

Memo

To: Brandon Dunn, Principal Planner
Planning Division

From: Andy Getch, Planning Manager
LCDOT

ALG

Date: March 31, 2015 Revised from March 2, 2015 memo

Subject: WildBlue (CPA2014-00004)

LCDOT staff has reviewed the subject application. The application proposes an Environmental Restoration Overlay option within the DRGR Future Land Use Category. The existing FLUM designation of DRGR would allow 247 residential dwelling units in the subject area. The proposed Environmental Restoration Overlay would allow 1,100 residential dwelling units and 40,000 square feet of commercial uses. The following table lists planned highway improvements in the area:

Table 1: Lee Plan Map 3A Area Improvements

Roadway segment	From	To	Improvement	Plan Status
Alico Road	Ben Hill Griffin Parkway	CR 951 Extension	2 to 4 lanes	CIP 2016/17
Alico Road	CR 951 Extension	Greenmeadow Road	2 to 4 lanes	Cost Feasible 2026-2035*
Ben Hill Griffin Parkway	FGCU Boulevard	College Club Drive	4 to 6 lanes	MPO Needs
Corkscrew Road	Three Oaks Parkway	Ben Hill Griffin Parkway	4 to 6 lanes	MPO Needs
CR 951 Extension	Corkscrew Rd	Alico Road @ Airport Haul Road	New 4 lanes	Cost Feasible 2026-2035*
East-West Access Road	Ben Hill Griffin Parkway	Airport Haul Road	New 2 lanes	Cost Feasible 2016-2025*
I-75	Collier County line	Dr Martin Luther King Jr. Boulevard (SR 82)	4 to 6 lanes	MPO Needs

*Based on the Lee County Metropolitan Planning Organization (MPO) 2035 Long Range Transportation Plan (LRTP). The LRTP is in the process of being updated by the MPO.

Map 3A of the Lee Plan had identified Corkscrew Road 4-laning from Ben Hill Griffin to west of Alico Road as a financially feasible project in the 1990's. Corkscrew Road 4-laning became a reserve (or needs) project in the early 2000's. At that time Map 3A also included an extension of Estero Parkway (fka Koreshan Boulevard) from Ben Hill Griffin Parkway to Corkscrew Road as a reserve project. The evaluation of Estero Parkway extension east of Ben Hill Griffin Parkway became connected with the CR 951 Preliminary Development and Environmental Study in the mid 2000's. Neither project is on the current MPO LRTP or Lee Plan Map 3A. The MPO LRTP is in the process of being updated for the year 2040.

This project has frontage on Alico Road and Corkscrew Road. Both are County maintained arterials. The application area western boundary is adjacent to a portion of the planned extension of County Road 951. There are future right-of-way needs in the vicinity of the subject application area for both CR 951 from Corkscrew Road to Alico Road, and for Alico Road 4-laning from CR 951 extension/Airport Haul Road to Greenmeadow Road.

The Lee Tran Transit Development Plan does not identify existing or planned public transit routes in walking distance of the proposed project. There are no existing sidewalks or bike lanes along the application area frontage of Alico Road and Corkscrew Road. Lee Plan Map 3D-1, Lee County Bikeway/Walkways Facility Plan, shows future sidewalks on both Alico Road and Corkscrew Road and future bike lanes on Corkscrew Road.

There are specific transportation analysis requirements in the CPA application for a five-year short-range and a twenty-year long-range analysis of conditions. The long range analysis corresponds with the MPO transportation model and planned roadway network in the Lee Plan. Analysis requirements are specified on pages 5 and 6 of the CPA application form and are contained in the subject application. LCDOT staff finds that the submitted March 11, 2014 traffic study is consistent with CPA application requirements.

The traffic study indicates that with the project, all road segments in the study area will meet or exceed the adopted level of service (LOS) issues in the five-year analysis. However, the long-range (20 year) analysis indicates four road segments will operate at LOS "F". The analysis was based on the socio-economic data and MPO 2035 Highway Cost Feasible Plan network used for Lee Plan Map 3A.

Table 2: Road segments operating at LOS "F" both without and with the proposed project

Roadway Segment	From	To
Corkscrew Road	I-75	Ben Hill Griffin Parkway
Corkscrew Road	Ben Hill Griffin Parkway	future CR 951 Extension
Ben Hill Griffin Parkway	Estero Parkway	FGCU Boulevard
Ben Hill Griffin Parkway	FGCU Boulevard	College Club Drive

Table 2 identifies two roadway segments that are not contemplated in the LeePlan Map 3A. Both Corkscrew Road from Ben Hill Griffin Parkway to the future CR 951 extension and Ben Hill Griffin Parkway from Estero Parkway to FGCU Boulevard are not depicted.

While the traffic study indicates Corkscrew Road will operate at an acceptable LOS from future CR 951 Extension to Alico Road, LCDOT staff is concerned that Corkscrew Road cannot accommodate the traffic from this project, and other nearby approved and proposed projects. As a result a deficiency may be created on Corkscrew Road, as well as consideration to accelerate other area road widening projects. See F.S. 163.3180:

163.3180 Concurrency.—

(h) 4. As used in this subsection, the term "transportation deficiency" means a facility or facilities on which the adopted level-of-service standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review, and trips that are forecast by established traffic standards, including traffic modeling, consistent with the University of Florida's Bureau of Economic and Business Research medium population projections. Additional projected background trips are to be coincident with the particular stage or phase of development under review.

(i) If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted may not be used to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. A mobility fee-based funding system must comply with the dual rational nexus test applicable to impact fees. An alternative system that is not mobility fee-based shall not be applied in a manner that imposes upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h).

Traffic count station #249 is on Corkscrew Road east of Stoneybrook Golf Drive. At that location, the Average Annual Daily Traffic (AADT) was 13,000 in 2013 and 15,780 in the year 2014. Based on current data, the peak hour peak season peak directional traffic volume is 759.

WildBlue also has submitted a zoning application, DCI2014-00009. The zoning traffic study indicates WildBlue will add 400 peak hour, peak direction trips to Corkscrew Road east of Ben Hill Griffin Parkway. This development is not contemplated in the socioeconomic data used as the basis for the current LRTP. Corkscrew Shores (DOS2013-00034), Preserve at Corkscrew (DOS2011-00002), and Bella Terra (multiple DOS cases) have approved development orders and are under construction. These area projects are not fully reflected in the socioeconomic data for the current LRTP. The 2014 Concurrency Report forecasts an additional 430 peak hour, peak directional traffic

S:\Public Works\DOCUMENT\GETCH\MEMOS\2015\CPA2014-00004_WildBlue2015_0331.docx

volume on this segment. Since the data was compiled for the concurrency report, there have been additional dwelling units permitted.

Two other current applications under CPA and Zoning review estimate additional traffic volumes to this roadway segment. Adding the volumes from Corkscrew Crossing (DCI2014-00022) and Corkscrew Farms (DCI2015-00004/CPA2015-00001) traffic studies substantially increases the traffic volume (by 756 in the peak hour, peak direction) on Corkscrew Road east of Ben Hill Griffin Parkway.

The March 11, 2014 CPA analysis utilized service volumes (1722, 1640) as an uninterrupted flow facility. This assumes Corkscrew Road will have no traffic signals east of Ben Hill Griffin Parkway. Installation of traffic signals in the future would substantially reduce the roadway service volume. The CPA used a service volume of 900 for the segment from Ben Hill Griffin Parkway to CR 951. Likely future locations for traffic signals are at the intersections of Corkscrew Road with CR 951 and the intersection of Corkscrew Road with Alico Road, when signal warrants are determined to have been met. Traffic signals at private development entrance(s) are also a possibility.

The March 11, 2014 traffic study was performed consistent with the CPA requirements and the approved methodology. However, approved and proposed area projects, including WildBlue, will require additional operational and traffic analysis to determine the cumulative effect of area development and any developer contributions or additional transportation mitigation beyond roads impact fees. The purpose of this analysis is to identify timing of current planned improvements and any additional area improvements to Corkscrew Road east of Ben Hill Griffin Parkway, Estero Parkway extension east of Ben Hill Griffin Parkway, Alico Road from CR 951 to Greenmeadow Road and CR 951 from Corkscrew Road to Alico Road.

LW/AG