ZONING DIVISION
LEE COUNTY
PLANNED DEVELOPMENT SUFFICIENCY REVIEW
TRANSMITTAL SHEET

TO: Distribution
John Fredyma, Asst County Attorney
DS Reviewer - Ohdet H. Kleinmann
Marcus Evans, TIS Reviewer
Brandon Dunn, Planning
Beth Workman, Environmental Sciences
Lili Wu, LCDOT
Dawn Huff, Lee County School District
Sam Lee, Natural Resources
Chick Jakacki, Zoning
Mike Pavese, Public Works
Pam Houck, Zoning Director

FROM: Alvin Block, AICP

DATE: 07/18/2016

*** REVIEWERS - remember permit plan checklists should now be used.**

PROJECT NAME: BLASINGIM ROAD RPD

CASE #: DCI2016-00011

INFORMATION SUMMARY:

NEW SUBMITTAL

To update your file
_X_ Review and forward sufficiency questions or make finding of sufficiency

RESPONSE REQUIRED BY: 08/03/2016

Additional Comments:

(DCI) Lee County LDC Section 34-373(d)(1).
Sufficiency and Completeness
No hearing will be scheduled for an application for a Planned Development until the application has been found sufficient. All applications for Planned Developments will be deemed sufficient unless a letter advising the applicant of any insufficiencies has been mailed within fifteen (15) working days of submittal of the application. All amended applications will be deemed sufficient unless a subsequent letter advising the applicant of any insufficiencies has been mailed within fifteen (15) working days of the date of the resubmittal. The contents of insufficiency letters will be limited to brief explanations of the manner in which insufficient applications do not comply with the formal requirements in Section 34-373.

cc: DCI planner/working file
DCI Zone File

Distributed by: Tracy L Toussaint

Date: 07/19/2016

Barraco
and Associates, Inc.

www.barraco.net
Civil Engineers, Land Surveyors and Planners

RECEIVED
JUL 18 2016
COMMUNITY DEVELOPMENT

July 15, 2016

DCI 2016-00011

Mr. Alvin Block, AICP
Principal Planner
Lee County Department of Community Development
1500 Monroe Street
Fort Myers, Florida 33901

Re: Blasingim Road RPD
DCI2016-00011 – Major Plan Dev Application

Dear Mr. Block:

Please accept the attached document as additional information to the above referenced project.

Regards,

BARRACO AND ASSOCIATES, INC.

***Signed in her absence to avoid delay**

Jennifer Sapen, LEED AP, AICP
Planning Services Manager

File: 23370

Post Office Drawer 2800 • Fort Myers, FL 33902
Phone (239) 461-3170 • Fax (239) 461-3169

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

RECEIVED
JUL 18 2016
COMMUNITY DEVELOPMENT

Blasingim Road RPD
Residential Planned Development
Schedule of Deviations

DCI 2016-00011

1) **Deviation from LDC Section 10-254, which requires side lot lines be, as nearly as practical, at right angles to straight street lines and radial to curve street lines, to allow the lot design shown on the Master Concept Plan in those areas where Deviation 1 is applied.**

Justification: This deviation request applies to the last lot at the terminal end of a small dead end roadway where no cul de sac is proposed. This last lot is a continuation of a string of lots which are parallel to one another. The lot in question, and the side lot lines of the string of lots, is perpendicular to the road as the LDC requires. The road right of way ends at the first side lot line of the terminal lot. This design provides adequate access to the last lot where a private drive will continue on the same trajectory as the road. The continued roadway is not needed to serve additional units further down the road so there is no public harm and a benefit is created because it allows the homeowner to utilize and maintain the land for private benefit.

This design creates a different, but adequate lot configuration that has been used in other recent Lee County Developments. The front lot line becomes the termination of the right of way, at the width of the right of way. The first side lot line runs parallel with the string of lots along the road and connects to the end of the right of way. The other side lot line, and the purpose of this deviation request, is an extension of the right of way on the far side of the road. This side lot line, as an extension of the right of way, is parallel to the road and therefore does not meet the LDC requirement of being perpendicular to the road.

The intent of this LDC requirement is to provide a uniform lot pattern along internal roadways where adequate access is provided to all lots. This last lot and home will follow the pattern created by homes along the street and will have ample and reasonable access at the terminal end of the right of way.

As proposed, the lot described becomes a premium lot for the development. Homeowners are availed the opportunity to utilize land which would otherwise be dedicated unnecessarily to right of way. The proposed development plans shows one location where this request applies, which enhances the overall project appeal to a variety of prospective buyers.

According to the Florida Fire Prevention Code, Chapter 18.2.3.4.4 regarding dead-ends, only dead-end access roads in excess of 150 feet in length are required to provide approved provisions for fire apparatus to turnaround. In this request the dead end roadway is less than 150' and as such, the proposed deviation will not create a detriment to the public health, safety, or welfare.

DCI 2016-00011

RECEIVED
JUL 18 2016
COMMUNITY DEVELOPMENT

2) **Deviation from LDC Section 10-296(p)(1) to eliminate the requirement that a dead-end street be closed at one end by a circular turnaround, to allow an alternative turnaround.**

Justification: This deviation request that has been used in other recent Lee County Developments applies to one location on the site plan. The right of way area for the proposed dead end is approximately 8300 square feet smaller than a cul de sac would be in the same situation. The proposed design can be more effectively and efficiently used to enhance the overall development such as project amenities, landscaping, open space and water management lakes which would otherwise be encumbered by a road right of way and only service a few residences.

According to the Florida Fire Prevention Code, Chapter 18.2.3.4.4 regarding dead-ends, only dead-end access roads in excess of 150 feet in length are required to provide approved provisions for fire apparatus to turnaround. In all instances of this request the dead end roadways are less than 150'.

Typically fire trucks pull to a fire hydrant and service the emergency by foot. As a condition of this deviation request, the applicant agrees to prohibit fire hydrants on the dead end streets. By locating fire hydrants only on the main streets the fire trucks will stop at the hydrant and not enter the dead end.

By limiting all dead end streets to a maximum of 150' and prohibiting fire hydrants on the dead ends the proposed deviation will not create a detriment to the public health, safety, or welfare.

3) **Deviation from LDC Section 10-703 to allow lot size to be measured as indicated on the Master Concept Plan.**

Justification: This deviation request that has been used in other recent Lee County developments applies to the last lot at the terminal end of small dead end roadways where no cul de sac exists. This last lot is a continuation of a string of lots which are consistent in width and depth which allow for the same line-up to be constructed.

The road right of way ends at the first side lot line of the terminal lot. This design provides adequate access to the last lot where the private drive will continue on the same trajectory as the road. Since continued roadway is not necessary to serve units in this area it allows the homeowner to obtain this land for private benefit.

This design creates an unusual lot configuration consisting of three side lot lines. The front lot line becomes the termination of the right of way, at the width of the right of way. As detailed on page 3 of the MCP, line #1 runs parallel with the string of lots along the road and connects to the end of the right of way. The lot line #2 is an extension of the right of way on the far side of the road. This second side lot line, while technically defined as a side lot line, is the length of the lot width typical throughout the development. Lot line #3 is 90 degrees to side lot line two. Lot line three is the length of lot line one plus the width of the right of way.

RECEIVED
JUL 18 2016
COMMUNITY DEVELOPMENT

DCI 2016-00011

Using the criteria for measuring lot depth as illustrated in LDC Section 10-703, side lot line #2 would cause this end lot to fail to meet minimum lot depth. To assist in future compliance review and to clarify this request additional notes have been added to Deviation 3 detail on the plans.

As proposed, the lot described becomes a premium lot for the development. Homeowners are availed the opportunity to utilize land which would otherwise be dedicated right of way for unique driveway entries and private uses such as small recreational areas or enhanced landscape features. The proposed development plans show one location where this request applies, which enhance the overall project appeal to a variety of prospective buyers. The lot and home in question will be a continuation of the lot pattern throughout the development and as such will not create a detriment to the public interest.

4) **Deviation from LDC Section 10-291(3) which requires developments of more than five acres to provide more than one means of ingress or egress to allow one primary access and one emergency stabilized access.**

Justification: This deviation request is to provide a single main access on Penzance Boulevard and an emergency stabilized access on Blasingim Road.

Providing an access onto Penzance Boulevard allows the applicant the opportunity to provide a landscaped area along Penzance Boulevard. The single access on Penzance Boulevard will direct residents to the single entrance with project themed branding. The single entrance is consistent with other developments along the road such as The Timbers, and Heritage Palms that have only one entrance on Penzance.

To ensure the public safety, health and welfare, a second emergency stabilized access is proposed at the southeast corner of the site onto Blasingim Road. In addition, the wide boulevard divided entry with two lanes in and two lanes out will allow two-way traffic on either side of the boulevard in the event that one side is blocked.

5) **Deviation from LDC Section 10-415(d)(2)c. which allows up to 25% of the required open space to be provided through water management lakes to allow 100% of the proposed lake to count towards open space requirements**

Justification: This deviation request applies only to Master Concept Plan B where the lake has been enlarged. Increasing the lake size, beyond that required to serve the project, creates many positive features which benefit the proposed development as well as the surrounding area.

First, this larger lake creates more onsite excavation material. This will lessen the need for inhaul material which will in turn create less construction traffic, such as dump trucks and other heavy machinery, in this residential area and less wear and tear on County roads.

RECEIVED
JUL 18 2016
COMMUNITY DEVELOPMENT
DCI 2016-00011

Secondly, the expanded lake along Blasingim Road will create more separation and an additional buffer between the proposed development and existing single family estate lots on the east side of Blasingim Road. The expanded lake on Concept Plan B also creates an aesthetic enhancement for drivers along Blasingim Road and neighboring residential lots with 840 linear feet of lake frontage. The lots within the proposed development will also benefit through more and longer lake views.

An enlarged lake with more linear feet of shoreline will require more littoral plantings. Concept Plan B has 153% more shoreline than Concept Plan A which will provide better water quality and more nutrient removal. Additionally, the existing drainage in the area flows from east to west and conveys through a ditch on the north side of Blasingim RPD (south of Penzance Boulevard). Creating a modern water management system with an enlarged lake, allows the site to store additional stormwater during rain events and will decrease the discharge rate into the ditch below current conditions which will be a significant benefit to existing upstream and downstream properties.

Lastly, MCP Option A provides a 2.4 acre surface water management lake which is sufficient to serve the project's surface water management needs. MCP Option B expands the lake by utilizing 1.8 acres of open space resulting in a 4.2 acre lake in order to store additional stormwater runoff onsite, resulting in an overall benefit to the offsite stormwater conveyance to the Ten Mile Canal.

6) **Deviation from LDC Section 10-415(5) which requires minimum preservation width of 40' to allow a minimum preserve width of eight feet.**

Justification: This deviation request applies to the indigenous preserve strip along the site's western border. As cleared residential and agricultural land, the site contains only a small strip of vegetation that qualifies as indigenous preservation as defined by LDC. The applicant is unable to meet the preserve width criteria due to the size of the existing vegetation. The entire area shown as indigenous on the FLUCCFS map provided by Passarella and Associates has been preserved. Given existing conditions, approval of this deviation will allow the project to meet indigenous preservation to the greatest extent possible.

RECEIVED
JUL 18 2016
COMMUNITY DEVELOPMENT

DCI 2016-00011

7) **Deviation from LDC Section 34-2015(2)(d) and 34-213(a) which requires vehicles exiting a parking lot to enter a right of way in a forward motion to allow back-out parking into a right of way.**

Justification: This deviation request applies to 90-degree parking at the amenity facility. The amenity area has been located in the southern portion of the site near the project's only interesting roads. Traffic counts will be very low in this location with only the few residents in the southernmost portion of the project traveling by the back-out parking. Due to the stopping and turning condition at the street intersection and the dead end road, traffic speeds will also be very low in this area. Use of the parking lot is also expected to be minimal given the size of the project and location of the amenity site. Most of the residents are expected to walk to the project amenities due to the fact that roughly half of the residential lots are located within 500' and the furthest lot will be located roughly 1/3-mile from the amenity site. Given the low traffic counts and speeds passing by the back out parking, and the expected low use of the parking spaces, approval of the requested deviation will not be a detriment to public safety, health or welfare.

Approval of the deviation will allow the developer to provide residents the option to drive and park, and provide handicap accessibility without the need to create a full parking lot. As designed, with back out parking on the road, less impervious area is created and the amenity site ties seamlessly to the project for a neighborhood park feel. A parking lot separating the amenity uses from the road would give the area a more commercialized feel. A parking lot would also create the need for landscape hedges to shield neighboring residents from vehicle lights maneuvering the parking area. While landscaping will be provided to enhance the amenity area, hedge rows which would surround a parking lot would break up the amenity area and separate the neighboring residences from the amenity components. As proposed the components of the amenity tract can be positioned to enhance the neighboring residences, lots which become premium lots rather than sub-par lots abutting a parking lot. Lights associated with back out parking will face the amenity uses and lights from parking maneuvering will be similar to roadway lights, which will not create the need to a large hedge for screening.

8) **Deviation from LDC Section 10-415(b)(5) which requires a 50' right of way tree preservation buffer along collector roads to allow tree replanting.**

Justification: This deviation request applies to trees within 50-feet of Penzance Boulevard right of way and outside the proposed project entry road. The site contains a soldier row of pine trees near the power lines on the south side of Penzance Boulevard, a species prone to survivability issues when soils near the tree roots are disturbed. Attempts will be made to save the pines, but due to utilities along Penzance Boulevard and fill placement for the community some impacts to this sensitive plant species will be unavoidable. FP&L routinely sends crews to top off the pine trees due to the proximity to

the power lines. During Development Order review the applicant will work with Lee County Environmental Staff to determine which trees will be affected and will replant with 10' tall native tree species at a 1:1 ratio. Replanted trees will be appropriately spaced to allow full canopies to grow, which will enhance the entrance to the development and create a more sustainable long term natural buffer along Penzance Boulevard.

RECEIVED
JUL 18 2016
COMMUNITY DEVELOPMENT
DCI 2016-00011