TRAFFIC IMPACT STATEMENT

FOR A

HOME FOR THE AGED

Pope John XXIII Villas

PREPARED FOR:

Bishop Frank DeWane
Diocese of Venice
1000 Pinebrook Road
Venice, FL 34285

PREPARED BY:

CIVIL ENGINEERING
TDM
CONSULTING, INC.

43 Barkley Circle, Suite 200
Fort Myers, FL 33907
Phone 239-433-4231 Fax 239-433-9632
www.tdmcivilengineering.com

September 2010
Revised August 2011

Dea Martin
3-1-12

1. PURPOSE

OBJECTIVE

This report has been prepared in accordance with Lee County Department of Community Development criteria as outlined in the Lee County Traffic Impact Statement Guidelines and the Lee County Turn Lane Policy for projects seeking Development Order approval. This report analyzes the anticipated traffic conditions of the proposed development in order to determine any adverse roadway impacts associated with the addition of Pope John XXIII Villas.

The subject parcel as split from the parent parcel is 3.25 acres.

This Traffic Impact Statement is based on the assumption that the proposed development will be completed in 2012.

2. SITE DESCRIPTION

SITE LOCATION

Pope John XXIII Villas is a 3.25-acre project located in Section 21, Township 45 South, Range 25 East, Lee County, Florida (See Exhibit). The applicant proposes a 68-unit, three-story, multi-family building for low-income senior citizens on the site. The Home for the Aged was recently approved as a use within the existing Community Facilities Planned Development (zoning resolution Z-09-029).

Access to the proposed development will be provided by two (2) full-access driveways on Apaloosa Lane. This report is based on these two (2) driveways.

It is worth noting for this report that residents from the proposed development will have the ability to enter and exit through the two (2) existing driveways on Palomino Lane (rather than Apaloosa Lane). This would require traversing the existing church parking lot. Church attendees also will have the ability to enter and exit through the two (2) proposed driveways on Apaloosa Lane (rather than Palomino Lane).

3. OBSERVATIONS

3.1 TRIP GENERATION CALCULATIONS

Vehicular trips generated by the development were calculated by using the equations provided by the Institute of Transportation Engineers, 8th Edition of the Trip Generation Manual Land Use Code 252 (Senior Adult Housing – Attached) using the average rates or the fitted curve equations shown in the tables.

Table 1. Raw Trip Generation – Proposed Senior Adult Housing (LUC 252)

68 Occupied Dwelling Units:

A. Daily Vehicle Trip Ends, Weekday

T = 3.48 (68) = **236 (118 entering, 118 exiting)**

B. A.M. Peak Hour Vehicle Trip Ends (Adjacent Street)

T = 0.13 (68) = **9 (3 entering, 6 exiting)**

C. P.M. Peak Hour Vehicle Trip Ends (Adjacent Street)

T = 0.16 (68) = **11 (7 entering, 4 exiting)**

Source: TDM, 2010

Based on this, the proposed development will be analyzed using the criteria established for developments generating less than three hundred (300) vehicle trips during the peak hour as outlined in the Lee County Traffic Impact Guidelines.

Because residents from the proposed development will have direct access to Palomino Lane and church attendees will have direct access to Apaloosa Lane, vehicular trips generated by the existing 33,810 square foot church must also be calculated (using the equations provided by the Institute of Transportation Engineers, 8th Edition of the Trip Generation Manual Land Use Code 560) and assigned to ensure turn lane warrants will not be met with the addition of the proposed development.

Table 2. Raw Trip Generation – Existing Church (LUC 560)

33,810 Square Feet:

A. Daily Vehicle Trip Ends, Weekday

T = 9.11 (33.81) = **308 (154 entering, 154 exiting)**

B. A.M. Peak Hour Vehicle Trip Ends (Adjacent Street)

T = 0.56 (33.81) = **19 (12 entering, 7 exiting)**

C. P.M. Peak Hour Vehicle Trip Ends (Adjacent Street)

T = 0.34 (33.81) + 5.24 = **17 (8 entering, 9 exiting)**

Source: TDM, 2010

Table 3. Raw Trip Generation – Total

Table 1 + Table 2:

A. Daily Vehicle Trip Ends, Weekday

T = 236 + 308 = **544 (272 entering, 272 exiting)**

B. A.M. Peak Hour Vehicle Trip Ends (Adjacent Street)

T = 9 + 19 = **28 (15 entering, 13 exiting)**

C. P.M. Peak Hour Vehicle Trip Ends (Adjacent Street)

T = 11 + 17 = **28 (15 entering, 13 exiting)**

Source: TDM, 2010

3.2 *TRIP DISTRIBUTION*

Traffic will enter and exit the development at the two (2) proposed driveways on Appaloosa Lane and the two (2) existing driveways on Palomino Lane.

It is estimated for this report that 90% of traffic from the existing church and 10% of traffic from the proposed senior adult housing will enter and exit the site using the existing full-access driveways on Palomino Lane. It is further estimated for this report that 15% of church traffic will enter and 30% of church traffic will exit the site using the northern driveway. The remaining 85% of church traffic and 100% of senior adult housing traffic will enter and 70% of church traffic and 100% of senior adult housing traffic will exit the development using the southern driveway. Because Palomino Lane accesses Daniels

Parkway (an arterial road) to the south of the development and accesses several residential neighborhoods to the north of the development, it is estimated for this report that 90% of traffic will enter and exit these driveways from the south and 10% of traffic will enter and exit these driveways from the north.

It is also estimated for this report that 90% of traffic from the proposed senior adult housing and 10% of traffic from the existing church will enter and exit the site using the proposed full-access driveways on Appaloosa Lane. Because Appaloosa Lane accesses Daniels Parkway (an arterial road) to the south of the development and accesses only a few single-family residences to the north of the development, it is estimated for this report that 100% of traffic will enter and exit these driveways from the south and 0% of traffic will enter and exit these driveways from the north.

3.3 EXISTING TRAFFIC CONDITIONS

Daniels Parkway is the nearest major road being accessed and is classified by the Lee County Comprehensive Plan as a six-lane divided arterial road. It has a posted speed limit of fifty (50) miles per hour near the development. The Lee County Board of County Commissioners has designated Daniels Parkway between Six Mile Cypress Parkway and Palomino Road as a "constrained facility," which permits a higher volume to capacity ratio than would normally be permitted under the existing concurrency regulations. Per the 2010 Lee County Concurrency Report, Daniels Parkway has a forecasted "F" Level of Service near the development, a 2010 "C" Level of Service near the development, a 2010 estimated peak direction of flow volume of two thousand nine hundred (2,900) vehicles per hour, a Performance Standard "E" Level of Service, and a Performance Standard Capacity of three thousand one hundred twenty (3,120) vehicles per hour.

Based on the 2010 Traffic Count Report prepared by the Lee County Department of Transportation, traffic on Daniels Parkway near the development heads west 60% of the time and east 40% of the time during the A.M. peak. During the P.M. peak, traffic near the development heads west 44% of the time and east 56% of the time.

Palomino Lane is also being accessed and is classified by the Lee County Comprehensive Plan as a two-lane undivided collector road. It has a posted speed limit of forty (40) miles per hour near the development. The existing northern full-access driveway has one (1) entrance

lane and one (1) exit lane and is controlled by a stop sign. The existing southern full-access driveway has two (2) entrance lanes and two (2) exit lanes and is controlled by a stop sign. The intersection of Daniels Parkway with Palomino Lane currently operates under signalized conditions. Per the 2010 Lee County Concurrency Report, Palomino Lane has a forecasted "C" Level of Service near the development with a 2010 estimated peak direction of flow volume of two hundred twenty-two (222) vehicles per hour, a Performance Standard "E" Level of Service, and a Performance Standard Capacity of eight hundred sixty (860) vehicles per hour.

Appaloosa Lane is a private two-lane local road. There is no posted speed limit; therefore, the assumed speed limit is thirty (30) miles per hour. A full median opening exists on Daniels Parkway at its intersection with Apaloosa Lane. In addition, at said intersection, there are both an eastbound left turn lane and a westbound right turn lane on Daniels Parkway as well as a separate left turn lane and a separate right turn lane on Apaloosa Lane.

3.4 TURN LANE ANALYSIS (APALOOSA LANE)

Since Appaloosa Lane is not a County-maintained roadway, the project traffic must be distributed to Daniels Parkway. This does not require a turn lane analysis of the proposed driveways on Apaloosa Lane.

3.5 RECOMMENDED IMPROVEMENTS (APALOOSA LANE)

Two (2) typical full-access driveways are provided. In addition, the existing roadway will be widened and paved to meet current Lee County Development Services standards.

3.6 TURN LANE ANALYSIS (DANIELS PARKWAY)

Since Apaloosa Lane is not a County-maintained roadway, the project traffic must be distributed to Daniels Parkway. In addition to the proposed development, Apaloosa Lane also generates trips from single-family residences, a hotel, general office buildings, a shopping center, and a restaurant. To accurately estimate the existing background traffic utilizing the intersection of Apaloosa Lane and Daniels Parkway, TDM Consulting witnessed and tabulated turning movements in fifteen (15) minute intervals on Wednesday, December 8 from 7 A.M. to 9 A.M. and from 4 P.M. to 6 P.M. The following table recaps

the peak traffic counts realized during the morning and evening rush hours (see actual tallies at the end of this report):

Table 4. Trip Generation - Existing Background Traffic

Highest Hourly Interval:

A. A.M. Peak Hour Vehicle Trip Ends (8:00 to 9:00)

T = 31 + 34 + 47 + 43 = **155 (89 entering, 66 exiting)**

B. P.M. Peak Hour Vehicle Trip Ends (4:30 to 5:30)

T = 40 + 37 + 52 + 39 = **168 (101 entering, 67 exiting)**

Source: TDM, 2010

Because this analysis must be based on peak-season peak-hour traffic, Table 4 must be adjusted to reflect peak-season peak-hour trip generations. Per the 2010 Traffic Count Report prepared by the Lee County Department of Transportation, traffic on Daniels Parkway near the development is at its peak in February (26% higher than in December). The adjustment is shown in Table 5 below.

Table 5. Trip Generation - Existing Background Traffic (Adjusted)

Table 4 x 1.26:

A. A.M. Peak Hour Vehicle Trip Ends

T = 155 x 1.26 = **195 (112 entering, 83 exiting)**

B. P.M. Peak Hour Vehicle Trip Ends

T = 168 x 1.26 = **212 (127 entering, 85 exiting)**

Source: TDM, 2010

For the requisite turn-lane analysis, the trips generated by the proposed development (90% of Table 1 plus 10% of Table 2) must be added to the adjusted existing background traffic (Table 5) to yield the expected traffic distribution (Table 6).

Table 6. Trip Generation – Proposed Plus Existing Background

90% of Table 1 + 10% of Table 2 + Table 5:

A. A.M. Peak Hour Vehicle Trip Ends

T = 0.9 (9) + 0.1 (19) + 195 = 205 **(116 entering, 89 exiting)**

B. P.M. Peak Hour Vehicle Trip Ends

T = 0.9 (11) + 0.1 (17) + 212 = 224 **(134 entering, 90 exiting)**

Source: TDM, 2010

A. **Traffic Conditions on Daniels Parkway (Arterial)**

- A.M. Peak Hour Vehicle Trip Ends - 205
- P.M. Peak Hour Vehicle Trip Ends - 224
- Posted Speed Limit - 50 mph

B. **Deceleration and Left Turn Lane**

Based on the Turn Lane Policy, a deceleration and left turn lane is required. Two (2) of the required warrants are satisfied. The posted speed limit of the arterial street is above the threshold and the number of left-turning movements from the arterial street during the peak hour of the arterial street is above the threshold.

C. **Separate Left Turn Lane on the Access Point Connection**

Based on the Turn Lane Policy, a separate left turn lane on the access point connection is required. Two (2) of the required warrants are satisfied. The posted speed limit of the intersecting street is above the threshold and the number of left-turning movements from the access point connection during the peak hour of the arterial street is above the threshold.

D. **Deceleration and Right Turn Lane**

Based on the Turn Lane Policy, a deceleration and right turn lane is required. Two (2) of the required warrants are satisfied. The posted speed limit of the arterial street is above the threshold and the number of right-turning movements from the arterial street during the peak hour of the arterial street is above the threshold.

E. Separate Right Turn Lane on the Access Point Connection

Based on the Turn Lane Policy, a separate right turn lane on the access point connection is not required. Only one (1) of the required warrants is satisfied. The posted speed limit of the intersecting street is above the threshold. However, the number of right-turning movements from the access point connection during the peak hour of the arterial street is below the threshold, the arterial street being entered has not been designated as a controlled-access facility, and the intersecting street is not controlled by a traffic signal.

3.7 RECOMMENDED IMPROVEMENTS (DANIELS PARKWAY)

One (1) full-access intersection is existing, with an eastbound left turn lane and a westbound right turn lane on Daniels Parkway as well as a separate left turn lane and a separate right turn lane on Apaloosa Lane.

The eastbound left turn lane on Daniels Parkway is much longer (160' taper length plus 280' deceleration/storage length equals 440' total length) than is required per FDOT Index #301 (50' taper length plus 190' deceleration length plus 75' additional queue storage length equals 315' total length).

The two (2) exit lanes on Apaloosa Lane are longer (80' transition length plus 130' deceleration/storage length equals 210' total length) than is required by the Turn Lane Policy (75' transition length plus 50' deceleration length plus 75' additional queue storage length equals 200' total length).

The westbound right turn lane on Daniels Parkway is much longer (105' taper length plus 370' deceleration length equals 475' total length) than is required per FDOT Index #301 (50' taper length plus 190' deceleration length equals 240' total length).

Therefore, no additional improvements are proposed.

3.8 LEVEL OF SERVICE ANALYSIS (DANIELS PARKWAY)

The proposed development will not introduce a significant increase in traffic flows and will not degrade the Level of Service of Daniels Parkway during the peak season following the build-out year (see attached 100th Highest Hour Level of Service Calculation).

3.9 TURN LANE ANALYSIS (PALOMINO LANE, NORTHERN DRIVEWAY)

A. Traffic Conditions on Palomino Lane (Collector)

- A.M. Peak Hour Vehicle Trip Ends - 4
- P.M. Peak Hour Vehicle Trip Ends - 3
- Posted Speed Limit - 40 mph

B. Deceleration and Left Turn Lane

Based on the Turn Lane Policy, a deceleration and left turn lane is not required or proposed. Only one (1) of the required warrants is satisfied. The posted speed limit of the collector street is above the threshold. However, the number of left-turning movements from the collector street during the peak hour of the collector street is below the threshold, the available site distance for the posted speed limit of the collector street is above the threshold, and the access point connection is not controlled by a traffic signal.

C. Separate Left Turn Lane on the Access Point Connection

Based on the Turn Lane Policy, a separate left turn lane on the access point connection is not required or proposed. Only one (1) of the required warrants is satisfied. The posted speed limit of the intersecting street is above the threshold. However, the number of left-turning movements from the access point connection during the peak hour of the collector street is below the threshold and the access point connection is not controlled by a traffic signal.

D. Deceleration and Right Turn Lane

Based on the Turn Lane Policy, a deceleration and right turn lane is not required or proposed. Only one (1) of the required warrants is satisfied. The posted speed limit of the collector street is above the threshold. However, the number of right-turning movements from the collector street during the peak hour of the collector street is below the threshold, the available site distance for the posted speed limit of the collector street is above the threshold, and the access point connection is not controlled by a traffic signal.

E. Separate Right Turn Lane on the Access Point Connection

Based on the Turn Lane Policy, a separate right turn lane on the access point connection is not required or proposed. Only one (1) of the required warrants is satisfied. The posted speed limit of the intersecting street is above the threshold. However, the number of right-turning movements from the access point connection during the peak hour of the collector street is below the threshold and the access point connection is not controlled by a traffic signal.

3.10 TURN LANE ANALYSIS (PALOMINO LANE, SOUTHERN DRIVEWAY)

A. Traffic Conditions on Palomino Lane (Collector)

- A.M. Peak Hour Vehicle Trip Ends - 14
- P.M. Peak Hour Vehicle Trip Ends - 13
- Posted Speed Limit - 40 mph

B. Deceleration and Left Turn Lane

Based on the Turn Lane Policy, a deceleration and left turn lane is not required or proposed. Only one (1) of the required warrants is satisfied. The posted speed limit of the collector street is above the threshold. However, the number of left-turning movements from the collector street during the peak hour of the collector street is below the threshold, the available site distance for the posted speed limit of the collector street is above the threshold, and the access point connection is not controlled by a traffic signal.

C. Separate Left Turn Lane on the Access Point Connection

Based on the Turn Lane Policy, a separate left turn lane on the access point connection is not required or proposed. Only one (1) of the required warrants is satisfied. The posted speed limit of the intersecting street is above the threshold. However, the number of left-turning movements from the access point connection during the peak hour of the collector street is below the threshold and the access point connection is not controlled by a traffic signal.

D. Deceleration and Right Turn Lane

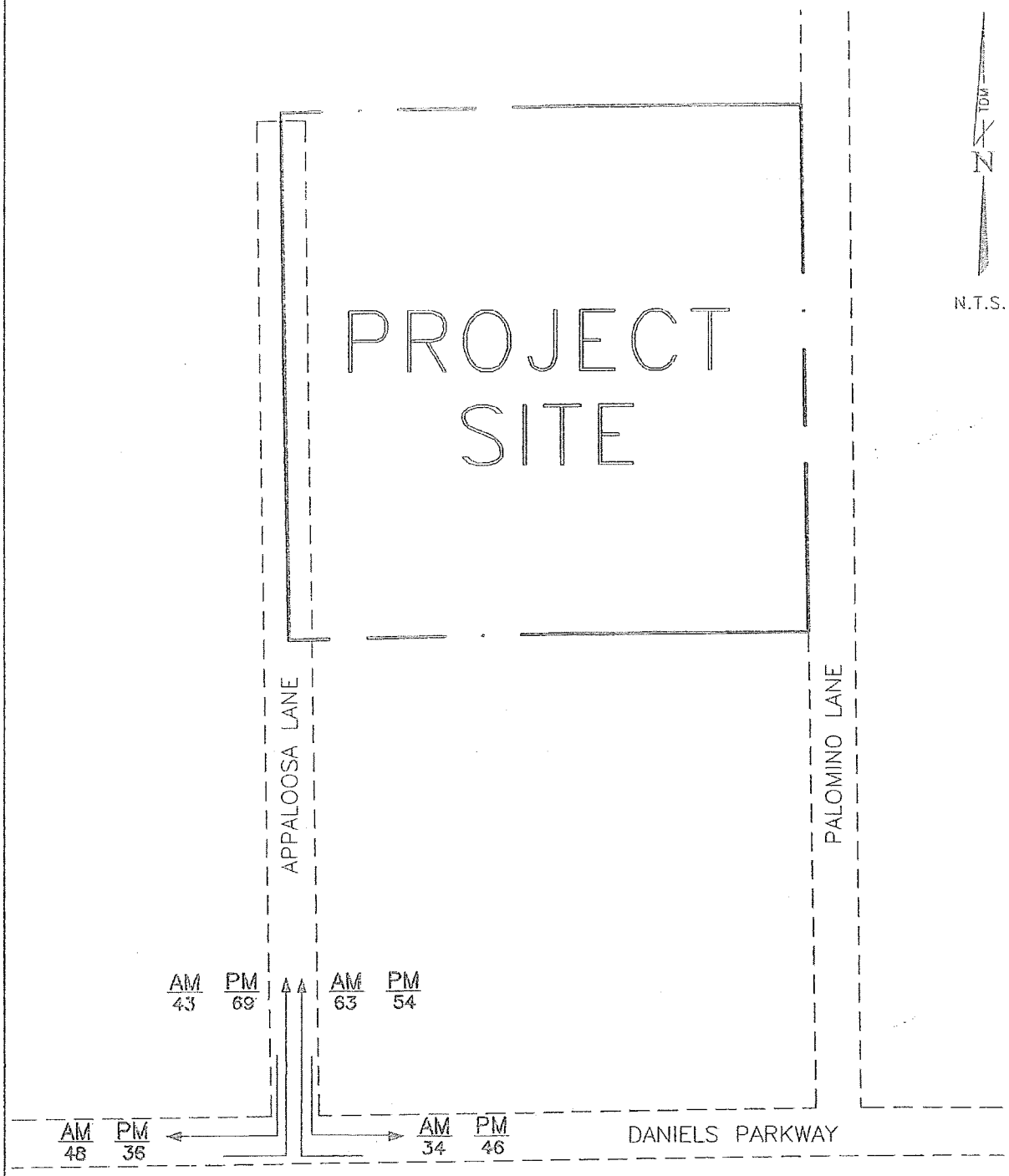
Based on the Turn Lane Policy, a deceleration and right turn lane is not required or proposed. Only one (1) of the required warrants is satisfied. The posted speed limit of the collector street is above the threshold. However, the number of right-turning movements from the collector street during the peak hour of the collector street is below the threshold, the available site distance for the posted speed limit of the collector street is above the threshold, and the access point connection is not controlled by a traffic signal.

E. Separate Right Turn Lane on the Access Point Connection

Based on the Turn Lane Policy, a separate right turn lane on the access point connection is not required or proposed. Only one (1) of the required warrants is satisfied. The posted speed limit of the intersecting street is above the threshold. However, the number of right-turning movements from the access point connection during the peak hour of the collector street is below the threshold and the access point connection is not controlled by a traffic signal.

3.11 RECOMMENDED IMPROVEMENTS (PALOMINO LANE)

Two (2) full-access driveways are existing. The northern driveway has one (1) entrance lane and one (1) exit lane. The southern driveway has two (2) entrance lanes and two (2) exit lanes. No additional improvements are required or proposed



TRAFFIC IMPACT STATEMENT
TOTAL PEAK A.M. AND P.M. TRAFFIC DISTRIBUTION--DANIELS PKWY.
POPE JOHN XXIII VILLAS

SOURCE: TDM, 2011 DATE: 05/11 FILE: TIS - 1

CIVIL ENGINEERING
TDM CONSULTING, INC.
43 Barkley Circle, Suite 200
Fort Myers, FL 33907
Phone: (239) 433-4231
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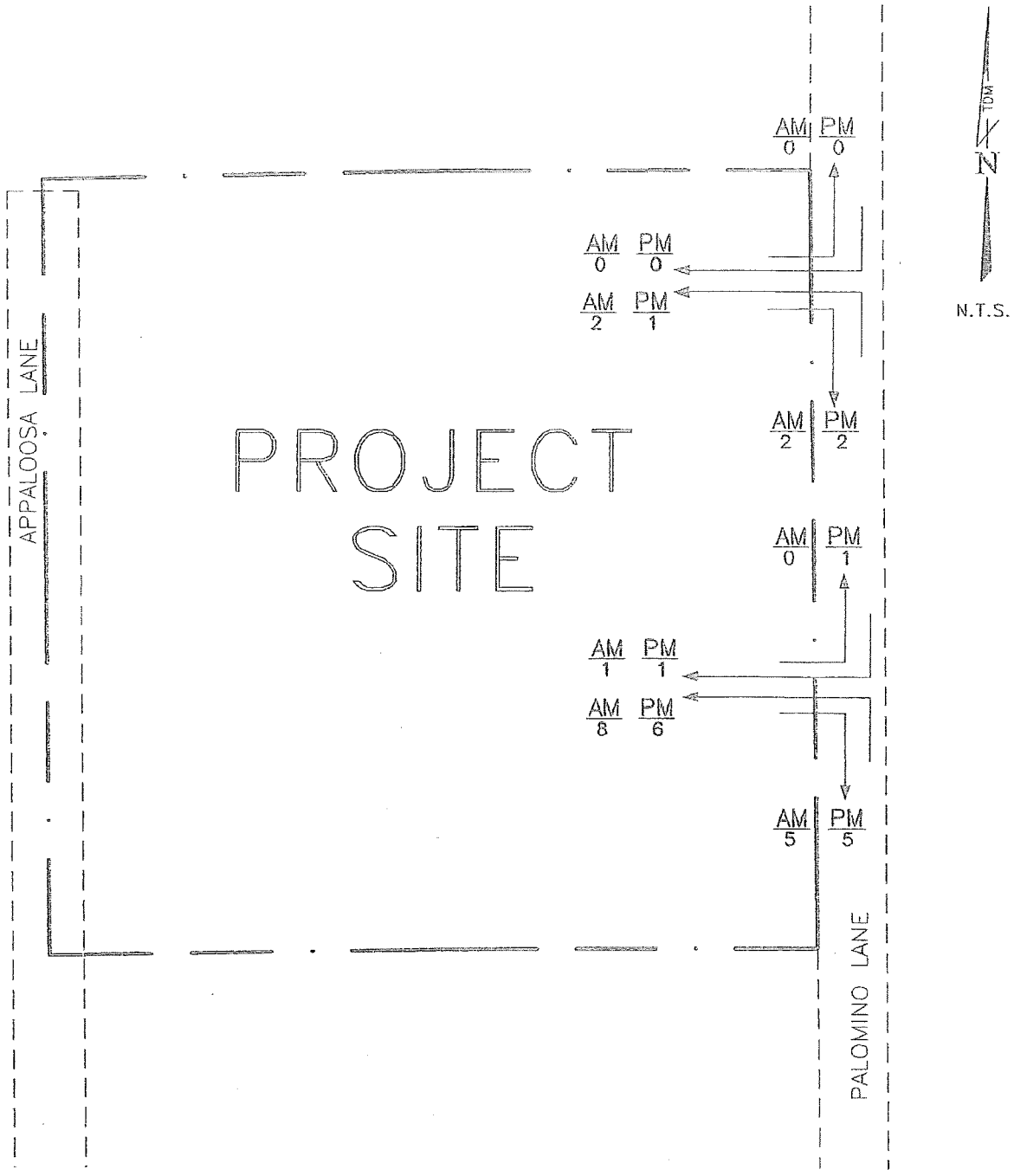
Email: dean@tdmconsulting.com



TRAFFIC IMPACT STATEMENT

TOTAL PEAK A.M. AND P.M. TRAFFIC DISTRIBUTION--PALOMINO LN.

POPE JOHN XXIII VILLAS

SOURCE: TDM, 2011 DATE: 05/11 FILE: TIS – 1

CIVIL ENGINEERING TDM CONSULTING, INC.
43 Barkley Circle, Suite 200
Fort Myers, FL 33907
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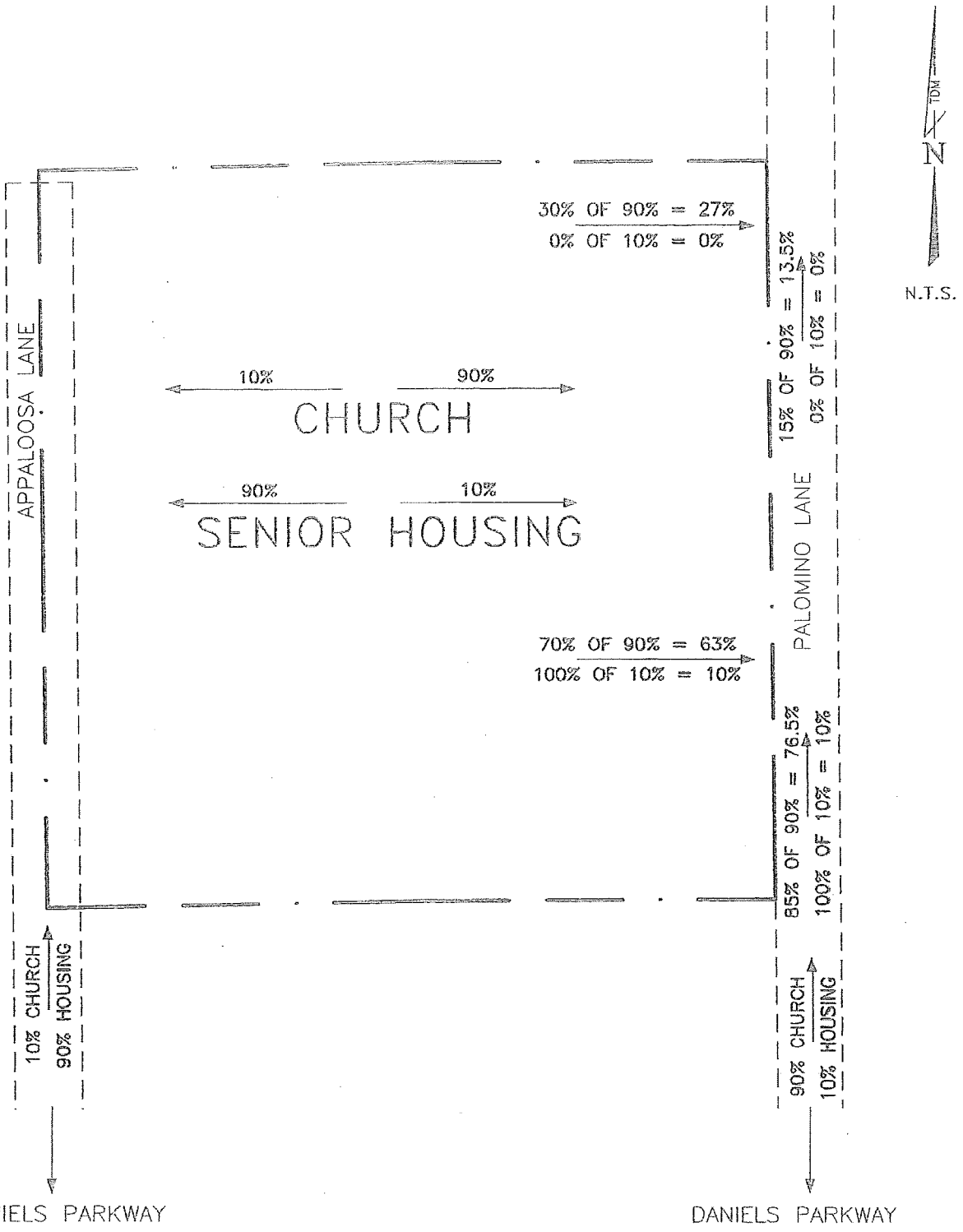

TRAFFIC IMPACT STATEMENT
PEAK A.M. AND P.M. TRAFFIC DISTRIBUTION – SITE
POPE JOHN XXIII VILLAS

SOURCE: TDM, 2011 DATE: 05/11 FILE: TIS – 1

CIVIL ENGINEERING
TDM CONSULTING, INC.
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Fort Myers, FL 33907
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Email: dean@tdmconsulting.com

100TH HIGHEST HOUR
LEVEL OF SERVICE CALCULATION
DANIELS PARKWAY

ENGINEER:			TDM Consulting, Inc. Dean Martin, P.E.
DATE:			August 16, 2011
PROJECT NAME:			Pope John XXIII Villas
PROJECT LOCATION:			West of I-75
PERMANENT COUNTING STATION NUMBER:			31
100TH HOUR V.P.H. (Year & Rate) =		2010	2,900
YEAR FOLLOWING PROJECT CONSTRUCTION:			2013
ADJUSTMENT FACTOR =			
Count & Yr_{min}		47,900	2010
Count & Yr_{max}		43,300	2001
Adjustment Factor =	(43300 / 47900 $^{-0.11}$) ^{3}		1.034
ADJUSTED 100TH HOUR V.P.H. =	2,900 x 1.034		2,999
EXISTING LEVEL OF SERVICE =			C
PROJECT V.P.H. =	7 (P.M. Entering) x 56% (East-Bound)		4
TOTAL V.P.H. =	2,999 + 4		3,003
LEVEL OF SERVICE =			D
COMMENTS:	Daniels Parkway is designated a constrained facility		

1 of 1
Rec #: 18.50 (2 pages)
DS #4,620.00 ($660,000.00)
#4,638.50

ADD 2011-00012

THIS INSTRUMENT PREPARED BY
AND RETURN TO:
JOSEPH A. DIVITO, ESQ.
DiVito & Higham, P.A.
4514 Central Avenue
St. Petersburg, FL 33711

INSTR # 2011000230573, Pages 2
Doc Type D, Recorded 10/21/2011 at 10:21 AM,
Charlie Green, Lee County Clerk of Circuit Court
Deed Doc. $4620.00 Rec. Fee $18.50
Deputy Clerk JMILLER
#1

RECEIVED
MAR 02 2012
COMMUNITY DEVELOPMENT

WARRANTY DEED

THIS DEED Made and executed on 29 day of August, 2011, BY

GRANTOR*: FRANK J. DEWANE, AS BISHOP OF THE DIOCESE OF VENICE, A CORPORATION SOLE
whose address is: 1000 Pinebrook Road, Venice, Florida 34285

GRANTEE*: BLESSED POPE JOHN XXIII HOUSING, INC., a Florida non-profit corporation
whose address is: c/o 1000 Pinebrook Road, Venice, Florida 34285

WITNESSETH, That said Grantor, for and in consideration of the sum of TEN and NO/100 ($10.00) DOLLARS, and other good and valuable considerations to Grantor in hand paid by Grantee, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the Grantee, and Grantee's heirs and assigns, forever, the following described land, situate, lying and being in Lee County, Florida, to-wit:

SEE EXHIBIT "A" ATTACHED HERETO AND INCORPORATED HEREIN BY THIS REFERENCE.
Parcel No.: 22-45-25-00-00001.0100

Together with rights of ingress and egress more particularly described in O.R. Book 444, Page 487, Public Records of Lee County, Florida.

And said Grantor does hereby fully warrant the title to said land, and will defend the same against the lawful claims of all persons whomsoever.

* "Grantor" and "Grantee" are used for singular or plural, as context requires.

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

Signed, sealed and delivered in the presence of:

Witness: _____
Print Name: S/ Joseph A. DiVito

Witness: _____
Print Name: S/ Robin Lynch

_____
FRANK J. DEWANE, AS BISHOP OF THE DIOCESE OF VENICE, A CORPORATION SOLE

STATE OF FLORIDA
COUNTY OF SARASOTA

I HEREBY CERTIFY that on this 29 day of August, 2011, before me, an officer duly authorized in the State and County aforesaid to take acknowledgments, personally appeared FRANK J. DEWANE, AS BISHOP OF THE DIOCESE OF VENICE, A CORPORATION SOLE, who is personally known to me, and who executed the foregoing instrument and acknowledged before me executing the same freely and voluntarily.

JOSEPH A. DIVITO
Notary Public - State of Florida
My Commission Expires Jun 25, 2012
Commission # DD 788617
Bonded Through National Notary Assn.

_____
NOTARY PUBLIC
Print Name: _____
My Commission Expires: _____

EXHIBIT "A" LEGAL DESCRIPTION
BLESSED POPE JOHN XXIII HOUSING, INC.
HUD Project No. 066-EE117

A TRACT OR PARCEL OF LAND LYING IN SECTION 21, TOWNSHIP 45 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 21; THENCE RUN S.01°03'47"E. ALONG THE EAST LINE OF SAID SECTION 21, A DISTANCE OF 1323.34 FEET TO THE NORTHEAST CORNER OF A PARCEL OF LAND AS DESCRIBED IN INSTRUMENT NUMBER 2006000205647 OF THE PUBLIC RECORDS OF LEE COUNTY FLORIDA; THENCE S.88°42'03"W. ALONG THE NORTH LINE OF SAID PROPERTY, A DISTANCE OF 223.52 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; THENCE CONTINUE S.88°42'03"W. ALONG SAID NORTH LINE, FOR A DISTANCE OF 457.78 FEET TO THE NORTHWEST CORNER OF SAID PARCEL OF LAND AND THE CENTERLINE OF A ROADWAY EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 444 PAGE 487, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA; THENCE N.01°04'07"W. ALONG SAID CENTERLINE, A DISTANCE OF 315.18 FEET; THENCE S.89°52'51"E. A DISTANCE OF 456.75 FEET; THENCE S.01°16'48"E. A DISTANCE OF 303.87 FEET TO THE POINT OF BEGINNING.

3.25 ACRE RESIDENTIAL PARCEL

PROPERTY DESCRIPTION

A TRACT OR PARCEL OF LAND LYING IN SECTION 21, TOWNSHIP 45 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 21; THENCE RUN S.01°03'47"E. ALONG THE EAST LINE OF SAID SECTION 21, A DISTANCE OF 1323.34 FEET TO THE NORTHEAST CORNER OF A PARCEL OF LAND AS DESCRIBED IN INSTRUMENT NUMBER 2006000205647 OF THE PUBLIC RECORDS OF LEE COUNTY FLORIDA; THENCE S.88°42'03"W. ALONG THE NORTH LINE OF SAID PROPERTY, A DISTANCE OF 223.52 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; THENCE CONTINUE S.88°42'03"W. ALONG SAID NORTH LINE, FOR A DISTANCE OF 457.78 FEET TO THE NORTHWEST CORNER OF SAID PARCEL OF LAND AND THE CENTERLINE OF A ROADWAY EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 444 PAGE 487, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA; THENCE N.01°04'07"W. ALONG SAID CENTERLINE, A DISTANCE OF 315.18 FEET; THENCE S.89°52'51"E. A DISTANCE OF 456.75 FEET; THENCE S.01°16'48"E. A DISTANCE OF 303.87 FEET TO THE POINT OF BEGINNING.

ADD 2012-00012

3/1/12

KRIS A. SLOSSER, STATE OF FLORIDA, (P.S.M. #5560)
SEE ATTACHED SKETCH

NOT A SURVEY

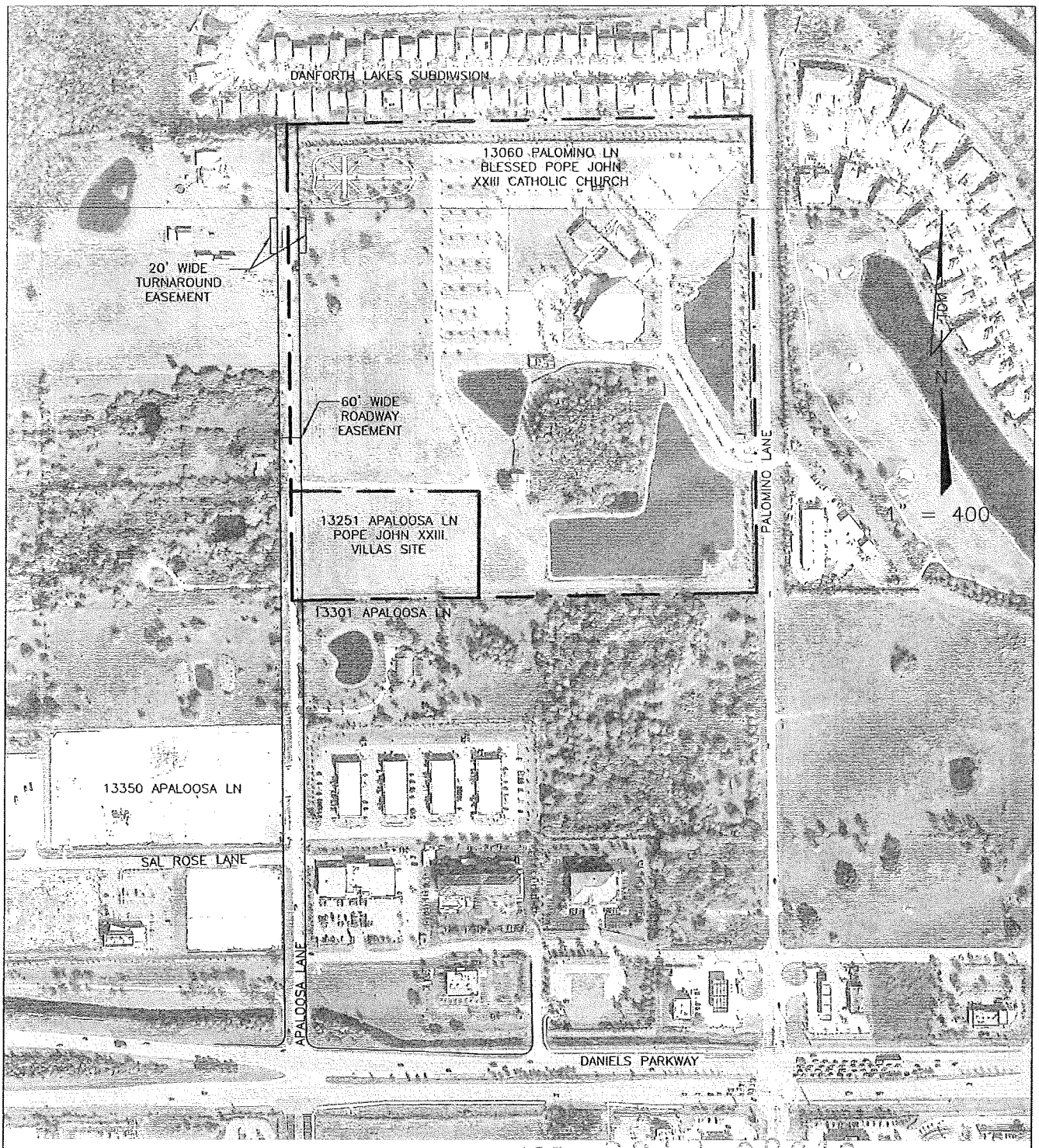
DRAWING: POPE/JOHNHUDPARCEL

DRAWN BY: KAS

PROPERTY DESCRIPTION

A PARCEL OF LAND LOCATED IN
SECTION 21, TOWNSHIP 45 SOUTH, RANGE 25 EAST
LEE COUNTY, FLORIDA

KRIS A SLOSSER P.S.M.
4642 VILLA CAPRI LN. BONITA SPRINGS
FLORIDA 34134 (239) 947-1915



ADD 2012-00012

AREA LOCATION MAP

RECEIVED
MAR 02 2012
COMMUNITY DEVELOPMENT

STRAP #22-45-25-00-00001.0100
POPE JOHN XXIII VILLAS
13251 / 13060 PALOMINO LANE, FORT MYERS

SOURCE: TDM, 2012 DATE: 2/12 FILE: ZONING

CIVIL ENGINEERING
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43 Barkley Circle, Suite 200
Fort Myers, FL 33907
Phone: (239) 433-4231
Fax: (239) 433-9632
Email: dean@tdmconsulting.com

STREET ADDRESS

15151 APALOOSA LANE
FORT MYERS, FLORIDA 33912

STRAP NUMBER

22-45-25-[illegible]

[illegible] PARENT PARCEL. A LOT SPLIT IS BEING REVIEWED CONCURRENTLY WITH THE [illegible]

APALOOSA LANE DEVELOPMENT AREAS

EXISTING ROW AREA:	[illegible] SF		1.42 AC
PROPOSED ROW AREA:	2,795 SF		0.18 AC
TOTAL ROW AREA:	[illegible] SF	(100%)	1.60 AC

APALOOSA LANE IMPROVEMENTS:

PROPOSED CONCRETE AREA:	3,120 SF	(4.5%)
PROPOSED PAVEMENT AREA:	18,291 SF	(26.3%)
PROPOSED GRAVEL AREA:	8,502 SF	(12.2%)
PROPOSED DRAINAGE SWALE AREA:	15,997 SF	(21.9%)
EXISTING IMPERVIOUS AREA:	9,383 SF	(13.5%)
EXISTING REMAINING AREA:	[illegible] SF	([illegible])
TOTAL ROW AREA:	69,515 SF	(100%) 1.60 AC

SITE DEVELOPMENT AREAS

TOTAL PARCEL AREA:	141,461 SF (3.25 AC)	100.0%
PROPOSED BUILDING (ROOF) AREA:	21,392 SF	15.1%
PROPOSED SITE PAVEMENT AREA:	35,827 SF	25.3%
PROPOSED ROW PAVEMENT AREA**:	4,650 SF	3.3%
PROPOSED SITE CONCRETE AREA:	8,177 SF	5.8%
PROPOSED ROW CONCRETE AREA**:	1,413 SF	1.0%
TOTAL IMPERVIOUS AREA:	71,465 SF	50.5%
PROPOSED DRY DETENTION AREAS (@ [illegible]):	7,175 SF	5.1%
PROPOSED OPEN GREEN AREA:	62,761 SF	44.4%
PROPOSED OTHER [illegible] AREA:	60 SF	0.0%
TOTAL PERVIOUS AREA:	[illegible] SF	49.5%

* - INCLUDES ROW FROM SITE DEVELOPMENT AREA PROPOSED ROW PAVEMENT AREA
** - DESIGNATED FOR STORMWATER MANAGEMENT SYSTEM CALCULATION PURPOSES ONLY.

PARKING REQUIREMENTS

68 DWELLING UNITS (MULTI-FAMILY RESIDENTIAL)
PER 2-09-029, 0.75 SPACE REQUIRED PER DWELLING UNIT PLUS 10% GUEST PARKING

REQUIRED PARKING = 51 SPACES + 5 SPACES
REQUIRED PARKING = 57 SPACES, INCLUDING 3 HC

PROVIDED PARKING = 57 SPACES, INCLUDING 6 HC

PROJECT INFORMATION

CURRENT ZONING	= CPD
FUTURE LAND USE	= OUTLYING SUBURBAN
PROPOSED USE	= MULTI-FAMILY RESIDENTIAL
EXISTING SOIL TYPES	= [illegible] FINE SAND [illegible] FINE SAND
IRRIGATION SERVICE	= IRRIGATION WELL
ARCHAEOLOGICAL SENSITIVITY LEVEL	= NONE

NOTES

1. ALL EXISTING AND PROPOSED GRADES ARE [illegible] OF 1988.
2. THIS PARCEL LIES IN FLOOD ZONE "[illegible]".
3. THIS PROJECT PRESENTS NO ADVERSE IMPACTS ON LOCAL GROUND OR SURFACE WATERS.
4. THIS PROJECT DOES NOT ADVERSELY IMPACT THE FLOOD PLAIN OR ANY [illegible] AREAS.
5. THIS SITE CAN BE USED SAFELY FOR THE DEVELOPMENT AS SHOWN WITHOUT UNDUE DANGER FROM FLOOD OR ADVERSE SOIL AND/OR FOUNDATION CONDITIONS.
6. THIS SITE DOES NOT EXHIBIT ANY FRESH OR SALT WATER PONDING.

TRIP GENERATION CALCULATIONS

PER ITE TRIP GENERATION, 8TH EDITION, LAND USE 252 (SENIOR ADULT HOUSING). THE PROPOSED BUILDING HAS 68 OCCUPIED DWELLING UNITS

AVERAGE VEHICLE TRIP ENDS ON WEEKDAY = 236 (118 ENTERING, 118 EXITING)
AVERAGE VEHICLE TRIP ENDS - A.M. PEAK = 9 (3 ENTERING, 6 EXITING)
AVERAGE VEHICLE TRIP ENDS - P.M. PEAK = 11 (7 ENTERING, 4 EXITING)

BICYCLE PARKING REQUIREMENTS

57 REQUIRED AUTOMOBILE PARKING SPACES
= PER CODE, 1 BICYCLE SPACE/15 REQUIRED AUTOMOBILE PARKING SPACES
= 57/15 = 4 BICYCLE SPACES REQUIRED

BICYCLE SPACES REQUIRED/[illegible] BICYCLES PER RACK
= 1 BICYCLE RACKS REQUIRED

BICYCLE RACKS PROVIDED: 1

OPEN SPACE CALCULATIONS

40% OPEN SPACE REQUIRED FOR TRACT [illegible] AS DEFINED IN Z-09-029.
REQUIRED = 141,461 SF X 0.40 = 56,584 SF
PROVIDED = 63,037 SF (44.6%)

LOT COVERAGE CALCULATIONS

40% LOT COVERAGE MAXIMUM ALLOWED PER Z-09-029:

ALLOWED = 141,461 SF X 0.40 = 56,584 SF
PROPOSED = 21,392 SF (15.1%)

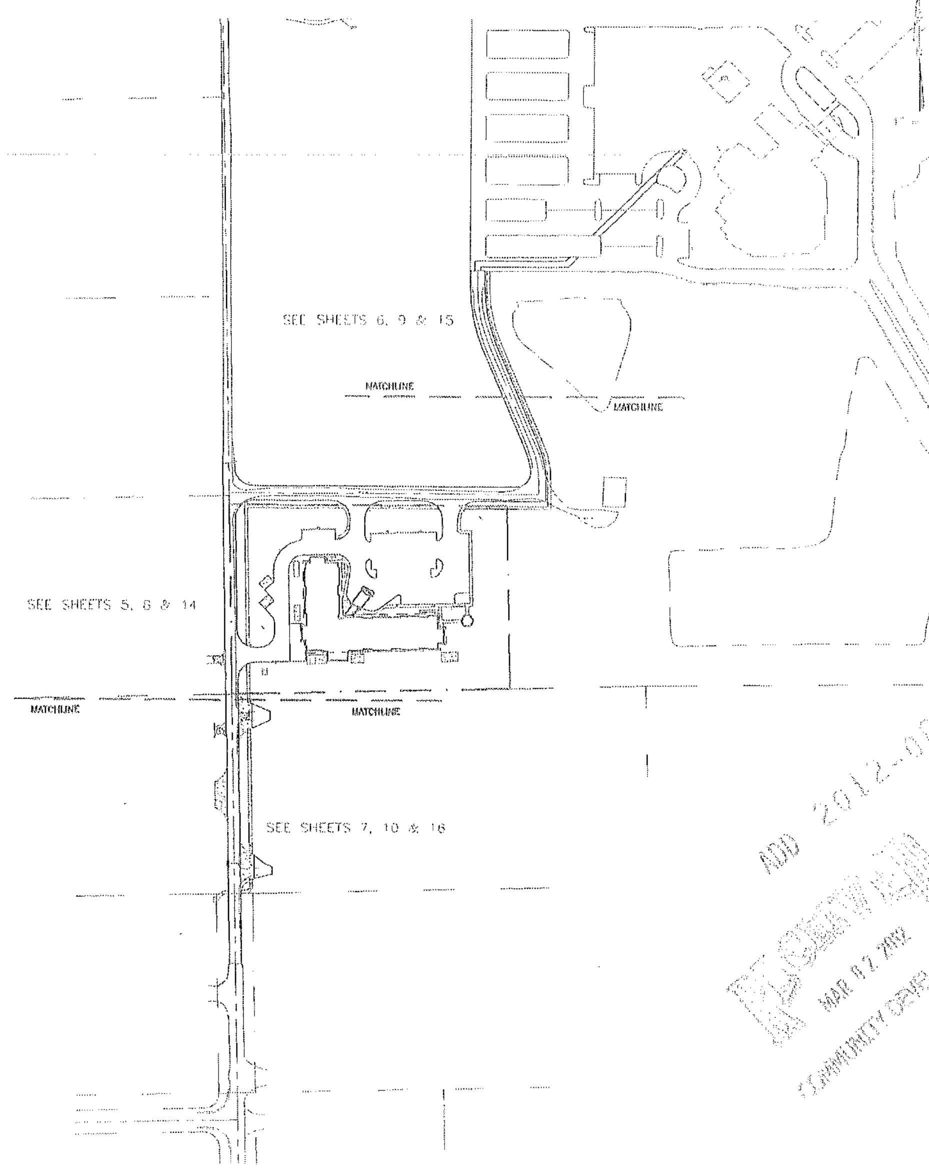
LANDSCAPE BUFFERS

NORTH	= CPD TO REL. FAC., INTERNAL BUFFER (NO BUFFER REQUIRED)
SOUTH	= CPD TO SFR, 30' WIDE TYPE "F" BUFFER
EAST	= CPD TO COM, 15' WIDE TYPE "D" BUFFER*
WEST	= CPD TO ROW, 15' WIDE TYPE "D" BUFFER*

* PER APPROVED ZONING RESOLUTION Z-09-029

ZONING/ACTUAL USE

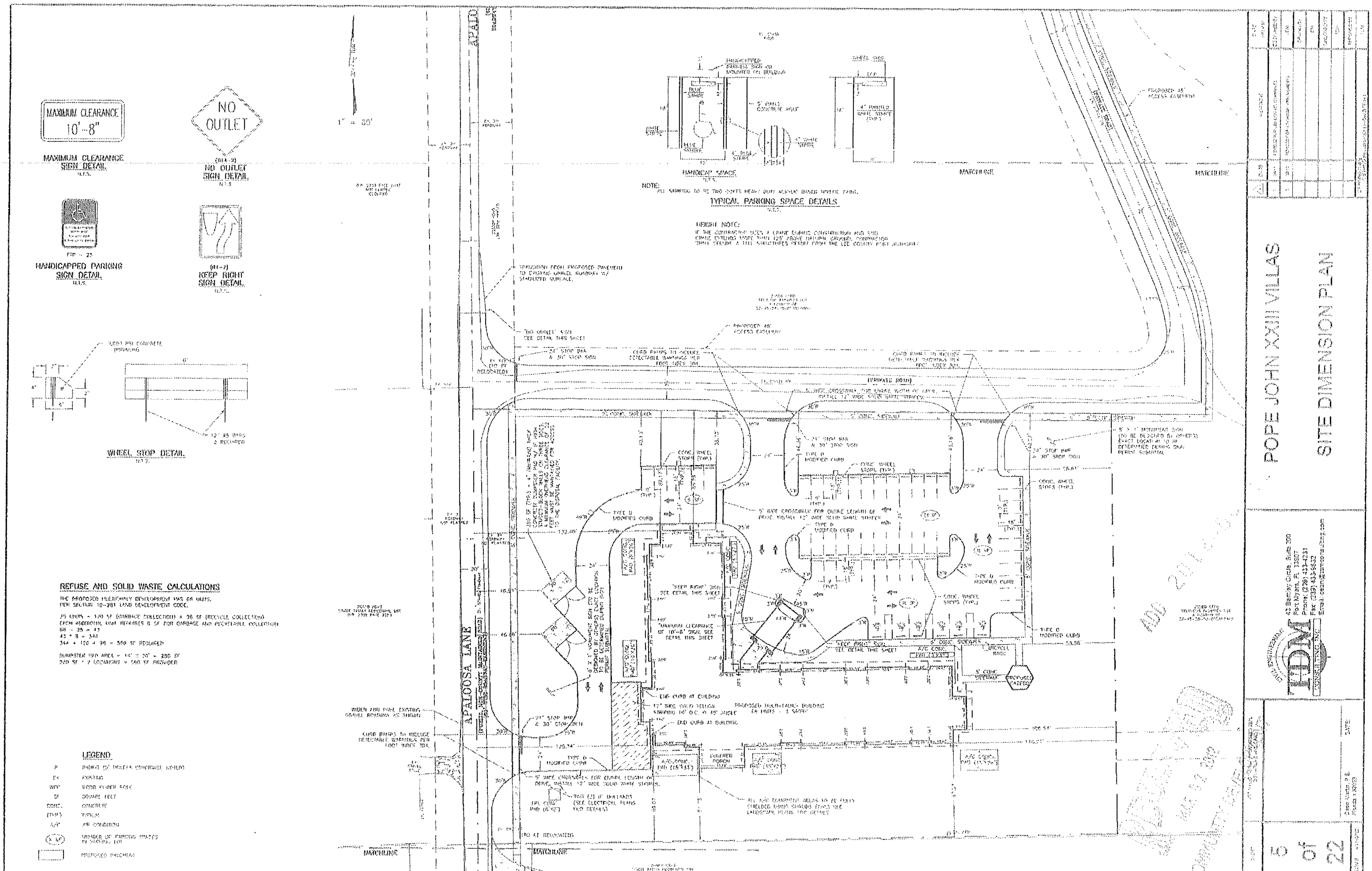
NORTH	= CPD / RELIGIOUS FACILITY
SOUTH	= CS-2 / SFR
EAST	= CPD / RELIGIOUS FACILITY
WEST	= AG-2 / SFR
PROJECT SITE	= CPD / MULTI-FAMILY RESIDENTIAL



POPE JOHN XXIII VILLAS

MASTER SITE PLAN

CIVIL ENGINEERING
TDM CONSULTING, INC.
43 Barkley Circle, Suite 200
Fort Myers, FL 33907
Phone: (239) 433-4231
Fax: (239) 433-9632
Email: [illegible]


MAXIMUM CLEARANCE
10'-8"
MAXIMUM CLEARANCE SIGN DETAIL
NO OUTLET
NO OUTLET SIGN DETAIL
HANDICAPPED PARKING SIGN DETAIL
KEEP RIGHT SIGN DETAIL
WHEEL STOP DETAIL
HANDICAP SPACE
TYPICAL PARKING SPACE DETAILS
HEIGHT NOTE:
REFUSE AND SOLID WASTE CALCULATIONS
LEGEND
APALOOSA LANE
MATCHLINE
(PRIVATE ROAD)
POPE JOHN XXIII VILLAS
SITE DIMENSION PLAN
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of
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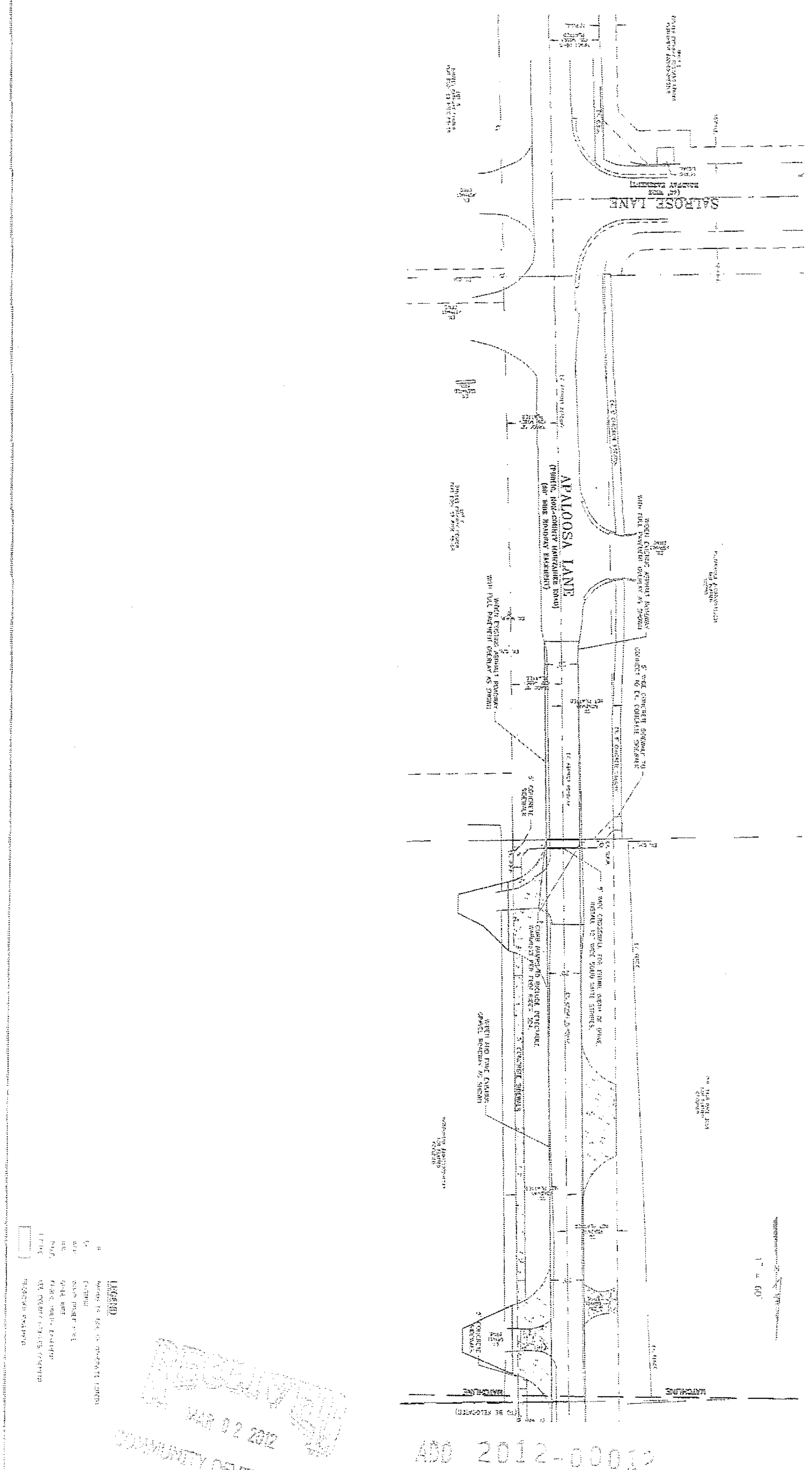

ADD 2012-00012

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SITE DIMENSION PLAN

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DATE:

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