



**LOCAL PLANNING AGENCY
ADMINISTRATION EAST BUILDING
2201 SECOND STREET, FORT MYERS, FL 33901
ROOM 118 (FIRST FLOOR)
MONDAY, MARCH 27, 2017
8:30 AM**

AGENDA

1. Call to Order/Review of Affidavit of Publication/Pledge of Allegiance
2. Public Forum
3. Approval of Minutes – February 27, 2017
4. Lee Plan Amendments
 - A. CPA2015-00010 – Apaloosa and Palomino Lane
Request to redesignate the 137.44 +/- acre subject property from Outlying Suburban and Wetlands to Central Urban and Wetlands and a text amendment to Table 1(b).
 - B. CPA2016-00007 – Timber Creek
Amend the Future Land Use Map to redesignate 628 acres from the Density Reduction/Groundwater Resource and Wetlands future land use categories to the Sub-Outlying Suburban and Wetlands future land use categories. Amend Table 1(b), Year 2030 Allocations, to accommodate additional residential development for the Sub-Outlying Suburban future land use category within the Gateway/Airport Planning Community. Amend the following Lee Plan maps for internal consistency: Map 1, Pages 2 and 4; Map 4; Map 6; Map 7; Map 14; Map 16; Map 17; Map 20; and Map 25. The property is located near the intersection of SR 82 and Daniels Parkway.
 - C. CPA2017-00001 – Growth Management
Amend the Lee Plan to align land use and transportation policies. The amendments that deal with land use will: clarify existing requirements; reorganize the goals, objectives, and policies to group topics such as development standards, growth management, and mixed use; and provide for alternative development regulations that allow for urban forms of development within the Mixed Use Overlay. The amendments that address transportation will: reduce redundancies, align with state statutes, recognize a multi-modal transportation network; and allow for different roadway cross-sections based on location. The proposed amendments will not

change allowable densities and intensities within Lee County. Lee Plan Goals to be amended include Goals 2, 4, 6, 9, 10, 11, 16, 18, 20, 21, 27, 28, 30, 32, 33, 36, 37, 38, 39, 40, 41, 43, 44, and 135.

5. Other Business
6. Adjournment – Next Meeting Date: April 24, 2017

A verbatim record of the proceeding will be necessary to appeal a decision made at this hearing.

In accordance with the Americans with Disabilities Act, Lee County will not discriminate against qualified individuals with disabilities in its services, programs, or activities. To request an auxiliary aid or service for effective communication or a reasonable modification to participate, contact Janet Miller (239) 533-8583, Florida Relay Service 711, or jmiller@leegov.com. Accommodations will be provided at no cost to the requestor. Requests should be made five days in advance.

The agenda can be accessed at the following link approximately 7 days prior to the meeting: <http://www.leegov.com/dcd/events>

A direct link to the plan amendment documents: [CPA2015-00010](#)
[CPA2016-00007](#)
[CPA2017-00001](#)

CPA2015-00010

**Apaloosa & Palomino
Lanes**

STAFF REPORT FOR
CPA2015-10: Apaloosa & Palomino Lanes
 County Initiated **Text and Map** Amendments to the Lee Plan



Applicant:
 Board of County Commissioners

Representative:
 Department of Community Development

Size:
 59.72± acres

Location:
 Daniels Pkwy @ Palomino Lane

Commissioner District: #2

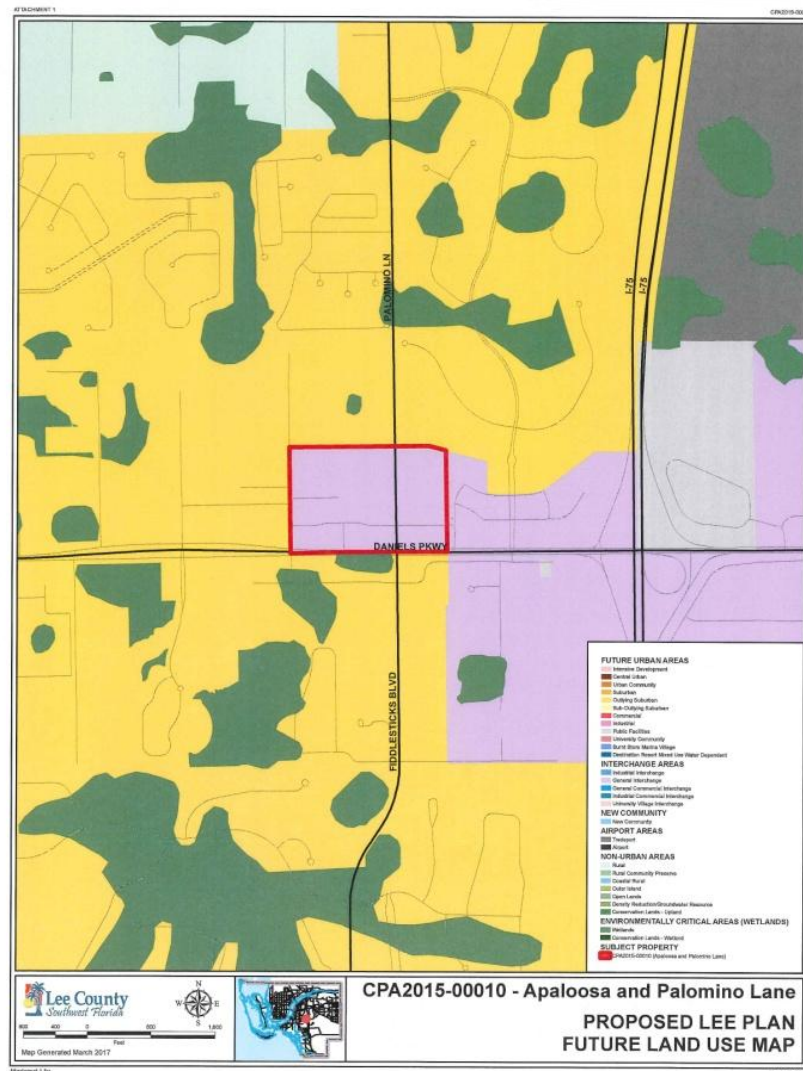
Attachments:
 FLUM Existing
 FLUM Proposed
 Table 1(b) Proposed
 Traffic Analysis
 Service Availability Letters

Hearing Dates:
 LPA: 7/28/16
 3/27/17

REQUEST

Amend Lee Plan Future Land Use Map to designate 59.72+/- acres from the Outlying Suburban future land use map category to the General Interchange future land use map category.

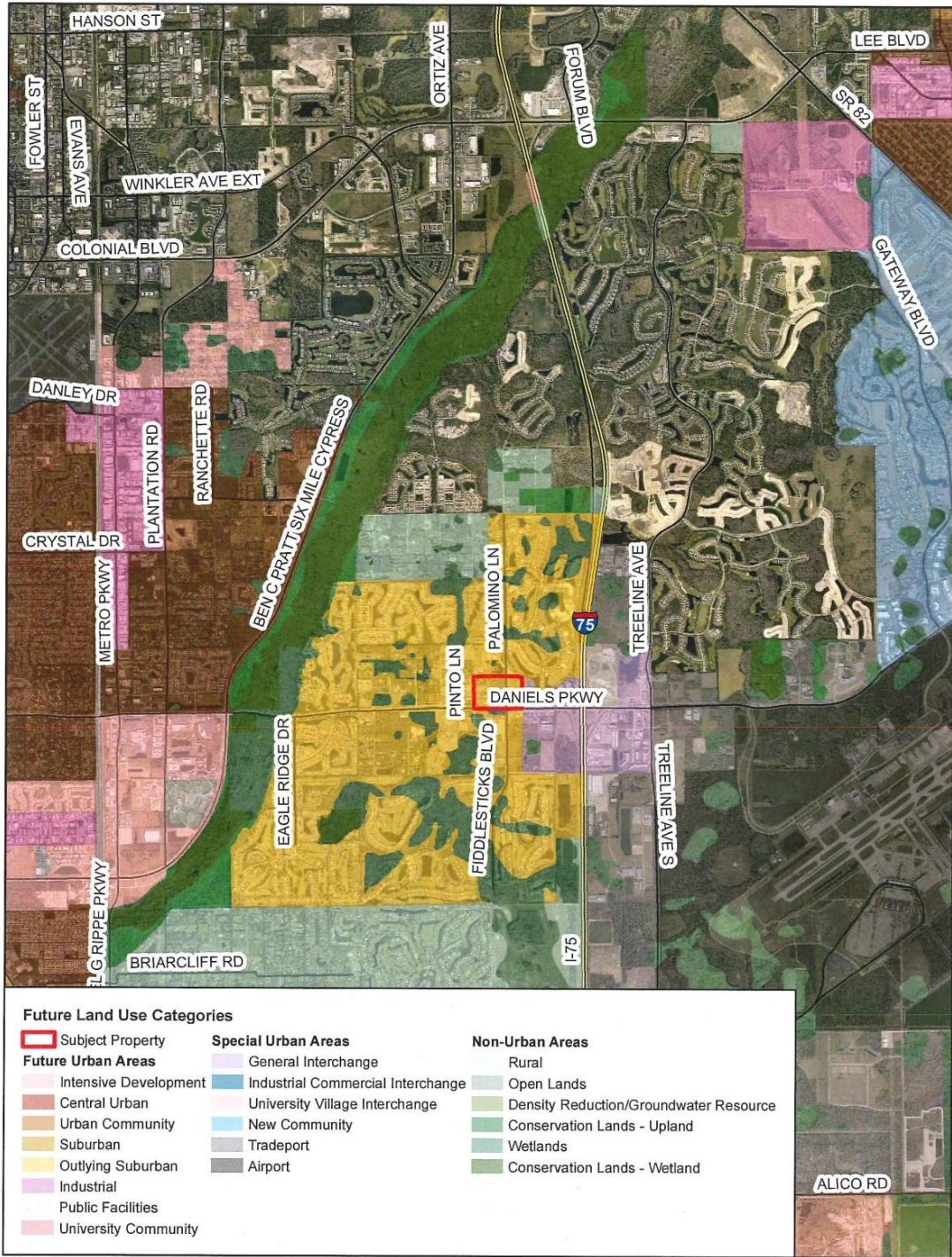
Amend Table 1(b), Year 2030 Allocations, to accommodate additional residential development in the General Interchange future land use category within the Daniels Parkway Planning Community.



RECOMMENDATION

Staff recommends that the Board of County Commissioners **transmit** the proposed amendment based on the analysis and findings in this staff report.

CPA2015-10 Apaloosa and Palomino Lane Future Land Use Map (Current)



PART 1
BACKGROUND INFORMATION

Proposed Amendments:

The subject property is currently designated as Outlying Suburban on the future land use map. The amendments would designate the subject property to General Interchange. Lee Plan Table 1(b) would also be modified to accommodate the additional population anticipated from the amendment.

Previous Requests:

A similar amendment larger in size was presented at the July 28, 2014 Local Planning Agency (LPA) hearing by six property owners in an effort to promote multi-family development on their undeveloped parcels within and adjacent to the subject area. The request was made in conjunction with a county-initiated amendment and without a formal application, data or analysis to support the amendment. Staff did not support the request based on the compatibility with the existing and surrounding residential neighborhood and anticipated traffic impacts. The LPA recommended a designation that would allow a maximum of 10 dwelling units per acre and up to 16 dwelling units per acre with bonus density. Since that time, the original county-initiated amendment was closed and no amendments were adopted.

At the September 1, 2015 BoCC meeting, the Board directed staff to proceed with a county-initiated comprehensive plan amendment for the subject area for their review and consideration. Staff prepared the application based on designating the area Central Urban. Upon analysis, Staff recommended the request not be transmitted. At the July 25, 2016 LPA public hearing, the motion to transmit failed 2-2.

As a Commissioners' item at the regular BOCC meeting on August 2, 2016, a motion was made to send CPA2015-10 back to the Local Planning Agency for a rehearing with the condition that an odd number of LPA Board members be present to vote. The motion was called and passed 5-0. The LPA rehearing was scheduled for August 22, 2016 and an even number of LPA members were present and as a result, the case was not heard.

At the November 15, 2016 BOCC meeting, the Board approved a motion to reduce the amendment area to the 59.72± acres located between Apaloosa Lane and Skyport Avenue, south of the Blessed Pope John XXIII Catholic Church property and north of Daniels Road, and to change the future land use category from Outlying Suburban to General Interchange.

PART 2
PROPERTY INFORMATION

The subject property is located on the along north side of Daniels Parkway on both sides of Palomino Lane and extends to Apaloosa Lane. The property is west of the Danport Center commercial uses and the Renaissance Golf Course residential community. It is located in the Daniels Parkway Planning Community and is within the Outlying Suburban Future Land Use Map category.

Daniels Parkway Vision Statement:

As provided below, the Daniels Parkway Planning Community is one of the primary gateways into Lee County and is anticipated to grow through the year 2030.

Daniels Parkway: The Daniels Parkway Community is located between I-75 and the Six Mile Cypress Slough, south of the City of Fort Myers and north of the Alico Road industrial area. The community contains lands designated Rural, Outlying Suburban, and a small area of General Interchange. This community is considered one of the primary gateways to Lee County. This community has some rural characteristics which will remain in existence through the year 2030. Much of the existing vacant land will be developed into low density gated communities. While there is a potential to redevelop the large lot home sites north of Daniels Parkway into the smaller lots allowed by the Outlying Suburban category, this development pattern is not anticipated by 2030. This community will grow through 2030.

Current Future Land Use Category - Outlying Suburban:

The subject property was originally designated as Rural on the Future Land Use Map in 1984. It was designated to Outlying Suburban as part of an 8,000 acre county-initiated amendment (Case No. PAM87-39) stemming from the 1987 Daniels Parkway Corridor Study. This amendment tripled the maximum standard density of the property.

Outlying Suburban allows up to three dwelling units per acre and limits commercial to neighborhood commercial centers containing no more than 100,000 square feet of commercial retail development on each parcel. Industrial uses are not permitted. Policy 1.1.6 is reproduced below:

Policy 1.1.6: *The Outlying Suburban areas are characterized by their peripheral location in relation to established urban areas. In general, these areas are rural in nature or contain existing low-density development. Some, but not all, of the requisite infrastructure needed for higher density development is generally planned or in place. It is intended that these areas will develop at lower residential densities than other Future Urban Areas. As in the Suburban areas, higher densities, commercial development greater than neighborhood centers, and industrial land uses are not permitted. The standard density range is from one dwelling unit per acre (1 du/acre) to three dwelling units per acre (3 du/acre). Bonus densities are not allowed.*

Six Mile Cypress Watershed:

The subject property is within the Six Mile Cypress Watershed which was adopted by ordinance in 1983. A comprehensive watershed study was conducted in February 1990 and regulations were adopted into the Land Development Code with the goal “to protect, enhance and preserve the public and private resources of the watershed.” It also established standards and objectives to be used in deciding whether to grant development.

The County relies on SFWMD requirements that regulate post development discharge rates to ensure post-development rates remain at or below pre-development discharge rates. Project specific information would be required during the local development order process to allow for a thorough analysis of the site’s stormwater management. SFWMD issues water management permits for projects with 2 acres of impervious surface or for projects over 10 acres in size. The permit limits the post development surface water discharge rate to no more than the pre-development rate. Similarly, Lee County reviews stormwater management for projects containing less than 10 acres or 2 acres impervious for consistency with LDC Section 10-321(f).

Existing Land Use:

The subject property contains a mix of developed and undeveloped parcels. Commercial retail, and office uses are located closest to Daniels Parkway. Land uses within the subject property include 108,236 ± SF of commercial retail and offices uses, a 2,904 SF gas station/convenience store with 12 pumps, 106 room hotel, a single family residence and 26.48 acres of vacant land.

Table 1 provides more specific information about the parcels within the subject property.

**TABLE 1
SUBJECT PROPERTY PARCEL INFORMATION***

Address	Acres +/-	Zoning	Existing Use
13301 Apaloosa Ln.	5.0	CS-2	Single Family Residential
8961-8991 Daniels Center Dr.	4.95	CPD	Commercial Office
8911 Daniels Pkwy	2.12	CPD	Commercial
8955 Daniels Pkwy	2.17	CPD	Commercial (Hotel)
Corner Lot	1.44	AG-2	Buffer, conservation, water retention
8951 Daniels Pkwy	1.52	CPD	Commercial
13290 Palomino Ln.	10.00	AG-2	Undeveloped
9001 Daniels Pkwy	2.09	CPD	Commercial Office
13400 Palomino Ln.	2.33	CG	Undeveloped
9011 Daniels Pkwy	1.54	CPD	Commercial
13420 Palomino Ln.	1.08	CG	Commercial (convenience / gas station)
13401 Palomino Ln.	14.15	CPD	Government owned, School District (total 20.08 acres)
9150 Kings Crossing Rd.	1.85	CG	Commercial retail
9211 Daniels Pkwy	1.02	CG	Restaurant, drive in (Total 1.33 acres)

*Based on Lee County Property Appraiser’s Records

Surrounding Properties:

The surrounding properties are within the General Interchange, Outlying Suburban and Wetlands future land use categories and are zoned Residential Planned Development (RPD), Community Facilities Planned Development, Commercial Planned Development (CPD), General Commercial (CG), and Agricultural (AG-2). The Surrounding Density Map and Table 2 on the next page provide detailed information on the surrounding properties.

**TABLE 2
SURROUNDING PROPERTIES INFORMATION**

	Zoning	Zoning Approval	Future Land Use
North	CFPD	Blessed Pope John XXIII Catholic Church including an assisted living facility (maximum 68 units)	Outlying Suburban & Wetlands
Northeast	RPD	Renaissance South RPD (260 units)	Outlying Suburban & Wetlands
Northwest	AG-2	Single-family residence	Outlying Suburban
South and Southwest	CPD	Daniels Pkwy; Gas Station; Powers Court (F/K/A) Daniels Falls CPD (100,000 SF & 150 room hotel on 30 acres); Shoppes at Fiddlesticks CPD (114,000 SF on 17.4 acres)	Outlying Suburban & Wetlands
South and Southeast	CG	Commercial uses (CVS pharmacy, car wash, auto repair, auto sales, fast food)	General Interchange
East	CPD	Danport Center CPD (Hampton Inn, offices, gas station); Undeveloped property	General Interchange
West	CPD CS-1 AG-2	Commercial (28,669 SF, retail, restaurant and office uses); Undeveloped property	Outlying Suburban



PART 3 DISCUSSION AND ANALYSIS

Proposed Future Land Use Category - General Interchange:

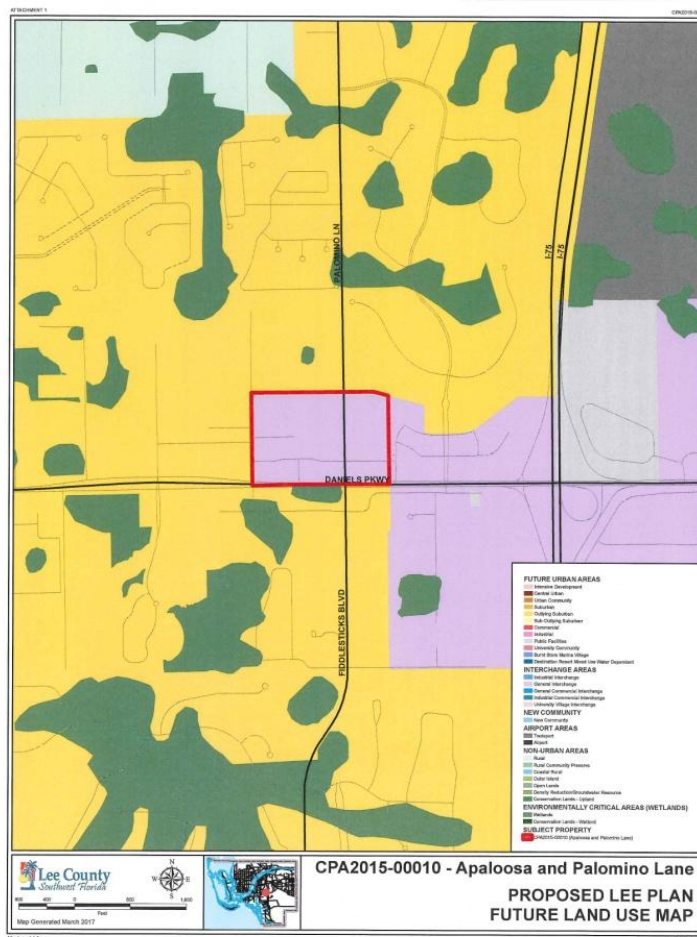
The 1984 future land use map depicted the General Interchange designation extending a half mile north of Daniels Parkway and a half mile west of the center point for I-75 and Daniels Parkway. In 1999 the designation was changed to Mixed Use Transitional Interchange for property north of Mall Loop Road. The Mixed Use Transitional Interchange designation was changed to Outlying Suburban (CPA2000-03) to accommodate the Renaissance residential golf course community in 2002.

Today, the General Interchange area extends a quarter mile north of Daniels Parkway and a half mile west from the center point of I-75 at Daniels Parkway. It is surrounded by property, including the subject property, within the Outlying Suburban future land use category. The Outlying Suburban future land use map category allows up to three dwelling units per acre and limits commercial development to neighborhood commercial centers. Light industrial uses are not permitted.

The Daniels Parkway corridor has been developing commercially. The area of the subject property adjacent to Daniels Parkway contains many of the uses typical of interchange areas including Starbucks, Dunkin Donuts, bagel shop, sit down restaurants, gas stations, and hotels. Undeveloped lands are located north of the existing commercial businesses. By extending the General Interchange area west, the subject property could be developed with additional residential and commercial uses as well as light industrial uses.

The General Interchange future land use category is described in Lee Plan Policy 1.3.2 as follows:

POLICY 1.3.2: The General Interchange areas are intended primarily for land uses that serve the traveling public: service stations, hotel, motel, restaurants, and gift shops. But because of their location, market attractions, and desire for flexibility, these interchange uses permit a broad range of land uses that include tourist commercial, general commercial, light industrial/commercial, and multi-family dwelling units. The standard density range is from eight dwelling units per acre (8 du/acre) to fourteen dwelling units per acre (14 du/acre). Maximum density is twenty-two dwelling units per acre (22 du/acre). (Amended by Ordinance No. 94-30, 99-18, 16-02)



A significant portion of the subject property has already been developed with commercial uses. Vacant lands behind the commercial businesses are well suited to develop as multi-family residential. Some realtors have indicated that the likelihood of these lands developing industrially is small. Therefore, the development potential analysis is based on adding the maximum of 22 units an acre on the 31.48 acres that are vacant or single family.

**Table 3
Development Potential**

	Existing Development	Current Outlying Suburban FLUM ¹	Proposed General Interchange FLUM ¹
Maximum Residential Dwelling units	1	94 Units	693 Units
Maximum Commercial SF	108,236 ± SF commercial retail & offices; 2,904 SF gas station/convenience store with 12 pumps; and 106 room hotel.	314,800 SF ²	314,800 SF ²
Maximum Industrial SF	0	0	362,020 SF ³

¹ Based on 31.48 Acres, development would be in addition to existing development

² Based on 10,000 SF/acre on 31.48 acres

³ Based on 11,500 SF/acre on 31.48 acres

Compatibility:

The General Interchange future land use map designation allows for light industrial land uses that are not currently permitted under the Outlying Suburban category. The subject property extends about ¼ mile from Daniels Parkway and does not encroach into a residential area. The closest residential is located in the Renaissance gated community. The most likely use of the undeveloped portions of the subject property will be for multi-family residences that will serve as a buffer between the commercial uses along Daniels Parkway and the single family residences to the north. **As a result, the request is consistent with Lee Plan Policy 5.15 that protects the character of residential communities from incompatible uses.**

Objectives 2.1 and 2.2 support contiguous and compact growth patterns in urban areas where services exist. The subject property is located on Daniels Parkway within a half mile of the I-75/Daniels interchange. As provided in Table 2, the subject property is adjacent to and development in part with commercial uses that serve the traveling public. The property has access to water, sewer, solid waste, fire, EMS, schools and transit and there is adequate service available to serve the property. Daniels Parkway is a constrained six lane arterial roadway. The Transportation Circulation Analysis shows that placing 700 multi-family residences on the subject property does not create any additional transportation infrastructure deficiencies. The Analysis indicated that, “The change in land use will not cause any roadway link to fall below the acceptable Level of Service standards.” **Therefore, the request is consistent with Objectives 2.1, Policy 2.1.1, Objective 2.2 and Policy 2.2.1.** It should be noted that there are pre-existing deficiencies on Daniels Parkway which are discussed in the Transportation section of this document.

2030 Lee Plan Planning Communities Map and Table 1(b):

The subject property is located within the “Daniels Parkway” Planning Community. This amendment would increase the buildout population accommodation from 96 units to 700 units which results in an increase of 604 dwelling units. At buildout, the estimated population based on 2.2 person per household (2010 US Census for the Planning Community) would increase from 211 persons to 1,540.

Table 1(b) is based on the year 2030 population projections and currently allocates 32 acres for residential uses in the General Interchange future land use category within the Daniels Parkway Planning Community. To maintain the approved population total, an amendment to Table 1(b) is necessary to redistribute the allocations. Table 1 (b) is being amended to increase the General Interchange future land use category to 58 residential acres and decrease Outlying Suburban to 1,438 residential areas. See Table 1(b) in Attachment 1. The commercial and industrial allo-cations will remain the same.

Transportation:

A Traffic Circulation Analysis dated February 3, 2017 was prepared by TR Transportation Consultants Inc. The Analysis is based on adding a total of 700 multi-family units to the existing commercial developments within the subject property. The total new trips generated by 700 multi-family units are provided in Table 4. The trip generation under the current future land use map is provided in Table 5.

**Table 4
Net New Trip Generation
Proposed**

Land Use	AM Peak Hour			PM Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Multi-family (700 units)	69	278	347	262	141	403	4,366

**Table 5
Trip Generation
Current Outlying Suburban FLUM**

Land Use	AM Peak Hour			PM Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Medical Office	40	10	50	21	54	75	644
Single Family 88 units	17	54	71	59	35	94	934
Total	57	64	121	80	89	169	1,578

The analysis shows that developing the subject property under the General Interchange future land use will increase the traffic generated. As proposed, 347 AM and 403 PM peak hour trips and 4,366 daily trips would be generated by developing 700 multi-family units on the subject property. Under the current future land use designation, development on the subject property would generate 121 AM and 169 PM peak hour trips and 1,578 daily trips.

Planned Improvements: The 2040 MPO Long Range Transportation Plan, 2016/2017 - 2020/2021 Lee County Transportation Capital Improvement Plan, and the 2017-2021 FDOT Adopted Work Program provide for the extension of Three Oak Parkway from Alico Road to Daniels Parkway.

The Lee County Capital Improvement Program includes projects on Three Oaks Parkway and Palomino Lane. Three Oaks Parkway Extension North from Alico Road to Daniels Parkway is currently in the design and right-of-way acquisition phases and is programmed for construction in fiscal year 2019/20. Three Oaks Parkway improvements will include adding double left turn lanes at the existing intersection of Daniels Parkway with Fiddlesticks Boulevard/Palomino Lane and an additional southbound lane on Palomino Lane from Daniels Parkway to north of Kings Crossing/Jobe Road. The Palomino Lane Improvements project is under design, with construction funded for turn lanes at key locations and an 8-foot off-road bicycle and pedestrian path from Daniels Parkway to Penzance Boulevard.

Transportation Analysis Conclusion: The Analysis concludes that, “The addition of the project trips to the network will not cause any roadway links to fail below the recommended minimum acceptable Level of Service threshold as recommended in Policy 37.1.1. Several roadway segments in the study area are shown to operate at LOS “F” before the project trips are added to the network and therefore considered as pre-existing deficiencies not caused by the change in land use. These roadway segments include Daniels Parkway from Gateway Boulevard to Six Mile Cypress Parkway and Palomino Lane north of Daniels Parkway. All remaining roadways in the study area will operate at or below the minimum acceptable Level of Service.

The TR Transportation Consultants Inc. Traffic Circulation Analysis dated February 3, 2017 and the LCDOT memorandum dated March 6, 2017 are attached in Attachment 2.

Mass Transit:

The subject property is located on Lee Tran Route 50. Route 50 travels along Daniels Parkway to the Southwest Florida International Airport. Transit stops are located west of Palomino Lane and east of Pinto Lane. There are existing shared use paths on the north and south sides of Daniels Parkway and along Fiddlesticks Boulevard.

Potable Water/Wastewater:

The project will consist of 700 multi-family residential units with an estimated flow demand of 140,000 gallons per day. The subject property is located within the Lee County Utilities Future Service Area as depicted on Maps 6 and 7 of the Lee County Comprehensive Plan. Potable water and sanitary sewer lines are in operation adjacent, or in the vicinity of, the properties mentioned above. However, in order to provide service to the subject parcels, developer funded system enhancements such as line extensions may be required.

Wastewater service will be provided by the City of Fort Myers South Wastewater Treatment Plant. The Lee County Utilities Design Manual requires the project engineer to perform hydraulic computations to determine what impact this project will have on the existing system.

Effluent Reuse:

There are no reuse facilities available in the vicinity of the subject property.

Irrigation:

This area west of I-75 along the Daniels Road Corridor experiences extremely low water levels in the two commonly used aquifers, being the Mid Hawthorn and the Sandstone Aquifers. It is a yearly event during the dry months of the year.

FEMA:

Although these parcels are not in the Special Flood Hazard Area established by FEMA in 2008, it is important to note that this area lies beyond the limits of FEMA's detailed study. Therefore, it is an unstudied X Zone. The Flood Insurance Rate Map panel that includes these parcels, which is 12071C0445F, is not printed and has no base flood elevations. Without this FEMA guidance, we would rely on South Florida Water Management analysis and our own county building standards to recommend the elevation of new construction. In the case of multi-family construction, particularly construction of housing for senior citizens, or in the case of critical facilities, the FEMA regulations would require an additional 1 foot to 2 feet of elevation in constructing the first livable floor.

Emergency Medical Services (EMS):

Lee County Emergency Medical Services is the primary EMS transport agency responsible for coverage of the subject property. EMS currently has two EMS stations in the vicinity of this project. These locations are projected to be able to meet existing service standards as required by County Ordinance 08-16. There is adequate service availability at this time.

Solid Waste:

The Lee County Solid Waste Division is capable of providing solid waste collection service for up to 700 multifamily residential units through our franchised hauling contractors.

School Impacts:

There is adequate elementary seat capacity and the project's generation of middle and high school students could be served by the contiguous Concurrency Service area.

"For multi-family homes, the generation rate is .088 and further broken down by grade level into the following, .044 for elementary, .021 for middle and .023 for high. A total of 62 school-aged children would be generated and utilized for the purpose of determining sufficient capacity to serve the development. The Concurrency Analysis attached, displays the impact of this development. Capacity for elementary seats is not an issue within the Concurrency Service Area (CSA). For middle and high school, the development adds to the projected deficit for the CSA, however, there are sufficient seats available to serve the need within the contiguous Concurrency Service Area."

Police:

The request does not affect the ability of the Sheriff's Office to provide core services.

Fire:

The South Trail Protection and Rescue Service District is capable of providing fire protection services to any future project which results from this amendment. If there is any impact from this amendment, the use of fire impact fees generated from the growth will help assure continued capability.

Environmental Considerations:

This subject area is a mix of developed and undeveloped properties. Listed species known to inhabit this area include the big cypress fox squirrel. The site is also within the US Fish and Wildlife Service (USFWS) distribution area for the Florida bonneted bat. Management plans will be required as part of the local development order process.

Historic Resources:

The Florida Master Site File list indicates that there are no previously recorded cultural resource sites on the subject property.

PART 4 CONCLUSIONS

For the reasons discussed in this staff report and the conclusions provided below, Staff recommends that the Board of County Commissioners *transmit* the proposed amendments.

- The General Interchange future land use map category would increase the population accommodation from 94 units to 700 (rounded from 693) units. This is a total projected increase of 606 dwelling units. Based on 2.2 persons per household (2010 U.S Census Planning Community population), the build-out population projection would increase from 207 to 1540 persons.
- To maintain the 2030 Lee County adopted population accommodations, Table 1 (b) is being amended to increase the General Interchange future land use category to 58 residential acres and to decrease Outlying Suburban future land use category to 1,438 residential areas within the Daniel Parkway community.
- The subject property extends about ¼ mile north from Daniels Parkway and does not encroach into the existing residential area. The current land use pattern provides more intense commercial uses along Daniels Parkway with residential uses north of the subject property. The existing commercial uses within the subject property are consistent with interchange uses. The proposed multi-family use would serve as a transition between the commercial along Daniels Parkway and the single family areas to the north. This supports compact and contiguous growth and is consistent with Objective 2.1.
- Light Industrial land uses would be permitted under the General Interchange not currently allowed under the Outlying Suburban future land use map category. However the subject property does not encroach into existing residential areas. The request is consistent with Lee Plan Policy 5.1.5.
- The property has access to water, sewer, solid waste, fire, EMS, schools and transit and there are adequate services available to serve the property which is consistent with Lee Plan Objective 2.2.
- The area has pre-existing transportation infrastructure issues. Portions of Daniels Parkway will fail with or without the proposed increase. Daniels Parkway is a constrained arterial roadway with little connectivity west of I-75.

- The addition of the project trips to the network will not cause any roadway links to fail below the recommended minimum acceptable Level of Service threshold as recommended in Policy 37.1.1 in the Lee County Comprehensive Plan.

PART 5 ATTACHMENTS

Attachment 1:

- Existing Future Land Use Map
- Proposed Future Land Use Map
- Proposed changes to Table 1 (b)

Attachment 2: Traffic Analysis

- LCDOT Memorandum (3/6/2017)
- TR Transportation Consultants Inc. Traffic Circulation Analysis (2/3/17)

Attachment 3: Letters of Availability

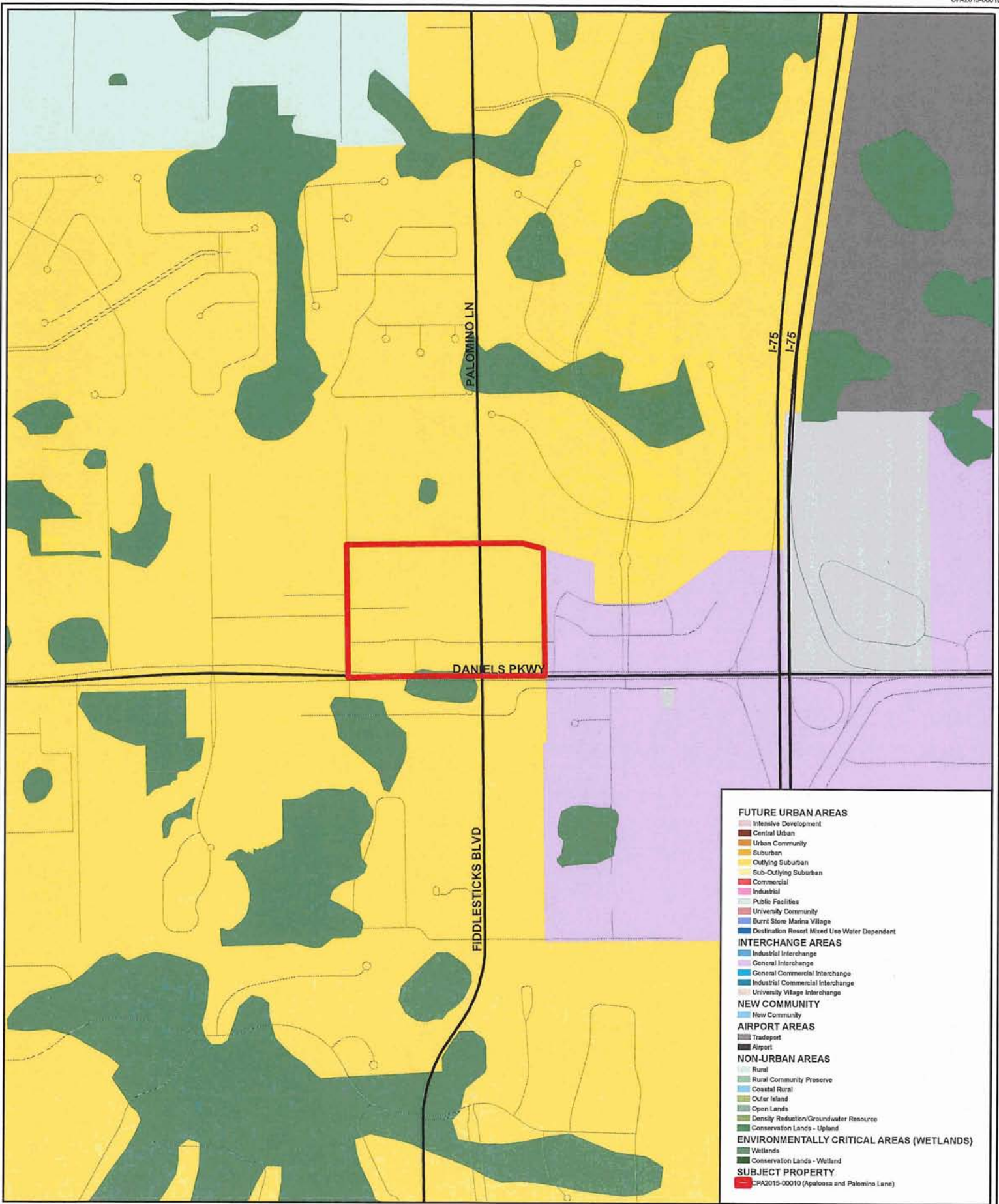
- Solid Waste Division Letter of Availability (2/13/2017)
- Potable Water and Wastewater Letter of Availability (2/17/2017)
- EMS Letter of Availability (2/14/2017)
- South Trail Fire Protection Letter of Availability (2/14/2017)
- School District Letter of Availability (2/15/2017)

Attachment 1:

Existing Future Land Use Map

Proposed Future Land Use Map

Proposed changes to Table 1 (b)

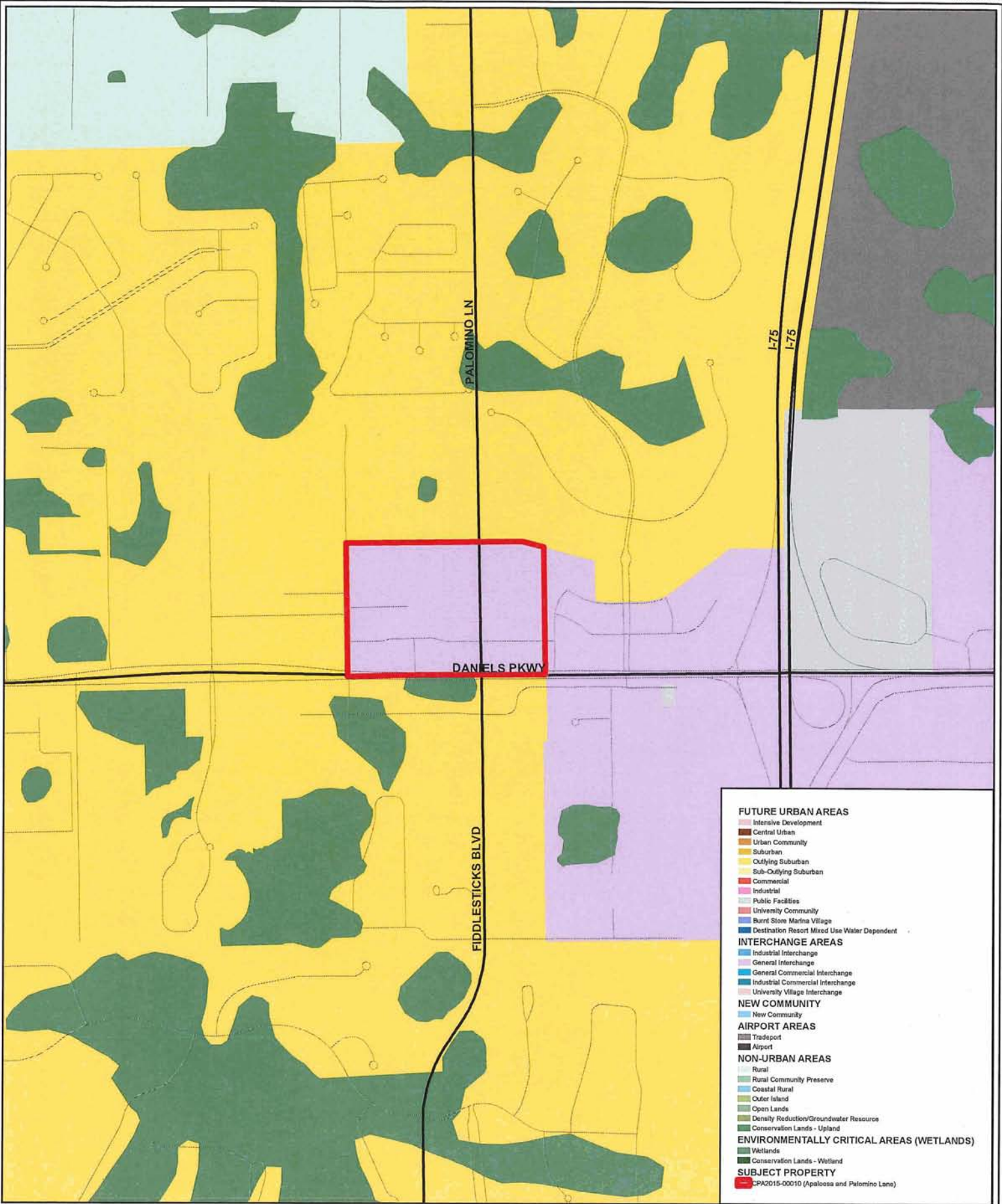


- FUTURE URBAN AREAS**
 - Intensive Development
 - Central Urban
 - Urban Community
 - Suburban
 - Outlying Suburban
 - Sub-Outlying Suburban
 - Commercial
 - Industrial
 - Public Facilities
 - University Community
 - Burrill Store Marina Village
 - Destination Resort Mixed Use Water Dependent
- INTERCHANGE AREAS**
 - Industrial Interchange
 - General Interchange
 - General Commercial Interchange
 - Industrial Commercial Interchange
 - University Village Interchange
- NEW COMMUNITY**
 - New Community
- AIRPORT AREAS**
 - Tradeport
 - Airport
- NON-URBAN AREAS**
 - Rural
 - Rural Community Preserve
 - Coastal Rural
 - Outer Island
 - Open Lands
 - Density Reduction/Groundwater Resource
 - Conservation Lands - Upland
- ENVIRONMENTALLY CRITICAL AREAS (WETLANDS)**
 - Wetlands
 - Conservation Lands - Wetland
- SUBJECT PROPERTY**
 - CPA2015-00010 (Apalooosa and Palomino Lane)

Map Generated March 2017

CPA2015-00010 - Apaloosa and Palomino Lane

EXISTING LEE PLAN FUTURE LAND USE MAP



- FUTURE URBAN AREAS**
- Intensive Development
- Central Urban
- Urban Community
- Suburban
- Outlying Suburban
- Sub-Outlying Suburban
- Commercial
- Industrial
- Public Facilities
- University Community
- Burnt Store Marina Village
- Destination Resort Mixed Use Water Dependent
- INTERCHANGE AREAS**
- Industrial Interchange
- General Interchange
- General Commercial Interchange
- Industrial Commercial Interchange
- University Village Interchange
- NEW COMMUNITY**
- New Community
- AIRPORT AREAS**
- Tradeport
- Airport
- NON-URBAN AREAS**
- Rural
- Rural Community Preserve
- Coastal Rural
- Outer Island
- Open Lands
- Density Reduction/Groundwater Resource
- Conservation Lands - Upland
- ENVIRONMENTALLY CRITICAL AREAS (WETLANDS)**
- Wetlands
- Conservation Lands - Wetland
- SUBJECT PROPERTY**
- CPA2015-00010 (Apalooosa and Palomino Lane)

Map Generated March 2017

CPA2015-00010 - Apaloosa and Palomino Lane

PROPOSED LEE PLAN FUTURE LAND USE MAP

Table 1(b)
Year 2030 Allocation
CPA2015-00010

Future Land Use Category	Lee County Totals		Northeast Lee County	Boca Grande	Bonita Springs	Fort Myers Shores	Burnt Store	Cape Coral	Captiva	Fort Myers	Fort Myers Beach	Gateway/Airport	Daniels Parkway	
	Existing	Proposed											Existing	Proposed
Residential By Future Land Use Category	Intensive Development	1,376	1,376			20		27		250				
	Central Urban	14,766	14,766			225				230				
	Urban Community	18,084	18,084	520	485	637						250		
	Suburban	16,623	16,623			1,810				85				
	Outlying Suburban	3,957	3,843	30		40	20	2	500				1,552	1,438
	Sub-Outlying Suburban	1,548	1,548			367								
	Commercial													
	Industrial	79	79								39		20	
	Public Facilities	1	1						1					
	University Community	850	850											
	Destination Resort Mixed Use Water Dependent	8	8											
	Burnt Store Marina Village	4	4					4						
	Industrial Interchange													
	General Interchange	125	151										11	32
	General Commercial Interchange													
	Industrial Commercial Interchange													
	University Village Interchange													
	Mixed Use Interchange													
	New Community	900	900										900	
	Airport													
	Tradeport	9	9										9	
	Rural	8,313	8,313	1,948			1,400	636						1,500
	Rural Community Preserve	3,100	3,100											1,500
	Coastal Rural	1,300	1,300											
	Outer Island	202	202	5			1			150				
	Open Lands	2,805	2,805	250				590						120
Density Reduction/ Groundwater Resource	6,905	6,905	711									94		
Conservation Lands Upland														
Wetlands														
Conservation Lands Wetland														
Unincorporated County Total Residential	80,955	80,867	3,464	485		4,500	1,250	29	651	604		1,284	3,204	
Commercial	12,793	12,793	57	52		400	50	17	125	150		1,100	440	
Industrial	13,801	13,801	26	3		400	5	26		300		3,100	10	
Non Regulatory Allocations														
Public	82,313	82,313	7,100	421		2,000	7,000	20	1,961	350		7,500	2,477	
Active AG	17,027	17,027	5,100			550	150						20	
Passive AG	45,585	45,585	13,549			2,500	109					1,241	20	
Conservation	81,933	81,933	2,214	611		1,142	3,236	133	1,603	748		2,798	1,733	
Vacant	22,768	22,856	1,953			226	931	34		45		300	63	
Total	357,175	357,175	33,463	1,572		11,718	12,731	259	4,340	2,197		17,323	7,967	
Population Distribution (unincorporated Lee County)	495,000	495,000	5,090	1,531		30,861	3,270	225	530	5,744		15,115	16,375	

Table 1(b)
Year 2030 Allocation
CPA2015-00010

Future Land Use Category	Iona/ McGregor	San Carlos	Sanibel	South Fort Myers	Pine Island	Lehigh Acres	Southeast Lee County	North Fort Myers	Buckingham	Estero	Bayshore
Intensive Development				660	3	42		365		9	
Central Urban	375	17		3,140		8,179		2,600			
Urban Community	850	1,000		860	500	12,422			110	450	
Suburban	2,488	1,975		1,200	675			6,690		1,700	
Outlying Suburban	377				600			382		454	
Sub-Outlying Suburban		25						140	66		950
Commercial											
Industrial	5	5		10							
Public Facilities											
University Community		850									
Destination Resort Mixed Use Water Dependent	8										
Burnt Store Marina Village											
Industrial Interchange											
General Interchange							15	31		6	30
General Commercial Interchange											
Industrial Commercial Interchange											
University Village Interchange											
Mixed Use Interchange											
New Community											
Airport											
Tradeport											
Rural		90			190	14		500	50	635	1,350
Rural Community Preserve									3,100		
Coastal Rural					1,300						
Outer Island	1				45						
Open Lands								45			1,800
Density Reduction/ Groundwater Resource							4,000				2,100
Conservation Lands Upland											
Wellands											
Conservation Lands Wetland											
Unincorporated County Total Residential	4,104	3,962		5,870	3,313	20,657	4,015	10,753	3,326	3,254	6,230
Commercial	1,100	1,944		2,100	226	1,420	68	1,687	18	1,700	139
Industrial	320	450		900	64	300	7,246	554	5	87	5
Non-Regulatory Allocations											
Public	3,550	3,059		3,500	2,100	15,289	12,000	4,000	1,486	7,000	1,500
Active AG					2,400		7,171	200	411	125	900
Passive AG					815		18,000	1,532	3,619	200	4,000
Conservation	9,306	2,969		188	14,767	1,541	31,359	1,317	336	5,068	864
Vacant	975	594		309	3,781	8,697	470	2,060	1,000	800	530
Total	19,355	12,978		12,867	27,466	47,904	80,329	22,103	10,201	18,234	14,168
Population Distribution (unincorporated Lee County)	34,538	36,963		58,363	13,265	160,405	1,270	71,001	6,117	25,577	8,760

Attachment 2: Traffic Analysis

LCDOT Memorandum (3/6/2017)

TR Transportation Consultants Inc. Traffic Circulation Analysis (2/3/17)

Memo

To: Sharon Jenkins Owen, Principal Planner - Planning

From: Andy Getch, P.E., Section Manager - Infrastructure Planning

Date: March 6, 2017

Subject: Apaloosa (CPA2015-00010)

LCDCD Infrastructure Planning staff has reviewed the traffic analysis from TR Transportation dated February 3, 2017 to accompany CPA2015-00010. The CPA area is approximately 51.26 acres and located north of Daniels Parkway at Palomino Lane. The CPA proposes to change the future land use category from Outlying Suburban to General Interchange. Staff agrees with the analysis findings that the CPA does not create any additional transportation infrastructure deficiencies.

The submittal was coordinated with staff and utilized the standard CPA traffic analysis methodology. Based on discussions with staff, the application could potentially result in a net increase of 700 dwelling units as a result of the increase in maximum allowable density. Both land use categories allow similar commercial development. The submitted analysis estimated a potential trip end increase of 347 during the A.M. peak hour, 403 during the P.M. peak hour, and 4,366 daily for 700 multi-family dwelling units. The analysis added the estimated trip ends to traffic projections for the years 2022 and 2040.

Table 2A of the submitted analysis estimates levels of service for the year 2040 based on traffic projections from the Lee County Metropolitan Planning Organization (MPO) FSUTMS Cost Feasible Plan model. Three Oaks Parkway North extension from north of Alico Road to Daniels Parkway is in the MPO Cost Feasible Plan. The analysis indicated "The change in land use will not cause any roadway link to fall below the acceptable Level of Service standards."

The 2040 analysis shows acceptable levels of service on all study area roadway segments, except Palomino Lane with a LOS "F" from Daniels Parkway to Penzance Boulevard, both without and with the CPA.

The entire length of Daniels Parkway is designated as a controlled access facility by Lee County Board of County Commissioners Resolution 89-10-11, as most recently amended in Resolution 08-08-57. A v/c ratio greater than 1.0 is typically considered a LOS "F".

However, Daniels Parkway from I-75 to Metro Parkway is designated as a constrained roadway. Lee Plan Policy 95.1.3(7) and Policy 37.2.2 both accept a reduced level of service on constrained roadway segments, up to a vehicle-to-capacity ratio (v/c) ratio at or below 1.85. Based on data in Table 2A for the year 2040, Daniels Parkway from I-75 to Fiddlesticks Boulevard/Palomino Lane is estimated to have a v/c range of 1.10-1.27 without, and a v/c range of 1.15-1.36 with, the CPA.

Table 4A of the submitted analysis estimated levels of service in the year 2022 based on manual traffic projections. The analysis identified acceptable levels of service on all study area roadway segments. Daniels Parkway, from I-75 to Fiddlesticks Boulevard/Palomino Lane, is identified as having a v/c of 1.02 without, and a v/c of 1.06 with, the CPA.

Lee Plan Table 2(b) recommends operational improvements to preserve capacity on Daniels Parkway. Specifically signal timing progression, frontage road connections, closure of median openings at minor side streets, and access management. Daniels Parkway is part of a coordinated traffic signal system. Marketplace Road, Kings Crossing Lane, Jobe Road, Sal Rose Lane, Daniels 9300, and Cody Lee Road are frontage roads along Daniels Parkway between I-75 and Pinto Lane. Access management is accomplished by designation as a controlled access facility.

The Lee County Capital Improvement Program includes projects on Three Oaks Parkway and Palomino Lane. Three Oaks Parkway Extension North from Alico Road to Daniels Parkway is currently in the design and right-of-way acquisition phases and is programmed for construction in fiscal year 2019/20. Three Oaks Parkway improvements will include adding double left turn lanes at the existing intersection of Daniels Parkway with Fiddlesticks Boulevard/Palomino Lane and an additional southbound lane on Palomino Lane from Daniels Parkway to north of Kings Crossing/Jobe Road. The Palomino Lane Improvements project is under design, with construction funded for turn lanes at key locations and an 8-foot off-road bicycle and pedestrian path from Daniels Parkway to Penzance Boulevard.

Adjacent to the 51 acre area of the CPA, Daniels Parkway is served by Lee Tran Route 50 with eight transit stops between I-75 and Pinto Lane. There are existing shared use paths and bicycle lanes along Daniels Parkway, and a shared use path along Fiddlesticks Boulevard.

Cc: Marcus Evans (electronic copy)
Lili Wu (electronic copy)
Ted Treesh – TR Transportation (electronic copy)

MEMORANDUM

TO: Ms. Mikki Rozdolski
Lee County Department of Community Development

FROM: Ted B. Treesh
President

DATE: February 3, 2017

RE: Apaloosa and Palomino Lane Comprehensive Plan Amendment
CPA2015-00010
Lee County, Florida

TR Transportation Consultants, Inc. has completed a traffic circulation analysis for the proposed Comprehensive Plan Amendment for approximately 51.26 acres of property located on the north side of Daniels Parkway between Apaloosa Lane and Skyport Avenue in Lee County, Florida. This analysis will determine the impacts of the requested land use change from Outlying Suburban to General Interchange to allow for the inclusion of higher density residential land uses within the properties bounded by the land use change.

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. Similar methodologies were utilized that were completed by the Lee County Department of Transportation staff during the initial evaluation of this land use change. The previous submittals included a much larger land area (approximately 137 acres) and a much more intense land use change (to Central Urban). The request has been modified to remove the land to the west of Apaloosa Lane and include the approximately 14-acre parcel owned by the Lee County School District to the east of Palomino Lane.

The proposed Map Amendment would change the future land use designation on the approximately 51.26 acres, which currently includes fourteen (14) separate properties, to permit the development of higher density residential uses (multi-family) on the land included in the General Interchange Future Land Use Category. Based on the existing land use designation (Outlying Suburban) the subject site could be developed with a mix of commercial and retail uses as neighborhood retail centers that do not exceed 100,000 square feet and residential uses up to three (3) units per acre. The majority of the property

that is included in the map amendment application has been developed with commercial retail and office uses.

In developing the methodology to address future trip generation characteristics of the future land use category with Lee County Staff, it was agreed that the requested land use change will not allow an increase in commercial retail development above what is currently permitted under the existing land use category. The change from Outlying Suburban to General Interchange would include the ability to develop higher density residential uses only and would presumably permit the development of multi-family residential uses on the land that obtains this land use category. Of the fourteen parcels that are subject to this amendment, one is owned by Lee County and is utilized for water management purposes for the Daniels Parkway water management permit. This site will not be developed in the future. The remaining methodology was consistent with the reports that were completed by the Lee County Department of Transportation as part of the initial review process for the land use change to the larger land area, including trip distribution, etc. The volumes utilized in the short term analysis were updated to reflect the current data available from Lee County.

Ten (10) out of the fourteen (14) parcels are currently developed with commercial uses, including retail uses, restaurants, office buildings, etc. One parcel includes a single family residence and the three remaining parcels are vacant. Based on the existing development that has occurred (most in the last 5 years), it was determined that the transportation analysis to evaluate the future traffic conditions would only account for the future development of higher density residential uses on the four remaining parcels that do not currently have commercial uses. The last vacant parcel is owned by Lee County and is utilized as a water management area of Daniels Parkway. Therefore, it was not assumed that it would be developed in the future.

Table 1 identifies all the parcels that are included in this map amendment, their STAP numbers and the uses that are currently located on the property. Also indicated are the assumption of future uses if the property is currently vacant or will change from the current use. The ID shown references the aerial photograph included in the Appendix and indicates the location of that parcel.

**Table 1
 Parcel Information
 Apaloosa and Palomino Lane FLUM**

ID	STRAP	EXISTING LAND USES	CHANGE OF USE
1	21452501000000340	SINGLE FAMILY RESIDENTIAL	MULTI-FAMILY RESIDENTIAL
2	214525120000000CE	OFFICE	
3	21452509000000050	RETAIL	
4	21452509000000030	MOTEL	
5	2145250100000036A	VACANT, WATER RETENTION	REMAINS VACANT
6	21452509000000010	RESTAURANT	
7	22452500000010000	VACANT	MULTI-FAMILY RESIDENTIAL
8	22452509000000040	OFFICE	
9	22452500000010030	VACANT	MULTI-FAMILY RESIDENTIAL
10	22452509000000020	RETAIL	
11	22452506000000040	CONVENIENCE STORE	
12	22452500000010010	VACANT, PUBLIC SCHOOL	MULTI-FAMILY RESIDENTIAL
13	22452521000000010	RETAIL	
14	22452506000000010	RESTAURANT	

The four parcels that are shown to include multi-family residential total approximately 31.48 acres (Parcel ID's #1, #7, #9 & #12). Assuming a maximum residential density of 22 units per acre yields a total unit count of 693 residential dwelling units. For this analysis, the unit count was rounded to 700 units. These units were all assumed to be multi-family residential units. Therefore, in order to evaluate the trip generation of the future land uses within the boundary of the proposed map amendment, it was assumed that an additional 700 multi-family residential units would be developed within the boundaries of the FLUM amendment. **Table 2** list the additional uses that were considered for this analysis.

**Table 2
 Additional Land Uses Considered in FLUM
 Apaloosa and Palomino Lane FLUM**

Land Use	Intensity
Multi-Family Units	700 dwelling units

The future trip generation estimates for the property was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled *Trip Generation*, 9th Edition. Land Use Code 220 (Apartments) was utilized for the residential dwelling units as this density of residential uses will most likely be a multi-family product. **Table 3** indicates the trip generation assumptions of the subject parcels based on the future land use category.

**Table 3
 Trip Generation
 Apaloosa and Palomino Lane FLUM**

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Multi-Family (700 Units)	69	278	347	262	141	403	4,366

The trip generation potential of the remainder of the commercial parcels included in the FLUM are not anticipated to change as a result of the amendment. The parcels today could re-develop with commercial uses as neighborhood commercial centers and/or residential uses with up to three (3) units per acre (presumably single family residential units). The change to the General Interchange Land Use category will permit the potential development of residential units of up to a maximum of 22 units per acre (including bonus density), which is presumably multi-family residential units.

Long Range Impacts (20-year horizon)

The Lee County Metropolitan Planning Organization’s (MPO) 2040 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, the only major roadway improvement on the 2040 Financially Feasible Plan is the extension of Three Oaks Parkway from Alico Road north to Daniels Parkway.

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 base 2040 loaded network volumes were determined for the roadways within the study area then the peak hour trips to be generated from the additional trips as shown in Table 3 were added to the projected 2040 volumes. The Level of Service for those roadways were then evaluated.

The results of the analysis indicate that the addition of the project trips to the network will not cause any roadway link to fall below the recommended minimum acceptable Level of Service thresholds as recommended in Policy 37.1.1 of the Lee County Comprehensive Plan. Several roadway segments in the study area are shown to operate at LOS “F” before the project trips are added to the network and are therefore considered as pre-existing deficiencies not caused by the change in land use. These roadway segments include Daniels Parkway from Gateway Boulevard to Six Mile Cypress Parkway and Palomino Lane north of Daniels Parkway. All remaining roadway segments in the study area will operate at or above the minimum acceptable Level of Service. **Table 1A** and **Table 2A** reflect the Level of Service analysis based on the 2040 conditions.

Short Range Impacts (5-year horizon)

The 2016/2017-2020/2021 Lee County Transportation Capital Improvement Plan and the 2017-2021 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. The only improvement in the study area that is included on the short term capital improvement plan is the funding for the construction of the Three Oaks Parkway North Extension from Alico Road to Daniels Parkway. This new roadway is funded in the Lee County Capital Improvement Program to begin construction in FY 2019/2020. There are no other capacity improvements to the roadway network identified in either work program. This roadway improvement was considered in the distribution of site trips.

Table 3A and **Table 4A** attached to this report indicate the projected 5-year planning Level of Service on Daniels Parkway and other roadways that are within the study area. From **Table 2A**, Daniels Parkway from Fiddlesticks Boulevard to I-75 is shown to operate at LOS "F" in 2022 before the project trips are added to the network. All other roadway segments in the study area are shown to operate at an acceptable Level of Service in 2022 with the project trips added to the network. Since Daniels Parkway is shown to operate at LOS "F" before the project trips are added to the roadway, this is considered a pre-existing deficiency and is not caused by the change in land use. It should also be noted that this section of Daniels Parkway has been designated as a "Constrained Roadway" by the Lee County Board of County Commissioners. This designation allows development to occur even though the volume on the roadway has exceeded the capacity. The Lee Plan Policy (37.2.2) permits the volume to exceed the capacity by up to 85%, or a v/c ratio of 1.85. The projected v/c ratio in 2022 without the project trips would be 1.02 and the v/c ratio on Daniels Parkway after the project trips are added will be approximately 1.06, which is far below the maximum permitted v/c ratio of 1.85.

As previously indicated, the four parcels that were assumed to be developed with high density residential uses could be developed under the existing land use category with commercial or lower density residential uses. For comparison purposes, it was assumed that Parcel #9 could be developed with approximately 21,000 square feet of medical office uses and the remaining three parcels (#1, #7 & #12) could be developed with residential uses at 3 units per acre, or 88 single family units. The trip generation of these uses was computed utilizing ITE (LUC 720 for the medical office uses and LUC 210 for the Single Family uses) in order to see what the net increase in the volume to capacity ratio along this segment of Daniels Parkway would be as a result of the Land Use Change. **Table 4** illustrates the peak hour trip generation of the uses that could be developed on the four parcels under the existing land use category. These trips were then added to the roadway network and a Level of Service analysis was completed, which is reflected in the attached **Tables 5A** and **6A**.

**Table 4
 Trip Generation – Permitted Uses under Current FLUM**

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Medical Office (21,000 sq. ft.)	40	10	50	21	54	75	644
Single Family (88 Units)	17	54	71	59	35	94	934
Total	57	64	121	80	89	169	1,578

Based on the data from Table 6A, the projected volume to capacity ratio on Daniels Parkway from Fiddlesticks Boulevard to I-75 would be 1.04 in the year 2022 should the vacant properties develop with uses that are currently permitted in the existing land use category. **Therefore, the incremental impacts to Daniels Parkway between Fiddlesticks Boulevard and I-75 as result of the land use change will only result in an increase of 2% in the volume to capacity ratio during the PM peak hour.**

Therefore, based on this analysis no modifications will be necessary to the Lee County or FDOT short term capital improvement program to support the change in land use. An additional analysis of the roadway links will be necessary as the parcels apply for re-zoning within the County.

Conclusion

The proposed Comprehensive Plan Amendment is to modify the future land use designation on the subject site from Outlying Suburban to General Interchange. The approximately 51.92-acres (comprised of 14 parcels) is located on the north side of Daniels Parkway and east of Apaloosa Lane. Based on the analysis, no modifications are necessary to the Short Term Capital Improvement Plan (5-Year) or the Long Range Transportation plan (25-Year) to support the proposed Comprehensive Plan Amendment. The projected Level of Service in both the Short Term and Long Term analysis period indicate that any roadway links that are shown to operate below the minimum acceptable Level of Service standard will be operating at this level prior to any of the project trips being added to the network. Therefore, these roadway links will experience a deficiency that is existing prior to any change to the future land use category and not as a result of the requested change in land use. **The change in land use will not cause any roadway link to fall below the acceptable Level of Service standards.** A comparison of the roadway level of service in 2022 with uses constructed on the four vacant parcels that are currently permitted in the existing land use category illustrate that the resultant land use change **will only result in an increase of approximately 2% to the volume to capacity ratio** of the one segment of Daniels Parkway that is forecasted to have a v/c ratio slightly above 1.0. The v/c ratio for this one segment of 1.06 is also **well below the maximum permitted v/c ratio of 1.85 for Daniel’s Parkway.**

Attachments

APPENDIX

PARCEL ID MAP EXHIBIT

CPA2015-00010 Apaloosa and Palomino Lane



ID	STRAP	ACRES (±)	EXISTING ZONING	EXISTING LAND USES	ADDRESS	CITY	ZIP
1	21452501000000340	5.00	CS-2	SINGLE FAMILY RESIDENTIAL	13301 APALOOSA LN	FORT MYERS	33912
2	214525120000000CE	4.95	CPD	DANIELS CENTER OFFICE CONDO C/E	DANIELS CENTER DR	FORT MYERS	33912
3	21452509000000050	2.12	CPD	SHOPPING CENTER, NEIGHBORHOOD	8911 DANIELS PKWY	FORT MYERS	33912
4	21452509000000030	2.17	CPD	MOTEL	8955 DANIELS PKWY	FORT MYERS	33912
5	2145250100000036A	1.44	AG-2	ACREAGE, BUFFER - CONSERVATION, WATER RETENTION	CORNER LOT	FORT MYERS	33912
6	21452509000000010	1.52	CPD	RESTAURANT	8951 DANIELS PKWY	FORT MYERS	33912
7	22452500000010000	10.00	AG-2	VACANT RESIDENTIAL	13290 PALOMINO LN	FORT MYERS	33912
8	22452509000000040	2.09	CPD	OFFICE BUILDING, MULTI-STORY	9001 DANIELS PKWY	FORT MYERS	33912
9	22452500000010030	2.33	CG	COMMERCIAL, VACANT	13400 PALOMINO LN	FORT MYERS	33912
10	22452509000000020	1.54	CPD	SHOPPING CENTER, COMMUNITY	9011 DANIELS PKWY	FORT MYERS	33912
11	22452506000000040	1.08	CG	CONVENIENCE STORE	13420 PALOMINO LN	FORT MYERS	33912
12	22452500000010010	14.15	CPD	GOVERNMENT OWNED, PUBLIC SCHOOL (TOTAL ACREAGE 20.08)	13401 PALOMINO LN	FORT MYERS	33912
13	22452521000000010	1.85	CG	STORE, ONE (1) FLOOR	9150 KINGS CROSSING RD	FORT MYERS	33912
14	22452506000000010	1.02	CG	RESTAURANT, DRIVE-IN (TOTAL ACREAGE 1.33)	9211 DANIELS PKWY	FORT MYERS	33912
TOTAL ACREAGE		51.26					

TABLES 1A & 2A
APALOOS AND PALOMINO LANE
2040 LEVEL OF SERVICE
EVALUATION

TABLE 1A
LEVEL OF SERVICE THRESHOLDS
2040 LONG RANGE TRANSPORTATION ANALYSIS - APALOOSA AND PALOMINO LANE FLUM

ROADWAY	ROADWAY SEGMENT		2040 E + C NETWORK LANES		GENERALIZED SERVICE VOLUMES				
	FROM	TO	# Lanes	Roadway Designation	LOS A	LOS B	LOS C	LOS D	LOS E
					VOLUME	VOLUME	VOLUME	VOLUME	VOLUME
Daniels Pkwy	Chamberlin	Gateway Blvd.	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
	I-75	Chamberline	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
	Fiddlesticks/Palomino	I-75	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
	Six Mile Cypress	Fiddlesticks/Palomino	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
Treeline Ave.	Daniels Pkwy	Arborwood	4LD	Class I - Arterial	0	250	1,840	1,960	1,960
	Airport Connector	Daniels Parkway	4LD	Class I - Arterial	0	250	1,840	1,960	1,960
I-75	Daniels Pkwy	Colonial Blvd.	6LF	Freeway	0	3,360	4,580	5,500	6,080
	Alico Road	Daniels Parkway	6LF	Freeway	0	3,360	4,580	5,500	6,080
Six Mile Cypress Pkwy	Penzance Blvd.	Daniels Pkwy	4LD	Class I - Arterial	0	250	1,840	1,960	1,960
	Plantation Rd.	Daniels Pkwy	4LD	Class I - Arterial	0	250	1,840	1,960	1,960
Fiddesticks Blvd.	Alico Rd.	Daniels Pkwy	4LD	Class I - Arterial	0	250	1,840	1,960	1,960
Palomino Ln	Daniels Pkwy	Penzance Blvd.	2LN	Collector	0	0	310	660	740

- Denotes the LOS Standard for each roadway segment

**TABLE 2A
2040 ROADWAY LINK LEVEL OF SERVICE CALCULATIONS
APALOOSA AND PALOMINO LANE FLUM**

TOTAL PM PEAK HOUR PROJECT TRAFFIC 403 VPH IN= 262 OUT= 141

ROADWAY	ROADWAY SEGMENT		2040		AADT		100TH HIGHEST		PM PK HR	2040 BACKGROUND		PROJECT	PK DIR	2040 BACKGROUND PLUS PRO.	
			FSUTMS	PEAKSEASON	BACKGROUND	K-100	HOUR	PK DIR		D	PEAK			TRAFFIC VOLUMES & LOS	TRAFFIC
	FROM	TO	PSWDI	FACTOR	TRAFFIC	FACTOR	2-WAY VOLUME	FACTOR	DIRECTION	VOLUME	LOS	DIST.	TRAFFIC	VOLUME	LOS
Daniels Pkwy	Chamberlin	Gateway Blvd.	74,733	1.200	62,278	0.1020	6,352	0.59	EAST	3748	F	3%	8	3756	F
	I-75	Chamberline	83,991	1.200	69,993	0.0950	6,649	0.56	EAST	3723	F	5%	13	3736	F
	Fiddlesticks/Palomino	I-75	90,023	1.200	75,019	0.0960	7,202	0.54	EAST	3889	F	45%	118	4007	F
	Six Mile Cypress	Fiddlesticks/Palomino	80,386	1.200	66,988	0.0950	6,364	0.51	EAST	3246	F	50%	131	3377	F
Treeline Ave.	Daniels Pkwy	Arborwood	27,086	1.190	22,761	0.0930	2,117	0.57	EAST	1207	C	1%	3	1210	C
	Airport Connector	Daniels Parkway	27,883	1.190	23,431	0.1130	2,648	0.57	EAST	1509	C	1%	3	1512	C
I-75	Daniels Pkwy	Colonial Blvd.	108,124	1.19	90861	0.09	8,177	0.56	EAST	4579	C	20%	52	4631	D
	Alico Road	Daniels Parkway	122,721	1.19	103127	0.09	9,281	0.56	EAST	5197	D	20%	52	5249	D
Six Mile Cypress Pk	Penzance Blvd.	Daniels Pkwy	26,498	1.19	22267	0.094	2,093	0.53	EAST	1109	C	15%	39	1148	C
	Plantation Rd.	Daniels Pkwy	29,959	1.19	25176	0.095	2,392	0.56	EAST	1340	C	15%	39	1379	C
Fiddesticks Blvd.	Alico Rd.	Daniels Pkwy	13,678	1.2	11398	0.096	1,094	0.54	EAST	591	C	5%	13	604	C
Palomino Ln	Daniels Pkwy	Penzance Blvd.	20,212	1.2	16843	0.096	1,617	0.54	EAST	873	F	60%	157	1030	F

TABLES 3A & 4A
APALOOSA AND PALOMINO LANE
2022 LEVEL OF SERVICE
EVALUATION

TABLE 3A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
APALOOSA AND PALOMINO LAND FLUM

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 347 VPH IN= 69 OUT= 278
TOTAL PM PEAK HOUR PROJECT TRAFFIC = 403 VPH IN= 262 OUT= 141

<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>
Daniels Pkwy	E. of Chamberlin	6LD	2510	3260	3260	3260	3260	3%	8	0.3%
	E. of I-75	6LD	2510	3260	3260	3260	3260	5%	14	0.4%
	E. of Fiddlesticks/Palomino	6LD	210	2830	3040	3040	3040	45%	125	4.1%
	E. of Six Mile Cypress	6LD	210	2830	3040	3040	3040	40%	111	3.7%
Treeline Ave.	N. of Daniels Pkwy	4LD	1,530	2,980	2,980	2,980	2,980	1%	3	0.1%
	S. of Daniels Pkwy	4LD	1,530	2,980	2,980	2,980	2,980	1%	3	0.1%
I-75	N. of Daniels Pkwy	6LF	0	3,360	4,580	5,500	6,080	20%	56	1.2%
	S. of Daniels Pkwy	6LF	0	3,360	4,580	5,500	6,080	20%	56	1.2%
Six Mile Cypress Pkwy	N. of Daniels Pkwy	4LD	800	1,900	1,900	1,900	1,900	15%	42	2.2%
	S. of Daniels Pkwy	4LD	0	1,740	2,000	2,000	2,000	15%	42	2.1%
Fiddesticks Blvd.	S. of Daniels Pkwy	4LD	0	250	1840	1960	1960	15%	42	2.3%
Palomino Ln	N. of Daniels Pkwy	2LN	0	0	550	860	860	60%	167	30.3%

* Level of Service thresholds were obtained from the Lee County Link Specific Service Volume Tables
For I-75, FDOT Q/LOS Handbook, Table 7 (Dec. 2012) service volumes were utilized

**TABLE 4A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
APALOOSA AND PALOMINO LAND FLUM**

TOTAL PROJECT TRAFFIC AM = 347 VPH IN = 69 OUT= 278
 TOTAL PROJECT TRAFFIC PM = 403 VPH IN= 262 OUT= 141

ROADWAY	SEGMENT	2015		2022			PERCENT			2022			2022		
		ANNUAL	PK SEASON	PK HR	PK HR	PK SEASON	V/C	PROJECT	AM PROJ	PM PROJ	+ AM PROJ	V/C	+ PM PROJ	V/C	
		RATE	PEAK DIR. ¹	VOLUME	LOS	Ratio	TRAFFIC	TRAFFIC	TRAFFIC	VOLUME	LOS	Ratio	VOLUME	LOS	Ratio
Daniels Pkwy	E. of Chamberlin	1.00%	2,305	2,471	A	0.76	3%	8	8	2,480	A	0.76	2,479	A	0.76
	E. of I-75	1.00%	2,717	2,913	B	0.89	5%	14	13	2,927	B	0.90	2,926	B	0.90
	E. of Fiddlesticks/Palomino	1.00%	2,904	3,113	F	1.02	45%	125	118	3,238	F	1.06	3,231	F	1.06
	E. of Six Mile Cypress	1.00%	2,729	2,926	C	0.96	40%	111	105	3,037	C	0.99	3,031	C	0.99
Treeline Ave.	N. of Daniels Pkwy	1.00%	696	746	A	0.25	1%	3	3	749	A	0.25	749	A	0.25
	S. of Daniels Pkwy	1.00%	1,390	1,490	A	0.50	1%	3	3	1,493	A	0.50	1,493	A	0.50
I-75	N. of Daniels Pkwy	1.00%	4,269	4,577	C	0.75	20%	56	52	4,633	D	0.76	4,629	D	0.76
	S. of Daniels Pkwy	1.00%	4,668	5,005	D	0.82	20%	56	52	5,060	D	0.83	5,057	D	0.83
Six Mile Cypress Pkwy	N. of Daniels Pkwy	1.00%	883	947	B	0.50	15%	42	39	988	B	0.52	986	B	0.52
	S. of Daniels Pkwy	1.00%	1,500	1,608	B	0.80	15%	42	39	1,650	B	0.82	1,648	B	0.82
Fiddesticks Blvd./Three Oaks Pkwy.	S. of Daniels Pkwy	1.00%	349	374	C	0.19	15%	42	39	416	C	0.21	413	C	0.21
Palomino Ln	N. of Daniels Pkwy	1.00%	324	347	C	0.40	60%	167	157	514	C	0.60	505	C	0.59

¹ 2015 peak hour peak season peak direction traffic volumes were obtained from the 2016 Lee County Concurrency Report

Current peak hour peak season peak direction traffic volumes for I-75 were obtained by factoring daily traffic volume from 2015 FDOT Count Report by K & D Factors

TABLES 5A & 6A
APALOOSA AND PALOMINO LANE
2022 LEVEL OF SERVICE
EVALUATION
BASED ON EXISTING LAND USE
CATEGORY IMPACTS

**TABLE 5A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
PERMITTED USES UNDER EXISTING FLUM**

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 126 VPH IN= 65 OUT= 61
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 125 VPH IN= 64 OUT= 61

<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>
Daniels Pkwy	E. of Chamberlin	6LD	2510	3260	3260	3260	3260	3%	2	0.1%
	E. of I-75	6LD	2510	3260	3260	3260	3260	5%	3	0.1%
	E. of Fiddlesticks/Palomino	6LD	210	2830	3040	3040	3040	45%	29	1.0%
	E. of Six Mile Cypress	6LD	210	2830	3040	3040	3040	40%	26	0.9%
Treeline Ave.	N. of Daniels Pkwy	4LD	1,530	2,980	2,980	2,980	2,980	1%	1	0.0%
	S. of Daniels Pkwy	4LD	1,530	2,980	2,980	2,980	2,980	1%	1	0.0%
I-75	N. of Daniels Pkwy	6LF	0	3,360	4,580	5,500	6,080	20%	13	0.3%
	S. of Daniels Pkwy	6LF	0	3,360	4,580	5,500	6,080	20%	13	0.3%
Six Mile Cypress Pkwy	N. of Daniels Pkwy	4LD	800	1,900	1,900	1,900	1,900	15%	10	0.5%
	S. of Daniels Pkwy	4LD	0	1,740	2,000	2,000	2,000	15%	10	0.5%
Fiddesticks Blvd.	S. of Daniels Pkwy	4LD	0	250	1840	1960	1960	15%	10	0.5%
Palomino Ln	N. of Daniels Pkwy	2LN	0	0	550	860	860	60%	39	7.1%

* Level of Service thresholds were obtained from the Lee County Link Specific Service Volume Tables

For I-75, FDOT Q/LOS Handbook, Table 7 (Dec. 2012) service volumes were utilized

**TABLE 6A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
PERMITTED USES UNDER EXISTING FLUM**

TOTAL PROJECT TRAFFIC AM = 121 VPH IN = 57 OUT= 64
 TOTAL PROJECT TRAFFIC PM = 169 VPH IN= 80 OUT= 89

<u>ROADWAY</u>	<u>SEGMENT</u>	<u>ANNUAL RATE</u>	2015	2022		<u>V/C Ratio</u>	PERCENT			2022			2022		
			<u>PK HR</u>	<u>PK HR</u>	<u>PK SEASON</u>		<u>PROJECT TRAFFIC</u>	<u>AM PROJ TRAFFIC</u>	<u>PM PROJ TRAFFIC</u>	<u>BCKGRND</u>			<u>BCKGRND</u>		
			<u>PK SEASON</u>	<u>PEAK DIR.1</u>	<u>VOLUME</u>		<u>LOS</u>	<u>TRAFFIC</u>	<u>TRAFFIC</u>	<u>TRAFFIC</u>	<u>+ AM PROJ VOLUME</u>	<u>V/C</u>	<u>+ PM PROJ VOLUME</u>	<u>LOS</u>	<u>Ratio</u>
Daniels Pkwy	E. of Chamberlin	1.00%	2,305	2,471	A	0.76	3%	2	3	2,473	A	0.76	2,474	A	0.76
	E. of I-75	1.00%	2,717	2,913	B	0.89	5%	3	4	2,916	B	0.89	2,917	B	0.89
	E. of Fiddlesticks/Palomino	1.00%	2,904	3,113	F	1.02	45%	29	40	3,142	F	1.03	3,154	F	1.04
	E. of Six Mile Cypress	1.00%	2,729	2,926	C	0.96	40%	26	36	2,951	C	0.97	2,961	C	0.97
Treeline Ave.	N. of Daniels Pkwy	1.00%	696	746	A	0.25	1%	1	1	747	A	0.25	747	A	0.25
	S. of Daniels Pkwy	1.00%	1,390	1,490	A	0.50	1%	1	1	1,491	A	0.50	1,491	A	0.50
I-75	N. of Daniels Pkwy	1.00%	4,269	4,577	C	0.75	20%	13	18	4,590	D	0.75	4,595	D	0.76
	S. of Daniels Pkwy	1.00%	4,668	5,005	D	0.82	20%	13	18	5,018	D	0.83	5,023	D	0.83
Six Mile Cypress Pkwy	N. of Daniels Pkwy	1.00%	883	947	B	0.50	15%	10	13	956	B	0.50	960	B	0.51
	S. of Daniels Pkwy	1.00%	1,500	1,608	B	0.80	15%	10	13	1,618	B	0.81	1,622	B	0.81
Fiddesticks Blvd./Three Oaks Pkwy	S. of Daniels Pkwy	1.00%	349	374	C	0.19	15%	10	13	384	C	0.20	388	C	0.20
Palomino Ln	N. of Daniels Pkwy	1.00%	324	347	C	0.40	60%	38	53	386	C	0.45	401	C	0.47

¹ 2015 peak hour peak season peak direction traffic volumes were obtained from the 2016 Lee County Concurrency Report

Current peak hour peak season peak direction traffic volumes for I-75 were obtained by factoring daily traffic volume from 2015 FDOT Count Report by K & D Factors

**LEE COUNTY GENERALIZED
SERVICE VOLUME TABLE**

**Lee County
Generalized Peak Hour Directional Service Volumes
Urbanized Areas**

April 2016

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Uninterrupted Flow Highway						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	130	420	850	1,210	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
Arterials						
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	*	250	1,840	1,960	1,960
3	Divided	*	400	2,840	2,940	2,940
4	Divided	*	540	3,830	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
Controlled Access Facilities						
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
Collectors						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	*	310	660	740
1	Divided	*	*	330	700	780
2	Undivided	*	*	730	1,440	1,520
2	Divided	*	*	770	1,510	1,600
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.						

**LEE COUNTY LINK SPECIFIC
SERVICE VOLUME TABLES**

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRICT	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
COLONIAL BLVD	SIX MILE PKWY	I-75	1	0.5	6LD	0	2,630	3,100	3,100	3,100	0	4,390	5,180	5,180	5,180
	I-75	SR 82	1	2.4	6LD	0	2,280	3,040	3,040	3,040	0	3,800	5,070	5,070	5,070
CORKSCREW RD	US 41	SANDY LN	4	0.5	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	SANDY LN	THREE OAKS PKWY	4	0.7	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	THREE OAKS PKWY	I-75	4	0.8	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	I-75	BEN HILL GRIFFIN PKWY	3	0.5	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	BEN HILL GRIFFIN PKWY	WILDCAT RUN DR	3	1.7	2LD	0	820	1,200	1,200	1,200	0	1,580	2,310	2,310	2,310
	WILDCAT RUN DR	ALICO RD	3	2.6	2LN	90	310	570	790	1,140	180	600	1,100	1,520	2,200
	ALICO RD	COUNTY LINE	3	10.4	2LN	90	310	570	790	1,140	180	600	1,100	1,520	2,200
CYPRESS LAKE DR	McGREGOR BLVD	SOUTH POINT BLVD	4	0.4	4LD	0	0	890	1,880	1,940	0	0	1,590	3,360	3,480
	SOUTH POINT BLVD	WINKLER RD	4	0.6	4LD	0	0	890	1,880	1,940	0	0	1,590	3,360	3,480
	WINKLER RD	SUMMERLIN RD	4	0.7	4LD	0	0	890	1,880	1,940	0	0	1,590	3,360	3,480
	SUMMERLIN RD	US 41	4	0.9	6LD	0	0	1,360	2,890	2,940	0	0	2,430	5,170	5,240
DANIELS PKWY	US 41	BIG PINE WAY	4	0.5	6LD	0	0	590	2,480	2,680	0	0	1,100	4,600	4,980
	BIG PINE WAY	METRO PKWY	4	0.6	6LD	0	0	590	2,480	2,680	0	0	1,100	4,600	4,980
	METRO PKWY	SIX MILE PKWY	4	0.8	6LD	0	0	590	2,480	2,680	0	0	1,100	4,600	4,980
	SIX MILE PKWY	PALOMINO DR	4	2.2	6LD	210	2,830	3,040	3,040	3,040	390	5,250	5,650	5,650	5,650
	PALOMINO DR	I-75	4	0.6	6LD	210	2,830	3,040	3,040	3,040	390	5,250	5,650	5,650	5,650
	I-75	TREELINE AVE	3	0.5	6LD	2,510	3,260	3,260	3,260	3,260	4,190	5,420	5,420	5,420	5,420
	TREELINE AVE	CHAMBERLIN PKWY	3	0.8	6LD	2,510	3,260	3,260	3,260	3,260	4,190	5,420	5,420	5,420	5,420
	CHAMBERLIN PKWY	SR 82	3	3.8	4LD	1,620	2,160	2,160	2,160	2,160	2,700	3,600	3,600	3,600	3,600
DEL PRADO BLVD	CAPE CORAL PKWY	SE 46TH ST	5	0.3	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	SE 46TH ST	CORONADO PKWY	5	0.7	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	CORONADO PKWY	CORNWALLIS PKWY	5	1.3	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	CORNWALLIS PKWY	VETERANS PKWY	5	0.8	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	VETERANS PKWY	HANCOCK B. PKWY	5	3.0	6LD	0	0	1,640	2,800	2,800	0	0	3,160	5,390	5,390
	HANCOCK B. PKWY	NE 6TH ST	5	0.7	6LD	0	0	2,770	2,800	2,800	0	0	5,330	5,370	5,370
	NE 6TH ST	SR 78	5	0.4	6LD	0	0	2,770	2,800	2,800	0	0	5,330	5,370	5,370
ESTERO BLVD	HICKORY BLVD	AVENIDA PESCADORA	4	2.9	2LN	571	616	644	685	726	1,120	1,208	1,264	1,344	1,424
	AVENIDA PESCADORA	MID ISLAND DR	4	1.2	2LN	571	616	644	685	726	1,120	1,208	1,264	1,344	1,424
	MID ISLAND DR	SAN CARLOS BLVD	4	1.8	2LD	500	568	593	632	671	980	1,113	1,162	1,239	1,316
ESTERO PKWY	US 41	BEN HILL GRIFFIN PKWY	4	2.6	4LD	0	2,000	2,000	2,000	2,000	0	3,850	3,850	3,850	3,850
FOWLER ST	US 41	N AIRPORT RD	1	1.0	6LD	0	0	0	2,040	2,300	0	0	0	3,710	4,180
	N AIRPORT RD	COLONIAL BLVD	1	0.3	6LD	0	0	0	2,040	2,300	0	0	0	3,710	4,180
GLADIOLUS DR	McGREGOR BLVD	PINE RIDGE RD	4	0.5	4LD	0	190	1,840	1,840	1,840	0	360	3,430	3,430	3,430
	PINE RIDGE RD	BASS RD	4	1.6	4LD	0	190	1,840	1,840	1,840	0	360	3,430	3,430	3,430
	BASS RD	WINKLER RD	4	0.8	6LD	0	290	2,780	2,780	2,780	0	540	5,160	5,160	5,160
	WINKLER RD	SUMMERLIN RD	4	0.5	6LD	0	2,060	2,780	2,780	2,780	0	3,890	5,240	5,240	5,240
	SUMMERLIN RD	US 41	4	1.5	6LD	0	2,060	2,780	2,780	2,780	0	3,890	5,240	5,240	5,240

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
GUNNERY RD	SR 82	LEE BLVD	3	2.5	4LD	0	1,920	1,920	1,920	1,920	0	3,100	3,100	3,100	3,100
	LEE BLVD	BUCKINGHAM RD	3	1.5	2LN	0	600	1,020	1,020	1,020	0	970	1,640	1,640	1,640
HANC'OCK BRIDGE PKW	DEL PRADO BLVD	NE 24TH AVE	5	1.1	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	NE 24TH AVE	ORANGE GROVE BLVD	2	0.5	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	ORANGE GROVE BLVD	MOODY RD	2	1.2	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	MOODY RD	US 41	2	0.9	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
HICKORY BLVD	BONITA BEACH RD	McLAUGHLIN BLVD	8	1.1	2LN	90	200	330	450	890	180	390	640	870	1,720
	McLAUGHLIN BLVD	MELODY LANE	8	0.7	2LN	90	200	330	450	890	180	390	640	870	1,720
	MELODY LANE	ESTERO BLVD	8	6.7	2LN	90	200	330	450	890	180	390	640	870	1,720
HOMESTEAD RD	SR 82	2 LANE END	3	3.8	2LN	120	300	490	670	1,010	230	560	910	1,250	1,880
	2 LANE END	LEE BLVD	3	2.9	4LN	0	0	1,100	2,730	2,960	0	0	1,340	3,280	3,640
IMPERIAL PKWY	COUNTY LINE	BONITA BEACH RD	8	1.0	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
	BONITA BEACH RD	E. TERRY ST	4	1.1	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
	E. TERRY ST	COCONUT RD	4	4.3	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
I-75	COLLIER CO. LINE	BONITA BEACH RD	8	1.0	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	BONITA BEACH RD	CORKSCREW RD	8	7.4	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	CORKSCREW RD	ALICO RD	4	4.3	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	ALICO RD	DANIELS PKWY	4	3.8	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	DANIELS PKWY	COLONIAL BLVD	4	4.5	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	COLONIAL BLVD	M.L.K.	1	1.6	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	M.L.K.	LUCKETT RD	1	1.5	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	LUCKETT RD	SR 80	1	1.9	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	SR 80	SR 78	1 & 2	2.4	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
JOEL BLVD	SR 78	COUNTY LINE	2	5.7	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	BELL BLVD	COUNTRY CLUB(N)	3	0.9	4LN	590	1,010	1,430	1,830	2,120	1,100	1,880	2,650	3,390	3,930
	COUNTRY CLUB(N)	16TH ST	3	3.9	4LN	590	1,010	1,430	1,830	2,120	1,100	1,880	2,650	3,390	3,930
LEE BLVD	16TH ST	SR 80	3	3.1	2LN	120	300	490	670	1,010	230	560	910	1,250	1,880
	SR 82	GUNNERY RD	3	3.6	6LD	560	2,840	2,840	2,840	2,840	910	4,580	4,580	4,580	4,580
	GUNNERY RD	HOMESTEAD RD	3	3.9	6LD	560	2,840	2,840	2,840	2,840	910	4,580	4,580	4,580	4,580
	HOMESTEAD RD	WILLIAMS AVE	3	0.3	4LD	0	1,920	1,980	1,980	1,980	0	3,100	3,200	3,200	3,200
LEELAND HEIGHTS	HOMESTEAD RD	LEELAND HEIGHTS	3	1.3	2LD	0	930	1,020	1,020	1,020	0	1,500	1,640	1,640	1,640
	HOMESTEAD RD	LEE BLVD	3	0.4	4LN	0	1,640	1,800	1,800	1,800	0	3,040	3,340	3,340	3,340
LUCKETT RD	LEE BLVD	JOEL BLVD	3	1.6	4LN	0	1,640	1,800	1,800	1,800	0	3,040	3,340	3,340	3,340
	ORTIZ AVE	I-75	1	0.8	2LN	0	540	880	880	880	0	1,020	1,680	1,680	1,680
McGREGOR BLVD	SANIBEL TOLL PLAZA	HARBOR DR	4	0.2	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	HARBOR DR	SUMMERLIN RD	4	2.2	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	SUMMERLIN RD	KELLY RD	4	1.7	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	KELLY RD	THORNTON RD	4	0.3	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	THORNTON RD	SAN CARLOS BLVD	4	0.7	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	SAN CARLOS BLVD	GRIFFIN BLVD	4	1.0	4LD	0	1,530	1,980	1,980	1,980	0	2,560	3,290	3,290	3,290

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
PINE ISLAND RD/ BAYSHORE RD (SR 78)	SANTA BARBARA BLVD	DEL PRADO BLVD	5	2.3	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	
	DEL PRADO BLVD	BARNETT RD	5	2.1	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	
	BARNETT RD	US 41	2	0.5	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	
	US 41	BUSINESS 41	2	1.2	4LD	0	0	1,320	1,700	1,700	0	0	2,450	3,140	3,140
	BUSINESS 41	HART RD	2	1.1	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	
	HART RD	BREWERS RD	2	0.4	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	
	BREWERS RD	SLATER RD	2	0.8	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	
	SLATER RD	I-75	2	2.9	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	
PONDELLA RD	I-75	NALLE RD	2	0.6	2LN	130	350	580	780	1,100	250	670	1,100	1,480	2,080
	NALLE RD	SR 31	2	2.7	2LN	130	350	580	780	1,100	250	670	1,100	1,480	2,080
	SR 78	WESTWOOD RD	5	0.9	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	
	WESTWOOD RD	ORANGE GROVE BLVD	2	0.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	
	ORANGE GROVE BLVD	US 41	2	1.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	
	US 41	BUS 41	2	0.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	
	SAN CARLOS BLVD	ESTERO BLVD	4	0.6	2LB	960	1,040	1,040	1,040	1,040	1,750	1,890	1,890	1,890	
	MAIN ST	SUMMERLIN RD	4	2.5	4LD	0	900	1,780	1,780	1,780	0	1,640	3,250	3,250	
SANIBEL CAUSEWAY	SUMMERLIN RD	KELLY RD	4	1.1	2LN	60	850	900	900	900	110	1,550	1,640	1,640	
	KELLY RD	McGREGOR BLVD	4	0.6	4LN	150	1,810	1,810	1,810	1,810	280	3,300	3,300	3,300	
	SANIBEL SHORELINE	TOLL PLAZA	4	2.9	2LN	100	220	440	620	1,140	180	390	780	1,090	2,010
	SIX MILE CYPRESS	US 41	4	1.2	4LD	0	1,740	2,000	2,000	2,000	0	3,290	3,770	3,770	
SLATER RD	METRO PKWY	DANIELS PKWY	4	1.8	4LD	0	1,740	2,000	2,000	2,000	0	3,290	3,770	3,770	
	DANIELS PKWY	CHALLENGER BLVD	4	4.4	4LD	800	1,900	1,900	1,900	1,900	1,360	3,220	3,220	3,220	
	CHALLENGER BLVD	WAL-MART INTERSECTI	4	0.3	6LD	1,250	2,860	2,860	2,860	2,860	2,120	4,840	4,840	4,840	
	WAL-MART INTERSECTI	COLONIAL BLVD	4	0.3	6LD	1,250	2,860	2,860	2,860	2,860	2,120	4,840	4,840	4,840	
SR 31	SR 78	NALLE GRADE RD	2	4.0	2LN	120	290	490	660	1,010	230	550	930	1,250	1,910
	SR 80	SR 78	2 & 3	1.4	2LN	640	1,300	1,300	1,300	1,300	1,120	2,270	2,270	2,270	
	SR 78	N. RIVER RD	2	1.3	2LN	150	420	740	1,010	1,360	270	760	1,340	1,820	2,450
SR 80	N. RIVER RD	COUNTY LINE	2	2.0	2LN	150	420	740	1,010	1,360	270	760	1,340	1,820	2,450
	PROSPECT AVE	ORTIZ AVE	1	1.3	4LD	0	1,650	1,820	1,820	1,820	0	2,710	3,000	3,000	
	ORTIZ AVE	I-75	1	1.2	6LD	0	2,550	2,760	2,760	2,760	0	4,190	4,520	4,520	
	I-75	SR 31	3	2.7	6LD	1,830	2,820	2,820	2,820	2,820	2,920	4,640	4,640	4,640	
	SR 31	BUCKINGHAM RD	3	2.5	4LD	1,150	1,880	1,880	1,880	1,880	1,890	3,080	3,080	3,080	
	BUCKINGHAM RD	HICKEY CREEK RD	3	2.5	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
	HICKEY CREEK RD	MITCHELL AVE	3	0.9	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
	MITCHELL AVE	JOEL BLVD	3	4.0	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
STRINGFELLOW RD	JOEL BLVD	COUNTY LINE	3	2.2	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
	1ST AVE	PINE ISLAND RD	6	7.9	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970
	PINE ISLAND RD	PINELAND RD	6	3.3	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970
	PINELAND RD	MAIN ST	6	3.7	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRICT	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)					
						A	B	C	D	E	A	B	C	D	E	
SUMMERLIN RD	McGREGOR BLVD	SAN CARLOS BLVD	4	2.2	4LD	1,620	1,980	1,980	1,980	1,980	2,850	3,490	3,490	3,490	3,490	
	SAN CARLOS BLVD	PINE RIDGE RD	4	0.5	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270	
	PINE RIDGE RD	BASS RD	4	1.7	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270	
	BASS RD	GLADIOLUS DR	4	1.8	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270	
	GLADIOLUS DR	CYPRESS LAKE DR	4	1.8	4LD	0	1,450	1,900	1,900	1,900	0	2,590	3,400	3,400	3,400	3,400
	CYPRESS LAKE DR	COLLEGE PKWY	4	0.7	6LD	0	2,250	2,880	2,880	2,880	0	4,020	5,140	5,140	5,140	5,140
	COLLEGE PKWY	BOY SCOUT	4	1.9	6LD	0	2,250	2,880	2,880	2,880	0	4,020	5,140	5,140	5,140	5,140
SUNSHINE BLVD	BOY SCOUT	COLONIAL BLVD	1	1.1	4LD	0	0	0	1,370	1,820	0	0	0	2,450	3,250	
	SR 82	LEE BLVD	3	3.6	2LN	150	310	500	700	1,010	250	500	810	1,130	1,630	
THREE OAKS PKWY	LEE BLVD	W 12TH ST	3	3.2	2LN	150	310	500	700	1,010	250	500	810	1,130	1,630	
	COCONUT RD	CORKSCREW RD	4	2.6	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360	
	CORKSCREW RD	SAN CARLOS BLVD	4	3.1	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360	
TREELINE AVE	SAN CARLOS BLVD	ALICO RD	4	1.7	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360	
	ALICO RD	DANIELS PKWY	3	3.8	4LD	1,530	2,980	2,980	2,980	2,980	2,600	3,360	3,360	3,360	3,360	
US 41	DANIELS PKWY	COLONIAL BLVD	3	4.5	4LD	1,530	2,980	2,980	2,980	2,980	2,600	3,360	3,360	3,360	3,360	
	COLLIER CO. LINE	BONITA BEACH RD	8	1.0	6LD	0	2,400	2,740	2,740	2,740	0	4,220	4,830	4,830	4,830	
	BONITA BEACH RD	TERRY ST	8	1.1	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430	
	TERRY ST	OLD 41	8	2.3	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430	
	OLD 41	CORKSCREW RD	8	3.5	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430	
	CORKSCREW RD	BROADWAY	4	0.7	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260	
	BROADWAY	SANIBEL BLVD	4	1.9	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260	
	SANIBEL BLVD	ALICO RD	4	2.2	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260	
	ALICO RD	ISLAND PARK RD	4	1.0	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260	
	ISLAND PARK RD	JAMAICA BAY W.	4	1.6	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260	
	JAMAICA BAY W.	SIX MILE PKWY	4	0.5	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260	
	SIX MILE PKWY	ANDREA LN	4	0.5	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710	
	ANDREA LN	DANIELS PKWY	4	0.8	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710	
	DANIELS PKWY	COLLEGE PKWY	4	0.7	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710	
	COLLEGE PKWY	SOUTH RD	4	1.4	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710	
	SOUTH RD	BOY SCOUT RD	4	0.4	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710	
	BOY SCOUT RD	NORTH AIRPORT RD	1	0.8	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710	
	NORTH AIRPORT RD	COLONIAL BLVD	1	0.2	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710	
	FORT MYERS CITY LIMIT	NORTH KEY DR	1	0.4	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500	
	NORTH KEY DR	HANCOCK BRIDGE PKWY	2	0.7	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500	
HANCOCK BRIDGE PKWY	PONDELLA RD	2	0.3	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500		
PONDELLA RD	SR 78	2	1.3	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500		
SR 78	LITTLETON RD	2	1.0	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240		
LITTLETON RD	BUS 41	2	1.2	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240		
BUS 41	DEL PRADO BLVD	2	0.8	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240		
DEL PRADO BLVD	TRAIL DAIRY	2	0.8	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240		

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRICT	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
VETERANS MEM. PKWY	McGREGOR BLVD	DEL PRADO BLVD	1 & 5	3.5	4LB	1,120	1,900	2,680	3,440	4,000	1,880	3,170	4,460	5,720	6,680
	DEL PRADO BLVD	SANTA BARBARA BLVD		5	6LD	2,190	3,080	3,080	3,080	3,080	3,660	5,150	5,150	5,150	5,150
	SANTA BARBARA BLVD	SKYLINE BLVD		5	6LD	2,190	3,080	3,080	3,080	3,080	3,660	5,150	5,150	5,150	5,150
	SKYLINE BLVD	SR 78		5	4LD	1,400	2,040	2,040	2,040	2,040	2,340	3,420	3,420	3,420	3,420
WINKLER RD	SUMMERLIN RD	GLADIOLUS DR		4	4LD	0	0	590	1,520	1,520	0	0	990	2,530	2,530
	GLADIOLUS DR	BRANDYWINE CIR		4	2LN	0	750	880	880	880	0	1,260	1,460	1,460	1,460
	BRANDYWINE CIR	CYPRESS LAKE DR		4	2LN	0	750	880	880	880	0	1,260	1,460	1,460	1,460
	CYPRESS LAKE DR	COLLEGE PKWY		4	4LD	0	0	610	1,780	1,780	0	0	1,020	2,960	2,960
	COLLEGE PKWY	SUNSET VISTA		4	2LN	0	770	800	800	800	0	1,290	1,330	1,330	1,330
	SUNSET VISTA	McGREGOR BLVD		4	2LN	0	770	800	800	800	0	1,290	1,330	1,330	1,330

SERVICE VOLUMES ON COLLECTORS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRICT	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
COLLECTORS					2LU	0	0	550	860	860	0	0	990	1,530	1,530
					2LD	0	0	580	910	910	0	0	1,040	1,610	1,610
					4LU	0	0	1,240	1,700	1,700	0	0	2,200	3,030	3,030
					4LD	0	0	1,310	1,790	1,790	0	0	2,340	3,190	3,190

**FDOT Q/LOS MANUAL SERVICE
VOLUMES FOR URBANIZED AREAS**

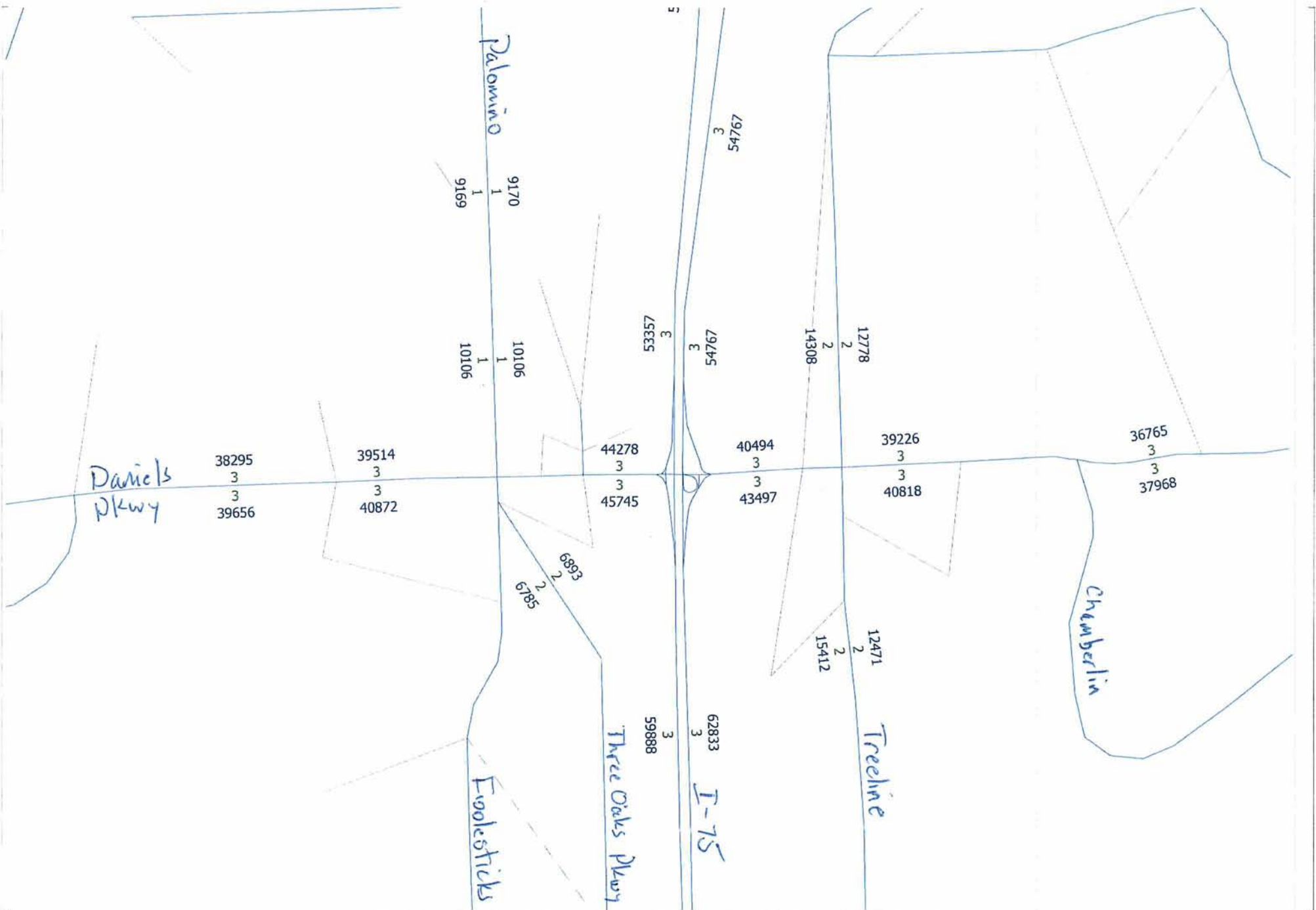
Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas¹

TABLE 7

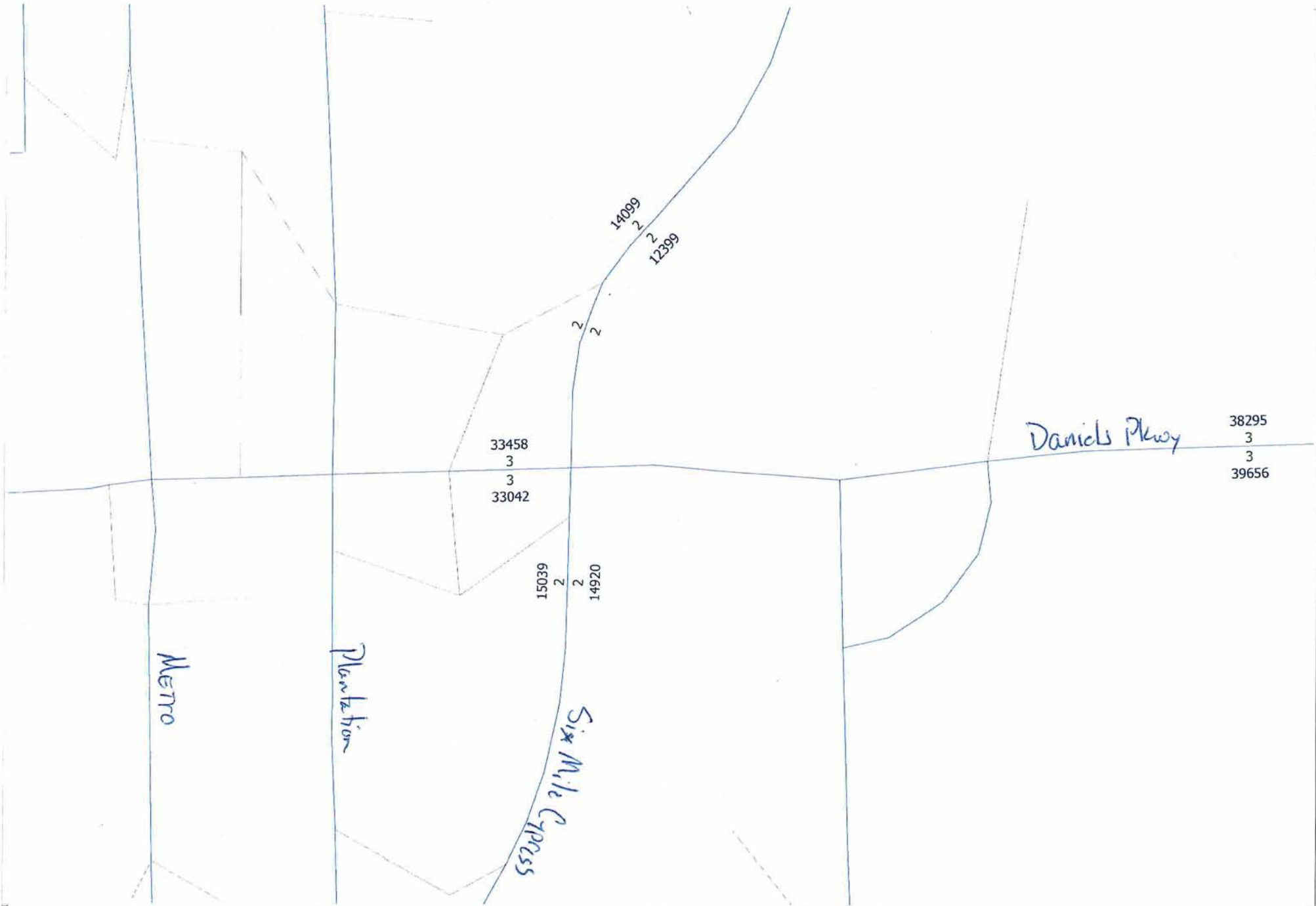
12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	2	2,260	3,020	3,660	3,940		
1	Undivided	*	830	880	**	3	3,360	4,580	5,500	6,080		
2	Divided	*	1,910	2,000	**	4	4,500	6,080	7,320	8,220		
3	Divided	*	2,940	3,020	**	5	5,660	7,680	9,220	10,360		
4	Divided	*	3,970	4,040	**	6	7,900	10,320	12,060	12,500		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lane		Ramp Metering				
1	Undivided	*	370	750	800	+ 1,000		+ 5%				
2	Divided	*	730	1,630	1,700							
3	Divided	*	1,170	2,520	2,560							
4	Divided	*	1,610	3,390	3,420							
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%												
Median & Turn Lane Adjustments												
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors								
1	Divided	Yes	No	+5%								
1	Undivided	No	No	-20%								
Multi	Undivided	Yes	No	-5%								
Multi	Undivided	No	No	-25%								
-	-	-	Yes	+ 5%								
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2												
UNINTERRUPTED FLOW HIGHWAYS												
Lanes	Median	B	C	D	E							
1	Undivided	420	840	1,190	1,640							
2	Divided	1,810	2,560	3,240	3,590							
3	Divided	2,720	3,840	4,860	5,380							
Uninterrupted Flow Highway Adjustments												
Lanes	Median	Exclusive left lanes		Adjustment factors								
1	Divided	Yes		+5%								
Multi	Undivided	Yes		-5%								
Multi	Undivided	No		-25%								
BICYCLE MODE ²												
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Paved Shoulder/Bicycle												
Lane Coverage	B	C	D	E								
0-49%	*	150	390	1,000								
50-84%	110	340	1,000	>1,000								
85-100%	470	1,000	>1,000	**								
PEDESTRIAN MODE ²												
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage												
	B	C	D	E								
0-49%	*	*	140	480								
50-84%	*	80	440	800								
85-100%	200	540	880	>1,000								
BUS MODE (Scheduled Fixed Route) ³												
(Buses in peak hour in peak direction)												
Sidewalk Coverage												
	B	C	D	E								
0-84%	> 5	≥ 4	≥ 3	≥ 2								
85-100%	> 4	≥ 3	≥ 2	≥ 1								
						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.						
						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.						
						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.						
						* Cannot be achieved using table input value defaults.						
						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.						
						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sml/los/default.shtm						

**2040 E + C NETWORK VOLUMES
WITHOUT PROJECT**



2040 Financially Feasible Roadway Network
of Lanes & Directional Volumes



2040 Financially Feasible Roadway Network
 # of Lanes & Directional Volumes

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

STREET	LOCATION	Station #	Daily Traffic Volume (AADT)										2014	2015	2016	Area
			2006	2007	2008	2009	2010	2011	2012	2013						
VERONICA SHOEMAKER BL	N OF COLONIAL BLVD	607	2600	6600	6000	5400									20	3
SIX MILE CYPRESS PKWY	E OF US 41	386	33600	31800	29200	29400	28300					29300			46	4
SIX MILE CYPRESS PKWY	E OF METRO PKWY	387	23600	25200	22900	21600	23400					26900	26700		46	4
SIX MILE CYPRESS PKWY	N OF DANIELS PKWY	388	19200	20100	16200	17800	17900	13500				15400	17000	18200	18	3
SIX MILE CYPRESS PKWY	N OF WINKLER AVE	18	15700	16000	14000	13400	13500	11800	11500		14000	15200	18000			3
SLATER RD	N OF BAYSHORE RD (SR 78)	389	6500	6500	6100	6200	6400	6500				6600		7600	64	2
SOUTH POINTE BLVD	N OF CYPRESS LAKE DR	390	10100	9500	9100	9500	10900								43	3
SOLOMON BLVD	N OF COLONIAL BLVD	623	7800	7400	6700	7200									29	3
SOLOMON BLVD	N OF WINKLER AVE	622	4700	4900	5200	4800									29	3
SR 31	N OF PALM BEACH BLVD	391	12200	9900	7500	7700									11	2
SR 31	S OF CHARLOTTE CO LINE	392	9000	6900	5200	4600									34	2
STALEY RD	S OF ORANGE RIVER BLVD	398	3700	4300	4100	3000	3300	3700				3400		2600	11	3
STRINGFELLOW BLVD	N OF CASTILE RD	27	4600	4500	4100	4200	4000	4000	4000	4000	4000	4200	4400			7
STRINGFELLOW BLVD	S OF PINE ISLAND RD	400	9900	10200	9300	8800									27	7
STRINGFELLOW BLVD	N OF AVENUE C	399	9000	8800	8400	7500	7400	7700	7700	8000	8100	8700			27	7
STRINGFELLOW BLVD	N OF HOWARD RD	401	3400	3300	2900	2700									27	7
SUMMERLIN RD	E OF JOHN MORRIS RD	36	17300	16500	17900	18200	18200	18000	18300	18900	19700	20800				7
SUMMERLIN RD	W OF SAN CARLOS BLVD	402			18600	23100	18700								36	7
SUMMERLIN RD	E OF SAN CARLOS BLVD	408					20000								19	7
SUMMERLIN RD	E OF PINE RIDGE RD	410			27400											7
SUMMERLIN RD	E OF PINE RIDGE RD	19				31200	30100	29700	26300	32100	33500	32000				

**TRAFFIC DATA FROM FDOT
TRAFFIC INFORMATION ONLINE**

FLORIDA DEPARTMENT OF TRANSPORTATION
 2015 Annual Average Daily Traffic Report - Report Type: ALL

County: 12 LEE

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" FCTR	"D" FCTR	"T" FCTR
====	====	=====	=====	=====	=====	=====	=====	=====
0057		SR-93/I-75, S OF SR 884/COLONIAL BLVD/CR 884	N 41500	S 42000	83500 C	9.0	56.8F	12.1A

Site Type : Blank= Portable; T= Telemetered
 "K" Factor : Department adopted standard K factor beginning with count year 2011
 AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown
 "D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

FLORIDA DEPARTMENT OF TRANSPORTATION
2015 Annual Average Daily Traffic Report - Report Type: ALL

County: 12 LEE

Site	Site Type	Description	Direction		AADT	"K"	"D"	"T"
====	====	=====	=====	=====	=====	=====	=====	=====
			Direction 1	Direction 2	Two-Way	FCTR	FCTR	FCTR
0184	T	SR-93/I-75, 1.7 MI S OF DANIELS PKWY U/P, LEE CO	N 44274	S 45143	89417 C	9.0	58.4P	9.1A

Site Type : Blank= Portable; T= Telemetered
 "K" Factor : Department adopted standard K factor beginning with count year 2011
 AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown
 "D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

2015 Peak Season Factor Category Report - Report Type: ALL
 Category: 1275 LEE I75

Week	Dates	SF	MOCF: 0.91 PSCF
1	01/01/2015 - 01/03/2015	0.94	1.03
2	01/04/2015 - 01/10/2015	0.95	1.04
3	01/11/2015 - 01/17/2015	0.97	1.07
* 4	01/18/2015 - 01/24/2015	0.95	1.04
* 5	01/25/2015 - 01/31/2015	0.93	1.02
* 6	02/01/2015 - 02/07/2015	0.91	1.00
* 7	02/08/2015 - 02/14/2015	0.89	0.98
* 8	02/15/2015 - 02/21/2015	0.89	0.98
* 9	02/22/2015 - 02/28/2015	0.88	0.97
*10	03/01/2015 - 03/07/2015	0.88	0.97
*11	03/08/2015 - 03/14/2015	0.88	0.97
*12	03/15/2015 - 03/21/2015	0.89	0.98
*13	03/22/2015 - 03/28/2015	0.91	1.00
*14	03/29/2015 - 04/04/2015	0.93	1.02
*15	04/05/2015 - 04/11/2015	0.95	1.04
*16	04/12/2015 - 04/18/2015	0.96	1.05
17	04/19/2015 - 04/25/2015	0.98	1.08
18	04/26/2015 - 05/02/2015	0.99	1.09
19	05/03/2015 - 05/09/2015	1.01	1.11
20	05/10/2015 - 05/16/2015	1.02	1.12
21	05/17/2015 - 05/23/2015	1.03	1.13
22	05/24/2015 - 05/30/2015	1.05	1.15
23	05/31/2015 - 06/06/2015	1.06	1.16
24	06/07/2015 - 06/13/2015	1.07	1.18
25	06/14/2015 - 06/20/2015	1.08	1.19
26	06/21/2015 - 06/27/2015	1.08	1.19
27	06/28/2015 - 07/04/2015	1.09	1.20
28	07/05/2015 - 07/11/2015	1.09	1.20
29	07/12/2015 - 07/18/2015	1.09	1.20
30	07/19/2015 - 07/25/2015	1.08	1.19
31	07/26/2015 - 08/01/2015	1.08	1.19
32	08/02/2015 - 08/08/2015	1.08	1.19
33	08/09/2015 - 08/15/2015	1.08	1.19
34	08/16/2015 - 08/22/2015	1.08	1.19
35	08/23/2015 - 08/29/2015	1.08	1.19
36	08/30/2015 - 09/05/2015	1.09	1.20
37	09/06/2015 - 09/12/2015	1.09	1.20
38	09/13/2015 - 09/19/2015	1.08	1.19
39	09/20/2015 - 09/26/2015	1.06	1.16
40	09/27/2015 - 10/03/2015	1.05	1.15
41	10/04/2015 - 10/10/2015	1.03	1.13
42	10/11/2015 - 10/17/2015	1.02	1.12
43	10/18/2015 - 10/24/2015	1.00	1.10
44	10/25/2015 - 10/31/2015	0.98	1.08
45	11/01/2015 - 11/07/2015	0.96	1.05
46	11/08/2015 - 11/14/2015	0.95	1.04
47	11/15/2015 - 11/21/2015	0.94	1.03
48	11/22/2015 - 11/28/2015	0.94	1.03
49	11/29/2015 - 12/05/2015	0.94	1.03
50	12/06/2015 - 12/12/2015	0.94	1.03
51	12/13/2015 - 12/19/2015	0.95	1.04
52	12/20/2015 - 12/26/2015	0.96	1.05
53	12/27/2015 - 12/31/2015	0.97	1.07

* Peak Season

**TRAFFIC DATA FROM THE 2016 LEE
COUNTY CONCURRENCY REPORT**

LINK NO.	ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD		2015 100th HIGHEST HR		EST 2016 100th HIGHEST HR		FORECAST FUTURE VOL		NOTES
					LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME	
05900	COLONIAL BL (SR 884)	METRO PKWY	WINKLER AVE	6LD	D	3,220	C	2,521	C	2,521	C	2,523	
06000	COLONIAL BL (SR 884)	WINKLER AVE	SIX MILE CYPRESS PKWY	6LD	D	3,220	E	3,144	E	3,144	E	3,144	
06100	COLONIAL BL (SR 884)	SIX MILE CYPRESS PKWY	I-75	6LD	D	3,220	F	3,770	F	3,770	F	3,770	FDOT evaluating improvement options
06200	COLONIAL BL	I-75	IMMOKALEE RD (SR 82)	6LD	D	3,240	B	2,199	B	2,199	B	2,199	
06300	COLUMBUS BL*	SR 82	MILWAUKEE BL	2LN	E	860	C	88	C	90	C	90	
06400	CONSTITUTION BL*	US 41	CONSTITUTION CIR	2LN	E	860	C	217	C	219	C	230	
06500	CORBETT RD**	PINE ISLAND RD	LITTLETON RD	2LN	E	860	C	22	C	22	C	22	
06600	CORKSCREW RD	US 41	THREE OAKS PKWY	4LD	E	1,900	C	930	C	930	C	1,195	
06700	CORKSCREW RD	THREE OAKS PKWY	I-75	4LD	E	1,900	C	1,643	C	1,669	F	1,926	
06800	CORKSCREW RD	I-75	BEN HILL GRIFFIN BL	4LD	E	1,900	C	1,140	C	1,140	C	1,140	
06900	CORKSCREW RD	BEN HILL GRIFFIN BL	ALICO RD	2LD	E	1,130	D	755	E	790	E	1,061	
07000	CORKSCREW RD	ALICO RD	COLLIER COUNTY LINE	2LN	E	1,080	B	212	B	213	B	235	
07100	COUNTRY LAKES DR*	LUCKETT RD	TICE ST	2LN	E	860	C	143	C	143	C	296	
07200	CRYSTAL DR*	US 41	METRO PKWY	2LN	E	860	C	476	C	490	C	498	
07300	CRYSTAL DR*	METRO PKWY	PLANTATION RD	2LN	E	860	C	259	C	259	C	259	
07400	CYPRESS LAKE DR*	McGREGOR B	SO POINTE BL	4LD	E	1,940	D	890	D	890	D	915	
07500	CYPRESS LAKE DR	SOUTH POINTE BL	WINKLER RD	4LD	E	1,940	D	1,103	D	1,103	D	1,106	
07600	CYPRESS LAKE DR	WINKLER RD	SUMMERLIN RD	4LD	E	1,940	D	1,401	D	1,401	D	1,401	
07700	CYPRESS LAKE DR	SUMMERLIN RD	US 41	6LD	E	2,940	D	2,298	D	2,298	D	2,393	
07800	DANIELS PKWY	US 41	METRO PKWY	6LD	E	2,680	D	2,228	D	2,228	D	2,260	
07900	DANIELS PKWY	METRO PKWY	SIX MILE CYPRESS PKWY	6LD	E	2,680	E	2,575	E	2,575	F	2,847	constrained; v/c=0.96
08000	DANIELS PKWY	SIX MILE CYPRESS PKWY	PALOMINO RD	6LD	E	3,000	C	2,729	C	2,816	F	3,116	constrained; v/c=0.91
08100	DANIELS PKWY	PALOMINO RD	I-75	6LD	E	3,000	C	2,904	C	2,907	C	2,921	constrained; v/c=0.97
08200	DANIELS PKWY	I-75	TREELINE AVE	6LD	E	3,180	B	2,717	B	2,717	B	2,794	
08300	DANIELS PKWY*	TREELINE AVE	CHAMBERLIN PKWY	6LD	E	3,180	A	2,356	A	2,357	A	2,357	
08400	DANIELS PKWY	CHAMBERLIN PKWY	GATEWAY BL	6LD	E	3,180	A	2,305	A	2,316	A	2,328	
08500	DANIELS PKWY	GATEWAY BL	IMMOKALEE RD (SR82)	4LD	E	2,120	A	1,674	A	1,674	B	1,772	
08600	DANLEY RD*	US 41	METRO PKWY	2LN	E	860	C	279	C	280	C	297	
08700	DAVIS RD*	McGREGOR BL	IONA RD	2LN	E	860	C	15	C	30	C	49	
08800	DEL PRADO BL*	CAPE CORAL PKWY	SE 46th ST	6LD	E	2,820	C	1,304	C	1,304	C	1,304	
08900	DEL PRADO BL*	SE 46th ST	CORONADO PKWY	6LD	E	2,820	C	1,392	C	1,392	C	1,392	
09000	DEL PRADO BL	CORONADO PKWY	CORNWALLIS PKWY	6LD	E	2,820	D	1,868	D	1,868	D	1,868	
09100	DEL PRADO BL	CORNWALLIS PKWY	VETERANS MEM PKWY	6LD	E	2,820	D	2,129	D	2,129	D	2,129	
09150	DEL PRADO BL*	VETERANS MEM PKWY	CORAL POINT DR	6LD	E	2,840	D	2,396	D	2,396	D	2,396	
09200	DEL PRADO BL	CORAL POINT DR	HANCOCK BR PKWY	6LD	E	2,840	D	2,110	D	2,110	D	2,110	
09300	DEL PRADO BL	HANCOCK BR PKWY	SR 78	6LD	E	2,800	C	2,090	C	2,090	C	2,090	

LINK NO.	ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD		2015 100th HIGHEST HR		EST 2016 100th HIGHEST HR		FORECAST FUTURE VOL		NOTES
					LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME	
09400	DEL PRADO BL	US 41	SLATER RD	2LN	E	860	C	349	C	349	D	847	
09470	DR ML KING BL (SR 82)	CRANFORD AVE	HIGHLAND AVE	4LD	D	1,800	C	1,363	C	1,363	C	1,363	
09480	DR ML KING BL (SR 82)	HIGHLAND AVE	MICHIGAN LINK	4LD	D	1,800	C	1,486	C	1,486	C	1,486	
09490	DR ML KING BL (SR 82)	MICHIGAN LINK	ORTIZ AVE	4LD	D	1,780	D	1,762	D	1,762	D	1,762	
09500	DR ML KING BL (SR 82)	ORTIZ AVE	I-75	6LD	D	2,680	B	2,194	B	2,194	B	2,194	
09700	EAST 21st ST*	JOEL BL	GRANT AVE	2LN	E	860	C	24	C	24	C	24	
09800	ESTERO BL*	BIG CARLOS PASS	AVENIDA PESCADORA	2LN	E	726	A	420	A	420	A	420	constrained; v/c=0.58
09900	ESTERO BL*	AVENIDA PESCADORA	VOORHIS ST	2LN	E	726	A	555	A	555	A	555	constrained; v/c=0.76; reconstruction in FY 19/20
10000	ESTERO BL	VOORHIS ST	TROPICAL SHORES WAY	2LN	E	726	B	608	B	608	C	626	constrained; v/c=0.84; reconstruction in FY 17/18
10100	ESTERO BL*	TROPICAL SHORES WAY	CENTER ST	2LN	E	671	F	716	F	716	F	779	constrained; v/c=1.07; reconstruction underway
14400	ESTERO PKWY	US 41	THREE OAKS PKWY	4LD	E	2,000	B	559	B	586	B	873	
14450	ESTERO PKWY	THREE OAKS PKWY	BEN HILL GRIFFIN PKWY	4LD	E	2,000	B	767	B	767	B	767	
10200	EVERGREEN RD*	US 41	BUS 41	2LN	E	860	C	100	C	100	C	100	
10300	FIDDESTICKS BL*	GUARDHOUSE	DANIELS PKWY	2LU	E	860	C	349	C	350	C	382	
10400	FOWLER ST	US 41	N AIRPORT RD	6LD	E	2,580	D	1,212	D	1,212	D	1,214	
10500	FOWLER ST	N AIRPORT RD	COLONIAL BL	6LD	E	2,580	D	1,606	D	1,606	D	1,606	
10600	FOWLER ST	COLONIAL BL	WINKLER AVE	4LD	E	1,700	C	1,230	C	1,230	C	1,230	
10700	FOWLER ST	WINKLER AVE	HANSON ST	4LD	E	1,700	C	1,267	C	1,267	C	1,267	
10730	FOWLER ST (SR 739)	HANSON ST	DR ML KING BL (SR 82)	4LD	E	1,700	C	1,461	C	1,461	C	1,461	
10800	GASPARILLA BL*	FIFTH ST	CHARLOTTE COUNTY LINE	2LN	E	860	C	343	C	349	C	360	constrained; v/c=0.40
10900	GLADIOLUS DR	McGREGOR BL	PINE RIDGE RD	4LD	E	1,840	B	669	B	670	B	686	
11000	GLADIOLUS DR	PINE RIDGE RD	BASS RD	4LD	E	1,840	C	1,194	C	1,194	C	1,287	
11100	GLADIOLUS DR*	BASS RD	WINKLER RD	6LD	E	2,780	B	1,117	B	1,119	B	1,154	
11200	GLADIOLUS DR*	WINKLER RD	SUMMERLIN RD	6LD	E	2,900	B	942	B	974	B	983	
11300	GLADIOLUS RD	SUMMERLIN RD	US 41	6LD	E	2,900	C	1,958	C	1,958	C	2,103	
11400	GREENBRIAR BL*	RICHMOND AVE	JOEL BL	2LN	E	860	C	71	C	76	C	76	
11500	GUNNERY RD	IMMOKALEE RD (SR 82)	LEE BL	4LD	E	1,920	B	940	B	950	B	1,000	
11600	GUNNERY RD	LEE BL	BUCKINGHAM RD	2LN	E	1,020	C	804	C	808	C	937	
11700	HANCOCK BRIDGE PKWY	DEL PRADO BL	NE 24th AVE	4LD	E	2,000	B	1,122	B	1,122	B	1,122	

LINK NO.	ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD		2015 100th HIGHEST HR		EST 2016 100th HIGHEST HR		FORECAST FUTURE VOL		NOTES
					LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME	
17500	METRO PKWY (SR 739)	WAREHOUSE ST	HANSON ST	2LN	D	880	B	614	C	614	C	614	
17600	MILWAUKEE BL*	HOMESTEAD	ALEX BELL BL	2LN	E	860	C	50	C	53	C	53	
17700	MILWAUKEE BL*	ALEX BELL BL	COLUMBUS BL	2LN	E	860	C	95	C	95	C	107	
17800	MOODY RD*	HANCOCK BR PKWY	PONDELLA RD	2LN	E	860	C	182	C	182	C	182	
17900	NALLE GRADE RD*	SLATER RD	NALLE RD	2LN	E	860	C	91	C	91	C	91	
18000	NALLE RD	BAYSHORE RD	NALLE GRADE RD	2LN	E	860	C	145	C	147	C	165	
18100	NEAL RD*	ORANGE RIVER BL	BUCKINGHAM RD	2LN	E	860	C	100	C	100	C	100	
18200	NORTH RIVER RD	SR 31	FRANKLIN LOCK RD	2LN	E	1,140	A	155	A	156	B	275	
18300	NORTH RIVER RD	FRANKLIN LOCK RD	BROADWAY	2LN	E	1,140	A	155	A	157	B	301	
18400	NORTH RIVER RD	BROADWAY	HENDRY COUNTY LINE	2LN	E	1,140	A	80	A	81	A	113	
18900	OLGA RD*	SR 80 W	SR 80 E	2LN	E	860	C	82	C	83	C	83	
19000	ORANGE GROVE BL*	LOCHMOOR CC	INLET DR	2LN	E	860	C	458	C	459	C	460	
19100	ORANGE GROVE BL*	INLET DR	HANCOCK BR PKWY	4LD	E	1,790	C	458	C	458	C	552	
19200	ORANGE GROVE BL*	HANCOCK BR PKWY	PONDELLA RD	4LD	E	1,790	C	578	C	582	C	582	
19300	ORANGE RIVER BL	PALM BEACH BL	STALEY RD	2LN	E	990	C	397	C	397	C	397	
19400	ORANGE RIVER BL	STALEY RD	BUCKINGHAM RD	2LN	E	990	C	339	C	342	C	380	
19500	ORIOLE RD*	SAN CARLOS BL	ALICO RD	2LN	E	860	C	93	C	95	C	95	
19600	ORTIZ AVE*	COLONIAL BL	DR ML KING BL (SR 82)	2LN	E	900	B	745	B	745	B	745	4 Ln construction in FY 19/20
19700	ORTIZ AVE	DR ML KING BL (SR 82)	LUCKETT RD	2LN	E	900	B	740	B	742	B	757	4 Ln design & ROW acquisition underway
19800	ORTIZ AVE	LUCKETT RD	PALM BEACH BL (SR 80)	2LN	E	900	B	364	B	365	B	365	4 Ln design & ROW acquisition underway
19900	PALM BEACH BL (SR 80)	PROSPECT AVE	ORTIZ AVE	4LD	D	1,720	B	961	B	961	B	961	
20000	PALM BEACH BL (SR 80)	ORTIZ AVE	I-75	6LD	D	2,580	B	1,032	B	1,033	B	1,094	
20100	PALM BEACH BL (SR 80)	I-75	SR 31	6LD	D	2,960	A	1,726	A	1,731	A	2,018	
20200	PALM BEACH BL (SR 80)	SR 31	BUCKINGHAM RD	4LD	D	1,960	B	1,658	B	1,697	B	1,865	
20300	PALM BEACH BL (SR 80)	BUCKINGHAM RD	WERNER DR	4LD	D	2,940	B	1,073	B	1,078	C	1,809	
20330	PALM BEACH BL (SR 80)	WERNER DR	JOEL BL	4LD	C	2,320	A	874	A	875	A	941	
20400	PALM BEACH BL (SR 80)	JOEL BLVD	HENDRY COUNTY LINE	4LD	C	2,320	A	634	A	635	A	770	
20500	PALOMINO RD*	DANIELS PKWY	PENZANCE BL	2LN	E	860	C	324	C	332	C	350	bike path/turn-lane project in FY 16/17
20600	PARK MEADOW DR*	SUMMERLIN RD	US 41	2LN	E	860	C	133	C	133	C	135	
20800	PENZANCE BL*	RANCHETTE RD	SIX MILE CYPRESS PKWY	2LN	E	860	C	130	C	131	C	145	

LINK NO.	ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD		2015 100th HIGHEST HR		EST 2016 100th HIGHEST HR		FORECAST FUTURE VOL		NOTES
					LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME	
23600	SIX MILE CYPRESS PKWY	METRO PKWY	DANIELS PKWY	4LD	E	1,920	B	1,500	B	1,523	B	1,547	
23700	SIX MILE CYPRESS PKWY	DANIELS PKWY	WINKLER AVE	4LD	E	1,900	B	883	B	884	B	991	
23800	SIX MILE CYPRESS PKWY	WINKLER AVE	CHALLENGER BL	4LD	E	1,900	B	935	B	935	B	935	
23900	SIX MILE CYPRESS PKWY	CHALLENGER BL	COLONIAL BL	6LD	E	2,860	A	935	A	935	A	935	
24000	SLATER RD	BAYSHORE RD (SR 78)	NALLE GRADE RD	2LN	E	1,010	C	423	C	424	C	426	
24100	SOUTH POINTE BL*	CYPRESS LAKE DR	COLLEGE PKWY	2LD	E	910	D	607	D	607	D	607	
24200	SR 31	PALM BEACH BL	BAYSHORE RD (SR78)	2LN	C	1,310	C	503	C	503	C	505	
24300	SR 31	BAYSHORE RD (SR 78)	CHARLOTTE COUNTY LINE	2LN	C	1,310	B	354	B	355	B	355	
24400	STALEY RD	ORANGE RIVER BL	LUCKETT RD	2LN	E	860	C	127	C	128	C	153	
24500	STRINGFELLOW RD	FIRST AVE	BERKSHIRE RD	2LN	E	1,060	B	307	C	324	D	667	constrained; v/c=0.29
24600	STRINGFELLOW RD	BERKSHIRE RD	PINE ISLAND RD	2LN	E	1,060	B	307	C	316	C	441	constrained; v/c=0.29
24700	STRINGFELLOW RD	PINE ISLAND RD	PINELAND RD	2LN	E	1,060	D	566	D	577	D	685	constrained; v/c=0.53
24800	STRINGFELLOW RD*	PINELAND RD	MAIN ST	2LN	E	1,060	B	178	B	185	B	275	
24900	SUMMERLIN RD	McGREGOR BL	KELLY COVE RD	4LD	E	1,980	B	1,233	B	1,233	B	1,241	
25000	SUMMERLIN RD*	KELLY COVE RD	SAN CARLOS BL	4LD	E	1,980	B	1,055	B	1,055	B	1,055	
25100	SUMMERLIN RD*	SAN CARLOS BL	PINE RIDGE RD	6LD	E	2,980	B	1,000	B	1,000	B	1,111	
25200	SUMMERLIN RD	PINE RIDGE RD	BASS RD	6LD	E	2,980	B	1,866	B	1,866	B	1,959	
25300	SUMMERLIN RD	BASS RD	GLADIOLUS DR	6LD	E	2,980	B	1,866	B	1,872	B	1,967	
25400	SUMMERLIN RD	GLADIOLUS DR	CYPRESS LAKE DR	4LD	E	1,980	B	1,390	B	1,413	B	1,528	
25500	SUMMERLIN RD	CYPRESS LAKE DR	COLLEGE PKWY	6LD	E	2,960	C	1,602	C	1,602	C	1,602	
25600	SUMMERLIN RD	COLLEGE PKWY	MAPLE DR	6LD	E	2,960	C	1,786	C	1,786	C	1,805	
25700	SUMMERLIN RD	MAPLE DR	BOY SCOUT DR	6LD	E	2,960	C	1,786	C	1,786	C	1,786	
25800	SUMMERLIN RD	BOY SCOUT DR	MATTHEWS DR	4LD	E	1,760	D	1,200	D	1,200	D	1,200	
25900	SUMMERLIN RD	MATTHEWS DR	COLONIAL BL	4LD	E	1,760	D	1,200	D	1,200	D	1,200	
26000	SUNRISE BL*	ALEX BELL BL	COLUMBUS AVE	2LN	E	860	C	44	C	45	C	55	
26100	SUNSHINE BL	IMMOKALEE RD (SR82)	SW 23rd ST	2LN	E	1,040	B	287	B	296	B	300	
26150	SUNSHINE BL*	SW 23rd ST	LEE BL	2LN	E	1,040	C	319	C	322	C	322	
26200	SUNSHINE BL*	LEE BL	W 12th ST	2LN	E	1,040	C	447	C	453	C	456	
26300	SUNSHINE BL	W 12th ST	W 75th ST	2LN	E	1,040	D	561	D	564	D	564	
26400	SW 23rd ST*	GUNNERY RD	SUNSHINE BL	2LN	E	860	D	592	D	595	D	802	
26450	TERMINAL ACCESS RD*	TREELINE AVE	AIRPORT ENT	4LD	E	1,790	D	1,501	D	1,501	D	1,501	
26500	THREE OAKS PKWY	COCONUT RD	CORKSCREW RD	4LD	E	1,940	B	1,093	B	1,099	B	1,282	
26600	THREE OAKS PKWY	CORKSCREW RD	SAN CARLOS BL	4LD	E	1,940	B	1,053	B	1,216	B	1,252	
26700	THREE OAKS PKWY	SAN CARLOS BL	ALICO RD	4LD	E	1,940	A	643	A	644	B	815	
26800	TICE ST*	PALM BEACH BL (SR 80)	ORTIZ AVE	2LN	E	860	C	83	C	84	C	88	

LINK NO.	ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD		2015 100th HIGHEST HR		EST 2016 100th HIGHEST HR		FORECAST FUTURE VOL		NOTES
					LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME	
26900	TICE ST*	ORTIZ AVE	STALEY RD	2LN	E	860	C	161	C	161	D	674	
27000	TREELINE AVE	TERMINAL ACCESS RD	DANIELS PKWY	4LD	E	1,960	B	1,390	B	1,406	B	1,569	
27030	TREELINE AVE	DANIELS PKWY	ARBORWOOD RD	4LD	E	1,960	A	696	A	701	A	708	
27070	TREELINE AVE	ARBORWOOD RD	COLONIAL BL	4LD	E	1,960	A	696	A	696	A	696	
27100	VANDERBILT BL*	COLLIER COUNTY LINE	BONITA BEACH RD	2LU	E	860	C	287	C	287	C	287	
27200	VETERANS MEM PKWY	SR78	SURFSIDE BL	4LD	D	2,080	A	811	A	812	A	812	
27250	VETERANS MEM PKWY*	SURFSIDE BL	CHIQUITA BL	4LD	E	2,080	A	664	A	664	A	664	
27300	VETERANS MEM PKWY*	CHIQUITA BL	SKYLINE DR	4LD	D	2,080	A	1,810	A	1,810	A	1,810	
27400	VETERANS MEM PKWY	SKYLINE DR	SANTA BARBARA BL	6LD	D	3,120	A	2,157	A	2,157	A	2,157	
27500	VETERANS MEM PKWY	SANTA BARBARA	COUNTRY CLUB BL	6LD	D	3,120	A	2,702	A	2,702	A	2,702	
27600	VETERANS MEM PKWY	COUNTRY CLUB BL	MIDPOINT BR TOLL PLAZA	6LD	D	3,120	B	2,878	B	2,878	B	2,878	
27700	VETERANS MEM PKWY	MIDPOINT BR TOLL PLAZA	McGREGOR BL	4LB	D	4,000	C	2,425	C	2,425	C	2,425	
27720	VIA COCONUT PT*	SOUTH END	CORKSCREW RD	4LD	E	1,790	C	249	C	249	C	249	
27900	WHISKEY CREEK DR*	COLLEGE PKWY	SAUTERN DR	2LD	E	910	C	320	C	320	C	333	
28000	WHISKEY CREEK DR*	SAUTERN DR	McGREGOR BL	2LD	E	910	C	320	C	320	C	320	
28100	WILLIAMS RD	US 41	RIVER RANCH RD	2LN	E	860	C	248	C	269	C	294	
28200	WILLIAMS AVE*	LEE BL	W 6th ST	2LN	E	860	C	538	C	543	D	595	
28300	WINKLER RD*	STOCKBRIDGE	SUMMERLIN RD	2LN	E	860	C	461	C	468	D	575	
28400	WINKLER RD	SUMMERLIN RD	GLADIOLUS DR	4LD	E	1,520	D	469	D	469	D	470	
28500	WINKLER RD*	GLADIOLUS DR	BRANDYWINE CIR	2LN	E	920	B	593	B	603	B	610	
28600	WINKLER RD*	BRANDYWINE CIR	CYPRESS LAKE DR	2LN	E	920	B	593	B	593	B	593	
28700	WINKLER RD	CYPRESS LAKE DR	COLLEGE PKWY	4LD	E	1,800	C	712	C	713	C	713	
28800	WINKLER RD*	COLLEGE PKWY	McGREGOR BL	2LN	E	840	B	350	B	350	B	352	
28900	WOODLAND BL*	US 41	CHATHAM ST	2LN	E	860	C	266	C	266	C	266	
29000	W 6th ST	WILLIAMS AVE	JOEL BL	2LN	E	860	C	146	C	146	C	146	
29100	W 12th ST*	GUNNERY RD	SUNSHINE BL	2LN	E	860	C	77	C	77	C	77	
29200	W 12th ST*	SUNSHINE BL	WILLIAMS AVE	2LN	E	860	C	76	C	77	C	166	
29300	W 12th ST*	WILLIAMS AVE	JOEL BL	2LN	E	860	C	92	C	93	C	93	
29400	W 14th ST*	SUNSHINE BL	RICHMOND AVE	2LN	E	860	C	48	C	48	C	48	
29500	US 41	COLLIER COUNTY LINE	BONITA BEACH RD	6LD	D	2,740	B	2,063	B	2,063	B	2,063	
29600	US 41	BONITA BEACH RD	WEST TERRY ST	6LD	D	3,020	B	2,954	B	2,954	B	2,954	
29700	US 41	WEST TERRY ST	OLD 41	6LD	D	3,020	B	2,792	B	2,792	B	2,792	
29800	US 41	OLD 41	CORKSCREW RD	6LD	D	3,020	B	2,564	B	2,645	B	2,738	
29900	US 41	CORKSCREW RD	SANIBEL BL	6LD	D	3,000	B	2,380	B	2,385	B	2,470	
30000	US 41	SANIBEL BL	ALICO RD	6LD	D	3,000	B	2,307	B	2,375	B	2,565	

**LEE COUNTY MPO 2040 COST
FEASIBLE HIGHWAY MAP**

**LEE COUNTY 5-YEAR CAPITAL
IMPROVEMENT PLAN**

PROJECTS LISTING DOT CIP

6/7/2016

All Projects

PROJ #	PROJECT NAME Major Projects (sorted alphabetically)	FISCAL YEAR					FIVE-YEAR		
		17	18	19	20	21	TOTAL		
205075	Alico Rd 4L/Ben Hill-Airport Haul Rd	\$14,800,000		\$540,000			\$15,340,000	CST in 17, LS in 19	GT,IF GIF State
209245	Alico Road Connector				\$2,240,868		\$2,240,868	Land	IF
206002	Bicycle/Pedestrian Facilities	\$3,443,861	\$2,595,910	\$1,993,259	\$1,149,680	\$1,387,945	\$10,570,655	Various	Various
205074	Big Carlos Pass Bridge		\$3,500,000			\$40,127,057	\$43,627,057	DES in 18, CST in 21	ST, State
204088	Burnt Store Road 4L	\$5,900,000	\$897,754	\$10,450,000		\$630,000	\$17,877,754	CEN Seg in 17, S Seg in 19	IF, State, GIF, ST
209248	Cape Coral Bridge WB Span Replacement			\$1,425,698	\$1,000,000	\$4,000,000	\$6,425,698	PD&E in 19	ST
209249	Colonial Alternatives Analysis			\$350,000			\$350,000	Evaluate options in 19	IF
205082	Corbett Widening/Resurfacing	\$185,000					\$185,000	CST in 17	GT
205067	Estero Blvd. Improvements								
	Segment 3 DES and CST/CEI	\$910,000	\$8,350,000				\$9,260,000		
	Segment 4 DES and CST/CEI			\$1,145,000	\$8,475,000		\$9,620,000		GT, IF, GIF
	Segment 5 DES					\$810,000	\$810,000		
205083	Hickory Boulevard Bridge Replacements		\$3,798,864			\$33,791,687	\$37,590,551	CST in 21	GT, ST, GIF
209245	Gunnery Rd./8th St. Signal-Intersection Imp.	\$1,274,819					\$1,274,819	CST in 17	State,GT
205082	Homestead 4L/Sunrise-Alabama		\$690,000				\$690,000	LS	GIF
200611	Kismet/Littleton Realignment	\$1,610,000	\$2,030,000				\$3,640,000	Land in 17, CST in 18	IF,Cape
205028	Littleton Road West of Corbett-41					\$2,900,000	\$2,900,000	Land and Design in 21	GIF
204061	Ortiz 4L/Colonial-MLK		\$2,250,000		\$12,450,000		\$14,700,000	DES in 18, CST in 20	IF,GIF
205081	Palomino Lane Improvements	\$1,850,000					\$1,850,000	CST in 17	GT, IF
206759	Signal System ATMS	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$3,750,000	on-going	GT
204053	Sunshine /8th th SW Roundabout		\$200,000	\$260,000		\$700,000	\$1,160,000	DES in 18, Land in 19, CST in 21	GT
204053	Three Oaks North	\$9,800,000	\$7,000,000		\$31,400,000		\$48,200,000	Land in 17 and 18, DES in 17, CST in 20	GIF, IF, GT
205818	Toll Interoperability	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000		ST
	Toll System Replacement	\$3,250,000	\$3,250,000				\$6,500,000		ST
	Major Maintenance Projects (sorted alphabetically)								
404683	Road Resurface/Rebuild Program	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$20,000,000		GT
406715	Road Resurface/Rebuild Program Lehigh	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,000,000		GT
405714	Master Bridge Project	\$436,995	\$554,460	\$997,890	\$1,892,360	\$250,000	\$4,131,705		GT
406024	Roadway Beautification	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000		GIF
406670	Signal Upgrades/Equipment Replacement	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,750,000		GT
406713	Master Signal Project/Major Intersections	\$1,500,000	\$650,000	\$1,300,000	\$1,200,000	\$950,000	\$5,600,000		GT

406079	ADA Plan Implementation	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000		GT
406080	Roadway Lighting Upgrade	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,250,000		GIF
406763	Sign Replacement Program	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000		GT
406760	Cape Coral Toll Plaza Painting	\$750,000					\$750,000		ST
406761	Midpoint/Leeway Painting		\$950,000				\$950,000		ST
406762	Replace Overhead Sign Structures - Sanibel	\$750,000							ST
408944	Overhead Sign Structures Evaluation	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$650,000		GT
448920	Del Prado Boulevard Landscaping	\$330,000					\$330,000		GIF
406714	Signal Network	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$600,000		GT
	Wild Turkey Strand					\$133,909			GT
404007	Environmental Mit. (PW Request - DOT share)	\$58,333	\$58,333	\$58,333	\$58,333	\$58,333	\$291,665		GT
	Projects that dropped out of CIP								
205723	Bonita Beach Road Phase III, US 41-Old 41 - Tier 3 Priority, no joint funding from Bonita Springs								
	Crystal Drive 2LD, US 41 - Metro Parkway - Tier 3 Priority								
205077	Crystal/Plantation Roundabout - construction underway								
205080	Homestead Road Complete Street - no project defined or prioritized								
205068	Luckett Road 4L Ortiz-I-75 Tier 3 Priority								
204100	N. Airport Road Extension West - funding in current year								
204072	Ortiz Avenue 4L, MLK-Luckett - Priority #7								
205056	Ortiz Avenue 4L, Luckett- SR 82 Tier 2 Priority								

**EMAIL CORRESPONDENCE WITH
LEE COUNTY REGARDING
METHODOLOGY**

Ted Treesh

From: Rozdolski, Mikki <MRozdolski@leegov.com>
Sent: Tuesday, January 24, 2017 2:13 PM
To: Justin Griffin
Cc: Jenkins-Owen, Sharon; Ted Treesh; matthewuhle@aol.com
Subject: Re: Traffic Study

Hi Justin,

We are fine with your assumption below.

Mikki

Sent from my iPhone

On Jan 23, 2017, at 1:07 PM, Justin Griffin <justin.griffin@twineagle.com> wrote:

Mikki,

First of all my apologies, but Ted has been pretty swamped and we are running slightly behind schedule on traffic study, but Ted is working to complete as soon as possible.

We did have 1 potential tweak to traffic report assumptions that we wanted to quickly run past you. As you may recall, there is a 2.33 undeveloped parcel that is on corner of Palomino & little feeder road (13400 Palomino lane—Parcel 9). Previously, we went back and forth on whether to assume this parcel is developed with multi-family units or whether it would be developed with some type of retail use. Previously, we assumed it would end up being a retail use, however after giving this some more thought we actually think it is more likely to be developed into multi-family units. Here is brief reason why:

- Parcel does not have any direct visibility on Daniel's Parkway, which really hurts its prospects as a retail parcel.
- Reality is that under current land use, it could already be used for retail, and nobody has chosen to put retail on it (**despite being the only remaining undeveloped lot**)
- Density change to allow 22 units per acre, will likely result in highest and best use of this parcel becoming multi-family
 - Similar to the other parcels, it will likely really benefit from its close proximity to retail (close walking distance to Starbuck's, restaurants & Publix)

This would increase the number of units from 649 to 700 units (increase of 51 units= 2.33×22), however I do think it is more indicative of reality since I believe the highest and best use of this parcel will be multi-family if the proposed land use change is approved.

Please let us know if you are ok with that minor tweak in assumptions. Feel free to call me if you would like to discuss.

Best Regards,

Justin
(281) 653-0898 office
(979) 571-3249 cell

<Apaloosa Parcels (4).pdf>

Please note: Florida has a very broad public records law. Most written communications to or from County Employees and officials regarding County business are public records available to the public and media upon request. Your email communication may be subject to public disclosure.

Under Florida law, email addresses are public records. If you do not want your email address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

Ted Treesh

From: Getch, Andrew <AGetch@leegov.com>
Sent: Monday, December 12, 2016 1:35 PM
To: Ted Treesh; Rozdolski, Mikki
Cc: Jenkins-Owen, Sharon; Wu, Lili; Justin Griffin; matthewuhle@aol.com
Subject: RE: Apaloosa Plan Amendment

Vacant buildings typically generate very few trips and would not be included in the latest LCDOT Traffic Count Report volumes on road segments. Once a C.O. is issued, the D.O. traffic numbers are also not included in the forecast future volume column in the concurrency report. I do not suggest including vacant project building square footage in a 5 year analysis of background traffic.

However, my understanding is the CPA proposed land use category would not change the allowable commercial square footage. As a result, the amount of total commercial square footage in 2040 would be the same with and without the CPA. The amount of commercial square footage in background traffic will not affect the 2040 analysis LOS projection.

Andy Getch, P.E.
Section Manager, Infrastructure Planning
Lee County Department of Community Development
2nd floor
1500 Monroe Street
Fort Myers, Florida 33901
direct line (239) 533-8510
DCD department line (239) 533-8585
FAX (239) 485-8344
AGetch@leegov.com

From: Ted Treesh [mailto:tbt@trtrans.net]
Sent: Friday, December 09, 2016 10:47 AM
To: Rozdolski, Mikki
Cc: Jenkins-Owen, Sharon; Wu, Lili; Getch, Andrew; Justin Griffin; matthewuhle@aol.com
Subject: RE: Apaloosa Plan Amendment

Thanks for providing the floor area for Parcel #2.

You indicate that if it is under construction, it cannot be included in the background, which I agree with. What lots would you consider under construction?

Parcel #10 has been there since early 2014 and Parcel #6 previously had a previous use that was redeveloped. I think the floor area increased some but it was a restaurant before. All of the other parcels have been completed for a number of years.

Let me know what floor areas to back out of the background list that the County would consider "under construction".

With that, I think we are all set.

Thanks

Ted Treesh
TR Transportation Consultants, Inc.
2726 Oak Ridge Ct. STE 503
Fort Myers, FL 33901
239-278-3090 (o)
239-278-1906 (f)
239-292-6746 (c)
www.trtrans.net

From: Rozdolski, Mikki [<mailto:MRozdolski@leegov.com>]
Sent: Friday, December 09, 2016 10:39 AM
To: Ted Treesh <tbt@trtrans.net>
Cc: Jenkins-Owen, Sharon <SJenkins-Owen@leegov.com>; Wu, Lili <LWu@leegov.com>; Getch, Andrew <AGetch@leegov.com>; Justin Griffin <justin.griffin@twineagle.com>; matthewuhle@aol.com
Subject: FW: Apaloosa Plan Amendment

Hi Ted,

Please see comments below.

Mikki Rozdolski
Manager of Planning
Lee County Community Development
email: mrozdolski@leegov.com
phone: 239-533-8309

From: Ted Treesh [<mailto:tbt@trtrans.net>]
Sent: Wednesday, December 07, 2016 4:06 PM
To: Rozdolski, Mikki; Jenkins-Owen, Sharon
Cc: matthewuhle@aol.com; Getch, Andrew; Wu, Lili; Justin Griffin
Subject: RE: Apaloosa Plan Amendment

Mikki/Sharon

Based on what information that the County provided for the parcels that are subject to this comp plan amendment, I would propose the following methodology in terms of assumptions for uses to compute the trip generation of trips that would be added to the network as part of the analysis:

The attached PDF highlights the parcels that are subject to the Comp Plan Amendment to be placed in the General Interchange Land Use Category. There are a total of 12 parcels identified and the attached Excel spreadsheet gives the details on each one. Based on data from the Lee County Property Appraiser's website and Development Order plans from recent construction activity, I compute the following floor areas on the parcels that have existing uses:

Parcel #2 – ~~30,000~~ 36,240 square feet (per DO Plan) (~~this is an assumption as there is no data on Leepa~~)
Parcel #3 – 16,878 square feet
Parcel #4 – 50,241 square feet
Parcel #6 - 9,390 square feet (per DO Plans)
Parcel #8 – 25,090 square feet
Parcel #10 – 8,424 square feet (Per DO Plan)
Parcel #11 – 2,904 square feet
Parcel #13 – 14,446 square feet

Parcel #14 – 3,819 square feet

Total Existing Floor Area – ~~161,192~~ 167,480 on approximately 18.65 Acres

That is an average of ~~8,643~~ 8,980 sq. ft. per acre

So, for the Commercial parcel left to be developed (Parcel #9) we would assume 9,000 sq. ft. per acre on the 2.33 acre site for a total commercial floor area of 20,970 square feet, or round it up to a nice 21,000 square feet of commercial uses.

The residential density would be calculated based on the 22/units per acre on Parcels 1, 7,& 12 (29.5 Acres) for a total density of 649 units.

Since the majority if not all the existing commercial floor area is relatively new, I wouldn't assume any redevelopment of this area in the in short term (5-year) or long term (2040) analysis. All 161,192 square feet would be considered in the background traffic volumes. ***All 167,480 cannot be considered background. If it is under construction the traffic does not exist yet.**

I would only generate trips to add to the network based on the additional commercial floor area of 21,000 sq. ft. and the additional residential density of 649 units. ***Again, all 167,480 cannot be considered background.**

I would assume all 649 units are multi-family units and not single family units. ***OK**

Parcel #5 would not have any uses on it at all since this parcel is owned by Lee County and due to the size and storm water management features that are currently on the site, development of this site in the future is not likely. ***OK**

Since we are changing the Future Land Use from Outlying Suburban to General Interchange, there are densities and intensities that are currently permitted on the vacant land. For instance, residential is permitted at 3 units per acre, so for Parcels 1, 7 & 12 (29.5 acres), a total of 88 units are currently permitted. Therefore, the incremental increase from Outlying Suburban to General Interchange is only 561 units (649 – 88). So the question is do I only include trips in the long range analysis for the 561 units as the 88 units are currently permitted? ***No, include trips for all 649 units.**

The same question applies to the commercial for Parcel #9. Commercial uses are permitted in Outlying Suburban, so in the 2040 plan, there really isn't any change for Parcel #9 when going from Outlying Suburban to General Interchange. So the question is for the long term analysis, do I include Parcel #9 or not? ***Include Parcel #9.**

Please let me know the answers to these questions and if you and the other staff are in agreement with the remainder of the land use assumptions for the vacant land that will be part of this revised map amendment application.

Based on my earlier email correspondence with Andy and Wu, I believe the remainder the transportation methodology has been agreed upon with respect to the short term and long term analysis.

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

Ted Treesh
TR Transportation Consultants, Inc.
2726 Oak Ridge Ct. STE 503
Fort Myers, FL 33901
239-278-3090 (o)
239-278-1906 (f)

TRIP GENERATION EQUATIONS

**TRIP GENERATION EQUATIONS
 APALOOSA AND PALOMINO LANE
 ITE TRIP GENERATION REPORT, 9th EDITION**

Land Use	Weekday AM Peak Hour	Weekday PM Peak Hour	Daily (2-way)
Apartments (LUC 220)	$T = 0.49 (X) + 3.73$ (20% In/80% Out)	$T = 0.55 (X) + 17.65$ (65% In/35% Out)	$T = 6.06 (X) + 123.56$
T = Number of Trips, X = Number of dwelling units			
Medical Office (LUC 720)	$T = 2.39 (X)$ (79% In/21% Out)	$\ln (T) = 0.90 \ln(X) + 1.53$ (28% In/72% Out)	$T = 40.89 (X) - 214.97$
T = Number of Trips, X = 1,000's Sq. Ft. of Gross Floor Area			
Single Family Homes (LUC 210)	$T = 0.70 (X) + 9.74$ (25% In/75% Out)	$\ln (T) = 0.90 \ln(X) + 0.51$ (63% In/37% Out)	$\ln (T) = 0.92 \ln(X) + 2.72$
T = Number of Trips, X = Number of dwelling units			

Attachment 3: Letters of Availability

Solid Waste Division Letter of Availability (2/13/2017)

Potable Water and Wastewater Letter of Availability (2/17/2017)

EMS Letter of Availability (2/14/2017)

South Trail Fire Protection Letter of Availability (2/14/2017)

School District Letter of Availability (2/15/2017)



LEE COUNTY
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Hearing Examiner

Sharon Jenkins-Owen
Principal Planner
Lee County Community Development
1500 Monroe Street
Fort Myers, FL 33902

February 13, 2017

**SUBJECT: Case CPA 2015-00010
Letter of Availability**

Dear Mrs. Jenkins-Owen:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the approx. 700 planned multi-family units located on the north side of Daniels Parkway off Palomino Lane and Appaloosa Lane through our franchised hauling contractors.

Disposal of the solid waste from developments within that area 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.

If you have any questions, please call me at (239) 533-8000.

Sincerely,

Brigitte Kantor
Manager, Public Utilities
Lee County Solid Waste Division



BOARD OF COUNTY COMMISSIONERS

John E. Manning
District One

February 17, 2017

Via E-Mail

Cecil L. Pendergrass
District Two

Sharon Jenkins-Owens
Lee County Community Development
1500 Monroe Street
Fort Myers, FL 33901

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County Manager

Richard Wm Wesch
County Attorney

Donna Marie Collins
County Chief
Hearing Examiner

**RE: Potable Water and Wastewater Availability
Appaloosa and Palomino Lane, Case Number CPA2015-00010
STRAP #s: See attached.**

Dear Ms. Jenkins-Owens:

The subject parcels are located within Lee County Utilities Future Service Area as depicted on Maps 6 and 7 of the Lee County Comprehensive Land Use Plan. Potable water and wastewater lines are in operation adjacent to the parcel mentioned above. However, in order to provide service to them, developer funded system enhancements such as line extensions may be required.

You have indicated that this project will consist of 700 multi-family residential units with an estimated flow demand of approximately 140,000 gallons per day. Lee County Utilities presently has sufficient capacity to provide potable water and wastewater service as estimated above.

Availability of potable water and wastewater service is contingent upon final acceptance of the infrastructure to be constructed by the developer. Upon completion and final acceptance of this project, potable water service will be provided through the Corkscrew Water Treatment Plant.

Wastewater service will be provided by the City of Fort Myers South Wastewater Treatment Plant. The Lee County Utilities' Design Manual requires the project engineer to perform hydraulic computations to determine what impact this project will have on our existing system.

With regard to effluent reuse service; there are currently no reuse facilities available in the vicinity of the project site and therefore, Lee County does not have the capability of providing service at this time.

Prior to beginning design work on this project, please meet with LCU Staff to determine the best point of connection and discuss requirements for construction.



This letter should not be construed as a commitment to serve, but only as to the availability of service. Lee County Utilities will commit to serve only upon receipt of all appropriate connection fees, a signed request for service, and the approval of all State and local regulatory agencies.

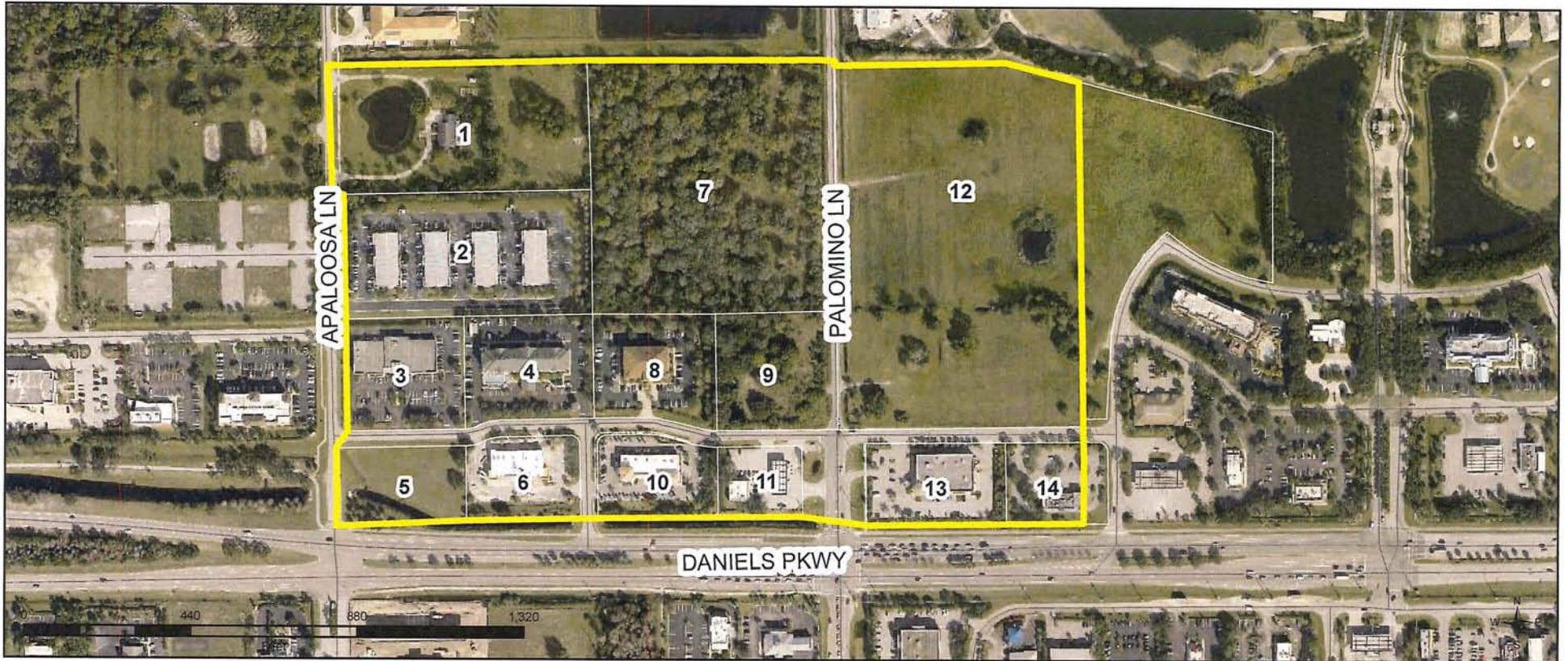
Further, this letter of availability of potable water and wastewater service is to be utilized for Comprehensive Plan Amendment Review only. Individual letters of availability will be required for the purpose of obtaining building permits.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nathan Beals', with a long horizontal flourish extending to the right.

Nathan Beals, PMP
Principal Planner
(239) 533-8157
LEE COUNTY UTILITIES

CPA2015-00010 Apaloosa and Palomino Lane



ID	STRAP	ACRES (±)	EXISTING ZONING	EXISTING LAND USES	ADDRESS	CITY	ZIP
1	21452501000000340	5.00	CS-2	SINGLE FAMILY RESIDENTIAL	13301 APALOOSA LN	FORT MYERS	33912
2	2145251200000000CE	4.95	CPD	DANIELS CENTER OFFICE CONDO C/E	DANIELS CENTER DR	FORT MYERS	33912
3	214525090000000050	2.12	CPD	SHOPPING CENTER, NEIGHBORHOOD	8911 DANIELS PKWY	FORT MYERS	33912
4	214525090000000030	2.17	CPD	MOTEL	8955 DANIELS PKWY	FORT MYERS	33912
5	21452501000000036A	1.44	AG-2	ACREAGE, BUFFER - CONSERVATION, WATER RETENTION	CORNER LOT	FORT MYERS	33912
6	214525090000000010	1.52	CPD	RESTAURANT	8951 DANIELS PKWY	FORT MYERS	33912
7	22452500000010000	10.00	AG-2	VACANT RESIDENTIAL	13290 PALOMINO LN	FORT MYERS	33912
8	224525090000000040	2.09	CPD	OFFICE BUILDING, MULTI-STORY	9001 DANIELS PKWY	FORT MYERS	33912
9	22452500000010030	2.33	CG	COMMERCIAL, VACANT	13400 PALOMINO LN	FORT MYERS	33912
10	224525090000000020	1.54	CPD	SHOPPING CENTER, COMMUNITY	9011 DANIELS PKWY	FORT MYERS	33912
11	224525060000000040	1.08	CG	CONVENIENCE STORE	13420 PALOMINO LN	FORT MYERS	33912
12	22452500000010010	14.15	CPD	GOVERNMENT OWNED, PUBLIC SCHOOL (TOTAL ACREAGE 20.08)	13401 PALOMINO LN	FORT MYERS	33912
13	224525210000000010	1.85	CG	STORE, ONE (1) FLOOR	9150 KINGS CROSSING RD	FORT MYERS	33912
14	224525060000000010	1.02	CG	RESTAURANT, DRIVE-IN (TOTAL ACREAGE 1.33)	9211 DANIELS PKWY	FORT MYERS	33912
TOTAL ACREAGE		51.26					



LEE COUNTY

SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

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February 14, 2017

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Donna Marie Collins
Hearing Examiner

Sharon Jenkins-Owen
Principal Planner
Lee County Department of Community Development
1500 Monroe St.
Fort Myers, FL 33901

Re: Letter of Service Availability

Ms. Jenkins-Owen,

I am in receipt of your request for a Letter of Service Availability for CPA2015-00010. This is regarding a subject property on the north side of Daniels Parkway near Palomino Lane.

Lee County Emergency Medical Services is the primary EMS transport agency responsible for coverage at the address you have provided. Because we currently serve this area and have a sufficient response data sample, we evaluated response times in this vicinity to simulate the anticipated demand and response.

EMS currently has two EMS stations in the vicinity of this project. These locations are projected to be able to meet existing service standards as required in County Ordinance 08-16.

It is our opinion that the service availability for the proposed development of this property is adequate at this time. Should the plans change, a new analysis of this impact would be required.

Sincerely,

Benjamin Abes
Deputy Chief, Operations
Division of Emergency Medical Services



SOUTH TRAIL FIRE PROTECTION & RESCUE SERVICE DISTRICT

Established 1965

"Compassion, Commitment, Courage"

February 14, 2017

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Jeff Haugh
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Ron Tarantino
Commissioner

Administration

William B. Lombardo
Chief

Benjamin A. Bengston
Assistant Chief

Sharon Jenkins-Owen, Principal Planner
Lee County Planning
PO Box 398
Fort Myers, FL 33902-0398

Subject: Letter of Service Availability

Dear Ms. Jenkins-Owen:

In your letter dated February 13, 2017 you indicated Lee County is seeking a letter of availability for fire protection services for a county initiated comprehensive plan amendment known as Case Number CPA2015-00010. The subject property boundaries have been reduced from ± 105 acres to 51 acres, located north of Daniels Parkway between Skyport Avenue and Appaloosa Lane. You further indicated the plan amendment would re-designate the area from *Outlying Suburban* to *Interchange*, and 700 multi-family dwelling units will be added to this area.

Per your request, please accept this correspondence as documentation that our agency is capable of providing fire protection services to any future project which results from this amendment. If there is any impact from this amendment, the use of fire impact fees generated from the growth will help assure our continued capability.

Please contact me should you have any questions or need anything further.

Yours in Service,

A handwritten signature in blue ink, appearing to read "W. Lombardo", is written over a horizontal line. Below the signature is the printed name "William B. Lombardo, Fire Chief".

William B. Lombardo, Fire Chief

Administration

Phone: 239.433.0080
Fax: 239.433.1941

Prevention

Phone 239.482.8030
Fax: 239.433.2185

Safety House

Phone: 239.936.5281

5531 Halifax Ave. Fort Myers, FL 33912-4403
WWW.SOUTHTRAILFIRE.ORG



THE SCHOOL DISTRICT OF LEE COUNTY

2855 COLONIAL BLVD. ♦ FORT MYERS, FLORIDA 33966 ♦ WWW.LEESCHOOLS.NET

DAWN HUFF
LONG RANGE PLANNER
239-337-8142
DAWNMHU@LEESCHOOLS.NET

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DISTRICT 7
GREGORY K. ADKINS, ED. D.
SUPERINTENDENT
KEITH B. MARTIN, ESQ.
BOARD ATTORNEY

February 15, 2017

Sharon Jenkins-Owens, AICP
Lee County Division of Planning
1500 Monroe Street
Fort Myers, Florida 33902-0398

RE: Comprehensive Plan Amendment
CPA2015-00010

Dear Ms. Jenkins-Owens:

This letter is in response to your request for comments dated February 13, 2017 for the Comprehensive Plan Amendment in regard to educational impact. This project is located in the South Choice Zone, Sub Zone 1.

The request is for a final plat submittal to include 700 multi-family dwelling units. With regard to the inter-local agreement for school concurrency, the generation rates are created from the type of dwelling unit and further broken down by grade level.

For multi-family homes, the generation rate is .088 and further broken down by grade level into the following, .044 for elementary, .021 for middle and .023 for high. A total of 62 school-aged children would be generated and utilized for the purpose of determining sufficient capacity to serve the development. The Concurrency Analysis attached, displays the impact of this development. Capacities for elementary seats is not an issue within the Concurrency Service Area (CSA). For middle and high school, the development adds to the projected deficit for the CSA, however, there are sufficient seats available to serve the need within the contiguous CSA.

Thank you for your attention to this issue. If I may be of further assistance, please call.

Sincerely,

Dawn Huff

Dawn Huff,
Long Range Planner

LEE COUNTY SCHOOL DISTRICT'S SCHOOL CONCURRENCY ANALYSIS

REVIEWING AUTHORITY Lee School District
NAME/CASE NUMBER Comprehensive Plan Amendment/CPA2015-00010
OWNER/AGENT Multiple Owners
ITEM DESCRIPTION various amendments; all impacts in South CSA, sub area S1

LOCATION Northwest corner of Daniels Pkwy and Palomino Ln
ACRES 105.00
CURRENT FLU Outlying Suburban (OS)
CURRENT ZONING Agricultural (AG2), General Commercial (CG), Commercial Planned Development (CPD) & Commercial Facilities Planned Development (CFPD)

PROPOSED DWELLING UNITS BY TYPE

Single Family	Multi Family	Mobile Home
0	700	0

STUDENT GENERATION

Student Generation Rates			
SF	MF	MH	Projected Students
Elementary School	0.044		30.80
Middle School	0.021		14.70
High School	0.023		16.10

Source: Lee County School District, February 15, 2017 letter

CSA SCHOOL NAME 2020/21	CSA Capacity (1)	CSA Projected Enrollment (2)	CSA Available Capacity	Projected Impact of Project	Available Capacity W/Impact	LOS is 100% Perm FISH Capacity	Adjacent CSA Available Capacity w/Impact
South CSA, Elementary	12,413	11,358	1,055	31	1024	92%	
South CSA, Middle	5,621	5,862	-241	15	-256	105%	
South CSA, High	7,070	8,236	-1,166	16	-1182	117%	

(1) Permanent Capacity as defined in the Interlocal Agreement and adopted in the five (5) years of the School District's Five Year Plan
 (2) Projected Enrollment per the five (5) years of the School District's Five Year Plan plus any reserved capacity (development has a valid finding of capacity)
 (3) Available Adjacent CSA capacity is subject to adjacency criteria as outlined in the Interlocal Agreement and the School District's School Concurrency Manual

Prepared by: Dawn Huff, Long Range Planner