

*Table 2-4*

Age Distribution Lehigh Acres <sup>1</sup> — 1980 to 1990				
Age Group	1980		1990	
	Number	Percent	Number	Percent
Under 5	341	3.0	1,498	6.7
5 - 14	1,023	9.0	2,765	12.4
15 - 24	972	8.5	1,991	8.9
25 - 34	831	7.3	3,165	14.2
35 - 44	701	6.2	2,446	11.0
45 - 54	857	7.6	1,923	8.6
55 - 64	2,232	19.6	2,353	10.6
65 - 74	3,171	27.9	3,521	15.8
75 - 84	1,093	9.6	2,145	9.7
85 and Over	150	1.3	476	2.1
<b>Totals</b>	<b>11,371</b>	<b>100.0</b>	<b>22,283</b>	<b>100.0</b>

*Note 1: Lehigh Acres data from ZIP Codes 33936 and 33971 combined*  
*Source: U.S. Census of Population 1990*

## **2(c) Income**

Table 2-5 tabulates the distribution of household incomes for Lehigh Acres and comparison areas in 1989. Lehigh Acres has the largest percent of households with incomes under \$25,000. This reflects the large number of elderly households that immigrated from 1960 to 1980, many of whom had substantial assets but limited sources of regular income.

Table 2-5

Average Household Incomes Lehigh Acres and Comparison Areas — 1989						
Household Income	<i>Lehigh Acres<sup>1</sup></i>		<i>Lee County</i>		<i>Cape Coral</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Less than \$5,000	376	4.1	5,647	4.0	789	2.7
\$5,000 to \$9,999	782	8.5	10,292	7.3	1,492	5.0
\$10,000 to \$14,999	1,081	11.8	13,633	9.7	2,449	8.2
\$15,000 to \$24,999	2,348	25.6	30,617	21.9	6,237	21.0
\$25,000 to \$34,999	1,599	17.4	26,527	18.9	6,261	21.1
\$35,000 to \$49,999	1,863	20.3	25,741	18.4	6,338	21.3
\$50,000 to 74,999	872	9.5	17,155	12.3	4,263	14.3
\$75,000 to \$99,999	171	1.9	4,826	3.5	962	3.2
\$100,000 or more	80	0.9	5,608	4.0	958	3.2
<b>Total</b>	<b>9,172</b>	<b>100.0</b>	<b>140,046</b>	<b>100.0</b>	<b>29,749</b>	<b>100.0</b>
<b>Median Household Income</b>	<b>\$25,827</b>		<b>\$28,448</b>		<b>\$31,177</b>	
<b>Per Capita Income</b>	<b>\$11,982</b>		<b>\$15,623</b>		<b>\$14,934</b>	

Note 1: Lehigh Acres data from ZIP Codes 33936 and 33971 combined

Source: U.S. Census of Population 1990

Figure 2.4

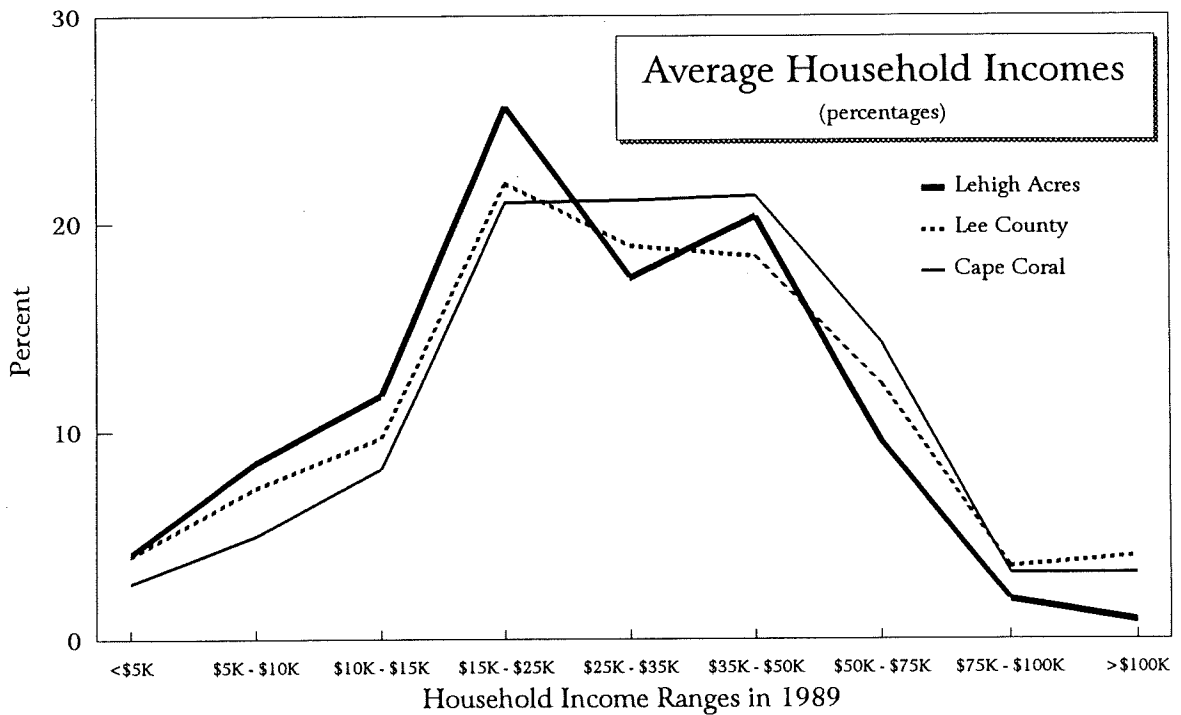


Figure 2.4 illustrates this same data (by percentages). In the income levels from \$25,000 to \$50,000, Lehigh Acres is somewhat equivalent to the region. This segment represents the younger working households.

Lehigh's distribution of household incomes of \$75,000 and above is below that of the region. Lehigh Acres has not yet established a normal portion of its households in the upper income levels.

Lehigh Acres has the lowest median household income and the lowest per capita income. This reflects the large portion of elderly households with limited current incomes.

## 2(d) Educational Attainment

Table 2-6 tabulates the school enrollment and educational attainment levels of the residents of Lehigh Acres compared to Lee County and Cape Coral.

Table 2-6

Education Lehigh Acres and Comparison Areas — 1990						
	<i>Lehigh Acres<sup>1</sup></i>		<i>Lee County</i>		<i>Cape Coral</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
<b><u>School En- rollment</u></b>						
Persons 3 Years and Over & Enrolled In:						
Any School	4,279	19.2	59,636	17.8	14,249	19.0
Pre-primary School	270	6.3	4,425	7.4	1,070	7.5
Elementary or High School	3,275	76.5	42,600	71.4	10,408	73.0
College	734	17.2	12,611	21.1	2,771	19.4
<b><u>Educational Attainment</u></b>						
Persons 25 Year and Over	16,029	71.9	245,559	73.3	53,770	71.6
Less than 9th Grade	1,282	8.0	17,582	7.2	2,817	5.2
9th to 12th, No Diploma	2,864	17.9	39,144	15.9	7,203	13.4
High School Graduate	6,111	38.1	82,953	33.8	19,673	36.6
Some College	3,129	19.5	51,499	21.0	12,281	22.8
Associate's Degree	922	5.8	13,989	5.7	3,610	6.7
Bachelor's De- gree	1,047	6.5	26,371	10.7	5,514	10.3
Graduate or Professional Degree	674	4.2	14,021	5.7	2,672	5.0
High School Graduate or Higher	11,883	74.1	188,833	76.9	41,078	76.4
Bachelor's De- gree or Higher	1,721	10.7	40,392	16.4	8,186	15.2

Note 1: Lehigh Acres data from ZIP Codes 33936 and 33971 combined

Source: U.S. Census of Population 1990

Lehigh Acres has 19.2% of all persons 3 years and over enrolled in school. This is higher than Lee County at 17.8% and the City of Cape Coral at 19.0%. This reflects the previous analysis of age distribution showing a growing younger population. Lehigh Acres falls behind the region and Cape Coral in percent enrolled in pre-primary school.

The enrollment in elementary and high school for Lehigh Acres is 76.5% of the total population enrolled. This is higher than Lee County and Cape Coral. However, enrollment in Lehigh Acres for college is lower. College enrollment will increase as the large high school population moves into their college years.

Lehigh Acres has 8% of its population that is 25 years or older with less than 9th grade education, and 17.9% with 9th to 12th grade education. This is substantially greater than Cape Coral and more in line with Lee County. The group with lower educational levels is likely to be the older population that moved in from 1960 to 1980. This age group had lower educational levels nationally.

## **2(e) Employment**

Lehigh Acres has 52% of its population over 16 years of age in the labor force (see Table 2-7). This is a lower rate than either Lee County and Cape Coral, due to the larger elderly population in Lehigh Acres.

The percent of males participating in the labor force is equivalent to Lee County, but less than Cape Coral. The number of females participating in the labor force is less than the comparable areas.

Table 2-8 shows the distribution of the labor force by occupation, and Table 2-9 the distribution of the labor force by industry (regardless of occupation within that industry).

*Table 2-7*

<b>Labor Force Lehigh Acres and Comparison Areas — 1990</b>			
<b>Labor Force Status</b>	<b><i>Lehigh Acres<sup>1</sup></i></b>	<b><i>Lee County</i></b>	<b><i>Cape Coral</i></b>
Persons 16 Years and Over:	17,717	276,143	60,417
Percent of Total Population that is 16 Years and Over	79.5	82.4	80.6
Persons 16 Years and Over in the Labor Force:	9,204	151,410	34,545
Percent 16 Years and Over in the Labor Force	52.0	54.8	57.2
Employed	8,911	144,465	32,991
Unemployed	293	6,727	1,502
Percent Unemployed	3.2	4.4	4.4
Males 16 Years and Over:	8,190	131,608	28,720
In the Labor Force	4,854	81,409	18,384
Percent in the Labor Force	59.3	61.9	64.0
Females 16 Years and Over:	9,527	144,535	31,697
In the Labor Force	4,350	70,001	16,161
Percent in the Labor Force	45.7	48.4	51.0

*Note 1: Lehigh Acres data from ZIP Codes 33936 and 33971 combined*

*Source: U.S. Census of Population 1990*

Table 2-8

Labor Force by Occupation Lehigh Acres and Comparison Areas — 1990						
Occupation	<i>Lehigh Acres</i> <sup>1</sup>		<i>Lee County</i>		<i>Cape Coral</i>	
	<i>Number</i> <sup>2</sup>	<i>Percent</i> <sup>3</sup>	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Executive, Administrative, Managerial	933	10.5%	17,478	12.1%	4,238	12.8%
Professional Specialty	925	10.4%	15,281	10.6%	3,290	10.0%
Technicians	336	3.8%	4,373	3.0%	1,147	3.5%
Sales	1,134	12.7%	23,553	16.3%	5,736	17.4%
Administrative Support	1,480	16.6%	22,335	15.5%	5,704	17.3%
Private Household Occupations	24	0.3%	441	0.3%	101	0.3%
Protective Services	231	2.6%	2,829	2.0%	716	2.2%
Other Service Occupations	1,079	12.1%	18,660	12.9%	3,906	11.8%
Farming, Forestry, Fishing	273	3.1%	4,233	2.9%	465	1.4%
Precision Production, Craft & Repair	1,429	16.0%	19,198	13.3%	4,306	13.1%
Machine Operators	319	3.6%	4,364	3.0%	841	2.5%
Transportation	426	4.8%	5,958	4.1%	1,197	3.6%
Handlers, Laborers	322	3.6%	5,762	4.0%	1,344	4.1%
<b>Total</b>	<b>8,911</b>	<b>100.0%</b>	<b>144,465</b>	<b>100.0%</b>	<b>32,991</b>	<b>100.0%</b>

Note 1: Lehigh Acres data from ZIP Codes 33936 and 33971 combined

Note 2: Number of Employees      Note 3: Percent of Employees

Source: U.S. Census of Population 1990

Table 2-9

Labor Force by Industry Lehigh Acres and Comparison Areas — 1990						
Industry	<i>Lehigh Acres</i> <sup>1</sup>		<i>Lee County</i>		<i>Cape Coral</i>	
	<i>Number</i> <sup>2</sup>	<i>Percent</i> <sup>3</sup>	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Agriculture, Forestry, Fishing & Mining	365	4.1	4,781	3.3	605	1.8
Construction	1,198	13.4	16,599	11.5	3,565	10.8
Manufacturing	549	6.2	8,994	6.2	2,295	7.0
Transportation	343	3.8	5,826	4.0	1,432	4.3
Communications & Utilities	301	3.4	4,417	3.1	1,046	3.2
Wholesale & Retail Trade	1,896	21.3	37,446	25.9	8,757	26.5
Finance, Insurance, Real Estate	863	9.7	13,045	9.0	3,143	9.5
Services	2,935	32.9	47,600	32.9	10,645	32.3
Public Administration	461	5.2	5,757	4.1	1,509	4.6
<b>Total</b>	<b>8,911</b>	<b>100.0</b>	<b>144,465</b>	<b>100.0</b>	<b>32,991</b>	<b>100.0</b>

Note 1: Lehigh Acres data from ZIP Codes 33936 and 33971 combined

Note 2: Number of Employees      Note 3: Percent of Employees

Source: U.S. Census of Population 1990

Lehigh Acres has a lower percentage of employees in the Executive category than the comparison areas. It is equivalent in the area of Professional category, and higher in Technicians. The lower percent (12.7) in the sales category is probably due to the small number of retail jobs in Lehigh Acres. Interestingly, Lehigh Acres leads in precision production, machine operators, and transportation as a percent of the labor force.

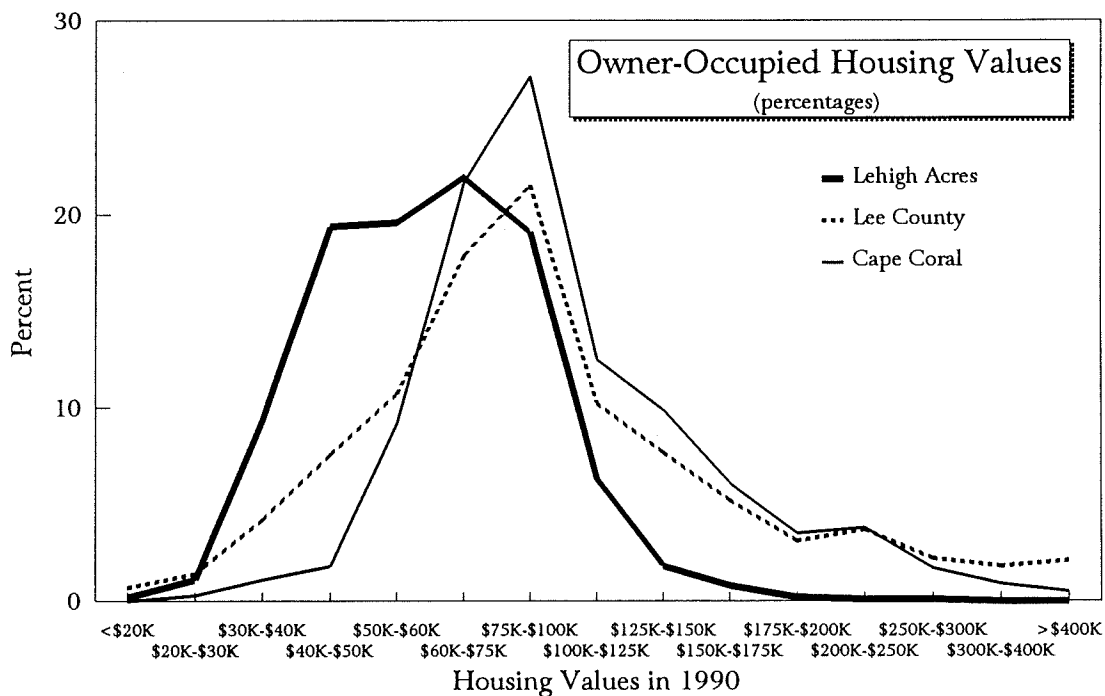
Lehigh Acres has a greater percent of its labor force in agriculture, construction and public administration than the comparable areas, and is somewhat equivalent in all the other categories except wholesale and retail trade.

In conclusion, Lehigh's labor force is similar to the region and represents a strong middle class of younger workers with skills and trades consistent with middle income households.

## 2(f) Housing

Table 2-10 tabulates the distribution of owner-occupied housing values for Lehigh Acres and comparison areas. In Lehigh Acres in 1990, fully 48.6% of all owner-occupied units had values under \$60,000 or less, compared to Lee County with 24.6% and Cape Coral with 12.4%. This large amount of affordable housing compared with Lee County and Cape Coral is partially due to the large amount of smaller and older housing built for retirees from 1960 to 1980. It also reflects the low cost of buildable single-family lots that result from the vast supply of such lots. Figure 2.5 illustrates this same data (by percentages).

*Figure 2.5*



The percent of owner-occupied housing with values from \$60,000 to \$99,999 is similar to the region and reflects the newer and younger households with children and better-paying jobs.

Table 2-10

Owner-Occupied Housing Values Lehigh Acres and Comparison Areas — 1990						
Value	Lehigh Acres <sup>1</sup>		Lee County		Cape Coral	
	Units	Percent	Units	Percent	Units	Percent
Less than \$19,999	14	0.2	493	0.7	0	0.0
\$20,000 to \$29,999	73	1.1	941	1.4	49	0.3
\$30,000 to \$39,999	638	9.4	2,809	4.2	209	1.1
\$40,000 to \$49,999	1,316	19.4	5,100	7.6	362	1.8
\$50,000 to \$59,999	1,339	19.6	7,236	10.7	1,795	9.2
\$60,000 to \$74,999	1,488	21.9	12,050	17.9	4,226	21.6
\$75,000 to \$99,999	1,297	19.1	14,483	21.5	5,301	27.1
\$100,000 to \$124,999	430	6.3	6,900	10.2	2,452	12.5
\$125,000 to \$149,999	126	1.8	5,170	7.7	1,942	9.9
\$150,000 to \$174,999	51	0.8	3,489	5.2	1,187	6.1
\$175,000 to \$199,999	11	0.2	2,099	3.1	689	3.5
\$200,000 to \$249,000	5	0.1	2,482	3.7	749	3.8
\$250,000 to \$299,999	5	0.1	1,476	2.2	345	1.7
\$300,000 to \$399,999	0	0.0	1,231	1.8	169	0.9
\$400,000 or more	0	0.0	1,404	2.1	104	0.5
<b>Total</b>	<b>6,793</b>	<b>100.0</b>	<b>67,363</b>	<b>100.0</b>	<b>19,579</b>	<b>100.0</b>
<b>Median Housing Value</b>	<b>\$61,700</b>		<b>\$83,700</b>		<b>\$89,800</b>	

Note 1: Lehigh Acres data from ZIP Codes 33936 and 33971 combined

Source: U.S. Census of Population 1990

Lehigh Acres ranks low in the \$100,000-and-over category because the community has not reached population levels that attract very high income households and because little land is available for the amenity-rich neighborhoods desired by these households.

Figure 2.6 illustrates the geographic distribution of median housing values through Lehigh Acres. Much of the least expensive housing is found in the earliest areas developed and in the sparsely settled areas in the western part of the community.

## **2(g) Population Density**

As is apparent from even a casual drive through Lehigh Acres, development levels are not uniform. Until recent years, the original development company did not encourage outside builders in Lehigh Acres, and strongly encouraged its potential homebuyers to acquire or trade for a lot in the center of town where water and sewer service was already available. As a result, many of these central neighborhoods are effectively “built-out” already, whereas there are still many areas in Lehigh Acres where there is not a single home on entire blocks. This characteristic is changing rapidly, as will be discussed later. Figure 2.7 illustrates the population density as it existed in 1990.

## **2(h) Demographic Summary**

Table 2-11 summarizes some of the most interesting data discussed previously in this report.

## **2(i) Lehigh Acres Boundaries and Other Census Notes**

The preceding demographic analysis discusses only a small portion of the demographic data available from the 1990 Census. The following suggestions should prove helpful to those wishing to examine the original data further.

Census data are organized in a variety of geographic formats. County and state designations are self-explanatory. Data *within* counties are organized in many ways including by incorporated cities, “census designated places,” census tracts, census “block groups,” etc. There are two explicit “Lehigh Acres” designations, neither of which are especially useful. There is a “Lehigh Acres census designated place” which only includes the central core of Lehigh Acres, and also a “Lehigh Acres county subdivision” which extends all the way south to Corkscrew Road and west to Six Mile Cypress Parkway.

Figure 2.6

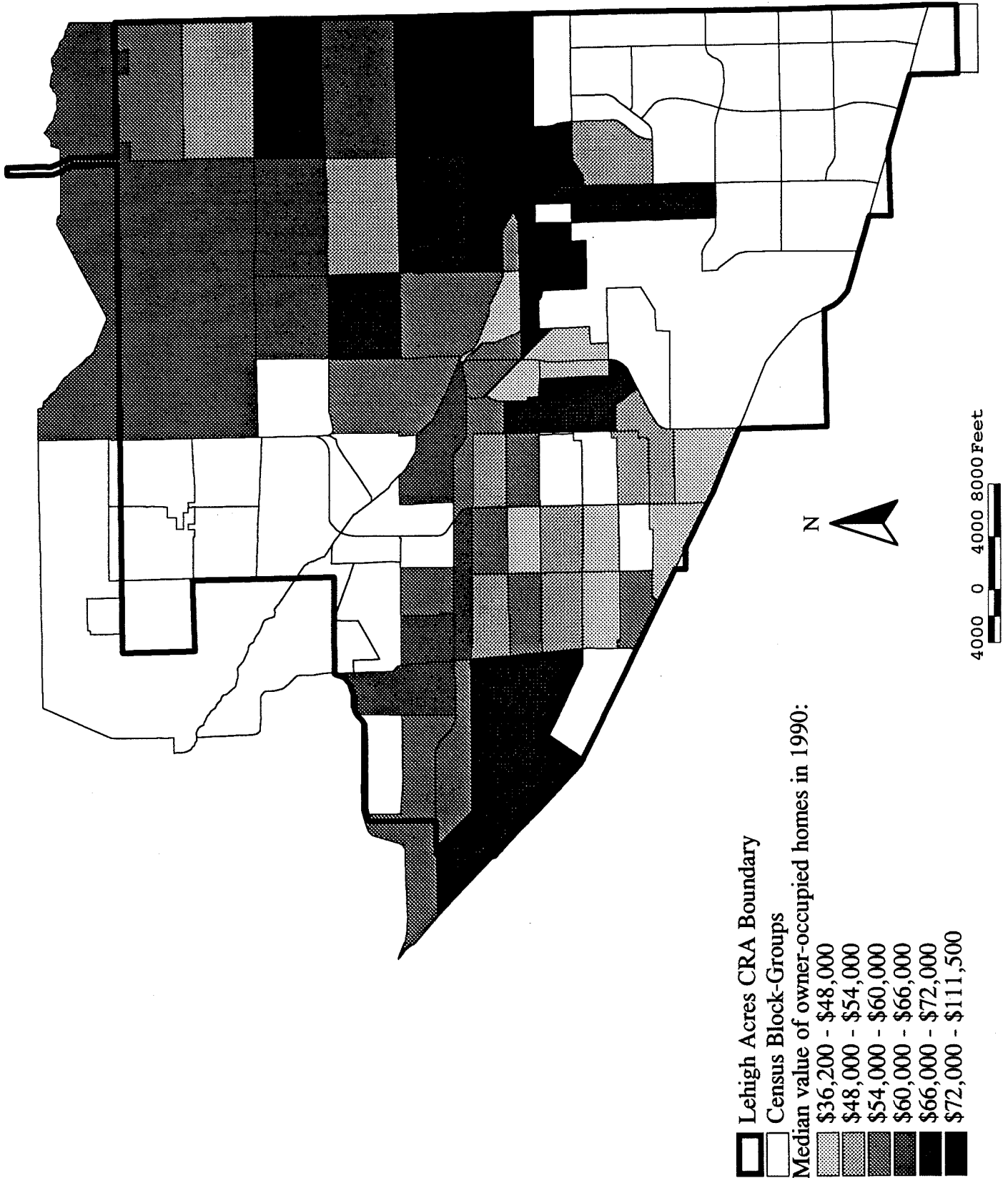


Figure 2.7

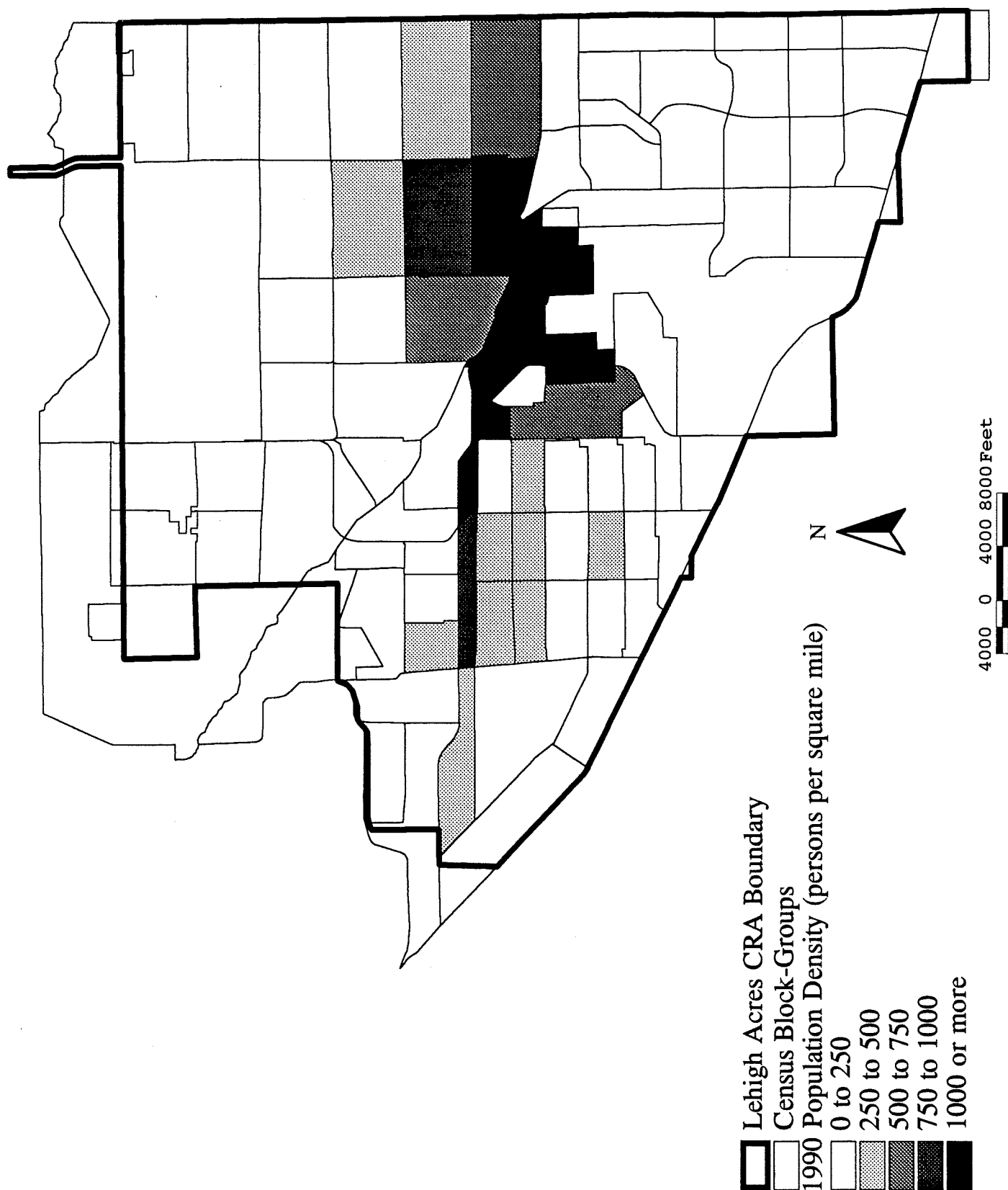


Table 2-11

Characteristics of the Population and Housing Lehigh Acres and Comparison Areas — 1990			
	<i>Lehigh Acres<sup>1</sup></i>	<i>Lee County</i>	<i>Cape Coral</i>
Population	22,283	335,113	74,991
Household Size	2.44	2.33	2.50
Percent 65 Year & Over	27.5%	24.8%	22.0%
Percent 19 Years & Under	24.1%	21.6%	23.5%
Percent 25 Years & Over With Less than 9th Grade	8.0%	7.2%	5.2%
Percent 25 Years & Over with High School Grad. +	74.1%	76.9%	76.4%
Percent 16 Years + In Labor Force	52.0%	54.8%	57.2%
Median Housing Value	\$61,700	\$83,700	\$89,800
Median Household Income	\$25,827	\$28,448	\$31,177
Per Capita Income	\$11,282	\$15,623	\$14,934

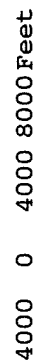
Note 1: Lehigh Acres data from ZIP Codes 33936 and 33971 combined

Source: U.S. Census of Population 1990

The most accurate data results from combining the smallest geographic level containing all available data, known as a *block group*. Figure 2.8 shows the census tracts and block groups that are contained within the Lehigh Acres CRA boundary or bisected by it. A detailed analysis was made of the exact *permanent* population in Lehigh Acres counted by the 1990 census, yielding a total of 22,409 persons. (See the next section of this report for the *peak-season* population in 1990, and estimates for later years.)

An easier way to use the 1990 Census is to combine the data provided for ZIP codes 33936 and 33971. Although the full range of data isn't available in ZIP code format, the most important portions are. The geographic area covered by these two ZIP codes is very close to the Lehigh Acres CRA boundary, and the total population of 22,283 is only ½ of 1% lower than the total from the block group computations. Data for the combination of these ZIP codes have been used in this report for the

 Census Tracts  
 Block Groups, with Census Tract/BG Identifier  
 Lehigh Acres CRA Area



overall demographic portrait of Lehigh Acres; block group data have been used for the maps showing differing characteristics of portions of Lehigh Acres and for the exact population and housing unit counts.

### **3. Growth And Development Since 1990**

The 1990 Census provides the best data on population and housing characteristics of individual communities. In high-growth communities, however, this data can quickly become outdated.

The state of Florida provides highly accurate estimates each year of the number of people residing in each county and incorporated city. The primary method used for these estimates is counting the number of housing units added or removed from the housing stock since the previous census, and assuming that their residents are typical of the surrounding community.

For this report, a similar method has been used to estimate the increase in Lehigh Acres population from 1990 through April 1, 1995. Tables 3-1 and 3-2 show the number and type of building permits issued by Lee County for land in Lehigh Acres from 1984 through 1994. That period included the boom years of the late 1980s and the recession years of the early 1990s. An average of about 430 new dwelling units were built per year throughout this period, almost identical to the average of 425 new dwellings reported by the Census for the decade 1980 to 1990. These housing unit counts were verified against careful block-by-block counts made by Southern States Utilities' engineers, with no important differences detected.

Given the typical three-month period for the construction of new homes, all permits issued beginning on January 1, 1990, are assumed not to have been counted in the 1990 census (which was based on residence as of April 1, 1990). Therefore, the permit totals for calendar years 1990, 1991, and 1992, and fiscal years 1993 and 1994, have been totalled to approximate the number of new dwelling units in place by April 1, 1995, which was 1888 units more than were counted in the census. This number is converted to population by deleting the units expected to be vacant and multiplying by the average number of person per household. The results are contained in Table 3-3. (The full calculations, along with computations of the peak season population, are illustrated in Table 4-2 in the next section of this report.)

**Table 3-1**

<b>Building Permits Issued for New Dwelling Units in Lehigh Acres</b>											
<b>Type</b>	<b>1984</b>	<b>1985</b>	<b>1986</b>	<b>1987</b>	<b>1988</b>	<b>1989</b>	<b>1990</b>	<b>1991</b>	<b>1992</b>	<b>Total</b>	<b>Annual Average</b>
<b>Single-family</b>	301	428	257	473	485	473	386	297	295	3,395	377
<b>Duplex</b>	2	16	20	40	38	26	18	12	32	204	23
<b>Multi-family</b>		103	28	40	79	24				274	30
<b>all types:</b>	303	547	305	553	602	523	404	309	327	3,873	430

*Source: Lee County Planning Division staff memorandum, April 6, 1993*

**Table 3-2**

<b>New Dwelling Units for Which Impact Fees Were Paid to the Lehigh Acres Fire District, By Fiscal Year</b>							
<b>Type</b>	<b>89-90</b>	<b>90-91</b>	<b>91-92</b>	<b>92-93</b>	<b>93-94</b>	<b>Total</b>	<b>Annual Average</b>
<b>Single-family</b>	320	323	276	370	385	1,674	335
<b>Duplex</b>	14	12	28	16	12	82	16
<b>Multi-family</b>				65		65	13
<b>all types:</b>	334	335	304	451	397	1,821	364

*Source: Derived from annual summaries of "Collections By Impact Fee Type" prepared by the Lee County Codes and Building Services Division.*

*Table 3-3*

Permanent and Peak-Season Population, 1990 and 1995		
	<i>Permanent Population</i>	<i>Peak Season Population'</i>
April 1, 1990	22,409	24,476
April 1, 1995 <sup>1</sup>	26,686	28,834

*Note 1: See Table 4-2 for derivation*

*Source: U.S. Census of Population for 1990 permanent population  
and vacancy factors*

## 4. Population Forecasts For Future Years

### 4(a) Forecasting Methods

There are three basic models for projecting future growth of communities, whether small cities or large metropolitan areas. An analyst must choose the most appropriate model to create a forecast of reasonable accuracy. The three basic models are:

- ***Cohort Component Model:*** This method “ages” the various age groups in the population into the future and applies the appropriate birth and death rates. It also requires an estimate of the level of in- and out-migration. This method can be quite accurate when forecasting population up to 10 or 20 years into the future. But in south Florida, the amount of in-migration is very large, especially for growing communities such as Lehigh Acres. When high levels of in-migration are expected over long periods of time, this model becomes less relevant because it focuses on the aging of the *current* population while providing little assistance in forecasting the critical rate of in-migration. Therefore this model would not accurately forecast long-term growth in Lehigh Acres.
- ***Simple Curve-fitting or Extrapolation Model:*** This method plots past population levels over time and then extends the same line or curve into the future to project future population levels. In the early stages of growth in south Florida and especially in pre-platted communities, these growth curves are often linear. Merely extending that linear curve into the future greatly underestimates future growth. Growth curves other than linear ones can also be used, such as exponential or parabolic curves, depending on past growth trends. A shortcoming of this method, especially when used for long-term projections, is that it only looks to totals of past growth to project the future. Recent changes in the composition of the current population are not factored in; nor are long-term impediments or limits to growth; nor are resources such as large supplies of inexpensive building sites. All of these factors are relevant here. Therefore this model is not the most appropriate one for use in Lehigh Acres.
- ***Sigmoid Model:*** Many biological populations (including cities) tend to grow at a rate over time that imitates a logistic or sigmoid curve. That is, population grows at an increasing rate (exponential) until it reaches an inflection point, then grows at decreasing rates to an upper limit. The upper limit for large scale pre-platted communities such as Lehigh Acres can be precisely defined by calculating the total number of housing units that could be built on platted lots and then adding the capacity for additional housing units on unplatted land

(based on current land development regulations). The type of population curves developed under this model are similar to Gompertz curves.<sup>1</sup>

The sigmoid model is a more sophisticated variation of an extrapolation model. It will be more accurate for forecasting future growth in Lehigh Acres than the others because more local factors are integrated into the model. The key variables in using the sigmoid model are discussed in the following sub-sections.

#### 4(b) "Build-Out" Capacity of Lehigh Acres

The Lee County Planning Division has inventoried all vacant land in Lehigh Acres to determine its reasonable development potential if all land within the community were fully developed. Single-family and duplex lots were assumed to have one and two dwelling units each respectively. Unplatted land was assigned a development density of 3.5 dwelling units per acre after deleting 16% of the land for non-residential purposes. Commercially zoned land was assumed to be fully developed for that purpose, with no residential units included. No conversion of existing residential land into other uses was assumed in these computations. Table 4-1 summarizes this inventory.

*Table 4-1*

Build-out Capacity of Lehigh Acres, in Dwelling Units					
	Township and Range				
	45/27	44/27	44/26	45/26	ALL
Platted Single-Family Lots	37,222	38,925	30,137	10,941	117,225
Duplex Units on Platted Lots	5,016	2,096	6,988	3,664	17,764
Dwelling Units on Unplatted Land	6,885	7,359	2,688	107	17,039
<b>TOTALS:</b>	49,123	48,380	39,813	14,712	152,028

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<sup>1</sup>Community Analysis and Planning Techniques, by Richard E. Klosterman, Rowman & Littlefield Publishers, 1990.

From this estimate of "build-out" dwelling units of 152,028, the resulting permanent population can be calculated by deleting the 10% of units considered "vacant" during the peak season and multiplying by the projected household size of 2.5 persons per household. The result would be a permanent population of 342,063 and a peak-season population of 357,266.<sup>2</sup>

This number should be considered a very upper limit for Lehigh Acres. There are many factors that could develop which would preclude ultimate full build-out: an inadequate road network; restricted shopping and employment opportunities; more attractive residential options in other nearby locations; or changes in the national economy that retard or reverse in-migration to Florida. Even if full build-out is ultimately reached, the maximum population may not materialize because of vacant lots that are held for yard space; residential land converted to park, school, and commercial sites; the construction of single-family homes on duplex lots; etc. But build-out population totals are useful nonetheless as "ballpark" figures for general planning purposes.

#### **4(c) Forecasted Population for Lehigh Acres**

Once data is obtained on population growth over time in the early stages of development (from Table 2-1) and the upper limit of growth has been calculated (from Table 4-1), the approximate shape of the growth curve must still be determined. The remaining variable is the rate of growth in the near future. The question here is: will it be steep as Cape Coral's (a waterfront platted community) or flatter such as in Silver Springs Shores (an inland platted community).

Several studies have been conducted to determine the logistic curves for large platted communities in south Florida.<sup>3</sup> These communities can be categorized as either coastal such as Cape Coral or Port St. Lucie, or inland such as Lehigh Acres or Silver Spring Shores. The growth of coastal communities has been much faster than inland communities.

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<sup>2</sup>Lee County computed the peak build-out population variously as 356,829 [*Evaluation and Appraisal Report for the Future Land Use Element*, Figure 14B in *Staff Response to DCA Objections, Recommendations, and Comments*, as adopted November 1, 1994], and as 404,413, *ibid.*, page 10, Future Land Use (Map).

<sup>3</sup>*Population Study* [Port Charlotte, North Port, Villages of DeSoto, Port LaBelle, Port Malabar, and Port St. Lucie], May 1981, Paul G. Van Buskirk and Associates; *Port Charlotte Area Growth Model*, October 1981, Paul G. Van Buskirk and Associates; *Port LaBelle New Community*, March 1982, Dr. John M Degrove, Dr. James C. Nicholas, Dr. Earl M. Starnes, Nancy Stroud J.D., Paul G. Van Buskirk P.E. A.I.C.P.

Given the population data for Lehigh Acres from 1960 through 1995 and its upper limit, the logistic curve that best fits Lehigh Acres is that of Port Charlotte, adjusted for a somewhat slower growth curve to factor out the coastal characteristics of the developed portions of Port Charlotte.

Port Charlotte is a very large platted community in Charlotte County with buildout at 125,000 dwelling units. While Port Charlotte is in part a coastal community, the coastal areas are fully developed, with most development now occurring on its many thousands of platted inland lots. Port Charlotte is also experiencing change in age distribution of its population over time, from a predominately retirement community to a younger population and higher household sizes. Lehigh Acres has additional growth generators with the opening of Florida Gulf Coast University, the continued expansion of the Southwest Florida International Airport, movement of industry into Gateway, and the extension of Daniels Parkway to S.R. 82.

Table 4-2 shows the resulting projections of additional housing units for each year until the year 2040 and then by decades until 2070. The number of housing units are then translated to population based on household size and vacancy rates that, through time, will approach rates typical of the region.

**Table 4-2**

<b>Forecasted Permanent and Peak-Season Population</b>						
<b>Year</b>	<b>Add't Housing Units</b>	<b>Total Housing Units</b>	<b>Household Size</b>	<b>Vacancy Rate</b>	<b>Permanent Population</b>	<b>Peak Season Pop.</b>
1990	(1990 Census)	10,632	2.45	13.9%	22,409	24,485
1991	404 (90 permits)	11,036	2.45	13.8%	23,320	25,416
1992	309 (91 permits)	11,345	2.45	13.6%	24,015	26,128
1993	327 (92 permits)	11,672	2.45	13.4%	24,764	26,881
1994	451 (93 permits)	12,123	2.45	13.2%	25,781	27,919
1995	397 (94 permits)	12,520	2.45	13.0%	26,686	28,834
1996	475	12,995	2.45	12.8%	27,763	29,927
1997	510	13,505	2.46	12.6%	29,036	31,229
1998	549	14,054	2.46	12.4%	30,286	32,498
1999	593	14,647	2.46	12.2%	31,636	33,870
2000	642	15,289	2.46	12.0%	33,098	35,354
2001	696	15,985	2.46	11.8%	34,683	36,964
2002	755	16,740	2.46	11.6%	36,403	38,710
2003	818	17,558	2.46	11.4%	38,269	40,601
2004	884	18,442	2.46	11.2%	40,286	42,645

<b>Year</b>	<b>Add't Housing Units</b>	<b>Total Housing Units</b>	<b>House- hold Size</b>	<b>Vacancy Rate</b>	<b>Permanent Population</b>	<b>Peak Season Pop.</b>
2005	952	19,394	2.46	11.0%	42,461	44,847
2006	1,021	20,415	2.46	10.8%	44,797	47,208
2007	1,090	21,505	2.47	10.6%	47,487	49,930
2008	1,158	22,663	2.47	10.4%	50,156	52,619
2009	1,224	23,887	2.47	10.2%	52,983	55,461
2010	1,288	25,175	2.47	10.0%	55,964	58,451
2011	1,350	26,525	2.47	10.0%	58,965	61,586
2012	1,410	27,935	2.47	10.0%	62,100	64,859
2013	1,468	29,403	2.47	10.0%	65,363	68,268
2014	1,524	30,927	2.47	10.0%	68,751	71,806
2015	1,577	32,504	2.47	10.0%	72,256	75,468
2016	1,627	34,131	2.47	10.0%	75,873	79,245
2017	1,675	35,806	2.48	10.0%	79,919	83,471
2018	1,721	37,527	2.48	10.0%	83,760	87,483
2019	1,765	39,292	2.48	10.0%	87,700	91,598
2020	1,807	41,099	2.48	10.0%	91,733	95,810
2021	1,847	42,946	2.48	10.0%	95,855	100,116
2022	1,885	44,831	2.48	10.0%	100,063	104,510
2023	1,921	46,752	2.48	10.0%	104,350	108,988
2024	1,955	48,707	2.48	10.0%	108,714	113,546
2025	1,987	50,694	2.48	10.0%	113,149	118,178
2026	2,017	52,711	2.49	10.0%	118,125	123,375
2027	2,045	54,756	2.49	10.0%	122,708	128,162
2028	2,071	56,827	2.49	10.0%	127,349	133,009
2029	2,095	58,922	2.49	10.0%	132,044	137,913
2030	2,117	61,039	2.49	10.0%	136,788	142,868
2031	2,136	63,175	2.49	10.0%	141,575	147,867
2032	2,152	65,327	2.49	10.0%	146,398	152,904
2033	2,165	67,492	2.49	10.0%	151,250	157,972
2034	2,175	69,667	2.49	10.0%	156,124	163,063
2035	2,182	71,849	2.49	10.0%	161,014	168,170
2036	2,186	74,035	2.50	10.0%	166,579	173,982
2037	2,187	76,222	2.50	10.0%	171,500	179,122
2038	2,185	78,407	2.50	10.0%	176,416	184,256
2039	2,180	80,587	2.50	10.0%	181,321	189,379
2040	2,172	82,759	2.50	10.0%	186,208	194,484
2045	10,635	93,394	2.50	10.0%	210,137	219,476
2050	9,985	103,379	2.50	10.0%	232,603	242,941
2060	16,520	119,899	2.50	10.0%	269,773	281,763
2070	9,420	129,319	2.50	10.0%	290,968	303,900
(build-out)		152,028	2.50	10.0%	342,063	357,266

Figure 4.1 illustrates the previous data on new building permits issued in Lehigh Acres since 1984 and its relationship to the projections of additional housing units for future years from Table 4-2. A careful examination of the projection curve indicates that the *rate* of additional growth to be increasing until the year 2010 and then beginning to slow slightly thereafter.

Figure 4.2 illustrates the historic and projected growth of Lehigh Acres in context with other portions of Lee County.<sup>4</sup> Under these projections, Lehigh Acres will rise from its 6.7% share of Lee County's 1990 total population to 11.5% by 2020.

Independent population forecasts have been prepared recently for Lehigh Acres by the Lee County Planning Division and by the Lee County Metropolitan Planning Organization (a transportation planning coalition between county, city, and state governments). The Planning Division averaged eight statistical projection methods for permanent population, and added 12% to reach a peak-season population. The MPO determined the build-out population and scaled it back to its expectations for the year 2020 peak-season population, then deleted about 3% to reach the permanent population. Table 4-3 summarizes the forecasts from all three sources, which establish a range of local professional opinion about the rate of future growth in Lehigh Acres.

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<sup>4</sup>Lehigh Acres data from this report has been added to data illustrated in Figure 1.1-1 of *Water Supply Master Plan 1993 - 2030, Volume 1*, Lee County Regional Water Supply Authority, November 1993.

*Table 4-3*

Population Forecasts for the Year 2020		
	Permanent Population	Peak-Season Population
Lee County Planning Division <sup>5</sup>	85,631	95,606
Lehigh Acres Commercial Land Use Study	91,733	95,810
Lee County Metropolitan Planning Organization <sup>6</sup>	110,673	113,881

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<sup>5</sup>*Evaluation and Appraisal Report for the Future Land Use Element*, Page 25 of Exhibit B, Lee County Planning Division, May 4, 1994.

<sup>6</sup>Estimate by Spikowski Planning Associates based on analysis of data file *20zdata.wk4* (input data for the year 2020 travel model)

Figure 4.1

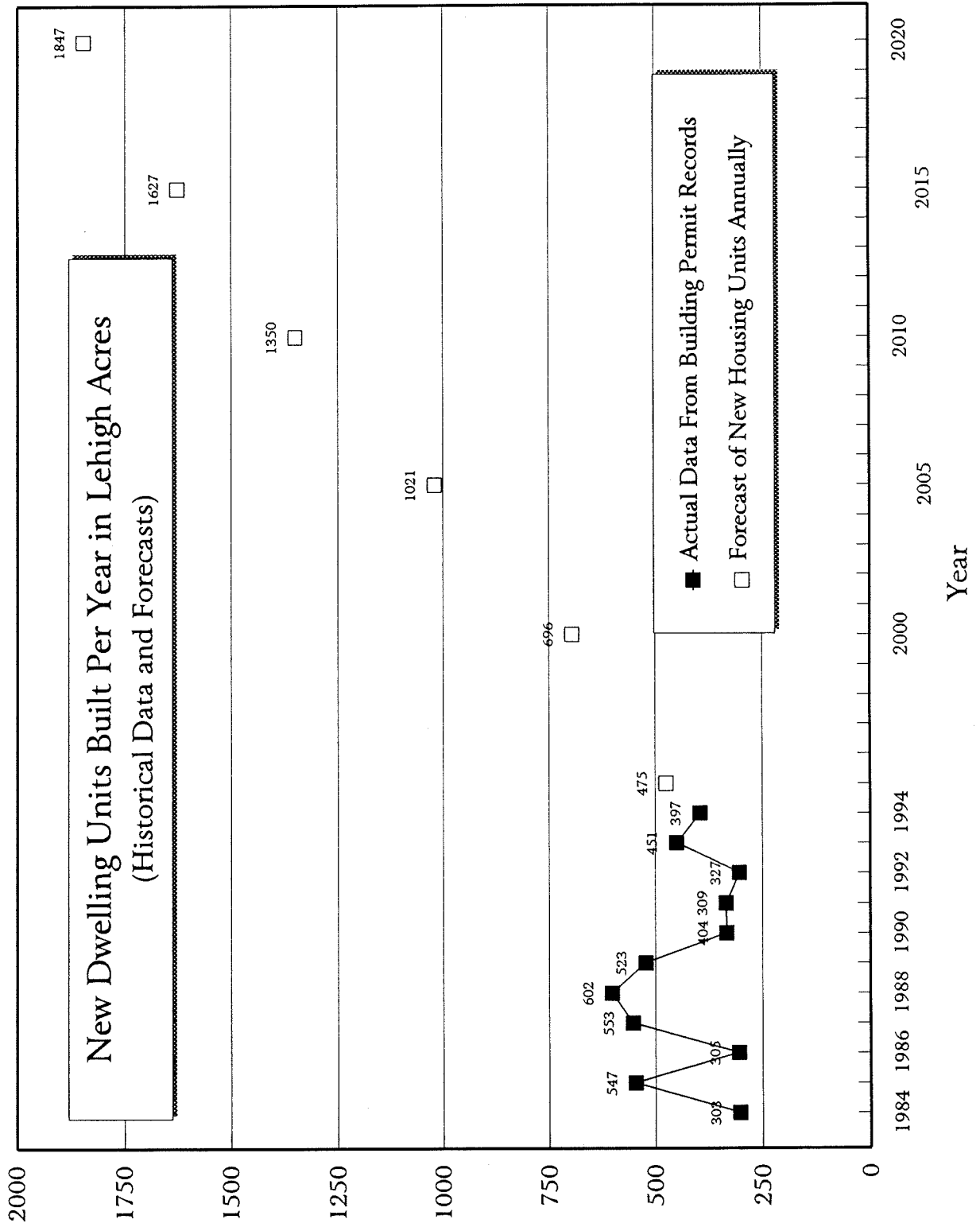
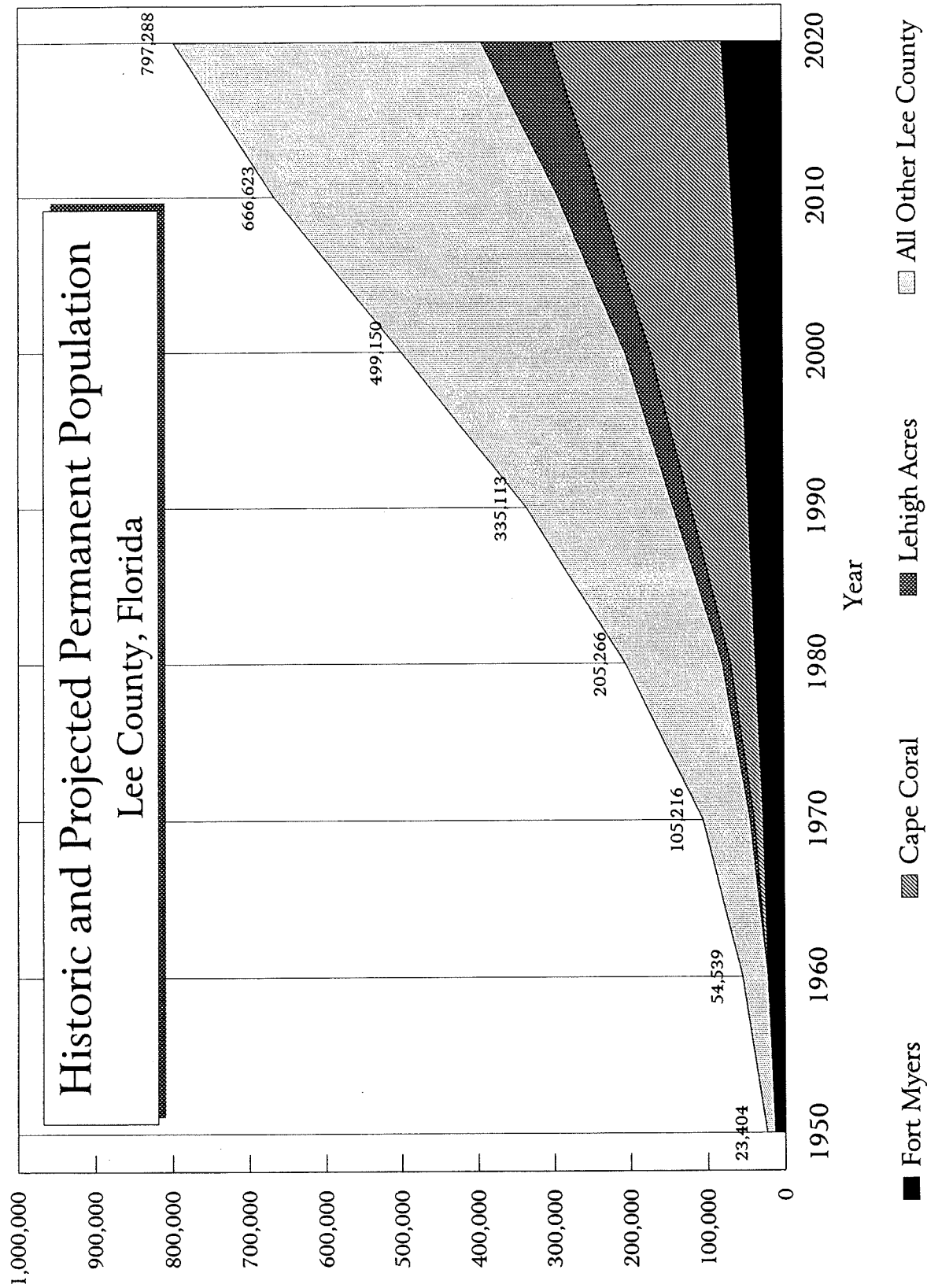


Figure 4.2



## 5. Commercial Land Forecasts for Future Years

### 5(a) Forecasting Methods

There are several models to estimate the amount of commercial land necessary to meet the demand of population for retail trade and services. The model selected was determined from household income, disposable income, and propensity to spend money on retail trade and services by standard industrial code categories for emerging metropolitan areas in south Florida.<sup>7,8</sup> The model selected uses these values:

- 40 square feet of building area per person for retail trade
- 13 square feet of building area per person for office facilities for services
- the land area required is 4.5 times the building area to account for parking, drainage, and other land use regulations. (.23 FAR)

These ratios are similar to the national standard reported by the Urban Land Institute in 1968 of one acre of commercial land for every 200 residents.<sup>9</sup> That national standard is slightly lower than the south Florida model, which computes to 1.09 commercial acres for every 200 residents.

This model was tested for its reasonableness specifically as applied to Lehigh Acres. Table 5-1 illustrates a comparison between its application to Lehigh Acres and actual 1996 conditions. This comparison uses the population estimates from this report and a detailed inventory of existing commercial land uses found in Section 6.

Under 1996 Lehigh Acres conditions, the model predictions are reasonably close for building square footage (10% high) but somewhat low for land area (20% low).

An examination of the model as it applies to Lehigh Acres indicates that the conversion factor from building space to land was quite accurate for neighborhood and community shopping areas (see Tables 5-2 and 5-3). But the conversion factor was low when applied to land used by many free-standing retail uses, especially those in outlying areas where land is currently less expensive. These observations suggest that the model will in fact be useful in projecting future conditions because the value of retail and office locations will increase as their supply (relative to population)

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<sup>7</sup>A Model to Estimate Gross Building Area in the Commercial Sector In An Area, Over Time, by Arthur O. Wittman, University of Florida masters thesis, 1982.

<sup>8</sup>Design Parameters for Port LaBelle, October 1980, Paul G. Van Buskirk and Associates

<sup>9</sup>As cited in Wittman, 1982

dwindles. This will cause more efficient use of commercial land in the future, similar to that found in the today's valuable shopping center locations.

*Table 5-1*

<b>Commercial Land Requirements For 1996, Actual Vs. Predicted (Retail Trade and Office/Services)</b>							
	<i>Permanent Population</i>	<i>Retail Trade</i>		<i>Office/Services</i>		<i>Total</i>	
		<i>SF</i>	<i>Acres</i>	<i>SF</i>	<i>Acres</i>	<i>SF</i>	<i>Acres</i>
<b>Actual (4/1/96)</b>	27,763	<i>(this data not available separately)</i>				1,337,211	189.5
<b>Predictions from select- ed model</b>	27,763	1,110,520	114.7	360,919	37.3	1,471,439	152.0

*Table 5-2*

<b>Land Now Used For Neighborhood Shopping Centers in Lehigh Acres</b>					
	<b>Gross Building Size (in SF)</b>	<b>Site Size (in acres)</b>	<b>Site Size (in SF)</b>	<b>Actual Site-to- Building Ratio</b>	<b>Overall Ratio Pre- dicted By Model</b>
<b>Homestead Shopping Center</b>	69,443	5.65	246,114	3.5	4.5
<b>Sunshine Shopping Plaza</b>	122,136	12.49	544,064	4.5	4.5
<b>Homestead Plaza</b>	97,168	11.55	503,118	5.2	4.5
<b>Lee Blvd. Shopping Center</b>	38,793	4.63	201,683	5.2	4.5
<b>TOTALS FOR ALL:</b>	327,540	34.32	1,494,979		
<b>AVERAGES:</b>	81,885	8.58	373,745	4.6	4.5

*Table 5-3*

<b>Land Now Used For Community Shopping in Lehigh Acres</b>					
	<b>Gross Building Size (in SF)</b>	<b>Site Size (in acres)</b>	<b>Site Size (in SF)</b>	<b>Actual Site-to-Building Ratio</b>	<b>Overall Ratio Predicted By Model</b>
<b>Wal-Mart</b>	210,830	30.47	1,327,273	6.3	4.5
<b>KMart</b>	109,808	10.65	463,914	4.2	4.5
<b>Bealls</b>	66,930	7.15	311,454	4.7	4.5
<b>TOTALS FOR ALL:</b>	387,568	48.27	2,102,641		
<b>AVERAGES:</b>	129,189	16.09	700,880	5.4	4.5

### **5(b) Commercial Land Needs in Future Years**

Future commercial sites must be accessible to the population being served and be of adequate size and shape. Much commercial development occurs outside of conventional shopping centers, of course, and will continue to due so especially in Lehigh Acres due to severe physical constraints resulting from the excess of pre-platted lands. But modern shopping centers are prized by shoppers today because of their familiarity and convenience. The following shopping center standards are typical in the industry:

- Neighborhood shopping centers, anchored by a supermarket, with up to 100,000 square feet of building space on a 10-acre parcel, serving a neighborhood population of 7,000 people;
- Community shopping centers, anchored by a discount or junior department store, with up to 250,000 square feet of building space on a 25-acre parcel, serving a community population of about 20,000 people;
- Regional shopping centers, anchored by department stores, with up to 1,000,000 square feet of building space on a 100-acre parcel, serving a region of 150,000 people.

Interpreting these standards as to Lehigh Acres today, there are four neighborhood centers (Homestead Shopping Center, Sunshine Shopping Plaza, Homestead Plaza, and the Lee Boulevard Shopping Center); two community centers (Wal-Mart and the Bealls/KMart combination); and no regional centers.

Table 5-4 assesses the future demand for conventional shopping centers based on the above standards as applied to the projected future population of Lehigh Acres. This table shows the remaining commercial space from the model allocated to “all other” office, retail, and services.

*Table 5-4*

<b>Summary of Commercial Land-Use Forecasts</b>				
	<b>2020</b>		<b>Build-out</b>	
<b>Permanent Population</b>	91,733		342,063	
	<b>#</b>	<b>Acres</b>	<b>#</b>	<b>Acres</b>
<b>Neighborhood Centers</b>	13	130	50	500
<b>Community Centers</b>	5	125	17	425
<b>Regional Centers</b>	1	100	2	200
<b>All other office, retail, and services</b>	97		540	
<b>Totals:</b>	452		1,665	

## **6. Today's Commercial Development Patterns**

### **6(a) General Pattern**

Most commercial development in Lehigh Acres today is located near the geographic center of the community and just west of the current population center, situated for maximum exposure to travellers between Lehigh Acres and central Lee County.

The original commercial core of Lehigh Acres lies along both sides of Homestead Road from Beth Stacey Boulevard southeast almost to Arthur Avenue. This core is not a traditional downtown but contains a cluster of auto-oriented shopping centers and free-standing stores, offices, and public buildings. This core now contains 688,000 square feet of commercial floor space, or about 43% of the total commercial space in Lehigh Acres.

The other and still-emerging commercial concentration lies along Lee Boulevard from Sunshine Boulevard to Leeland Heights Boulevard. With the recent opening of the large Wal-Mart center, this portion of Lee Boulevard now has 559,000 square feet of floor space, or 35% of the total commercial space in Lehigh Acres. Commercial development is not continuous along either side of Lee Boulevard at present. However, existing commercial zoning will likely result in continuous commercial development along both sides from Sunshine Boulevard to Elva Avenue (across from Wal-Mart) and along the north side east of East Pointe Hospital.

Both of these concentrations have experienced strong commercial growth in recent years. Most other commercially zoned land in Lehigh Acres remains vacant. The following discussion provides further detail on existing levels of commercial development.

### **6(b) Existing Commercial Land Use Inventory**

A thorough survey of existing commercial land uses was conducted for this study. This survey began with a 1994 inventory of all existing land uses prepared by the Lee County Planning Division. Commercial uses identified in that inventory were verified on the ground, and additional commercial uses were identified through field inspections. The Property Appraiser's records of all commercial uses were used to determine the square-footage of existing buildings and the precise acreage used commercially. Where only a part of a parcel was being used commercially, an estimate was made of the current commercial acreage.

Table 6-1 contains the complete inventory, which includes parcel number, landowners' and business names, street address, and current zoning category. Table

Table 6-1

S.T.R.A.P Number	Landowners Name	Business or Center Name	Street Address	ZIP code	gross bldg. size in square feet	lot size in acres	current zoning
<b>Retail and office/service establishments:</b>							
25-44-26-03-00024.0010	Murphy, Lawrence + Eliz.	Animal Medical Center	2919 5th St. W	71	4,782	0.46	C-2
30-44-26-01-00008.0210	Sentinel Finance Co.	Bailey's Auto Body	5507 8th St. SW	71	4,188	0.98	IL
30-44-26-02-00000.A010	LaBelle Chrysler Plymouth	Lehigh Quality Motors	801 Abrams Bl.	71	840	1.01	C-2
32-44-27-24-00000.000A	Executive Plaza (condo)	Executive Plaza	45 Alabama Rd.	36	8,100	0.63	CC
31-44-27-05-00008.0040	Norris, Don + Roley, William	Car wash	1200 Business Way	36	1,540	0.27	C-2
31-44-27-05-00008.0050	Janney, Donald	Lehigh Lanes	1244 Business Way	36	13,035	1.42	C-2
31-44-27-05-00008.0080	Lehigh Publishing Co.	News-Star	1250 Business Way	36	2,620	0.18	C-2
30-44-27-02-00014.0010	Bagans Realty & Develop.	C. Bagans Realty	30 Colorado Rd.	36	2,968	0.48	CPD
32-44-27-00-00001.0040	Morgan, John M., Tr c/o SSU	Southern States Utilities	500 Construction Ln.	36	3,628	0.44	CG
30-44-27-00-00001.0210	Horseling & Lorenz	Expert Auto Body, Sunny Realty	501 Construction Ln.	36	4,500	0.57	CG
32-44-27-03-00018.0080	King, John + Judith	Beauty shop	901 Filmore Av.	36	4,209	0.34	RS-1
32-44-27-03-00015.0180	Pletcher, Steve + Pamela	Auto parts	1102 Filmore Av.	36	2,460	0.35	C-2
04-45-26-05-00010.0420	Lambertucci, Paul	Parts Repair	1581 Gretchen Av.	71	2,400	0.41	C-2
33-44-26-07-00007.0210	Tannasse, Oscar + Rajmatie	L & L Automotive Services	140 Gunnery Rd. S.	71	1,800	0.19	C-2
33-44-26-07-00007.0410	Donawa, Hollis + Vere	Centene's; transmission shop	336 Gunnery Rd. S.	71	4,269	0.19	C-2
32-44-27-01-00002.0220	Culver, Michael + Vicki	Hulver Carpet	9 Homestead Rd. N.	36	3,000	0.39	CPD
32-44-27-01-00004.0010	Lehigh Shopping Center Assoc.	<b>Homestead Shopping Center</b>	25 Homestead Rd. N.	36	69,443	5.65	C-2
32-44-27-01-00005.0020	Tannasse, Lynn R.	Tannasse Realty	38 Homestead Rd. N.	36	2,698	0.27	C-1A
31-44-27-05-00001.0020	Drake, Thomas G.	Landex, PourHouse Lounge	1100 Homestead Rd. N.	36	4,272	1.07	C-2
31-44-27-05-00011.0020	Merit Petroleum Co.	Shell service station	1105 Homestead Rd. N.	36	3,463	0.62	C-2
31-44-27-05-00007.0000	Lennar Florida Retail	<b>Sunshine Shopping Plaza</b>	1107 Homestead Rd. N.	36	122,136	12.49	C-2
31-44-27-05-00006.3080	Sun Bank	SunBank	1110 Homestead Rd. N.	36	9,304	1.88	C-2
31-44-27-05-00006.0000	First Union National Bank	First Union Bank	1130 Homestead Rd. N.	36	4,220	1.73	C-2
31-44-27-05-00000.0010	Southern Management Corp.	Burger King	1160 Homestead Rd. N.	36	4,795	1.14	C-2
31-44-27-05-00001.0060	Edgemont Realty Partners	Circle K	1181 Homestead Rd. N.	36	3,082	0.64	C-2
31-44-27-05-00001.0090	Schoninger, Howard, Tr.	<b>Beall's, Lehigh Acres Shoppes</b>	1200 Homestead Rd. N.	36	109,808	10.65	C-2
31-44-27-05-00008.002A	McDonalds Corp.	Checkers	1209 Homestead Rd. N.	36	66,930	7.15	C-2
31-44-27-05-00008.0010	Tri-County Community Bank	McDonalds	1240 Homestead Rd. N.	36	756	0.83	C-2
31-44-27-05-00004.0020	Morgan, John E.	First of America Bank	1245 Homestead Rd. N.	36	3,513	0.72	C-2
31-44-27-05-00002.0010	Fabyan Fidelco Ltd.	<b>Homestead Plaza</b>	1261 Homestead Rd. N.	36	19,893	3.32	C-2
31-44-27-05-00009.0020	Morgan, John M.	Sun & Comfort, A&W Guns	1300 Homestead Rd. N.	36	6,825	0.71	C-2
31-44-27-05-00009.004A	Phebus, James D.	Victoria Station Plaza	1302 Homestead Rd. N.	36	97,168	11.55	C-2
31-44-27-05-00009.0048	Chiarelli, Salvatore	Chiarelli Plaza	1303 Homestead Rd. N.	36	7,091	0.62	C-2
31-44-27-05-00009.0040	Fish, Allen	Big "A" Auto Parts	1305 Homestead Rd. N.	36	8,908	0.70	C-2
31-44-27-05-00009.004C	Sparky's Oil Co.	Shell Food Mart	1315 Homestead Rd. N.	36	9,333	0.69	C-2
31-44-27-05-00001.0050	Barnett Bank	Barnett Bank	1331 Homestead Rd. N.	36	4,200	0.49	C-2
31-44-27-05-00001.0030	Conti, Stephen	Lehigh Realty	1351 Homestead Rd. N.	36	4,269	0.99	C-2
31-44-27-02-00011.0010	O'Sullivan, C.P.	Preferred Properties real estate	1360 Homestead Rd. N.	36	5,882	1.38	C-2
31-44-27-02-00011.0020	O'Sullivan, C.P.	Preferred Properties real estate	1380 Homestead Rd. N.	36	2,589	0.69	C-2
05-45-27-00-00011.0030	Kiwanis	Kiwanis Thrift Store	1400 Homestead Rd. N.	36	3,030	0.32	CPD
05-45-27-00-00010.0080	Griebel, D.D.	Veterinarian's office	1408 Homestead Rd. N.	36	2,112	0.29	CPD
09-45-27-00-00001.001B	McConley, Wayne + Glenda	Dodsons window tinting	1412 Homestead Rd. N.	36	1,890	0.25	CPD
09-45-27-00-00001.0020	Mocarsky, James + Karen	Mokar Automobile Repair	15 Homestead Rd. S.	36	4,200	1.85	C-2
25-44-26-05-00059.0010	Camron Corp.	Camron sales office	21 Homestead Rd. S.	36	2,106	0.21	C-2
			212 Homestead Rd. S.	36	3,499	1.32	C-2
			214 Homestead Rd. S.	36	5,600	0.60	C-2
			402 Ida Av.	71	7,558	1.18	C-2

Table 6-1, continued

S-T-R-A-P Number	Landowners Name	Business or Center Name	Street Address	ZIP code	gross bldg. size in square feet	lot size in acres	current zoning
25-44-26-04-00029.0010	Johnson, Samuel V., Tr.	FlexBon Plaza	402 Joan Av.	71	10,818	0.92	C-2
25-44-26-04-00025.0110	Stout, Nathan + Ann	Professional offices	403 Joan Av.	71	4,480	0.46	C-2
34-44-27-00-00001.0110	Admiral Lehigh Resort Ltd.	Corporate offices	205 Joel Bl.	36	43,719	3.32	C-1A
34-44-27-00-00001.0010	Lehigh Corp.	Corporate offices	226 Joel Bl.	36	23,800	6.73	CPD
34-44-27-00-00001.0040	Chevron Oil Co.	Chevron station	233 Joel Bl.	36	1,820	0.57	CC
26-44-27-13-00050.0060	VHW Inc.	Jack's Market	510 Joel Bl.	36	8,000	1.15	C-2
26-44-27-13-00050.0030	Lake Camille Partnership	Lake Camille Plaza	518 Joel Bl.	36	6,328	0.66	C-1
26-44-27-13-00050.0010	Southland Corp.	7-11 store	530 Joel Bl.	36	2,952	0.65	C-1
03-44-27-01-0000A.0040	McCullough, Joseph + Arlene	Sunny Palms Beauty Shop	2201 Joel Bl.	20	5,440	0.46	C-1A
03-44-27-01-0000A.0060	Duff, John + Lois	Sunny Palms TV	2219 Joel Bl.	20	5,440	0.44	C-1A
02-44-27-00-00000.101A	Driscoll, Robert J.	23rd Street Produce	2300 Joel Bl.	20	1,176	0.69	CC
31-44-27-02-00006.0160	Anderson, Fred + Emme	Investment & Tax Strategies	1401 Kimdale St.	36	2,200	0.26	CPD
26-44-27-13-00048.0010	Gismo Inc.	Inside Cafe	2305 Lakeview	36	3,259	1.10	CC
32-44-27-04-00028.0170	Owen, Carolyn	Carolyn's Beauty Salon	116 Lee Bl.	36	1,073	0.23	CPD
32-44-27-04-00028.0070	Anthony, David C.	Medical office	124 Lee Bl.	36	1,519	0.46	CPD
32-44-27-04-00028.0010	Parker, Stephen	Medical services	130 Lee Bl.	36	2,263	0.34	CS-1
32-44-27-06-00004.0220	United Telephone of Florida	Sprint/United Telephone	190 Lee Bl.	36	5,185	1.01	C-2
32-44-27-06-00004.0210	GTE Mobilnet	Radio tower	194 Lee Bl.	36	384	0.48	C-2
32-44-27-12-00003.0130	Perch, Barry	Taylor Court Office Center	302 Lee Bl.	36	3,848	1.88	C-2
32-44-27-11-00055.0080	Hickerson, Beverly	Lee Boulevard Center	391 Lee Bl.	36	8,800	0.87	CPD
32-44-27-12-00003.0060	Wallace, Robert	Medical office	400 Lee Bl.	36	2,160	0.42	C-2
32-44-27-11-00055.0010	Alcantara + Hickerson	Re/Max Classic Properties	411 Lee Bl.	36	2,197	0.74	CPD
32-44-27-12-00003.0040	Pavese, Garner	Liberty Homes, vacant offices	440 Lee Bl.	36	3,239	0.47	C-2
32-44-27-12-00003.0020	Smith, Janet M.	Jan's Workshop	500 Lee Bl.	36	1,911	0.25	C-2
29-44-27-16-00000.000A	International Plaza (condo)	City Paint, King Ludwig rest.	902 Lee Bl.	36	13,139	0.50	C-2
29-44-27-14-00000.000A	Royal Plaza (condo)	Royal Plaza	904 Lee Bl.	36	8,201	0.80	C-2
29-44-27-13-00000.000A	Park Place (condo)	Park Place	1000 Lee Bl.	36	11,760	1.39	C-1A
30-44-27-00-00001.006A	B + J Corp.	Farley Funeral Home	1100 Lee Bl.	36	7,673	1.12	C-1A
30-44-27-00-00001.0240	White, Robert + Iris	Bob White Centre	1130 Lee Bl.	36	3,811	0.71	C-1A
30-44-27-08-00000.00CE	Coral Plaza (condo)	Coral Plaza	1140 Lee Bl.	36	16,370	1.47	C-1A
30-44-27-07-00000.000A	Pinewood Med. Plaza (condo)	Pinewood Medical Plaza	1154 Lee Bl.	36	16,634	2.50	C-1A
30-44-27-00-00001.0170	Schreiner Enterprises, Inc.	Former garden center	1170 Lee Bl.	36	1,725	0.25	C-1A
30-44-27-00-00001.0030	Zimmerman Lehigh Property	Scotty's Hardware	1250 Lee Bl.	36	8,975	0.78	C-1A
30-44-27-00-00001.0220	Schmaer, Bryant	Donut shop	1350 Lee Bl.	36	1,780	0.58	C-1A
30-44-27-00-00001.0130	Drake, Thomas, Tr.	Mobil Mart	1360 Lee Bl.	36	1,344	1.09	CC
30-44-27-00-00001.008B	Gulf Palms Partnership	Lee Blvd. Shopping Center	1400 Lee Bl.	36	38,793	4.63	C-1A
30-44-27-00-00001.008A	Chevron Oil Co.	Chevron service station	1490 Lee Bl.	36	584	0.64	CC
30-44-27-00-00001.0250	Healthcare Realty Trust Inc.	East Pointe Medical Offices	1520 Lee Bl.	36	34,650	8.35	CS-1
25-44-26-00-00008.0000	Society First Federal	Society First Federal branch	2511 Lee Bl.	71	2,375	1.50	CPD
25-44-26-07-00007.0000	Wal-Mart Stores Inc.	Wal-Mart	2523 Lee Bl.	71	210,830	30.47	CPD
25-44-26-14-00000.0010	Perkins Restaurants	Perkins	2700 Lee Bl.	71	4,589	1.29	C-2
25-44-26-05-00063.0110	Anderson Funeral Home	Anderson Funeral Home	2701 Lee Bl.	71	5,143	0.52	C-2
25-44-26-05-00063.0090	Galante, Gary + Sandra	Commercial Battery & Products	2705 Lee Bl.	71	2,000	0.25	C-2
25-44-26-04-00029.0030	Cooper, Charles + Delphine	Town & Country Hardware	2915 Lee Bl.	71	3,240	0.46	C-2
25-44-26-03-00024.0020	DRP Company of Alabama	Sherwin-Williams	2918 Lee Bl.	71	5,000	0.69	C-2
25-44-26-03-00020.0080	Fischer, John + Fleming, Ken	Hardee's	3004 Lee Bl.	71	3,700	1.16	C-2
26-44-26-10-00062.0090	Palladeno, Leo + Lisa	Lehigh Home Decorating	3200 Lee Bl.	71	11,690	0.32	C-2
26-44-26-11-00077.0010	Handy Food Stores	Handy Food Store	3205 Lee Bl.	71	2,870	1.36	C-2
26-44-26-10-00062.0040	Freeman, R.C. + Laura et. al.	Reflections, Essex Real Estate	3210 Lee Bl.	71	4,200	0.39	C-2

Table 6-1 (continued) and Table 6-2

S-T-R-A-P Number	Landowners Name	Business or Center Name	Street Address	ZIP code	gross bldg. size in square feet	lot size in acres	current zoning
26-44-26-11-00067.0090	Spot Not Partnership	Captain Spot Not (carwash)	3303 Lee Bl.	71	2,080	0.47	C-2
26-44-26-11-00067.0070	Weipert, Terry + Cheryl	Lehigh Automotive Center	3305 Lee Bl.	71	2,080	0.47	C-2
28-44-26-06-00058.0010	Bagans Construction Co.	C. Bagans Realty World	4409 Lee Bl.	71	1,824	0.25	RS-1
29-44-26-00-00001.1010	Morgan, John M., Tr.	AIM Engineering	5300 Lee Bl.	71	9,748	4.13	CPD
30-44-26-01-00001.0010	Lehigh Corp.	Lehigh Welcome Center	5651 Lee Bl.	71	4,036	1.14	C-2
32-44-27-02-00013.0050	Technorad Inc.	I and E (real estate)	700 Leeland Hgts. W.	36	1,650	0.63	CS-1
32-44-27-02-00013.0040	Goodlad Insurance Agency	State Farm insurance	702 Leeland Hgts. W.	36	1,800	0.46	CS-1
32-44-27-03-00020.0030	Masuda, Ulla	California Mall	801 Leeland Hgts. W.	36	2,325	0.34	CPD
32-44-27-03-00021.0030	Katz, Joseph + Rachel	Katz Plumbing	901 Leeland Hgts. W.	36	1,716	0.34	CPD
32-44-27-01-00005.0550	Bateman, J.R.	Roy Inc. real estate	1000 Leeland Hgts. W.	36	1,512	0.15	C-1A
32-44-27-03-00015.0150	Morgan, John M., Tr.	Guardian Title	1103 Leeland Hgts. W.	36	1,063	0.27	C-2
30-44-26-01-00002.001A	Stone, Warren + Imelda	Stone's Lawn Products	603 Leonard Bl.	71	2,160	0.66	IL
31-44-27-05-00008.0090	Morgan, John M., Tr.	Lehigh Cinema	200 Plaza Dr.	36	4,320	1.41	C-2
31-44-27-05-00009.0020	Morgan, John M., Tr.	Flea market	201 Plaza Dr.	36	7,149	0.75	C-2
31-44-27-16-00000.0010	Perch, Barry	Attorney's office	222 Plaza Dr.	36	3,540	0.52	C-2
31-44-27-16-00000.0020	Lehigh Park Plaza	Lehigh Medical Plaza	228 Plaza Dr.	36	9,330	0.35	C-2
31-44-27-05-00011.0010	Olliff, Jon R.	Medical offices	1001 South Loop Bl.	36	3,924	1.04	C-2
31-44-27-05-00007.0020	Morgan, John M.	Vacant building	1154 South Loop Bl.	36	1,023	0.50	C-2
26-44-26-11-00073.0010	D'Alessandro, Frank et al.	Discount Auto Parts	403 Sunshine Bl.	71	6,500	1.44	C-2
27-43-27-00-00026.0010	Lauer, Todd + Julie	IntraCoastal Real Estate	21870 S.R. 80	20	1,080	0.35	CC
31-44-26-00-00001.0030	Kadek Enterprises of FL	Lee Memorial Park	12777 S.R. 82	13	18,677	4.50	CS-1
31-44-27-05-00012.0010	Freiherr, Reinhard	Medical Center Plaza VI	60 Westminster St.	36	11,675	1.22	CS-1
<b>SUBTOTAL:</b>					<b>1,337,211</b>	<b>189.48</b>	<b>acres</b>

Table 2-2

Hotels, hospitals, fraternal lodges, and institutional/government uses located on commercial lands:

31-44-27-05-00005.30C0	LA Lodge Post 323	Frank Lyons memorial hall	1110 Ashlar Av.	36	9,500	0.63	C-2
31-44-27-05-00005.0010	LA Lodge #344	American Legion parking lot	1120 Ashlar Av.	36	0	1.00	C-2
31-44-27-05-00005.0020	LA Lodge Post 323	American Legion hall	1124 Ashlar Av.	36	6,918	1.02	C-2
06-45-27-00-00001.0010	Community Health Assoc.	Community Health complex	11 Beth Stacey Bl.	36	11,713	6.78	CFPD
33-44-26-07-00007.0270	Lehigh Acres Fire Control	Fire station	308 Guntery Rd. S.	71	5,043	0.60	C-2
31-44-27-05-00006.30A0	Morgan, John M., Tr.	Post office	1120 Homestead Rd. N.	36	7,353	0.86	C-2
31-44-27-05-00009.0010	Lee County	Community center & library	1299 Homestead Rd. N.	36	12,734	2.00	C-2
05-45-27-00-00010.0010	Lehigh Acres Fire Control	Fire station	11 Homestead Rd. S.	36	8,766	2.00	C-2
05-45-27-00-00010.0050	VFW of United States	VFW hall	25 Homestead Rd. S.	36	4,216	1.69	C-2
05-45-27-00-00010.0070	Lehigh Acres Columbian Inc.	Knights of Columbus hall	29 Homestead Rd. S.	36	7,980	1.94	C-2
09-45-27-00-00001.001A	Lehigh Acres Lodge 2226	Moose Lodge	210 Homestead Rd. S.	36	5,688	2.23	C-2
34-44-27-00-00001.0100	Admiral Lehigh Resort Ltd.	Golf cart storage & maintenance	201 Joel Bl.	36	19,460	3.00	C-1A
34-44-27-00-00001.0030	Admiral Lehigh Resort Ltd.	Admiral Lehigh Golf & Resort	225 Joel Bl.	36	84,081	8.10	C-1A
34-44-27-00-00001.1000	Morgan, John M., Tr.	Lehigh Auditorium	235 Joel Bl.	36	18,094	3.79	CC
23-44-27-07-00025.0020	Lehigh Acres Fire Control	Fire station	1000 Joel Bl.	36	7,087	0.99	C-2
23-44-27-07-00025.0030	Elks Lodge #2602	Elks Lodge	1050 Joel Bl.	36	12,555	2.01	C-2
30-44-27-00-00001.0070	East Pointe Hospital Inc.	East Pointe Hospital	1500 Lee Bl.	36	82,585	15.66	CS-1
32-44-27-03-00022.0020	CIS South Florida	Sheriff's office	1003 Leeland Hgts. W.	36	1,330	0.34	RS-1
31-44-27-05-00009.0030	Lee County	Senior Center	219 Plaza Dr.	36	13,991	1.00	C-2
26-44-26-04-00018.A030	Fleet Reserve	Fleet Reserve hall	500 Sunshine Bl.	71	2,500	0.80	C-2
<b>SUBTOTAL:</b>					<b>305,103</b>	<b>54.64</b>	<b>acres</b>
<b>GRAND TOTAL:</b>					<b>1,642,314</b>	<b>244.12</b>	<b>acres</b>

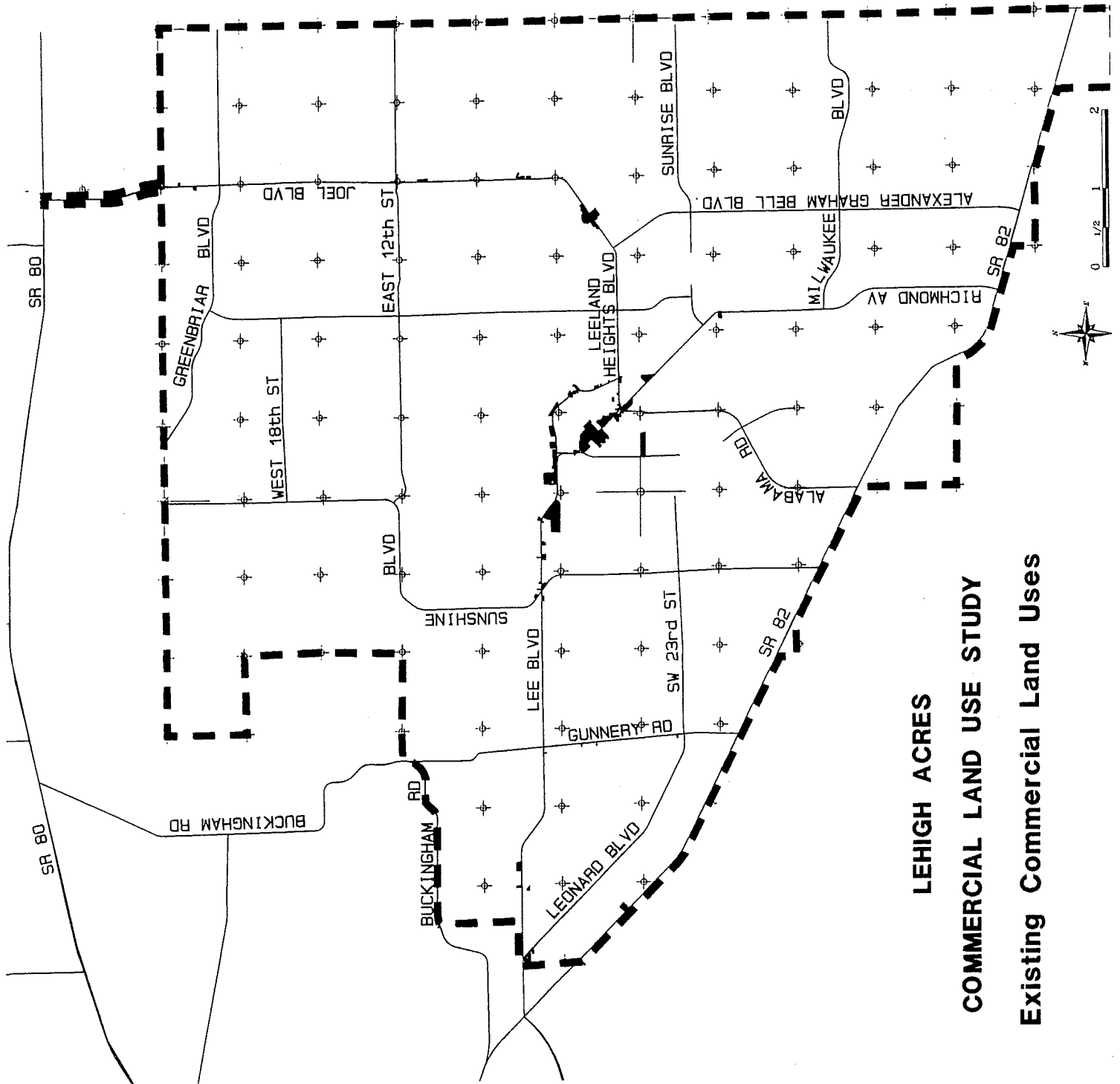
6-2 contains a similar inventory for certain quasi-commercial uses that usually occur on commercially zoned lands, including hospitals, motels, fraternal lodges, government buildings, and non-profit groups. Figure 6.1 identifies both kinds of commercial uses on a map of Lehigh Acres. (The quasi-commercial uses are not included in the following discussions of future commercial land-use demands.)

Commercial development in Lehigh Acres today can be characterized as reasonably concentrated but primarily automobile-oriented, with no traditional pedestrian-oriented downtown. About 53½% of Lehigh's total commercial space is located in shopping centers. Shopping centers are typically categorized as follows:

- ***Neighborhood shopping centers***, usually anchored by a grocery store, have up to 100,000 square feet of building space on 10-acre parcels. Lehigh Acres has three neighborhood shopping centers anchored by grocery stores and one smaller shopping center of similar character but without a grocery store.
- ***Community shopping centers***, usually anchored by a discount or junior department store, have up to 250,000 square feet of building space on 25-acre parcels. These centers serve a larger geographic area because they contain a wider variety of goods (although they often contain a grocery store as well). Lehigh's new Wal-Mart can be considered a community shopping center by itself due to its size and selection of merchandise and services. Another concentration of community shopping is made up of the expanded Kmart and the new Bealls stores, located directly across from each other on Homestead Road.
- ***Regional shopping centers***, anchored by department stores, have up to 1,000,000 square feet of building space. There are none in or adjoining Lehigh Acres at present.

Table 6-3 summarizes Lehigh's shopping centers and shows their proportion of all commercial uses throughout the community.

Figure 6.1



**LEHIGH ACRES**  
**COMMERCIAL LAND USE STUDY**  
**Existing Commercial Land Uses**

Table 6-3

Neighborhood and Community Shopping Centers			
	Gross Building Size (in SF)	Site Size (in acres)	Percentage of All Commercial Space (in SF)
Homestead Shopping Center	69,443	5.65	5.2%
Sunshine Shopping Plaza	122,136	12.49	9.1%
Homestead Plaza	97,168	11.55	7.3%
Lee Blvd. Shopping Center	38,793	4.63	2.9%
<b>ALL NEIGHBORHOOD SHOPPING:</b>	<b>327,540</b>	<b>34.32</b>	<b>24.5%</b>
Wal-Mart	210,830	30.47	15.8%
Kmart	109,808	10.65	8.2%
Bealls	66,930	7.15	5.0%
<b>ALL COMMUNITY SHOPPING:</b>	<b>387,568</b>	<b>48.27</b>	<b>29.0%</b>
<b>ALL NEIGHBORHOOD &amp; COMMUNITY SHOPPING:</b>	<b>715,108</b>	<b>82.59</b>	<b>53.5%</b>
<b>ALL RETAIL AND OFFICE/SERVICE USES IN LEHIGH ACRES:</b>	<b>1,337,211</b>	<b>189.48</b>	<b>100.0%</b>

## 7. Today's Supply of Commercially Zoned Land

### 7(a) Description of Commercial Zoning Categories

The current supply of commercially zoned land was examined to compare it to the amount that will be required as Lehigh Acres develops.

Zoning in Lehigh Acres is controlled by the Board of Commissioners in the same manner as for all other unincorporated land. Commercial zoning categories in Lee County include the following types:

*Table 7-1*

Lee County Zoning Categories Allowing Commercial Uses			
C-1A	Pre-1978 mixed-use category	CH	Highway commercial
C-1	Pre-1978 mixed-use category	CT	Tourist commercial
C-2	Pre-1978 mixed-use category	CP	Commercial parking
C-2A	Limited mixed-use category	CA	Commercial amusement/recreation
CN-1	Neighborhood commercial	CI	Intensive commercial
CN-2	Neighborhood commercial	CR	Rural commercial
CC	Community commercial	CM	Marine commercial
CG	General commercial	RPD	Residential Planned Development
CS-1	Special commercial office	CPD	Commercial Planned Development
CS-2	Special commercial office	MPD	Mixed Use Planned Development

Most commercially zoned land in Lehigh Acres is in the C-2 category. This zoning category allows an uncontrolled mix of light and intense commercial uses, some industrial uses, and all types of residences. However, regardless of current zoning, many kinds of commercial and industrial uses are allowed on a piece of property only if it is located in accordance with certain standards found in the Lee County Comprehensive Plan (see Section 9 of this report).

## 7(b) Location and Quantity of Existing Commercial Zoning

Existing commercial zoning in Lehigh Acres has been mapped in Figure 7.1, at the same scale as the previous map of existing commercial uses.

A comparison of the two maps indicates the physical configuration of the remaining vacant commercial land. The Homestead Road commercial core has about 83 acres now in commercial use, with about 34 vacant acres remaining (mostly located along the Taylor Lane Extension and Business Way, rather than fronting directly on Homestead Road). The main commercial strip along Lee Boulevard has about 84 acres now in commercial use out of a total of about 195 acres. Much of the remaining acreage, especially east of the hospital, has inferior access, odd-shaped lot configurations, or non-commercial uses already in place. There are other commercial strips (mostly vacant) at the western end of Lee Boulevard, along the west side of Gunnery Road south of Lee, along almost the entire north side of S.R. 82, and in small segments along Joel Boulevard. Commercial zoning is also in place at several other small sites, especially in the southeast portions of Lehigh Acres.

The total acreage of land in Lehigh Acres currently zoned for any commercial purposes is 1193.2 acres.<sup>10</sup> This amounts to less than 2% of all land in Lehigh Acres, far less than the typical 5% commercial allocation for an entire community.<sup>11</sup> Even if all of this zoned land were actually available and usable for commercial development, it would provide only enough space for about 40% of the build-out population of Lehigh Acres.<sup>12</sup> An even greater problem, though, is that much of the remaining commercially zoned land suffers from one or more serious flaws either because of its size or physical configuration, its location relative to the expected population, current regulatory standards, or other factors. The following section will analyze these and other constraints on future commercial development in Lehigh Acres.

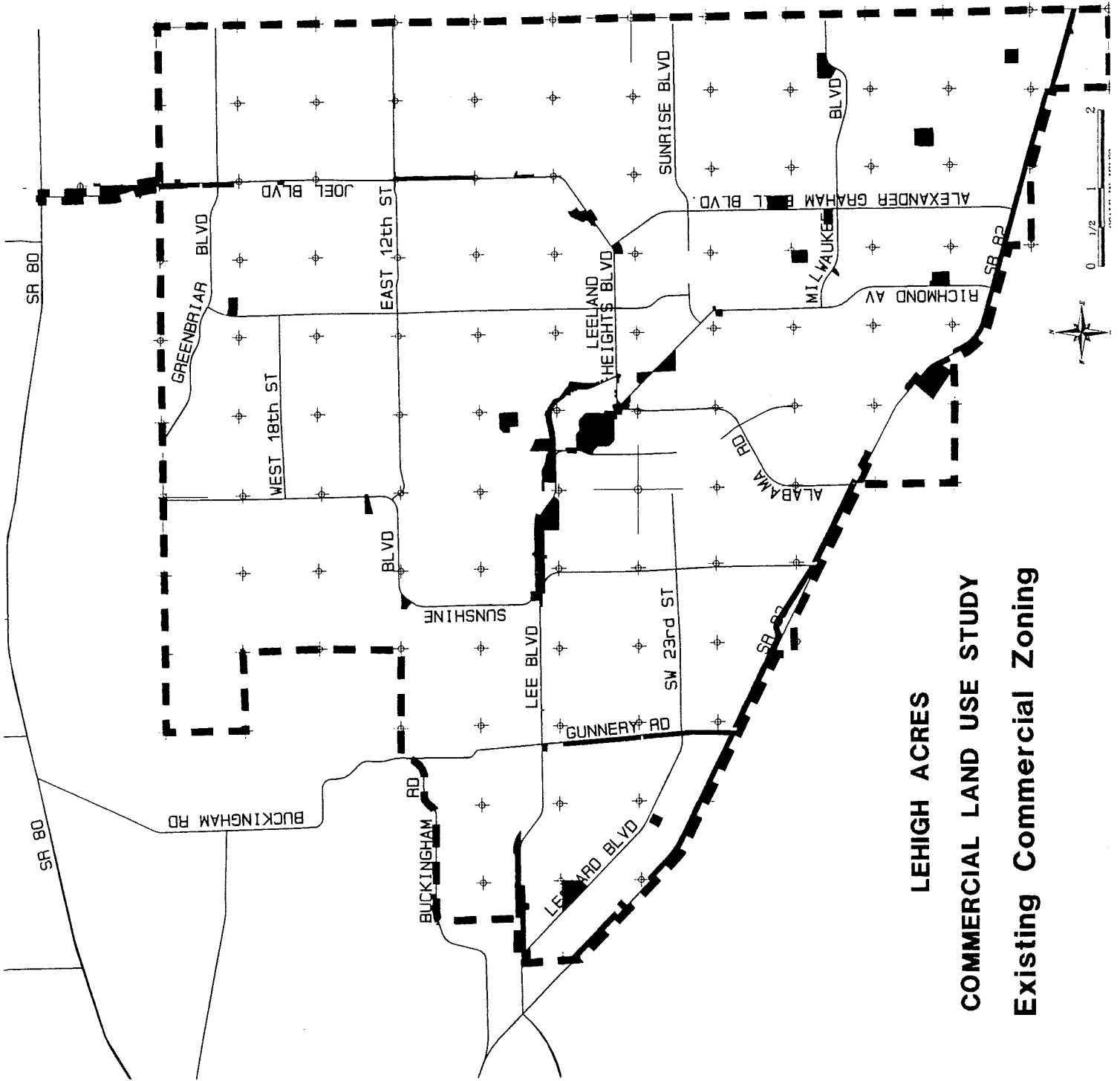
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<sup>10</sup>Data provided by the Lee County Property Appraiser, June 1, 1995, by deleting zoned road rights-of-way from the total commercial acreage within the Lehigh Acres CRA area. This total includes commercially zoned land within powerline or other easements and commercial land now being used for hospitals, motels, fraternal lodges, governments buildings, etc.

<sup>11</sup>*Community Builders Handbook*, Urban Land Institute, Washington, D.C., 1968, pp. 130-131

<sup>12</sup>Calculated as follows: 1193.20 commercially zoned acres is 4.9 times the current commercially used acres (244.12 acres, from Tables 6-1 and 6-2), and could serve up to 4.9 times the 1996 population of 27,763 permanent residents. The resulting population would be 136,039, or 39.8% of the build-out population of 342,063.

Figure 7.1



## **8. Constraints on Future Commercial Development**

Large pre-platted communities frequently have too little commercial land. *Outside* of pre-platted communities there is rarely a shortage of commercial land; in fact, surpluses of commercial sites are typical. Surpluses can cause planning problems also, for instance:

- creating uncertainty on the part of adjoining landowners over the ultimate use of strategic parcels;
- making it difficult for public agencies to program future road improvements; and
- allowing commercial development to spread out excessively in ways that are inconvenient to shoppers and which interfere with the flow of traffic on major arteries.

In large pre-platted communities, shortages of commercial land can result from a lack of foresight by the initial developers and be aggravated by unexpected demographic changes in the population. This type of shortage is often difficult to remedy, and especially so when prime commercial locations have already been subdivided into small lots and sold off to individual owners. The following sub-sections examine these and other factors that inhibit the private land market from correcting this imbalance in land uses.

### **8(a) Premature Residential Platting and Scattered Ownership**

In the early stages of the development of a lot-sales community there is little actual demand for retail or service uses. In many communities that were marketed for future retirement homes, little or no land was put aside for employment centers either. As long as the marketing of lots for future homesites was profitable, there was little or no incentive for a developer to put aside adequate amounts of land for future commercial use. This was the case for the original developers of Lehigh Acres, who began with no experience in land development and who made land-use decisions of enormous significance without the kind of outside oversight that is now taken for granted.

The earliest development, even before the name Lehigh Acres was selected, was known as Leeland Heights and was planned to be at most a small retirement community, with little or no commercial demand. In response to very strong installment sales of these early lots, development was expanded to the north (in Township 44S, Range 27E and north of the Able Canal). The result is today's northern Lehigh Acres, a beautifully wooded landscape divided almost totally into half-acre residential lots, still with virtually no commercial land.

At least at two points in the earliest planning of Lehigh Acres, some commercial development had been anticipated. One of the earliest available sales maps shows two long strips of land as "reserved for commercial property, schools and churches." One strip was 4½ miles long, running north and south about three blocks west of Richmond Avenue. In the original plats prepared in January of 1956, a 250-foot-wide strip was left unplatted there. But in replats prepared later that year, the entire strip was subdivided into residential lots. The other strip was even longer, running 6 miles east and west along what is now Twelfth Street. This strip was up to 450 feet wide. In a replat later in 1956, the western edge of what became the Baker Canal was first shown. Over the following 5 years, this entire strip was replatted to include the right-of-way for the entire Baker Canal, Twelfth Street itself, and very small multi-family lots on both sides of Twelfth. Today there are no commercial sites at all in this area.

Maps from a few years later give no indication of either of these commercial strips, but do show a wider strip of land on both sides of Joel Boulevard with the following notation: "Business & Commercial Reservation: Shopping, Business, Professional, Schools, Churches." This strip was planned to run from the golf course north to Sixteenth Street. The original plats from early 1956 again left much of this strip unplatted, but later replats converted most of it to residential lots, many of which are now fully occupied. A few remnants of this strip are in commercial use today. Another large portion of it (north of Twelfth Street) was never zoned commercially nor platted but is currently being planned for estate homes. The reason for this conversion is similar to that from four decades ago: the land is marketable today for residential use, while viable commercial use seems too far in the future to justify simply holding the land until actual commercial use is warranted.

Commercial development first occurred on Homestead Road near Leeland Heights Boulevard with a store built by the original developer. This store became the southern edge of Lehigh Acres' well-located commercial core which now extends northwest along Homestead Road. The rest of the core area was laid out in 1966 on previously unplatted land. By 1995, nearly every parcel with frontage on Homestead Road has been put to commercial use.

As platting of Lehigh Acres then proceeded to the west and northwest of this commercial core, a slightly increasing amount of commercial land was put aside, for instance along portions of Lee Boulevard. But only in the later portion of Lehigh Acres (to the southeast) was anywhere near sufficient land put aside for commercial purposes. Even then, much of this commercial land was platted into small lots and sold to individuals instead of being held intact, resulting in a premature commitment of commercial land to fragmented parcels.

This fragmentation of what little commercial land was provided now works against its practical use and prevents the creation of large shopping centers that have become popular in the decades since. The purchasers of these fragmented lots paid a premium for them, often more than they are worth even today. They can be understandably reluctant to sell at a loss to private individuals who might otherwise be able to assemble larger sites, even though this assembly might make the land marketable for actual commercial development.

## **8(b) Shallow Commercial Strips**

There is a second major problem on top of the fragmented ownership pattern of much of Lehigh's remaining commercial land. As can be seen by visually comparing Figures 6.1 and 7.1, much of the vacant commercial land is located along major roads in shallow strips or ribbons. Almost the entire length of S.R. 82 has a commercially zoned strip along its north side. Individual lots are typically 50 feet wide and 175 to 185 feet deep. East of Gunnery Road many lots are about 85 feet wide and 130 feet deep. A strip of 175-foot-deep lots are on the west side of Gunnery from Douglas Avenue to S.R. 82.

Current planning theory favors shopping centers over shallow commercial strips, as illustrated by the following quotations from typical planning sources:

- "The community that has no strip commercial development or high-way commercial development is singularly blessed. These types of development are almost never proposed where none already exists..."<sup>13</sup>
- "In contrast to concentrated commercial areas, strip commercial developments require that a person seeking a reasonable range of goods and services must travel a maximum distance from the point of first to last purchase.... Since the strip commercial area is undesirable as a prime location for most businesses, it is increasingly occupied by marginal enterprises with a high mortality rate.... Certainly there is little prospect that a substantial part of the frontage now zoned strip commercial can ever be used for constructive purposes without extensive and expansive public renewal action."<sup>14</sup>
- "As the traffic artery strip zoned for business develops for that purpose (if it ever does), curb cuts and driveways will be required for access to developed properties. If there is to be any successful result for the business enterprises, traffic will increase with each developing parcel. As

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<sup>13</sup>*The Practice of Local Government Planning*, edited by Frank S. So et al., International City Management Association, 1979.

<sup>14</sup>*Planning Cities*, by Frederick H. Bair, Jr., American Planning Association, 1979.

traffic increases and scattered turnoffs or driveways are created, congestion and traffic accidents will multiply.”<sup>15</sup>

- “[C]onvert strips into discrete concentrations where possible, and [ ] prevent the creation or proliferation of new strips. In instances where existing strips cannot realistically be broken up or where new strips are inevitable, there should be a concerted effort to apply design standards (both regulatory and public improvement) that will minimize traffic, environmental, and aesthetic problems and remove blighting influences on nearby development and vacant land.”<sup>16</sup>

Whatever the shortcomings of the strip commercial pattern, wholesale abandonment of Lehigh’s commercial strips would not be prudent. The existing and available strips are of varying character and suitability, some having offsetting advantages not typically found. Given the serious shortage of commercial land in Lehigh Acres, some of those strips can be used as-is, or be made usable, and become one part of an overall solution. Other strips that are not suitable for retail uses may be suitable for office or multifamily development.

Besides fragmentation of ownership, the biggest Lehigh-specific problem of commercial strips is their shallow depth. The minimum recommended depth for commercial strips is 200 to 300 feet to accommodate the buildings, adequate parking, and landscaped buffering along the road and behind the businesses.<sup>17</sup> A depth of 600 feet is ideal for shopping centers. But the majority of remaining commercial strips in Lehigh Acres are only 175 to 185 feet deep, and some are as shallow as 130 feet. The major exceptions are along Lee Boulevard (on both sides from Sunshine Boulevard east to Wal-Mart and on the north side from Alvin Avenue eastward about one mile), where the strips average 250 feet deep.

On the positive side, nearly all of the shallower strips back up to a continuous access or “reverse frontage” road. This road is called Meadow Road on the north side of S.R. 82 and Gretchen Avenue on the west side of Gunnery. If vehicular access from these commercial strips were limited to this access road, some of the drawbacks of strip commercial would be avoided (although additional traffic would be forced to flow past homes on the other side of Meadow and Gretchen). This arrangement may not work as well for businesses that rely on impulse stops, such as convenience stores

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<sup>15</sup>*The Citizen’s Guide to Zoning*, by Herbert H. Smith, American Planning Association, 1983.

<sup>16</sup>*Commercial Land Use Needs in Lee County*, prepared by Thomas H. Roberts & Associates for Lee County, January 1987.

<sup>17</sup>*The Practice of Local Government Planning*, edited by Frank S. So et al., International City Management Association, 1979.

or service stations, unless they adjoined an public street connecting to the arterial road. But it would be acceptable for other businesses such as offices that want visibility from a major road but can accept less convenient access for their customers.

Various potential modifications to commercial strips will be illustrated later in this report.

### **8(c) Deed Restrictions**

With most land in Lehigh Acres having been sold as homesites, it is not surprising that a large number of lots were sold with deed restrictions governing allowable types of construction and seeking to prevent commercial intrusion into neighborhoods. Deed restrictions against commercial development may prove to be a significant impediment and block the creation of a commercial area in some otherwise very desirable locations. In other cases, the restrictions are no longer valid or can be waived through technical and legal procedures. No general guidelines can be given here because of the variety of deed restrictions that were used at different periods during the development of Lehigh Acres.

### **8(d) Proximity to Existing Neighborhoods**

Given the above limitations on shopping opportunities in Lehigh Acres, it is perhaps not surprising that many conflicts have arisen in recent years when landowners have sought commercial zoning for their property. Because there has been no comprehensive attempt to resolve the shortage of commercial land, owners of land along major roads in populated areas have been seeking commercial zoning on their own. In many of these cases, the land in question is already surrounded by homes on many or all adjoining lots.

The potential for continuing neighborhood conflict is obvious. Similar conflicts will arise through time whenever commercial proposals are made in or near developed residential neighborhoods. After neighborhoods have been built up, there is little choice but to judge each proposal on its individual merits through the county's rezoning process.

To minimize these conflicts in the future, though, as many decisions about commercial locations as possible should be made well in advance of intensive development of nearby residential neighborhoods. This allows those who cannot tolerate nearby commercial activity to build their homes further away. The impression that property values will be lowered by proximity to commercial areas is often incorrect.<sup>18</sup>

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<sup>18</sup>*Empirical Modeling of the Relative Impacts of Various Sizes of Shopping Centers on the Values of Surrounding Residential Properties*, by R. Sirpal, *Journal of Real Estate Research* 9, 4: 487-506, 1994

But anyone's sense of being forced from their home by intruding commercial development will exacerbate the already difficult task of redesigning a community for proper levels of commercial development.

### **8(e) Environmental Problems**

The vast network of canals throughout Lehigh Acres has dried up most of the original wetlands, seeming to resolve a common environmental problem for developers. But deep muck soils below former wetlands can provide an even greater impediment to any kind of development. As with deed restrictions, little general guidance can be provided, but the problem must be recognized and investigated in locations with any reasonable probability of muck soils.

Another potential environmental constraint on commercial development is caused by Lehigh Acres' proximity to some of Lee County's finest *underground* water resources. These constraints can take two forms, either the existing legal constraints on the intense use of any unplatted land south of S.R. 82 as found in Lee County's Comprehensive Plan, or the potential constraints that may result from the installation of shallow wellfields into the high-yielding aquifers near S.R. 82 from about Gunnery Road to the east about four or five miles.<sup>19</sup> Certain land uses are typically restricted near shallow wellfields, especially service stations and users of pesticides (due to potential contamination in the case of leaks or spills).

### **8(f) Inadequate Road Network**

Lehigh Acres shares many problems with other pre-platted or lot-sales communities. But a particular problem in Lehigh is the absence of an adequate network of roads within the community. Although localized road deficiencies can be *caused* by a successful shopping center, the absence of shopping centers is even worse. When residents must travel not only through their community but then outside it as well to obtain everyday goods and services, overall travel is increased well beyond that which is inevitable.

Cape Coral was designed with an internal road network that, despite a few major shortcomings, will be adequate through its build-out. Cape Coral is criss-crossed by a grid of major boulevards, often only one mile apart. Many of these roads already provide four travel lanes. Compare that network with the primitive network within Lehigh Acres. The imminent widening of Lee Boulevard will resolve much of the current congestion, but future improvements will not be as easy to accomplish because adequate rights-of-way are rarely available where needed.

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<sup>19</sup>Water Supply Master Plan 1993 - 2030, Volume 1, Lee County Regional Water Supply Authority, November 1993.

Sections 14 and 15 of this report will address Lehigh's road needs through the year 2020. Longer-term problems, if not studied and planned for, will become more difficult to solve with each passing year.

#### **8(g) Use of Modern Planning Standards in Pre-Platted Communities**

The constraints discussed above are numerous and very serious. In addition, there are certain regulatory constraints that, as applied to Lehigh Acres, are hurting rather than helping to resolve the shortage of commercial land. The following section will describe the currently regulatory framework for commercial land in Lee County and prepare for a later discussion of changes that could be made to these standards.

## **9. Comprehensive Planning Standards for Commercial Development**

### **9(a) Lee Plan — 1984 Through 1994**

In 1984 Lee County adopted its first modern “comprehensive plan,” known since then as the Lee Plan. Despite some attempts during the preparation of that plan to address the unique aspects of Lehigh Acres, the plan as adopted blessed the continued development of Lehigh and otherwise had little practical effect there.

As to future commercial development throughout Lee County, the 1984 plan adopted commercial site location standards that survived until late 1994 with only minor changes. The purpose of these standards was to distinguish between various types of larger commercial developments and require them to be located only near intersections of certain classes of roads. For instance, “community shopping centers” must have direct access to two arterial roads; “neighborhood shopping centers” must have access to at least one arterial and one collector road; and convenience or “minor commercial” stores must have access to at least one collector and one local road. Some commercial uses such as motels and offices are not required to meet any of these standards.

New commercial developments are permitted only if they comply with these site location standards. This was true even if commercial zoning for a property had been approved prior to the 1984 Lee Plan. This retroactivity created a particular problem in Lehigh Acres since the usual surplus of commercially zoned land did not exist. Most of the commercial land that had been provided was already zoned commercially. Despite that zoning, much of the land was severely restricted by the site location standards, particularly the commercial strips.

The limitations that these standards imposed on vacant commercial strips was not accidental; the standards were intended to encourage the consolidation of commercial development near major intersections and to discourage further development of commercial strips. But there is no evidence that alternative commercial patterns for Lehigh Acres had been considered when the standards were imposed.

By the early 1990s, two factors were forcing a change in the Lee Plan’s generally laissez-faire attitude towards Lehigh Acres. First, commercial rezonings were becoming a source of continuing conflict, with the Lee Plan’s site location standards seeming to provide little useful guidance given the constraints discussed in the previous section. Second, litigation over the Lee Plan dragged on between Lee County and the Florida Department of Community Affairs, the state land planning agency. Two continuing questions were:

- whether the plan adequately controlled “urban sprawl,” raising the question of whether Lehigh Acres was an example of urban sprawl that should be controlled or a resource of moderate-cost homesites that needed protection; and
- whether the commercial locational standards were so lenient as to provide little guidance whatever, or a reasonable attempt to manage growth, or a cumbersome deterrent to responsible development.

One of the results of the litigation was the redesignation of unplatted land south of S.R. 82 to a new Lee Plan category that restricted development densities to one dwelling units per ten acres. Another was a less-site-specific means of allocating growth known as the “Year 2010 Overlay,” which was repealed in 1994 following many problems with its implementation. (The 1994 amendments are discussed in the next subsection, although they are not in effect at this time due to a pending challenge by the Department of Community Affairs and several private organizations.)

### **9(b) Lee Plan — Pending Amendments**

In November 1994, many amendments were made to the Lee Plan in response to a formal “evaluation and appraisal” review of the entire plan. All land in Lehigh Acres was reclassified on the Future Land Use Map to a new “vested community” category. This new category would have little effect on actual development except in unplatted areas, where some parcels will be restricted to a maximum of four dwelling units per acre.<sup>20</sup>

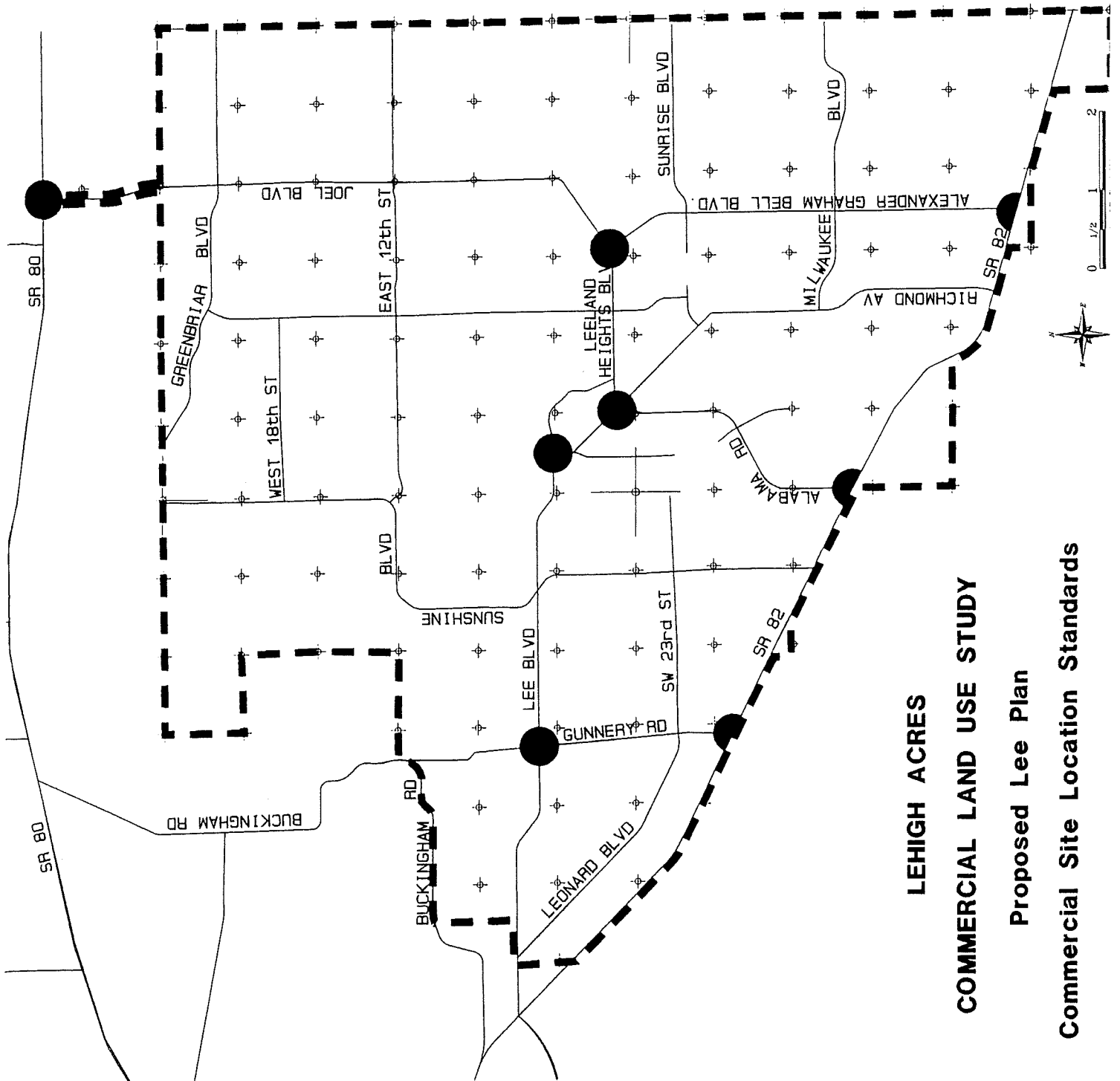
Another 1994 amendment has more potential significance to future commercial development in Lehigh Acres. In response to frequent criticisms of the commercial site location standards in the previous plan, a new map was adopted to identify certain major road intersections as automatically qualifying for certain levels of commercial development. The relevant parts of this map are included here as Figure 9.1.<sup>21</sup> Its significance to Lehigh Acres is that only eight major intersections in or adjoining the Lehigh CRA area are shown on this map as being suitable for neighborhood or commercial shopping centers. (Other locations aren’t completely precluded if the intersections meet certain definitions in the Florida Administrative Code, but those definitions are still more of a hindrance than in help in the Lehigh Acres context.) Given all of the constraints on potential commercial land in Lehigh Acres, more flexibility than this will be required to take advantage of the limited opportunities available.

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<sup>20</sup>See new Policy 1.1.5, as adopted by Ordinance No. 94-30.

<sup>21</sup>Excerpted from Map 16 and Policy 6.1.2(12), as adopted by Ordinance No. 94-30.

Figure 9.1



## **10. Alternative Configurations of Commercial Land**

### **10(a) Six Concepts for Providing Additional Commercial Land**

Following an initial examination of possible types of commercial expansion, six concepts were selected for further analysis. Some of these concepts are not mutually exclusive, but for clarity they will first be described separately.

#### **Concept A: Allow Convenient Shops Within Neighborhoods**

Much of this study has focused on identifying large parcels of land for future shopping center sites. Residential areas are typically seen as needing protection from the adverse impacts of nearby commercial development. Yet many communities find some internal commercial uses are not only inoffensive but actually a positive attribute. An alternative explored in this study is how such internal commercial uses might be designed and located to benefit surrounding neighborhoods.

#### **Concept B: Assemble Shopping Center Sites from Existing Lots**

Fragmented land ownership is the greatest hindrance to identifying additional commercial locations. Assembly of larger parcels from the existing scattered ownership pattern could reverse this problem. In some cases, assembly can be done by private entities purchasing land from willing sellers or developing an agreement among several property owners to act cooperatively. More likely, a governmental entity would assemble land through a combination of voluntary purchases and the exercise of the power of eminent domain (condemnation). The Community Redevelopment Agency is the only entity with the type of eminent domain powers that would be needed for this type of assembly. In the case of governmental assembly, the assembled parcels would then be resold through some equitable means to private developers, with any value created by the assembly being re-used for further land assembly or other public purposes.

#### **Concept C: Identify Major New Commercial Locations Not Meeting Current Site Location Standards**

This alternative would involve making whatever regulatory changes are necessary to allow commercial development on suitable parcels that do not meet the site location standards or other requirements of the adopted Lee Plan.

#### **Concept D: Site Major New Commercial Locations Outside Lehigh Acres**

The placement of major new commercial locations near but just outside Lehigh Acres has the potential of meeting some of the community's needs with relatively little effort or impact. If these locations were along the routine travel

relatively little effort or impact. If these locations were along the routine travel patterns of Lehigh Acres' commuters, some of the commercial demand could be met without causing excessive travel to and from these shopping centers. Commercial locations near the western edge of Lehigh Acres could also draw from residents of the Gateway community, enhancing the viability of their businesses.

### **Concept E: Deepen Existing Commercially Zoned Strips**

A previous discussion identified the planning shortcomings of commercial strips. In particular, the commercial strips along Gunnery Road and S.R. 82 are too shallow for many modern commercial uses. One alternative would be to enhance the viability of strategic portions of these commercial strips by extending commercial zoning to the rear. The resulting deeper commercial parcels would provide far more flexibility to prospective businesses.

### **Concept F: Reconfigure Access to Commercially Zoned Strips**

Deepening a shallow commercial strip is not the only available alternative; some of the existing strips may be "salvageable" in other ways. Lehigh Acres' existing commercial strips were examined in detail to determine existing levels of development; ownership patterns; lot widths and depths; soil and access limitations; proximity to future development; and relative scarcity of nearby commercial alternatives. Table 10-1 provides a summary of the data developed during this analysis.

The major alternative strategies to deepening the existing commercial strips fall within the following three categories:

#### **— Strategy A: Legalize Continued Use in Their Present Configuration**

This strategy is to accept the existence of some (or all) of the shallow commercial strips and eliminate governmental restrictions on their use. The primary impediments include a county requirement that a 40-foot-wide parallel access road be built along the entire length of S.R. 82; a county prohibition on most retail uses beyond 330 feet of the intersection of an existing street with a collector or arterial road; and county and state restrictions on permanent access to arterial roads at points spaced more frequently than 660 feet.

**Table 10-1**  
**Comparative Data on Existing Commercial Strips**

Which side?	Section/Twp/Range	Lot size: width depth	Ownership pattern	Typical zoning	Rear access available?	Potential soil limitations?		
S.R. 82 STRIPS:								
	Westerly edge to cemetery	north	31- 44-26	50 175	fragmented	C-2	Meadow Road	minor
	Cemetery to Gunnerly	north	4, 5, 9- 45-26	50 175	fragmented	C-2	Meadow Road	minor
	First mile east of Gunnerly	north	9, 10- 45-26	80 136	single owner	C-2	Meadow Road	intermittent
	First mile west of Sunshine	north	11, 14- 45-26	80 186	single owner	C-2	Meadow Road	minor
	Sunshine to Alabama	north	13- 45-26	80 136	single owner	C-2	Meadow Road	minor
	Jaguar to 1 mile before county line	north	27-29, 35- 45-27	50 175	fragmented	C-2	Meadow Road	intermittent
	Last mile before county line	north	36- 45-27	50 175	lots in pairs	RS-1	Meadow Road	minor
	" " " "	south	36- 45-27	50 165	fragmented	C-1A, CC	Briarcliffe and Naples	minor
GUNNERY ROAD STRIP:								
	Douglas to S.R. 82	west	4-45-26, 33- 44-26	50 175	fragmented	C-2	Gretchen Avenue	none
LEE BOULEVARD STRIPS:								
	Alvin to canal	north	29, 30- 44-26	various 300	large parcels	C-2, CPD	Brookfield Street	minor
	Welcome center to 8th Street	south	30- 44-26	50 176	single owner	C-2, IL	8th Street	minor
	Sunshine to Wal-Mart	north	25, 26- 44-26	80 252	single owner	CG, C-2	Fifth Street West	none
	" " " "	south	25, 26- 44-26	80 252	single owner	C-2, CPD	Fourth Street West	none
	Hospital to Coolidge	north	29, 30, 32- 44-27	various various	fragmented	C-2, C-1A, CC, CG	none	none
	Coolidge to Leeland Heights	east	32- 44-27	40 125	lots in pairs	CS-1+2, RS-1, models	none	none
LEELAND HEIGHTS STRIPS:								
	Homestead to California	north	32- 44-27	125 120	fragmented	C-2, CPD, RS-1	none	none
	California to Lee	north	32- 44-27	40 120	lots in pairs	RS-1	none	none
	" " " "	south	32- 44-27	160 125	fragmented	CS-1, RS-1	none	none
BELL STRIP:								
	Theodore Vail to Mirror Lakes Drive	east	15- 45-27	(wide) 250	large parcels	RM-2	Thomas Sherwin Ave.	minor
JOEL BOULEVARD STRIPS:								
	8th to 12th Streets	east	23- 44-27	(wide) 125	large parcels	C-2	Edward Avenue	none
	12th to 16th Streets	west	15- 44-27	(wide) 460-515	single owner	RS-1	Gerald Avenue	none
	Mabry to Jetridge	east	2- 44-27	(wide) 150	single owner	RS-1	Edward Avenue	none
	Ocean Park to Ridgemonst Drives	west	3- 44-27	(wide) 250	single owner	C-1A, RS-1	Spartan and Olsen	minor
	22nd to 24th Streets	west	3- 44-27	50 180-200	fragmented	C-1A	none	minor

— **Strategy B: Restrict or Eliminate Commercial Uses at Some Locations**

This strategy is to clearly restrict or eliminate future commercial uses in those strips that are least favorable to commercial development. The approach could simply maintain, or strengthen considerably, the current regulatory impediments to commercial uses. This could involve either Lee Plan changes, or setting a minimum number of contiguous lots in order to construct a commercial development, or rezoning the property out of its existing C-2 zoning into another zoning category. Or the Community Redevelopment Agency could acquire this land from the current owners, either voluntarily or more likely through eminent domain. Once acquired, the lots could be reconfigured to improve commercial suitability and re-sold, or held for future public purposes such as highway beautification or water retention.

— **Strategy C: Mitigate the Negative Traffic Aspects of the Strip**

A third strategy is a major rehabilitation of some commercial strips: keeping their current lot widths, depths, and even fragmented ownership, but reconfiguring their vehicular access. This strategy appeared promising and was selected as Concept F for further exploration through this study.

## **10(b) Illustrating the Six Concepts**

The next step in the evaluation of these six concepts was to select actual locations within Lehigh Acres where each could be tested. Maps were created of each area, specifically including its surrounding neighborhood because the external impacts of each alternative is an important part of the analysis. Each concept was then illustrated by creating an actual site plan showing how commercial development might be placed on the property and how landscaping and open space might soften impacts on surrounding properties.

Eight specific areas were selected. Figure 10.1 identifies the boundaries of each site on a map of Lehigh Acres. Table 10-2 describes the general location of each and identifies which of the commercial concepts have been illustrated in that area. The overlap between some of the concepts is apparent from this matrix, with five of the eight areas using two or more concepts.

Figure 10.1

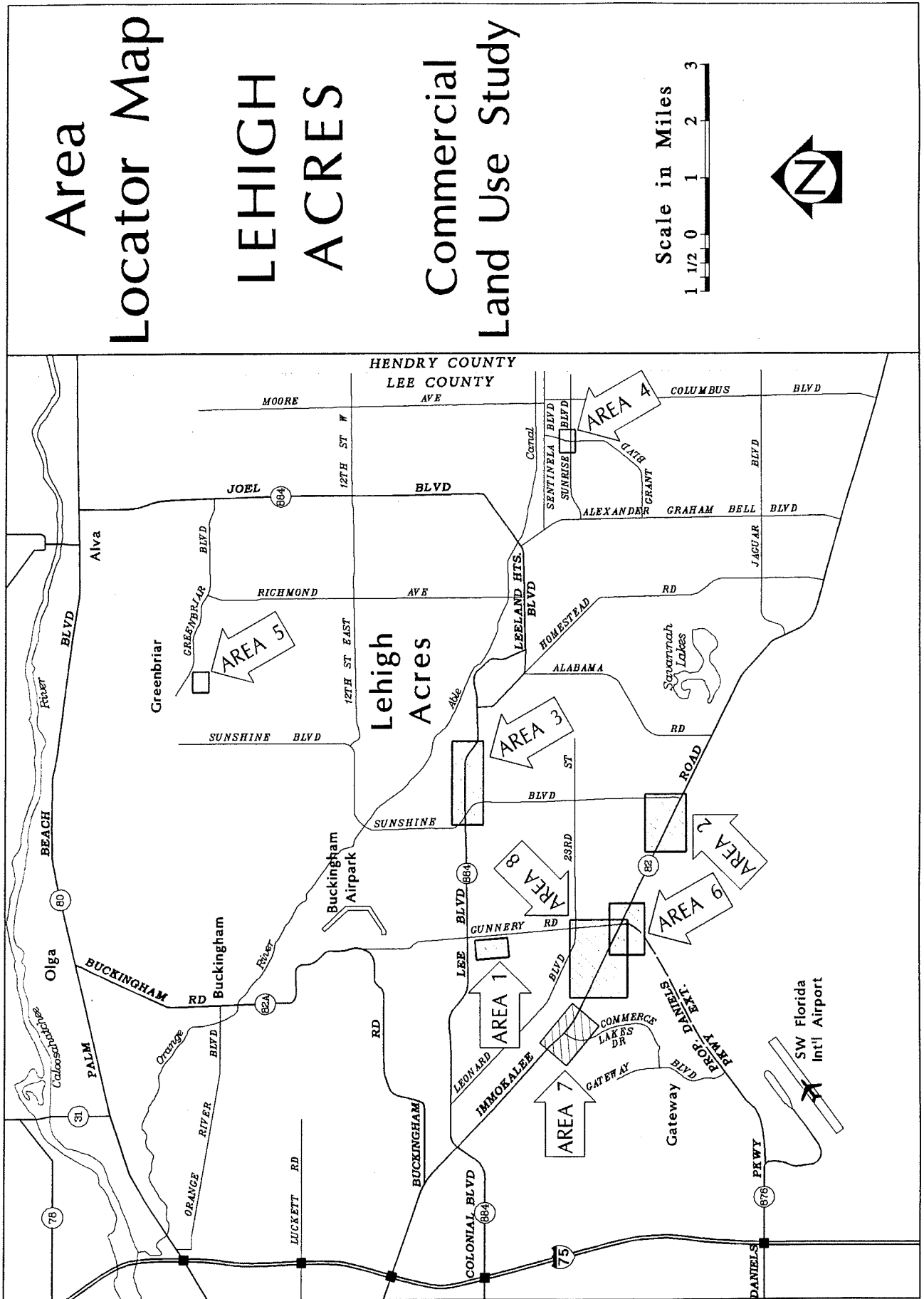


Table 10-2

Matrix of Concepts and Specific Commercial Site Plans							
Six Concepts→		A	B	C	D	E	F
Eight Areas		<i>allow convenient neighbor- hood shops</i>	<i>assemble large shopping center sites</i>	<i>locations not meeting current standards</i>	<i>locations outside Lehigh Acres</i>	<i>deepen existing commercial strips</i>	<i>modify access to strips</i>
#	Location						
1	Gunnery at Douglas		X	X		X	
2	Sunshine at S.R. 82		X	X		X	
3	Lee (Sunshine to Wal-Mart)		X				
4	Grant at Sunrise	X					
5	Greenbriar	X		X			
6	Daniels at S.R. 82			X	X		
7	Commerce Lakes at S.R. 82				X		
8	Gunnery at S.R. 82			X			X

### 10(c) Eight Individual Commercial Site Plans

Each of the eight areas is discussed separately below. Note that at least two drawings are included for each. The first is a map showing current conditions on the site, including existing buildings shown by cross-hatching. The second is the exact same area but with a commercial site plan, most illustrating potential buildings, parking lots, stormwater detention areas, access points, and landscaping. Each concept plan is discussed in the text, with major advantages and problems identified.

#### Area 1 — Gunnery Road at Douglas Lane

One of the original commercial strips in Lehigh Acres lies along the west side of Gunnery Road beginning about ¼ mile south of Lee Boulevard at Douglas Lane. This strip is relatively shallow, typically 175 feet deep with lot widths of 50 feet. This strip is typical of much of the remaining commercial zoning in Lehigh Acres, with its lots already sold off to individual owners and today supporting only widely scattered small businesses.

A typical portion at the northern edge of this commercial strip was selected as “Area 1” (see Figure 10.2). The site extends from Douglas Lane on the north to 3rd Street on the south and Gordon Avenue on the west, with about 1080 feet of frontage on Gunnery Road.

Two different plans were developed for this site. Plan A would deepen the commercial strip two full blocks, back to Gordon Avenue (see Figure 10.3). This configuration would allow the placement of a full-size neighborhood shopping center (98,800 square feet, about the size of today's Homestead Plaza with its Publix Supermarket and Eckerd Drugs). The original commercial strip would be reconfigured into four one-acre "outparcels" for convenience shopping such as fast food, service station, or convenience store.

The outparcels would have access from Gretchen Avenue, whose continuity would be maintained while serving as a "reverse frontage" road. Instead of ten or more driveways from individual businesses onto Gunnery Road, a single entrance road would be provided directly across from 1st Street, served by turn lanes on Gunnery.

A large pond would be placed to the rear, which along with heavy vegetation would provide separation from the residential neighborhood behind. Most of the rear block facing the neighborhood would be used only for the stormwater pond and landscaping.

Plan B would deepen the commercial strip one full block instead of two (see Figure 10.4). A smaller neighborhood shopping center (69,600 square feet, like today's Homestead Shopping Center) could be placed on the site, along with two convenience locations, all sharing a single parking lot. Three driveways would be provided onto Gunnery. A smaller dry detention area would be provided in the rear, along with the same vegetative buffer as in Plan A. In this configuration, Gretchen Avenue could not be maintained (which is only a minor problem at this location since Gretchen ends at Douglas anyway).

Each plan extends commercial development into areas now planned only for homesites. Intense landscaped buffering can soften this impact but will never eliminate it. Plan A provides substantially more commercial space, more buffering, and much better traffic circulation. Plan B would protrude less into the surrounding neighborhood, but would break the continuity of Gretchen Avenue, one of the few assets of Lehigh's commercial strips. Its buildings would be slightly closer to residential lots than in Plan A.

Extending commercial back only one-half block would be the most intrusive to abutting landowners and the least desirable for commercial users, and therefore has not been considered further. A one-block extension, as in Plan B, is feasible but less desirable from almost every viewpoint than a two-block extension as shown in Plan A.

1093 / 1511 = 0.7234



Figure 10.3

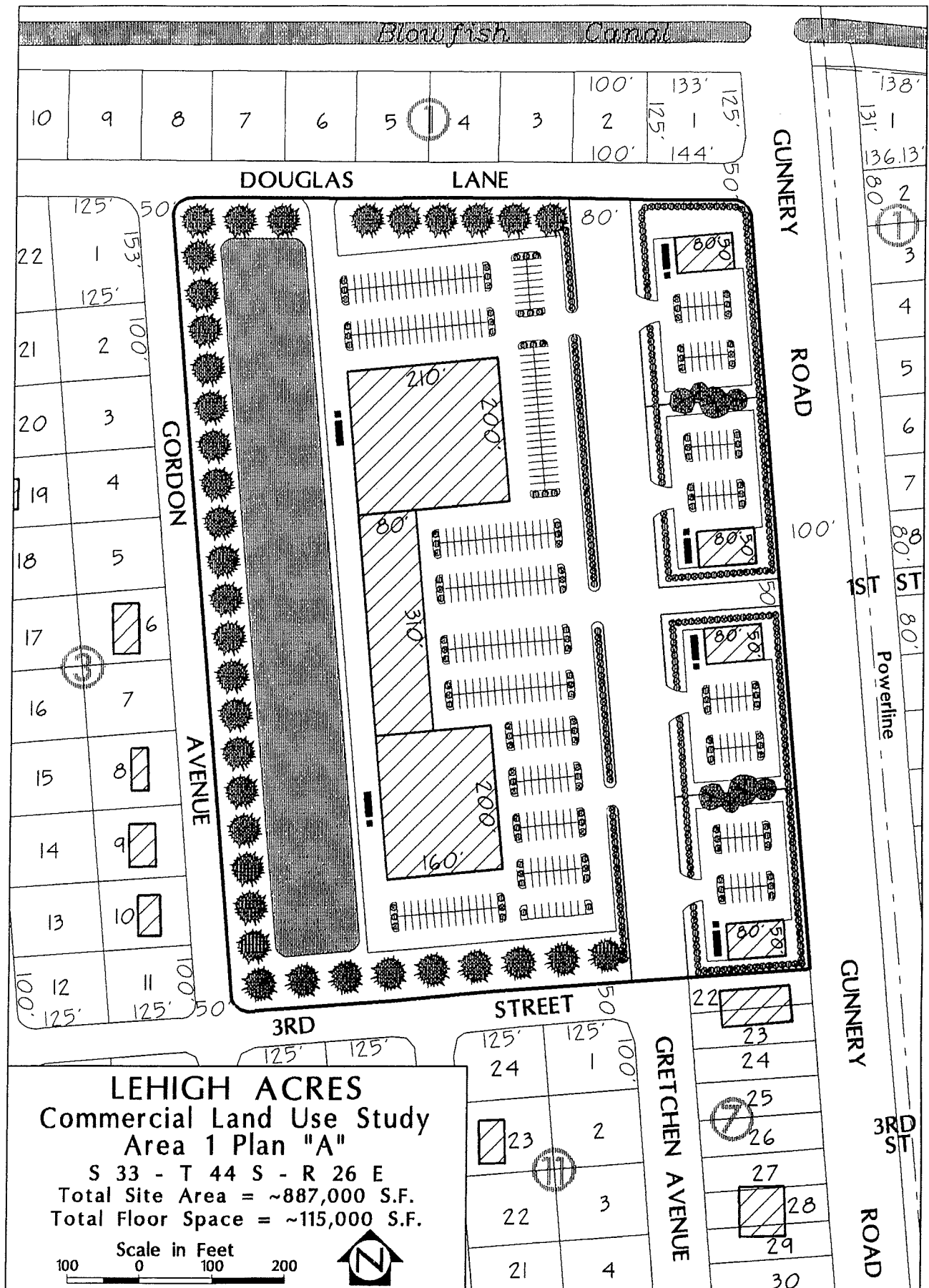
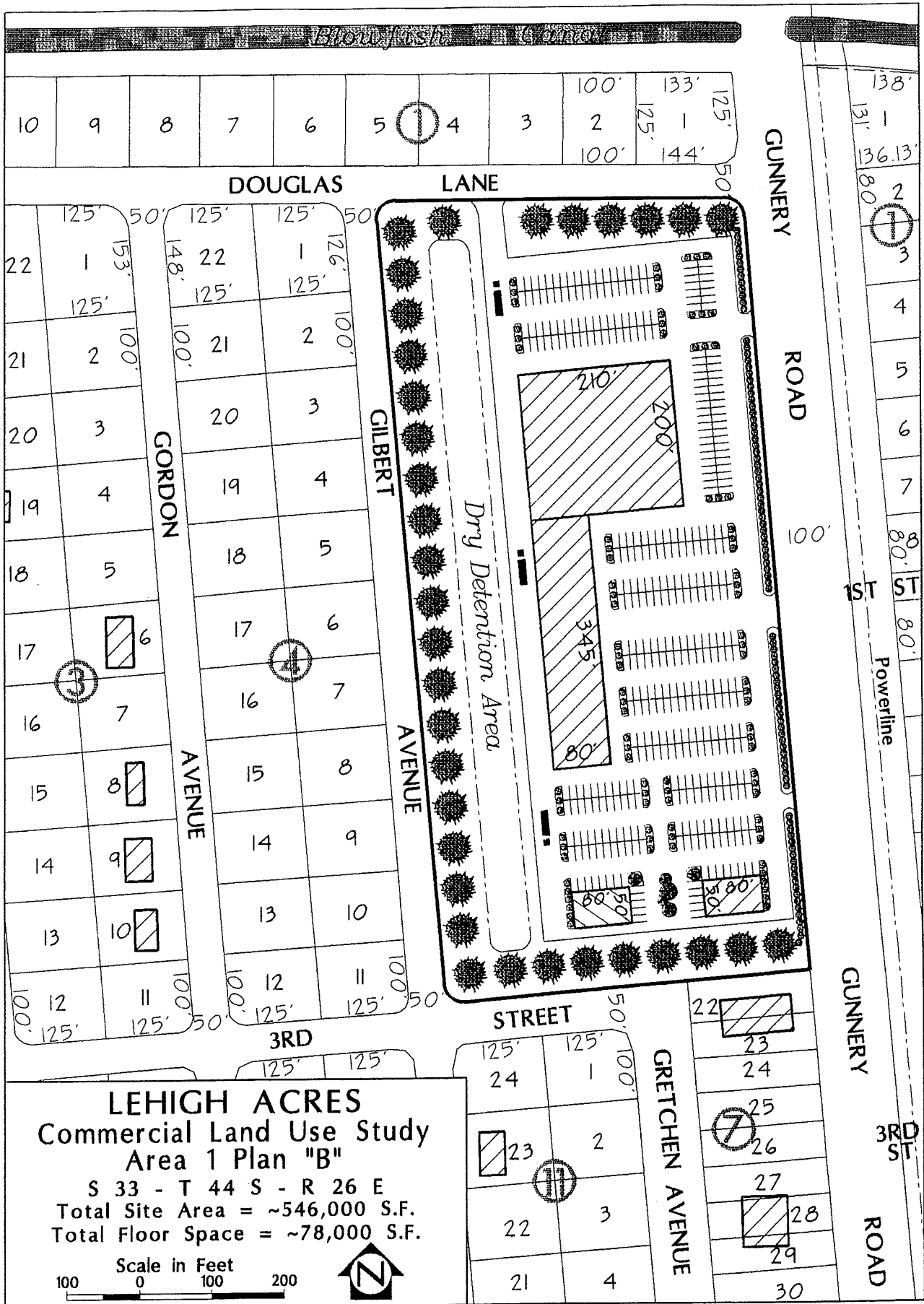


Figure 10.4



## **Area 2 — Sunshine Boulevard at S.R. 82**

Sunshine Boulevard is the only single road that travels from S.R. 82 all the way to the northern edge of Lehigh Acres. Although it is little travelled today, it will serve as a major artery in the future, especially if extended northward to S.R. 80. No part of its intersection with S.R. 82 is designated by the most recent amendments to the Lee Plan as an acceptable location for a shopping center.

A curved portion of S.R. 82 in the northwest quadrant of that intersection was straightened several decades ago. That realignment moved the right-of-way away from the typical strip of commercial lots on the north side of S.R. 82. Perhaps for that reason those lots were never sold off to individual owners. That unitary ownership, if combined with the old right-of-way and the odd-shaped remainder parcel left by the realignment, would provide a very large site in the northwest quadrant with excellent commercial potential.

Existing conditions in the northwest quadrant are shown in Figure 10.5. A potential 66-acre commercial development plan is shown in Figure 10.6. This plan would provide a community shopping center with about 187,000 square feet and four 5-acre commercial sites that could be developed independently or combined into another community shopping center site. This plan also provides five outparcels near the intersection of Sunshine and S.R. 82.

Meadow Road would be maintained through the site, but its intersection with Sunshine would be realigned further from S.R. 82. A row of existing residential lots south of a canal would be used solely for stormwater and buffering purposes. Three other small blocks of residential lots are shown in this plan as being converted into the commercial outparcels.

The assembly and redevelopment of all or part of this site has many advantages and relatively few drawbacks. The old commercial strip remains in single ownership yet is “landlocked.” The other large parcel is also in single ownership but is too shallow by itself for practical use. Combined they would provide a very large commercial site suitable for the proposed plan or many other variations. A substantial number of residential lots could be converted to commercial outparcels as shown here to improve the feasibility further, although two homes have already been built there and would have to be purchased. But these residential lots would be located very close to and almost unbuffered from commercial development if they were deleted from the proposed commercial plan.

Figure 10.5

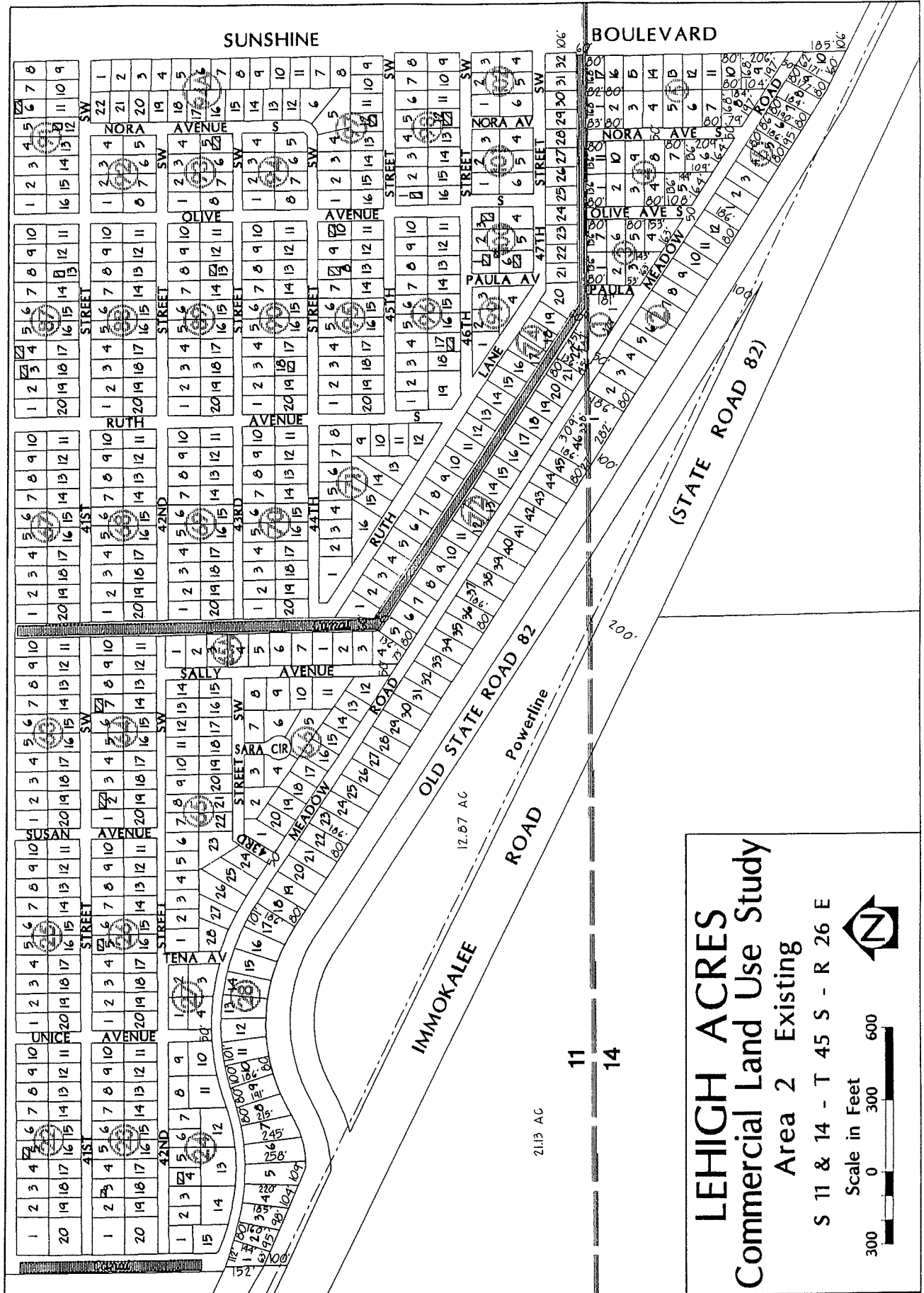
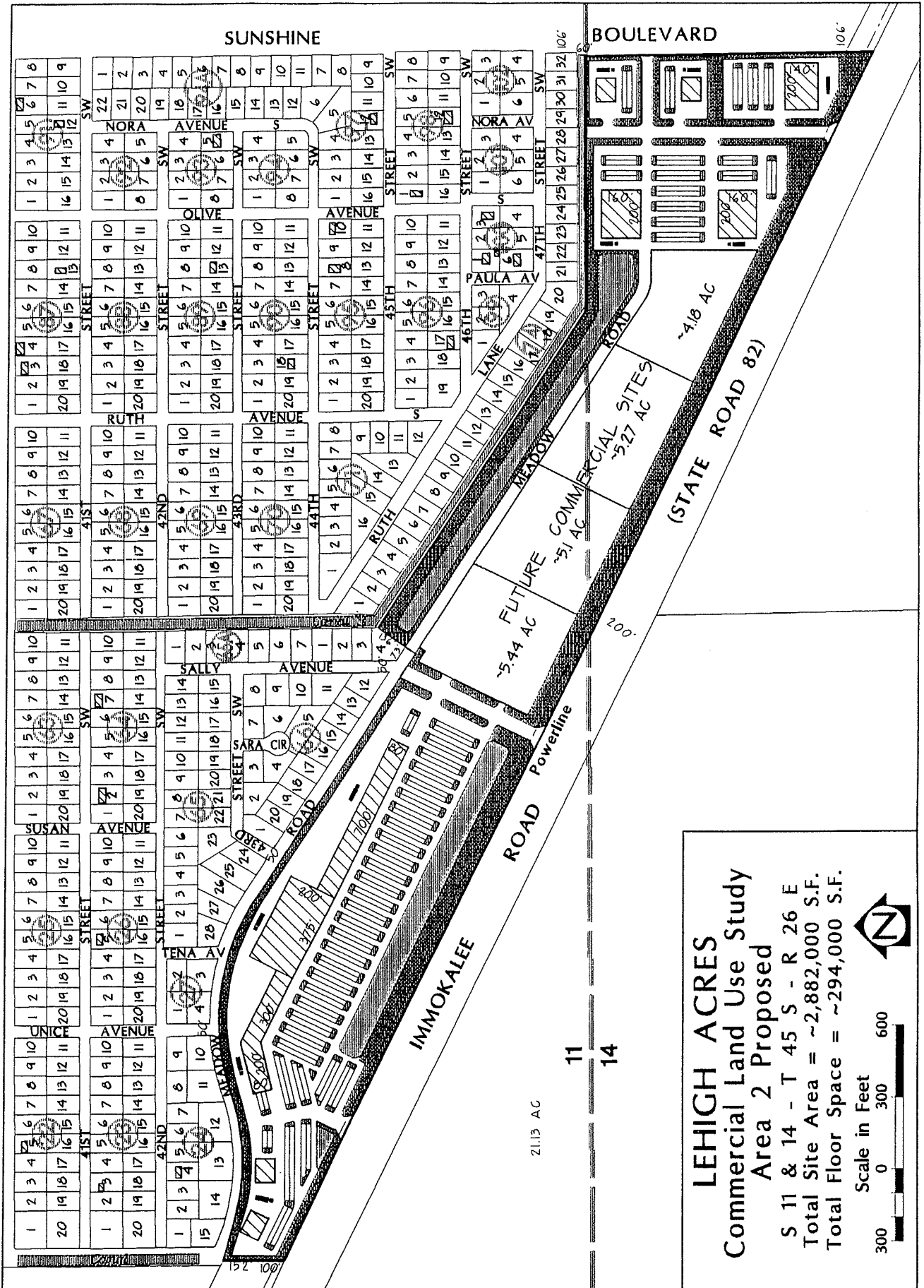


Figure 10.6



### **Area 3 — Sunshine Boulevard to Wal-Mart (south of Lee Blvd.)**

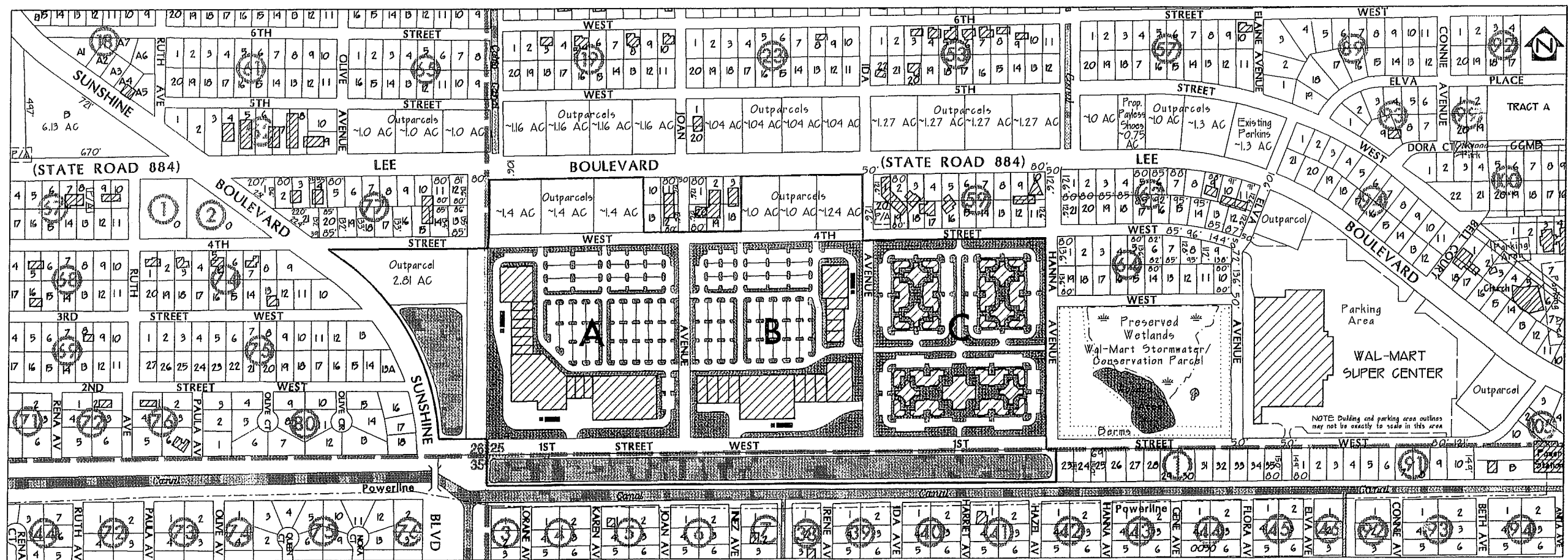
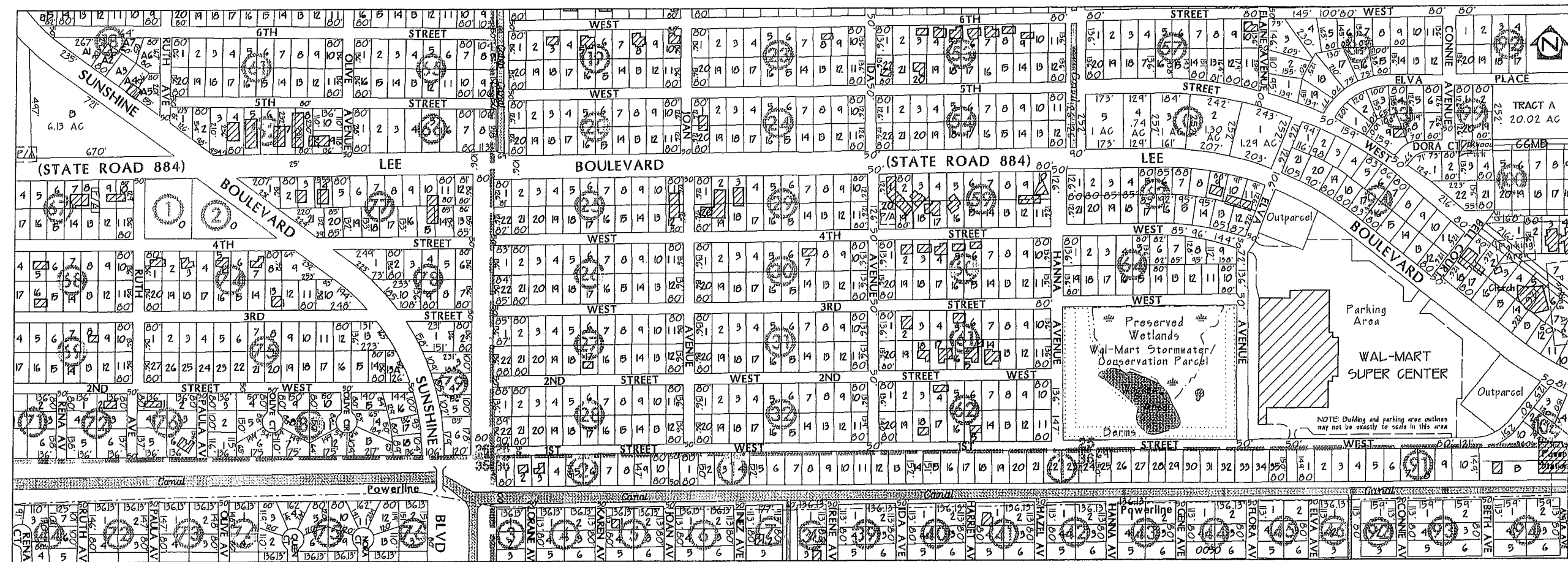
Lee Boulevard has emerged as a prime commercial location; its widening to six lanes is imminent due to high traffic volumes and the absence of other continuous east-west routes. Land near the intersection of Lee with Sunshine Boulevard is some of the most centrally located and accessible property in Lehigh Acres. Only a small amount of land was set aside for commercial purposes at this prime location, although a commercial strip was laid out on both sides of Lee Boulevard about 250 feet deep.

Under current Lee County planning standards, major community shopping centers must be located in such a manner as to provide direct access to two arterial roads. The new Wal-Mart store, about one mile east of the intersection of Sunshine and Lee, was able to meet this requirement by improving 1st Street and extending it westward to meet Sunshine. This extension will allow shoppers coming up Sunshine to use 1st Street for access without going through the difficult intersection with Lee Boulevard. This arrangement would also provide similar benefits to other land located west of Wal-Mart. See the top half of Figure 10.7 for a map of existing conditions.

The bottom half of this figure illustrates additional commercial development that could be accommodated if nine blocks of residential lots were consolidated. Under this plan, the north-south streets (Joan, Ida, and Hanna) would be retained to provide access to Lee Boulevard. Two east-west streets (2nd and 3rd) would be eliminated. The result would be three large commercial blocks averaging 17 acres each. The existing commercial strip along the south side of Lee would be configured as outparcels of about an acre each. The result would be a development pattern like a typical new community shopping center built behind outparcels along a major road, although visibility from Lee Boulevard would be somewhat blocked if every outparcel were intensely developed. Distinctive signage on Lee at Joan or Ida would be important.

Each large commercial block could be developed independently or as a unified business park. The arrangement shown includes typical community shopping centers on Blocks A and B and an office park on Block C. Many other configurations would be possible, including the creation of a regional mall or a new downtown area.

Block C on this plan already contains a number of homes and could be eliminated from this plan, perhaps by moving the office park onto Block B. This would avoid potentially high acquisition costs, but would leave the homeowners in the midst of commercial development with no way to profit from their favorable commercial location.



LEHIGH ACRES Commercial Land Use Study Area 3

S 25,26,35,36 - T 44 S - R 26 E

Total Site Area A = 17.94 AC B = 16.38 AC C = 16.62 AC

Total Floor Space A = 175,000 S.F. (Retail) B = 149,000 S.F. (Retail) C = 165,000 S.F. (Office)

Scale in Feet

200 0 200 400

Figure 10.7

This plan would produce a large and well-located commercial complex. Due to the many landowners involved, it would almost certainly require the use of eminent domain powers to acquire at least some of the lots. Acquisition costs could be high, especially if the existing homes were included. But the location would be superb and the market may be ready for initial development in the not-too-distant future, unlike some of the other alternatives which are located in outlying areas. Because of its location near relatively high levels of residential development in recent years, however, a decision would have to be made to proceed fairly soon; otherwise more homes may be built on these lots in coming years, decreasing or eliminating this concept's feasibility.

#### **Area 4 — Grant Boulevard at Sunrise Boulevard**

The southeastern portion of Lehigh Acres has a better network of potential arterial roads than the rest of the community, although development levels are currently very slow. The intersection of these arterials typically includes standard single-family lots in every quadrant. The intersection of Grant Boulevard at Sunrise Boulevard is typical (see the top half of Figure 10.8) and has been used to illustrate the potential for providing very small-scale commercial opportunities within neighborhoods. There are many similar intersections, and since only a small number of lots that would be required to implement this concept, the specific locations would not need to be chosen in advance.

The bottom half of Figure 10.8 illustrates low-intensity commercial development on the northeast and northwest quadrants of the intersection of Grant and Sunrise. Six lots in each quadrant were combined in this plan. The commercial buildings would be larger than private homes but would be less intrusive if built with sloped roofs as shown. Total floor space in each quadrant would be a little smaller than the new Lee Boulevard Center (located next to RE/MAX Classic Properties), with about 14,750 square feet shown in Figure 10.8 in the combined quadrants.

The keys to making this kind of development more welcome in neighborhoods might include limitations on building size and construction style; restrictions on the kinds of uses that could be placed there; and perhaps some limitations on the hours of operation. For instance, offices in a pleasant home-like building could easily be accommodated, while a typical 24-hour convenience store would not.

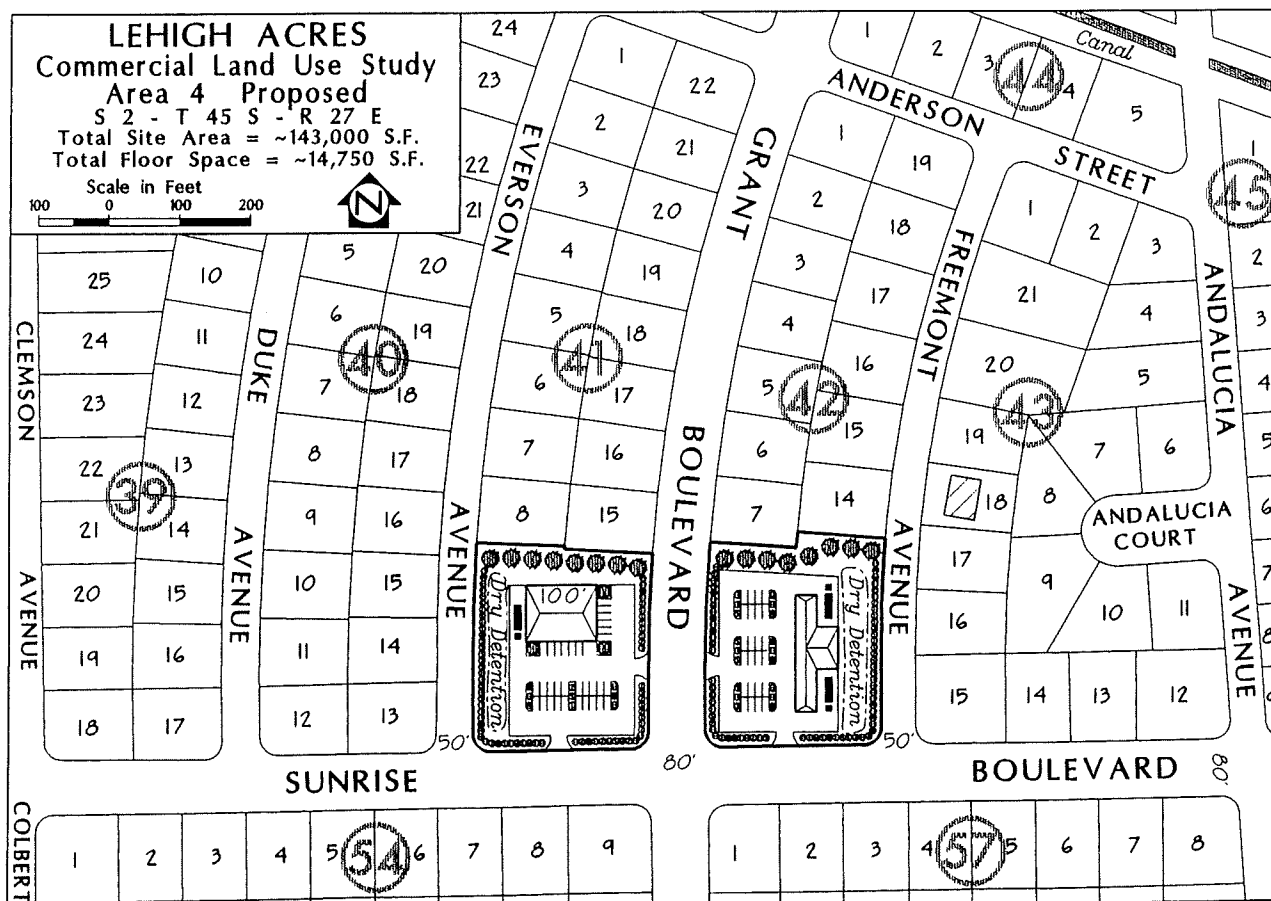
#### **Area 5 — Myers Court (in Greenbriar)**

The Greenbriar portion of Lehigh Acres lies at its northern edge. It was developed more recently than the rest of Lehigh and was designed to comply with many of today's environmental and planning standards. Relatively few homes have been built there, except along its westerly edge.

**LEHIGH ACRES**  
**Commercial Land Use Study**  
**Area 4 Existing**  
 S 2 - T 45 S - R 27 E

Scale in Feet  
 100 0 100 200

Map showing lots and streets:  
 Streets: Anderson Street, Grant Avenue, Freemont Avenue, Andalusia Avenue, Sunrise Boulevard, Boulevard.  
 Lots: 1-25, 27-30, 32-35, 37-40, 42-45, 47-50, 52-55, 57-60.  
 Circled lot numbers: 39, 40, 41, 42, 43, 44, 45, 54, 57.



One entire block of lots around Myers Court off Redmont Avenue (see the top half of Figure 10.9) was selected for another illustration of small-scale commercial development within a neighborhood. This block is partially surrounded by wide but shallow drainage swales (quite unlike Lehigh's typical deep canals). These swales support attractive marsh vegetation, suggesting the possibility of a restaurant with a pleasant view. The bottom half of Figure 10.9 illustrates the conversion of Myers Court in this way.

#### **Area 6 — Daniels Extension at S.R. 82**

Daniels Parkway is a six-lane major arterial road from U.S. 41 leading to the Southwest Florida International Airport. Lee County plans to extend Daniels from its current terminus at Gateway through to S.R. 82, tying into a realignment of the southerly end of Gunnery Road.

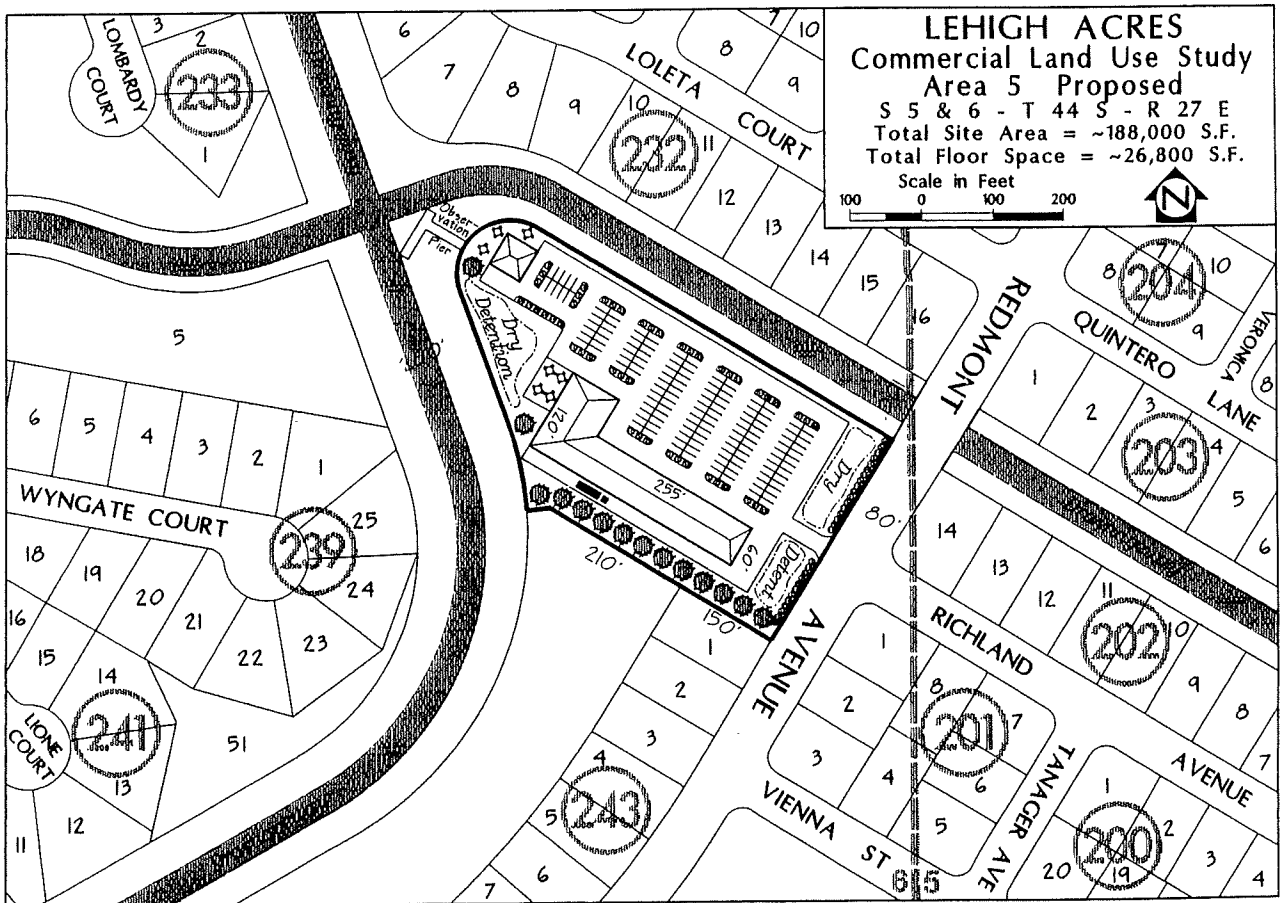
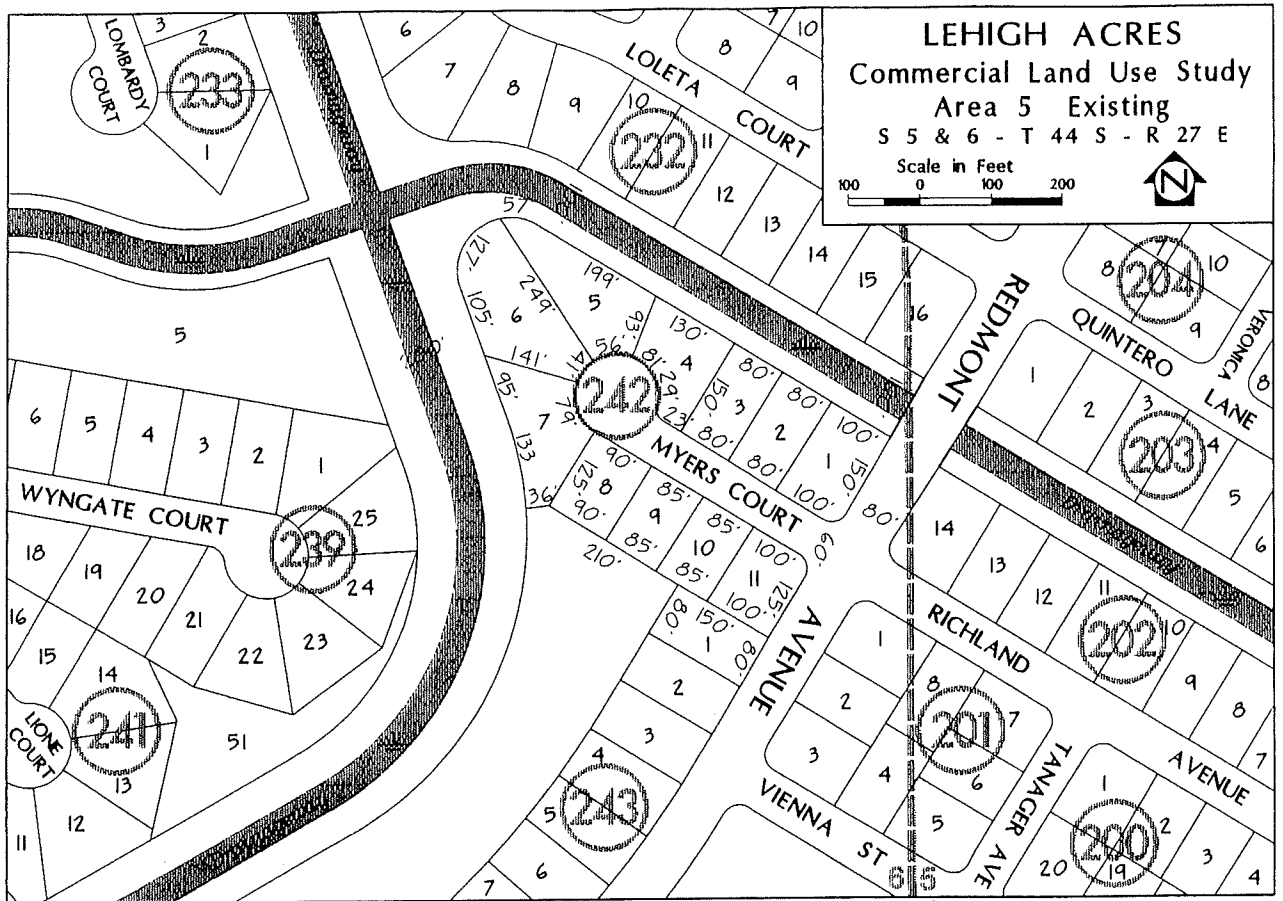
The completion of the Daniels Parkway Extension will provide excellent access between Lehigh Acres and south Lee County by about the year 2000. Right-of-way has already been acquired. Its opening will change the travel patterns of many Lehigh Acres residents in the same manner as did the opening of the Colonial Boulevard Extension. It will also make a home in Lehigh Acres more convenient to those working in south Lee County but now living elsewhere.

Much of the land along the alignment for this extension has severe development limitations. These include prohibitions on residential development because of aircraft noise, and severe restrictions on other urban uses because of its location with the Groundwater Resource/Density Reduction category in the Lee Plan. These restrictions currently apply even to the land directly across from Lehigh Acres where Daniels will meet Gunnery Road. If the current regulations were modified slightly, this intersection could become a significant commercial center. Figure 10.10 illustrates current conditions.

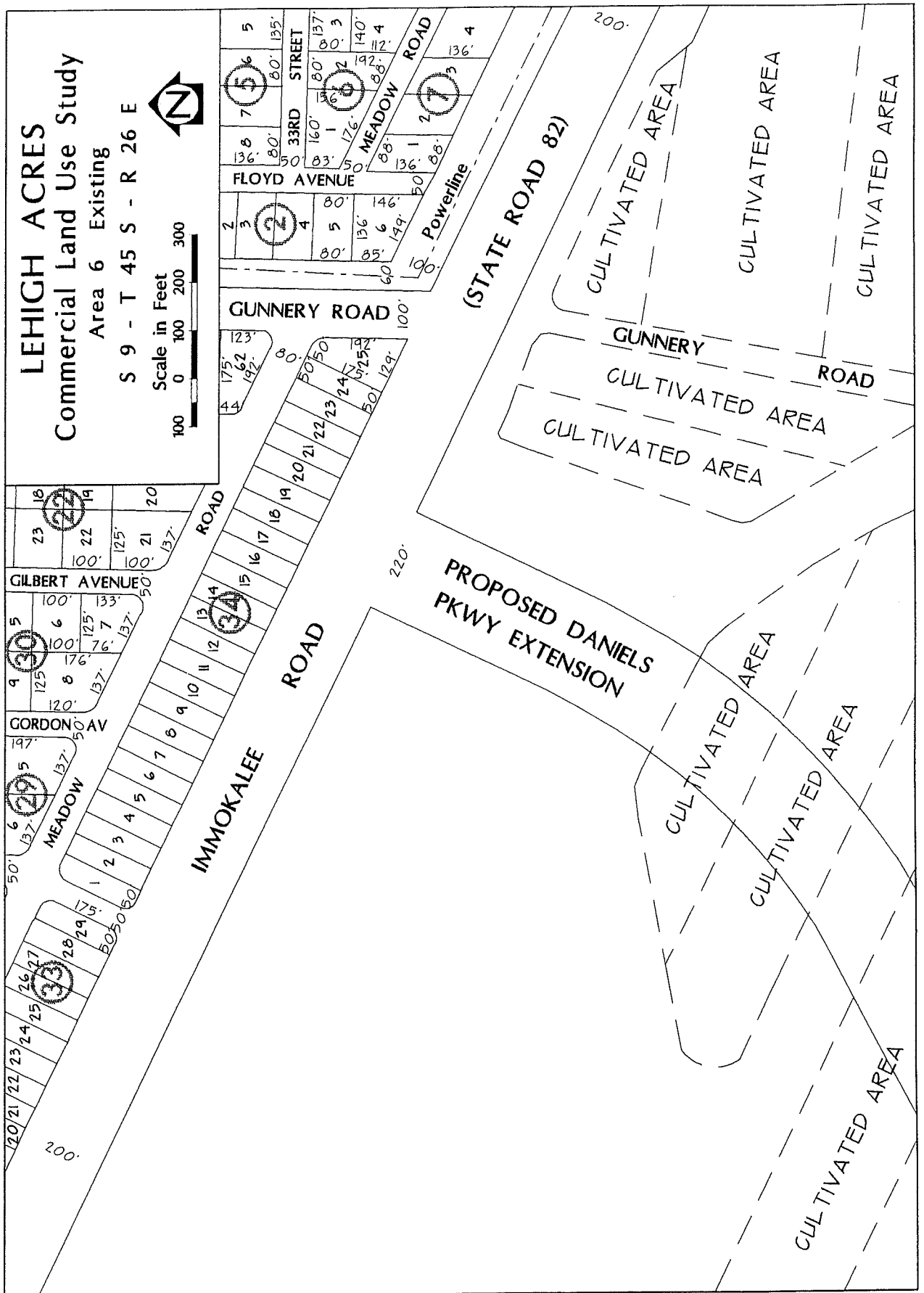
Figure 10.11 shows the same location with the addition of large commercial developments in the southwest and southeast quadrants. The southwest quadrant is shown with an office park of about 165,000 square feet of space, plus eleven sizable outparcels. The southeast quadrant is shown as a large community or small regional shopping center of about 370,000 square feet, plus seven outparcels, three of which are very large. Both southerly quadrants have been farmed for many years. Some wetlands soil types are present, especially in the southwesterly quadrant, and would affect a final development plan for these sites.

This location is remote today and will not even be a major intersection for about four more years. But traffic on the Daniels Parkway Extension will increase continuously as Lehigh Acres develops. At some point this intersection will serve a

Figure 10.9



*Figure 10.10*



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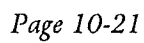
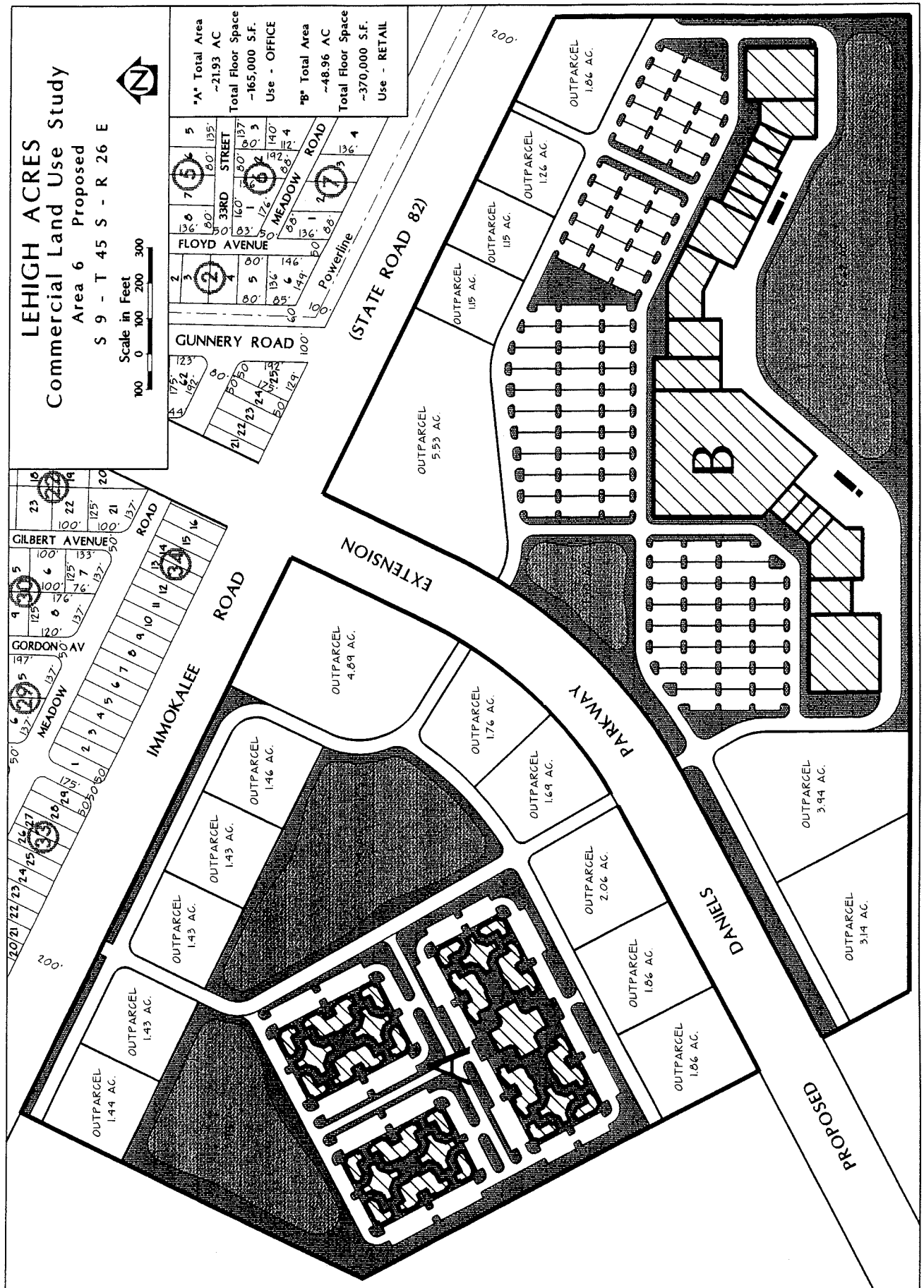


Figure 10.11



great deal of traffic, especially Lehigh Acres commuters. Its location is marginal for regional shopping but could serve as an important neighborhood/community commercial site or business park. Development would not require any lot assembly or have direct impacts on existing residential neighborhoods. It is located over the westerly edge of a confluence of valuable aquifers, which may or may not serve as a development constraint depending on where shallow wellfields may be placed in the future.

#### **Area 7 — Commerce Lakes Drive at S.R. 82**

The most direct access from Daniels Parkway to Lehigh Acres at present is through Gateway and out to S.R. 82 on Commerce Lakes Drive. The intersection of Commerce Lakes and S.R. 82 is unremarkable at present (see Figure 10.12). On the north side lies the typical Lehigh Acres strip pattern of vacant commercially zoned lots. On the south side the developer of Gateway has approval for a large neighborhood convenience shopping area on land that is currently vacant. The approval of the original Gateway master plan predated the 1984 Lee Plan and is therefore not constrained by the Lee Plan's commercial site location standards.

Figure 10.13 illustrates 80 acres of commercial development in both southerly quadrants of this intersection. This drawing shows about 500,000 square feet of total building space and is one of several concepts that have been considered by the original developers of Gateway. Future residential areas will adjoin this site, but they will be developed by the same owners, who will have every incentive to provide appropriate separation between any incompatible uses.

Commercial development as shown in this figure is not contingent on any changes to Lee County regulations. It is included here as another example of how Lehigh Acres might be served by commercial development immediately outside. Similar commercial opportunities exist with the new boundaries of the city of Fort Myers where the Colonial Extension meets Lee Boulevard.

#### **Area 8 — Gunnery at S.R. 82**

This intersection contains the greatest concentration of strip commercial zoning in Lehigh Acres and was selected to experiment with Concept F, the rehabilitation of the commercial strip by reversing the access to fragmented commercial lots.

This opportunity is available because every lot in the commercial strips along S.R. 82 and Gunnery Road has the advantage of two frontages, the second being a local street parallel to S.R. 82 and Gunnery. What was apparently intended only as secondary access could be converted into the primary access to the entire commercial strip, eliminating some of the more negative aspects of the strip:

Figure 10.12

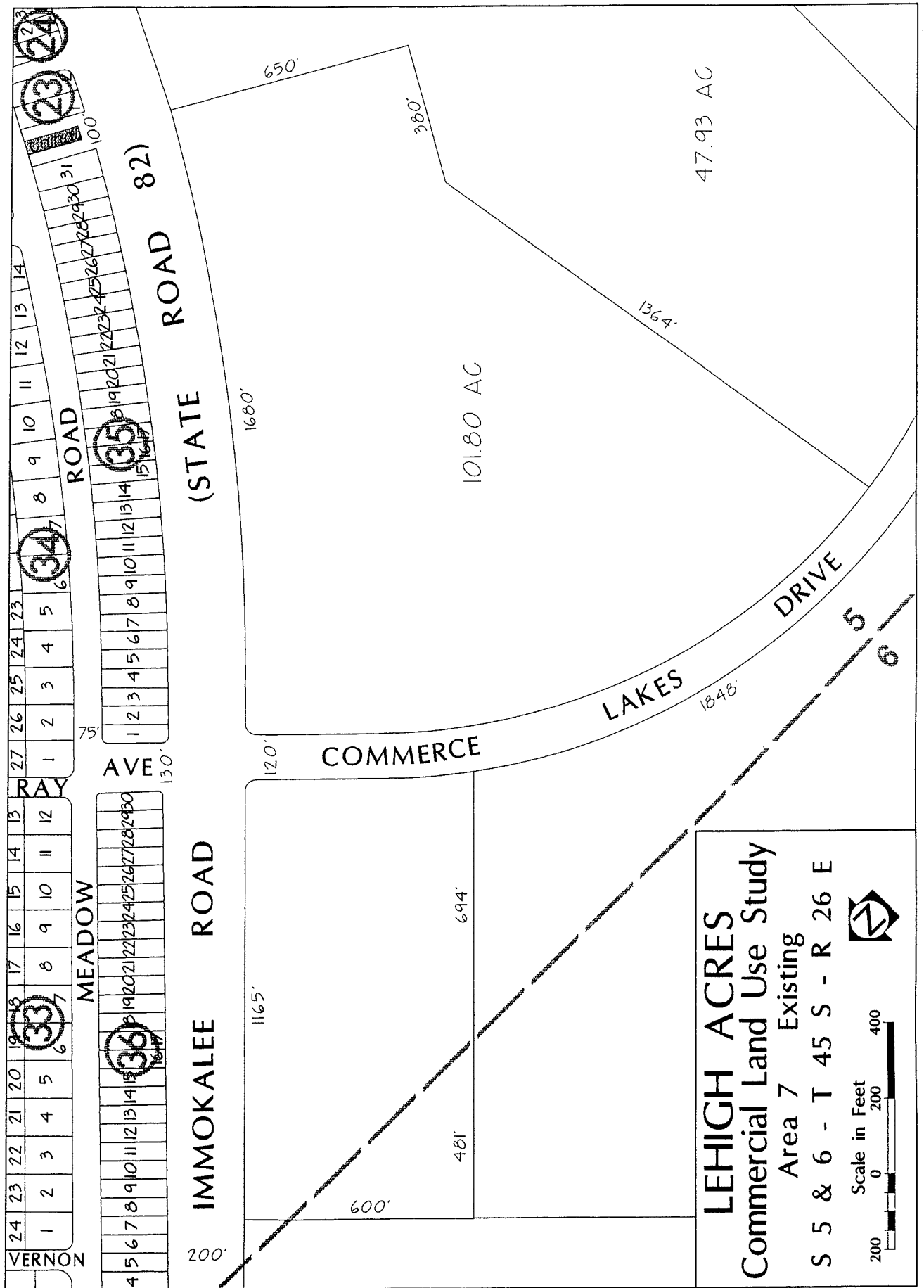
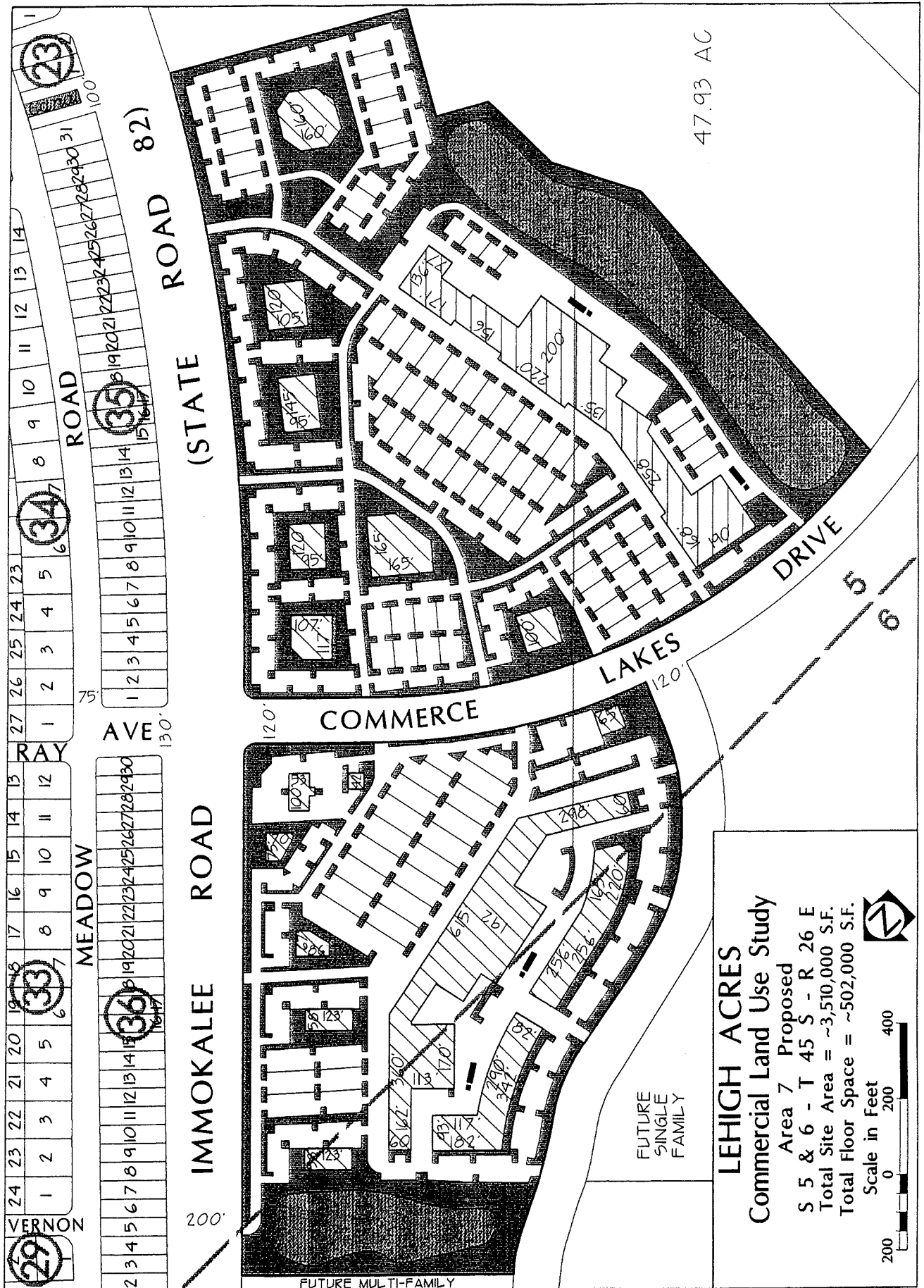


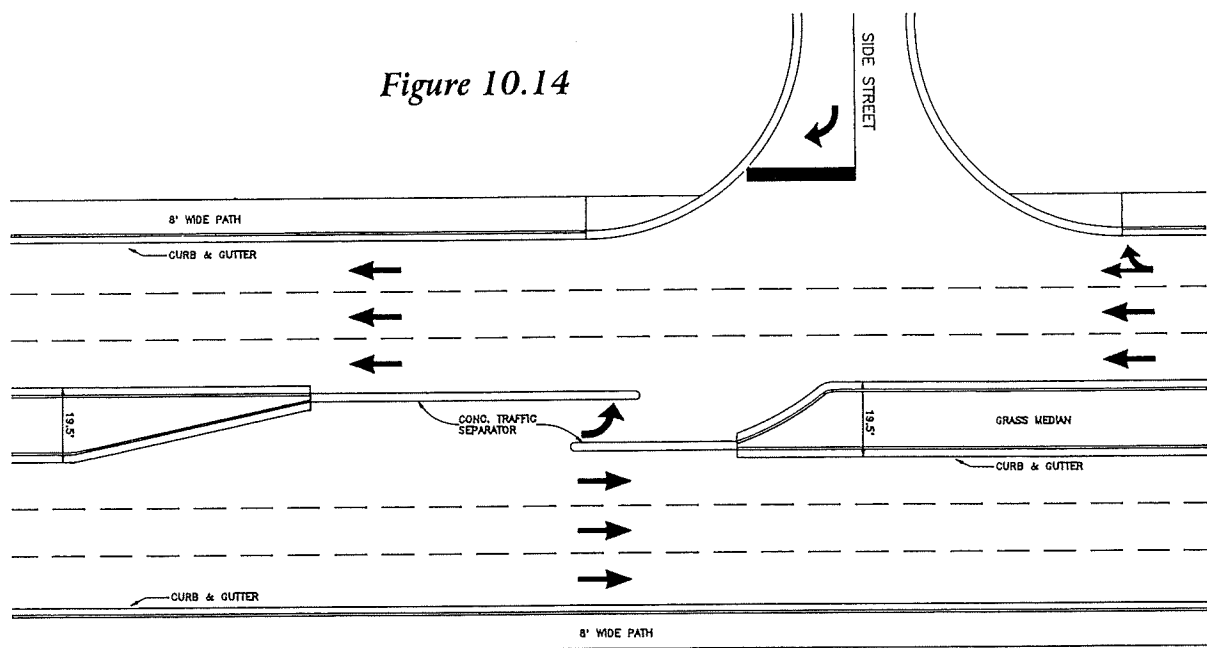
Figure 10.13



- The inconvenience of shopping at only one store before having to travel back out onto a busy arterial road;
- The severe restrictions on traffic flow (and unsafe driving conditions) caused by many drivers entering and exiting from businesses on frequent driveways; and
- The ultimate elimination of access to most businesses for half of the passing vehicles that will occur when a restrictive median is installed during future road widenings.

The latter problem is best illustrated with a drawing prepared to illustrate the effects of the upcoming widening of Lee Boulevard. Figure 10.14 shows a restrictive median placed between the eastbound and westbound travel lanes, and a directional left median opening. This type of opening allows a left turn into a single side street at about 660-foot intervals, but it does not allow a left turn from that side street back onto the main road. All other lots along the main road will lose access for their left-turning customers. This is a serious burden for most commercial uses, and especially so if the public cannot conveniently reach the business in some other convenient way.

Under Concept F, all lots in the commercial strip would have their access from the rear. New public side streets would be built to allow motorists to reach the rear access road through full intersection openings (spaced about every  $\frac{1}{4}$  mile) or a directional opening between each full intersection. Each opening would allow traffic on the main road to reach the rear access road.



In order to convert the parallel street into a useful primary access, several steps would be required:

- County and state regulations would have to be modified to identify the desired circulation pattern. The Florida Department of Transportation would have to adopt a "corridor access management plan" for S.R. 82 which would identify the specific long-term access points between S.R. 82 and Meadow Road and prohibit additional accesses from S.R. 82 to individual lots.<sup>22</sup> Lee County would have to do the same along Gunnery Road (although the Gunnery commercial strip may ultimately be acquired for future four-laning of Gunnery Road).
- The Lee County Department of Transportation and Engineering would have to inspect the construction and condition of Meadow and Gretchen to determine if they could withstand the additional traffic they would ultimately carry. Roadbed reconstruction might be required.
- Lee County would have to develop a specific plan to create the additional connections that would be required between the arterial road and Meadow/Gretchen.

This concept has been explored with engineers and planners of Lee County and the Florida Department of Transportation. This concept is a feasible and desirable approach for making the best use of some of the more desirable commercial strips along S.R. 82 and Gunnery Road, and is illustrated in Figures 10.15 and 10.16.

Figure 10.15 shows the existing conditions north and west of the intersection of S.R. 82 and Gunnery Road (and the approximate alignment of the extension of Daniels Parkway). Both S.R. 82 and Gunnery are two-lane undivided arterial roads at this time, as are Meadow Road and Gretchen Avenue. Roads that actually exist today are shown with heavy black lines. It is apparent from this figure how few connections currently exist between the two arterial roads and Meadow/Gretchen.

Figure 10.16 shows the same area but without the lot lines between the individual strip commercial lots. Instead, lots that are within about 330 feet of one of the existing or planned connections are shown with cross-hatching. These are the lots that may meet today's Lee Plan standards for "minor commercial" development. All of the other lots are beyond the 330-foot limit and are shown with single hatching. It is these other lots that could be reclaimed for commercial uses if additional connecting roads were constructed, for instance along the alignments suggested with heavy dashed lines in Figure 10.16.

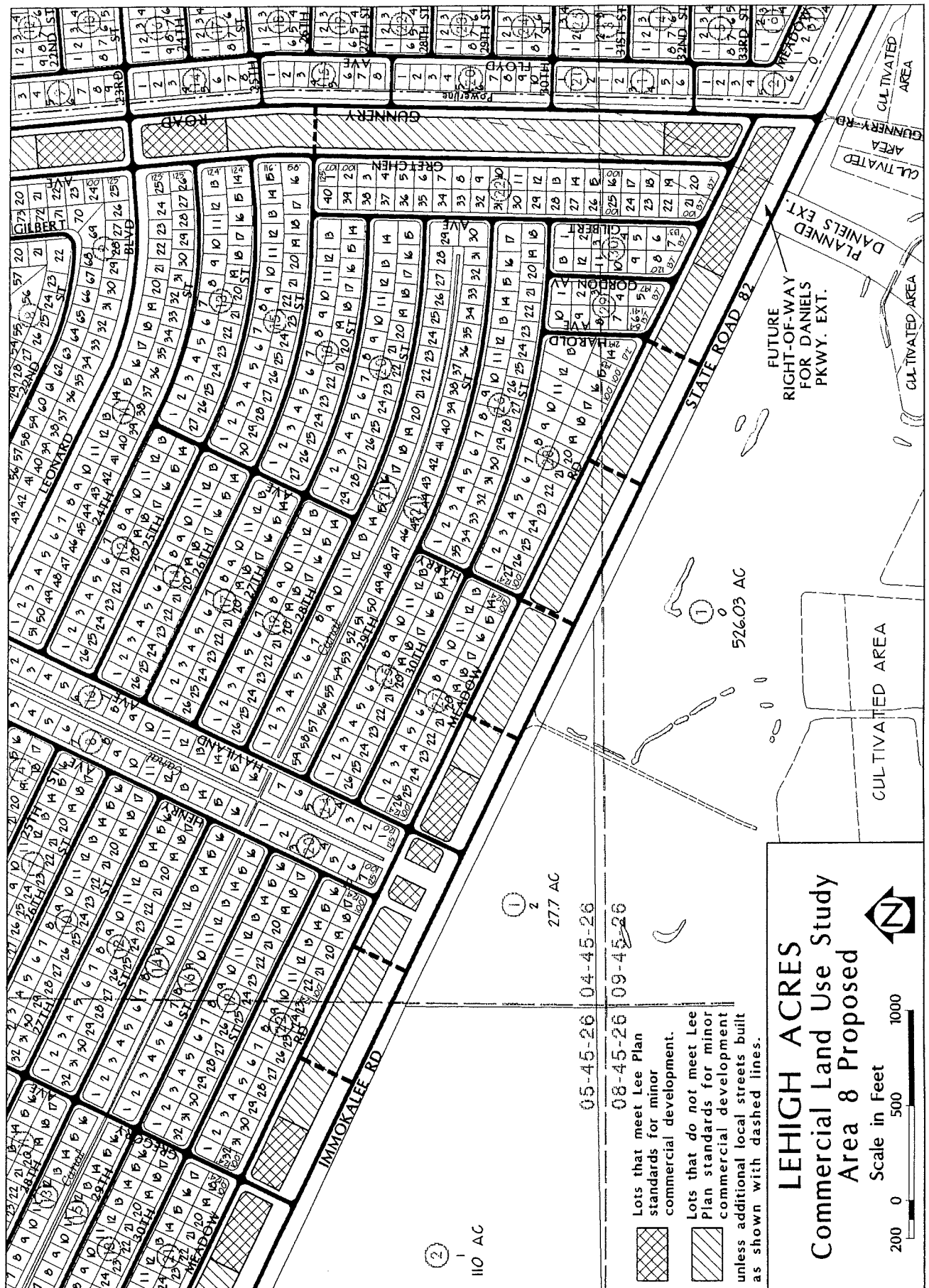
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<sup>22</sup>Pursuant to Section 14-97.004(5), Florida Administrative Code

Page 10-27



Figure 10.16



An implementing plan would be required, to accomplish at least the following tasks:

- to identify exactly what land would be needed for these new connecting links;
- to acquire that land (either by donations, purchases, or eminent domain);
- to prepare the engineering design for the additional links;
- to plan for the construction of these links, either directly using tax-increment funds or indirectly through county regulations; and
- to develop the necessary changes to county and state regulations.

## **11. Selection Priorities**

The six concepts for providing additional commercial land were based on a preliminary examination of the specific constraints within Lehigh Acres. During the selection and analysis of the eight actual site configurations, further opportunities and constraints were identified. Additional ideas were suggested following an initial public presentation of these ideas in Lehigh Acres on July 12, 1995, and a second presentation on February 21, 1996.

This section presents the synthesis and ranking of the most promising ideas for resolving the shortage of commercial land in Lehigh Acres. It articulates specific priorities for the next stage of analysis, which was to comprehensively identify a commercial land-use pattern to match future residential growth. These priorities are ranked so as to take advantage of the simplest solutions first (such as modifying regulations) and then progressing to the more complex solutions as far as may be needed to provide a reasonable balance of commercial land in the future.

### **— Priority #1: Modify Unneeded Regulatory Constraints**

Today's Lee Plan standards for commercial growth are the same in Lehigh Acres as throughout Lee County, but the contexts are quite different. In Lehigh Acres, the current standards are needlessly restrictive. An example is a suitable commercial location that is now precluded only because current regulations have not been sufficiently refined for Lehigh Acres. Regulations are easier to change than fragmented ownership, unsuitable soils, or an inadequate road network.

### **— Priority #2: Give Priority to Parcels Under Unified Ownership**

Any remaining unplatted tracts, or platted tracts whose lots have never been sold off, must be recognized as valuable resources. These tracts can provide a relatively simple means of retrofitting Lehigh Acres for its shortage of commercial land (as well as for future schools, parks, and multifamily housing). Some of these tracts may not have been selected for commercial development if today's lot ownership patterns didn't already exist. But under 1996 conditions, some can provide large and perfectly acceptable commercial locations.

### **— Priority #3: Reconfigure Existing Commercial Strips**

Some of the existing commercial strips are of little real value, but others are in prime locations for actual commercial uses. Many have lots that are deep enough for at least some commercial uses. Positive attributes for commercial strips include: near an existing or future major intersection; lot depths of 175 feet or more; ownership that is not fragmented; or in a location where no other commercial option is viable. At the best locations, the strips could be deepened further to provide neighborhood or community shopping center sites. At somewhat less favorable locations, the

existing strip might be retained in its present form but without today's prohibitions on retail uses.

Some parts of these strips are not at all favorable for most commercial uses: the lots are very shallow; ownership is fragmented; or better commercial opportunities are available nearby. An alternative plan should be developed for these unfavorable locations. This plan might include office or multifamily uses with access limited to Meadow Road (along S.R. 82) or Gretchen Lane (along Gunnery Road).

— **Priority #4: Enable Neighborhood-Scale Commercial Uses**

The small-scale commercial alternative would be more likely to succeed if it were officially sanctioned in county regulations. This could be done through a Lee Plan policy and either a special zoning district or a redevelopment overlay district. In either case, general policy guidance could be provided without identifying precise locations.

Even if successful, this alternative is likely to provide a relatively small amount of additional commercial space. It would be a useful supplement but probably not a serious alternative to the other approaches evaluated in this study.

— **Priority #5: Fill Remaining Gaps Through Lot Assembly**

After experimenting with the higher priorities above, and after taking into account the usefulness of the off-site options (e.g., Daniels, Commerce Lakes, Colonial intersections with S.R. 82), some gaps may still remain where there are insufficient commercial alternatives. To fill these gaps, the difficult task of lot assembly may be required. Private land assembly should be encouraged, and the very best remaining locations should be considered for governmental assembly. The use of the CRA's powers of eminent domain would be required in most cases, and acquisition costs may be high. Alternative cooperative arrangements should be considered prior to the use of eminent domain, such as voluntary purchases, lot swaps, or development agreements with existing owners or participating developers.

## **12. Potentially Suitable Commercial Land**

Based on the five preliminary criteria described in the previous section, an initial identification was made of specific parcels of land that are potentially suitable for future commercial uses. This search focused on larger parcels of land in and around Lehigh Acres; small parcels (less than about five acres) were not considered unless they were part of a larger commercial strip.

### **12(a) Wetlands Limitations**

The earliest stage of this identification required a broad screening of potential sites for potential wetland limitations. The usual method for screening such a large area would be through reference to pre-existing wetlands mapping, such as the National Wetlands Inventory or the Soil Survey of Lee County prepared by the Soil Conservation Service. However, due to the extensive drainage system that was created by the original developers of Lehigh Acres (and now maintained by the East County Water Control District), a majority of the original wetlands no longer exist at all. Others have been altered so as to have few if any wetland functions remaining. The Lee Plan's future land use map also contains good broad-scale mapping of wetlands, but in Lehigh Acres it shows only a limited portion of the remaining wetlands and was inadequate for use in this process.

A specific screening methodology was therefore developed for this study. It uses the very detailed mapping in the Soil Survey of Lee County, but modifies it to reflect the observed effects of the Lehigh Acres drainage system since that survey was published in 1984. The soil survey identified 13 soil types as likely to support wetlands in their natural state, as shown in Table 12-1. Of these soil types, only seven were identified as often supporting wetlands today (or likely to contain deep muck soils that would physically preclude the construction of buildings or roads). These seven types were identified by comparing the soils maps to wetlands that have been positively identified in recent years through Lee County's development review process.

The outlines of these seven soil types were then used to identify potential wetlands at other locations throughout Lehigh Acres. There are limitations to any methodology that does not include detailed site inspections of all potential sites, but given the amount of land under consideration, this methodology was successful in ruling out soil limitations on most of the sites while identifying several sites where soil limitations *may* exist. Those sites should be inspected by qualified county personnel prior to formal adoption of the land-use changes recommended in this study.

*Table 12-1*

<b>Types of Wet Soils Found in Lehigh Acres</b>			
<i>SOIL NUMBER AND TYPE</i>	<i>GENERAL DESCRIPTION</i>	<i>PONDING</i>	<i>LIKELY STILL WET?</i>
27, Pompano fine sand, depressional	poorly drained soil in depressions	3 months	YES (some but not all areas)
39, Isles find sand, depressional	very poorly drained soil in depressions	3 to 6 months	YES
40, Ancloste sand, depressional	very poorly drained soil in isolated depressions	more than 6 months	YES
41, Valkaria fine sand, depressional	poorly drained soil in depressions	3 months	
44, Malabar fine sand, depressional	poorly drained soil in depressions	4 to 6 months or more	
45, Copeland sandy loam, depressional	very poorly drained soil in depressions	3 to 6 months	YES
49, Felda fine sand, depressional	poorly drained soil in depressions	3 to 6 months or more	
51, Floridana sand, depressional	very poorly drained soil in depressions	3 to 6 months	YES
53, Myakka fine sand, depressional	poorly drained soil in depressions	3 to 6 months	
62, Winder sand, depressional	poorly drained soil in depressions	3 to 6 months	
73, Pineda fine sand, depressional	very poorly drained soil in depressions	3 to 6 months or more	
19, Gator muck	very poorly drained organic soil	3 to 6 months	YES
20, Terra Ceia muck	very poorly drained organic soil	3 to 6 months	YES

## **12(b) Identification of Potentially Suitable Commercial Land**

A preliminary map of potential commercial sites was then created. For this initial stage of analysis, a reasonable goal for aggregate commercial acreage was 125% of the forecasted demand for commercial land.<sup>23</sup> Table 12-2 summarizes the expected demand for commercial acreage in 2020 as 452 acres, and at build-out as 1,665 acres;<sup>24</sup> 125% of 1665 acres equals 2081 acres.

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<sup>23</sup> *Commercial Land Use Needs in Lee County*, Thomas H. Roberts & Associates, January 10, 1987, pages 23-24

<sup>24</sup> See Table 5-4

Table 12-2

Summary of Commercial Land-Use Forecasts								
	1990 (actual)		1996 (actual)		2020		Build-out	
Permanent Population	22,409		27,763		91,733		342,063	
	#	Acres	#	Acres	#	Acres	#	Acres
Neighborhood Centers	4	34	4	34	13	130	50	500
Community Centers	1	7	3	48	5	125	17	425
Regional Centers	0	0	0	0	1	100	2	200
All other office, retail, and services			107		97		540	
TOTALS:			189		452		1,665	

In accordance with priority #1, potential commercial land was identified without regard to the current Lee Plan standards. In accordance with priority #2, land in unified ownership (single owners, or only a few major owners) was given priority. Land that was in a central location with good access but which had already been platted and sold off to individual lot owners was in many cases difficult to handle. When such land was already zoned commercially, in most cases it was included even though the fragmentation may keep it from ever being used efficiently.

In later revisions, the shallow commercial strips along S.R. 82 and Gunnery Road were divided into three categories:

- Those lots that were within 330 feet of an intersection of an existing street and a collector or arterial road (the Lee Plan's standard for acceptable locations for "minor commercial development").
- Those lots that were further than 330 feet from an intersection, but were otherwise acceptable. These lots, totally about 142 acres, could be

rehabilitated in conjunction with a corridor access management plan and the construction of additional streets, as discussed in Section 10.

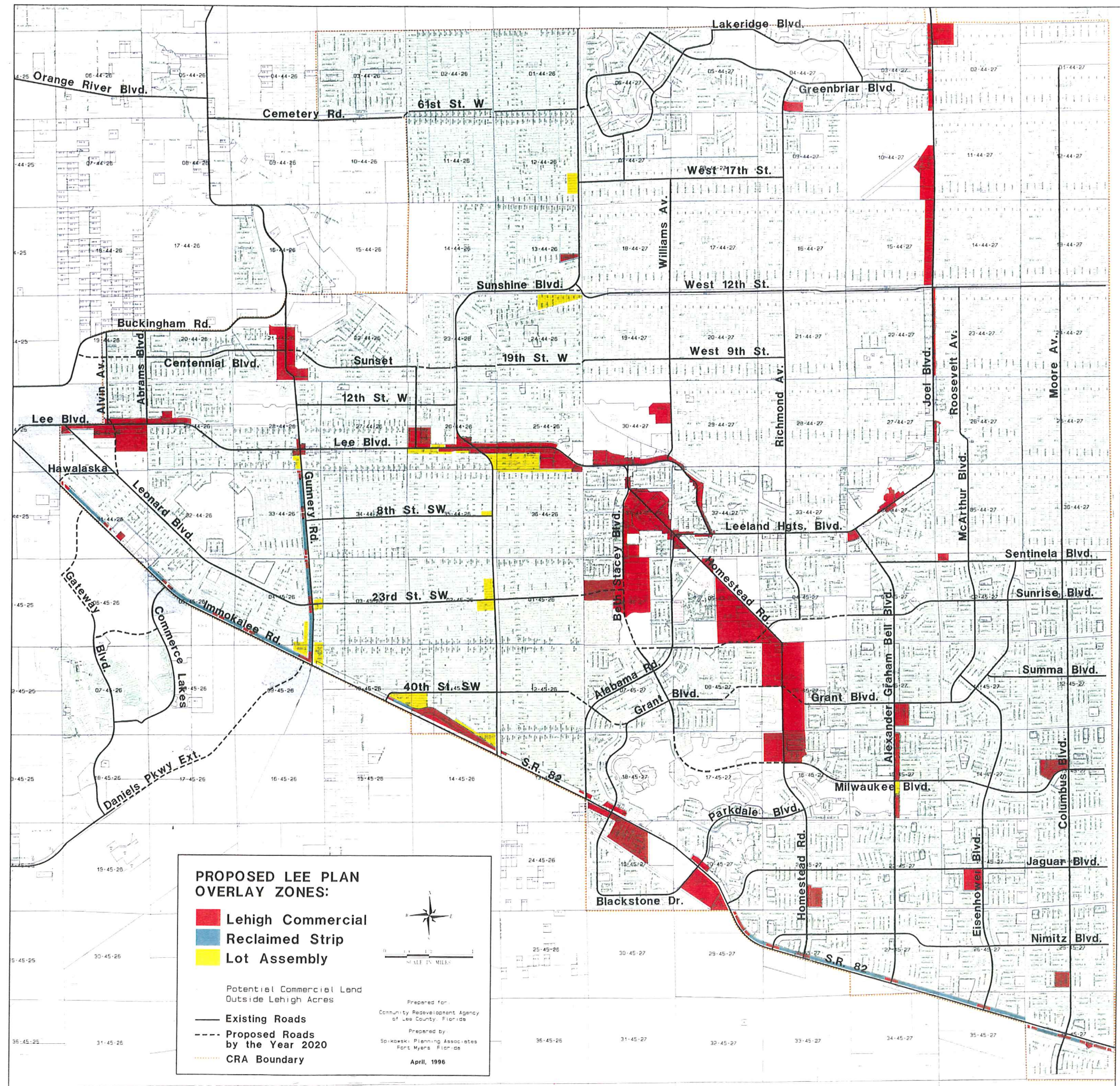
- Those lots that too are shallow for most commercial uses. These lots were primarily along the north side of S.R. 82 the first mile east of Gunnery and first mile east of Sunshine, and would be better used for multifamily residential purposes (with access to Meadow Road).

Another needed distinction arose during the preparation and analysis of commercial land use alternatives. When considering the potential for conflict between commercial uses and adjoining residential areas, it seemed obvious that fully developed residential neighborhoods should be treated with greater sensitivity than blocks of vacant platted lots. An owner of a vacant lot adjoining proposed commercial uses can trade that lot for another in a more secluded area if the prospect of increased noise or traffic is offensive. An owners of an existing home cannot easily make such an adjustment.

Another factor that arose while preparing the initial screening of potential commercial sites was the number of significant intersections where commercial development would be desirable but where no vacant unplatted land was available. Many of these areas have no nearby land available for commercial use. In many such areas, entire blocks of vacant land were identified that would be suitable for commercial purposes if the individual lots could be assembled (provided deed restrictions would not prohibit commercial development). In all, 293 acres of such land has been mapped. However, in the absence of any successful private sector assembly efforts or CRA plans to assemble these lots through eminent domain, they should not be considered as "available" at this time.

During this search process, another 448 acres of land was identified outside Lehigh Acres that would provide significant benefits to Lehigh residents if developed for commercial purposes. Most of this land is in the city of Fort Myers and is designated for intensive development. Some of the remaining land under the jurisdiction of the Board of County Commissioners is already approved for commercial development (e.g., the south side of S.R. 82 at Commerce Lakes Drive); the rest would require changes to the Lee Plan and/or rezoning to be available for commercial uses.

A refined version of this map was presented for review and comment at a public meeting hosted by the Lehigh Acres Local Redevelopment Planning Committee on February 21, 1996. After further evaluation and modifications, the final recommended map is reproduced here as Figure 12.1 (and available full-sized from the Property Appraiser's Map Room at 2480 Thompson Street in Fort Myers). A chart that was developed while evaluating potential sites is included as Table 12-3.



**Table 12-3**  
**Inventory of Potential Commercial Lands**

Sec.	Twp. Rge.	Site Description	Main Access	Which Side?	Vacant Ownership	Current Zoning	Future Land Use Map	Lehigh Comm.	Reclaimed Strip	Lot Assembly	Outside Lehigh
25	44-25	DeWolfe & Johnson	Lee Blvd.	north	single	[Fort Myers]	[Fort Myers]	0			17
25	"	DiPlacido & Richards	Lee Blvd.	north	single	"	"	0			20
25	"	Goldberg	S.R. 82	north	single	"	"	0			71
25	"	Southeast quarter	S.R. 82	south	large	"	"	0			24
36	"	Waste Management	S.R. 82	south	large	IG	Wholesale/Ind.	-			24
31	44-26	Existing strip	S.R. 82	north	fragmented	C-2	Vested Community	6	11		
31	"	Lee Memorial Park	S.R. 82	north	single	CS-1	"	4			
30	"	Old city landfill	Lee Blvd.	north	single	[Fort Myers]	[Fort Myers]	-			79
30	"	Existing strip	Lee Blvd.	north	large	C-2	Vested Community	16			
30	"	Strip & industrial park	Lee Blvd.	south	single	C-2, IL, CC	Vested, Wholesale	106			
29	"	Existing strip	Lee Blvd.	north	large	C-2, CPD	Vested Community	22			
23	"	Gunnery/Lee intersection	Gunnery & Lee	all	fragmented	mixed	"	8		5	
33	"	Existing strip	Gunnery Rd.	west	fragmented	C-2	"	4	15		
21	"	Gunnery north	Gunnery Rd.	both	large	AG-2	"	90			
35	"	8th St. at Sunshine	8th St.	north	fragmented	RS-1	"	-		4	
26	"	Sunniland at Lee	Lee Blvd.	north	single	RS-1	"	32			
25, 26	"	Existing strip	Lee Blvd.	north	large	CG, C-2, RS-1	"	41		2	
25, 26	"	Existing strip & Wal-Mart	Lee Blvd.	south	large	C-2, CPD, RS-1	"	79		7	
25	"	1st St. West at Joan	1st St. West	both	fragmented	RS-1	"	-		83	
13	"	Catron at Sunshine	Sunshine Blvd.	west	fragmented	C-2	"	10			
24	"	West 12th at Sunshine	Sunshine Blvd.	south	fragmented	RS-1	"	-		28	
12	"	West 17th at Sunshine	Sunshine Blvd.	west	fragmented	RS-1	"	-		20	
29, 30	44-27	Existing strip	Lee Blvd.	north	fragmented	mixed	"	57			
30	"	Village at Lehigh	Williams Ave.	west	single	CPD	"	31			
31	"	Existing downtown	Homestead Rd.	both	large	mostly C-2	"	110			
31	"	Downtown addition - SW	Beth Stacey Blvd.	east	large	RM-2	"	29			
31	"	Downtown addition - NW	Homestead Rd.	both	fragmented	CPD, RS-1	"	2			
32	"	Existing strip	Lee Blvd.	NE	fragmented	mostly C-2	"	14			
32	"	Original downtown	Homestead Rd.	both	fragmented	C-2	"	16			
32	"	Transition area	Leeland Hgts Blvd.	north	fragmented	C-2 CPD RS-1	"	2			
32	"	Transition area	Leeland Hgts Blvd.	south	fragmented	CS-1 CPD RS-1	"	3			
34	"	Joel/Bell Properties	Joel Blvd.	south	single	CPD	"	8			
34	"	Lehigh Corp. offices	Joel Blvd.	south	single	CPD	"	8			
34	"	Admiral Lehigh/Auditorium	Joel Blvd.	north	large	C-1A, CC	"	14			
26	"		Joel Blvd.	east	fragmented	C-1, CC	"	5			
23	"	Fire station/Elks	Joel Blvd.	east	large	C-2	"	15			
15	"		Joel Blvd.	west	single	RS-1	"	58			
10	"	Lucky Lee Ranch	Joel Blvd.	west	single	mixed	"	62			
4	"	Greenbriar at Richmond	Richmond Ave.	east	single	C-1A	"	24			
3	"	Greenbriar at Joel	Joel Blvd.	west	single	C-1A	"	10			
3	"		Joel Blvd.	west	fragmented	C-1A, CT	Vested & Rural	10			
2	"		Joel Blvd.	east	large	AG-2, CG	Rural	35			
5, 6	45-26	Gateway	S.R. 82	south	single	P.U.D.	New Community	-			80
4, 5, 9	"	Existing strip	S.R. 82	north	fragmented	C-2	Vested Community	5	34		
4, 9	"	Existing strip	Gunnery Rd.	west	fragmented	C-2	"	5	14		
4, 9	"	S.R. 82 at Gunnery	Meadow & Gretchen	n. and w.	fragmented	RS-1	"	-		23	
4, 9	"	S.R. 82 at Gunnery	S.R. 82	north	fragmented	C-2, RS-1	"	-		18	
9	"	Daniels Extension	S.R. 82	south	single	AG-2	Groundwater	-			133
4	"	23rd St. at Gunnery	23rd St.	both	fragmented	RS-1	"	-		8	
2	"	23rd St. at Sunshine	23rd St.	north	fragmented	RS-1	"	-		16	
2	"	23rd St. at Sunshine	23rd St.	south	fragmented	RS-1	"	-		16	
10, 11	"	S.R. 82 at 40th St.	40th St.	south	fragmented	C-2, RS-1	Vested Community	1	2		38
11, 13, 14	"	S.R. 82 at Sunshine	S.R. 82	north	large/frag.	C-2, AG-2, RS-1	"	63		20	
13	"	Existing strip	S.R. 82	north	large	C-2	"	3			
6	45-27		Beth Stacey Blvd.	both	large	AG-2, RS-1, RM-2	"	205			
5	"	Fire station/fraternal	Homestead Rd.	north	fragmented	C-2	"	8			
5	"	Village-on-the-Park	Homestead Rd.	south	single	CPD	"	22			
5	"	Homestead at Sunrise	Homestead Rd.	west	large	AG-2, RPD	"	172			
9	"		Homestead Rd.	west	large	AG-2	"	72			
9	"		Homestead Rd.	east	single	AG-2	"	160			
16	"	Milwaukee at Homestead	Homestead Rd.	east	single	RM-2	"	55			
16	"	Milwaukee at Homestead	Homestead Rd.	west	single	RS-1	"	40			
10	"		Bell Blvd.	east	single	C-2	"	23			
15	"	Strip N. of Milwaukee	Bell Blvd.	east	single	RM-2	"	17			
15	"	S. of Milwaukee	Bell Blvd.	east	fragmented	RM-2	"	-		5	
15	"	S. of Milwaukee	Bell Blvd.	east	single	RM-2	"	8			
2	"	Multifamily parcel	Sentinela Blvd.	north	single	RM-2	"	7			
13	"	Milwaukee at Columbus	Milwaukee Blvd.	north	fragmented	C-2	"	35			
25	"	Columbus at Edgewood	Columbus Blvd.	west	fragmented	C-2	"	17			
23	"	Eisenhower at Jaguar	Eisenhower Blvd.	west	single	C-2	"	31			
21	"	Homestead at Ames	Homestead Rd.	east	fragmented	C-2	"	24			
18	"	Existing strip	S.R. 82	north	large	C-1A	"	13			
18, 19	"	Strip & potential replat	S.R. 82	south	large	C-1A, RS-1	"	104			
20	"	S.R. 82 at Parkdale	S.R. 82	north	single	C-1A	"	9			
20	"	Little West Lake	S.R. 82	south	large	mostly CPD	"	70			
27-29	"	Existing strip	S.R. 82	north	fragmented	C-2	"	15	40		
34, 35	"	Existing strip	S.R. 82	north	fragmented	C-2	"	3	20		
36	"	Existing strip	S.R. 82	south	fragmented	C-1A, CC	"	14	6		

**ACREAGE TOTALS: 2132 142 293 448**

## **12(c) Commercial Demand Through the Year 2020**

An important question to be addressed is whether to try to implement this plan for commercial needs only through the Lee Plan's primary planning horizon of the year 2020, or to explicitly address these needs in the Lee Plan through the ultimate build-out of Lehigh Acres.

Most of Lee County's comprehensive plan looks forward to the year 2020. Because of the pre-platted nature of Lehigh Acres, however, its future land use plan extends to an undefined point known as "build-out" when substantially all lots have been built upon. Planning for periods beyond 2020 becomes increasingly difficult. However, in pre-platted communities, many desirable planning alternatives become infeasible as lot owners make their individual decisions through the years on where and when to build. These decisions can foreclose the option of assembling large tracts from vacant surplus lots. Such large tracts could then be re-used for a variety of purposes such as future shopping centers or schools. In those parts of Lehigh Acres where actual development levels will be more than minimal in the coming years, as a practical matter planning for build-out cannot be delayed for long. This commercial land-use study therefore recommends implementation to the build-out of Lehigh Acres, along with full coordination with other parts of the Lee Plan that are based on the year 2020.

The map presented in Figure 12.1 reflects commercial needs through build-out. In order to integrate this type of map with other portions of the Lee Plan, it was necessary to identify the likely commercial pattern for the year 2020. This study does not suggest adopting this commercial pattern into the Lee Plan (and in fact recommends against such an action). But the delineation of a 2020 pattern is needed for other planning purposes such as integrating the plan for Lehigh Acres with proposed road and utility networks.

Two maps have been prepared that illustrate the relationship between population and commercial acreage for interim years during the development of Lehigh Acres. The first is shown in Figure 12.2. Each small dot represents the approximate geographic location of the homes of 10 permanent residents in 1990, based on 1990 census data. Also shown are the locations of actual shopping centers in Lehigh Acres that same year. The second map is shown in Figure 12.3. It uses the identical symbols to illustrate the expected population of Lehigh Acres in the year 2020, and a reasonable commercial configuration for that same year (based on the location of new homes projected in this study; the projected number of shopping centers from Table 12-2; and the better available commercial sites from Figure 12.1).

Figure 12.2

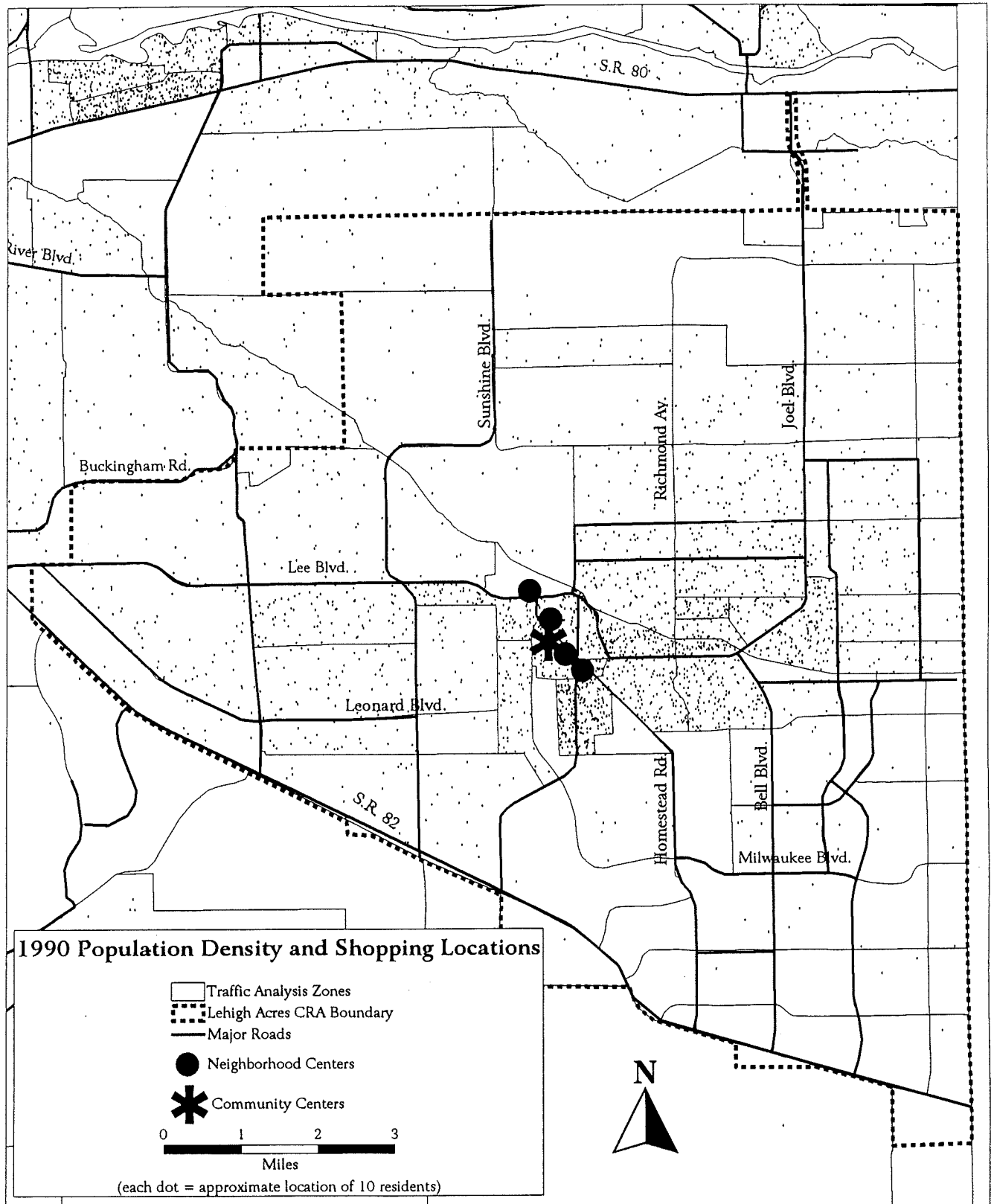
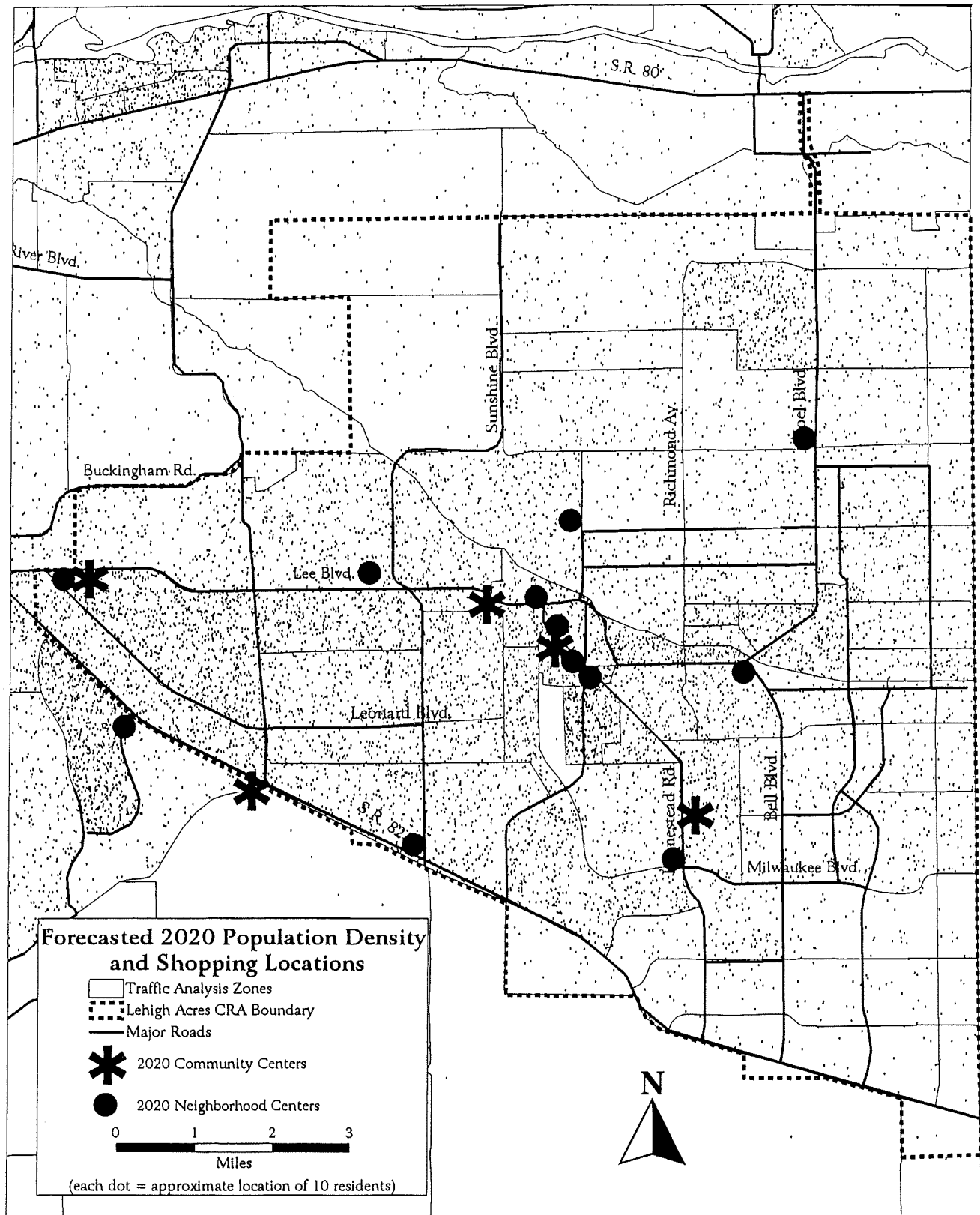


Figure 12.3



This second map does not represent the only or ideal location of commercial development in 2020. Some of the sites may be developed for other purposes; or similar sites may be found to be equally suitable. But this approximate configuration is functional and consistent with expected growth patterns and land availability. This is the configuration of population and commercial development whose traffic impacts are evaluated in Section 14 of this report.

## **12(d) Future Losses and Gains in Commercial Acreage**

There are 2,132 acres of potential commercial land shown in red on Figure 12.1. Although many of these sites cannot be used for commercial development under today's regulations, this total is the amount that could be made available if all the necessary regulatory changes were made and none of this land were used for any other purpose.

However, neither assumption is adequate for long-range planning. For instance, this acreage includes some land already used inefficiently by existing uses; some wet areas and canal right-of-ways; and some existing churches. In addition, some portion of this land will ultimately be needed for future schools, parks, churches, other public uses, multifamily buildings, and quasi-commercial uses such as hospitals and fraternal lodges (see Table 2-2 for other examples). Some portions may be deleted by Lee County following the public hearings that must precede amendments to the Lee Plan.

Compensating factors for these losses would be the potential reclamation of commercial strips (maximum of 142 acres, shown in blue); potential lot assembly (293 acres, shown in yellow), and use of commercial land outside Lehigh Acres (448 acres, shown in stippled purple).

In order to determine whether future losses of commercial land will be offset by potential gains, the next section of this report will evaluate the conflicting demands for potential commercial sites.

### 13. Other Demands for Potential Commercial Land

A discussion is warranted at this point as to *how much flexibility* should remain with the owners of the potential commercial sites. Maximum flexibility is always desired by landowners, and is often desirable as public planning policy; but maximum flexibility in the past has resulted in the current commitment of Lehigh land almost exclusively to residential purposes. Minimum flexibility could guarantee the reservation of sufficient commercial land; but that approach could solve the commercial problem only to create a number of others, including constitutional challenges from landowners. The following section provides a look at several potential competing uses for large vacant parcels in Lehigh Acres. The need for those uses strongly influences the choice of a method to implement the proposed commercial plan.

The most likely competitive use is further subdivision into single-family lots. This may seem an unlikely proposition given the vast competition with existing lots on the resale market. But there is a market today for new single-family lots if they are provided with amenities well beyond those that come with older Lehigh Acres lots. These amenities include public water and sewer systems; roads in good condition; sidewalks; and perhaps most important, a commitment for all lots in the neighborhood to have comparable houses constructed in the near future. Recent developments such as Oakwood, Bethany Trace, and Varsity Lakes have demonstrated this concept.

Another competitor is residential sites of different sizes and styles than the typical Lehigh Acres lots. Examples are large estate-sized lots; golf-course lots; or multifamily sites. Again, despite competition from low-priced resale lots, some of these uses can be developed profitably even with today's high development costs.

Both of these types of residential development increase the desirability of Lehigh Acres by increasing the choices available to homebuyers. Yet both exacerbate Lehigh Acres' long-term problems if they consume the small amount of remaining undeveloped acreage that is available for commercial or public uses. If further residential development could take place profitably on tracts *without* commercial potential, or on tracts assembled by the CRA from previously platted residential lots, they would benefit the community tremendously without causing any long-term problems. Although this study does not attempt to provide a workable program to assemble residential tracts, it is apparent that such a program would assist in the study's goals in reserving enough future commercial land.

The following subsections provide a preliminary look at the acreage that may be required for other important purposes in Lehigh Acres. In each case, the premature commitment of so much land for residential lots has created a shortage of potential sites in a manner similar to the commercial shortage. Some of these

purposes have locational criteria very similar to commercial uses (such as good access, sufficient size and shape, and central to population concentrations). The preliminary estimates of future demand for these other purposes uses is based on the same population forecasts found in the first report in this series: 342,063 permanent residents at build-out.

### 13(a) Conflicts with Future School Sites

There are two separate standards for determining the size of future school sites. The Lee County School District has created local standards for acquiring “ideal” sites.<sup>25</sup> These standards have been empirically developed to accommodate single-story schools, on-site surface water management, substantial outdoor recreational facilities, and space for expansion of most schools to accommodate continuing growth. The standards for *total* acreage are as follows:

- *Elementary school:* 20 acres (to accommodate 925 students)
- *Middle school:* 32 acres (to accommodate 1050 students)
- *High school:* 70 acres (to accommodate 1800 students)

Based on these standards and recent ratios of population to public school students,<sup>26</sup> these standards would yield build-out requirements in Lehigh Acres of about 500 acres for elementary schools; 310 acres for middle schools; and 450 acres for high schools, equalling 1,260 *total* acres.

Because of substantial state funding for school construction, the state of Florida has adopted statewide minimum standards for new school sites.<sup>27</sup> The following are the statewide minimums for *usable* acreage:

- *Elementary school:* 4 acres for the first 200 students, + 1 acre per 100 more
- *Middle school:* 6 acres for the first 300 students, + 1 acre per 100 more
- *High school:* 7 acres for the first 300 students, + 1 acre per 50 more up to 1000 students, + 1 acre more per 100 beyond

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<sup>25</sup>Interview with Mr. Rick Gutknecht, interim facilities director for the School District of Lee County, January 30, 1996

<sup>26</sup>1994-95 enrollment in Lee County schools: 25,512 in elementary school; 11,197 in middle school; 12,704 in high school (from *Profiles of Florida School Districts, 1994-95*, Florida Department of Education, January 1996); April 1995 permanent population: 367,702 (*Florida Estimates of Population 1995*, Bureau of Economic and Business Research, University of Florida, February 1996)

<sup>27</sup>*State Requirements for Educational Facilities, 1994*, adopted into the Florida Administrative Code through Rule 6A-2.0111.

Based on Lee County's typical new school sizes and recent ratios of population to public school students, these standards would yield build-out acreage requirements in Lehigh Acres of about 285 for elementary schools; 130 for middle schools; and 185 for high schools, for a total of 600 *usable* acres.

The state standards yield less than half the acreage computed using the Lee County standards (in part because the Lee County standards are for *total* rather than *usable* acreage). The results of both sets of standards are illustrated in Table 13-1.

**Table 13-1**

Summary of School Acreage Projections for Lehigh Acres at Build-Out			
	Using County Standard	Using State Standard	Using 1996 County Averages
Acres for Elementary Schools	500	285	475
Acres for Middle Schools	310	130	290
Acres for High Schools	450	185	375
Total Acres	1,260	600	1,140

For comparison to both sets of official standards, the sites of all *existing* public school sites in Lee County were inventoried (see Table 13-2). Sites for vocational schools, adult schools, and administrative/maintenance buildings were tabulated separately; sites for *proposed* schools were disregarded. The bottom rows in Table 13-2 indicate the average Lee County school site for each type of school, and the average size of those schools that have been built in recent years. The average site is considerably smaller than those for newer schools, primarily because of several old schools that were built on very small sites. Based on the *average* school sizes, future school acreage requirements in Lehigh Acres would be 475 for elementary schools; 290 for middle schools; and 375 for high schools, for a total of 1,140 acres. These totals were included in Table 13-1 for comparison to the official state and county standards.

**Table 13-2**  
**Inventory of Lee County School Sites**

SCHOOL NAME	STREET ADDRESS	ZIP	S T R			ACRES			
						Elem.	Middle	High	Other
Allen Park Elementary	3345 Canelo Dr	33901	26	44	24	17.00			
Alva Elementary	21290 Park St	33920	22	43	27	5.00			
Alva Middle	21219 N River Rd	33920	22	43	27		13.63		
Bayshore Elementary	17050 Williams Rd	33917	20	43	25	20.00			
Bonita Springs Elementary	10701 Dean St	33923	35	47	25	5.00			
Bonita Springs Middle	10141 W Terry St	33923	26	47	25		16.00		
Caloosa Elementary	620 Del Prado Bl	33990	18	44	24	19.15			
Caloosa Middle	610 Del Prado Bl	33990	18	44	24		19.15		
Cape Coral High	2300 Santa Barbara Bl	33991	26	44	23			40.06	
Cape Elementary	4519 Vincennes Bl	33904	5	45	24	14.00			
Colonial Elementary	3800 Schoolhouse Rd	33916	31	44	25	18.97			
Cypress Lake Middle	8901 Cypress Lake Dr	33919	22	45	24		30.44		
Cypress Lake High	6750 Panther Ln	33919	22	45	24			30.44	
Diplomat Elementary	1115 NE 16th Ter	33909	31	43	24	32.00			
Dunbar Middle	3800 Edison Av	33916	20	44	25		55.00		
Edgewood Elementary	3464 Edgewood Av	33916	7	44	25	15.18			
Edison Park Elementary	2401 Euclid Av	33901	23	44	24	7.00			
Estero High	21900 River Ranch Rd	33928	34	46	25			81.80	
Fort Myers Beach Elementary	2751 Oak St	33931	19	46	24	11.00			
Fort Myers Middle	3050 Central Av	33901	25	44	24		18.86		
Fort Myers High	2635 Cortez Bl	33901	23	44	24			39.00	
Franklin Park Elementary	2323 Ford St	33916	19	44	25	20.00			
Gateway Elementary	13280 Commerce Lakes Dr	33913	8	45	26	16.57			
Gulf Elementary	3400 SW 17th Pl	33914	4	45	23	30.38			
Gulf Middle	1809 SW 36th Ter	33914	4	45	23		30.38		
Hancock Creek Elementary	1601 Skyline Dr	33903	15	44	24	19.97			
Heights Elementary	15200 Alexandria Ct	33908	32	45	24	24.58			
J Colin English Elementary	120 Pine Island Rd	33903	35	43	24	14.10			
Lee Middle	4203 Ballard	33905	17	44	25		19.75		
Lehigh Elementary	200 Schoolside Dr	33936	33	44	27	14.00			
Lehigh Middle	104 Arthur Av	33936	5	45	27		34.08		
Lehigh Senior High	801 Gunnery Rd	33971	28	44	26			95.73	
Littleton Academy Elementary	700 Hutto Rd	33903	33	43	24	20.00			
Mariner High	701 Chiquita Bl	33909	10	44	23			104.00	
Michigan Elementary	4312 E Michigan Av	33905	17	44	25	18.00			
North Fort Myers High	1000 Orange Grove Bl	33903	9	44	24			35.80	
Orange River Elementary	4501 Underwood Dr	33905	3	44	25	14.22			
Orangewood Elementary	4001 DeLeon St	33901	35	44	24	13.00			
Pelican Elementary	3525 SW 3rd Av	33914	2	45	23	21.55			
Pine Island Elementary	5360 Ridgewood Dr	33922	28	44	22	15.00			
Pinewoods Elementary	11800 Corkscrew Rd	33928	25	46	25	37.56			
Riverdale High	2815 Buckingham Rd	33905	28	43	26			42.05	
San Carlos Park Elementary	17604 Lee Rd	33912	9	46	25	23.00			
Sanibel Elementary	3840 Sanibel-Captiva Rd	33957	21	46	22	25.00			
Skyline Elementary	620 SW 19th St	33991	26	44	23	19.90			
Spring Creek Elementary	25571 Tamiami Trail	33923	21	47	25	21.76			
Suncoast Elementary	1858 Suncoast Ln	33917	26	43	24	23.00			
Suncoast Middle	1856 Suncoast Ln	33917	26	43	24		30.00		
Sunshine Elementary	601 Sara Av	33971	26	44	26	21.57			
Tanglewood Elementary	1620 Manchester Bl	33919	11	45	24	8.89			
Three Oaks Elementary	19600 Cypress View Dr	33912	22	46	25	19.72			
Three Oaks Middle	18500 Three Oaks Pkwy	33912	15	46	25		25.13		
Tice Elementary	4524 Tice St	33905	9	44	25	21.00			
Trafalgar Middle	2120 Trafalgar Pkwy	33991	28	44	23		68.00		
Tropic Isles Elementary	5145 Orange Grove Bl	33903	9	44	24	19.24			
Villas Elementary	8595 Beacon Bl	33907	12	45	24	22.00			
Vocational/Central	3800 Michigan Av	33916	17	44	25				30.00
Vocational/North	360 Juanita Pl	33909	11	44	23				14.16
Buckingham Exceptional	3200 Buckingham Rd	33905	33	43	26				25.00
Dunbar Community School	1857 High St	33916	18	44	25				13.00
Riverside Exceptional	1634 Manchester Bl	33919	25	44	24				10.00
Alternative Learning Center	3452 Seminole Av	33901	7	44	25				3.00
Edison Center	2645 Cortez	33901	23	44	24				4.00
New Directions	3750 Michigan Av	33916	17	44	25				15.00
James Adams Center	2055 Central Av	33901	24	44	24				5.27
Hipps Building	2160 Alicia	33901	24	44	24				2.75
Gwynne Institute	2266 Second St	33901	13	44	24				2.00
Transportation Services	1500 Tropicana Pkwy	33909	10	44	23				20.70
Maintenance	3308 Canal St	33905	30	44	25				10.00
<b>acreage totals:</b>						<b>668.31</b>	<b>360.42</b>	<b>468.88</b>	<b>154.88</b>
<b>average, all schools:</b>						<b>19</b>	<b>30</b>	<b>59</b>	
<b>average, new schools only:</b>						<b>24</b>	<b>41</b>	<b>94</b>	

Regardless of which projection method is used, forecasting of this nature has a number of uncertainties:

- The ratio of public to private school students, and school-aged children to adults, both change over time.
- Schools might be designed quite differently in the future, for instance with classrooms in two or more stories instead of the current single-story schools.
- There is some overlap between schools and parks because some Lee County park facilities are built on surplus land adjoining existing schools (for example, the soccer fields at Lehigh Middle School).
- Busing for desegregation or enrichment purposes may result in some Lehigh Acres students attending school in other communities (or vice versa).
- An unresolved shortage of suitable sites could result in many schools being placed *outside* Lehigh Acres.

For comparison purposes, note that Lehigh Acres had 165 acres at existing school sites in 1996, with two additional sites totalling about 59 acres purchased last year. Despite these recent purchases, it is apparent that the shortage of future schools sites is itself a great problem in Lehigh Acres. A significantly greater planning effort should be made by the School District to acquire additional school sites in the near future while land costs are low and the relocation of future residents can be avoided. The School District can use its power of eminent domain to assemble entire blocks of vacant lots for new schools, as it did for the Sunshine Elementary School site.

### **13(b) Conflicts with Future Park Sites**

Future needs for community parks were also forecasted. Regional parks are assumed to be located outside Lehigh Acres; neighborhood parks are no longer being provided by Lee County.

A summary of community park acreage is compiled each year in Lee County's concurrency inventory.<sup>28</sup> These totals include community recreation centers and public swimming pools, and also recreational facilities located on school sites when they are open to the general public. Current totals for the unincorporated area are summarized in Table 13-3, with a comparison to the community park standards contained in the Lee Plan. The last row in this table yields a mid-range forecast that will be used further in this report.

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<sup>28</sup>Concurrence Management Inventory and Projections, 1994/95—1995/96, Lee County Department of Community Development, December 29, 1995

*Table 13-3*

Summary of Community Park Acreage		
	Unincorporated Lee County  (actual) 1995	Lehigh Acres (computed at same ra- tios)  Build-out
Permanent Population	240,356	342,063
Acres In Use for Community Parks	581	827
Community Park Acreage if Provided at the Lee Plan's Minimum Standard (0.8 acres per 1000 unincorporated pop- ulation)	192	274
Community Park Acreage if Provided at the Lee Plan's Desired Standard (1.75 acres per 1000 unincorporated population)	421	599

*Source: Unincorporated totals from Veterans Park Expansion and Other Recreational Needs in Lehigh Acres, Table 4-3, Spikowski Planning Associates, March 1996*

### **13(c) Conflicts with Future Church Sites**

The locational criteria for churches are far more flexible than for commercial development. Churches are built in all sizes, and they need not have as great visibility from passing traffic as most retail uses require. Also, churches can be built on parcels far smaller than many of them use today. Despite these differences, excellent commercial sites are often occupied by churches; and recent sales data indicates that churches are purchasing many parcels in Lehigh Acres for future use even though those sites may be quite suitable for commercial development.

A survey was made of all land used for churches and synagogues in Lee County at present. Vacant church-owned sites were excluded. The ratio of existing developed sites to 1995 Lee County population was used to roughly project future church land in Lehigh Acres (see Table 13-4). Many of this methodology's limitations noted above for school sites also apply here; the build-out total of 737 acres should be

considered a high value. (For comparison purposes, Lehigh Acres had 68 acres occupied by churches in 1995.)

*Table 13-4*

Summary of Church/Synagogue Acreage		
	Lee County (actual)	Lehigh Acres (computed at same ratio)
	(actual) 1995	Build-out
Permanent Population, Unincorporated Area	375,000	342,063
Acres for Sites Occupied by Churches and Synagogues	808	737

### **13(d) Conflicts with Future Utility Sites**

Water and sewer plants are not typically considered as competitors for commercial sites. They are often placed on less visible (and less expensive) land whose location is dictated mainly by engineering considerations. Accessibility is rarely a primary concern. But the shortage of unplatted land in Lehigh Acres is creating competition for sites between utility providers and potential commercial development. This is not a short-term problem for the utility provider, because the potential commercial sites are often fairly inexpensive due to the long period before some of them would be desirable for commercial purposes. But it has the long-term potential to consume important vacant parcels. During the course of this study, two potential commercial sites had to be dropped from further consideration because they were selected by Southern States Utilities for new water and/or sewer plants.

Although the future land requirements for utility sites have not been projected, these sites must be recognized as another important part of Lehigh Acres' future, as well as a competitor for large tracts of land.

### 13(e) Total Commercial Acreage to be Designated

A summary of the forecasts in the previous subsections are provided in Table 13-5. Future utility sites, other public uses, quasi-commercial uses, and a wider variety of residential uses all may also compete for vacant tracts, but have not been quantified at this time. Even without those uses considered, the future demands total 2596 acres, about half again the amount of needed commercial land (1665 acres). With the *maximum* available commercial land totalling only 3015 acres, it is clear that these other important uses have the potential to crowd out needed commercial uses in the future. Fortunately, some of these other uses can be placed on vacant tracts that lack the accessibility required by commercial uses.

*Table 13-5*

Summary of Competing Land Uses	
	Lehigh Acres (computed) Build-out
Public school acreage	1260
Community park acreage	599
Church and synagogue acreage	737
Multifamily & other public uses	???
TOTAL	> 2596
<i>compare to forecasted need for commercial acreage:</i>	1665
<i>compare to prime acreage for Lehigh commercial land:</i>	2132
<i>compare to maximum available commercial acreage:</i>	3015

Returning to the question of whether to designate future commercial sites only through the year 2020 rather than through build-out, it becomes apparent that limiting our present concern only to the year 2020 would be very short-sighted. In fact, even a heroic commitment by Lee County to protect these sites for build-out

demands may be insufficient to avoid either long-term land shortages or forced reliance on expensive land assembly programs.

The best resolution to this dilemma seems to be to designate the entire 2,132 acres of land identified in red as “Lehigh Commercial” in Figure 12.1 into a category that strongly encourages commercial uses but that also allows at least schools, parks, churches, and all other public uses. Then efforts should commence to reclaim much of the commercial strip, and consider the feasibility of assembling key commercial sites from platted lots as described previously in this report.

In any case, Lee County needs to designate the prime “Lehigh Commercial” acreage in a manner that eliminates its conversion to conventional single-family lots and ensures that any other future residential uses will not consume more than a small portion of this land. Yet it must do this in a manner that encourages rather than punishes the landowners, many of whom will have to hold these parcels for an extended period of time before commercial market demand reaches them. This requires a delicate balance between potentially competing interests and between private property rights and long-term public needs. If the ultimate resolution of this balancing act does not protect enough commercial land, then a lot assembly technique would be required (rather than being a desirable but optional program).

## **14. Transportation Impacts of Revised Land Uses**

It was critically important to evaluate the potential traffic impacts of the proposed commercial plan for the year 2020. For this evaluation, revised population and commercial forecasts were prepared to simulate traffic patterns and to compare them to the results of traffic modelling recently conducted by the Lee County Metropolitan Planning Organization (MPO). Appendix A reproduces the spreadsheet that was used to develop and describe the revised forecasts for Lehigh Acres that were used in this study; it also shows corrections to the MPO's Gateway data which had inadvertently overstated maximum development potential there.

The goals of the transportation analyses were to identify unmet needs in the adopted MPO 2020 Transportation Plan, present a modified 2020 roadway network to serve the proposed development pattern, and recommend additional corridors for incorporation in the Lee County Official Trafficways Map. The transportation study area was determined by "traffic analysis zones," as shown in Figure 14.1. This section evaluates the traffic impacts of the revised land use projections for the year 2020 on the road network in and around Lehigh Acres.

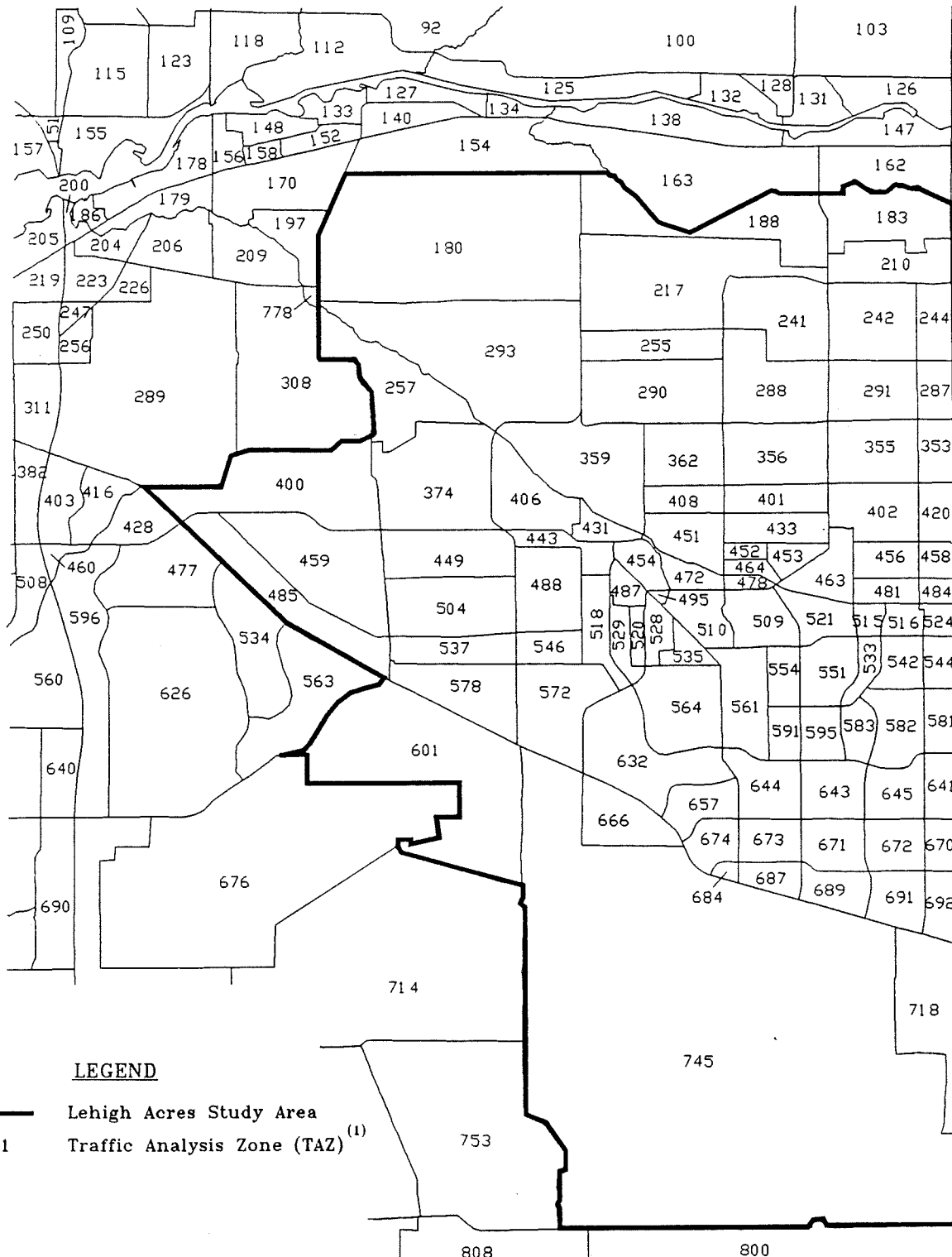
The principal tool used in the evaluation of the traffic impacts of the revised land uses in Lehigh Acres and in the development of a proposed 2020 transportation plan for Lehigh Acres was a year 2020 travel simulation model provided by the Lee County MPO. This computer model was designed to develop the MPO's 2020 Transportation Plan roadway network (Figure 14.2) and forecast the resulting traffic volumes.

To evaluate the traffic impacts of the revised land uses in Lehigh Acres, two initial tests were performed using the MPO's model. The first test projected future volumes using the MPO's socio-economic data for the year 2020 (e.g., counts of single-family, multifamily and hotel units; industrial, commercial and service employment, and school enrollments). The next test projected traffic volumes using the revised Lehigh Acres socio-economic data for the year 2020, developed during the course of this study. The traffic volumes projected under both scenarios were compared and evaluated.

### **14(a) Trip Productions and Attractions**

The first comparison was of trips produced and attracted by land uses under the two scenarios (the original Lee County MPO land uses and the revised land uses developed for this study). "Trip productions" represent the person-trips produced by residential development, including single-family and multifamily dwelling units and hotel rooms. "Trip attractions" represent the person-trips attracted by commercial

Figure 14.1



**LEGEND**

- Lehigh Acres Study Area
- 601 Traffic Analysis Zone (TAZ)<sup>(1)</sup>

(1) TAZ number for the Lee County Model window extracted from the Southwest Florida Regional Model.

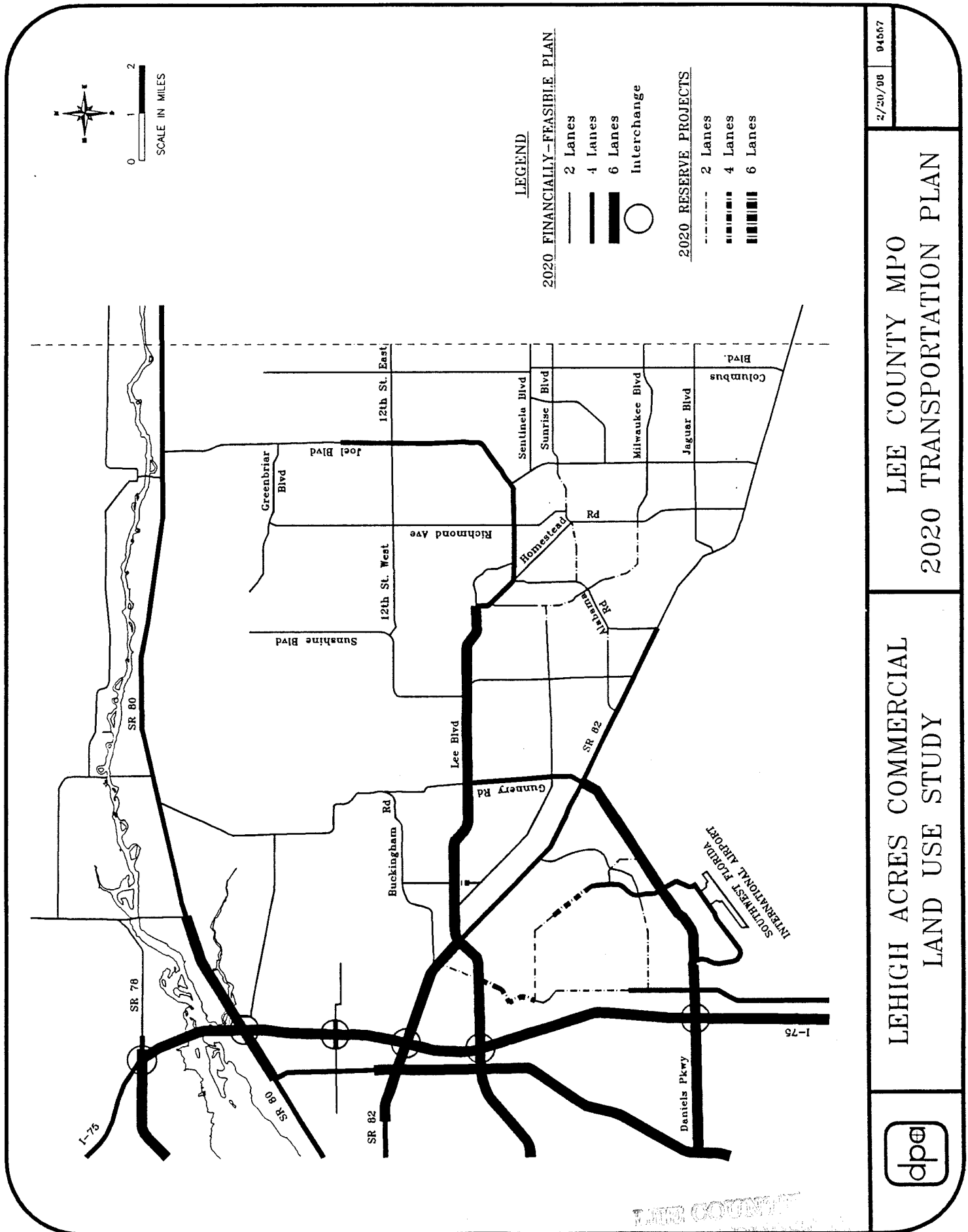


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Figure 14.2



development and public uses, as indicated by industrial, commercial and service employment, and school enrollments.

Trip productions and attractions in Lehigh Acres under the two scenarios are compared in Figure 14.3. While the trip attractions are similar under both scenarios, the trip productions are significantly lower under the revised land uses. This is due to a reduction in the projected number of dwelling units in Lehigh Acres in the year 2020 (as shown in Table 4-3) and an increase in the ratio of commercial to residential development, as described earlier in this report.

The overall effects of this change are generally positive. First, the total number of trips expected to be generated in Lehigh Acres is lower. Second, the balance between trip productions and attractions is improved. With a better balance between trip productions and attractions, travel demand between Lehigh Acres and the rest of Lee County should be reduced, as more trips between residential and commercial areas can be satisfied locally within Lehigh Acres.

#### **14(b) Distribution of Trip Productions and Attractions**

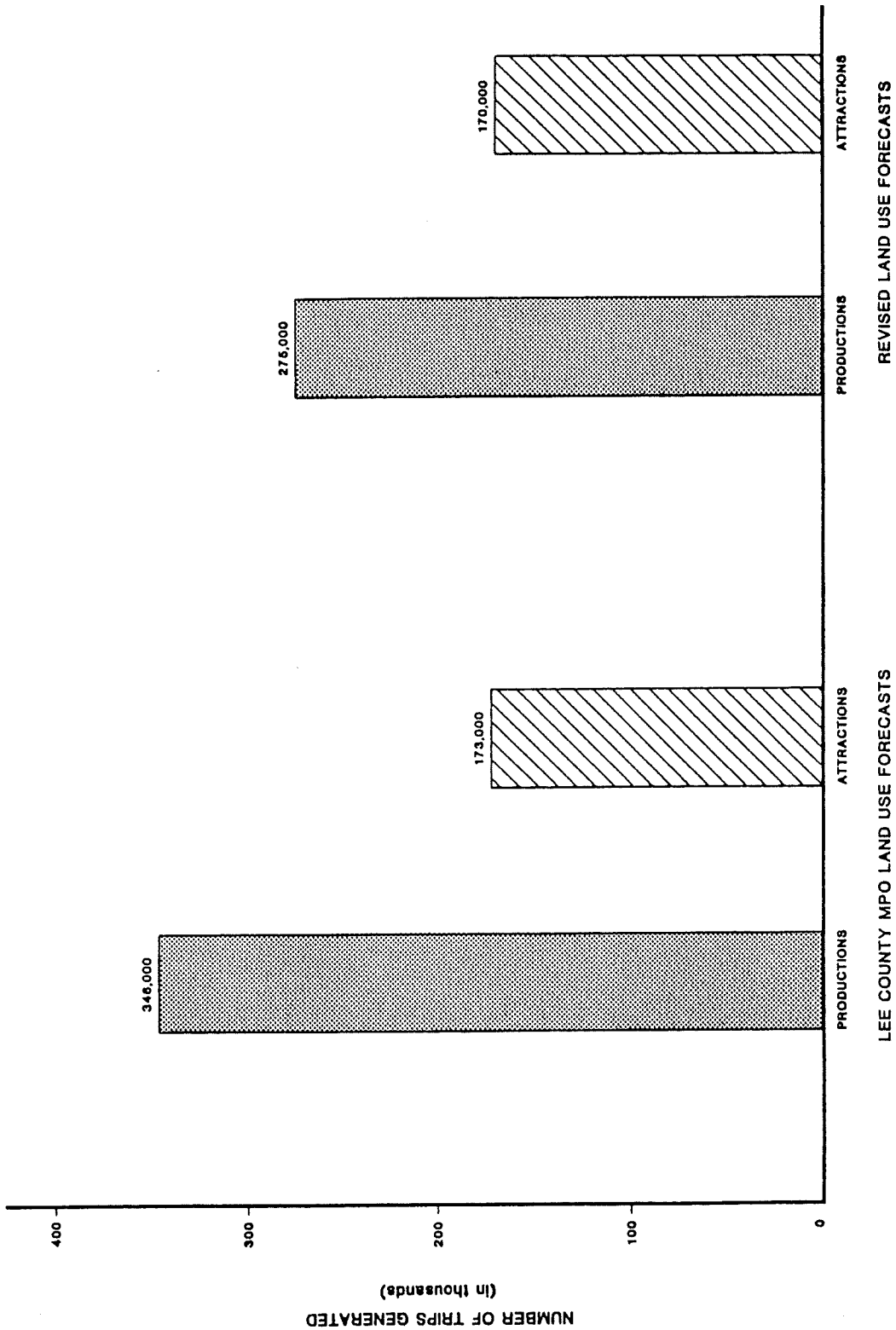
The distributions of trip productions and attractions in Lehigh Acres under both scenarios are shown in Figures 14.4 through 14.7. In general, the 2020 trip productions and attractions based on the MPO's land use projections (Figures 14.4 and 14.5) show a concentration of both productions and attractions west of Alabama Road. Trip attractions were assumed by the MPO to be concentrated north of Lee Boulevard from S.R. 82 to Gunnery Road and south of Lee Boulevard from Sunshine Boulevard to Alabama Road. Trip productions were assumed to be concentrated in an area bordered by Lee Boulevard on the north, S.R. 82 on the south and Alabama Road on the east, with this area reaching almost full "build-out" by the year 2020.

The 2020 trip productions and attractions based on the revised land use projections (Figures 14.6 and 14.7), on the other hand, reflect a more even distribution throughout Lehigh Acres, with an easterly shift from the concentrations found with the MPO's data. For example, trip attractions would be concentrated along both sides of Lee Boulevard, in the original business district on Homestead Road, and at many of the new commercial sites identified in this study (as shown in Figure 12.3).

#### **14(c) Traffic Volumes**

In order to gauge the effects of the revised land use patterns on travel within Lehigh Acres, a number of key roadway segments within the study area were analyzed. Travel model assignments were performed for the year 2020 under both land use scenarios using the roadway network for the MPO's 2020 Transportation Plan (Figure 14.2). Only those improvements that were included in the 2020 plan as

Figure 14.3



(1) Person trips from Lee County MPO travel model assignments.

**DAVID PLUMMER & ASSOCIATES INC.**  
 CONSULTING ENGINEERS  
 TRANSPORTATION PLANNERS  
 FORT WORTH, TEXAS  
 COALDALE, TEXAS  
 AND SURROUNDING AREAS

LEHIGH ACRES COMMERCIAL  
 LAND USE STUDY

COMPARISON OF 2020 TRIP PRODUCTIONS  
 AND ATTRactions, LEE COUNTY MPO  
 LAND USES VS. REVISED LAND USES<sup>(1)</sup>

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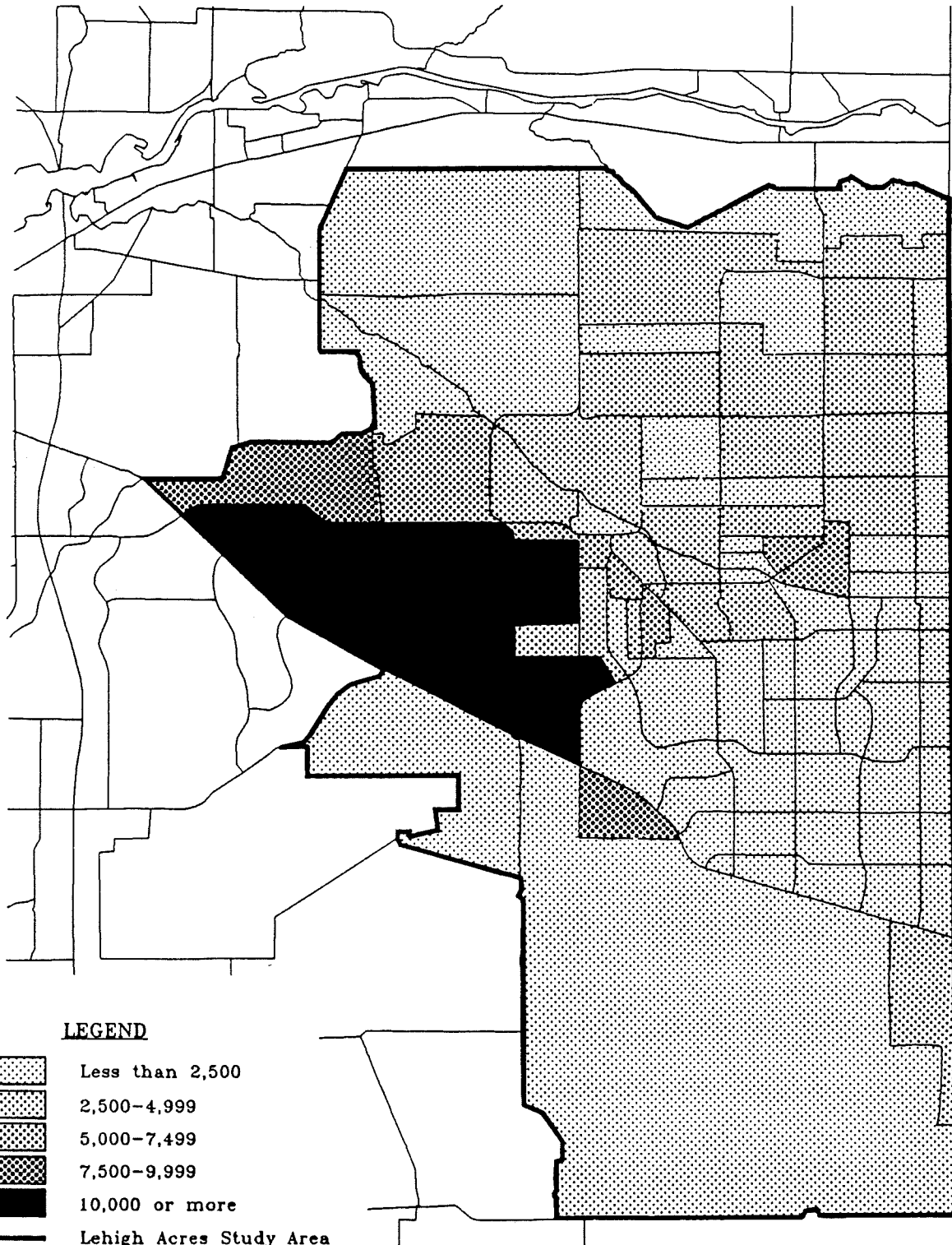
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Figure 14.4



(1) Person trips from Lee County MPO travel model assignments for year 2020.

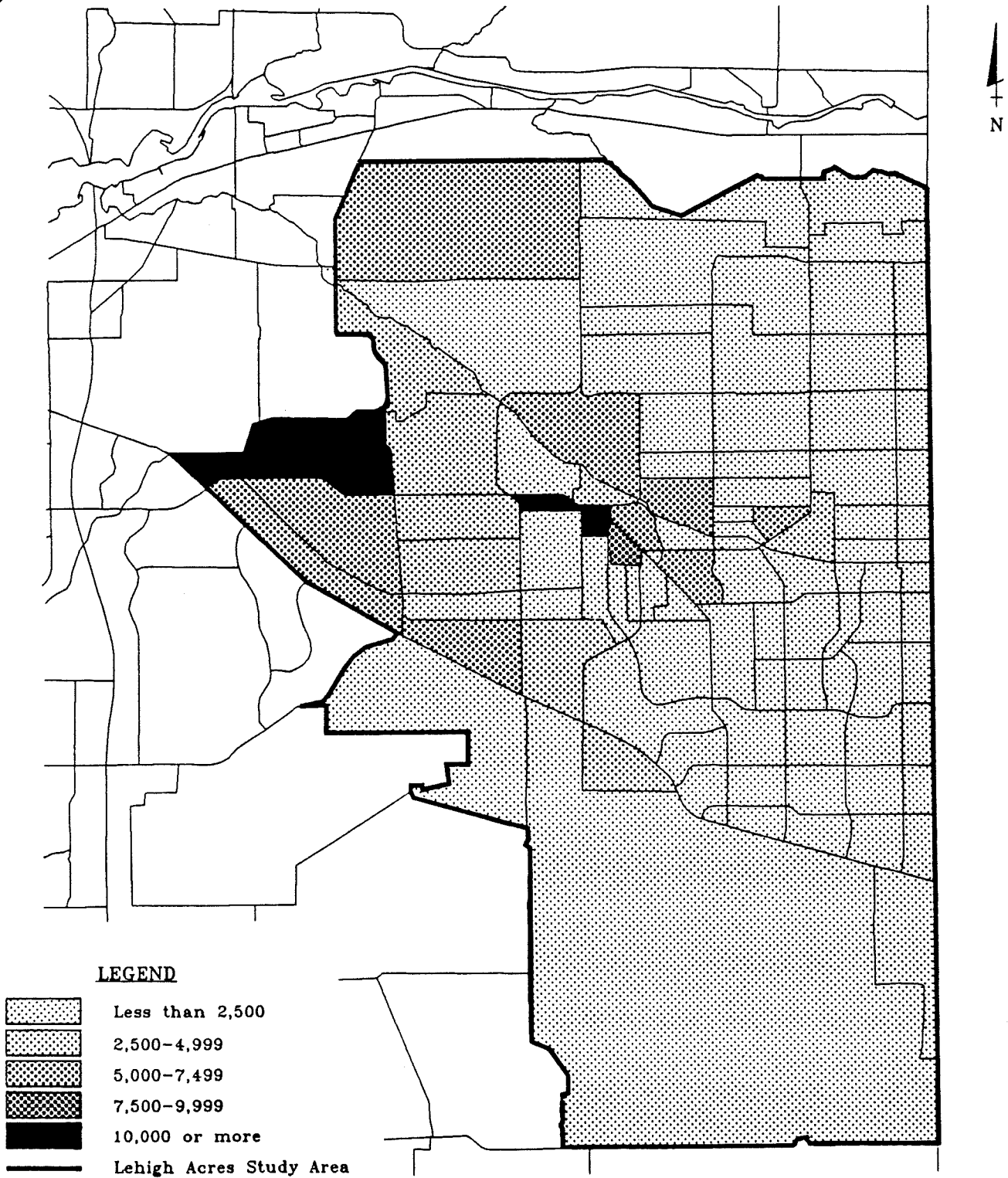


LEHIGH ACRES COMMERCIAL  
LAND USE STUDY

TRIP PRODUCTIONS BASED  
ON LEE COUNTY  
MPO LAND USES <sup>(1)</sup>

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Figure 14.5



(1) Person trips from Lee County MPO travel model assignments for year 2020.

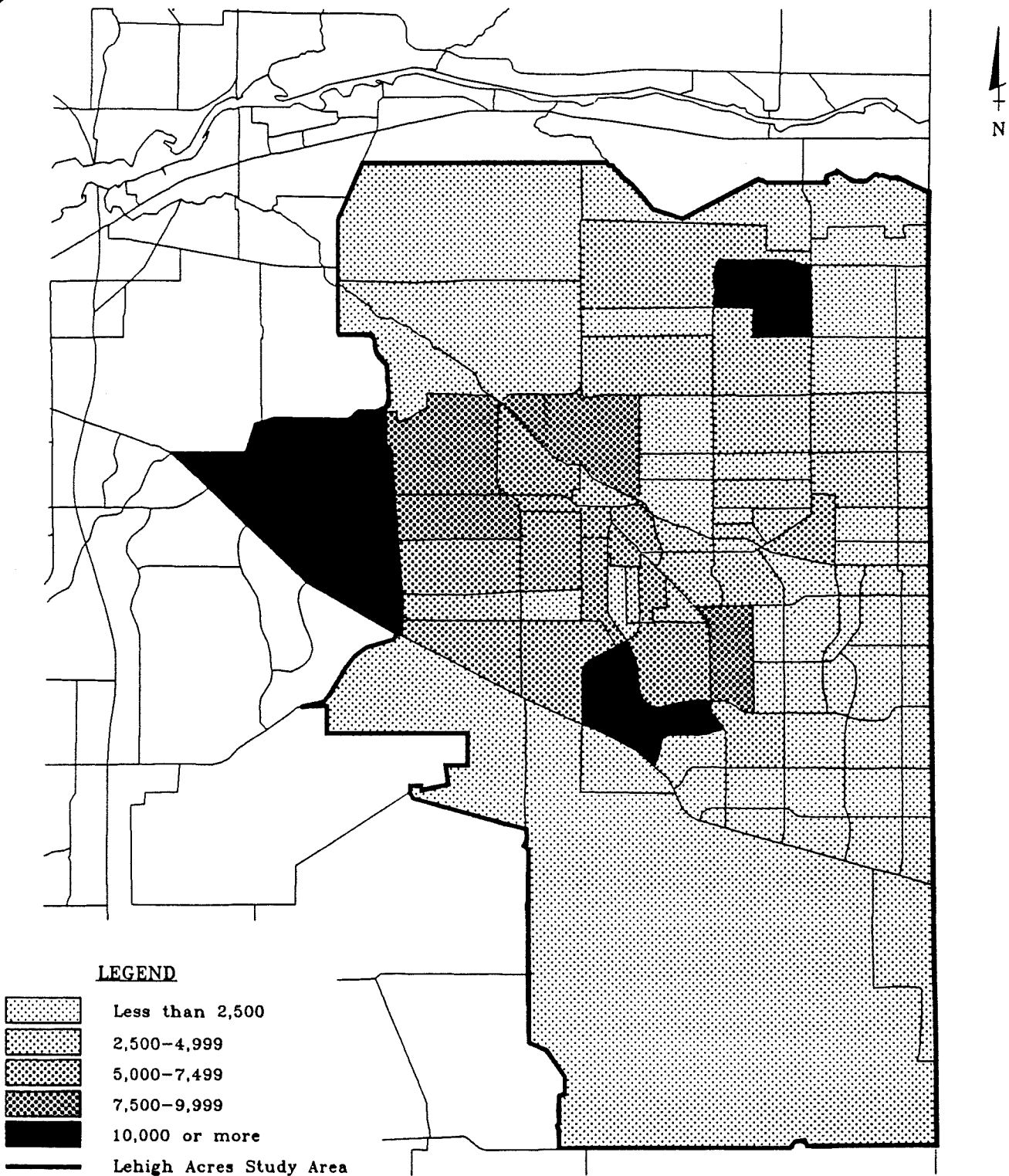


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TRIP ATTRACTIONS BASED  
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Figure 14.6



(1) Person trips from Lee County MPO travel model assignments for year 2020.

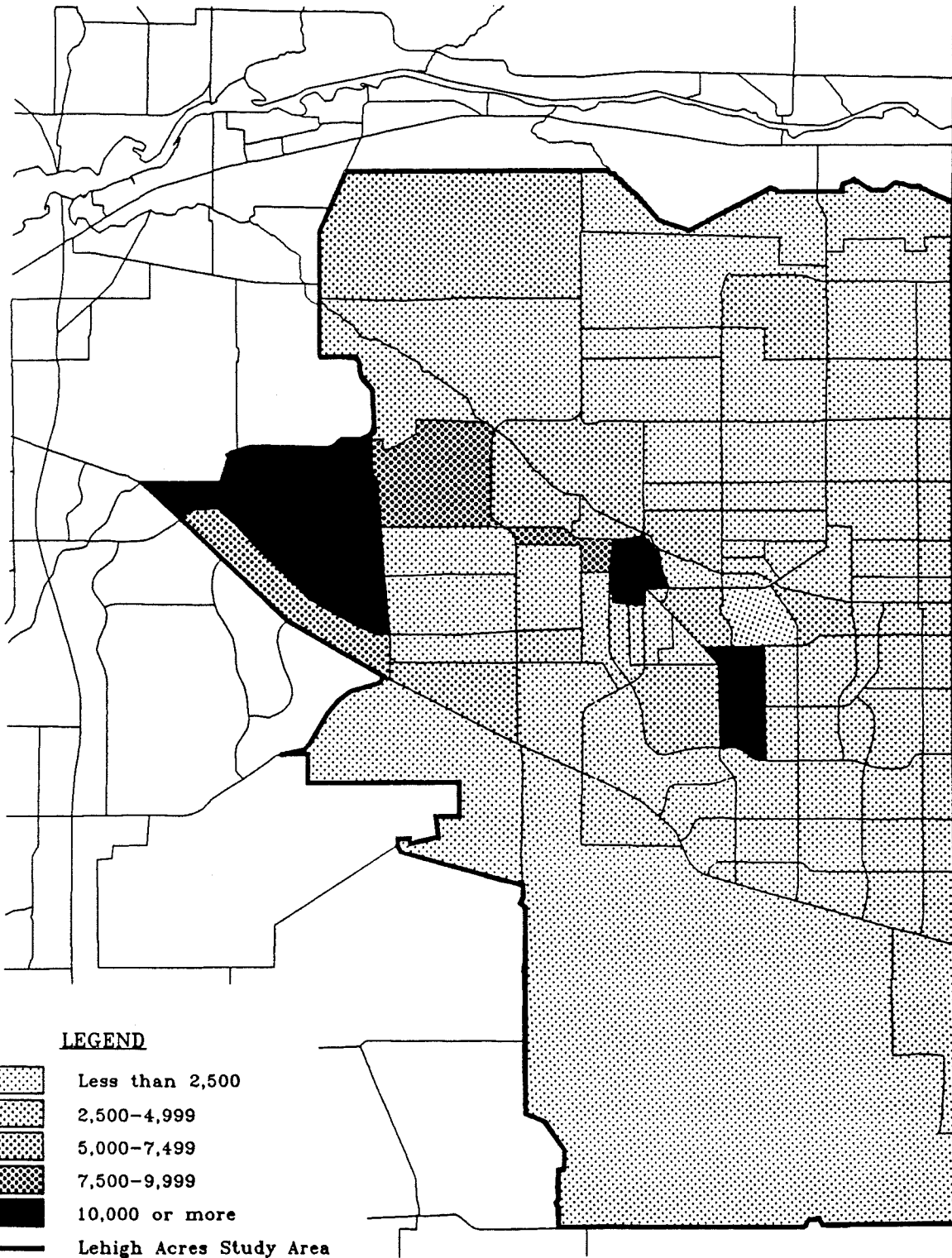


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LAND USE STUDY

TRIP PRODUCTIONS BASED  
ON REVISED LAND USES<sup>(1)</sup>

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Figure 14.7



(1) Person trips from Lee County MPO travel model assignments for year 2020.



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LAND USE STUDY

TRIP ATTRACTIONS BASED  
ON REVISED LAND USES<sup>(1)</sup>

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“financially feasible” were used for these assignments. The so-called “reserve projects” were *not* included in the assignments. Reserve projects are identified in the MPO’s 2020 Transportation Plan as projects that have the potential for alternative or innovative financing, and therefore will only be transferred into the financially feasible plan once these alternative financing solutions are identified.

Roadway levels of service (LOS) reflect the relative level of driving comfort experienced by motorists, as measured through travel speed and delay, and range from LOS A to LOS F, with LOS F being very congested (i.e., the road is over its capacity). Typically, future roadway levels of service are estimated using projected traffic volumes.

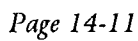
Roadway levels of service were estimated for the year 2020 under both scenarios to provide an indication of deficiencies in the roadway system. Further, they served as an indication of whether the land use revisions were improving traffic conditions on roadways entering and leaving Lehigh Acres, a sign that the area would become more self-contained and less dependent on travel to Fort Myers and the rest of Lee County with the revised land uses. Roadway levels of service with the original Lee County MPO land uses are reported in Appendix B, and levels of service with the revised land uses are reported in Appendix C.

The land use revisions had marginally positive effects in relieving roadways with high volume-to-capacity ratios and/or LOS problems in the year 2020. This was particularly true of roadways such as S.R. 82 and Daniels Parkway, east of I-75, which serve as approaches to Lehigh Acres. However, even with the land use revisions, Lee Boulevard continued to operate at LOS F from S.R. 82 to Sunshine Boulevard, as it had using the MPO’s 2020 land use data. In addition, Lee Boulevard operated with a high volume-to-capacity ratio from Sunshine Boulevard to Leeland Heights Boulevard under both land use scenarios.

Four screenlines were established to determine whether or not the revised land uses would actually reduce volumes entering and leaving Lehigh Acres, as would be anticipated from the more balanced land-use pattern. As shown in Figure 14.8, these screenlines were established at the Hendry County line (#1), south of S.R. 80 (#2), west of Buckingham Road (#3) and south of S.R. 82 (#4).

With the exception of Screenline 1 at the Hendry County line, where the volumes did not change significantly, the screenlines showed a drop in volumes with the land use revisions. Volumes declined from approximately 6 percent to 12 percent. Overall, the volume of traffic entering and leaving Lehigh Acres dropped by over 8 percent with the land use revisions. Appendix D provides more detailed information on the screenline volumes under both scenarios.

Page 14-11



## **15. Development of a Proposed 2020 Transportation Plan**

Although it appears that the land use revisions will improve traffic conditions in Lehigh Acres in the year 2020 by reducing overall traffic volumes within Lehigh Acres and reducing travel between Lehigh Acres and the rest of Lee County, a number of problems will remain even with all of the improvements identified in the MPO's 2020 financially feasible plan (see Figure 14.2). These improvements include the widening of Lee Boulevard to six lanes between S.R. 82 and Homestead Road, the widening of Lee Boulevard/Leeland Heights Boulevard/Joel Boulevard to four lanes between Homestead Road and East 16th Street, and the widening of Gunnery Road to four lanes.

First, there are many gaps in the internal roadway network within Lehigh Acres, resulting in circuitous travel, increased traffic congestion, and greater trip lengths than would exist with a well-connected roadway network. Second, Lee Boulevard is expected to operate below the level of service standard, even at six lanes, because of the lack of additional east-west corridors to relieve traffic congestion of this critical roadway.

For these reasons, several additional roadway improvements for the year 2020 were evaluated to supplement the land use revisions. Among the improvements considered were the following: the list of reserve projects in the MPO's 2020 Transportation Plan; new roadways proposed by the Lehigh Acres Local Redevelopment Planning Committee; and proposed improvements suggested by the Concerned Citizens of Lehigh Acres.

Specific improvements were selected for incorporation into the proposed 2020 transportation plan based on travel demand, system continuity, and the relief they could provide to roads that are expected to be over capacity within the study area.

Travel demand was measured through the traffic projections obtained from travel model assignments for the year 2020. The effects of alternative improvements on levels of service and volume-to-capacity ratios were estimated based on these model assignments.

System continuity was emphasized to eliminate circuitous travel from point to point. Particular emphasis was placed on providing direct connections between residential and commercial areas. Projects that would improve system continuity were advanced. Improved east-west connections were particularly sought because of the inadequacy of the current road network and the concentration of jobs and shopping/cultural opportunities in and around Fort Myers.

The reserve projects identified in the MPO's 2020 Transportation Plan improved system continuity. Therefore, they were all eventually incorporated into the Proposed 2020 Transportation Plan for Lehigh Acres.

Improvements that provided relief to congested roads within Lehigh Acres were of primary concern. Given the LOS problems on Lee Boulevard noted earlier in this report, a number of improvements were considered and tested to see what relief they might provide to this corridor. As a result, five additional east-west corridors were identified that can provide relief to Lee Boulevard and S.R. 82.

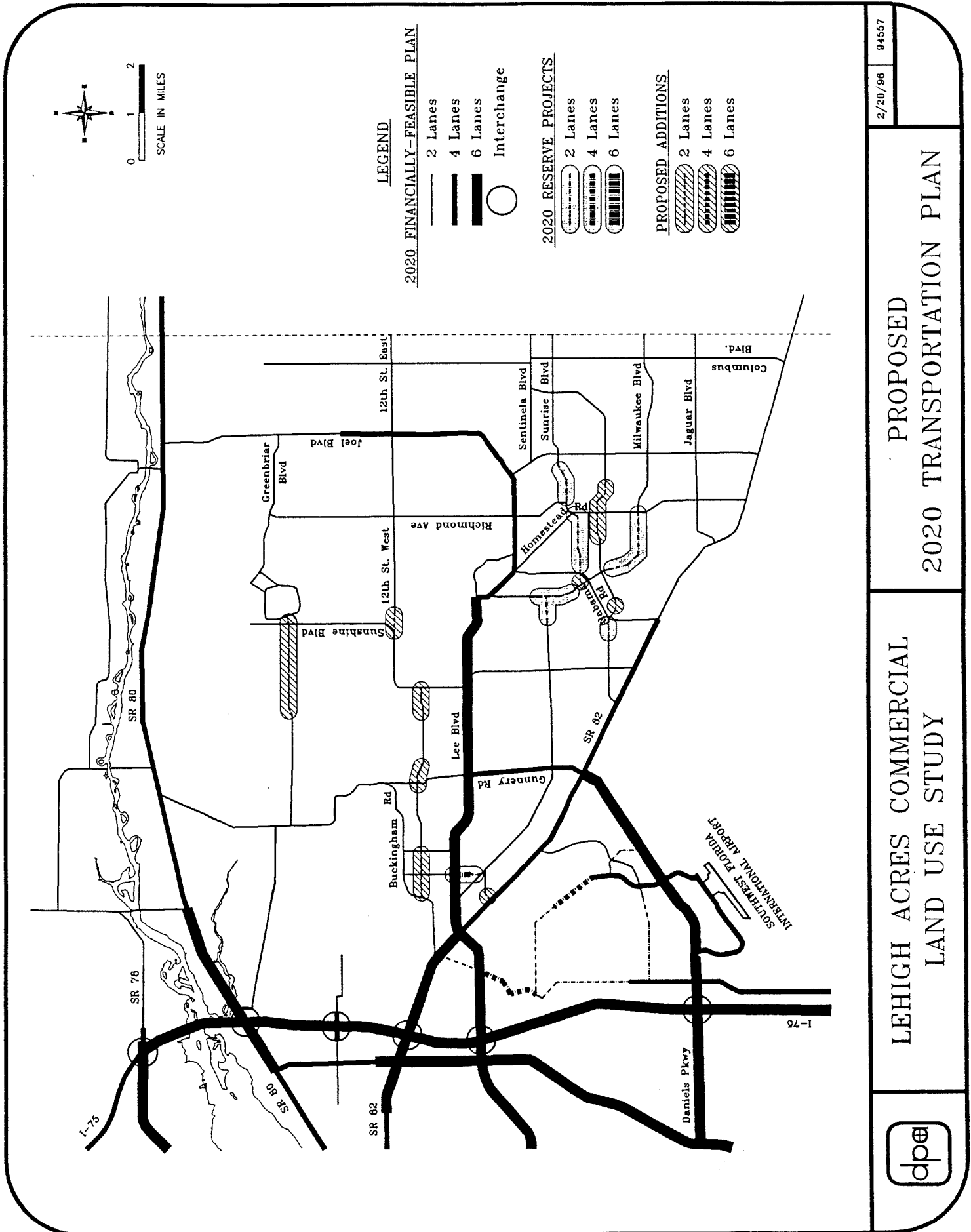
Figure 15.1 shows the Proposed 2020 Transportation Plan for Lehigh Acres. (This plan was also mapped on Figure 12.1.) Highlights of this plan include the following two-lane improvements:

- A continuous east-west corridor north of Lee Boulevard that utilizes several existing roadways (Burr Street, Centennial Boulevard, Sunset Road and 20th Street NW) to connect Sunshine Boulevard to Buckingham Road. (The engineering feasibility of the westerly 1/3 mile of this corridor, where it crosses a former landfill, has not been fully evaluated.)
- A continuous east-west corridor south of Lee Boulevard that utilizes three existing roadways (Hawalaska Street, Leonard Boulevard and 23rd Street SW) to connect Beth Stacey Boulevard to S.R. 82.
- Another continuous east-west corridor south of Lee Boulevard that utilizes three existing roadways (Grant Boulevard, Pelham Road and 40th Street SW) to connect Alexander Graham Bell Boulevard to S.R. 82.
- Sunrise Boulevard Extension from Richmond Avenue to A. G. Bell Boulevard and from Homestead Road to Alabama Road; then extending Paddock Street to connect to Beth Stacey Boulevard.
- 61st Street W. improvements from Cemetery Road to Sunshine Boulevard.
- Beth Stacey Boulevard Extension south to Alabama Road to tie into Milwaukee Boulevard.
- Milwaukee Boulevard Extension from Grant Boulevard to Homestead Road.
- A realignment of the West 12th Street intersection with Sunshine Boulevard to provide better east-west continuity.

The first five improvements are either new recommendations from this study or extensions of MPO reserve projects. The last three are MPO reserve projects.

This 2020 roadway network appears to alleviate anticipated LOS problems that were found when testing only the road improvements in the MPO's adopted 2020 financially feasible plan around Lehigh Acres. However, some LOS problems remain with the Proposed 2020 Transportation Plan at the periphery of the study area, in the vicinity of I-75 and Daniels Parkway, I-75 and Colonial Boulevard, and

Figure 15.1



the Florida Gulf Coast University. Appendix E includes a spreadsheet with LOS calculations for the year 2020 with the Proposed 2020 Transportation Plan for Lehigh Acres.<sup>29</sup>

The Proposed 2020 Transportation Plan for Lehigh Acres was presented at a public meeting hosted by the Lehigh Acres Local Redevelopment Planning Committee on February 21, 1996, for review and comment. The comments received at this meeting were generally favorable.

At the time the Plan was presented to the Committee, the Sunrise Boulevard Extension from Homestead Road to Alabama Road was not included in the preliminary plan because this improvement seemed infeasible due to a fully developed neighborhood lying in its path. Upon further review, however, this improvement and an extension using Paddock Street from Alabama Road to Beth Stacey Boulevard were added to the plan, because this roadway could cross over to the south side of a canal and avoid the displacement of homes. This roadway would become an important supplement to the Leonard Boulevard/23rd Street SW corridor.

All of the reserve projects identified by the MPO in Lehigh Acres are, therefore, included in the Proposed 2020 Transportation Plan for Lehigh Acres. The MPO has estimated the cost of these reserve projects to be approximately \$13 million.

Using the average cost per mile for these reserve projects in Lehigh Acres, the costs of the additional improvements in Lehigh Acres recommended in this study are approximately \$15 million. These cost estimates are provided in Appendix F.

Lee County should add these additional improvements to the MPO's list of reserve projects for a total of approximately \$28 million in reserve projects in Lehigh Acres. As noted previously, reserve projects are to be funded through alternative or innovative financing solutions, since current funding sources will not provide sufficient revenue for all of these projects.

Two potential roads *outside* Lehigh Acres were evaluated: a northern extension of Sunshine Boulevard to S.R. 80 and a southerly link between Alabama Road (or Sunshine Boulevard) and Alico Road. Although either or both may be needed at some future time, neither showed sufficient travel demand by the year 2020 for inclusion in the Proposed 2020 Transportation Plan for Lehigh Acres. Roads needed only beyond 2020 are included on the Official Trafficways Map, which is discussed in the following section.

---

<sup>29</sup>Excluding the Sunrise Boulevard Extension from Homestead Road to Alabama Road and Paddock Street between Alabama Road and Beth Stacey Boulevard

## 16. Lehigh Acres and the Official Trafficways Map

Lee County adopted its first Official Trafficways Map about a decade ago to reserve future right-of-way needs at the unspecified time when Lee County would be “built-out” with no further development anticipated. While the Trafficways Map is no longer used by Lee County to force the reservation of right-of-way, it still serves a useful long-range planning function.

The Planning and Zoning Subcommittee of the Lehigh Acres Local Redevelopment Planning Committee made several recommendations regarding the Trafficways Map in their report dated September 14, 1994 (see Appendix G). That report was very useful in the development of the Proposed 2020 Transportation Plan for Lehigh Acres, with many of the subcommittee’s recommendations ultimately incorporated into that plan.

In addition, the subcommittee’s recommendations for the Trafficways Map were also reviewed in detail to identify proposed revisions to the Trafficways Map. The primary focus of this review was the identification of additional corridors that would improve system continuity, reduce circuitous travel, and provide better arterial spacing in Lehigh Acres. Travel model assignments were not performed as part of this review because a travel model has not been created to simulate conditions beyond the year 2020.

The changes in the Trafficways Map recommended by the subcommittee were categorized as follows:

- *Proposed Arterial Streets Not Shown on the Trafficways Map*
- *Proposed Collector Streets Not Shown on the Trafficways Map*
- *Streets Shown as Collectors on the Trafficways Map to Proposed Arterials*
- *Streets Shown on the Trafficways Map as Arterials to be Removed*

For ease of comparison, the recommendations of this study will be presented in the same order.

Following evaluation by the consulting team, most of the recommendations of the subcommittee were incorporated into the recommendations of this study. Additional recommendations have been added to further improve system continuity, reduce circuitous travel, and provide better arterial spacing in Lehigh Acres. The resulting recommended changes to the Lee County Official Trafficways Map are shown in Tables 16-1 through 16-4. (These changes also reflect all of the improvements shown in the Proposed 2020 Transportation Plan for Lehigh Acres.)

*Table 16-1*

Existing and Proposed Arterial Streets to be Added to Trafficways Map		
<i>Street</i>	<i>From</i>	<i>To</i>
Cemetery Rd.	Buckingham Rd.	Stratton Rd./61st St. W
61st. St. W.	Stratton/Cemetery Rd.	Sunshine Blvd.
Sunshine Blvd.	61st St. W.	S.R. 80
N. Line of Sec. 6-44-27	Sunshine Blvd.	Greenbriar Blvd.
Greenbriar Blvd.	Wingford Dr.	N. Line of Sec. 6-44-27
E. 21st St.	Grant Ave.	Moore Ave.
E. 16th St.	Grant Ave.	Moore Ave.
E. 12th St.	Grant Ave.	Moore Ave.
19th St. W.	Sunshine Blvd.	Ann Ave.
Ann Ave.	19th St. W.	W. 9th St.
West/East 9th St.	Ann Ave.	Moore Ave.
Columbus Blvd.	Sunrise Blvd.	Sentinela Blvd.
Moore Ave.	Sentinela Blvd.	E. 21st St.
Jaguar Blvd.	S.R. 82	Homestead Rd.
Homestead Rd.	Jaguar Blvd.	S.R. 82
Nimitz Blvd.	Bell Blvd.	S.R. 82
40th St. SW	S.R. 82	Alabama Rd./Pelham Rd.
Pelham Rd.	Alabama Rd.	Grant Blvd./Pyramid Ave.
Grant Blvd.	Pyramid Ave./Pelham Rd.	Carrillon Ave./Grant Blvd.
Richmond Ave.	Sunrise Blvd.	Grant Blvd.
Paddock St.	Alabama Rd./Sunrise Bl.	Beth Stacey Blvd.
Burr St.	Buckingham Rd.	Abrams /Centennial Blvds.
Centennial Blvd.	Abrams Blvd.	Sunset/Yale Ave.
Sunset	Yale Ave.	Sunniland Blvd.
20th St. W.	Sunniland Blvd.	Sunshine Blvd./19th St. W
Hawalaska St.	Leonard Blvd.	S.R. 82
E. 5th St.	Grant Ave.	Moore Ave.
W. 12th St. Ext.	Lee St.	Connie Ave./Sunshine Blvd.

*Table 16-2*

Existing and Proposed Collector Streets to be Added to Trafficways Map		
<i>Street</i>	<i>From</i>	<i>To</i>
Abrams Blvd.	Lee Blvd.	Buckingham Rd.
Sunniland Blvd.	Lee Blvd.	25th St. W.
25th St. W.	Sunniland Blvd.	Sunshine Blvd.
12th St. W.	Gunnery Rd.	Sunshine Blvd.
Lee St.	W. 12th St.	W. 16th St.
W. 16th St.	Lee St.	Connie Ave.
Connie Ave.	W. 16th St.	Lee Blvd.
Anita Ave.	Lee Blvd.	40th St. SW.
8th St. SW.	Sunshine Blvd.	Anita Ave.
Windermere Dr.	Wingford Dr.	Richmond Ave.
Woodburn Dr.	Richmond Ave.	Greenbriar Blvd.
Grant Blvd.	S.R. 82	Milwaukee Blvd.
Parkdale Blvd.	S.R. 82	Homestead Rd.
Delaware Rd.	Lee Blvd.	Homestead Rd.
North Ave.	Leeland Heights Blvd.	E. 16th St.
Blackstone Dr.	S.R. 82	S.R. 82
Wanda Ave./Villa Ave.	Lee Blvd.	40th St. SW
Lee St.	Lee Blvd.	Lee Circle. S.
Lee Circle. S.	Lee St.	Kenneth Ave.
Kenneth Ave.	Lee Circle. S.	Golfview Blvd.
Golfview Blvd.	Putter Ln.	Par Rd.
Putter La.	Golfview Blvd.	Leonard Blvd.
Par Rd.	Golfview Blvd.	Leonard Blvd.
7th St. S.W.	Golfview Blvd.	Gunnery Rd.

*Table 16-3*

Streets Shown as Collectors on Trafficways Map to be Designated as Arterials		
<i>Street</i>	<i>From</i>	<i>To</i>
West/East 5th St.	Williams Ave.	Grant Blvd.

*Table 16-4*

Streets Shown as Arterials on Trafficways Map to be Removed		
<i>Street</i>	<i>From</i>	<i>To</i>
32nd St. S.W.	Gunnery Rd.	Alabama Rd.
Beauty St.	Buckingham Rd.	Gunnery Rd.
16th St. W./W. 8th St.	Gunnery Rd.	Grant Ave.
W. 16th St.	Sunshine Blvd.	Buckingham Rd.
Unnamed Street	61st St. W.	Sunshine Blvd.

The next section of this report analyzes existing Lee County regulations and recommends specific amendments in order to accomplish this balance between private and public needs.

## **17. Integrating the Commercial Plan into County Regulations**

### **17(a) Analysis of Major Alternatives**

The proposed plan for future commercial development in Lehigh Acres needs to be thoroughly integrated into Lee County planning and development regulations to be truly effective. Those regulations are complex and could be modified in a number of different ways. The major alternatives are discussed below.

Since 1984, the Lee County Comprehensive Plan (Lee Plan) has contained one or more maps that establish legally binding maximum levels of future development. The most well-known map is the "Future Land Use Map" that classifies the entire county into a variety of land-use categories. It originally depicted Lehigh Acres in two similar categories, "Urban Community" and "Central Urban," with the main difference being the maximum residential density level. In 1994, those categories were combined into a new "Vested Community" category (although this change has not taken effect due to pending legal challenges).

The Lee Plan also contains other controls on the future use of land. The same 1994 amendments added a new "Commercial Site Location Standards Map" (Map 16) to supplement the site locations standards found in the Future Land Use element, and deleted a "Year 2010 Overlay." These amendments are also not yet in effect. For the purposes of this study it is assumed that the 1994 amendments will take effect shortly, at least as they apply to Lehigh Acres. (Should this not be the case, this study's implementation approach would not change, but the exact wording would need to be modified.)

The most obvious means to implement this study's designation of future commercial lands would be to change the "Future Land Use Map" designation for the potential commercial lands identified above. This re-designation would be easily visible even to casual users of the Lee Plan, many of whom refer to this map more than often than other parts of the plan. At present, land in Lehigh Acres has an almost uniform designation, hiding even the most obvious distinction of pre-platted versus unplatted land.

However, the Lee Plan does not use this kind of specific commercial designation on the Future Land Use Map anywhere else in the county. Although a commercial designation is a commonly used planning approach in established cities, the detailed development pattern in most of unincorporated Lee County has yet to be fully determined, with only broad parameters established in the Lee Plan.

The alternative of using a modification to Map 16 to implement this study was given careful consideration. But when a modified Map 16 was actually prepared, it

was clear that it would be inefficient in protecting commercial land and would require so many narrative annotations that it would be very difficult to understand.

Other alternatives were also considered. One was to use the standard rezoning process to implement this plan. Some or all of the potential commercial land would be rezoned at the county's initiative and expense. This approach would memorialize the proposed commercial pattern, but it has several drawbacks:

- The rezoning process is very expensive and time-consuming, involving extensive public hearings and the individual notification of many thousands of adjoining property owners, few of whom live in the area and would be able to participate in the process in any knowledgeable way.
- Some owners of land whose commercial potential is quite far into the future may strenuously object to the rezoning, since it affects their use of land during the interim period and may preclude any other economically viable uses (such as agricultural).
- Rezoning can only be approved if they are consistent with the Lee Plan, so the rezoning approach would have to be a supplement to Lee Plan amendments of some type.

Another alternative that was considered is a new feature of Lee County's Land Development Code, a "redevelopment overlay district." This district is similar to a zoning district in that it applies to carefully defined lands and contains specific regulations, but it is used *in addition* to a zoning category to solve problems that cross zoning lines. This type of district is very flexible and could play a part in the ultimate implementation of this study, but it also has certain drawbacks:

- These districts are relatively new and therefore quite obscure to most people; consequently, the proposed commercial pattern would not be easily apparent either to future residents of Lehigh Acres or to potential investors in future commercial land.
- Like rezonings, a redevelopment overlay district can only be approved if it is consistent with the Lee Plan, so this approach would also have to supplement to Lee Plan amendments of some type.

The drawbacks of the alternative approaches are so significant that the original concept, a specific Future Land Use Map classification for future commercial development, was selected for more detailed analysis. A number of important considerations would affect the final form of this new classification. Two have been discussed previously:

- Should the new category designate just enough land with commercial potential to satisfy needs through the year 2020, or should it extend to "build-out"?

- Should the new category restrict future development to commercial purposes only, or merely *allow* commercial uses?

Other important considerations include:

- Should the new category replace the current “Vested Community” designation, or should it be an “overlay”: in other words, a supplement rather than a replacement?
- Should *more than one* new category be created to implement this study?
- How much extra land should be included in the commercial categories to account for land that will be used for other legal purposes?

Many of these considerations are inter-related. For instance, an entirely new category for the “Future Land Use Map” would provide a sharper distinction and therefore be more suitable to a “commercial only” approach. An overlay approach would generally be more suitable to a “commercial optional” approach because the standard Lehigh Acres regulations would still be in place. An overlay approach would also be more suitable if enough commercial land is designated for build-out, because all other land uses would not be foreclosed in the intervening years.

An overlay approach could ultimately be inadequate, however, if it fails in the goal of preserving enough suitable land to meet the future commercial demands of Lehigh Acres residents. If the overlay were so weakly worded that it did not change the expectations of the owners of the land (and adjoining owners as well), then it will have failed.

The approach that ultimately emerged from this analysis was to use overlay categories on the Future Land Use Map that are somewhere between “commercial only” and “commercial optional.” Lands in a new “Lehigh Commercial” overlay could not be subdivided into conventional single-family lots because of the tremendous surplus in Lehigh Acres. But they could be developed with residential uses that provide housing alternatives to the typical Lehigh Acres plats, such as estate lots or multifamily housing, or for churches, schools, parks, other public facilities, or quasi-commercial uses. A second overlay would indicate those portions of the existing commercial strips that could be reclaimed through the techniques discussed in Section 10. A third overlay would be created for “potential lot assembly,” where private land assembly would be encouraged (and public-sector assembly might be considered). To protect existing lot owners who do not wish to participate, the lot assembly option would only be available when significant amounts of land were assembled (e.g., full blocks). Small assemblies would not provide enough commercial land to justify their intrusion into residential blocks. These three overlay categories would replace the use of the Lee Plan’s commercial locational standards (and Map 16) for Lehigh Acres only.

No new prohibitions on agricultural are proposed; it is currently permitted on land in agricultural zoning districts. Agricultural is one of the few interim uses that does not require the construction of buildings; and the property tax consequences are favorable enough to make it more likely that the more remote sites can actually be held long enough for commercial demand to reach them.

Table 17-1 presents a summary of the acreage shown on Figure 12.1 in each of the three overlays and also the land outside Lehigh Acres that is suitable for commercial development.

*Table 17-1*

Summary of Proposed Commercial Acreage		
NAME	COLOR	ACREAGE
Lehigh Commercial	red	2,132
Reclaimed Strip	blue	142
Lot Assembly	yellow	293
Outside Lehigh Acres	stippled purple	448
TOTAL		3,015

Proposed wording to adopt this approach is contained in the following section, followed by a discussion of other implementing actions that are also recommended.

## 17(b) Proposed Lee Plan Text Amendments

AMEND LEE PLAN POLICY 1.1.5 AS FOLLOWS: The Vested Community area consists of Lehigh Acres, ~~those areas previously classified Urban Community and Central Urban in: Township 43 South, Range 27 East (except Sections 22, 27, and 28); Township 44 South, Range 27 East; Township 44 South, Range 26 East; Township 45 South, Range 26 East; and Township 45 South, Range 27 East.~~ Most of land in this category property has vested development rights pursuant to the Administrative Interpretation of Vested Rights dated August 19, 1985, the Stipulation and Settlement Agreement dated August 27, 1988, between Lehigh Corporation and Lee County, and the Stipulation and Settlement Agreement dated June 9, 1992 between Lehigh Corporation and Lee County. Development in the Vested Community category shall be permitted as follows:

### 1. Residential Uses

- a. All lots of no less than 7,500 square feet created (as defined in Chapter XIII) prior to November 1, 1994 upon which residential uses are permitted by the zoning regulations are entitled to one (1) dwelling unit.
- b. Parcels or tracts in excess of one (1) acre may be subdivided so long as the density of the subdivision does not exceed four (4) units per acre and the subdivision is consistent with the natural resource protection standards in the Conservation and Coastal Management element.
- c. Certain parcels are entitled to higher densities as a result of the 1988 settlement agreement and prevailing development patterns. These parcels, and their corresponding densities, are shown on Table 1(a).
- d. No lot, tract, or parcel of less than one (1) acre may be subdivided; provided, however, that such subdivisions are permitted if the subdivision does not result in a density of more than four (4) units per acre; all resulting lots are served by central water and sewer systems; and all resulting lots are not less than 80% of the lot size of the smallest adjacent lot. Parcels of less than one (1) acre may be replatted so long as the density is not thereby increased.
- e. Two-family and multiple-family dwelling units may be permitted on parcels or tracts in excess of one (1) acre at a density that does not exceed four (4) units per acre where such uses are permitted by the zoning regulations.

### 2. Commercial Uses

- a. ~~Commercial uses are permitted in accordance with the 1988 and 1992 settlement agreements, the compatibility and locational criteria following Goal 6, and the natural resource protection standards in the Conservation and Coastal Management element. Commercial locations will be shown more specifically in a sector plan that is to be adopted as a plan amendment pursuant to F.S. 163.3189 no later than 1996.~~ Commercial uses are permitted on lands in the Lehigh Commercial overlay in accordance with existing or future zoning and

the natural resource protection standards in the Conservation and Coastal Management element. Land in the Lehigh Commercial overlay may also be used for schools, parks, and other public facilities; churches and synagogues; and residential uses that provide housing alternatives to the typical ¼ to ½ acre subdivision lots. Creation of new single-family lots smaller than one acre is not permitted due to the over-supply of standard subdivision lots. If cumulative new residential development takes place on more than 1% of this land per year, Lee County shall take steps to provide additional commercial land in Lehigh Acres to offset the loss.

- b. Commercial uses will also be permitted on lots in the Reclaimed Strip overlay facing S.R. 82 once a corridor access management plan is adopted by FDOT governing that portion of S.R. 82. This plan would provide for additional road connections between S.R. 82 and Meadow Road at about 1/8-mile spacing with full access median crossings at about 1/4-mile spacing. All lots would ultimately have access to S.R. 82 via Meadow Road, which would serve as a reverse frontage street. Commercial uses would also be permitted on Reclaimed Strip lots facing Gunnery Road if Lee County adopts a similar plan, with access to all lots being provided via Gretchen Avenue which would serve as the reverse frontage street. Until such plans are in place, lots in the Reclaimed Strip overlay may be used for any of the residential uses permitted in the C-2 zoning district.
- c. Because of the shortage of suitable undivided tracts in Lehigh Acres, commercial uses may also be appropriate on certain other lands that might otherwise be used for residential lots.
  - i. Many such lands are designated with the Lot Assembly overlay. These lands are platted for single-family lots and are under multiple ownerships. Commercial uses on individual lots or partial-block assemblies would generally be intrusive to existing or emerging neighborhoods. However, assemblies of entire blocks would provide suitable commercial parcels. Such assemblies could qualify for commercial zoning whether assembled by government action, private sector purchases, cooperative arrangements between individual lot-owners, or similar arrangements.
  - ii. Other tracts or combinations of platted lots in Lehigh Acres but outside of the three overlays may also be considered for commercial rezoning through the normal zoning processes or by requesting a new conventional commercial zoning district that may be created to address Lehigh Acres conditions. Lands suitable for such rezoning would include:
    - (1) Tracts that are assembled from vacant lots at the intersection of future collector or arterial roads in sparsely developed areas where there are very limited or no suitable commercial locations in any of the commercial overlays; or

(2) Tracts that separate existing commercial and residential land uses where some commercial uses may be appropriate while providing a substantial buffer and reasonably protecting the privacy of existing dwellings. Landowners seeking commercial zoning under this subsection should expect a minimal level of commercial uses and/or to provide extra levels of buffering.

Decisions on the suitability of any proposal shall be made by Lee County on a case-by-case basis in order to implement the intent of these regulations.

d. Commercially zoned land not placed within one of these overlays can be developed in accordance with previous regulations, but may be subject to county-initiated rezonings to further restrict or eliminate future commercial uses.

3. Industrial uses are not permitted in the Vested Community (except on property with existing C-2 zoning) pending a plan amendment designating specific locations for such uses.

4. Public and Quasi-Public uses are also permitted in accordance with Policy 2.1.3.

Infrastructure in the Vested Community will be provided in a manner consistent with Goal 3 and the above-described settlement agreements. Infrastructure issues will be addressed in a subsequent phase of the Lehigh Acres sector plan that was begun in 1995 described in subsection 2 above.

**ADD LEE PLAN POLICY 1.7.8 AS FOLLOWS:** Several additional overlays regulate future commercial uses in Lehigh Acres, as described in Policy 1.1.5.

**AMEND LEE PLAN POLICY 6.1.2 AS FOLLOWS:** All commercial development shall be consistent with the location criteria in this policy, except where specifically excepted by this policy, ~~or~~ by Policy 6.1.7, or in Lehigh Acres by Policy 1.1.5(2).

1. Minor Commercial *[no change]*

2. Neighborhood Commercial *[no change]*

3. Community Commercial *[no change]*

4. Regional Commercial *[no change]*

5. *[no change]*

6. *[no change]*

7. The location standards specified in Subsections 1-4 shall apply to the following commercial developments: shopping centers; free-standing retail or service establishments; restaurants; convenience food stores; automobile dealerships; post

offices; gas stations; car washes; and other commercial development generating large volumes of traffic. These location standards shall not apply to the following: banks and savings and loan establishments without drive-in facilities; hotels or motels; marinas; general, medical, or professional offices; industrial, warehouse, or wholesale development; clubs, as defined in Chapter 34 of the Land Development Code (commercial clubs excepted); and other similar development. The distinction in this subsection between the two major types of commercial uses does not apply in Lehigh Acres, where commercial uses are permitted in accordance with Policy 1.1.5(2).

8. *[no change]*

9. The location standards in this policy are not applicable in the Interchange land use category, or in Lehigh Acres where commercial uses are permitted in accordance with Policy 1.1.5(2).

10. *[no change]*

11. *[no change]*

12. Map 16 illustrates the existing Lee County intersections that are deemed to be consistent with the standards in subsections 2 and 3. Neighborhood and community commercial centers must be located at one of the designated intersections, at another intersection determined to be consistent with the definition of “arterial” and “collector” road in Rule 9J-5.003, or in accordance with one of the exceptions under Goal 6, or in Lehigh Acres in accordance with Policy 1.1.5(2).

The map shows some intersections with half-circles and others with full circles. Half circles indicate that only the two intersection quadrants shown on the map are deemed to be consistent with the standards. All of the quadrants of intersections designated with full circles are deemed to be consistent with the standards. Proposed neighborhood and community commercial centers that are located at the designated intersections are subject to all of the other Goals, Objectives and Policies of this Plan.

Functional classifications of new or improved streets shall be established in accordance with the definitions of “arterial” and “collector” roads in Rule 9J-5.003. The map shall be revised annually during the county’s regular plan amendment cycle.

**AMEND LEE PLAN MAP 3, the 2020 Traffic Circulation Map, to incorporate the specific recommendations shown on Figure 15.1.**

## **17(c) Proposed Lee Plan Future Land Use Map Amendments**

1. Revise Map 1, the Lee Plan's Future Land Use Map, to incorporate the three new overlay designations as shown on Figure 12.1.
2. Revise Map 16, the Commercial Site Location Standards Map, to shade the Lehigh Acres CRA area and delete all previously identified commercial designations (except the one at S.R. 80 and Joel Boulevard).
3. Revise Map 1 to expand the northerly boundary of the "Vested Community" category near Joel Boulevard to include the land in the "Lehigh Commercial" category.
4. Revise Map 16 to add a half-circle to the southerly half of the S.R. 82/Daniels Extension, and revise Map 1 to reclassify the land shown on Figure 12.1 at this intersection from "Density Reduction/Groundwater Resource" to "Urban Community" and "Wetlands."
5. Revise Map 1 to reclassify land in Section 30/44/26 being given the "Lehigh Commercial" overlay from "Industrial Development" to "Vested Community"; and reclassify land northwest of Leonard Boulevard in Section 31/44/26 from "Vested Community" to "Industrial Development" to compensate for this loss of industrial land.
6. Revise Map 1 to adjust the perimeter of the "Vested Community" category to reflect the Lehigh Acres CRA boundary along Buckingham Road.
7. Revise Map 1 to reclassify those portions of the Lee County Mosquito Control airport that are currently "Vested Community" to "Public Facilities."
8. Revise Map 1 to update the Future Land Use Map to reflect current conditions in and around Lehigh Acres as follows:
  - a. Reclassify Lehigh Senior High School, Sunshine Elementary School, Veterans Park (including new 51-acre expansion parcel), the new elementary school site on Charwood Avenue, and the new school site adjoining Harns Marsh to "Public Facilities."
  - b. Reclassify the Hickey Creek Mitigation Park from "Vested Community" to "Rural" or a new category for publicly owned conservation lands.
  - c. Expand the boundaries of the Gulf Coast Center in Buckingham, currently designated in the "Public Facilities" category, so that it matches the current ownership lines of the state of Florida.
  - d. Reclassify Lee County's incinerator to "Public Facilities," and consider a similar change for the completed portions of the old city-county landfill on Buckingham Road.
9. Consider replacing the current boundaries of the "Wetlands" category in Lehigh Acres with boundaries developed according to the methodology in Section 12(a) of this report, subject to site checks by county environmental staff.

## **17(d) Proposed Zoning Amendments**

Zoning amendments take two forms. One is “rezoning” a parcel of land to a different zoning district than the one that currently applies. The other is a change to the district regulations themselves, which may affect the entire county, specific areas, or a specific zoning district wherever it has been applied.

### **— Rezoning of Specific Parcels**

Most zoning changes in Lee County are requested by owners of a particular piece of property. The County Commission, however, has the authority to rezone property at its own initiative, following proper notice to the property and fulfillment of all other legal requirements.<sup>30</sup> This power can be used to implement special projects or studies, or to implement the Lee Plan.

As discussed previously in Section 17(a), there are serious problems and only limited benefits with using the rezoning process to implement most of the Lehigh Acres Commercial Land Use Study. One problem is simply the tremendous expense involved in rezoning hundreds of properties without knowing exactly what use the landowner might ultimately choose to put on the property.

A second and greater problem with the rezoning option is the long time period before the market is ready for some of the designated parcels, since most commercial zoning categories allow very few other uses during the interim. Such a restriction might seem ideal to accomplish the goal of preserving commercial sites, but would likely fall to constitutional challenges as well as being burdensome to the very landowners whose cooperation is essential to preserve these lands for their best ultimate uses. For example, commercial zoning does not permit new agricultural uses, one of the few interim uses that doesn’t complicate future conversion to commercial development. The agricultural tax exemption, a major aid to holding land for long periods, is also not available when agriculture is not allowed by a parcel’s current zoning category.

The major benefit to implementation through rezoning would be to those citizens who refer just to the zoning maps when acquiring property. The zoning maps would not give them a full indication of future commercial uses on nearby land unless all commercial zoning changes were made promptly. This is a fairly serious drawback, one that is faced by citizens everywhere ever since the mandatory adoption of comprehensive plans that control future rezoning but usually do not immediately replace today’s zoning map. The major compensating factor is that citizens who wish to locate well away from (or near) future commercial centers will be able to under-

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<sup>30</sup>Lee County Land Development Code, §34-201

stand the entire commercial plan for Lehigh Acres by looking at a single map, the Lee Plan's future land use map, rather than having to review over a hundred individual zoning maps (which cover only a square mile each).

The proposed implementation of the Commercial Land Use Study through the Lee Plan amendments described above seems to provide most of the benefits of site-specific commercial designations without the problems created by mass rezoning. Individual owners of potential commercial land would be free to pursue rezoning for their property in conformance with the Lee Plan whenever they wish. They would bear the expense of this process but would control its timing.

There are some circumstances where county-initiated rezoning of land would be appropriate to remove inappropriate existing commercial zoning. Some examples include:

- A major wetland on Martin Avenue near Leonard Boulevard is currently zoned C-2.
- Two portions of the S.R. 82 commercial strip are too shallow for commercial uses and also are subject to flooding as a result of storm-water being unable to flow south across the S.R. 82 embankment (along the first mile east of Gunnery and the first mile east of Sunshine). Because of their single ownership, they could be redeveloped as multifamily sites with access to Meadow Road.
- There is a small block of lots zoned C-2 on Nancy Circle between a pair of sharp bends in Sunshine Boulevard. There doesn't appear to be any way to provide safe ingress and egress to commercial traffic there.

In cases such as these, the current commercial zoning should be replaced with a more suitable district.

### **— Changes to Zoning Regulations**

There are two kind of changes to the zoning regulations that may prove beneficial in implementing this study. The first is the creation of a new zoning category specifically to enable small-scale commercial development to serve individual neighborhoods. This concept would be particularly useful in the northern and eastern portions of Lehigh Acres where almost all land has been platted and sold off as house lots. Small assemblies of these lots near key intersections could be redeveloped for local commercial purposes. Under today's regulations, landowners would apply for the Commercial Planned Development (CPD) zoning district, which provides a negotiated development solution in an attempt to minimize neighborhood impacts. The CPD option should remain available, but it is a fairly expensive and complex process that provides no certainty to a potential developer. Two alternatives are presented here:

- A new zoning district could be created with this specific purpose in mind. For instance, a maximum building size could be specified; night-time hours could be prohibited; and landscaping and design standards could ensure visual compatibility with the surrounding neighborhood. By eliminating the need for the negotiated “planned development” process, a landowner would know exactly what would be permitted if he obtains this rezoning, and would be able to pursue this option at minimal expense.
- A “redevelopment overlay district” could be applied to some of the key intersections where there are few or no commercial alternatives. This kind of overlay could provide some certainty to entrepreneurs who might undertake the assembly of lots for local commercial uses. Again, standards would have to be developed to protect the surrounding neighborhoods.

## **17(e) Other Proposed Development Regulation Amendments**

Several modifications to Lee County’s Land Development Code will be required to fully implement this study. These include changes to two maps contained in that code and various text changes.

### **— Official Trafficways Map**

The Official Trafficways Map is a planning tool that identifies a network of existing and future roads to served the anticipated needs at build-out.<sup>31</sup> It therefore includes many roads not shown on the Lee Plan’s Traffic Circulation Map, which addresses road needs through the year 2020. An important function of this map is to identify adequate rights-of-way and the ultimate continuity of the road network even beyond the normal planning period. It is particularly important in pre-platted communities such as Lehigh Acres where development timing cannot be easily controlled and could result in the loss of important long-term road corridors.

Section 16 of this report examined the existing trafficways map for Lehigh Acres and recommended a list of specific changes to it. These changes should be made by Lee County at the first available opportunity.

### **— Required Access Road Map**

The land development code also contains a Required Access Road Map.<sup>32</sup> This map identifies those portions of the arterial and collector road network where

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<sup>31</sup>Lee County Land Development Code, §10-8(4)

<sup>32</sup>Lee County Land Development Code, §10-8(6)

developers must provide a parallel access road to reduce the need for individual driveways, improve safety, and decrease traffic on the arterial network. These access roads must be built on private land and then be made available for public use through an easement or dedication of the land. Provisions are made for impact fee credits to developers to offset these costs.<sup>33</sup>

In Lehigh Acres, the Required Access Road Map identifies the following roads as requiring developers to construct an access road:

- West 16th Street, from Joel Boulevard to Sunshine Boulevard and then continuing along a new road to Buckingham Road
- Lee Boulevard, from S.R. 82 to Abrams Boulevard
- Daniels Parkway Extension south of S.R. 82
- S.R. 82, across the entire length of Lehigh Acres

This map's designation of West 16th Street should be eliminated because that alignment for a future major road has been discarded by all parties. Engineering plans for Lee Boulevard and Daniels Parkway have been developed in recent years by consultants to Lee County, allowing the county transportation department to reevaluate its need for access roads along those roads.

Access roads along the north side of S.R. 82 have the potential to resolve some of the deficiencies of the existing commercial strip. However, there are three major problems with the current approach:

- The strip is already too shallow for most commercial uses. An access road would require the loss of another 40 to 50 feet from all lots, most of which are already only 175 feet deep.
- The current fragmented pattern of lot ownership makes the construction of a truly continuous access road very unlikely. Without continuity, the system becomes much less useful.
- Because road impact fee credits are given to developers for building segments of an access road, the county is essentially paying to duplicate the function already provided by Meadow Road. This duplication is almost impossible to justify, especially since the county usually prefers access roads to be built in the rear (where Meadow Road already exists), to avoid the traffic conflicts that will inevitably occur where the access road intersects other streets approaching S.R. 82.

The apparent solution is to eliminate at least the north side of S.R. 82 from the Required Access Road Map, provided that Lee County and the Florida Department of Transportation first agree upon a corridor access management plan as

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<sup>33</sup> Lee County Land Development Code, §10-283

suggested in Section 10 of this report.

### — Road Design Standards

The Land Development Code includes several narrative sections that implement the Required Access Road Map. These sections set the minimum widths and design standards for access roads, and provide minimum spacings for streets and driveways providing access to arterial and collector roads. These portions of the Land Development Code would require minor amendments to incorporate revisions to the Required Access Road Map and references to a corridor access management plan for S.R. 82 and/or Gunnery Road.

## **17(f) Implementation of Capital Projects**

Under state law, Community Redevelopment Agencies are permitted to use tax-increment funds (TIF) for a variety of public purposes.<sup>34</sup> These funds can be used as they are collected or saved for particular projects. Future revenues can also be pledged to repay bonds, to increase the amount of funds available immediately.

Lee County limits its expenditures of tax-increment revenues to narrower purposes than those authorized by state law. Proposed TIF-funded projects in Lee County are measured against a set of formal guidelines, which are summarized in Table 17-2.<sup>35</sup> The net effect of these guidelines is to use tax-increment revenues almost exclusively to encourage economic development.

The classic type of economic development is the attraction of a manufacturing plant that will employ community residents. The community wins twice, through the private investment in the plant (which enhances the tax base) and through the continuing payroll to workers.

This Commercial Land Use Study contemplates another kind of economic development. By retrofitting the defective land-use pattern bequeathed to Lehigh Acres by the original developers, the community can become better balanced between residential and commercial uses. The countywide tax-base benefits are limited at one level, because the most of the commercial uses would still be located in Lee County if they could not locate in Lehigh Acres. But an unbalanced community has major economic drawbacks in addition to the obvious social drawbacks. These act to discourage continued growth and greatly increase infrastructure costs because of the extra travel distance to jobs and shopping.

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<sup>34</sup>Chapter 163, Part III, *Florida Statutes*

<sup>35</sup>Adopted on February 22, 1995, by the Board of County Commissioners

Table 17-2

CRA Project Guidelines		
<i>Rank</i>	<i>Guidelines</i>	<i>Max. Score</i>
1	Does the project enhance the tax base?	25
2	Concentrated improvements which complement existing projects and/or are contiguous to existing projects?	20
3	Do the benefits created by the project have community-wide impact?	15
4	Retention of economically viable businesses and/or new business starts?	15
5	Does the project leverage private or other non ad valorem funds? (The higher the leverage ratio, the higher the number of points.)	10
6	Reduce or eliminate undesirable and incompatible land uses or measurably reduce code enforcement violations?	10
7	Does the project provide needed infrastructure	5
	TOTAL	100
	BONUS POINTS may be awarded for various additional positive aspects of a proposed project, such O&M plans showing non-ad valorem funding sources, job creation, xeriscape landscaping, innovative and creative approaches, and others	10

Tax-increment revenues can be used to further this kind of economic development. They must not be used just to relocate businesses from one acceptable location within Lehigh Acres to another. Where the private sector cannot accomplish needed improvements on its own, Lee County through its CRA can use tax-increment revenues for several kinds of capital projects, such as:

- assembly of needed shopping center parcels that require the use (or threat) of eminent domain powers;
- salvaging portions of a defective commercial strip, as suggested previously in this report; or
- other means to coordinate public and private sector initiatives, such as the enhancement of the Homestead Road commercial core or the creation of a new “downtown” for Lehigh Acres.

Future commercial sites assembled by the CRA could be leased to private developers, but would most likely be sold outright to recover the assembly costs, allowing those funds to be used again for CRA purposes. The extent to which costs can be recovered will depend on the desirability of the assembled sites; planning and legal costs; and the amount of compensation paid to landowners. A careful marketing and financial analysis must precede all such projects.

Without eminent domain and the tax-increment financing powers granted to a Community Redevelopment Agency, it is unlikely that the land-use imbalances of Lehigh Acres can ever be fully corrected. It is up to Lee County and the citizens of Lehigh Acres to prudently use these powers to that end.

# Appendices

## APPENDIX A ZONAL DATA REVISIONS BY SPIKOWSKI PLANNING ASSOCIATES (TRAFFIC ANALYSIS ZONES INCLUDING ANY PART OF LEHIGH ACRES OR GATEWAY)

1990 DATA FROM MPO MODEL:										2020 FORECASTS FROM MPO MODEL:										NEW 2020 FORECASTS FOR LEHIGH MODEL RUNS:												
TAZ #	SF		MF		Employees:			SF		POP in		MF		POP in		Employees:			SF		MF		SF		MF		Employees:			TAZ #		
	DUs	DUs	ind.	retail	service	total	DUs	HHs	DUs	HHs	DUs	HHs	DUs	HHs	ind.	retail	service	total	DUs	DUs	DUs	POP	POP	POP	POP	ind.	retail	service	total			
180	127	3	1	2	123	126	311	782	8	8	8	1	61	154	216	2332	252	6	632	6	6	6	1	126	127	180						
183	30	9					137	343	6	7	7	10	77	15	102	29	111	5	277	6	29	6	10	3	13	183						
188	33	7	20			20	202	508	27	29	29	13	131	17	161		163	22	411	23		13	19	21	53	188						
210	50	5					426	1070				77	15	92			200		502							210						
217	5						594	1493				17	3	20			480		1208							217						
241							260	653	15	16	16	64	64	13	141		1443	83	3624	89		64	58	64	186	241						
242	39	2					525	1318									342		860							242						
244	13	1					184	461									90		226							244						
255	37	3					233	584									154		385							255						
257	122	17	118	9	177	304	209	578	22	33	33	107	105	191	403		169	18	467	27		107			107	257						
287	5						145	363									73		183							287						
288	116	3	14			14	398	1001	7	8	8	9			9		322	6	810	6		9	97	107	213	288						
290	48	2					398	999	38	41	41						553	53	1389	57						290						
291	40	3					396	994			1						262		658							291						
293	99	9					306	769	7	7	7						247	6	622	6			39	43	82	293						
353	16						158	397									105		264							353						
355	89	5					474	1190				5	46	77	128		424		1065				5	49	54	108	355					
356	220	36	1				360	903	261	279	279	1		8	9		291	211	730	226		1			1	356						
359	23	2					498	1251	32	34	34						1122	72	2818	77			97	107	204	359						
362	74	7					218	548	62	66	66						176	50	443	53						362						
374	130	1	4	12	111	127	934	2589	12	18	18	3	28	190	221	1263	1226	16	3400	24		3	146	161	310	374						
400	92	1			13	13	617	1122	641	935	935	194	233	768	1195	1450	879	914	1599	1333		194	515	570	1,279	400						
401	140	97					212	533	145	155	155			1	1		171	117	431	125						401						
402	252	52	1	10		11	545	1369	59	63	63	1	32	33	33		531	57	1333	61		1	49	54	104	402						
406	42		17		9	26	504	1397				14	95	24	133		617		1709			14	194	215	423	406						
408	56	7					125	314									169		425							408						
420	8						144	363									116		294							420						
431	4		80	31	214	325	155	429	4	5	5	340	118	332	790		242	6	670	8		140	192	322	654	431						
433	241	127					293	735	287	306	306	8			8		237	232	594	247		8			8	433						
443	424	66					465	1094	62	68	68	10	181	62	253		497	66	1169	73		10	389	430	829	443						
449	350	2	5		8	13	2732	6428	1	1	1	3			20		1503	1	3536	1		3	19	21	43	449						
451	236	28	5		124	129	312	783	59	63	63	3					294	56	739	59		3			100	451						
452	160	24					162	407	79	84	84						131	64	329	68						452						
453	100	183	14	288	175	477	118	297	681	727	727	13	274	267	554		95	551	240	588		13	58	214	285	453						
454	474	8	16	227	98	341	509	1197	114	125	125	15	335	179	529		412	92	968	101		15	515	570	1,100	454						
456	88	4	1	5		6	223	559				1	5		6		211		530			1			1	456						

APPENDIX A  
ZONAL DATA REVISIONS BY SPIKOWSKI PLANNING ASSOCIATES  
(TRAFFIC ANALYSIS ZONES INCLUDING ANY PART OF LEHIGH ACRES OR GATEWAY)

1990 DATA FROM MPO MODEL:						2020 FORECASTS FROM MPO MODEL:										NEW 2020 FORECASTS FOR LEHIGH MODEL RUNS:									
TAZ #	SF DUs	MF DUs	Employees:		SF POP in		MF POP in		Employees:		SCHOOL ENROLL	SF DUs	MF DUs	SF POP	MF POP	SCHOOL ENROLL	Employees:	SF POP		MF POP		TAZ #			
			ind.	retail	service	total	DUs	HHs	DUs	HHs	ind.	retail	service	total	DUs	HHs	POP	retail	service	total					
458	11						83	209							67	169					458				
459	129	76	27		27		1851	6597	1087	1879	316	1	176	493	1668	979	5944	1693	940	521	292	322	1,135		
463	648	77	4	1	5		830	2085	146	156	3	1	14	18	671	118	1686	126		3	78	86	167		
464	136	18	2		2		137	344	210	224	1			1	111	170	278	181		1			1		
472	570	9	17	18	52	87	598	1407			23	18	80	121	598	1407			23	78	86	187	472		
478	228	1					237	559							237	559							478		
481	66	3					188	472							152	382							481		
484	13	2					215	539							174	436							484		
485	32	18	72		72		753	2684	1269	2193	279	83	320	682	609	1026	2171	1774		479	204	226	909		
487	170	408	7	415	147	569	67	159	752	828	52	473	205	730	63	706	149	777		52	543	591	1,186		
488	84	2		1		1	2274	5349						1	1028	2418							488		
495	49	12	2	13	52	65	63	147			1	12	52	64	63	147				29	32	61	495		
504	210	2			2		3514	8267						1	1193	2806			1				504		
509	544	117	3	2	5		719	1692	75	83	2	2	2	4	582	61	1368	67		2	78	86	166		
510	427	92	16	5	99	120	541	1273	6	7	205	259	219	683	541	6	1273	7	717		78	86	164		
515	1						76	178							61	144							515		
516	1						86	203	3	4					70	2	164	3					516		
518	262	68	4		4		371	872	301	331	3			3	560	454	1316	499		3			3		
520	423	62					490	1152							490	1152							520		
521	65	1	1		1		231	544	2	2	1	10	11		187	2	440	2	940	1	94	95	521		
524							68	161							55	130							524		
528	649	285		32	87	119	443	1041	509	559		29	204	233	478	549	1123	603			68	75	143		
529				33	33		69	162	109	120	87	75	162		3	4	6	4			49	54	103		
533	1						109	256							88	207							533		
535	2						35	83	61	67		76	76		172	300	408	329		49	54	103	535		
537	84	2					1672	3934							552	1299							537		
542	4						192	453							155	366							542		
544	3						122	288							99	233							544		
546	10						807	1899							293	689			1263		126	126	546		
551	23	2					306	721	4	4		12	12		247	3	583	3					551		
554	3	2					76	178	20	22					118	31	276	34					554		
561	3			4	1	5	119	279	179	197		164	59	223	515	775	1209	853	2510		292	373	665		
564	32	17		43	43		198	465	178	196	6	167	43	216	405	364	952	401		6	194	215	415		
572	51	1					2543	5984	87	95		26	30	56	923	32	2171	34					572		
578	67	2					2942	6922	30	33		203	37	240	972	10	2286	11		97	107	204	578		
581	3						144	338	1	1					116	1	273	1					581		

APPENDIX A  
ZONAL DATA REVISIONS BY SPIKOWSKI PLANNING ASSOCIATES  
(TRAFFIC ANALYSIS ZONES INCLUDING ANY PART OF LEHIGH ACRES OR GATEWAY)

1990 DATA FROM MPO MODEL:										2020 FORECASTS FROM MPO MODEL:										NEW 2020 FORECASTS FOR LEHIGH MODEL RUNS:									
TAZ #	SF DUs	MF DUs	Employees:		school ENROLL	SF DUs	POP in HHs	MF DUs	POP in HHs	Employees:		school ENROLL	SF DUs	MF DUs	SF POP	MF POP	Employees:		school ENROLL	SF DUs	MF DUs	SF POP	MF POP	TAZ #					
			ind.	retail service total							ind.		retail service total							ind.	retail service total								
582	4					316	742				83	17	100	256	600									582					
583	5					165	388	1	1				133	1	314	1								583					
591	15	3				67	157	14	16		34	9	43	90	19	212	22							591					
595	5					154	363	2	3		68	14	82	125	2	294	2	98	108	206				595					
601			1			33	66	3	5	29	79	108	27	2	53	4	29	49	54	132				601					
632	5					257	605	64	71		17	20	37	1532	381	3606	423							632					
641	1					32	76	5	6				26	4	61	5								641					
643	13	17				63	147	85	93				51	69	119	75								643					
644	12	2		9		165	387	50	55		139		329	100	771	110	50	50						644					
645	4					57	133	50	55				46	40	108	44								645					
657	1					104	245	8	9		15	3	18	112	9	265	10							657					
666		6				1365	2687	19	40	164	145	32	341	113	2	222	3	164	49	54	267			666					
670						25	59	13	14				20	11	48	11								670					
671	3					52	122	62	69		98	20	118	42	50	99	56							671					
672	6					52	122	98	108				42	79	99	87								672					
673	2					94	220	13	14		37	22	59	76	11	178	11							673					
674						73	171	11	12		38	8	46	59	9	138	10	49	54	103				674					
684						4	8	13	15		23	5	28	3	11	6	12	19	21	40				684					
687						41	98	14	15		65	14	79	33	11	79	12	19	21	40				687					
689						34	81	57	63		72	15	87	27	46	66	51	49	54	103				689					
691	2					48	112	30	33		81	16	97	39	24	91	27	29	32	61				691					
692	3					34	80	6	7				27	5	65	6								692					
718	1					689	1357	72	152		35	8	43	30	3	59	7	49	54	103				718					
745	15	21				27	53	30	63				22	24	43	51								745					
9,084 2,042 453 1,156 1,659 3,268 41,602 102,196					8,378 10,989 1,897 4,513 4,991 11,406 11,950 31,889 9,208 79,756 11,707 13,061					1,900 4,994 6,318 13,212																			
GATEWAY TAZs:																													
477						19	37	1514	3188		182	131	313	1136	639	2212	1346	182	131	313	477								
534						2517	4956	208	439		140	231	371	2028	1140	3993	2406	140	231	371	534								
560						78	154	1734	1864	214	371	1876	2461	269	151	531	162	214	371	1876	2461	560							
563						1883	3708	169	355	16	41	201	258	288	162	567	340	16	41	201	258	563							
596						328	646	1074	2263	920	189	524	1633	1280	720	2521	1517	920	189	524	1633	596							
626						3485	6863	3277	6902	1702	720	476	2898	1842	1036	3627	2182	1702	720	476	2898	626							
8,310 16,364 7,976 15,011					2,852 1,643 3,439 7,934					2,879					6,842 3,849 13,451 7,953					2,852 1,643 3,439 7,935									

APPENDIX B  
LEE COUNTY 2020 FINANCIALLY-FEASIBLE PLAN (WITHOUT RESERVE PROJECTS)  
2020 PEAK HOUR, PEAK SEASON TRAFFIC CONDITIONS  
BASED ON LEE COUNTY MPO LAND USE FORECASTS

LINK INDEX	ROADWAY	FROM	TO	(1) # OF LANES	(2) SIGNALS PER MILE	(2) URBAN (U) TRANS. (T) RURAL (R)	(3) FDOT CODE	(4) LOS STD	FSUTMS VOLUMES	PERMANENT COUNT STATION	PLANNING HOUR MULTIPLIER	(3) SERVICE VOLUME			PLANNING HOUR VC RATIO	
												LOS	LOS	LOS		
AB - 1	ALABAMA RD.	S.R. 82	Milwaukee Blvd.	2LU	0	U	3200	E	15800	21	0.0876	1390	2510	2510	A	0.55
AB - 2		Milwaukee Blvd.	Homestead Rd.	2LU	0	U	3200	E	18300	6	0.0765	1400	2510	2510	A	0.56
AG - 1	ALEXANDER G. BELL BLVD.	S.R. 82	Milwaukee Blvd.	2LU	0	U	3200	E	10300	21	0.0876	900	2510	2510	A	0.36
AG - 2		Milwaukee Blvd.	Grant Blvd.	2LU	0	U	3200	E	5800	21	0.0876	510	2510	2510	A	0.20
AG - 3		Grant Blvd.	Leeland Heights Blvd.	2LU	0	U	3200	E	7300	6	0.0765	560	2510	2510	A	0.93
AL - 1	ALICO RD.	Three Oaks Blvd.	I-75	4LD	2	U	3421	E	37400	10	0.1030	3850	4130	4130	C	0.22
AL - 2		I-75	Treeline Ave.	4LD	2	U	3421	E	35100	10	0.1030	3620	4130	4130	C	0.88
AL - 3		Treeline Ave.	Alco Rd. S.	2LN	1	R	1210	E	600	10	0.1030	60	2220	2220	B	0.03
AL - 4		Alco Rd. S.	Corkscrew Rd.	2LN	1	R	1210	E	400	15	0.0866	40	2220	2220	B	0.02
BA - 1	BAYSHORE RD.	Bus 41	Hart Rd.	6LD	2	U	3621	E	68700	4	0.0818	5620	6190	6190	C	0.91
BA - 2		Hart Rd.	Slater Rd.	6LD	4	U	3611	E	59700	4	0.0818	4880	6190	6190	C	0.79
BA - 3		Slater Rd.	I-75	6LD	2	U	3621	E	54800	4	0.0818	4480	6190	6190	B	0.72
BA - 4		I-75	Nalle Rd.	4LD	5	U	3451	E	28600	4	0.0818	2340	3810	3810	D	0.61
BA - 5		Nalle Rd.	S.R. 31	2LU	0	T	2200	E	17400	4	0.0818	1420	2480	2480	A	0.57
BE - 1	BETH STACEY BLVD.	Homestead Rd.	Alabama Rd.	2LU	0	U	3200	E	5100	6	0.0765	390	2510	2510	A	0.16
BK - 1	BUCKINGHAM RD.	S.R. 82	Gunnery Rd.	2LU	0	U	3200	E	4100	11	0.0903	370	2510	2510	A	0.15
BK - 2		Gunnery Rd.	Orange River Blvd.	2LU	0	R	1200	E	9300	11	0.0903	840	2440	2440	B	0.34
BK - 3		Orange River Blvd.	S.R. 80	2LU	0	U	3200	E	9700	22	0.0891	860	2510	2510	A	0.34
CL - 1	COLONIAL BLVD.	S.R. 82	Omni Rd.	6LD	1	U	3611	E	63500	22	0.0891	5660	6190	6190	B	0.91
CL - 2		I-75	Six Mile Pkwy.	6LD	1	U	3611	E	103600	22	0.0891	7510	6190	6190	F	1.21
CL - 3		I-75	Jaguar Blvd.	2LU	0	T	2200	E	8700	6	0.0765	670	2480	2480	A	0.27
CB - 1	COLUMBUS BLVD.	S.R. 82	Milwaukee Blvd.	2LU	0	T	2200	E	1700	6	0.0765	130	2480	2480	A	0.05
CB - 2		Jaguar Blvd.	Sunrise Blvd.	2LU	0	T	2200	E	1200	6	0.0765	90	2480	2480	A	0.04
CB - 3		Milwaukee Blvd.	Sentinel Blvd.	2LU	0	T	2200	E	83100	31	0.0726	6030	6190	6190	B	0.97
CB - 4	DANIELS PKWY.	Three Oaks Pkwy.	I-75	6LD	1	U	3611	E	85600	32	0.0803	6870	6190	6190	F	1.11
DA - 1		Treeline Ave.	Chamberlin Pkwy.	6LD	1	U	3621	E	67700	32	0.0803	5440	6190	6190	C	0.88
DA - 2		Chamberlin Pkwy.	Gateway Blvd.	6LD	2	U	3621	E	67700	32	0.0803	5440	6190	6190	C	0.88
DA - 3		S.R. 82	Sunshine Blvd.	6LD	1	U	3611	E	61600	32	0.0803	6190	6190	6190	A	0.80
DA - 4	EAST 12TH ST.	Richmond Ave.	Joel Blvd.	2LU	0	U	3200	E	6800	11	0.0903	610	2510	2510	A	0.24
EA - 1		Richmond Ave.	Joel Blvd.	2LU	0	U	3200	E	9600	11	0.0903	870	2510	2510	A	0.35
EA - 2	GRANT BLVD.	Alexander G. Bell Blvd.	Sunrise Blvd.	2LU	0	U	3200	E	200	6	0.0765	20	2510	2510	A	0.01
GR - 1		Sunrise Blvd.	Sentinel Blvd.	2LU	0	U	3200	E	300	6	0.0765	20	2510	2510	A	0.01
GR - 2	GREENBRIAR BLVD.	Richmond Ave.	Joel Blvd.	2LU	0	T	2200	E	800	11	0.0903	20	2480	2480	A	0.03
GN - 1	GUNNERY RD.	S.R. 82	Leonard Blvd.	4LD	0	T	3401	E	45300	21	0.0876	3970	4540	4540	B	0.87
GU - 1		Leonard Blvd.	Lee Blvd.	4LD	0	U	3401	E	33400	21	0.0876	2930	4540	4540	A	0.65
GU - 2		Lee Blvd.	Buckingham Rd.	2LU	0	U	3200	E	12700	22	0.0891	1130	2510	2510	A	0.45
GU - 3		Lee Blvd.	Alabama Rd.	4LD	3	U	3431	E	38600	6	0.0765	2850	4130	4130	C	0.71
HO - 1	HOMESTEAD RD.	Alabama Rd.	Milwaukee Blvd.	2LU	1	U	3210	E	15200	6	0.0765	1160	2280	2280	A	0.51
HO - 2		S.R. 82	I-75	2LU	1	U	3210	E	1900	6	0.0765	150	2280	2280	A	0.07
HO - 3	IMMOKALEE RD. (M. L. KING BLVD.) (S.R. 82)	Ortiz Ave.	Buckingham Rd.	6LD	2	U	3621	E	52800	20	0.0882	4660	6190	6190	B	0.75
IM - 1		Buckingham Rd.	Lee Blvd.	6LD	2	U	3621	E	61700	20	0.0882	5440	6190	6190	C	0.88
IM - 2		Lee Blvd.	Commerce Lakes Dr.	4LD	0	U	3601	E	59100	20	0.0882	5210	6810	6810	A	0.77
IM - 3		Commerce Lakes Dr.	Daniels Pkwy.	4LD	0	U	3401	E	46400	21	0.0876	4060	4540	4540	B	0.89
IM - 4		Daniels Pkwy.	Sunshine Blvd.	4LD	0	U	3401	E	29000	21	0.0876	2540	4540	4540	A	0.56
IM - 5		Sunshine Blvd.	Alabama Rd.	4LD	1	U	3411	E	48300	21	0.0876	4230	4130	4130	F	1.02
IM - 6		Alabama Rd.	County Line	4LD	0	U	3401	E	35400	21	0.0876	3100	4540	4540	A	0.68
IM - 7		A.G. Bell Blvd.	Alco Rd.	2LU	0	U	3200	E	18100	21	0.0876	1590	2510	2510	A	0.63
IM - 8		Corkscrew Rd.	Alco Rd.	2LU	0	U	3200	E	18900	21	0.0876	1660	2510	2510	A	0.66
IM - 9	I-75	Daniels Pkwy.	Colonial Blvd.	6F	0	U	3604	D	58700	54	0.0880	5170	12440	13390	B	0.42
I - 1		S.R. 82	Luckett Rd.	6F	0	U	3604	D	61700	55	0.0880	5430	9330	10040	C	0.58
I - 2		S.R. 80	S.R. 78	6F	0	U	3604	D	61200	56	0.0880	5390	9330	10040	B	0.58
I - 3		S.R. 80	Homestead Rd.	6F	0	U	3604	D	55400	57	0.0880	4880	9330	10040	B	0.52
I - 4		S.R. 82	Alexander G. Bell Blvd.	6F	0	U	3604	D	76600	58	0.0880	6740	9330	10040	C	0.72
I - 5		S.R. 82	Columbus Blvd.	6F	0	U	3604	D	65900	59	0.0880	5600	9330	10040	C	0.62
I - 6		S.R. 80	Homestead Rd.	6F	0	U	3604	D	81400	60	0.0880	7160	9330	10040	C	0.77
I - 7	JAGUAR BLVD.	Homestead Rd.	Alexander G. Bell Blvd.	2LU	0	T	2200	E	1100	6	0.0765	80	2480	2480	A	0.03
JA - 1		Alexander G. Bell Blvd.	Columbus Blvd.	2LU	0	T	2200	E	1300	6	0.0765	100	2480	2480	A	0.04
JA - 2		Columbus Blvd.		2LU	0	T	2200	E	500	6	0.0765	40	2480	2480	A	0.02
JA - 3				2LU	0	T	2200	E								

APPENDIX C  
LEE COUNTY 2020 FINANCIALLY-FEASIBLE PLAN (WITHOUT RESERVE PROJECTS)  
2020 PEAK HOUR, PEAK SEASON TRAFFIC CONDITIONS  
BASED ON REVISED LAND USE FORECASTS

LINK INDEX	ROADWAY	FROM	TO	(1) # OF LANES	(2) SIGNALS PER MILE	(2) URBAN (U) TRANS (T) RURAL (R)	(3) FDOT CODE	(4) LOS STD	PERMANENT COUNT STATION	PLANNING HOUR MULTIPLIER	PLANNING HOUR VOLUME	(3) SERVICE VOLUME			LOS	VIC RATIO
												LOS	STD	E		
AB - 1	ALABAMA RD.	S.R. 82	Milwaukee Blvd.	2LU	0	U	3200	E	21	0.0876	1370	2510	2510	2510	A	0.55
AB - 2		Milwaukee Blvd.	Homesstead Rd.	2LU	0	U	3200	E	6	0.0765	1350	2510	2510	2510	A	0.54
AG - 1	ALEXANDER G. BELL BLVD.	S.R. 82	Milwaukee Blvd.	2LU	0	U	3200	E	21	0.0876	750	2510	2510	2510	A	0.24
AG - 2		Milwaukee Blvd.	Grant Blvd.	2LU	0	U	3200	E	21	0.0876	550	2510	2510	2510	A	0.22
AG - 3		Grant Blvd.	Leeland Heights Blvd.	2LU	0	U	3200	E	6	0.0765	550	2510	2510	2510	A	0.22
AL - 1	ALICO RD.	Three Oaks Blvd.	I-75	4LD	2	U	3421	E	10	0.1030	3760	4130	4130	4130	C	0.91
AL - 2		I-75	Treeline Ave.	4LD	2	U	3421	E	10	0.1030	3570	4130	4130	4130	C	0.86
AL - 3		Alco Rd. S.	Alco Rd. S.	2LN	1	R	1210	E	15	0.0966	60	2220	2220	2220	B	0.03
BA - 1	BAYSHORE RD.	Bus 41	Hart Rd.	6LD	2	U	3621	E	4	0.0818	5600	6190	6190	6190	C	0.90
BA - 2		Hart Rd.	Slater Rd.	6LD	1	U	3611	E	4	0.0818	4880	6190	6190	6190	A	0.79
BA - 3		I-75	Nelle Rd.	6LD	2	U	3621	E	4	0.0818	4470	6190	6190	6190	B	0.72
BA - 4		I-75	Nelle Rd.	4LD	5	U	3451	E	4	0.0818	2320	3810	3810	3810	D	0.61
BA - 5		Nelle Rd.	S.R. 31	2LU	0	T	2200	E	4	0.0818	1420	2480	2480	2480	A	0.57
BE - 1	BETH STACEY BLVD.	Homesstead Rd.	Milwaukee Rd.	2LU	0	U	3200	E	6	0.0765	450	2510	2510	2510	A	0.18
BK - 1	BUCKINGHAM RD.	S.R. 82	Gunnery Rd.	2LU	0	U	3200	E	11	0.0903	280	2510	2510	2510	A	0.11
BK - 2		Orange River Blvd.	S.R. 80	2LU	0	R	8200	E	11	0.0903	740	2440	2440	2440	B	0.30
BK - 3		S.R. 82	Omni Rd.	6LD	1	U	3611	E	22	0.0891	780	2510	2510	2510	A	0.31
CL - 1	COLONIAL BLVD.	Omni Rd.	I-75	6LD	1	U	3611	E	22	0.0891	4690	6190	6190	6190	A	0.76
CL - 2		I-75	Six Mile Pkwy.	6LD	1	U	3611	E	22	0.0891	6900	6190	6190	6190	F	1.11
CL - 3		S.R. 82	Jaguar Blvd.	2LU	0	T	2200	E	6	0.0765	8810	6190	6190	6190	F	1.42
CB - 1	COLUMBUS BLVD.	Milwaukee Blvd.	Sunrise Blvd.	2LU	0	T	2200	E	6	0.0765	500	2480	2480	2480	A	0.20
CB - 2		Sunrise Blvd.	Sentinel Blvd.	2LU	0	T	2200	E	6	0.0765	110	2480	2480	2480	A	0.04
CB - 3		I-75	Treeline Ave.	6LD	1	U	3611	E	31	0.0726	5630	6190	6190	6190	A	0.04
DA - 1	DANIELS PKWY.	Chamberlin Pkwy.	Gateway Blvd.	6LD	2	U	3621	E	32	0.0803	6260	6190	6190	6190	B	0.91
DA - 2		Gateway Blvd.	S.R. 82	6LD	2	U	3621	E	32	0.0803	4930	6190	6190	6190	B	0.80
DA - 3		S.R. 82	Richmond Ave.	6LD	1	U	3611	E	32	0.0803	4080	6190	6190	6190	B	0.86
DA - 4		Richmond Ave.	Joel Blvd.	2LU	0	U	3200	E	11	0.0903	1030	2510	2510	2510	A	0.31
EA - 1	EAST 12TH ST.	Alexander G. Bell Blvd.	Sunrise Blvd.	2LU	0	U	3200	E	6	0.0765	20	2510	2510	2510	A	0.01
EA - 2		Sunrise Blvd.	Sentinel Blvd.	2LU	0	U	3200	E	6	0.0765	20	2510	2510	2510	A	0.01
GR - 1	GRANT BLVD.	Chamberlin Pkwy.	Gateway Blvd.	2LU	0	T	2200	E	11	0.0903	160	2480	2480	2480	A	0.06
GR - 2		Gateway Blvd.	S.R. 82	4LD	0	U	3401	E	21	0.0876	3140	4540	4540	4540	A	0.69
GN - 1	GREENBRIAR BLVD.	Richmond Ave.	Joel Blvd.	2LU	0	U	3200	E	6	0.0765	1760	2510	2510	2510	A	0.38
GU - 1	GUNNERY RD.	Lee Blvd.	Buckingham Rd.	2LU	0	U	3200	E	22	0.0891	950	2510	2510	2510	A	0.38
GU - 2		Lee Blvd.	Alabama Rd.	4LD	3	U	3431	E	6	0.0765	2750	4130	4130	4130	C	0.67
HO - 1	HOMESTEAD RD.	Alabama Rd.	Milwaukee Blvd.	2LU	1	U	3210	E	6	0.0765	1220	2280	2280	2280	A	0.54
HO - 2		Milwaukee Blvd.	I-75	2LU	2	U	3210	E	20	0.0842	4290	6190	6190	6190	B	0.69
HO - 3		I-75	Buckingham Rd.	6LD	2	U	3621	E	20	0.0882	5190	6190	6190	6190	C	0.84
IM - 1	IMMOKALEE RD.	Buckingham Rd.	Lee Blvd.	6LD	0	U	3601	E	20	0.0882	5010	6810	6810	6810	A	0.74
IM - 2	(M. L. KING BLVD.)	Lee Blvd.	Commerce Lakes Dr.	4LD	0	U	3401	E	21	0.0876	3990	4540	4540	4540	B	0.88
IM - 3	(S.R. 82)	Commerce Lakes Dr.	Daniels Pkwy.	4LD	0	U	3411	E	21	0.0876	2870	4540	4540	4540	A	0.63
IM - 4		Daniels Pkwy.	Sunshine Blvd.	4LD	1	U	3411	E	21	0.0876	3790	4130	4130	4130	B	0.92
IM - 5		Sunshine Blvd.	Alabama Rd.	4LD	0	U	3401	E	21	0.0876	3450	4540	4540	4540	A	0.76
IM - 6		Alabama Rd.	A.G. Bell Blvd.	2LU	0	U	3200	E	21	0.0876	1730	2510	2510	2510	A	0.69
IM - 7		A.G. Bell Blvd.	County Line	2LU	0	U	3200	E	21	0.0876	1470	2510	2510	2510	A	0.59
IM - 8		County Line	Alco Rd.	8F	0	U	3804	D	54	0.0880	5140	1240	1380	1380	B	0.41
IM - 9	I-75	Alco Rd.	Daniels Pkwy.	6F	0	U	3604	D	55	0.0880	5450	9330	9330	9330	C	0.58
I - 1		Daniels Pkwy.	Colonial Blvd.	6F	0	U	3604	D	56	0.0880	5030	9330	9330	9330	B	0.57
I - 2		Colonial Blvd.	S.R. 82	6F	0	U	3604	D	57	0.0880	4790	9330	9330	9330	B	0.51
I - 3		S.R. 82	Luckett Rd.	6F	0	U	3604	D	58	0.0880	5940	9330	9330	9330	C	0.64
I - 4		Luckett Rd.	S.R. 80	6F	0	U	3604	D	59	0.0880	5880	9330	9330	9330	C	0.63
I - 5		S.R. 80	S.R. 78	6F	0	U	3604	D	60	0.0880	7150	9330	9330	9330	C	0.77
I - 6		S.R. 78	Homesstead Rd.	2LU	0	T	2200	E	6	0.0765	80	2480	2480	2480	A	0.03
JA - 1	JAGUAR BLVD.	S.R. 82	Alexander G. Bell Blvd.	2LU	0	T	2200	E	6	0.0765	110	2480	2480	2480	A	0.04
JA - 2		Alexander G. Bell Blvd.	Columbus Blvd.	2LU	0	T	2200	E	6	0.0765	30	2480	2480	2480	A	0.01
JO - 1	JOEL BLVD.	Alexander G. Bell Blvd.	East 12th St.	2LU	0	U	3200	E	8	0.0765	880	2510	2510	2510	A	0.35

APPENDIX C  
LEE COUNTY 2020 FINANCIALLY-FEASIBLE PLAN (WITHOUT RESERVE PROJECTS)  
2020 PEAK HOUR, PEAK SEASON TRAFFIC CONDITIONS  
BASED ON REVISED LAND USE FORECASTS

LINK INDEX	ROADWAY	FROM	TO	(1) # OF LANES	(2) SIGNALS PER MILE	(2) URBAN TRANS. (U)	(3) FDOT CODE	(4) LOS	PERMANENT COUNT STATION	PLANNING HOUR MULTIPLIER	PLANNING HOUR VOLUME	(3) SERVICE VOLUME			LOS	PLANNING HOUR VC RATIO
												LOS	STD	E		
JO - 2		East 12th St.	Greenbriar Blvd.	2LU	0	U	3200	E	6	0.0765	790	2510	2510	2510	A	0.31
JO - 3		S.R. 80	Greenbriar Blvd.	2LU	0	T	2200	E	6	0.0765	720	2480	2480	2480	A	0.29
LE - 1	LEE BLVD.	S.R. 82	Leonard Blvd.	6LD	1	U	3611	E	22	0.0891	6680	6190	6190	6190	F	1.08
LE - 2		Leonard Blvd.	Gunnery Rd.	6LD	1	U	3611	E	22	0.0891	6680	6190	6190	6190	F	1.06
LE - 3		Gunnery Rd.	Sunshine Blvd.	6LD	1	U	3611	E	22	0.0891	6630	6190	6190	6190	F	1.07
LE - 4		Sunshine Blvd.	Homestead Rd.	6LD	1	U	3611	E	22	0.0891	5730	6190	6190	6190	B	0.93
LE - 5		Homestead Rd.	Leeland Heights Blvd.	2LU	2	U	3220	E	22	0.0891	2310	2280	2280	2280	F	1.01
LH - 1	LEELAND HEIGHTS BLVD.	Lee Blvd.	Joel Blvd.	4LD	2	U	3421	E	6	0.0765	2260	4130	4130	4130	B	0.55
LN - 1	LEONARD BLVD.	Lee Blvd.	Gunnery Rd.	2LU	0	U	3200	E	21	0.0876	750	2510	2510	2510	A	0.30
LU - 1	LUCKETT RD.	Ortiz Ave.	I-75	2LU	1	U	3210	E	20	0.0882	790	2280	2280	2280	A	0.35
LU - 2		I-75	East	2LU	0	U	3200	E	20	0.0882	860	2510	2510	2510	A	0.34
MI - 1	MILWAUKEE BLVD.	Homestead Rd.	Alexander G. Bell Blvd.	2LU	0	U	3200	E	6	0.0765	560	2510	2510	2510	A	0.22
MI - 2		Alexander G. Bell Blvd.	Columbus Blvd.	2LU	0	U	3200	E	6	0.0765	140	2510	2510	2510	A	0.06
OR - 1	ORANGE RIVER BLVD.	S.R. 80	Buckingham Rd.	2LU	0	U	3200	E	11	0.0903	760	2510	2510	2510	A	0.30
PB - 1	PALM BEACH BLVD.	Ortiz Ave.	I-75	6LD	1	U	3611	D	5	0.0817	4550	6190	6190	6190	A	0.74
PB - 2	(S.R. 80)	I-75	S.R. 31	6LD	1	U	3611	D	5	0.0817	3720	6190	6190	6190	A	0.60
PB - 3		S.R. 31	Buckingham Rd.	4LD	1	U	3401	D	5	0.0817	2620	4130	4130	4130	A	0.68
PB - 4		Buckingham Rd.	Hickey Creek	4LD	0	U	3401	D	5	0.0817	1720	4540	4540	4540	A	0.38
PB - 5		Hickey Creek	Joel Blvd.	4LD	0	R	1401	D	5	0.0817	1580	3520	3520	3520	B	0.45
PB - 6		Joel Blvd.	County Line	2LU	0	U	3200	E	5	0.0765	1250	3520	3520	3520	B	0.36
RI - 1	RICHMOND RD.	Leeland Heights Blvd.	East 12th St.	2LU	0	U	3200	E	6	0.0765	380	2510	2510	2510	A	0.15
RI - 2		East 12th St.	Greenbriar Blvd.	2LU	0	U	3200	E	6	0.0765	450	2510	2510	2510	A	0.18
SE - 1	SENTINELA BLVD.	Alexander G. Bell Blvd.	Grant Blvd.	2LU	0	U	3200	E	6	0.0765	320	2510	2510	2510	A	0.13
SE - 2		Grant Blvd.	Columbus Blvd.	2LU	0	U	3200	E	6	0.0765	80	2510	2510	2510	A	0.03
SR - 1	S.R. 31	North	Bayshore Rd.	2LU	1	R	1210	E	4	0.0818	1200	2220	2220	2220	B	0.54
SR - 2		Bayshore Rd.	S.R. 80	2LU	1	U	3210	E	4	0.0818	2260	2280	2280	2280	C	0.99
SU - 1	SUNRISE BLVD.	Alexander G. Bell Blvd.	Grant Blvd.	2LU	0	U	3200	E	6	0.0765	110	2510	2510	2510	A	0.04
SU - 2		Grant Blvd.	Columbus Blvd.	2LU	0	U	3200	E	6	0.0765	110	2510	2510	2510	A	0.04
SN - 1	SUNSHINE BLVD.	S.R. 82	SW 23rd St.	2LU	0	U	3200	E	6	0.0765	140	2510	2510	2510	A	0.06
SN - 2		SW 23rd St.	Lee Blvd.	2LU	0	U	3200	E	6	0.0765	1040	2510	2510	2510	A	0.41
SN - 3		Lee Blvd.	East 12th St.	2LU	0	U	3200	E	6	0.0765	630	2510	2510	2510	A	0.25
SW - 1	SW 23RD ST.	Gunnery Rd.	Sunshine Blvd.	2LU	0	U	3200	E	6	0.0765	570	2510	2510	2510	A	0.23
TL - 1	TREELINE AVE	Daniels Pkwy.	Alco Rd.	4LD	2	U	3421	E	10	0.1030	3640	4130	4130	4130	C	0.88
TL - 2		Alco Rd.	Korehan Blvd.	4LD	2	U	3421	E	10	0.1030	4260	4130	4130	4130	F	1.03

FOOTNOTES:

- (1) Source: Lee County 2020 Financially-Feasible Plan (Adopted December 15, 1995).
- (2) Source: Lee County MPO 1995 Plan Update.
- (3) Source: FDOT District One Planning Department, 1994 LOS Annual Report and Traffic Trend Data, August, 1995, Table 3.
- (4) Source: 1990 Amendments To The Lee Plan, Volume 1 of 3, September 1990, Traffic Circulation Issues, Table 5, page V-25.

## APPENDIX D

### COMPARISON OF VOLUMES ACROSS LEHIGH ACRES SCREENLINES 2020 PEAK HOUR, PEAK SEASON TRAFFIC

<u>Roadway</u>	<u>Traffic Volumes With Original Land Uses<sup>(1)</sup></u>	<u>Traffic Volumes With Revised Land Uses<sup>(2)</sup></u>	<u>% Change</u>
<u>Screenline 1 West of Hendry County Line:</u>			
SR 80	13,879	13,886	0.05%
SR 82	<u>21,788</u>	<u>21,947</u>	<u>0.73%</u>
Screenline Total	35,667	35,833	0.47%
<u>Screenline 2 South of SR 80:</u>			
Joel Blvd.	9,195	9,009	- 2.02%
Buckingham Rd.	<u>6,162</u>	<u>5,471</u>	<u>-11.21%</u>
Screenline Total	15,257	14,480	- 5.71%
<u>Screenline 3 West of Buckingham Rd.:</u>			
SR 80	26,695	25,510	- 4.44%
Orange River Blvd.	9,799	8,130	-17.03%
SR 82	<u>61,831</u>	<u>58,918</u>	<u>- 4.71%</u>
Screenline Total	98,325	92,558	- 5.87%
<u>Screenline 4 South of SR 82:</u>			
Colonial Blvd.	69,804	63,779	- 8.63%
Commerce Lakes Dr.	15,808	14,078	-10.94%
Daniels Pkwy. Ext.	61,644	50,805	-17.58%
Wildcat Dr.	<u>9,057</u>	<u>8,913</u>	<u>- 1.59%</u>
Screenline Total	156,313	137,575	-11.99%
<u>Total of All Screenlines:</u>	305,662	280,446	- 8.25%

#### Footnotes:

- (1) Original land uses refer to the MPO's forecasted 2020 land use data for Lehigh Acres.
- (2) Revised land uses reflect the changes made to the Lehigh Acres 2020 land use data as part of the Lehigh Acres Commercial Land Use Study.

APPENDIX E  
PROPOSED 2020 TRANSPORTATION PLAN (1)  
2020 PEAK HOUR, PEAK SEASON TRAFFIC CONDITIONS  
BASED ON REVISED LAND USE FORECASTS

LINK INDEX	ROADWAY	FROM	TO	(2) # OF LANE	(3) SIGNALS PER MILE	(3) URBAN (U) TRANS (T) RURAL (R)	(4) FDOT CODE	(5) LOS STD	PERMANENT COUNT STATION	PLANNING HOUR MULTIPLIER	PLANNING HOUR VOLUME	(4) SERVICE VOLUME			LOS	VC RATIO	PLANNING HOUR
												LOS	STD	E			
AB - 1	ALABAMA RD.	S.R. 82	Grant Blvd.	2LU	0	U	3200	E	21	0.0876	1020	2510	2510	2510	A	0.41	
AB - 2		Grant Blvd.	Milwaukee Blvd.	2LU	0	U	3200	E	21	0.0876	410	2510	2510	2510	A	0.16	
AB - 3		Milwaukee Blvd.	Homestead Rd.	2LU	0	U	3200	E	6	0.0765	980	2510	2510	2510	A	0.39	
AG - 1	ALEXANDER G. BELL BLVD.	S.R. 82	Milwaukee Blvd.	2LU	0	U	3200	E	21	0.0876	1310	2510	2510	2510	A	0.52	
AG - 2		Milwaukee Blvd.	Grant Blvd.	2LU	0	U	3200	E	21	0.0876	550	2510	2510	2510	A	0.22	
AG - 3		Grant Blvd.	Leeland Heights Blvd.	2LU	0	U	3200	E	6	0.0765	180	2510	2510	2510	A	0.07	
AL - 1	ALICO RD.	Three Oaks Blvd.	I-75	4LD	2	U	3421	E	10	0.1030	3750	4130	4130	4130	C	0.91	
AL - 2		I-75	Treeline Ave.	4LD	2	U	3421	E	10	0.1030	3570	4130	4130	4130	C	0.86	
AL - 3		Treeline Ave.	Alco Rd. S.	2LN	1	R	1210	E	10	0.0966	50	2220	2220	2220	B	0.02	
AL - 4		Alco Rd. S.	Corkscrew Rd.	2LN	1	R	1210	E	15	0.0966	40	2220	2220	2220	B	0.02	
BA - 1	BAYSHORE RD.	Bus 41	Hart Rd.	6LD	2	U	3621	E	4	0.0818	5600	6190	6190	6190	C	0.90	
BA - 2		Hart Rd.	Slater Rd.	6LD	1	U	3611	E	4	0.0818	4890	6190	6190	6190	A	0.79	
BA - 3		I-75	I-75	6LD	2	U	3621	E	4	0.0818	4470	6190	6190	6190	B	0.72	
BA - 4		I-75	Nalle Rd.	4LD	5	U	3451	E	4	0.0818	2330	3810	3810	3810	D	0.61	
BA - 5		I-75	S.R. 31	2LU	0	T	17300	E	4	0.0818	1420	2480	2480	2480	A	0.57	
BE - 1	BETH STACEY BLVD.	Homestead Rd.	SW 23 St.	2LU	0	U	3200	E	6	0.0765	630	2510	2510	2510	A	0.25	
BE - 2		SW 23 St.	Alabama Rd.	2LU	0	U	3200	E	6	0.0765	890	2510	2510	2510	A	0.35	
BK - 1	BUCKINGHAM RD.	S.R. 82	Gunnery Rd.	2LU	0	U	3200	E	11	0.0903	960	2510	2510	2510	A	0.38	
BK - 2		Gunnery Rd.	Orange River Blvd.	2LU	0	U	3200	E	11	0.0903	780	2440	2440	2440	B	0.32	
BK - 3		Orange River Blvd.	S.R. 80	2LU	0	R	8900	E	22	0.0891	790	2510	2510	2510	A	0.31	
CE - 1	CEMETARY RD. 61ST ST. W.	Buckingham Rd.	Sunshine Blvd.	2LU	0	T	1900	E	11	0.0803	170	2480	2480	2480	A	0.07	
CN - 1	CENTENNIAL BLVD.	Abrahms Blvd.	Gunnery Rd.	2LU	0	U	14700	E	22	0.0891	1310	2510	2510	2510	A	0.52	
CL - 1	COLONIAL BLVD.	S.R. 82	Omni Rd.	6LD	1	U	3611	E	22	0.0891	4810	6190	6190	6190	A	0.78	
CL - 2		I-75	Omni Rd.	6LD	1	U	3611	E	22	0.0891	6970	6190	6190	6190	F	1.13	
CL - 3		I-75	Six Mile Pkwy.	6LD	1	U	98900	E	22	0.0891	8810	6190	6190	6190	F	1.42	
CB - 1	COLUMBUS BLVD.	S.R. 82	Jaguar Blvd.	2LU	0	T	2200	E	6	0.0765	500	2480	2480	2480	A	0.20	
CB - 2		Jaguar Blvd.	Milwaukee Blvd.	2LU	0	T	2200	E	6	0.0765	100	2480	2480	2480	A	0.04	
CB - 3		Milwaukee Blvd.	Sunrise Blvd.	2LU	0	T	2200	E	6	0.0765	90	2480	2480	2480	A	0.04	
CB - 4		Sunrise Blvd.	Sentinel Blvd.	2LU	0	T	2200	E	6	0.0765	70	2480	2480	2480	A	0.03	
DA - 1	DANIELS PKWY.	Three Oaks Pkwy.	I-75	6LD	1	U	3611	E	31	0.0726	5670	6190	6190	6190	B	0.92	
DA - 2		I-75	Treeline Ave.	6LD	1	U	3611	E	32	0.0803	6330	6190	6190	6190	F	1.02	
DA - 3		Treeline Ave.	Chamberlin Pkwy.	6LD	2	U	3621	E	32	0.0803	4730	6190	6190	6190	B	0.76	
DA - 4		Chamberlin Pkwy.	Gateway Blvd.	6LD	2	U	3621	E	32	0.0803	4730	6190	6190	6190	B	0.76	
DA - 5		Gateway Blvd.	S.R. 82	6LD	1	U	3611	E	32	0.0803	4190	6190	6190	6190	A	0.68	
EA - 1	EAST 12TH ST.	Sunshine Blvd.	Richmond Ave.	2LU	0	U	3200	E	11	0.0903	1090	2510	2510	2510	A	0.04	
EA - 2		Richmond Ave.	Joel Blvd.	2LU	0	U	3200	E	11	0.0903	2370	2510	2510	2510	B	0.94	
FO - 1	40TH ST. SW.	S.R. 82	Alabama Rd.	2LU	0	U	3200	E	21	0.0876	850	2510	2510	2510	A	0.34	
GR - 1	GRANT BLVD.	Alabama Rd.	Beth Stacey Blvd.	2LU	0	U	3200	E	6	0.0765	960	2510	2510	2510	A	0.16	
GR - 2		Beth Stacey Blvd.	Homestead Rd.	2LU	0	U	3200	E	6	0.0765	410	2510	2510	2510	A	0.04	
GR - 3		Homestead Rd.	Alexander G. Bell Blvd.	2LU	0	U	3200	E	6	0.0765	100	2510	2510	2510	A	0.04	
GR - 4		Alexander G. Bell Blvd.	Sunrise Blvd.	2LU	0	U	3200	E	6	0.0765	20	2510	2510	2510	A	0.01	
GR - 5		Sunrise Blvd.	Sentinel Blvd.	2LU	0	U	3200	E	6	0.0765	20	2510	2510	2510	A	0.01	
GN - 1	GREENBRIAR BLVD.	Richmond Ave.	Joel Blvd.	2LU	0	T	2200	E	11	0.0903	150	2480	2480	2480	A	0.06	
GU - 1	GUNNERY RD.	S.R. 82	Leonard Blvd.	4LD	0	U	3401	E	21	0.0876	2770	4540	4540	4540	A	0.61	
GU - 2		Leonard Blvd.	Lee Blvd.	4LD	0	U	3401	E	21	0.0876	1090	4540	4540	4540	A	0.24	
GU - 3		Lee Blvd.	Buckingham Rd.	2LU	0	U	3200	E	22	0.0891	370	2510	2510	2510	A	0.15	
HA - 1	HAWALASKA ST.	S.R. 82	Leonard Blvd.	2LU	0	U	3200	E	22	0.0891	1640	2510	2510	2510	A	0.65	
HO - 1	HOMESTEAD RD.	Lee Blvd.	Alabama Rd.	4LD	3	U	3431	E	6	0.0765	2310	4130	4130	4130	C	0.37	
HO - 2		Alabama Rd.	Milwaukee Blvd.	2LU	1	U	3210	E	6	0.0765	180	2280	2280	2280	A	0.08	
HO - 3		Milwaukee Blvd.	S.R. 82	2LU	1	U	3210	E	6	0.0765	180	2280	2280	2280	A	0.08	
IM - 1	IMMOKALEE RD.	Ortiz Ave.	I-75	6LD	2	U	3621	E	20	0.0882	4470	6190	6190	6190	B	0.72	
IM - 2	(M. L. KING BLVD.)	I-75	Buckingham Rd.	6LD	2	U	3621	E	20	0.0882	5300	6190	6190	6190	C	0.86	
IM - 3	(S.R. 82)	Buckingham Rd.	Lee Blvd.	6LD	0	U	3601	E	20	0.0882	4420	6810	6810	6810	A	0.65	
IM - 4		Lee Blvd.	Hawalska St.	4LD	0	U	3401	E	21	0.0876	3400	4540	4540	4540	A	0.75	
IM - 5		Hawalska St.	Commerce Lakes Dr.	4LD	0	U	3401	E	21	0.0876	4400	4540	4540	4540	B	0.97	
IM - 6		Commerce Lakes Dr.	Daniels Pkwy.	4LD	0	U	3401	E	21	0.0876	1940	4540	4540	4540	A	0.43	
IM - 7		Daniels Pkwy.	Sunshine Blvd.	4LD	1	U	3411	E	21	0.0876	4470	4540	4540	4540	B	0.96	
IM - 8		Sunshine Blvd.	Alabama Rd.	4LD	0	U	3401	E	21	0.0876	16700	4540	4540	4540	A	0.32	
IM - 9		Alabama Rd.	A.G. Bell Blvd.	2LU	0	U	3200	E	21	0.0876	1150	2510	2510	2510	A	0.46	
IM - 10		A.G. Bell Blvd.	County Line	2LU	0	U	3200	E	21	0.0876	1450	2510	2510	2510	A	0.58	
I - 1	I-75	Corkscrew Rd.	Alco Rd.	8F	0	U	3904	D	54	0.0890	5110	12440	12440	12440	B	0.41	

APPENDIX E  
PROPOSED 2020 TRANSPORTATION PLAN (1)  
2020 PEAK HOUR, PEAK SEASON TRAFFIC CONDITIONS  
BASED ON REVISED LAND USE FORECASTS

LINK INDEX	ROADWAY	FROM	TO	(2) # OF LANES	(3) URBAN (U) TRANS (T) RURAL (R)	(4) FDOT CODE	(5) LOS	FSUTMS VOLUMES	PERMANENT COUNT STATION	PLANNING MULTIPLIER	PLANNING HOUR VOLUME	(4) SERVICE VOLUME			LOS	VC RATIO	PLANNING HOUR
												LOS	STD	E			
1 - 2		Alco Rd.	Daniels Pkwy.	6F	0	U	D	61500	55	0.0880	5410	9330			10040	B	0.58
1 - 3		Daniels Pkwy.	Colonial Blvd.	6F	0	U	D	60300	56	0.0880	5310	9330			10040	B	0.57
1 - 4		Colonial Blvd.	S.R. 82	6F	0	U	D	55000	57	0.0880	4840	9330			10040	B	0.52
1 - 5		S.R. 82	Luckett Rd.	6F	0	U	D	67300	58	0.0880	5920	9330			10040	C	0.63
1 - 6		Luckett Rd.	S.R. 80	6F	0	U	D	66700	59	0.0880	5870	9330			10040	C	0.63
1 - 7		S.R. 80	S.R. 78	6F	0	U	D	81000	60	0.0880	7130	9330			10040	C	0.76
JA - 1	JAGUAR BLVD.	S.R. 82	Homestead Rd.	2LU	0	T	E	400	6	0.0765	30	2480			2480	A	0.01
JA - 2		Homestead Rd.	Alexander G. Bell Blvd.	2LU	0	T	E	900	6	0.0765	70	2480			2480	A	0.03
JA - 3		Alexander G. Bell Blvd.	Columbus Blvd.	2LU	0	T	E	11600	6	0.0765	890	2510			2510	A	0.35
JO - 1	JOEL BLVD.	East 12th St.	East 12th St.	2LU	0	T	E	10600	6	0.0765	810	2510			2510	A	0.32
JO - 2		Greenbriar Blvd.	Greenbriar Blvd.	2LU	0	T	E	9400	6	0.0765	720	2480			2480	A	0.29
JO - 3		S.R. 80	S.R. 80	2LU	0	T	E	62300	22	0.0891	5550	6190			6190	B	0.90
LE - 1	LEE BLVD.	S.R. 82	Leonard Blvd.	6LD	1	U	E	56800	22	0.0891	5060	6190			6190	A	0.82
LE - 2		Leonard Blvd.	Gunnery Rd.	6LD	1	U	E	51600	22	0.0891	4600	6190			6190	A	0.74
LE - 3		Gunnery Rd.	Sunshine Blvd.	6LD	1	U	E	19200	22	0.0891	3890	6190			6190	A	0.63
LE - 4		Sunshine Blvd.	Homestead Rd.	2LU	1	U	E	19200	22	0.0891	1710	2280			2280	B	0.75
LE - 5		Homestead Rd.	Leeland Heights Blvd.	2LU	2	U	E	20500	21	0.0876	1570	4130			4130	B	0.38
LH - 1	LEELAND HEIGHTS BLVD.	Joel Blvd.	Joel Blvd.	4LD	2	U	E	12100	6	0.0765	1060	2510			2510	A	0.42
LN - 1	LEONARD BLVD.	Gunnery Rd.	Gunnery Rd.	2LU	0	U	E	23500	6	0.0765	1800	2510			2510	A	0.72
LN - 2		Gunnery Rd.	Sunshine Blvd.	2LU	0	U	E	19500	6	0.0765	1490	2510			2510	A	0.59
LN - 3		Sunshine Blvd.	Beth Stacey Blvd.	2LU	0	U	E	9000	20	0.0882	790	2280			2280	A	0.35
LU - 1		Ortiz Ave.	I-75	2LU	0	U	E	9800	20	0.0882	860	2510			2510	A	0.34
LU - 2		I-75	East	2LU	0	U	E	11400	6	0.0765	870	2510			2510	A	0.35
MI - 1	MILWAUKEE BLVD.	Alabama Rd.	Homestead Rd.	2LU	0	U	E	12800	6	0.0765	980	2510			2510	A	0.39
MI - 2		Homestead Rd.	Alexander G. Bell Blvd.	2LU	0	U	E	1700	6	0.0765	130	2510			2510	A	0.05
MI - 3		Alexander G. Bell Blvd.	Columbus Blvd.	2LU	0	U	E	8200	11	0.0803	740	2510			2510	A	0.29
OR - 1	ORANGE RIVER BLVD.	S.R. 80	Buckingham Rd.	2LU	0	U	E	55200	5	0.0817	4510	6190			6190	A	0.73
PB - 1	PALM BEACH BLVD.	Ortiz Ave.	I-75	6LD	1	U	D	44700	5	0.0817	3650	6190			6190	A	0.59
PB - 2		I-75	S.R. 31	6LD	1	U	D	33900	5	0.0817	2770	4130			4130	A	0.67
PB - 3		Buckingham Rd.	Hickory Creek	4LD	0	R	D	20200	5	0.0817	1650	3520			3520	B	0.43
PB - 4		Hickory Creek	Joel Blvd.	4LD	0	R	D	18400	5	0.0817	1500	3520			3520	B	0.35
PB - 5		Joel Blvd.	County Line	4LD	0	R	D	15200	5	0.0817	1240	3520			3520	B	0.35
RI - 1	RICHMOND RD.	Leeland Heights Blvd.	East 12th St.	2LU	0	U	E	5000	6	0.0765	360	2510			2510	A	0.15
RI - 2		East 12th St.	Greenbriar Blvd.	2LU	0	U	E	6100	6	0.0765	470	2510			2510	A	0.19
SE - 1	SENTINELA BLVD.	Alexander G. Bell Blvd.	Grant Blvd.	2LU	0	U	E	2500	6	0.0765	190	2510			2510	A	0.08
SE - 2		Grant Blvd.	Columbus Blvd.	2LU	0	U	E	900	6	0.0765	70	2510			2510	A	0.03
SR - 1	S.R. 31	Bayshore Rd.	S.R. 80	2LU	1	R	E	14700	4	0.0818	1200	2220			2220	B	0.54
SR - 2	SUNRISE BLVD.	Homestead Rd.	Alexander G. Bell Blvd.	2LU	0	U	E	27700	4	0.0818	2270	2280			2280	C	1.00
SU - 1		Grant Blvd.	Grant Blvd.	2LU	0	U	E	6400	6	0.0765	490	2510			2510	A	0.20
SU - 2		Gunnery Rd.	Columbus Blvd.	2LU	0	U	E	1200	6	0.0765	90	2510			2510	A	0.04
SU - 3	SUNSET RD.	S.R. 82	Sunland Blvd.	2LU	0	U	E	18700	22	0.0891	1670	2510			2510	A	0.67
SN - 1	SUNSHINE BLVD.	SW 23rd St.	SW 23rd St.	2LU	0	U	E	3900	6	0.0765	300	2510			2510	A	0.12
SN - 2		Lee Blvd.	Lee Blvd.	2LU	0	U	E	6300	6	0.0765	480	2510			2510	A	0.18
SN - 3		East 12th St.	East 12th St.	2LU	0	U	E	8400	8	0.0765	490	2510			2510	A	0.20
SW - 1	SW 23RD ST.	Gunnery Rd.	Sunshine Blvd.	2LU	0	U	E	23500	6	0.0765	1800	2510			2510	A	0.72
SW - 2		Sunshine Blvd.	Beth Stacey Blvd.	2LU	0	U	E	19500	6	0.0765	1490	2510			2510	A	0.59
TL - 1	TREELINE AVE.	Daniels Pkwy.	Alco Rd.	4LD	2	U	E	36300	10	0.1030	3740	4130			4130	C	0.91
TL - 2		Alco Rd.	Koresian Blvd.	4LD	2	U	E	41400	10	0.1030	4260	4130			4130	F	1.03

FOOTNOTES:

- (1) Excludes two improvements added to the Proposed 2020 Transportation Plan following the presentation of the Proposed Plan to the Lehigh Acres Local Redevelopment Planning Committee on February 21, 1995: Sunrise Blvd. Extension from Homestead Road to Alabama Rd.; and Praddock St. between Alabama Rd. and Beth Stacey Blvd.
- (2) Source: Lee County 2020 Financially-Feasible Plan (Adopted December 15, 1995).
- (3) Source: Lee County MPO 1995 Plan Update.
- (4) Source: FDOT District One Planning Department, 1994 LOS Annual Report and Traffic Trend Data, August, 1995, Table 3.
- (5) Source: 1990 Amendments To The Lee Plan, Volume 1 of 3, September 1990, Traffic Circulation Issues, Table 5, page V-25.

APPENDIX F  
ESTIMATED COSTS FOR PROGRAMMED AND PLANNED IMPROVEMENTS  
LEHIGH ACRES AND APPROACHES TO LEHIGH

LEE COUNTY CAPITAL IMPROVEMENT PROGRAM (CIP), FY 1996-2000

<u>Roadway</u>	<u>From:</u>	<u>To:</u>	<u>Improvement</u>	<u>Cost Estimate</u>
Lee Blvd.	Immokalee Rd.	Lee St.	Widen to 4-6 lanes	\$5,445,000
Lee Blvd.	Lee St.	Sunniland Blvd.	Widen to 4-6 lanes	\$4,486,000
Lee Blvd.	Sunniland Blvd.	Homestead Rd.	Widen to 4-6 lanes	\$5,758,000
Leeland Heights Blvd.	Lee Blvd.	East 16th St.	Restripe for 4 lanes	N/A
Daniels Pkwy. Ext.	Gateway Blvd.	Immokalee Rd.	Construct new 4 lanes	<u>\$6,300,000</u>
Total Estimated Cost for Programmed Improvements				\$21,989,000

2020 FINANCIALLY-FEASIBLE PLAN

<u>Roadway</u>	<u>From:</u>	<u>To:</u>	<u>Improvement</u>	<u>Cost Estimate</u>
Immokalee Rd. (SR 82)	I-75	Lee Blvd.	Widen to 6 lanes	\$5,565,000
Immokalee Rd. (SR 82)	Lee Blvd.	Alabama Rd.	Widen to 4 lanes	\$9,090,000
Gunnery Rd.	Immokalee Rd.	Lee Blvd.	Widen to 4 lanes	\$3,610,000
Daniels Pkwy. Ext.	Gateway Blvd.	Immokalee Rd.	Widen to 6 lanes	<u>\$7,690,000</u>
Total Estimated Cost for Planned Improvements				\$25,955,000

APPENDIX F  
ESTIMATED COSTS FOR PROGRAMMED AND PLANNED IMPROVEMENTS  
LEHIGH ACRES AND APPROACHES TO LEHIGH

2020 RESERVE HIGHWAY NETWORK

<u>Roadway</u>	<u>From:</u>	<u>To:</u>	<u>Improvement</u>	<u>Cost Estimate</u>
40th St. Ext.	Connie Ave.	Alabama Rd.	Construct new 2 lanes	\$289,000
Beth Stacey Blvd.	Parson St.	Camelot Gardens Blvd.	Construct new 2 lanes	\$794,000
Milwaukee Blvd. Ext.	Preston St.	Homestead Rd.	Construct new 2 lanes	\$3,449,000
Sunrise Blvd. Ext.	Alabama Rd.	Homestead Rd.	Construct new 2 lanes	\$2,693,000
Sunrise Blvd. Ext.	Richmond Ave.	Victoria Ave. South	Construct new 2 lanes	\$2,199,000
SW 23rd St. Ext.	Current Terminus	Beth Stacey Blvd.	Construct new 2 lanes	\$973,000
Seth Avenue Ext.	Leonard Blvd.	Current Terminus	Construct new 2 lanes	\$1,655,000
Seth Avenue	Current Terminus	Lee Blvd.	Widen to 4 lanes	<u>\$456,000</u>
Total Estimated Cost for Reserve Projects				\$12,508,000

APPENDIX F  
ESTIMATED COSTS FOR PROGRAMMED AND PLANNED IMPROVEMENTS  
LEHIGH ACRES AND APPROACHES TO LEHIGH

#94557  
19-Mar-96

PROPOSED ADDITIONS TO 2020 HIGHWAY NETWORK

<u>Roadway</u>	<u>From:</u>	<u>To:</u>	<u>Improvement</u>	<u>Cost Estimate</u>
Paddock St. Ext.	Petite Ave.	Beth Stacey Blvd.	Construct new 2 lanes	\$740,000
Grant Blvd. Ext.	Carrillon Ave.	Homestead Rd.	Construct new 2 lanes	\$1,200,000
Grant Blvd. Ext.	Homestead Rd.	Radford Ave.	Construct new 2 lanes	\$1,800,000
Grant Blvd. Ext.	Pyramid Ave.	Pelham Rd.	Construct new 2 lanes	\$600,000
Hawalska St.	Immokalee Rd.	Wallace Ave.	Construct new 2 lanes	\$300,000
Burr St. Ext.	Buckingham Rd.	Alvin Ave.	Construct new 2 lanes	\$1,920,000 (1)
Burr St. Ext.	Alaska Ave.	Abrams Blvd.	Construct new 2 lanes	\$980,000 (2)
Sunset Rd. Ext.	Gunnery Rd.	Sunset Rd. near Yale	Construct new 2 lanes	\$600,000
Sunset Rd. Ext.	Sunniland Blvd.	Sunshine Blvd.	Construct new 2 lanes	\$2,200,000 (2)
West 12th St. Ext.	Beth Ave.	Pine Ave.	Construct new 2 lanes	\$799,000
61st St. West Ext.	Stratton Rd.	Vera Ave.	Construct new 2 lanes	\$800,000 (2)
61st St. West Ext.	Nora Ave.	Laura Ave.	Construct new 2 lanes	\$800,000 (2)
61st St. West Ext.	Hanna Ave.	Gene Ave.	Construct new 2 lanes	\$800,000 (2)
61st St. West Ext.	Sunshine Blvd.	Jacinto Ave.	Construct new 2 lanes	\$980,000 (2)
Total Estimated Cost for Proposed Projects				\$14,519,000
<u>TOTAL ESTIMATED COST</u>				\$74,971,000

APPENDIX F  
ESTIMATED COSTS FOR PROGRAMMED AND PLANNED IMPROVEMENTS  
LEHIGH ACRES AND APPROACHES TO LEHIGH

FOOTNOTES:

- (1) Cost per mile doubled due to added cost of crossing former landfill.
- (2) Cost of \$500,000 added for each canal crossing.

LEHIGH ACRES LOCAL REDEVELOPMENT PLANNING COMMITTEE  
PLANNING AND ZONING SUBCOMMITTEE REPORT  
SEPTEMBER 14, 1994

THE PLANNING AND ZONING SUBCOMMITTEE (PZS) HAS RESEARCHED ISSUES RELATING TO THE PLANNING AND ZONING OF THE LEHIGH ACRES AREA. THIS RESEARCH HAS INCLUDED A STUDY OF COMMERCIAL ZONING THE ROADWAY NETWORKS WITHIN THE BOUNDARIES OF THE LEHIGH ACRES REDEVELOPMENT AREA. THE PZS HAS RESEARCHED THE ROADWAY NETWORKS IN THE FIRST PHASE OF THEIR WORK SINCE TRAFFIC CIRCULATION AND COMMERCIAL ZONING ARE SO CLOSELY INTERCONNECTED.

THE PZS HAS DETERMINED THAT THERE IS A NEED TO AMEND THE LEE COUNTY OFFICIAL TRAFFICWAYS MAP ALONG WITH THE INTERIM TRAFFIC CIRCULATION PLAN MAP (2020 FINANCIALLY FEASIBLE PLAN) AND THE 2010 NEEDS PLAN (2020 NEEDS PLAN) THAT ARE IN THE LEE PLAN TO MEET THE NEEDS OF THE FUTURE GROWTH OF LEHIGH ACRES.

THE PZS HAS PREPARED A PROPOSED TRAFFIC CIRCULATION PLAN FOR LEHIGH ACRES. THIS PLAN IS INCLUDED WITH THIS REPORT ALONG WITH THE CURRENT ARTERIAL AND COLLECTOR STREETS AS SHOWN ON THE OFFICIAL TRAFFICWAYS MAP PREPARED BY LEE COUNTY.

IN ORDER TO ACCOMMODATE THE GROWTH OF LEHIGH ACRES, THE PZS RECOMMENDS THAT A CONSULTANT BE OBTAINED THROUGH THE LEHIGH ACRES LOCAL REDEVELOPMENT PLANNING COMMITTEE (LALRPC) TO PREPARE A SUBMITTAL TO LEE COUNTY TO MAKE ALL NECESSARY CHANGES TO THE CURRENT TRAFFICWAYS MAPS AND THE LEE PLAN. THE CONSULTANT WILL NEED TO REVIEW THE PROPOSED PLAN PREPARED BY THE PZS. THE PZS'S PROPOSED ARTERIAL AND COLLECTOR ROADWAYS MUST BE VERIFIED USING THE CRITERIA SPECIFIED BY LEE COUNTY FOR THE CORRECT CLASSIFICATIONS AND DESIGNATIONS.

THE FOLLOWING IS A LIST OF EXISTING AND/OR PROPOSED ARTERIAL AND COLLECTOR STREETS WITH THE PZS RECOMMENDATIONS:

ARTERIAL STREETS AS SHOWN ON THE TRAFFICWAYS MAP:

<u>STREET</u>	<u>FROM</u>	<u>TO</u>
LEE BLVD.	SR 82	LEELAND HEIGHTS BLVD.
LEELAND HEIGHTS BLVD./ JOEL BLVD.	HOMESTEAD RD.	SR 80
LEONARD BLVD.	LEE BLVD.	GUNNERY RD.
23RD ST. S.W.	GUNNERY RD.	ANITA AVE.
GUNNERY RD.	SR 82	BUCKINGHAM RD.
SUNSHINE BLVD.	SR 82	61ST ST. W.
GREENBRIAR BLVD.	WINGFORD	JOEL BLVD.
MENCOA CT.	SUNSHINE BLVD.	JACINTO AVE.
JACINTO AVE.	MENCOA CT.	LATHAM DR.
WINDERMERE DR.	LATHAM DR.	WINGFORD DR.
WINGFORD DR.	WINDERMERE DR.	GREENBRIAR BLVD.
E. 21ST ST.	JOEL BLVD.	GRANT AVE.
WEST/EAST 16TH ST.	SUNSHINE BLVD.	GRANT AVE.
WEST/EAST 12TH ST.	SUNSHINE BLVD.	GRANT BLVD.
WILLIAMS AVE.	LEE BLVD.	WEST 16TH ST.
RICHMOND AVE.	SUNRISE BLVD.	GREENBRIAR BLVD.

ARTERIAL STREETS AS SHOWN ON THE TRAFFICWAYS MAP (Con't):

<u>STREET</u>	<u>FROM</u>	<u>TO</u>
BETH STACEY BLVD.	HOMESTEAD RD.	ALABAMA RD.
HOMESTEAD RD.	LEE BLVD.	JAGUAR BLVD.
ALABAMA RD.	HOMESTEAD RD.	SR 82
MILWAUKEE BLVD.	ALABAMA RD.	COLUMBUS BLVD.
SUNRISE BLVD.	ALABAMA RD.	COLUMBUS BLVD.
BELL BLVD.	JOEL BLVD.	SR 82
GRANT BLVD.	HOMESTEAD RD.	LEELAND HEIGHTS BLVD.
GRANT AVE.	LEELAND HEIGHTS BLVD.	EAST 21 ST.
EISENHOWER BLVD.	GRANT BLVD.	SR 82
JAGUAR BLVD.	HOMESTEAD RD.	COLUMBUS BLVD.
NIMITZ BLVD.	BELL BLVD.	COLUMBUS BLVD.
COLUMBUS BLVD.	SR 82	SUNRISE BLVD.
ALABAMA RD.	SR 82	HOMESTEAD RD.
61ST ST. W.	SUNSHINE BLVD.	W LINE OF SEC 1-44-26

PROPOSED ARTERIAL STREETS NOT SHOWN ON THE TRAFFICWAYS MAP:

<u>STREET</u>	<u>FROM</u>	<u>TO</u>
CEMETERY RD.	BUCKINGHAM RD.	STRATON RD.
STRATON RD.	CEMETERY RD.	61ST ST. W.
61ST ST. W.	W LINE OF SEC. 1-44-26	STRATON RD.
SUNSHINE BLVD.	61ST ST. W.	N. LINE OF SEC. 1-44-26
N. LINE OF SEC. 6-44-27	SUNSHINE BLVD.	GREENBRIAR BLVD.
GREENBRIAR BLVD.	WINGFORD DR.	N. LINE OF SEC. 6-44-27
E. 21ST ST.	GRANT AVE.	MOORE AVE.
E. 16TH ST.	GRANT AVE.	MOORE AVE.
E. 12TH ST.	GRANT AVE.	MOORE AVE.
19TH ST. W.	SUNSHINE BLVD.	ANN AVE.
ANN AVE.	19TH ST. W.	W. 9TH ST.
WEST/EAST 9TH ST.	ANN AVE.	MOORE AVE.
COLUMBUS BLVD.	SUNRISE BLVD.	SENTINELA BLVD.
MOORE AVE.	SENTINELA BLVD.	E. 21ST ST.
JAGUAR BLVD.	SR 82	HOMESTEAD RD.
HOMESTEAD RD.	JAGUAR BLVD.	SR 82
NIMITZ BLVD.	BELL BLVD.	SR 82
ANITA AVE.	23RD ST. S.W.	20TH ST. S.W.
20TH ST. S.W.	ANITA AVE.	BETH STACEY BLVD.

COLLECTOR STREETS AS SHOWN ON THE TRAFFICWAYS MAP:

<u>STREET</u>	<u>FROM</u>	<u>TO</u>
8TH ST. S.W.	GUNNERY RD.	SUNSHINE BLVD.
SENTINELA BLVD.	BELL BLVD.	NAPLES AVE.
McARTHUR BLVD.	MILWAUKEE BLVD.	EAST 5TH ST.
SUMMA BLVD E.	GRANT BLVD	NAPLES AVE.
NAPLES AVE.	SR 82	SENTINELA BLVD.

COLLECTOR STREETS AS SHOWN ON THE TRAFFICWAYS MAP (Con't):

<u>STREET</u>	<u>FROM</u>	<u>TO</u>
JACINTO AVE.	MENCOA CT.	MAYBROOK CT.
WOODCREST DR.	MAYBROOK CT.	WINDERMERE DR.
REDMONT AVE.	WINDERMERE DR.	GREENBRIAR BLVD.
EAST/WEST 5TH ST.	WILLIAMS AVE.	GRANT AVE.
ALVIN AVE.	LEE BLVD.	BUCKINGHAM RD.

PROPOSED COLLECTOR STREETS NOT SHOWN ON THE TRAFFICWAYS MAP:

<u>STREET</u>	<u>FROM</u>	<u>TO</u>
ABRAMS BLVD.	LEE BLVD.	BUCKINGHAM RD.
CENTENNIAL BLVD.	ABRAMS BLVD.	GUNNERY RD.
SUNSET RD.	GUNNERY BLVD.	SUNNILAND BLVD.
SUNNILAND BLVD.	LEE BLVD.	25TH ST. W.
25TH ST. W.	SUNNILAND BLVD.	SUNSHINE BLVD.
12TH ST. S.W.	GUNNERY RD.	SUNSHINE BLVD.
WINDERMERE DR.	WINGFORD DR.	RICHMOND AVE.
WOODBURN DR.	RICHMOND AVE.	GREENBRIAR BLVD.
GRANT BLVD.	SR 82	MILWAUKEE BLVD.
PARKDALE BLVD.	SR 82	HOMESTEAD RD.
DELAWARE RD.	LEE BLVD.	HOMESTEAD RD.
E. 5TH ST.	GRANT AVE.	MOORE AVE.
NORTH AVE.	LEELAND HEIGHTS BLVD.	E. 16TH ST.
BLACKSTONE DR.	SR 82	SR 82

STREETS SHOWN AS COLLECTORS ON THE TRAFFICWAYS MAP TO PROPOSED ARTERIALS:

<u>STREET</u>	<u>FROM</u>	<u>TO</u>
SUNRISE BLVD.	COLUMBUS BLVD.	NAPLES AVE.
MILWAUKEE BLVD.	COLUMBUS BLVD.	NAPLES AVE.
JAGUAR BLVD.	COLUMBUS BLVD.	NAPLES AVE.
NIMITZ BLVD.	COLUMBUS BLVD.	NAPLES AVE.

STREETS SHOWN ON TRAFFICWAYS MAP AS ARTERIALS TO BE REMOVED:

<u>STREET</u>	<u>FROM</u>	<u>TO</u>
32ND ST. S.W.	GUNNERY RD.	ALABAMA RD.
16TH ST. W./W 8TH ST.	BUCKINGHAM RD.	GRANT AVE.
W. 16TH ST.	SUNSHINE BLVD.	BUCKINGHAM RD.
UNNAMED STREET	61ST ST. W.	SUNSHINE BLVD.
23RD ST. S.W.	ANITA AVE.	BETH STACEY BLVD.

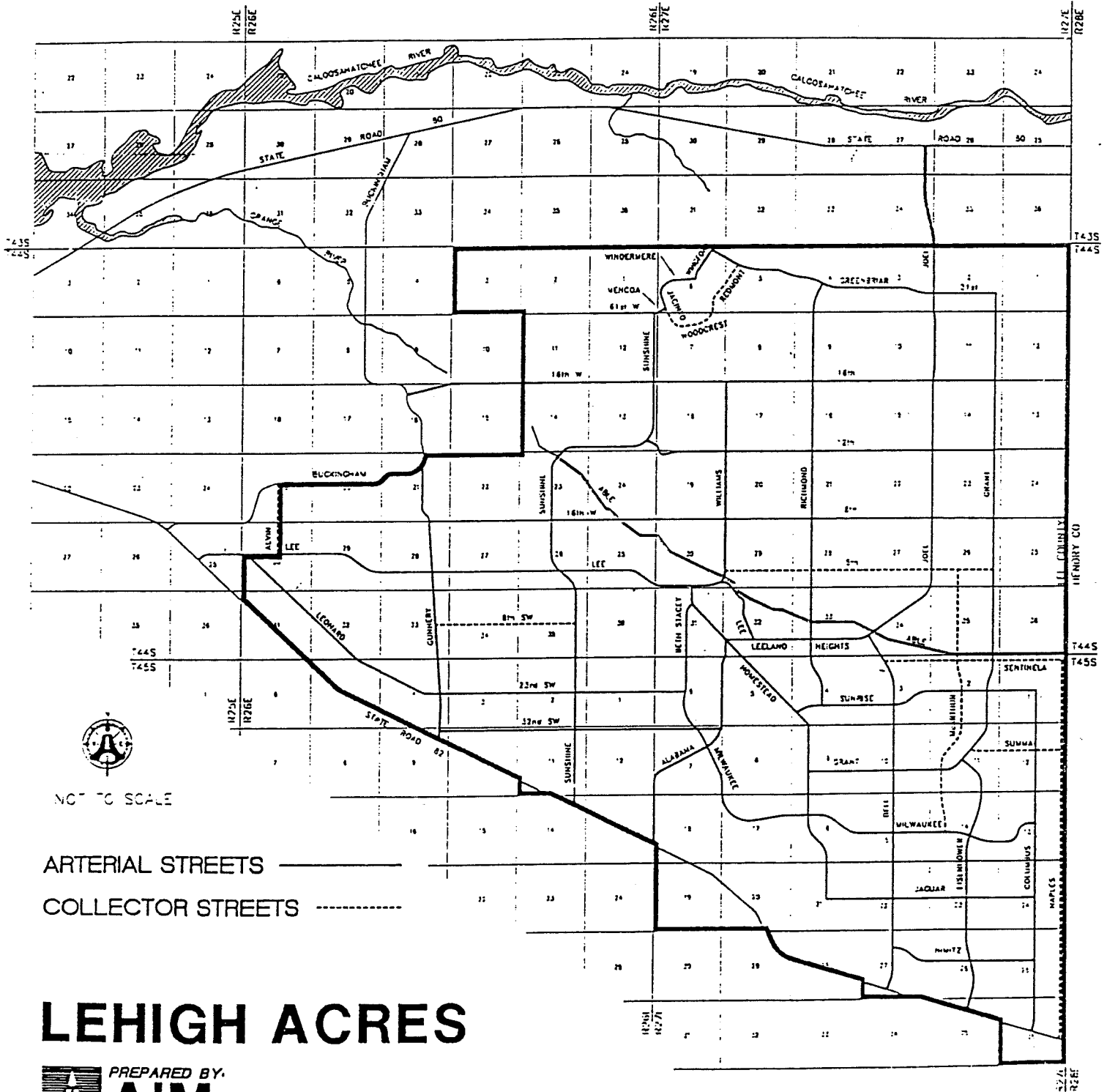
THE PZS RECOMMENDS THAT THE ABOVE STREETS BE REMOVED FROM THE TRAFFICWAYS MAP DUE TO DESIGN CONSTRAINTS.

THE PZS RECOMMENDS THAT THE ABOVE INFORMATION BE VERIFIED BY A CONSULTANT IN THE PROFESSION. AMENDMENTS TO CURRENT COUNTY REGULATIONS AND THE LEE PLAN ARE NECESSARY IN ORDER TO ACCOMMODATE THE CURRENT AND FUTURE GROWTH OF LEHIGH ACRES.

ONCE THE ROADWAY NETWORKS ARE MODIFIED AND APPROPRIATE AMENDMENT ARE MADE TO THE LEE PLAN, COMMERCIAL GROWTH WILL BE ALLOWED TO TAKE PLACE IN CONFORMANCE WITH LEE COUNTY REGULATIONS.

# Lehigh Acres Local Redevelopment Planning Committee

## CURRENT TRAFFICWAYS



ARTERIAL STREETS —————  
COLLECTOR STREETS - - - - -

# LEHIGH ACRES



PREPARED BY:

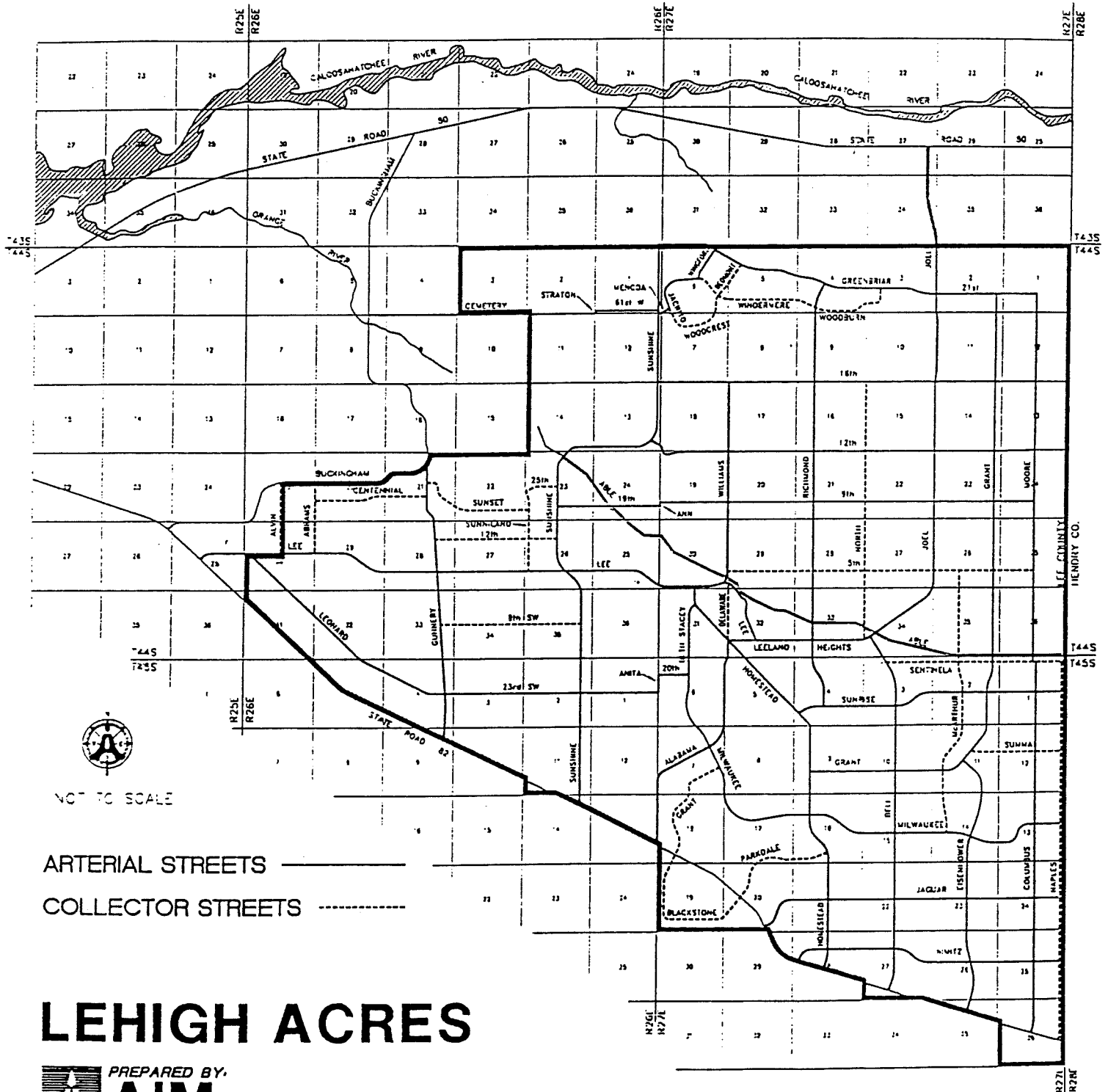
## AIM

ENGINEERING & SURVEYING, INC.

PLAN BY: PLANNING & ZONING SUBCOMMITTEE  
CHAIR: KATHY MORGAN  
Appendix G-5

# Lehigh Acres Local Redevelopment Planning Committee

## PROPOSED TRAFFICWAYS



ARTERIAL STREETS

COLLECTOR STREETS

# LEHIGH ACRES



PREPARED BY:

## AIM

ENGINEERING & SURVEYING, INC.

PLAN BY: PLANNING & ZONING SUBCOMMITTEE

CHAIR: KATHY MORGAN

Appendix C-6

**PAM/T 96-19  
BoCC SPONSORED  
EAR ADDENDUM AMENDMENT  
TO THE**

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**LEE COUNTY COMPREHENSIVE PLAN**

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**THE LEE PLAN**

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**BoCC Adoption Document**

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

**June 3, 1998**

**LEE COUNTY  
DIVISION OF PLANNING  
STAFF REPORT FOR  
COMPREHENSIVE PLAN AMENDMENT  
PAM/T 96-19**

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

ORIGINAL STAFF REPORT PREPARATION DATE: October 9, 1997

**PART I - BACKGROUND AND STAFF RECOMMENDATION**

**A. SUMMARY OF APPLICATION**

**1. APPLICANT:**

LEE COUNTY BOARD OF COUNTY COMMISSIONERS  
REPRESENTED BY LEE COUNTY DIVISION OF PLANNING

**2. REQUEST:**

Amend the Lee Plan's Future Land Use Element to implement the Lehigh Acres Commercial Land Use Study (Final Report - May 1996) as follows:

- A. Add Policies 1.7a.1 (the Lehigh Commercial overlay); 1.7a.2 (the Reclaimed Strip overlay); and 1.7a.3 (the Lot Assembly overlay).
- B. Revise Policy 6.1.2 to include references to new Policies 1.7a.1, 1.7a.2, & 1.7a.3.
- C. Revise Map 16, the Commercial Site Location Standards Map, to shade the Lehigh Acres CRA area; to add a fifth note reading "Commercial development within Lehigh Acres is regulated by Policies 1.7a.1, 1.7a.2, and 1.7a.3"; to delete previously identified commercial designations within Lehigh Acres (except the one at S.R. 80 and Joel Boulevard); and to add a half-circle on the southerly half of the future intersection of S.R. 82 and Daniels Parkway.
- D. Revise Map 1, the Future Land Use Map, to reclassify 133 +/- acres in the southerly half of the future S.R. 82/Daniels Parkway intersection from "Density Reduction/Groundwater Resource" to "Central Urban" and "Wetlands."

- E. Revise Map 1, the Future Land Use Map, to incorporate the boundaries of the new overlay zones described in Policies 1.7a.1, 1.7a.2, & 1.7a.3 as illustrated on Figure 12.1 of the Lehigh Acres Commercial Land Use Study (final report dated May 1996).

- F. Revise Map 1, the Future Land Use Map, to expand the northerly boundary of the "Urban Community" category near Joel Boulevard to include the 40 +/- acres of land in the "Lehigh Commercial" category that is now designated "Rural" (all of 02-44-27 would now be "Urban Community").
- G. Revise Map 1, the Future Land Use Map, to reclassify 55 +/- acres of land in Section 30/44/26 being given the "Lehigh Commercial" overlay from "Industrial Development" to "Central Urban."

## **B. BACKGROUND INFORMATION**

In 1994 Lee County expanded its Community Redevelopment Agency to include Lehigh Acres. The purpose was to formulate strategies for the economic, social, and physical redevelopment of Lehigh Acres. Many of these strategies are needed to remedy deficiencies in the original platting pattern, which is creating an unbalanced community dominated by single-family lots. Insufficient land was reserved for retail and office uses; employment centers; public facilities; and future roads.

One of the eight original goals of the CRA program in Lehigh Acres was to "increase commercial zoning to provide for commercial opportunities and a long term economic stability by the development of appropriate zoning and land use relationships." The Lehigh Acres Commercial Land Use Study was commissioned in 1995 to analyze the imbalance of commercial land and recommend community-wide solutions. Its final report was issued in May 1996 and included a broad series of recommendations to retrofit Lehigh Acres with an appropriate balance of land for retail and service uses.

The Lee Plan amendments proposed in PAM/T 96-19 are a direct outcome of that study. Minor modifications have been made to reflect changed conditions since May 1996. These include the deletion of the "Vested Community" category from the Lee Plan's Future Land Use Map and certain changes to the proposed overlay zones as described below. Also, the 2020 transportation amendments have already been placed into the MPO plan and are reflected on the revised future transportation map series in the new Transportation Element.

The LPA reviewed these amendments in May of 1997. The LPA recommended two minor changes to the text portions, both of which have been incorporated into the staff recommendation below. The LPA also recommended four changes to the maps. These changes are described below, with a staff response to each. Attachment A shows the LPA's proposed changes and the final staff recommendation as described below.

LPA map recommendation (a)	“Add to the <u>Lot Assembly</u> overlay the 16 acres in the entire blocks on the north side of Lee Boulevard, from Gunnery Road to the canal east of Douglas Avenue (just east of Trinity Baptist Church).”
Basis for LPA recommendation:	Evidence was submitted that many landowners along the north side of Lee Boulevard supported commercial use on the blocks in question.
Staff response:	Accepted and incorporated into the staff recommendation

LPA map recommendation (b)	“Remove from the <u>Lehigh Commercial</u> overlay 92 acres of land under contract for a residential development just south of 23rd Street SW (on both sides of the future Beth Stacey extension).”
Basis for LPA recommendation:	The current landowner, the Lehigh Corporation, stated they this property was subject to a sales contract for a residential development and they would like the commercial overlay removed.
Staff response:	The Progress Land Company of Minnesota now owns 41 of the 92 acres (having purchased the portion on the west side of the future Beth Stacey extension), and has stated that they have an option to purchase the remainder east of Beth Stacey. They are proposing a residential development around a golf course. Conventional single-family lots would not be permitted within the <u>Lehigh Commercial</u> overlay, although multifamily development would be permitted. Staff recommends that the Lehigh Commercial overlay remain in full on the property east of Beth Stacey, and remain on the property west of Beth Stacey but at a smaller size, with the new boundary following the centerline of a minor collector road in the proposed golf course subdivision (no single-family development is proposed by Progress Land Co. north of this road). This change reduces the original 41 acres of commercial to 31 acres. The combined effect of these changes would be to reduce the full 92 acres of <u>Lehigh Commercial</u> to 82 acres.

LPA map recommendation (c)	“Remove from the <u>Lehigh Commercial</u> overlay 73 acres of land on the west side of Homestead Road across from Veterans Park.”
Basis for LPA recommendation:	The current landowner, the Lehigh Corporation, stated they had now linked two pieces of their property along Homestead Road and no longer wished to pursue commercial development on any of it, preferring residential uses for the entire property.
Staff response:	Staff recommends that the Lehigh Commercial overlay remain on this property, 22 acres of which was rezoned to CPD in 1995 at the owners’ request.

LPA map recommendation (d)	“If recommendations (b) and (c) are approved, the Board of County Commissioners should look for centrally located unplatted land to replace the lost commercial acreage.”
Staff response:	Staff recommends against losing most of the acreage in (b) and (c), but the Board can replace the 10 acres lost under staff recommendation (c) by adding the 10 acres recently rezoned CPD adjoining the Admiral Lehigh Resort (zoning case 96-11-025.03Z 01.01) into the <u>Lehigh Commercial</u> overlay

(See Attachment A to this staff report for maps showing all parcels described above.)

## C. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY

### 1. RECOMMENDATION:

Planning staff recommends that the Lee Plan be amended to approve all amendments requested above, including Future Land Use Map changes as illustrated on Figure 12.1 of the Lehigh Acres Commercial Land Use Study (except as modified by Attachment A to this staff report), and with specific changes to the text of the Lee Plan as follows:

**OBJECTIVE 1.7: SPECIAL TREATMENT AREAS.** Designate on the Future Land Use Map, as overlays, special treatment areas that contain special restrictions or allowances in addition to all of the requirements of their underlying categories. *[no change]*

**POLICY 1.7.1:** The Airport Noise Zones ... *[no change]*

**POLICY 1.7.2:** The Development of Regional Impact overlay ... *[no change]*

**POLICY 1.7.3:** The Urban Reserve overlay ... *[no change]*

**POLICY 1.7.4:** Certain lands are designated as Future Urban Areas because of special needs for the provision of Privately Funded Infrastructure. ... *[no change]*

**POLICY 1.7.5:** The Water-Dependent overlay ... *[no change]*

**POLICY 1.7.6:** The Year 2010 Overlay ... *[no change]*

**POLICY 1.7.7:** The Public Acquisition overlay ... *[no change]*

**POLICY 1.7.8:** The Agricultural overlay ... *[no change]*

**OBJECTIVE 1.7a: LEHIGH ACRES COMMERCIAL USES.** Designate additional overlay zones on the Future Land Use Map to designate potential commercial land uses in Lehigh Acres. The distinction in Policy 6.1.2(7) between the two major types of commercial uses does not apply in Lehigh Acres.

**POLICY 1.7a.1:** Commercial uses are permitted on lands in the Lehigh Commercial overlay in accordance with existing or future zoning. Land in the Lehigh Commercial overlay may also be used for schools, parks, and other public facilities; churches and synagogues; and residential uses that provide housing alternatives to the typical ¼ to ½ acre subdivision lots. Creation of new single-family lots smaller than one acre is not permitted due to the oversupply of standard subdivision lots. If cumulative new residential development takes place on more than 1% of this land per year, Lee County shall take steps to provide additional commercial land in Lehigh Acres to offset the loss.

**POLICY 1.7a.2:** Commercial uses will also be permitted on lots in the Reclaimed Strip overlay facing S.R. 82 once a corridor access management plan is adopted by FDOT governing that portion of S.R. 82. This plan would provide for additional road connections between S.R. 82 and Meadow Road at about 1/8-mile spacing with full access median crossings at about 1/4-mile spacing. All lots would ultimately have access to S.R. 82 via Meadow Road, which would serve as a reverse frontage street. Commercial uses would also be permitted on Reclaimed Strip lots facing Gunnery Road if Lee County adopts a similar plan, with access to all lots being provided via Gretchen Avenue which would serve as the reverse frontage street. Until such plans are in place, lots in the Reclaimed Strip overlay may be used for any of the residential uses permitted in the C-2 zoning district.

**POLICY 1.7a.3:** Because of the shortage of suitable undivided tracts in Lehigh Acres (whose boundaries for the purposes of this plan are shown on Map 16), commercial uses may also be appropriate on certain other lands that might otherwise be used for residential lots.

1. Many such lands are designated with the Lot Assembly overlay. These lands are platted for single-family lots and are under multiple ownerships. Commercial uses on individual lots or small assemblies of lots would generally be intrusive to existing or emerging neighborhoods. However, assemblies of entire blocks would provide suitable commercial parcels. Major lot assemblies could qualify for commercial zoning whether assembled by government action, private sector purchases, cooperative arrangements between individual lot-owners, or similar arrangements.
2. Other tracts or combinations of platted lots in Lehigh Acres may also be considered for commercial rezoning (even if they are outside any of the three overlays) through the normal zoning processes or by requesting a new conventional commercial zoning district that may be created to address Lehigh Acres conditions. Lands suitable for such rezoning would include:
  - a. Tracts that are assembled from vacant lots at the intersection of future collector or arterial roads in sparsely developed areas where there are very limited or no suitable commercial locations in any of the commercial overlays; or
  - b. Tracts that separate existing commercial and residential land uses where some commercial uses may be appropriate if they provide a substantial buffer and reasonably protect the privacy of existing dwellings. Landowners seeking commercial zoning under this subsection should expect a minimal level of commercial uses and/or to provide extra levels of buffering.

Decisions on the suitability of any proposal shall be made by Lee County on a case-by-case basis in order to implement the intent of these regulations.

3. Commercially zoned land not placed within one of these overlays can be developed in accordance with previous regulations, but may be subject to county-initiated rezonings to restrict or eliminate future commercial uses there.

**GOAL 6: COMMERCIAL LAND USES.** To permit orderly and well-planned commercial development at appropriate locations within the county. *[no change]*

**OBJECTIVE 6.1:** All development approvals for commercial land uses must be consistent with the following policies, the general standards under Goal 11 and other provisions of this plan. *[no change]*

**POLICY 6.1.1:** All applications for commercial development shall be reviewed and evaluated as to: *[no change]*

**POLICY 6.1.2:** All commercial development shall be consistent with the location criteria in this policy, except where specifically excepted by this policy or by Policy 6.1.7, or in Lehigh Acres by Policies 1.7a.1 through 1.7a.3.

1. Minor Commercial ... *[no change]*
2. Neighborhood Commercial ... *[no change]*
3. Community Commercial ... *[no change]*
4. Regional Commercial ... *[no change]*
5. Commercial development "at the intersection" ... *[no change]*
6. Any contiguous property under one ownership ... *[no change]*
7. The location standards specified in Subsections 1-4 shall apply to the following commercial developments: shopping centers; free-standing retail or service establishments; restaurants; convenience food stores; automobile dealerships; post offices; gas stations; car washes; and other commercial development generating large volumes of traffic. These location standards shall not apply to the following: banks and savings and loan establishments without drive-in facilities; hotels or motels; marinas; general, medical, or professional offices; industrial, warehouse, or wholesale development; clubs, as defined in Chapter 34 of the Land Development Code (commercial clubs excepted); and other similar development. The distinction in this subsection between these two major types of commercial uses does not apply in Lehigh Acres, where commercial uses are permitted in accordance with Policies 1.7a.1 through 1.7a.3.
8. The standards specified in Subsections 1-4 for location and site area ... *[no change]*
9. The location standards in this policy are not applicable in the Interchange land use category, or in Lehigh Acres where commercial uses are permitted in accordance with Policies 1.7a.1 through 1.7a.3.
10. The Board of County Commissioners may approve applications for minor commercial centers ... *[no change]*

11. Uses that must comply with Subsections 1-4 may occur at the outside of a T-intersection  
... *[no change]*
12. Map 19 illustrates the existing Lee County intersections that are deemed to be consistent with the standards in subsections 2 and 3. Neighborhood and community commercial centers must be located at one of the designated intersections, at another intersection determined to be consistent with the definition of "arterial" and "collector" road in Rule 9J-5.003, or in accordance with one of the exceptions under Goal 6, or in Lehigh Acres in accordance with Policies 1.7a.1 through 1.7a.3.

The map shows some intersections with half-circles and others with full circles. Half circles indicate that only the two intersection quadrants shown on the map are deemed to be consistent with the standards. All of the quadrants of intersections designated with full circles are deemed to be consistent with the standards. Proposed neighborhood and community commercial centers that are located at the designated intersections are subject to all of the other Goals, Objectives and Policies of this Plan.

Functional classifications of new or improved streets shall be established in accordance with the definitions of "arterial" and "collector" roads in Rule 9J-5.003. The map shall be revised annually during the county's regular plan amendment cycle.

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

The data and analysis for these amendments are provided in the Lehigh Acres Commercial Land Use Study (Final Report - May 1996) as amended herein. Planning staff recommends acceptance of the findings contained in that study.

## **PART II - STAFF ANALYSIS**

### **A. STAFF DISCUSSION AND CONCLUSIONS:**

The imbalance of land uses in Lehigh Acres will be profound if actions aren't taken to remedy the clearly identified deficiencies. The amendments proposed here are important first steps toward informing the community of the pending imbalance, encouraging landowners to reserve appropriate locations for future commercial centers, and avoiding the creation of additional single-family subdivision lots at those locations.

Only 2% of the land in Lehigh Acres currently has commercial zoning, far less than the typical 5% commercial allocation for an entire community. Even if all of this zoned land were actually available and usable for commercial development, it would provide only enough space for about 38% of the build-out population of Lehigh Acres. An even greater problem, though, is that much of the remaining commercially zoned land suffers from serious flaws. Two of these flaws are:

- Premature platting of excellent commercial sites into single-family lots, which were sold off to individual buyers, many with deed restrictions against commercial uses.

- Provision of commercial land as shallow commercial strips, sold off into individual parcels in the same manner as single-family lots.

The specific plan amendments proposed at this time were developed through a series of priorities established early in the Commercial Land Use Study (following an evaluation of the magnitude of the shortfall of commercial land). These priorities take advantage of the simplest solutions first, such as modifying regulations, and then progressing to the more complex solutions as far as needed to provide a reasonable balance of commercial land:

— *Priority #1: Modify Unneeded Regulatory Constraints*

Today's Lee Plan standards for commercial growth are the same in Lehigh Acres as throughout Lee County. Given the pre-platted situation in Lehigh Acres, the current standards are needlessly restrictive. Regulations are easier to change than fragmented ownership, unsuitable soils, or an inadequate road network.

— *Priority #2: Give Priority to Parcels Under Unified Ownership*

Any remaining unplatted tracts, or platted tracts whose lots have never been sold off, must be recognized as valuable resources. These tracts can provide a relatively simple means of retrofitting Lehigh Acres for its shortage of commercial land (as well as for future schools, parks, and multifamily housing).

— *Priority #3: Reconfigure Existing Commercial Strips*

Some of the existing commercial strips are of little real value, but others are in prime locations for actual commercial uses. Many have lots that are deep enough for at least some commercial uses. Positive attributes for commercial strips include: near an existing or future major intersection; lot depths of 175 feet or more; and ownership that is not fragmented. At the best locations, the strips can be deepened further to provide shopping center sites.

— *Priority #4: Enable Neighborhood-Scale Commercial Uses*

A small-scale commercial alternative could be officially sanctioned in county regulations to allow limited commercial uses in neighborhoods throughout Lehigh Acres. This could be done through a Lee Plan policy followed by either a special zoning district or a redevelopment overlay district.

— *Priority #5: Fill Remaining Gaps Through Lot Assembly*

After experimenting with the higher priorities above, and after taking into account the usefulness of the off-site options (e.g., Daniels, Commerce Lakes, Colonial intersections with S.R. 82), some gaps may still remain where there are insufficient commercial alternatives. To fill these gaps, the difficult task of lot assembly may be required. Private land assembly should be encouraged, and the very best remaining locations should be considered for governmental assembly. The use of the CRA's powers of eminent domain would be required in most cases, and acquisition costs may be high. Alternative cooperative arrangements should be considered prior to the use of eminent domain, such as voluntary purchases, lot swaps, or development agreements with existing owners or participating developers.

Additional steps will be required to remedy other land-use deficiencies in Lehigh Acres. The first phase of the Commercial Land Use Study was directed primarily at retail and service deficiencies. A second phase of planning is now underway to identify additional land in and near Lehigh Acres that could be made available for employment centers for the future population (which could exceed 300,000 people). Recommendations from that study will be presented later and will include Lee Plan amendments as appropriate.

**B. STAFF RECOMMENDATION**

Planning staff recommends that the Lee Plan be amended to approve all amendments as detailed above and as shown as staff recommendations on Attachment A.

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

DATE OF PUBLIC HEARING: May 6, 1997

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

##### **1. RECOMMENDATIONS:**

- (a) Add to the Lot Assembly overlay the 16 acres in the entire blocks on the north side of Lee Boulevard, from Gunnery Road to the canal east of Douglas Avenue (just east of Trinity Baptist Church).
- (b) Remove from the Lehigh Commercial overlay 92 acres of land under contract for a residential development just south of 23rd Street SW (on both sides of Beth Stacey).
- (c) Remove from the Lehigh Commercial overlay 73 acres of land on the west side of Homestead Road across from Veterans Park.
- (d) If recommendations (b.) and (c.) are approved, the Board of County Commissioners should look for centrally located unplatted land to replace the lost commercial acreage.
- (e) Place the three new overlay policies under a new objective.
- (f) Modify policy 1.7a.3 to make clear that it could apply to a landowner who had not assembled lots.

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

- (a) Evidence was submitted that many landowners along the north side of Lee Boulevard supported commercial use on the blocks in question.
- (b) The current landowner, the Lehigh Corporation, stated they this property was subject to a sales contract for a residential development and they would like the commercial overlay removed.
- (c) he current landowner, the Lehigh Corporation, stated they had now linked two pieces of their property along Homestead Road and no longer wished to pursue commercial development on any of it, preferring a residential use for the entire property.
- (d) The LPA wished to retain the amount of commercially designated land by replacing the land lost through recommendations (b.) and (c.).
- (e) Adding a new objective over the three overlay policies would increase clarity.
- (f) Policy 1.7a.3 wasn't sufficiently clear that it could be used for parcels that did not require lot assembly.

**B. VOTE:**

<b>CARRON DAY</b>	<b>ABSENT</b>
<b>RICHARD DURLING</b>	<b>ABSENT</b>
<b>EARL HAMILTON</b>	<b>AYE</b>
<b>RONALD INGE</b>	<b>AYE</b>
<b>BILL SPIKOWSKI</b>	<b>ABSTAINED</b>
<b>GREG STUART</b>	<b>AYE</b>
<b>MATT UHLE</b>	<b>AYE</b>

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

**DATE OF TRANSMITTAL HEARING:** November 5, 1997

**A. BOARD REVIEW AND FINDINGS OF FACT SUMMARY:**

**1. BOARD ACTION:**

- (a) Accepted the LPA and staff recommendation to add to the *Lot Assembly* overlay the 16 acres in the entire blocks on the north side of Lee Boulevard, from Gunnery Road to the canal east of Douglas Avenue (just east of Trinity Baptist Church).
- (b) Altered the LPA's recommendation to remove from the *Lehigh Commercial* overlay 92 acres of land under contract for a residential development just south of 23rd Street SW (on both sides of Beth Stacey); in its place, the prohibition on single-family development will be eliminated for this property (see new footnote below to be placed under Policy 1.7a.1).
- (c) Altered the LPA's recommendation to remove from the *Lehigh Commercial* overlay 73 acres of land on the west side of Homestead Road across from Veterans Park; in its place, the prohibition on single-family development will be eliminated for this property (see new footnote below to be placed under Policy 1.7a.1).
- (d) Took no action on the LPA and staff recommendation concerning finding centrally located unplatted land to replace the lost commercial acreage from LPA recommendations (b) and (c).
- (e) Accepted the LPA and staff recommendation to place the three new overlay policies under a new objective (with language as shown in the staff report).
- (f) Accepted the LPA and staff recommendation to modify policy 1.7a.3 to make clear that it could apply to a landowner who had not assembled lots (with language as shown in the staff report).
- (g) Took no action on a request by Barry Gionfriddo to allow commercial development on eight more lots in the southeast quadrant of Lee Boulevard and Gunnery Road; this matter and other adjustments will be considered at the final adoption hearing.

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

- (a) Evidence was submitted that many landowners along the north side of Lee Boulevard supported commercial use on the blocks in question.
- (b) The Lehigh Corporation stated they have sold part of this property for a golf-course residential development but they still hold the mortgage; they requested the removal of the commercial overlay. The new owner, Progress Land Company, also requested the removal of the commercial overlay.

The Board chose an alternate method of allowing single-family development that keeps this land in the *Lehigh Commercial* overlay (see new footnote below to be placed under Policy 1.7a.1).

- (c) The current landowner, the Lehigh Corporation, stated they had now linked two pieces of their property along Homestead Road and no longer wished to pursue commercial development on any of it, preferring a residential use for the entire property; they requested the removal of the commercial overlay. The Board chose an alternate method of allowing single-family development that keeps this land in the *Lehigh Commercial* overlay (see new footnote below to be placed under Policy 1.7a.1).
- (d) The Board made no findings in response to this request.
- (e) The Board concurred that adding a new objective over the three overlay policies would increase clarity.
- (f) The Board concurred that Policy 1.7a.3 hadn't been sufficiently clear that it could be used for parcels that did not require lot assembly.
- (g) The Board will make a decision on the request by Barry Gionfriddo at the final adoption hearing.

#### **B. BOARD REVISIONS TO POLICY 1.7a.1:**

**POLICY 1.7a.1:** Commercial uses are permitted on lands in the *Lehigh Commercial* overlay in accordance with existing or future zoning. Land in the *Lehigh Commercial* overlay may also be used for schools, parks, and other public facilities; churches and synagogues; and residential uses that provide housing alternatives to the typical ¼ to ½ acre subdivision lots. Creation of new single-family lots smaller than one acre is not permitted due to the oversupply of standard subdivision lots.<sup>1</sup> If cumulative new residential development takes place on more than 1% of this land per year, Lee County shall take steps to provide additional commercial land in Lehigh Acres to offset the loss.

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<sup>1</sup>The prohibition on single-family development does not apply in the following portions of the Lehigh Commercial overlay: (1) that portion of Section 6, Township 45S, Range 27E lying south of 23<sup>rd</sup> Street Southwest and its easterly extension beyond Beth Stacey Boulevard, containing about 92 acres; and (2) those portions of Section 5, Township 45S, Range 27E described as follows: (a) that part of the southwest quarter of the northeast quarter lying southwest of Homestead Road, containing 22.12 acres, and (b) the west 364 feet of the north half of the southeast quarter, containing 11.00 acres, and (c) the southwest quarter of the southeast quarter less the south 175 feet of the east 125 feet, containing 39.50 acres.

**C. BOARD VOTE:**

<b>JOHN ALBION</b>	<b>AYE</b>
<b>ANDREW COY</b>	<b>AYE</b>
<b>RAY JUDAH</b>	<b>NAY</b>
<b>JOHN MANNING</b>	<b>AYE</b>
<b>DOUG ST. CERNY</b>	<b>AYE</b>

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

DATE OF ORC REPORT: February 5, 1998

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

**5. Amendment PAM/T 96-19: (Lehigh Acres):** This is proposal to amend the plan to include additional objectives and policies for the location of commercial uses in the Lehigh Acres. The amendment will also reclassify 133 acres in the southerly half of the future S.R. 82/Daniels parkway intersection from Density Reduction/Groundwater Recharge to Central Urban. The Department strongly supports the planning effort to better balance land use allocations in Lehigh Acres. However, allowable commercial uses are not properly defined.

**Objection:** Proposed Policy 1.7a.1 states that "commercial uses are permitted on land in Lehigh commercial overlay in accordance with existing or future zoning". This policy is inadequate because it defers to the land development regulations the identification of allowable commercial uses within the Lehigh Commercial Overlay instead specifying them in the plan. Also, Policy 1.7a.3 defers to the zoning code certain provisions. In addition, these policies do not establish the intensity of commercial use (e.g., in the form of floor area ratio) to be allowed in the Commercial Overlay. Rule 9J-5.003(95), 9J-5.005(6) and 9J-5.006(3)(c)1., 7., F.A.C.

**Recommendation:** Revise these policies to delete deference to the land development regulations and specify, in the plan, the allowable commercial uses in the Lehigh Commercial Overlay.

Establish in the policy the intensity of commercial use to be allowed pursuant to the Commercial Overlay.

**B. STAFF RECOMMENDATION**

Revise the element as necessary to address the objections and adopt the amendment as revised (see section D. below for specific recommendation).

**C. STAFF RESPONSE TO ORC REPORT**

There is nothing improper about deferring certain detailed matters to the land development regulations; in fact, it is a fundamental premise of state law that land development regulations will be used to implement comprehensive plans. Lee County should not specify all allowable commercial uses for every parcel in the comprehensive plan, because the zoning process is designed to distinguish between parcels suitable for a 400,000-square-foot power center at a major intersection or for only a quiet shop in a residential neighborhood. This plan would be doomed to failure if it attempted to make all such distinctions for every commercial parcel in Lehigh Acres. Further, the county is reluctant to limit commercial floor areas across the board when the fundamental objective of this amendment is to make the best possible use of very limited commercial lands in Lehigh Acres.

However, in the interest of resolving these matters, staff recommends the following changes:

- Modify Policy 1.7a.1 to clarify that commercial zoning must be in accordance with this comprehensive plan.
- Modify Policy 1.7a.1 to indicate that if average floor-area ratios exceed a figure established in the plan, then a re-examination of the land-use allocations would be triggered to avoid over-designating commercial land.

In addition, staff recommends an additional change in Policy 1.7a.2 which governs the existing (but now vacant) commercial strips along S.R. 82 and Gunnery Road. The current language says commercial uses will be allowed "once a corridor access management plan is adopted by FDOT." Although staff stands behind this concept, no progress has been made to date by FDOT or others to complete such a corridor plan (which would identify the new access points between the arterial and the rear access road). To avoid a situation where lack of action by others could preclude any reasonable use of land, staff recommends modifying Policy 1.7a.2 to maintain the previous allowances for commercial development in these areas on an interim basis, and allowing commercial uses on the remainder of these lots once corridor access management plans are completed.

#### **D. STAFF RECOMMENDATION - REVISED LANGUAGE**

Revise new Policies 1.7a.1, 2, and 3 using the following language, adopting these policies and all other map and text changes as they were transmitted to DCA in November 1997:

**POLICY 1.7a.1:** Commercial uses are permitted on lands in the *Lehigh Commercial* overlay once commercial zoning has been approved in accordance with this plan existing or future zoning. Land in the *Lehigh Commercial* overlay may also be used for schools, parks, and other public facilities; churches and synagogues; and residential uses that provide housing alternatives to the typical ¼ to ½ acre subdivision lots. Creation of new single-family lots smaller than one acre is not permitted due to the oversupply of standard subdivision lots.<sup>1</sup> If cumulative new residential development takes place on more than 1% of this land per year, Lee County shall take steps to provide additional commercial land in Lehigh Acres to offset the loss. Lee County shall take steps to reduce any emerging surplus of commercial land in Lehigh Acres if cumulative new commercial development exceeds an average floor-area ratio of 1.0 (the ratio of interior floor space to total lot area).

**POLICY 1.7a.2:** Commercial uses will also be permitted on all lots in the *Reclaimed Strip* overlay facing S.R. 82 once a corridor access management plan is adopted by FDOT governing that portion of S.R. 82. This plan would provide for additional road connections between S.R. 82 and Meadow Road at about 1/8-mile spacing with full access median crossings at about 1/4-mile spacing. All lots would ultimately have access to S.R. 82 via Meadow Road, which would serve as a reverse frontage street. Commercial uses would also be permitted on all *Reclaimed Strip* lots facing Gunnery Road if Lee County adopts a similar plan, with access to all lots being provided via Gretchen Avenue which would serve as the reverse frontage street. Until such plans are

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<sup>1</sup>The prohibition on single-family development does not apply in the following portions of the *Lehigh Commercial* overlay: (1) that portion of Section 6, Township 45S, Range 27E lying south of 23<sup>rd</sup> Street Southwest and its easterly extension beyond Beth Stacey Boulevard, containing about 92 acres; and (2) those portions of Section 5, Township 45S, Range 27E described as follows: (a) that part of the southwest quarter of the northeast quarter lying southwest of Homestead Road, containing 22.12 acres, and (b) the west 364 feet of the north half of the southeast quarter, containing 11.00 acres, and (c) the southwest quarter of the southeast quarter less the south 175 feet of the east 125 feet, containing 39.50 acres.

in place, those lots in the *Reclaimed Strip* overlay that do not qualify for commercial development under the location standards of Policy 6.1.2 may be used only for ~~any~~ of the residential uses permitted in the C-2 zoning district.

POLICY 1.7a.3: Because of the shortage of suitable undivided tracts in Lehigh Acres (whose boundaries for the purposes of this plan are shown on Map 16), commercial uses may also be appropriate on certain other lands that might otherwise be used for residential lots.

1. Many such lands are designated with the *Lot Assembly* overlay. These lands are platted for single-family lots and are under multiple ownerships. Commercial uses on individual lots or small assemblies of lots would generally be intrusive to existing or emerging neighborhoods. However, assemblies of entire blocks would provide suitable commercial parcels. Major lot assemblies could qualify for commercial zoning whether assembled by government action, private sector purchases, cooperative arrangements between individual lot-owners, or similar arrangements.
2. Other tracts or combinations of platted lots in Lehigh Acres may also be considered for commercial rezoning (even if they are outside any of the three overlays) through the normal zoning processes or by requesting a new conventional commercial zoning district that may be created to address Lehigh Acres conditions. Lands suitable for such rezoning would include:
  - a. Tracts that are assembled from vacant lots at the intersection of future collector or arterial roads in sparsely developed areas where there are very limited or no suitable commercial locations in any of the commercial overlays; or
  - b. Tracts that separate existing commercial and residential land uses where some commercial uses may be appropriate if they provide a substantial buffer and reasonably protect the privacy of existing dwellings. Landowners seeking commercial zoning under this subsection should expect a minimal level of commercial uses and/or to provide extra levels of buffering.Decisions on the suitability of any proposal shall be made by Lee County on a case-by-case basis in order to implement the intent of these regulations.
3. Commercially zoned land not placed within one of these overlays can be developed in accordance with previous regulations, but may be subject to county-initiated rezonings to restrict or eliminate future commercial uses there.

At the transmittal hearing on November 5, 1997, the Board deferred action on a landowner's request for an additional change to the new Future Land Use Map. Mr. Barry Gionfriddo had appeared and requested commercial development on eight more lots in the southeast quadrant of Lee Boulevard and Gunnery Road (Lots 4-7 and 21-24 of Block 71). These lots are directly east of four lots at this corner that were recently rezoned from RS-1 to CPD for a convenience store (case #97-08-230.02Z 01.01). Staff has no objection to the inclusion of these eight additional lots into the "Lot Assembly" overlay provided that Lot 3 is also included (see map below).

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

DATE OF ADOPTION HEARING: May 27, 1998

**A. BOARD REVIEW:** One member of the Board questioned a rezoning of ten acres of land near the Admiral Lehigh Resort from residential to commercial, which the board approved, and now the resort is coming back wanting to remove lands that are in the commercial overlay. This member also stated that he does not believe the amendment was fully discussed and voted on by the Lehigh Acres CRA. The consultant responded that the ten acres rezoned near the resort was requested by the resort, not by the Lehigh Corporation. They are now separate operations. The consultant concluded on this topic by stating that "You are correct that the Lehigh Corporation at the previous hearing did request allowance to have residential or commercial on two of their large parcels and the board accepted that, so we weren't reopening that issue today. The consultant added that last Wednesday night the Lehigh Acres CRA committee held a special meeting which purpose was to review the overlay; and they did vote to endorse the direction the commission is going. The consultant stated that there are two issues that the Board needs to address specifically. One is a request held over from the previous transmittal hearing, where Barry Gionfriddo requested seven additional lots into the lot assembly overlay. The other issue is contained in a letter from John Morgan asking that two additional parcels be included in the commercial overlay, one on Beth Stacy near the Kennilworth subdivision, about a 6.9 acre parcel, another on Bell Boulevard. The consultant stated that the Morgan parcels had been reviewed and that they were not recommended for inclusion in the overlay. The Chairman asked if this is a recent request. The consultant stated "this past Thursday." The Board expressed concern that these last parcels should "go through the process" and not be added "at the last minute." One commissioner suggested that Mr. Morgan should go through the fall regular amendment cycle. This item was approved on the administrative agenda.

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

- 1. BOARD ACTION:** The Board voted to adopt this amendment as recommended by staff including the addition of eight additional lots into the "Lot Assembly" overlay (Lots 3-7 and 21-24 of Block 71, southeast quadrant of Lee Boulevard and Gunnery Road).
- 2. BASIS AND RECOMMENDED FINDINGS OF FACT:** The Board accepted the findings of fact as advanced by staff.

**C. VOTE:**

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

IN THE CIRCUIT COURT OF THE  
TWENTIETH JUDICIAL CIRCUIT, IN  
AND FOR LEE COUNTY, FLORIDA

LEHIGH CORPORATION,

Plaintiff,

vs.

LEE COUNTY, a political subdivision  
of the State of Florida,

Defendant.

Case No. 85-5843 CA-EOF

**STIPULATION AND SETTLEMENT AGREEMENT**

Plaintiff, Lehigh Corporation ("Lehigh"), and Defendant, Lee County, hereby enter into this Stipulation and Settlement Agreement in the above-referenced cause and in support thereof state:

WHEREAS, Lehigh is a corporation organized and existing under the laws of the State of Florida and the owner and developer of the planned community of Lehigh Acres, which is located in unincorporated Lee County, Florida; and

WHEREAS, Lee County is the local government with jurisdiction over Lehigh Acres; and

WHEREAS, the East County Water Control District oversees surface water management of Lehigh Acres, Lehigh Acres Utilities, Inc. provides water and sewer services to Lehigh Acres, Lehigh Acres Fire District provides fire protection and inspection services for Lehigh Acres, and various lighting districts provide street lights in portions of Lehigh Acres; and

WHEREAS, on November 16, 1984, the Lee County Board of County Commissioners adopted, pursuant to the requirements of Section 163.3161, et. seq., Florida Statutes (1983), the Lee County Comprehensive Land Use Plan ("Lee Plan") as Lee County Ordinance No. 84-28; and

WHEREAS, the Lee Plan provides that all development and all actions taken in regard to development must be consistent with the Lee Plan unless a landowner or developer has previously obtained vested rights to develop his lands; and

WHEREAS, pursuant to the Lee Plan, Lehigh timely filed an application for administrative interpretation of vested rights, claiming that it had vested rights to develop the remaining undeveloped parts of Lehigh Acres in accordance with its Master Land Use Plan Map; and

WHEREAS, by Administrative Interpretation of Vested Rights dated August 19, 1985, the Administrative Designee of Lee County determined that Lehigh had a vested right to develop all of those portions of Lehigh Acres for which a plat had been prepared

by Lehigh and approved and recorded by Lee County. The administrative designee further concluded, however, that all remaining undeveloped and unplatted lands in Lehigh Acres were not vested under the Lee Plan; and <sup>of</sup>

WHEREAS, Lehigh timely requested an appeal of the Administrative Designee's Administrative Interpretation of Vested Rights to the Lee County Board of County Commissioners; and

WHEREAS, the Lee County Board of County Commissioners, by a 2-2 tie voice vote denied Lehigh's Administrative Appeal on October 2, 1985; and

WHEREAS, on October 31, 1985, Lehigh filed the subject action for a declaratory judgment for a declaration of its rights under the Lee Plan so that it would have judicially determined whether it has vested rights to develop the remaining unplatted and undeveloped portions of Lehigh Acres; and

WHEREAS, Lehigh and Lee County desire to amicably resolve this dispute without the need for further legal proceedings; and

WHEREAS, Lehigh and Lee County hereby ratify and affirm that the settlement of this suit is in the public interest and in the interests of the parties hereto.

WHEREFORE, in light of the foregoing declarations, Lehigh and Lee County hereby agree and stipulate as follows:

1. The lands within Lehigh Acres which are the subject of this Stipulation and Settlement Agreement are approximately described as follows:

- (1) NE $\frac{1}{4}$  of NE $\frac{1}{4}$  of NE $\frac{1}{4}$  of Sec. 25, Township 43S, Range 26E.
- (2) SE $\frac{1}{4}$  of NE $\frac{1}{4}$  of NE $\frac{1}{4}$  of Sec. 25, Township 43S, Range 26E.
- (3) NE $\frac{1}{4}$  of SE $\frac{1}{4}$  of NE $\frac{1}{4}$  of Sec. 25, Township 43S, Range 26E.
- (4) W $\frac{1}{2}$  of SE $\frac{1}{4}$  of SW $\frac{1}{4}$  S. of Calcoosahatchee River, Sec. 19, Township 43S, Range 27E.
- (5) All of the NW $\frac{1}{4}$  lying N. of S.R. 80 of Sec. 30, Township 43S, Range 27E.
- (6) All of the NW $\frac{1}{4}$  of NE $\frac{1}{4}$ , lying N. of S.R. 80 of Sec. 30, Township 43S, Range 27E.
- (7) All of Sec. 30, Township 43S, Range 27E, lying S. of S.R. 80, less out parcels.
- (8) W $\frac{1}{2}$  of Sec. 31, Township 43S, Range 27E.
- (9) W $\frac{1}{2}$  of SE $\frac{1}{4}$  of Sec. 31, Township 43S, Range 27E.
- (10) SE $\frac{1}{4}$  of SE $\frac{1}{4}$  of Sec. 31, Township 43S, Range 27E.
- (11) SW $\frac{1}{4}$  of NE $\frac{1}{4}$  of Sec. 31, Township 43S, Range 27E.
- (12) SW $\frac{1}{4}$  of NW $\frac{1}{4}$  of NE $\frac{1}{4}$  Sec. 31, Township 43S, Range 27E.
- (13) NE $\frac{1}{4}$  of NE $\frac{1}{4}$  of NE $\frac{1}{4}$  Sec. 31, Township 43S, Range 27E.
- (14) S $\frac{1}{2}$  of NE $\frac{1}{4}$  of Sec. 36, Township 43S, Range 27E.

- (15) NE $\frac{1}{4}$  of NE $\frac{1}{4}$  of Sec. 36, Township 43S, Range 27E.
- (16) All of Sec. 10, Township 44S, Range 27E.
- (17) All of Sec. 30, Township 44S, Range 27E, lying N. of Able Canal, less County Park.
- (18) Northerly part of W $\frac{1}{2}$ , S. of Able Canal of Sec. 30, Township 44S, Range 27E.
- (19) W $\frac{1}{2}$  of NE $\frac{1}{4}$  of Sec. 5, Township 45S, Range 27E.
- (20) SE $\frac{1}{4}$  of SW $\frac{1}{4}$  of Sec. 5, Township 45S, Range 27E.
- (21) SW $\frac{1}{4}$  of SE $\frac{1}{4}$  of Sec. 5, Township 45S, Range 27E.
- (22) S $\frac{1}{2}$  of SW $\frac{1}{4}$  of Sec. 4, Township 45S, Range 27E.
- (23) SW $\frac{1}{4}$  of SE $\frac{1}{4}$  of Sec. 4, Township 45S, Range 27E.
- (24) W $\frac{1}{2}$  of NE $\frac{1}{4}$  of Sec. 9, Township 45S, Range 27E.
- (25) W $\frac{1}{2}$  of SE $\frac{1}{4}$  less the W. 125' of Sec. 15, Township 45S, Range 27E.
- (26) Block "B" of Lehigh Park, Secs. 21 & 22, Township 44S, Range 26E.
- (27) Block "A" of Lehigh Park, Sec. 23, Township 44S, Range 26E.
- (28) Block 20 of Lehigh Park, Sec. 23, Township 44S, Range 26E.
- (29) W $\frac{1}{2}$  of SE $\frac{1}{4}$ , East of Beth Stacey Blvd., of Sec. 6, Township 45S, Range 27E.
- (30) S $\frac{1}{2}$  of N $\frac{1}{2}$  of NW $\frac{1}{4}$  of NE $\frac{1}{4}$  of Sec. 6, Township 45S, Range 27E.
- (31) N $\frac{1}{2}$  of S $\frac{1}{2}$  of NW $\frac{1}{4}$  of NE $\frac{1}{4}$  of Sec. 6, Township 45S, Range 27E.
- (32) N $\frac{1}{2}$  of NE $\frac{1}{4}$  of SW $\frac{1}{4}$  of NE $\frac{1}{4}$  of Sec. 6, Township 45S, Range 27E.
- (33) S $\frac{1}{2}$  of NW $\frac{1}{4}$  of SW $\frac{1}{4}$  of NE $\frac{1}{4}$  of Sec. 6, Township 45S, Range 27E.
- (34) S $\frac{1}{2}$  of SW $\frac{1}{4}$  of NE $\frac{1}{4}$  of Sec. 6, Township 45S, Range 27E.
- (35) N $\frac{1}{2}$  of NE $\frac{1}{4}$  of NE $\frac{1}{4}$  of SE $\frac{1}{4}$  of Sec. 4, Township 45S, Range 27E.
- (36) W $\frac{1}{2}$  of SW $\frac{1}{4}$  of NW $\frac{1}{4}$  of Sec. 3, Township 45S, Range 27E.
- (37) NE $\frac{1}{4}$  of SW $\frac{1}{4}$  of NW $\frac{1}{4}$  of Sec. 3, Township 45S, Range 27E.
- (38) S $\frac{1}{2}$  of NW $\frac{1}{4}$  of NW $\frac{1}{4}$  of Sec. 3, Township 45S, Range 27E.
- (39) Blocks 5 & 6 of Carlton Park, Sec. 32, Township 44S, Range 27E.
- (40) Blocks 10, 11, 12, 16 & 17 of Carlton Park, Sec. 33, Township 44S, Range 27E.
- (41) Blocks 1 & 2, of Country Club Estates, Sec. 34, Township 44S, Range 27E.
- (42) All of the undeveloped portions of Blocks 1, 2, 3, 4, 5, 8, 9, 10 and 11 of the unrecorded plat of Sunshine Shopping Plaza, Section 31, Township 44S, Range 27E.

- (43) All of the undeveloped portions of Section 34, Township 44S, Range 27E lying NW of Joel Boulevard.
- (44) The westerly half of Block 27A, Country Club Estates, Section 34, Township 44S, Range 27E.
- (45) The undeveloped portion of Block 19, Country Club Estates, Section 34, Township 44S, Range 27E.
- (46) The vacated portion of Blocks 25, 26 and 27, Country Club Estates, Section 34, Township 44S, Range 27E.
- (47) That vacated portion of Sections 32 and 33, Township 44S, Range 26E, for the condo Beau Rivage.
- (48) That vacated portion of Blocks 4 and 5, Unit 1, Lehigh Estates, Section 30, Township 44S, Range 26E.
- (49) The Easterly portion of Block 7, Unit 1, Lehigh Estates, Section 30, Township 44S, Range 26E.

A map depicting these approximate areas, which are indicated by number in yellow on the map, is attached hereto and incorporated herein as Exhibit A.

2. The intent of this Agreement is to provide Lehigh with urban densities and intensities of use for development that will be independent of Lee County subsidized infrastructure for the lands which are the subject of this Agreement.

3. Lee County, therefore, affirms and ratifies that Lehigh will be allowed densities and intensities of use, commensurate with its existing development in Lehigh Acres, for the lands which are the subject of this Agreement. Lee County further affirms and ratifies that these densities and intensities of use are consistent with and vested under the Lee Plan and any subsequent plans adopted pursuant to Chapter 163, Florida Statutes. Lehigh agrees that all such new development, however, will be independent of Lee County subsidized infrastructure (i.e., streets and roads, potable water, sewer, and storm water facilities).

4. The costs for providing such essential infrastructure shall be borne as follows:

(a) Lehigh shall provide the streets and roads for the subject lands and construct these streets and roads in accordance with the Lee County regulations in force at the time plats for said lands are approved by Lee County. Such streets and roads shall be accepted by Lee County in accordance with the provisions of the subdivision platting assurance agreement between Lee County and Lehigh;

(b) Lehigh Utilities, Inc. shall provide water and sewer services in accordance with provisions and terms of Lehigh's agreement with the Lee County Health Department dated April 8, 1970, as affirmed January 20, 1983, and as further reaffirmed January 27, 1987, the contents of which are attached hereto and incorporated herein as Composite Exhibit B;

(c) Stormwater facilities shall be constructed by Lehigh in conformance with the overall drainage plans of the East County Water Control District.

5. Lee County agrees that it will grant plat approval and development orders for said lands on the condition that all essential infrastructure set forth in the preceding paragraph has been or will be provided in accordance with this Agreement and Composite Exhibit B.

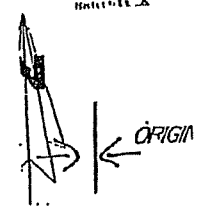
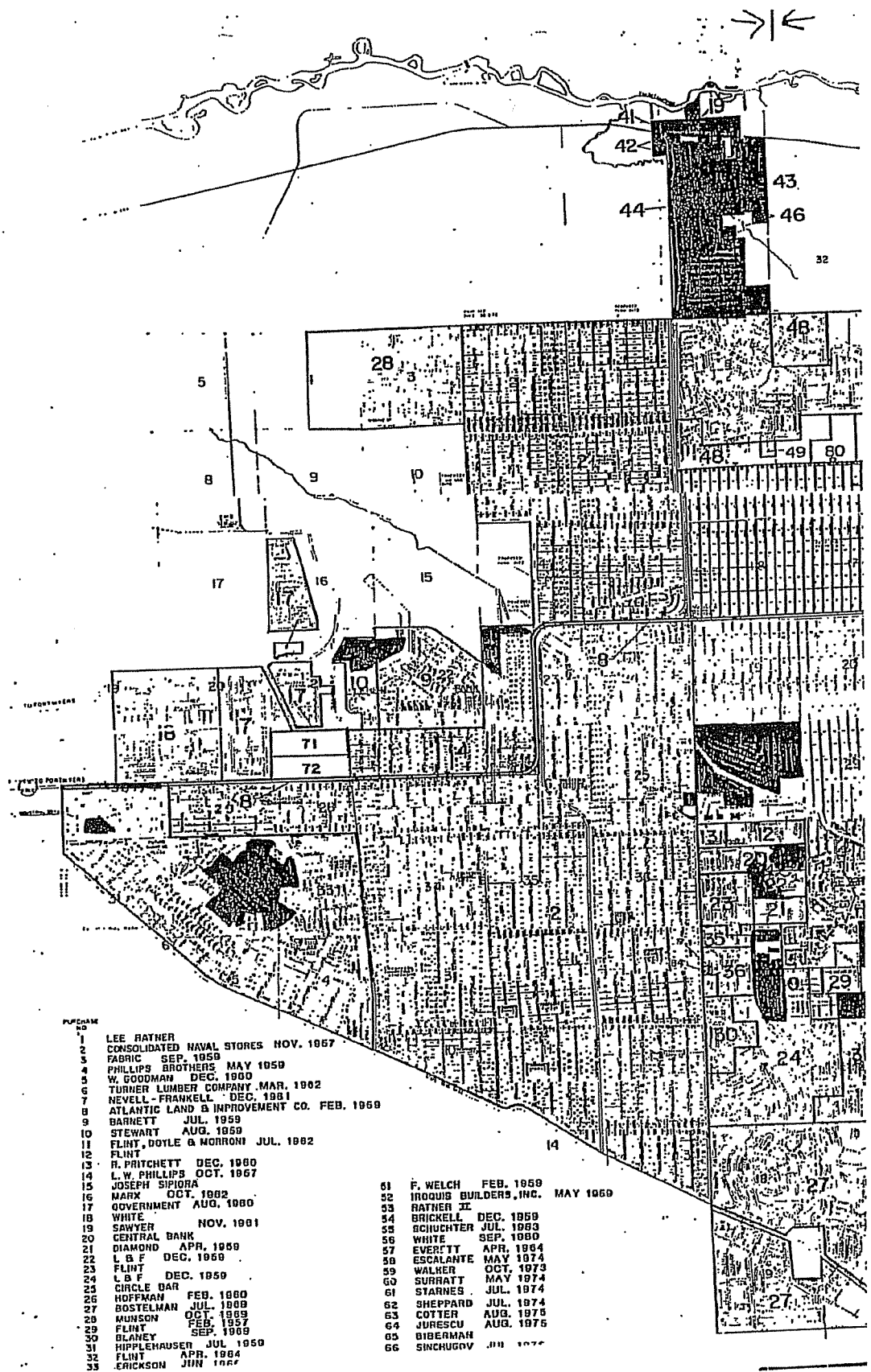
6. The parties further agree that the principles, rights, duties, and responsibilities set forth herein shall be incorporated into any subsequent comprehensive plan adopted by Lee County pursuant to Chapter 163, Florida Statutes.

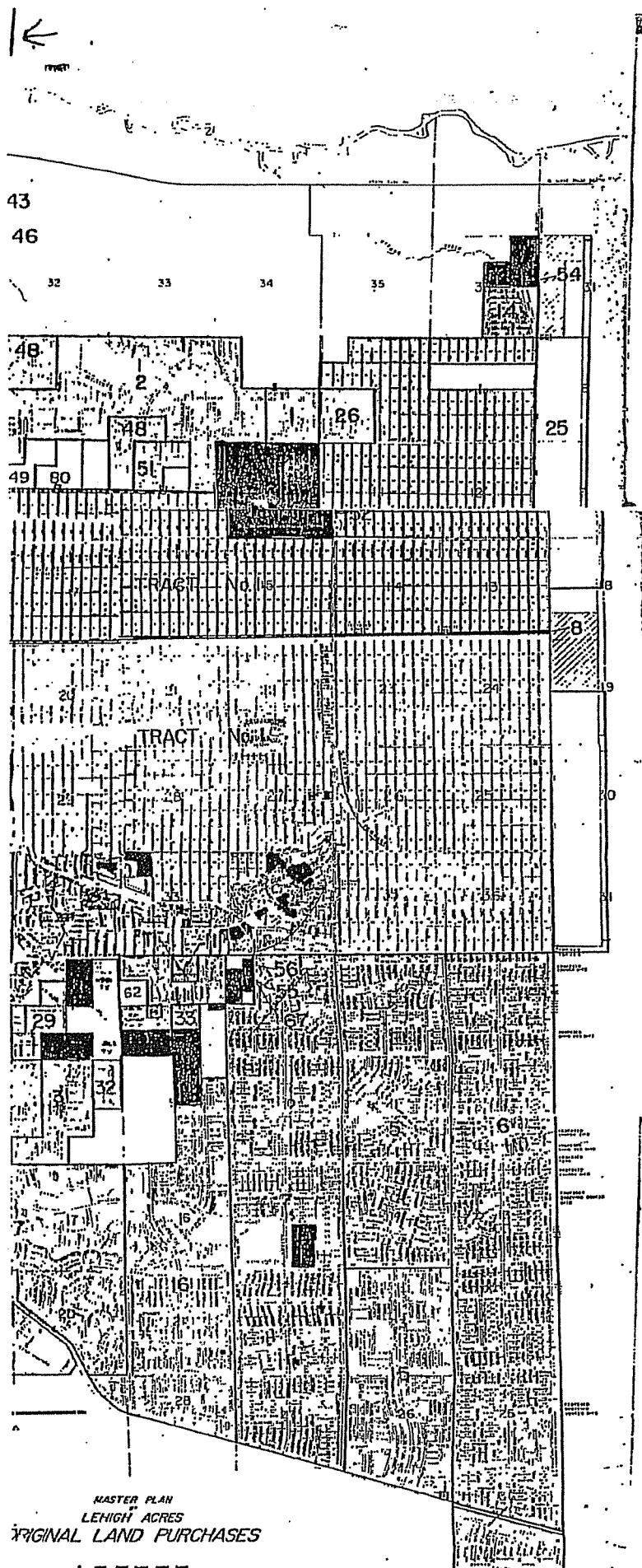
DONE and ENTERED this 22<sup>nd</sup> day of December, 1988:

William L. Hyde  
WILLIAM L. HYDE  
ROBERTS, BAGGETT, LaFACE & RICHARD  
Post Office Drawer 1838  
Tallahassee, Florida 32302  
(904) 222-6891  
ATTORNEYS FOR LEHIGH CORPORATION

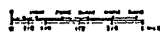
Robert W. Gray  
ROBERT GRAY  
Assistant County Attorney  
Lee County  
Post Office Box 398  
Fort Myers, Florida 33902-0398  
ATTORNEYS FOR LEE COUNTY

WLH/LehSetAgr/gdw





MASTER PLAN  
LEHIGH ACRES  
ORIGINAL LAND PURCHASES





STATE OF FLORIDA  
DEPARTMENT OF HEALTH AND REHABILITATIVE SERVICES

Please Address Reply To: Lee County Health Department

January 27, 1987

Mr. Garry Long, Vice-President  
Lehigh Utilities, Inc.  
305 Coolidge Avenue  
Lehigh Acres, Florida, 33936

Re: 1986 Survey of  
Lehigh Acres Area Density

Dear Mr. Long,

Your analysis of the 1986 survey of the Lehigh Acres area density as it relates to public water and sewer connections was forwarded to me. I have reviewed your results and find that they fall within the guidelines of the density agreement between the Lehigh Corporation and the Lee County Health Department.

This department would again wish to continue with such an agreement if the Lehigh Corporation desires. Our present arrangement remains in accordance with Chapter 10D-6.46 (7) (c) of the Florida Administrative Code. Permit me to enumerate again these conditions to which we have both previously agreed:

1. Each residential site shall be allowed an on-site sewage disposal system within a section of land; along with the private potable water well, until twenty-five percent (25%) of the building sites have been used for residential building.
2. After public water distribution lines are installed and made functional to a section of land within the development, on-site sewage disposal systems shall be approved until the same section of land reaches a fifty percent (50%) density of residential building.
3. Commercial and multi-family buildings over four (4) living units shall be evaluated for on-site sewage disposal systems individually and separately.
4. The Lehigh Corporation shall furnish the Lee County Health Department an up-to-date report on densities of construction on each section of land and this report shall be made annually and beginning in December, 1983.
5. The Lehigh Corporation shall cause all system failures to be corrected.

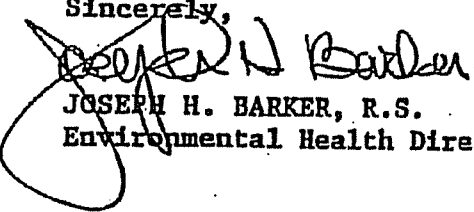
r. Garry Long, Vice-President  
Lehigh Utilities, Inc.

January 27, 1987  
Page 2

6. In the event that Lehigh Corporation, Lehigh Utilities, or any portion of the development changes ownership (excluding normal lot sales), this agreement shall require a written statement from the owner/management agreeing to all provisions of this document. Said statement shall be presented to the Lee County Health Department within thirty (30) days from the ownership/management change.

Should these conditions meet with your approval, please so state in writing to me. Thanks for your assistance to this department. I look forward to hearing from you on this matter.

Sincerely,

  
JOSEPH H. BARKER, R.S.  
Environmental Health Director

See

Re: S. Tomchik, M.D.

# LEHIGH UTILITIES, INC.

LEHIGH, FLORIDA

33936

February 10, 1987

Joseph H. Barker, R.S.  
Environmental Health Director  
Lee County Health Department  
3920 Michigan Avenue  
Ft. Myers, Florida 33901

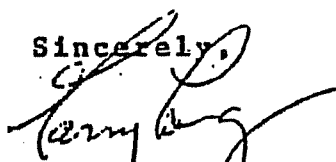
RE: LEHIGH DENSITY AGREEMENT

Dear Mr. Barker:

In regards to your letter of January 27, 1987,  
Lehigh's senior management would also wish to continue  
the present Density Agreement with Lee County Health  
Department.

If there are any questions or problems in this  
regard, please feel free to contact me at any time at  
369-1343.

Sincerely,



GARRY LONG  
VICE PRESIDENT

cc: James Fortana



DEPARTMENT

# Health & Rehabilitative Services

DISTRICT EIGHT

Please Address Reply To: Lee County Health Department  
Joseph W. Lawrence, M.D., Director

Bob Graham, Governor

LEE COUNTY HEALTH DEPARTMENT  
3920 Michigan Ave.  
Fort Myers, Florida 33901

January 20, 1983

Mr. Edward Shapiro, Vice President  
Lehigh Corporation  
201 East Joel Boulevard  
Lehigh, Florida 33936

Dear Mr. Shapiro:

The Lee County Health Department and the Lehigh Corporation entered into a firm policy pertaining to onsite sewage disposal systems within the total land area then known as the Lehigh Acres Development and in the eastern portion of Lee County. The initial policy was adopted on April 8, 1970. Subsequent changes in regulations of the Florida Sanitary Code, and more specifically identified as Chapter 10D-6, Florida Administrative Code, raised questions as to the validity of the prior agreement.

Through many consultations and exchanges of pertinent information with the Florida Department of Health and Rehabilitative Services, Health Program Office, the 1970 agreement, with some modification, has been agreed upon. A letter from H.R.S. dated January 11, 1983 is attached for its supportive value.

The entire development of the Lehigh Corporation, having a long history of satisfactory ground water, shall be given approval for onsite sewage disposal systems based upon requirements of Chapter 10D-6, F.A.C. and other stipulations as follows:

1. Each residential site shall be allowed an onsite sewage disposal system, within a section of land; along with a private potable water well, until twenty-five percent (25%) of the building sites have been used for residential building.
2. After public water distribution lines are installed and made functional to a section of land within the development, onsite sewage disposal systems shall be approved until the same section of land reaches a fifty percent (50%) density of residential building.
3. Commercial and multi-family buildings over four (4) living units shall be evaluated for onsite sewage disposal systems individually and separately.

4. The Lehigh Corporation shall furnish the Lee County Health Department an up-to-date report on densities of construction on each section of land and this report shall be made annually and beginning in December 1983.
5. The Lehigh Corporation shall cause all system failures to be corrected.
6. In the event that Lehigh Corporation; Lehigh Utilities, or any portion of the development changes ownership (excluding normal lot sales), this agreement shall require a written statement from the new owner/management agreeing to all provisions of this document. Said statement shall be presented to the Lee County Health Department within thirty (30) days from the ownership/management change.

This agreement shall be considered valid when the authorized representatives of the Lehigh Corporation and the Lee County Health Department have signed this document.

Edward P. Quinn Jan 28, 1983  
 Executive V.P. & Secretary Date  
 The Lehigh Corporation  
 Authorized Representative

Joseph W. Lawrence 1/31/83  
 Date  
 Joseph W. Lawrence, M.D., Director

Charles Martindale 1-31-83  
 Date  
 Charles Martindale, R.S., Director  
 Environmental Health Section

*Lehigh Acres Development, Inc.*

201 East Joel Boulevard  
LEHIGH ACRES, FLORIDA 33936

Telephone 369-2121

April 8, 1970

Lee County Health Department  
Court House Addition  
2115 Second Street  
Fort Myers, Florida 33901

Attention: R. M. Stott, R. S.  
Sanitarian Supervisor

Gentlemen:

Lehigh Acres Development, Inc. requests your approval of the following policy concerning septic tank permits within the area covered by the utility franchise, excepting Sections 32 and 33, Township 44 South, Range 27 East, Lee County, Florida, and amendments thereto, granted to Lehigh Utilities, Inc., a subsidiary of Lehigh Acres Development, Inc., September 3, 1958:

1. Septic tank permits will not be issued to any property owner or home builder until roads are completed along the frontage of the property under consideration.
2. Once roads are complete along the frontage of the property in question, septic tank permits will be issued in a land section up to and including the first 25 per cent of the lots of the section. Beyond this density no further permits will be issued until water lines are installed, connected to the previously built homes, and available for extension to future construction. Lehigh Acres Development, Inc. will install such lines at this time. At the completion of home building in 20 per cent of the land section, plans and specifications for the extension of the water lines must be submitted by Lehigh Acres Development, Inc., and approved by the Florida State Board of

Health preparatory for the construction which is to begin as stated above.

3. After construction of the water lines has commenced under a bona fide contract bringing service to the first 25 per cent of the lots in the section, and available for extension to future construction, septic tank permits will be issued for the next 25 per cent of the lots of the land section beyond which density no further permits will be issued until sewers are constructed and connected to the previously built homes. Lehigh Acres Development, Inc. will install such lines at this time. Upon completion of homes in 40 per cent of the section, plans and specifications for the sewer system to serve the previously built homes must be submitted by Lehigh Acres Development, Inc. to the Florida State Board of Health for approval in order that construction can proceed at the time density level reaches the 50 per cent point.
4. Lehigh Acres Development, Inc. will require its contractors for septic tank installation to perform percolation tests in each and every case, and to size the septic tanks and drain fields in each and every case, in accordance with Lee County Health Department criteria. Lehigh Acres Development, Inc. will require the contractor for the septic tank to make this installation in such a manner as to provide a maximum life of trouble free service for the unit. Tanks will be installed on lots at a location selected by Lehigh Acres Development, Inc., but preferably on the street side of the house.
5. Individual house wells which are installed prior to the construction of water lines will be built of suitable materials and chlorine sterilized prior to use by occupants.

April 8, 1970

Page Three

6. Declarations of Restrictions formulated and filed in the Lee County Public Records by Lehigh Acres Development, Inc. require individual property owners to connect to utility systems when they are built to serve the properties in question.
7. Lehigh Acres Development, Inc. will maintain, or cause to be maintained, septic tanks installed after date of this letter agreement until tanks are replaced by sewers. Abandoned tanks will be disposed of in accordance with the State Sanitary Code in effect as of the date of this letter.
8. In consideration of the above, the Lee County Health Department will forward a letter to the Florida Land Sales Board indicating their approval of the above established policy, signed by the appropriate official of the Lee County Health Department together with a carbon copy of this correspondence also signed by the same official to Lehigh Acres Development, Inc.

Your early attention to this matter will be greatly appreciated.

Very truly yours,

LEHIGH ACRES DEVELOPMENT, INC.

GHG:rf

  
Gerald H. Gould

APPROVED:

  
R. M. Stott, R. S.

Sanitarian Supervisor  
Lee County Health Department

IN THE CIRCUIT COURT OF THE TWENTIETH JUDICIAL CIRCUIT, IN AND FOR  
LEE COUNTY, FLORIDA CIVIL ACTION

LEHIGH CORPORATION,

Plaintiff,

vs.

Case No. 91-2482 CA

LEE COUNTY, A POLITICAL  
SUBDIVISION OF THE  
STATE OF FLORIDA,

Defendant.

C920557

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STIPULATION AND SETTLEMENT AGREEMENT

This Agreement made as of 9<sup>th</sup> day of June, 1992 between Lehigh Corporation, a Florida corporation, ("Lehigh") and Lee County, a political subdivision of the State of Florida (the "County").

RECITALS

A. Lehigh is a corporation organized and existing under the laws of the State of Florida and the developer of Lehigh Acres, located in unincorporated Lee County, Florida; and

B. The County is the local government with jurisdiction over Lehigh Acres.

C. On September 27, 1990, Lehigh filed three Applications for Determination of Concurrency Vesting with the County, to wit:

Application File No. C-90-4882, (hereinafter "Application #1")

Application File No. C-90-4883, (hereinafter "Application #2")

Application File No. C-90-4884, (hereinafter "Application #3")

D. By letter dated February 18, 1991, the County notified Lehigh that the property covered by Application #1 was ineligible for vesting from the Lee County concurrency management regulations. No final determination was made with regard to Orange Villas, Section 26/44/27, Plat Book 1356, Pages 1147-1176 or Beacon Square, Section 5/45/27, recorded September, 1983 in Plat Book 1689, Pages 3846-3870.

E. On May 16, 1991, Lehigh filed a Request for Appeal of an Administrative Interpretation with respect to Application #1 (the "Administrative Appeal"). The Administrative Appeal is pending before the Lee County Hearing Examiner as of the date hereof (Case Number ADM-91-10).

F. By letter dated November 3, 1990, the County notified Lehigh that Lehigh and its successors in interest may complete development of property covered by Application #2 without compliance with the Lee County Concurrency Management Regulations. By letter dated January 6, 1992, the County issued a Certificate of Concurrency Exemption with respect to property included in Application #2.

G. Pursuant to letters dated November 9, November 14 and December 17, 1990, the County notified Lehigh that certain property included in Application #3 was vested for the purposes of concurrency. Other property included in Application #3 was found ineligible for concurrency vesting. On November 7, 1991, the County issued a Certificate of Concurrency Exemption with respect to the property included in Application #3. Both Certificates of Exemption are valid for three years from the date of issuance.

H. The property included in Application #3 which was deemed exempt from the Lee County Concurrency Management Regulations included all of Section 30, Township 43 South, Range 27 East, lying south of State Road 80, less out parcels ("Section 30"). Section 30 consists of 458 acres. Approximately 400 of those acres are zoned RM-2, which allows the construction of up to 14 residential units per acre or a maximum of 5,600 units.

I. On November 28, 1990 Lehigh filed a Request for Appeal of an Administrative Interpretation with respect to the property denied vesting pursuant to Application #3. The matter was heard before the Lee County Hearing Examiner on January 28, 1991. The Hearing Examiner denied the Appeal in a decision rendered in February, 1991. On April 2, 1991, Lehigh filed a Petition for Writ of Certiorari and/or Complaint for Declaratory Relief and/or Complaint to Enforce Final Judgment against the County in the Circuit Court of the Twentieth Judicial Circuit In and For Lee County, Florida, thereby challenging the denial of concurrency vesting with respect to such property (the "Judicial Appeal"). The Judicial Appeal is pending as of the date of this Agreement.

J. Lehigh and the County desire to amicably resolve the Administrative Proceeding and the Judicial Proceeding.

NOW THEREFORE, In consideration of the foregoing recitals, Lehigh and the County hereby agree and stipulate as follows:

1. Lehigh and its successors in interest may complete development of the property described in Exhibit "A" attached hereto and depicted in white (uncolored) on Exhibit "E" (the "Exempt Property") without compliance with the Lee County Concurrency Management Regulations. Such property shall remain subject to all other local land development regulations adopted pursuant to the Lee County Comprehensive Plan as may be amended from time to time, however, such regulations shall not effect the densities or intensities of use previously established in the Stipulation and Settlement Agreement dated December 27, 1988. The Certificate of Concurrency Exemption ("Certificate of Exemption") excuses the exempt property from compliance with the level of service standards set forth in the Lee County Concurrency Management Ordinance No. 89-33, as amended, and as may be further amended from time to time (the "Concurrency Ordinance"). Pursuant to Section 8.K. of the Concurrency Ordinance, the Certificate of Exemption is valid for three (3) years from the date of this Agreement. Three (3) years from the date of this Agreement, Lehigh or its successors in interest may renew the Certificate of Exemption, thereby extending the right to develop the exempt property as property exempt from the Lee County Concurrency Management Regulations.

2. The property described in Exhibit "B" attached hereto and depicted in red on Exhibit "E", is ineligible for concurrency vesting and shall be subject to all Lee County Land Development Regulations including concurrency. However, the County shall issue permits for the construction of single family residential units on the property described in Exhibit "B" which has been platted prior to 1971, notwithstanding the level of service standards set forth in the Lee County Comprehensive Land Use Plan.

3. Lehigh will consent to a reclassification of the status of Section 30 as follows: the section shall no longer be deemed vested and exempt from Lee County Concurrency Management Regulations.

In conjunction with the reclassification of Section 30, the County will establish a transferable credit based upon eight (8) residential units per acre or 3,200 residential units (the "transfer credit") which may be developed on certain property, as hereinafter described, previously denied concurrency vesting but located closer to existing infrastructure improvements than Section 30. In exchange, Lehigh will waive all claims of vesting with respect to the remaining 2,400 residential units previously found to be exempt from the Lee County Concurrency Management Regulations.

With respect to residential lots that were determined to be ineligible for vesting pursuant to Application #1, the County shall continue its current policy of issuing permits for construction

of single family residential dwelling units notwithstanding the level of service standards set forth in the Lee County Comprehensive Land Use Plan.

4. In consideration of the former exempt status of Section 30, which shall hereafter be subject to all Lee County land development regulations including concurrency, Lehigh and its successors in interest are and shall be entitled to develop certain property exempt from the Concurrency Management Regulations to the extent of the Transfer Credit, subject to the following:

a) The Transfer Credit shall not exceed a total of 3,200 residential units or the equivalent thereof, as provided under subparagraph b.) below, and Lehigh hereby waives any further rights in connection with the previous status of Section 30.

b) Lehigh or its successors in interest may convert all or any portion of the Transfer Credit from residential units to other uses ("Residential Unit Equivalents"), based upon the conversion table attached hereto as Exhibit "C".

c) Lehigh and its successors in interest may from time to time assign the Transfer Credit or any portion thereof to any property described on Exhibit "D" attached hereto and depicted in orange on Exhibit "F" (the "Eligible Property"), subject to the procedures provided for in subparagraph d.) below.

d) Whenever the Transfer Credit or any portion thereof is assigned to a specific parcel, Lehigh or its successor in interest shall provide written notice to the County of its intention to assign the Transfer Credit. The Notice shall include: (i) a legal description of the Eligible Property to which the Transfer Credit is being assigned (the "Receiving Parcel"); (ii) the number of residential units or Residential Unit Equivalents assigned from the Transfer Credit; (iii) a copy of a recorded instrument restricting the Receiving Parcel to the density of uses assigned; and (iv) an accounting which reflects all assignments of the Transfer Credit and which sets forth the remaining balance of the Transfer Credit, i.e., the number of remaining residential units or Residential Unit Equivalents eligible for assignment. Upon the County's receipt of this Notice, the Receiving Parcel shall be exempt from compliance with the level of service standards set forth in the Lee County Comprehensive Land Use Plan.

e) The assignment of the Transfer Credit in accordance with this paragraph shall not confer rights upon the Receiving Parcel beyond those permitted by existing zoning and further, shall not exempt the property from compliance with the Lee Comprehensive Land Use Plan and other Lee County Land Development Regulations with the exception of concurrency.

5. The Certificate of Concurrency Exemption issued pursuant to this Agreement shall not be affected by platting,

(3154D/F)

replatting or rezoning of the Exempt Property, provided the density and/or intensity of land use is not increased thereby. The density and/or intensity of land uses of Receiving Parcels shall be limited as set forth in Paragraph 4.e. of this Agreement.

6. In the event the County hereafter undertakes a Sector Plan for Lehigh Acres or any portion thereof, Lehigh shall cooperate with the County by providing any information and staff support that it is reasonably capable of providing, using its existing in-house capacity. In addition, Lehigh shall contribute money to the County to defray the cost of professional services necessary to develop the Sector Plan, in an amount equal to fifty percent (50%) of the amount expended by the County, up to a maximum reimbursement by Lehigh of \$20,000. The scope and contents of such Sector Plan shall be at the sole discretion of the County. Alternately, at the County's sole discretion and upon notice to Lehigh, the service, support and reimbursement that Lehigh has committed to in this Section may be redirected to such other study or project that relates to the planning, traffic conditions or general aesthetics at Lehigh Acres.

7. This Stipulation and Settlement Agreement supersedes all previous certifications, determinations and agreements with respect to concurrent status for the property described in Exhibits "A", "B" and "D" and depicted in Exhibits "E" and "F" attached hereto. However, the Stipulation and Settlement Agreement entered into by the parties on December 27, 1988, as it pertains to density and intensity of use is not superseded hereby and is hereby ratified and shall remain in full force and effect.

8. Lehigh and the County hereby ratify and affirm that the settlement of the Administrative Proceeding and the Judicial Proceeding is in the public interest and the interests of the parties hereto.

9. This Agreement shall be deemed incorporated in any subsequent Concurrency Ordinance or Comprehensive Plan hereafter adopted and/or amended by the County.

AGREED ON this 9<sup>th</sup> day of June, 1992.

Ellen Wyskoczek  
WITNESS

John E. Allen  
WITNESS

LEHIGH CORPORATION

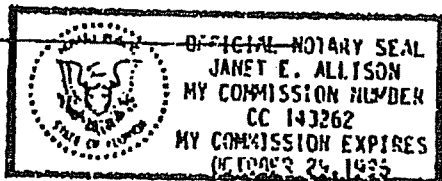
By: William Livingston  
William Livingston, President  
Address: 201 E. Joel Boulevard  
Lehigh Acres, FL 33936

STATE OF FLORIDA )  
COUNTY OF LEE ) SS.

The foregoing instrument was acknowledged before me this 2nd day of June, 1992, by William Livingston, who is personally known to me or who has produced \_\_\_\_\_ as identification and who did not take an oath.

My Commission Expires:

Janet E. Allison  
Notary Public



BOARD OF COUNTY COMMISSIONERS  
LEE COUNTY, FLORIDA

By: [Signature]  
Doug St. Cergy, Chairman

ATTEST:  
CHARLIE GREEN, CLERK

By: [Signature]  
Deputy Clerk

Approved as to form:

By: [Signature]  
Lee County Attorney

## EXHIBIT "A"

## "VESTED PROPERTY"

## NOT COLORED ON EXHIBIT "E"

REMARKS	SEC.	TWP.	RGE.	PLAT BOOK	PAGE	REC. DATE
	1	44 S	27 E	15	3-4	4/61
	11	44 S	27 E	15	13	4/61
	12	44 S	27 E	15	14	4/61
	13	44 S	27 E	15	15	4/61
	14	44 S	27 E	15	16	4/61
	17	44 S	27 E	15	20-21	4/61
	19	44 S	27 E	15	26-27	4/61
	24	44 S	27 E	15	35	4/61
	25	44 S	27 E	15	36-37	4/61
	26	44 S	27 E	15	38-39	4/61
	27	44 S	27 E	15	40-41	4/61
	28	44 S	27 E	15	42-43	4/61
	29	44 S	27 E	15	44-45	4/61
	32	44 S	27 E	15	46	4/61
	36	44 S	27 E	15	54-55	4/61
MEADOWBROOK EST.	22&27	44 S	27 E	18	163-167	5/64
LAKEWOOD TERRACE	26	44 S	27 E	15	116-122	4/62
CARLTON PARK	32&33	44 S	27 E	20	1-4	8/64
UNITS 1&3 GLF.VW.E.	34	44 S	27 E	20	13-14	7/69
GOLFVIEW PARK	34	44 S	27 E	20	5-6	8/64
COUNTRY CLUB EST.	34	44 S	27 E	15	104-115	4/62
	1	44 S	26 E	15	58	4/61
	2	44 S	26 E	15	59	4/61
	11	44 S	26 E	15	60	4/61
	12	44 S	26 E	15	61	4/61
	13	44 S	26 E	15	62	4/61
EAST 1/2	14	44 S	26 E	15	63	4/61
	16	44 S	26 E	18	152-154	4/64
LEHIGH PARK	21	44 S	26 E	15	66	4/61
LEHIGH PARK	22	44 S	26 E	15	64-65	4/61
EAST 1/2	23	44 S	26 E	15	67	4/61
WEST 1/2 LEHIGH PK.	23	44 S	26 E	15	64	4/61
	24	44 S	26 E	15	68	4/61
	25	44 S	26 E	15	69-73	4/61
	26	44 S	26 E	15	75	4/61
NW 1/4	26	44 S	26 E	15	74	4/61
SOUTH 1/2	27	44 S	26 E	15	77	4/61
NORTH 1/2	27	44 S	26 E	15	76	4/61
SOUTH 1/2	28	44 S	26 E	15	78	4/61
EAST 1/2 OF NE 1/4	28	44 S	26 E	15	79	4/61

REMARKS	SEC.	TWP.	RGE.	PLAT BOOK	PAGE	REC. DATE
SOUTH 1/2	29	44 S	26 E	15	80	4/61
SOUTH 1/2	30	44 S	26 E	15	81	4/61
LEHIGH ESTATES	31	44 S	26 E	15	82-83	4/61
LEHIGH ESTATES	32	44 S	26 E	15	83-88-89	4/61
LEHIGH ESTATES	33	44 S	26 E	15	85-87-88	4/61
	35	44 S	26 E	15	91	4/61
	1	45 S	26 E	15	93	4/61
	2	45 S	26 E	15	94	4/61
	3	45 S	26 E	15	95	4/61
LEHIGH ESTATES	4	45 S	26 E	15	84-85-86	4/61
LEHIGH ESTATES	5	45 S	26 E	15	83-84-86	4/61
LEHIGH ESTATES	9	45 S	26 E	15	85	4/61
	10	45 S	26 E	15	96	4/61
	11	45 S	26 E	15	97	4/61
	12	45 S	26 E	15	98	4/61
	13	45 S	26 E	15	99	4/61
	14	45 S	26 E	15	100	4/61
	1	45 S	27 E	15	169-185	12/62
	2	45 S	27 E	15	186-205	12/62
TWIN LAKES EST.	3	45 S	27 E	15	206-221	12/62
WILLOW LAKE ADD. 1	4	45 S	27 E	18	155-162	5/64
	10	45 S	27 E	18	1-17	9/63
	11	45 S	27 E	15	148-168	12/62
	12	45 S	27 E	15	222-241	6/63
	13	45 S	27 E	18	18-35	9/63
	14	45 S	27 E	15	128-147	12/62
SOUTHEAST 1/4	36	43 S	27 E	15	101	4/61
	4	45 S	26 E	15	100	4/61
	9	45 S	26 E	15	100	4/61
	15	45 S	27 E	18	36-52	1/64
	21	45 S	27 E	18	53-69	1/64
	22	45 S	27 E	18	70-86	1/64
	23	45 S	27 E	20	20-36	7/69
	24	45 S	27 E	18	87-105	1/64
	25	45 S	27 E	18	106-122	1/64
	26	45 S	27 E	20	37-53	7/69
NORTH OF S.R. 82	27	45 S	27 E	18	123-137	1/64
NORTH OF S.R. 82	28	45 S	27 E	20	54-63	7/69
NORTH OF S.R. 82	29	45 S	27 E	20	64-66	7/69
NORTH OF S.R. 82	35	45 S	27 E	20	67-71	7/69
NORTH OF S.R. 82	36	45 S	27 E	18	138-147	1/64
SOUTHWEST 1/4	2	44 S	27 E	20	15-19	7/69
ADDITION 2	5	45 S	27 E	18	148-151	1/64
ADDITION 2	6	45 S	27 E	18	148-151	1/64

<u>REMARKS</u>	<u>SEC.</u>	<u>TWP.</u>	<u>RGE.</u>	<u>PLAT BOOK</u>	<u>PAGE</u>	<u>REC. DATE</u>
UNITS 1 - 14	3	44 S	26 E	26	1-20	7/71
UNITS 1 - 5	19	44 S	26 E	26	21-26	7/71
UNITS 1 - 8	20	44 S	26 E	26	27-35	7/71
UNITS 1 - 5	21	44 S	26 E	26	36-41	7/71
UNITS 8 - 15	29	44 S	26 E	26	42-50	7/71
UNITS 2 - 5	30	44 S	26 E	26	51-55	7/71
UNIT 1 - SOUTHWOOD	7	45 S	27 E	26	59-95	7/71
UNIT 31 - SOUTHWOOD	8	45 S	27 E	26	59-95	7/71
PARKWOOD SUB.	31	44 S	27 E	26	56-58	7/71
PARCELS IN SECTIONS 1,2,11,12,13,14,23, 24,25,26,27,28,29, 34,35 & 36		44 S	26 E	26	96-216	8/71
PARCELS IN SECTIONS 1,2,3,10,11,12,13 & 14		45 S	26 E	26	96-216	8/71
GREENBRIAR SUBDIVISION IN SEC. 3,4,5,6,7,8&9		44 S	27 E	27	1-82	11/71
PARKWOOD II	31	44 S	27 E	28	80-84	5/73
SOUTH OF S.R. 82	36	45 S	27 E	28	62-73	5/73
AMBERWOOD (W.L.E.)	4	45 S	27 E	28	74-79	5/73
PARKWOOD III	31	44 S	27 E	28	91-95	6/73
PARKWOOD IV	6	45 S	27 E	28	96-100	6/73
PARKWOOD V	6	45 S	27 E	28	101-105	6/73
PARKWOOD VI	6	45 S	27 E	28	106-110	6/73
PARKWOOD VII	6	45 S	27 E	28	111-115	6/73
	9	45 S	27 E	27	177-184	6/73
	16	45 S	27 E	27	167-176	6/73
MIRROR LAKES SEC. 16, 17,18,19 & 20		45 S	27 E	27	83-160	6/73
	16	44 S	26 E	27	185-193	6/73
LYNNBROOK PINES	28	44 S	26 E	34	95-99	3/82
WINDEMERE	8	44 S	27 E	34	81-86	1/82

IN THE CIRCUIT COURT OF THE TWENTIETH JUDICIAL CIRCUIT IN AND FOR  
LEE COUNTY, FLORIDA CIVIL ACTION

LEHIGH CORPORATION

Plaintiff,

vs.

FILED

CASE NO. 91-2482-CA

LEE COUNTY, a political  
subdivision of the  
State of Florida,

OCT 6 1992

3274467

Defendants.

CHARLES E. SMITH, JR.  
CLERK OF DISTRICT COURT  
BY *Charles E. Smith, Jr.* D.C.

3353355

DOCKETED & FILED

OCT 6 1992

AMENDED FINAL JUDGMENT

*Charles E. Smith, Jr.*  
CLERK OF DISTRICT COURT

RECORDED & FILED

MAY 0 6 1993

*Charles E. Smith, Jr.*  
CLERK OF DISTRICT COURT

THIS CAUSE having previously come upon joint motion for the entry of a Final Judgment made by the Defendant, LEE COUNTY, and the Plaintiff, LEHIGH CORPORATION, and the Court being fully advised in the premises, Defendant, LEE COUNTY, would like to add into the record Exhibits A through F of the Stipulation and Settlement Agreement which were inadvertently omitted previously, it is therefore

ORDERED AND ADJUDGED:

1. Exhibits A through F of the Stipulation and Settlement Agreement are hereby added into the record.

DONE AND ORDERED this \_\_\_\_\_ day of \_\_\_\_\_ 1992.

WILLIAM C. MC IVER  
Circuit Judge

Pursuant to Rule 1.080,  
Florida Rules of Civil Procedure,  
a copy of the foregoing was  
mailed to:

RE-RECORDED TO ADD EXHIBITS A-D

William L. Hyde, Esquire  
Thomas L. Wright, Assistant County Attorney

on Oct 6, 1992

By: *Bernadine S. MacBell*  
Judicial Assistant

RECEIVED

APR 30 1998

PERMIT COUNTER

OR2385 PG0857

OR2332 PG0148

IN THE CIRCUIT COURT OF THE TWENTIETH JUDICIAL CIRCUIT IN AND FOR  
LEE COUNTY, FLORIDA CIVIL ACTION

LEHIGH CORPORATION

Plaintiff,

vs.

CASE NO. 91-2482-CA

LEE COUNTY, a political  
subdivision of the  
State of Florida,

Defendants.

STIPULATED FINAL JUDGMENT

THIS CAUSE having come upon joint motion for the entry of a Final Judgment made by the Defendant, LEE COUNTY, and the Plaintiff, LEHIGH CORPORATION, set forth herein below, and it appearing to the Court that the parties were authorized to enter into such a stipulation, and the Court being fully advised in the premises, it is therefore

ORDERED AND ADJUDGED:

1. That the Petition in this action has been fully and finally adjudicated.

OR2332 PG0149

OR2385 PG0858

2. That Stipulation and Settlement Agreement attached hereto as Exhibit "A" is ratified, confirmed and incorporated herein as the complete settlement of the above-referenced matter.

DONE AND ORDERED this 31 day of July, 1992.

S/ WILLIAM C. McIVER

WILLIAM C. MC IVER  
Circuit Judge

Pursuant to Rule 1.080,  
Florida Rules of Civil Procedure,  
a copy of the foregoing was  
mailed to:

William L. Hyde, Esquire  
Thomas L. Wright, Assistant County Attorney

on Aug 4, 1992

By: S/CYNTHIA L. SACKETT  
Judicial Assistant

OR2332 PG0150

OR2385 PG0859

IN THE CIRCUIT COURT OF THE TWENTIETH JUDICIAL CIRCUIT, IN AND FOR  
LEE COUNTY, FLORIDA CIVIL ACTION

LEHIGH CORPORATION,

Plaintiff,

vs.

Case No. 91-2482 CA

LEE COUNTY, A POLITICAL  
SUBDIVISION OF THE  
STATE OF FLORIDA,

LA W. C. H. H. H.

C920557

Defendant.

STIPULATION AND SETTLEMENT AGREEMENT

This Agreement made as of 9<sup>th</sup> day of June, 1992 between  
Lehigh Corporation, a Florida corporation, ("Lehigh") and Lee County,  
a political subdivision of the State of Florida (the "County").

RECITALS

A. Lehigh is a corporation organized and existing under the  
laws of the State of Florida and the developer of Lehigh Acres,  
located in unincorporated Lee County, Florida; and

B. The County is the local government with jurisdiction over  
Lehigh Acres.

C. On September 27, 1990, Lehigh filed three Applications for  
Determination of Concurrency Vesting with the County, to wit:

Application File No. C-90-4882, (hereinafter "Application #1")

Application File No. C-90-4883, (hereinafter "Application #2")

Application File No. C-90-4884, (hereinafter "Application #3")

EXHIBIT "A"

(3154D/P)

-1-

PAGE 3 OF 8

OR2332 PG0151

OR2335 PG0860

D. By letter dated February 18, 1991, the County notified Lehigh that the property covered by Application #1 was ineligible for vesting from the Lee County concurrency management regulations. No final determination was made with regard to Orange Villas, Section 26/44/27, Plat Book 1356, Pages 1147-1176 or Beacon Square, Section 5/45/27, recorded September, 1983 in Plat Book 1689, Pages 3846-3870.

E. On May 16, 1991, Lehigh filed a Request for Appeal of an Administrative Interpretation with respect to Application #1 (the "Administrative Appeal"). The Administrative Appeal is pending before the Lee County Hearing Examiner as of the date hereof (Case Number ADM-91-10).

F. By letter dated November 3, 1990, the County notified Lehigh that Lehigh and its successors in interest may complete development of property covered by Application #2 without compliance with the Lee County Concurrency Management Regulations. By letter dated January 6, 1992, the County issued a Certificate of Concurrency Exemption with respect to property included in Application #2.

G. Pursuant to letters dated November 9, November 14 and December 17, 1990, the County notified Lehigh that certain property included in Application #3 was vested for the purposes of concurrency. Other property included in Application #3 was found ineligible for concurrency vesting. On November 7, 1991, the County issued a Certificate of Concurrency Exemption with respect to the property included in Application #3. Both Certificates of Exemption are valid for three years from the date of issuance.

H. The property included in Application #3 which was deemed exempt from the Lee County Concurrency Management Regulations included all of Section 30, Township 43 South, Range 27 East, lying south of State Road 80, less out parcels ("Section 30"). Section 30 consists of 458 acres. Approximately 400 of those acres are zoned RM-2, which allows the construction of up to 14 residential units per acre or a maximum of 5,600 units.

I. On November 28, 1990 Lehigh filed a Request for Appeal of an Administrative Interpretation with respect to the property denied vesting pursuant to Application #3. The matter was heard before the Lee County Hearing Examiner on January 28, 1991. The Hearing Examiner denied the Appeal in a decision rendered in February, 1991. On April 2, 1991, Lehigh filed a Petition for Writ of Certiorari and/or Complaint for Declaratory Relief and/or Complaint to Enforce Final Judgment against the County in the Circuit Court of the Twentieth Judicial Circuit in and for Lee County, Florida, thereby challenging the denial of concurrency vesting with respect to such property (the "Judicial Appeal"). The Judicial Appeal is pending as of the date of this Agreement.

J. Lehigh and the County desire to amicably resolve the Administrative Proceeding and the Judicial Proceeding.

(3154D/F)

OR2332 PG0152

OR2385 PG0861

NOW THEREFORE, In consideration of the foregoing recitals, Lehigh and the County hereby agree and stipulate as follows:

1. Lehigh and its successors in interest may complete development of the property described in Exhibit "A" attached hereto and depicted in white (uncolored) on Exhibit "E" (the "Exempt Property") without compliance with the Lee County Concurrency Management Regulations. Such property shall remain subject to all other local land development regulations adopted pursuant to the Lee County Comprehensive Plan as may be amended from time to time, however, such regulations shall not effect the densities or intensities of use previously established in the Stipulation and Settlement Agreement dated December 27, 1988. The Certificate of Concurrency Exemption ("Certificate of Exemption") excuses the exempt property from compliance with the level of service standards set forth in the Lee County Concurrency Management Ordinance No. 89-33, as amended, and as may be further amended from time to time (the "Concurrency Ordinance"). Pursuant to Section 8.K. of the Concurrency Ordinance, the Certificate of Exemption is valid for three (3) years from the date of this Agreement. Three (3) years from the date of this Agreement, Lehigh or its successors in interest may renew the Certificate of Exemption, thereby extending the right to develop the exempt property as property exempt from the Lee County Concurrency Management Regulations.

2. The property described in Exhibit "B" attached hereto and depicted in red on Exhibit "E", is ineligible for concurrency vesting and shall be subject to all Lee County Land Development Regulations including concurrency. However, the County shall issue permits for the construction of single family residential units on the property described in Exhibit "B" which has been platted prior to 1971, notwithstanding the level of service standards set forth in the Lee County Comprehensive Land Use Plan.

3. Lehigh will consent to a reclassification of the status of Section 30 as follows: the section shall no longer be deemed vested and exempt from Lee County Concurrency Management Regulations.

In conjunction with the reclassification of Section 30, the County will establish a transferable credit based upon eight (8) residential units per acre or 3,200 residential units (the "transfer credit") which may be developed on certain property, as hereinafter described, previously denied concurrency vesting but located closer to existing infrastructure improvements than Section 30. In exchange, Lehigh will waive all claims of vesting with respect to the remaining 1,400 residential units previously found to be exempt from the Lee County Concurrency Management Regulations.

With respect to residential lots that were determined to be ineligible for vesting pursuant to Application #1, the County shall continue its current policy of issuing permits for construction

(3154D/F)

OR2332 PG0153

OR2385 PG0862

of single family residential dwelling units notwithstanding the level of service standards set forth in the Lee County Comprehensive Land Use Plan.

4. In consideration of the former exempt status of Section 30, which shall hereafter be subject to all Lee County land development regulations including concurrency, Lehigh and its successors in interest are and shall be entitled to develop certain property exempt from the Concurrency Management Regulations to the extent of the Transfer Credit, subject to the following:

a) The Transfer Credit shall not exceed a total of 3,200 residential units or the equivalent thereof, as provided under subparagraph b.) below, and Lehigh hereby waives any further rights in connection with the previous status of Section 30.

b) Lehigh or its successors in interest may convert all or any portion of the Transfer Credit from residential units to other uses ("Residential Unit Equivalents"), based upon the conversion table attached hereto as Exhibit "C".

c) Lehigh and its successors in interest may from time to time assign the Transfer Credit or any portion thereof to any property described on Exhibit "D" attached hereto and depicted in orange on Exhibit "F" (the "Eligible Property"), subject to the procedures provided for in subparagraph d.) below.

d) Whenever the Transfer Credit or any portion thereof is assigned to a specific parcel, Lehigh or its successor in interest shall provide written notice to the County of its intention to assign the Transfer Credit. The Notice shall include: (i) a legal description of the Eligible Property to which the Transfer Credit is being assigned (the "Receiving Parcel"); (ii) the number of residential units or Residential Unit Equivalents assigned from the Transfer Credit; (iii) a copy of a recorded instrument restricting the Receiving Parcel to the density of uses assigned; and (iv) an accounting which reflects all assignments of the Transfer Credit and which sets forth the remaining balance of the Transfer Credit, i.e., the number of remaining residential units or Residential Unit Equivalents eligible for assignment. Upon the County's receipt of this Notice, the Receiving Parcel shall be exempt from compliance with the level of service standards set forth in the Lee County Comprehensive Land Use Plan.

e) The assignment of the Transfer Credit in accordance with this paragraph shall not confer rights upon the Receiving Parcel beyond those permitted by existing zoning and further, shall not exempt the property from compliance with the Lee County Comprehensive Land Use Plan and other Lee County Land Development Regulations with the exception of concurrency.

5. The Certificate of Concurrency Exemption issued pursuant to this Agreement shall not be affected by platting,

(3154D/T)

replatting or rezoning of the Exempt Property, provided the density and/or intensity of land use is not increased thereby. The density and/or intensity of land uses of Receiving Parcels shall be limited as set forth in Paragraph 4.e. of this Agreement.

6. In the event the County hereafter undertakes a Sector Plan for Lehigh Acres or any portion thereof, Lehigh shall cooperate with the County by providing any information and staff support that it is reasonably capable of providing, using its existing in-house capacity. In addition, Lehigh shall contribute money to the County to defray the cost of professional services necessary to develop the Sector Plan, in an amount equal to fifty percent (50%) of the amount expended by the County, up to a maximum reimbursement by Lehigh of \$20,000. The scope and contents of such Sector Plan shall be at the sole discretion of the County. Alternately, at the County's sole discretion and upon notice to Lehigh, the service, support and reimbursement that Lehigh has committed to in this Section may be redirected to such other study or project that relates to the planning, traffic conditions or general aesthetics at Lehigh Acres.

7. This Stipulation and Settlement Agreement supersedes all previous certifications, determinations and agreements with respect to concurrent status for the property described in Exhibits "A", "B" and "D" and depicted in Exhibits "E" and "F" attached hereto. However, the Stipulation and Settlement Agreement entered into by the parties on December 27, 1988, as it pertains to density and intensity of use is not superseded hereby and is hereby ratified and shall remain in full force and effect.

8. Lehigh and the County hereby ratify and affirm that the settlement of the Administrative Proceeding and the Judicial Proceeding is in the public interest and the interests of the parties hereto.

9. This Agreement shall be deemed incorporated in any subsequent Concurrence Ordinance or Comprehensive Plan hereafter adopted and/or amended by the County.

AGREED ON this 9<sup>th</sup> day of June, 1992.

Eileen Wyszokil  
WITNESS

Dee E. Allard  
WITNESS

LEHIGH CORPORATION

By: William Livingston  
William Livingston, President  
Address: 201 E. Joel Boulevard  
Lehigh Acres, FL 33936

(3154D/7)

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Page 7 of 8

OR2332 PG0155

OR2385 PG0864

STATE OF FLORIDA

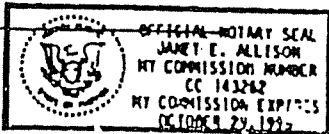
COUNTY OF LEE

) SS.

The foregoing instrument was acknowledged before me this 2nd day of June, 1992, by William Livingston, who is personally known to me or who has produced as identification and who did not take an oath.

My Commission Expires:

Notary Public



BOARD OF COUNTY COMMISSIONERS  
LEE COUNTY, FLORIDA

By: Doug St. Corby  
Doug St. Corby, Chairman

ATTEST:  
CHARLIE GREEN, CLERK

By: Charlie Green  
Deputy Clerk

Approved as to form:

By: Lawrence R. [Signature]  
Lee County Attorney

OR2332 PG0156

CHARLIE GREEN LEE CIV OR2385 PG0865  
92OCT-6 PM 2:57

(3154D/F)

-6-

Page 8 of 8

## EXHIBIT "A"

## "VESTED PROPERTY"

NOT COLORED ON EXHIBIT "E"

REMARKS	SEC.	TWP.	RGE.	PLAT BOOK	PAGE	REC. DATE
	1	44 S	27 E	15	3-4	4/61
	11	44 S	27 E	15	13	4/61
	12	44 S	27 E	15	14	4/61
	13	44 S	27 E	15	15	4/61
	14	44 S	27 E	15	16	4/61
	17	44 S	27 E	15	20-21	4/61
	19	44 S	27 E	15	26-27	4/61
	24	44 S	27 E	15	35	4/61
	25	44 S	27 E	15	36-37	4/61
	26	44 S	27 E	15	38-39	4/61
	27	44 S	27 E	15	40-41	4/61
	28	44 S	27 E	15	42-43	4/61
	29	44 S	27 E	15	44-45	4/61
	32	44 S	27 E	15	46	4/61
	36	44 S	27 E	15	54-55	4/61
MEADOWBROOK EST.	22&27	44 S	27 E	18	163-167	5/64
LAKEWOOD TERRACE	26	44 S	27 E	15	116-122	4/62
CARLTON PARK	32&33	44 S	27 E	20	1-4	8/64
UNITS 1&3 GLF.VW.E.	34	44 S	27 E	20	13-14	7/69
GOLFVIEW PARK	34	44 S	27 E	20	5-6	8/64
COUNTRY CLUB EST.	34	44 S	27 E	15	104-115	4/62
	1	44 S	26 E	15	58	4/61
	2	44 S	26 E	15	59	4/61
	11	44 S	26 E	15	60	4/61
	12	44 S	26 E	15	61	4/61
	13	44 S	26 E	15	62	4/61
EAST 1/2	14	44 S	26 E	15	63	4/61
	16	44 S	26 E	18	152-154	4/64
LEHIGH PARK	21	44 S	26 E	15	66	4/61
LEHIGH PARK	22	44 S	26 E	15	64-65	4/61
EAST 1/2	23	44 S	26 E	15	67	4/61
WEST 1/2 LEHIGH PK.	23	44 S	26 E	15	64	4/61
	24	44 S	26 E	15	68	4/61
	25	44 S	26 E	15	69-73	4/61
	26	44 S	26 E	15	75	4/61
NW 1/4	26	44 S	26 E	15	74	4/61
SOUTH 1/2	27	44 S	26 E	15	77	4/61
NORTH 1/2	27	44 S	26 E	15	76	4/61
SOUTH 1/2	28	44 S	26 E	15	78	4/61
EAST 1/2 OF NE 1/4	28	44 S	26 E	15	79	4/61

DR2385 PGC866

REMARKS	SEC.	TWP.	RGE.	PLAT BOOK	PAGE	REC. DATE
SOUTH 1/2	29	44 S	26 E	15	80	4/61
SOUTH 1/2	30	44 S	26 E	15	81	4/61
LEHIGH ESTATES	31	44 S	26 E	15	82-83	4/61
LEHIGH ESTATES	32	44 S	26 E	15	83-88-89	4/61
LEHIGH ESTATES	33	44 S	26 E	15	85-87-88	4/61
	35	44 S	26 E	15	91	4/61
	1	45 S	26 E	15	93	4/61
	2	45 S	26 E	15	94	4/61
	3	45 S	26 E	15	95	4/61
LEHIGH ESTATES	4	45 S	26 E	15	84-85-86	4/61
LEHIGH ESTATES	5	45 S	26 E	15	83-84-86	4/61
LEHIGH ESTATES	9	45 S	26 E	15	85	4/61
	10	45 S	26 E	15	96	4/61
	11	45 S	26 E	15	97	4/61
	12	45 S	26 E	15	98	4/61
	13	45 S	26 E	15	99	4/61
	14	45 S	26 E	15	100	4/61
	1	45 S	27 E	15	169-185	12/62
	2	45 S	27 E	15	186-205	12/62
TWIN LAKES EST.	3	45 S	27 E	15	206-221	12/62
WILLOW LAKE ADD. 1	4	45 S	27 E	18	155-162	5/64
	10	45 S	27 E	18	1-17	9/63
	11	45 S	27 E	15	148-168	12/62
	12	45 S	27 E	15	222-241	8/63
	13	45 S	27 E	18	18-35	9/63
	14	45 S	27 E	15	128-147	12/62
SOUTHEAST 1/4	36	43 S	27 E	15	101	4/61
	4	45 S	26 E	15	100	4/61
	9	45 S	26 E	15	100	4/61
	15	45 S	27 E	18	36-52	1/64
	21	45 S	27 E	18	53-69	1/64
	22	45 S	27 E	18	70-86	1/64
	23	45 S	27 E	20	20-36	7/69
	24	45 S	27 E	18	87-105	1/64
	25	45 S	27 E	18	106-122	1/64
	26	45 S	27 E	20	37-53	7/69
NORTH OF S.R. 82	27	45 S	27 E	18	123-137	1/64
NORTH OF S.R. 82	28	45 S	27 E	20	54-63	7/69
NORTH OF S.R. 82	29	45 S	27 E	20	64-66	7/69
NORTH OF S.R. 82	35	45 S	27 E	20	67-71	7/69
NORTH OF S.R. 82	36	45 S	27 E	18	138-147	1/64
SOUTHWEST 1/4	2	44 S	27 E	20	15-19	7/69
ADDITION 2	5	45 S	27 E	18	148-151	1/64
ADDITION 2	6	45 S	27 E	18	148-151	1/64

NR 2385 Pg 0867

REMARKS	SEC.	TWP.	RGE.	PLAT BOOK	PAGE	REC. DATE
UNITS 1 - 14	3	44 S	26 E	26	1-20	7/71
UNITS 1 - 5	19	44 S	26 E	26	21-26	7/71
UNITS 1 - 8	20	44 S	26 E	26	27-35	7/71
UNITS 1 - 5	21	44 S	26 E	26	36-41	7/71
UNITS 8 - 15	29	44 S	26 E	26	42-50	7/71
UNITS 2 - 5	30	44 S	26 E	25	51-55	7/71
UNIT 1 - SOUTHWOOD	7	45 S	27 E	26	59-95	7/71
UNIT 31 - SOUTHWOOD	8	45 S	27 E	26	59-95	7/71
PARKWOOD SUB.	31	44 S	27 E	26	56-58	7/71
PARCELS IN SECTIONS 1,2,11,12,13,14,23, 24,25,26,27,28,29, 34,35 & 36		44 S	26 E	26	96-216	8/71
PARCELS IN SECTIONS 1,2,3,10,11,12,13 & 14		45 S	26 E	26	96-216	8/71
GREENBRIAR SUBDIVISION IN SEC. 3,4,5,6,7,8&9		44 S	27 E	27	1-82	11/71
PARKWOOD II	31	44 S	27 E	28	80-84	5/73
SOUTH OF S.R. 82	36	45 S	27 E	28	62-73	5/73
AMBERWOOD (W.L.E.)	4	45 S	27 E	28	74-79	5/73
PARKWOOD III	31	44 S	27 E	28	91-95	6/73
PARKWOOD IV	6	45 S	27 E	28	96-100	6/73
PARKWOOD V	6	45 S	27 E	28	101-105	6/73
PARKWOOD VI	6	45 S	27 E	28	106-110	6/73
PARKWOOD VII	6	45 S	27 E	28	111-115	6/73
	9	45 S	27 E	27	177-184	6/73
	16	45 S	27 E	27	167-176	6/73
MIRROR LAKES SEC. 16, 17,18,19 & 20		45 S	27 E	27	83-160	6/73
	16	44 S	26 E	27	185-193	6/73
LYNNBROOK PINES	28	44 S	26 E	34	95-99	3/82
WINDEMERE	8	44 S	27 E	34	81-86	1/82

0R2385 PG0868

EXHIBIT "B"

"NON-VESTED PROPERTY"

COLORS RED ON EXHIBIT "E"

1. NE 1/4 OF THE NE 1/4 OF THE NE 1/4 OF SECTION 25, TOWNSHIP 43 SOUTH, RANGE 26 EAST.
2. SE 1/4 OF THE NE 1/4 OF THE NE 1/4 OF SECTION 25, TOWNSHIP 43 SOUTH, RANGE 26 EAST.
3. NE 1/4 OF THE SE 1/4 OF THE NE 1/4 OF SECTION 25, TOWNSHIP 43 SOUTH, RANGE 26 EAST.
4. W 1/2 OF THE SE 1/4 OF THE SW 1/4, SOUTH OF THE CALOOSAHAATCHEE RIVER, IN SECTION 19, TOWNSHIP 43 SOUTH, RANGE 27 EAST.
5. ALL OF THE NW 1/4 LYING NORTH OF S.R. 80, OF SECTION 30, TOWNSHIP 43 SOUTH, RANGE 27 EAST.
6. ALL OF THE NW 1/4 OF THE NE 1/4, LYING NORTH OF S.R. 80, OF SECTION 30, TOWNSHIP 43 SOUTH, RANGE 27 EAST.
7. W 1/2 OF SECTION 31, TOWNSHIP 43 SOUTH, RANGE 27 EAST.
8. W 1/2 OF THE SE 1/4 OF SECTION 31, TOWNSHIP 43 SOUTH, RANGE 27 EAST.
9. SE 1/4 OF THE SE 1/4 OF SECTION 31, TOWNSHIP 43 SOUTH, RANGE 27 EAST.
10. SW 1/4 OF THE NE 1/4 OF SECTION 31, TOWNSHIP 43 SOUTH, RANGE 27 EAST.
11. SW 1/4 OF THE NW 1/4 OF THE NE 1/4 OF SECTION 31, TOWNSHIP 43 SOUTH, RANGE 27 EAST.
12. NE 1/4 OF THE NE 1/4 OF THE NE 1/4 OF SECTION 31, TOWNSHIP 43 SOUTH, RANGE 27 EAST.
13. S 1/2 OF THE NE 1/4 OF SECTION 36, TOWNSHIP 43 SOUTH, RANGE 27 EAST.
14. NE 1/4 OF THE NE 1/4 OF SECTION 36, TOWNSHIP 43 SOUTH, RANGE 27 EAST.
15. ALL OF SECTION 10, TOWNSHIP 44 SOUTH, RANGE 27 EAST.
16. ALL OF SECTION 30, TOWNSHIP 44 SOUTH, RANGE 27 EAST, LYING NORTH OF ABLE CANAL, LESS COUNTY PARK.

OR 2385 PG 0869

17. NORTHERLY PART OF THE W 1/2 OF SECTION 30, TOWNSHIP 44 SOUTH, RANGE 27 EAST, LYING SOUTH OF ABLE CANAL.
18. W 1/2 OF THE NE 1/4 OF SECTION 5, TOWNSHIP 45 SOUTH, RANGE 27 EAST
19. SE 1/4 OF THE SW 1/4 OF SECTION 5, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
20. SW 1/4 OF THE SE 1/4 OF SECTION 5, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
21. S 1/2 OF THE SW 1/4 OF SECTION 4, TOWNSHIP 45 SOUTH RANGE 27 EAST.
22. SW 1/4 OF THE SE 1/4 OF SECTION 4, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
23. W 1/2 OF THE NE 1/4 OF SECTION 9, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
24. W 1/2 OF THE SE 1/4, LESS THE WEST 125 FEET, OF SECTION 15, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
25. W 1/2 OF THE SE 1/4, EAST OF BETH STACEY BOULEVARD, OF SECTION 5, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
26. S 1/2 OF THE N 1/2 OF THE NW 1/4 OF THE NE 1/4 OF SECTION 6, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
27. N 1/2 OF THE S 1/2 OF THE NW 1/4 OF THE NE 1/4 OF SECTION 6, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
28. N 1/2 OF THE NE 1/4 OF THE SW 1/4 OF THE NE 1/4 OF SECTION 6, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
29. S 1/2 OF THE NW 1/4 OF THE SW 1/4 OF THE NE 1/4 OF SECTION 6, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
30. S 1/2 OF THE SW 1/4 OF THE NE 1/4 OF SECTION 6, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
31. N 1/2 OF THE NE 1/4 OF THE NE 1/4 OF THE SE 1/4 OF SECTION 4, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
32. W 1/2 OF THE SW 1/4 OF THE NW 1/4 OF SECTION 3, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
33. NE 1/4 OF THE SW 1/4 OF THE NW 1/4 OF SECTION 3, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
34. S 1/2 OF THE NW 1/4 OF THE NW 1/4 OF SECTION 3, TOWNSHIP 45 SOUTH, RANGE 27 EAST.

OR 2385 Pg0870

EXHIBIT "C"  
"CONVERSION TABLE"

THE FOLLOWING TABLE CONVERTS SINGLE FAMILY UNITS TO MULTI-FAMILY, OFFICE SPACE, OR COMMERCIAL SPACE. THESE CONVERSIONS ARE BASED ON AVERAGE WEEKDAY TRIP END GENERATION RATES FOR EACH USE BASED ON TRIP GENERATION, 3RD. EDITION, PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS.

LAND USE CONVERSIONS:

1 SINGLE FAMILY UNIT = 1.48 MULTI-FAMILY UNITS  
1 SINGLE FAMILY UNIT = 576.0 GROSS SQUARE FEET OF OFFICE SPACE  
1 SINGLE FAMILY UNIT = 186.0 GROSS LEASABLE SQUARE FEET OF COMMERCIAL SPACE

THESE CONVERSIONS ASSUME THAT THE OFFICE SPACE OR COMMERCIAL SPACE IS DEVELOPED IN PROJECTS WHICH HAVE AN AVERAGE OF 50,000 TOTAL SQUARE FEET OF SPACE. THE CONVERSION TO COMMERCIAL SPACE HAS BEEN ADJUSTED TO ACCOUNT FOR 44 PERCENT PASS-BY TRIPS, IN ACCORDANCE WITH PROCEDURES OUTLINED IN TRIP GENERATION.

DR2385 PG0671

EXHIBIT "D"

"ELIGIBLE PROPERTY"

COLORED ORANGE ON EXHIBIT "F"

1. ALL OF SECTION 10, TOWNSHIP 44 SOUTH, RANGE 27 EAST.
2. BLOCKS 11, 14, 35, AND 38, OF SECTION 15, TOWNSHIP 44 SOUTH, RANGE 27 EAST. *Alva ESTATES*
3. BLOCKS 1, 24, 25, AND 48, OF SECTION 23, TOWNSHIP 44 SOUTH, RANGE 27 EAST.
4. ALL OF SECTION 30, TOWNSHIP 44 SOUTH, RANGE 27 EAST, LYING NORTH OF ABLE CANAL, LESS COUNTY PARK.
5. NORTHERLY PART OF THE WEST HALF OF SECTION 30, TOWNSHIP 44 SOUTH, RANGE 27 EAST, LYING SOUTH OF ABLE CANAL.
6. LOTS 1 AND 21, BLOCK 7, UNIT 2, SECTION 33, TOWNSHIP 44 SOUTH, RANGE 27 EAST.
7. LOTS 1 AND 22, BLOCK 2, UNIT 1, SECTION 33, TOWNSHIP 44 SOUTH, RANGE 27 EAST.
8. BLOCKS 1 AND 2, UNIT 12, LEELAND HEIGHTS SUBDIVISION, SECTION 32, TOWNSHIP 44 SOUTH, RANGE 27 EAST.
9. BLOCK 57, UNIT 10, LEELAND HEIGHTS SUBDIVISION, SECTION 32, TOWNSHIP 44 SOUTH, RANGE 27 EAST.
10. LOTS 15 AND 16, BLOCK 15, UNIT 3, LEELAND HEIGHTS SUBDIVISION, SECTION 32, TOWNSHIP 44 SOUTH, RANGE 27 EAST.
11. BLOCK 22, UNIT 3, LEELAND HEIGHTS SUBDIVISION, SECTION 32, TOWNSHIP 44 SOUTH, RANGE 27 EAST.
12. BLOCK 3, UNIT 1, LEELAND HEIGHTS SUBDIVISION, SECTION 32, TOWNSHIP 44 SOUTH, RANGE 27 EAST.
13. BLOCKS 88, 91, 92, 93, AND 100, UNIT 11, SECTION 25, TOWNSHIP 44 SOUTH, RANGE 26 EAST.
14. W 1/2 OF THE SW 1/4 OF THE NW 1/4, OF SECTION 3, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
15. NE 1/4 OF THE SW 1/4 OF THE NW 1/4, OF SECTION 3, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
16. S 1/2 OF THE NW 1/4 OF THE NW 1/4, OF SECTION 3, TOWNSHIP 45 SOUTH, RANGE 27 EAST.

OR2385 PC0872

17. N 1/2 OF THE NE 1/4 OF THE NE 1/4 OF THE SE 1/4, OF SECTION 4, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
18. S 1/2 OF THE SW 1/4, SECTION 4, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
19. SW 1/4 OF THE SE 1/4, SECTION 4, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
20. W 1/2 OF THE NE 1/4, SECTION 5, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
21. SW 1/4 OF THE SE 1/4, SECTION 5, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
22. SE 1/4 OF THE SW 1/4, SECTION 5, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
23. THE UNDEVELOPED TRACT IN THE NW 1/4, SECTION 5, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
24. W 1/2 OF THE SE 1/4, EAST OF BETH STACEY BOULEVARD, SECTION 6, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
25. S 1/2 OF THE N 1/2 OF THE NE 1/4 OF THE NE 1/4, SECTION 6, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
26. N 1/2 OF THE S 1/2 OF THE NW 1/4 OF THE NE 1/4, SECTION 6, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
27. N 1/2 OF THE NE 1/4 OF THE SW 1/4 OF THE NE 1/4, SECTION 6, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
28. S 1/2 OF THE NW 1/4 OF THE SW 1/4 OF THE NE 1/4, SECTION 6, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
29. S 1/2 OF THE SW 1/4 OF THE NE 1/4, SECTION 6, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
30. W 1/2 OF THE SE 1/4, SECTION 15, TOWNSHIP 45 SOUTH, RANGE 27 EAST.
31. TRACTS "A" AND "B", AND BLOCKS 1, 2, AND 3, MIRROR LAKES ESTATES, SECTION 15, TOWNSHIP 45 SOUTH, RANGE 27 EAST.

OR 2385 PG0873

93 MAY -6 PM 3:27

CHARLE GREEN LEE CIVIL

DOT

LEE COUNTY BOARD OF COUNTY COMMISSIONERS  
AGENDA ITEM SUMMARY

BLUE SHEET NO: 20011253

**1. REQUESTED MOTION:** Adoption of the recommended access management plan for Gunnery Road from SR 82 to Lee Blvd.

**WHY ACTION IS NECESSARY:** In accordance with Policy 1.8.2 of the Comprehensive Plan, a corridor access management plan must be adopted for Gunnery Road from SR 82 to Lee Blvd. in order for parcels in the reclaimed strip overlay to qualify for commercial development.

**WHAT ACTION ACCOMPLISHES:** Allows those parcels in the reclaimed strip overlay to qualify for commercial development and sets all access and median openings along this section of Gunnery which will dictate any additional lands needed for proposed road connections.

**2. DEPARTMENTAL CATEGORY:**  
COMMISSION DISTRICT #: 09

9B

**3. MEETING DATE:**

11-20-2001

**4. AGENDA**

☒ CONSENT  
☐ ADMINISTRATIVE  
☐ APPEALS  
☐ PUBLIC  
 TIME REQUIRED: 15 Minutes

**5. REQUIREMENT/PURPOSE**

(Specify)  
☐ STATUTE  
☐ ORDINANCE  
☐ ADMIN. CODE  
☐ OTHER

**6. REQUESTOR OF INFORMATION**

A. COMMISSIONER:  
 B. DEPARTMENT: Transportation  
 C. DIVISION: Administration  
 BY: Scott Gilbertson, Director

**7. BACKGROUND:**

Policy 1.8.2 of the Comprehensive Plan allows commercial uses on all lots in the Reclaimed Strip overlay once a corridor access management plan has been adopted by Lee County. As part of a Preliminary Design Report, Pitman, Hartstein & Associates prepared a recommended access management plan for this section of Gunnery Road. This plan identifies full median openings, directional median openings, road closures, new connections and traffic signal locations for the streets intersecting Gunnery Road. Under Policy 1.8.2, there will be no new driveway connections to Gunnery Road from these commercial lots. All lots will be required to use Gretchen Avenue as a reverse frontage road.

This recommended access plan has been reviewed by Lee County DOT staff and Bill Spikowski, the author of the Lehigh Acres Commercial Land Use Study, with both parties in agreement on the proposed access management plan.

**8. MANAGEMENT RECOMMENDATIONS:**

**9. RECOMMENDED APPROVAL**

DEPARTMENT DIRECTOR	Purchasing	Human Resources	County Administration				OTHER	COUNTY ATTORNEY	COUNTY MANAGER
<i>[Signature]</i>			<i>[Signature]</i>	QM	Risk	GC		<i>[Signature]</i>	<i>[Signature]</i>
			11/8/01	11/8/01	11/8/01	11/8/01			11-8-01

**10. COMMISSION ACTION:**

☒ APPROVED  
☐ DENIED  
☐ DEFERRED  
☐ OTHER

RECEIVED BY  
 COUNTY ADMIN.  
 11/8/01 11:53 am  
 11/8/01  
 12:55 pm

REC'D.  
 by CO. ATTY.  
 11/8/01  
 9:40 am  
 CO. ATTY.  
 FORWARDED TO:  
 11/8/01

S:\DOCUMENT\Blue Sheet\2001\Gunnery Road to Lee Blvd.doc

**TABLE 3-10**  
**RECOMMENDED ACCESS MANAGEMENT PLAN**

Intersection	Median Type / Access Management Comments
Lee Boulevard	Traffic Signal
Fourth Street W.	Right in / Right out
Third Street W.	Directional median - Northbound left turns
Douglas Lane	Directional median - Northbound left turns
First Street S.W.	Directional median - Southbound left turns
Third Street S.W.	Right in / Right out
Fire Station No. 10	Full median opening - fire department use only
New Connection	Directional median - Northbound left turns (location to be determined)
Sixth Street S.W.	Right in / Right out
Seventh Street S.W.	Right in / Right out
Eighth Street S.W.	Full median opening. Proposed connection between Gerald Ave. and Gunnery Rd.
11 <sup>th</sup> Street S.W.	Right in / Right out
13 <sup>th</sup> Street S.W.	Directional median - Northbound and Southbound left turns - Proposed connection to Gerald Ave.
14 <sup>th</sup> Street S.W.	Right in / Right out
15 <sup>th</sup> Street S.W.	Directional median - Northbound left turns
16 <sup>th</sup> Street S.W.	Right in / Right out
18 <sup>th</sup> Street S.W.	Directional median - Southbound left turns
New Connection	Directional median - Northbound left turns (location to be determined)
21 <sup>st</sup> Street S.W.	Right in / Right out
Leonard Blvd. / 23 St. S.W.	Traffic signal
25 <sup>th</sup> Street S.W.	25 <sup>th</sup> Street closed for Daniels Parkway Extension
26 <sup>th</sup> Street S.W.	Directional median - Northbound left turns
27 <sup>th</sup> Street S.W.	Reconnect 27 <sup>th</sup> Street between Gunnery Rd. and Floyd Ave. - Right in / Right out
30 <sup>th</sup> Street S.W.	30 <sup>th</sup> Street closed for Daniels Parkway Extension
Meadow Road	Right in / Right out
S.R. 82	Traffic Signal

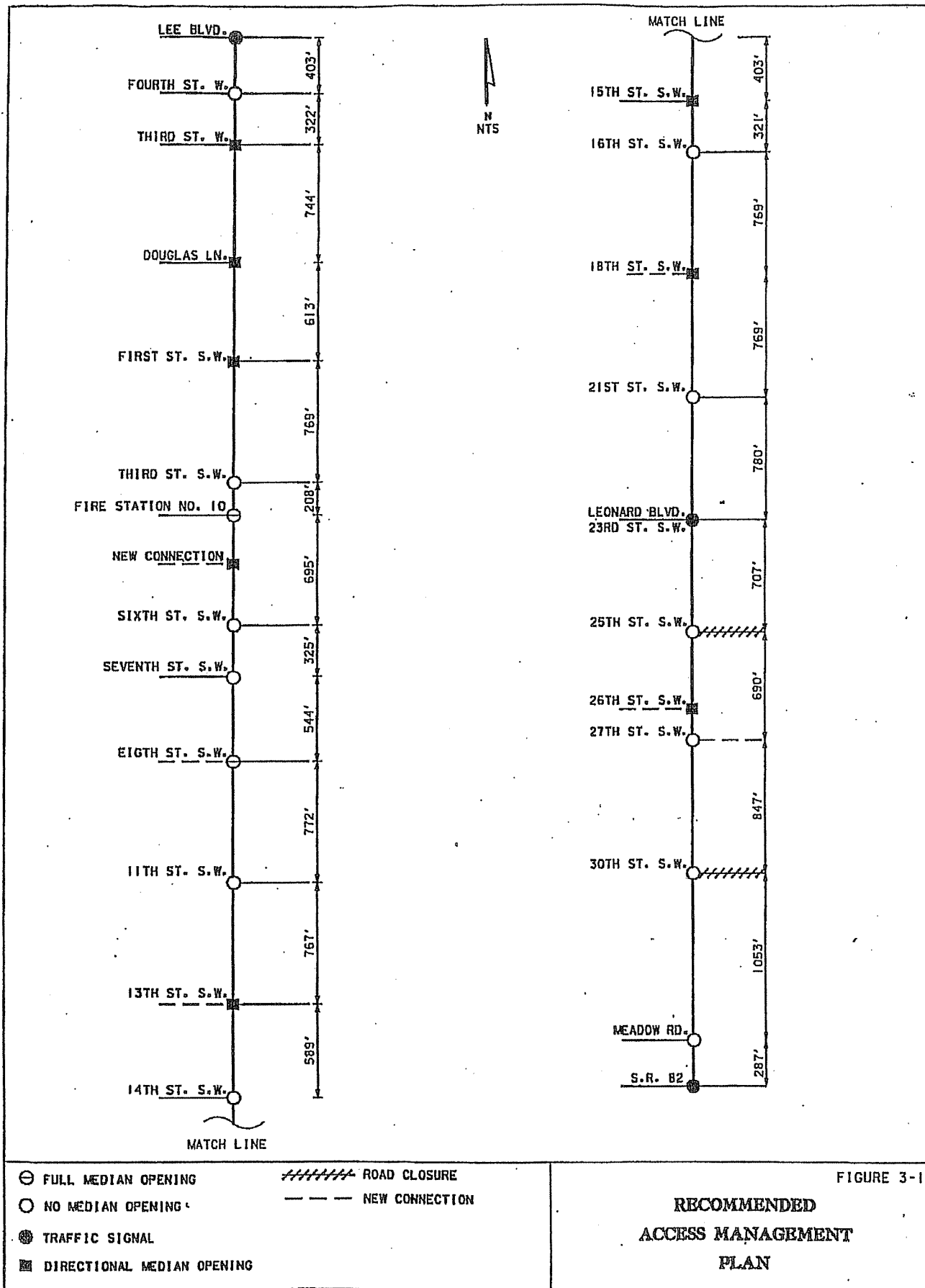
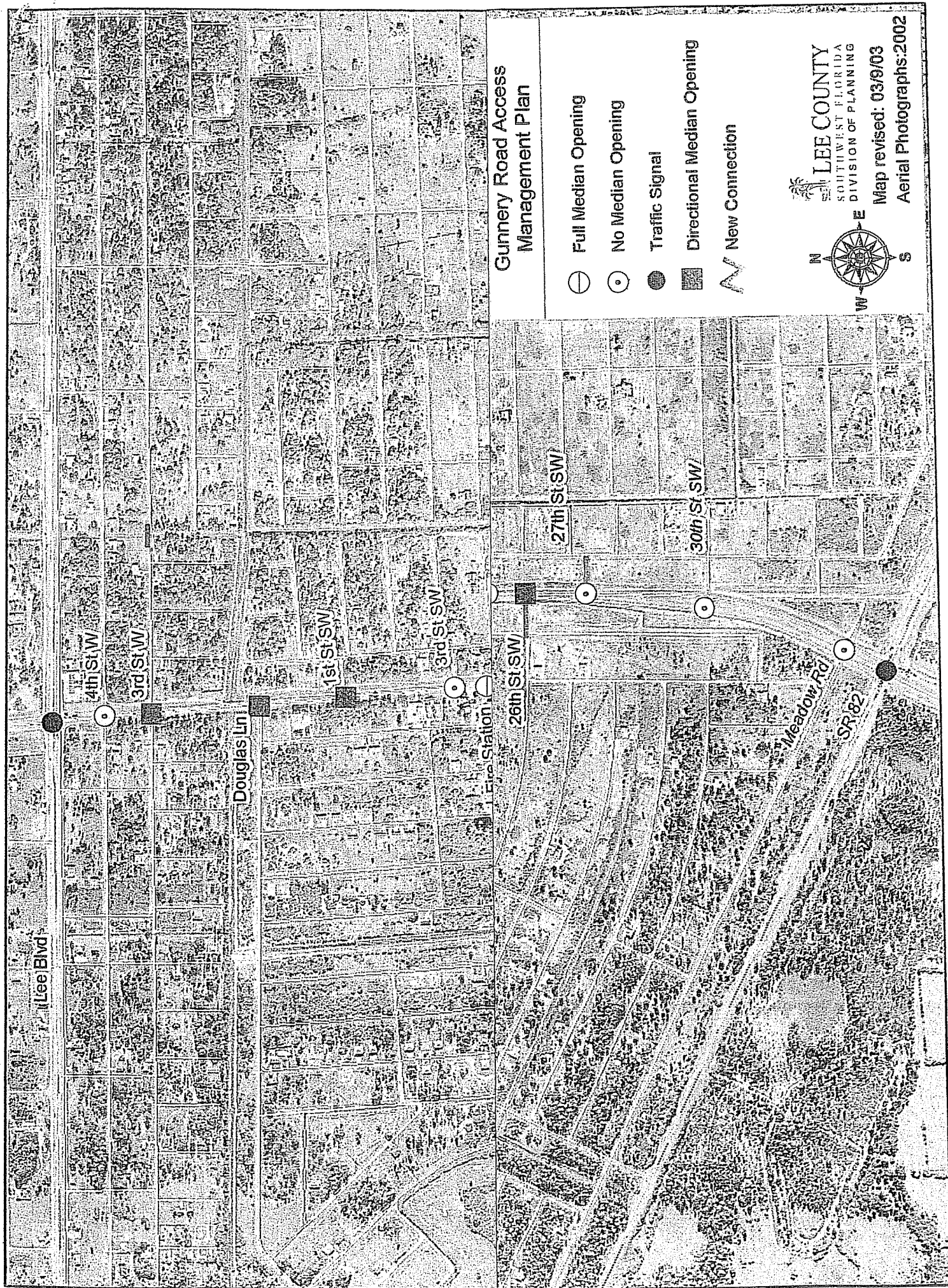


FIGURE 3-1

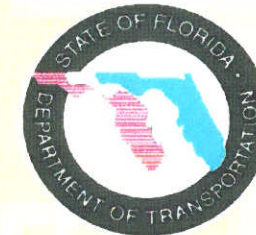
**RECOMMENDED  
ACCESS MANAGEMENT  
PLAN**





# CORRIDOR ACCESS MANAGEMENT PLAN FOR SR 82

## From I-75 in Lee County to SR 29 in Collier County



This Corridor Access Management Plan is consistent with Florida Statute 335.18, Access Management Act, and Rule 14-97, Sections .003 and .004, which define the Access Management Classification System and Standards for Access.

Adopted in accordance with Rule 14-97.004(5) by the  
**Florida Department of Transportation**

Stanley M. Cann, P.E.  
District Secretary - District One

Date 7/17/07

## **DISTRICTWIDE SYSTEM PLANNING**

### **SR 82 Corridor Access Management Plan (CAMP) From I-75 in Lee County to SR 29 in Collier County**

Prepared by:  
GMB ENGINEERS & PLANNERS, INC.  
ORLANDO, FLORIDA

For:  
FLORIDA DEPARTMENT OF TRANSPORTATION  
DISTRICT ONE – BARTOW

February 2007

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# SECTION 1 – OVERVIEW

## INTRODUCTION

The SR 82 Corridor Access Management Plan (CAMP) was developed to define the access management features that are needed to promote efficient and safe travel conditions. These features have been defined to serve existing and future travel demand on SR 82, which is an Emerging Strategic Intermodal System (SIS) Roadway from I-75 to SR 29. The SR 82 CAMP extends from I-75 in Lee County through Hendry County to SR 29 in Collier County, a distance of approximately 26 miles.

This SR 82 CAMP is a continuation of the “SR 82 CAMP – Existing Conditions Report, dated August 2005”. The SR 82 CAMP is prepared based on the comments received for the Draft SR 82 CAMP and the comments received during the first Public Hearing on SR 82 CAMP held on September 21, 2006. The comments received for the Draft SR 82 CAMP and during the first Public Hearing on SR 82 CAMP held on September 21, 2006 along with the responses are included in **Appendices A and B**, respectively. The details of the public hearing are provided in later portions of the report.

## STUDY OBJECTIVE

SR 82 traverses through Lee, Hendry and Collier Counties and is expected to become a major arterial serving the proposed developments along the corridor. Considering the expected growth in the area, District 1 of the Florida Department of Transportation (FDOT) has initiated this study in cooperation with Lee, Hendry, and Collier Counties to develop the SR 82 CAMP for safe and efficient flow of traffic along this arterial. The objective of the SR 82 CAMP is to define the future access management needs of the SR 82 corridor and provide the needed level of access for adjacent development such that both SR 82, and the future adjacent development, can coexist at the highest level of efficiency and safety.

# SECTION 2 – EXISTING CONDITIONS

## PROJECT LOCATION & LIMITS

SR 82 is primarily an east-west arterial that extends from US 41 near downtown Fort Myers in Lee County, Florida to SR 29 in the City of Immokalee in Collier County, Florida. The study segment extends from the I-

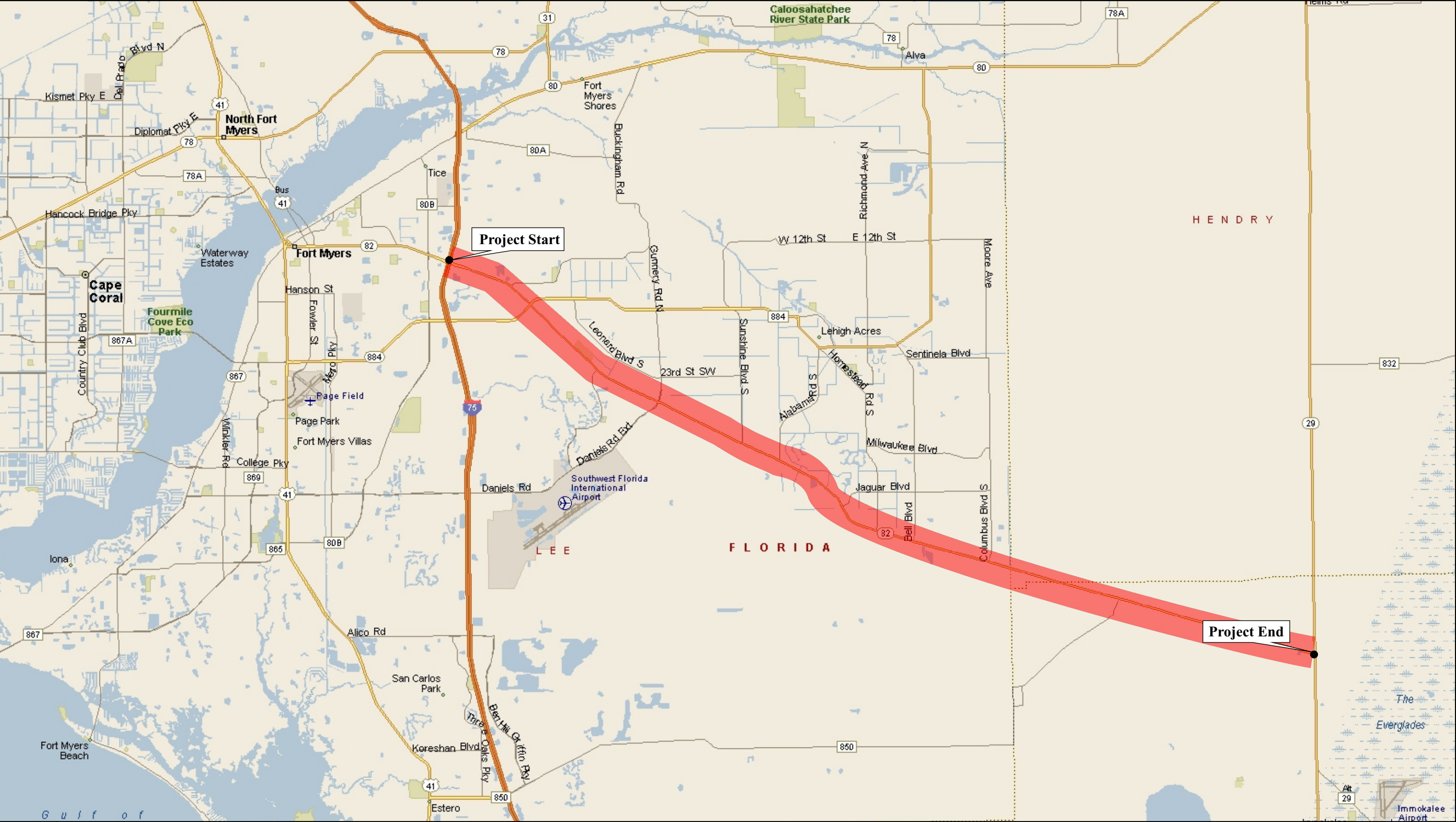
75 interchange in the west in Lee County to SR 29 in the east in Collier County. A small section of the project segment, approximately 1.2 miles in length also passes through Hendry County. The project corridor is predominantly rural in nature except for a few small sections in Fort Myers that are transitioning into urban areas. The project location is depicted in **Figure 1**.

## EXISTING CONDITIONS

Within the project limits, FDOT classifies SR 82 as an urban minor arterial from I-75 in Lee County to M.P. 8.711 very close to Lee Memorial Park and as a rural minor arterial from M.P. 8.711 to SR 29 in Collier County. Within the project limits, SR 82 functions as a four lane divided roadway for a short segment from I-75 (M.P. 4.484) to M.P. 4.926 and as an undivided two-lane roadway through the remaining length of the corridor. The posted speed limit along SR 82 varies between 50 miles per hour (mph) (M.P. 4.484 to M.P. 4.946) and 60 mph through the majority of the study corridor from M.P. 4.946 in Lee County to M.P. 6.444 in Collier County. Small segments of SR 82 are posted with speed limits of 55 mph (from M.P. 6.444 to M.P. 6.944) and 45 mph (from M.P. 6.944 to M.P. 7.058) in Collier County. The Straight line diagram for the entire corridor is provided in **Appendix C**. The existing AADT along SR 82 ranges between 26,920 just east of I-75 to 10,370 just west of SR 29. The existing traffic volumes along with the roadway characteristics are provided in detail in the “SR 82 CAMP – Existing Conditions Report, dated August 2005”. The signalized intersections along SR 82 at Colonial Boulevard and Gunnery Road are found to operate at LOS D during the a.m. peak hour and at LOS E and C, respectively during the p.m. peak hour. The crash analysis, intersection (signalized and unsignalized) and roadway analysis are described in detail in the “SR 82 CAMP – Existing Conditions Report, dated August 2005”.

## EXISTING & PROPOSED LAND USE

The Future Land Use maps and Planning Communities maps for Lee and Collier Counties are included in Appendix D. The Lee County maps show the study segment to fall within the Planning Communities of Fort Myers, Lehigh Acres, Gateway/Airport, and Southeast Lee County. The area on the north side of SR 82 is zoned as future urban areas (residential, commercial, and industrial land uses). The area south of SR 82 is mostly zoned as non-urban areas with some residential community and industrial land uses west of Daniels Parkway/Gunnery Road. The Collier County maps show that the SR 82 project segment is zoned as Agricultural/Rural Mixed Use District and falls within the Corkscrew Planning Community.



Prepared by: GMB Engineers & Planners, Inc.  
Prepared for: FDOT District One

# SR 82 Corridor Access Management Plan (CAMP)

Project Location Map

Figure 1

ACCESS MANAGEMENT

As per Rule 14-97 of the State Highway System Access Management Classification System and Standards, the access classification and standards for controlled access facilities are summarized in **Table 1**.

FDOT classifies SR 82 as Access Class 3 for a very short segment where the roadway is a four lane divided roadway from I-75 (M.P. 4.484) to M.P. 4.8000 and as Access Class 4 for the remaining length of the Corridor where SR 82 is a two-lane undivided roadway. Rule 14-97 of the State Highway System Access Management Classification System and Standards, describes Access Class 4 as follows:

“These facilities are controlled access highways where direct access to abutting land will be controlled to maximize the operation of the through movement. This class will be used where existing land use and roadway sections have not completely built out to the maximum land use or roadway capacity or where the probability of significant land use change in the near future is high. These highways will be distinguished by existing or planned non-restrictive median treatments.”

Table 1: Access Classification and Standards – Controlled Access Facilities

Access Class	Facility Design Features (Median Treatment and Access Roads)	Minimum Connection Spacing (Feet)	Minimum Median Opening Spacing		Minimum Signal Spacing (Mile)
			Directional (Feet)	Full (Mile)	
2	Restrictive with Service Roads	1320/660	1320	0.5	0.5
3	Restrictive	660/440	1320	0.5	0.5
4	Non-Restrictive	660/440	N/A	N/A	0.5
5	Restrictive	440/245	660	0.5/0.25	0.5/0.25
6	Non-Restrictive	440/245	N/A	N/A	0.25
7	Both	125	330	0.125	0.25

(Greater than 45 mph/Less than or = 45 mph)

Source: FDOT

As shown in Table 1, Access Class 4 requires a minimum connection spacing of 660 feet for speed greater than 45 mph and 440 feet for speed less than 45 mph. The minimum signal spacing should be 0.5 mile.

Based on the field data collection, straight line diagrams, and access management classification data obtained from District 1, the connections on SR 82 within the study limits have been summarized in **Table 2**. This table identifies the connections that do not meet the above described access management standards.

It can be observed from Table 2 that the following connections along SR 82 do not meet the access management standards:

- 1,173 foot spacing between I-75 NB Ramps and Teter Road intersections.
- 386 foot spacing between Landfill Road and Wallace Avenue intersections.
- 354 foot spacing between Sunshine Boulevard and Green Meadows Boulevard intersections.
- 650 foot spacing between Parkdale Boulevard/Blackstone Drive and Harcourt Avenue intersections.
- 291 foot spacing between an unnamed street and Sparta Avenue intersections.
- 106 foot spacing between Troyer Brothers and Sakata Road intersections.
- 317 foot spacing between Sakata Road and Lydia Street intersections.
- 401 foot spacing between Wildcat Drive and Genoa Avenue intersections.

Table 2  
SR 82 Existing Access Management Evaluation Summary

Roadway Section	Area Type	MP	Street	Median Classification		Distance Between Openings		No. of Lanes	Speed Limit (mph)	2003 Classification	Meets Access Criteria	
				Type	Dir	Miles	Feet				Opening	Signal
12-070000	Urban	4.476	I-75 NB Ramps	Signal	---							
						0.222	1,173	4LD	50	3	NO	---
12-070000	Urban	4.698	Teter Road	Full	---							
						0.392	2,071	4LD	50	4	YES	---
12-070000	Urban	5.090	Forum Blvd	Full	---							
						0.2875	1,519	2LUD	50	4	YES	---
12-070000	Urban	5.378	Omni Blvd	Full	---							
						0.2875	1,519	2LUD	50	4	YES	---
12-070000	Urban	5.665	Lighthard knott	Full	---							
						0.365	1,928	2LUD	50	4	YES	---
12-070000	Urban	6.030	Buckingham Rd 1	Full	---							
						0.134	708	2LUD	50	4	YES	---
12-070000	Urban	6.164	Buckingham Rd 2	Full	---							
						0.719	3,798	2LUD	50	4	YES	---
12-070000	Urban	6.883	Colonial Blvd	Signal	---							
						0.738	3,898	2LUD	60	4	YES	---
12-070000	Urban	7.621	Landfill Road	Full	---							
						0.073	386	2LUD	60	4	NO	---
12-070000	Urban	7.694	Wallace Ave	Full	---							
						0.695	3,671	2LUD	60	4	YES	---
12-070000	Urban	8.389	Owen Ave	Full	---							
						0.179	945	2LUD	60	4	YES	---
12-070000	Urban	8.568	Lee Memorial pk 1	Full	---							
						0.163	861	2LUD	60	4	YES	---
12-070000	Rural	8.731	Lee Memorial pk 2	Full	---							
						0.215	1,136	2LUD	60	4	YES	---
12-070000	Rural	8.946	Gateway	Full	---							
						0.381	2,012	2LUD	60	4	YES	---
12-070000	Rural	9.327	Commerce Lake Dr	Full	---							
						0.701	3,703	2LUD	60	4	YES	---
12-070000	Rural	10.028	Gregory Ave	Full	---							
						0.388	2,049	2LUD	60	4	YES	---
12-070000	Rural	10.416	Haviland Ave	Full	---							
						0.819	4,326	2LUD	60	4	YES	---
12-070000	Rural	11.235	Gunnery Road	Signal	---							
						0.295	1,558	2LUD	60	4	YES	---
12-070000	Rural	11.530	Shawnee Rd	Full	---							
						0.642	3,391	2LUD	60	4	YES	---
12-070000	Rural	12.172	40th Street	Full	---							
						0.233	1,231	2LUD	60	4	YES	---
12-070000	Rural	12.405	Rod Gun Club Road	Full	---							
						0.197	1,041	2LUD	60	4	YES	---
12-070000	Rural	12.602	Unnamed	Full	---							
						0.971	5,129	2LUD	60	4	YES	---
12-070000	Rural	13.573	Sunshine Blvd	Full	---							
						0.067	354	2LUD	60	4	NO	---
12-070000	Rural	13.640	Green Meadows Rd	Full	---							
						1.069	5,646	2LUD	60	4	YES	---
12-070000	Rural	14.709	Alabama Road	Full	---							
						0.34	1,796	2LUD	60	4	YES	---
12-070000	Rural	15.049	Blackstone Rd/ Grant Blvd	Full	---							
						0.325	1,717	2LUD	60	4	YES	---
12-070000	Rural	15.374	Rue Labeau Ctr	Full	---							
						0.69	3,645	2LUD	60	4	YES	---
12-070000	Rural	16.064	Kalamar Dr	Full	---							

Table 2  
SR 82 Existing Access Management Evaluation Summary

Roadway Section	Area Type	MP	Street	Median Classification		Distance Between Openings		No. of Lanes	Speed Limit (mph)	2003 Classification	Meets Access Criteria	
				Type	Dir	Miles	Feet				Opening	Signal
						0.165	872	2LUD	60	4	YES	---
12-070000	Rural	16.229	Parkdale Blvd/ Blackstone Drive	Full	---							
						0.123	650	2LUD	60	4	NO	---
12-070000	Rural	16.352	Harcourt Ave	Full	---							
						0.426	2,250	2LUD	60	4	YES	---
12-070000	Rural	16.778	Jaguar Blvd	Full	---							
						0.157	829	2LUD	60	4	YES	---
12-070000	Rural	16.935	Hedgewood Street	Full	---							
						0.161	850	2LUD	60	4	YES	---
12-070000	Rural	17.096	Unnamed	Full	---							
						0.055	291	2LUD	60	4	NO	---
12-070000	Rural	17.151	Sparta Ave	Full	---							
						0.393	2,076	2LUD	60	4	YES	---
12-070000	Rural	17.544	Nemitz Blvd	Full	---							
						0.367	1,938	2LUD	60	4	YES	---
12-070000	Rural	17.911	Homestead Rd	Full	---							
						0.313	1,653	2LUD	60	4	YES	---
12-070000	Rural	18.224	Troyer Bros	Full	---							
						0.02	106	2LUD	60	4	NO	---
12-070000	Rural	18.244	Sakata Road	Full	---							
						0.06	317	2LUD	60	4	NO	---
12-070000	Rural	18.304	Lydia Street	Full	---							
						0.645	3,407	2LUD	60	4	YES	---
12-070000	Rural	18.949	Bell Blvd	Full	---							
						1.108	5,852	2LUD	60	4	YES	---
12-070000	Rural	20.057	Eisenhower Blvd	Full	---							
						0.51	2,694	2LUD	60	4	YES	---
12-070000	Rural	20.567	Wildcat Dr	Full	---							
						0.076	401	2LUD	60	4	NO	---
12-070000	Rural	20.643	Genoa Ave	Full	---							
						0.39	2,060	2LUD	60	4	YES	---
12-070000	Rural	21.033	Columbus Blvd	Full	---							
						0.51	2,694	2LUD	60	4	YES	---
12-070000	Rural	21.543	Naples Ave	Full	---							
						2.131	11,256	2LUD	60	4	YES	---
03-050000	Rural	0.848	South Church Street	Full	---							
						0.847	4,474	2LUD	60	4	YES	---
03-050000	Rural	1.695	Corkscrew Grade	Full	---							
						3.3	17,431	2LUD	60	4	YES	---
03-050000	Rural	4.995	Lamm Road	Full	---							
						1.01	5,335	2LUD	60	4	YES	---
03-050000	Rural	6.005	Edward Grove Road	Full	---							
						1.053	5,562	2LUD	55	4	YES	---
03-050000	Rural	7.058	SR 29	Flashing Signal	---							

# SECTION 3 – FUTURE CONDITIONS

## PROGRAMMED AND PLANNED IMPROVEMENTS

SR 82 is not an FIHS facility but is an emerging SIS facility from I-75 in Lee County to SR 29 in Collier County. Based on the most recent Transportation Improvement Program (TIP) from Lee and Collier County Metropolitan Planning Organizations (MPOs) and FDOT Work Program (FY 2007 – FY 2011), there is funding included in fiscal year 2009 for six-lane construction of SR 82 from Ortiz Avenue to Colonial Boulevard/Lee Boulevard in Lee County. Although a Project Development and Environment (PD&E) study for SR 82 recently began for the segment from Colonial Boulevard/Lee Boulevard in Lee County to SR 29 in Collier County, no funding currently is identified for design, right-of-way, and construction phases for widening projects in this segment.

The most recent Lee and Collier County Adopted Year 2030 Highway Element (Adopted December 7<sup>th</sup>, 2005 with Amendments on January 20<sup>th</sup> and March 17<sup>th</sup>, 2006) show the widening SR 82 to a six lane divided roadway from Colonial Boulevard/Lee Boulevard to Hendry County Line (Lee County portion) and from Hendry County Line to SR 29 (Collier County portion) contingent on availability of funding.

## PUBLIC HEARING

The first Public Hearing for the SR 82 CAMP was held on Thursday, September 21, 2006 at the East Lee County Regional Library. The meeting began with an open house from 6:00 to 7:00 p.m. followed by the formal Public Hearing presentation at 7:00 p.m. The Public Hearing was attended by 93 citizens including FDOT staff, local government agency staff, and study team staff members. The sign-in sheet for all the attendees are included in Appendix B. With SR 82 being planned to be widened to a six-lane divided roadway, the access classification for SR 82 was proposed as Access Class 3 from I-75 in Lee County to SR 29 in Collier County during the first Public Hearing.

Notification of the Hearing was achieved through publishing two display advertisements in the News-Press and Naples Daily News, in English, on Wednesday, September 6, 2006 and Saturday, September 16, 2006 and two display advertisements in the News Star, in English, on Saturday, September 9, 2006 and Saturday, September 16, 2006. The affidavits of publication from the three newspapers are included in Appendix B. A legal notification of the Hearing was published in the Florida Administrative Weekly published on Friday, August 25, 2006. Invitational letters were mailed to 45 elected and appointed officials and more than 1,000 property owners and interested parties within the study area. Copy of the property owner letter is included in Appendix B. The “82 CAMP – Existing Conditions Report dated August 2005”, “Draft SR 82 CAMP Report dated August 2006”, and Final Project Traffic Report for SR 82 dated August 2006” were made available for public review from Thursday, August 31, 2006, to Monday, October 2, 2006 at East Lee County Regional Library, 881 Gunnery Road, Lehigh Acres, Florida, Hendry County Engineering Department, 99 East Cowboy Way, La belle, Florida, Immokalee Branch Library, 417 N 1<sup>st</sup> Street, Immokalee, Florida, and FDOT Southwest Area Office – District One, 2295 Victoria Avenue, Suite 292, Fort Myers, Florida.

As attendees entered the hearing, they were asked to sign in and were given comment sheets for offering comments. The hearing included an open-house period with members of the study team available to answer questions and discuss the project “one-on-one” with attendees. The following project related information was on display:

- Project Location Map
- Proposed Corridor Access Management Plan
- Title VI Board
- Contact Address

Randy Cimini began the formal portion of the hearing at 7:00 p.m. A power point presentation was presented by Randy Cimini. Following the power point presentation, a short break was given and the hearing was reconvened for the public testimony period. Seven citizens gave oral statements during the public testimony period. Almost all of them wanted SR 82 to be widened in

the near future and expressed concern on the traffic and in particular truck traffic. Sixteen written comment forms/emails were received at the Hearing and during the 10-day comment period following the Hearing. Appendix B includes the Public Hearing Transcript along with the responses and comments.

**RECOMMENDED ACCESS MANAGEMENT**

Based on comments received from the first public hearing held on the CAMP on September 21, 2006 and based on discussions with staff from Lee, Hendry, and Collier Counties to make the SR 82 corridor more restrictive, the proposed access classification of 3 presented at the September public hearing is proposed to be changed to 2 along SR 82 from Wallace Avenue in Lee County through Hendry County to SR 29 in Collier County. The proposed access class 2 is the same as access class 3 with the exception of limiting the driveway connections spacing to 1320’ compared to 660’ under access class 3. Access Class 2 relates to roadways with existing or planned service roads so that driveway spacing would be restricted to 1320’ and access to properties would be from the existing or planned service road.

Rule 14-97 of the State Highway System Access Management Classification System and Standards, describes Access Classes 3 and 2 as follows:

**Access Class 2:**

*“These are highly controlled access facilities distinguished by the ability to serve high speed and high volume traffic over long distance in a safe and efficient manner. These highways are distinguished by a system of existing or planned service roads. This access class is distinguished by a highly controlled limited number of connections, median openings, and infrequent traffic signals. Segments of the State Highway System having this classification usually have the access restrictions supported by local ordinances and agreements with the Department.”*

**Access Class 3:**

*“These facilities are controlled access highways where direct access to abutting land will be controlled to maximize the operation of the through traffic movement. This class will be used where existing land use and roadway sections have not completely built out to the maximum land use or roadway capacity or where the probability of significant land use change in the near future is high. These highways will be distinguished by existing or planned restrictive medians and maximum distance between traffic signals and driveway connections. Local land use planning, zoning, and subdivision regulations should be such to support the restrictive spacings of this designation.”*

As shown in Table 1, Access Classes 2 and 3 require a minimum connection spacing of 1320 and 660 feet for speed greater than 45 mph, respectively. Also, access Classes 2 and 3 require a minimum connection spacing of 660 and 440 feet for speed less than 45 mph, respectively. For both access classes 2 and 3, the minimum spacing for a directional and full median opening should be 0.25 miles (1,320 feet) and 0.50 miles (2,640 feet), respectively. Also, for both access classes 2 and 3, the minimum signal spacing should be 0.5 mile (2,640 feet).

Based on coordination with FDOT, Lee, Hendry and Collier County staff, based on the information on future developments along the corridor, and based on the comments received during the first Public Hearing held on September 21, 2006, the proposed access management plan for SR 82 was prepared. The proposed access management plan for SR 82 is summarized in Table 3 and Figures 2-1 through 2-45. The proposed access management plan is described in detail by individual median opening below.

**Median Opening # 1 – I-75 NB Ramps:** This median opening will remain signalized. This signalized median opening would fail to meet access class 3 spacing criteria in the westbound direction.

**Median Opening # 2 – Teter Road:** To protect the influence area of the interchange the full median opening is proposed to be converted to an eastbound/westbound directional median

Table 3  
SR 82 Proposed Access Management Evaluation Summary

Median Id	Roadway Section	Area Type	Mile Post	Street	Distance Between Openings		Proposed Conditions					Median Classification		Notes
							No. of Lanes	Roadway Classification	Meets Access Criteria					
					Miles	Feet			Openings	Drwy. Connection	Signal	Type	Dir	
1	12-070000	Urban	4.478	I-75 NB Ramps					No			Signal	---	Fails to meet Access Class III in the WB direction
2	12-070000	Urban	4.698	Teter Road	0.220	1,159	6LD	III	No	YES		Directional	EB/WB	Fails to meet Access Class III in the EB direction
					0.389	2,056	6LD	III	YES	YES				
3	12-070000	Urban	5.087	Forum Blvd								Full	---	Access to Forum DRI
4	12-070000	Urban	5.415	No Name	0.328	1,732	6LD	III	YES	YES		Directional	EB/WB	
					0.250	1,318	6LD	III		YES				---
5	12-070000	Urban	5.665	Lighthard Knott Lane/Proposed Hanson St	0.365	1,927	6LD	III		YES		Full	---	to meet access class III in the WB direction
	12-070000	Urban	6.030	Buckingham Rd 1	0.494	2,609	6LD	III	No	YES		Rt In/Rt Out	---	---
6	12-070000	Urban	6.159	Buckingham Rd 2	0.720	3,800	6LD	III	No	YES	YES	Full	---	Fails to meet Access Class III in the EB direction
7	12-070000	Urban	6.879	Colonial Blvd	0.267	1,410	6LD	III	No	YES		Signal	---	Fails to meet Access Class III in the WB direction
8	12-070000	Urban	7.146	Publix	0.182	961	6LD	III	No	YES		Full	---	Fails to meet Access Class III in both the directions
9	12-070000	Urban	7.328	Sherwood Residential Access	0.293	1,547	6LD	III	No	YES		Directional	EB	Fails to meet Access Class III in the EB direction
10	12-070000	Urban	7.621	Landfill Road	0.073	385	6LD	II		NA		Full		Fails to meet Access Class III in the WB direction
	12-070000	Urban	7.694	Wallace Ave	0.287	1,515	6LD	II	No	YES		Close	---	Realign with Gateway Blvd
11	12-070000	Urban	7.908	Gateway Blvd	0.481	2,540	6LD	II	YES	YES		Full	---	Fails to meet Access Class II in the EB direction
12	12-070000	Urban	8.389	Owen Avenue	0.179	945	6LD	II		No		Directional	EB	---
	12-070000	Urban	8.568	Lee Memorial pk 1	0.342	1,806	6LD	II	YES	YES		Rt In/Rt Out	---	---
13	12-070000	Rural	8.731	Lee Memorial pk 2	0.215	1,135	6LD	II		No		Full	---	---
	12-070000	Rural	8.946	Gateway	0.596	3,147	6LD	II	YES	YES		Rt In/Rt Out	---	---
14	12-070000	Rural	9.327	Griffin Dr/Ray Ave	0.701	3,701	6LD	II	YES	YES		Full	---	---
15	12-070000	Rural	10.028	Gregory Ave	0.388	2,049	6LD	II	YES	YES		Directional	EB/WB	---
16	12-070000	Rural	10.416	Haviland Ave	0.819	4,324	6LD	II	No	YES	NO	Full		---
17	12-070000	Rural	11.235	Gunnery Road	0.398	2,101	6LD	II	No	YES		Signal	---	Fails to meet Access Class II in the WB direction
18	12-070000	Rural	11.633	Shawnee Rd	0.379	2,001	6LD	II	YES	YES		Full	---	Fails to meet Access Class II in the EB direction
19	12-070000	Rural	12.012	No Name	0.260	1,373	6LD	II	No	YES		Directional	EB/WB	Proposed Access point for SR 82 Properties
20	12-070000	Rural	12.272	40th Street	0.233	1,230	6LD	II	No	YES		Full	---	Fails to meet Access Class II in the WB direction
21	12-070000	Rural	12.505	Rod Gun Club Road	0.196	1,035	6LD	II	No	YES		Directional	WB	Fails to meet Access Class II in the both directions
22	12-070000	Rural	12.701	OLD SR 82	0.622	3,284	6LD	II	YES	YES		Directional	EB/WB	Fails to meet Access Class II in the EB direction
23	12-070000	Rural	13.323	No Name	0.250	1,320	6LD	II	YES	YES		Directional	EB/WB	Proposed Access point for SR 82 Properties and Green Meadows PD
24	12-070000	Rural	13.573	Sunshine Blvd	0.067	354	6LD	II		NA		Full	---	---
	12-070000	Rural	13.640	Green Meadows Rd	0.582	3,073	6LD	II	YES	YES		Close	---	Relocate to align with Sunshine Blvd
25	12-070000	Rural	14.155	No Name	0.554	2,925	6LD	II	No	YES		Full	---	Proposed Access point for SR 82 Properties and Green Meadows PD
26	12-070000	Rural	14.709	Alabama Road	0.340	1,795	6LD	II	No	YES		Full	---	Fails to meet Access Class II in the WB direction
27	12-070000	Rural	15.049	Blackstone Rd/ Grant Blvd	0.325	1,716	6LD	II	No	YES		Full	---	Fails to meet Access Class II in both directions
28	12-070000	Rural	15.374	Rue Labeau Cir	0.436	2,300	6LD	II	No	YES		Full		Access to Savanna Lakes and fails to meet Access Class III in both direction
29	12-070000	Rural	15.810	Royal Palm	0.254	1,343	6LD	II	No	YES		Full	---	Fails to meet Access Class II in the EB direction
30	12-070000	Rural	16.064	Kalamar Dr	0.165	871	6LD	II	No	YES		Directional	EB	Fails to meet Access Class II in the WB direction
31	12-070000	Rural	16.229	Parkdale Blvd/ Blackstone Drive	0.123	649	6LD	II		No		Full	---	Fails to meet Access Class II in the EB direction
	12-070000	Rural	16.352	Harcourt Ave	0.291	1,539	6LD	II	YES	YES		Rt In/Rt Out	--	---
31A	12-070000	Rural	16.521	Blackstone Commerce Park	0.258	1,360	6LD	II	YES	YES		Directional	EB/WB	Proposed Access point for Blackstone Commerce Park
32	12-070000	Rural	16.778	Jaguar Blvd								Full	---	---

Table 3  
SR 82 Proposed Access Management Evaluation Summary

Median Id	Roadway Section	Area Type	Mile Post	Street	Distance Between Openings		Proposed Conditions					Median Classification		Notes
							No. of Lanes	Roadway Classification	Meets Access Criteria					
					Miles	Feet			Openings	Drwy. Connection	Signal	Type	Dir	
	12-070000	Rural	16.935	Hedgewood Street	0.157	829	6LD	II		No		Rt In/Rt Out	---	---
	12-070000	Rural	17.096	Unnamed	0.161	850	6LD	II		NA		Close	---	Relocate to align with Sparta Rd
					0.373	1,969	6LD	II	YES	YES				
33	12-070000	Rural	17.151	Sparta Ave	0.393	2,075	6LD	II	YES	YES		Directional	EB/WB	---
34	12-070000	Rural	17.544	Nemitz Blvd	0.367	1,938	6LD	II	YES	YES		Directional	EB	---
35	12-070000	Rural	17.911	Homestead Rd	0.313	1,653	6LD	II	YES	YES		Full	---	---
36	12-070000	Rural	18.224	Troyer Bros	0.020	106	6LD	II		NA		Directional	EB/WB	Consolidate the two Driveways at Troyers Brothers Road
	12-070000	Rural	18.244	Sakata Road	0.060	317	6LD	II		No		Close	---	& Sakata Road into a single Driveway
	12-070000	Rural	18.304	Lydia Street	0.725	3,828	6LD	II	YES	YES		Rt In/Rt Out	---	---
37	12-070000	Rural	18.949	Bell Blvd	0.602	3,179	6LD	II	YES	YES		Full	---	---
38	12-070000	Rural	19.551	No Name	0.506	2,672	6LD	II	YES	YES		Full		---
39	12-070000	Rural	20.057	Eisenhower Blvd	0.510	2,693	6LD	II	YES	YES		Full	---	---
40	12-070000	Rural	20.567	Wildcat Dr	0.076	401	6LD	II		No		Directional	EB/WB	---
	12-070000	Rural	20.643	Genoa Ave	0.466	2,460	6LD	II	YES	YES		Rt In/Rt Out	---	---
41	12-070000	Rural	21.033	Columbus Blvd	0.510	2,693	6LD	II	YES	YES		Full	---	---
42	12-070000	Rural	21.543	Naples Ave	0.352	1,859	6LD	II	YES	YES		Full	---	---
43	07-020000	Rural	21.895	No Name	0.480	2,534	6LD	II	YES	YES		Directional	EB/WB	---
43A	07-020000	Rural	22.375	Tri County Mining	0.250	1,321	6LD	II	YES	YES		Full	---	Proposed Access point for Tri County Mining
44	07-020000	Rural	22.625	No Name	0.269	1,420	6LD	II	YES	YES		Directional	EB/WB	---
44A	07-020000	Rural	22.894	Gardinier Property	0.780	4,119	6LD	II	YES	YES		Full	---	Proposed Access point for Gardinier Property
45	03-050000	Rural	23.674	South Church Street	0.299	1,579	6LD	II	YES	YES		Full	---	---
46	03-050000	Rural	23.973	No Name	0.548	2,893	6LD	II	YES	YES		Directional	EB/WB	---
47	03-050000	Rural	24.521	CR 850	0.603	3,184	6LD	II	YES	YES		Full	---	---
48	03-050000	Rural	25.124	No Name	0.582	3,073	6LD	II	YES	YES		Full	---	---
49	03-050000	Rural	25.706	No Name	0.602	3,179	6LD	II	YES	YES		Directional	EB/WB	---
50	03-050000	Rural	26.308	No Name	0.437	2,307	6LD	II	YES	YES		Directional	EB/WB	---
51	03-050000	Rural	26.745	No Name	0.557	2,941	6LD	II	YES	YES		Full	---	---
52	03-050000	Rural	27.302	No Name	0.519	2,740	6LD	II	No	YES		Full	---	---
53	03-050000	Rural	27.821	Lamm Road	0.473	2,500	6LD	II	No	YES		Full	---	Fails to meet Access Class II in the WB direction
54	03-050000	Rural	28.294	No Name	0.253	1,334	6LD	II	YES	YES		Full	---	Relocate to align with the roadway & Fails to meet Access Class II in the EB direction
55	03-050000	Rural	28.547	No Name	0.284	1,500	6LD	II	YES	YES		Directional	EB/WB	---
56	03-050000	Rural	28.831	Edward Grove Road	0.359	1,896	6LD	II	YES	YES		Full	---	---
57	03-050000	Rural	29.190	No Name	0.349	1,841	6LD	II	YES	YES		Directional	EB/WB	---
58	03-050000	Rural	29.539	No Name	0.345	1,824	6LD	II	YES	YES	YES	Directional	EB/WB	---
59	03-050000	Rural	29.884	SR 29								Signal		---

opening. This dual directional median opening would fail to meet access class 3 spacing criteria in the eastbound direction.

**Median Opening # 3 – Forum Boulevard:** A full median is proposed at this location and will serve as an access point for The Forum DRI. This full median opening would meet access class 3 spacing criteria in both directions.

**Median Opening # 4 – No name:** An eastbound/westbound dual directional median opening is proposed at this location. This dual directional median opening would meet access class 3 spacing criteria in both directions.

**Median Opening # 5 – Lightard Knott Lane/Proposed Hanson Street:** Based on discussions with City of Fort Myers, the proposed alignment of Hanson Street would form the fourth leg of the intersection. A full median is proposed at this location. This full median opening would not meet access class 3 spacing criteria in the westbound direction.

**Driveway Connection – Buckingham Road 1:** A right in/right out only is proposed at this location. This connection would meet the access class 3 spacing criteria.

**Median Opening # 6 – Buckingham Road 2:** A full median is proposed at this location. This full median opening would not meet access class 3 spacing criteria in the eastbound direction.

**Median Opening # 7 –Colonial Boulevard/Lee Boulevard:** This full median opening will remain signalized. This signalized median opening would not meet access class 3 spacing criteria in the westbound direction.

**Median Opening # 8 – Publix:** A full median opening is proposed at this location. This full median opening would not meet access class 3 spacing criteria in both the directions.

**Median Opening # 9 – Sherwood Residential Access:** An eastbound directional median is proposed at this location to serve Sherwood development. This eastbound directional median opening would not meet access class 3 spacing criteria in the eastbound direction.

**Median Opening # 10 – Landfill Road:** Considering the truck traffic, a full median is proposed at this location. This full median opening would not meet access class 3 spacing criteria in the westbound direction.

**Driveway Connection – Wallace Avenue:** Closing of Wallace Avenue and realigning with Gateway Boulevard is recommended. This connection would not meet the access class 3 spacing criteria.

**Median Opening # 11 – Gateway Boulevard:** A full median is proposed at this location. This median opening would provide access to Stoneybrook at Gateway development and Gateway DRI. This full median opening would not meet access class 2 spacing criteria in the eastbound direction.

**Median Opening # 12 – Owen Avenue:** An eastbound directional median is proposed at this location. This directional median opening would meet access class 2 spacing criteria in both directions.

**Driveway Connection – Lee Memorial Park 1:** A right in/right out only is proposed at this location. This connection would not meet access class 2 spacing criteria.

**Median Opening # 13 – Lee Memorial Park 2:** A full median is proposed at this location. This full median opening would meet access class 2 spacing criteria in both directions.

**Driveway Connection – Gateway:** A right in/right out only is proposed at this location. This connection would not meet access class 2 spacing criteria.

**Median Opening # 14 – Griffin Drive/Ray Avenue:** A full median opening is proposed at this location. This median opening would serve Gateway DRI. This full median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 15 – Gregory Avenue:** An eastbound/westbound dual directional median opening is proposed at this location. This dual directional median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 16 – Haviland Avenue:** A full median opening is proposed at this location. This full median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 17 – Gunnery Road/Daniels Parkway:** This full median opening will remain signalized. This signalized median opening would not meet access class 2 spacing criteria in the westbound direction.

**Median Opening # 18 – Shawnee Road:** A full median opening is proposed at this location. This full median opening would not meet access class 2 spacing criteria in the eastbound direction.

**Median Opening # 19 – No Name:** An eastbound/westbound dual directional median opening is proposed at this location to provide access to SR 82 Properties. This dual directional median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 20 – 40<sup>th</sup> Street Southwest:** A full median opening is proposed at this location. This full median opening would not meet access class 2 spacing criteria in the westbound direction.

**Median Opening # 21 – Rod Gun Club Road:** A westbound directional median opening is proposed at this location. This westbound directional median opening would not meet access class 2 spacing criteria in both directions.

**Median Opening # 22 – Old SR 82:** An eastbound/westbound dual directional median opening is proposed at this location to provide access to SR 82 properties. This dual directional median opening would not meet access class 2 spacing criteria in the eastbound direction.

**Median Opening # 23 – No Name:** An eastbound/westbound dual directional median opening is proposed at this location to provide access to SR 82 Properties and Green Meadows planned development. This dual directional median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 24 – Sunshine Boulevard:** A full median opening is proposed at this location. This full median opening would meet access class 2 spacing criteria in both directions.

**Driveway Connection – Green Meadows Road:** Closing of Green Meadows Road and realigning with Sunshine Boulevard is recommended. The spacing between Sunshine Boulevard and Green Meadows Road would not meet access class 2 spacing criteria.

**Median Opening # 25 – No Name:** A full median opening is proposed at this location to provide access to SR 82 Properties and Green Meadows planned development. This full median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 26 – Alabama Road:** A full median opening is proposed at this location. This full median opening would not meet access class 2 spacing criteria in the westbound direction.

**Median Opening # 27 – Blackstone Road/Grant Boulevard:** A full median opening is proposed at this location. This full median opening would not meet access class 2 spacing criteria in both directions.

**Median Opening # 28 – Rue Labeau Circle:** A full median opening is proposed at this location to provide access to Savanna Lakes development. This full median opening would not meet access class 2 spacing criteria in both directions.

**Median Opening # 29 – Golden Palms Motor Coach Estates:** A full median opening is proposed at this location to provide access to the Golden Palms Motor Coach Estates. This full directional median opening would not meet access class 2 spacing criteria in the eastbound direction.

**Median Opening # 30 – Kalamar Drive:** An eastbound directional median opening is proposed at this location. This directional median opening would not meet access class 2 spacing criteria in the westbound direction.

**Median Opening # 31 – Blackstone Drive/Parkdale Boulevard:** A full median opening is proposed at this location to provide access to SR 82 Properties. This full median opening would not meet access class 2 spacing criteria in the eastbound direction.

**Driveway Connection – Harcourt Avenue:** A right in/right out only is proposed at this location. This connection would not meet the access class 2 spacing criteria.

**Median Opening # 31A – Blackstone Corporate Park:** An eastbound/westbound dual directional opening is proposed at this location to provide access to Blackstone Corporate Park. This dual directional median opening would meet access class 2 spacing criteria in both the directions.

**Median Opening # 32 – Jaguar Boulevard:** A full median opening is proposed at this location. This full median opening would meet access class 2 spacing criteria in both directions.

**Driveway Connection – Hedgewood Street:** A right in/right out only is proposed at this location. This connection would not meet the access class 2 spacing criteria.

**Driveway Connection – No Name:** Closing of No Name Street and realigning with Sparta Avenue is recommended. The spacing between the No Name Street and Sparta Avenue would not meet access class 2 spacing criteria.

**Median Opening # 33 – Sparta Avenue:** An eastbound/westbound dual directional median opening is proposed at this location. This dual directional median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 34 – Nimitz Boulevard:** An eastbound directional median opening is proposed at this location. This eastbound directional median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 35 – Homestead Road:** A full median opening is proposed at this location. This full median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 36 – Troyer Brothers Road:** An eastbound/westbound dual directional median opening is proposed at this location. This dual directional median opening would meet access class 2 spacing criteria in both directions.

**Driveway Connection – Sakata Road:** Closing of Sakata Road and consolidating the driveway at Sakata Road with Troyer Brothers Road is recommended. This connection would not meet the access class 2 spacing criteria.

**Driveway Connection – Lydia Street:** A right in/right out only is proposed at this location. This connection would not meet the access class 2 spacing criteria.

**Median Opening # 37 – Bell Boulevard:** A full median opening is proposed at this location. This median opening will also serve Sun State Excavation planned development. This full median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 38 – No Name:** A full median opening is proposed at this location considering the large agricultural area this median opening would provide access to the large trucks that would be using this access. This full median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 39 – Eisenhower Boulevard:** A full median opening is proposed at this location. This full median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 40 – Wildcat Drive:** An eastbound/westbound dual directional median opening is proposed at this location. This dual directional median opening would meet access class 2 spacing criteria in both directions.

**Driveway Connection – Genoe Avenue:** A right in/right out only is proposed at this location. This connection would not meet the access class 2 spacing criteria.

**Median Opening # 41 – Columbus Boulevard:** A full median opening is proposed at this location. This full median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 42 – Naples Avenue:** A full median opening is proposed at this location. This full median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 43 – No Name:** An eastbound/westbound dual directional median opening is proposed at this location. This dual directional median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 43A – Tri County Mining:** A full median opening is proposed at this location. This full median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 44 – No Name:** An eastbound/westbound dual directional median opening is proposed at this location. This dual directional median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 44A – Gardinier Property:** A full median opening is proposed at this location. This full median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 45 – South Church Road:** A full median opening is proposed at this location. This full median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 46 – No Name:** An eastbound/westbound dual directional median opening is proposed at this location. This dual directional median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 47 – CR 850:** A full median opening is proposed at this location. This full median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 48 – No Name:** A full median opening is proposed at this location. This full median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 49 – No Name:** An eastbound/westbound dual directional median opening is proposed at this location. This dual directional median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 50 – No Name:** An eastbound/westbound dual directional median opening is proposed at this location. This dual directional median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 51 – No Name:** A full median opening is proposed at this location. This full median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 52 – No Name:** A full median opening is proposed at this location. This full median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 53 – Lamm Road:** A full median opening is proposed at this location. This full median opening would not meet access class 2 spacing criteria in the westbound direction.

**Median Opening # 54 – No Name:** A full median opening is proposed at this location. This full median opening would not meet access class 2 spacing criteria in the eastbound direction.

**Median Opening # 55 – No Name:** An eastbound/westbound dual directional median opening is proposed at this location. This dual directional median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 56 – Edward Grove Road:** A full median opening is proposed at this location. This full median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 57 – No Name:** An eastbound/westbound dual directional median opening is proposed at this location. This dual directional median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 58 – No Name:** An eastbound/westbound dual directional median opening is proposed at this location. This dual directional median opening would meet access class 2 spacing criteria in both directions.

**Median Opening # 59 – SR 29:** This full median opening will remain signalized. This signalized median opening would meet access class 2 spacing criteria.

STATE ROAD



CORRIDOR

LEGEND

FLORIDA COUNTY

Lee County

SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
1	2	1,159 ft
2	3	2,056 ft

MEDIAN TYPE

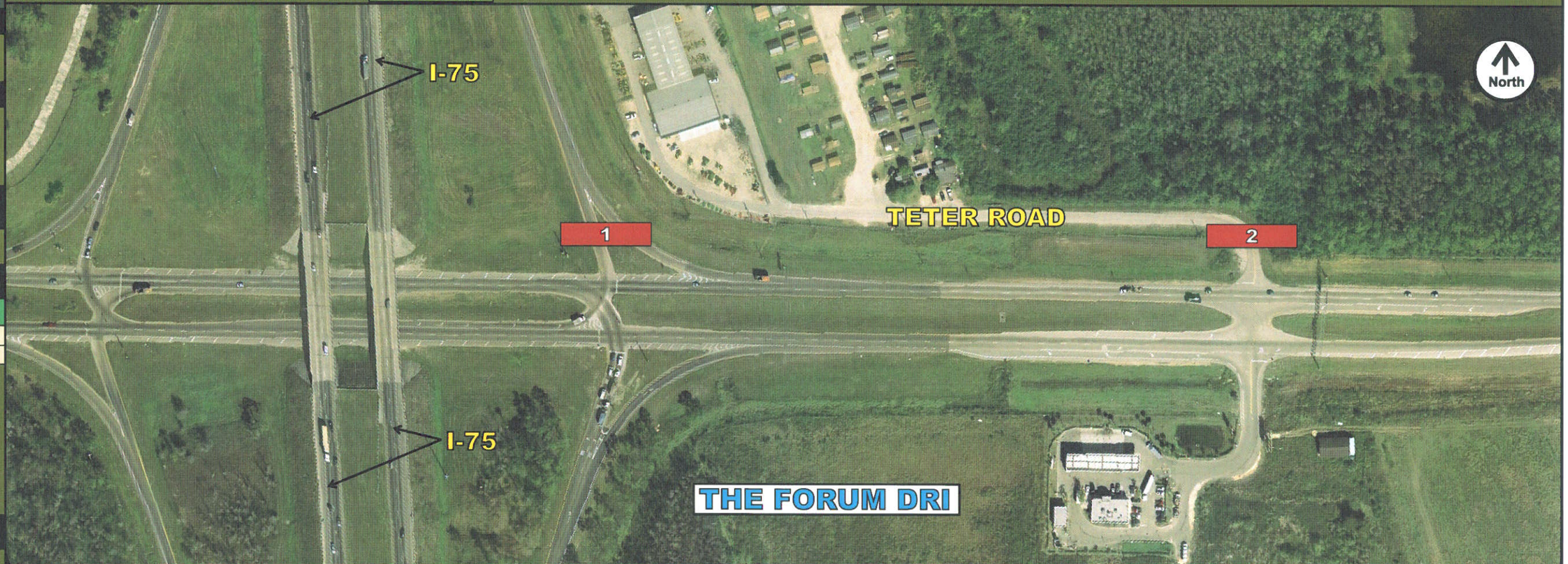
- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



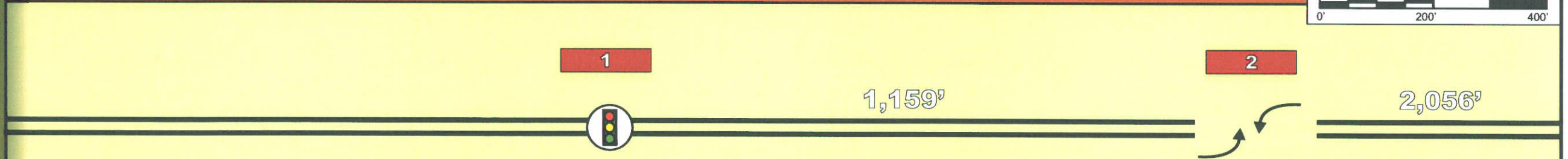
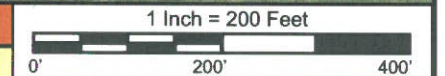
MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	660 / 440 ft.

ACCESS CLASSIFICATION: CLASS 3



ROADWAY FEATURES



NOTE\* DRIVEWAYS / ROADWAYS WITH NO MEDIAN INDICATION WILL  
SERVE AS RIGHT IN / RIGHT OUT ONLY

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STATE ROAD



CORRIDOR

LEGEND

FLORIDA COUNTY

Lee County

SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
2	3	2,056 ft
3	4	1,732 ft

MEDIAN TYPE

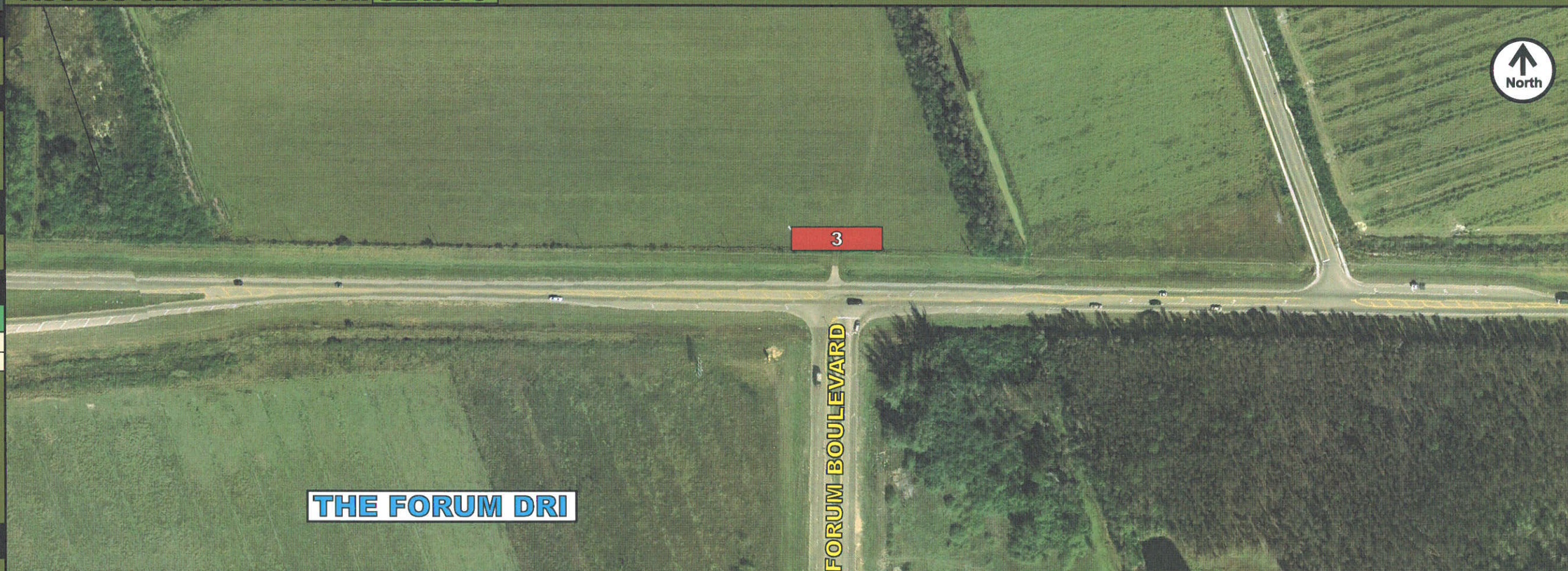
- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	660 / 440 ft.

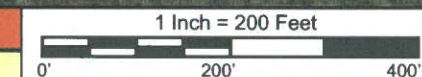
ACCESS CLASSIFICATION: CLASS 3



THE FORUM DRI

FORUM BOULEVARD

ROADWAY FEATURES



2,056'

3

1,732'

NOTE\* DRIVEWAYS / ROADWAYS WITH NO MEDIAN INDICATION WILL  
SERVE AS RIGHT IN / RIGHT OUT ONLY

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# STATE ROAD



## CORRIDOR

### LEGEND

FLORIDA COUNTY

Lee County

SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
3	4	1,732 ft
4	5	1,318 ft
5	6	2,609 ft

MEDIAN TYPE

- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



### MINIMUM SPACING STANDARDS

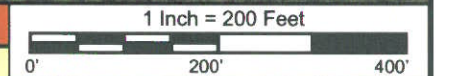
	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	660 / 440 ft.

ACCESS CLASSIFICATION: CLASS 3



PROPOSED HANSON STREET

### ROADWAY FEATURES



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STATE ROAD



CORRIDOR

LEGEND

FLORIDA COUNTY

Lee County

SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
5	6	2,609 ft
6	7	3,800 ft

MEDIAN TYPE

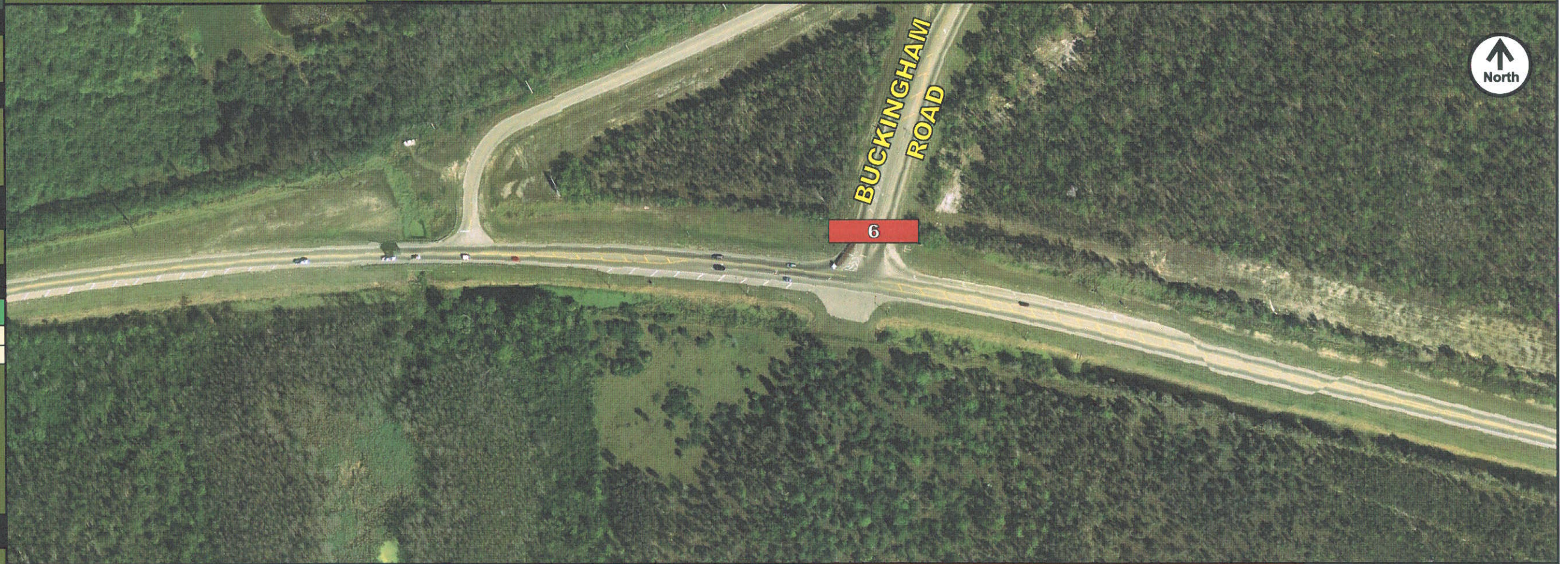
- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



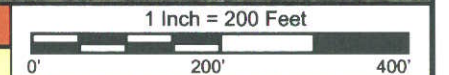
MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	660 / 440 ft.

ACCESS CLASSIFICATION: CLASS 3



ROADWAY FEATURES



2,609'

6

3,800'

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STATE ROAD



CORRIDOR

LEGEND

FLORIDA COUNTY

Lee County

SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
6	7	3,800 ft
7	8	1,410 ft

MEDIAN TYPE

- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



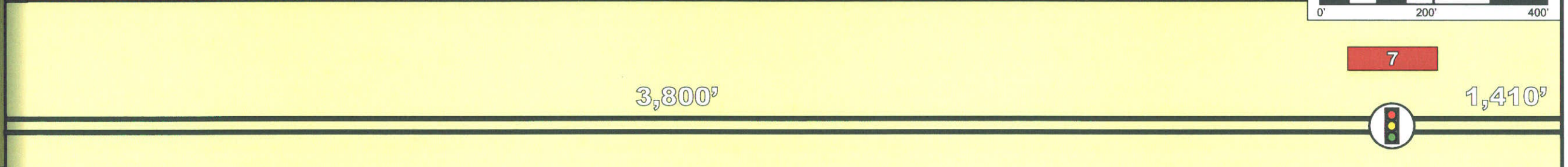
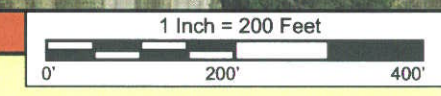
MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	660 / 440 ft.

ACCESS CLASSIFICATION: CLASS 3



ROADWAY FEATURES



NOTE\* DRIVEWAYS / ROADWAYS WITH NO MEDIAN INDICATION WILL  
SERVE AS RIGHT IN / RIGHT OUT ONLY

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# STATE ROAD



## CORRIDOR

### LEGEND

FLORIDA COUNTY

Lee County

SPEED LIMIT

Speed  
Limit  
**60**

MEDIAN AND INTERSECTION  
OPENING ID NUMBER

**XX**

MEDIAN OPENING SPACINGS

From	To	Distances
7	8	1,410 ft
8	9	961 ft
9	10	1,547 ft

MEDIAN TYPE

- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



### MINIMUM SPACING STANDARDS

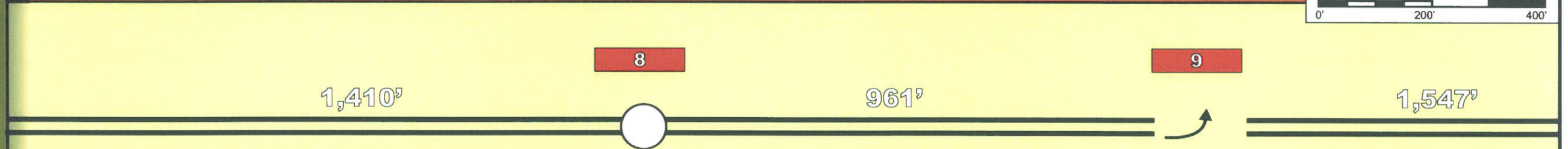
	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	660 / 440 ft.

ACCESS CLASSIFICATION: CLASS 3



### ROADWAY FEATURES

1 Inch = 200 Feet  
0' 200' 400'



**NOTE\* DRIVEWAYS / ROADWAYS WITH NO MEDIAN INDICATION WILL  
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# STATE ROAD



## CORRIDOR

### LEGEND

FLORIDA COUNTY

Lee County

### SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

### MEDIAN OPENING SPACINGS

From	To	Distances
9	10	1,547 ft
10	11	1,515 ft
11	12	2,540 ft

### MEDIAN TYPE

- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



### MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	660 / 440 ft.

### MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	1320 / 660 ft.

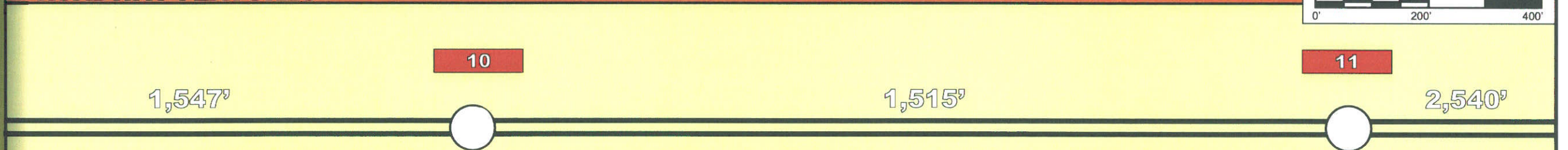
NOTE \* ACCESS CLASS 2 STARTS AT WALLACE AVENUE

ACCESS CLASSIFICATION: CLASS 3

ACCESS CLASSIFICATION: CLASS 2



### ROADWAY FEATURES



NOTE\* DRIVEWAYS / ROADWAYS WITH NO MEDIAN INDICATION WILL  
SERVE AS RIGHT IN / RIGHT OUT ONLY

NOTE \* RECOMMEND CLOSING WALLACE AVENUE AND  
REALIGN WITH GATEWAY BOULEVARD AS SHOWN IN THIS FIGURE

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# STATE ROAD



## CORRIDOR

### LEGEND

FLORIDA COUNTY

Lee County

SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
11	12	2,540 ft
12	13	1,806 ft

MEDIAN TYPE

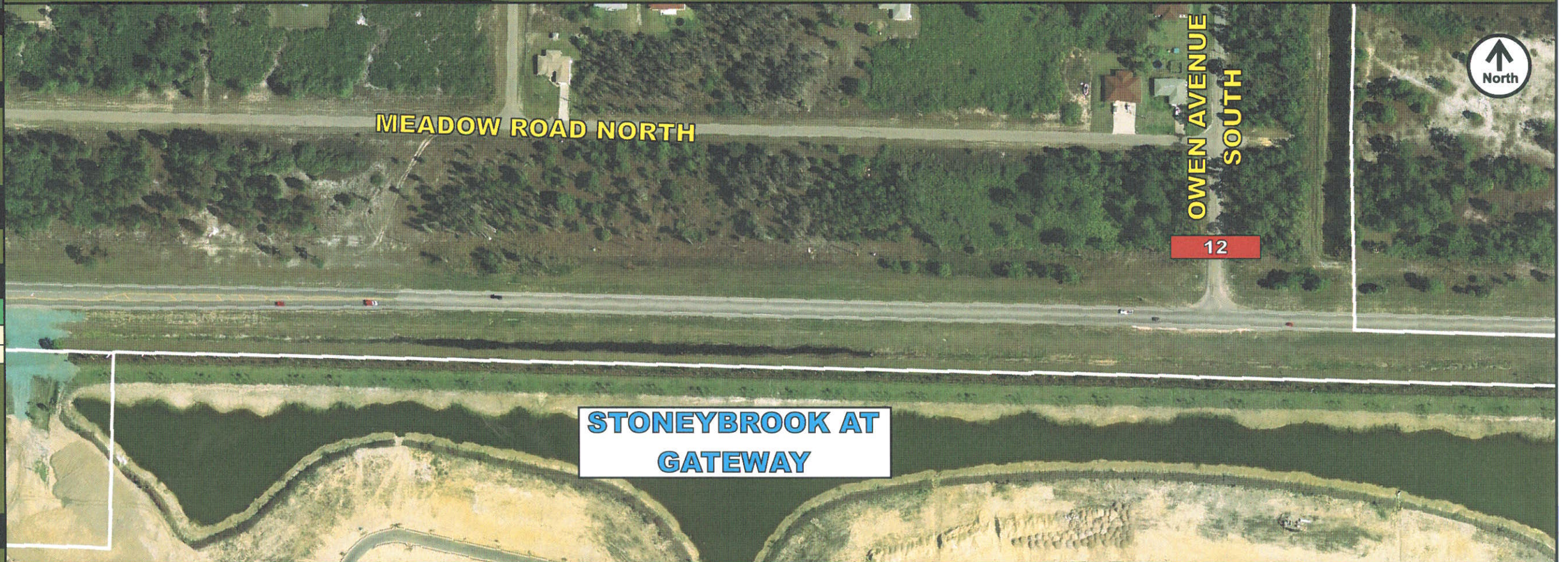
- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



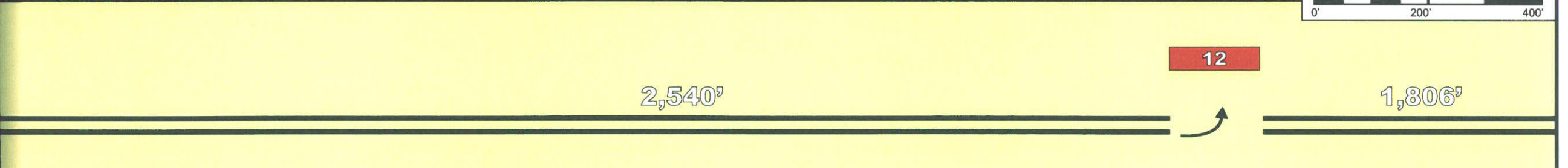
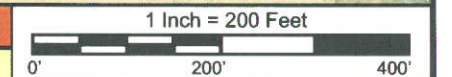
### MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	1320 / 660 ft.

ACCESS CLASSIFICATION: CLASS 2



### ROADWAY FEATURES



NOTE\* DRIVEWAYS / ROADWAYS WITH NO MEDIAN INDICATION WILL  
SERVE AS RIGHT IN / RIGHT OUT ONLY

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STATE ROAD



CORRIDOR

LEGEND

FLORIDA COUNTY

Lee County

SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
12	13	1,806 ft
13	13A	2,027 ft

MEDIAN TYPE

- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



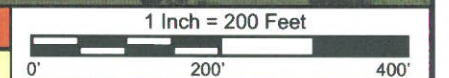
MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	1320 / 660 ft.

ACCESS CLASSIFICATION: CLASS 2



ROADWAY FEATURES



1,806'

13

2,027'

NOTE\* DRIVEWAYS / ROADWAYS WITH NO MEDIAN INDICATION WILL  
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STATE ROAD

CORRIDOR

LEGEND

FLORIDA COUNTY

Lee County

SPEED LIMIT

Speed Limit

60

MEDIAN AND INTERSECTION OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
13	13A	2,027 ft
13A	14	1,320 ft
14	15	3,701 ft

MEDIAN TYPE

Full median

Signalized Median

EB Directional Median

WB Directional Median

EB/WB Directional Median

MINIMUM SPACING STANDARDS

>45 / <45mph

1. Full Median Opening

2640 / 2640 ft.

2. Traffic Signal (If Warranted)

2640 / 2640 ft.

3. Directional Median Opening

1320 / 1320 ft.

4. Driveway Connections

1320 / 660 ft.

ACCESS CLASSIFICATION: CLASS 2

ROADWAY FEATURES

NOTE\* DRIVEWAYS / ROADWAYS WITH NO MEDIAN INDICATION WILL SERVE AS RIGHT IN / RIGHT OUT ONLY

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STATE ROAD



CORRIDOR

LEGEND

FLORIDA COUNTY

Lee County

SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
14	15	3,701 ft
15	16	2,049 ft

MEDIAN TYPE

- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



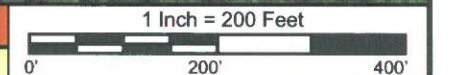
MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	1320 / 660 ft.

ACCESS CLASSIFICATION: CLASS 2



ROADWAY FEATURES



3,701'

15

NOTE\* DRIVEWAYS / ROADWAYS WITH NO MEDIAN INDICATION WILL  
SERVE AS RIGHT IN / RIGHT OUT ONLY

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STATE ROAD



CORRIDOR

LEGEND

FLORIDA COUNTY

Lee County

SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
15	16	2,049 ft
16	17	4,324 ft

MEDIAN TYPE

- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



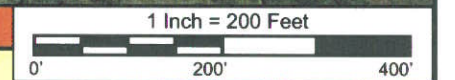
MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	1320 / 660 ft.

ACCESS CLASSIFICATION: CLASS 2



ROADWAY FEATURES



2,049'

16

4,324'

NOTE\* DRIVEWAYS / ROADWAYS WITH NO MEDIAN INDICATION WILL  
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# STATE ROAD



## CORRIDOR

### LEGEND

FLORIDA COUNTY

Lee County

### SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
16	17	4,324 ft

### MEDIAN TYPE

- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



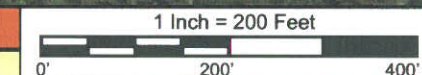
### MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	1320 / 660 ft.

ACCESS CLASSIFICATION: CLASS 2



### ROADWAY FEATURES



4,324'

**NOTE\* DRIVEWAYS / ROADWAYS WITH NO MEDIAN INDICATION WILL  
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STATE ROAD



CORRIDOR

LEGEND

FLORIDA COUNTY

Lee County

SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
16	17	4,324 ft
17	18	2,100 ft
18	19	2,002 ft

MEDIAN TYPE

- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



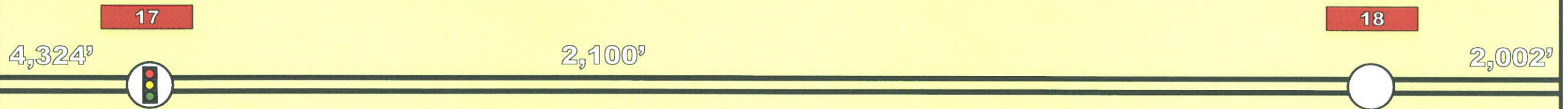
MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	1320 / 660 ft.

ACCESS CLASSIFICATION: CLASS 2



ROADWAY FEATURES



NOTE\* DRIVEWAYS / ROADWAYS WITH NO MEDIAN INDICATION WILL  
SERVE AS RIGHT IN / RIGHT OUT ONLY

STATE ROAD 82 CORRIDOR  
ACCESS MANAGEMENT PLAN

Adopted by the Florida  
Department of Transportation.  
Date: 7/17/09

Stanley M. Cann, P.E.  
District Secretary - District One

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STATE ROAD



CORRIDOR

LEGEND

FLORIDA COUNTY

Lee County

SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
18	19	2,002 ft
19	20	1,373 ft

MEDIAN TYPE

- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



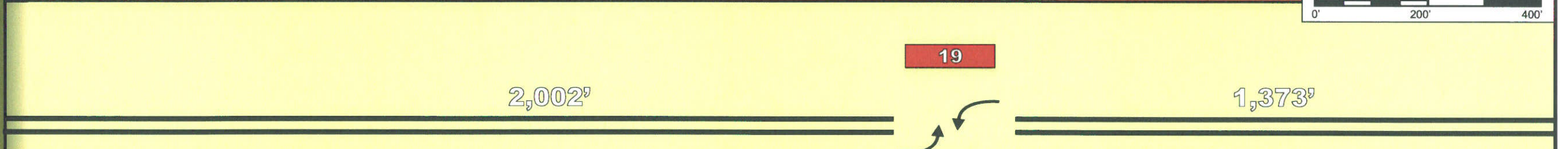
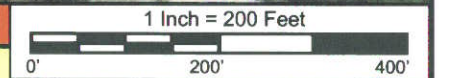
MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	1320 / 660 ft.

ACCESS CLASSIFICATION: CLASS 2



ROADWAY FEATURES



NOTE\* DRIVEWAYS / ROADWAYS WITH NO MEDIAN INDICATION WILL  
SERVE AS RIGHT IN / RIGHT OUT ONLY

STATE ROAD 82 CORRIDOR  
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Stanley M. Cann, P.E.  
District Secretary - District One

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# STATE ROAD



## CORRIDOR

### LEGEND

FLORIDA COUNTY

Lee County

SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
19	20	1,373 ft
20	21	1,230 ft
21	22	1,035 ft

MEDIAN TYPE

- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



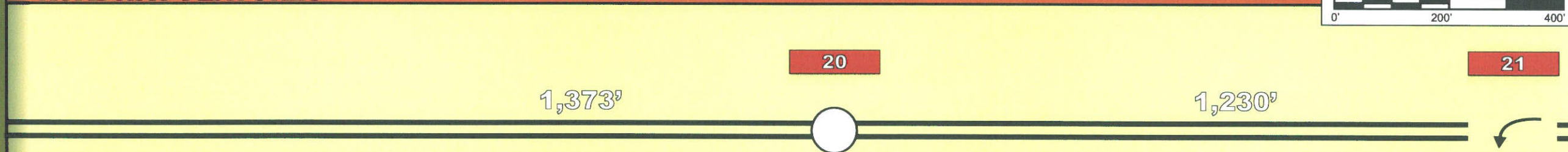
### MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	1320 / 660 ft.

ACCESS CLASSIFICATION: CLASS 2



### ROADWAY FEATURES



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District Secretary - District One

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STATE ROAD



CORRIDOR

LEGEND

FLORIDA COUNTY

Lee County

SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
21	22	1,035 ft
22	23	3,284 ft

MEDIAN TYPE

- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



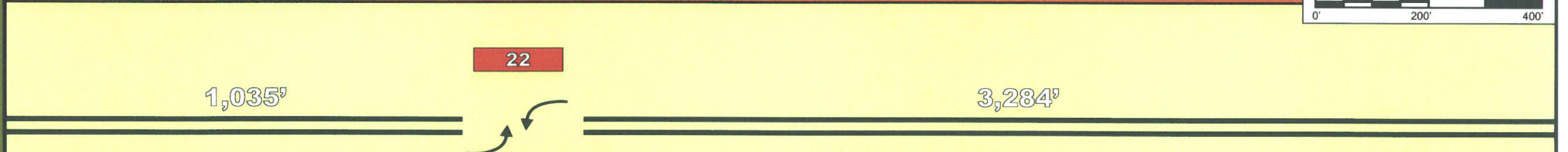
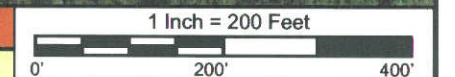
MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	1320 / 660 ft.

ACCESS CLASSIFICATION: CLASS 2



ROADWAY FEATURES



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STATE ROAD



CORRIDOR

LEGEND

FLORIDA COUNTY

Lee County

SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
22	23	3,284 ft
23	24	1,320 ft

MEDIAN TYPE

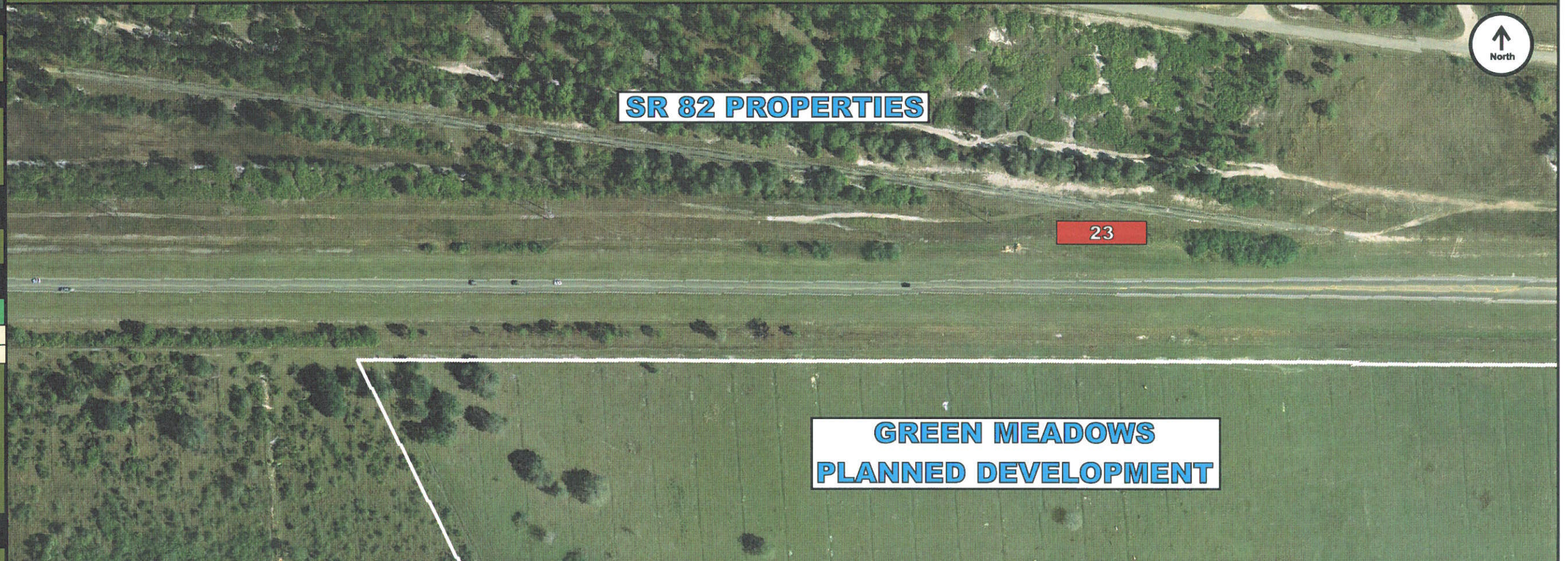
- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



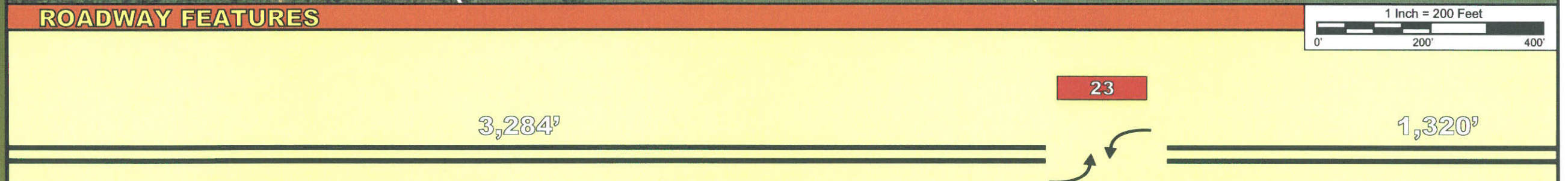
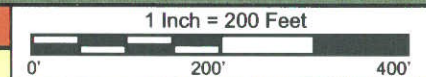
MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	1320 / 660 ft.

ACCESS CLASSIFICATION: CLASS 2



ROADWAY FEATURES



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District Secretary - District One

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# STATE ROAD



## CORRIDOR

### LEGEND

#### FLORIDA COUNTY

Lee County

#### SPEED LIMIT

Speed  
Limit  
**60**

#### MEDIAN AND INTERSECTION OPENING ID NUMBER

**XX**

#### MEDIAN OPENING SPACINGS

From	To	Distances
23	24	1,320 ft
24	25	3,073 ft

#### MEDIAN TYPE

- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



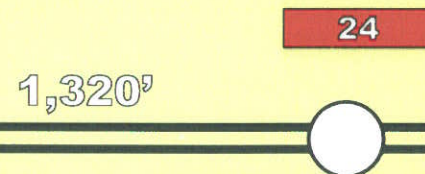
### MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	1320 / 660 ft.

### ACCESS CLASSIFICATION: CLASS 2



### ROADWAY FEATURES



**NOTE\* DRIVEWAYS / ROADWAYS WITH NO MEDIAN INDICATION WILL  
SERVE AS RIGHT IN / RIGHT OUT ONLY**

**NOTE\* RECOMMEND REALIGNING GREEN MEADOWS ROAD TO  
LINE UP WITH SUNSHINE BOULEVARD**

## STATE ROAD 82 CORRIDOR ACCESS MANAGEMENT PLAN

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Stanley M. Cann, P.E.  
District Secretary - District One

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# STATE ROAD



## CORRIDOR

### LEGEND

FLORIDA COUNTY

Lee County

### SPEED LIMIT

Speed  
Limit  
**60**

MEDIAN AND INTERSECTION  
OPENING ID NUMBER

**XX**

MEDIAN OPENING SPACINGS

From	To	Distances
24	25	3,073 ft
25	26	2,925 ft

### MEDIAN TYPE

- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



### MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	1320 / 660 ft.

ACCESS CLASSIFICATION: CLASS 2



### ROADWAY FEATURES

1 Inch = 200 Feet  
0' 200' 400'



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District Secretary - District One

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# STATE ROAD



## CORRIDOR

### LEGEND

FLORIDA COUNTY

Lee County

### SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
25	26	2,925 ft
26	27	1,795 ft

### MEDIAN TYPE

- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



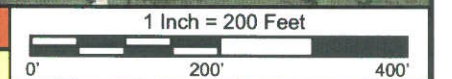
### MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	1320 / 660 ft.

ACCESS CLASSIFICATION: CLASS 2



### ROADWAY FEATURES



2,925'

26

1,795'

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STATE ROAD



CORRIDOR

LEGEND

FLORIDA COUNTY

Lee County

SPEED LIMIT



MEDIAN AND INTERSECTION  
OPENING ID NUMBER

XX

MEDIAN OPENING SPACINGS

From	To	Distances
26	27	1,795 ft
27	28	1,716 ft
28	29	2,300 ft

MEDIAN TYPE

- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



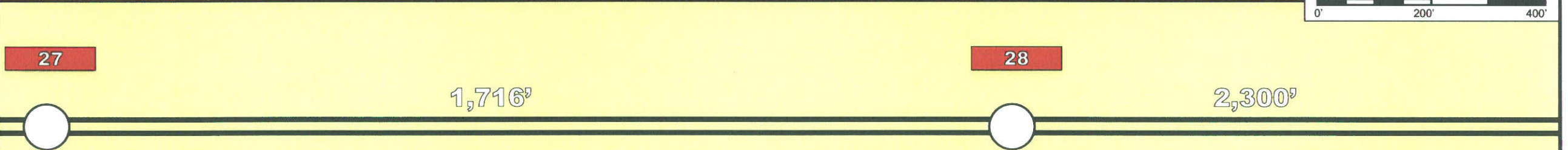
MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	1320 / 660 ft.

ACCESS CLASSIFICATION: CLASS 2



ROADWAY FEATURES



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# STATE ROAD



## CORRIDOR

### LEGEND

FLORIDA COUNTY

Lee County

### SPEED LIMIT

Speed  
Limit  
**60**

MEDIAN AND INTERSECTION  
OPENING ID NUMBER

**XX**

### MEDIAN OPENING SPACINGS

From	To	Distances
28	29	2,300 ft
29	30	1,344 ft
30	31	871 ft

### MEDIAN TYPE

- Full median
- Signalized Median
- EB Directional Median
- WB Directional Median
- EB/WB Directional Median



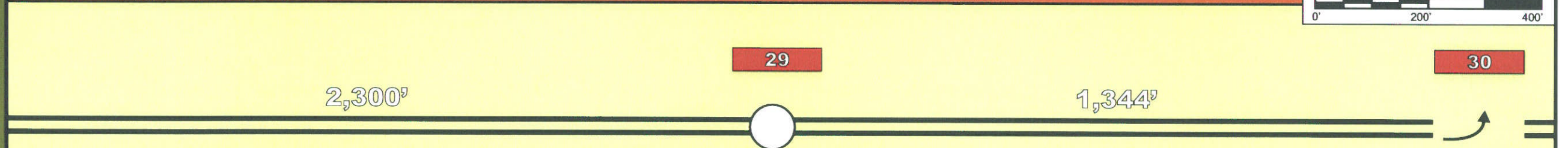
### MINIMUM SPACING STANDARDS

	>45 / <45mph
1. Full Median Opening	2640 / 2640 ft.
2. Traffic Signal (If Warranted)	2640 / 2640 ft.
3. Directional Median Opening	1320 / 1320 ft.
4. Driveway Connections	1320 / 660 ft.

**ACCESS CLASSIFICATION: CLASS 2**



### ROADWAY FEATURES



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**STATE ROAD 82 CORRIDOR**  
ACCESS MANAGEMENT PLAN

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Stanley M. Cann, P.E.  
District Secretary - District One

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