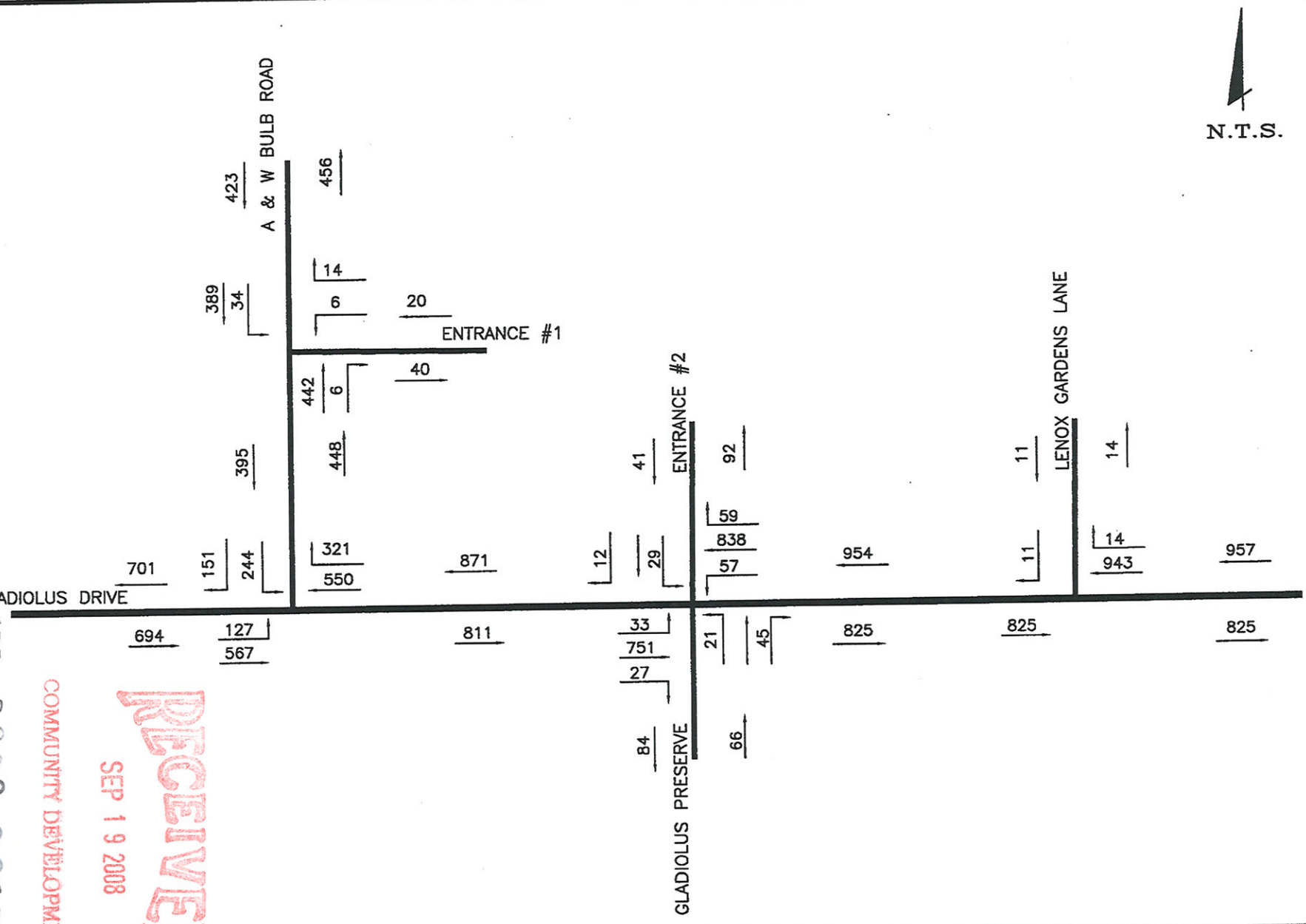
FUTURE (2010) BACKGROUND PM PEAK HOUR, PEAK SEASON TRAFFIC VOLUMES

06602/03D/1206

7B



dpa	STONE GATE LOCAL DEVELOPMENT ORDER TRAFFIC IMPACT STATEMENT	TOTAL (2010) AM PEAK HOUR, PEAK SEASON TRAFFIC VOLUMES	06602/10B/1206 8A



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STONE GATE LOCAL
DEVELOPMENT ORDER
TRAFFIC IMPACT STATEMENT

TOTAL (2010)
PM PEAK HOUR, PEAK SEASON
TRAFFIC VOLUMES

06602/06D/1206

8B

EXHIBIT 9
STONE GATE LDO TIS, # 06602
FUTURE TRAFFIC CONDITIONS
DIRECTIONAL K100th HOUR

BUILDOUT + 1 YEAR (2010)

			EXISTING TRAFFIC			BACKGROUND TRAFFIC					FUTURE TRAFFIC			
ROADWAY	FROM	TO	(1) # of Lanes	(2) LOS Std.	(3) Peak Dir Volume	(4) 1996 AADT	(4) 2005 AADT	(4) Annual Compounded Growth Rate	(5) 2005-2010 Traffic Growth Factor	(6) Background Peak Dir Volume	Project Peak Dir Volume	Total Peak Dir Volume	(7) SV @ LOS Std.	Peak Dir LOS
Gladiolus Drive	A&W Bulb Road	Project Entrance	4LD	E	831	13,200	15,700	1.95%	1.0801	898	12	910	1,950	B
	Project Entrance	Bass Road	4LD	E	831	13,200	15,700	1.95%	1.0801	898	59	957	1,950	B
A & W Bulb Road	Gadiolus Drive	Project Entrance	2LU	E	287	2,200	5,700	11.16%	1.5267	438	10	448	880	C
	Project Entrance	McGregor Boulevard	2LU	E	287	2,200	5,700	11.16%	1.5267	438	18	456	880	C

Footnotes:
(1) Existing plus committed number of lanes.
(2) Lee County roadway LOS standard based on The Lee Plan. Policy 22.1.1.
(3) Lee County Concurrency Report Inventory and Projections 2005/2006 - 2006/2007, June 2006.
(4) From Lee County 2005 Traffic Count Report, February 2006.
(5) Based on compounded growth rate inflated from 2005 to 2010.
(6) Column (3) adjusted using Column (5).
(7) Lee County Link-Specific Service Volumes on Arterial in Lee County (2004 Data), September 2005.

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EXHIBIT 10
STONE GATE LOCAL DEVELOPMENT ORDER
TRAFFIC IMPACT STATEMENT

TURN LANE EVALUATION AND RECOMMENDATIONS
PROJECT ENTRANCES

Intersection	Movement	(1) AM Peak	(1) PM Peak	Posted Speed (mph)	(2) Turn Lane Warrant Per AC-11-4 Speed (mph)	(2) Turn Lane Warrant Per AC-11-4 Volume (vph)	Meet Warrant?	(3) Recommended Storage (feet)
A&W Bulb Road/Project Entrance	SBL	8	34	45	>= 35	>= 22	Yes	50
	NBR	1	6	45	>= 35	>= 45	No	--
	WBL	12	6	45	>= 35	>= 60	No	--
	WBR	31	14	45	>= 35	>= 90	No	--
Gladiolus Drive/Project Entrance	EBL	4	26	45	>= 45	>= 10	Yes	50
	WBR	11	53	45	>= 45	>= 30	Yes	50
	SBL	78	29	45	>= 45	>= 30	Yes	75
	SBR	24	12	45	>= 45	>= 60	No	--

Footnotes:
(1) Peak hour turning movement. Please refer to Exhibit 8a and 8b.
(2) Per Lee County Turn Lane Policy AC-11-4, for a Collector Road.
(3) Queue length, rounded up to nearest 25 feet (please refer to Appendix E).

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APPENDIX A

TURNING MOVEMENT COUNTS

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DAVID PLUMMER & ASSOCIATES
SUMMARY OF VEHICLE MOVEMENTS

LOCATION: Gladiolus Drive @ Gladiolus Preserve Circle
COUNTY : Lee
OBSERVER: AW, JO
WEATHER : GOOD
ROAD CONDITION GOOD

CITY: Fort Myers
DATE: 05/9/06
REMARKS :

TIME		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND
BEGIN	END	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	TOTAL
7:00 AM	07:15 AM	3	0	8	11	0	0	0	0	0	147	4	151	6	113	0	119	281
07:15 AM	07:30 AM	2	0	6	8	0	0	0	0	0	133	0	133	4	136	0	140	281
07:30 AM	07:45 AM	4	0	11	15	0	0	0	0	0	174	2	176	5	136	0	141	332
7:45 AM	08:00 AM	5	0	7	12	0	0	0	0	0	170	4	174	10	167	0	177	363
8:00 AM	08:15 AM	2	0	5	7	0	0	0	0	0	140	2	142	3	126	0	129	278
08:15 AM	08:30 AM	4	0	5	9	0	0	0	0	0	150	4	154	4	96	0	100	263
8:30 AM	08:45 AM	6	0	7	13	0	0	0	0	0	136	5	141	4	140	0	144	298
8:45 AM	09:00 AM	4	0	3	7	0	0	0	0	0	167	3	170	6	131	0	137	314
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	6	0	5	11	0	0	0	0	0	197	2	199	11	181	0	192	402
4:15 PM	04:30 PM	7	0	8	15	0	0	0	0	0	136	7	143	7	176	0	183	341
4:30 PM	04:45 PM	1	0	6	7	0	0	0	0	0	147	5	152	11	176	0	187	346
04:45 PM	05:00 PM	2	0	6	8	0	0	0	0	0	139	5	144	9	208	0	217	369
05:00 PM	05:15 PM	4	0	11	15	0	0	0	0	0	163	6	169	17	197	0	214	398
5:15 PM	05:30 PM	4	0	10	14	0	0	0	0	0	172	4	176	15	199	0	214	404
5:30 PM	05:45 PM	7	0	10	17	0	0	0	0	0	152	7	159	13	197	0	210	386
05:45 PM	06:00 PM	6	0	8	14	0	0	0	0	0	148	10	158	14	173	0	187	359

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DAVID PLUMMER & ASSOCIATES
HOURLY SUMMARY OF VEHICLE MOVEMENTS

LOCATION: Gladiolus Drive @ Gladiolus Preserve Circle
COUNTY : Lee
OBSERVER: AW, JO
WEATHER : GOOD
ROAD CONDITION GOOD
CITY: Fort Myers
DATE: 05/9/06
REMARKS :

TIME BEGIN	TIME END	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	NORTHBOUND Total	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	SOUTHBOUND Total	EASTBOUND L	EASTBOUND T	EASTBOUND R	EASTBOUND Total	WESTBOUND L	WESTBOUND T	WESTBOUND R	WESTBOUND Total	GRAND TOTAL
07:00 AM	08:00 AM	14	0	32	46	0	0	0	0	0	624	10	634	25	552	0	577	1257
8:00 AM	09:00 AM	16	0	20	36	0	0	0	0	0	593	14	607	17	493	0	510	1153
09:00 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:00 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	05:00 PM	16	0	25	41	0	0	0	0	0	619	19	638	38	741	0	779	1458
05:00 PM	06:00 PM	21	0	39	60	0	0	0	0	0	635	27	662	59	766	0	825	1547

DAVID PLUMMER & ASSOCIATES
PEAK HOUR CALCULATIONS

PEAK HOUR BEGIN	PEAK HOUR END	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	NORTHBOUND Total	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	SOUTHBOUND Total	EASTBOUND L	EASTBOUND T	EASTBOUND R	EASTBOUND Total	WESTBOUND L	WESTBOUND T	WESTBOUND R	WESTBOUND Total	GRAND TOTAL
AM PEAK																		
07:00 AM	08:00 AM	14	0	32	46	0	0	0	0	0	624	10	634	25	552	0	577	1257
PEAK HOUR FACTOR			0.77				#N/A				0.90				0.81			0.87
MIDDAY PEAK																		
12:00 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR			#N/A				#N/A				#N/A				#N/A			#N/A
PM PEAK																		
4:45 PM	05:45 PM	17	0	37	54	0	0	0	0	0	626	22	648	54	801	0	855	1557
PEAK HOUR FACTOR			0.79				#N/A				0.92				0.99			0.96

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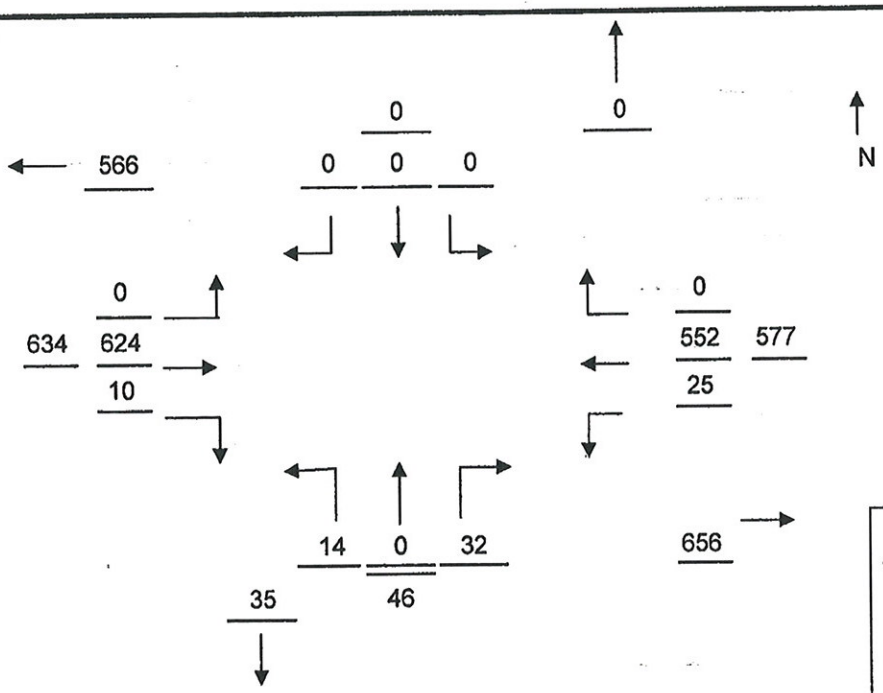
RAW TURNING MOVEMENT DIAGRAM

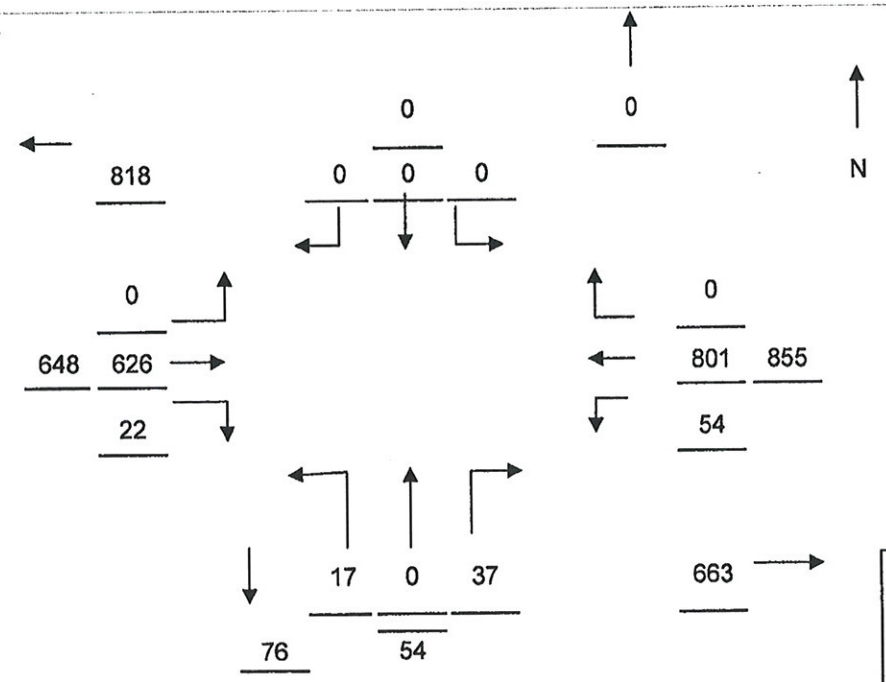
LOCATION:	Gladiolus Drive @ Gladiolus Preserve Circle		
COUNTY :	Lee	CITY:	Fort Myers
OBSERVER:	AW, JO	DATE:	05/9/06

AM Peak Hour



TRUCK %	
NB =	2
SB =	N/A
EB =	9
WB =	11

PM Peak Hour



TRUCK %	
NB =	2
SB =	N/A
EB =	6
WB =	5

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DAVID PLUMMER & ASSOCIATES
SUMMARY OF VEHICLE MOVEMENTS

LOCATION: Gladiolus Drive @ Lennox Gardens Lane
COUNTY : Lee
OBSERVER: AW, JO
WEATHER : GOOD
ROAD CONDITION GOOD
CITY: Fort Myers
DATE: 05/9/06
REMARKS :

TIME		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND
BEGIN	END	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	TOTAL
07:00 AM	07:15 AM	0	0	0	0	3	0	0	3	0	165	0	165	0	126	0	126	294
07:15 AM	07:30 AM	0	0	0	0	2	0	1	3	0	121	0	121	0	142	1	143	267
07:30 AM	07:45 AM	0	0	0	0	3	0	2	5	0	173	0	173	0	150	0	150	328
07:45 AM	08:00 AM	0	0	0	0	7	0	2	9	2	195	0	197	0	154	2	156	362
08:00 AM	08:15 AM	0	0	0	0	4	0	1	5	1	148	0	149	0	122	0	122	276
08:15 AM	08:30 AM	0	0	0	0	4	0	0	4	0	146	0	146	0	124	0	124	274
08:30 AM	08:45 AM	0	0	0	0	5	0	0	5	0	150	0	150	0	159	0	159	314
08:45 AM	09:00 AM	0	0	0	0	6	0	0	6	0	146	0	146	0	142	3	145	297
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	3	0	2	5	2	171	0	173	0	221	1	222	400
04:15 PM	04:30 PM	0	0	0	0	0	0	1	1	0	131	0	131	0	196	3	199	331
04:30 PM	04:45 PM	0	0	0	0	1	0	0	1	1	148	0	149	0	209	0	209	359
04:45 PM	05:00 PM	0	0	0	0	0	0	1	1	3	138	0	141	0	193	2	195	337
05:00 PM	05:15 PM	0	0	0	0	1	0	2	3	2	183	0	185	0	205	5	210	398
05:15 PM	05:30 PM	0	0	0	0	0	0	1	1	1	174	0	175	0	195	3	198	374
05:30 PM	05:45 PM	0	0	0	0	0	0	0	0	3	159	0	162	0	258	3	261	423
05:45 PM	06:00 PM	0	0	0	0	3	0	1	4	2	127	0	129	0	158	2	160	293

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DAVID PLUMMER & ASSOCIATES
HOURLY SUMMARY OF VEHICLE MOVEMENTS

LOCATION: Gladiolus Drive @ Lennox Gardens Lane
COUNTY : Lee
CITY: Fort Myers
OBSERVER: AW, JO
DATE: 05/9/06
WEATHER : GOOD
REMARKS :
ROAD CONDITION GOOD

TIME BEGIN	TIME END	NORTHBOUND L	T	R	Total	SOUTHBOUND L	T	R	Total	EASTBOUND L	T	R	Total	WESTBOUND L	T	R	Total	GRAND TOTAL
07:00 AM	08:00 AM	0	0	0	0	15	0	5	20	2	654	0	656	0	572	3	575	1251
8:00 AM	09:00 AM	0	0	0	0	19	0	1	20	1	590	0	591	0	547	3	550	1161
09:00 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:00 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	05:00 PM	0	0	0	0	4	0	4	8	6	588	0	594	0	819	6	825	1427
05:00 PM	06:00 PM	0	0	0	0	4	0	4	8	8	643	0	651	0	816	13	829	1488

DAVID PLUMMER & ASSOCIATES
PEAK HOUR CALCULATIONS

PEAK HOUR BEGIN	PEAK HOUR END	NORTHBOUND L	T	R	Total	SOUTHBOUND L	T	R	Total	EASTBOUND L	T	R	Total	WESTBOUND L	T	R	Total	GRAND TOTAL
AM PEAK																		
07:00 AM	08:00 AM	0	0	0	0	15	0	5	20	2	654	0	656	0	572	3	575	1251
PEAK HOUR FACTOR			#N/A				0.56				0.83				0.92			0.86
MIDDAY PEAK																		
12:00 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR			#N/A				#N/A				#N/A				#N/A			#N/A
PM PEAK																		
4:45 PM	05:45 PM	0	0	0	0	1	0	4	5	9	654	0	663	0	851	13	864	1532
PEAK HOUR FACTOR			#N/A				0.42				0.90				0.83			0.91

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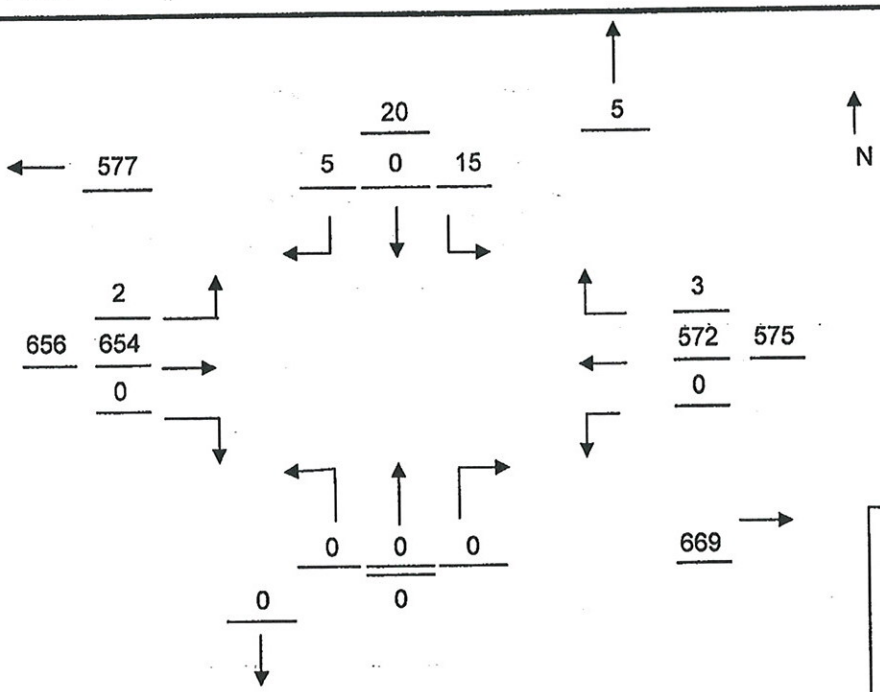
FDOT/DPA
RAW TURNING MOVEMENT DIAGRAM

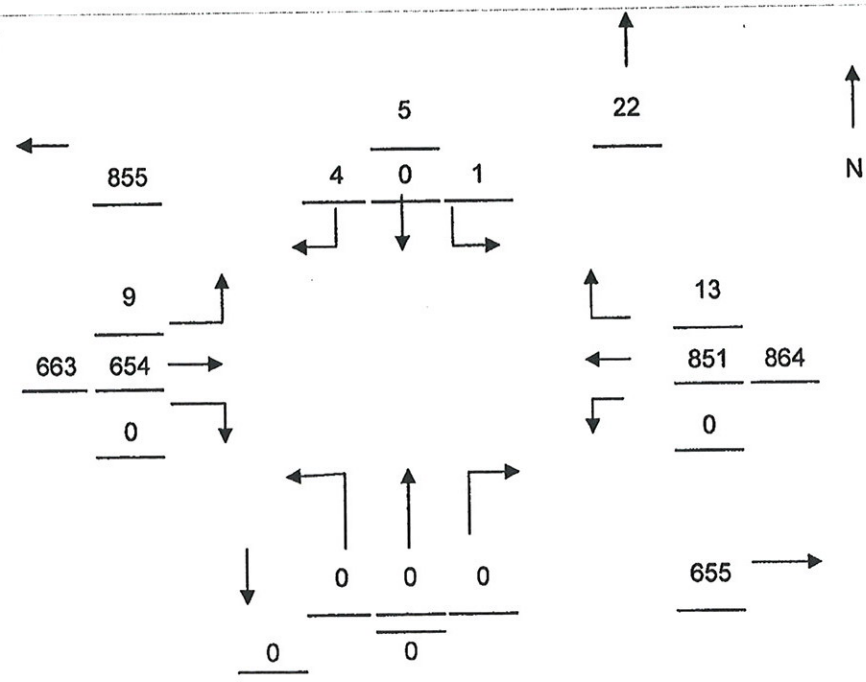
LOCATION:	Gladiolus Drive @ Lennox Gardens Lane	CITY:	Fort Myers
COUNTY :	Lee	DATE:	05/9/06
OBSERVER:	AW, JO		

AM Peak Hour



TRUCK %	
NB =	N/A
SB =	0
EB =	9
WB =	12

PM Peak Hour



TRUCK %	
NB =	N/A
SB =	0
EB =	6
WB =	4

RECEIVED
SEP 19 2008
COMMUNITY DEVELOPMENT

ADD 2008-00135
22

DAVID PLUMMER & ASSOCIATES
SUMMARY OF VEHICLE MOVEMENTS

LOCATION: Gladiolus Drive @ A W Bulb
COUNTY : Lee
OBSERVER: AW,JO
WEATHER : GOOD
ROAD CONDITION GOOD

CITY: Fort Myers
DATE: 04/12/06
REMARKS :

TIME		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
BEGIN	END	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total
07:00 AM	07:15 AM	0	0	0	0	48	0	23	71	10	81	0	91	0	104	17	121
07:15 AM	07:30 AM	0	0	0	0	48	0	22	70	5	86	0	91	0	117	35	152
07:30 AM	07:45 AM	0	0	0	0	56	0	36	92	16	100	0	116	0	93	31	124
07:45 AM	08:00 AM	0	0	0	0	74	0	35	109	19	119	0	138	0	111	28	139
08:00 AM	08:15 AM	0	0	0	0	62	0	25	87	20	136	0	156	0	109	15	124
08:15 AM	08:30 AM	0	0	0	0	41	0	13	54	3	101	0	104	0	84	21	105
08:30 AM	08:45 AM	0	0	0	0	40	0	20	60	10	103	0	113	0	93	25	118
08:45 AM	09:00 AM	0	0	0	0	33	0	26	59	11	116	0	127	0	114	22	136
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	26	0	23	49	18	157	0	175	0	124	39	163
04:15 PM	04:30 PM	0	0	0	0	32	0	8	40	17	147	0	164	0	140	53	193
04:30 PM	04:45 PM	0	0	0	0	24	0	18	42	17	140	0	157	0	155	57	212
04:45 PM	05:00 PM	0	0	0	0	46	0	15	61	16	157	0	173	0	136	44	180
05:00 PM	05:15 PM	0	0	0	0	23	0	27	50	17	146	0	163	0	135	54	189
05:15 PM	05:30 PM	0	0	0	0	30	0	16	46	19	162	0	181	0	145	49	194
05:30 PM	05:45 PM	0	0	0	0	20	0	11	31	25	116	0	141	0	156	50	206
05:45 PM	06:00 PM	0	0	0	0	28	0	13	41	14	110	0	124	0	128	45	173

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29

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DAVID PLUMMER & ASSOCIATES
HOURLY SUMMARY OF VEHICLE MOVEMENTS

LOCATION: Gladiolus Drive @ A W Bulb
COUNTY : Lee
OBSERVER: AW,JO
WEATHER : GOOD
ROAD CONDITION GOOD

CITY: Fort Myers
DATE: 04/12/06
REMARKS :

TIME BEGIN	TIME END	NORTHBOUND L	T	R	Total	SOUTHBOUND L	T	R	Total	EASTBOUND L	T	R	Total	WESTBOUND L	T	R	Total
07:00 AM	08:00 AM	0	0	0	0	226	0	116	342	50	386	0	436	0	425	111	536
08:00 AM	09:00 AM	0	0	0	0	176	0	84	260	44	456	0	500	0	400	83	483
09:00 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	05:00 PM	0	0	0	0	128	0	64	192	68	601	0	669	0	555	193	748
05:00 PM	06:00 PM	0	0	0	0	101	0	67	168	75	534	0	609	0	564	198	762

DAVID PLUMMER & ASSOCIATES
PEAK HOUR CALCULATIONS

PEAK HOUR BEGIN	PEAK HOUR END	NORTHBOUND L	T	R	Total	SOUTHBOUND L	T	R	Total	EASTBOUND L	T	R	Total	WESTBOUND L	T	R	Total
AM PEAK																	
07:15 AM	08:15 AM	0	0	0	0	240	0	118	358	60	441	0	501	0	430	109	539
PEAK HOUR FACTOR			#N/A				0.82				0.80				0.89		
MIDDAY PEAK																	
12:00 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR			#N/A				#N/A				#N/A				#N/A		
PM PEAK																	
04:30 PM	05:30 PM	0	0	0	0	123	0	76	199	69	605	0	674	0	571	204	775
PEAK HOUR FACTOR			#N/A				0.82				0.93				0.91		

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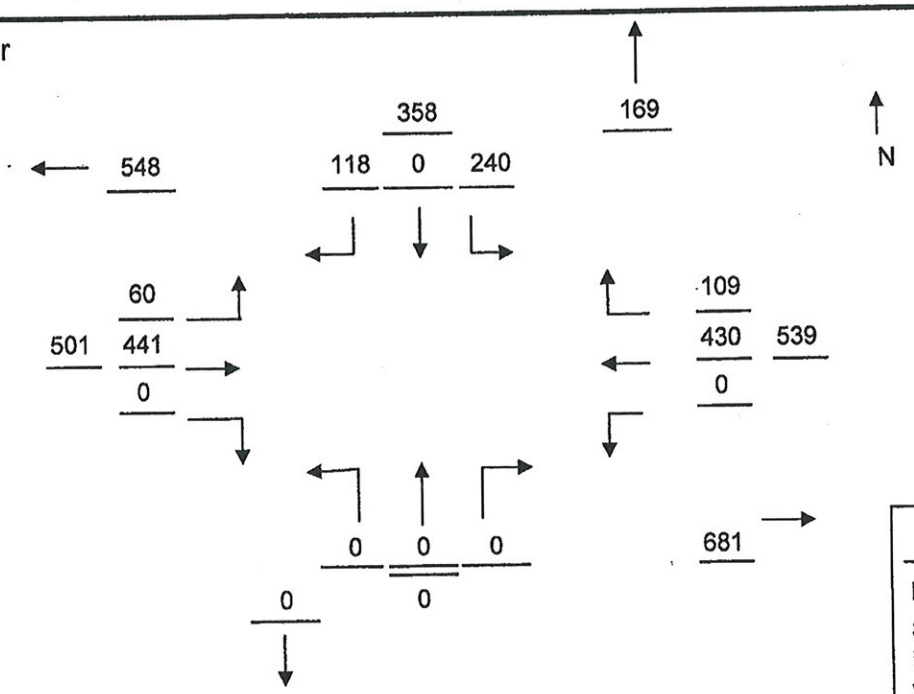
FDOT/DPA

RAW TURNING MOVEMENT DIAGRAM

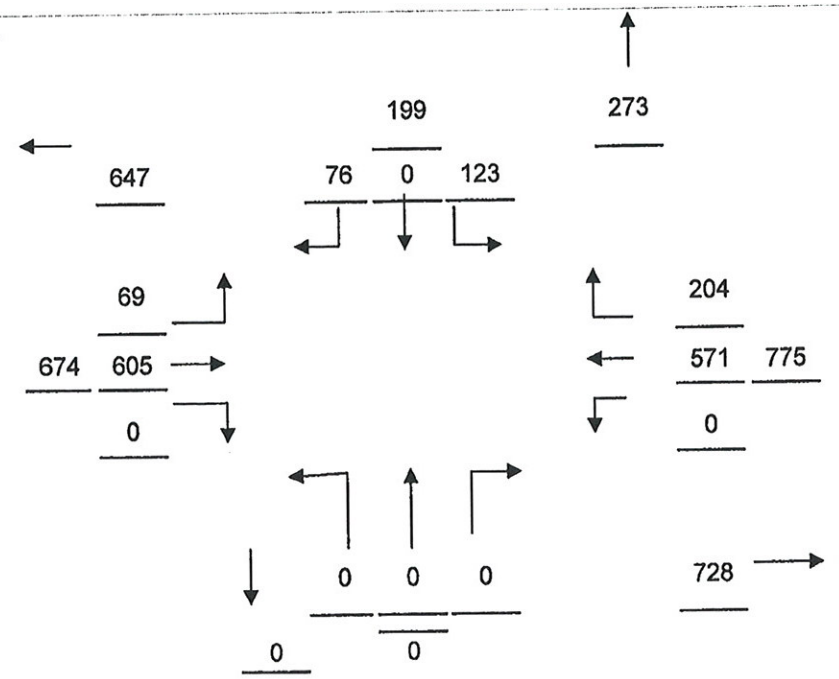
LOCATION:	Gladiolus Drive @ A W Bulb	CITY:	Fort Myers
COUNTY :	Lee	DATE:	04/12/06
OBSERVER:	AW,JO		

AM Peak Hour



TRUCK %	
NB =	N/A
SB =	4
EB =	14
WB =	14

PM Peak Hour



TRUCK %	
NB =	N/A
SB =	10
EB =	7
WB =	6

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APPENDIX B

INTERSECTION CAPACITY ANALYSIS
EXISTING (2006) CONDITIONS

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HCS+: Unsignalized Intersections Release 5.2

TWO-WAY STOP CONTROL SUMMARY

Analyst: SK
Agency/Co.: DPA
Date Performed: 12/04/06
Analysis Time Period: AM Peak Hour, Peak Season
Intersection: Gladiolus Dr. @ A&W Bulb Rd
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing 2006
Project ID: Tortuga LDO TIS, #06602
East/West Street: Gladiolus Drive
North/South Street: A&W Bulb Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	58	429			531	134
Peak-Hour Factor, PHF	0.93	0.93			0.91	0.91
Hourly Flow Rate, HFR	62	461			583	147
Percent Heavy Vehicles	7	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	1	1			1	0
Configuration	L	T				TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				233		146
Peak Hour Factor, PHF				0.82		0.82
Hourly Flow Rate, HFR				284		178
Percent Heavy Vehicles				10		10
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L						LR	
v (vph)	62						462	
C(m) (vph)	852						226	
v/c	0.07						2.04	
95% queue length	0.23						34.52	
Control Delay	9.6						520.2	
LOS	A						F	
Approach Delay							520.2	
Approach LOS							F	

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COMMUNITY DEVELOPMENT
ADD 2008-00135

HCS+: Unsignalized Intersections Release 5.2

TWO-WAY STOP CONTROL SUMMARY

Analyst: SK
Agency/Co.: DPA
Date Performed: 12/04/06
Analysis Time Period: PM Peak Hour, Peak Season
Intersection: Gladiolus Dr. @ A&W Bulb Rd
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing 2006
Project ID: Tortuga LDO TIS, #06602
East/West Street: Gladiolus Drive
North/South Street: A&W Bulb Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	79	570			581	208
Peak-Hour Factor, PHF	0.93	0.93			0.91	0.91
Hourly Flow Rate, HFR	84	612			638	228
Percent Heavy Vehicles	7	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	1	1			1	0
Configuration	L	T				TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				158		97
Peak Hour Factor, PHF				0.82		0.82
Hourly Flow Rate, HFR				192		118
Percent Heavy Vehicles				10		10
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L						LR	
v (vph)	84						310	
C(m) (vph)	757						151	
v/c	0.11						2.05	
95% queue length	0.37						24.60	
Control Delay	10.3						545.3	
LOS	B						F	
Approach Delay							545.3	
Approach LOS							F	

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TWO-WAY STOP CONTROL SUMMARY

Analyst:	SK
Agency/Co.:	DPA
Date Performed:	12/04/06
Analysis Time Period:	AM Peak Hour, Peak Season)
Intersection:	Gladiolus Dr. @ Gladiolus Pres
Jurisdiction:	Lee County
Units: U. S. Customary	
Analysis Year:	Existing 2006
Project ID:	Tortuga LDO TIS, #06602
East/West Street:	Gladiolus Drive
North/South Street:	Gladiolus Preserve
Intersection Orientation: EW	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		652	10	29	649	
Peak-Hour Factor, PHF		0.92	0.92	0.99	0.99	
Hourly Flow Rate, HFR		708	10	29	655	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Undivided		/			
RT Channelized?			No			
Lanes		1	1	1	1	
Configuration		T	R	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	16		36			
Peak Hour Factor, PHF	0.79		0.79			
Hourly Flow Rate, HFR	20		45			
Percent Heavy Vehicles	2		2			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		29	20		45			
C(m) (vph)		869	145		435			
v/c		0.03	0.14		0.10			
95% queue length		0.10	0.47		0.34			
Control Delay		9.3	33.8		14.2			
LOS		A	D		B			
Approach Delay				20.2				
Approach LOS				C				

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TWO-WAY STOP CONTROL SUMMARY

Analyst: SK
Agency/Co.: DPA
Date Performed:
Analysis Time Period: PM Peak Hour, Peak Season)
Intersection: Gladiolus Dr. @ Gladiolus Pres
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing 2006
Project ID: Tortuga LDO TIS, #06602
East/West Street: Gladiolus Drive
North/South Street: Gladiolus Preserve
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		703	25	52	770	
Peak-Hour Factor, PHF		0.92	0.92	0.99	0.99	
Hourly Flow Rate, HFR		764	27	52	777	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Undivided		/			
RT Channelized?			No			
Lanes		1	1	1	1	
Configuration		T	R	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	19		42			
Peak Hour Factor, PHF	0.79		0.79			
Hourly Flow Rate, HFR	24		53			
Percent Heavy Vehicles	2		2			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		52	24		53			
C(m) (vph)		816	102		404			
v/c		0.06	0.24		0.13			
95% queue length		0.20	0.85		0.45			
Control Delay		9.7	50.8		15.3			
LOS		A	F		C			
Approach Delay				26.3				
Approach LOS				D				

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TWO-WAY STOP CONTROL SUMMARY

Analyst: SK
Agency/Co.: DPA
Date Performed: 12/04/06
Analysis Time Period: AM Peak Hour, Peak Season
Intersection: Gladiolus Dr. @ Lennox Lane
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing 2006
Project ID: Tortuga LDO TIS, #06602
East/West Street: Gladiolus Drive
North/South Street: Lennox Lane
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	2	686			670	4
Peak-Hour Factor, PHF	0.90	0.90			0.83	0.83
Hourly Flow Rate, HFR	2	762			807	4
Percent Heavy Vehicles	6	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						No
Lanes	1	1			1	1
Configuration	L	T			T	R
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				16		8
Peak Hour Factor, PHF				0.42		0.42
Hourly Flow Rate, HFR				38		19
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes				1		1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L					L		R
v (vph)	2					38		19
C(m) (vph)	798					123		385
v/c	0.00					0.31		0.05
95% queue length	0.01					1.20		0.16
Control Delay	9.5					46.8		14.8
LOS	A					E		B
Approach Delay							36.2	
Approach LOS							E	

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TWO-WAY STOP CONTROL SUMMARY

Analyst: SK
Agency/Co.: DPA
Date Performed: 12/04/06
Analysis Time Period: PM Peak Hour, Peak Season
Intersection: Gladiolus Dr. @ Lennox Lane
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing 2006
Project ID: Tortuga LDO TIS, #06602
East/West Street: Gladiolus Drive
North/South Street: Lennox Lane
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	10	735			818	13
Peak-Hour Factor, PHF	0.90	0.90			0.83	0.83
Hourly Flow Rate, HFR	11	816			985	15
Percent Heavy Vehicles	6	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						No
Lanes	1	1			1	1
Configuration	L	T			T	R
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				2		4
Peak Hour Factor, PHF				0.42		0.42
Hourly Flow Rate, HFR				4		9
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes				1		1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L					L		R
v (vph)	11					4		9
C(m) (vph)	677					85		304
v/c	0.02					0.05		0.03
95% queue length	0.05					0.15		0.09
Control Delay	10.4					49.4		17.2
LOS	B					E		C
Approach Delay							27.1	
Approach LOS							D	

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APPENDIX C

TRIP GENERATION CALCULATION

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Summary of Trip Generation Calculation
For 368 Dwelling Units of Residential Condominium / Townhouse
November 10, 2006

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	5.28	0.00	1.00	1943
7-9 AM Peak Hour Enter	0.07	0.00	1.00	25
7-9 AM Peak Hour Exit	0.33	0.00	1.00	122
7-9 AM Peak Hour Total	0.40	0.00	1.00	146
4-6 PM Peak Hour Enter	0.32	0.00	1.00	117
4-6 PM Peak Hour Exit	0.16	0.00	1.00	58
4-6 PM Peak Hour Total	0.48	0.00	1.00	175
Saturday 2-Way Volume	4.78	0.00	1.00	1760
Saturday Peak Hour Enter	0.22	0.00	1.00	81
Saturday Peak Hour Exit	0.19	0.00	1.00	69
Saturday Peak Hour Total	0.41	0.00	1.00	149

Note: A zero indicates no data available.
The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	LN(T) = .85LN(X) + 2.55, R^2 = 0.83
7-9 AM Peak Hr. Total:	LN(T) = .8LN(X) + .26
	R^2 = 0.76 , 0.17 Enter, 0.83 Exit
4-6 PM Peak Hr. Total:	LN(T) = .82LN(X) + .32
	R^2 = 0.8 , 0.67 Enter, 0.33 Exit
AM Gen Pk Hr. Total:	LN(T) = .82LN(X) + .17
	R^2 = 0.8 , 0.18 Enter, 0.82 Exit
PM Gen Pk Hr. Total:	T = .34(X) + 38.31
	R^2 = 0.83 , 0.64 Enter, 0.36 Exit
Sat. 2-Way Volume:	T = 3.62(X) + 427.93, R^2 = 0.84
Sat. Pk Hr. Total:	T = .29(X) + 42.63
	R^2 = 0.84 , 0.54 Enter, 0.46 Exit
Sun. 2-Way Volume:	T = 3.13(X) + 357.26, R^2 = 0.88
Sun. Pk Hr. Total:	T = .23(X) + 50.01
	R^2 = 0.78 , 0.49 Enter, 0.51 Exit

Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

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Summary of Trip Generation Calculation
For 68 Dwelling Units of Residential Condominium / Townhouse
November 10, 2006

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	6.80	0.00	1.00	462
7-9 AM Peak Hour Enter	0.09	0.00	1.00	6
7-9 AM Peak Hour Exit	0.46	0.00	1.00	31
7-9 AM Peak Hour Total	0.56	0.00	1.00	38
4-6 PM Peak Hour Enter	0.43	0.00	1.00	29
4-6 PM Peak Hour Exit	0.21	0.00	1.00	14
4-6 PM Peak Hour Total	0.64	0.00	1.00	44
Saturday 2-Way Volume	9.91	0.00	1.00	674
Saturday Peak Hour Enter	0.50	0.00	1.00	34
Saturday Peak Hour Exit	0.42	0.00	1.00	29
Saturday Peak Hour Total	0.92	0.00	1.00	62

Note: A zero indicates no data available.
The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	LN(T) = .85LN(X) + 2.55, R^2 = 0.83
7-9 AM Peak Hr. Total:	LN(T) = .8LN(X) + .26
	R^2 = 0.76 , 0.17 Enter, 0.83 Exit
4-6 PM Peak Hr. Total:	LN(T) = .82LN(X) + .32
	R^2 = 0.8 , 0.67 Enter, 0.33 Exit
AM Gen Pk Hr. Total:	LN(T) = .82LN(X) + .17
	R^2 = 0.8 , 0.18 Enter, 0.82 Exit
PM Gen Pk Hr. Total:	T = .34(X) + 38.31
	R^2 = 0.83 , 0.64 Enter, 0.36 Exit
Sat. 2-Way Volume:	T = 3.62(X) + 427.93, R^2 = 0.84
Sat. Pk Hr. Total:	T = .29(X) + 42.63
	R^2 = 0.84 , 0.54 Enter, 0.46 Exit
Sun. 2-Way Volume:	T = 3.13(X) + 357.26, R^2 = 0.88
Sun. Pk Hr. Total:	T = .23(X) + 50.01
	R^2 = 0.78 , 0.49 Enter, 0.51 Exit

Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

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APPENDIX D

INTERSECTION CAPACITY ANALYSIS
FUTURE (2010) CONDITIONS

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HCS+: Unsignalized Intersections Release 5.2

TWO-WAY STOP CONTROL SUMMARY

Analyst: SK
Agency/Co.: DPA
Date Performed: 12/04/06
Analysis Time Period: AM Peak Hour, Peak Season
Intersection: A&W Bulb Rd @ Entrance #1
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Future 2010
Project ID: Tortuga LDO, TIS, #06602
East/West Street: Entrance # 1
North/South Street: A&W Bulb Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		300	1	8	579	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		315	1	8	609	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	12		31			
Peak Hour Factor, PHF	0.95		0.95			
Hourly Flow Rate, HFR	12		32			
Percent Heavy Vehicles	5		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L		LR				
v (vph)		8		44				
C(m) (vph)		1227		509				
v/c		0.01		0.09				
95% queue length		0.02		0.28				
Control Delay		8.0		12.7				
LOS		A		B				
Approach Delay				12.7				
Approach LOS				B				

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HCS+: Unsignalized Intersections Release 5.2

TWO-WAY STOP CONTROL SUMMARY

Analyst: SK
Agency/Co.: DPA
Date Performed: 12/04/06
Analysis Time Period: PM Peak Hour, Peak Season
Intersection: A&W Bulb Rd @ Entrance #1
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Future 2010
Project ID: Tortuga LDO, TIS, #06602
East/West Street: Entrance # 1
North/South Street: A&W Bulb Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		442	6	34	389	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		465	6	35	409	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes		1	0	1	1	
Configuration		TR		L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	6		14			
Peak Hour Factor, PHF	0.95		0.95			
Hourly Flow Rate, HFR	6		14			
Percent Heavy Vehicles	5		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L		LR				
v (vph)		35		20				
C(m) (vph)		1075		440				
v/c		0.03		0.05				
95% queue length		0.10		0.14				
Control Delay		8.5		13.6				
LOS		A		B				
Approach Delay				13.6				
Approach LOS				B				

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Analyst: SK
Agency: DPA
Date: 12/04/06
Period: AM Peak Hour, Peak Season
Project ID: Tortuga LDO TIS, #06602
E/W St: Gladiolus Drive

Inter.: Gladiolus Dr./Project Entrance
Area Type: All other areas
Jurisd: Lee County
Year : 2010 Future, W/Imp

N/S St: Project Ent/Gladiolus Preserve

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	1	0	1	0	1	1
LGConfig	L	T	R	L	T	R	L		R		LT	R
Volume	6	703	11	32	701	12	17		39	78	0	24
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0		12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A	A			NB	Left	A			
	Thru		A				Thru				
	Right		A				Right	A			
	Peds						Peds				
WB	Left	A	A			SB	Left	A			
	Thru		A				Thru	A			
	Right		A				Right	A			
	Peds						Peds				
NB	Right	A				EB	Right				
SB	Right	A				WB	Right				
Green		10.0	42.0					20.0			
Yellow		4.0	4.0					4.0			
All Red		2.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	465	1719	0.02	0.64	6.6	A		
T	1608	3445	0.48	0.47	16.7	B	16.5	B
R	718	1538	0.02	0.47	12.9	B		
Westbound								
L	441	1719	0.07	0.64	7.0	A		
T	1608	3445	0.44	0.47	16.3	B	15.9	B
R	718	1538	0.02	0.47	12.9	B		
Northbound								
L	283	1273	0.08	0.22	27.8	C		
							20.2	C
R	615	1538	0.08	0.40	16.8	B		
Southbound								
LT	383	1723	0.21	0.22	28.9	C	26.0	C
R	615	1538	0.04	0.40	16.5	B		

Intersection Delay = 17.0 (sec/veh) Intersection LOS = B

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TWO-WAY STOP CONTROL SUMMARY

Analyst: SK
Agency/Co.: DPA
Date Performed: 12/04/06
Analysis Time Period: PM Peak Hour, Peak Season
Intersection: Gladiolus Dr. @ Entrance #2
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Future 2010
Project ID: Tortuga LDO TIS, #06602
East/West Street: Gladiolus Drive
North/South Street: Gladiolus Preserve/Entrance #2
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	33	751	27	57	838	59
Peak-Hour Factor, PHF	0.90	0.92	0.92	0.99	0.99	0.83
Hourly Flow Rate, HFR	36	816	29	57	846	71
Percent Heavy Vehicles	9	--	--	5	--	--
Median Type/Storage	Undivided			/		
RT Channelized?			No			No
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	21		45	29		12
Peak Hour Factor, PHF	0.79		0.79	0.95		0.95
Hourly Flow Rate, HFR	26		56	30		12
Percent Heavy Vehicles	2		2	2		2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1	1		1
Configuration	L		R	L		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L		R	L		R
v (vph)	36	57	26		56	30		12
C(m) (vph)	697	768	85		593	76		579
v/c	0.05	0.07	0.31		0.09	0.39		0.02
95% queue length	0.16	0.24	1.14		0.31	1.54		0.06
Control Delay	10.4	10.1	65.0		11.7	80.4		11.3
LOS	B	B	F		B	F		B
Approach Delay				28.6			60.7	
Approach LOS				D			F	

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HCS+: Signalized Intersections Release 5.2

Analyst: SK
Agency: DPA
Date: 12/04/06
Period: PM Peak Hour, Peak Season
Project ID: Tortuga LDO TIS, #06602
E/W St: Gladiolus Drive

Inter.: Gladiolus Dr./Project Entrance
Area Type: All other areas
Jurisd: Lee County
Year : 2010 Future, W/Imp

N/S St: Project Ent/Gladiolus Preserve

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	1	0	1	0	1	1
LGConfig	L	T	R	L	T	R	L		R		LT	R
Volume	33	751	27	57	838	59	21		45	29	0	12
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0		12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	A	A			NB Left	A			
Thru		A			Thru				
Right		A			Right	A			
Peds					Peds				
WB Left	A	A			SB Left	A			
Thru		A			Thru	A			
Right		A			Right	A			
Peds					Peds				
NB Right	A				EB Right				
SB Right	A				WB Right				
Green	10.0	39.0				23.0			
Yellow	4.0	4.0				4.0			
All Red	2.0	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	381	1719	0.09	0.61	8.7	A		
T	1493	3445	0.55	0.43	19.4	B	18.8	B
R	666	1538	0.04	0.43	14.8	B		
Westbound								
L	393	1719	0.15	0.61	8.8	A		
T	1493	3445	0.57	0.43	19.7	B	18.7	B
R	666	1538	0.09	0.43	15.1	B		
Northbound								
L	341	1334	0.08	0.26	25.6	C		
							18.4	B
R	666	1538	0.09	0.43	15.1	B		
Southbound								
LT	440	1723	0.07	0.26	25.5	C	22.3	C
R	666	1538	0.02	0.43	14.6	B		

Intersection Delay = 18.8 (sec/veh) Intersection LOS = B

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ADD 2008 00135

HCS+: Signalized Intersections Release 5.2

Analyst: SK
Agency: DPA
Date: 12/04/06
Period: AM Peak Hour, Peak Season
Project ID: Tortuga LDO TIS, #06602
E/W St: Gladiolus Drive

Inter.: Gladiolus Dr./A & W Bulb Rd.
Area Type: All other areas
Jurisd: Lee County
Year : 2010 Future

N/S St: A & W Bulb Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	90	358			531	211				362		229
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vol						60						60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A	A			NB	Left				
	Thru	A	A				Thru				
	Right						Right				
	Peds						Peds				
WB	Left					SB	Left	A			
	Thru		A				Thru				
	Right		A				Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	A				WB	Right	A			
Green		10.0	25.0					37.0			
Yellow		4.0	4.0					4.0			
All Red		2.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	344	1719	0.28	0.46	15.7	B		
T	1569	3445	0.25	0.46	15.1	B	15.2	B
Westbound								
T	957	3445	0.61	0.28	29.4	C	23.6	C
R	1162	1538	0.14	0.76	3.1	A		
Northbound								
Southbound								
L	707	1719	0.62	0.41	22.7	C		
							18.3	B
R	906	1538	0.23	0.59	8.9	A		

Intersection Delay = 19.6 (sec/veh) Intersection LOS = B

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ADD 2008-00135

HCS+: Signalized Intersections Release 5.2

Analyst: SK
Agency: DPA
Date: 12/04/06
Period: PM Peak Hour, Peak Season
Project ID: Tortuga LDO TIS, #06602
E/W St: Gladiolus Drive

Inter.: Gladiolus Dr./A & W Bulb Rd.
Area Type: All other areas
Jurisd: Lee County
Year : 2010 Future

N/S St: A & W Bulb Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	127	567			550	321				244		151
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vol						60						60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4		5	6	7	8
EB	Left	A	A			NB	Left			
	Thru	A	A				Thru			
	Right						Right			
	Peds						Peds			
WB	Left					SB	Left	A		
	Thru		A				Thru			
	Right		A				Right	A		
	Peds						Peds			
NB	Right					EB	Right			
SB	Right	A				WB	Right	A		
Green		10.0	37.0					25.0		
Yellow		4.0	4.0					4.0		
All Red		2.0	2.0					2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	461	1719	0.30	0.59	9.5	A		
T	2029	3445	0.30	0.59	9.3	A	9.4	A
Westbound								
T	1416	3445	0.43	0.41	19.1	B	14.1	B
R	1162	1538	0.25	0.76	3.4	A		
Northbound								
Southbound								
L	478	1719	0.62	0.28	30.9	C		
							26.5	C
R	701	1538	0.16	0.46	14.5	B		

Intersection Delay = 14.8 (sec/veh) Intersection LOS = B

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APPENDIX E

TURN LANE STORAGE CALCULATIONS

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ADD 2008-00135

APPENDIX E
TURN LANE STORAGE CALCULATION
UNSIGNALIZED INTERSECTION

Input Parameters

				(1) Storage Length	
Intersection:	A&W Bulb Rd./Project Entrance				
Scenario:	2010 AM Pk Hour, Pk Season				
NB Left-Turn vph:	**V2**	N/A		**N/A**	Feet
NB Right-Turn vph:	**V9**	N/A		**N/A**	Feet
SB Left-Turn vph:	**V4**	8		**7**	Feet
SB Right-Turn vph:	**V10**	N/A		**N/A**	Feet
EB Left-Turn vph:	**V6**	N/A		**N/A**	Feet
EB Right-Turn vph:	**V11**	N/A		**N/A**	Feet
WB Left-Turn vph:	**V8**	N/A		**N/A**	Feet
WB Right-Turn vph:	**V12**	N/A		**N/A**	Feet

Footnotes:

(1) Storage Length = 2(25/60)*V*

Source: Manual of Uniform Standards For Design, Construction and Maintenance For Streets and Highways, State of Florida.

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APPENDIX E
TURN LANE STORAGE CALCULATION
UNSIGNALIZED INTERSECTION

Input Parameters

				(1) Storage Length	
Intersection:		A&W Bulb Rd./Project Entrance			
Scenario:		2010 PM Pk Hour, Pk Season			
NB Left-Turn vph:	V2	N/A		N/A	Feet
NB Right-Turn vph:	V9	N/A		N/A	Feet
SB Left-Turn vph:	V4	34		28	Feet
SB Right-Turn vph:	V10	N/A		N/A	Feet
EB Left-Turn vph:	V6	N/A		N/A	Feet
EB Right-Turn vph:	V11	N/A		N/A	Feet
WB Left-Turn vph:	V8	N/A		N/A	Feet
WB Right-Turn vph:	V12	N/A		N/A	Feet

Footnotes:

(1) Storage Length = 2(25/60)*V*

Source: Manual of Uniform Standards For Design, Construction and Maintenance For Streets and Highways, State of Florida.

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TURN LANE STORAGE CALCULATION
SIGNALIZED INTERSECTION

Intersection: **Gladiolus Drive @ Project Entrance** Year: **2010**

Turn Lane Description	Cycle Length (seconds)	Green Time (seconds)	% of Trucks	Volume (vph)	Number of Lanes	Safety Factor	Storage Length (feet) (1)	Recommended Storage (feet) (2)
	C	G	T	V	N	S		Q
AM Pk Hour, Pk Season								
Northbound Left	90	15	2%	N/A	1	2	N/A	N/A
Northbound Right	90	25	2%	N/A	1	2	N/A	N/A
Southbound Left	90	23	2%	78	1	2	74	75
Southbound Right	90	36	2%	N/A	1	2	N/A	N/A
Eastbound Left	90	58	2%	6	1	2	3	25
Eastbound Right	90	0	2%	N/A	1	2	N/A	N/A
Westbound Left	90	23	2%	N/A	1	2	N/A	N/A
Westbound Right	90	45	2%	12	1	2	8	25
PM Pk Hour, Pk Season								
Northbound Left	90	15	2%	N/A	1	2	N/A	N/A
Northbound Right	90	25	2%	N/A	1	2	N/A	N/A
Southbound Left	90	26	2%	29	1	2	26	50
Southbound Right	90	36	2%	N/A	1	2	N/A	N/A
Eastbound Left	90	58	2%	33	1	2	15	50
Eastbound Right	90	0	2%	N/A	1	2	N/A	N/A
Westbound Left	90	23	2%	N/A	1	2	N/A	N/A
Westbound Right	90	42	2%	59	1	2	40	50

FOOTNOTES:

(1) Storage Length = [C * (1-G/C) * (1+T) * V * 25 ft. * S] / [3600*N].
Source: AASHTO, A Policy on Geometric Design of Highways and Streets, 1990 (Equation developed by DPA based on text on page 829).

(2) Storage Length rounded to nearest 25 feet.

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ADD 2008 00135

ATTACHMENT #5
DIVISION OF ENVIRONMENTAL SCIENCES
MEMO

ATTACHMENT 5

STAFF REPORT
FROM
DEPARTMENT OF COMMUNITY DEVELOPMENT
DIVISION OF ENVIRONMENTAL SCIENCES

Date: **December 8, 2008**

To: **Matt Noble, Principal Planner**

From: **Aaron Martin, Environmental Planner**
Phone: (239) 533-8522
e-mail:AMartin@leegov.com

Project: **Stonegate**
Case: **ADD2008-00135**
STRAP: **33-45-24-00-00001.0000; et.al.**

The Division of Environmental Sciences (ES) Staff have reviewed the proposed administrative deviation for indigenous open space to the Stonegate project and offer the following analysis:

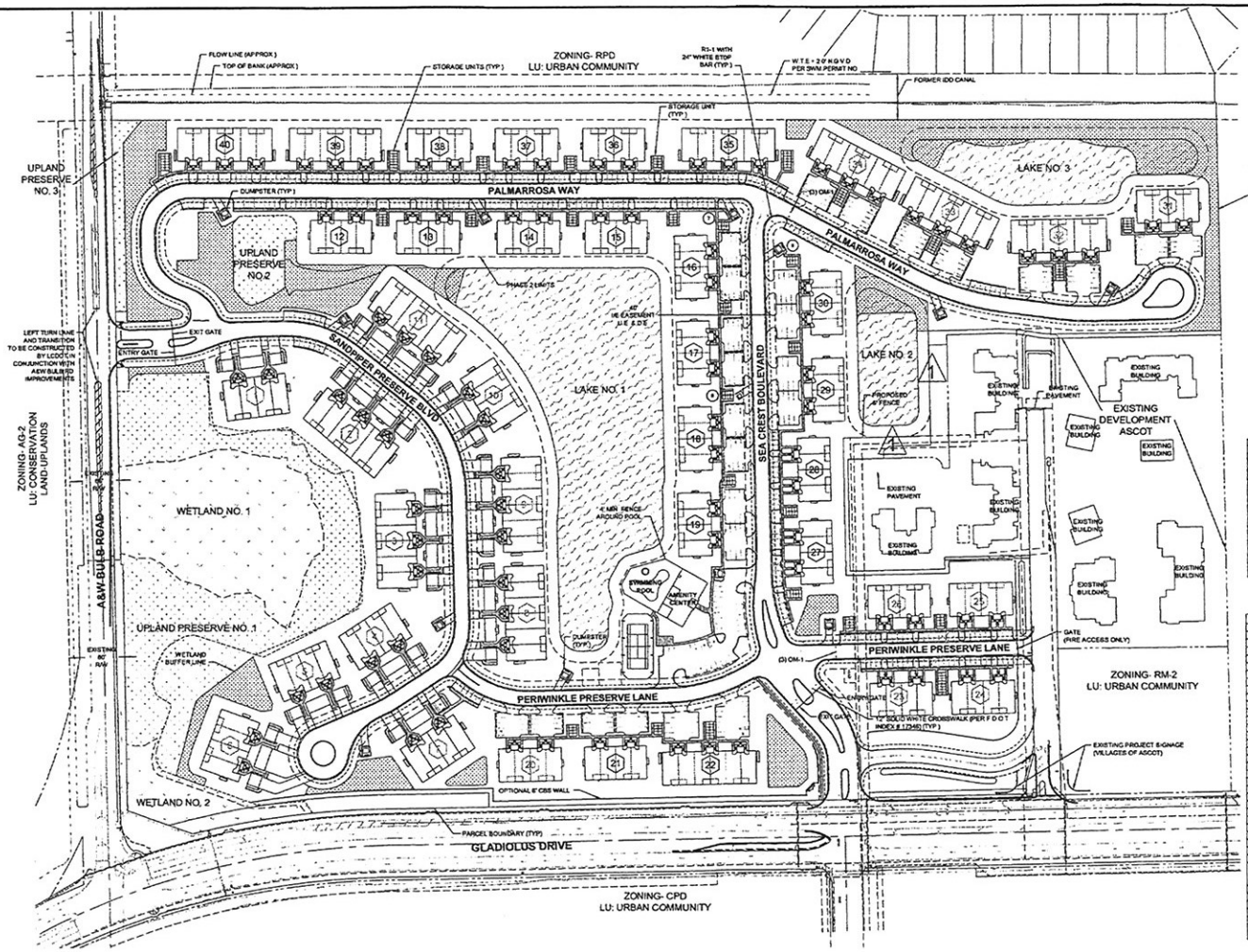
PROJECT SITE:
The project site is a 46.67 acre parcel located on the northeast corner of A&W Bulb Road and Gladiolus Drive. The parcel is zoned RM-8 and RM-2 with a future land use category of Urban Community. The site was partially developed, with bonus density, in 2005 under development order number DOS2005-00033. This development only contained 36.78 acres of land. Prior to the original development order (DOS2005-00033) process for this site the applicant applied for and was granted a deviation (ADD980918902A) from the required indigenous open space to allow 26% (3.83 acres) verse the code minimum 50% (7.36 acres). During the development process the applicant purchased additional lands to the west (approximately 10.11 acres) and subsequently submitted a new development order (DOS2006-00234) which included these additional lands. The property was cleared per the original development order and indigenous deviation (DOS2005-00033 & ADD980918902A). With the additional land and land clearing the applicant is unable to meet the required 9.33 acres of indigenous open space on the site per the new project area (46.67 acres). Therefore, the applicant is requesting a deviation from LDC 10-415(b) to reduce the required indigenous preservation area from 50% (9.33 acres) of the required open space to allow preservation of 43.6% (8.14 acres) of the required open space. The site currently contains three buildings and associated infrastructure. Indigenous plant communities are found on site as designated under the original DOS2005-00033.

OPEN SPACE:

Lee Plan Goal 77: requires new development to provide adequate open space for improved aesthetic appearance, visual relief, environmental quality, preservation of existing native trees and plant communities, and the planting of required vegetation.

LDC section 10-415(a) requires a large multi family development to provide a minimum 40% open space, of which 50% of that open space must be indigenous plant. The required open space for this project is 18.67 acres (46.67x 0.4) and the indigenous open space is 9.33 acres (18.67x0.5). Prior to the original development order (DOS2005-00033) process for this site the applicant applied for and was granted a deviation (ADD980918902A) from the required indigenous open space to allow 26% (3.83 acres) verse the code minimum 50% (7.36 acres). This deviation applied to the original 36.78 acre project area. Subsequently, the applicant purchased 10.11 acres of land from the adjacent Ascot development to the west. Thus the applicant has requested a new development order (DOS2006-00234) and a deviation (ADD2008-00135) to transfer bonus density rights from the land purchased from Ascot development. In addition, having cleared the property per the original development order and indigenous deviation (DOS2005-00033 & ADD980918902A) the applicant is now unable to meet the required 9.33 acres of indigenous open space on the site per the new project area (46.67 acres).

Therefore, the applicant is requesting a deviation from LDC 10-415(b) to reduce the required indigenous preservation area from 50% (9.33 acres) of the required open space to allow preservation of 43.6% (8.14 acres) of the required open space. The site currently contains 5.42 acres of indigenous preserve on site, with an additional 0.96 acres of credits for an upland preserve greater than 1 acre and adjacent to a roadway. In addition the applicant purchased one mitigation credit from the Little Pine Island Mitigation Bank as required per ADD980918902A. Per the LDC 10-415(b)(5)(e) offsite mitigation credits may be utilized at a 3:1 ratio towards the required indigenous preserve resulting in 0.33 acres counting towards the required indigenous. Also, the applicant is proposing to provide indigenous restoration. Per LDC 10-415(b)(5)(a) onsite restoration may be utilized to meet the indigenous preservation requirement at a 2:1 ratio. The restoration plan proposes 2.85 acres of indigenous restoration (see attached ES Staff Exhibit 1) resulting in 1.43 acres counting towards the required indigenous. In total this results in 8.14 acres with credits of indigenous preserve meeting LDC code requirements.



LEGEND

- WETLAND
- UPLAND PRESERVE
- LAKE
- RESTORATION AREAS

SITE DENSITY CALCULATIONS		
1. PRELIMINARY STANDARD UNITS	MAXIMUM STANDARD DENSITY	UNITS
A. TOTAL UPLAND ACRES	44.48 AC X 8=	355.82
B. TOTAL FRESHWATER WETLAND ACRES	3.19 AC X 8=	53.14
C. PRELIMINARY TOTAL STANDARD UNITS		295
2. MAXIMUM PERMITTED UNITS	MAXIMUM PERMITTED	UNITS
A. TOTAL UPLAND ACRES	44.57 AC X 8=	373
B. TOTAL ALLOWED STANDARD UNITS		260
C. BONUS UNITS		
A. LOW-MODERATE HOUSING DENSITY		0
B. TDH UNITS		132
C. SUB-TOTAL		132
A. TOTAL PERMITTED UNITS		412
B. TOTAL PROPOSED UNITS		366

STONEGATE - INDIGENOUS PRESERVATION SUMMARY		
PROJECT AREA =	46.67	ACRES
OPEN SPACE REQUIRED =	40%	ACRES
TOTAL INDIGENOUS PRESERVATION PROVIDED =	8.14	ACRES
TOTAL INDIGENOUS PRESERVATION PROVIDED (%) =	43.5%	OF PROJECT AREA
WETLAND #1 =	1.76	ACRES
WETLAND #2 =	0.43	ACRES
UPLAND PRESERVE #1 =	2.24	ACRES
UPLAND PRESERVE #2 =	0.17	ACRES
UPLAND PRESERVE #3 =	3.57	ACRES
WETLAND/PRESERVE SUBTOTAL =	8.42	ACRES
RESTORATION AREA #1 =	0.32	ACRES
RESTORATION AREA #2 =	0.05	ACRES
RESTORATION AREA #3 =	0.04	ACRES
RESTORATION AREA #4 =	0.29	ACRES
RESTORATION AREA #5 =	0.14	ACRES
RESTORATION AREA #6 =	0.85	ACRES
RESTORATION AREA #7 =	0.15	ACRES
RESTORATION AREA #8 =	0.87	ACRES
RESTORATION AREA #8 (LAKE LITTORAL SHELF) =	0.89	ACRES
RESTORATION AREA #10 =	0.89	ACRES
RESTORATION AREA #11 (LAKE LITTORAL SHELF) =	0.87	ACRES
RESTORATION AREA #12 =	0.79	ACRES
RESTORATION AREA #13 (LAKE LITTORAL SHELF) =	0.98	ACRES
RESTORATION AREA #14 (LAKE LITTORAL SHELF) =	0.16	ACRES
RESTORATION AREA SUBTOTAL =	8.66	ACRES
MITIGATION BANK (LITTLE PINE ISLAND) =	1.00	ACRES
WETLAND/PRESERVE AREAS:	8.42	ACRES
UPLAND PRESERVE #1:	0.65	ACRES*
	0.07	ACRES**
RESTORATION AREA (1 to 1 RATIO):	1.42	ACRES
OFFSITE MITIGATION BANK (1 to 1 RATIO):	5.33	ACRES
TOTAL INDIGENOUS PROVIDED =	8.14	ACRES

* 100% CREDIT FOR CONTIGUOUS = 1 ACRE & 75 FEET +/W OF 27th
** ADDITIONAL 10% CREDIT FOR PRESERVATION ADJACENT TO ROADWAY

1 - 20' LAKE SETBACK

REFUSE AND SOLID WASTE DISPOSAL CALCULATIONS.
TOTAL SITE REQUIRED DISPOSAL AREA = 2'6+8(R6.25) = 2,960 SF
TOTAL SITE PROVIDED DISPOSAL AREA = [(8ft)(12)] = 3,156 SF

SITE DEVELOPMENT CRITERIA RM-6 ZONING.	
MAXIMUM HEIGHT	35'
WATER BODY SETBACK	25'
REAR SETBACK	20'
FRONT / SIDE SETBACK TO ACCESS EASEMENT/RIGHT OF WAY	20'
MIN. DRIVEWAY LENGTH (FRONT ENTRY GARAGE) TO BACK OF CURB / VALLEY GUTTER	25'
BUILDING SEPARATION	20'

ES Staff Exhibit 1

Barraco and Associates, Inc.
CIVIL ENGINEERING - LAND SURVEYING
LAND PLANNING - LANDSCAPE DESIGN
www.barraco.net
2271 McGREGOR BOULEVARD
POST OFFICE DRAWER 2800
FORT MYERS, FLORIDA 33902-2800
PHONE (239) 461-3170
FAX (239) 461-3169
FLORIDA CERTIFICATES OF AUTHORIZATION
ENGINEERING 7995 - SURVEYING LB-6940

PREPARED FOR

taylor morrison
Homes inspired by You

TAYLOR MORRISON OF FLORIDA, INC.
4415 METRO PARKWAY
FORT MYERS, FLORIDA 33916
PHONE (239) 444-2900
FAX (239) 444-2960
WWW.TAYLORMORRISON.COM
CB-C1250134

PROJECT DESCRIPTION

STONEGATE

PART OF SECTION 33
TOWNSHIP 45 SOUTH
RANGE 24 EAST
LEE COUNTY
FORT MYERS, FLORIDA

PROJECT ENGINEER

ENGINEER OF RECORD
STEPHANIE CALDWELL, P.E.
FOR THE FIRM
2271 McGREGOR BOULEVARD
FORT MYERS, FLORIDA 33901
FLORIDA P.E. NO. 56103
STEPHANIEC@BARRACO.NET

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FILE NAME	22052A201.DWG
LAYOUT	LAYOUT1
LOCATION	J:\22052\DWG\ZONING\
PLOT DATE	FRI, 11-14-2008 - 3:06 PM
PLOT BY	WES KAYNE
DESIGN BY	WILL LOUBRIEL

CROSS REFERENCED DRAWINGS

BASEPLAN = 22052A00.DWG

PLAN REVISIONS

PLAN STATUS

APPROVAL SUBMITTALS PLANS
NOT FOR CONSTRUCTION

ZONING SITE PLAN

PROJECT / FILE NO	SHEET NUMBER
22052	1

ATTACHMENT #6
TDR DEEDS

ATTACHMENT 6

This instrument prepared by
and return to:
Mark A. Ebelini, Esq.
Knott, Consoer, Ebelini, Hart & Swett, P.A.
1625 Hendry Street, Suite 301
Fort Myers, FL 33901

INSTR # 6755510
OR BK 04679 Pgs 3578 - 3579; (2pgs)
RECORDED 04/25/2005 02:35:21 PM
CHARLIE GREEN, CLERK OF COURT
LEE COUNTY, FLORIDA
RECORDING FEE 18.50
RECEIPT#[illegible] Ambrosio

DEED OF TRANSFER OF DEVELOPMENT RIGHTS (TDRs)

This Deed, made this 22 day of April, 2005 by and between **ST. JUDE HARBORS, INC.**, having an address at P.O. Box 1796, Lawrence, MA 01842, hereinafter called "Grantor" and **ASCOTT VILLAGE II, LLC**, a Florida limited liability company, having an address at 6555 NW 36th Street #114, Miami, Florida 33166, hereinafter called "Grantee."

WHEREAS, Lee County Ordinance No. 86-18, known as the "TDR Ordinance" sets forth a procedure for the transfer of development rights for the purpose of preserving environmentally sensitive lands; and

WHEREAS, a Conservation Easement, was granted by the Grantor to Lee County, Florida pursuant to the TDR Ordinance and was recorded in Official Records Book 1909 at Pages 74 through 77, Public Records of Lee County, Florida; and

WHEREAS, the Conservation Easement entitled the Grantor to 436 Lee County development rights, commonly referred to as transferable development rights and hereinafter referred to as "TDRs," and authorized the conveyance of said TDRs.

NOW, THEREFORE, in consideration of ten dollars ($10.00), and good and valuable consideration, receipt of which is hereby acknowledged, Grantor does grant and convey to Grantee, its heirs, successors and assigns:

> Sixty-eight (68) TDRs originally attached to the Property described in the aforementioned Conservation Easement.

SUBJECT TO: Lee County Ordinance 86-18, and all existing and subsequent amendments as applicable, and all other restrictions, prohibitions, statutes and regulations imposed by applicable governmental authorities.

Grantor warrants that one hundred eighty-five (185) TDRs have been conveyed by previous Deeds of Transfer of Development Rights, and that subsequent to the recording of this deed of transfer of sixty-eight (68) TDRs, one hundred eighty-three (183) TDRs shall be remaining applicable to the property described in Official Records Book 1909, Page 77.

NOTE: THIS DEED IS NOT CONVEYANCE OF REAL PROPERTY. ONLY TRANSFERABLE DEVELOPMENT RIGHTS, WHICH ARE NOT REAL PROPERTY, ARE BEING CONVEYED.

ADD 2008-00135

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OCT 15 2008
COMMUNITY DEVELOPMENT

IN WITNESS WHEREOF, Grantor has set its hand and seal on the day and year first above written.

WITNESSES:

Phyllis V. DeMerchant
1st Witness
Print Name: Phyllis V. DeMerchant

Dawn Rondeau
2nd Witness
Print Name: Dawn Rondeau

ST. JUDE HARBORS, INC.,
a Florida corporation
By: Toni Still
Toni Still, Its President

STATE OF MASSACHUSETTS
COUNTY OF ESSEX

The foregoing instrument was acknowledged before me this 11th day of JANUARY, 2005, by Toni Still, President of St. Jude Harbors, Inc., a Florida corporation, on behalf of the corporation. She is personally known to me or has produced _____ as identification.

Charles S. Randone
Notary Printed Name: C

My Commission Expires:

CHARLES S. RANDONE
Notary Public
Commonwealth of Massachusetts
My Commission Expires May 13, 2005

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OCT 15 2008
COMMUNITY DEVELOPMENT

ADD 2008-00135

INSTR # 5137071
OR BK 03414 PG 3566
RECORDED 05/17/01 12:00 PM
CHARLIE GREEN CLERK OF COURT
LEE COUNTY
RECORDING FEE 15.00
DEPUTY CLERK K Cartwright

This instrument prepared by
and return to:
Mark A. Ebelini, Esq.
Humphrey & Knott, P.A.
1625 Hendry Street, Suite 301
Fort Myers, FL 33901

DEED OF TRANSFER OF DEVELOPMENT RIGHTS (TDRs)

This Deed, made this 11th day of May, 2001 by and between ST. JUDE HARBORS, INC., having an address at P.O. Box 1796, Lawrence, MA 01842, hereinafter called "Grantor" and STONE GATE LANDINGS, LLC, having an address at 13451 McGregor Boulevard, Suite 31, Fort Myers, FL 33919 hereinafter called "Grantee."

WHEREAS, Lee County Ordinance No. 86-18, known as the "TDR Ordinance" sets forth a procedure for the transfer of development rights for the purpose of preserving environmentally sensitive lands, and

WHEREAS, a Conservation Easement, was granted by the Grantor to Lee County, Florida pursuant to the TDR Ordinance and was recorded in Official Records Book 1909 at Pages 74 through 77, Public Records of Lee County, Florida

WHEREAS, the Conservation Easement entitled the Grantor to 436 Lee County development rights, commonly referred to as transferable development rights and hereinafter referred to as "TDRs," and authorized the conveyance of said TDRs.

NOW, THEREFORE, in consideration of ten dollars ($10.00), and good and valuable consideration, receipt of which is hereby acknowledged, Grantor does grant and convey to Grantee, its heirs, successors and assigns:

> Sixty-four (64) TDRs originally attached to the Property described in the aforementioned Conservation Easement.

SUBJECT TO: Lee County Ordinance 86-18, and all existing and subsequent amendments as applicable, and all other restrictions, prohibitions, statutes and regulations imposed by applicable governmental authorities.

Grantor warrants that one hundred four (104) TDRs have been conveyed by previous Deeds of Transfer of Development Rights, and that subsequent to the recording of this deed of transfer, three hundred twelve (312) TDRs shall be remaining applicable to the property described in Exhibit "A."

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NOTE: THIS DEED IS NOT CONVEYANCE OF REAL PROPERTY. ONLY TRANSFERABLE DEVELOPMENT RIGHTS, WHICH ARE NOT REAL PROPERTY, ARE BEING CONVEYED.

IN WITNESS WHEREOF, Grantor has set his hand and seal on the day and year first above written.

WITNESSES:

Brian Randon
1st Witness
Print Name: Brian Randon

Toni-Jaye Still
2nd Witness
Print Name: Toni-Jaye Still

ST. JUDE HARBORS, INC.
a Florida corporation

By: Jacqueline M. Pappalardo
Jacqueline M. Pappalardo,
Director*

Dated: May 7, 2001

*Authorized by corporate resolution recorded in Official Records Book 2075, Page 1147, Public Records of Lee County, Florida.

STATE OF MASSACHUSETTS)
ss.:
COUNTY OF ESSEX)

The foregoing instrument was acknowledged before me this 7th day of May, 2001, by Jacqueline M. Pappalardo, Director of St. Jude Harbors, Inc., a Florida corporation, on behalf of the corporation. She is personally known to me or has produced _____ as identification.

Brian Randon
Print Name: Brian Randon
Brian Randon

My Commission Expires
August 21. 2003

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EXHIBIT "A"

EXHIBIT A

LEGAL DESCRIPTION

A tract or parcel of land lying in Section 26,35 and 36, Township 45 South, Range 22 East and Section 2, Township 46 South, Range 22 East, Lee County, Florida, more particularly described as follows:

Commence at the intersection of the centerline of St. Jude Boulevard and the East line of Unit 1, St. Jude Harbors according to the plat thereof recorded in Plat Book 16, page 141, Public Records of Lee County, Florida; thence run N78016'45"E for 662.50 feet to the POINT OF BEGINNING; thence run N11043'15"W for 240.00 feet; thence run N78016'45"E for 120.00 feet; thence N11043'15"W for 1440.00 feet; thence run N78016'45"E for 260.00 feet; thence S11043'15"E for 80.00 feet; thence N78016'45"E for 360.00 feet; thence N11043'15"W for 314.35 feet; thence N00054'30"W for 180.00 feet; thence N89005'30"E for 1098.10 feet; thence S09040'27"E for 1807.08 feet; thence S30000'E for 83.43 feet; thence S02032'27"W for 58.50 feet; thence S41000'33"E for 60.96 feet; thence S47047'34"E for 58.05 feet; thence S30039'02"E for 62.77 feet; thence south for 64.00 feet; thence S21036'53"W for 57.01 feet; thence S26033'54"W for 55.90 feet; thence S17014'29"W for 60.73 feet; thence S13048'54"W for 62.82 feet; thence S05006'25"W for 63.28 feet; thence S15040'46"E for 59.20 feet; thence S17018'24"E for 289.09 feet; thence S22046'52"E for 371.25 feet; thence S89009'30"W for 175.00 feet; thence S02051'45"W for 660.00 feet; thence S07008'15"E for 2740.00 feet; thence S82051'45"W for 620.00 feet; thence N07008'15"W for 80.00 feet; thence S82051'45"W for 620.00 feet; thence N07008'15"W for 840.00 feet; thence N82051'45"E for 100.00 feet; thence N07008'15"W for 120.00 feet; thence S82051'45"W for 90.00 feet; thence N07008'15"W for 180.00; thence S82051'45"W for 10.00 feet; thence N07008'15"W for 1245.00 feet to the point of curvature of a curve to the right having a radius of 175 feet thence along the arc of said curve through a central angle of 900 for an arc distance of 274.84 feet to a point of tangency; thence run N07008'15"W for 100.00 feet; thence run N11043'15"W for 748.80 feet; thence S78016'45"W for 41.90 feet; thence N11043'15"W for 340.00 feet to the POINT OF BEGINNING.

The above parcel being a portion of those lands recorded in Official Record Book 339 at pages 70 through 72 and Official Record Book 550 at pages 223 through 229, Public Records of Lee County, Florida.

Prepared by:

DeLozier Engineering Co., Inc.

F. James DeLozier Jr. P.E.
Fla. Reg. No. 4946

Prepared for:

St. Jude Harbors

ADD 2008-00135

Date:

October 3, 1986

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OR BK 03414 PG 3568

(6)

(4)

(8)

INSTR # 6452685
OR BK 04439 Pgs 4735 - 4738; (4pgs)
RECORDED 09/22/2004 12:14:24 PM
CHARLIE GREEN, CLERK OF COURT
LEE COUNTY, FLORIDA
RECORDING FEE 35.50
DEED DOC 50,050.00
DEPUTY CLERK C Keller

Recording Fees: $
Documentary Stamp Taxes: $

This Instrument Was Prepared By:
Marc I. Spencer, Esq.
TAYLOR WOODROW COMMUNITIES
Legal Dept.
877 Executive Center Drive West
St. Petersburg, Florida 33702

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is executed this 27 day of August, 2004, by STONE GATE LANDINGS, L.L.C, a Florida limited liability company ("Grantor"), whose address is c/o Russ Development Corporation, 14742 Osprey Point Drive, Fort Myers, Florida 33908, and is delivered to TAYLOR WOODROW HOMES-SOUTHWEST FLORIDA DIVISION, LLC, a Florida limited liability company ("Grantee"), whose address is 8430 Enterprise Circle, Suite 100, Bradenton, Florida 34202.

Grantor, for and in consideration of the sum of Ten and No/100ths Dollars ($10.00) and other good and valuable consideration, paid to Grantor by Grantee, the receipt whereof is hereby acknowledged, hereby grants, bargains, sells, and conveys to Grantee and Grantee's successors and assigns forever, the following described land and easements, situate, lying and being in Lee County, Florida, described in Exhibit "A" attached hereto and made a part hereof (the "Property");

TOGETHER WITH all the tenements, hereditaments and appurtenances, with every privilege, right, title, interest and estate, dower and right of dower, reversion, remainder and easement thereto belonging or in anywise appertaining: TO HAVE AND TO HOLD the same in fee simple forever.

Grantor covenants with Grantee that the Property is free from all encumbrances except for the following: (i) estate taxes and assessments for the year 2004 and thereafter, and (ii) matters set forth on Exhibit "B" attached hereto and incorporated herein.

Grantor does hereby specially warrant the title to the Property, and will defend the same against the lawful claims or demands of all persons, claiming by, through or under Grantor, but against none other.

1084.577 320 A

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IN WITNESS WHEREOF, Grantor has hereunto set Grantor's hand and seal the day and year first above written.

STONE GATE LANDINGS, L.L.C, a Florida limited liability company

By: Russ Development Corporation, a Florida corporation, its managing and sole member

By: _____
David A. Russ, President

Signed, sealed and delivered in our presence:

_____
1st Witness
Gordon Duncan
Print Name

_____
2nd Witness
Kim Priore
Print Name

****

STATE OF FLORIDA)
COUNTY OF Lee)

The foregoing instrument was acknowledged before me this 27 day of August, 2004, by David Russ, President of Russ Development Corporation, a Florida corporation, the managing member of Stone Gate Landings, LLC, a Florida limited liability company, on behalf of the corporation and the limited liability company. He is X personally known to me or ____ has produced (type of ID) as identification.

_____
Print Name:
Notary Public - State of Florida
My Commission Expires:

Gordon R. Duncan
My Commission DD204460
Expires April 30, 2007

(SEAL)

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EXHIBIT "A" TO SPECIAL WARRANTY DEED

A tract of parcel of land situated in the State of Florida, County of Lee, being part of the Northwest one-quarter (NW1/4) of Section 33, Township 45 South, Range 24 East and further bounded and described as follows:

Starting at a railroad spike marking the Northwest corner of Section 33; thence South 88°52'10" East along the North line of said fraction of a section for 33.01 feet to a point on the Easterly right-of-way line of A & W Bulb Road (66 feet wide) and the point of beginning; thence continue South 88°52'10" East along the North line of said fraction 1294.47 feet, said point being the Northeast corner of the Northwest one-quarter (NW 1/4) of the Northwest one-quarter (NW 1/4) of said Section 33; thence South 00°08'54" East along said fraction for 1246.65 feet to an intersection with the Northerly right-of-way line of Gladiolus Drive (S.R. #865 - 100 feet wide); thence South 89°56'30" West along said right-fo-way line for 840.38 feet to the beginning of a curve concave to the Southeast having a radius of 1482.40 feet; thence Westerly along said curve and said right-of-way line through a central angle of 17°43'18" for 458.51 feet to an intersection with the Easterly right-of-way line of said A & W Bulb Road; thence North 00°15'06" West along said right-of-way line and parallel with the West line of the Northwest one-quarter (NW 1.4) for 1343.86 feet to the point of beginning.

LESS AND EXCEPT THE FOLLOWING

A tract or parcel of land situated in the State of Florida, County of Lee being a part of the Northwest one-quarter (Northwest 1/4) of Section 33, Township 45 South, Range 24 East and more particularly described as follows:

Commencing at a railroad spike marking the Northwest corner of said Section 33; thence South 88°52'10" East along the North line of said Section 33 for 33.01 feet to the Easterly right-of-way of A &W Bulb Road; thence South 00° 15'06" East along said right-of-way for 810.07 feet; thence South 89° 59' 22" East along said right-of-way for 3.48 feet; thence South 00°00'38" West along said right-of-way for 433.45 feet to the Point of Beginning; thence continue South 00°00'38" West for 100.00 feet to the intersection with the Northerly right-of-way of Gladiolus Drive (S.R. No. 865) and a point on a curve; thence Northeasterly along a curve and a point on a curve; thence Southeasterly along a curve on the Northerly right-of-way of Gladiolus Drive and concave to the Southeast having a radius of 1,482.40 feet, a chord length of 455.60 feet and a chord bearing North 81°06'07" East for 457.41 feet to a point of tangency; thence North 89° 56'30" East for 840.38 feet along said Northerly right-of-way to the Westerly line of Villages of Ascot Condominium as recorded in Official Records Book 1864, Page 3194, Public Records of Lee County, Florida; thence North 00°08'54" West for 25.00 feet along said Westerly line; thence South 89°56'30" West for 840.34 feet along a line parallel with and 25.00 feet North of (as measured at right angles) the Northerly right-of-way of said Gladiolus Drive to a point of curvature; thence Southwesterly along the curve concave to the Southeast having a radius of 1,507.40 feet, a chord length of 337.69 feet and a chord bearing of South 83°30'37" West for 338.40 feet; thence North 69°33'25" West for 122.24 feet to the Point of Beginning.

TOGETHER WITH THE FOLLOWING

Ingress and Egress Easement recorded in Book 3428, Page 3033.

RECORDER'S MEMO
Legibility of Writing, Typing or Printing Unsatisfactory in this Document When Received.

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EXHIBIT "B" TO SPECIAL WARRANTY DEED

1. Resolution No. ZAB-84-20 recorded in Book 1734, Page 2875.

2. Resolution No. BZA-88-178 recorded in Book 2010, Page 1884.

3. DSR Hearing Order DSR-88-019 recorded in Book 2010, Page 1889.

4. Lee County Ordinance No. 86-14 recorded in Book 2189, Page 3281 and as amended by Ordinance No. 86-38 recorded in Book 2189, Page 3332.

5. Notice of Development Order Approval recorded in Book 3199, Page 4802.

6. Ingress and Egress Easement recorded in Book 3428, Page 3033.

7. Former Iona Drainage District canal right of way pursuant to Deed recorded in Deed Book 91, Page 306, as affected by dissolution of the Iona Drainage District and assignment of all easement rights to Lee County, Florida.

8. Road Right of Way as recorded in Deed Book 49, Page 214.

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ATTACHMENT #7
LEGAL DESCRIPTION

ATTACHMENT 7

Barraco and Associates, Inc.
www.barraco.net
Civil Engineers, Land Surveyors and Planners

Stonegate Legal Description

DESCRIPTION:

A tract or parcel of land lying in Section 33, Township 45 South, Range 24 East, Lee County, Florida, said tract or parcel of land being more particularly described as follows:

Commencing at the Northwest corner of said Section 33 run S89°53'25"E along the North line of the Northwest Quarter (NW 1/4) of said Section 33 for 33.01 feet to an intersection with the East right of way line of A & W Bulb Road, (66 feet wide) and the POINT OF BEGINNING.

From said Point of Beginning run S89°53'25"E along said North line for 1,958.21 feet to the Northeast corner of the West Half (W 1/2) of the Northeast Quarter (NE 1/4) of the Northwest Quarter (NW 1/4) of said Section 33; thence run S01°06'40"E along the east line of said Fraction for 407.52 feet; thence run S88°53'20"W for 296.32 feet to a point of curvature; thence run westerly along an arc of curve to the right of radius 146.36 feet (delta 13°18'13") (chord bearing N84°27'33"W)(chord 33.91 feet) for 33.98 feet to a point of reverse curvature; thence run westerly along an arc of curve to the left of radius 263.25 feet (delta 13°21'13") (chord bearing N84°29'03"W) (chord 61.22 feet) for 61.35 feet to a point of tangency; thence run S88°50'20"W for 91.86 feet; thence run S01°06'40"E for 233.40 feet; thence run S88°53'20"W for 12.00 feet to a point on a nontangent curve; thence run northwesterly along an arc of curve to the left of radius 20.00 feet (delta 90°00'00") (chord bearing N46°06'40"W) (chord 28.28 feet) for 31.42 feet to a point of tangency; thence run S88°53'20"W for 148.38 feet to an intersection with the West line of the Northeast Quarter (NE 1/4) of the Northwest Quarter (NW 1/4) of said Section 33; thence run S01°09'40"E along said West line for 196.00 feet; thence run N88°53'20"E for 168.21 feet; thence run N01°06'40"W for 20.67 feet; thence run N88°53'20"E for 149.67 feet; thence run S01°06'40"E for 345.97 feet; thence run S14°56'56"W for 54.94 feet; thence run S00°13'08"W for 23.40 feet to an intersection with the North right of way line of Gladiolus Drive, being 75 feet Northerly as measured perpendicular to the center line thereof; thence run the following three courses along said North right if way line: S88°54'59"W for 1,142.12 feet to a point of curvature; westerly along an arc of curve to the left of radius 1,507.40 feet (delta 12°52'15") (chord bearing S82°28'51"W)(chord 337.91 feet) for 338.62 feet; and N70°33'55"W for 122.15 feet to an intersection with the East right of way line of A & W Bulb Road, (40' wide) as described in Official Record Book 157, Page 149, Lee count records; thence run N00°59'52"W along said East right of way line for 433.44 feet; thence run S89°07'08"W for 3.48 feet to an intersection with the East right of way line of said A & W Bulb Road (66 feet wide); thence run N01°15'36"W along said East right of way line also being the East line of the West 33 feet of said Northwest Quarter (NW 1/4) for 810.07 feet to the POINT OF BEGINNING.

Containing 46.88 acres, more or less.

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Applicant's Legal Checked
by C-S 9-24-08

2271 McGregor Boulevard • Fort Myers, Florida 33901
Phone (239) 461-3170 • Fax (239) 461-3169

ADD 2008 00135
Pg 1

Bearings hereinabove mentioned are State Plane for the Florida West Zone (1983/99 adjustment) and are based on the North line of the Northwest Quarter (NW 1/4) of said Section 33 to bear S89°53'25"E.

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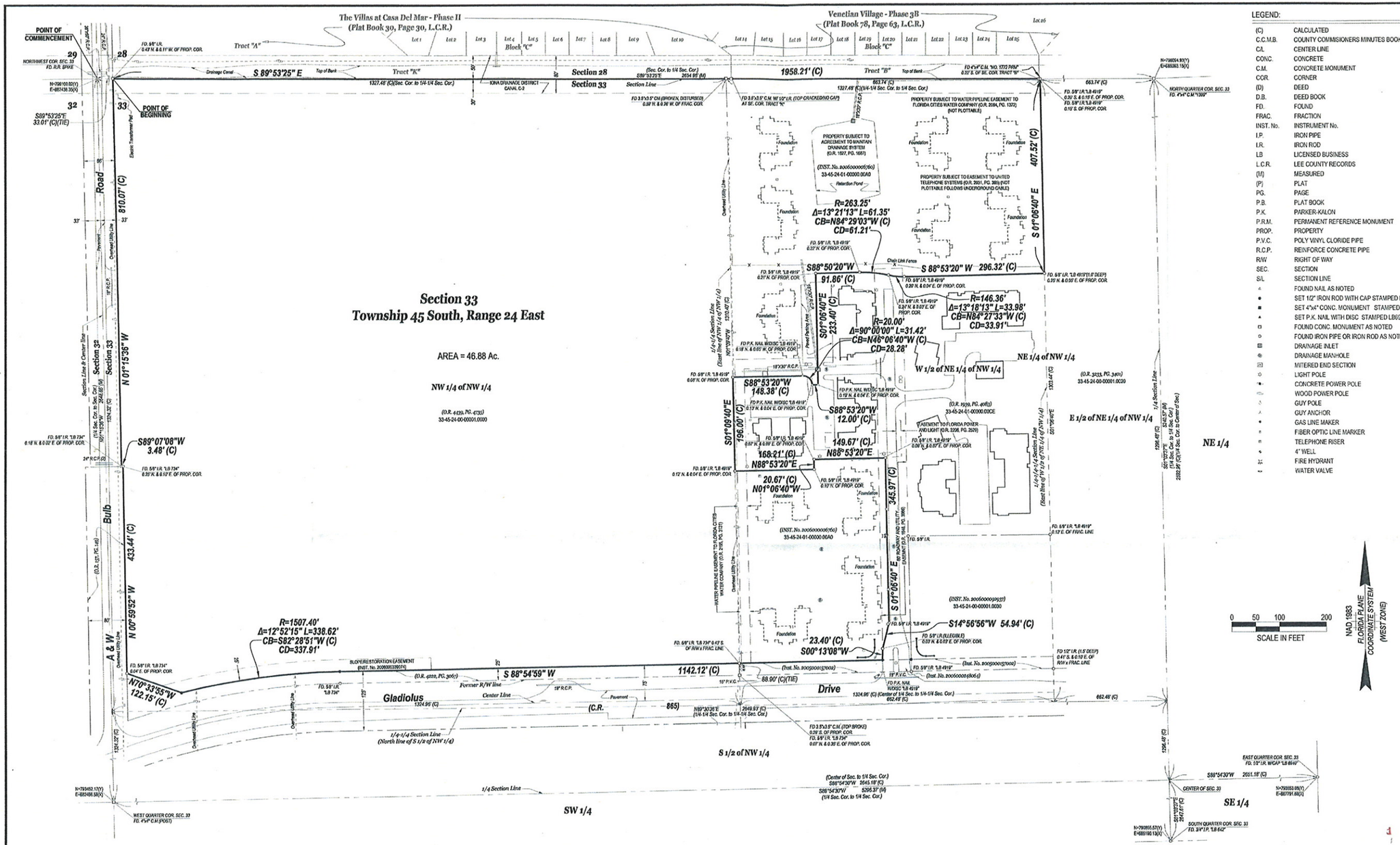

LEGEND:

(C)	CALCULATED
C.C.M.B.	COUNTY COMMISIONERS MINUTES BOOK
CL	CENTER LINE
CONC.	CONCRETE
C.M.	CONCRETE MONUMENT
COR.	CORNER
(D)	DEED
D.B.	DEED BOOK
FD.	FOUND
FRAC.	FRACTION
INST. No.	INSTRUMENT No.
I.P.	IRON PIPE
I.R.	IRON ROD
LB	LICENSED BUSINESS
L.C.R.	LEE COUNTY RECORDS
(M)	MEASURED
(P)	PLAT
PG.	PAGE
P.B.	PLAT BOOK
P.K.	PARKER-KALON
P.R.M.	PERMANENT REFERENCE MONUMENT
PROP.	PROPERTY
P.V.C.	POLY VINYL CLORIDE PIPE
R.C.P.	REINFORCE CONCRETE PIPE
R/W	RIGHT OF WAY
SEC.	SECTION
S/L	SECTION LINE
	FOUND NAIL AS NOTED
	SET 1/2" IRON ROD WITH CAP STAMPED LB6940
	SET 4"x4" CONC. MONUMENT STAMPED LB6940
	SET P.K. NAIL WITH DISC STAMPED LB6940
	FOUND CONC. MONUMENT AS NOTED
	FOUND IRON PIPE OR IRON ROD AS NOTED
	DRAINAGE INLET
	DRAINAGE MANHOLE
	MITERED END SECTION
	LIGHT POLE
	CONCRETE POWER POLE
	WOOD POWER POLE
	GUY POLE
	GUY ANCHOR
	GAS LINE MAKER
	FIBER OPTIC LINE MARKER
	TELEPHONE RISER
	4" WELL
	FIRE HYDRANT
	WATER VALVE

NOTES:

1. DATE OF LAST FIELD WORK: JUNE 30, 2006
2. THIS SURVEY DOES NOT MAKE ANY REPRESENTATION AS TO ZONING OR DEVELOPMENT RESTRICTIONS ON SUBJECT PARCEL.
3. THIS SURVEY WAS PERFORMED FOR THE PURPOSE SHOWN HEREON AND DOES NOT MAKE ANY REPRESENTATION AS TO THE DELINEATION OF ANY JURISDICTIONAL LINES EXCEPT AS SHOWN OR NOTED HEREON.
4. NO ENVIRONMENTAL ASSESSMENT OR AUDIT WAS PERFORMED ON SUBJECT PARCEL BY THIS FIRM.
5. ALL DISTANCES SHOWN ARE IN FEET AND DECIMALS THEREOF.
6. BEARINGS SHOWN ARE STATE PLANE FLORIDA WEST ZONE (NAD1983/99 ADJUSTMENT) AND ARE BASED ON THE NORTH LINE OF THE NORTHWEST QUARTER (NW1/4) OF SECTION 33 TO BEAR S 89°53'25" E.
7. IMPROVEMENTS OTHER THAN THOSE SHOWN IF ANY WERE NOT LOCATED.
8. THERE ARE NO VISIBLE ENCROACHMENTS OTHER THAN THOSE SHOWN.
9. OWNERSHIP OF ANY FENCE SHOWN HEREON IS UNKNOWN.
10. THIS SURVEY IS SUBJECT TO ANY FACTS THAT MAY BE DISCLOSED BY A FULL AND ACCURATE TITLE SEARCH.
11. ACCORDING TO F.I.R.M. COMMUNITY PANEL 125124 0325 C, MAP REVISED NOVEMBER 4, 1992, THE SUBJECT PARCEL IS LOCATED IN FLOOD ZONE A10 (EL. 8).

DESCRIPTION:

A tract or parcel of land lying in Section 33, Township 45 South, Range 24 East, Lee County, Florida, said tract or parcel of land being more particularly described as follows:
Commencing at the Northwest corner of said Section 33 run S89°53'25"E along the North line of the Northwest Quarter (NW 1/4) of said Section 33 for 33.01 feet to an intersection with the East right of way line of A & W Bulb Road, (66 feet wide) and the POINT OF BEGINNING.
From said Point of Beginning run S89°53'25"E along said North line for 1,958.21 feet to the Northeast corner of the West Half (W 1/2) of the Northeast Quarter (NE 1/4) of the Northwest Quarter (NW 1/4) of said Section 33; thence run S01°06'40"E along the east line of said Fraction for 407.52 feet; thence run S88°53'20"W for 296.32 feet to a point of curvature; thence run westerly along an arc of curve to the right of radius 146.36 feet (delta 13°18'13") (chord bearing N84°27'33"W)(chord 33.91 feet) for 33.98 feet to a point of reverse curvature; thence run westerly along an arc of curve to the left of radius 263.25 feet (delta 13°21'13") (chord bearing N84°29'03"W) (chord 61.22 feet) for 61.35 feet to a point of tangency; thence run S88°50'20"W for 91.86 feet; thence run S01°06'40"E for 233.40 feet; thence run S88°53'20"W for 12.00 feet to a point on a non-tangent curve; thence run northwesterly along an arc of curve to the left of radius 20.00 feet (delta 90°00'00") (chord bearing N46°06'40"W) (chord 28.28 feet) for 31.42 feet to a point of tangency; thence run S88°53'20"W for 148.38 feet to an intersection with the West line of the Northeast Quarter (NE 1/4) of the Northwest Quarter (NW 1/4) of said Section 33; thence run S01°09'40"E along said West line for 196.00 feet; thence run N88°53'20"E for 168.21 feet; thence run N01°06'40"W for 20.67 feet; thence run N88°53'20"E for 149.67 feet; thence run S01°06'40"E for 345.97 feet; thence run S14°56'56"W for 54.94 feet; thence run S00°13'08"W for 23.40 feet to an intersection with the North right of way line of Gladiolus Drive, being 75 feet Northerly as measured perpendicular to the center line thereof; thence run the following three courses along said North right if way line: S88°54'59"W for 1,142.12 feet to a point of curvature; westerly along an arc of curve to the left of radius 1,507.40 feet (delta 12°52'15") (chord bearing S82°28'51"W)(chord 337.91 feet) for 338.62 feet; and N70°33'55"W for 122.15 feet to an intersection with the East right of way line of A & W Bulb Road, (40' wide) as described in Official Record Book 157, Page 149, Lee count records; thence run N00°59'52"W along said East right of way line for 433.44 feet; thence run S89°07'08"W for 3.48 feet to an intersection with the East right of way line of said A & W Bulb Road (66 feet wide); thence run N01°15'36"W along said East right of way line also being the East line of the West 33 feet of said Northwest Quarter (NW 1/4) for 810.07 feet to the POINT OF BEGINNING.
Containing 46.88 acres, more or less.

Bearings hereinabove mentioned are State Plane for the Florida West Zone (1983/99 adjustment) and are based on the North line of the Northwest Quarter (NW 1/4) of said Section 33 to bear S89°53'25"E.

THIS SURVEY IS FOR THE BENEFIT OF:

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SEP 19 2008
COMMUNITY DEVELOPMENT
ADD 2008-00135

I HEREBY CERTIFY THAT A SURVEY WAS DONE UNDER MY DIRECTION AND MEETS THE MINIMUM TECHNICAL STANDARDS AS PER CHAPTER 61G17-6 F.A.C. CERTIFICATION IS ONLY FOR THE LANDS AS DESCRIBED. IT IS NOT A CERTIFICATION OF TITLE, ZONING, EASEMENTS OR FREEDOM FROM ENCUMBRANCES, ABSTRACT NOT REVIEWED. SUBJECT TO EASEMENTS, RESTRICTIONS AND RESERVATIONS OF RECORD.

SCOTT A. WHEELER (FOR THE FIRM - LB-6940)
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA CERTIFICATE NO. 5949

DATE SIGNED: 9/19/08

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

Barraco and Associates, Inc.
CIVIL ENGINEERING - LAND SURVEYING
LAND PLANNING - LANDSCAPE DESIGN
www.barraco.net
2271 McGREGOR BOULEVARD
POST OFFICE DRAWER 2800
FORT MYERS, FLORIDA 33902-2800
PHONE (239) 461-3170
FAX (239) 461-3169
FLORIDA CERTIFICATES OF AUTHORIZATION
ENGINEERING 7965 - SURVEYING LB-6940

PREPARED FOR

taylor morrison
Homes inspired by You

TAYLOR MORRISON OF FLORIDA, INC.
4415 METRO PARKWAY
FORT MYERS, FLORIDA 33916

PHONE (239) 444-2900
FAX (239) 444-2980

WWW.TAYLORMORRISON.COM
CB-C1250134

PROJECT DESCRIPTION

A Parcel of Land in Section 33 Township 45 South Range 24 East, Lee County, Florida

PROJECT SURVEYOR

SCOTT A. WHEELER CERTIFICATE NO. 5949 STATE OF FLORIDA REGISTERED SURVEYOR & MAPPER

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

FILE NAME	22052S01.DWG
LAYOUT	LAYOUT1
LOCATION	J:\22052\DWG\SURVEYING\
PLOT DATE	WED. 9-17-2008 - 2:17 PM
PLOT BY	PETER OLSEN

DRAWING DATA

SURVEY DATE	06-30-2006
DRAWN BY	PETER OLSEN
CHECKED BY	SAW
SCALE	1"=100'
FIELD BOOK	168/1

PLAN REVISIONS

09-17-2008	ADD SLOPE ESMT #2006000339074

STRAP NUMBERS

33-45-24-01-00000.00A0
33-45-24-00-00001.0000

Applicants Survey Checked By CG 9/22/08

BOUNDARY SURVEY

PROJECT / FILE NO.	SHEET NUMBER
22052 33-45-24	1 of 1