

LEE COUNTY BOARD OF COUNTY COMMISSIONERS COMPREHENSIVE PLAN AMENDMENT HEARING AGENDA

BOARD CHAMBERS

2120 MAIN STREET, FORT MYERS, FL 33901

WEDNESDAY, JUNE 21, 2017

9:30 A.M.

CPA2015-00010 APALOOSA LANE

CPA2017-00001 GROWTH MANAGEMENT

NOTICE OF PROPOSED AMENDMENT TO THE LEE COUNTY COMPREHENSIVE LAND USE PLAN (TRANSMITTAL HEARING)

The Lee County Board of County Commissioners will hold a public hearing to consider proposed amendments to the Lee County Comprehensive Land Use Plan (Lee Plan) on Wednesday, June 21, 2017. The hearing will commence at 9:30 a.m., or as soon thereafter as can be heard, in the Board Chambers at 2120 Main Street in Downtown Fort Myers. At the hearing, the Board will consider the proposed amendments for transmittal to the Florida Department of Economic Opportunity:

CPA2015-00010 – Apaloosa: Request to designate the 59.72 +/- acre subject property from Outlying Suburban to General Interchange and a text amendment to Table 1(b).

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.

This transmittal hearing is the first step in a two step public hearing process to amend the Lee Plan. A second hearing will follow the Department of Economic Opportunity's review of the application.

Documentation for the Proposed Comprehensive Plan Amendment is available at https://www.leegov.com/dcd/planning/cpa. This meeting is open to the public. Interested parties may appear at the meeting and be heard with respect to the proposed plan amendment. A verbatim record of the proceeding will be necessary to appeal a decision made at this hearing.

It is the intent of the Board of County Commissioners that the provisions of this Comprehensive Plan Amendment may be modified as a result of consideration that may arise during Public Hearing(s). Such modifications shall be incorporated into the final version.

Lee County will not discriminate against individuals with disabilities. To request an accommodation, contact Joan LaGuardia, (239) 533-2314, Florida Relay Service 711, or ilaguardia@leegov.com, at least five business days in advance.

CPA2015-00010

Apaloosa Lane

Summary Sheet Apaloosa Lane, CPA2015-10

Request: Amend the Lee Plan Future Land Use Map to designate 59.72+/- acres from Outlying Suburban to General Interchange. 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.

History: The original request was to designate 137.44 acres from Outlying Suburban to Central Urban on the Future Land Use Map. On July 25, 2016, the request was heard before the LPA which resulted in a tie 2-2 vote.

To address public concerns, the Board directed that the subject property boundaries be reduced from 137.44 acres to 59.72 acres to ensure the subject property would not encroach into the residential areas located to the north and northwest, and to designate the subject property to General Interchange.

Public Comment: Twelve members of the public spoke against the requested amendment, one was neutral, and two spoke in favor of the amendment. Objectors were concerned about traffic impacts, safety, noise, residential density, light industrial land uses, and the impacts to their quality of life. Supporters stated the request would promote infill, mixed use development, walkability, proximity to amenities, and workforce housing.

LPA Motion: On March 27, 2017, the LPA recommended that the Board of County Commissioners *not transmit* the proposed amendment based on the inappropriateness of light industrial uses permitted in the General Interchange category.

NOEL ANDRESS	AYE
DENNIS CHURCH	AYE
JIM GREEN	AYE
CHRISTINE SMALE	AYE
STAN STOUDER	AYE
GARY TASMAN	ABSENT
JUSTIN THIBAUT	NAY

Recommendation: Staff continues to recommend that the Board of County Commissioners *transmit* the proposed amendments to the state reviewing agencies based on the following:

- The request was modified to reduce the subject property boundaries to protect the residential communities in the area.
- There are adequate water, sewer, solid waste, schools, fire, EMS, and police service availability to serve the subject property.
- The transportation issues are pre-existing, and are **not** caused by the proposed designation to General Interchange.
- Industrial Planned Development (IPD) zoning would be required in the event light industrial uses are proposed. The Board of County Commissioners can approve, approve with conditions or deny a zoning request based on compatibility as part of a public hearing process.

STAFF REPORT FOR

CPA2015-10: Apaloosa Lane

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 @ Apaloosa Lane

Commissioner District: #2

Attachments:

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

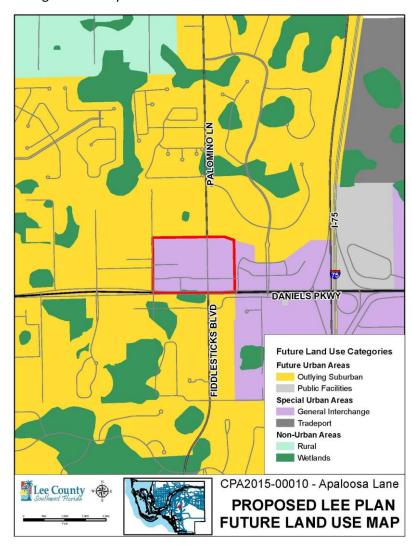
Hearing Dates: LPA: 7/28/2016 3/27/2017

BoCC Transmittal: 6/21/2017

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.

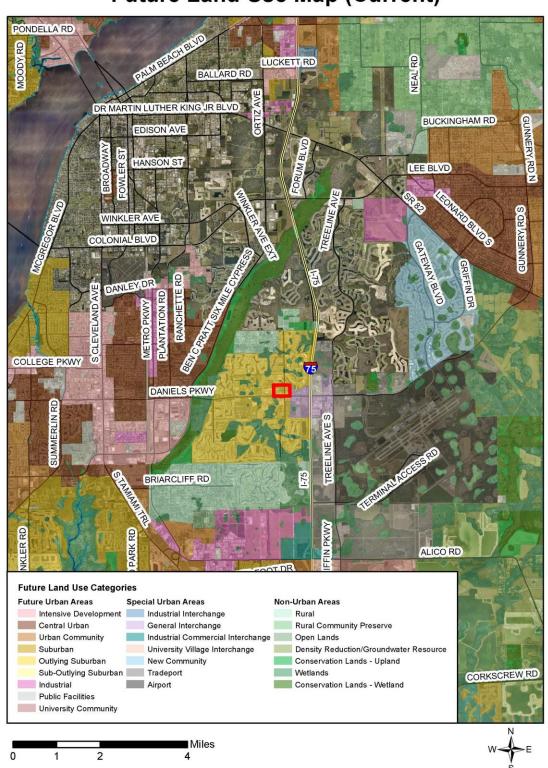
Amend Table 1(b), Year 2030 Allocations, to accommodate additional residential development in the General Interchange future land use category within the Daniels Parkway Planning Community.



RECOMMENDATION

The LPA recommends that the Board of County Commissioners *not transmit* the proposed amendment based on the inappropriateness of light industrial uses permitted in the General Interchange FLUM. 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 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 <u>Daniels Parkway</u> 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 $108,236 \pm SF$ of commercial retail and offices uses, a 2,904 + SF gas station/convenience store with 12 + SF pumps, 106 + SF room hotel, a single family residence and 26.48 + SF 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	CN-3	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)

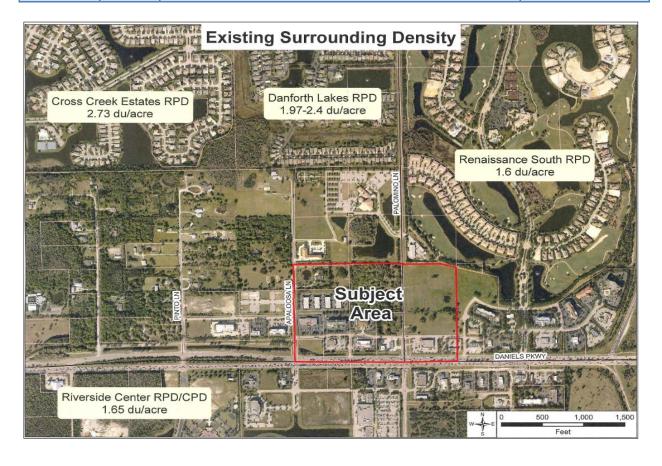
^{*}Based on Lee County Property Appraiser's Records

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), Commercial Neighborhood (CN-3), 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:

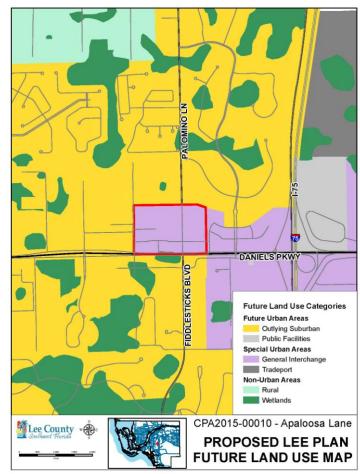
The 1984 future land use map depicted the General Interchange designation extending a half mile north of Daniels Parkway and a half mile west of the center point for I-75 and Daniels Parkway. In 1999 the designation was changed to Mixed Use Transitional Interchange for property north of Mall Loop Road. 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 twentytwo 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

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

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.

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

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

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			ſ	PM Peak H	our	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	ļ	AM Peak	Hour	F	PM Peak H	our	Daily (2-way)
	In	Out	Total	In	Out	Total	
Medical Office	40	40 10 50	50	21	54 75 35 94	75	644
Single Family 88 units	17	54	71	59		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.

<u>Planned Improvements</u>: 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.

<u>Transportation Analysis Conclusion</u>: The Analysis concludes that, "The addition of the project trips to the network will not cause any roadway links to fall 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 fall 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)

PART 6 LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: March 27, 2017

A. LOCAL PLANNING AGENCY REVIEW:

Staff provided a brief presentation on the proposed amendment to designate 59.77 acres to General Interchange that included an overview, staff findings and recommendation that the amendment be transmitted to the state for review. Members of the LPA asked general questions about the amendment regarding the allowable land uses in the General Interchange future land use category and traffic considerations.

Twelve members of the public spoke against the requested amendment, one was neutral, and two spoke in favor of the amendment.

B. SUMMARY OF LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT:

- RECOMMENDATION: The LPA recommended that the Board of County Commissioners not transmit the amendment to the Lee Plan as proposed in the Staff Report dated March 17, 2017.
- 2. BASIS AND RECOMMENDED FINDINGS OF FACT: The LPA did not accept the staff's basis and recommended findings of fact. The General Interchange future land use category allows light industrial uses as well as commercial and residential. The LPA found that light industrial uses were inappropriate for the subject area and could adversely impact the residential neighborhood.

C. VOTE:

A motion was made recommending that the Board of County Commissioners <u>not transmit</u> the amendment based on the potential incompatibility of light industrial uses that would be allowed by the General Interchange category. The motion was passed by a 5 to 1 vote.

NOEL ANDRESS	AYE
DENNIS CHURCH	AYE
JIM GREEN	AYE
CHRISTINE SMALE	AYE
STAN STOUDER	AYE
GARY TASMAN	ABSENT
JUSTIN THIBAUT	NAY

D. ADDITIONAL DISCUSSION AND ANALYSIS

Staff continues to recommend that the Board transmit the proposed amendment and provides additional discussion and analysis below regarding issues raised and discussed at the March 27, 2017 LPA public hearing.

Light Industrial Land Uses:

The General Interchange Future Land Use category allows for residential, commercial and light industrial uses. The LPA and public raised concerns about the potential for light industrial uses being developed on the vacant lands within the subject property.

The vacant lands within the subject property are within four parcels totaling 31.48 acres. One parcel is 2.33 acres in size, another is 10 acres, another is 5 acres and the School District property is 14.15 acres which is part of the larger 20 acre parcel.

Light industrial uses include quasi-industrial commercial uses where most industrial processes take place within enclosed buildings. Light Industrial uses that have activities not taking place within a building are required to enclose the yard with an opaque wall or fence. Heavy industrial uses have the potential of producing adverse impacts on surrounding land uses and/or resources. This would include uses that produce noise, odors or increased fire hazards.

Planned Development Zoning:

Per Policy 7.1.6, a public hearing application to rezone the parcels to Industrial Planned Development (IPD) would need to be approved by the Board of County Commissioners in order to accommodate light industrial uses on the subject property. Lee Plan Policy 7.1.6 provides that the request would be analyzed to ensure that light industrial uses would have adequate services and facilities available, the use will not adversely impact surrounding land uses, and that natural resources are protected. Planned Development zoning allows for approvals to be conditioned to mitigate for potential impacts.

Reduced Boundary Avoids Encroachment into Residential Communities:

The subject property boundaries were reduced from 137.44 acres to 59.72 to ensure the General Interchange area would not encroach into the residential areas located to the north and northwest of the subject property.

The subject property is separated from the nearest Renaissance South Golf Course Community residence by a wall, a vegetated buffer, a golf maintenance facility, golf course (hole), and a lake. The distance to the residences ranges from 400 feet to over 1,100 feet. Similarly, the nearest residences in the Danforth Lakes RPD are approximately 1,330 feet from the subject property and Cross Creek Estates is approximately 1,850 feet from the subject property.

The St. John XXIII Villas, an independent living apartment facility, is located approximately 50 feet to the north of the subject property line. The subject property is separated from the apartment house by a vegetated buffer, a 5 foot privacy fence and another vegetated buffer.

Across Apaloosa Lane, northeast of the subject property is a residence on a five acre lot. The residence is approximately 460 feet from the subject property. The residence is located towards

the west side of the five acre lot and is separated from the subject property by Apaloosa Lane and the agricultural uses on their property.

Traffic:

Three of the four vacant parcels within the subject property have zoning entitlements to allow commercial construction on the vacant lands. The 14.15 acre School District parcel is currently permitted to have 95,000 square feet of commercial retail and 80,000 square feet of commercial office. The 5 acre parcel is zoned CS- 2 and the 2.33 acre parcel is zoned CN-3 that primarily allows commercial offices uses. The remaining 10 acre parcel is currently zoned agriculture AG-2.

Light industrial vehicle trips are typically associated with the delivery and pick up of merchandise for distribution. As a result, light industrial uses generate less vehicle trips than retail establishments and other commercial uses that attract the public. There would be less traffic generated in the event that light industrial uses were to be placed on the vacant lands within the subject property.

As provided in the Traffic Circulation Analysis, the area has pre-existing transportation infrastructure issues. Portions of Daniels Parkway will fail with or without the proposed change in the future land use. Daniels Parkway is a constrained roadway with little connectivity west of I-75.

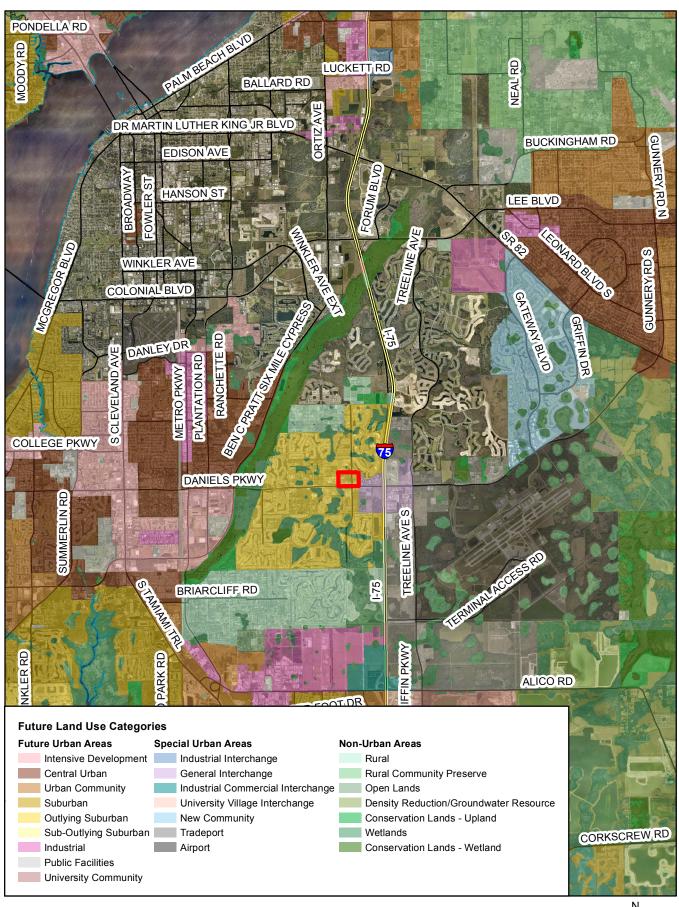
Conclusion:

The request was modified to reduce the subject property boundaries to protect the residential communities in the area. There are adequate water, sewer, solid waste, schools, fire, EMS, and police service availability to serve the subject property. The transportation issues are pre-existing, and are not caused by the proposed designation to General Commercial. Industrial Planned Development (IPD) zoning would be required in the event light industrial uses are proposed. The Board of County Commissioners could approve, approve with conditions or deny the request based on compatibility as part of a public hearing process. For the reasons provided in the staff report and the additional discussion and analysis above, Staff continues to recommend that the Board of County Commissioners *transmit* CPA2015-10.

Attachment 1:

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

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





Miles

2

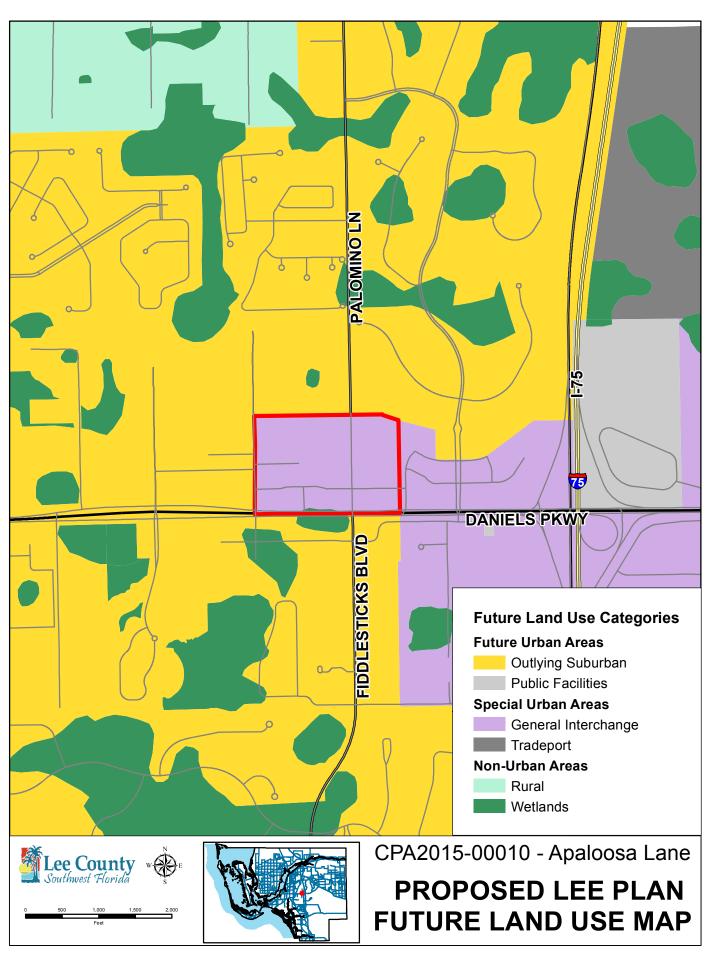


Table 1(b)
Year 2030 Allocation
CPA2015-00010

	Future Land Use Category	Lee Cou	nty Totals	Northeast Lee	Boca Grande	Bonita	Fort Myers	Burnt Store	Cape Coral	Captiva	Fort Myers	Fort Myers	Gateway/	Daniels	Parkway
		Existing	Proposed	County	DOCK Grange	Springs	Shores	Danii Store	Cape Corar	Captiva	rort Myers	Beach	Airport	Existing	Propose
	Intensive Development	1,376	1,376				20		27		250				
	Central Urban	14,766	<u>14,766</u>				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								
7	Commercial														<u> </u>
5	Industrial	79	<u>79</u>								39		20		
è	Public Facilities	4	1					,		1					1
Category	University Community	850	<u>850</u>								ļ				
	Destination Resort Mixed Use Water Dependent	8	<u>8</u>												1
use	Burnt Store Marina Village	4	4					4							
Гана	Industrial Interchange												-		
an Tu	General Interchange	125	<u>151</u>			Ma.u.							11	32	58
	General Commercial Interchange														
3	Industrial Commercial Interchange													 	ļ
Furure	University Village Interchange					***************************************									1
7	Mixed Use Interchange										 		***************************************	-	
ά	New Community	900	900		,						 		900		
1	Airport .										 			-	
кеѕіаеныа	Tradeport	9	9										9		
an	Rural	8,313	8,313	1,948			1,400	636				-		1,500	1,500
ES	Rural Community Preserve	3,100	3,100							11.6			· · · · · · · · · · · · · · · · · · ·	2,000	2,000
4	Coastal Rural	1,300	1,300												
	Outer Island	202	202	5			1			150	-		····		-
	Open Lands	2,805	2,805	250				590			 			120	120
,	Density Reduction/ Groundwater Resource	6,905	6,905	711									94	120	120
	Conservation Lands Upland											·			
	Wetlands			1							·				
	Conservation Lands Wetland										 				
Uni	incorporated County Total Residential	80,955	80,867	3,464	485		4,500	1,250	29	651	604		1,284	3,204	3,116
Cor	mmercial	12,793	12,793	57	52		400	50	17	125	150		1,100	440	
	lustrial	13,801	13,801	26	3		400	5		120					440
	Regulatory Allocations		13,001	40	3 SiSupagastici	Physical Sels	400		26	Callenghist A.D.C.	300	sande treplant de tito	3,100	10	<u>10</u>
-	blic			7 100	401		0.000	7.000							
	tive AG	82,313 17,027	<u>82,313</u>	7,100	421		2,000	7,000	20	1,961	350		7,500	2,477	2,477
	ssive AG		17,027	5,100			550	150						20	<u>20</u>
	· · · · · · · · · · · · · · · · · · ·	45,585	45,585	13,549			2,500	109					1,241	20	20
	nservation	81,933	81,933	2,214	61.1		1,142	3,236	133	1,603	748		2,798	1,733	1,733
	cant	22,768	22,856	1,953			226	931	34		45		300	63	151
Tot		357,175	<u>357,175</u>	33,463	1,572		11,718	12,731	259	4,340	2,197		17,323	7,967	7,967
Pop	pulation Distribution (unincorporated Lee County)	495,000	495,000	5,090	1,531		30,861	3,270	225	530	5,744		15,115	16,375	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	1			600			382		454	
	Sub-Outlying Suburban		25						140	66		950
7	Commercial											
Category	Industrial	5	5		10							
sə.	Public Facilities									murmar need a		1
at	University Community		850									
e C	Destination Resort Mixed Use Water Dependent	8										
Use	Burnt Store Marina Village											
p	Industrial Interchange											
Future Land	General Interchange							15	31		6	30
Ţ	General Commercial Interchange											
ure	Industrial Commercial Interchange			***************************************								
m	University Village Interchange											
1 }	Mixed Use Interchange											
Bı	New Community											
Residential By	Airport											
nti	Tradeport											
de	Rural		90	***************************************		190	14		500	50	635	1,350
isa	Rural Community Preserve				 	170			300	3,100	000	1,000
R	Coastal Rural				-	1,300				5,100		
	Outer Island	1				45						
	Open Lands								45	***************************************		1,800
	Density Reduction/ Groundwater Resource				_			4,000	7.0			2,100
	Conservation Lands Upland				<u> </u>			3,000			<u> </u>	2,100
	Wetlands											-
	Conservation Lands Wetland				 							
Uni	ncorporated County Total Residential	4,104	3,962		5,870	3,313	20,657	4,015	10,753	3,326	3,254	6,230
	nmercial	1,100	1,944		2,100	226	1,420	68				
	ustrial	320	450		900				1,687	18	1,700	139
				Vandario Romania majero d	900	64	300	7,246	554	5	87	5
Non Pub	Regulatory Allocations		2.050		0.500	0.100	4-000	40.000	1875 (STATE OF STATE			
	ive AG	3,550	3,059		3,500	2,100	15,289	12,000	4,000	1,486	7,000	1,500
					 	2,400		7,171	200	411	125	900
	sive AG					815		18,000	1,532	3,619	200	4,000
	servation	9,306	2,969		188	14,767	1,541	31,359	1,317	336	5,068	864
Vac		975	594		309	3,781	8,697	470	2,060	1,000	800	530
Tota	······································	19,355	12,978		12,867	27,466	47,904	80,329	22,103	10,201	18,234	14,168
Pop	ulation 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)



DEPARTMENT OF COMMUNITY DEVELOPMENT

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)



2726 OAK RIDGE COURT, SUITE 503 FORT MYERS, FL 33901–9356 OFFICE 239.278.1906 FAX 239.278.1906 WWW.TRTRANS.NET

> TRAFFIC ENGINEERING TRANSPORTATION PLANNING SIGNAL SYSTEMS/DESIGN

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



Ms. Mikki Rozdolski Apaloosa and Palomino Lane Comp Plan Amendment February 3, 2017 Page 2

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	224525060000000040	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.

Ms. Mikki Rozdolski Apaloosa and Palomino Lane Comp Plan Amendment February 3, 2017

Page 4

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

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

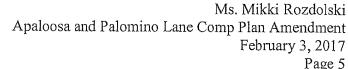
The trip generation potential of the remainder of the commercial parcels included in the FLUM are not anticipated to change as a result of the amendment. The parcels today could re-develop with commercial uses as neighborhood commercial centers and/or residential uses with up to three (3) units per acre (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.1	A.M. Peak Hour			P.M. Peak Hour		
	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 rezoning 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.

APPENDIX



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	HER THE STREET
2	214525120000000CE	4.95 CPD	DANIELS CENTER OFFICE CONDO C/E	DANIELS CENTER DR	FORT MYERS	
3	21452509000000050	2.12 CPD	SHOPPING CENTER, NEIGHBORHOOD	8911 DANIELS PKWY	FORT MYERS	
4	21452509000000030	2.17 CPD	MOTEL	8955 DANIELS PKWY	FORT MYERS	155777.
5	2145250100000036A	1.44 AG-2	ACREAGE, BUFFER - CONSERVATION, WATER RETENTION	CORNER LOT	FORT MYERS	
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	
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	224525060000000040	1.08 CG	CONVENIENCE STORE	13420 PALOMINO LN	FORT MYERS	
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	
14	22452506000000010	1.02 CG	RESTAURANT, DRIVE-IN (TOTAL ACREAGE 1.33)	9211 DANIELS PKWY	FORT MYERS	
	TOTAL ACREAGE	51.26		The second secon	T I I I I I I I I I I I I I I I I I I I	

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

GENERALIZED SERVICE VOLUMES

	ROADWA	SEGMENT	2040 E	+ C NETWORK LANES	LOS A	LOS B	LOS C	LOS D	LOS E
ROADWAY	FROM	<u>TO</u>	# Lanes	Roadway Designation	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME
Daniels Pkwy	Chamberlin	Gateway Blvd.	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
	1-75	Chamberline	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
	Fiddlesticks/Palomino	1-75	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 t	he LOS Standard for e	ach roadw	av seam	ent	•	

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=

OUT≃

141

										2040 BA	CKGROUND		30	40 BACKGRO	UND PLUS PRO
			2040		AADT		100TH HIGHEST		PM PK HR	PEAK	DIRECTION	PROJECT	PK DIR	PEAK DI	RECTION
	ROADWAY	SEGMENT	FSUTMS F	EAKSEASON B	ACKGROUND	K-100	HOUR PK DIR	D	PEAK	TRAFFIC V	OLUMES & LOS	TRAFFIC	PM PROJ	TRAFFIC VO	LUMES & LOS
ROADWAY	FROM	<u>TO</u>	<u>PSWDT</u>	FACTOR	TRAFFIC	FACTOR	2-WAY VOLUME	FACTOR	DIRECTION	VOLUME	<u>LOS</u>	DIST.	TRAFFIC	<u>VOLUME</u>	<u>LOS</u>
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	1-75	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
77 15 A	D1-1- Di	A	07.000	4.400							0		_		
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	С	1%	3	1512	С
1-75	Daniels Pkwy	Colonial Blvd.	108,124	1.19	90861	0.09	8,177	0.56	EAST	4579	С	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 F	N. Donzanso Dlud	Daniels Pkwy	26.498	1.19	00007	0.004	0.000	0.50	EACT	4400	0	4.507	00		^
Six wille Cypress F				- · · · -	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	С
Fiddesticks Blvd.	Alico Rd.	Daniels Pkwy	13,678	1.2	11398	-0.096	1,094	0.54	EAST	591	С	5%	13	604	С
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

								PERCENT		
		ROADWAY	LOS A	LOS B	LOS C	LOS D	LOS E	PROJECT	PROJECT	PROJ/
ROADWAY	SEGMENT	<u>CLASS</u>	<u>VOLUME</u>	VOLUME	VOLUME	<u>VOLUME</u>	VOLUME	TRAFFIC	TRAFFIC	LOS C
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 Pwky	4LD	1,530	2,980	2,980	2,980	2,980	1%	3	0.1%
I-75	N of Doniels Dlane	01 F		0.000	1.500					
1-70	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%
	c. Dailloid i Kwy	<u> حساسا</u> ۷	U	v	550	500	000	00 /0	107	50.570

 $^{^{\}star}$ 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 IN = 69 OUT= 278 TOTAL PROJECT TRAFFIC PM = 403 VPH IN= 262 OUT= 141

			2015	2022						2022			2022		
			PK HR	PK HR PK S	EASON		PERCENT			BCKGR	ND		BCKGR	ND	
		ANNUAL	PK SEASON	PEAK DIRE	CTION	V/C	PROJECT	AM PROJ	PM PROJ	+ AM PR	OJ	V/C	+ PM PR	OJ	V/C
ROADWAY	SEGMENT	RATE	PEAK DIR.1	VOLUME	<u>LOS</u>	<u>Ratio</u>	TRAFFIC	TRAFFIC	TRAFFIC	<u>VOLUME</u>	LOS	Ratio	VOLUME	<u>LOS</u>	<u>Ratio</u>
Daniels Pkwy	E. of Chamberlin	1.00%	2,305	2,471	Α	0.76	3%	8	8	2,480	Α	0.76	2,479	Α	0.76
	E. of I-75	1.00%	2,717	2,913	В	0.89	5%	14	13	2,927	В	0.90	2,926	В	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	С	0.96	40%	111	105	3,037	С	0.99	3,031	С	0.99
Treeline Ave.	N. of Daniels Pkwy	1.00%	696	746	Α	0.25	1%	3	3	749	Α	0.25	749	Α	0.25
	S. of Daniels Pwky	1.00%	1,390	1,490	Α	0.50	1%	3	3	1,493	Α	0.50	1,493	Α	0.50
I-75	N. of Daniels Pkwy	1.00%	4,269	4,577	С	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	В	0.50	15%	42	39	988	В	0.52	986	В	0.52
	S. of Daniels Pkwy	1.00%	1,500	1,608	В	0.80	15%	42	39	1,650	В	0.82	1,648	В	0.82
Fiddesticks Blvd./Three Oaks Pkwy.	S. of Daniels Pkwy	1.00%	349	374	С	0.19	15%	42	39	416	С	0.21	413	С	0.21
						,									
Palomino Ln	N. of Daniels Pkwy	1.00%	324	347	C	0.40	60%	167	157	514	С	0.60	505	С	0.59

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

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

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

								PERCENT		
		ROADWAY	LOS A	LOS B	LOS C	LOS D	LOS E	PROJECT	PROJECT	PROJ/
ROADWAY	SEGMENT	<u>CLASS</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>	TRAFFIC	TRAFFIC	LOS C
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 Pwky	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

			2015	2022						2022	!		2022		
			PK HR	PK HR PK S	EASON		PERCENT			BCKGR	ND		BCKGR	ΝD	
		ANNUAL	PK SEASON	PEAK DIRE	CTION	V/C	PROJECT	AM PROJ	PM PROJ	+ AM PF	ROJ	V/C	+ PM PR	OJ	V/C
ROADWAY	SEGMENT	RATE	PEAK DIR. ¹	<u>VOLUME</u>	<u>LOS</u>	Ratio	TRAFFIC	TRAFFIC	TRAFFIC	<u>VOLUME</u>	LOS	Ratio	VOLUME	<u>LOS</u>	Ratio
Daniels Pkwy	E. of Chamberlin	1.00%	2,305	2,471	Α	0.76	3%	2	3	2,473	Α	0.76	2,474	Α	0.76
	E. of I-75	1.00%	2,717	2,913	В	0.89	5%	3	4	2,916	В	0.89	2,917	В	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	С	0.96	40%	26	36	2,951	С	0.97	2,961	С	0.97
Treeline Ave.	N. of Daniels Pkwy	1.00%	696	746	Α	0.25	1%	1	1	747	Α	0.25	747	Α	0.25
	S. of Daniels Pwky	1.00%	1,390	1,490	Α	0.50	1%	1	1	1,491	Α	0.50	1,491	Α	0.50
I-75	N. of Daniels Pkwy	1.00%	4,269	4,577	С	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	В	0.50	15%	10	13	956	В	0.50	960	В	0.51
	S. of Daniels Pkwy	1.00%	1,500	1,608	В	0.80	15%	10	13	1,618	В	0.81	1,622	В	0.81
Fiddesticks Blvd./Three Oaks Pkwy	S. of Daniels Pkwy	1.00%	349	374	С	0.19	15%	10	13	384	С	0.20	388	С	0.20
Palomino Ln	N. of Daniels Pkwy	1.00%	324	347	,C	0.40	60%	38	53	386	С	0.45	401	С	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 C:\tag{Areas}															
Level of Service Lane Divided A B C D E															
Lane Divided A B C D E 1 Undivided 130 420 850 1,210 1,6 2 Divided 1,060 1,810 2,560 3,240 3,5 3 Divided 1,600 2,720 3,840 4,860 5,3 Arterials Class I (40 mph or higher posted speed limit) Level of Service Lane Divided A B C D B 1 Undivided * 140 800 860 86 2 Divided * 250 1,840 1,960 1,9 3 Divided * 400 2,840 2,940 2,9 4 Divided * 540 3,830 3,940 3,9 Class II (35 mph or slower posted speed limit) Level of Service Lane Divided A B C D E 1 Undiv															
1 Undivided 130 420 850 1,210 1,60 2 Divided 1,060 1,810 2,560 3,240 3,5 3 Divided 1,600 2,720 3,840 4,860 5,3 Arterials Class I (40 mph or higher posted speed limit) Level of Service Lane Divided A B C D B 1 Undivided * 140 800 860 86 2 Divided * 250 1,840 1,960 1,9 3 Divided * 400 2,840 2,940 2,9 4 Divided * 540 3,830 3,940 3,9 Class II (35 mph or slower posted speed limit) Level of Service Lane Divided A B C D E 1 Undivided * * 330 710 78															
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April 2016															
C:Normal Policy Color Colo															
April 2016															
Lane Divided A B C D B 1 Undivided * 140 800 860 86 2 Divided * 250 1,840 1,960 1,9 3 Divided * 400 2,840 2,940 2,9 4 Divided * 540 3,830 3,940 3,9 Class II (35 mph or slower posted speed limit) Level of Service Lane Divided A B C D B 1 Undivided * * 330 710 78 2 Divided * * 710 1,590 1,6 3 Divided * * 1,150 2,450 2,5															
1 Undivided * 140 800 860 86 2 Divided * 250 1,840 1,960 1,9 3 Divided * 400 2,840 2,940 2,9 4 Divided * 540 3,830 3,940 3,9 Class II (35 mph or slower posted speed limit) Level of Service Lane Divided A B C D E 1 Undivided * * 330 710 78 2 Divided * * 710 1,590 1,6 3 Divided * * 1,150 2,450 2,5															
Divided 140 800 860	E														
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4 Divided * 540 3,830 3,940 3,9 Class II (35 mph or slower posted speed limit) Level of Service Lane Divided A B C D E 1 Undivided * * 330 710 78 2 Divided * * 710 1,590 1,6 3 Divided * * 1,150 2,450 2,5	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														
Arterials															
Level of Service Lane Divided A B C D E 1 Undivided * * 330 710 78 2 Divided * * 710 1,590 1,6 3 Divided * * 1,150 2,450 2,5	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														
1 Undivided * * 330 710 78 2 Divided * * 710 1,590 1,6 3 Divided * * 1,150 2,450 2,5	Level of Service Lane Divided A B C D E 1 Undivided * * 330 710 780														
2 Divided * * 710 1,590 1,6 3 Divided * * 1,150 2,450 2,5	Level of Service Lane Divided A B C D E 1 Undivided * * 330 710 780														
Chiputs															
Collectors Col															
7 Divided 1,560 5,510 5,5	1 Undivided * * 330 710 780 2 Divided * * 710 1,590 1,660 3 Divided * * 1,150 2,450 2,500														
Level of Service															
2 Divided 270 1,970 2,100 2,1															
3 Divided * 430 3,050 3,180 3,1	180														
Level of Service															
1 Ondivided 310 660 72															
1 Divided 330 700 78															
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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 Handbo	ə, ook.														

LEE COUNTY LINK SPECIFIC SERVICE VOLUME TABLES

			TRAFFIC	LENGTH	ROAD	SERVICE V	OLUMES (P	EAK HOUR I	PEAK DIRI	ECTION)	SERVICE V	OLUMES (P	EAK HOUR	-BOTH DIE	RECTIONS
ROAD SEGMENT	FROM	то		(MILE)	TYPE	A	В	С	D	Е	А	В	С	D	E
COLONIAL BLVD	SIX MILE PKWY	1-75	1	0.5	6LD	0	2,630	3,100	3,100	3,100	0	4,390	5.180	5,180	5,180
	1-75	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	1-75	4	0.8	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	1-75	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 PKW	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	8,0	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
į	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
	1-75	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	ı	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

1			TRAFFIC	LENGTH	ROAD	SERVICE V	OLUMES (P	EAK HOUR	PEAK DIR	ECTION	SERVICE V	OLUMES (P	EAK HOUR	BOTH DU	SECTIONS.
ROAD SEGMENT	FROM	TO	DISTRIC	(MILE)	TYPE	A	В	C	D	E	A	B	C	D 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
HANCOCK BRIDGE PKV	V 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	1,720
	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
1-75	COLLIER CO. LINE	BONITA BEACH RD	8	0.1	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
	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
JOEL BLVD	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
	16TH ST	SR 80	3	3.1	2LN	120	300	490	670	1,010	230	560	910	1.250	1,880
LEE BLVD	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
	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
LEELAND HEIGHTS	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
	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
LUCKETT RD	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	1,750	2,560	3,290	3,290	3,320

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			TRAFFIC	LENGTH	ROAD	SERVICE V	OLUMES (P	EAK HOUR I	PEAK DIRE	CTION)	SERVICE V	OLUMES (PI	EAK HOUR-	BOTH DIR	ECTION
ROAD SEGMENT	FROM	TO	DISTRIC		TYPE	A	В	С	D	Е	Α	В	C	D	Е
PINE ISLAND RD/	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	3,70
BAYSHORE RD (SR 78)	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	3,76
	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	3,76
	U\$ 41	BUSINESS 41	2	1.2	4LD	0	0	1,320	1,700	1,700	0	0	2,450	3,140	3,14
	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	3,61
	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	3,61
	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	3,61
	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	3,61
	1-75	NALLE RD .	2	0.6	2LN	.130	350	580	780	1,100	250	670	1,100	1,480	2,08
	NALLE RD	SR 31	2	2.7	2LN	130	350	580	780	1,100	250	670	1,100	1,480	2,08
PONDELLA RD	SR 78	WESTWOOD RD	5	0.9	4LD	0	1,890	1,890	1,890	1.890	0	3,100	3,100	3,100	3,10
	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	3.10
	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	3,10
	US 41	BUS 41	2	0.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,10
SAN CARLOS BLVD	ESTERO BLVD	MAIN ST	4	0.6	2LB	960	1,040	1.040	1.040	1.040	1,750	1,890	1,890	1,890	1,89
	MAIN ST	SUMMERLIN RD	4		4LD	0	900	1,780	1,780	1.780	0	1,640	3,250	3,250	3,25
	SUMMERLIN RD	KELLY RD	4	1.1	2LN	60	850	900	900	900	110	1,550	1,640	1,640	1.64
	KELLY RD	McGREGOR BLVD	4	0.6	4LN	150	1,810	1.810	1.810	1.810	280	3,300	3,300	3,300	3,30
SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	4	2.9		100	220	440	620	1,140	180	390	780	1,090	2,01
SIX MILE CYPRESS	US 41	METRO PKWY	4		4LD	0	1.740	2,000	2,000	2,000	0	3,290	3,770	3,770	3,77
	METRO PKWY	DANIELS PKWY	4	 	4LD	0	1,740	2,000	2,000	2,000	0	3,290	3,770	3.770	3.77
	DANIELS PKWY	CHALLENGER BLVD	4			800	1,900	1,900	1.900	1.900	1.360	3,220	3,220	3,220	3,22
	CHALLENGER BLVD	WAL-MART INTERSECTION	4	0.3	6LD	1,250	2,860	2,860	2,860	2,860	2,120	4,840	4,840	4,840	4,84
	WAL-MART INTERSECT		4		6LD .	1,250	2,860	2,860	2,860	2,860	2,120	4,840	4,840	4,840	4,84
SLATER RD	SR 78	NALLE GRADE RD	2	4.0	2LN	120	290	490	660	1.010	230	550	930	1,250	1,91
SR 31	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	2,27
	SR 78	N. RIVER RD	2	1.3	2LN	150	420	740	1.010	1,360	270	760	1,340	1.820	2,45
	N. RIVER RD	COUNTY LINE	2	2.0	2LN	150	420	740	1,010	1.360	270	760	1,340	1,820	2,45
SR 80	PROSPECT AVE	ORTIZ AVE	1	1.3	4LD	0	1,650	1.820	1,820	1,820	0	2,710	3,000	3,000	3,00
•	ORTIZ AVE	1-75	1	1.2	6LD	0	2,550	2,760	2,760	2.760	0	4,190	4,520	4,520	4,52
	1-75	SR 31	3	·	6LD	1.830	2.820	2,820	2.820	2.820	2,920	4,640	4,640	4,640	4.64
	SR 31	BUCKINGHAM RD	3		4LD	1,150	1,880	1,880	1,880	1,880	1,890	3,080	3,080	3,080	3,08
	BUCKINGHAM RD	HICKEY CREEK RD	3		4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,20
	HICKEY CREEK RD	MITCHELL AVE	3		4LD	940	1,600	2,260	2.860	3,170	1,550	2,630	3,710	4,690	5,20
	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	5,20
	JOEL BLVD	COUNTY LINE	3	·	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,20
STRINGFELLOW RD	IST AVE	PINE ISLAND RD	6		2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,97
	PINE ISLAND RD	PINELAND RD	6		2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,97
	PINELAND RD	MAIN ST	6			130	340	570	780	1,060	250	630	1,060	1,450	1,97

		1	TRAFFIC	LENGTH	ROAD	SERVICE V	OLUMES (I	EAK HOUR	PEAK DIR	ECTION)	SERVICE	OLUMES (P	EAK HOUR	BOTH DIP	FCTIONS
ROAD SEGMENT	FROM	ТО	DISTRIC		TYPE	А	В	С	D	Е	A	В	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	1,120	2,590	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
	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
	BOY SCOUT	COLONIAL BLVD	1	1.1	4LD	0	0	-3, 4,0	1,370	1,820	0	0	0	2,450	3,250
SUNSHINE BLVD	SR 82	LEE BLVD	3	3.6	2LN	150	310	500	700	1,010	250	500	810	1.130	1,630
	LEE BLVD	W 12TH ST	3	3.2	2LN	150	310	500	700	1,010	250	500	810	1,130	1,630
THREE OAKS PKWY	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
	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
TREELINE AVE	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
	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
US 41	COLLIER CO. LINE	BONITA BEACH RD	8	1.0	6LD	0	2,400	2,740	2,740	2,740	2,000	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		6LD	0	2,580	3,040	3.040	3,040	0	4,610	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 5,430
	CORKSCREW RD	BROADWAY	4	0.7	6LD	480	2,940	2,940	2.940	2,940	860	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 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	
	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	2,540	2,130	2,880	2,940	0	3,260	4,220	5,710	5,260
	ANDREA LN	DANIELS PKWY	4	0.8	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	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	<u> </u>	0.2	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5.710	5,710
	FORT MYERS CITY LIMIT	· · · · · · · · · · · · · · · · · · ·	i i	0.4	4LD	0	1,790	2,160	2,160	2,160	0	2,890	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
	HANCOCK BRIDGE PKW		2	0.7	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			3,500	3,500
	SR 78	LITTLETON RD	2	1.0	4LD	900	2,000	2,000	2,000			2,890	3,500	3,500	3,500
	LITTLETON RD	BUS 41	2	1.0	4LD	900	2,000	2,000	77.7.	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	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	3,240 3,240

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

Δ	G	14	- 1

			TRAFFIC	LENGTH	ROAD	SERVICE V	OLUMES (P	EAK HOUR	PEAK DIRE	CTION)	SERVICE V	OLUMES (P	EAK HOUR-	-BOTH DIR	ECTIONS)
ROAD SEGMENT	FROM	ТО	DISTRIC	(MILE)	TYPE	Α	В	C	D	E	Α	В	C'	D	Е
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	2.0	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	1.0	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	3.5	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	0.4	4LD	0	0	590	1,520	1,520	0	0	990	2,530	2,530
i	GLADIOLUS DR	BRANDYWINE CIR	4	0.9	2LN	0	750	880	880	880	0	1,260	1,460	1,460	1,460
	BRANDYWINE CIR	CYPRESS LAKE DR	4	0.9	2LN	0	750	880	880	880	0	1,260	1,460	1,460	1.460
	CYPRESS LAKE DR	COLLEGE PKWY	4	0.7	4LD	0	0	610	1,780	1,780	0	0	1.020	2,960	2,960
	COLLEGE PKWY	SUNSET VISTA	4	0.5	2LN	0	770	800	800	800	0	1,290	1,330	1,330	1,330
	SUNSET VISTA	McGREGOR BLVD	4	0.8	2LN	0	770	800	800	800	0	1,290	1,330	1,330	1,330

SERVICE VOLUMES ON COLLECTORS IN LEE COUNTY (2015 DATA)

									,						
			TRAFFIC	LENGTH	ROAD	SERVICE V	OLUMES (P	EAK HOUR	PEAK DIRI	CTION)	SERVICE V	OLUMES (PI	EAK HOUR-	-BOTH DIR	ECTIONS)
ROAD SEGMENT	FROM	TO	DISTRIC	(MILE)	TYPE	Α	В	C	D	Е	A	В	C	D	Е
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

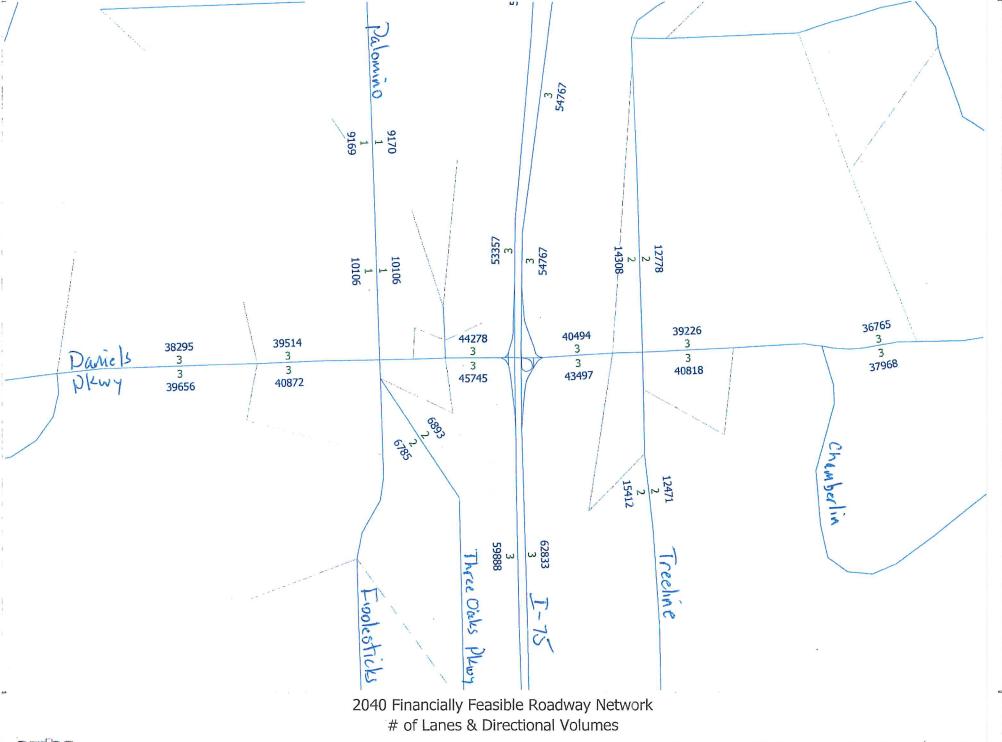
TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**¹

12/18/12

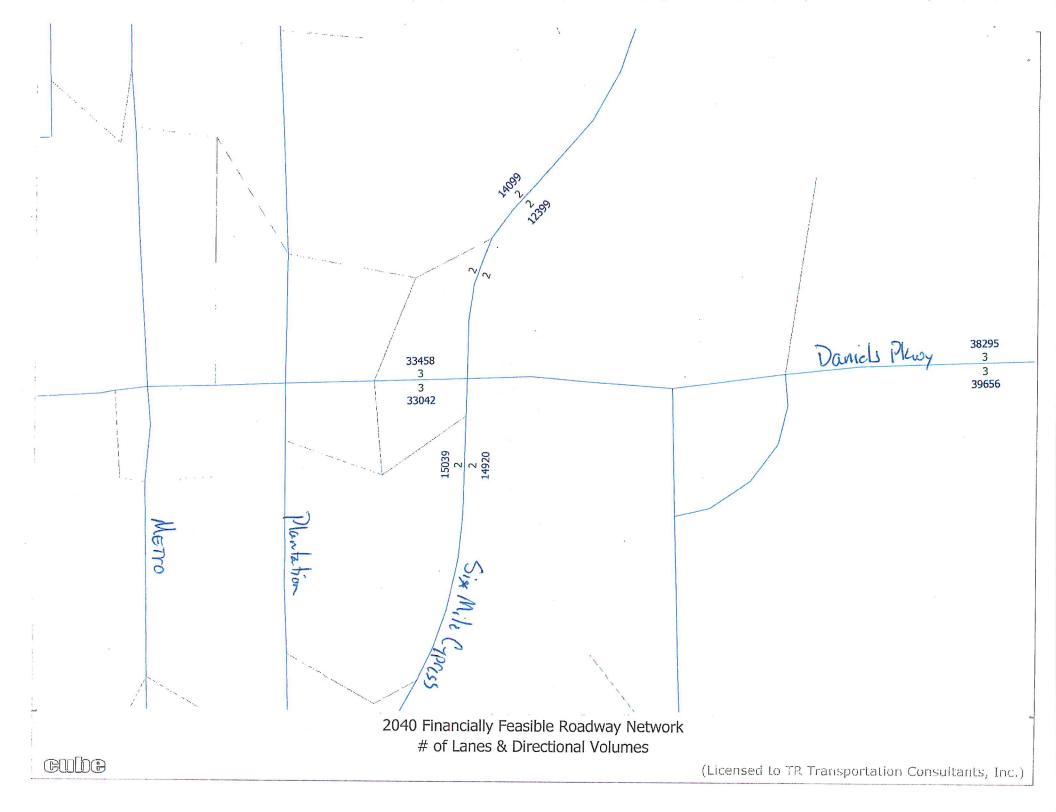
INTERRUPTED FLOW FACILITIES			UNINTER	RUPTED	LOW FA	CILITIES	
STATE SIGNALIZED ARTERIAL	LS			FREEV	VAYS		
Class I (40 mph or higher posted speed limit Lanes Median B C D 1 Undivided * 830 886 2 Divided * 1,910 2,000 3 Divided * 2,940 3,020 4 Divided * 3,970 4,040	E 0 ** 0 ** 0 **	Lanes 2 3 4 5 6	B 2,260 3,360 4,500 5,660 7,900	C 3,020 4,580 6,080 7,680 10,320	0 5 0 7 0 9	D 5,660 5,500 7,320 2,220 2,060	E 3,940 6,080 8,220 10,360 12,500
Class II (35 mph or slower posted speed lim Lanes Median B C D 1 Undivided * 370 750 2 Divided * 730 1,630 3 Divided * 1,170 2,520 4 Divided * 1,610 3,390 Non-State Signalized Roadway Adjustm (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%	E 0 800 0 1,700 0 2,560 0 3,420		F Auxiliary Lane + 1,000	reeway Ad	justments	Ramp Metering + 5%	
Median & Turn Lane Adjustments		Т	JNINTERR	IDTEN		TCHWAY	vc
Exclusive Exclusive Lanes Median Left Lanes Right Lanes 1 Divided Yes No 1 Undivided No No Multi Undivided Yes No Multi Undivided No No Yes	Adjustment Factors +5% -20% -5% -25% + 5%	Lanes 1 2 3	Median Undivided Divided Divided	B 420 1,810 2,720	C 840 2,560 3,840	D 1,190 3,240 4,860	E 1,640 3,590 5,380
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2		Lanes l Multi Multi	Uninterrupt Median Divided Undivided Undivided	Exclusive Ye Ye	left lanes es es	Adjustme	ent factors 5% %
BICYCLE MODE ² (Multiply motorized vehicle volumes shown below by nu directional roadway lanes to determine two-way maximus volumes.) Paved Shoulder/Bicycle Lane Coverage B C D 0-49% * 150 399 50-84% 110 340 1,000 85-100% 470 1,000 >1,000	E 0 1,000 0 >1,000	are for the constitute computing planning cerridor of based on Capacity 2 Level of motori	shown are presented e automobile truck e a standard and she models from which applications. The tar or intersection design planning application and Quality of Service for the bich and vehicles, not must er hour shown are on er hour shown are on	modes unless sp udd be used only in this table is de- able and deriving in, where more in ns of the Highwoice Manual. yele and pedesti umber of bicycli	pecifically state y for general p rived should b g computer in g computer in graphical technic gay Capacity M gian modes in t sts or pedestri-	ed. This table do lanning applica be used for more dels should not ques exist. Calcu- damal and the land this table is base ans using the fa	oes not tions. The r specific the used for ulations are Fransit ed on number edity.
PEDESTRIAN MODE ² (Multiply motorized vehicle volumes shown below by nu directional roadway lanes to determine two-way maximum		flow.	t be acluieved using	table input valu	e defaults.		
Sidewalk Coverage B C D 0-49% * * 140 50-84% * 80 440 85-100% 200 540 880	0 480 0 800	volumes been reac	greater than level of thed. For the bicycle le because there is r	f service D beco mode, the leve	me F because Lof service let	intersection cap tter grade (inclu	pacities have ding F) is not
BUS MODE (Scheduled Fixed Rout (Buses in peak hour in peak direction)	te) ³						
Sidewalk Coverage B C D 0-84% > 5 ≥ 4 ≥ 3 85-100% > 4 ≥ 3 ≥ 2	E ≥2 ≥1	Systems	Department of Trans Planning Office state.flus/planning		default.slum		

2040 E + C NETWORK VOLUMES WITHOUT PROJECT



GULDO

(Licensed to TR Transportation Consultants, Inc.)



TRAFFIC DATA FROM LEE COUNTY TRAFFIC COUNT REPORT

Maria Maria de Cara de		Sta-				me (AA								BALLEY.
		tion												
STREET	LOCATION	#	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	S	Area
CYPRESS LAKE DR	W OF US 41	258	43600	43500	34200	34500	37100	33700	31700	34000	35900	35200	30	3
DANIELS PKWY	W OF METRO PKWY	30	49900	48300	41200	44100	43400	43100	40500	40100	46400	47400		1
DANIELS PKWY	W OF PLANTATION RD	the latest terms of the second	54100	52500	43300	47100	46700	70100	10000	40100	48000	47400	30	4
DANIELS PKWY	E OF SIX MILE PKWY	31		65300	58600	56100	55600	53600	52200	53200	51800	53200	30	4
DANIELS PKWY	W OF I - 75	and the second second	57300	59300	49300	52000	47900	58400	60900	48700	51500	60600	31	4
DANIELS PKWY	E OF I - 75	<u>52</u>	U/C"	45400	33400	48000	49000	48000	49500	44800	47100	44200	31	1
DANIELS PKWY	E OF TREELINE DR	32				ARRIVE CO	Manager 1		10000	44000	47100	44200		4
DANIELS PKWY	E OF CHAMBERLIN PKWY	48	37200	38100	35100	34200	36100	35700		35800	38100	37300	31	2.00
DANIELS PKWY	W OF GATEWAY BLVD	89					TENNING.				WEST OF	35800		FTS:083
DANIELS PKWY	S OF IMMOKALEE RD	524	22300	22000	17400	23400	25800	24400	29800	20600	28200	29000	48	5
DANLEY RD	W OF METRO PKWY	518	7700	6400	4300	4900	4500				4900		45	3
DAVIS RD	N OF McGREGOR BLVD	265	2100	2300	1900	2200	2000						36	7
DEL PRADO BLVD	S OF SE 46TH LN	266	31100	29600	26400	28100							2	1
DEL PRADO BLVD	S OF CORONADO PKWY	268	30400	30100	32200	30000							2	616
DEL PRADO BLVD	S OF CORNWALLIS PKWY	2	44300	42800	39700	38600	37800	37400	36600	37100	37800	38300		1
DEL PRADO BLVD	S OF EVEREST PKWY	515	49900	47700	46700	49000							2	131
DEL PRADO BLVD	N OF VETERANS PKWY	516	58400	56000	49600	51300							40	1
DEL PRADO BLVD	S OF CORAL POINT DR													1
DEL PRADO BLVD	AT FOUR MILE COVE RD	40	55900	53000	50000	47100	48600	48300	45200	45800	46500	45600		1
DEL PRADO BLVD	S OF HANCOCK PKWY	270	42200	42900	46500	42600	Action						40	1
DEL PRADO BLVD	S OF PINE ISLAND RD	267	28700	30600	35500	29600	29000						40	1
DEL PRADO BLVD	N OF PINE ISLAND RD	24	22100	23200										16
DEL PRADO BLVD	E OF US 41	443	5800	5900	5000	4900				4700	5400	6000	34	1

k visa k		Sta-	Da	ily Traff	fic Volui	me (AAI	OT)							
STREET	LOCATION	tion #	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	PCS	Area
EAST TERRY ST	E OF OLD 41	271	U/C	10000	13000	11900							42	6
EDGEWOOD AVE	W OF SHOEMAKER BLVD	632	2000	1500	1500	1100							11	3
EDISON AVE	W OF ROCKFILL RD	604	5100	3400	3800	2800							20	3
EDISON AVE	W OF HIGHLAND AVE E OF FOWLER ST	512				5700		POS INCO					20	
EDISON AVE	0 W OF FOWLER ST E OF US 41	603 602	8600 5500	5600 4300	6700 5600	5700 4700							20 29	3
ESTERO BLVD	@ BIG CARLOS PASS BR.	274	9200	8100	6200	6500	9100			9600				7
ESTERO BLVD	N OF AVE. PESCADORA	272		13900	12300	12000	12600						44	
ESTERO BLVD ESTERO BLVD	N OF DENORA ST N OF DENORA ST	44	15300	14900	14200	14200	13700	13500	13700	13500	13500	12700	44	7
ESTERO BLVD	N OF VIRGINIA AVE	520	16400	18500	16600	15600	14500	10000	10100	10000	10000			7
ESTERO PKWY	W OF BEN HILL GRIFFIN PKW	459				9100	9400	11800		15700		15800	15	6
ESTERO PKWY	E OF US 41	465	7000	6700	6600	8300	9000	8300		8200		11500	15	6
EVANS AVE	N OF HANSON ST	625	6800	3400		4000							29	3
EVANS AVE EVANS AVE	S OF HANSON ST N OF COLONIAL BLVD	626 627	9800 7600	8200 6700	6800 5000	6600 4 600							29 29	3
EVERGREEN RD	W OF BUS 41	499	1800	1400	1200	1400							41	2
		1/ E2 1/2 (E)					6000		NIS HOUSE		7000			
FIDDLESTICKS BLVD	S OF DANIELS PKWY	276	8000	8100	6800	8000	6900				7200		31	
FIRST ST	E OF ALTAMONT AVE	630	4400	3100	4500	3400							29	3

		Sta-	Da	aily Traf	fic Volu	ıme (AA	DT)							
STREET	LOCATION	tion #	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	S	Area
ODANOE ODOVE NIVE	The state of the s	Foliar III things where the	and the second second											
ORANGE GROVE BLVD	S OF HANCOCK BR. PKWY	351	9400	8700	7700	7600							34	2
	S OF PONDELLA RD	350	11100	10700	9500	9600							34	2
ORANGE RIVER BLVD	S OF PALM BEACH BLVD	353	8900	8700	7800	7300	8000	7700	8000	7300	5800	8100	4.4	
ORANGE RIVER BLVD	E OF STALEY RD	352	8300	7800	7700	6400	7300	7700	0000	7300	3000	0100	11 11	5 5
ORIOLE RD	S OF ALICO RD	462	2800	2500	2500	2600	2000						25	4
ORTIZ AVE	N OF COLONIAL BLVD	354	17600	16000	12600	14200	12900			16400	45000		4.5	and the same of
ORTIZ AVE	N OF M.L.K. BLVD (SR 82)	355	17900	16800	17700	11900	14600				15000		18	3
ORTIZ AVE	N OF BALLARD RD		17000	10000	17700	11300	14000			10400	14300		18	3
ORTIZ AVE	N OF TICE ST	356	10100	8600	8900	6200	6900	5900	6400	6400	6800	6800	18 5	3
PALM BEACH BLVD (SR 80)	W OF TICE STREET	452	30100	31400	20600	17900	20600						5	3
PALM BEACH BLVD (SR 80)	E OF ORTIZ BLVD	359	28400	26800	22400	19500	21700						5 5	3
PALM BEACH BLVD (SR 80)	W OF SR 31	<u>5</u>	28100	U/C	27100	25900	26900	21400	26300	26400	27600	30100	5	3
PALM BEACH BLVD (SR 80)	E OF SR 31	360	35200	34400	34200	30400	20000	21400	20000	20400	27000	30100	5	5
PALM BEACH BLVD (SR 80)	E OF BUCKINGHAM RD	362	25700	22900	16400	20900							5	5
PALM BEACH BLVD (SR 80)	W OF HENDRY CO LINE	358	17500	15100	16000	12300					Monagan		5	5
PALOMINO RD	N OF DANIELS	501	4500	5100	3800	4600	4300				6700		31	4
PAUL J DOHERTY PKWY	S OF DANIELS PKWY	<u>51</u>	800	1300			1400		2300	1600	1800			
PARK MEADOWS DR	W OF US 41	363	3800	3700	3500	3700	3100						9	3
PENNSYLVANIA AVE	W OF OLD 41	494	4500	4300	3000	3200							42	6

		Sta-	Da	aily Traf	fic Volu	me (AAI	DT)							
STREET	LOCATION	tion #	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Soc	Area
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	<u>18</u>	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	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	<u>36</u>	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	<u>19</u>				31200	30100	29700	26300	32100	33500	32000		

age from the second		Sta-	Da	aily Traf	fic Volu	me (AA	DT)							
STREET	LOCATION	tion #	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Ş	Area
SUMMERLIN RD	W OF WINKLER RD												-	7
SUMMERLIN RD	N OF GLADIOLUS DR	409	2000		21600									4
SUMMERLIN RD	S OF LAKEWOOD BLVD	47				27000	18700	18700	22000	22200	23300	24300		- 134
SUMMERLIN RD	N OF CYPRESS LAKE DR	407	27700	26100	30400	to the first of the second						1,157,174	9	3
SUMMERLIN RD	S OF UNINVERSITY DR	66	AND T						22000	24500	28000	30500		SSAL
SUMMERLIN RD	S OF PARK MEADOWS	Con Reputation	34300	31600	aggreen and the		ALIAN PULL			- 190		00000		
SUMMERLIN RD	N OF PARK MEADOWS	35						24700	26400	28100	29800	29000		3
SUMMERLIN RD	N OF MAPLE DR	405	35800	34400	36300				La ETT AR FO				9	3
SUMMERLIN RD	N OF BOY SCOUT DR	403	22400	22200	21000	16600	16300						9	3
SUMMERLIN RD	N OF MATTHEWS RD	74		U Septimber A All						18100	19100	19700	arani Ja	A STATE OF
SUMMERLIN RD	S OF COLONIAL BLVD	411	23800	23100	20600	16700	16800				20000	Silvates 1	14	3
SUNRISE BLVD	E OF BELL BLVD	480	800	900	800	700	900						6	5
SUNSHINE BLVD	N OF IMMOKALEE RD	413	4200	3600	3600	2800	3000	F 1910		3900	4000		22	5
SUNSHINE BLVD	S OF LEE BLVD	406	8100	6300	5300	5700	6500			6100	7100		22	5
SUNSHINE BLVD	N OF LEE BLVD (CR 884)	412	11500	10200	9100	8600	9600			10300	8300		22	5
SUNSHINE BLVD	N OF W 12TH ST	479	6400	6200	6200	5200							22	5
THREE OAKS PKWY	S OF CORKSCREW RD	525	13400	14000	17700	15700	16700	16100	18700	18800		20900	25	4
THREE OAKS PKWY	N OF CORKSCREW RD	415	15100	18000		15100	13200	14700	20200	19900			25	4
THREE OAKS PKWY	S OF ESTERO PKWY	72								16000	16600	16500		
THREE OAKS PKWY	S OF ALICO RD	414	9400	9900			9500	9500	12700	13700	11800	12300	25	4
TICE ST	W OF ORTIZ AV	417	3500	3400	2900	2500	2600						20	3
TICE ST	W OF 175	416	3100	3400	2600	2200	2400		- North Park		3000		20	3
TREELINE AVE	S OF COLONIAL BLVD	453	5800	7100		8800	7300						61	3
TREELINE AVE	S OF PELICAN COLONY BLVD	62			5600	6900	6600	7300	8200	8900	9700	10800		3
TREELINE AVE	N OF DANIELS PKWY	454	7200	5100	5600	4500	5400					WEYS YAC	61	3

		Sta-	Da	aily Traf	fic Volu	me (AA	DT)							
STREET	LOCATION	tion #	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	SOC	Area
TREELINE AVE	S OF DANIELS PKWY	502	28700	27600	23500	25900	22100			100			61	4
TREELINE AVE	N OF AIRPORT TERMINAL	<u>61</u>	27100	27700	25500	25100	24000	23600	23800	24500	25500	23800		4
12 ST W	E OF GUNNERY RD	472	5500	5100	3100	3200	3400					4100	22	5
23RD ST SW	E OF GUNNERY RD	469		10000	8700	9400	10100			10200	11000		22	5
US 41 (SR 45)	N OF COLLIER CO LINE	23		36400	35100	34400	33900	32000	32700	33000	33900	34800		6
US 41 (SR 45)	N OF BONITA BEACH RD	437	42400	47400	49000	40400	40800						23	6
US 41 (SR 45)	N OF BONITA BEACH RD	92										42600		BURE
US 41 (SR 45)	N OF WEST TERRY ST	433		42400	36500	35900	34200						23	6
US 41 (SR 45)	N OF OLD 41 RD	436	53300	53600	50100	46100	42000						25	6
US 41 (SR 45)	S OF COCONUT RD	93										46100		4
US 41 (SR 45)	S OF HICKORY DR	25	43300	41300	41200	40200	38600	42000		36600	37700	42500		and the same of
US 41 (SR 45)	N OF SANIBEL BLVD	424	45300	41700	37000	37200	33400						25	4
US 41 (SR 45)	N OF CONSTITUTION BLVD	94										33100	mater Cour	100 100
US 41 (SR 45)	N OF ALICO RD	420	57900	55700	57800	54600	53400						25	4
US 41 (SR 45)	N OF ISLAND PARK RD	434	56200	57200	58200	51000	44000						25	4
US 41 (SR 45)	N OF JAMAICA BAY WEST	435	65300	63400	58800	54700	51200						25	4
US 41 (SR 45)	N OF SIX MILE CYPRESS PKWY	418	52400	49400	43100	38100	42200						9	4
US 41 (SR 45)	N OF ANDREA LN	95										40000		20.00
US 41 (SR 45)	N OF CYPRESS LAKE DR	426	61200	56000	53200	54600	49400						9	3
US 41 (SR 45)	N OF BRANTLEY RD	9	61000	58000	50400	53300	53800	52400	50700	49100	50500	52300		3
US 41 (SR 45)	N OF SOUTH RD	422	60800	52500	52100	49800	49900						9	3
US 41 (SR 45)	N OF BOY SCOUT DR	430	45700	42700	38400	36200	32400						9	3
US 41 (SR 45)	N OF BOY SCOUT DR	96										41100	more and	
US 41 (SR 45)	N OF N AIRPORT RD	427	50500	49600	43500	38100							9	3
US 41 (SR 45)	N OF COLONIAL BLVD	432	52000	51600	46800	35500	38800						9	3
US 41 (SR 45)	N OF WINKLER AVE	429	50600	53000	52100	42000							9	3

TRAFFIC DATA FROM FDOT TRAFFIC INFORMATION ONLINE

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

County: 12 LEE

	Site						AADT	"K"	"D"	"Т"
Site	Type	Description	Direc	tion 1	Dire	ction 2	Two-Way	FCTR	FCTR	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 begining 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

16-Mar-2016 08:11:36

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

County: 12 LEE

	Site				•		AADT	11 K 11	ייתיי	itrp ()
Site	Туре	Description	Dire	ction 1	Dire	ection 2	Two-Way	FCTR	FCTR	FCTB
====			====				=======	=====	=====	
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 begining 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

16-Mar-2016 08:11:36

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

category: 1275 BB 175		MOCF: 0.91	
Week	Dates	SF	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
* <u>1</u> 4	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 1.10
43	10/18/2015 - 10/24/2015	1.00 0.98	1.10
44	10/25/2015 - 10/31/2015		1.05
45	11/01/2015 - 11/07/2015	0.96	1.04
46 47	11/08/2015 - 11/14/2015 11/15/2015 - 11/21/2015	0.95 0.94	1.04
47	11/15/2015 - 11/21/2015	0.94	1.03
48	11/29/2015 - 12/05/2015	0.94	1.03
50	12/06/2015 - 12/12/2015	0.94	1.03
50 51	12/13/2015 - 12/12/2015	0.95	1.04
52	12/13/2015 - 12/19/2015	0.96	1.05
5∠ 53	12/20/2015 - 12/26/2015	0.97	1.03
در	72/2//2012 T2/31/2013	3.31	/

^{*} Peak Season

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TRAFFIC DATA FROM THE 2016 LEE COUNTY CONCURRENCY REPORT

6LD

6LD

6LD

6LD

6LD

6LD

6LD

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Ε

E

Ε

Ε

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Ε

2.820

2.820

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2,820

2,840

2.840

2,800

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1,304

1.392

1,868

2,129

2,396

2.110

2,090

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1,304

1.392

1,868

2,129

2,396

2.110

2.090

PERFORMANCE

STANDARD

D

D

LOS CAPACITY

3.220

3,220

ROAD

TYPE

6LD

6LD

TO

WINKLER AVE

PKWY

SIX MILE CYPRESS

2015 100th

HIGHEST HR

LOS

Ε

VOLUME

2.521

3.144

EST 2016 100th

HIGHEST HR

VOLUME

2.521

3.144

LOS

C

Ε

FORECAST

FUTURE VOL

LOS

C

Ε

VOLUME

2,523

3.144

NOTES

LINK

NO.

05900

06000

884)

884)

08800 DEL PRADO BL*

08900 DEL PRADO BL*

09000 DEL PRADO BL

09100 DEL PRADO BL

09150 DEL PRADO BL*

09200 DEL PRADO BL

09300 DEL PRADO BL

ROADWAY LINK

NAME

COLONIAL BL (SR

COLONIAL BL (SR

FROM

METRO PKWY

WINKLER AVE

CAPE CORAL PKWY

CORONADO PKWY

CORAL POINT DR

HANCOCK BR PKWY

CORNWALLIS PKWY

VETERANS MEM PKWY

SE 46th ST

SE 46th ST

SR 78

CORONADO PKWY

CORAL POINT DR

CORNWALLIS PKWY

HANCOCK BR PKWY

VETERANS MEM PKWY

LINK	ROADWAY LINK	FROM	то	ROAD	E .	ORMANCE ANDARD		15 100th HEST HR	1	2016 100th		RECAST	Notes
NO.	NAME	111014	10	TYPE	LOS	CAPACITY	LOS	VOLUME	LOS	HEST HR		URE VOL	NOTES
09400	DEL PRADO BL	US 41	SLATER RD	2LN	E	860	C	-		VOLUME	LOS		
09470	DR ML KING BL (SR 82)	CRANFORD AVE	HIGHLAND AVE	4LD	D	1,800	0	349 1,363	C	349 1,363	D C	847 1,363	
09480	DR ML KIŅG BL (SR 82)	HIGHLAND AVE	MICHIGAN LINK	4LD	D	1,800	С	1,486	С	1,486	С	1,486	
09490	DR ML KINK 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	В	2,194	В	2,194	В	2,194	
09700	EAST 21st ST*	JOEL BL	GRANT AVE	2LN	Е	860	С	24	С	24	С	24	
09800	ESTERO BL*	BIG CARLOS PASS	AVENIDA PESCADORA	2LN	E	726	А	420	Α	420	Α	420	constrained; v/c=0.58
09900	ESTERO BL*	AVENIDA PESCADORA	VOORHIS ST	2LN	E	726	Α	555	А	555	Α	555	constrained; v/c=0.76; reconstruction in FY 19/20
10000	ESTERO BL	VOORHIS ST	TROPICAL SHORES WAY	2LN	E	726	В	608	В	608	С	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	Е	2,000	В	559	В	586	В	873	
	ESTERO PKWY	THREE OAKS PKWY	BEN HILL GRIFFIN PKWY	4LD	Е	2,000	В	767	В	767	В	767	
	EVERGREEN RD*	US 41	BUS 41	2LN	Е	860	С	100	С	100	С	100	
	FIDDLESTICKS BL*	GUARDHOUSE	DANIELS PKWY	2LU	E	860	С	349	С	350	С	382	
10400	FOWLER ST	US 41	N AIRPORT RD	6LD	E	2,580	D	1,212	D	1,212	D	1,214	
	FOWLER ST	N AIRPORT RD	COLONIAL BL	6LD	Е	2,580	D	1,606	D	1,606	D	1,606	
10600	FOWLER ST	COLONIAL BL	WINKLER AVE	4LD	E	1,700	С	1,230	С	1,230	<u> </u>	1,230	
10700	FOWLER ST	WINKLER AVE	HANSON ST	4LD	E	1,700	С	1,267	С	1,267	С	1,267	
10730 10800	FOWLER ST (SR 739) GASPARILLA BL*	FIFTH ST	DR ML KING BL (SR 82) CHARLOTTE COUNTY	4LD 2LN	E E	1,700 860	C C	1,461 343	C C	1,461 349	C C	1,461 360	constrained;
10900	GLADIOLUS DR	McGREGOR BL	LINE PINE RIDGE RD	4LD	E	1 040	В						v/c=0.40
	GLADIOLUS DR	PINE RIDGE RD	BASS RD	4LD 4LD	E	1,840 1,840	C	669	В	670	В	686	
	GLADIOLUS DR*	BASS RD	WINKLER RD	4LD 6LD	E	2,780	В	1,194	C B	1,194	C	1,287	
	GLADIOLUS DR*	WINKLER RD	SUMMERLIN RD	6LD	E	2,780	В	1,117 942	B	1,119 974	B B	1,154	
	GLADIOLUS RD	SUMMERLIN RD	US 41	6LD	E	2,900	C	1,958	C		C	983	
	GREENBRIAR BL*	RICHMOND AVE	JOEL BL	2LN	E	2,900 860	C	71	C	1,958 76	C	2,103 76	
	GUNNERY RD	IMMOKALEE RD (SR 82)	LEE BL	4LD	E	1,920	В	940	В	950	В		
	GUNNERY RD	LEE BL	BUCKINGHAM RD	2LN	Ē	1,020	C	804	C	808	C	1,000 937	
11700	HANCOCK BRIDGE												· · · · · · · · · · · · · · · · · · ·
11700	PKWY	DEL PRADO BL	NE 24th AVE	4LD	E	2,000	В	1,122	В	1,122	В	1,122	

LINK	ROADWAY LINK	FROM	то	ROAD	8	ORMANCE ANDARD		15 100th HEST HR		2016 100th HEST HR	i	REC'AST URE VOL	NOTES
NO.	NAME	PROW	10	TYPE		CAPACITY		VOLUME	LOS	VOLUME		VOLUME	NOTES
17500	METRO PKWY (SR 739)	WAREHOUSE ST	HANSON ST	2LN	D	880	В	614	С	614	С	614	
17600	MILWAUKEE BL*	HOMESTEAD	ALEX BELL BL	2ĽN	Е	860	С	50	С	53	С	53	
17700	MILWAUKEE BL*	ALEX BELL BL	COLUMBUS BL	2LN	E	860	С	95	С	95	С	107	
17800	MOODY RD*	HANCOCK BR PKWY	PONDELLA RD	2LN	E	860	С	182	С	182	С	182	
17900	NALLE GRADE RD*	SLATER RD	NALLE RD	2LN	E	860	С	91	С	91	С	91	
18000	NALLE RD	BAYSHORE RD	NALLE GRADE RD	2LN	Е	860	С	145	С	147	С	165	
18100	NEAL RD*	ORANGE RIVER BL	BUCKINGHAM RD	2LN	Е	860	С	100	С	100	С	100	
18200	NORTH RIVER RD	SR 31	FRANKLIN LOCK RD	2LN	Ε	1,140	Α	155	Α	156	В	275	
18300	NORTH RIVER RD	FRANKLIN LOCK RD	BROADWAY	2LN	E	1,140	Α	155	Α	157	В	301	
18400	NORTH RIVER RD	BROADWAY	HENDRY COUNTY LINE	2LN	E	1,140	Α	80	Α	81	Α	113	
18900	OLGA RD*	SR 80 W	SR 80 E	2LN	E	860	С	82	С	83	С	83	
19000	ORANGE GROVE BL*	LOCHMOOR CC	INLET DR	2LN	E	860	С	458	С	459	С	460	
19100	ORANGE GROVE BL*	INLET DR	HANCOCK BR PKWY	4LD	E	1,790	С	458	С	458	С	552	
19200	ORANGE GROVE BL*	HANCOCK BR PKWY	PONDELLA RD	4LD	E	1,790	С	578	С	582	С	582	
19300	ORANGE RIVER BL	PALM BEACH BL	STALEY RD	2LN	Е	990	С	397	С	397	С	397	
19400	ORANGE RIVER BL	STALEY RD	BUCKINGHAM RD	2LN	Е	990	С	339	С	342	С	380	
19500	ORIOLE RD*	SAN CARLOS BL	ALICO RD	2LN	Е	860	С	93	С	95	С	95	
19600	ORTIZ AVE*	COLONIAL BL	DR ML KING BL (SR 82)	2LN	E	900	В	745	В	745	В	745	4 Ln construction in FY 19/20
19700	ORTIZ AVE	DR ML KING BL (SR 82)	LUCKETT RD	2LN	E	900	В	740	В	742	В	757	4 Ln design & ROW acquisition underway
19800	ORTIZ AVE	LUCKETT RD	PALM BEACH BL (SR 80)	2LN	E	900	В	364	В	365	В	365	4 Ln design & ROW acquisition underway
19900	PALM BEACH BL (SR 80)	PROSPECT AVE	ORTIZ AVE	4LD	D	1,720	В	961	В	961	В	961	
20000	PALM BEACH BL (SR 80)	ORTIZ AVE	I-75	6LD	D	2,580	В	1,032	В	1,033	В	1,094	
20100	PALM BEACH BL (SR 80)	1-75	SR 31	6LD	D	2,960	Α	1,726	Α	1,731	А	2,018	
20200	PALM BEACH BL (SR 80)	SR 31	BUCKINGHAM RD	4LD	D	1,960	В	1,658	В	1,697	മ	1,865	
20300	PALM BEACH BL (SR 80)	BUCKINGHAM RD	WERNER DR	4LD	D	2,940	В	1,073	В	1,078	С	1,809	
20330	PALM BEACH BL (SR 80)	WERNER DR	JOEL BL	4LD	С	2,320	А	874	А	875	А	941	
20400	PALM BEACH BL (SR 80)	JOEL BLVD	HENDRY COUNTY LINE	4LD	С	2,320	Α	634	Α	635	Α	770	
		DANIELS PKWY	PENZANCE BL	2LN	E	860	С	324	С	332	С	350	bike path/turn- lane project in FY 16/17
20600	PARK MEADOW DR*	SUMMERLIN RD	US 41	2LN	E	860	·C	133	С	133	С	135	
20800	PENZANCE BL*	RANCHETTE RD	SIX MILE CYPRESS PKWY	2LN	Ε	860	С	130	С	131	С	145	

100 100	LINK NO.	ROADWAY LINK NAME	FROM	то	ROAD TYPE		ORMANCE ANDARD		15 100th HEST HR		2016 100th HEST HR		RECAST URE VOL	NOTES
SIX MILE CYPRESS NETRO PKWY DANIELS PKWY ALD E 1,920 B 1,500 B 1,523 B 1,547		7 17 1171 164	-		TYPE	LOS	CAPACITY							NOTES
SATION SKAW DANIELS PRAY	23600		METRO PKWY	DANIELS PKWY	4LD			В				<u> </u>		
Section Process Proc	23700	PKWY	DANIELS PKWY	WINKLER AVE	4LD	E	1,900	В	883	В	884	В	991	
PRWY	23800	PKWY	WINKLER AVE	CHALLENGER BL	4LD	E	1,900	В	935	В	935	В	935	
24100 SOUTH POINTE BL. CYPRES LAKE DR COLLEGE PKWY 2LD E 910 D D D O7 D 607 D		PKWY	CHALLENGER BL	COLONIAL BL	6LD	E	2,860	А	935	А	935	А	935	
24200 SR 31				NALLE GRADE RD	2LN	E	1,010	С	423	С	424	С	426	
## A STALEY RD ORANGE RIO (SR 78) CHARLOTTE COUNTY LINE C 1,310 B 354 B 355 B 355 B 355 C 24400 STALEY RD ORANGE RIVER BL LUCKETT RD 2LN E 860 C 127 C 128 C 153 C 24500 STRINGFELLOW RD FIRST AVE BERKSHIRE RD 2LN E 1,060 B 307 C 324 D 667 (const \(\sqrt{\chick}\) (const \(\s			CYPRESS LAKE DR	COLLEGE PKWY	2LD	E	910	Ū.	607	D	607	D	607	
24300 SR 31	24200	SR 31	PALM BEACH BL	BAYSHORE RD (SR78)	2LN	С	1,310	С	503	С	503	С	505	
24500 STRINGFELLOW RD FIRST AVE BERKSHIRE RD 2LN E 1,060 B 307 C 324 D 667 const	24300	SR 31	BAYSHORE RD (SR 78)		2LN	С	1,310	В	354	В	355	В		
24600 STRINGFELLOW RD BERKSHIRE RD PINE ISLAND RD 2LN E 1,060 B 307 C 316 C 441 const	24400	STALEY RD	ORANGE RIVER BL	LUCKETT RD	2LN	Е	860	C	127	С	128	С	153	
24700 STRINGFELLOW RD PINE ISLAND RD PINELAND RD PINELAND RD 2LN E 1,060 D 566 D 577 D 685 const V/c-0 24800 STRINGFELLOW RD PINELAND RD MAIN ST 2LN E 1,060 D 566 D 577 D 685 const V/c-0 24800 SUMMERLIN RD MGGREGOR BL KELLY COVE RD 4LD E 1,060 B 178 B 195 B 275 L 1,060 S 1,060	24500	STRINGFELLOW RD	FIRST AVE	BERKSHIRE RD	2LN	Е	1,060	В	307	С	324	D	667	constrained; v/c=0.29
STRINGFELLOW RD* PINELAND RD	24600	STRINGFELLOW RD	BERKSHIRE RD	PINE ISLAND RD	2LN	E	1,060	В	307	C	316	С	441	constrained; v/c=0.29
24900 SUMMERLIN RD McGREGOR BL KELLY COVE RD ALD E 1,980 B 1,233 B 1,233 B 1,241							1,060	D	566	D	577	D	685	constrained; v/c=0.53
25000 SUMMERLIN RD* KELLY COVE RD SAN CARLOS BL 4LD E 1,980 B 1,055 B 1,055 B 1,055							1,060		178	В	185	В	275	
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 1,859 25300 SUMMERLIN RD BASS RD GLADIOLUS DR 6LD E 2,980 B 1,866 B 1,866 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 CYPRESS LAKE DR 6LD E 2,960 C 1,786							1,980		1,233	В	1,233	В	1,241	
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PERFORMANCE

2015 100th

EST 2016 100th

FORECAST

В

В

2,470

2.565

29900

30000

US 41

US 41

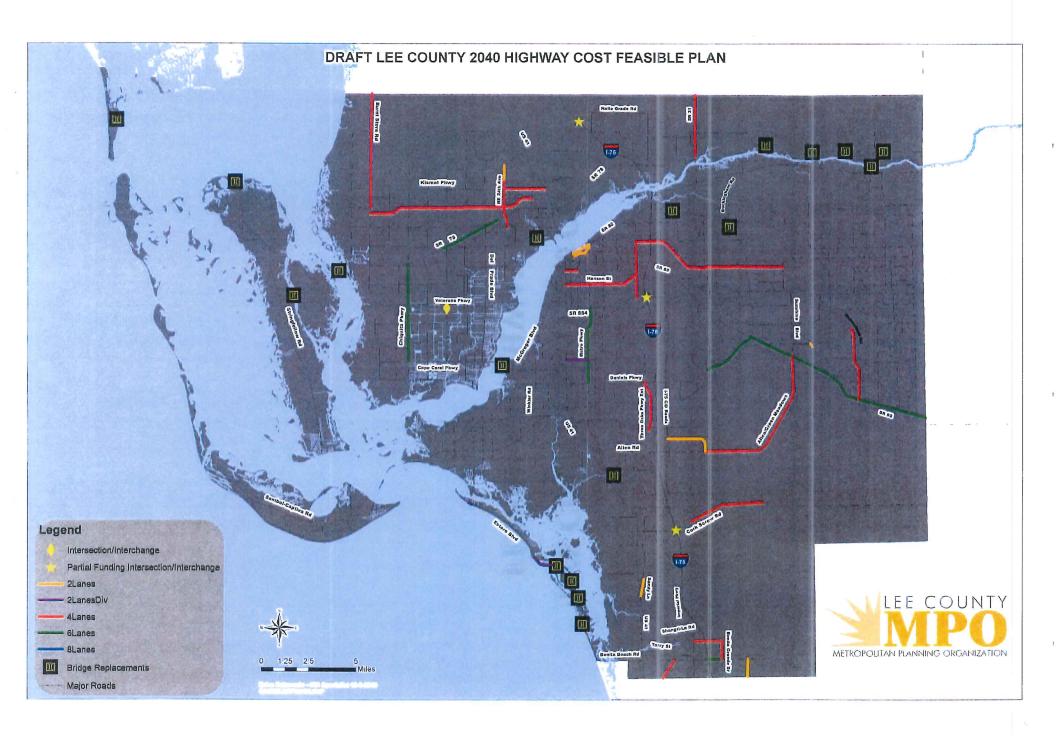
CORKSCREW RD

SANIBEL BL

SANIBEL BL

ALICO RD

LEE COUNTY MPO 2040 COST FEASIBLE HIGHWAY MAP



LEE COUNTY 5-YEAR CAPITAL IMPROVEMENT PLAN

PROJECTS LISTING DOT CIP

All Projects

	PROJECT NAME			FISCAL YEAR	economic -		FIVE-YEAR		
PROJ#	Major Projects (sorted alphabetically)	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		420.430.000.000.0000.0000.0000.0000.0000		\$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	1	GT, IF, GIF
005000	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 Realingnment	\$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	7	\$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

100000								*
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					4000,000	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				7,55,000	\$330,000	GIF
406714	Signal Network	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$600,000	GT
	Wild Turkey Strand					\$133,909	4000,000	GT
404007	Environmental Mit. (PW Request - DOT share)	\$58,333	\$58,333	\$58,333	\$58,333	\$58,333	\$291,665	GT
					¥33,535	400,000	Ψ201,000	
	Projects that dropped out of CIP							
205723	Bonita Beach Road Phase III, US 41-Old 41 - Tier 3 Priority	, no ioint fundin	g from Bonita S	prings				
	Crystal Drive 2LD, US 41 - Metro Parkway - Tier 3 Priority		l l					
205077	Crystal/Plantation Roundabout - construction underway							
205080		rioritized						
205068								
204100								
204072	Ortiz Avenue 4L, MLK-Luckett - Priority #7							
205056								

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 multifamily 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 lemail 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: Sent: Getch, Andrew <AGetch@leegov.com> 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 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 = X			
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
	= 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)



John E. Manning District One

Cecil L Pendergrass District Two

Larry Kiker District Three

Brian Hamman District Four

Frank Mann District Five

Roger Desjarlais County Manager

Richard Wm. Wesch County Attorney

Donna Marie Collins Hearing Examiner Sharon Jenkins-Owen

Principal Planner

Lee County Community Development

1500 Monroe Street Fort Myers, FL 33902

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.

February 13, 2017

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



John E. Manning District One

February 17, 2017

Via E-Mail

Cecil L Pendergrass

Larry Kiker District Three

Brian Hamman District Four

Frank Mann District Five

Roger Desjarlais County Manager

Richard Wm Wesch
County Attorney

Donna Marie Collins County Chief Hearing Examiner Sharon Jenkins-Owens Lee County Community Development 1500 Monroe Street Fort Myers, FL 33901

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 <u>only</u>. Individual letters of availability will be required for the purpose of obtaining building permits.

Sincerely,

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	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				



BOARD OF COUNTY COMMISSIONERS

John E. Manning District One February 14, 2017

Cecil L Pendergrass District Two

Sharon Jenkins-Owen Principal Planner

Larry Kiker District Three

Lee County Department of Community Development

Brian Hamman District Four 1500 Monroe St.

Frank Mann District Five Fort Myers, FL 33901

Roger Desjarlais County Manager Re: Letter of Service Availability

Richard Wm. Wesch County Attorney Ms. Jenkins-Owen,

Donna Marie Collins Hearing Examiner

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

Board of Commissioners

Edwin C Sokel, Jr. Chairman

Larry Hirshman Vice-Chairman

John F. Anderson II Secretary-Treasurer

Jeff Haugh Commissioner

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,

Administration

Phone: 239.433.0080 Fax: 239.433.1941

Prevention

Phone 239.482.8030 Fax: 239.433.2185

Safety House

Phone: 239.936.5281

William B. Lombardo, Fire Chief

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 MARY FISCHER
CHAIRMAN, DISTRICT 1

JANE E. KUCKEL, PHD
VICE CHAIRMAN, DISTRICT 6

MELISA W. GIOVANNELLI
DISTRICT 2

CHRIS N. PATRICCA DISTRICT 3

STEVEN K. TEUBER
DISTRICT 4

PAMELA H. LARIVIERE DISTRICT 5

CATHLEEN O'DANIEL MORGAN
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

Mutiple 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
	700	0

STUDENT GENERATION Elementary School Middle School High School

	Student Ge	eneration Rates	
			Projected
SF	MF	MH	Students
	0.044		30.80
	0.021	X	14.70
	0.023	第一天宣传	16.10

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

CSA SCHOOL NAME 2020/21										
South CSA, Elementary										
South CSA, Middle										
South CSA, High										

			Projected	Available		Adjacent CSA Available
CSA Composity (1)		The second secon	Impact of	Capacity	Perm FISH	Capacity
	Enrollment (2)	Capacity		W/Impact	Capacity	w/Impact
12,413	11,358	1,055	31	1024	92%	
5,621	5,862	-241	15	-256	105%	
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

Prepared by:

Dawn Huff, Long Range Planner

⁽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