



September 18, 2018

Mr. Dirk A. Danley Jr.
Senior Planner
Lee County Community Development
1500 Monroe Street
Fort Myers, FL 33901

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**Re: Alico Commons
CPA2018-00002
Sufficiency Submittal #2**

COMMUNITY DEVELOPMENT

Mr. Danley,

CPA 2018-00002

In response to the comment letter dated June 11, 2018, and our subsequent meeting on the area of the future land use map amendment, enclosed are the following items for your review:

1. Revised Application
2. STRAP #s
3. Authorization Forms
4. Sketch and Description
5. Planning Narrative
6. Revised TIS

The applicant has amended its boundary to include only the two undeveloped parcels and the parcels and the parcel in between that is occupied by the Twin Peaks restaurant. The maps, application and narratives have been updated accordingly. In addition to the above items, written responses to the comments are provided below:

II E. Potential Development of the subject property

Please provide the information of the maximum allowable development under existing FLUM and proposed FLUM (worst case for both FLUM) in square feet of potential development. The transportation analysis provides a square footage multiplier of the acreage totals provided in the most recent submittal. It would be appropriate to use the square feet assumptions that were used in the transportation analysis.

The revised narrative has added this information. Please see the attached Planning Narrative.

III. A. 8. General information and maps, Letters from property owners.
Please provide letters from all property owners within the proposed Comprehensive Plan Amendment boundaries authorizing the applicant to request the proposed changes.

Please see the attached authorization forms.

Please feel free to contact me if you have any questions.

DeLisi, Inc.



Daniel DeLisi, AICP
cc. Neale Montgomery, Pavese Law Firm

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Lee County Board of County Commissioners
Department of Community Development
Planning Section
Post Office Box 398
Fort Myers, FL 33902-0398
Telephone: (239) 533-8585
FAX: (239) 485-8344

APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT

PROJECT NAME: Alico Crossing

PROJECT SUMMARY:

Change the subject property from the Tradeport future land use category to the University Village Interchange land use category to allow for retail uses, consistent with the properties on the South side of Alico Road.

State Review Process: ☒ Small-Scale Review
☐ State Coordinated Review
☐ Expedited State Review

To assist in the preparation of amendment packets, the applicant is encouraged to provide all data and analysis electronically. (Please contact the Department of Community Development for currently accepted formats.)

REQUESTED CHANGE:

TYPE: (Check appropriate type)

- ☐ Text Amendment
☒ Future Land Use Map Series Amendment (Maps 1 thru 24)

List Number(s) of Map(s) to be amended: Map 1

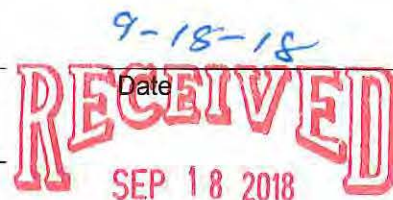
Future Land Use Map amendments require the submittal of a complete list, map, and one set of mailing labels of all property owners and their mailing addresses, for all property within 500 feet of the perimeter of the subject parcel. The list and mailing labels may be obtained from the Property Appraisers office. The map must reference by number or other symbol the names of the surrounding property owners list. The applicant is responsible for the accuracy of the list and map.

I, the undersigned owner or authorized representative, hereby submit this application and the attached amendment support documentation. The information and documents provided are complete and accurate to the best of my knowledge.

Signature of Owner or Authorized Representative

Daniel DeCisi

Printed Name of Owner or Authorized Representative



I. APPLICANT/AGENT/OWNER INFORMATION (Name, address and qualification of

Applicant: CS Holdings – Alico, LLC

Address: 15951 SW 41ST ST # 800

City, State, Zip: Davie, FL, 33331

Phone Number: _____

Email: _____

Agent*: Daniel DeLisi, AICP

Address: 15598 Bent Creek Rd.

City, State, Zip: Wellington, FL 33414

Phone Number: 239-913-7159

Email: dan@delisi-inc.com

Owner(s) of Record: See attached list

Address: _____

City, State, Zip: _____

Phone Number: _____

Email: _____

* This will be the person contacted for all business relative to the application.

II. PROPERTY SIZE AND LOCATION OF AFFECTED PROPERTY (for amendments affecting development potential of property)

A. Property Location:

1. Site Address: 16421 Corporate Commerce Way, Fort Myers, FL 33913

2. STRAP(s): 02-46-25-04-0000D.0000

B. Property Information:

Total Acreage of Property: 5.6

Total Acreage included in Request: 5.6

Total Uplands: 5.6 acres

Total Wetlands: 0 acres

Current Zoning: MPD

Current Future Land Use Designation: Tradeport

Area of each Existing Future Land Use Category: 5.6 acres Tradeport

Existing Land Use: Vacant

C. State if the subject property is located in one of the following areas and if so how does the proposed change affect the area:

Lehigh Acres Commercial Overlay: _____

Airport Noise Zone 2 or 3: Noise Zone C.

Acquisition Area: _____

Joint Planning Agreement Area (adjoining other jurisdictional lands): _____

D. Proposed change for the subject property:

University Village Interchange

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E. Potential development of the subject property:

1. Calculation of maximum allowable development under existing FLUM:

Residential Units/Density N/A

Commercial intensity

Industrial intensity

2. Calculation of maximum allowable development under proposed FLUM:

Residential Units/Density N/A

Commercial intensity

Industrial intensity

III. AMENDMENT SUPPORT DOCUMENTATION

At a minimum, the application shall include the following support data and analysis. These items are based on comprehensive plan amendment submittal requirements of the State of Florida, Department of Community Affairs, and policies contained in the Lee County Comprehensive Plan. Support documentation provided by the applicant will be used by staff as a basis for evaluating this request.

A. General Information and Maps

NOTE: For each map submitted, the applicant will be required to provide a reduced map (8.5" x 11") for inclusion in public hearing packets.

The following pertains to all proposed amendments that will affect the development potential of properties (unless otherwise specified).

1. Provide any proposed text changes.
2. Provide a current Future Land Use Map at an appropriate scale showing the boundaries of the subject property, surrounding street network, surrounding designated future land uses, and natural resources.
3. Map and describe existing land *uses* (not designations) of the subject property and surrounding properties. Description should discuss consistency of current uses with the proposed changes.
4. Map and describe existing zoning of the subject property and surrounding properties.
5. The certified legal description(s) and certified sketch of the description for the property subject to the requested change. A metes and bounds legal description must be submitted specifically describing the entire perimeter boundary of the property with accurate bearings and distances for every line. The sketch must be tied to the state plane coordinate system for the Florida West Zone (North America Datum of 1983/1990 Adjustment) with two coordinates, one coordinate being the point of beginning and the other an opposing corner. If the subject property contains

wetlands or the proposed amendment includes more than one land use category a metes and bounds legal description, as described above, must be submitted in addition to the perimeter boundary of the property for each wetland or future land use category.

6. A copy of the deed(s) for the property subject to the requested change.
7. An aerial map showing the subject property and surrounding properties.
8. If applicant is not the owner, a letter from the owner of the property authorizing the applicant to represent the owner.

B. Public Facilities Impacts

NOTE: The applicant must calculate public facilities impacts based on a maximum development scenario (see Part II.H.).

1. **Traffic Circulation Analysis:** The analysis is intended to determine the effect of the land use change on the Financially Feasible Transportation Plan/Map 3A (20-year horizon) and on the Capital Improvements Element (5-year horizon). Toward that end, an applicant must submit the following information:

Long Range – 20-year Horizon:

- a. Working with DCD staff, identify the traffic analysis zone (TAZ) or zones that the subject property is in and the socio-economic data forecasts for that zone or zones;
- b. Determine whether the requested change requires a modification to the socio-economic data forecasts for the host zone or zones. The land uses for the proposed change should be expressed in the same format as the socio-economic forecasts (number of units by type/number of employees by type/etc.);
- c. If no modification of the forecasts is required, then no further analysis for the long range horizon is necessary. If modification is required, make the change and resubmit. Staff will rerun the FSUTMS model on the current adopted Financially Feasible Plan network and determine whether network modifications are necessary, based on a review of projected roadway conditions within a 3-mile radius of the site;
- d. If no modifications to the network are required, then no further analysis for the long range horizon is necessary. If modifications are necessary, staff will determine the scope and cost of those modifications and the effect on the financial feasibility of the plan;
- e. An inability to accommodate the necessary modifications within the financially feasible limits of the plan will be a basis for denial of the requested land use change;
- f. If the proposal is based on a specific development plan, then the site plan should indicate how facilities from the current adopted Financially Feasible Plan and/or the Official Trafficways Map will be accommodated.

Short Range – 5-year CIP horizon:

- a. Besides the 20-year analysis, for those plan amendment proposals that include a specific and immediated development plan, identify the existing roadways serving the site and within a 3-mile radius (indicate laneage, functional classification, current LOS, and LOS standard);

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- b. Identify the major road improvements within the 3-mile study area funded through the construction phase in adopted CIP's (County or Cities) and the State's adopted Five-Year Work Program;
Projected 2030 LOS under proposed designation (calculate anticipated number of trips and distribution on roadway network, and identify resulting changes to the projected LOS);
 - c. For the five-year horizon, identify the projected roadway conditions (volumes and levels of service) on the roads within the 3-mile study area with the programmed improvements in place, with and without the proposed development project. A methodology meeting with staff prior to submittal is required to reach agreement on the projection methodology;
 - d. Identify the additional improvements needed on the network beyond those programmed in the five-year horizon due to the development proposal.
2. Provide an existing and future conditions analysis for (see Policy 95.1.3):
- a. Sanitary Sewer
 - b. Potable Water
 - c. Surface Water/Drainage Basins
 - d. Parks, Recreation, and Open Space
 - e. Public Schools.

Analysis should include (but is not limited to) the following (see the Lee County Concurrency Management Report):

- Franchise Area, Basin, or District in which the property is located;
- Current LOS, and LOS standard of facilities serving the site;
- Projected 2030 LOS under existing designation;
- Projected 2030 LOS under proposed designation;
- Existing infrastructure, if any, in the immediate area with the potential to serve the subject property.
- Improvements/expansions currently programmed in 5 year CIP, 6-10 year CIP, and long range improvements; and
- Anticipated revisions to the Community Facilities and Services Element and/or Capital Improvements Element (state if these revisions are included in this amendment).
- Provide a letter of service availability from the appropriate utility for sanitary sewer and potable water.

In addition to the above analysis for Potable Water:

- Determine the availability of water supply within the franchise area using the current water use allocation (Consumptive Use Permit) based on the annual average daily withdrawal rate.
- Include the current demand and the projected demand under the existing designation, and the projected demand under the proposed designation.
- Include the availability of treatment facilities and transmission lines for reclaimed water for irrigation.
- Include any other water conservation measures that will be applied to the site (see Goal 54).

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3. Provide a letter from the appropriate agency determining the adequacy/provision of existing/proposed support facilities, including:
 - a. Fire protection with adequate response times;
 - b. Emergency medical service (EMS) provisions;
 - c. Law enforcement;
 - d. Solid Waste;
 - e. Mass Transit; and
 - f. Schools.

In reference to above, the applicant should supply the responding agency with the information from Section II for their evaluation. This application should include the applicant's correspondence to the responding agency.

C. Environmental Impacts

Provide an overall analysis of the character of the subject property and surrounding properties, and assess the site's suitability for the proposed use upon the following:

1. A map of the Plant Communities as defined by the Florida Land Use Cover and Classification system (FLUCCS).
2. A map and description of the soils found on the property (identify the source of the information).
3. A topographic map depicting the property boundaries and 100-year flood prone areas indicated (as identified by FEMA).
4. A map delineating the property boundaries on the Flood Insurance Rate Map effective August 2008.
5. A map delineating wetlands, aquifer recharge areas, and rare & unique uplands.
6. A table of plant communities by FLUCCS with the potential to contain species (plant and animal) listed by federal, state or local agencies as endangered, threatened or species of special concern. The table must include the listed species by FLUCCS and the species status (same as FLUCCS map).

D. Impacts on Historic Resources

List all historic resources (including structure, districts, and/or archeologically sensitive areas) and provide an analysis of the proposed change's impact on these resources. The following should be included with the analysis:

1. A map of any historic districts and/or sites listed on the Florida Master Site File which are located on the subject property or adjacent properties.
2. A map showing the subject property location on the archeological sensitivity map for Lee County.

E. Internal Consistency with the Lee Plan

1. Discuss how the proposal affects established Lee County population projections, Lee Plan Table 1(b) and the total population capacity of the Lee Plan Future Land Use Map.

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2. List all goals and objectives of the Lee Plan that are affected by the proposed amendment. This analysis should include an evaluation of all relevant policies under each goal and objective.
3. Describe how the proposal affects adjacent local governments and their comprehensive plans.
4. List State Policy Plan and Regional Policy Plan goals and policies which are relevant to this plan amendment.

F. Additional Requirements for Specific Future Land Use Amendments

1. For requests involving Industrial and/or categories targeted by the Lee Plan as employment centers (to or from):
 - a. State whether the site is accessible to arterial roadways, rail lines, and cargo airport terminals,
 - b. Provide data and analysis required by Policy 2.4.4,
 - c. The affect of the proposed change on county's industrial employment goal specifically policy 7.1.4.
2. Requests moving lands from a Non-Urban Area to a Future Urban Area
 - a. Demonstrate why the proposed change does not constitute Urban Sprawl. Indicators of sprawl may include, but are not limited to: low-intensity, low-density, or single-use development; 'leap-frog' type development; radial, strip, isolated or ribbon pattern type development; a failure to protect or conserve natural resources or agricultural land; limited accessibility; the loss of large amounts of functional open space; and the installation of costly and duplicative infrastructure when opportunities for infill and redevelopment exist.
3. Requests involving lands in critical areas for future water supply must be evaluated based on policy 2.4.2.
4. Requests moving lands from Density Reduction/Groundwater Resource must fully address Policy 2.4.3 of the Lee Plan Future Land Use Element.

G. Justify the proposed amendment based upon sound planning principles

Be sure to support all conclusions made in this justification with adequate data and analysis.

H. Planning Communities/Community Plan Area Requirements

If located in one of the following planning communities/community plan areas, provide a meeting summary document of the required public informational session.

- ☐ Not Applicable
- ☐ Alva Community Plan area [Lee Plan Objective 26.7]
- ☐ Buckingham Planning Community [Lee Plan Objective 17.7]
- ☐ Caloosahatchee Shores Community Plan area [Lee Plan Objective 21.6]
- ☐ Captiva Planning Community [Lee Plan Policy 13.1.8]
- ☐ North Captiva Community Plan area [Lee Plan Policy 25.6.2]
- ☐ Estero Planning Community [Lee Plan Objective 19.5]
- ☐ Lehigh Acres Planning Community [Lee Plan Objective 32.12]
- ☐ Northeast Lee County Planning Community [Lee Plan Objective 34.5]

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- ☐ North Fort Myers Planning Community [Lee Plan Policy 28.6.1]
- ☐ North Olga Community Plan area [Lee Plan Objective 35.10]
- ☐ Page Park Community Plan area [Lee Plan Policy 27.10.1]
- ☐ Palm Beach Boulevard Community Plan area [Lee Plan Objective 23.5]
- ☐ Pine Island Planning Community [Lee Plan Objective 14.7]

APPLICANT – PLEASE NOTE:

Answer all questions completely and accurately. Please print or type responses. If additional space is needed, number and attach additional sheets. The total number of sheets in your application is: _____

Submit **3** copies of the complete application and amendment support documentation, including maps, to the Lee County Department of Community Development.

Once staff has determined that the application is sufficient for review, 15 complete copies will be required to be submitted to staff. These copies will be used for Local Planning Agency, Board of County Commissioners hearings, and State Reviewing Agencies. Staff will notify the applicant prior to each hearing or mail out to obtain the required copies.

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CPA STRAP #s

02-46-25-04-0000F.0000

02-46-25-04-0000E.0000

02-46-25-04-0000D.0000

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LETTER OF AUTHORIZATION

Please be advised that I am the fee simple property owner of the property described by the STRAP number below and that CS Holdings-Alico, LLC has been authorized to represent me for the below reference parcels in all matters pertaining to amending the Lee County Comprehensive Plan under case number CPA2018-00006 as well as amending the planned development zoning under case number DCI2018-00006. This authority to represent my interests is being provided based on the understanding that CS Holdings-Alico, LLC is pursuing a zoning amendment to remove the limiting condition on the retail development on Parcels C, D1, D2, E1 & E2, and that, if successful, retail commercial development will be permitted on my parcel E2 in compliance with the intensity as described in Z-05-06. This authority to represent my interest includes any and all documents required by the Comprehensive Plan Amendment & Zoning amendment requests submitted on my behalf by DeLisi, Inc.

STRAP Number or Legal Description:

STRAP Number: 02-46-25-04-0000F.0000



Signature

09/11/2018

Date

STATE OF

Florida

COUNTY OF

Miami Dade

The foregoing instrument was sworn to (or affirmed) and subscribed before me on 9/11/18 (date) by Elisangel Desaza Cukalant (name of person providing oath or affirmation), who is personally known to me or who has produced Florida Driver License (type of identification) as identification.

STAMP/SEAL

Jonnathan Muñoz
NOTARY PUBLIC
STATE OF FLORIDA
Comm# GG010424
Expires 7/11/2020



Signature of Notary Public

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LETTER OF AUTHORIZATION

Please be advised that I am the fee simple property owner of the property described by the STRAP number below and that CS Holdings-Alico, LLC has been authorized to represent me for the below reference parcels in all matters pertaining to amending the Lee County Comprehensive Plan. This authority to represent my interest includes any and all documents required by the Comprehensive Plan Amendment requests submitted on my behalf by DeLisi, Inc.

STRAP Number or Legal Description:

STRAP Number: 02-46-25-04-0000E.0000

KERI TOURS, INC.

By: Patricia Askwith Kenner

Patricia Askwith Kenner
President

9/18/18

Date

STATE OF NEW YORK

COUNTY OF NEW YORK

The foregoing instrument was sworn to (or affirmed) and subscribed before me on September 18, 2018 by Patriia Askwith Kenner, in her capacity as President of Keri Tours, Inc., who is personally known to me.

STAMP/SEAL

AL

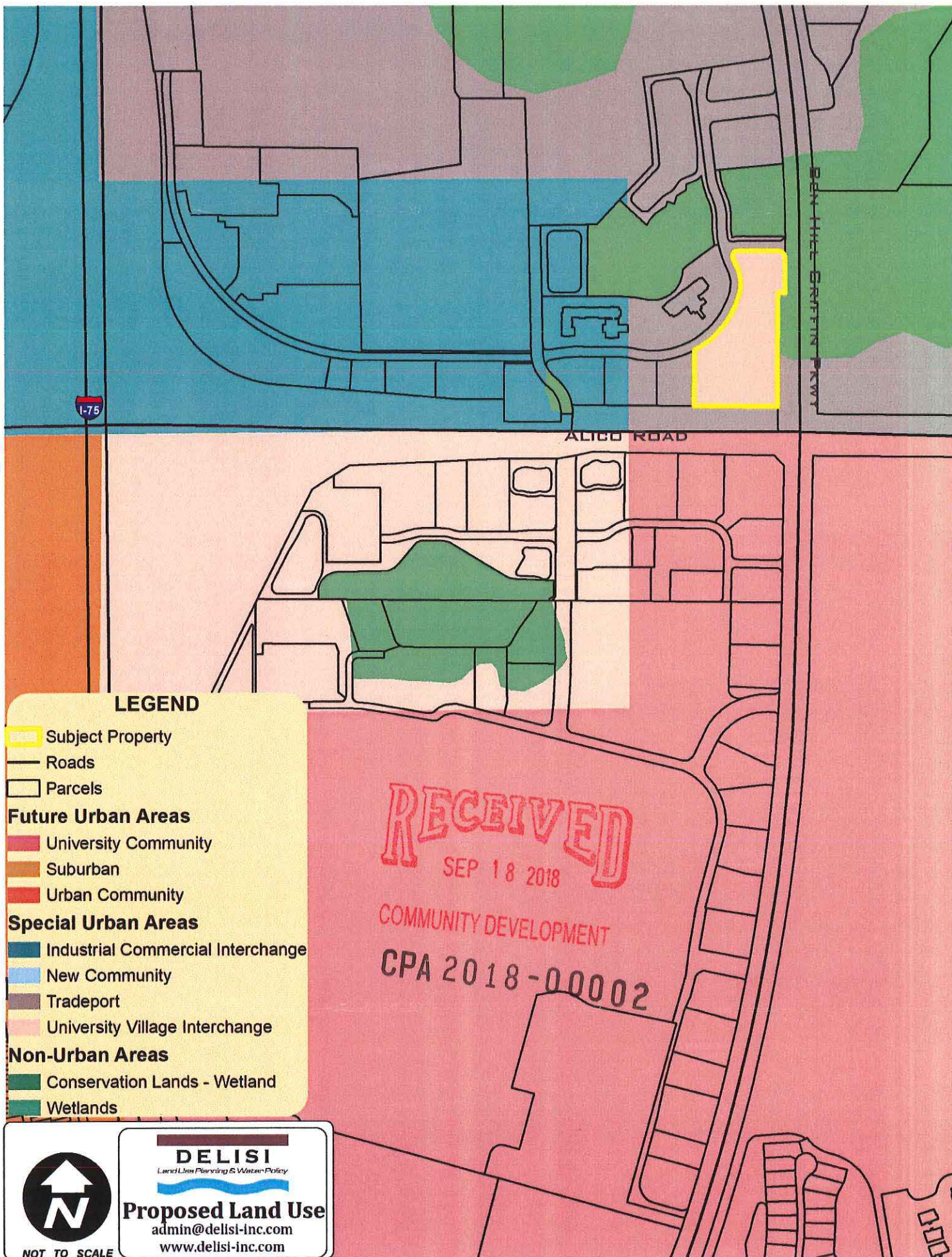
Signature of Notary Public

Andrew L. Rosenberg
Notary Public, State of New York
No. 02606132387
Qualified in New York County
Commission Expires August 29, 2021

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LEGEND

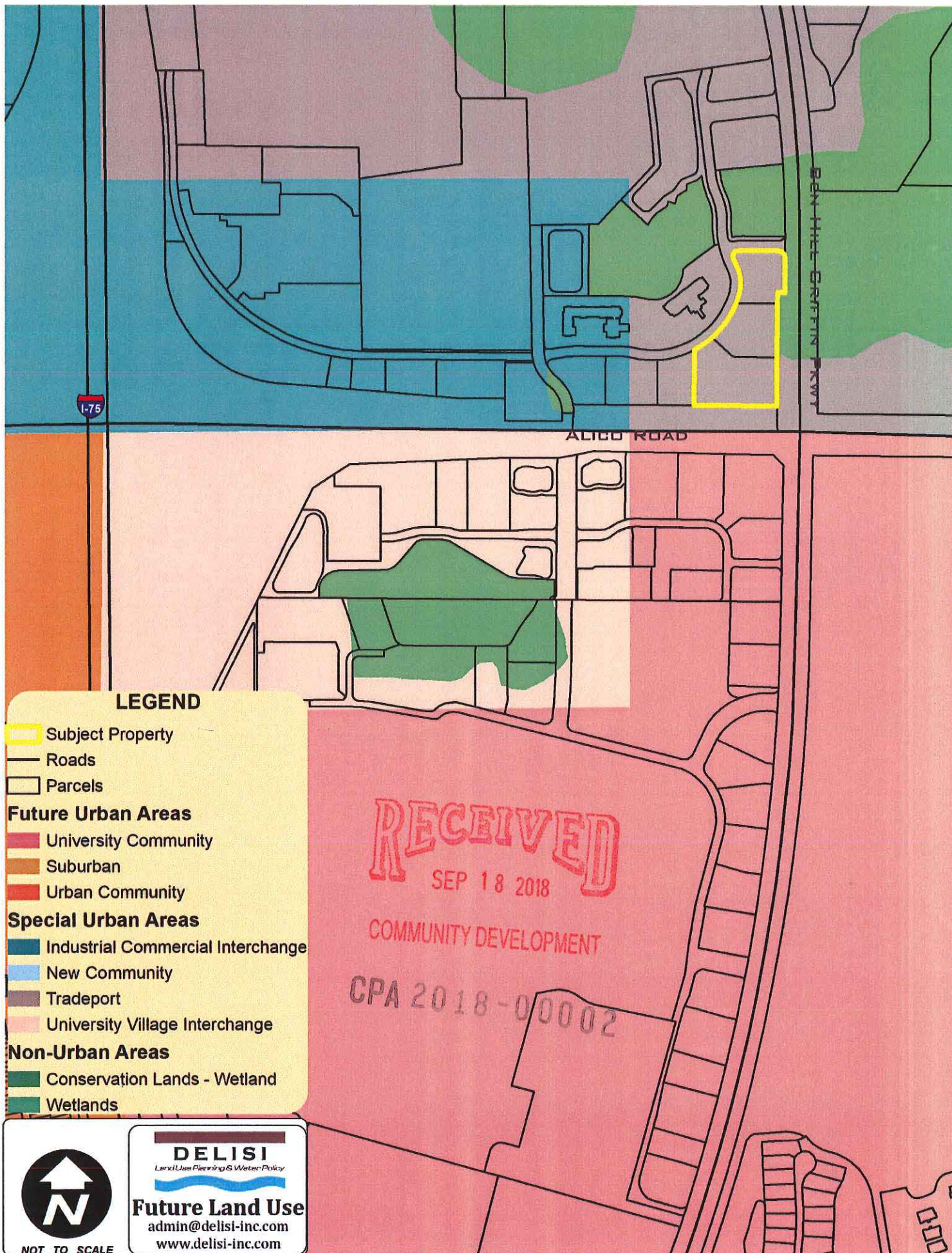
- Subject Property
- Roads
- Parcels
- Future Urban Areas**
 - University Community
 - Suburban
 - Urban Community
- Special Urban Areas**
 - Industrial Commercial Interchange
 - New Community
 - Tradeport
 - University Village Interchange
- Non-Urban Areas**
 - Conservation Lands - Wetland
 - Wetlands

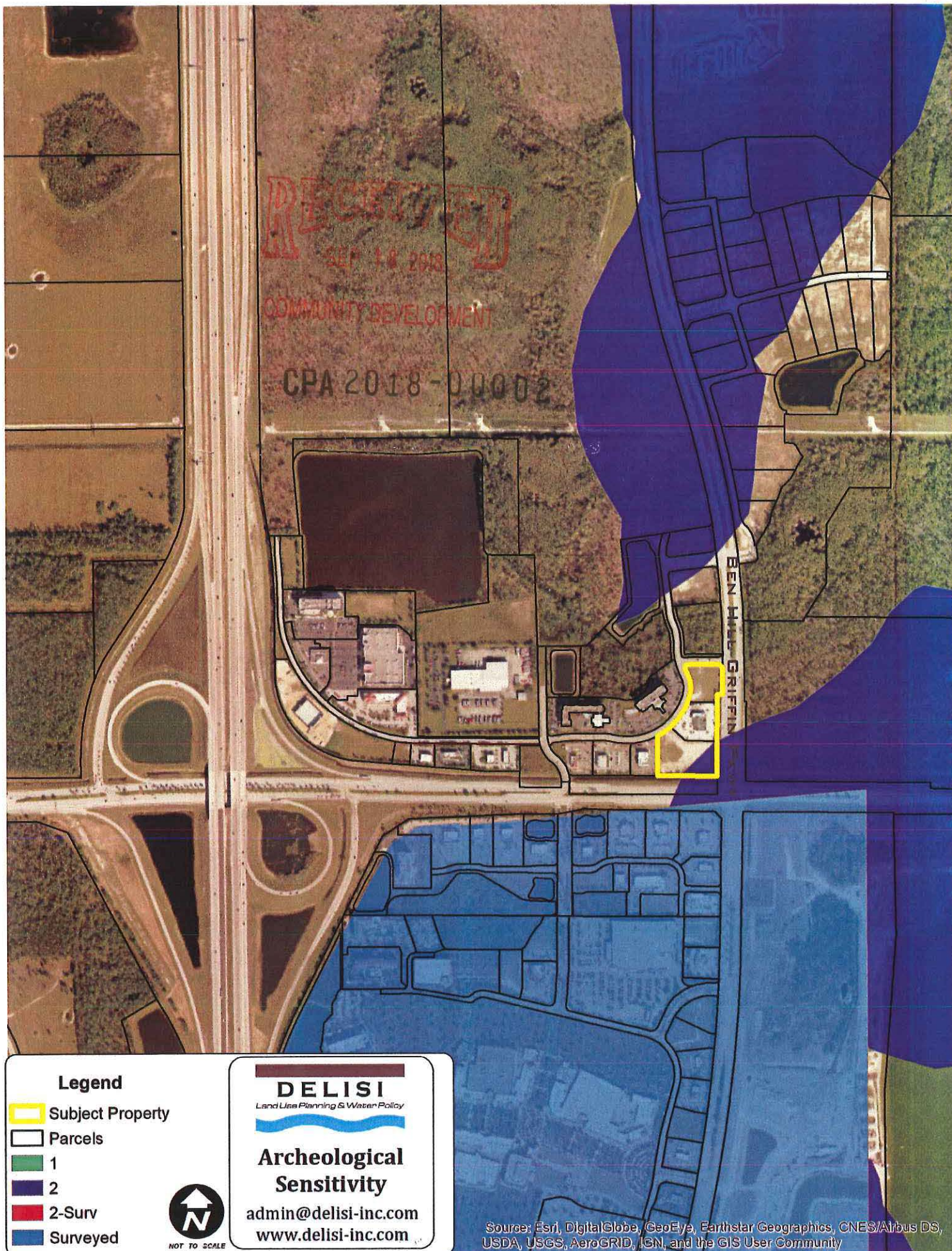


NOT TO SCALE

DELISI
Land Use Planning & Water Policy

Proposed Land Use
admin@delisi-inc.com
www.delisi-inc.com





Legend

- Subject Property
- Parcels
- 1
- 2
- 2-Surv
- Surveyed



NOT TO SCALE

DELISI
Land Use Planning & Water Policy

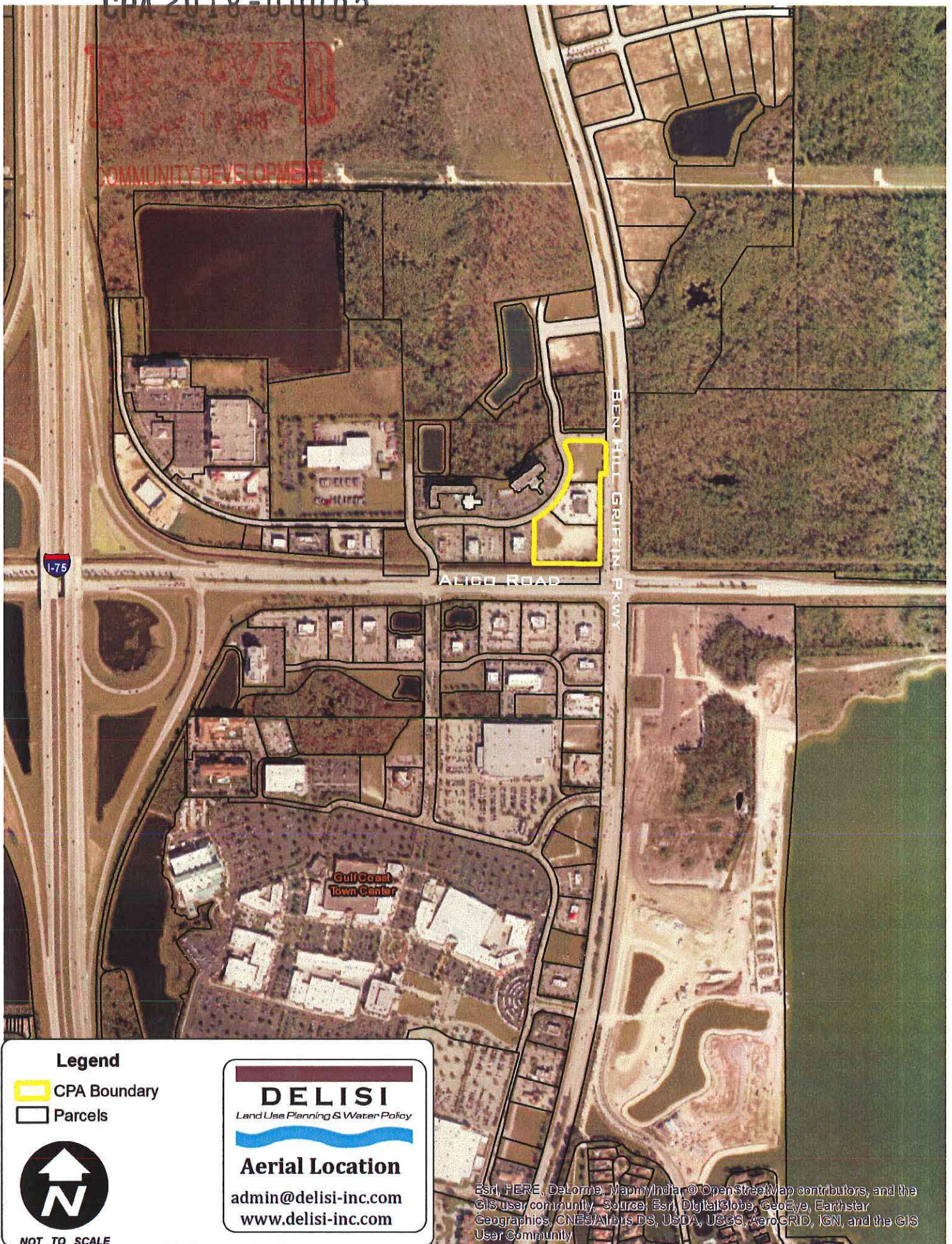
**Archeological
Sensitivity**

admin@delisi-inc.com
www.delisi-inc.com

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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Legend

 CPA Boundary

 Parcels



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DELISI

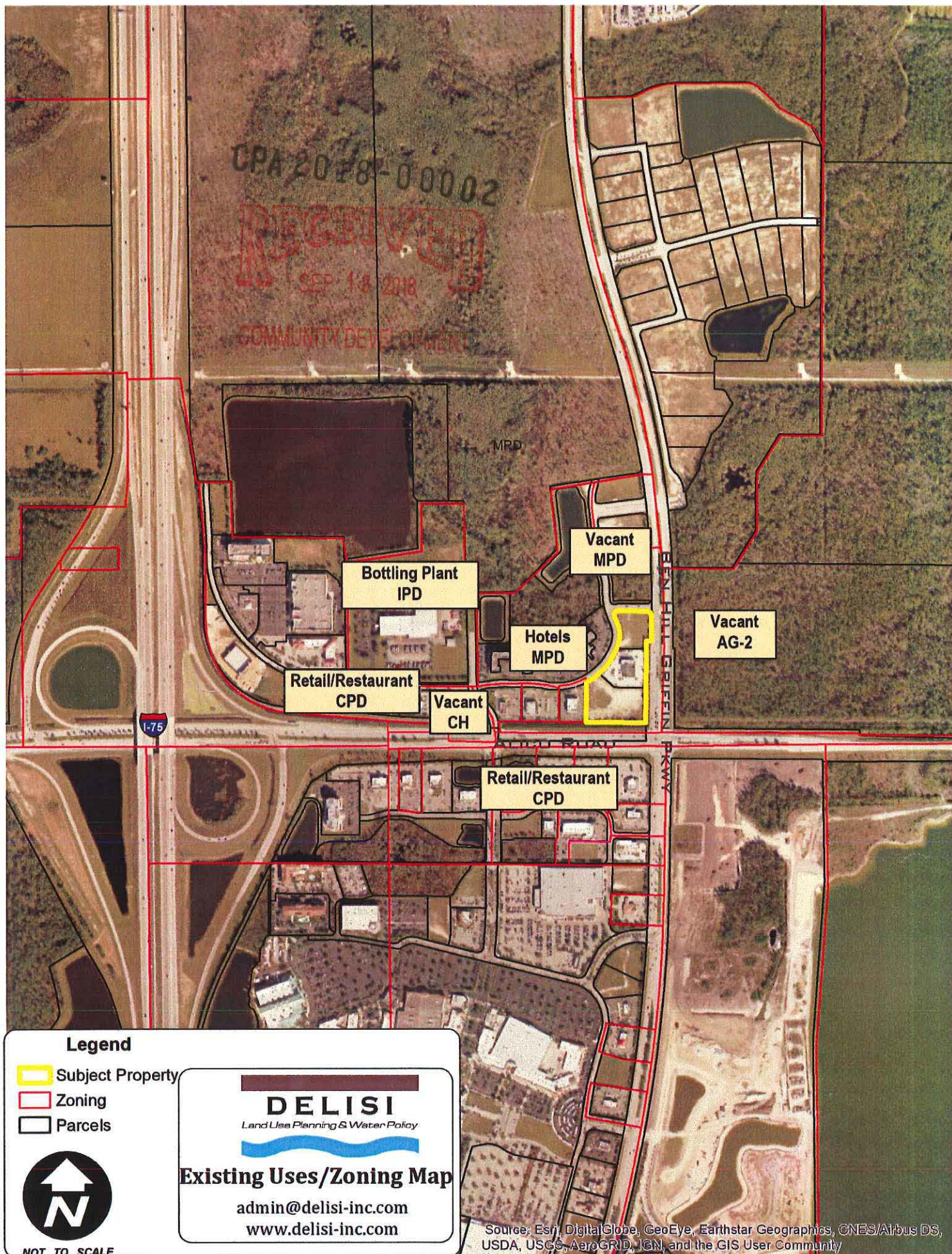
Land Use Planning & Water Policy

Aerial Location

admin@delisi-inc.com

www.delisi-inc.com

Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community. Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Legend

- Subject Property
- Zoning
- Parcels



NOT TO SCALE



Existing Uses/Zoning Map

admin@delisi-inc.com
www.delisi-inc.com

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGAL DESCRIPTION TO ACCOMPANY SKETCH

A PORTION OF GULF COAST LANDINGS, RECORDED IN INSTRUMENT NUMBER 2009000078147
LYING IN SECTION 2, TOWNSHIP 46 SOUTH, RANGE 25 EAST
LEE COUNTY, FLORIDA

LEGAL DESCRIPTION:

A PARCEL OF LAND LYING IN SECTION 2, TOWNSHIP 46 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, BEING TRACTS A THROUGH F OF GULF COAST LANDINGS, AS RECORDED IN INSTRUMENT NUMBER 2009000078147, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA.

BEGIN AT THE SOUTHEAST CORNER OF TRACT D OF SAID GULF COAST LANDINGS;

THENCE, NORTH 89°42'18" WEST, ALONG THE SOUTH LINE OF TRACT D OF SAID GULF COAST LANDINGS, A DISTANCE OF 416.69 FEET TO THE SOUTHWEST CORNER OF TRACT D;

THENCE, NORTH 00°17'00" EAST, ALONG THE WEST LINE OF SAID TRACT D A DISTANCE OF 276.37 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF CORPORATE COMMERCE WAY AND A POINT ON A CURVE CONCAVE NORTHWEST HAVING A RADIUS OF 450.00 FEET, A CENTRAL ANGLE OF 46°37'18" AND A CHORD BEARING AND DISTANCE OF NORTH 38°45'02" EAST, 356.15 FEET;

THENCE, NORTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 366.17 FEET TO THE BEGINNING OF A COMPOUND CURVE CONCAVE WEST HAVING A RADIUS OF 205.00 FEET, A CENTRAL ANGLE OF 41°44'12" AND A CHORD BEARING AND DISTANCE OF NORTH 05°25'43" WEST, 146.05 FEET;

THENCE, NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 149.33 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE NORTHEAST HAVING A RADIUS OF 475.00 FEET, A CENTRAL ANGLE OF 4°50'36" AND A CHORD BEARING AND DISTANCE OF NORTH 23°52'31" WEST, 40.14 FEET;

THENCE, NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 40.15 FEET TO THE BEGINNING OF A COMPOUND CURVE CONCAVE EAST HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 102°26'02" AND A CHORD BEARING AND DISTANCE OF NORTH 29°45'48" EAST, 38.98 FEET;

(CONTINUED ON SHEET 2)

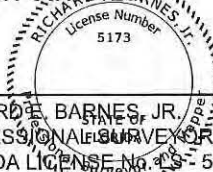
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SURVEYOR'S CERTIFICATION:

I HEREBY CERTIFY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE SKETCH AND DESCRIPTION SHOWN HEREON WAS PREPARED IN ACCORDANCE WITH THE "STANDARDS OF PRACTICE" FOR SURVEYING AND MAPPING IN THE STATE OF FLORIDA AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.


RICHARD E. BARNES, JR.
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA LICENSE No. 5173

Richard Barnes

2018.09.11 SEPTEMBER 11, 2018

DATE OF SIGNATURE

13:25:29 -04'00'

NOTE: SEE SHEET 3 OF 3 FOR SKETCH OF DESCRIPTION.

DESCRIPTION NOT VALID UNLESS ACCOMPANIED WITH SKETCH OF DESCRIPTION AS SHOWN ON SHEET 3 OF 3 OF THIS DOCUMENT.

THIS IS NOT A SURVEY

BOWMAN CONSULTING GROUP, LTD., INC.
CORPORATION CERTIFICATE OF AUTHORIZATION No. LB 8030

NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

Bowman
CONSULTING

Bowman Consulting Group, Ltd., Inc. Phone: (772) 283-1413
10815 SW Tradition Square Fax: (772) 220-7881
Port St. Lucie, Florida 34987 www.bowmanconsulting.com

© Bowman Consulting Group, Ltd.

Professional Surveyors and Mappers, Certificate No. LB-8030

A PORTION OF GULF COAST LANDINGS DESCRIPTION AND SKETCH

LEE COUNTY

FLORIDA

PATH: FL-STUA-DC1-SRV\P\010484-01-001\Survey\Topo

PROJECT NO. 010484-01-001 REVISED DATE: SEPT. 11, 2018

DATE: JAN. 22, 2018

CADD FILE: 0484-SKT M&B REV

SCALE: N/A

SHEET 1 OF 3

LEGAL DESCRIPTION TO ACCOMPANY SKETCH

A PORTION OF GULF COAST LANDINGS, RECORDED IN INSTRUMENT NUMBER 2009000078147
LYING IN SECTION 2, TOWNSHIP 46 SOUTH, RANGE 25 EAST
LEE COUNTY, FLORIDA

LEGAL DESCRIPTION: (CONTINUED)

THENCE, NORTHERLY AND EASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 44.70 FEET TO THE BEGINNING OF A COMPOUND CURVE CONCAVE SOUTH, HAVING A RADIUS OF 155.00 FEET, A CENTRAL ANGLE OF 9°18'01" AND A CHORD BEARING AND DISTANCE OF NORTH 85°37'50" EAST, 25.13 FEET;

THENCE, EASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 25.16 FEET;

THENCE, SOUTH 89°43'10" EAST, A DISTANCE OF 182.99 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHWEST HAVING A RADIUS OF 35.00 FEET, A CENTRAL ANGLE OF 90°00'42" AND A CHORD BEARING AND DISTANCE OF SOUTH 44°42'49" EAST, 49.50 FEET;

THENCE, SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 54.98 FEET TO THE WEST LINE OF BEN HILL GRIFFEN PARKWAY;

THENCE, SOUTH 00°17'32" WEST ALONG BEN HILL GRIFFEN PARKWAY A DISTANCE OF 172.97 FEET;

THENCE, NORTH 89°42'28" WEST ALONG BEN HILL GRIFFEN PARKWAY A DISTANCE OF 36.00 FEET;

THENCE, SOUTH 00°17'32" WEST ALONG BEN HILL GRIFFEN PARKWAY A DISTANCE OF 565.26 FEET TO THE POINT OF BEGINNING.

CONTAINING 243,052 SQUARE FEET, OR 5.580 ACRES, MORE OR LESS.

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LEGEND

CH	= CHORD BEARING AND DISTANCE	N	= NORTHING
E	= EASTING	O.R.B.	= OFFICIAL RECORDS BOOK
L	= ARC LENGTH	(P)	= PLAT DATA
LB	= LICENSED BUSINESS	P.O.B.	= POINT OF BEGINNING
LS	= LICENSED SURVEYOR	P.O.C.	= POINT OF COMMENCEMENT
LTD.	= LIMITED	PG.	= PAGE
NAD	= NORTH AMERICAN DATUM	R	= RADIUS
NO.	= NUMBER	R/W	= RIGHT-OF-WAY
		Δ	= CENTRAL ANGLE

NOTE: SEE SHEET 3 OF 3 FOR SKETCH OF DESCRIPTION.

DESCRIPTION NOT VALID UNLESS ACCOMPANIED WITH SKETCH OF DESCRIPTION AS SHOWN ON SHEET 3 OF 3 OF THIS DOCUMENT.

THIS IS NOT A SURVEY

Bowman

CONSULTING

Bowman Consulting Group, Ltd., Inc. Phone: (772) 283-1413
10815 SW Tradition Square Fax: (772) 220-7881
Port St. Lucie, Florida 34987 www.bowmanconsulting.com

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Professional Surveyors and Mappers, Certificate No. LB-8030

A PORTION OF GULF COAST LANDINGS DESCRIPTION AND SKETCH

LEE COUNTY

FLORIDA

PATH: FL-STUA-DC1-SRV\P\010484-01-001\Survey\Topo

PROJECT NO. 010484-01-001 REVISED DATE: SEPT. 11, 2018

DATE: JAN. 22, 2018

CADD FILE: 0484-SKT M&B REV

SCALE: N/A

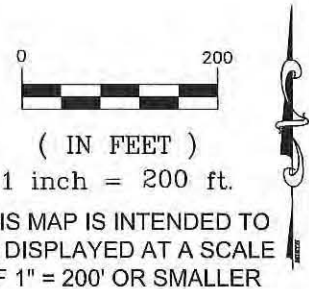
SHEET 2 OF 3

SKETCH OF DESCRIPTION

A PORTION OF GULF COAST LANDINGS, RECORDED IN INSTRUMENT NUMBER 2009000078147
LYING IN SECTION 2, TOWNSHIP 46 SOUTH, RANGE 25 EAST
LEE COUNTY, FLORIDA

LINE TABLE		
LINE #	BEARING	LENGTH
L1	N 89°42'28" W	36.00'

CURVE TABLE					
CURVE #	RADIUS	DELTA	LENGTH	CHORD BEARING	CHORD LENGTH
C1	205.00'	41°44'12"	149.33'	N 05°25'43" W	146.05'
C2	475.00'	4°50'36"	40.15'	N 23°52'31" W	40.15'
C3	25.00'	102°26'02"	44.70'	N 29°45'48" E	38.98'
C4	155.00'	9°18'01" 9°18'00" (P)	25.16'	N 85°37'50" E	25.13'
C5	35.00'	90°00'42" 54.98' 54.99' (P)	54.98' 54.99' (P)	S 44°42'49" E	49.50'

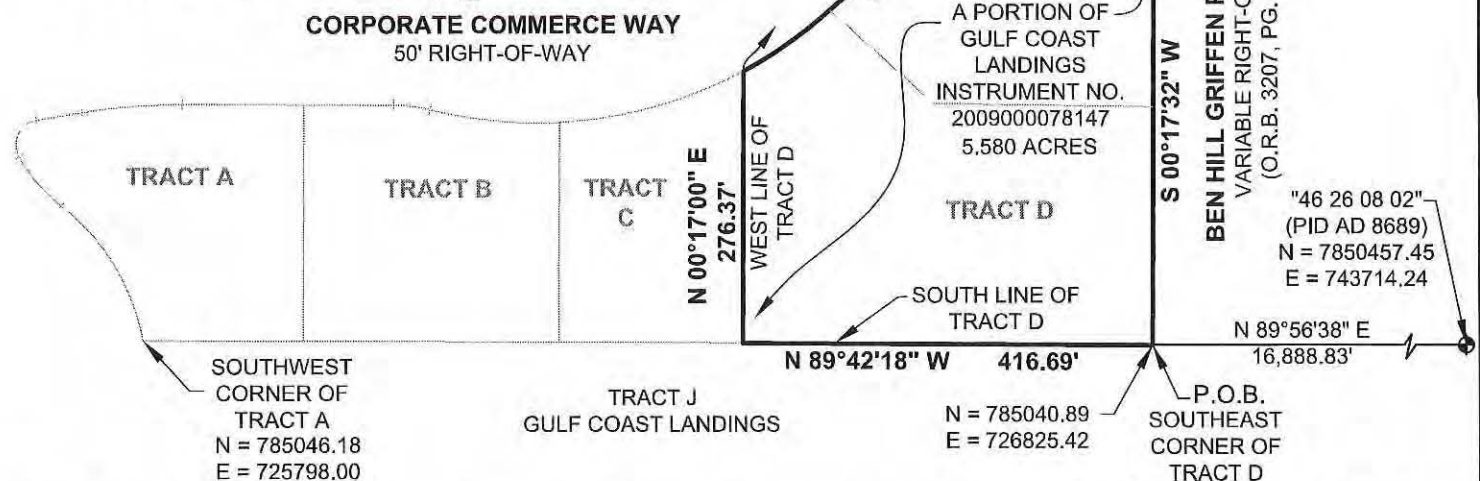


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R=450.00' Δ=46°37'18" L=366.17'
CH = N38° 45' 02"E 356.15'



NOTE: SEE SHEET 1 OF 3 FOR DESCRIPTION, SURVEYOR'S NOTES AND CERTIFICATION.

THIS IS NOT A SURVEY

Bowman
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A PORTION OF GULF COAST LANDINGS DESCRIPTION AND SKETCH

LEE COUNTY

FLORIDA

PATH: FL-STUA-DC1-SRV\P\010484-01-001\Survey\Topo

PROJECT NO. 010484-01-001 REVISED DATE: SEPT. 11, 2018

DATE: JAN. 22, 2018

CADD FILE: 0484-SKT M&B REV

SCALE: 1"=200'

SHEET 3 OF 3

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Project Narrative and Lee Plan Consistency

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Location and Property Description

The subject property is located at the Southwest corner of Alico Road and Ben Hill Griffin Parkway. The area of the subject comprehensive plan amendment consists of three parcels in the Tradeport Future Land Use category. The properties are surrounded by commercial uses and at an intersection that is primarily used for retail and hotel establishments.

Surrounding Uses/Compatibility

The properties within the Jetway Tradeport MPD have all developed as commercial or service uses, including two hotel sites to the north of the subject properties. Within the area of the proposed land use change, one of the parcels has already been developed on as a retail use. To the south, across Alico Road is the Gulf Coast Town Center Regional Mall and the 40-acre development north of the mall which is dominated by restaurants and hotels. To the west are a mix of restaurant and retail uses, with one industrial use – the Coca Cola Bottling Plant to the northwest of the property on the west side of the hotel sites. To the east, across Ben Hill Griffin Parkway is vacant land in the Tradeport land use category.

Commercial uses are both more viable, more consistent with surrounding uses and more compatible. Given the location of the two vacant parcels within the Plan amendment and the retail character of the east side of the Alico Interchange, industrial uses or other uses of more intensity than the current retail development pattern may create a compatibility concern and would certainly be awkward and out of place with the surrounding uses.

Proposed Request

The proposed amendment to the Lee Plan is to add the subject properties to the University Village Interchange future land use category. The subject property consists of the outparcels in the Jetway Tradeport MPD. Two (2) of the outparcels remain undeveloped while one (1) is already developed with retail uses consistent with the uses to the south as part of the University Village Interchange land use category. The current land use categories on the property are Tradeport. The subject properties are simply requesting development consistent with the properties to the south and interchange uses in general.

Changing Conditions

Over the last thirty years since the Airport Commerce, now Tradeport land use category was conceived, there have been a number of factors that have changed, necessitating the proposed amendment. These changes include both the nature of the surrounding development, the growing needs of the University and the absorption rate and available land for Industrial development.

The Tradeport future land use category was created to provide for industrial development opportunities in proximity and with a nexus to the Southwest Florida International Airport.

The land use category was established for all properties along the west side of Treeline Ave./Ben Hill Griffin Parkway and along the southside of the Airport, with the exception of the properties immediately at the Alico and Daniels Road Interchanges. Like the interchange at Daniels Parkway, where the interchange category extends all the way east to Treeline Ave., the uses that have developed have more of a nexus with the interchange than the airport, with the development of both hotel and restaurant uses at the western intersection of Daniels Parkway and Treeline Ave.

Over the last decade the uses that have developed in the Jetway Tradeport MPD, similar to the character of development along Daniels Parkway, have been entirely retail in nature. The development within the subject property similarly consists of a restaurant use that would isolate and industrial uses if the vacant parcels were to develop with industrial uses. This would make the development of any airport related industrial use on the remaining undeveloped land both difficult and highly unlikely. While prior to development of the retail parcels it could have been possible, market permitting, to create an industrial park along Alico Road, the pattern of development and existing uses now precludes that possibility. The individual remaining parcels are small and disconnected from other industrial uses making a commerce park concept no longer possible.

In many ways, the subject property has developed more consistent with the University Village Interchange land use category, which is largely characterized by the University Plaza CPD and the Gulfcoast Town Center Regional Mall adjacent to the subject property to the south. The mall property consists of retail and restaurant uses, and as stated at the adoption hearing for the mall in 2000, retail centers have a direct positive impact on the University and student life. With the rapid growth of the university over the last ten years, the presence of the market geared more toward the university on the subject property and less toward the airport is anticipated, making retail development more viable and necessary than industrial development at this location.

While the subject property is located at the corner of two arterial roads, the site is not accessible by rail, and although it is with 1 ½ miles from Terminal Access Road, there is no direct access to cargo airport terminals. The location at the intersection of Alico and Ben Hill Griffin serves to enhance the site's attractiveness as a retail location more than providing for viable industrial development.

The Lee Plan requires that potential changes to the area of available industrial land address Policies 2.4.4 and 7.1.4. The Policies are below:

POLICY 2.4.4: Lee Plan amendment applications to expand the Lee Plan's employment centers, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1,400 acres to the Tradeport category just south of the Southwest Florida International Airport.

POLICY 7.1.4: *The Future Land Use Map must designate a sufficient quantity of land to accommodate the minimum allocated land area found in Policy 1.7.6 and related Table 1(b), where appropriate. Lee County will monitor the progress of development and the number of acres converted to industrial use as part of every Evaluation and Appraisal Report (EAR). This acreage may be adjusted to accommodate increases in the allocations.*

There are several future land use categories in Lee County that allow for and support the development of industrial uses. These include the Intensive Development, Central Urban, Urban Community, Interchange, Industrial and Tradeport future land use categories. Table 1b of the Lee Plan makes projections of the amount of land that will be developed for each type of land use through the timeframe of the comprehensive plan. Although in theory there may be more land available for industrial development than shown in the tables if the mixed-use categories develop for with less residential or commercial, the acreage allocations in Table 1b are assumed to accurately reflect the available land. The total amount of area available for the development of industrial uses is shown in the attached table.

Industrial Allocations - Lee Plan Table 1b

Planning Community	Acres Allocated	Acres Available	% Available
Bayshore	5	5	100%
Boca Grande	3	2	67%
Buckingham	5	5	100%
Burnt Store	5	1	20%
Cape Coral	26	10	38%
Daniels Parkway	10	10	100%
Estero*	87	86	99%
Fort Myers	300	124	41%
Gateway/Airport	3,100	2,837	92%
Iona/McGregor	320	216	68%
Lehigh Acres	300	144	48%
Northeast Lee County	26	11	42%
North Fort Myers	554	381	69%
Pine Island	64	28	44%
San Carlos	450	246	55%
South Fort Myers	900	470	52%
Total	6,155	4,576	74%

*These areas are primarily in an incorporated municipality

According to Table 1b of the Lee Plan 74% of the area allocated for industrial development through 2030 is still undeveloped. More notable is that to date, only 1,579 acres have been developed for industrial uses in unincorporated Lee County. Over the next 10-20 years,



given historic absorption rates, the most aggressive analysis would still leave over half of the available land undeveloped.

The subject property is less than 10 acres in size (approximately 5.9 acres), with only less than 4 acres undeveloped and available for industrial uses. More notable is the amount of available land in the Gateway/Airport Planning Community, the area of the subject property and where the demand of airport related industrial uses is located. To date 92% of the 3,100 acres available for industrial development remain vacant. The proposed plan amendment represents 0.14% of the land available for industrial development in the Gateway/Airport Planning Community. Not only is the area of land that would be removed from the Tradeport land use category insignificant to the overall availability of industrial land, but given historic absorption rates, it is clear that more than enough land is available to meet the county's industrial needs for the planning horizon. In accordance with Policy 7.1.4, and Policy 1.7.6, Table 1b will be updated accordingly if Lee County's absorption rates shift and more land is needed.

University Village Interchange Land Use Category

The proposed plan amendment is to move the subject property in to the University Village Interchange future land use category, the category that is contiguous to the subject property on the south west side. Policy 1.3.5 describes the University Village Interchange land use category:

POLICY 1.3.5: *The University Village Interchange land use category is designed to accommodate both interchange land uses and non-residential land uses related to the University. Development within this interchange area may or may not be related to, or justified by the land use needs of the University. Land uses allowed within this area include those allowed in the Industrial Commercial Interchange category and the associated support development allowed in the University Village. The overall average intensity of non-residential development will be limited to 10,000 square feet of building area per non-residential acre allowed pursuant to Map 16 and Table 1(b). See the definition of Associated Support Development in the Glossary. Cooperative master planning and approval by the Florida Gulf Coast University Board of Trustees will be required prior to development within this land use category. Additionally, any development which meets or exceeds the Development of Regional Impact thresholds, either alone or through aggregation, must conform to the requirements of Chapter 380 F.S.*

In accordance with Policy 1.3.5 the uses that are allowed include the uses allowed in the Industrial Commercial Interchange land use category. Retail commercial development is a use that is allowed in the Industrial Commercial Interchange land use category. The limitation on intensity of commercial will be reflected in the zoning process for the subject property.

The policy also specifically states that proposed development “*may or may not be related to, or justified by the land use needs of the University.*” While it is not required to justify the



request based on the needs of the University, the two driving factors of development at this location have to date been the University and the retail demands generated as well as the location at the Interchange. The retail uses that have been developed along Alico Road in the University Village Interchange land use category are likely to be similar uses as to the ones that will be developed on the two remaining parcels in the proposed plan amendment.

Existing and Future Conditions Analysis

In accordance with Policy 95.1.3 the following is a description of the impact that the proposed change will have on public services. Note that since 1 of the 3 parcels is already developed for retail uses, the change will simply allow the remaining 2 parcels, with a total of approximately 4 acres, to develop as retail rather than industrial uses.

In accordance with the attached Transportation Impact analysis, the following maximum development scenario is assumed of the 4 acres of non-retail development:

Land Use Category	Intensity
Approved land use (Tradeport)	48,000 sq. ft. of Light Industrial (12,000 sq. ft. per acre)
Proposed Land use (University Village Interchange)	40,000 sq. ft. (10,000 sq. ft. per acre)

- a. Sanitary Sewer
- b. Potable Water

Chapter 64E-6 of the Florida Administrative Code was used to determine approximate water and wastewater demands. The water demand for a "Commercial" use is approximately 17,190 GPD according to the FAC Ch. 64e-6 Table 1. The water demand for a "General Light Industrial (with showers)" use is approximately 5000 GPD.

Use	Water Demand (GPD)
General Light Industrial	5,000
Commercial	17,190

- c. Surface Water/Drainage Basins

The proposed Future Lane Use Map Amendment will have no impact on surface water. The current land use category allows for development consistent with state permitting. The proposed land use change does not alter the likelihood of development of the stormwater rules for permitting.

- d. Parks, Recreation, and Open Space

The proposed Future Lane Use Map Amendment will have no impact on parks, recreation or open space. Neither commercial or industrial uses generate a need for parks and recreation. Open space will be provided consistent with the approved planned development.

e. Public Schools.

The proposed Future Lane Use Map Amendment will have no impact on schools. Neither commercial or industrial uses generate impacts to the public-school system.

C. Environmental Impacts

The proposed amendment will have no impact on environmentally sensitive resources in Lee County the subject property has already been cleared for development and zoned, designating open space and preserve areas on the master concept plan. Shifting from one urban use (industrial) to another urban use (commercial) has no impact on the site's development or environment.

D. Impacts on Historic Resources

The subject property contains no historic resources. The proposed amendment will have no impact to historic resources. Only a very small portion of the property is located in Archeologic Sensitivity Zone 2. Please see the attached Archeological Sensitivity Map.

E. Internal Consistency with the Lee Plan

1. Lee Plan Table 1(b)

The proposed future land use map amendment has no effect on the County's population projects or Lee Plan table 1b. Adequate commercial area is accommodated in the Gateway/Airport Planning Community to meet the 4 acres of future development.

2. List all goals and objectives of the Lee Plan that are affected by the proposed amendment. This analysis should include an evaluation of all relevant policies under each goal and objective.

As stated above, the proposed amendment is consistent with Policy 1.3.5, the University Village Interchange land use category. An analysis of how the proposed amendment is consistent with Policy 7.1.4 is also reviewed above. In addition to Policies 1.3.5 and 7.1.4, the proposed amendment is consistent with the following Lee Plan policies as described below:

OBJECTIVE 2.1: DEVELOPMENT LOCATION. *Contiguous and compact growth patterns will be promoted through the rezoning process to contain urban sprawl, minimize*

energy costs, conserve land, water, and natural resources, minimize the cost of services, prevent development patterns where large tracts of land are by-passed in favor of development more distant from services and existing communities.

The proposed amendment fills in two of the remaining outparcels along Alico Road at the interchange. Most of the frontage is already developed. The proposed plan amendment allows for a more appropriate and consistent use to be developed along the remaining vacant lots.

POLICY 2.1.1: *Most residential, commercial, industrial, and public development is expected to occur within the designated Future Urban Areas on the Future Land Use Map through the assignment of very low densities to the non-urban categories.*

The subject property is located in a future urban area. The proposed amendment is to change to a different land use category that is also designated as an urban land use category.

OBJECTIVE 2.2: DEVELOPMENT TIMING. *Direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Development orders and permits (as defined in F.S. 163.3164(7)) will be granted only when consistent with the provisions of Sections 163.3202(2)(g) and 163.3180, Florida Statutes and the county's Concurrency Management Ordinance.*

The subject property is located in an urban area where public services already exist to meet the demands of future development. As the public facilities analysis demonstrates, capacity exists on the adjacent roads, with utilities and all other services that are required for commercial development.

POLICY 6.1.4: *Commercial development will be approved only when compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities.*

The proposed plan amendment will allow for commercial development on two outparcels that are surrounded by existing retail and hotel development. The proposed land use change better ensures compatibility on the subject property than the existing land use category.

POLICY 6.1.5: *The land development regulations will require that commercial development be designed to protect the traffic-carrying capacity of roads and streets. Methods to achieve this include, but are not limited to...*

The proposed plan amendment is in an area where capacity exists on the adjacent roadway network. The property is part of a planned development that provides access to the lots via a reverse frontage road, minimizing direct access to both Alico Road and Ben Hill Griffin Parkway.

3. Describe how the proposal affects adjacent local governments and their comprehensive plans.

There are no other local governments that are adjacent or within proximity to the proposed plan amendment.

4. List State Policy Plan and Regional Policy Plan goals and policies which are relevant to this plan amendment.

There are no State or Regional Policy Plan goals or policies that are relevant to the proposed amendment.

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MEMORANDUM

TO: Mr. Daniel DeLisi, AICP
DeLisi, Inc.

FROM: Yury Bykau
Transportation Consultant

Ted B. Treesh
President

DATE: September 11, 2018

RE: NWC of Alico Road and Ben Hill Griffin Parkway
Small Scale Comprehensive Plan Amendment
Lee County, Florida

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TR Transportation Consultants, Inc. has completed a traffic circulation analysis for the proposed Small Scale Comprehensive Plan Amendment for an approximately 9.3 acres of property located on the northwest corner of Alico Road and Ben Hill Griffin Parkway in Lee County, Florida. The subject site is part of the Jetway Tradeport MPD and is governed by Zoning Resolution Z-05-060 with approximately 5.3 acres of the subject site currently developed with retail uses. This analysis will determine the impacts of the change in land use from Tradeport to University Village Interchange to allow the remaining 4 acres of the subject site to be developed with retail uses. The existing zoning of the subject site allows for the requested retail intensity. Zoning Resolution Z-05-060 is attached for reference.

The transportation related impacts of the proposed Small Scale 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.

The proposed Map Amendment would change the future land use designation on the approximately 4 acre subject site from Tradeport to University Village Interchange. The proposed land use change will affect parcels D1, D2 and E2 as presented in the Master Concept Plan of the Zoning Resolution Z-05-060. The Tradeport future land use category permits a future development of the 4 acre subject site with light industrial uses and

limited retail uses. It is the desire of the applicant to create additional retail development on the aforementioned parcels.

Table 1 summarizes the uses that would be permitted on the 4 vacant acres under the existing land use category versus those that were assumed under the proposed land use category. Under the existing future land use category, the site was assumed to include 4 acres of light industrial uses at a density of approximately 12,000 square feet per acre. For the proposed future land use change, the site was assumed to include 4 acres of retail uses at a density of approximately 10,000 square feet per acre.

Table 1
Land Uses
NWC of Alico Road and Ben Hill Griffin Parkway

Land Use Category	Intensity
Approved Land Use	48,000 sq. ft. of Light Industrial/Warehouse (12,000 sq.ft. / acre)
Proposed Land Uses	40,000 sq. ft. of Retail (10,000 sq.ft. / acre)

The trip generation for the existing and proposed land uses were determined by referencing the Institute of Transportation Engineer's (ITE) report, titled *Trip Generation Manual*, 10th Edition. Land Use Code 110 (General Light Industrial) was utilized for the trip generation purposes of the light industrial/warehousing uses as currently approved on the subject site. **Table 2** indicates the trip generation of the subject site based on the existing land use category. The trip generation equations utilized for the approved land use are attached to this Memorandum for reference.

Table 2
Trip Generation of Existing Land Use
NWC of Alico Road and Ben Hill Griffin Parkway

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
General Light Industrial (48,000 sq. ft.)	23	3	26	3	19	22	240

The trip generation for the land uses under the proposed land use change were based on Land Use Code 820 (Shopping Center) for the proposed retail uses. **Table 3** indicates the trip generation of the subject site based on the proposed land use category. The trip generation equations utilized for the proposed land uses are attached to this Memorandum for reference.

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Table 3
Trip Generation of Proposed Land Use
NWC of Alico Road and Ben Hill Griffin Parkway

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Shopping Center (40,000 sq. ft.)	107	65	172	132	144	276	3,224

The trips shown for the proposed uses on the subject site in Table 3 will not all be new trips added to the adjacent roadway system. ITE estimates that a shopping center of comparable size may attract a significant amount of its traffic from vehicles already traveling the adjoining roadway system. This traffic, called "pass-by" traffic, reduces the development's overall impact on the surrounding roadway system but does not decrease the actual driveway volumes. The current version of the ITE *Trip Generation Handbook*, 3rd Edition, indicates that the weekday P.M. peak hour pass-by rate for Land Use Code 820 is thirty-four percent (34%). However, consistent with previous analysis approved by Lee County, thirty percent (30%) of the total project traffic was assumed to be pass-by traffic. **Table 4** indicates the total external trips that will be generated by the site should the land use category be changed.

Table 4
Net New Trip Generation of Proposed Land Use
NWC of Alico Road and Ben Hill Griffin Parkway

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	107	65	172	132	144	276	3,224
Less LUC 820 Pass-By Trips	-26	-26	-52	-41	-42	-83	-967
Net New Trips	81	39	120	91	102	193	2,257

Table 5 indicates the trip generation difference between the proposed land uses and existing land use designations.

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Table 5
Trip Generation – Resultant Trip Change
NWC of Alico Road and Ben Hill Griffin Parkway

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Proposed Land Use Designation (40,000 sq. ft. Retail)	81	39	120	91	102	193	2,257
Existing Land Use Designation (48,000 sq. ft. Light Industrial)	-23	-3	-26	-3	-19	-22	-240
Resultant Trip Change	+58	+36	+94	+88	+83	+171	+2,017

The positive number shown as the resultant change in Table 5 indicates that the trip generation will be increased as a result of the proposed land use change.

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 improvements on the 2040 Financially Feasible Plan in the immediate area are the extension of Three Oaks Parkway, north from Alico Road to Daniels Parkway and extension of Alico Road to SR 82 as well as widening this roadway to a four lane facility. The aforementioned plan also shows a new two lane roadway to be constructed from Ben Hill Griffin Parkway to connect to Alico Road at Airport Haul Road. There are no other programmed improvements within the vicinity of the subject site. The Lee County 2040 Highway Cost Feasible Plan map is attached to this Memorandum for reference.

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 4 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. I-75 south of Alico Road and Alico Road west of I-75 are shown to operate at unacceptable Level of Service before the project trips are added to the network and is therefore considered as future pre-existing deficiency not caused by the change in land use. 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.

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Short Range Impacts (5-year horizon)

The 2017/2018-2021/2022 Lee County Transportation Capital Improvement Plan and the 2019-2023 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 improvements in the study area that are included on the short term capital improvement plan are the funding for the construction of the extension of Three Oaks Parkway, north from Alico Road to Daniels Parkway and widening Alico Road from Ben Hill Griffin Parkway to Airport Haul Road to a four lane facility. The Three Oaks Parkway extension is funded in the Lee County Capital Improvement Program to begin construction in FY 2018/2019. There are no other capacity improvements to the roadway network identified in either work program. These roadway improvements were considered in the distribution of site trips.

The proposed map amendment will increase the overall trip generation of the subject site by approximately 142 vehicles during the P.M. peak hour. **Table 3A** and **Table 4A** attached to this report indicate the projected 5-year planning Level of Service on surrounding roadways based on the uses that would be permitted under the proposed land use designation. From Table 2A, all roadways, except for I-75 and Alico Road between Three Oaks Parkway and I-75 are anticipated to operate at an acceptable Level of Service in 2023 both with and without the trips from the proposed development. I-75 and Alico Road from Three Oaks Parkway to I-75 are shown to operate at a LOS "F" both with and without project traffic added to the roadway network in the year 2023. Hence, these roadway segments are considered as future pre-existing deficiencies not caused by the change in land use. Therefore, based on this analysis no modifications will be necessary to the Lee County or FDOT short term capital improvement program.

Conclusion

The proposed Small Scale Comprehensive Plan Amendment would allow the future land use change on the approximate 4 acre subject site from Tradeport to University Village Interchange. This would permit the subject site to be developed with retail uses. Based upon the roadway link Level of Service analysis conducted as a part of this Memorandum for Small Scale Comprehensive Plan amendment, the development of the subject site meets the requirements set forth by the Lee County Comprehensive Plan and Land Development Code in that there is sufficient capacity available to accommodate the new trips that will be generated by the proposed development.

No modifications are necessary to the Short Term Capital Improvement Plan or the Long Range Transportation Plan to support the proposed Small Scale Comprehensive Plan Amendment. In addition, the change to the land use will not significantly alter the socio-economic data forecasts that were utilized in the development of the Long Range Transportation Plan.

Attachments

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TABLES 1A & 2A
2040 LOS ANALYSIS

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**TABLE 1A
LEVEL OF SERVICE THRESHOLDS
2040 LONG RANGE TRANSPORTATION ANALYSIS - NWC ALICO RD & BEN HILL GRIFFIN PKWY**

ROADWAY	ROADWAY SEGMENT		2040 E + C NETWORK LANES		GENERALIZED SERVICE VOLUMES				
	FROM	TO	# Lanes	Roadway Designation	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME
Alico Rd	Domestic Ave	Three Oaks Pkwy	6LD	Class III - Arterial	0	400	2,840	2,940	2,940
	Three Oaks Pkwy	I-75	6LD	Class III - Arterial	0	400	2,840	2,940	2,940
	I-75	Ben Hill Griffin Pkwy	6LD	Class III - Arterial	0	400	2,840	2,940	2,940
	Ben Hill Griffin Pkwy	Airport Haul Rd	4LD	Class III - Arterial	0	250	1,840	1,960	1,960
	Airport Haul Rd	SR 82	4LD	Class III - Arterial	0	250	1,840	1,960	1,960
Ben Hill Griffin Pkwy	Terminal Access Rd.	Alico Rd.	4LD	Class III - Arterial	0	250	1,840	1,960	1,960
	Alico Rd.	College Club Dr.	4LD	Class III - Arterial	0	250	1,840	1,960	1,960
Treeline Ave	Daniels Pkwy	Terminal Acces Rd.	4LD	Class III - Arterial	0	250	1,840	1,960	1,960
I-75	Corkscrew Rd	Alico Rd	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
Three Oaks Pkwy	Daniels Pkwy	Alico Rd	4LD	Class III - Arterial	0	250	1,840	1,960	1,960
	Alico Rd.	San Carlos Blvd	4LD	Class III - Arterial	0	250	1,840	1,960	1,960
Alico Connector	Ben Hill Griffin Pkwy	Alico Rd	2LU	Arterial	0	140	800	860	860

- Denotes the LOS Standard for each roadway segment

Level of Service Thresholds for Lee County arterials/collectors taken from the Generalized Peak Hour Directional Service Volume tables for Urbanized Areas (dated April 2016)
Level of Service Thresholds for I-75 were taken from FDOT's Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas Table 7.

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TABLE 2A
2040 ROADWAY LINK LEVEL OF SERVICE CALCULATIONS
NWC ALICO RD & BEN HILL GRIFFIN PKWY

TOTAL PM PEAK HOUR PROJECT TRAFFIC = 193 VPH IN= 91 OUT= 102

ROADWAY	ROADWAY SEGMENT		2040 BACKGROUND												2040 BACKGROUND PLUS PROJ	
			FSUTMS	LCDOT PCS OR	PEAK SEASON	AADT	K-100	100TH HIGHEST	D	PM PK HR	PEAK	TRAFFIC VOLUMES & LOS	PROJECT	PK DIR	TRAFFIC VOLUMES & LOS	
			PSWDT	FDOT SITE #	FACTOR '	TRAFFIC	FACTOR	2-WAY VOLUME	FACTOR	DIRECTION	VOLUME	LOS	DIST.	TRAFFIC	VOLUME	LOS
Alico Rd	Domestic Ave	Three Oaks Pkwy	68,239	10	1.11	61,477	0.100	6,148	0.51	EAST	3135	F	10%	9	3144	F
	Three Oaks Pkwy	I-75	70,983	10	1.11	63,949	0.100	6,395	0.51	EAST	3261	F	25%	23	3284	F
	I-75	Ben Hill Griffin Pkwy	30,881	53	1.16	26,622	0.092	2,449	0.51	EAST	1249	C	35%	32	1281	C
	Ben Hill Griffin Pkwy	Airport Haul Rd	30,369	53	1.16	26,180	0.092	2,409	0.51	EAST	1229	C	10%	9	1238	C
	Airport Haul Rd	SR 82	28,186	53	1.16	24,298	0.092	2,235	0.51	EAST	1140	C	10%	9	1149	C
Ben Hill Griffin Pkwy	Terminal Access Rd.	Alico Rd.	18,172	126060	0.92	16,718	0.095	1,588	0.561	NORTH	891	C	10%	9	900	C
	Alico Rd.	College Club Dr.	38,593	124514	0.81	31,260	0.090	2,813	0.561	NORTH	1578	C	45%	41	1619	C
Treeline Ave	Daniels Pkwy	Terminal Acces Rd.	27,160	126061	0.92	24987	0.09	2,249	0.561	NORTH	1262	C	8%	7	1269	C
I-75	Corkscrew Rd	Alico Rd	121,226	120055	0.91	110316	0.09	9,928	0.581	NORTH	5768	E	5%	5	5773	E
	Alico Road	Daniels Parkway	85,420	120184	0.91	77732	0.09	6,996	0.598	NORTH	4184	C	5%	5	4189	C
Three Oaks Pkwy	Daniels Pkwy	Alico Rd	14,316	124414	0.91	13028	0.09	1,172	0.561	NORTH	657	C	5%	5	662	C
	Alico Rd.	San Carlos Blvd	29,569	124414	0.81	23951	0.09	2,156	0.561	NORTH	1210	C	10%	9	1219	C
Alico Connector	Ben Hill Griffin Pkwy	Alico Rd	1,072	120118	0.91	976	0.09	88	0.548	EAST	48	B	0%	0	48	B

1 Model Output Conversion Factor was utilized to obtain the AADT Background Traffic Volumes for all roadways where lack of data was presented in the 2017 Lee County Traffic Count Report.

* The K-100 and D factors for currently unconstructed segment of Three Oaks Pkwy from Alico Rd to Daniels Pkwy were obtained from FDOT station 124414, which represents Three Oaks Pkwy, south of Alico Rd.

* The K-100 and D factors for Alico Rd were obtained from the 2017 Lee County Traffic Count Report.

* The K-100 and D factors for proposed Alico Connector from Ben Hill Griffin Pkwy to Alico Rd were obtained from FDOT station 120118, which represents Alico Road, east of Ben Hill Griffin Pkwy.

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TABLES 3A & 4A
5-YEAR LOS ANALYSIS

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TABLE 3A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
NWC ALICO RD & BEN HILL GRIFFIN PKWY

TOTAL AM PEAK HOUR PROJECT TRAFFIC =	120 VPH	IN=	81	OUT=	39
TOTAL PM PEAK HOUR PROJECT TRAFFIC =	193 VPH	IN=	91	OUT=	102

<u>ROADWAY</u>	<u>SEGMENT</u>	<u>ROADWAY</u> <u>CLASS</u>	<u>LOS A</u> <u>VOLUME</u>	<u>LOS B</u> <u>VOLUME</u>	<u>LOS C</u> <u>VOLUME</u>	<u>LOS D</u> <u>VOLUME</u>	<u>LOS E</u> <u>VOLUME</u>	PERCENT		
								<u>PROJECT</u> <u>TRAFFIC</u>	<u>PROJECT</u> <u>TRAFFIC</u>	<u>PROJ/</u> <u>LOS C</u>
Alico Rd	W. of Three Oaks Pkwy	6LD	0	400	2840	2940	2940	10%	10	0.4%
	W. of I-75	6LD	0	400	2840	2940	2940	25%	26	0.9%
	W. of Ben Hill Griffin Pkwy	6LD	0	400	2840	2940	2940	35%	36	1.3%
	W. of Airport Haul Rd	4LD	0	250	1840	1960	1960	10%	10	0.6%
Ben Hill Griffin Pkwy	N. of Alico Rd	4LD	0	250	1,840	1,960	1,960	10%	10	0.6%
	S. of Alico Rd	4LD	0	250	1,840	1,960	1,960	45%	46	2.5%
Treeline Ave	N. of Terminal Access Rd	4LD	0	250	1,840	1,960	1,960	8%	8	0.4%
I-75	S. of Alico Rd	6LF	0	3,360	4,580	5,500	6,080	5%	5	0.1%
	N. of Alico Rd	6LF	0	3,360	4,580	5,500	6,080	5%	5	0.1%
Three Oaks Pkwy	N. of Alico Rd	4LD	0	250	1840	1960	1960	5%	5	0.3%
	S. of Alico Rd	4LD	0	250	1840	1960	1960	10%	10	0.6%

* The Level of Service thresholds were for all roadways were obtained from the Lee County Generalized Service Volume Table.

** The Level of Service thresholds for I-75 were obtained from FDOT's Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas Table 7.

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TABLE 4A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
NWC ALICO RD & BEN HILL GRIFFIN PKWY

TOTAL PROJECT TRAFFIC AM =	120	VPH	IN =	81	OUT=	39
TOTAL PROJECT TRAFFIC PM =	193	VPH	IN=	91	OUT=	102

ROADWAY	SEGMENT	LCDOT PCS OR FDOT SITE #	2008 ADT	LATEST ADT	YRS OF GROWTH ¹	ANNUAL RATE	2016	2023		V/C	PERCENT			2023			2023		
							PK HR	PK HR	PK SEASON		PROJECT	AM PROJ	PM PROJ	+ AM PROJ	V/C	+ PM PROJ	BCKGRND	BCKGRND	V/C
							PEAK DIR. ²	VOLUME	LOS		TRAFFIC	TRAFFIC	TRAFFIC	VOLUME	LOS	Ratio	VOLUME	LOS	Ratio
Alico Rd	W. of Three Oaks Pkwy	10	26,600	44,800	8	6.73%	1,159	1,829	C	0.62	10%	8	10	1,837	C	0.62	1,839	C	0.63
	W. of I-75	10	26,600	44,800	8	6.73%	2,245	3,543	F	1.20	25%	20	26	3,563	F	1.21	3,568	F	1.21
	W. of Ben Hill Griffin Pkwy	53	20,800	24,600	8	2.12%	1,175	1,361	C	0.46	35%	28	36	1,389	C	0.47	1,397	C	0.48
	W. of Airport Haul Rd	53	20,800	24,600	8	2.12%	384	445	C	0.23	10%	8	10	453	C	0.23	455	C	0.23
Ben Hill Griffin Pkwy	N. of Alico Rd	126060	24,426	19,784	8	2.00%	1,003	1,152	C	0.59	10%	8	10	1,160	C	0.59	1,162	C	0.59
	S. of Alico Rd	124514	30,000	32,000	8	2.00%	1,582	1,817	C	0.93	45%	36	46	1,854	D	0.95	1,863	D	0.95
Treeline Ave	N. of Terminal Access Rd	126061	26,207	21,149	8	2.00%	1,455	1,671	C	0.85	8%	6	8	1,678	C	0.86	1,679	C	0.86
I-75	S. of Alico Rd	120055	71,000	100,500	8	4.44%	5,255	7,122	F	1.29	5%	4	5	7,126	F	1.30	7,127	F	1.30
	N. of Alico Rd	120184	54,884	98,964	8	7.65%	5,326	8,921	F	1.62	5%	4	5	8,925	F	1.62	8,926	F	1.62
Three Oaks Pkwy	N. of Alico Rd	124414	11,700	14,500	8	2.72%	665	802	C	0.41	5%	4	5	806	C	0.41	807	C	0.41
	S. of Alico Rd	124414	11,700	14,500	8	2.72%	665	802	C	0.41	10%	8	10	810	C	0.41	813	C	0.41

¹ Growth Rate for Alico Rd was formulated utilizing AADT data from the 2017 Lee County Traffic Count Report. All other roadways utilized the AADT data from the FDOT Florida Traffic Online webpage.

² 2016 peak hour peak season peak direction traffic volumes were obtained from the 2017 Lee County Public Facilities Level of Service and Concurrency Report.

- 2016 peak hour peak season peak direction traffic volume for the unconstructed segment of Three Oaks Pkwy, north of Alico Road was obtained from the traffic data of the south segment of this roadway.

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LEE COUNTY GENERALIZED SERVICE VOLUME TABLE

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April 2016

Uninterrupted Flow Highway						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	130	420	850	1,210	1,640
2	Divided	1,060	1,810	2,560	3,240	3,590
3	Divided	1,600	2,720	3,840	4,860	5,380

Arterials						
Class I (40 mph or higher posted speed limit)						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	140	800	860	860
2	Divided	*	250	1,840	1,960	1,960
3	Divided	*	400	2,840	2,940	2,940
4	Divided	*	540	3,830	3,940	3,940

Class II (35 mph or slower posted speed limit)						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	*	330	710	780
2	Divided	*	*	710	1,590	1,660
3	Divided	*	*	1,150	2,450	2,500
4	Divided	*	*	1,580	3,310	3,340

Controlled Access Facilities						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	160	880	940	940
2	Divided	*	270	1,970	2,100	2,100
3	Divided	*	430	3,050	3,180	3,180

Collectors						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	*	310	660	740
1	Divided	*	*	330	700	780
2	Undivided	*	*	730	1,440	1,520
2	Divided	*	*	770	1,510	1,600

Note: the service volumes for I-75 (freeway), bicycle mode, pedestrian mode, and bus mode should be from FDOT's most current version of LOS Handbook.

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**FDOT GENERALIZED SERVICE
VOLUME TABLE 7**

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

12/18/12

12/18/12

INTERRUPTED FLOW FACILITIES

UNINTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)					
Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**
Class II (35 mph or slower posted speed limit)					
Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
-	-	-	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

FREEWAYS

Lanes	B	C	D	E
2	2,260	3,020	3,660	3,940
3	3,360	4,580	5,500	6,080
4	4,500	6,080	7,320	8,220
5	5,660	7,680	9,220	10,360
6	7,900	10,320	12,060	12,500

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	840	1,190	1,640
2	Divided	1,810	2,560	3,240	3,590
3	Divided	2,720	3,840	4,860	5,380

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE²

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle

Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE²

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)³

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

¹Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shrm

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TRAFFIC DATA
2017 LEE COUNTY DOT
TRAFFIC COUNT REPORT

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STREET	LOCATION	Sta- tion #	Daily Traffic Volume (AADT)										S.D.	Area
			2008	2009	2010	2011	2012	2013	2014	2015	2016	2017		
A & W BULB RD	N OF GLADIOLUS DR	215			6400	7700		6800		6600		7100	37	
ALABAMA RD	N OF IMMOKALEE RD	201	6100	5700	5700					6800		7100	6	
ALABAMA RD	S OF HOMESTEAD RD	200	8800	9000	9100	8800	11100	9000	9300	10300	11000		6	
ALICO RD	E OF US 41	204	18100	19500	21400	21800	21700	23400	19900	21900	24100	22100	10	
ALICO RD	E OF LEE RD	207	20100	19900	22700								10	
ALICO RD	W OF I - 75	10	28300	26600	26100	25800	27200	29100	38400	41100	43600	44800		
ALICO RD	E OF I - 75	53	12300	20800	25700	26200	26000	26900	28400	25600	24300	24600		
ALICO RD	E OF BEN HILL GRIFFIN PKWAY	205	5800	3600	2600				7500		8500		53	
ALICO RD	N OF CORKSCREW RD	206	2000	1400	1500								53	
ARROYAL ST	N OF BONITA BEACH RD	496	4700	4000									42	
BABCOCK RD	E OF US 41	461	1400	1300	1200								25	
BALLARD RD	W OF ORTIZ AV	504	4100	3500	3400								20	
BARRETT RD	S OF PINE ISLAND RD	509	2600	2300									49	
BASS RD	N OF SUMMERLIN RD	216	9100	10400	10000	8200		8400		8200		11500	36	

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PCS 10 - Alico Rd West of I-75

2017 AADT =

44,800 VPD

Hour	EB	WB	Total
0	0.67%	1.14%	0.90%
1	0.47%	0.73%	0.60%
2	0.33%	0.51%	0.42%
3	0.40%	0.34%	0.37%
4	0.82%	0.50%	0.66%
5	1.63%	1.54%	1.59%
6	3.81%	4.28%	4.04%
7	6.19%	5.39%	5.80%
8	6.24%	5.05%	5.66%
9	5.92%	4.29%	5.12%
10	6.16%	4.83%	5.51%
11	6.73%	5.54%	6.15%
12	6.83%	6.35%	6.60%
13	6.30%	6.61%	6.45%
14	6.16%	6.70%	6.43%
15	6.84%	7.23%	7.03%
16	7.72%	7.64%	7.68%
17	8.31%	7.85%	8.08%
18	6.16%	6.20%	6.18%
19	4.22%	5.00%	4.60%
20	3.04%	4.25%	3.63%
21	2.25%	3.62%	2.92%
22	1.68%	2.65%	2.15%
23	1.11%	1.77%	1.43%

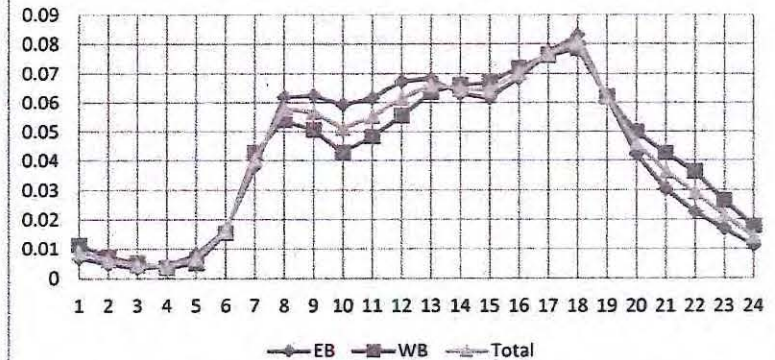
Month of Year	Fraction
January	1.02
February	1.11
March	1.15
April	1.06
May	0.96
June	0.92
July	0.83
August	0.93
September	0.79
October	1.04
November	1.04
December	1.02

Day of Week	Fraction
Sunday	0.68
Monday	1.01
Tuesday	1.08
Wednesday	1.1
Thursday	1.11
Friday	1.14
Saturday	0.86

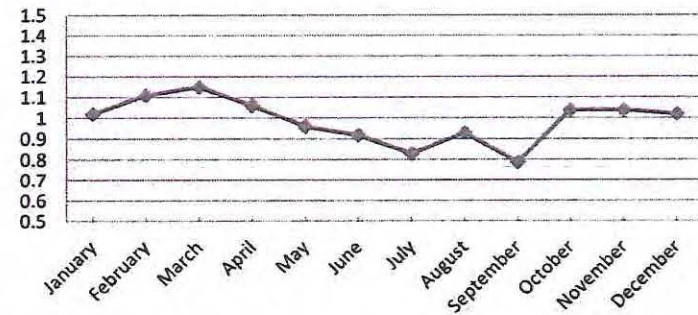
Directional Factor		
AM	0.53	WB
PM	0.51	EB

Design Hour Volume		
#	Volume	Factor
5	4978	0.111
10	4852	0.108
20	4745	0.106
30	4697	0.105
50	4637	0.104
100	4469	0.100
150	4350	0.097
200	4231	0.094

Hour of Day



Month of Year



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PCS 53 - Alico Rd east of I-75

2017 AADT = 24,600 VPD

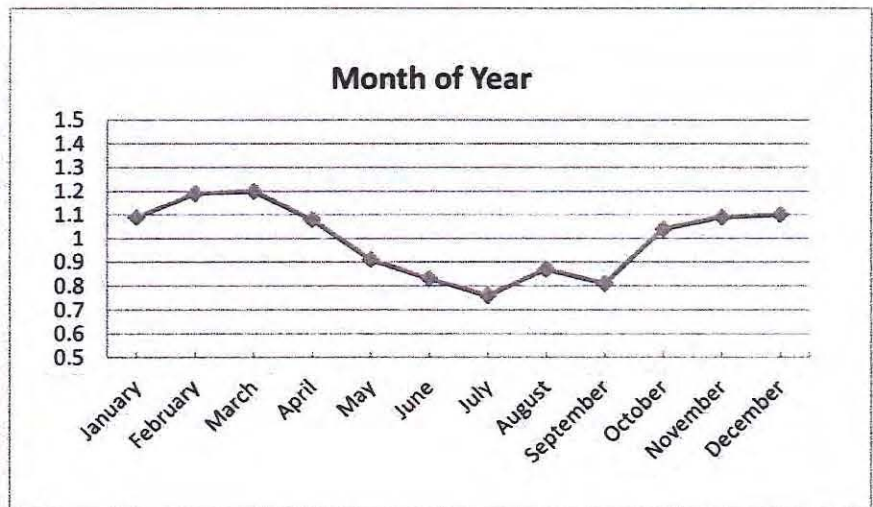
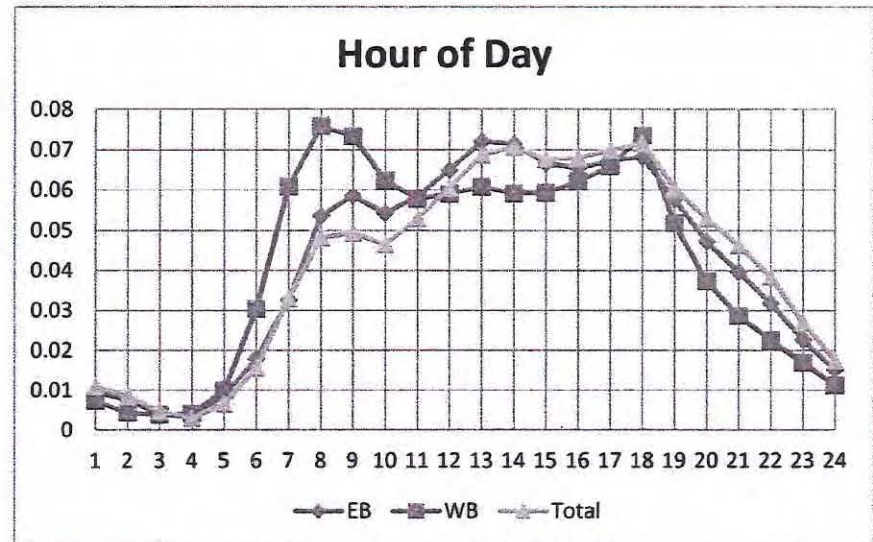
Hour	EB	WB	Total
0	0.95%	0.74%	1.11%
1	0.77%	0.44%	0.85%
2	0.41%	0.39%	0.49%
3	0.32%	0.43%	0.30%
4	0.88%	1.01%	0.66%
5	1.80%	3.04%	1.56%
6	3.26%	6.08%	3.29%
7	5.37%	7.60%	4.82%
8	5.86%	7.35%	4.94%
9	5.43%	6.24%	4.66%
10	5.86%	5.79%	5.30%
11	6.50%	5.91%	6.06%
12	7.22%	6.08%	6.88%
13	7.15%	5.92%	7.07%
14	6.66%	5.93%	6.77%
15	6.55%	6.22%	6.80%
16	6.73%	6.59%	7.00%
17	6.83%	7.37%	7.18%
18	5.78%	5.19%	6.05%
19	4.73%	3.73%	5.30%
20	3.96%	2.86%	4.63%
21	3.18%	2.25%	3.84%
22	2.26%	1.70%	2.68%
23	1.53%	1.13%	1.76%

Month of Year	Fraction
January	1.09
February	1.19
March	1.2
April	1.08
May	0.91
June	0.83
July	0.76
August	0.87
September	0.81
October	1.04
November	1.09
December	1.1

Directional Factor			
AM	0.65	WB	
PM	0.51	EB	

Day of Week	Fraction
Sunday	0.73
Monday	0.99
Tuesday	1.07
Wednesday	1.07
Thursday	1.1
Friday	1.14
Saturday	0.89

Design Hour Volume		
#	Volume	Factor
5	2630	0.107
10	2554	0.104
20	2463	0.100
30	2415	0.098
50	2367	0.096
100	2267	0.092
150	2220	0.090
200	2187	0.089



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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2016 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6060 - BEN HILL GRIFFIN PKWY, S OF MIDFIELD TERMINAL RD, PTMS 2060, LCPR 60 SIS

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	19784 C	N 10512	S 9272	9.50	56.10	4.90
2015	25500 F	N 11613	S 0	9.50	53.40	5.20
2014	25322 C	N 13756	S 11566	9.50	53.40	3.00
2013	25076 C	N 13289	S 11787	9.50	53.40	4.20
2012	23993 C	N 12453	S 11528	9.50	53.70	3.90
2011	24144 C	N 12544	S 11600	9.50	54.70	3.10
2010	23565 C	N 12207	S 11358	10.70	54.88	3.40
2009	23769 C	N 12319	S 11450	11.41	56.94	4.30
2008	24426 C	N 12712	S 11714	11.06	58.89	3.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2016 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4514 - BEN HILL GRIFFIN PKWY, S OF ALICO RD LC 514

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	32000 S	N 18000	S 14000	9.00	56.10	2.10
2015	33500 F	N 19000	S 14500	9.00	55.50	2.10
2014	32000 C	N 18000	S 14000	9.00	52.00	2.10
2013	26000 S	N 15000	S 11000	9.50	54.60	1.90
2012	25000 F	N 14500	S 10500	9.50	52.80	1.90
2011	25000 C	N 14500	S 10500	9.50	53.20	1.90
2010	28000 S	N 16000	S 12000	10.28	55.69	2.10
2009	29000 F	N 16500	S 12500	10.29	55.14	2.10
2008	30000 C	N 17000	S 13000	10.77	53.61	2.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2016 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6061 - BEN HILL GRIFFIN/TREELINE AVE, N OF MIDFIELD TERMINAL RD, PTMS 2061, LCPR 61

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	21149 C	N 10554	S 10595	9.00	56.10	4.90
2015	22225 C	N 10877	S 11348	9.00	55.80	5.20
2014	25317 C	N 13002	S 12315	9.00	55.80	3.00
2013	24507 C	N 12603	S 11904	9.00	55.80	4.20
2012	23689 C	N 12214	S 11475	9.00	56.20	3.90
2011	24181 C	N 12585	S 11596	9.00	57.50	3.10
2010	24091 C	N 12451	S 11640	9.68	53.97	3.40
2009	24860 C	N 12933	S 12027	10.49	57.35	4.30
2008	26207 C	N 13554	S 12653	10.37	60.09	3.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2016 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0055 - SR 93/1 75, SOUTH OF ALICO ROAD

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2016	100500 C	N	50000	S 50500	9.00	58.10	9.10
2015	93000 C	N	46000	S 47000	9.00	56.80	11.20
2014	84500 C	N	42500	S 42000	9.00	56.40	9.40
2013	81500 C	N	41000	S 40500	9.00	57.70	8.00
2012	74000 C	N	37500	S 36500	9.00	56.40	10.50
2011	70000 C	N	35000	S 35000	9.00	55.80	9.50
2010	70500 C	N	35000	S 35500	9.64	55.58	9.70
2009	70000 S	N	35500	S 34500	9.40	55.84	13.60
2008	71000 F	N	36000	S 35000	9.07	55.79	17.00
2007	72000 C	N	36500	S 35500	9.29	52.37	17.00
2006	78000 C	N	39000	S 39000	8.72	54.35	17.00
2005	76000 C	N	38000	S 38000	8.90	52.90	13.10
2004	67500 C	N	33500	S 34000	9.20	51.40	13.10
2003	64500 C	N	32000	S 32500	9.60	52.50	13.10
2002	65500 F	N	32500	S 33000	9.80	55.70	13.10
2001	62500 C	N	31000	S 31500	10.00	55.40	10.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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TRANSPORTATION STATISTICS OFFICE
2016 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0184 - SR-93/I-75, 1.7 MI S OF DANIELS PKWY U/P, LEE CO

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	98964 C	N 43086	S 43878	9.00	59.80	9.10
2015	89417 C	N 44274	S 45143	9.00	58.40	9.10
2014	77211 C	N 38722	S 38489	9.00	58.40	8.40
2013	71794 C	N 35681	S 36113	9.00	58.40	8.40
2012	71868 C	N 35966	S 35902	9.00	56.20	8.30
2011	70160 C	N 35176	S 34984	9.00	55.60	8.40
2010	67723 C	N 33359	S 34364	9.78	54.70	8.60
2009	54500 F	0	0	9.40	55.84	13.60
2008	54884 C	N 28740	S 26144	8.79	56.75	16.50
2007	55702 C	N 29310	S 26392	8.79	56.75	16.50
2006	56478 C	N 29511	S 26967	8.79	56.75	16.50
2005	54009 C	N 28021	S 25988	8.80	54.70	15.30
2004	50801 C	N 26584	S 24217	9.70	57.80	9.00
2003	48500 F	N 25500	S 23000	9.70	57.80	9.00
2002	46667 C	N 24674	S 21993	9.70	57.80	13.10
2001	44784 C	N 23732	S 21052	9.90	57.20	14.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2016 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4414 - THREE OAKES PKWY, S OF ALICO RD LC 414

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	14500 S	N 7800	S 6700	9.00	56.10	3.90
2015	15100 F	N 8100	S 7000	9.00	55.50	3.90
2014	14400 C	N 7700	S 6700	9.00	52.00	3.90
2013	11900 S	N 6300	S 5600	9.00	54.60	3.50
2012	11400 F	N 6000	S 5400	9.00	52.80	3.50
2011	11400 C	N 6000	S 5400	9.00	53.20	3.50
2010	11100 S	N 5700	S 5400	10.28	55.69	5.60
2009	11300 F	N 5800	S 3500	10.29	53.14	5.60
2008	11700 C	N 6000	S 5700	10.77	53.61	5.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2016 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0118 - ALICO RD, E OF BEN HILL GRIFFIN PKWY

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2016	7000 C	E	3500	W	3500	9.00	54.80	52.70
2015	4200 C	E	2100	W	2100	9.00	55.50	42.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1200 LEE COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.92 PSCF
1	01/01/2016 - 01/02/2016	0.98	1.07
2	01/03/2016 - 01/09/2016	0.99	1.08
3	01/10/2016 - 01/16/2016	0.99	1.08
4	01/17/2016 - 01/23/2016	0.98	1.07
* 5	01/24/2016 - 01/30/2016	0.96	1.04
* 6	01/31/2016 - 02/06/2016	0.94	1.02
* 7	02/07/2016 - 02/13/2016	0.93	1.01
* 8	02/14/2016 - 02/20/2016	0.91	0.99
* 9	02/21/2016 - 02/27/2016	0.91	0.99
*10	02/28/2016 - 03/05/2016	0.90	0.98
*11	03/06/2016 - 03/12/2016	0.90	0.98
*12	03/13/2016 - 03/19/2016	0.89	0.97
*13	03/20/2016 - 03/26/2016	0.90	0.98
*14	03/27/2016 - 04/02/2016	0.92	1.00
*15	04/03/2016 - 04/09/2016	0.93	1.01
*16	04/10/2016 - 04/16/2016	0.94	1.02
*17	04/17/2016 - 04/23/2016	0.96	1.04
18	04/24/2016 - 04/30/2016	0.97	1.05
19	05/01/2016 - 05/07/2016	0.98	1.07
20	05/08/2016 - 05/14/2016	0.99	1.08
21	05/15/2016 - 05/21/2016	1.00	1.09
22	05/22/2016 - 05/28/2016	1.02	1.11
23	05/29/2016 - 06/04/2016	1.04	1.13
24	06/05/2016 - 06/11/2016	1.06	1.15
25	06/12/2016 - 06/18/2016	1.08	1.17
26	06/19/2016 - 06/25/2016	1.08	1.17
27	06/26/2016 - 07/02/2016	1.08	1.17
28	07/03/2016 - 07/09/2016	1.08	1.17
29	07/10/2016 - 07/16/2016	1.08	1.17
30	07/17/2016 - 07/23/2016	1.08	1.17
31	07/24/2016 - 07/30/2016	1.08	1.17
32	07/31/2016 - 08/06/2016	1.08	1.17
33	08/07/2016 - 08/13/2016	1.08	1.17
34	08/14/2016 - 08/20/2016	1.08	1.17
35	08/21/2016 - 08/27/2016	1.09	1.18
36	08/28/2016 - 09/03/2016	1.09	1.18
37	09/04/2016 - 09/10/2016	1.09	1.18
38	09/11/2016 - 09/17/2016	1.10	1.20
39	09/18/2016 - 09/24/2016	1.08	1.17
40	09/25/2016 - 10/01/2016	1.07	1.16
41	10/02/2016 - 10/08/2016	1.05	1.14
42	10/09/2016 - 10/15/2016	1.04	1.13
43	10/16/2016 - 10/22/2016	1.03	1.12
44	10/23/2016 - 10/29/2016	1.02	1.11
45	10/30/2016 - 11/05/2016	1.01	1.10
46	11/06/2016 - 11/12/2016	1.00	1.09
47	11/13/2016 - 11/19/2016	1.00	1.09
48	11/20/2016 - 11/26/2016	0.99	1.08
49	11/27/2016 - 12/03/2016	0.99	1.08
50	12/04/2016 - 12/10/2016	0.99	1.08
51	12/11/2016 - 12/17/2016	0.98	1.07
52	12/18/2016 - 12/24/2016	0.99	1.08
53	12/25/2016 - 12/31/2016	0.99	1.08

* PEAK SEASON

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2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1248 S OF ALICO ROAD

WEEK	DATES	SF	MOCF: 0.81 PSCF
1	01/01/2016 - 01/02/2016	0.91	1.12
2	01/03/2016 - 01/09/2016	0.88	1.09
* 3	01/10/2016 - 01/16/2016	0.85	1.05
* 4	01/17/2016 - 01/23/2016	0.84	1.04
* 5	01/24/2016 - 01/30/2016	0.83	1.02
* 6	01/31/2016 - 02/06/2016	0.81	1.00
* 7	02/07/2016 - 02/13/2016	0.80	0.99
* 8	02/14/2016 - 02/20/2016	0.79	0.98
* 9	02/21/2016 - 02/27/2016	0.79	0.98
* 10	02/28/2016 - 03/05/2016	0.79	0.98
* 11	03/06/2016 - 03/12/2016	0.79	0.98
* 12	03/13/2016 - 03/19/2016	0.79	0.98
* 13	03/20/2016 - 03/26/2016	0.81	1.00
* 14	03/27/2016 - 04/02/2016	0.83	1.02
* 15	04/03/2016 - 04/09/2016	0.85	1.05
16	04/10/2016 - 04/16/2016	0.87	1.07
17	04/17/2016 - 04/23/2016	0.92	1.14
18	04/24/2016 - 04/30/2016	0.97	1.20
19	05/01/2016 - 05/07/2016	1.01	1.25
20	05/08/2016 - 05/14/2016	1.06	1.31
21	05/15/2016 - 05/21/2016	1.11	1.37
22	05/22/2016 - 05/28/2016	1.12	1.38
23	05/29/2016 - 06/04/2016	1.14	1.41
24	06/05/2016 - 06/11/2016	1.15	1.42
25	06/12/2016 - 06/18/2016	1.16	1.43
26	06/19/2016 - 06/25/2016	1.19	1.47
27	06/26/2016 - 07/02/2016	1.22	1.51
28	07/03/2016 - 07/09/2016	1.25	1.54
29	07/10/2016 - 07/16/2016	1.28	1.58
30	07/17/2016 - 07/23/2016	1.26	1.56
31	07/24/2016 - 07/30/2016	1.25	1.54
32	07/31/2016 - 08/06/2016	1.23	1.52
33	08/07/2016 - 08/13/2016	1.22	1.51
34	08/14/2016 - 08/20/2016	1.20	1.48
35	08/21/2016 - 08/27/2016	1.18	1.46
36	08/28/2016 - 09/03/2016	1.16	1.43
37	09/04/2016 - 09/10/2016	1.14	1.41
38	09/11/2016 - 09/17/2016	1.12	1.38
39	09/18/2016 - 09/24/2016	1.10	1.36
40	09/25/2016 - 10/01/2016	1.08	1.33
41	10/02/2016 - 10/08/2016	1.05	1.30
42	10/09/2016 - 10/15/2016	1.03	1.27
43	10/16/2016 - 10/22/2016	1.01	1.25
44	10/23/2016 - 10/29/2016	0.99	1.22
45	10/30/2016 - 11/05/2016	0.97	1.20
46	11/06/2016 - 11/12/2016	0.95	1.17
47	11/13/2016 - 11/19/2016	0.93	1.15
48	11/20/2016 - 11/26/2016	0.93	1.15
49	11/27/2016 - 12/03/2016	0.92	1.14
50	12/04/2016 - 12/10/2016	0.92	1.14
51	12/11/2016 - 12/17/2016	0.91	1.12
52	12/18/2016 - 12/24/2016	0.88	1.09
53	12/25/2016 - 12/31/2016	0.85	1.05

* PEAK SEASON

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2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1275 LEE I75

WEEK	DATES	SF	MOCF: 0.91 PSCF
1	01/01/2016 - 01/02/2016	0.97	1.07
2	01/03/2016 - 01/09/2016	0.97	1.07
3	01/10/2016 - 01/16/2016	0.96	1.05
* 4	01/17/2016 - 01/23/2016	0.95	1.04
* 5	01/24/2016 - 01/30/2016	0.93	1.02
* 6	01/31/2016 - 02/06/2016	0.92	1.01
* 7	02/07/2016 - 02/13/2016	0.91	1.00
* 8	02/14/2016 - 02/20/2016	0.90	0.99
* 9	02/21/2016 - 02/27/2016	0.89	0.98
* 10	02/28/2016 - 03/05/2016	0.88	0.97
* 11	03/06/2016 - 03/12/2016	0.88	0.97
* 12	03/13/2016 - 03/19/2016	0.87	0.96
* 13	03/20/2016 - 03/26/2016	0.89	0.98
* 14	03/27/2016 - 04/02/2016	0.92	1.01
* 15	04/03/2016 - 04/09/2016	0.94	1.03
* 16	04/10/2016 - 04/16/2016	0.96	1.05
17	04/17/2016 - 04/23/2016	0.98	1.08
18	04/24/2016 - 04/30/2016	0.99	1.09
19	05/01/2016 - 05/07/2016	1.01	1.11
20	05/08/2016 - 05/14/2016	1.03	1.13
21	05/15/2016 - 05/21/2016	1.05	1.15
22	05/22/2016 - 05/28/2016	1.06	1.16
23	05/29/2016 - 06/04/2016	1.07	1.18
24	06/05/2016 - 06/11/2016	1.08	1.19
25	06/12/2016 - 06/18/2016	1.09	1.20
26	06/19/2016 - 06/25/2016	1.09	1.20
27	06/26/2016 - 07/02/2016	1.09	1.20
28	07/03/2016 - 07/09/2016	1.09	1.20
29	07/10/2016 - 07/16/2016	1.09	1.20
30	07/17/2016 - 07/23/2016	1.09	1.20
31	07/24/2016 - 07/30/2016	1.09	1.20
32	07/31/2016 - 08/06/2016	1.10	1.21
33	08/07/2016 - 08/13/2016	1.10	1.21
34	08/14/2016 - 08/20/2016	1.10	1.21
35	08/21/2016 - 08/27/2016	1.10	1.21
36	08/28/2016 - 09/03/2016	1.11	1.22
37	09/04/2016 - 09/10/2016	1.11	1.22
38	09/11/2016 - 09/17/2016	1.12	1.23
39	09/18/2016 - 09/24/2016	1.09	1.20
40	09/25/2016 - 10/01/2016	1.07	1.18
41	10/02/2016 - 10/08/2016	1.05	1.15
42	10/09/2016 - 10/15/2016	1.03	1.13
43	10/16/2016 - 10/22/2016	1.02	1.12
44	10/23/2016 - 10/29/2016	1.01	1.11
45	10/30/2016 - 11/05/2016	1.00	1.10
46	11/06/2016 - 11/12/2016	0.99	1.09
47	11/13/2016 - 11/19/2016	0.98	1.08
48	11/20/2016 - 11/26/2016	0.97	1.07
49	11/27/2016 - 12/03/2016	0.97	1.07
50	12/04/2016 - 12/10/2016	0.97	1.07
51	12/11/2016 - 12/17/2016	0.97	1.07
52	12/18/2016 - 12/24/2016	0.97	1.07
53	12/25/2016 - 12/31/2016	0.96	1.05

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**TRAFFIC DATA FROM THE 2017 LEE
COUNTY CONCURRENCY REPORT**

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Existing conditions on the state highway system in unincorporated Lee County are reported in Table 21 for informational purposes. The MPO and FDOT evaluate future state highway system needs in the LRTP.¹⁹ Modifications and capacity improvements to the state highway system are under the jurisdiction of FDOT.

Table 18: Existing and Future Roadway LOS on County-Maintained Arterials in Unincorporated Areas

ROADWAY LINK				100TH HIGHEST HOUR DIRECTIONAL VOLUMES						NOTES
				STANDARD		2016		2021		
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXIST ING	LOS	FUTURE	
ALABAMA RD	SR 82	MILWAUKEE BLVD	2LN	E	990	C	434	D	456	
	MILWAUKEE BLVD	HOMESTEAD RD	2LN	E	990	D	472	D	496	
ALEXANDER BELL	SR 82	MILWAUKEE BLVD	2LN	E	990	C	424	C	446	
	MILWAUKEE BLVD	LEELAND HEIGHTS	2LN	E	990	C	424	D	557	Shadow Lakes
ALICO RD	US 41	DUSTY RD	4LD	E	1,980	B	1,159	B	1,218	
	DUSTY RD	LEE RD	6LD	E	2,960	B	1,159	B	1,445	Alico Business Park
	LEE RD	THREE OAKS PKWY	6LD	E	2,960	B	1,159	B	1,353	Three Oaks Regional Center
	THREE OAKS PKWY	I-75	6LD	E	2,960	B	2,245	B	2,360	EEPCO Study
	I-75	BEN HILL GRIFFIN BLVD	6LD	E	2,960	B	1,175	B	1,345	EEPCO Study
	BEN HILL GRIFFIN BLVD	AIRPORT HAUL RD	2LN/ 4LD	E	1,100/ 1,840	C	384	C	873	4 Ln constr 2018, EEPCO Study
	AIRPORT HAUL RD	GREEN MEADOW DR	2LN	E	1,100	C	384	E	477	EEPCO Study
	GREEN MEADOW DR	CORKSCREW RD	2LN	E	1,100	B	131	B	224	EEPCO Study
	ESTERO PKWY	FGCU ENTRANCE	4LD	E	2,000	B	1,158	B	1,158	EEPCO Study
BEN HILL GRIFFIN PKWY	FGCU ENTRANCE	COLLEGE CLUB DR	4LD	E	2,000	B	1,158	B	1,230	EEPCO Study
	COLLEGE CLUB DR	ALICO RD	6LD	E	3,000	B	1,582	B	1,713	EEPCO Study
	ALICO RD	TERMINAL ACCESS RD	4LD	E	1,980	A	1,003	A	1,054	EEPCO Study
	SR 82	GUNNERY RD	2LN	E	990	C	421	D	442	
BUCKING- HAM RD	GUNNERY RD	ORANGE RIVER BLVD	2LN	E	990	D	479	D	503	
	ORANGE RIVER BLVD	SR 80	2LN	E	990	D	513	F	1,064	Buckingham 345 & Portico
	MCGREGOR BLVD	WINKLER RD	6LD	E	2,980	D	2,292	D	2,409	
COLLEGE PKWY	WINKLER RD	WHISKEY CREEK DR	6LD	E	2,980	D	2,041	D	2,145	
	WHISKEY CREEK DR	SUMMERLIN RD	6LD	E	2,980	D	2,041	D	2,145	
	SUMMERLIN RD	US 41	6LD	E	2,980	D	1,866	D	1,961	
	BELLA TERRA BLVD	ALICO RD	2LN	E	1,140	D	235	E	677	EEPCO Study, Corkscrew Shores
CORK- SCREW RD	ALICO RD	6 L's FARMS RD	2LN	E	1,140	D	246	E	552	EEPCO Study, The Place
	6 L's FARMS RD	COUNTY LINE	2LN	E	1,140	D	189	D	205	EEPCO Study



Table 18 (cont.): Existing and Future Roadway LOS on County-Maintained Arterials in Unincorporated Areas

ROADWAY LINK				100TH HIGHEST HOUR DIRECTIONAL VOLUMES						NOTES
				STANDARD		2016		2021		
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXIST ING	LOS	FUTURE	
THREE OAKS PKWY	ESTERO PKWY	SAN CARLOS BLVD	4LD	E	1,940	B	1,120	B	1,221	
	SAN CARLOS BLVD	ALICO RD	4LD	E	1,940	B	665	B	838	
TREELINE AVE	TERMINAL ACCESS RD	DANIELS PKWY	4LD	E	1,980	B	1,455	B	1,673	Harley Davidson
	DANIELS PKWY	AMBERWOOD RD	4LD	E	1,980	A	754	A	792	
WINKLER RD	SUMMERLIN RD	GLADIOLUS DR	4LD	E	1,520	D	469	D	495	
	GLADIOLUS DR	BRANDYWINE CIR	2LN	E	880	B	593	B	625	
	BRANDYWINE CIR	CYPRESS LAKE DR	2LN	E	880	B	666	B	700	
	CYPRESS LAKE DR	COLLEGE PKWY	4LD	E	1,780	D	669	D	756	old count projection
	COLLEGE PKWY	McGREGOR BLVD	2LN	E	800	B	350	B	395	old count projection

F

= Does not meet the County adopted LOS standard (NOTE: Below LOS standard is acceptable on constrained roads)

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Table 21: FDOT Maintained Existing and Future Roadway LOS²⁰ in Unincorporated Areas

ROADWAY LINK				100th HIGHEST HOUR DIRECTIONAL VOLUME				NOTES
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXIST	
BUS 41 (N TAMIA MI TR)	CITY LIMITS (N END EDISON BRIDGE)	SR 78	6LD	D	3,171	C	1,575	
	SR 78	LITTLETON RD	4LD	D	2,100	C	985	
	LITTLETON RD	US 41	4LD	D	2,100	C	537	
I-75	BONITA BEACH RD	CORKSCREW RD	6LF	D	5,500	D	5,255	
	CORKSCREW RD	ALICO RD	6LF	D	5,500	D	5,255	
	ALICO RD	DANIELS PKWY	6LF	D	6,500	D	5,328	
	DANIELS PKWY	COLONIAL BLVD	6LF	D	5,500	D	4,706	
	M.L.K.(SR 82)	LUCKETT RD	6LF	D	5,500	D	4,628	
	LUCKETT RD	SR 80	6LF	D	5,500	C	4,419	
	SR 80	SR 78	6LF	D	5,500	C	3,608	
	SR 78	COUNTY LINE	6LF	D	5,500	B	2,715	
McGREGOR BLVD (SR 867)	OLD MCGREGOR BLVD/GLADIOLUS DR	A&W BULB RD	4LD	D	2,100	C	1,660	
	A&W BULB RD	COLLEGE PKWY	4LD	D	2,100	C	1,836	
	COLLEGE PKWY	WINKLER RD	2LN	D	924	C	815	Constrained
	WINKLER RD	CITY LIMITS (S OF COLONIAL BLVD)	2LN	D	924	F	1,194	Constrained
MICHAEL G RIPPE PKWY (SR 739)	US 41	ALICO RD	4LD	D	2,100	C	1,225	
	ALICO RD	SIX MILE PKWY	6LD	D	3,171	C	1,225	
METRO PKWY (SR 739)	SIX MILE PKWY	DANIELS PKWY	6LD	D	3,171	C	1,199	
	DANIELS PKWY	CRYSTAL DR	4LD	D	2,100	C	1,359	
	CRYSTAL DR	IDLEWILD ST	4LD	D	2,100	C	1,798	
	IDLEWILD ST	COLONIAL BLVD	4LD	D	2,100	C	1,746	
IMMOKALE E RD (SR 82)	E OF COLONIAL BLVD	GATEWAY BLVD	2LN/ 6LD	D	970/ 3,020	F	1,545	widening to 6 lanes is under construction 6 lane constr 2022 6 lane constr 2018 4 lane construction 2018
	GATEWAY BLVD	GRIFFIN DR/RAY AVE	2LN/ 6LD	D	970/ 3,020	F	990	
	GRIFFIN DR/RAY AVE	DANIELS PKWY/GUNNERY RD	2LN/ 6LD	D	970/ 3,020	C	901	
	DANIELS PKWY/GUNNERY RD	HOMESTEAD RD	2LN	D	1,190	F	1,649	
	HOMESTEAD RD	ALABAMA RD	2LN/ 6LD	D	1,190/ 3,020	F	1,649	
	ALABAMA RD	BELL BLVD	2LN/ 4LD	D	1,190/ 2,000	C	534	
	BELL BLVD	COUNTY LINE	2LN/ 4LD	D	1,190/ 2,000	C	597	
	SAN CARLOS BLVD (SR 865)	MANTANZAS PASS BRIDGE	MAIN ST	2LN	D	880	F	
MAIN ST		SUMMERLIN RD	4LD	D	2,100	C	1,096	PD&E Study
SUMMERLIN RD		KELLY RD	2LD	D	970	D	921	
KELLY RD		GLADIOLUS DR/OLD MCGREGOR BLVD	4LD	D	2,100	C	921	
SIX MILE PKWY (SR 739)	US 41	METRO PKWY	4LD	D	2,100	C	1,902	

20 FDOT 2016 District I LOS Spreadsheet <http://www.fdot.gov/planning/systems/programs/sm/los/districts/district1/default.shtm>

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2040 E+C NETWORK VOLUMES

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550
1
1
522

8656
2
9516

16199
3
14682

69681
E
42961

15840
2
14529

23989
2

25173
2
41664
3

43756
3

60710
3
60516
3

7211
2

7105
2

34496
3
33743
3

35893
3
35090
3

14812
2
14157
2

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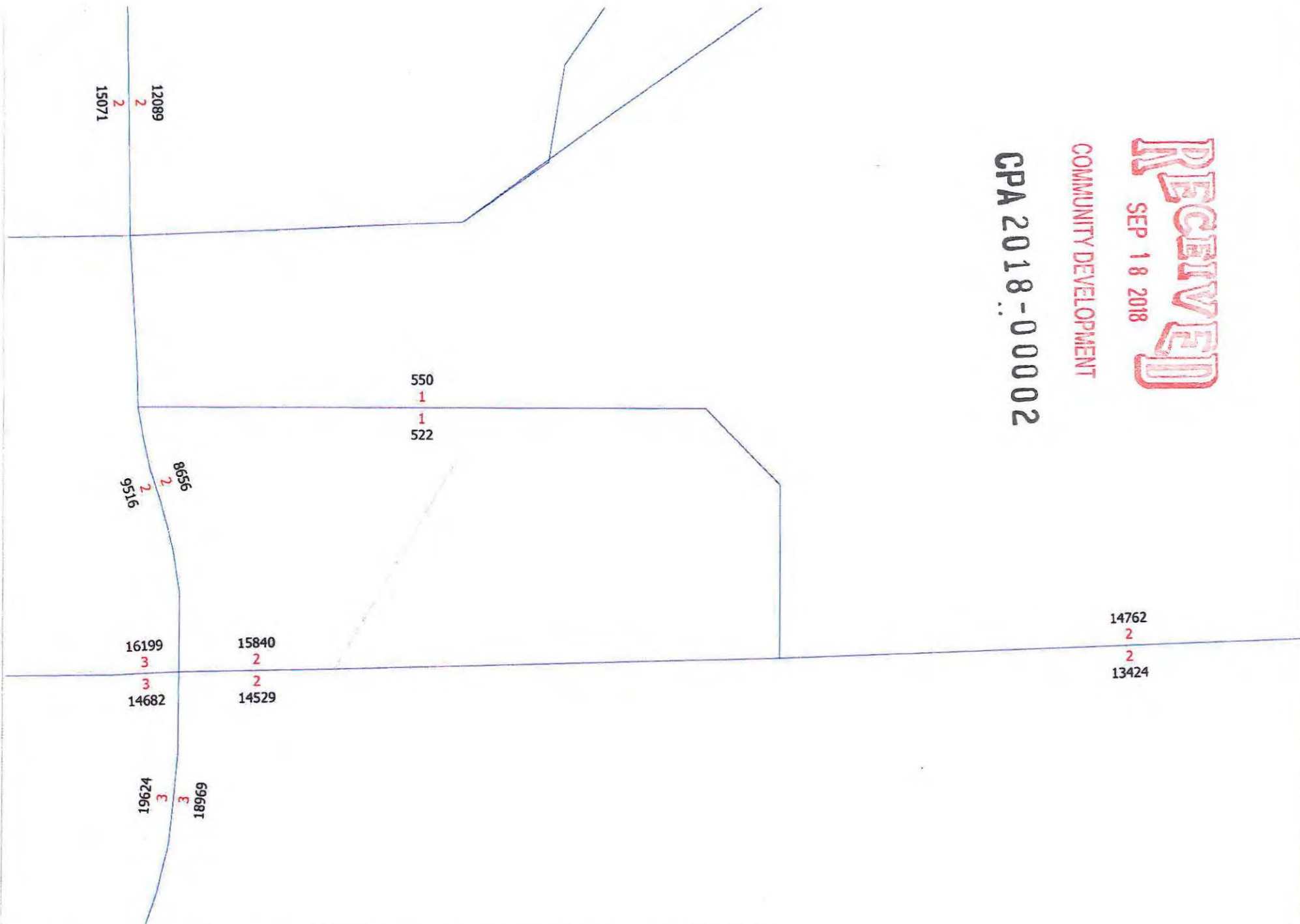
2040 LRTP COST FEASIBLE ROADWAY NETWORK LANES AND VOLUMES

(Licensed to TR Transportation Consultants Inc)

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2040 LRTP COST FEASIBLE ROADWAY NETWORK LANES AND VOLUMES

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

LEE COUNTY 2040 HIGHWAY COST FEASIBLE PLAN

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Legend

-  Intersection/Interchange
-  Partial Funding Intersection/Interchange
-  2 Lanes
-  2 Lanes Div
-  4 Lanes
-  6 Lanes
-  8 Lanes
-  Bridge Replacements
-  Major Roads



0 1.25 2.5 5 Miles

Source: Lee County MPO, 2018

LEE COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

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LEE COUNTY 5-YEAR CAPITAL IMPROVEMENT PLAN

DOT															
Project Title	Project Account Number	Fund Code	All Project Cost prior to FY 16/17	FY 16-17 Original Budget	CURRENT BUDGET FY 16-17	Spent as of August 2017	Second Carryover Request	FY 17-18 Proposed Budget	FY 18-19 Proposed Budget	FY 19/20 Proposed Budget	FY 20/21 Proposed Budget	FY 21/22 Proposed Budget	Five Year Project Total	6-10 Year Proposed	Project Total
Alice Rd 4L-Ben Hill-Airport R	24507530700	GIF	1,207,504	14,800,000	13,177,657	161,108	-276,826		540,000				540,000		16,389,732
Alice Road Connector	20924538825	I								2,240,686			2,240,686	87,135,000	89,375,686
	Prior Impact Fee	I													18,923,777
	20600238822	I		1,414,216	1,611,216	35,195				72,778	677,116	451,870	1,201,773		2,812,989
Bicycle/Pedestrian Facilities	20600238823	I	18,923,777	57,794	97,669	44,504		747,929	349,390	1,202,789	1,620,780		3,920,888		4,018,557
	20600238824	I		124,015	549,912	361,609			45,545	340,031	588,079	926,058	1,899,713		2,449,625
	20600238825	I								38,032	218,880		256,712		256,712
	20600230700	GT		1,739,618	2,187,668	218,447		1,506,966	3,264,324		868,165		5,639,455		7,827,123
Big Carlos Pass Bridge Replace	20572430720	ST			8,500,000	319,987					21,210,820		21,210,820		54,710,820
	State Grant	G									25,000,000		25,000,000		
	20408830721	ST							8,412,070				8,412,070		
Burnt Store 4L-78-Van Buren	24408830700	GIF	20,023,276	5,900,000	21,216,058	5,561,187	-420,000				1,290,000		1,290,000		
	State Grant	ST						657,754	3,500,180				4,157,934		54,679,338
Cape Coral Bog W/P Span Repl	20924830721	I							2,900,000		7,900,000		10,700,000	85,500,000	97,200,000
Colonial Blvd Alt Analysis	20924938823	I						350,000					350,000		350,000
	20506730700	GT		3,564,000	17,705,689	6,330,385		17,295,000		11,718,034			29,013,034		
Estero Blvd - Phase I	20506730720	ST								9,000,000			9,000,000		
	State Grant	G	7,358,741							2,651,966			2,651,966		67,829,430
	20506738824	I			600,000			1,500,000					1,500,000		
Gunnery Rd 8th St Imps	20924630700	GT		50,000	110,000			1,484,760					1,484,760		1,594,760
Hickory Bridge Replacement	20508330720	ST									3,900,000		3,800,000	34,800,000	38,600,000
Homestead 4L-Sunrise-Alabama	20/24606330700	GIF	3,881,894		23,138,808	370,140			690,000				690,000		32,871,935
Kismet/Littleton Realignment	20061130700	CONT		1,610,000	1,180,000			1,725,000					1,725,000		
	20061138822	I			930,000	39,325		1,725,000					1,725,000		5,060,000
Lee Blvd Traffic Signals	20063730700	GT						150,000	400,000		150,000	400,000	1,100,000		1,100,000
Littleton Road	20502830700	GT				2,475					11,500,000	19,910,000	31,410,000		
	20502838822	I							1,250,000	1,500,000			2,750,000	400,000	34,560,000
N Airport Rd Extension West	20410030700	GT	449,024		4,540,977	6,247		200,000					200,000		5,190,001
	20061338823	I						1,800,000		505,000			2,300,000		
Ortiz 4L/Colonial - MLK	20061330700	GT								8,016,311			8,016,311		
	24061330700	GIF								1,091,000		519,000	1,520,000		16,019,000
	25061330700	BP							550,000	3,632,689			4,182,689		
Ortiz Ave MLK to Luckett	20407238823	I	9,205,887		599,794	36						555,000	555,000	17,939,000	28,299,681
Signal System ATMS Upgrade	20675930700	GT	3,641,785	750,000	882,258	482,142		750,000	750,000	750,000	750,000	750,000	3,750,000		8,274,043
Sunshine Blvd/8th St SW Rounda	20061430700	GT						200,000	300,000		700,000		1,200,000		1,237,500
	24061430700	GT										37,500	37,500		
	20405330700	GT		5,579,388	5,579,388	38,217				15,710,000			15,710,000		
Three Oaks Extension North	20405338823	I	7,047,727							1,300,000			1,300,000		
	20405338824	I								7,200,000			7,200,000		
	24405330700	GIF		9,800,000	9,800,000	210		7,670,511		11,900,000		1,050,000	20,620,511		67,257,626
Toll Interoperability	20581842133	ST	39,020	30,000	82,196	12,235		30,000	30,000	30,000	30,000	30,000	150,000		
	20581842135	ST		129,000	328,764	48,941		120,000	120,000	120,000	120,000	120,000	600,000		1,200,000
Toll System Replacement	20061542133	ST		650,000	650,000			650,000					650,000		6,500,000
	20061542135	ST		2,600,000	2,600,000			2,600,000					2,600,000		
DOT TOTAL			72,278,635	48,789,031	116,068,974	14,912,479	-696,826	41,162,920	23,101,509	78,924,316	76,323,640	34,749,437	244,261,822	206,774,009	544,588,315

*Grants listed above have not been received.

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ZONING RESOLUTION Z-05-060

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RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

WHEREAS, an application was filed by the property owner, Kleman Real Estate Investment, LLC, to rezone a one-acre parcel from Agricultural (AG-2) to Mixed Use Planned Development (MPD) to include the property in the Jetway Tradeport MPD and to amend the existing MPD zoning approvals for the Jetway Tradeport MPD; and,

WHEREAS, a public hearing was advertised and held on July 14, 2005, before the Lee County Zoning Hearing Examiner Diana M. Parker. Written submissions were requested by the Hearing Examiner at the close of hearing with a due date of August 12, 2005. The Hearing Examiner gave full consideration to the evidence in the record in preparing the recommendation to the Board of County Commissioners for Case #DCI2004-00078; and,

WHEREAS, a second public hearing was advertised and held on October 17, 2005, before the Lee County Board of Commissioners, who gave full and complete consideration to the recommendations of the staff, the Hearing Examiner, the documents on record and the testimony of all interested persons.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS:

SECTION A. REQUEST

The applicant filed a request to:

1. rezone a one-acre parcel from AG-2 to MPD; and,
2. amend the existing MPD for Jetway Tradeport MPD to incorporate the new parcel; and,
3. adopt a new Master Concept Plan (MCP) with a Schedule of Uses to allow a maximum intensity of 120,000 square feet of commercial use; 75,000 square feet of office space; 29,000 square feet of industrial use; and 300 hotel/motel units with a proposed maximum building height of 70 feet; and,
4. include blasting as a permitted development activity within the project.

The property is located in the Tradeport, Industrial Commercial Interchange, and Wetlands Future Land Use Categories and is legally described in attached **Exhibit A**. The request is APPROVED, SUBJECT TO the conditions and deviations specified in Sections B and C below.

SECTION B. CONDITIONS:

All references to uses are as defined or listed in the Lee County Land Development Code (LDC).

CASE NO: DCI2004-00078

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EXHIBIT B

TRIP GENERATION EQUATIONS

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General Light Industrial (110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

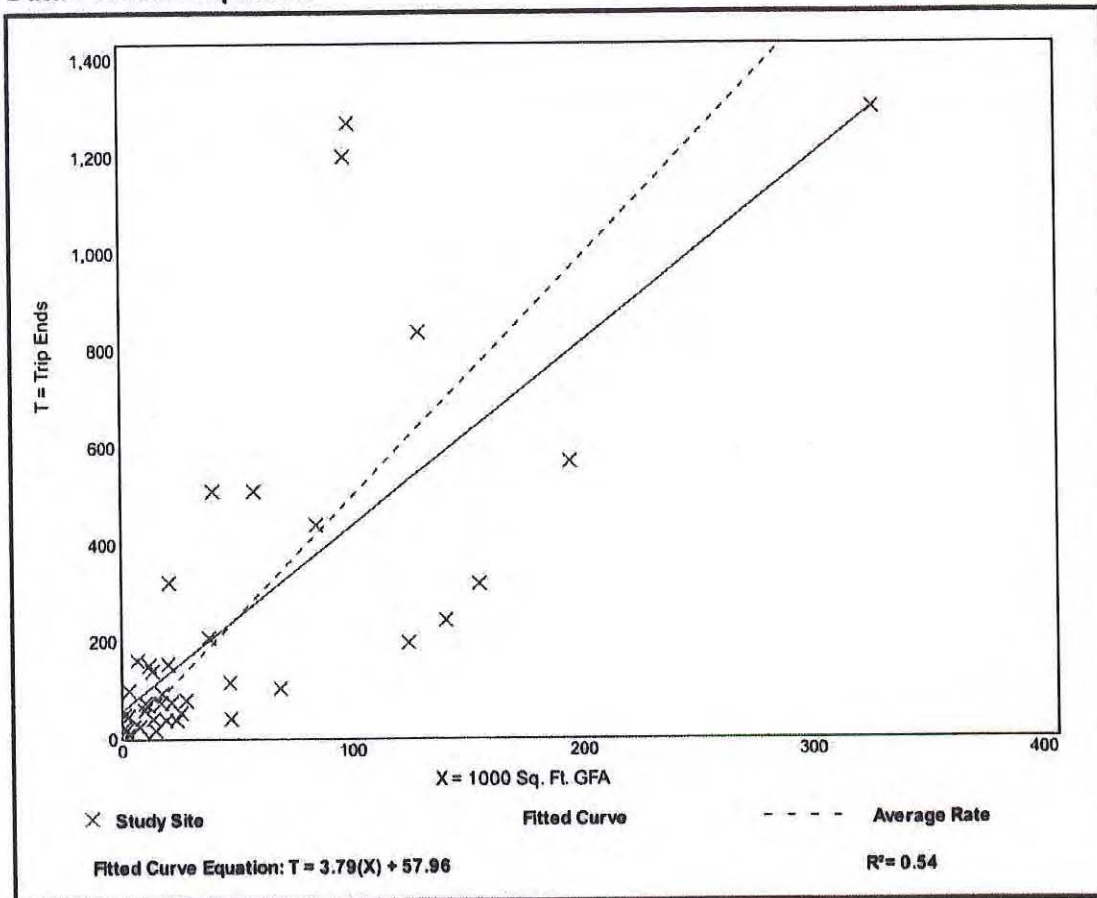
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Setting/Location: General Urban/Suburban
Number of Studies: 40
1000 Sq. Ft. GFA: 49
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.96	0.34 - 43.86	4.20

Data Plot and Equation



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General Light Industrial (110)

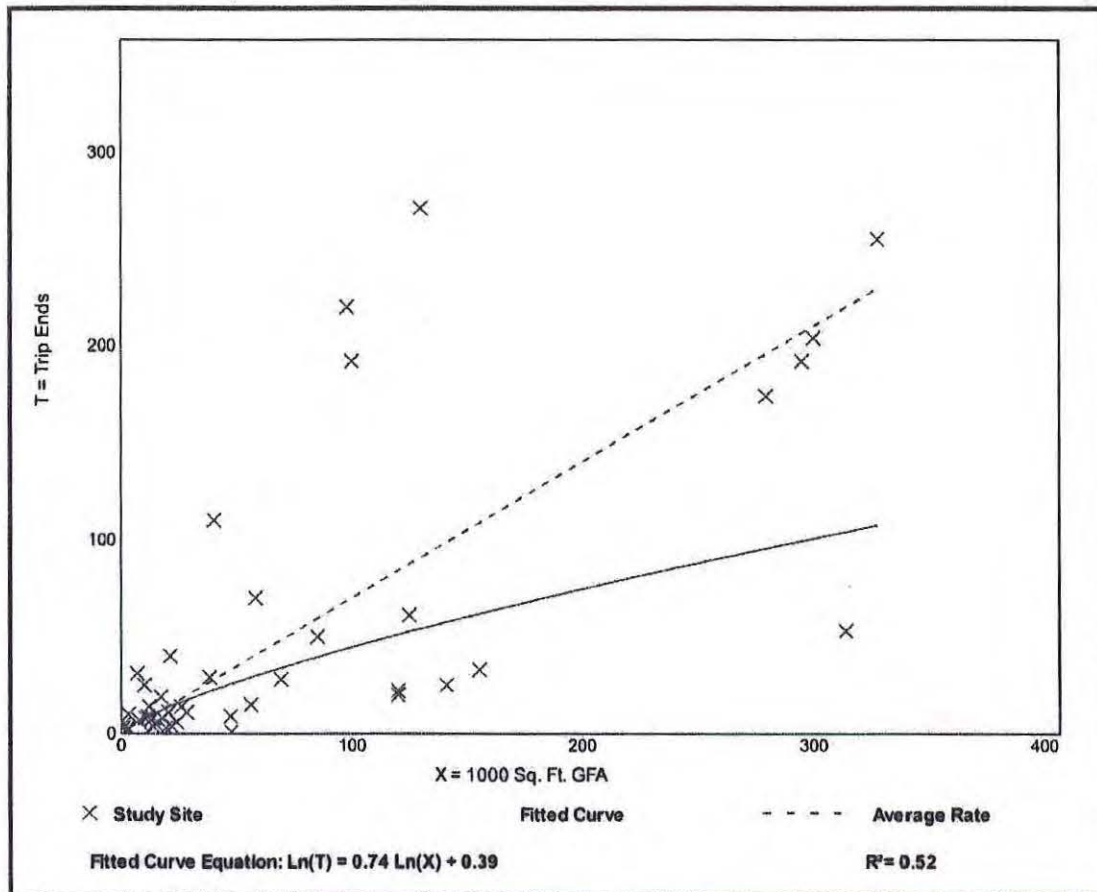
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Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 45
1000 Sq. Ft. GFA: 73
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.70	0.02 - 4.46	0.65

Data Plot and Equation



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General Light Industrial (110)

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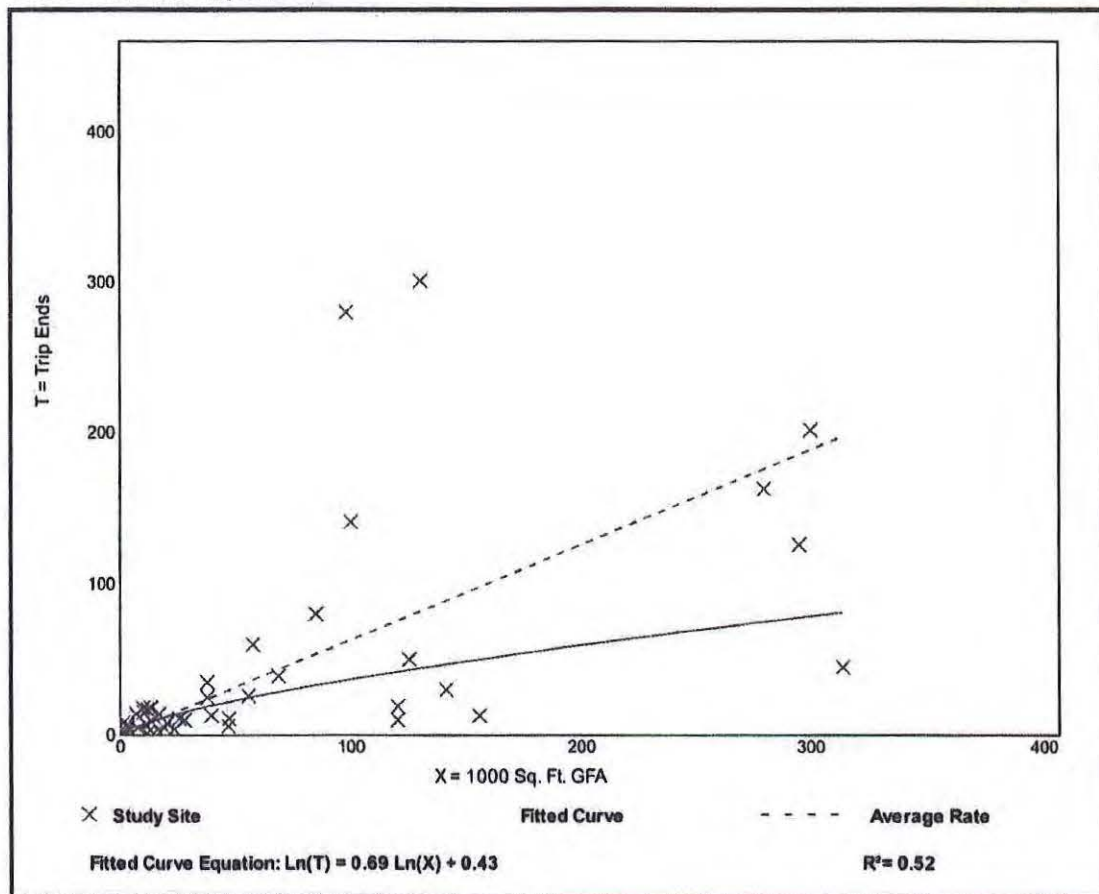
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Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 44
1000 Sq. Ft. GFA: 67
Directional Distribution: 13% entering, 87% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.63	0.07 - 7.02	0.68

Data Plot and Equation



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Shopping Center (820)

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Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

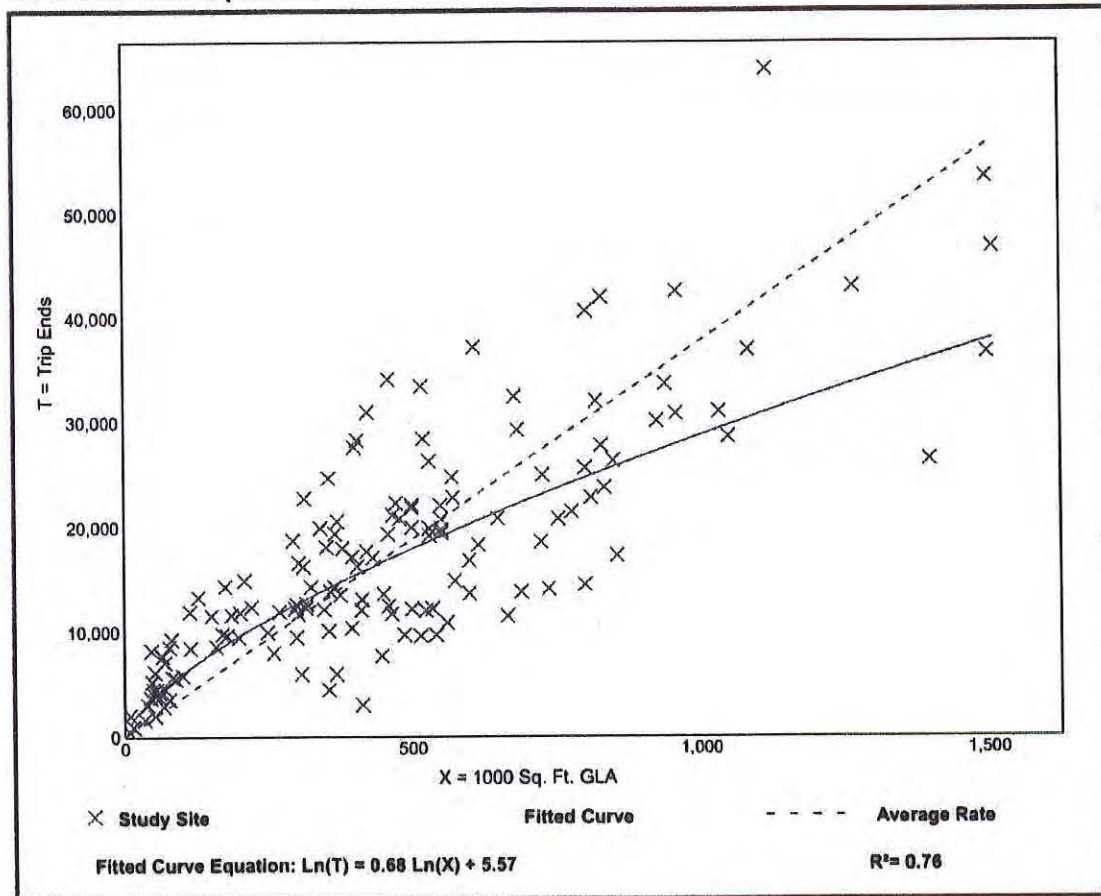
CPA 2018-00002

Setting/Location: General Urban/Suburban
Number of Studies: 147
1000 Sq. Ft. GLA: 453
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41

Data Plot and Equation



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Shopping Center (820)

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Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

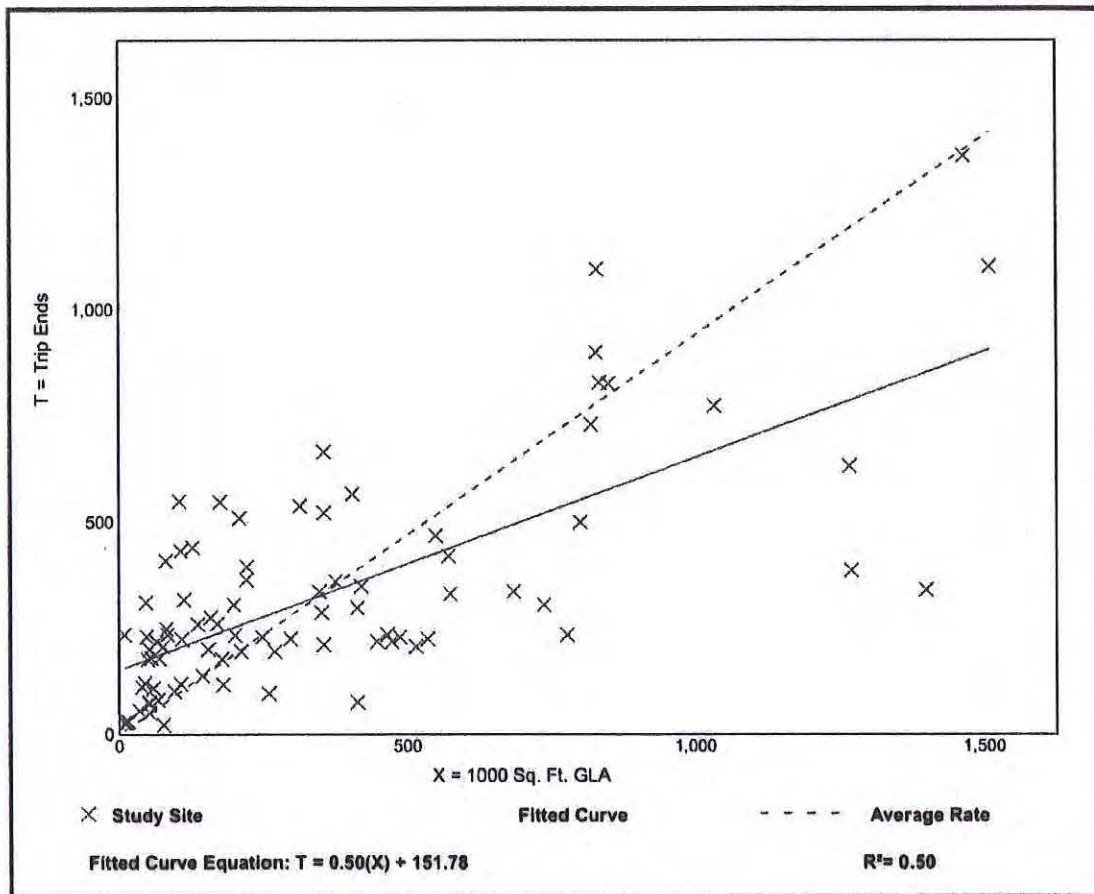
CPA 2018-00002

Setting/Location: General Urban/Suburban
Number of Studies: 84
1000 Sq. Ft. GLA: 351
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



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Shopping Center (820)

COMMUNITY DEVELOPMENT

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

CPA 2018-00002

Setting/Location: General Urban/Suburban
Number of Studies: 261
1000 Sq. Ft. GLA: 327
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation

