

**Bay Harbour Marina Village MPD  
CPA2015-00005  
Responses to RAI #1**

**RECEIVED**

AUG 18 2015

COMMUNITY DEVELOPMENT

CPA 2015 - 00005

**II A. b. 1. TYPE, Future Land Use Map Series Amendment, Map amendments require the submittal of a complete list, map, and two sets of mailing labels, for all property within 500 feet of the perimeter of the subject parcel.**

The zoning application is not consistent with the proposed amendments to the Comprehensive Plan. In order to calculate lands used for non-residential development in the density calculations. The property would have to be within the Mixed Use Overlay. Is it the applicant's intent to amend Map 1, Page 6 to identify the property within the Mixed-Use Overlay? If so please revise the application and the Lee Plan analysis to support this.

**The application has been revised to request the parcel to be listed as a Mixed Use Development on Map 1, page 6. A San Carlos Island exhibit B1 has been included to show the proposed addition to Map 1, page 6.**

**III E. 2. a. Potential development of the Subject Property, Calculation of maximum allowable development under proposed FLUM, Residential Units/ Density**

Please revise the calculation of maximum allowable development under the proposed FLUM to reflect the possibility of Bonus Density. This is particularly important due to the fact that the applicant is requested Bonus Density on the subject property.

**The application has been revised to show the base density and proposed density including Bonus Density.**

Please note that, as provided for in the Lee Plan's definition of "Density," natural water bodies may not be used for the calculation of residential density. Please clarify if submerged lands were used for the calculation of the density.

**As discussed in meeting with staff the waterbody is not a "natural" water body and is man-made submerged lands owned under unified control of the property owner. It is appropriate to include in density calculations.**

**IV A. 4. General Information and Maps, Map and describe existing land uses**

Please provide a narrative description of the land uses on the subject property and the surrounding properties.

**A narrative of existing land uses is provided in this resubmittal.**

**IV A. 5. General Information and Maps, Map and describe existing zoning**

Please provide a narrative description of the zoning categories of the subject property and the surrounding properties.

**A narrative of zoning categories is provided in this resubmittal.**

#### **IV B. 1. Traffic Circulation Analysis**

Please provide an updated Traffic Circulation Analysis. The Traffic Impact Statement that was provided with the application is for rezoning, and is not sufficient for comprehensive plan amendments.

**A revised TIS is included in this resubmittal. Please see cover letter from TR Transportation for Reponses.**

#### **IV B. 3. a. Public Facilities Impacts, Provide a letter from the appropriate agency determining the adequacy/provision of existing/proposed support facilities, including, Fire protection with adequate response times**

Please provide a letter from the Fort Myers Beach Fire District stating their ability to provide services to the proposed development.

**A letter from the Fort Myers Beach Fire District is provided in this resubmittal for providing fire and EMS service.**

#### **IV B. 3. b. Public Facilities Impacts, Provide a letter from the appropriate agency determining the adequacy/provision of existing/proposed support facilities, including, Emergency medical service (EMS) provisions**

Please provide a letter from Lee County Emergency Medical Services stating their ability to provide services to the proposed development.

**A letter from Lee County EMS is provided stating that the Fort Myers Beach Fire District is responsible for EMS coverage of the subject property.**

#### **IV B. 3. c. Public Facilities Impacts, Provide a letter from the appropriate agency determining the adequacy/provision of existing/proposed support facilities, including, Law enforcement**

Please provide a letter from the Lee County Sherriff's Office stating their ability to provide services to the proposed development.

**A letter from the Lee County Sherriff Office is provided in this resubmittal for providing law enforcement service.**

#### **IV B. 3. d. Public Facilities Impacts, Provide a letter from the appropriate agency determining the adequacy/provision of existing/proposed support facilities, including, Solid Waste**

Please provide a letter from Lee County Solid Waste stating their ability to provide services to the proposed development

**A letter from the Lee County Solid Waste is provided in this resubmittal for providing Solid Waste service.**

#### **IV B. 3. e. Public Facilities Impacts, Provide a letter from the appropriate agency**

determining the adequacy/provision of existing/proposed support facilities, including, Mass Transit

Please provide a letter from LeeTran stating their ability to provide services to the proposed development.

**A letter from the Lee Tran is provided in this resubmittal for providing mass transit service. We are continuing substantive discussions on issues that Lee Tran is concerned about providing service to the parking garage.**

#### **IV C. 1. Environmental Impacts, A map of the Plant Communities**

Please revise FLUCCS to include water component.

**The FLUCCS map Exhibit C1 has been revised to show the submerged land within the property boundary of ownership.**

#### **IV C. 2. Environmental Impacts, A map and description of the soils found on the property**

Please revise Soils map to depict location of the subject property to include water component.

**The Soils map has not been revised. The soils are no different than uplands due to the waterbody is a man-made excavated canal.**

#### **IV C. 6. Environmental Impacts, A table of plant communities by FLUCCS**

Provide listed species analysis on water component.

**A listed species analysis is provided in the resubmittal.**

#### **IV E. 2. Internal Consistency with the Lee Plan, List goals and objectives of the Lee Plan. Include an evaluation of all relevant policies under each goal and objective.**

Please provide Lee Plan analysis on Objective 107.7, Policy 107.7.4, Policy 107.7.5, Objective 128.5, and all policies found under Goal 128 of the Lee Plan.

**OBJECTIVE 107.7: WEST INDIAN MANATEES.** Implement a broad based approach to manatee protection, including reduced boat related mortality, habitat protection, and increased public awareness, in order to maintain the health and stability of the marine ecosystem including the existing manatee population. (Amended by Ordinance No. 94-30, 98-09, 07-09)

**The project has current FDEP ERP authorization for construction of the marina component of the project with conditions on boater information and protection during construction. A copy of the permit is provided in this resubmittal. The new uses of a parking garage and residential component does not have any impact on the West Indian Manatees. The project has been deemed consistent with Lee County Natural Resources and a copy has been included in this resubmittal.**

**POLICY 107.7.4:** Educational materials regarding manatees should be disseminated to boaters and signs placed in areas where both manatees and humans congregate and at public boat access locations. (Amended by Ordinance No. 07-09)

**The project has a current FDEP ERP authorization for construction of the marina component. A modification will have to be made to change from existing wet leasable slips to a floating dock for Temporary Staging Slips. FWC has reviewed and recommended signage as part of the existing permit and will review for current standards with the modification. Compliance with education and signage will be complied with as conditioned by permit.**

**POLICY 107.7.5:** Construction and expansion of boat access facilities with a capacity of five vessels or more will be evaluated against the marine facility siting criteria in the Lee County Manatee Protection Plan approved on June 29, 2004. (Amended by Ordinance No. 00-22, 07-09)

**The Marina is a fully permitted facility with local, state and federal authorization and is located in a marina overlay in the Comprehensive Plan. These authorizations is substantial evidence that the marine facility site criteria is compliant with Policy 107.7.5.**

**OBJECTIVE 128.5: MARINE FACILITIES SITING CRITERIA.** The county will consider the following criteria in evaluating requests for new and expanded marinas, other wet slip facilities, dry slip facilities with launches, and boat ramps in order to make efficient use of limited shoreline locations and to minimize environmental impacts. (Amended by Ordinance No. 00-22, 07-09)

**The Marina is a fully permitted facility with local, state and federal authorization and is located in a marina overlay in the Comprehensive Plan. These authorizations is substantial evidence that the marine facility site criteria is compliant with Objective 128.5.**

**GOAL 128: SHORELINE MANAGEMENT.** To encourage the maintenance and development of water-dependent shoreline uses and to avoid their displacement by non-water-dependent uses.

**The property is a fully permitted marina facility. The proposed action is to change the land use from Industrial, an unsustainable land use, to Central Urban land use to introduce a residential component to the property. The Marina as a water –dependent shoreline is consistent with Goal 128 and compliant with the marina parcel in a water dependent overlay.**

#### **IV E. 4. Internal Consistency with the Lee Plan, List State Policy Plan and Regional Policy Plan goals and policies which are relevant to this plan amendment**

Please list state policy and regional policy plan goals and policies which are relevant to the proposed amendment.

**A narrative to state and regional policy plan goals and policies is provided.**

#### **Miscellaneous Comments**

From Emergency Management:

The amendment states that in order to not cause additional roadway congestion during an evacuation this development on San Carlos Island would instead build a shelter for residents to shelter-in-place during a hurricane. While a properly built and elevated shelter is a good backup option, Lee County Emergency Management does NOT recommend anyone on barrier islands shelter-in-place during a mandatory evacuation.

Also, the data used was from a 1995 evacuation study, which has since been updated.

The applicant should look at what most other residential developers do - the payment in lieu of option combined with a well-developed Emergency Preparedness Plan for these residents.

**It is our intent to have a shelter in place consistent with special condition #4 of Z-12-028 Ebb Tide (attached). We have attempted to coordinate with Lee Mayfield of Emergency Operations. This is a substantive issue and not a sufficiency issue and our attempts to coordinate with Emergency Operations within the Public Safety Department will continue.**

From the County Attorney's Office:

The Letter of Authorization and Affidavit of Authorization submitted on behalf of the property owner, Southern Comfort Storage, LLC, are executed by John Mayher, as Managing Member of the Company. Florida Secretary of State records show Stanley Smagala as a Manager of the Company. They do not show Mr. Mayher as a Managing Member of the Company. In addition, on June 10, 2015, documents were filed with the State to remove Mr. Mayher as a Manager from the Company. Please have the Applicant submit a revised Letter of Authorization and Affidavit of Authorization executed by Stanley Smagala. Alternatively, the Applicant may amend the appropriate State Corporation records to reflect Mr. Mayher as an officer of the Company.

**The Letter of Authorization and Affidavit of Authorization have been revised and executed by Stanley Smagala. This is the most expedite remedy to the application.**



Lee County Board of County Commissioners  
Department of Community Development  
Division of Planning  
Post Office Box 398  
Fort Myers, FL 33902-0398  
Telephone: (239) 533-8585  
FAX: (239) 485-8344

## APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT

**PROJECT NAME:** Bay Harbour Marina Village MPD

**PROJECT SUMMARY:**

The project is to change the current land use category for the subject parcel from industrial to Central Urban to allow for a mixed use marina village with public parking and Bonus density for workforce housing

Plan Amendment Type:     Normal     Small Scale     DRI

**APPLICANT – PLEASE NOTE:**

Answer all questions completely and accurately. Please print or type responses. If additional space is needed, number and attach additional sheets. The total number of sheets in your application is: 162

Submit **6** copies of the complete application and amendment support documentation, including maps, to the Lee County Division of Planning. Up to 90 additional copies will be required for Local Planning Agency, Board of County Commissioners hearings and the Department of Community Affairs' packages. Staff will notify the applicant prior to each hearing or mail out.

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

\_\_\_\_\_  
Signature of Owner or Authorized Representative

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name of Owner or Authorized Representative

**I. APPLICANT/AGENT/OWNER INFORMATION** (Name, address and qualification of additional planners, architects, engineers, environmental consultants, and other professionals providing information contained in this application.)

Applicant: James Ink P.E. C/o Inkwerks, Inc  
Address: 2055 West First Street  
City, State, Zip: Fort Myers, FL 33901  
Phone Number: (239) 334-0278 Email: jamesink@inkwerks.net

Agent\*: James Ink P.E. C/o Inkwerks, Inc  
Address: 2055 West First Street  
City, State, Zip: Fort Myers, FL 33901  
Phone Number: (239) 334-2450 Email: jamesink@inkwerks.net

Owner(s) of Record: Southern Comfort Storage, LLC  
Address: 8632 West 103<sup>rd</sup> Street, Suite A  
City, State, Zip: Palos Hills, IL 60465  
Phone Number: (708) 205-7750 Email: jmayher@mgmconstinc.com

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

**II. REQUESTED CHANGE**

A. TYPE: (Check appropriate type)

- Text Amendment  
 Future Land Use Map Series Amendment (Maps 1 thru 24)  
List Number(s) of Map(s) to be amended: Map 1 pages 1 & 6

1. Future Land Use Map amendments require the submittal of a complete list, map, and two sets of mailing labels of all property owners and their mailing addresses, for all property within 500 feet of the perimeter of the subject parcel. An additional set of mailing labels is required if your request includes a change to the Future Land Use Map (Map 1, page 1). The list and mailing labels may be obtained from the Property Appraisers office. The map must reference by number or other symbol the names of the surrounding property owners list. The applicant is responsible for the accuracy of the list and map.

At least 15 days before the Local Planning Agency (LPA) hearing, the applicant will be responsible for posting signs on the subject property, supplied by the Division of Planning, indicating the action requested, the date of the LPA hearing, and the case number. An affidavit of compliance with the posting requirements must be submitted to the Division of Planning prior to the LPA hearing. The signs must be maintained until after the final Board adoption hearing when a final decision is rendered.

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

**A. Property Location:**

1. Site Address: 1195 Main Street, Fort Myers Beach, FL 33931

2. STRAP(s): See Attached Property Information Data

**B. Property Information:**

Total Acreage of Property: 7.58

Total Acreage included in Request: 7.58

Total Uplands: 7.58

Total Wetlands: 0

Current Zoning: See Attached Property Information Data

Current Future Land Use Designation: Industrial

Area of each Existing Future Land Use Category: 7.58

Existing Land Use: Industrial

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

Lehigh Acres Commercial Overlay: No

Airport Noise Zone 2 or 3: No

Acquisition Area: No

Joint Planning Agreement Area (adjoining other jurisdictional lands): No

Community Redevelopment Area: No

**D. Proposed change for the subject property:**

Change land use from Industrial to Central Urban

**E. Potential development of the subject property:**

**1. Calculation of maximum allowable development under existing FLUM:**

Residential Units/Density 0

Commercial intensity 0

Industrial intensity 75000 (10,000 sqft per acre)

**2. Calculation of maximum allowable development under proposed FLUM:**

Residential Units/Density 75 (base) + 38 (bonus density) = 113 Total proposed

Commercial intensity 75,000 (10,000 sqft per acre)

Industrial intensity 0



#### IV. AMENDMENT SUPPORT DOCUMENTATION

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

##### A. General Information and Maps

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

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

1. Provide any proposed text changes.
2. Provide a current Future Land Use Map at an appropriate scale showing the boundaries of the subject property, surrounding street network, surrounding designated future land uses, and natural resources.
3. Provide a proposed Future Land Use Map at an appropriate scale showing the boundaries of the subject property, surrounding street network, surrounding designated future land uses, and natural resources.
4. Map and describe existing land *uses* (not designations) of the subject property and surrounding properties. Description should discuss consistency of current uses with the proposed changes.
5. Map and describe existing zoning of the subject property and surrounding properties.
6. The certified legal description(s) and certified sketch of the description for the property subject to the requested change. A metes and bounds legal description must be submitted specifically describing the entire perimeter boundary of the property with accurate bearings and distances for every line. The sketch must be tied to the state plane coordinate system for the Florida West Zone (North America Datum of 1983/1990 Adjustment) with two coordinates, one coordinate being the point of beginning and the other an opposing corner. If the subject property contains wetlands or the proposed amendment includes more than one land use category a metes and bounds legal description, as described above, must be submitted in addition to the perimeter boundary of the property for each wetland or future land use category.
7. A copy of the deed(s) for the property subject to the requested change.
8. An aerial map showing the subject property and surrounding properties.
9. If applicant is not the owner, a letter from the owner of the property authorizing the applicant to represent the owner.

**B. Public Facilities Impacts**

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

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

Long Range – 20-year Horizon:

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

Short Range – 5-year CIP horizon:

- a. Besides the 20-year analysis, for those plan amendment proposals that include a specific and immediated development plan, identify the existing roadways serving the site and within a 3-mile radius (indicate laneage, functional classification, current LOS, and LOS standard);
- b. Identify the major road improvements within the 3-mile study area funded through the construction phase in adopted CIP's (County or Cities) and the State's adopted Five-Year Work Program;  
Projected 2030 LOS under proposed designation (calculate anticipated number of trips and distribution on roadway network, and identify resulting changes to the projected LOS);
- c. For the five-year horizon, identify the projected roadway conditions (volumes and levels of service) on the roads within the 3-mile study area with the programmed improvements in place, with and without the proposed development project. A methodology meeting with DOT staff prior to submittal is required to reach agreement on the projection methodology;
- d. Identify the additional improvements needed on the network beyond those programmed in the five-year horizon due to the development proposal.

2. Provide an existing and future conditions analysis for (see Policy 95.1.3):
  - a. Sanitary Sewer
  - b. Potable Water
  - c. Surface Water/Drainage Basins
  - d. Parks, Recreation, and Open Space
  - e. Public Schools.

Analysis should include (but is not limited to) the following (see the Lee County Concurrency Management Report):

- Franchise Area, Basin, or District in which the property is located;
- Current LOS, and LOS standard of facilities serving the site;
- Projected 2030 LOS under existing designation;
- Projected 2030 LOS under proposed designation;
- Existing infrastructure, if any, in the immediate area with the potential to serve the subject property.
- Improvements/expansions currently programmed in 5 year CIP, 6-10 year CIP, and long range improvements; and
- Anticipated revisions to the Community Facilities and Services Element and/or Capital Improvements Element (state if these revisions are included in this amendment).
- Provide a letter of service availability from the appropriate utility for sanitary sewer and potable water.

In addition to the above analysis for Potable Water:

- Determine the availability of water supply within the franchise area using the current water use allocation (Consumptive Use Permit) based on the annual average daily withdrawal rate.
- Include the current demand and the projected demand under the existing designation, and the projected demand under the proposed designation.
- Include the availability of treatment facilities and transmission lines for reclaimed water for irrigation.
- Include any other water conservation measures that will be applied to the site (see Goal 54).

3. Provide a letter from the appropriate agency determining the adequacy/provision of existing/proposed support facilities, including:
  - a. Fire protection with adequate response times;
  - b. Emergency medical service (EMS) provisions;
  - c. Law enforcement;
  - d. Solid Waste;
  - e. Mass Transit; and
  - f. Schools.

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

C. Environmental Impacts

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

1. A map of the Plant Communities as defined by the Florida Land Use Cover and Classification system (FLUCCS).
2. A map and description of the soils found on the property (identify the source of the information).
3. A topographic map depicting the property boundaries and 100-year flood prone areas indicated (as identified by FEMA).
4. A map delineating the property boundaries on the Flood Insurance Rate Map effective August 2008.
5. A map delineating wetlands, aquifer recharge areas, and rare & unique uplands.
6. A table of plant communities by FLUCCS with the potential to contain species (plant and animal) listed by federal, state or local agencies as endangered, threatened or species of special concern. The table must include the listed species by FLUCCS and the species status (same as FLUCCS map).

**D. Impacts on Historic Resources**

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

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

**E. Internal Consistency with the Lee Plan**

1. Discuss how the proposal affects established Lee County population projections, Table 1(b) (Planning Community Year 2030 Allocations), and the total population capacity of the Lee Plan Future Land Use Map.
2. List all goals and objectives of the Lee Plan that are affected by the proposed amendment. This analysis should include an evaluation of all relevant policies under each goal and objective.
3. Describe how the proposal affects adjacent local governments and their comprehensive plans.
4. List State Policy Plan and Regional Policy Plan goals and policies which are relevant to this plan amendment.

**F. Additional Requirements for Specific Future Land Use Amendments**

1. Requests involving Industrial and/or categories targeted by the Lee Plan as employment centers (to or from)
  - a. State whether the site is accessible to arterial roadways, rail lines, and cargo airport terminals,
  - b. Provide data and analysis required by Policy 2.4.4,
  - c. The affect of the proposed change on county's industrial employment goal specifically policy 7.1.4.

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

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

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

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

G. Justify the proposed amendment based upon sound planning principles

Be sure to support all conclusions made in this justification with adequate data and analysis.

H. Planning Communities/Community Plan Area Requirements

If located in one of the following planning communities/community plan areas, provide a meeting summary document of the required public informational session.

Not Applicable

Alva Community Plan area [Lee Plan Objective 26.7]

Buckingham Planning Community [Lee Plan Objective 17.7]

Caloosahatchee Shores Community Plan area [Lee Plan Objective 21.6]

Captiva Planning Community [Lee Plan Policy 13.1.8]

North Captiva Community Plan area [Lee Plan Policy 25.6.2]

Estero Planning Community [Lee Plan Objective 19.5]

Lehigh Acres Planning Community [Lee Plan Objective 32.12]

Northeast Lee County Planning Community [Lee Plan Objective 34.5]

North Fort Myers Planning Community [Lee Plan Policy 28.6.1]

North Olga Community Plan area [Lee Plan Objective 35.10]

Page Park Community Plan area [Lee Plan Policy 27.10.1]

Palm Beach Boulevard Community Plan area [Lee Plan Objective 23.5]

Pine Island Planning Community [Lee Plan Objective 14.7]

**AFFIDAVIT**

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

\_\_\_\_\_  
Signature of Applicant

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name of Applicant

STATE OF FLORIDA  
COUNTY OF LEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me on \_\_\_\_\_ (date) by \_\_\_\_\_ (name of person providing oath or affirmation), who is personally known to me or who has produced \_\_\_\_\_ (type of identification) as identification.

\_\_\_\_\_  
Signature of Notary Public

\_\_\_\_\_  
(Name typed, printed or stamped)

## **Bay Harbour Marina Village MPD Section IV A.4 Existing Land Uses**

The following descriptions are the existing uses of the lands of the proposed application and adjacent properties:

### **Application Property:**

The uses of the property that is under application for a land use change is a self-storage building and a partially constructed fully permitted marina. The in-water work has been substantially completed with a seawall and fixed docks installed in 2007. The only remaining in-water work to be completed is the floating docks. The foundation of the 72,000 square foot 286 slip dry storage hanger is complete.

### **Adjacent Property East:**

The adjacent property to the east is comprised of predominately residential mobile home uses with a small number of conventional construction single family homes. The density of the adjacent communities based on development tracts is 8.3 units per acre on Oak Street. Nancy Street further east is a mobile home community with a density based on buildable tracts of 8.7 units per acre. There are a few tracts along Nancy and Main Street that are un-buildable and not included in the number of tracts, but included in overall acreage.

### **Adjacent Property South:**

The adjacent property to the south across Main Street is an example of typical San Carlos Island east of San Carlos Blvd with a mixture of uses that are not consistent with current planning principles. The following uses are adjacent to the south:

- Public Facilities of Lee County
- Public Property operated as private commercial
- Single Family Dwellings
- Industrial Boatyard
- Commercial/Residential Mixed Use

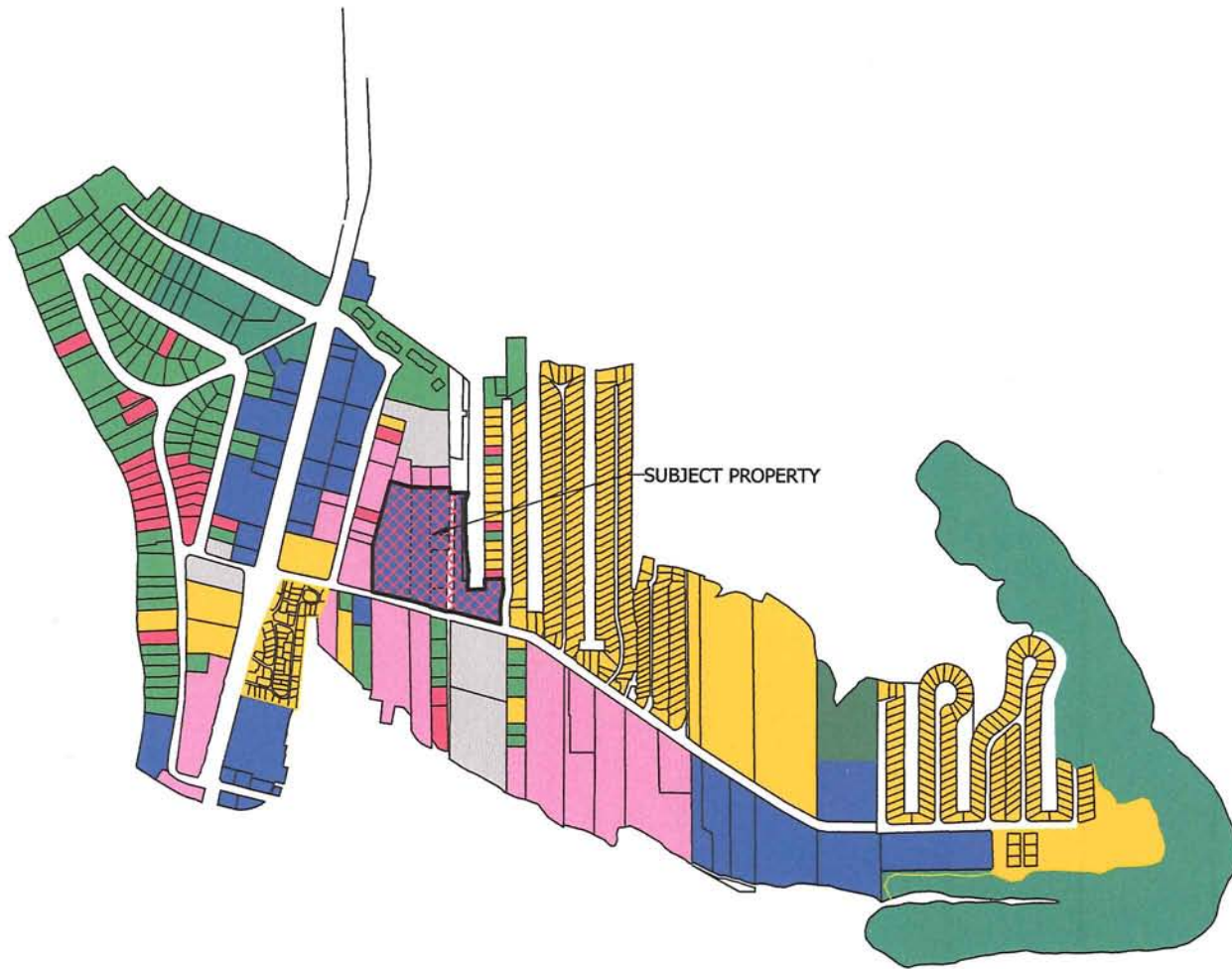
### **Adjacent Property North:**

One adjacent property to the north has property that is accessed through a 30' private access easement across the application property. This property is currently used as a storage facility for commercial equipment.

The other adjacent property to the north has property that is accessed from Buttonwood Drive and consists of a commercial seafood wholesale/retail operation.

### **Adjacent Property West:**

The adjacent property to the west has access along Buttonwood Drive. The current uses of the parcels are a mixture of storage, light industrial and commercial uses.



- CONSERVATION LAND - WETLAND
- WETLANDS
- RESIDENTIAL - CONVENTIONAL
- RESIDENTIAL - MOBILE HOME
- COMMERCIAL
- INDUSTRIAL
- VACANT
- PUBLIC FACILITIES

**SAN CARLOS ISLAND**

SCALE 1" = 1000'



2055 WEST FIRST STREET  
 FORT MYERS, FLORIDA 33901  
 TEL: (239) 334-2450  
 FAX: (239) 334-0278  
 E-MAIL: JAMESINK@INKWERKS.NET

EXISTING USE OF LAND

BAY HARBOUR MARINA VILLAGE

1195 MAIN ST, FT MYERS BEACH 33931

JOB #: I15017

DATE: 6.2015

EXHIBIT: A.4



## **Bay Harbour Marina Village MPD Section IV A.5 Existing Zoning Designation**

The following descriptions are the existing zoning designations as defined by the Lee County Land Development Code for the lands of the proposed application and adjacent properties:

### **Application Property:**

The zoning designations for the property under this application for a land use change are:

*C-1A, C-1 and C-2 commercial districts.* The purpose and intent of the C-1A, C-1 and C-2 districts is to regulate the continuance of commercial and select residential land uses and structures lawfully existing in the C-1A, C-1 and C-2 districts as of August 1, 1986, and as originally permitted by the County Zoning Regulations of 1962, as amended, and 1978, as amended, respectively. Subsequent to February 4, 1978, no land or water shall be rezoned into the C-1A, C-1 or C-2 districts. In no case shall new development be permitted in any existing C-1A, C-1 or C-2 district which is not consistent with the Lee Plan.

*IL light industrial district.* The purpose and intent of the IL district is to permit the designation of suitable locations for and to facilitate the proper development and use of areas devoted to various light industrial and quasi-industrial commercial uses. While it is presumed that most industrial processes will take place within enclosed buildings, any activity not taking place within a building shall take place within a yard enclosed by an opaque wall or fence.

*IM marine industrial district.* The purpose and intent of the IM district is to permit the designation of suitable locations for, and to ensure the proper development and use of, land and adjacent waters for commercial and industrial waterfront-dependent land uses. These uses are more intense than those normally encountered in a recreational marina, yet fall short of the intensity of use represented by the storage and commodity handling facilities and equipment attendant to the waterborne commerce movement facilities that are the principal focus of the PORT district. The marine industrial district is intended to accommodate uses such as boatbuilding, major hull and engine maintenance and repair, landing, icing and shipping of fish and seafood (fish and seafood processing requires a special exception), and other uses of similar scope and scale. The marina siting and design criteria are set forth under objectives 128.5 and 128.6 of the Lee Plan and in the Manatee Protection Plan.

### **Adjacent Property East:**

The zoning designations for the property located adjacent to the east of the application property are:

*MH-1 and MH-2 mobile home residential districts.* The purpose and intent of the MH-1 and MH-2 mobile home residential districts is to accommodate the housing needs of those residents who prefer mobile home living and of those who desire an alternative to conventional dwellings, and to provide for properly located, equipped and designed mobile home residential developments within the future urban areas.

### **Adjacent Property South:**

The zoning designations for the property located adjacent to the east of the application property are:

*CM marine commercial district.* The purpose and intent of the CM district is to permit the designation of suitable locations for, and to ensure the proper development and use of, land and adjacent waters for

commercial marinas and other uses incidental to those facilities. The principal uses of land are limited to waterfront-dependent uses required for the support of recreational boating and fishing. The marina siting and design criteria are set forth under objectives 128.5 and 128.6 of the Lee Plan and in the Manatee Protection Plan.

*IM marine industrial district.* The purpose and intent of the IM district is to permit the designation of suitable locations for, and to ensure the proper development and use of, land and adjacent waters for commercial and industrial waterfront-dependent land uses. These uses are more intense than those normally encountered in a recreational marina, yet fall short of the intensity of use represented by the storage and commodity handling facilities and equipment attendant to the waterborne commerce movement facilities that are the principal focus of the PORT district. The marine industrial district is intended to accommodate uses such as boatbuilding, major hull and engine maintenance and repair, landing, icing and shipping of fish and seafood (fish and seafood processing requires a special exception), and other uses of similar scope and scale. The marina siting and design criteria are set forth under objectives 128.5 and 128.6 of the Lee Plan and in the Manatee Protection Plan.

- *IPD industrial planned development district.*

(1)

The intent of the IPD district is to further the general purpose of planned developments set forth in [section 34-612\(2\)](#) as it relates to industrial development.

(2)

The principal use of any industrial planned development is the manufacture of goods and materials, and the storage and wholesale distribution of such goods and materials. However, for the welfare of the public and for the efficiency of the local economic structure, the IPD district permits many services and activities not allowed elsewhere and a limited number of commercial uses intended to serve principally the employees or patrons of businesses within the IPD.

(3)

In the industrial development land use category, offices and office complexes are only permitted when specifically related to adjoining industrial use(s). Prior to issuance of any local development order, the developer must record covenants and restrictions for the property that limit any office uses to those that are specifically related to adjoining industrial uses consistent with Policy 1.1.7 of the Lee County Comprehensive Plan.

(a) The purpose of the RM multiple-family districts is to designate suitable locations for residential occupancy of various types of conventional residential buildings for projects which are not already approved planned unit developments or which fall below the criteria for residential planned developments, and for facilitating the proper development and protecting the subsequent use and enjoyment thereof.

(b) Except for the RM-3 district, which may be permitted in nonurban areas, the RM districts are intended for use only within the future urban areas as designated by the Lee Plan and are subject to the range of densities for each land use category accommodating residential uses.

(c) There are five RM districts: RM-2, RM-3, RM-6, RM-8 and RM-10.

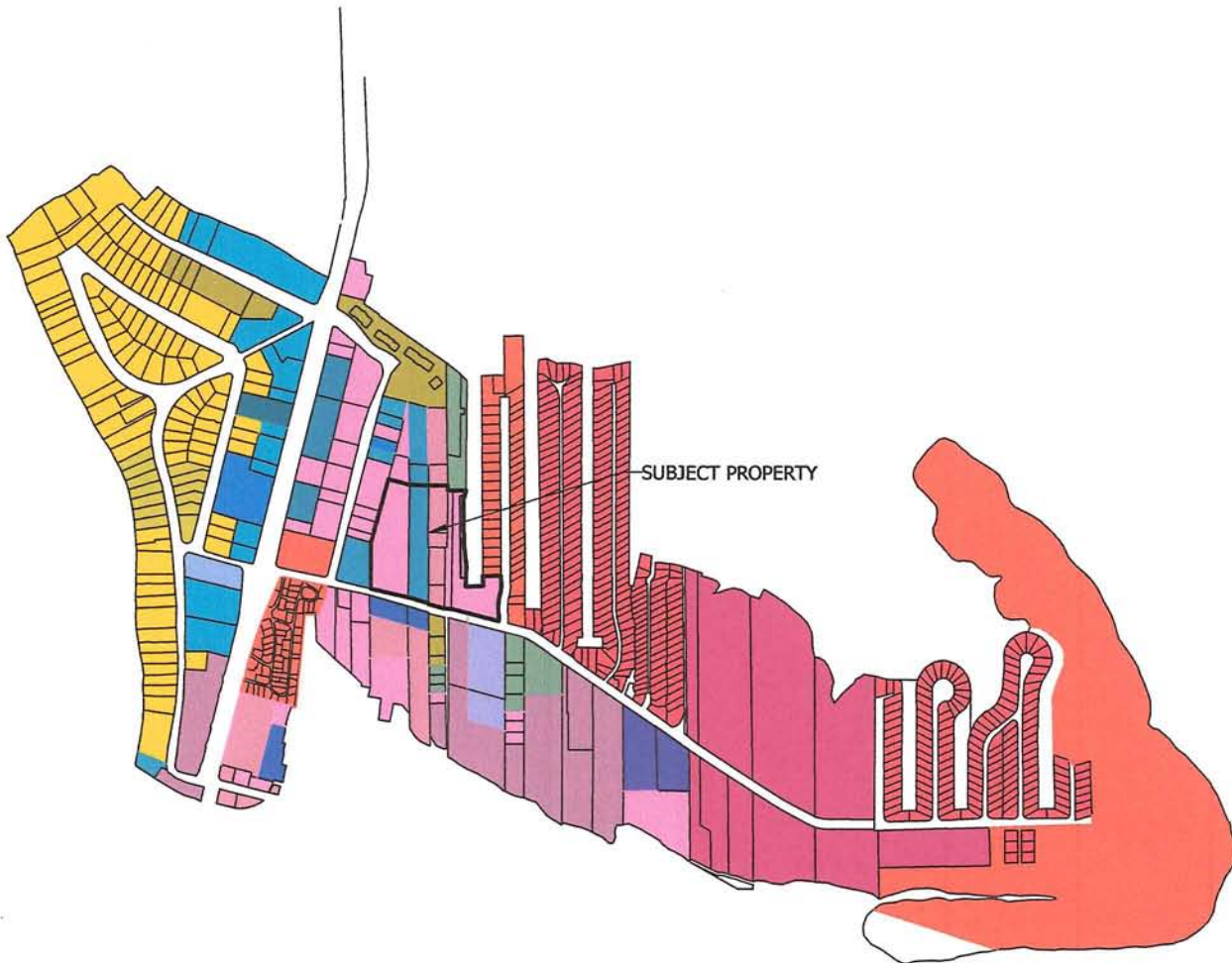
*CFPD community facilities planned development district.* The purpose of the CFPD district is to accommodate those governmental, religious and community service activities which frequently complement and are necessary to the types of activities permitted in other zoning districts, but which, due to the size, intensity or nature of the use and the potential impact on adjacent land uses, roads or infrastructure, should not be permitted as a use by right in those districts.

### **Adjacent Property West:**

The zoning designations for the property located adjacent to the west of the application property are:

*C-1A, C-1 and C-2 commercial districts.* The purpose and intent of the C-1A, C-1 and C-2 districts is to regulate the continuance of commercial and select residential land uses and structures lawfully existing in the C-1A, C-1 and C-2 districts as of August 1, 1986, and as originally permitted by the County Zoning Regulations of 1962, as amended, and 1978, as amended, respectively. Subsequent to February 4, 1978, no land or water shall be rezoned into the C-1A, C-1 or C-2 districts. In no case shall new development be permitted in any existing C-1A, C-1 or C-2 district which is not consistent with the Lee Plan.

*CT tourist commercial district.* The purpose and intent of the CT district is to permit the designation of suitable locations for and to facilitate the proper development and use of land for the commercial provision of accommodations and services for tourists and other visitors and shortterm or seasonal residents. The term "accommodations," as used in this subsection, is intended to include housing, various amenities including recreational facilities, and local retail trade in goods and service, both general and specific to the locality or attractor or principal activities. Areas designated tourist commercial are expected to be located near or adjacent to an attractor of tourism such as gulf beach frontage, theme parks, major public or private parks and other recreational or scenic resources.



- AG-2
- TFC-2
- RS-1
- RM-2
- MH-2
- MHPD
- MPD
- C-1
- C-1A
- C-2
- CC
- CF
- CT
- CPD
- CM - COMMERCIAL MARINE
- CP
- PORT
- INDUSTRIAL
- IPD
- IM - INDUSTRIAL MARINE
- CFPD

**SAN CARLOS ISLAND**



2055 WEST FIRST STREET  
 FORT MYERS, FLORIDA 33901  
 TEL: (239) 334-2450  
 FAX: (239) 334-0278  
 E-MAIL: JAMESINK@INKWERKS.NET

EXISTING ZONING MAP	JOB #: I15017
BAY HARBOUR MARINA VILLAGE	DATE: 5.2015
1195 MAIN ST, FT MYERS BEACH 33931	EXHIBIT: A.5

August 13, 2015

Mr. Jim Ink  
Inkwerks  
2055 West First Street  
Fort Myers, FL33901

RE: Bay Harbour Marina Village  
DCI2015-00015/CPA2015-00005

Dear Mr. Ink:

TR Transportation Consultants, Inc. has reviewed the comments issued by the Lee County Department of Community Development for the proposed Bay Harbour Marina Village comprehensive plan amendment and rezoning application. The comments and TR Transportation's response to those comments are listed below for reference.

**CPA2015-00005**

*IV B. 1.) Please provide an updated Traffic Circulation Analysis. The traffic impact statement that was provided with the application is for rezoning, and is not sufficient for comprehensive plan amendments.*

The TIS was revised and is attached to reflect the necessary information to support the comprehensive plan amendment application.

**LC ZTIS PD Application Sufficiency Checklist**

*2a1) Why was the equation not utilized for the daily trip generation of the park and ride facility? The equation produces reasonable results. Please revise.*

The trip generation for the daily trips was revised for the park and ride facility based on the equation contained in the Appendix.

*5) The distribution graphic indicates 100% of the traffic to the east of the development on Main Street. It seems like this was intended to be to the west on Main Street. Please revise.*

100% of the trips related to the site are to/from the west of the site on Main Street. The graphic has been revised.

*7a) The LOS analysis graphic should be revised to reflect the LOS conditions headed towards Fort Myers Beach as well. This application will have an impact on San Carlos Boulevard to the south of Main Street, and as a result this link should be analyzed in order to properly indicate to the*

*Town of Fort Myers Beach that the impacts have been reviewed. Please revise.*

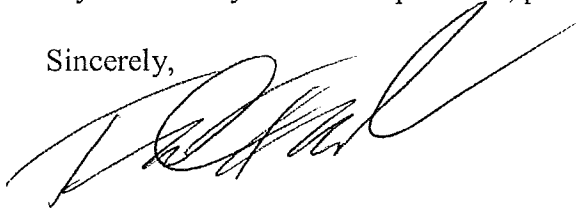
The project does not significantly impact the link of San Carlos Boulevard south of Main Street. The LOS graphic was revised to reflect the projected 2022 LOS on San Carlos Boulevard south of Main Street.

7b) *No intersection analysis has been provided. In a recent zoning action for another project on Main Street, an analysis of the intersection of Main Street and San Carlos Boulevard indicated LOS deficiencies at this location. Please provide an intersection LOS analysis of this intersection.*

The intersection analysis is attached to this sufficiency response for reference. The analysis was completed based on count data at the intersection from 2009. There has not been any substantial changes to the area since 2009 and as evident from the Lee County Traffic Count Report, the 2014 traffic volumes on San Carlos Boulevard in this area are almost identical to the volumes recorded in 2009.

If you have any additional questions, please do not hesitate to contact me.

Sincerely,



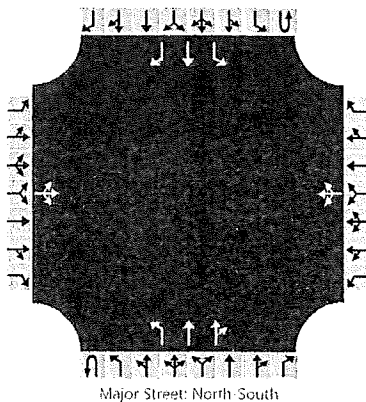
Ted B. Treesh, PTP  
President

Attachments

# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	tbt	Intersection	San Carlos Blvd. @ Main S
Agency/Co.	TR Transportation Consult	Jurisdiction	Lee County
Date Performed	8/13/2015	East/West Street	Main St.
Analysis Year	2022	North/South Street	San Carlos Blvd.
Time Analyzed	PM Peak	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Bay Harbour Marina Village		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	1	1
Configuration			LTR				LTR			L	T	TR		L	T	R
Volume (veh/h)		13	3	40		106	17	236		49	931	132		168	689	66
Percent Heavy Vehicles		2	2	2		2	2	2		0				0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			60				390				53				183	
Capacity			562				158				817				612	
v/c Ratio			0.11				2.46				0.06				0.30	
95% Queue Length			0.4				33.3				0.2				1.2	
Control Delay (s/veh)			12.2				721.7				9.7				13.4	
Level of Service (LOS)			B				F				A				B	
Approach Delay (s/veh)	12.2				721.7				0.4				2.4			
Approach LOS	B				F				A				A			

## Development of Future Year Background Turning Volumes

Intersection **San Carlos Blvd. @ Main St.**  
 Count Date **May 5, 2009**  
 Build-Out Year **2022**

	PM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	39	750	52	50	555	53	10	3	32	22	14	101
Peak Season Correction Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Current Peak Season Volumes	43	818	57	55	605	58	11	3	35	24	15	110
Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Years to Build-out	13	13	13	13	13	13	13	13	13	13	13	3
2022 Background Turning Volumes	49	931	65	63	689	66	13	3	40	27	17	113
Project Turning Volumes	0	0	67	105	0	0	0	0	0	79	0	123
2022 Background + Project	<b>49</b>	<b>931</b>	<b>132</b>	<b>168</b>	<b>689</b>	<b>66</b>	<b>13</b>	<b>3</b>	<b>40</b>	<b>106</b>	<b>17</b>	<b>236</b>



**15 MINUTE SUMMARY OF INDIVIDUAL MOVEMENTS**

**SAN CARLOS BOULEVARD & MAIN STREET**

15 MIN BEGIN	SAN CARLOS BOULEVARD								MAIN STREET								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:00 PM	15	228	15	258	21	153	9	183	4	2	11	17	6	3	44	53	511
4:15 PM	5	171	6	182	12	148	10	170	1	0	3	4	6	1	22	29	385
4:30 PM	6	165	17	188	2	136	8	146	5	1	11	17	5	4	9	18	369
4:45 PM	13	186	14	213	15	118	26	159	0	0	7	7	5	6	26	37	416
5:00 PM	7	197	7	211	8	166	12	186	0	1	5	6	4	5	25	34	437
5:15 PM	10	172	7	189	12	146	14	172	1	0	2	3	5	1	25	31	395
5:30 PM	10	157	4	171	13	140	18	171	0	0	5	5	9	4	18	31	378
5:45 PM	9	144	9	162	15	139	19	173	1	0	2	3	9	3	21	33	371
TOTAL:	75	1,420	79	1,574	98	1,146	116	1,360	12	4	46	62	49	27	190	266	3,262

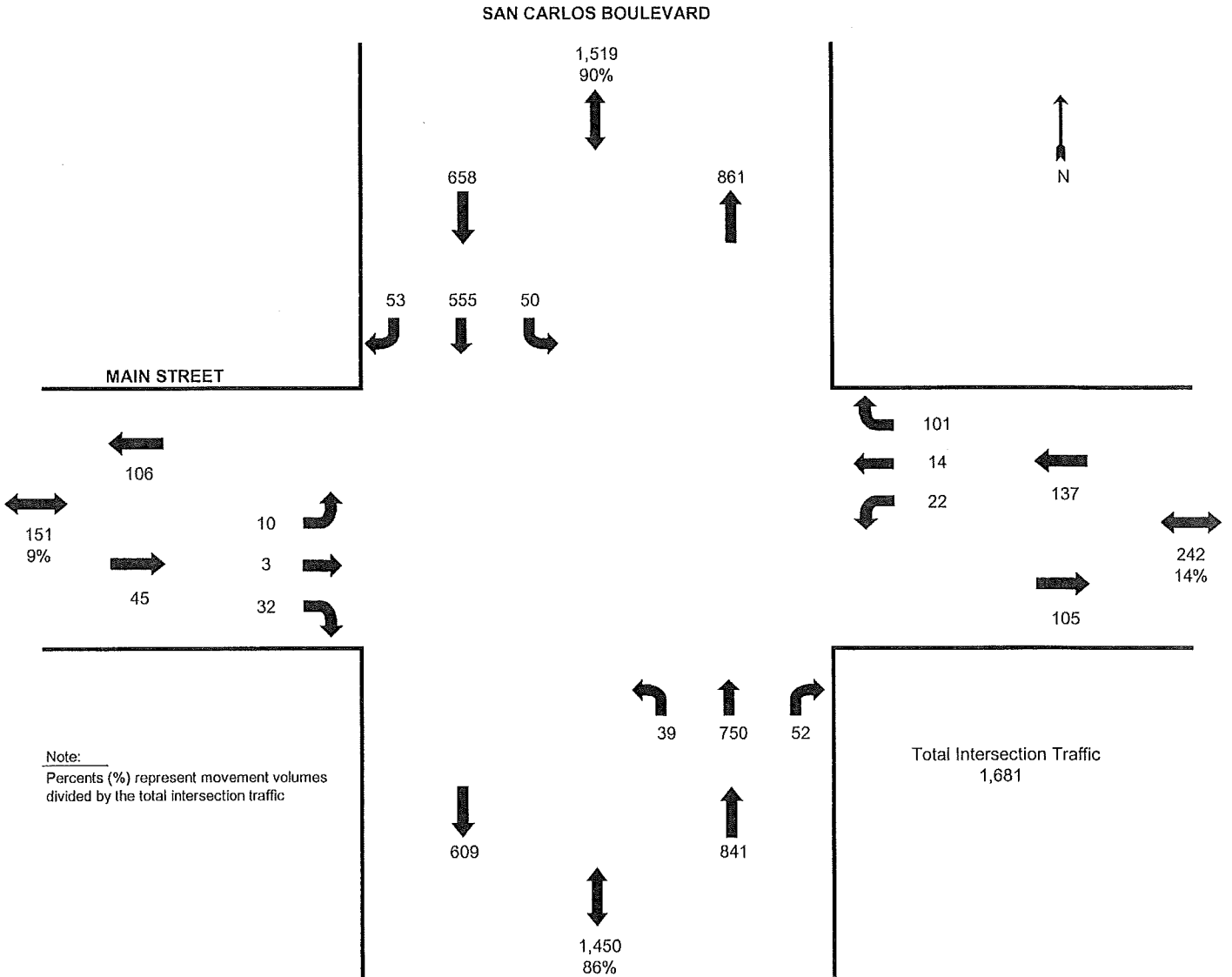
**HOURLY SUMMARY OF INDIVIDUAL MOVEMENTS**

**SAN CARLOS BOULEVARD & MAIN STREET**

HOUR BEGIN	SAN CARLOS BOULEVARD								MAIN STREET								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:00 PM	39	750	52	841	50	555	53	658	10	3	32	45	22	14	101	137	1,681
4:15 PM	31	719	44	794	37	568	56	661	6	2	26	34	20	16	82	118	1,607
4:30 PM	36	720	45	801	37	566	60	663	6	2	25	33	19	16	85	120	1,617
4:45 PM	40	712	32	784	48	570	70	688	1	1	19	21	23	16	94	133	1,626
5:00 PM	36	670	27	733	48	591	63	702	2	1	14	17	27	13	89	129	1,581

**PEAK HOUR SUMMARY**

HOUR BEGIN	SAN CARLOS BOULEVARD								MAIN STREET								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:00 PM	39	750	52	841	50	555	53	658	10	3	32	45	22	14	101	137	1,681



# **TRAFFIC IMPACT STATEMENT**

FOR

## **BAY HARBOUR MARINA VILLAGE COMPREHENSIVE PLAN AMENDMENT AND RE-ZONING**

**(PROJECT NO. F1504.09)**

**PREPARED BY:**

**TR Transportation Consultants, Inc.  
Certificate of Authorization Number: 27003  
2726 Oak Ridge Court, Suite 503  
Fort Myers, Florida 33901-9356  
(239) 278-3090**

**REVISED  
August 13, 2015**

## CONTENTS

- I. INTRODUCTION
- II. EXISTING CONDITIONS
- III. PROPOSED DEVELOPMENT
- IV. TRIP GENERATION
- V. TRIP DISTRIBUTION
- VI. FUTURE TRAFFIC CONDITIONS
- VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS
- VIII. COMPREHENSIVE PLAN AMENDMENT ANALYSIS
- IX. CONCLUSION

## I. INTRODUCTION

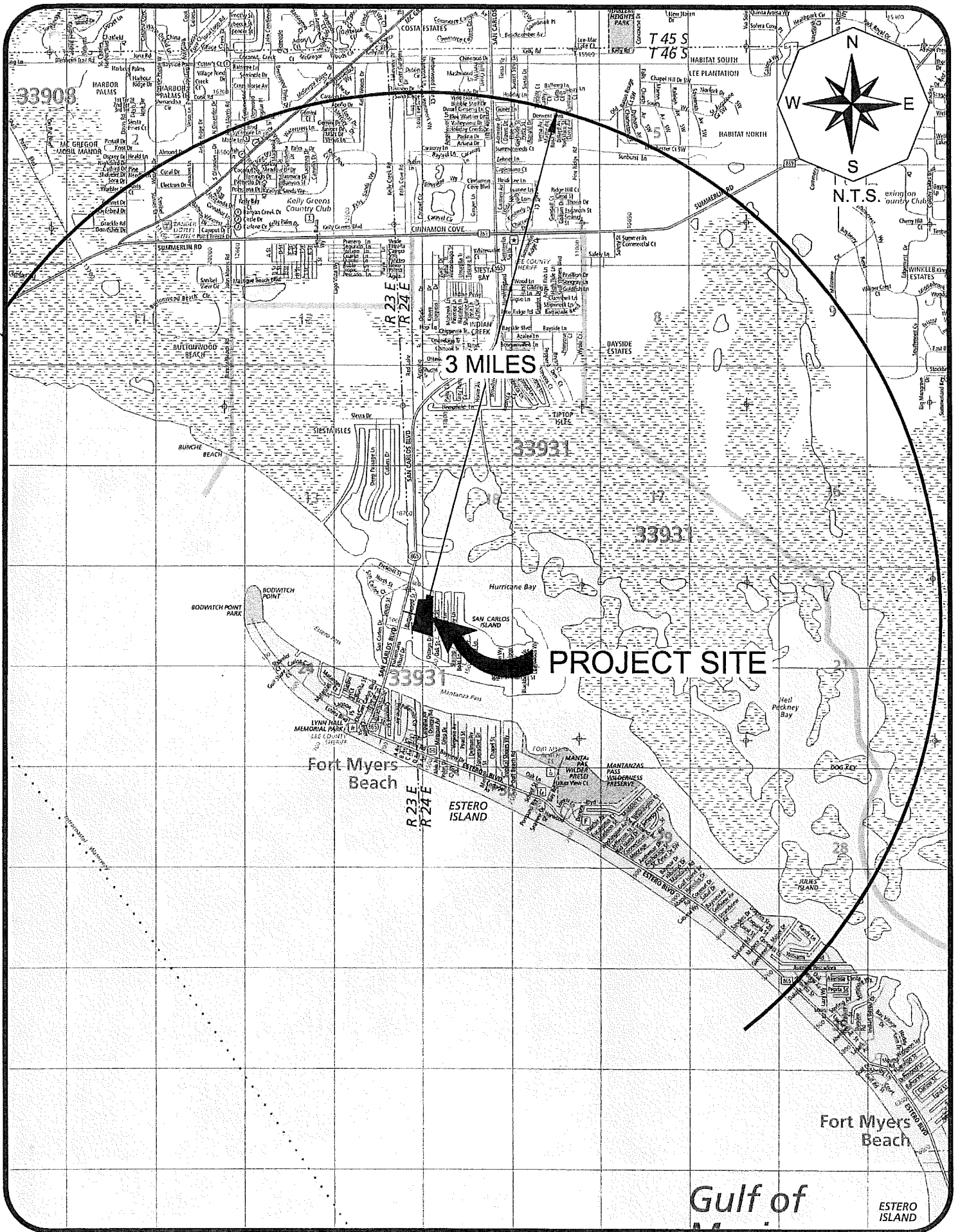
TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking a small scale comprehensive plan amendment as well as re-zoning approval. The subject site is located along the north side of Main Street approximately 600 feet east of its intersection with San Carlos Boulevard in Lee County, Florida. The approximate location of the subject site is illustrated on **Figure 1**.

Upon approval of the requested comprehensive plan amendment, the future land use category of the site would be changed from the existing Industrial land use category to the Central Urban land use category. For the re-zoning, the Master Concept Plan indicates subject site could be developed as a mixed use development that would contain the existing marina and ancillary uses as well as restaurant, retail and residential uses. From the current Master Concept Plan (MCP) and list of uses being requested, the subject site could be developed with up to approximately 113 multi-family dwelling units, up to approximately 22,000 square feet of retail uses, 8,000 square feet of restaurant uses, 12,000 square feet of indoor storage uses and up to approximately 315 boat slips (wet & dry). The Developer is also proposing to include an additional 200 parking spaces in the parking structure that will be available to the public to park and ride the Lee Tran Beach Trolley to access Fort Myers Beach.

The proposed development is located on the north side of Main Street, approximately six hundred (600) feet east of its intersection with San Carlos Boulevard. As currently proposed, the subject site will have two (2) full site access drives on Main Street.

This report examines the impact of the development on the surrounding roadways and intersections. Trip generation and assignments to the various site access drives were completed and an analysis conducted to determine the impacts of the development on the surrounding streets and intersections.

F1504.09/Sufficiency



## II. EXISTING CONDITIONS

The subject site currently contains an existing enclosed storage building containing approximately 24,000 square feet of floor area. Several of the marina wet slips are also existing along with one single family home. The subject site is bordered by existing commercial and industrial marine uses to the north and west, Main Street to the south and a canal to the east. A portion of the site is bordered to the east by Oaks Street, which serves an adjacent mobile home park.

**San Carlos Boulevard (S.R. 865)** is a two-lane undivided roadway south of Main Street and a four-lane undivided roadway with a two-way left turn lane north of Main Street. The intersection of San Carlos Boulevard and Main Street currently operates under two-way stop control. San Carlos Boulevard has a posted speed limit of 45 mph and is under the jurisdiction of the Florida Department of Transportation.

**Main Street** is a two-lane undivided minor collector that is adjacent to the south side of the subject site. Currently Main Street terminates less than one (1) mile east of its intersection with San Carlos Boulevard at Spanish Main. Main Street has a posted speed limit of 30 mph and is under the jurisdiction of the Lee County Department of Transportation.

## III. PROPOSED DEVELOPMENT

With the exception of the existing wet slips, the existing uses on the site will be demolished. The proposed land uses utilized for the trip generation purposes of this analysis were based on the Master Concept Plan developed by James Ink & Associates. The land uses utilized for the purposes of this analysis are outlined within **Table 1** below.

**Table 1  
Land Uses  
Bay Harbour Village Marina**

<b>Land Use</b>	<b>Size</b>
Multi-Family Condo/Townhouse (LUC 230)	113 dwelling units
High-Turnover Restaurant (LUC 932)	8,000 square feet
Retail (LUC 820)	22,000 square feet
Indoor Self Storage (LUC 151)	12,000 square feet
Marina (LUC 420)	315 berths
Public Parking (LUC 090)	200 spaces

As currently proposed, the subject site will have two (2) full site access drives on Main Street.

The Developer is proposing to include up to 200 additional parking spaces within the proposed parking structure to be available for visitors to Fort Myers Beach to park and take the trolley shuttle to the beach. The remainder of the parking within the parking structure will be for the uses proposed on-site.



#### IV. TRIP GENERATION

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled *Trip Generation*, 9<sup>th</sup> Edition. Land Use Code 230 (Residential Condominium/Townhouse) was utilized for the trip generation purposes of the proposed residential dwelling units. Land Use Code 820 (Shopping Center) was utilized for the trip generation purposes of the proposed retail uses on-site (not associated with the Marina). Land Use Code 420 (Marina) was utilized for the trip generation purposes of the proposed marina uses (including the wet slips, dry slips and ship store). Land Use Code 932 (High Turn Over Sit Down Restaurant) was utilized for the restaurant use. Land Use Code 151 (Mini-Warehouse) was utilized for the indoor storage facility and Land Use Code 090 (Park-and-Ride Lot with Bus Service) was utilized for the proposed 200 additional parking spaces that will be made available to the public for access to the Fort Myers Beach Trolley that will shuttle visitors to and from Fort Myers Beach. The equations for these land uses are contained in the Appendix of this report for reference.

As a part of this application, 200 spaces within the parking structure are being added to the total number of parking required by the project as a public benefit to serve visitors to Fort Myers Beach. It is the intent of the spaces to be utilized by visitors to the beach and the Lee Tran Beach Trolley to have a stop on-site that will shuttle the visitors to and from Fort Myers Beach. This would be a stop in addition to the other various stops that the Beach Trolley currently serves. Since the vehicle trips that are associated with the 200 spaces would already be traveling along San Carlos Boulevard to access the beach and would otherwise go over the bridge to Fort Myers Beach, these trips were not added to the area road network beyond Main Street. These trips would be considered "diverted link" trips, meaning they are trips that are diverted from San Carlos Boulevard to Main Street to access the parking structure. **Table 2** outlines the anticipated weekday A.M. and P.M. peak hour trip generation for Bay Harbour Village Marinas currently proposed for the Master Concept Plan. The daily trip generation is also indicated in this table.

**Table 2  
Trip Generation  
Bay Harbour Village Marina**

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Multi-Family Condo/Townhouse (113 Units)	10	47	57	44	22	66	715
High-Turnover Restaurant (8,000 sq. ft.)	47	39	86	47	32	79	1,017
Retail (22,000 sq. ft.)	38	24	62	104	113	217	2,538
Indoor Self Storage (12,000 sq. ft.)	1	1	2	1	2	3	30
Marina (315 Berths)	8	17	25	36	24	60	1,006
Public Parking (200 spaces)	105	28	133	31	94	125	925
<b>Total Trips</b>	<b>209</b>	<b>156</b>	<b>365</b>	<b>263</b>	<b>287</b>	<b>550</b>	<b>6,231</b>

With mixed use projects, ITE estimates that there will be a certain amount of interaction between uses that will reduce the overall trip generation of the project. This interaction is called “internal capture”. In other words, trips that would normally come from external sources would come from uses that are within the project, thus reducing the overall impact the development has on the surrounding roadways. ITE, in conjunction with a study conducted by the NCHRP (National Cooperative Highway Research Program), has summarized the internal trip capture reductions between various land uses. For this project, there is data in the ITE report for interaction between the residential, retail and restaurant uses. Although interaction will occur between the remaining uses, since there is not data in the ITE and NCHRP report, no internal trip capture was assumed for the Marina use, the self-storage use and the public parking spaces.

Therefore, an internal capture calculation was completed consistent with the methodologies in the NCHRP Report and published in the ITE Trip Generation Handbook, 3<sup>rd</sup> Edition. The resultant analysis indicates that there will be an internal trip

capture reduction of seventeen percent (17%) in the A.M. peak hour and thirty-seven percent (37%) in the P.M. peak hour between the retail, restaurant and residential uses. The summary sheets utilized to calculate this internal capture rate for the weekday A.M. peak hour and P.M. peak hour are included in the Appendix of this report for reference. **Table 3** indicates the total external trips that will access the proposed development.

**Table 3  
External Trip Generation  
Bay Harbour Village Marina**

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trip Generation	209	156	365	263	287	550	6,231
Less Internal Capture	-15	-18	-33	-72	-62	-134	-1,580
<b>Total External Trips</b>	<b>194</b>	<b>138</b>	<b>332</b>	<b>191</b>	<b>225</b>	<b>416</b>	<b>4,651</b>

The trips in Table 3 represent the number of trips entering and exiting the project at the site access driveways on Main Street.

The trips shown for the retail uses in Table 2 will also not all be new trips to the adjacent roadway system. ITE estimates that these retail uses may attract a significant amount of its traffic from vehicles already traveling the adjoining roadway system. This traffic, called “pass-by” traffic, reduces the development’s overall impact on the surrounding roadway system but does not decrease the actual driveway volumes. Lee County permits a maximum reduction of thirty percent (30%) of the retail trips attributed to pass-by reduction. Therefore, **Table 4** illustrates the number of net new trips that the project will add to the surrounding roadways after the pass-by reduction is applied to the retail uses. Also noted in Table 4 are the number of net new trips anticipated to be added to San Carlos Boulevard and roadways beyond Main Street due to the diverted nature of the trips associated with the 200 public parking spaces. As previously noted, the traffic associated with these 200 parking spaces would already be traveling to Fort Myers Beach. These trips are simply diverted to Main Street to access the parking structure. Therefore, the trips associated with these 200 spaces will impact Main Street and the analysis will

reflect that impact, but they will not create an additional impact to San Carlos Boulevard and roadways beyond.

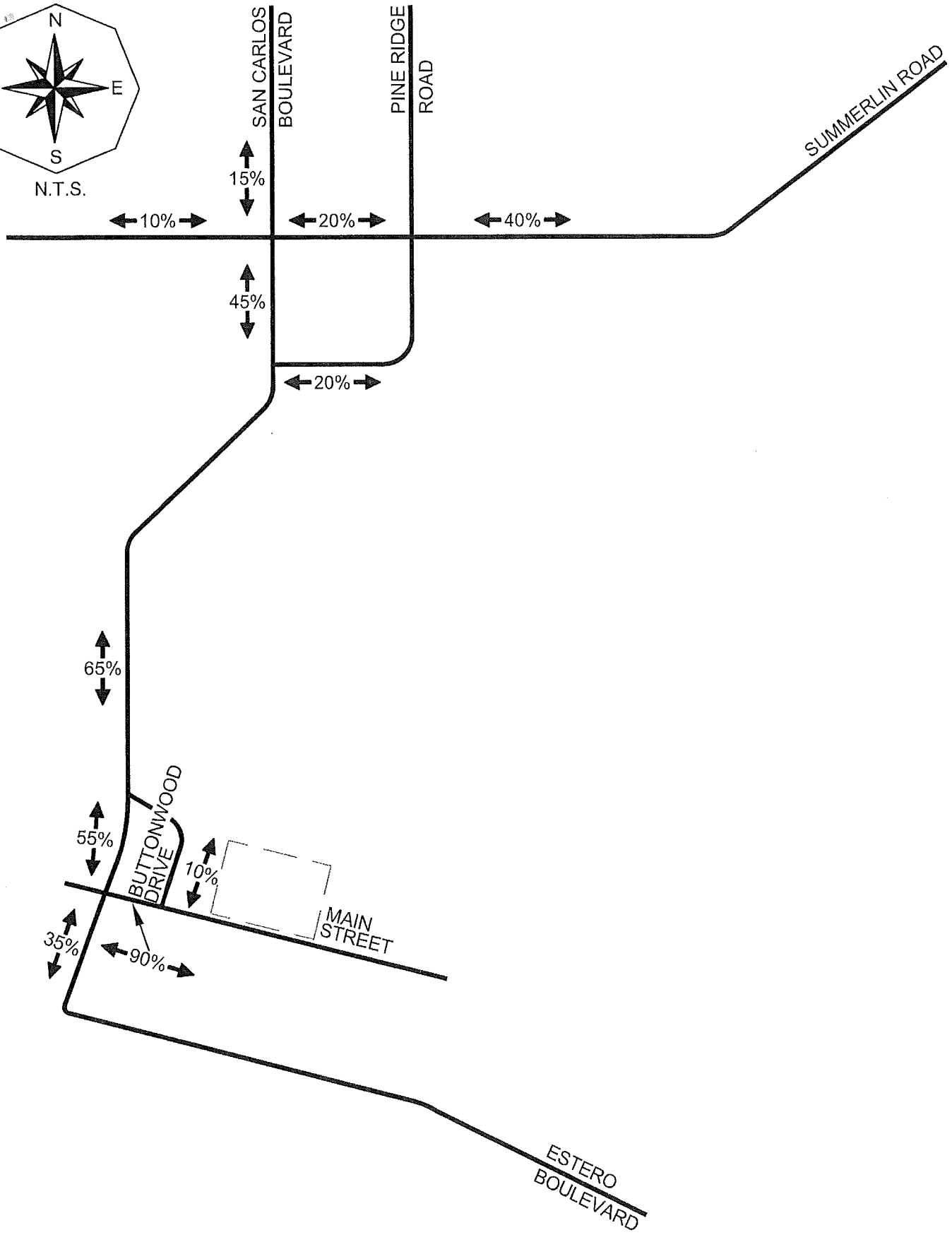
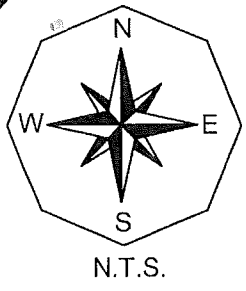
**Table 4  
Trip Generation – Net New Trips  
Bay Harbour Village Marina**

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total External Trips	194	138	332	191	225	416	4,651
Less Retail Pass-by Trips	-9	-6	-15	-20	-21	-41	-480
Total Net New Trips (Impact To Main Street)	185	132	317	171	204	376	4,171
Less Trips From Public Parking Spaces	-105	-28	-133	-31	-94	-125	-925
<b>Total Trips</b> (Impact to San Carlos Blvd. & Beyond)	<b>80</b>	<b>104</b>	<b>184</b>	<b>140</b>	<b>110</b>	<b>250</b>	<b>3,246</b>

**V. TRIP DISTRIBUTION**

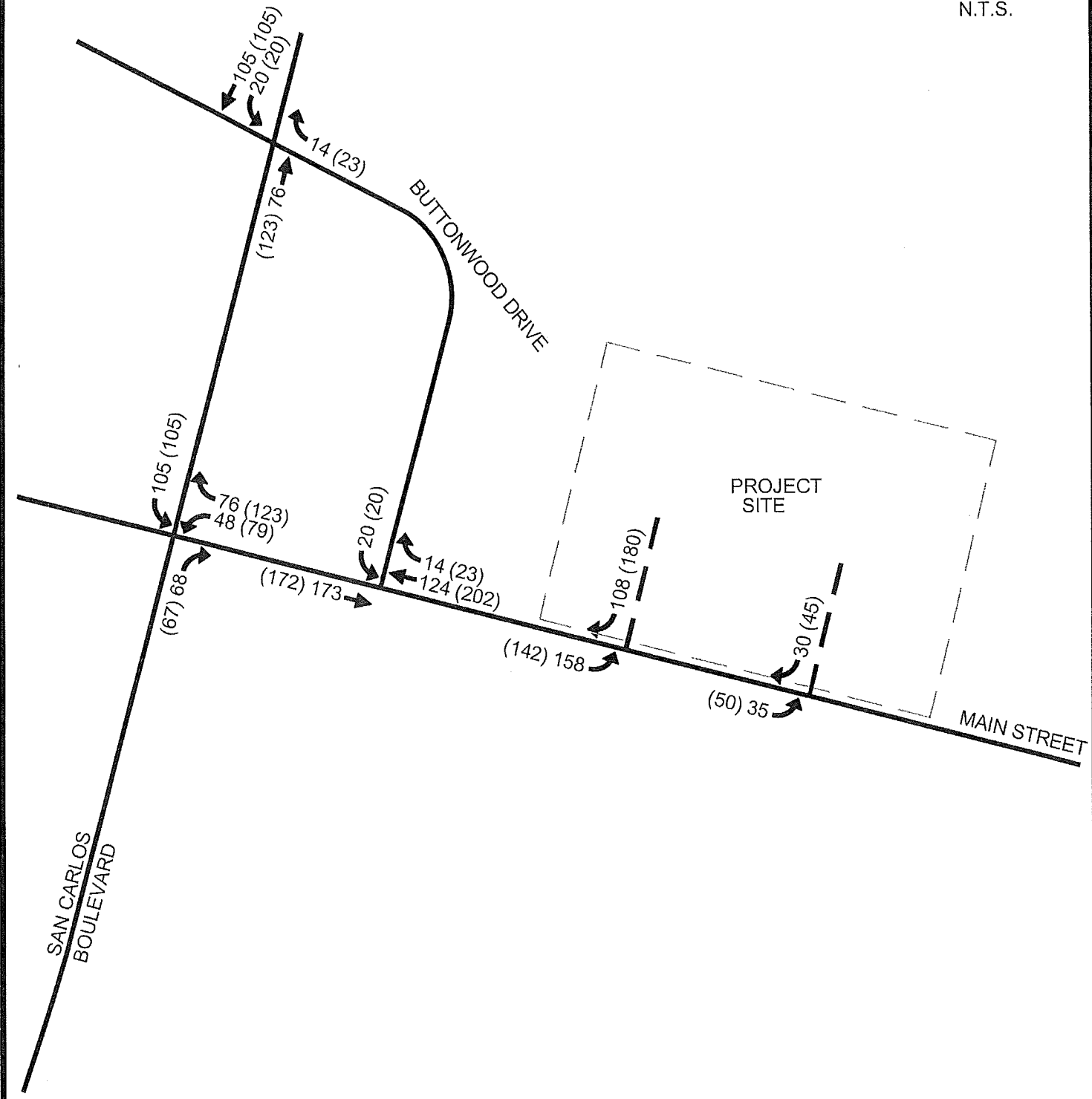
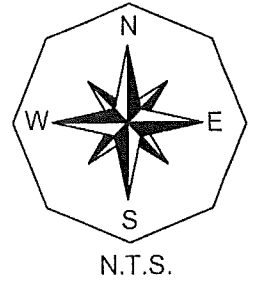
The trips shown in Table 4 were then assigned to the surrounding roadway system based on the anticipated routes the drivers will utilize to approach the site during the peak hours of the adjacent street traffic (7-9 A.M. and 4-6 P.M.). The trip distribution does not include the trips associated with the 200 public parking spaces. 100% of the inbound trips are eastbound on Main Street and 100% are westbound (outbound) that are associated with the parking spaces. The trip distribution shown on **Figure 2** reflects the traffic distribution of the proposed development (restaurant, retail, multifamily units, Marina and self-storage). Based on the distribution indicated within Figure 2, the external project traffic was assigned to the surrounding roadway network. **Figure 3** illustrates the assignment of the project trips to the proposed site access drives (total trips shown in Table 3).

F1504.09/Sufficiency



LEGEND

←20%→ PERCENT DISTRIBUTION



LEGEND

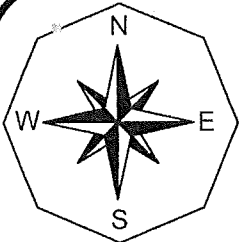
- ← 000 WEEKDAY AM PEAK HOUR TRAFFIC
- ← (000) WEEKDAY PM PEAK HOUR TRAFFIC

In order to determine which roadway segments surrounding the site will be significantly impacted as outlined in the Lee County Traffic Impact Statement Guidelines, **Table 1A**, contained in the Appendix, was created. This table indicates which roadway links in the vicinity of the subject site will accommodate greater than 10% of the Peak Hour – Peak Direction Level of Service “C” volumes, as defined by the Lee County Generalized Level of Service Tables as provided by the Lee County Department of Transportation. Again, it should be noted that the impact percentage does NOT include the trips associated with the 200 public parking spaces. Those trips are included on the impact to Main Street between the project and San Carlos Boulevard.

## **VI. FUTURE TRAFFIC CONDITIONS**

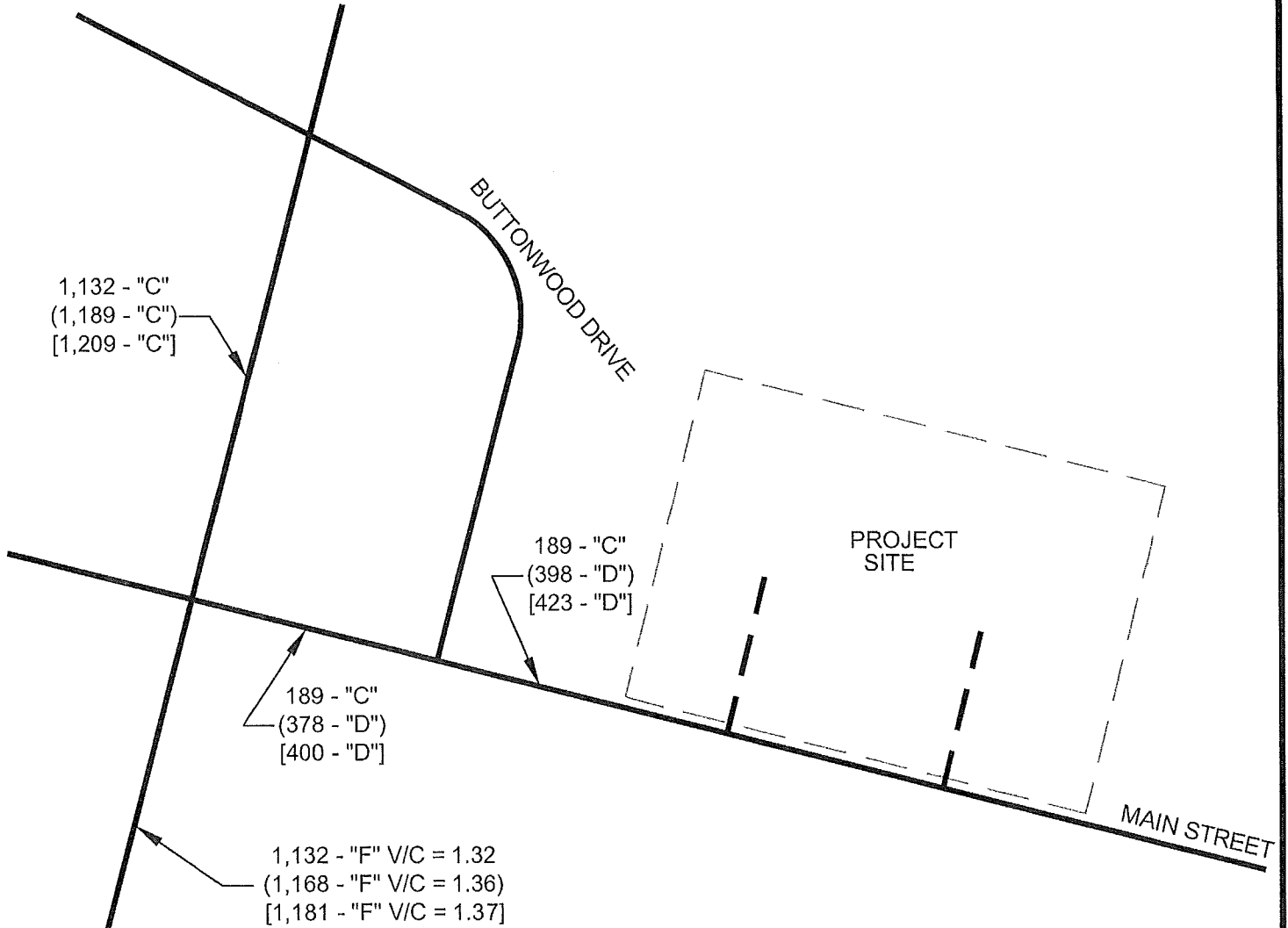
It was assumed that the project would be completed by the year 2021. Based on this projected build-out, the surrounding roadway network was analyzed under 2022 traffic conditions. A growth rate was applied to the existing traffic conditions for all roadway links and intersections that could be significantly impacted by this development. The growth rates were obtained through comparisons of annual traffic data from the 2014 Lee County Traffic Count Report. Based on the project distribution illustrated on Figure 3, the link data was analyzed for the existing conditions, year 2022 without the development and year 2022 with the development. **Table 2A** in the Appendix of the report indicates the methodology utilized to obtain the year 2022 build-out traffic volumes as well as the growth rate utilized for each roadway segment. The base year traffic volumes were obtained from the 2014 Lee County Concurrency Management Report.

**Figure 4** indicates the year 2022 peak hour – peak direction traffic volumes and Level of Service for the various roadway links within the study area. Noted on Figure 4 is the peak hour – peak direction volume and Level of Service of each link should no development occur on the subject site and the peak hour – peak direction volume and Level of Service for the weekday A.M. and P.M. peak hours with the development traffic



N.T.S.

F1504.09/Sufficiency



LEGEND

XXX - "C" 2022 PEAK SEASON PEAK HOUR  
PEAK DIRECTION BACKGROUND TRAFFIC  
AND LEVEL OF SERVICE DESIGNATION

(XXX -"C") 2022 PEAK SEASON PEAK HOUR  
PEAK DIRECTION BACKGROUND  
TRAFFIC PLUS AM PROJECT TRAFFIC  
AND LEVEL OF SERVICE DESIGNATION

[XXX -"C"] 2022 PEAK SEASON PEAK HOUR  
PEAK DIRECTION BACKGROUND  
TRAFFIC PLUS PM PROJECT TRAFFIC  
AND LEVEL OF SERVICE DESIGNATION



added to the roadways. These figures are derived from Table 2A contained in the Appendix.

## **VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS**

In comparing the links' functional classification and calculated 2022 traffic volumes to the Service Volume Tables, it was determined that none of the roadways inside the project's area of influence would be adversely impacted by the proposed development. Adverse impacts are defined as a degradation of the Level of Service beyond the adopted Level of Service Thresholds for those links as indicated in Table 1A. In other words, all roadways analyzed as a result of the proposed development will maintain an acceptable Level of Service when the development traffic is added to the surrounding roadway network. Thus, the existing roadway network can accommodate the additional new vehicle trips the subject site is anticipated to generate.

Although the proposed project does not have a significant impact (project trips greater than 10% of Level of Service "C" service volumes) on San Carlos Boulevard over the Fort Myers Beach Bridge, the Developer is proposing to provide 200 parking spaces in the proposed parking structure for visitors to Fort Myers Beach to park and use the Lee Tran Trolley service to access the beach, thus reducing the amount of trips associated with the 200 parking spaces from traveling over the bridge and impacting Estero Boulevard in the Town of Fort Myers Beach.

Turn lanes at the site access drive intersection with Main Street will be further evaluated at the time of Local Development Order application.

## **VIII. COMPREHENSIVE PLAN AMENDMENT ANALYSIS**

The transportation related impacts of the proposed Comprehensive Plan Amendment were evaluated pursuant to the criteria in the application document. This included an

evaluation of the long range impact (20-year horizon) and short range impact (5-year horizon) the proposed amendment would have on the existing and future roadway infrastructure.

The proposed Map Amendment would change the future land use designation on the subject site from Industrial to Central Urban, which would then permit the 7.58 acre site to include the maximum density of multi-family residential units and other commercial uses as an option for development within this parcel. Based on the existing land use designation (Industrial) the subject site could be developed with approximately 75,000 square feet of industrial uses. With the requested land use change, the maximum residential density would increase to 15 units per acre as well as approximately 75,000 square feet of commercial uses (office/retail, etc.). **Table 5** identifies the maximum intensities that would be permitted under the existing Land Use Category and the maximum land uses that would be permitted if the Land Use Amendment is adopted by the Board of County Commissioners.

**Table 5  
Land Uses  
Bay Harbour Village Marina**

<b>Land Use Category</b>	<b>Intensity</b>
Existing Land Use Category (Industrial)	+/- 75,000 sq. ft. of Industrial uses (Assume 10,000 sq. ft. per Acre)
Proposed Land Use Category (Central Urban)	75,000 sq. ft. of Commercial (Assume 10,000 sq. ft. per Acre) 113 Residential Dwelling Units (15 DU/Acre)

The trip generation for the site was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled *Trip Generation*, 9<sup>th</sup> Edition. Land Use Code 110 (Light Industrial) was utilized for the trip generation of the current permitted land uses and Land Use 820 (Shopping Center) and Land Use Code 230 (Residential Condominium/Townhouse) were utilized for the trip generation purposes for the requested future land uses. Since most of the commercial uses are permitted in the Industrial Land Use category, the land uses assumed for the future land uses included an

additional 22,500 square feet of retail uses (LUC 820), and the balance of the 75,000 square feet as office uses. Since 10% of the total industrial floor area is permitted to be developed as retail uses within the Industrial Land Use Category, and only 30,000 square feet of retail uses would be permitted on this site based on its location, an increase of 22,500 square feet of retail uses would occur with the land use change from Industrial to Central Urban. The other commercial uses, such as office, would be permitted in the current land use category and therefore do not represent an increase in trips due to the land use change. **Table 6** indicates the additional trip generation of the subject site based on the maximum permitted densities under the proposed Land Use Category.

**Table 6  
Trip Generation  
Bay Harbour Village Marina**

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Retail Uses (22,500 sq. ft.)	39	24	63	106	115	221	2,275
Multi-Family Residential (115 Units)	10	48	58	45	22	67	726
<b>Total Trip Increase</b>	<b>49</b>	<b>72</b>	<b>121</b>	<b>151</b>	<b>137</b>	<b>288</b>	<b>3,001</b>

**Long Range Impacts (20-year horizon)**

The Lee County Metropolitan Planning Organization’s (MPO) 2035 Long Range Transportation Plan was reviewed to determine if any future roadway improvements were planned in the vicinity of the subject site. Based on the review, there are no major roadway improvement in the vicinity of the subject site on the 2035 Financially Feasible Plan. The only improvement currently identified on the 2035 Long Range Transportation Plan in the vicinity of the subject site that are designated as “Contingent” based upon additional funding is the widening of San Carlos Boulevard between Summerlin Road and Kelly Road to a four lane divided roadway.

The Lee County Metropolitan Planning Organization’s (MPO) long range transportation travel model was also reviewed in order to determine the impacts the amendment would

have on the surrounding area. The subject site lies within Traffic Analysis Zone (TAZ) 1695. The model has both productions and attractions included in this zone. The productions include single-family dwelling units and multi-family dwelling units. The attractions include industrial employment, commercial employment, service employment and a school. **Table 7** identifies the land uses currently contained in the long range travel model utilized by the MPO and Lee County for the Long Range Transportation Analysis.

**Table 7  
TAZ 1695  
Land Uses in Existing E+C Travel Model (2035)**

Land Use Category	Intensity
Single Family Dwelling Units	102 units
Multi-Family Dwelling Units	857 units
Industrial Employment	65 employees
Commercial Employment	151 employees
Service Employment	138 employees
School Population	58 students

The proposed change in land use designation on the subject site from Industrial to Central Urban would not have a substantial impact on the trip generation characteristics of the TAZ as included in the adopted 2035 travel model. The proposed 22,500 square feet of potential additional retail commercial floor area would have approximately 56 employees. There is very little existing retail uses within this TAZ whereas the model has over 130 retail service employees modeled in the TAZ. The additional 56 employees will not impact the overall roadway network. In addition, the 113 multi-family residential dwelling units that would be permitted on the site are well below the number of dwelling units currently within this TAZ. Therefore, the additional units proposed would also not impact the productions being generated from this TAZ in the model files.

A Level of Service analysis for the 2035 Existing plus Committed roadway network is attached to this report for reference. The adopted 2035 Long Range Transportation Model was referenced to determine the projected 2035 traffic volumes and Level of Service on the roadways within a three-mile radius of the subject site. **Table 3A** and **Table 4A** in the

Appendix of this report outlines the Level of Service on the area roadways based on the adopted 2035 travel model. The resultant land use change will not impact the results of the Level of Service analysis as reported in the adopted 2035 travel model.

**Short Range Impacts (5-year horizon)**

The 2014/2015-2018/2019 Lee County Transportation Capital Improvement Plan and the 2014-2018 Florida Department of Transportation Adopted Work Program were reviewed to determine the short term impacts the proposed land use change would have on the surrounding roadways. Based on this review there are no programmed improvements in the vicinity of the subject site.

**Table 5A** and **Table 6A** attached to this report indicate the projected 5-year planning Level of Service on the surrounding roadways based on the uses that are being requested with the concurrent zoning request. From Table 6A, all of these roadways are anticipated to operate within their recommended Level of Service standards as identified in the Lee County Comprehensive Plan. Therefore, based on this analysis no modifications will be necessary to the Lee County or FDOT short term capital improvement program.

## IX. CONCLUSION

The proposed Bay Harbour Village Marina comprehensive plan amendment and re-zone located along Main Street approximately 600 feet east of its intersection with San Carlos Boulevard in Lee County, Florida will not reduce the Level of Service of Main Street or San Carlos Boulevard north of Main Street below the Level of Service standard as recommended in the Lee Plan. The existing roadway network can accommodate the additional new vehicle trips the development is anticipated to generate. The comprehensive plan analysis also indicates that the land use change as being proposed will not require any modification to the Long Range Transportation Plan or the short term capital work programs adopted by the County and State.

The Developer is also proposing to include 200 additional parking spaces within the parking structure to be available to the public for parking and connecting with the Fort Myers Beach Trolley service to access Fort Myers Beach, which will reduce the traffic demand on the bridge leading over to Fort Myers Beach.

# APPENDIX

**TABLES 1A & 2A**



**TABLE 1A**  
**PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES**  
**BAY HARBOUR MARINA VILLAGE REZONING**

#####

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 184 VPH      IN= 80      OUT= 104  
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 250 VPH      IN= 140      OUT= 110

<u>ROADWAY</u>	<u>SEGMENT</u>	<u>ROADWAY CLASS</u>	<u>LOS A VOLUME</u>	<u>LOS B VOLUME</u>	<u>LOS C VOLUME</u>	<u>LOS D VOLUME</u>	<u>LOS E VOLUME</u>	<u>PERCENT</u>		<u>PROJ/ LOS C</u>
								<u>PROJECT TRAFFIC</u>	<u>PROJECT TRAFFIC</u>	
San Carlos Blvd.	S. of Main St.	2LN	0	140	800	860	860	35%	49	6.13%
	N. of Main St.	4LN	0	260	1,840	1,960	1,960	55%	77	4.18%
	N. of Buttonwood Dr.	4LN	0	260	1,840	1,960	1,960	65%	91	4.95%
	N. of Pine Ridge Rd.	4LN	0	260	1,840	1,960	1,960	45%	63	3.42%
	N. of Summerlin Rd.	2LN	0	140	800	860	860	15%	21	2.63%
Main St.	E. of San Carlos Blvd.	2LN	0	0	310	670	740	90%	211	68.06%
	E. of Buttonwood Dr.	2LN	0	0	310	670	740	100%	234	75.48%
Buttonwood Dr.	N. of Main St.	2LN	0	0	310	670	740	10%	14	4.52%
Summerlin Rd.	E. of Pine Ridge Rd.	6LN	0	410	2,840	2,940	2,940	40%	56	1.97%
	E. of San Carlos Blvd.	6LN	0	410	2,840	2,940	2,940	20%	28	0.99%
	W. of San Carlos Blvd.	4LN	0	260	1,840	1,960	1,960	10%	14	0.76%
Pine Ridge Rd.	E. of San Carlos Blvd.	2LN	0	0	310	670	740	20%	28	9.03%

\* Lee County Generalized Peak Hour Level of Service thresholds (2013) utilized.

**TABLE 2A  
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS  
BAY HARBOUR MARINA VILLAGE REZONING**

August 13, 2015

TOTAL PROJECT TRAFFIC AM = 184 VPH IN= 80 OUT= 104  
 TOTAL PROJECT TRAFFIC PM = 250 VPH IN= 140 OUT= 110

ROADWAY	SEGMENT	PCS#	BASE YR	2011 ADT	YRS OF GROWTH	ANNUAL RATE <sup>1</sup>	2014	2022			PERCENT PROJECT TRAFFIC	2022			2022					
							PK HR	PK HR	PK SEASON	BCKGRND			BCKGRND							
							PK SEASON	PEAK DIRECTION	V/C		AM PROJ TRAFFIC	PM PROJ TRAFFIC	+ AM PROJ VOLUME	LOS	V/C	+ PM PROJ VOLUME	LOS	V/C		
San Carlos Blvd.	N. of Main St.	8		27,000	22,800	9	1.00%	1,045	1,132	C	0.58	55%	57	77	1,189	C	0.61	1,209	C	0.62
Main St.	E. of San Carlos Blvd.	--	--	3,773*	--	1.00%	166	189	C	0.26	90%	189	211	378	D	0.51	400	D	0.54	
	E. of Buttonwood Dr.	--	--	3,773*	--	1.00%	166	189	C	0.26	100%	209	234	398	D	0.54	423	D	0.57	

<sup>1</sup> A minimum growth rate of one percent (1%) was utilized

<sup>2</sup> Data for San Carlos Blvd & Pine Ridge Rd was obtained from the 2014 Lee County Concurrency Management Report. Data for Main St was estimated utilizing traffic count data obtained in 2010.

\* Represents a 2009 AADT. Obtained from traffic data collected by TR Transportation.

AM & PM Proj. Traffic On Main Street includes trips from 200 space public parking spaces

**ITE INTERNAL CAPTURE  
CALCULATION SUMMARY SHEET**

## WEEKDAY AM PEAK HOUR TRIP GENERATION

### Land Use Intensity

Land Use	Land Use Code	Unit Count	Unit Type
Shopping Center	LUC 820	22,000	square feet
General Office	LUC 710	0	square feet
Restaurant	LUC 932	8,000	square feet
Single-Family	LUC 210	0	dwelling units
Multi-Family	LUC 230	113	dwelling units
Hotel	LUC 310	0	occupied rooms

### Total Trip Generation of the Proposed Development

Land Use	Land Use Code	AM Peak Hour		Total
		In	Out	
Shopping Center	LUC 820	38	24	62
General Office	LUC 710	0	0	0
Restaurant	LUC 932	47	39	86
Single-Family	LUC 210	0	0	0
Multi-Family	LUC 230	10	47	57
Hotel	LUC 310	0	0	0
<b>Total Trips</b>		<b>95</b>	<b>110</b>	<b>205</b>

### Total Trips to the Surrounding Roadway Network

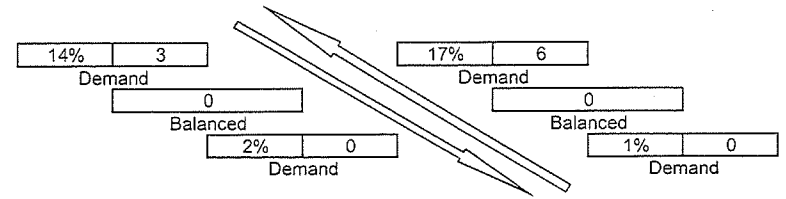
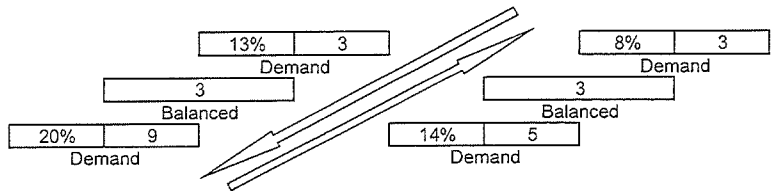
Trips	AM Peak Hour		
	In	Out	Total
Total Trips	95	110	205
Less 16% IC	-15	-18	-33
Total Trips	80	92	172

### New Trips to the Surrounding Roadway Network

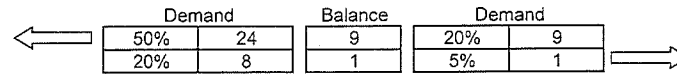
Trips	AM Peak Hour		
	In	Out	Total
Total Trips	80	92	172
Total Retail Trips	32	20	52
Less 30% Pass-by	-10	-6	-16
Marina	8	17	25
Self Storage	1	1	2
Total Trips	79	104	183

**Internal Capture Calculation Summary Sheet**  
WEEKDAY AM PEAK HOUR

Exit to External		Land Use A - Retail Uses		
21		Total	Internal	External
←		Enter	38	3
→		Exit	24	3
		Total	62	56
35		%	100%	90%
Enter from External				



Exit to External		Land Use B - Restaurant		
35		Total	Internal	External
←		Enter	47	12
→		Exit	39	4
		Total	86	16
35		%	100%	19%
Enter from External				81%



Exit to External		Land Use C - Residential Uses		
38		Total	Internal	External
←		Enter	10	1
→		Exit	47	9
		Total	57	47
9		%	100%	18%
Enter from External				82%

Net External Trips for Multi-Use Development					Internal Capture Rate
	Land Use A	Land Use B	Land Use C	Total	
Enter	35	35	9	79	
Exit	21	35	38	94	
Total	56	70	47	173	
Single-Use Trip Gen. Est.	62	86	57	205	16%

## WEEKDAY PM PEAK HOUR TRIP GENERATION

### Land Use Intensity

Land Use	Unit Count	Unit Type
Shopping Center	22,000	square feet
General Office	0	square feet
Restaurant	8,000	square feet
Single-Family	0	dwelling units
Multi-Family	113	dwelling units
Hotel	0	occupied rooms

### Total Trip Generation of the Proposed Development

Land Use	Land Use Code	PM Peak Hour		Total	Daily (2-Way)
		In	Out		
Shopping Center	LUC 820	104	113	217	2,538
General Office	LUC 710	0	0	0	0
Restaurant	LUC 932	47	32	79	1,017
Single-Family	LUC 210	0	0	0	0
Multi-Family	LUC 230	44	22	66	715
Hotel	LUC 310	0	0	0	0
<b>Total Trips</b>		<b>195</b>	<b>167</b>	<b>362</b>	<b>4,270</b>

### Total Trips to the Surrounding Roadway Network

Trips	PM Peak Hour			Daily (2-Way)
	In	Out	Total	
Total Trips	195	167	362	4,270
Less 37% IC	-72	-62	-134	-1580
Total Trips	123	105	228	2,690

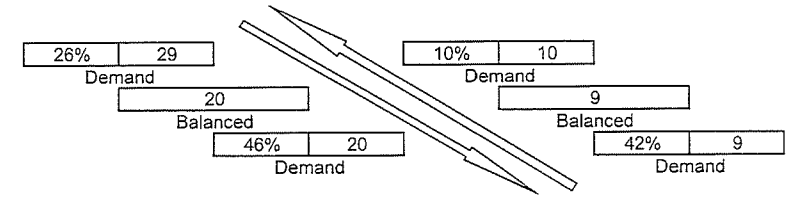
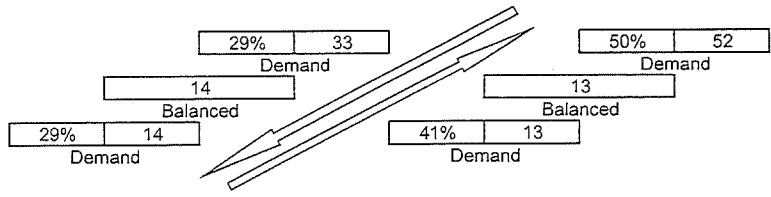
### New Trips to the Surrounding Roadway Network

Trips	PM Peak Hour			Daily (2-Way)
	In	Out	Total	
Total Trips	123	105	228	2,690
Total Retail Trips	66	71	137	1,599
Less 30% Pass-by	-20	-21	-41	-480
Marina Trips	36	24	60	1,006
Self Storage	1	2	3	30
Total Trips	140	110	250	3,246

**Internal Capture Calculation Summary Sheet**  
WEEKDAY PM PEAK HOUR

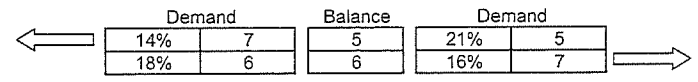
Exit to External		Land Use A - Retail Uses		
79		Total	Internal	External
←	Enter	104	22	82
→	Exit	113	34	79
82	Total	217	56	161
	%	100%	26%	74%

Enter from External



Exit to External		Land Use B - Restaurant		
13		Total	Internal	External
←	Enter	47	19	28
→	Exit	32	19	13
28	Total	79	38	41
	%	100%	48%	52%

Enter from External



Exit to External		Land Use C - Residential Uses		
8		Total	Internal	External
←	Enter	44	26	18
→	Exit	22	14	8
18	Total	66	40	26
	%	100%	61%	39%

Enter from External

Net External Trips for Multi-Use Development					Internal Capture Rate
	Land Use A	Land Use B	Land Use C	Total	
Enter	82	28	18	128	
Exit	79	13	8	100	
Total	161	41	26	228	
Single-Use Trip Gen. Est.	217	79	66	362	37%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%



Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

**LEE COUNTY GENERALIZED  
SERVICE VOLUMES TABLE**

Lee County  
Generalized Peak Hour Directional Service Volumes  
Urbanized Areas

Sept. 2013

c:\input4

<b>Uninterrupted Flow Highway</b>						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	120	420	840	1,190	1,640
2	Divided	1,060	1,810	2,560	3,240	3,590
3	Divided	1,600	2,720	3,840	4,860	5,380
<b>Arterials</b>						
Class I (40 mph or higher posted speed limit)						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	140	800	860	860
2	Divided	*	260	1,840	1,960	1,960
3	Divided	*	410	2,840	2,940	2,940
4	Divided	*	550	3,840	3,940	3,940
Class II (35 mph or slower posted speed limit)						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	*	330	710	780
2	Divided	*	*	710	1,590	1,660
3	Divided	*	*	1,150	2,450	2,500
4	Divided	*	*	1,580	3,310	3,340
<b>Controlled Access Facilities</b>						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	160	880	940	940
2	Divided	*	270	1,970	2,100	2,100
3	Divided	*	430	3,050	3,180	3,180
<b>Collectors</b>						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	*	310	670	740
1	Divided	*	*	330	710	780
2	Undivided	*	*	740	1,460	1,460
2	Divided	*	*	780	1,530	1,530
Note: the service volumes for I-75 (freeway), bicycle mode, pedestrian mode, and bus mode should be from FDOT's most current version of LOS Handbook.						

**TRAFFIC DATA FOR PCS #8, 19, 38 &  
44 FROM THE 2014 LEE COUNTY  
TRAFFIC COUNT REPORT**

# PCS 8 - San Carlos Blvd (SR 865) south of Prescott St

2014 AADT = 22,800 VPD

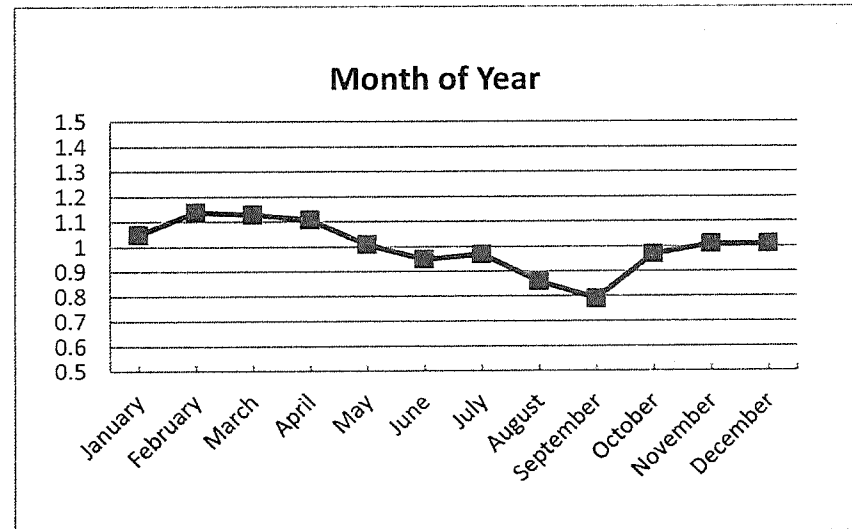
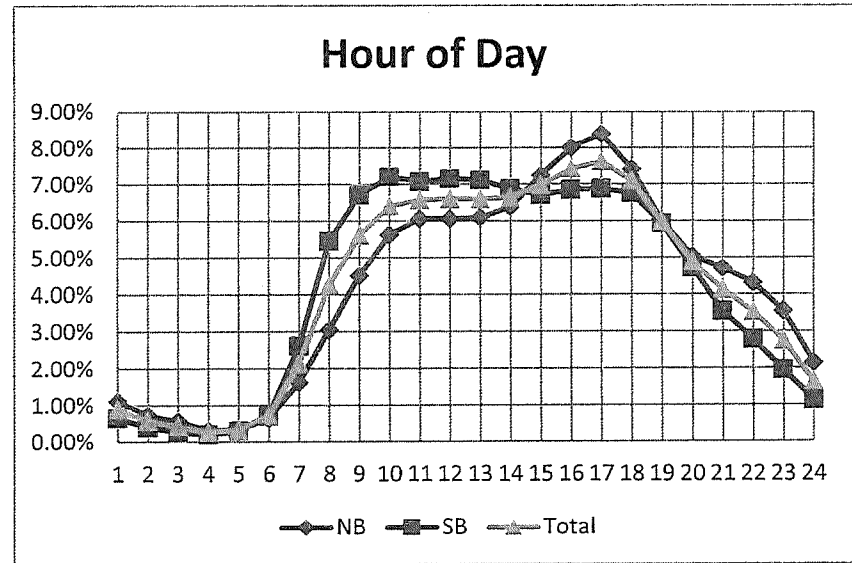
Hour	NB	SB	Total
0	1.12%	0.66%	0.89%
1	0.74%	0.40%	0.57%
2	0.57%	0.27%	0.42%
3	0.31%	0.20%	0.26%
4	0.35%	0.30%	0.32%
5	0.65%	0.76%	0.70%
6	1.63%	2.61%	2.12%
7	3.05%	5.45%	4.26%
8	4.52%	6.71%	5.62%
9	5.63%	7.21%	6.42%
10	6.07%	7.08%	6.58%
11	6.07%	7.15%	6.61%
12	6.10%	7.12%	6.61%
13	6.40%	6.88%	6.64%
14	7.25%	6.71%	6.97%
15	8.02%	6.85%	7.43%
16	8.39%	6.88%	7.63%
17	7.42%	6.76%	7.09%
18	5.98%	5.93%	5.96%
19	5.04%	4.71%	4.87%
20	4.71%	3.53%	4.12%
21	4.30%	2.77%	3.53%
22	3.55%	1.94%	2.74%
23	2.14%	1.12%	1.63%

Month of Year	Fraction
January	1.05
February	1.14
March	1.13
April	1.11
May	1.01
June	0.95
July	0.97
August	0.86
September	0.79
October	0.97
November	1.01
December	1.01

Directional Factor		
AM	0.64	SB
PM	0.55	NB

Day of Week	Fraction
Sunday	0.97
Monday	0.97
Tuesday	0.95
Wednesday	0.98
Thursday	0.99
Friday	1.07
Saturday	1.07

Design Hour Volume		
#	Volume	Factor
5	2088	0.092
10	2062	0.090
20	2033	0.089
30	2013	0.088
50	1991	0.087
100	1948	0.085
150	1921	0.084
200	1901	0.083



## PCS 19 - Summerlin Rd west of Winkler Rd

2014 AADT = 33,500 VPD

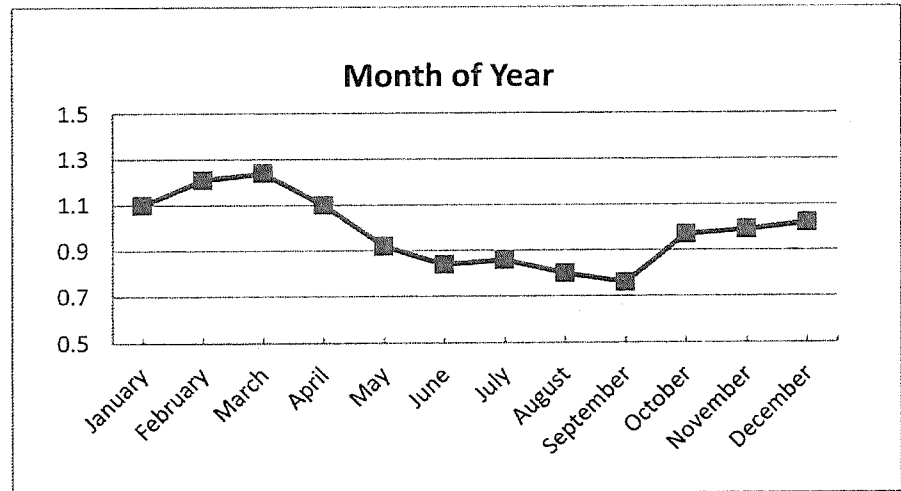
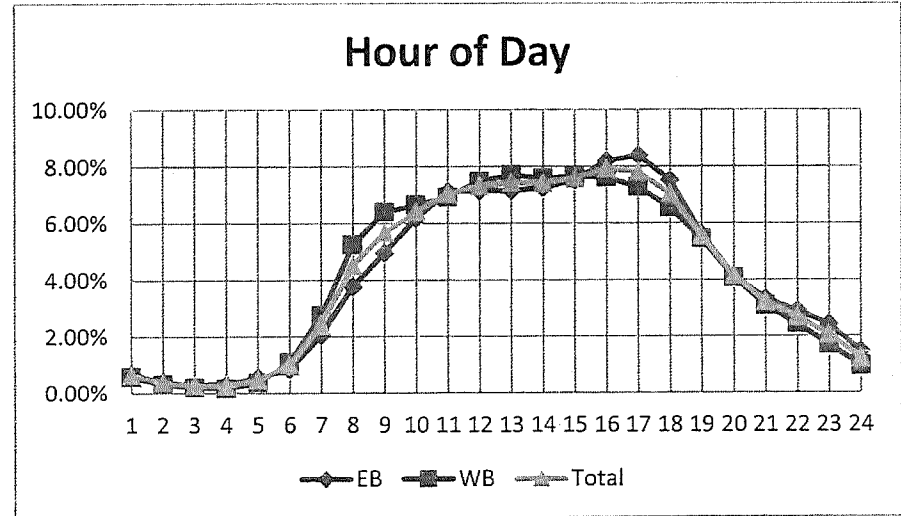
Hour	EB	WB	Total
0	0.68%	0.58%	0.63%
1	0.38%	0.32%	0.35%
2	0.28%	0.20%	0.24%
3	0.32%	0.17%	0.24%
4	0.55%	0.37%	0.46%
5	0.85%	1.10%	0.97%
6	2.05%	2.74%	2.39%
7	3.76%	5.23%	4.50%
8	4.94%	6.39%	5.66%
9	6.16%	6.63%	6.40%
10	7.13%	6.91%	7.02%
11	7.14%	7.47%	7.31%
12	7.14%	7.70%	7.42%
13	7.24%	7.58%	7.41%
14	7.52%	7.65%	7.59%
15	8.20%	7.61%	7.91%
16	8.39%	7.26%	7.82%
17	7.52%	6.53%	7.03%
18	5.59%	5.42%	5.51%
19	4.11%	4.06%	4.09%
20	3.31%	3.05%	3.18%
21	2.88%	2.41%	2.65%
22	2.40%	1.68%	2.04%
23	1.45%	0.93%	1.19%

Month of Year	Fraction
January	1.1
February	1.21
March	1.24
April	1.1
May	0.92
June	0.84
July	0.86
August	0.8
September	0.76
October	0.97
November	0.99
December	1.02

Directional Factor		
AM	0.58	WB
PM	0.54	EB

Day of Week	Fraction
Sunday	0.84
Monday	1
Tuesday	1.05
Wednesday	1.01
Thursday	1.01
Friday	1.09
Saturday	0.99

Design Hour Volume		
#	Volume	Factor
5	7042	0.210
10	3754	0.112
20	3557	0.106
30	3477	0.104
50	3404	0.102
100	3343	0.100
150	3267	0.098
200	3231	0.096



# PCS 38 - McGregor Blvd north of Kelly Rd

2014 AADT = 15,800 VPD

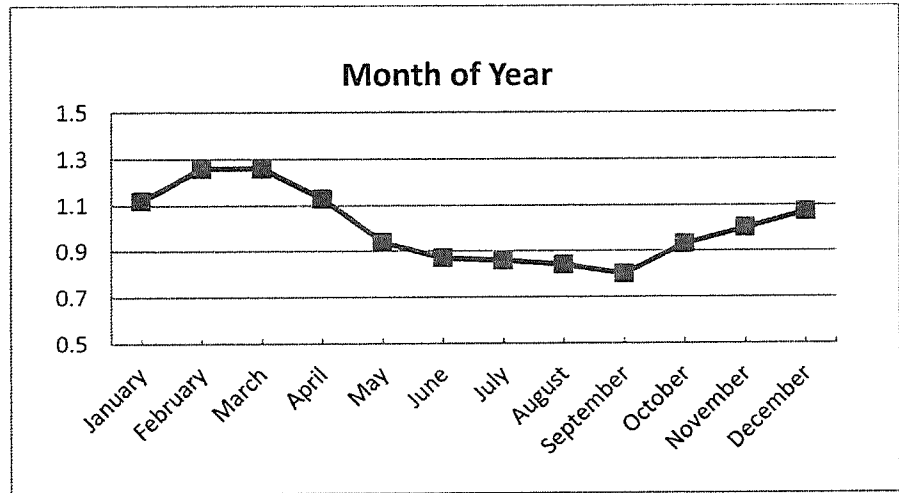
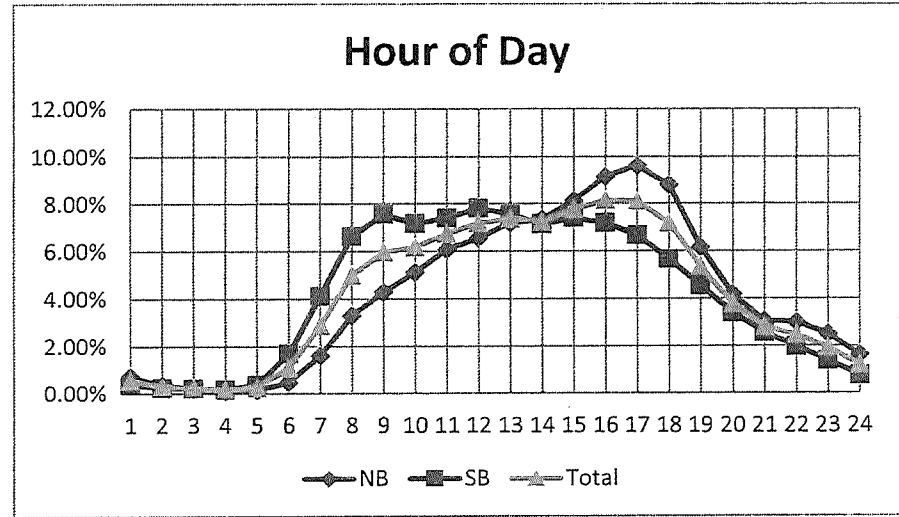
Hour	NB	SB	Total
0	0.75%	0.38%	0.56%
1	0.37%	0.25%	0.31%
2	0.22%	0.22%	0.22%
3	0.12%	0.19%	0.15%
4	0.16%	0.38%	0.27%
5	0.50%	1.71%	1.11%
6	1.64%	4.13%	2.91%
7	3.33%	6.62%	5.00%
8	4.31%	7.57%	5.97%
9	5.14%	7.18%	6.18%
10	6.07%	7.40%	6.74%
11	6.56%	7.82%	7.20%
12	7.20%	7.56%	7.38%
13	7.35%	7.14%	7.24%
14	8.14%	7.40%	7.77%
15	9.15%	7.19%	8.15%
16	9.62%	6.66%	8.11%
17	8.79%	5.64%	7.19%
18	6.15%	4.54%	5.33%
19	4.19%	3.39%	3.78%
20	3.07%	2.57%	2.82%
21	3.02%	1.97%	2.48%
22	2.52%	1.37%	1.94%
23	1.63%	0.74%	1.18%

Month of Year	Fraction
January	1.12
February	1.26
March	1.26
April	1.13
May	0.94
June	0.87
July	0.86
August	0.84
September	0.8
October	0.93
November	1
December	1.07

Directional Factor		
AM	0.72	SB
PM	0.59	NB

Day of Week	Fraction
Sunday	0.82
Monday	1.01
Tuesday	1.04
Wednesday	1.05
Thursday	1.03
Friday	1.08
Saturday	0.96

Design Hour Volume		
#	Volume	Factor
5	1787	0.113
10	1738	0.110
20	1709	0.108
30	1686	0.107
50	1664	0.105
100	1618	0.102
150	1584	0.100
200	1561	0.099



## PCS 44 - Estero Blvd north of Donora Blvd

2014 AADT = 13,500 VPD

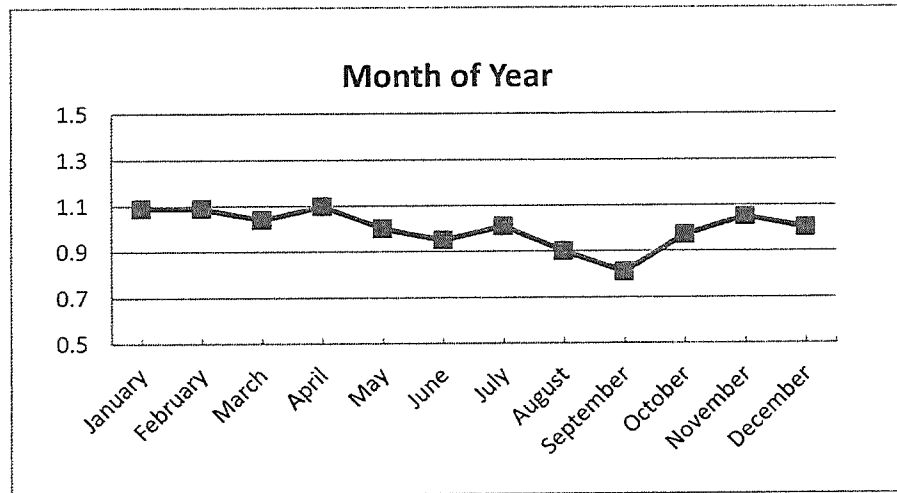
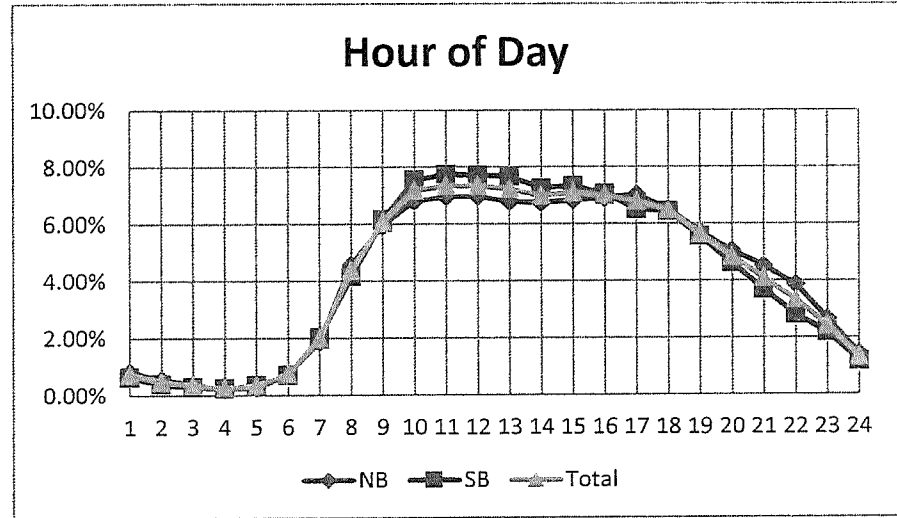
Hour	NB	SB	Total
0	0.80%	0.62%	0.71%
1	0.54%	0.38%	0.46%
2	0.37%	0.28%	0.33%
3	0.21%	0.23%	0.22%
4	0.27%	0.34%	0.30%
5	0.73%	0.69%	0.71%
6	1.87%	2.01%	1.94%
7	4.58%	4.15%	4.36%
8	5.96%	6.15%	6.06%
9	6.81%	7.55%	7.18%
10	6.96%	7.75%	7.35%
11	6.97%	7.72%	7.35%
12	6.78%	7.68%	7.23%
13	6.74%	7.26%	7.00%
14	6.83%	7.34%	7.09%
15	6.91%	7.06%	6.99%
16	7.05%	6.49%	6.77%
17	6.49%	6.43%	6.46%
18	5.72%	5.55%	5.63%
19	5.05%	4.61%	4.83%
20	4.51%	3.65%	4.08%
21	3.85%	2.76%	3.30%
22	2.61%	2.15%	2.38%
23	1.40%	1.14%	1.27%

Month of Year	Fraction
January	1.09
February	1.09
March	1.04
April	1.1
May	1
June	0.95
July	1.01
August	0.9
September	0.81
October	0.97
November	1.05
December	1

Directional Factor		
AM	0.52	NB
PM	0.52	NB

Day of Week	Fraction
Sunday	0.91
Monday	0.98
Tuesday	1
Wednesday	1.01
Thursday	1.02
Friday	1.06
Saturday	1.01

Design Hour Volume		
#	Volume	Factor
5	1321	0.098
10	1296	0.096
20	1274	0.094
30	1263	0.094
50	1240	0.092
100	1214	0.090
150	1194	0.088
200	1175	0.087





**TRAFFIC DATA FROM THE 2014 LEE  
COUNTY TRAFFIC COUNT REPORT**

STREET	LOCATION	Station #	Daily Traffic Volume (AADT)											Σ	
			2005	2006	2007	2008	2009	2010	2011	2012	2013	2014			
PINE RIDGE RD	S OF SUMMERLIN RD	369	10600	10500	10100	10400	9700	9500							37
PINE RIDGE RD	N OF SUMMERLIN RD	368	5400	5600	5500	4700	5600	5200	4300			5000			37
PINE RIDGE RD	S OF McGREGOR BLVD	367	5600	6300	6000	5400	5900	5700	5500	5700	5600	4600			37
PLANTATION RD	S OF COLONIAL BLVD	328						4400	5800	8000		11500			45
PLANTATION RD	N OF DANIELS PKWY	370	8700		6700	9500	9800	11600						12400	45
PLANTATION RD	N OF SIX MILE CYPRESS	521	3200	3500	4200	3600	4000	4700					5500		45
PONDELLA RD	E OF PINE ISLAND RD	373	15300	16600	12300	14100	13800	14400							34
PONDELLA RD	E OF BETMAR BLVD	34	22600	24300	21900	19800	18200	18000	17800	17700	18000	19000			
PONDELLA RD	W OF BUSINESS 41	374	20000	21300	18700	15700	17700	19000	17500			17100	17100		34
PRICHETTE PKWY	N OF BAYSHORE RD	488	2000	2300	2000	1700	1500								64
RANCHETTE RD	S OF IDLEWILD ST	482		1400	2000	1400	1700	1500							45
RICH RD	E OF SLATER RD	489	1300	1800	1200	1000	900								34
RICHMOND AVE	S OF W 9TH ST	377	1400	1900	1800	1600	1500	1500							6
RICHMOND AVE	S OF W 14TH ST	375	1100	1300	1300	1200	1200	1200							6
RIVER RANCH RD	S OF CORKSCREW RD	466	1600	2500	3000	2700	2000	2000							25
SAN CARLOS BLVD	S OF PRESCOTT ST	8	27000	26200	23500	25000	22500	21600	22300	22200	22500	22800			
SAN CARLOS BLVD	N OF SUMMERLIN RD	379	17200	16400	15300	14500	15300	13700							8
SAN CARLOS BL	E OF US 41	423	5300	5100	5000	4500	4400	3700							15

**TRAFFIC DATA FROM THE 2014 LEE  
COUNTY CONCURRENCY REPORT**

			ROAD	PERFORMANCE		2013 100th HIGHEST HR		EST 2014 100th HIGHEST HR		FORECAST FUTURE VOL		
				LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME	
PALM BEACH BL (SR 80)	I-75	SR 31	6LD	D	2,960	A	1,489	A	1,500	A	1,815	20100
PALM BEACH BL (SR 80)	SR 31	BUCKINGHAM RD	4LD	D	1,960	B	1,491	B	1,496	B	1,711	20200
PALM BEACH BL (SR 80)	BUCKINGHAM RD	WERNER DR	4LD	D	2,940	A	789	A	794	B	1,509	20300
PALM BEACH BL (SR 80)	WERNER DR	JOEL BL	4LD	C	2,320	A	553	A	553	A	619	20330
PALM BEACH BL (SR 80)	JOEL BLVD	HENDRY COUNTY LINE	4LD	C	2,320	A	553	A	554	A	690	20400
PALOMINO RD*	DANIELS PKWY	PENZANCE BL	2LU	E	860	C	208	C	209	C	228	20500
PARK MEADOW DR*	SUMMERLIN RD	US 41	2LU	E	860	C	133	C	133	C	135	20600
PENZANCE BL*	RANCHETTE RD	SIX MILE CYPRESS PKWY	2LU	E	860	C	130	C	130	C	165	20800
PINE ISLAND RD	STRINGFELLOW BL	BURNT STORE RD	2LN	E	950	E	596	E	601	E	690	Constrained in part v/c = 0.63; Bridge under construction 20900
PINE ISLAND RD (SR 78)*	BURNT STORE RD	CHIQUITA BL	4LD	C	2,160	A	616	A	622	A	627	21000
PINE ISLAND RD (SR 78)*	CHIQUITA BL	SANTA BARBARA BL	4LD	C	2,160	B	1,737	B	1,737	B	1,737	21100
PINE ISLAND RD (SR 78)	SANTA BARBARA BL	DEL PRADO BL	4LD	C	2,160	B	1,828	B	1,828	B	1,831	21200
PINE ISLAND RD (SR 78)	DEL PRADO BL	BARRETT RD	4LD	E	2,160	A	1,085	A	1,086	A	1,086	21300
PINE ISLAND RD (SR 78)	BARRETT RD	US 41	4LD	E	2,160	A	1,085	A	1,085	A	1,180	21400
PINE ISLAND RD (SR 78)	US 41	BUSINESS 41	4LD	E	1,720	C	1,208	C	1,209	C	1,209	21500
PINE RIDGE RD*	SAN CARLOS BL	SUMMERLIN RD	2LU	E	860	C	458	C	458	D	568	21600
PINE RIDGE RD	SUMMERLIN RD	GLADIOLUS BL	2LU	E	860	C	253	C	253	C	457	21700
PINE RIDGE RD	GLADIOLUS DR	McGREGOR BL	2LU	E	860	C	284	C	284	C	284	21800
PLANTATION RD	SIX MILE CYPRESS PKWY	DANIELS PKWY	2LU	E	860	C	207	C	222	C	351	21900
PLANTATION RD	DANIELS PKWY	IDLEWILD ST	2LU	E	860	D	636	D	640	F	896	Roundabout at Crystal Dr in FY 14/15 22000
PLANTATION RD	IDLEWILD ST	COLONIAL BL	4LD	E	1,790	C	473	C	473	C	473	22050
PONDELLA RD	PINE ISLAND RD (SR 78)	ORANGE GROVE BL	4LD	E	1,900	B	810	B	810	B	810	22100
PONDELLA RD	ORANGE GROVE BL	US 41	4LD	E	1,900	B	1,115	B	1,115	B	1,192	22200
PONDELLA RD	US 41	BUSINESS 41	4LD	E	1,900	B	989	B	989	B	992	22300
PRICHETT PKWY*	BAYSHORE RD	RICH RD	2LU	E	860	C	72	C	73	C	467	22400
RANCHETTE RD*	PENZANCE BL	IDLEWILD ST	2LU	E	860	C	89	C	89	C	89	22500
RICH RD*	SLATER RD	PRITCHETT PKWY	2LU	E	860	C	54	C	55	C	56	22600
RICHMOND AVE*	LEELAND HEIGHTS BL	E 12th ST	2LU	E	860	C	70	C	72	C	91	22700
RICHMOND AVE*	E 12th ST	GREENBRIAR BL	2LU	E	860	C	56	C	59	C	59	22800
RIVER RANCH RD*	WILLIAMS RD	CORKSCREW RD	2LU	E	860	C	92	C	92	C	124	22900
SAN CARLOS BL (SR 865)	ESTERO BL	MAIN ST	2LB	E	1,100	B	1,045	B	1,045	B	1,053	Constrained in part v/c = 0.95 23000
SAN CARLOS BL (SR 865)	MAIN ST	SUMMERLIN RD	4LD	E	1,780	B	1,045	B	1,045	C	1,245	23100

**TRAFFIC COUNT DATA FOR  
MAIN STREET**

# TR Transportation Consultants, Inc.

13881 Plantation Road, Suite 11  
Fort Myers, FL 33912-4339

Site Code: beach  
Station ID:

Latitude: 0' 0.000 South

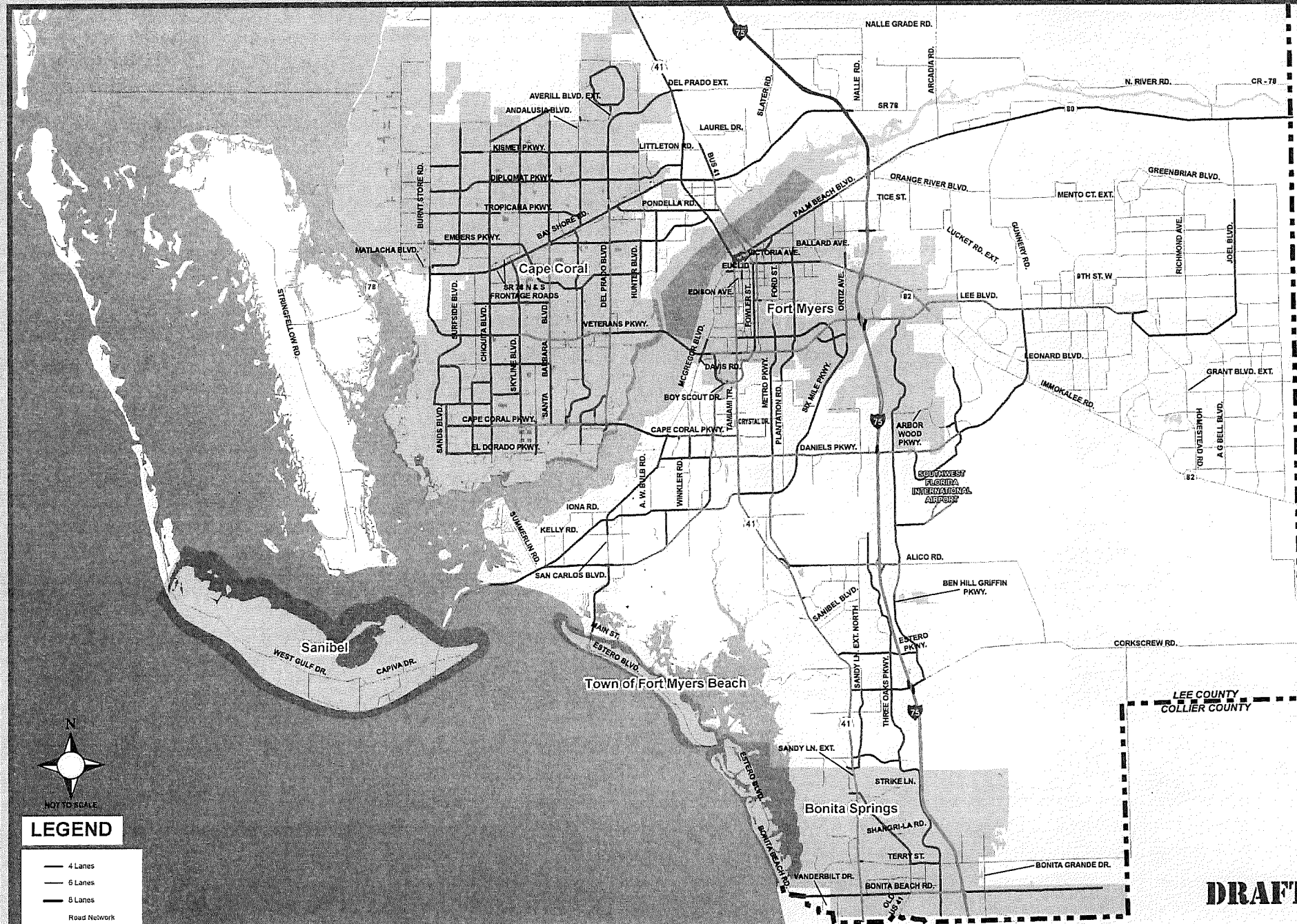
Start Time	04-May-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00																
AM	6	3	5	3	4	2	5	10	8	7	13	13	*	*	7	6
01:00	5	6	5	3	3	2	9	3	5	1	3	2	*	*	5	3
02:00	4	2	2	1	2	3	4	5	5	3	6	4	*	*	4	3
03:00	7	2	1	2	4	2	1	2	3	5	5	5	*	*	4	3
04:00	4	7	7	9	6	10	6	6	6	7	2	5	*	*	5	7
05:00	11	17	13	19	13	16	12	13	13	20	5	15	*	*	11	17
06:00	103	53	91	55	98	50	102	60	103	54	70	38	*	*	94	52
07:00	124	75	140	80	127	78	126	79	168	83	111	54	*	*	133	75
08:00	113	98	107	108	102	100	119	97	124	119	76	83	*	*	107	101
09:00	117	103	136	127	114	113	114	116	132	107	93	93	*	*	118	110
10:00	127	128	142	101	127	98	106	112	139	130	96	93	*	*	123	110
11:00	151	142	154	144	140	140	143	125	143	139	136	88	*	*	144	130
12:00																
PM	133	136	152	139	146	121	142	134	166	141	99	82	*	*	140	126
01:00	151	148	142	151	144	144	137	154	140	152	115	98	*	*	138	141
02:00	129	141	107	142	136	136	139	156	125	161	86	109	*	*	120	141
03:00	150	173	113	128	133	186	134	158	132	161	104	117	*	*	128	154
04:00	171	144	107	129	120	145	109	121	143	151	113	113	*	*	127	134
05:00	156	119	102	114	89	105	129	122	121	106	114	83	*	*	118	108
06:00	105	114	105	93	86	77	108	96	119	106	156	110	*	*	113	99
07:00	110	160	84	84	87	77	106	94	91	97	99	90	*	*	96	100
08:00	52	91	70	85	68	69	69	73	90	81	100	107	*	*	75	84
09:00	40	119	50	109	60	140	46	136	62	137	43	160	*	*	50	134
10:00	32	33	28	35	23	36	41	49	37	70	34	95	*	*	32	53
11:00	11	10	5	5	24	13	18	20	25	18	28	28	*	*	18	16
Lane Day	2012	2024	1868	1866	1856	1863	1925	1941	2100	2056	1707	1685	0	0	1910	1907
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	07:00	11:00	11:00	09:00			11:00	11:00
Vol.	151	142	154	144	140	140	143	125	168	139	136	93			144	130
PM Peak	16:00	15:00	12:00	13:00	12:00	15:00	12:00	15:00	12:00	14:00	18:00	21:00			12:00	15:00
Vol.	171	173	152	151	146	186	142	158	166	161	156	160			140	154

Comb. Total      4036                      3734                      3719                      3866                      4156                      3392                      0                      3817

ADT \*              ADT 3,773              AADT 3,773

\*ADT calculated utilizing data from Tues May 5th to Thurs May 7th only.

**LEE COUNTY MPO LONG RANGE  
TRANSPORTATION PLAN**



NOT TO SCALE

**LEGEND**

- 4 Lanes
- 6 Lanes
- 8 Lanes
- Road Network



**Lee County Existing + Committed Network**

**DRAFT**

**2035 LONG RANGE TRANSPORTATION PLAN**  
LEE COUNTY & COLLEER COUNTY





NOT TO SCALE

### LEGEND

- 2 Lanes
- 4 Lanes
- 6 Lane
- 8 Lanes
- Proposed Cost Feasible Projects
- Partial Funding
- Partial Funding for Interchange
- Interchange Improvements
- Road Network

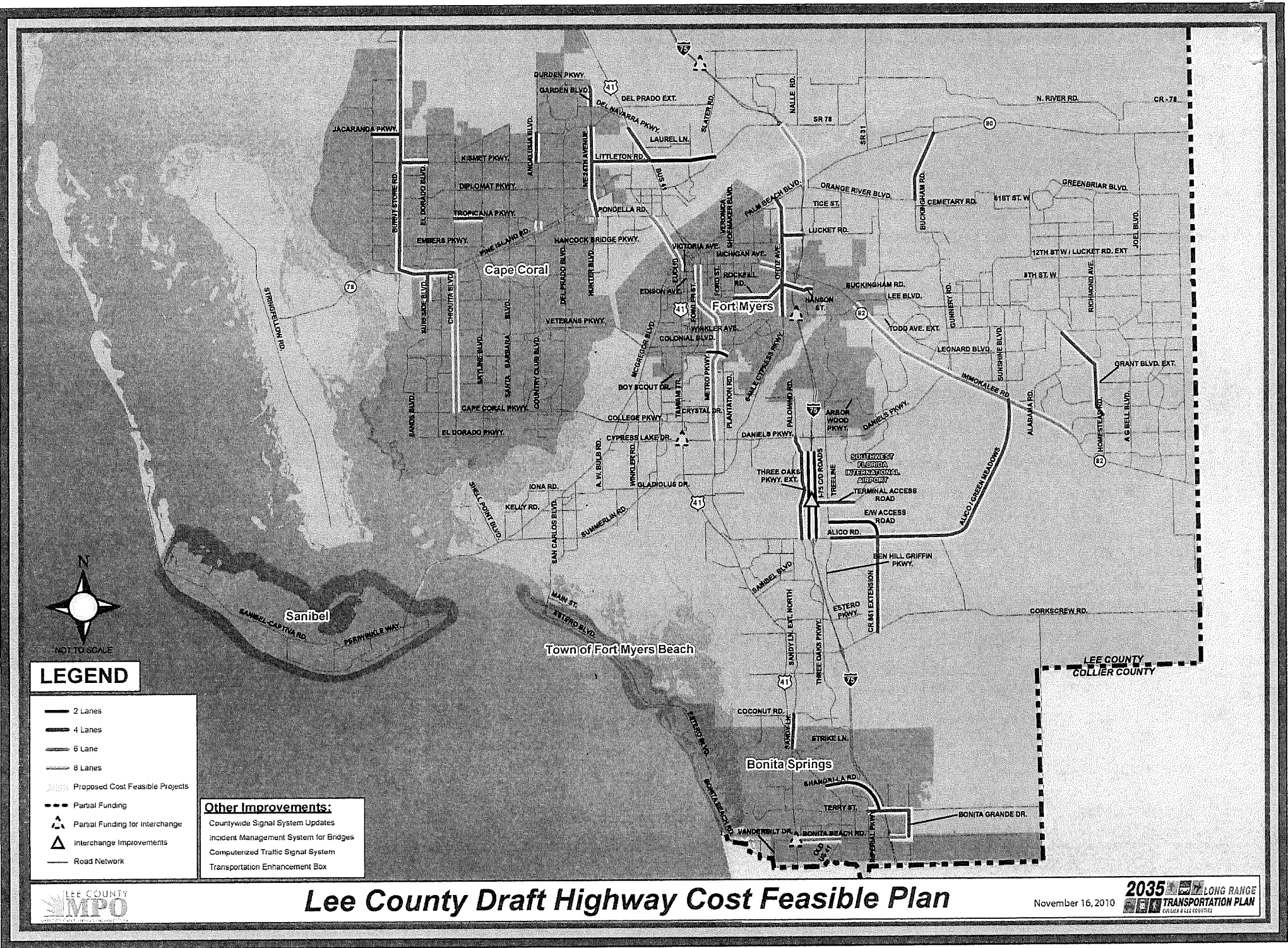
#### Other Improvements:

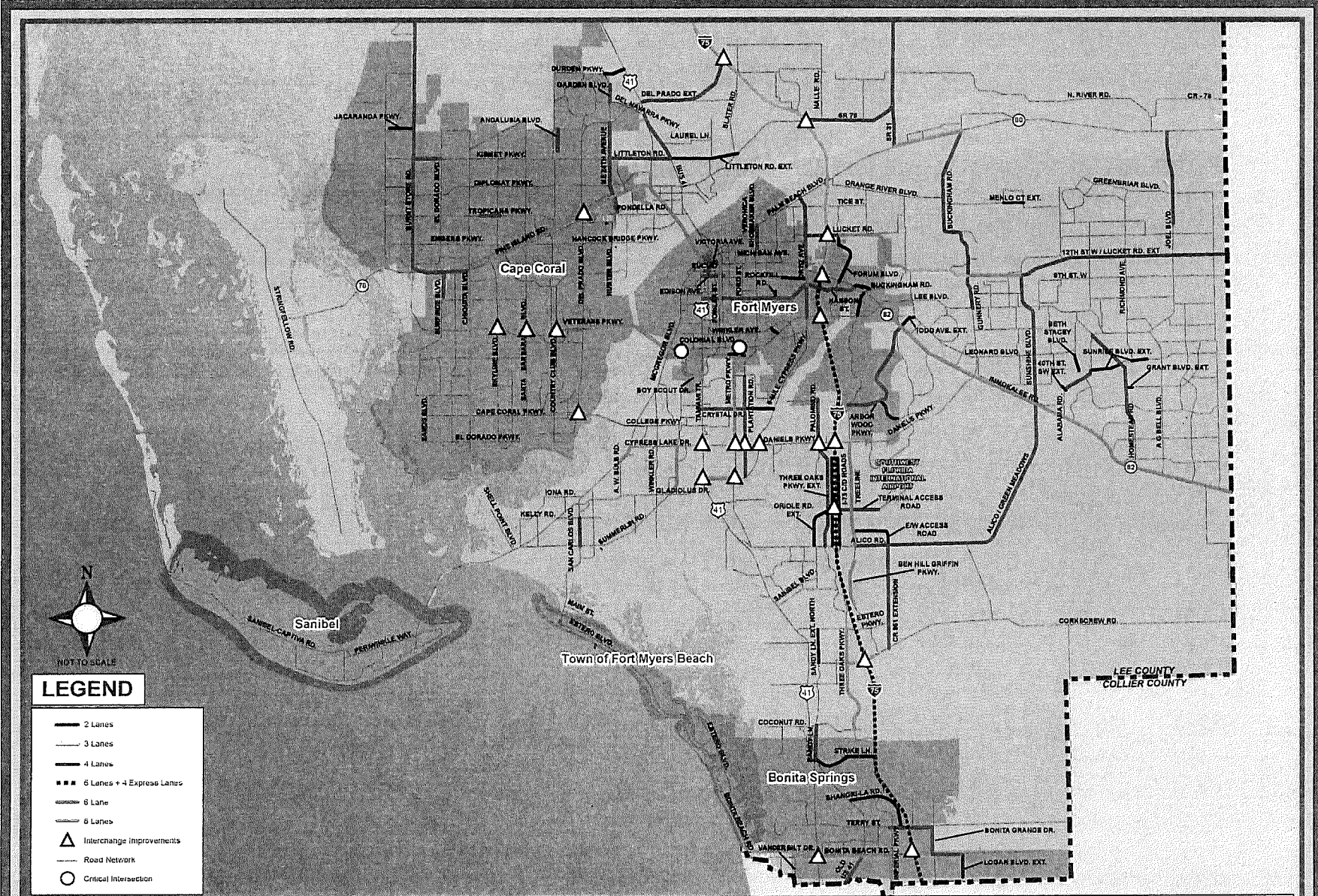
- Countywide Signal System Updates
- Incident Management System for Bridges
- Computerized Traffic Signal System
- Transportation Enhancement Box



# Lee County Draft Highway Cost Feasible Plan

November 16, 2010





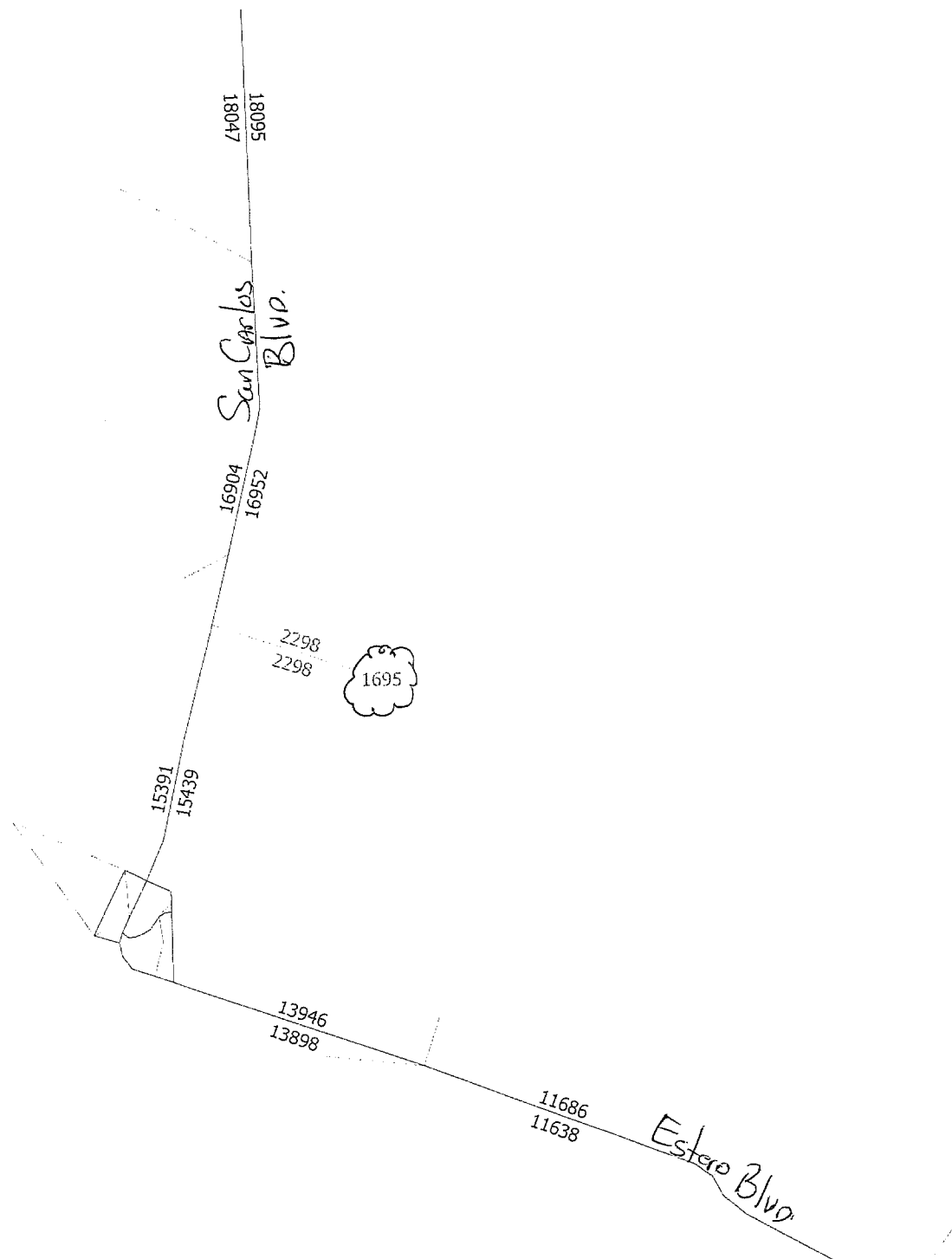
# Lee County Draft Highway Needs Plan

## LEGEND

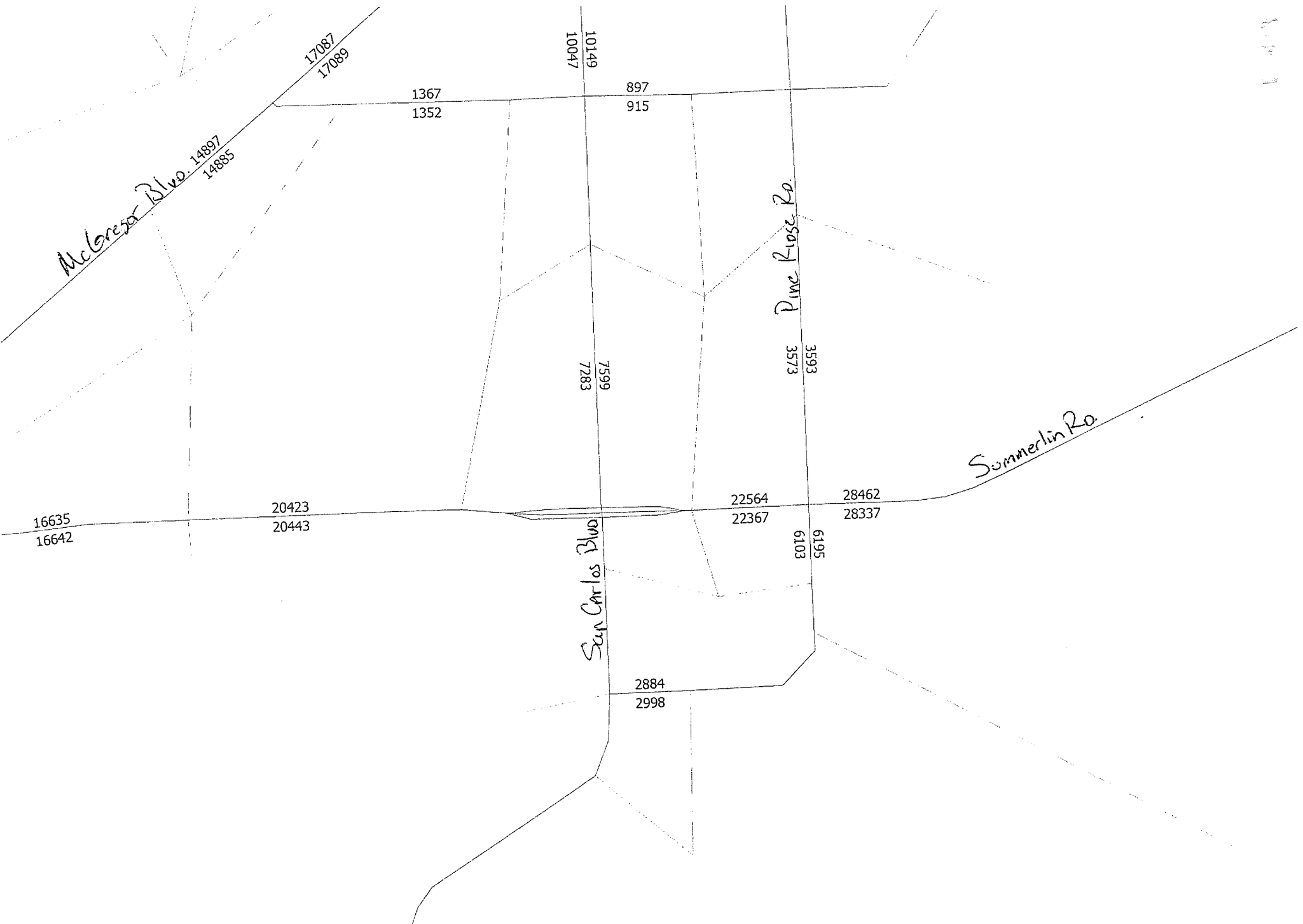
- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes + 4 Express Lanes
- 6 Lane
- 8 Lanes
- Interchange Improvements
- Road Network
- Critical Intersection



**2035 E + C TRAVEL MODEL  
DIRECTIONAL VOLUMES**



2035 Cost Feasible Model



2035 Cost Feasible Model

**2035 LEVEL OF SERVICE ANALYSIS**  
**TABLE 3A & 4A**

**TABLE 3A  
LEVEL OF SERVICE THRESHOLDS  
BAY HARBOUR VILLAGE MARINA CPA**

<u>ROADWAY</u>	<u>ROADWAY SEGMENT</u>		<u>EXISTING CONDITIONS</u>		<u>LOS A</u>	<u>LOS B</u>	<u>LOS C</u>	<u>LOS D</u>	<u>LOS E</u>
	<u>FROM</u>	<u>TO</u>	<u># Lanes</u>	<u>Roadway Designation</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>
Summerlin Road	McGregor Blvd.	San Carlos Blvd.	4LD	Class I - Arterial	0	260	1,840	1,960	1,960
	San Carlos Blvd.	Pine Ridge Rd.	6LD	Class I - Arterial	0	410	2,840	2,940	2,940
	Pine Ridge Rd.	Bass Rd.	6LD	Class I - Arterial	0	410	2,840	2,940	2,940
Pine Ridge Rd.	San Carlos Blvd.	Summerlin Rd.	2LN	Class I - Arterial	0	140	800	860	860
	Summerlin Rd.	Gladiolus Dr.	2LN	Class I - Arterial	0	140	800	860	860
San Carlos Blvd.	Estero Blvd.	Main St.	2LB	Class 1 - Arterial	0	140	800	860	860
	Main St.	Summerlin Rd.	4LD	Class 1 - Arterial	0	260	1,840	1,960	1,960
	Summerlin Rd.	Kelly Rd.	2LN	Class 1 - Arterial	0	140	800	860	860
Estero Blvd.	Center St.	Tropical Shores Way	2LN	Class I - Arterial	0	140	800	860	860
	Tropical Shores Way	Voorhis St.	2LN	Class I - Arterial	0	140	800	860	860
McGregor Blvd.	Summerlin Rd.	San Carlos Blvd.	4LD	Class 1 - Arterial	0	260	1,840	1,960	1,960

- Denotes the LOS Standard for each roadway segment

**TABLE 4A**  
**ROADWAY LINK LEVEL OF SERVICE CALCULATIONS**  
**BAY HARBOUR VILLAGE MARINA CPA**

1031

2035 BACKGROUND  
 PEAK DIRECTION

TRAFFIC VOLUMES

NORTH/EAST SOUTH/WEST

VOLUME LOS VOLUME LOS

PM PK HR

PEAK DIRECTION

2-WAY VOLUME FACTOR

HOUR PK DIR DIRECTIONAL

100TH HIGHEST

FACTOR

AADT

BACKGROUND

PEAKSEASON

OR

PCS

LCDOT

FSUTMS

2035

ROADWAY SEGMENT

TO

FROM

ROADWAY

ROADWAY

ROADWAY

ROADWAY

ROADWAY

ROADWAY

ROADWAY

ROADWAY

ROADWAY

ROADWAY

ROADWAY

ROADWAY

ROADWAY

ROADWAY

ROADWAY

ROADWAY

ROADWAY

ROADWAY

<u>ROADWAY</u>	<u>FROM</u>	<u>TO</u>	<u>2035</u>	<u>LCDOT</u>	<u>PCS</u>	<u>OR</u>	<u>PEAKSEASON</u>	<u>BACKGROUND</u>	<u>K-100</u>	<u>100TH HIGHEST</u>	<u>DIRECTIONAL</u>	<u>PM PK HR</u>	<u>PEAK</u>	<u>NORTH/EAST</u>	<u>SOUTH/WEST</u>		
			<u>FSUTMS</u>	<u>FDOT SITE #</u>	<u>FACTOR</u>	<u>FACTOR</u>	<u>FACTOR</u>	<u>FACTOR</u>	<u>FACTOR</u>	<u>2-WAY VOLUME</u>	<u>FACTOR</u>	<u>DIRECTION</u>	<u>DIRECTION</u>	<u>VOLUME</u>	<u>LOS</u>	<u>VOLUME</u>	<u>LOS</u>
Summerlin Road	McGregor Blvd.	San Carlos Blvd.	40,866	19	1.400	1.400	1.400	29,190	0.1000	2,919	0.54	EAST	EAST	1576	C	1,343	C
	San Carlos Blvd.	Pine Ridge Rd.	44,932	19	1.400	1.400	1.400	32,094	0.1000	3,209	0.54	EAST	EAST	1733	C	1,476	C
	Pine Ridge Rd.	Bass Rd.	56,799	19	1.400	1.400	1.400	40,571	0.1000	4,057	0.54	EAST	EAST	2191	C	1,866	C
Pine Ridge Rd.	San Carlos Blvd.	Summerlin Rd.	12,298	19	1.400	1.400	1.400	8,784	0.1000	878	0.54	EAST	EAST	474	C	404	C
	Summerlin Rd.	Gladiolus Dr.	7,166	19	1.400	1.400	1.400	5,119	0.1000	512	0.54	EAST	EAST	276	C	236	C
San Carlos Blvd.	Estero Blvd.	Main St. (Bridge)	30,830	8	1.350	1.350	1.350	22,837	0.0850	1,941	0.55	NORTH	NORTH	1068	F	873	F
	Main St.	Summerlin Rd.	36,142	8	1.350	1.350	1.350	26,772	0.0850	2,276	0.55	NORTH	NORTH	1252	C	1,024	C
	Summerlin Rd.	Kelly Rd.	14,882	8	1.350	1.350	1.350	11,024	0.0850	937	0.55	NORTH	NORTH	515	C	422	C
Estero Blvd.	Center St.	Tropical Shores Way	27,844	44	1.280	1.280	1.280	21,753	0.0900	1,958	0.52	NORTH	NORTH	1018	F	940	F
	Tropical Shores Way	Voorhis St.	23,324	44	1.280	1.280	1.280	18,222	0.0900	1,640	0.52	NORTH	NORTH	853	D	787	C



**TABLE 5A & 6A**  
**5-YEAR PLANNING LOS ANALYSIS**  
**COMP PLAN ANALYSIS**

**TABLE 5A**  
**PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES**  
**BAY HARBOUR MARINA VILLAGE COMP PLAN 5-YEAR ANALYSIS**

August 13,2015

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 121 VPH      IN= 49      OUT= 72  
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 288 VPH      IN= 151      OUT= 137

<u>ROADWAY</u>	<u>SEGMENT</u>	<u>ROADWAY CLASS</u>	<u>LOS A VOLUME</u>	<u>LOS B VOLUME</u>	<u>LOS C VOLUME</u>	<u>LOS D VOLUME</u>	<u>LOS E VOLUME</u>	<u>PERCENT</u>		
								<u>PROJECT TRAFFIC</u>	<u>PROJECT TRAFFIC</u>	<u>PROJ/ LOS C</u>
San Carlos Blvd.	S. of Main St.	2LN	0	140	800	860	860	35%	53	6.61%
	N. of Main St.	4LN	0	260	1,840	1,960	1,960	55%	83	4.51%
	N. of Buttonwood Dr.	4LN	0	260	1,840	1,960	1,960	65%	98	5.33%
	N. of Pine Ridge Rd.	4LN	0	260	1,840	1,960	1,960	45%	68	3.69%
	N. of Summerlin Rd.	2LN	0	140	800	860	860	15%	23	2.83%
Main St.	E. of San Carlos Blvd.	2LN	0	0	310	670	740	90%	221	71.26%
	E. of Buttonwood Dr.	2LN	0	0	310	670	740	100%	245	79.03%
Buttonwood Dr.	N. of Main St.	2LN	0	0	310	670	740	10%	15	4.87%
Summerlin Rd.	E. of Pine Ridge Rd.	6LN	0	410	2,840	2,940	2,940	40%	60	2.13%
	E. of San Carlos Blvd.	6LN	0	410	2,840	2,940	2,940	20%	30	1.06%
	W. of San Carlos Blvd.	4LN	0	260	1,840	1,960	1,960	10%	15	0.82%
Pine Ridge Rd.	E. of San Carlos Blvd.	2LN	0	0	310	670	740	20%	30	9.74%

\* Lee County Generalized Peak Hour Level of Service thresholds (2013) utilized.

**TABLE 6A  
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS  
BAY HARBOUR MARINA VILLAGE COMP PLAN 5-YEAR ANALYSIS**

August 13, 2015

TOTAL PROJECT TRAFFIC AM = 121 VPH IN = 49 OUT = 72  
 TOTAL PROJECT TRAFFIC PM = 288 VPH IN = 151 OUT = 137

ROADWAY	SEGMENT	PCS#	BASE YR	2011 ADT	YRS OF GROWTH	ANNUAL RATE <sup>1</sup>	2014	2020			PERCENT PROJECT TRAFFIC	2020 BCKGRND			2020 BCKGRND				
							PK HR	PK HR	PK SEASON	PK SEASON		PEAK DIRECTION	AM PROJ	PM PROJ	+ AM PROJ	+ PM PROJ	VOLUME	LOS	V/C
San Carlos Blvd.	N. of Main St.	8	27,000	22,800	9	1.00%	1,045	1,109	C	0.57	55%	40	83	1,149	C	0.59	1,192	C	0.61
Main St.	E. of San Carlos Blvd.	--	--	3,773*	--	1.00%	166	185	C	0.25	90%	160	221	345	D	0.47	406	D	0.55
	E. of Buttonwood Dr.	--	--	3,773*	--	1.00%	166	185	C	0.25	100%	177	245	362	D	0.49	430	D	0.58

<sup>1</sup> A minimum growth rate of one percent (1%) was utilized

<sup>2</sup> Data for San Carlos Blvd & Pine Ridge Rd was obtained from the 2014 Lee County Concurrency Management Report. Data for Main St was estimated utilizing traffic count data obtained in 2010.

\* Represents a 2009 AADT. Obtained from traffic data collected by TR Transportation.

AM & PM Proj. Traffic On Main Street includes trips from 200 space public parking spaces

3/20/88

# TRIP GENERATION EQUATIONS

**TRIP GENERATION EQUATIONS  
COMPASS ROSE MARINA REZONE  
ITE TRIP GENERATION REPORT, 9<sup>th</sup> EDITION**

Land Use	Weekday AM Peak Hour	Weekday PM Peak Hour	Daily (2-way)
Residential Condominium/Townhouse (LUC 230)	$T = 0.29 (X) + 28.86$ (19% In/81% Out)	$T = 0.34 (X) + 15.47$ (62% In/38% Out)	$T = 3.77 (X) + 223.66$
T = Number of Trips, X = Number of Dwelling Units			
Park and Ride Lot w/Bus Service (LUC 090)	$T = 0.82 (X) - 31.49$ (79% In/21% Out)	$T = 0.62 (X) + 1.35$ (25% In/75% Out)	$T = 4.04 (X) + 117.33$
T = Number of Trips, X = Parking Spaces			
Mini-Warehouse (LUC 151)	$T = 0.14 (X) - 2.06$ (52% In/48% Out)	$T = 0.19 (X)$ (53% In/47% Out)	$T = 1.65 (X)$
T = Number of Trips, X = 1,000's of square feet of Gross Floor Area (GFA)			
High-Turnover (Sit- Down) Restaurant (LUC 932)	$T = 10.81 (X)$ (55% In/45% Out)	$T = 9.85 (X)$ (60% In/40% Out)	$T = 127.15 (X)$
T = Number of Trips, X = 1,000's of square feet of Gross Floor Area (GFA)			
Shopping Center (LUC 820)	$\ln (T) = 0.61 \ln (X) + 2.24$ (62% In/38% Out)	$\ln (T) = 0.67 \ln (X) + 3.31$ (48% In/52% Out)	$\ln (T) = 0.65 \ln (X) + 5.83$
T = Number of Trips, X = 1,000's of square feet of Gross Leasable Area (GLA)			
Marina (LUC 420)	$T = 0.08 (X)$ (33% In/67% Out)	$T = 0.19 (X)$ (60% In/40% Out)	$T = 1.89 (X) + 410.80$
T = Number of Trips, X = Number of Berths			



## Fort Myers Beach Fire Control District

### Fire Prevention and Investigation Bureau

PO Box 2880 Fort Myers Beach, FL 33931  
Telephone (239)590-4200 Fax: (239)432-1554

#### PREVENTION STAFF

June 22, 2015

**William L. Genevrino**  
Fire Prevention  
Specialist

**Lloyd Adams**  
Fire Prevention  
Specialist

**Fire Marshal**  
**Ronald L. Martin**

Inkwerks Coastal Design  
ATTN: James Ink  
2055 West First Street  
Fort Myers, FL 33901

RE: Bay Harbour Marina Village MPD

Dear Mr. Ink:

After reviewing the proposed changes to the Compass Rose Marina located at 1195 Main Street, Fort Myers Beach, FL 33956. At this time Fire Services and Facilities are sufficient, however, with the advent of this new development, improvement in Fire and EMS response capability should be anticipated.

Should you have any questions, please feel free to contact me.

Respectfully,

*Ronald L. Martin-70*

Captain-Fire Marshal



**LEE COUNTY**  
SOUTHWEST FLORIDA  
BOARD OF COUNTY COMMISSIONERS

John E. Manning  
*District One*

Cecil L. Pendergrass  
*District Two*

Larry Kiker  
*District Three*

Brian Hamman  
*District Four*

Frank Mann  
*District Five*

Roger Desjarlais  
*County Manager*

Richard Wm. Wesch  
*County Attorney*

Donna Marie Collins  
*Hearing Examiner*

**June 18, 2015**

**James Ink**  
**Inkwerks Coastal Design**  
**2055 W. First St.**  
**Fort Myers, FL 33901**

**Re: Letter of Service Availability**

**Mr. Ink,**

I am in receipt of your letter dated June 9, 2015, requesting a Letter of Service Availability for the development of Bay Harbor Marina Village on San Carlos Island.

While Lee County EMS provides coverage to the entire county, the primary response to this area is Fort Myers Beach Fire Control District. To satisfy the requirements of the Comprehensive Planning Amendment application, section B(3), please obtain a letter of EMS availability from the fire district.

If you have any questions, please contact me at (239) 533-3961.

Sincerely,

**Benjamin Abes**  
**Deputy Chief, Operations**  
**Division of Emergency Medical Services**

**Mike Scott**  
Office of the Sheriff



State of Florida  
County of Lee

August 17, 2015

James Ink  
Inkwerks Coastal Design  
2055 W. First St.  
Fort Myers, Florida 33901

Mr. Ink,

The proposed Bay Harbor Marina Village at 1195 Main St., Fort Myers Beach does not affect the ability of the Lee County Sheriff's Office to provide core services at this time.

As such, this agency does not object to a Comprehensive Plan Amendment request to change the designation for the 7.58 acre parcel on San Carlos Island from Industrial to Central Urban and rezone the land as Mixed Use Planned. We recognize that the changes would allow for a mixed unit marina village of up to 108 residential units of housing with public parking and bonus density for workforce housing.

We will provide law enforcement services primarily from our West District office in south Fort Myers. At the time of application for new development orders or building permits, the applicant shall provide a Crime Prevention Through Environmental Design (CPTED) report to the Lee County Sheriff's Office for review and comments. Please contact Community Relations Supervisor Beth Schell at 258-3287 with any questions regarding the CPTED study.

Respectfully,

A handwritten signature in cursive script that reads "Stan Nelson".

Stan Nelson,  
Director, Planning and Research







**LEE COUNTY**  
SOUTHWEST FLORIDA  
BOARD OF COUNTY COMMISSIONERS

John E. Manning  
*District One*

Cecil L. Pendergrass  
*District Two*

Larry Kiker  
*District Three*

Brian Hamman  
*District Four*

Frank Mann  
*District Five*

Roger Desjarlais  
*County Manager*

Richard Wm. Wasch  
*County Attorney*

Donna Marie Collins  
*Hearing Examiner*

**Ink Werks**  
Coastal Design & Development Consultants  
Mr. James Ink  
2055 West First Street  
Fort Myers, Florida 33901

August 18, 2015

**SUBJECT: Bay Harbour Marina Village MDP – Comprehensive Plan  
Amendment Change  
Lee County Solid Waste Division - Letter of Availability**

Dear Mr. Ink:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the above multi-family, residential, and commercial dwellings proposed for Bay Harbour Marina located on 1195 Main Street, Fort Myers Beach, through our franchised hauling contractor. Disposal of the solid waste generated from the 4 residential units, 113 unit multi family dwelling units, and multiple commercial uses will be accomplished at the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill. Plans have been made, allowing for growth, to maintain long-term disposal capacity at these facilities.

Thank you for providing me a copy of the Master Concept Plan for this development. The indicated location for the garbage and recycling containers is in an accessible place for safe collections by the service provider. The submitted plan indicates the developer's intention to comply with Solid Waste Ordinance No. 11-27 and LCLDC 10-261. While there is no requirement in Ordinance No. 11-27 for bulk waste storage, please consider some additional space for the storage of bulk waste items that may not fit into a dumpster. The same goes for disposal of electronics. Electronics may not be collected/mixed with regular household trash, collection with a separate vehicle is required, thus the need for separate storage (unless residents will be asked to bring their electronics to the County's Household Chemical Waste and Electronics Collection Facility on Topaz Court).

Garbage and recycling collections for the multi-family and commercial units require the owner/or the Management Company to secure a service agreement for the collection and an agreement for the lease of waste containers (unless purchased by the owner) from Advanced Disposal Services, phone (239) 334-1224.

Additionally, Lee County Solid Waste Ordinance 11-27, Section 7 defines commercial establishments and the payment of the annual solid waste assessment levied on the Property Taxes.

Again, thanks for your patience in awaiting our response. If you have any questions, please call me at (239) 533-8000.

Sincerely,



Brigitte Kantor  
Operations Manager  
Solid Waste Division

Cc: David Helmick, LCSW  
Roland Clayton, Advanced Disposal Services



June 9, 2015

Keith Howard  
Deputy Director  
Lee County Solid Waste  
10500 Buckingham Road  
Fort Myers, FL 33905

Re: Bay Harbour Marina Village MPD - Comprehensive Plan Amendment Change

Dear Mr. Howard:

I represent the owners of 1195 Main Street, Fort Myers Beach, FL 33956, commonly known as Compass Rose Marina. We are preparing a submittal to Lee County for a land use map change and rezoning to introduce additional uses to the redevelopment of the Marina. Upon completion of the project the project will have the following development pattern:

- 286 boat dry storage slips (currently approved)
- 29 boat wet slips (currently approved)
- 113 Residential Units (proposed with 38 to be work force housing)
- 22,000 square feet of general commercial
- 8,000 square feet for restaurant
- 12,000 square feet of indoor self-storage
- Elevated Parking garage with 200+ public use spaces for beach park and ride

A requirement of this process is a letter from your agency indicating that there will be adequate facilities and/or service to serve the increase demand. Attached is a location map. At your earlier convenience please forward a letter to our office verifying adequate service for this project. If you have any questions or require additional information please feel free to contact me.

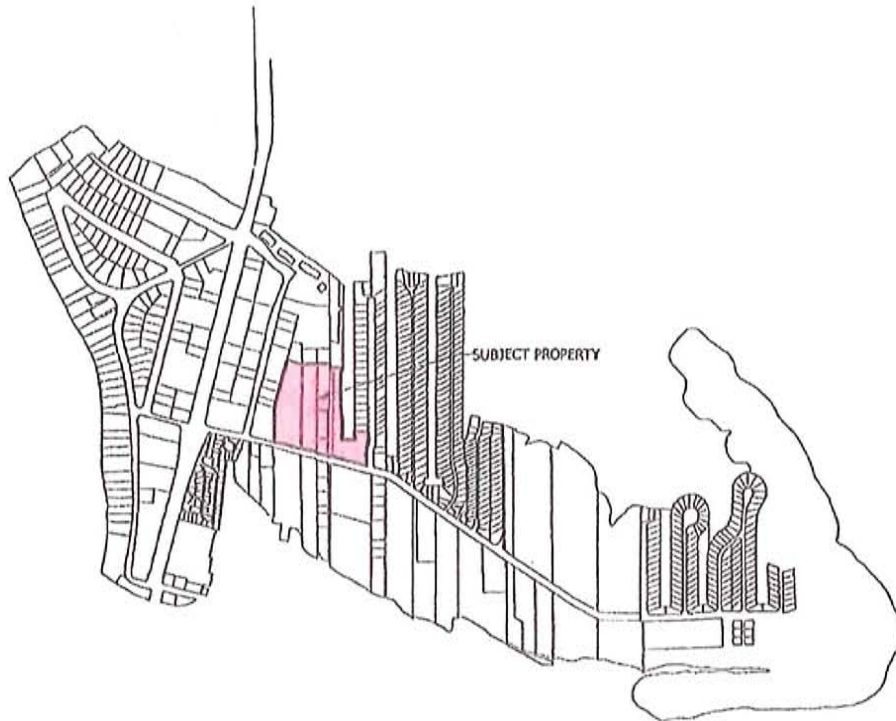
My good will and respect,

A handwritten signature in blue ink, appearing to read "James M Ink", is written over a light blue circular stamp or watermark.

James M Ink

2055 West First Street, Fort Myers, Florida 33901  
Tel: (239) 334-2450 Fax: (239) 334-0278  
jamesink@inkwerks.net





**SAN CARLOS ISLAND**

SCALE 1" = 1000'



2055 WEST FIRST STREET  
 FORT MYERS, FLORIDA 33901  
 TEL: (239) 334-2450  
 FAX: (239) 334-0278  
 EMAIL: JAMES@INKWERKS.NET

LOCATION MAP - SAN CARLOS ISLAND

JOB #: I15017

BAY HARBOUR MARINA VILLAGE

DATE: 6.2015

1195 MAIN ST, FT MYERS BEACH 33931

EXHIBIT: 1

Bay Harbour Marina Village MPD  
Southern Comfort Storage, LLC (Owner)

Property Identification

- 19-46-24-00-00005.0200 1195 Main Street, Fort Myers Beach, FL 33931
- 19-46-24-05-00000.0130 1185 Main Street, Fort Myers Beach, FL 33931
- 19-46-24-05-00000.0150 19230 Seaside Drive, Fort Myers Beach, FL 33931
- 19-46-24-00-00004.0000 19210 Seaside Drive, Fort Myers Beach, FL 33931
- 19-46-24-00-00004.0030 19170 Seaside Drive, Fort Myers Beach, FL 33931
- 19-46-24-00-00003.0010 1145 Main Street, Fort Myers Beach, FL 33931
- 19-46-24-00-00001.0000 1135 Main Street, Fort Myers Beach, FL 33931



**LEE COUNTY**  
SOUTHWEST FLORIDA  
BOARD OF COUNTY COMMISSIONERS

3401 Metro Parkway  
Fort Myers, FL 33901  
Phone: 239-533-0319

June 23, 2015

John E. Manning  
*District One*

Cecil L. Pendergrass  
*District Two*

Larry Kiker  
*District Three*

Brian Hamman  
*District Four*

Frank Mann  
*District Five*

Roger Desjarlais  
*County Manager*

Richard Wm. Wesch  
*County Attorney*

Donna Marie Collins  
*Hearing Examiner*

James M Ink  
2055 West First Street  
Fort Myers, FL 33901

**RE: Bay Harbour Marina Village MPD  
Comprehensive Plan Amendment Change**

Dear Mr. Ink,

I have received your letter request for services availability concerning the Bay Harbour Marina Village Comprehensive Plan Amendment change. After reviewing the aerial of the site, the strap number and comparing the location with our existing route locations and planned route locations according to the Board of County Commissioners adopted Transit Development Plan, I have determined the following:

- The identified site is within the LeeTran  $\frac{1}{4}$  mile fixed route service area.
- The identified site is within the LeeTran  $\frac{3}{4}$  mile paratransit services corridor.
- According to the LeeTran Transit Development Plan, there are no planned service expansions in this area.

Regarding adjustments to the trolley service, LeeTran has these comments:

- LeeTran is in the process of building a park and ride at Summerlin Dr.
- LeeTran is still in favor of pursuing the transit lane on San Carlos Blvd and a deviation of the trolley route to this development would be counterproductive.
- A left turn from the development site to San Carlos Blvd would be time consuming, and LeeTran has a strong interest in decreasing run times.
- Current bus stops that can be utilized by the development are within 700-750 feet from the property.

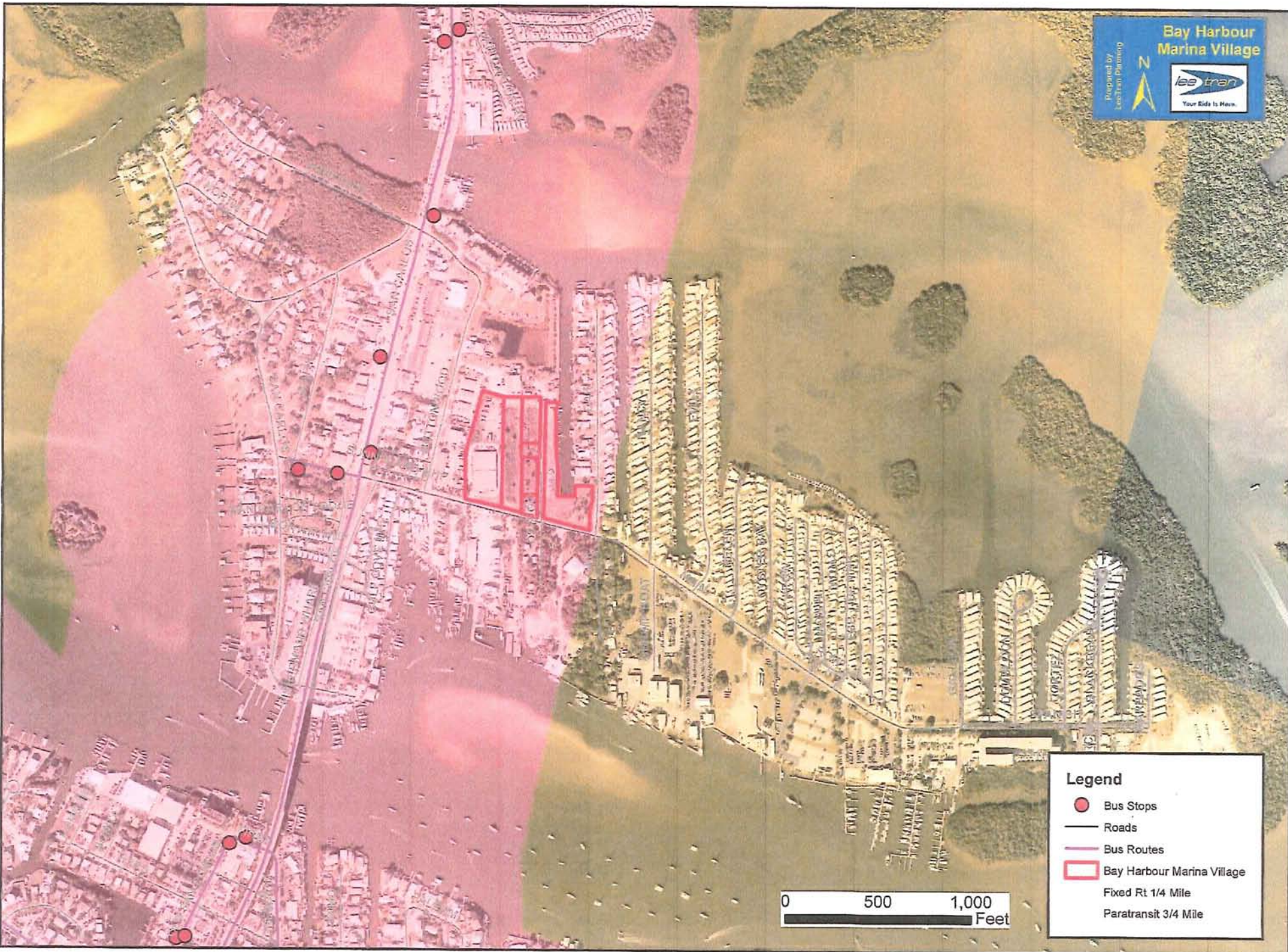
I am attaching a map of our route services and stops in relation to the proposed development. If you have any questions or require further information, please feel free to contact me at (239) 533-0319 or at [ABielawska@leegov.com](mailto:ABielawska@leegov.com).

Sincerely,

*Anna Bielawska*

Anna Bielawska  
Planner  
Lee County Transit

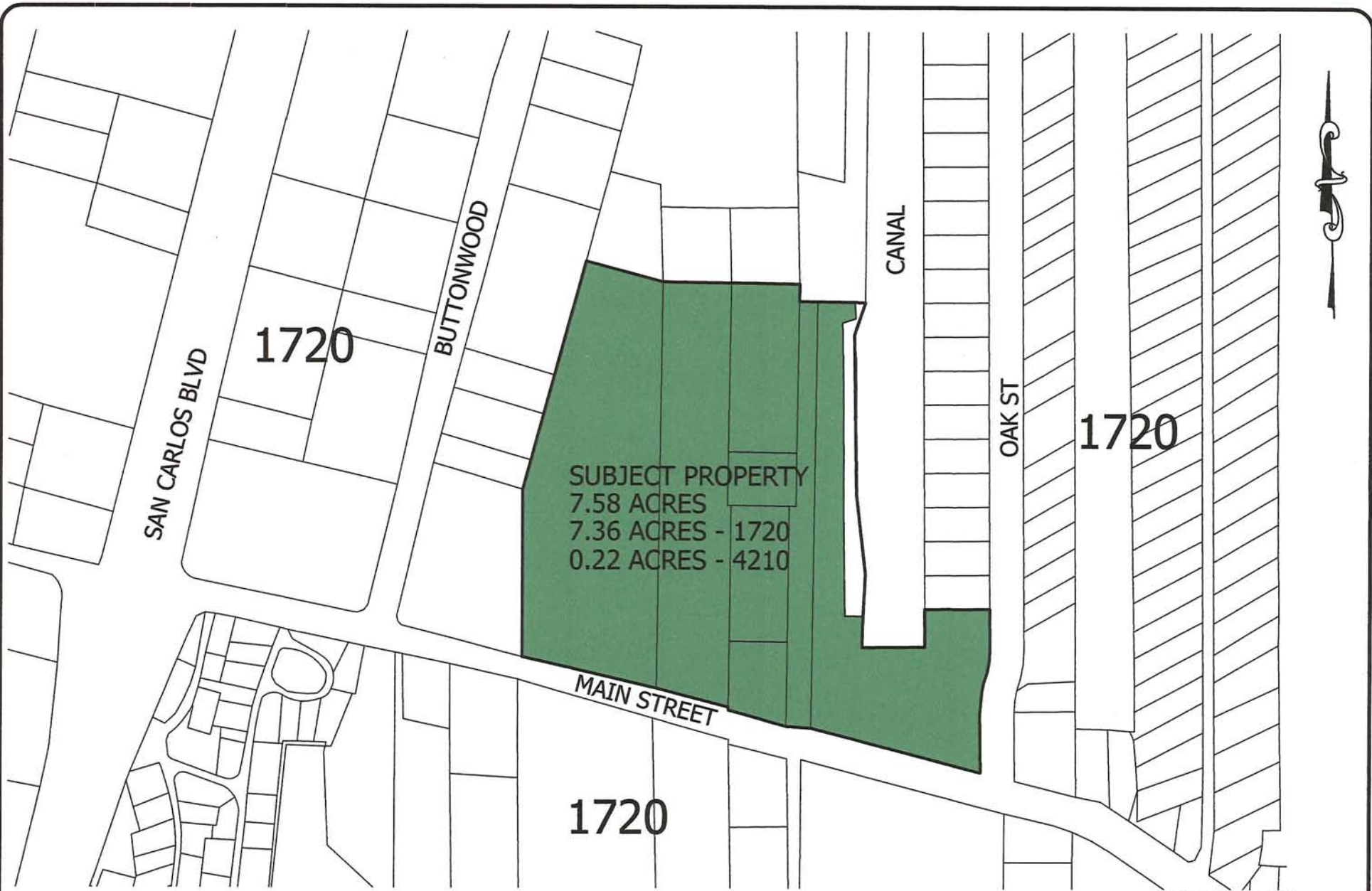




**Legend**

- Bus Stops
- Roads
- Bus Routes
- Bay Harbour Marina Village
- Fixed Rt 1/4 Mile
- Paratransit 3/4 Mile

0 500 1,000  
Feet



MAP INFORMATION SOURCE: FFWCC FLCCS FINAL REPORT 12,31,2009

SCALE 1" = 200'  
 REV: 1:8/12/15



2055 WEST FIRST STREET  
 FORT MYERS, FLORIDA 33901  
 TEL: (239) 334-2450  
 FAX: (239) 334-0278  
 E-MAIL: JAMESINK@INKWERKS.NET

FLUCCS MAP

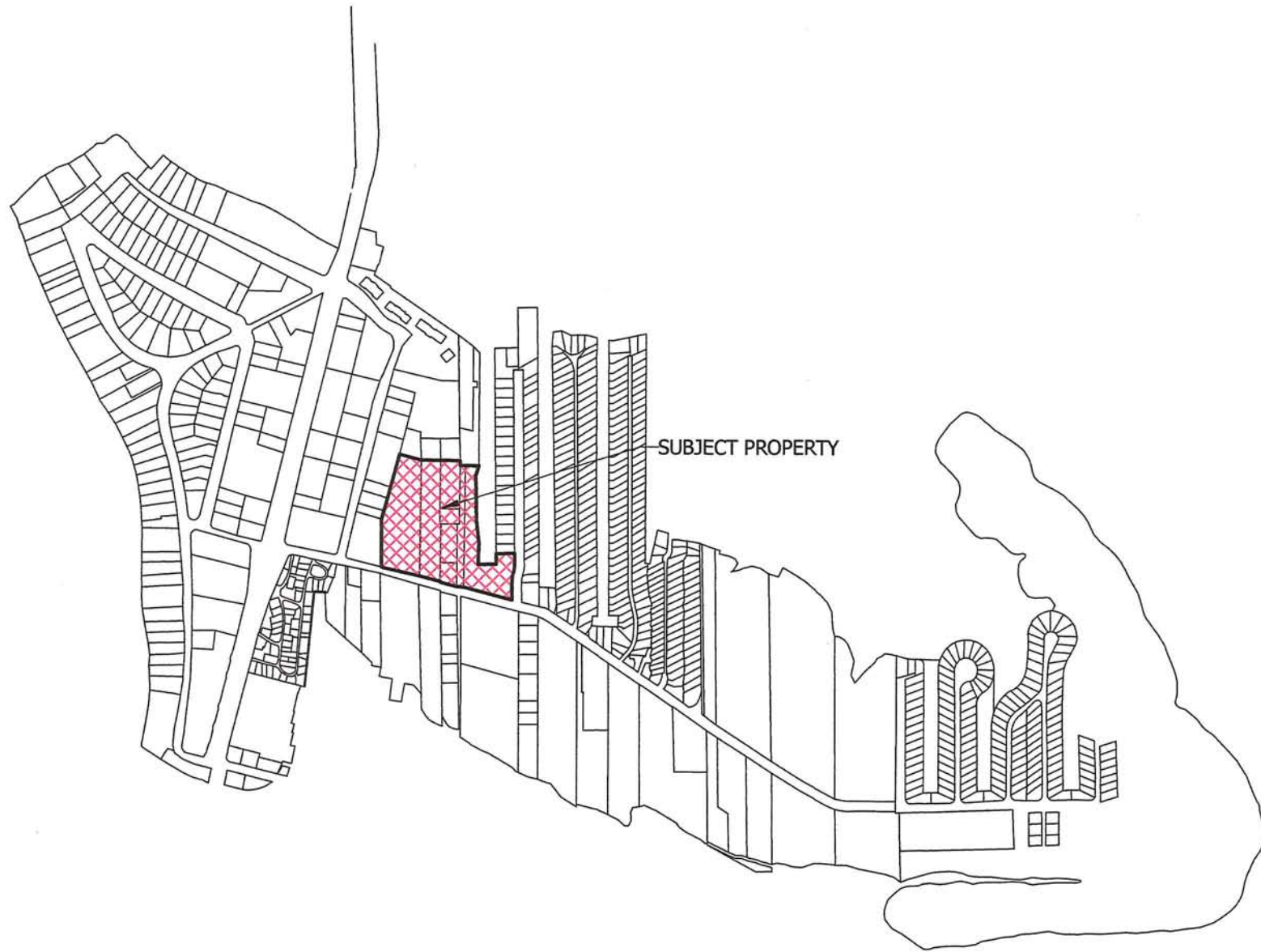
BAY HARBOUR MARINA VILLAGE

1195 MAIN ST, FT MYERS BEACH 33931

JOB #: 115017

DATE: 6.2015

EXHIBIT: C1



SUBJECT PROPERTY

SCALE 1" = 800'



2055 WEST FIRST STREET  
FORT MYERS, FLORIDA 33901  
TEL: (239) 334-2450  
FAX: (239) 334-0278  
E-MAIL: JAMESINK@INKWERKS.NET

PROPOSED MAP 1, PAGE 6 MIXED USE OVERLAY MAP

BAY HARBOUR MARINA VILLAGE

1195 MAIN ST, FT MYERS BEACH 33931

JOB #: I15017

DATE: 6.2015

EXHIBIT: B.1

**Bay Harbour Marina Village MPD**  
**Section IV C.6 Listed Species Analysis**

The following protected species are known to be in the area and require clearance from National Marine Fisheries as part of any construction activities in the waters:

- Green Sea Turtle – Not in Critical Habitat
- Hawksbill Sea Turtle – Not in Critical Habitat
- Kemps' Ridley Sea Turtle – Not in Critical Habitat
- Leatherback Sea Turtle – Not in Critical Habitat
- Loggerhead Sea Turtle – Not in Critical Habitat
- Olive Ridley Sea Turtle – Not in Critical Habitat
- Smalltooth Sawfish – Critical Habitat Unit 1
- Largetooth Sawfish – Not in Critical Habitat
- West Indian Manatee – Not in Critical Habitat

**Bay Harbour Marina Village MPD**  
**Section IV E.4 State and Regional Planning Consistency**

The following is a narrative of state and regional policy planning goals that are relevant to the proposed amendment:

**Housing:**

This plan change will allow a variety of housing types in various price ranges. It also includes an affordable housing component to assist in the need of workforce housing that is affordable in the vicinity of the Town of Fort Myers Beach. There is a lack of affordable housing in the area due to the cost of housing in the coastal area.

This plan change will allow a mixed use development that provides basic commercial services to the residents of San Carlos Island to reduce commute time and cost of infrastructure.

This plan change will allow the creation of a high quality mixed use community that is constructed to the highest level of construction to reduce potential impact to the community is storm events.

This plan change will allow the creation of housing as an in-fill development reducing the potential for urban sprawl.

This plan change will prompt inter-modal transportation to reduce vehicular traffic.

This plan change will allow a safe and integrated community in a neighborhood needing redevelopment to older and exposed to natural disasters.

This plan change will allow for housing that is safe and affordable without investment of unrecoverable governmental money.

**Economic Development:**

This plan change will allow the property to attract and create quality businesses to promote the economic base, while protecting the environment and provide a high quality lifestyle for the area.

This site has all public service requirements and accessibility in place.

This plan change is a request for appropriate density increase with a high building requirement that is similar to other local neighborhoods that have the potential to suffer great damage from a natural disaster.

This plan change will require Energy and Green Building Technologies to the re-developed property.

This plan change will allow an expansion of the current work force with a range of employment opportunities.

This plan change will allow the re-development and continuation of replacing older structures with new and current structures will retaining the waterfront marina base of San Carlos Island

This plan change will build on the tourist industry and the conversion of tourist to stake holders for the county.

**Emergency Preparedness:**

This plan change will require safe and resistance structures from property loss and damage due to flooding by requiring proper elevation of structures.

**Transportation:**

This plan will promote multi-modal transportation to decrease the vehicular traffic impacts to the Town of Fort Myers Beach and the transportation network. This will be accomplished by providing additional convenient parking for daily visitors to the beaches.

**Natural Resources:**

This plan change will provide protection to the waters of the area by providing a stormwater management plan, operations plan, and increase open space. These improvements will increase the protection of the water quality of Aquatic Preserve and endanger species of the area.

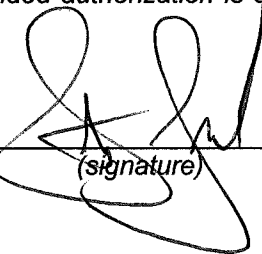
**LETTER OF AUTHORIZATION**

The undersigned do hereby swear or affirm that they are the fee simple title holders and owners of record of property commonly known as

**Southern Comfort Storage, LLC**

legally described in exhibit A attached hereto.

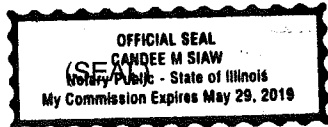
The property described herein is the subject of an application for development. We hereby designate **James Ink, c/o INKWERKS, Inc, 2055 West First Street, Fort Myers, FL 33901** as the legal representative of the property and as such, this individual is authorized to legally bind all owners of the property in the course of seeking the necessary approvals to obtain entitlement authorization from Lee County for comprehensive plan amendment, bonus density, zoning, and development orders for a mixed use development on subject property. This representative will remain the only entity to authorize development activity on the property until such time as a new or amended authorization is delivered to Lee County.

  
Owner (signature)

Stanley A. Smagala member  
Printed Name, Title

STATE OF Illinois  
COUNTY OF Cook

The foregoing instrument was sworn to (or affirmed) and subscribed before me this 10<sup>th</sup> day on August (date), 2015 by Stanley A. Smagala (name of person providing oath or affirmation), who is personally known to me or who has produced a driver's license as identification.



  
Signature of Notary Public

**AFFIDAVIT OF AUTHORIZATION**

**APPLICATION IS SIGNED BY INDIVIDUAL OWNER, APPLICANT, CORPORATION, LIMITED LIABILITY COMPANY (L.L.C.), LIMITED COMPANY (L.C.), PARTNERSHIP, LIMITED PARTNERSHIP, OR TRUSTEE**

I, Stanley Smagala (name), as Managing Member (owner/title) of Southern Comfort Storage, LLC (company/property), swear or affirm under oath, that I am the owner or the authorized representative of the owner(s) of the property and that:

1. I have full authority to secure the approval(s) requested and to impose covenants and restrictions on the referenced property as a result of any action approved by the County in accordance with this application and the Land Development Code;
2. All answers to the questions in this application and any sketches, data or other supplementary matter attached hereto and made a part of this application are honest and true;
3. I have authorized the staff of Lee County Community Development to enter upon the property during normal working hours for the purpose of investigating and evaluating the request made thru this application; and that
4. The property will not be transferred, conveyed, sold or subdivided unencumbered by the conditions and restrictions imposed by the approved action.

**\*Notes:**

- If the applicant is a corporation, then it is usually executed by the corp. pres. or v. pres.
- If the applicant is a Limited Liability Company (L.L.C.) or Limited Company (L.C.), then the documents should typically be signed by the Company's "Managing Member."
- If the applicant is a partnership, then typically a partner can sign on behalf of the partnership.
- If the applicant is a limited partnership, then the general partner must sign and be identified as the "general partner" of the named partnership.
- If the applicant is a trustee, then they must include their title of "trustee."
- In each instance, first determine the applicant's status, e.g., individual, corporate, trust, partnership, estate, etc., and then use the appropriate format for that ownership.

**Under penalties of perjury, I declare that I have read the foregoing Affidavit of Authorization and that the facts stated in it are true.**

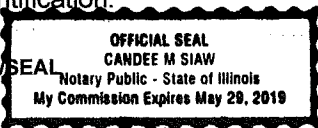
[Handwritten Signature]  
Signature

8-10-15  
Date

**\*\*\*\*\*NOTE: NOTARY PUBLIC IS NOT REQUIRED FOR ADMINISTRATIVE APPROVALS\*\*\*\*\*  
ALL OTHER APPLICATION TYPES MUST BE NOTARIZED**

**STATE OF FLORIDA  
COUNTY OF LEE**

The foregoing instrument was sworn to (or affirmed) and subscribed before me on Aug 10, 2015 (date) by Stanley A. Smagala (name of person providing oath or affirmation), who is personally known to me or who has produced a driver's license (type of identification) as identification.



[Handwritten Signature]  
Signature of Notary Public