



**LOCAL PLANNING AGENCY
ADMINISTRATION EAST BUILDING
2201 SECOND STREET, FORT MYERS, FL 33901
ROOM 118 (FIRST FLOOR)
MONDAY, DECEMBER 17, 2018
8:30 AM**

AGENDA

1. Call to Order/Review of Affidavit of Publication/Pledge of Allegiance
2. Public Forum
3. Approval of Minutes – November 5, 2018
4. Lee Plan Amendment
 - A. CPA2018-00002 Alico Crossing: (SMALL SCALE AMENDMENT)
Amend the future land use designation from Tradeport to University Village Interchange on 4± acres located at the intersection of Alico Road and Ben Hill Griffin Parkway.
 - B. CPA2018-00004 Portico: Amend the future land use designation from Sub-Outlying Suburban to Outlying Suburban on 589 ± acres located to the east of Buckingham Road, south of Palm Beach Boulevard. Amend Lee Plan Table 1(b) to correspond with the future land use change.
 - C. CPA2018-10014 Limerock Mining: Amend Lee Plan Goals 1, 9, 10, 33, and 114, Chapter XIII, and Map 14 to remove: the requirement for a limerock supply inventory and demand analysis; the requirement for future limerock mines to be designated on Map 14; and, delete Map 14, the Future Limerock Mining Overlay.
5. Other Business
6. Adjournment – Next Meeting Date: January 28, 2018

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

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

CPA2018-00002

ALICO CROSSINGS

STAFF REPORT FOR

CPA2018-02: Alico Crossings

Privately Initiated Map Amendment to the Lee Plan



Applicant:

CS Holdings – Alico,
LLC

Representative:

Daniel DeLisi, AICP

Size:

4± acres

Location:

Gateway/Airport
Planning
Community

Commissioner

District: #2

Attachments:

FLUM Existing
FLUM Proposed

Hearing Dates:

LPA: 12/17/2018

REQUEST

This Comprehensive Plan Amendment is to change approximately 4 acres from the Tradeport future land use category to the University Village Interchange future land use category.

PROJECT LOCATION

The subject property is located on the northwest corner of Ben Hill Griffin Parkway and Alico Road.

FIGURE A: AERIAL LOCATION MAP



AFFECT OF AMENDMENT

In addition to the uses currently permitted, the proposed amendment will allow the two vacant lots that are part of the proposed amendment to develop with retail uses pending zoning approval.

RECOMMENDATION

Staff recommends that the Board of County Commissioners **adopt** the amendment to designate the subject property University Village Interchange on the Future Land Use Map, based on the analysis and findings in this staff report.

Concurrent Application Review:

The applicant has filed a companion Planned Development Amendment application (DCI2018-00006) that is being reviewed concurrently with this Plan Amendment application. The applicant is seeking to amend the Mixed Use Planned Development (MPD) to remove limitations on commercial retail allotment restricted by the Tradeport future land use category.

Florida Statutes Chapter 163.3184(12) provides that “At the request of an applicant, a local government shall consider an application for zoning changes that would be required to properly enact any proposed plan amendment transmitted pursuant to this subsection.” This requires Lee County provide concurrent review of the rezoning request.

Staff notes that even with the recommended adoption of the proposed map amendment, the applicant must demonstrate consistency with the Lee Plan, including the proposed amendments, in order for the companion rezoning to receive a favorable recommendation.

PART 1 PROPERTY INFORMATION

The subject property is part of a larger Mixed Use Planned Development approved under Zoning Resolution Z-05-060, as amended. The subject property consists of three lots; two lots are undeveloped and one is developed with a single tenant commercial building. The subject property is located on the northwest corner of Ben Hill Griffin Parkway and Alico Road. The property extends along Ben Hill Griffin Parkway approximately 738 feet and approximately 417 feet along Alico Road. The subject property is located in the Gateway/Airport Planning Community and is currently in the Tradeport future land use category.

Gateway/Airport Vision Statement:

The Gateway/Airport Planning Community has three components; the subject property is within the area that will be influenced by the expansion of Florida Gulf Coast University.

The airport expansion and the completion of Florida Gulf Coast University are expected to energize the remaining area in this community, including the commercial and industrial components. This portion of the community is to the south and west of Gateway and the airport and extends west of I-75 along Alico Road. While this segment of the community is not expected to build out during the timeframe of this plan, the area will be much more urbanized with hi-tech/clean industry businesses. (Amended by Ordinance No. 04-16, 07-12, 09-14, 10-20)

Current Future Land Use Categories – Tradeport:

The subject property is designated as Tradeport on the future land use map. The Tradeport future land use category is limited to light manufacturing or assembly, warehousing, and distribution facilities; research and development activities; laboratories; ground transportation and airport related terminals or transfer facilities; hotels/motels; meeting facilities; limited retail commercial; and office uses. It does not allow residential land uses.

POLICY 1.2.2: *The Tradeport areas are commercial and industrial lands adjacent to the airport needed to accommodate projected growth through the year 2030. These areas will include developments consisting of light manufacturing or assembly, warehousing, and distribution*

facilities; research and development activities; laboratories; ground transportation and airport related terminals or transfer facilities; hotels/motels, meeting facilities; and office uses. Stand alone retail commercial uses intended to support and compliment the surrounding business and industrial land uses are permitted if they are approved as part of a Development of Regional Impact (DRI) or Planned Development rezoning. Stand alone retail commercial uses are limited to 1 acre out of every 10 Tradeport and preserved wetland acres within the project. To provide an incentive to preserve upland habitat, Developments of Regional Impact or Planned Developments may also receive additional stand alone retail acres at the rate of 1 additional acre out of every 10 acres of preserved and enhanced uplands within the project that protect wetlands, flowways or occupied listed species habitat. Ancillary retail commercial uses, related directly to the sale of products manufactured or services provided in the Tradeport, are allowed if they are part of a Planned Development. Residential uses, other than bona fide caretaker residences, are not permitted in this category. Caretaker residences are not permitted in the Airport Noise Zone B. Limerock mining may be approved through the Mine Excavation Planned Development rezoning process for the land designated Tradeport on the Future Limerock Mining map (Map 14.) Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry into Lee County, special environmental and design review guidelines will be applied to its development to maintain the appearance of this area as a primary point of entry into Lee County. Property in Section 1 and the east ½ of Section 2, Township 46 South, Range 25 East, and in Section 6, Township 46 South, Range 26 East, must be rezoned to a planned development zoning category prior to any development other than the construction of essential public services. During the rezoning process, the best environmental management practices identified on pages 43 and 44 of the July 28, 1993 Henigar & Ray study entitled, "Groundwater Resource Protection Study" will be rebuttably presumed to be necessary to protect potential groundwater resources in the area. (Amended by Ordinance No. 94-30, 02-02, 03-04, 04-16, 07-09, 09-06, 10-14, 10-20, 10-3, 18-05)

Surrounding Properties:

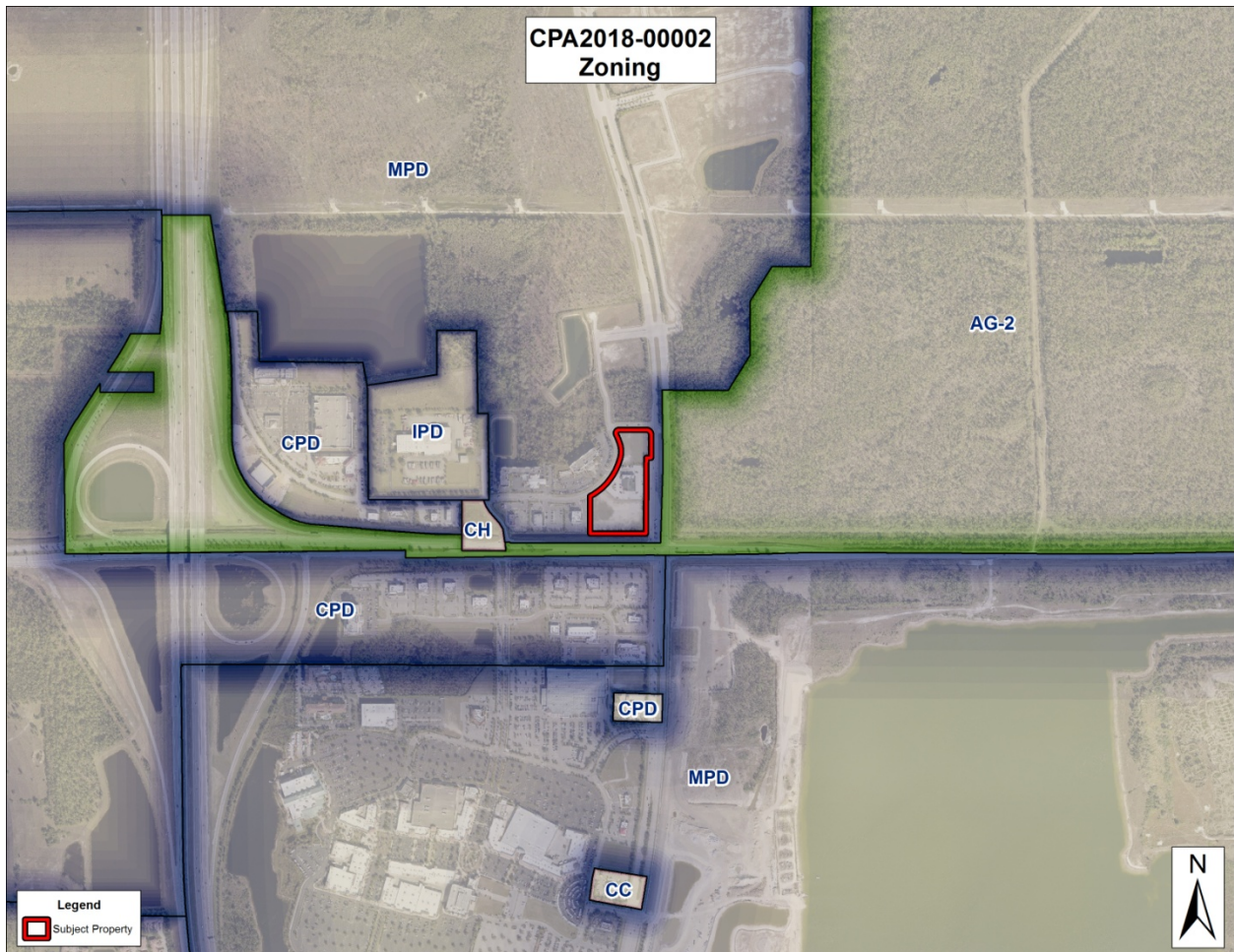
Properties to the north have a land use of Wetlands and Tradeport, and are zoned part of the same Mixed Use Planned Development (MPD) as the subject property, approved under Zoning Resolution Z-05-060, as amended. Beyond this, there is a different Mixed Use Planned Development (MPD) approved under Zoning Resolution Z-05-029, as amended. These properties are currently undeveloped.

Properties to the east have a land use of Wetlands and Tradeport and are separated by Ben Hill Griffin Parkway. Currently, these properties are zoned Agricultural (AG-2) and are undeveloped.

Properties to the south have a land use of University Village Interchange and are separated by Alico Road. These properties are zoned Commercial Planned Development (CPD) and are part of the Gulf Coast Town Center.

Properties immediately to the west of the property have a land use of Tradeport and then Industrial Commercial Interchange. Properties to the west are part of the same Mixed Use Planned Development as the subject property, approved under Zoning Resolution Z-05-060, as amended. Beyond this, properties are zoned Highway Commercial (CH), Industrial Planned Development (IPD) approved under Zoning Resolution Z-91-011, and Commercial Planned Development (CPD) approved under Zoning Resolution Z-02-026, as amended.

FIGURE B: SURROUNDING ZONING MAP



PART 2

STAFF DISCUSSION AND ANALYSIS OF PROPOSED AMENDMENTS

The applicant has proposed to amend the future land use classification of the subject property to University Village Interchange. The University Village Interchange future land use category allows interchange land uses and non-residential land uses related to the university. Non-residential land uses are limited in this land use category to 10,000 square feet per acre of non-residential development.

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. (Ordinance No. 92-47, 94-30, 00-22, 10-40)

The Tradeport future land use category areas were designated based on their proximity to the Southwest Florida International Airport and to provide the commercial and industrial needs to support Lee County.

The Planned Development where the subject property is located has largely developed with hotels and retail commercial uses because of its proximity to the Alico Road and I-75 interchange and to Florida Gulf Coast University. The way that the Planned Development has developed has left very little opportunity for industrial uses to be constructed without redevelopment within the Planned Development. This plan amendment would extend the land use from the south side of Alico Road to these properties, and allow for additional retail commercial uses.

If approved, 4 acres would be removed from the Tradeport future land use category and placed into the University Village Interchange category. This amendment does not remove any existing allowable uses, but does provide for additional flexibility of future retail commercial development. The Gateway/Airport community has an allocation of 3,100 acres of industrial, of which 92 percent is still available. If this amendment is approved, adequate industrial acreage will remain available to accommodate growth up to the year 2030. The change in land use does not negatively impact the availability of commercial development. Additionally, the proposed amendment will not require a change to Table 1(b) of the Lee Plan.

Transportation:

Access to the property is from Corporate Commerce Way which is a paved privately maintained local road. This road then connects to Ben Hill Griffin Parkway to the North and Alico Road to the South, both of which are County Maintained Arterial Roads.

- The 5 year analysis indicates that Alico Road west of I-75, and I-75 north and south Alico Road are projected to operate at Level of Service (LOS) "F" with and without the project in Year 2023.
- The Long Range 2040 Horizon LOS analysis indicates that Alico Road from Domestic Ave to Three Oaks Pkwy is projected to operate at LOS "F" with and without the project and I-75 from Corkscrew Road to Alico Road is projected to operate at LOS "E" with and without the project in Year 2040.
- Alico Road is an arterial maintained by County and I-75 is a freeway maintained by State.

Proximity to the Southwest Florida Regional Airport:

The following comments have been provided by the Lee County Port Authority from a memo dated November 9, 2018. These comments are primarily informative for future development of the subject property.

Service Availability

There are adequate potable water, sanitary sewers, solid waste, police, fire/EMS, schools and mass transit services to accommodate the proposed amendment.

Mass Transit: The closest bus route is Route 60 along Alico Road. The property is within ¼ mile of a fixed route corridor.

Utilities: The subject property has access to water and sewer services. It is within the Lee County Utilities future services area. Potable water lines already exist inside of this development, and have sufficient capacity to service future development.

Solid Waste: The subject property has access to solid waste services. Solid waste collection services will be provided by Lee County using the Lee County Resources Recovery Facility and the Lee-Hendry Regional Landfill.

Fire: Fire service will be provided by the San Carlos Park Fire Protection and Rescue Service District. In a letter dated April 19, 2018, the San Carlos Park Fire Department indicated they are capable of providing fire protection.

EMS: The subject property has access to EMS services. In a letter dated January 16, 2018, Lee County Emergency Medical Services indicates they will be able to serve the property from Medic 25, located 2.9 miles south of the property.

Police: The Lee County Sheriff will provide law enforcement services primarily from the South District office in Bonita Springs. The Sheriff indicated in a letter dated January 16, 2018 that the development of the subject property will not affect the ability of the Lee County Sheriff's Office to provide core services at this time.

Schools: There are no residential uses considered for this property. Any future development will not have an effect on future school demand.

PART 3 CONCLUSIONS

The University Village Interchange future land use category on the subject property is appropriate to this location. Commercial and light industrial uses would continue to be allowed under the University Village Interchange future land use category. If the property develops with retail commercial uses, there is adequate industrial lands designated to accommodate growth up to the year 2030. Design and mitigation are guided by the Lee Plan and Land Development Code and will be enforced through the concurrent planned development rezoning and required development order.

For the reasons discussed in this staff report, Staff recommends that the Board of County Commissioners **approve** the map amendment to designate the subject property to University Village Interchange.

PART 4 ATTACHMENTS

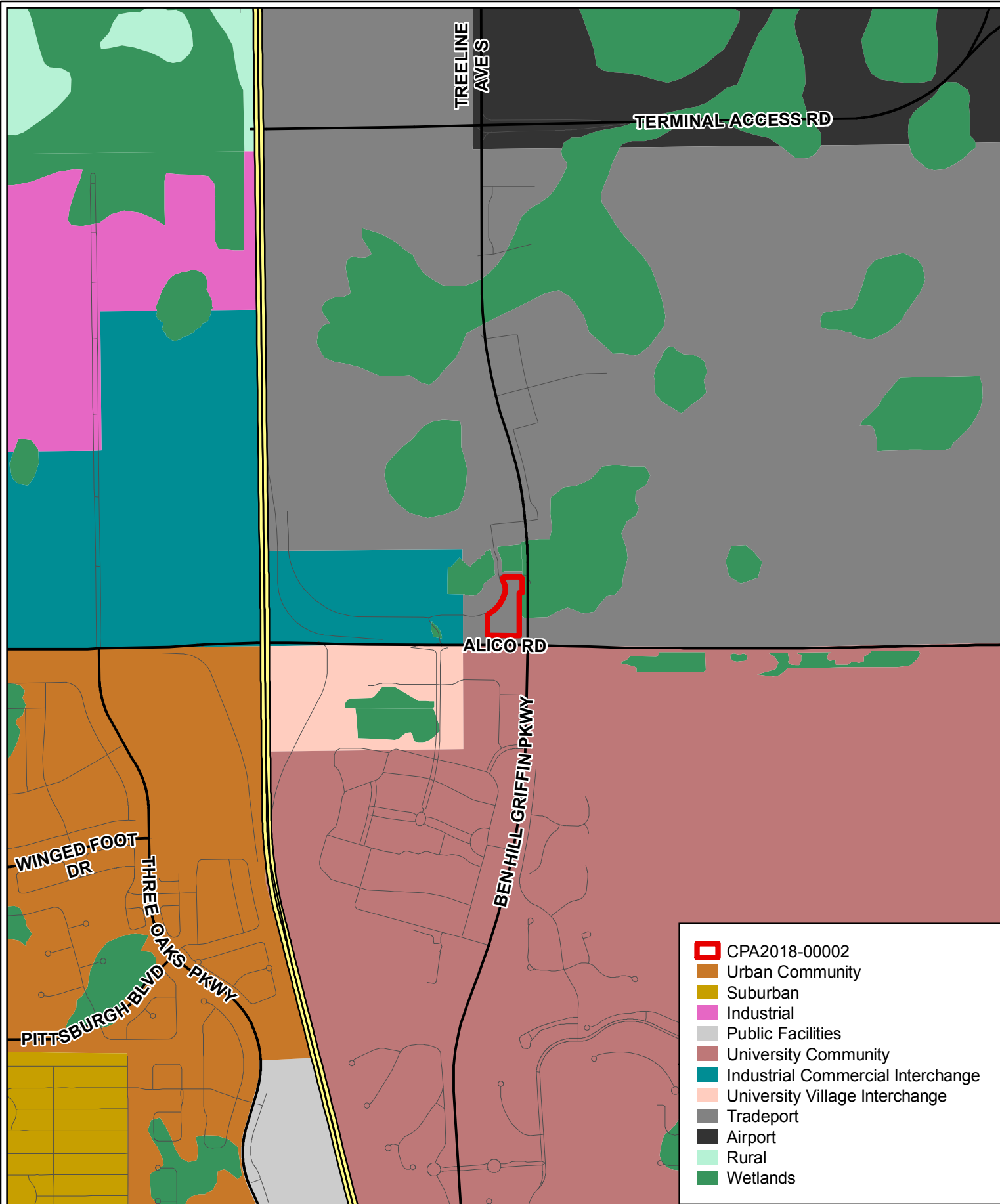
Attachment 1:

- Existing Future Land Use Map
- Proposed Future Land Use Map

Electronic File: <https://www.leegov.com/dcd/planning/cpa/compplansearch?case=CPA2018-00002>

ATTACHMENT 1:

**Existing Future Land Use Map
Proposed Future Land Use Map**



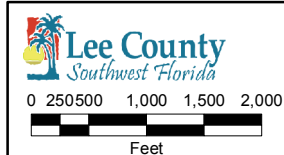
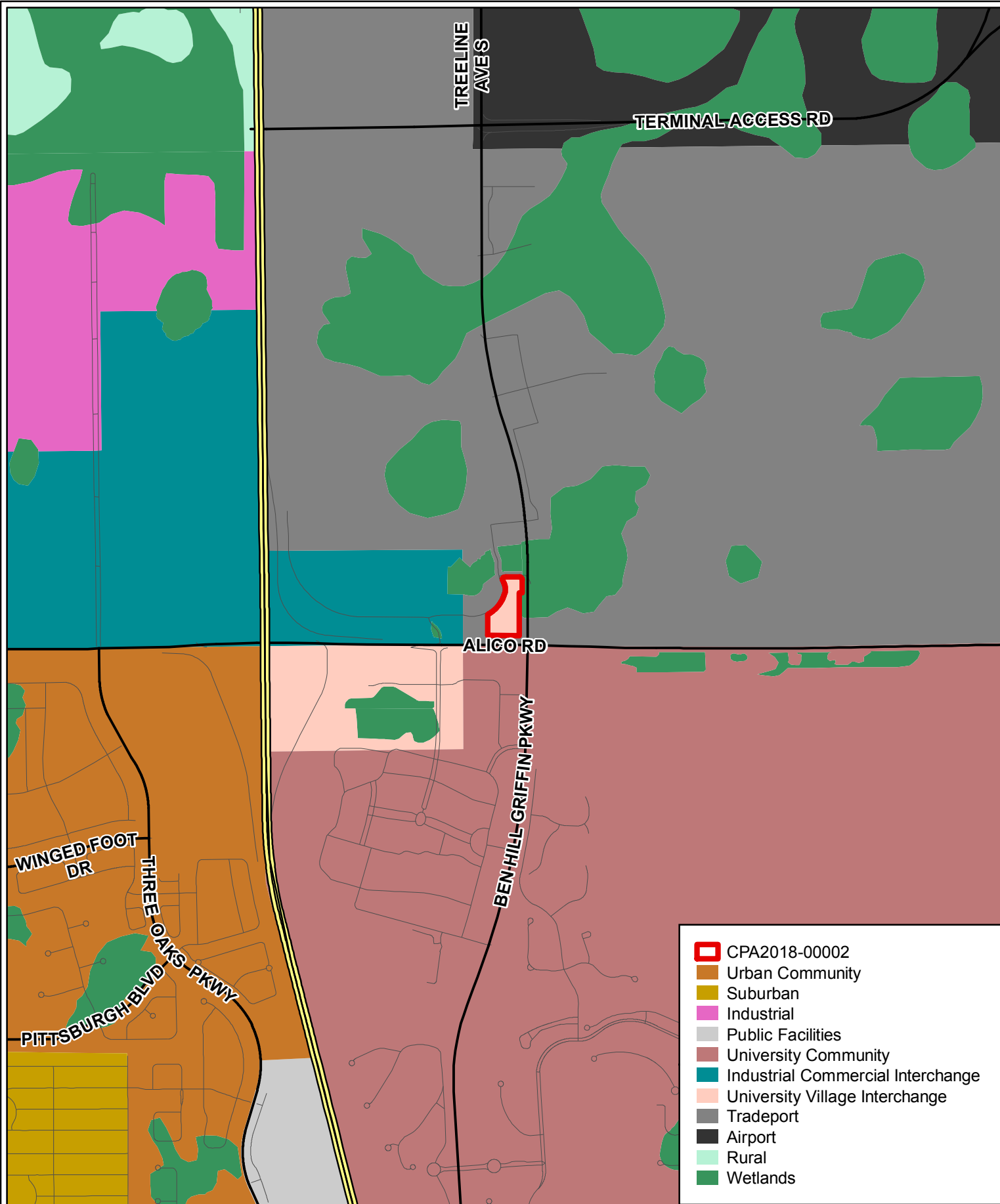
0 250 500 1,000 1,500 2,000



Feet



Map Generated December 2018



CPA2018-00002 - Alico Crossing

PROPOSED LEE PLAN FUTURE LAND USE MAP

STAFF COMMENTS



Direct Dial: 239-590-4618

Fax: 239-590-4688

November 9, 2018

JEFF MULDER, A.A.E.
EXECUTIVE DIRECTOR

RICHARD WM. WESCH
PORT AUTHORITY ATTORNEY

BOARD OF
PORT COMMISSIONERS

BRIAN HAMMAN

LARRY KIKER

FRANK MANN

JOHN E. MANNING

CECIL L. PENDERGRASS

Dirk Danley
Planner
Lee County Community Development Department
Zoning Section
PO Box 398
Fort Myers, FL 33902-0398

Re: Alico Crossing Small Scale Amendment
CPA2018-02

Dear Mr. Danley:

The Lee County Port Authority (LCPA) has reviewed the proposed Alico Crossing Small Scale Comprehensive Plan Amendment and provides the following substantive comments:

- The project is located within the arrival and departure path of Runway 06-24 at RSW and will likely be subject to aircraft overflights at low altitudes. The majority of the project is located in a noise sensitive area, Airport Noise Zone C, as described in Sec. 34-1004 of the Land Development Code. The proposed uses for this property are compliant with Zone C but are subject to the noise notification policy in Sec. 34-1004(c) of the Land Development Code.
- Any object or structure (including temporary equipment used for construction) within an Airport Obstruction Notification Zone or proposed at a height greater than an imaginary surface extending outward and upward from any point of any Southwest Florida International Airport (SWFIA) runway and/or Page Field runway at a slope of 125 to 1 (one foot vertically for every 125 feet horizontally) for a distance up to a height of 125 feet above mean sea level and anything above 125 feet above mean sea level will require a Tall Structures Permit approved by the LCPA as described in sections 34-1009 and 34-1010 of the Land Development Code. Additionally any proposed object or structure at a height greater than an imaginary surface extending outward and upward from any point of any SWFIA runway and/or Page Field runway at a slope of 100 to 1 up to a height of 200 feet above mean sea level and anything above 200 feet above mean sea level will require the sponsor to acquire a determination of no hazard from the Federal Aviation Administration (FAA) pursuant to 14 CFR Part 77.

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

11000 Terminal Access Road, Suite 8671 • Fort Myers, Florida 33913-8213
www.flylcpa.com

- The proposed planned development falls within the Airport School Protection zone as outlined in Sec. 34-1007 and Appendix C Map 4 of the Land Development Code (LDC). The code states that, “constructing public or private educational facilities are prohibited within the established Airport School Protection Zones for SWFIA and Page Field”.

We appreciate the opportunity to comment on this matter. If you have any questions or require additional information, please do not hesitate to contact me at (239) 590-4618.

Sincerely,

LEE COUNTY PORT AUTHORITY



Alicia Dixon

Director, Planning & Environmental Compliance

cc: Tyler Brown, Noise & Airspace Project Coordinator, LCPA



DEPARTMENT OF COMMUNITY DEVELOPMENT

Memo

To: Dirk Danley, Planner, Senior

From: Lili Wu, Planner, Senior

Date: Oct. 30, 2018

Subject: Alico Crossing (CPA2018-00002)

Infrastructure Planning staff has reviewed the reference application which requests to change the current land use designation from "Tradeport" to "University Village Interchange" to allow for retail uses. The property is located at the southwest corner of Alico Road/Ben Hill Griffin Pkwy intersection.

CPA application is required to provide the information of a short range (5 years) and long range (20+ years) level of service (LOS) analysis. The 5 year analysis indicates that Alico Road west of I-75, and I-75 north and south Alico Road are projected to operate at LOS "F" with and without the project in Year 2023.

The Long Range 2040 Horizon LOS analysis indicates that Alico Road from Domestic Ave to Three Oaks Pkwy is projected to operate at LOS "F" with and without the project and I-75 from Corkscrew Road to Alico Road is projected to operate at LOS "E" with and without the project in Year 2040.

Alico Road is an arterial maintained by County and I-75 is a freeway maintained by State.



ALICO CROSSING SMALL SCALE PLAN AMENDMENT TO THE LEE PLAN

TABLE OF CONTENTS

1. Application
2. STRAP #s
3. Authorizations
4. Deeds
5. Legal Description
6. Existing and Proposed Future Land Use Maps
7. Existing Uses/Zoning Map
8. Aerial Location Map
9. Project Summary and Lee Plan Compliance
10. Archeological Sensitivity Map
11. Letters of Service Availability
12. Transportation Impact Statement



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 Delisi

Printed Name of Owner or Authorized Representative

9-18-19

Date

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

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);

- 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).

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.

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]

- ☐ 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.

CPA STRAP #s

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

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

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

AFFIDAVIT

I, SACK FLECHNER, certify that I am the owner or authorized representative of the property described herein, and that all answers to the questions in this application and any sketches, data, or other supplementary matter attached to and made a part of this application, are honest and true to the best of my knowledge and belief. I also authorize the staff of Lee County Community Development to enter upon the property during normal working hours for the purpose of investigating and evaluating the request made through this application.

Signature of Applicant

Date

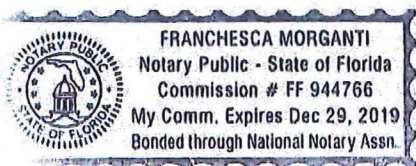
Printed Name of Applicant

STATE OF FLORIDA
COUNTY OF LEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me on Jan. 9, 2018 (date) by Sack Flechner (name of person providing oath or affirmation), who is personally known to me or who has produced _____ (type of identification) as identification.

Signature of Notary Public

(Name typed, printed or stamped)

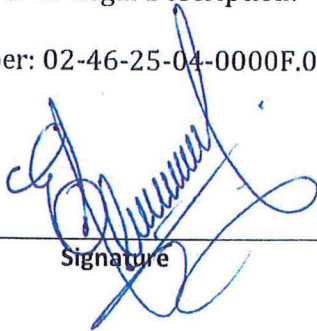


LETTER OF AUTHORIZATION

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 Elsangela Desaza Cukalanti (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

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



Signature of Notary Public

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 Patricia Askwith Kenner, in her capacity as President of Keri Tours, Inc., who is personally known to me.

STAMP/SEAL

[Signature]

Signature of Notary Public

Andrew L. Rosenberg
Notary Public, State of New York
No. 02630132687
Qualified in New York County
Commission Expires August 29, 2021

RECEIVED
SEP 18 2018

COMMUNITY DEVELOPMENT

CPA 2018-00002

Prepared by and return to:
Michael S. Yashko, Esquire
Roetzel & Andress, L.P.A.
850 Park Shore Drive Third Floor
Naples, FL 34103
239-649-6200
File Number: 116438.0019

Parcel Identification No. 02-46-25-04-0000D.0000

[Space Above This Line For Recording Data]

Warranty Deed

(STATUTORY FORM - SECTION 689.02, F.S.)

This Indenture made this 18th day of April, 2017, between **Cooper Realty Company, a Tennessee corporation**, whose post office address is 1661 Aaron Brenner Drive, Suite 200, Memphis, TN 38120, of the County of Shelby, State of Tennessee, grantor*, and **CS Holdings-Alico, LLC, a Florida limited liability company**, whose post office address is 15951 SW 41st Street, #800, Davie, FL 33331, of the County of Broward, State of Florida, grantee*,

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

Tract D, Gulf Coast Landings, according to the plat thereof as recorded as Instrument Number 2009000078147, of the Public Records of Lee County, Florida.

and said grantor does hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever. This conveyance is subject to taxes for 2017 and subsequent years, zoning and use restrictions imposed by governmental authorities, and restrictions and easements of record.

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

In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Patricia P. Webb
Witness Name: Patricia P. Webb
Joyce P. Scianini
Witness Name: Joyce P. Scianini

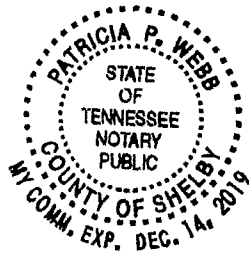
Cooper Realty Company, a Tennessee corporation

By: Pace Cooper
Pace Cooper, President

State of Tennessee
County of Shelby

The foregoing instrument was acknowledged before me this 7th day of April, 2017 by Pace Cooper, President of Cooper Realty Company, a Tennessee corporation, on behalf of the corporation. He [X] is personally known to me or [] has produced a driver's license as identification.

[Notary Seal]



Patricia P. Webb
Notary Public
Printed Name: Patricia P. Webb
My Commission Expires: _____

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;

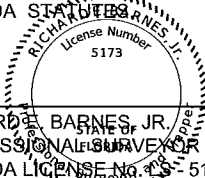
THENCE, NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 149.33 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE NORTHEAST HAVING A RADIUS OF 475.00 FEET, A CENTRAL ANGLE OF 4°50'36" AND A CHORD BEARING AND DISTANCE OF NORTH 23°52'31" WEST, 40.14 FEET;

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)

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 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.

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

© 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 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' |

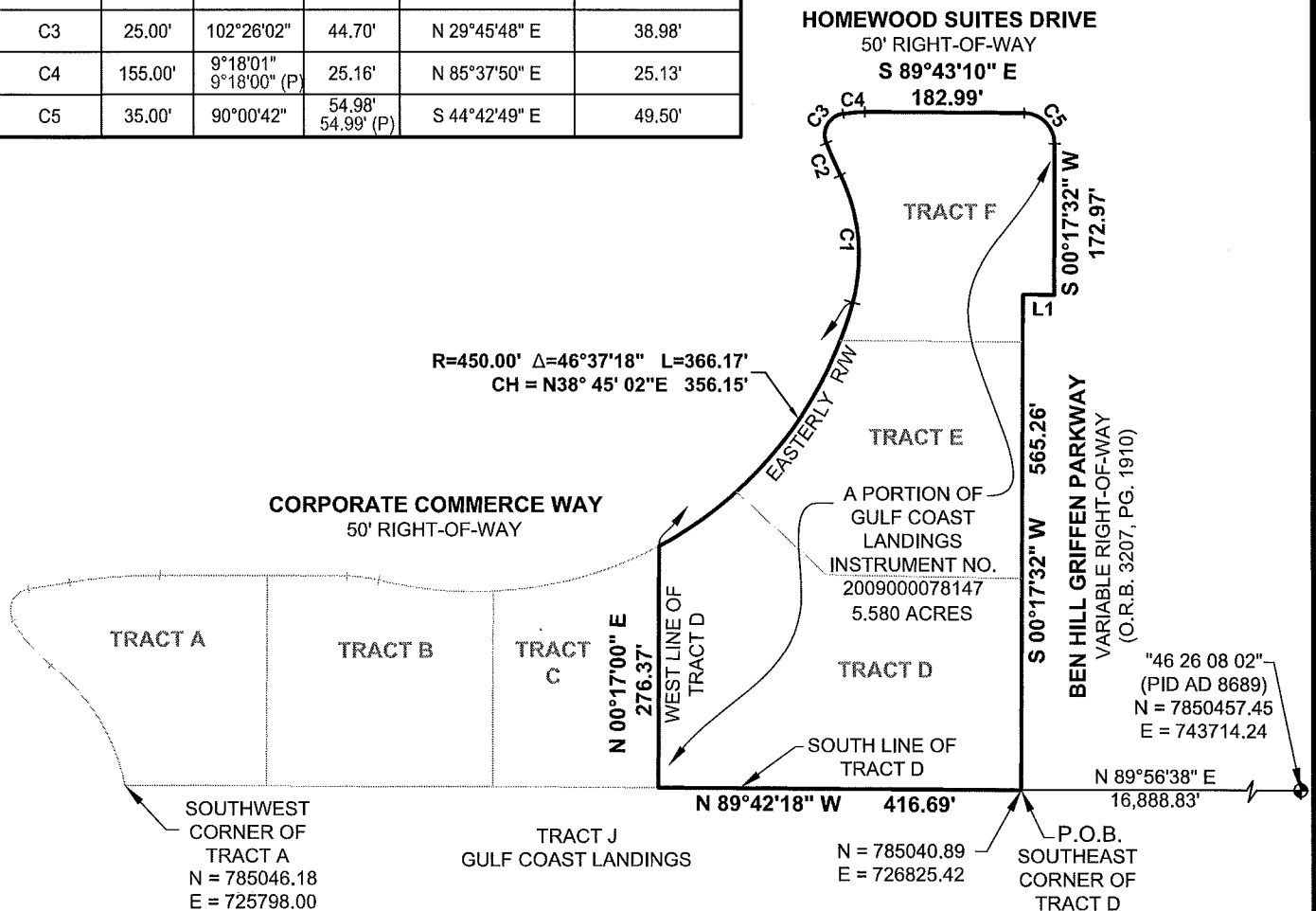
| CURVE TABLE | | | | | |
|-------------|---------|--------------------------|----------------------|---------------|--------------|
| CURVE # | RADIUS | DELTA | LENGTH | CHORD BEARING | CHORD LENGTH |
| C1 | 205.00' | 41°44'12" | 149.33' | N 05°25'43" W | 146.05' |
| C2 | 475.00' | 4°50'36" | 40.15' | 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) | S 44°42'49" E | 49.50' |



(IN FEET)

1 inch = 200 ft.

THIS MAP IS INTENDED TO
BE DISPLAYED AT A SCALE
OF 1" = 200' OR SMALLER



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

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

© 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

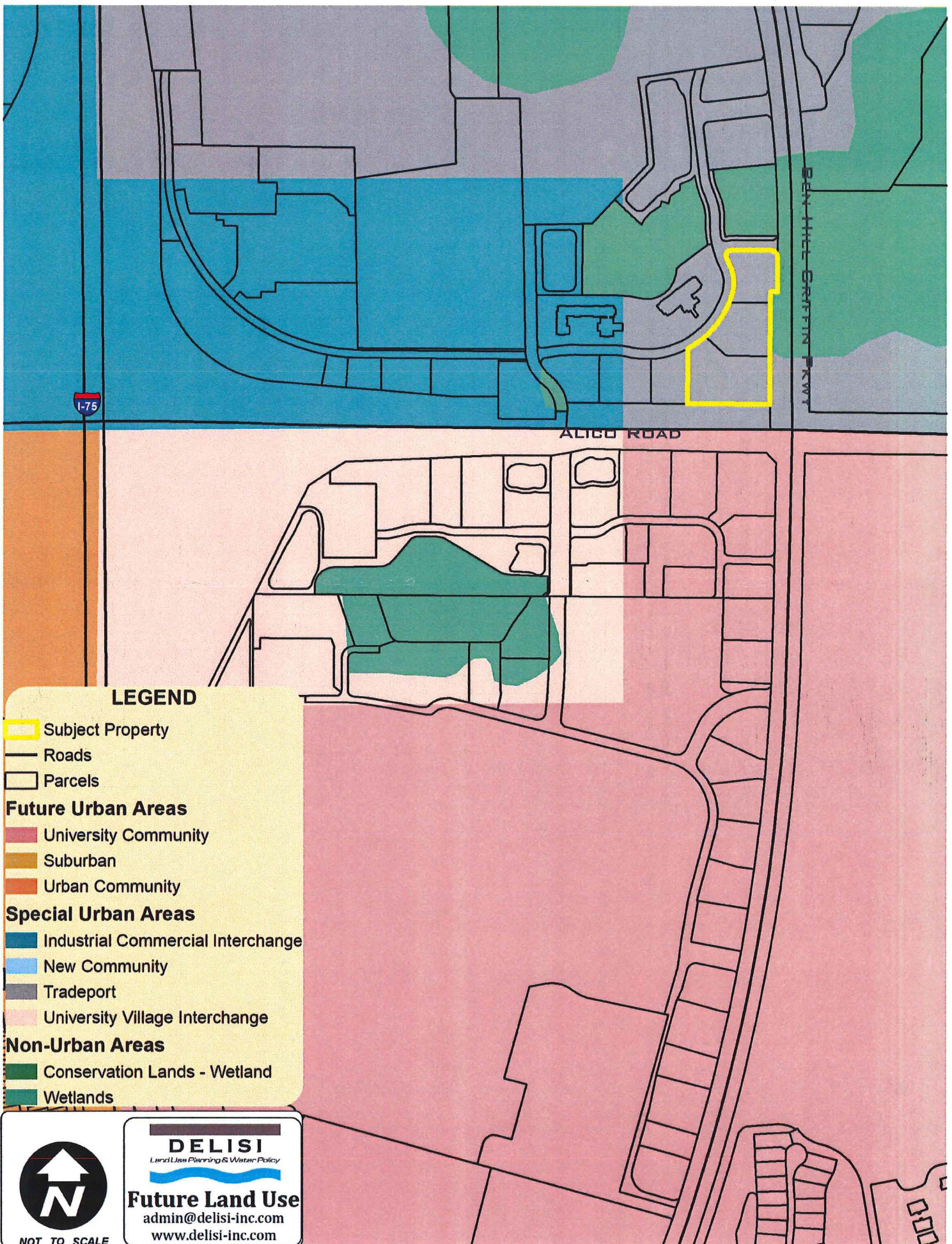
PROJECT NO. 010484-01-001 REVISED DATE: SEPT. 11, 2018

DATE: JAN. 22, 2018


CADD FILE: 0484-SKT M&B REV

SCALE: 1"=200'

SHEET 3 OF 3



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

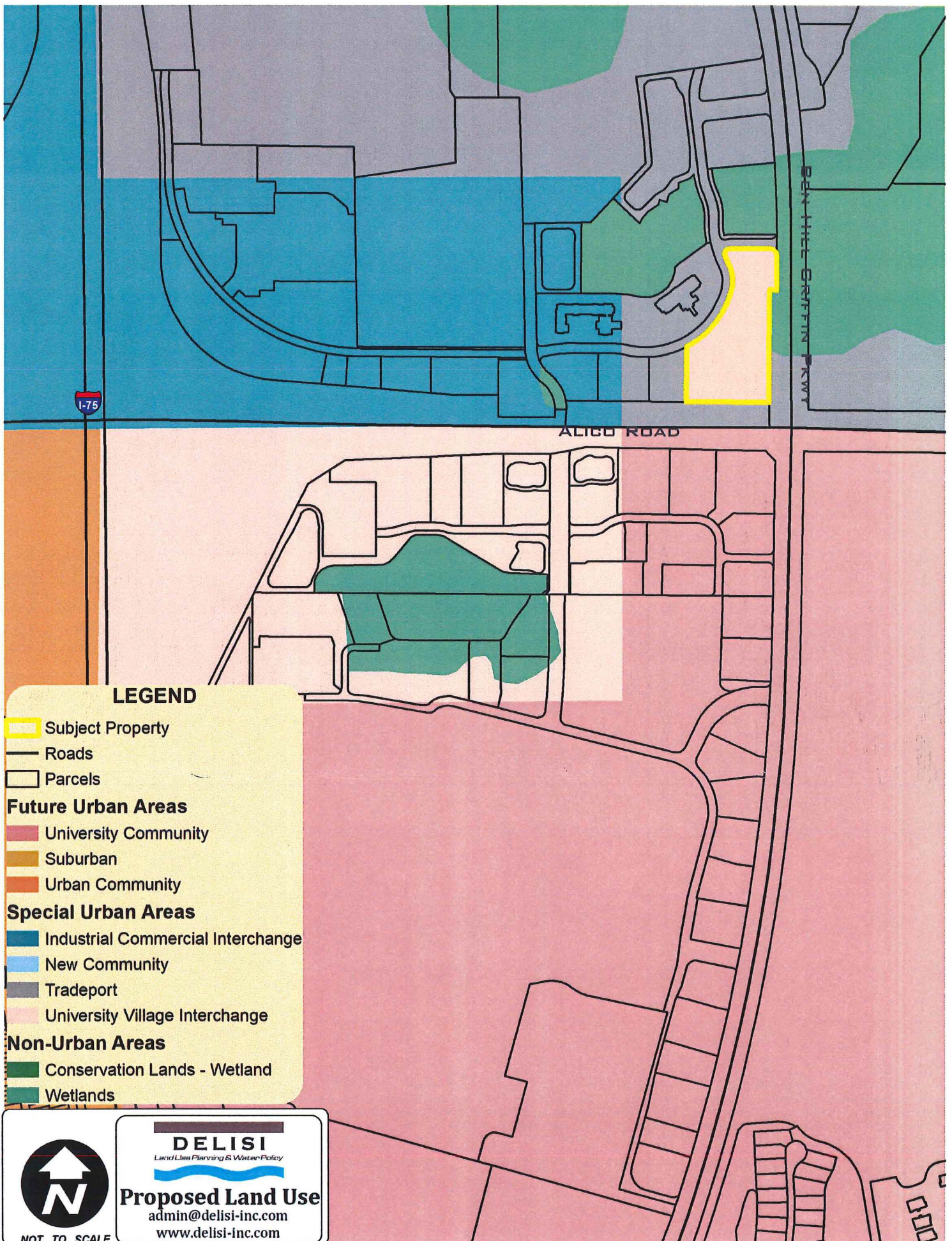
DELISI
Land Use Planning & Water Policy



Future Land Use

admin@delisi-inc.com

www.delisi-inc.com



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



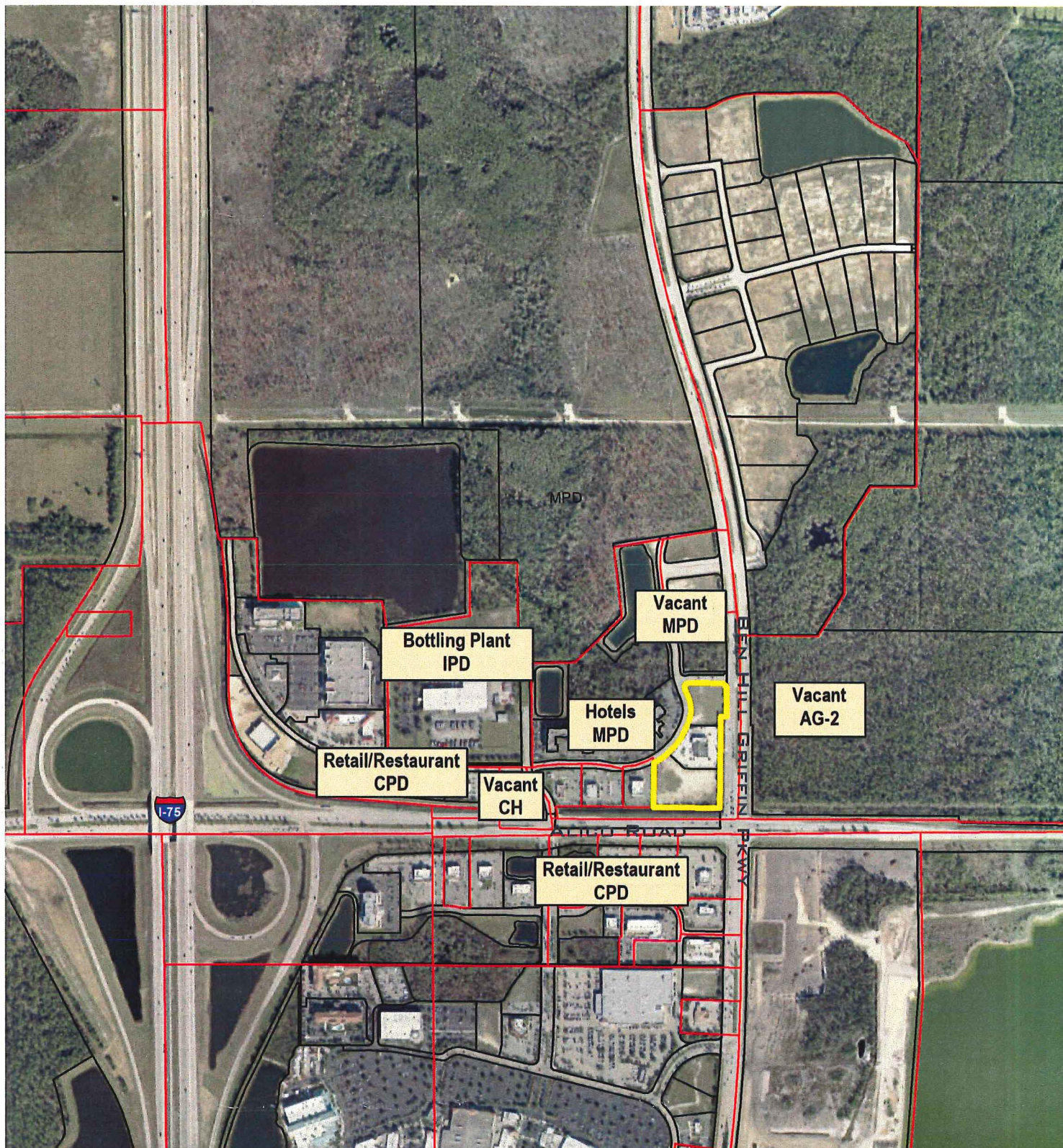
NOT TO SCALE

DELISI
Land Use Planning & Water Policy

Proposed Land Use

admin@delisi-inc.com

www.delisi-inc.com



Legend

Subject Property

Zoning

Parcels



NOT TO SCALE

DELISI

Land Use Planning & Water Policy

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



Legend

-  CPA Boundary
-  Parcels



NOT TO SCALE

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

Project Narrative and Lee Plan Consistency

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:

OJECTIVE 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...*

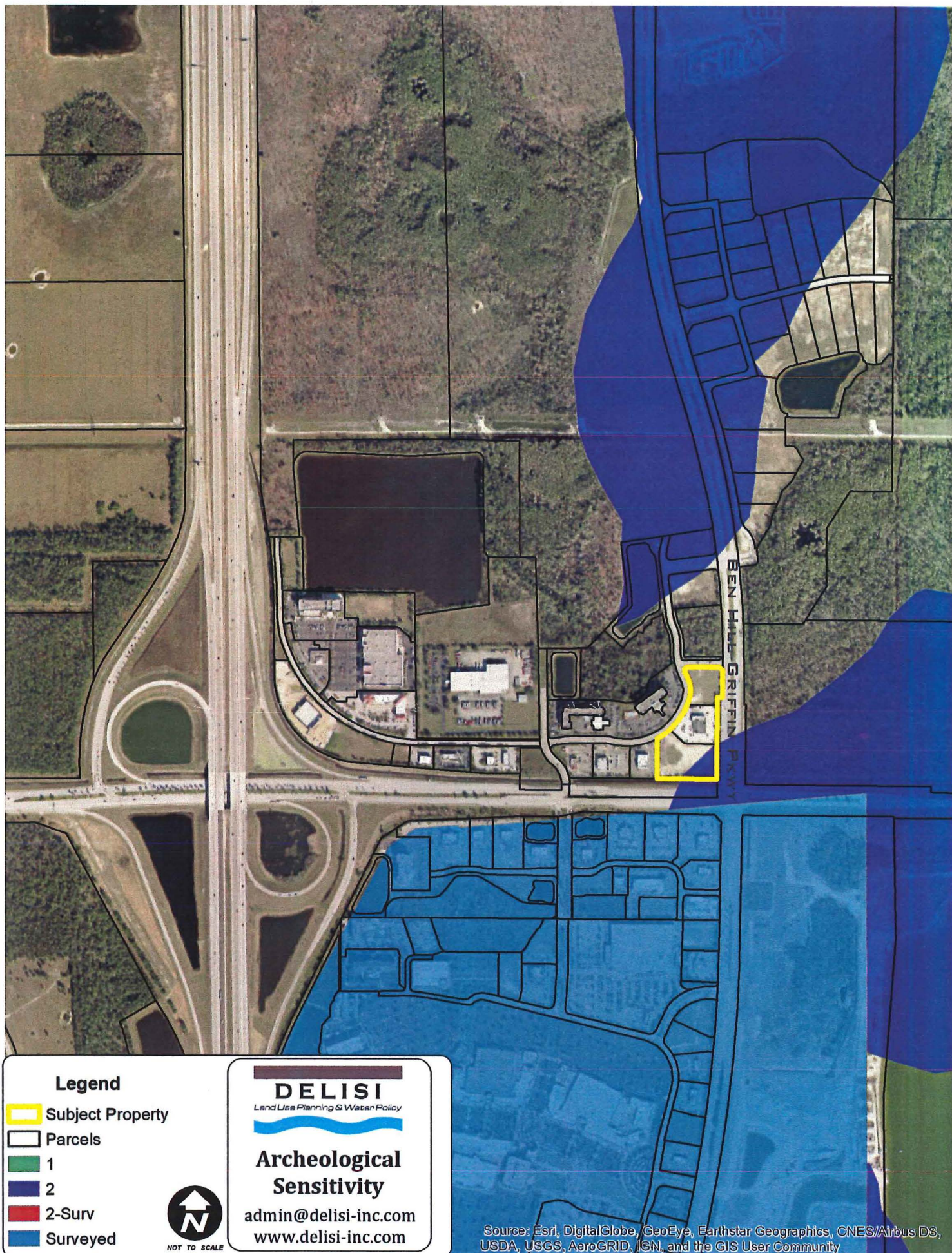
The proposed plan amendment is in an area where capacity exists on the adjacent roadway network. The property is part of a planned development that provides access to the lots via a reverse frontage road, minimizing direct access to both Alico Road and Ben Hill Griffin Parkway.

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.



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

Mike Scott
Office of the Sheriff



State of Florida
County of Lee

January 16, 2018

Mr. Daniel DeLisi
DeLisi, Inc.
15598 Bent Creek Rd.
Wellington, FL 33414

Mr. DeLisi,

The proposed small-scale Comprehensive Plan Amendment of a property at the intersection of Alico Road and Ben Hill Griffin Pkwy. (STRAP: 02-46-25-04-0000D.0000) from industrial development to retail development would not affect the ability of the Lee County Sheriff's Office to provide core services at this time. We will provide law enforcement services primarily from our South District office in Bonita Springs.

At the time of application for new development orders or building permits, the applicant shall provide a Crime Prevention Through Environmental Design (CPTED) report done by the applicant and given to the Lee County Sheriff's Office for review and comments. Please contact Community Relations Supervisor Beth Schell at 258-3287 with any questions regarding the CPTED study.

Respectfully,

A handwritten signature in black ink that reads "Stan Nelson".

Stan Nelson
Director, Planning and Research





LEE COUNTY

SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

John E. Manning
District One

Cecil L. Pendergrass
District Two

Larry Kiker
District Three

Brian Hamman
District Four

Frank Mann
District Five

Roger Desjarlais
County Manager

Richard Wm. Wesch
County Attorney

Donna Marie Collins
Hearing Examiner

January 17, 2018

Mr. Daniel DeLisi
DeLisi Inc.
15598 Brent Creek Rd.
Wellington, FL 33414

SUBJECT: 16421 Corporate Commerce Way, Ft. Myers, FL 33913
STRAP 02-46-25-04-0000D.0000

Dear Mr. DeLisi:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the proposed development.

Disposal of the solid waste generated from the businesses will be accomplished at the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill. Plans have been made, allowing for growth, to maintain long-term disposal capacity at these facilities.

Please ensure compliance with Solid Waste Ordinance No. 11-27 and LCLDC 10-261 for space requirements of garbage and recycling containers and accessibility of the collection vehicles.

Garbage and recycling collections require the owner/or the Management Company to secure a service agreement for the collection and an agreement for the lease of waste containers from the County's MSW and Recycling Collection Franchise Hauler (currently Waste Pro USA phone (239) 337-0800).

Solid Waste Ordinance (11-27) establishes that the Property Owner(s) will be responsible for all future applicable solid waste assessments and fees.

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

Sincerely,

Brigitte Kantor

Brigitte Kantor
Manager, Public Utilities
Lee County Solid Waste Division



LEE COUNTY

SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

John E. Manning
District One

Cecil L. Pendergrass
District Two

Larry Kiker
District Three

Brian Hamman
District Four

Frank Mann
District Five

Roger Desjarlais
County Manager

Richard Wm. Wesch
County Attorney

Donna Marie Collins
Hearing Examiner

January 16, 2018

Daniel DeLisi, AICP
DeLisi, Inc.
15598 Bent Creek Rd.
Wellington, FL 33414

Re: Letter of Service Availability

Mr. DeLisi,

I am in receipt of your letter requesting a Letter of Service Availability for the development of Strap 02-46-25-04-0000D.0000, located near the intersection of Ben Hill Griffin Pkwy. and Alico Road.

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

The primary ambulance for this location is Medic 25, located 2.9 miles south; there is a second EMS station within six miles of the proposed location. These locations are projected to be able to meet existing service standards, as required in County Ordinance 08-16, and no additional impacts are anticipated at this time.

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

Sincerely,

Benjamin Abes
Chief

Division of Emergency Medical Services



John E. Manning
District One

Cecil L. Pendergrass
District Two

Larry Kiker
District Three

Brian Hamman
District Four

Frank Mann
District Five

Roger Desjarlais
County Manager

Richard Wm Wesch
County Attorney

Donna Marie Collins
*County Chief
Hearing Examiner*

January 26, 2018

Via E-Mail

Leonardo Gualano
Bowman Consulting Group LTD.
13450 W. Sunrise Blvd., Suite 320
Sunrise, FL 33323

**RE: Potable Water and Wastewater Availability
Alico Commons, 16421 Corporate Commerce Way
STRAP #: 02-46-25-04-0000D.0000**

Dear Mr. Gualano:

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

Your firm has indicated that this project will consist of 1 commercial unit with an estimated flow demand of approximately 17,190 gallons per day. Lee County Utilities presently has sufficient capacity to provide potable water and wastewater service as estimated above.

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

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

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

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

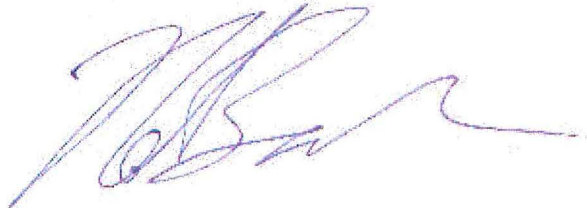
1500 Monroe Street, Fort Myers, Florida 33901 ... (239)533-8181 ... www.leegov.com

January 26, 2018

Page 2

Further, this letter of availability of potable water and wastewater service is to be utilized for comprehensive plan amendment review purposes only. Individual letters of availability will be required for the purpose of obtaining building permits.

Sincerely,

A handwritten signature in blue ink, appearing to read 'N. Beals', with a stylized flourish at the end.

Nathan Beals, PMP
Utilities Planning Manager
(239) 533-8157
LEE COUNTY UTILITIES

Daniel DeLisi

From: Huff, Dawn <DawnMHu@LeeSchools.net>
Sent: Thursday, April 19, 2018 2:02 PM
To: Daniel DeLisi
Subject: RE: Letter of Availability

Good afternoon Daniel,

Typically I get the request from the County and then respond to staff accordingly but I can certainly fulfill your request within this email.

My response is based on the information you sent in your email and without the actual application.

Your request to change the use from a mix of industrial, retail and industrial development to all retail has no impact on student stations therefore, I offer no comments.

Let me know if you need anything else.

Regards,

Dawn Huff / Long Range Planner | Planning, Growth & School Capacity
The School District of Lee County | 2855 Colonial Blvd. | Fort Myers, FL 33966
Phone (239)337-8142 | Fax (239)335-1460
dawnmhu@leeschools.net

From: Daniel DeLisi [mailto:dan@delisi-inc.com]
Sent: Wednesday, April 18, 2018 8:31 PM
To: Huff, Dawn <DawnMHu@LeeSchools.net>
Subject: Letter of Availability

NOTICE: This message originated from outside the District's network.

Dawn,

Lee County has asked that I get a letter of service availability from the School Board with regard to a Comprehensive Plan amendment application that is changing a property from industrial use to retail. The property shown on the attached aerial at the corner of Ben Hill Griffin Parkway and Alico Road. The property is 9 acres. My request from the County would be to change the use from a mix of industrial and retail about 5 acres of retail and 4 acres of industrial development) to all retail (the entire 9 acres).

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

Best regards.

Daniel DeLisi, AICP
DeLisi, Inc.



*San Carlos Park Fire Protection
and Rescue Service District*

19591 Ben Hill Griffin Parkway – Fort Myers, Florida 33913

Emergency – 911
Business – 267-7525
Fax – 267-7505

April 19, 2018

DeLisi, Inc.
Daniel DeLisi, AICP

Re: 9 acre parcel located at Interstate Commerce Dr.

Dear Mr. DeLisi,

Thank you for this opportunity to inform you about our fire district. The San Carlos Park Fire Protection and Rescue Service District is one of 17 Special Fire Districts in Lee County. The Insurance Service Office (ISO) currently rates our department with a Property Protection Class (PPC) of 2/2x. The district consists of a 52 square mile area with 3 stations staffed 24/7 with 45 full time firefighters, which also provide non-transport Advanced Life Support (ALS) services, and supported by an administrative staff.

The property in question is within the jurisdiction of the San Carlos Park Fire District, and is located less than 3 miles from our station 53 located at 19591 Ben Hill Griffin Pkwy, with a response time of less than 3 minutes.

We are able to provide fire suppression and emergency medical services to the proposed development, as well as fire prevention, and public education service. If you require additional information, please do not hesitate to contact my office at (239) 267.7525. Trusting this meets with your approval, I remain,

Yours in Service,

Steve Lennon,
Fire Marshal

Daniel DeLisi

From: Gaither, Wayne <WGaither@leegov.com>
Sent: Monday, April 16, 2018 3:26 PM
To: Daniel DeLisi
Cc: Goyette, Paul; McCollum, Jerl; Abel, Hunter; Darnell, Tamara; Myers, Steve
Subject: RE: Letter of Service Availability

Dan,

LeeTran provides service on both Ben Hill Griffin Pkwy and Alico Rd with the Route 60. The subject property is within one-quarter mile of the current Route 60 configuration. However, LeeTran does not currently have a bus stop located within one-quarter mile of the subject property. The closest stop is approximately three-quarters of a mile away, located at Gulf Coast Town Center (stop ID 1986). The Gulf Coast Town Center bus stop has a passenger shelter and is ADA accessible. The applicant will need to review LDC Sec. 10-442 for the required transit facilities and should remain in contact with LeeTran during this phase. In the image below, the subject property is highlighted in yellow and the aforementioned bus stop in red with a blue buffer indicating one-quarter mile linear distance from the bus route.

Please let me know if you have any questions.



H. Wayne Gaither
LeeTran, Planning Department
(239) 533-0344
wgaither@leegov.com
www.rideleetrans.com



NOTE: LeeTran has moved
Our new address is:
3401 Metro Parkway
Fort Myers, FL 33901

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

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.

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.

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.

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

TABLES 1A & 2A
2040 LOS ANALYSIS

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

| ROADWAY SEGMENT | | | 2040 E + C NETWORK LANES | | GENERALIZED SERVICE VOLUMES | | | | |
|-----------------------|-----------------------|-----------------------|--------------------------|----------------------------|-----------------------------|---------------|---------------|---------------|---------------|
| | | | | | LOS A | LOS B | LOS C | LOS D | LOS E |
| <u>ROADWAY</u> | <u>FROM</u> | <u>TO</u> | <u># Lanes</u> | <u>Roadway Designation</u> | <u>VOLUME</u> | <u>VOLUME</u> | <u>VOLUME</u> | <u>VOLUME</u> | <u>VOLUME</u> |
| 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.

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

| 2040 BACKGROUND PLUS PROJ | | | | | | | | | | | | | | | | |
|---------------------------|-----------------------|-----------------------|---------|-------------|-----------------|--------------|-------------|--------------|---------------|-----------|----------------|-----------------------|---------|---------|-----------------------|-----|
| | | | | | 2040 BACKGROUND | | PROJECT | | PK DIR | | PEAK DIRECTION | | | | | |
| ROADWAY SEGMENT | | | | | FSUTMS | LCDOT PCS OR | PEAK SEASON | AADT | 100TH HIGHEST | PM PK HR | PEAK | TRAFFIC VOLUMES & LOS | TRAFFIC | PM PROJ | TRAFFIC VOLUMES & LOS | |
| ROADWAY | FROM | TO | PSWDT | FDOT SITE # | FACTOR | TRAFFIC | FACTOR | 2-WAY VOLUME | D | 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.

TABLES 3A & 4A
5-YEAR LOS ANALYSIS

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 | | |
|-----------------------|-----------------------------|--------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|---------|---------|-------|
| | | | | | | | | PROJECT | PROJECT | PROJ/ |
| | | | | | | | | TRAFFIC | TRAFFIC | LOS C |
| 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.

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 | BCKGRND | | V/C | BCKGRND | | V/C |
| | | | | | | | PEAK DIR. ² | VOLUME | LOS | Ratio | | | | 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.

**LEE COUNTY GENERALIZED
SERVICE VOLUME TABLE**

FDOT GENERALIZED SERVICE
VOLUME TABLE 7

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

FREEWAYS

| 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 | ** |

| 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 |

| 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 |

Freeway Adjustments

| Auxiliary Lane | Ramp Metering |
|----------------|---------------|
| + 1,000 | + 5% |

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

UNINTERRUPTED FLOW HIGHWAYS

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

Uninterrupted Flow Highway Adjustments

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

BICYCLE 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 bicycle lists 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/sim/bs/default.shm

TRAFFIC DATA
2017 LEE COUNTY DOT
TRAFFIC COUNT REPORT

| STREET | LOCATION | Sta- tion # | Daily Traffic Volume (AADT) | | | | | | | | | | | Sq ft | 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 | <u>10</u> | 28300 | 26600 | 26100 | 25800 | 27200 | 29100 | 38400 | 41100 | 43600 | 44800 | | | |
| ALICO RD | E OF I - 75 | <u>53</u> | 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 | | |

PCS 10 - Alico Rd West of I-75

2017 AADT = 44,800 VPD

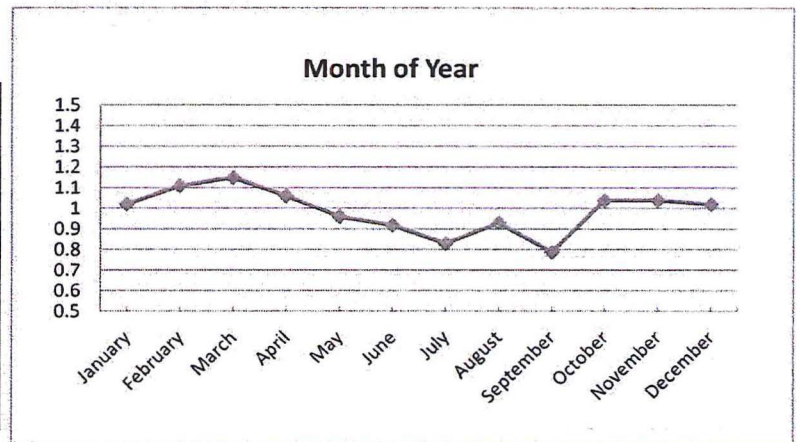
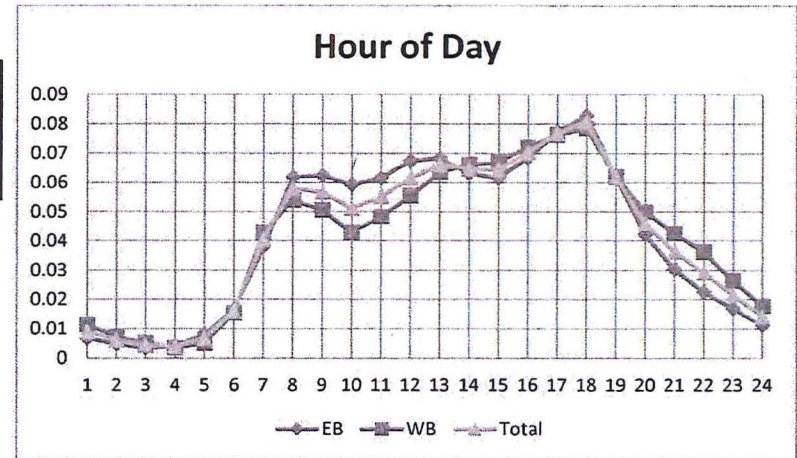
| Hour | EB | WB | Total |
|------|-------|-------|-------|
| 0 | 0.67% | 1.14% | 0.90% |
| 1 | 0.47% | 0.73% | 0.60% |
| 2 | 0.33% | 0.51% | 0.42% |
| 3 | 0.40% | 0.34% | 0.37% |
| 4 | 0.82% | 0.50% | 0.66% |
| 5 | 1.63% | 1.54% | 1.59% |
| 6 | 3.81% | 4.28% | 4.04% |
| 7 | 6.19% | 5.39% | 5.80% |
| 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 |



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% |

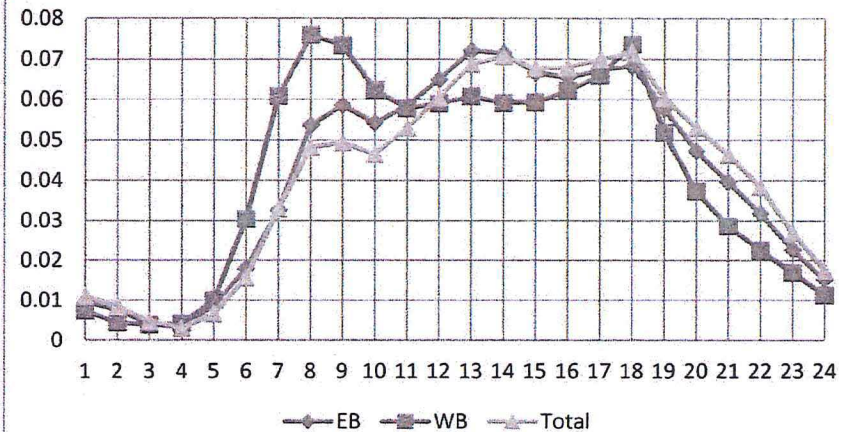
| Month of Year | Fraction |
|---------------|----------|
| January | 1.09 |
| February | 1.19 |
| March | 1.2 |
| April | 1.08 |
| May | 0.91 |
| June | 0.83 |
| July | 0.76 |
| August | 0.87 |
| September | 0.81 |
| October | 1.04 |
| November | 1.09 |
| December | 1.1 |

| Directional Factor | | | |
|--------------------|------|----|--|
| AM | 0.65 | WB | |
| PM | 0.51 | EB | |

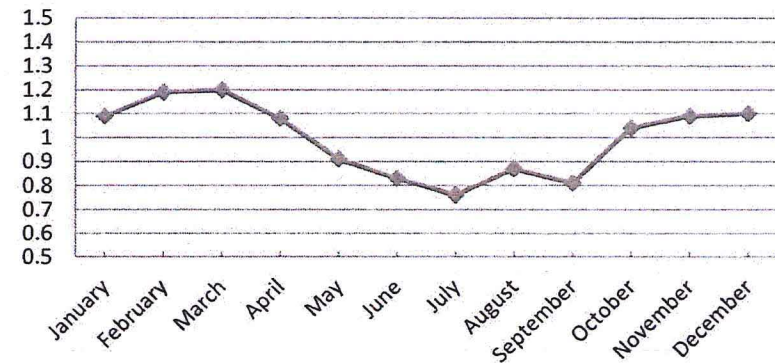
| Day of Week | Fraction |
|-------------|----------|
| Sunday | 0.73 |
| Monday | 0.99 |
| Tuesday | 1.07 |
| Wednesday | 1.07 |
| Thursday | 1.1 |
| Friday | 1.14 |
| Saturday | 0.89 |

| 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 |

Hour of Day



Month of Year



TRAFFIC DATA
FDOT FLORIDA TRAFFIC ONLINE

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 | 23983 C | N 12455 | 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

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; G = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

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 | 55.90 | 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 12833 | S 12027 | 10.49 | 57.35 | 4.30 |
| 2008 | 26297 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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2016 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0055 - SR 93/I 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 | 53.70 | 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

FLORIDA DEPARTMENT OF TRANSPORTATION
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 49878 | 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

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 5500 | 10.29 | 55.14 | 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

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

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

21-FEB-2017 10:54:33

830UPD

1_1200_PKSEASON.TXT

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

21-FEB-2017 10:54:33

830UPD

1_1248_PKSEASON.TXT

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 |

* PEAK SEASON

21-FEB-2017 10:54:33

830UPD

1_1275_PKSEASON.TXT

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

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 |
| | 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 |
| | 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 |
| BUCKING- HAM RD | SR 82 | GUNNERY RD | 2LN | E | 990 | C | 421 | D | 442 | |
| | 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 |
| COLLEGE PKWY | McGREGOR BLVD | WINKLER RD | 6LD | E | 2,980 | D | 2,292 | D | 2,409 | |
| | 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 | |
| CORK- SCREW RD | BELLA TERRA BLVD | ALICO RD | 2LN | E | 1,140 | D | 235 | E | 677 | EEPCO Study, Corkscrew Shores |
| | 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 |

¹⁹ Op. Cit. MPO 2040 Long Range Transportation Plan

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

| ROADWAY LINK | | | | 100TH HIGHEST HOUR DIRECTIONAL VOLUMES | | | | | | |
|-----------------------|-----------------------|-----------------|------|--|-------|------|--------------|------|--------|-------------------------|
| | | | | STANDARD | | 2016 | | 2021 | | NOTES |
| 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

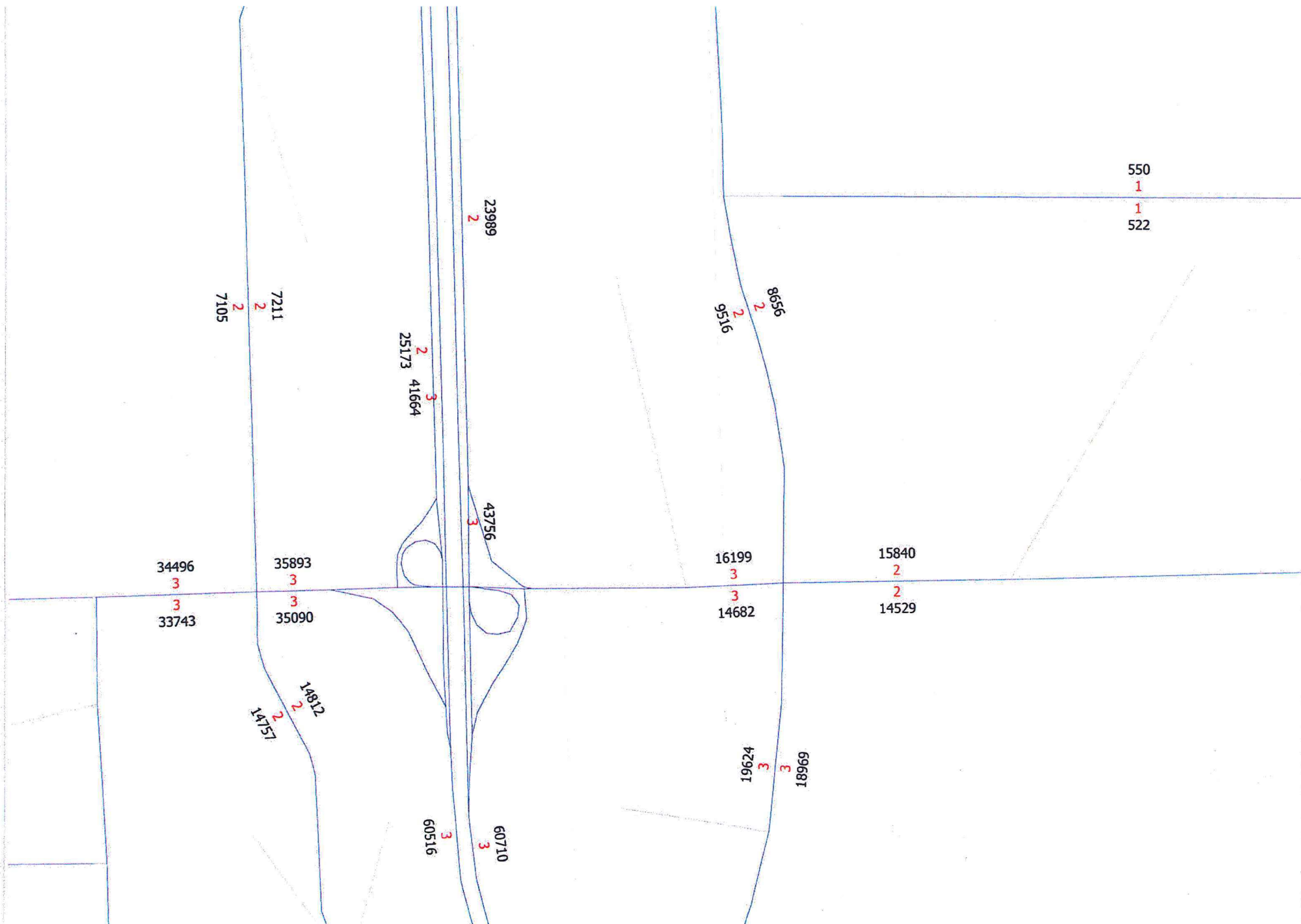
= Does not meet the County adopted LOS standard (NOTE: Below LOS standard is acceptable on constrained roads)

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

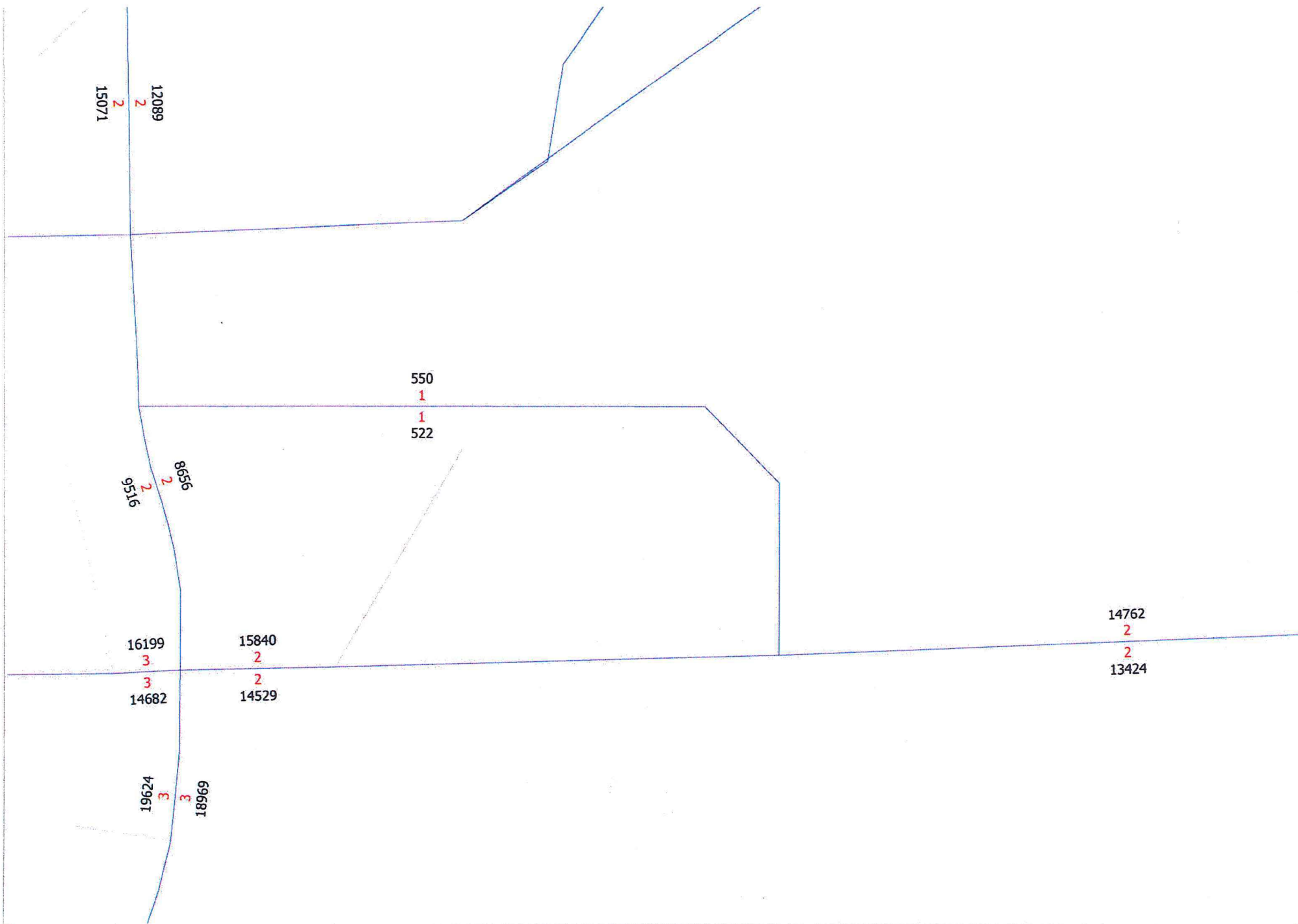
| ROADWAY LINK | | | | 100th HIGHEST HOUR DIRECTIONAL VOLUME | | | | NOTES |
|-------------------------------|-----------------------------------|----------------------------------|-------------|---------------------------------------|-----------------|------|-------|---|
| NAME | FROM | TO | TYPE | STANDARD | | 2016 | | |
| | | | | LOS | MAX | LOS | EXIST | |
| BUS 41 (N TAMiami 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 | 5,326 | |
| | 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 |
| MICHAEL G RIPPE PKWY (SR 739) | WINKLER RD | CITY LIMITS (S OF COLONIAL BLVD) | 2LN | D | 924 | F | 1,194 | Constrained |
| | US 41 | ALICO RD | 4LD | D | 2,100 | C | 1,225 | |
| METRO PKWY (SR 739) | ALICO RD | SIX MILE PKWY | 6LD | D | 3,171 | C | 1,225 | |
| | 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 1 LOS Spreadsheet <http://www.fdot.gov/planning/systems/programs/sm/los/districts/district1/default.shtm>

2040 E+C NETWORK VOLUMES



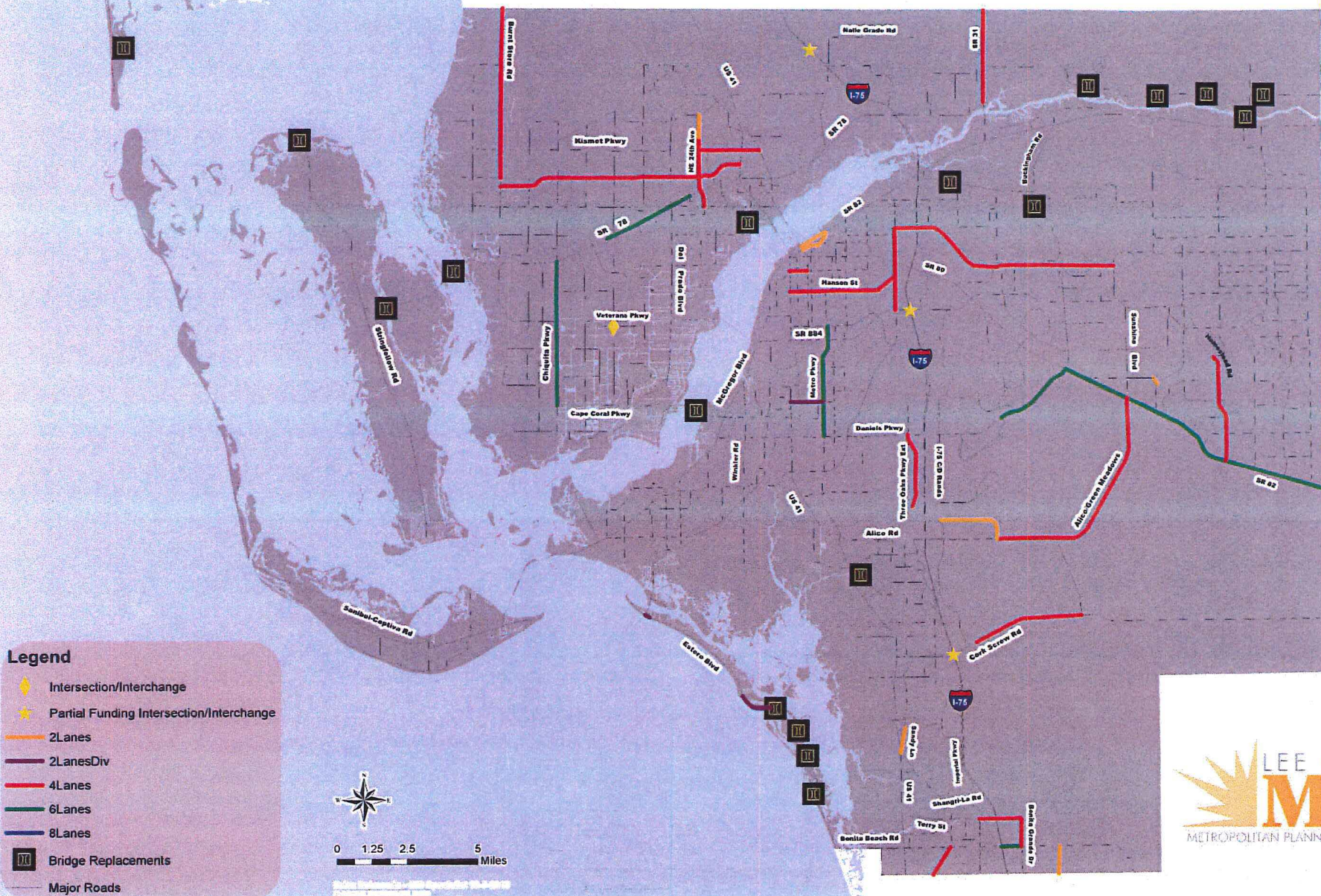
2040 LRTP COST FEASIBLE ROADWAY NETWORK LANES AND VOLUMES



2040 LRTP COST FEASIBLE ROADWAY NETWORK LANES AND VOLUMES

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

LEE COUNTY 2040 HIGHWAY COST FEASIBLE PLAN



**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 |
| Alico Rd 4L-Ben Hill-Airport R | 24507530700 | GIF | 1,707,504 | 14,800,000 | 13,177,657 | 161,193 | -276,826 | | 540,000 | | | | 540,000 | | 16,389,732 |
| Alico Road Connector | 20924538825 | I | | | | | | | | 2,240,596 | | | 2,240,596 | 87,135,000 | 69,375,686 |
| Bicycle/Pedestrian Facilities | Prior Impact Fee | I | | | | | | | | | | | | | 18,923,777 |
| | 20600238822 | I | | 1,414,216 | 1,611,216 | 35,195 | | | | 72,778 | 677,116 | 451,879 | 1,201,773 | | 2,812,989 |
| | 20600238823 | I | | 57,794 | 97,669 | 44,504 | | 747,929 | 349,390 | 1,202,789 | 1,620,780 | | 3,920,888 | | 4,018,557 |
| | 20600238824 | I | 18,923,777 | 124,015 | 549,912 | 361,609 | | | 45,545 | 340,031 | 588,079 | 926,058 | 1,899,713 | | 2,449,625 |
| | 20600238825 | I | | | | | | | | 38,032 | 218,680 | | 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 | | |
| Burnt Store 4L/78-Van Buren | 20408830721 | ST | | | | | | | 8,412,070 | | | | 8,412,070 | | |
| | 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 Bdg WP Span Repl | 20924830721 | | | | | | | | 2,900,000 | | 7,800,000 | | 10,700,000 | 85,500,000 | 97,200,000 |
| Colonial Blvd Alt Analysis | 20924938823 | I | | | | | | 350,000 | | | | | 350,000 | | 350,000 |
| Estero Blvd - Phase I | 20506730700 | GT | | 3,564,000 | 17,705,689 | 6,330,385 | | 17,295,000 | | 11,718,034 | | | 29,013,034 | | |
| | 20506730720 | ST | | | | | | | | | | | 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 | | | | | | | | | 3,800,000 | | 3,800,000 | 34,800,000 | 38,600,000 |
| Homestead 4L/Sunrise-Alabama | 2024506330700 | 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 |
| Ortiz 4L/Colonial - MLK | 20061338823 | I | | | | | | 1,800,000 | | | | | 2,300,000 | | |
| | 20061330700 | GT | | | | | | | | 500,000 | | | 500,000 | | |
| | 24061330700 | GIF | | | | | | | | 8,016,311 | | | 8,016,311 | | 16,019,000 |
| | 25061330700 | BP | | | | | | | 550,000 | | 519,000 | | 1,069,000 | | |
| Ortiz Ave MLK to Lockett | 20407238823 | I | 9,205,887 | | 599,794 | 36 | | | | | | 555,000 | 555,000 | 17,939,000 | 28,299,681 |
| Signal System ATMS Upgrade | 20675930700 | GT | 3,841,785 | 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 | | |
| Three Oaks Extension North | 20405330700 | GT | | 5,579,388 | 5,579,388 | 38,217 | | | | 15,710,000 | | | 15,710,000 | | |
| | 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 | | 1,200,000 |
| | 20581842135 | ST | | 120,000 | 328,784 | 48,941 | | 120,000 | 120,000 | 120,000 | 120,000 | 120,000 | 600,000 | | |
| Toll System Replacement | 20081542133 | ST | | 650,000 | 650,000 | | | 650,000 | | | | | 650,000 | | 6,500,000 |
| | 20081542135 | ST | | 2,600,000 | 2,600,000 | | | 2,600,000 | | | | | 2,600,000 | | |
| DOT TOTAL | | | 72,278,635 | 48,799,031 | 116,068,374 | 14,012,479 | -686,826 | 41,162,920 | 23,101,509 | 78,924,316 | 76,323,640 | 24,748,437 | 244,261,322 | 206,774,000 | 644,588,335 |

*Grants listed above have not been received.

ZONING RESOLUTION Z-05-060

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).

RECEIVED
DEC 14 2015

DCI 2004-0007

0 50 100 200
SCALE IN FEET

AIRPORT
TECHNOLOGY
CENTER

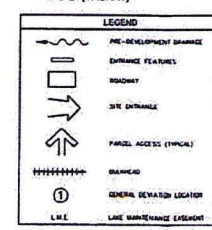
OPEN SPACE REQUIRED:
TOTAL PROPERTY ACRES: 28.16 AC. ± 28.16 AC. ±
INDIGENOUS OPEN SPACE: 11.45 AC. ± 11.45 AC. ±

OPEN SPACE PROVIDED:
LAKE ACRES: 3.84 AC. ± (11.45 AC. ± 2.81 AC. ±)
OPEN SPACE WITHIN ROW & DRAINAGE WAYS: 0.80 AC. ±
OPEN SPACE WITHIN DEVELOPMENT AREAS: 1.00 AC. ±
INDIGENOUS PRESERVE AREAS: 8.11 AC. ±
TOTAL OPEN SPACE: 17.75 AC. ±
TOTAL INDIGENOUS PRESERVE: 8.11 AC. ±

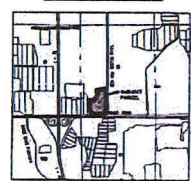
| PARCEL | TOTAL ACRES | GENERAL OPEN SPACE ACRES | INDIGENOUS OPEN SPACE ACRES | PERCENTAGE OF LOT |
|--------|-------------|--------------------------|-----------------------------|-------------------|
| A | 1.28 | 0.13 | 0.00 | 10% |
| B | 1.33 | 0.13 | 0.00 | 10% |
| C | 1.11 | 0.11 | 0.00 | 10% |
| D | 1.25 | 0.13 | 0.00 | 10% |
| E | 1.64 | 0.16 | 0.00 | 10% |
| F | 1.38 | 0.14 | 0.00 | 10% |
| G | 1.62 | 0.16 | 0.00 | 10% |
| H | 1.39 | 0.14 | 0.00 | 10% |
| I | 1.40 | 0.14 | 0.00 | 10% |
| J | 1.31 | 0.13 | 0.00 | 10% |
| K | 2.21 | 0.22 | 0.00 | 10% |
| L | 3.72 | 0.37 | 0.00 | 10% |
| M | 3.84 | 0.38 | 0.00 | 10% |
| N | 3.84 | 0.38 | 0.00 | 10% |
| O | 3.84 | 0.38 | 0.00 | 10% |
| P | 3.84 | 0.38 | 0.00 | 10% |
| Q | 3.84 | 0.38 | 0.00 | 10% |
| R | 3.84 | 0.38 | 0.00 | 10% |
| S | 3.84 | 0.38 | 0.00 | 10% |
| T | 3.84 | 0.38 | 0.00 | 10% |
| U | 3.84 | 0.38 | 0.00 | 10% |
| V | 3.84 | 0.38 | 0.00 | 10% |
| W | 3.84 | 0.38 | 0.00 | 10% |
| X | 3.84 | 0.38 | 0.00 | 10% |
| Y | 3.84 | 0.38 | 0.00 | 10% |
| Z | 3.84 | 0.38 | 0.00 | 10% |
| TOTALS | 28.16 | 17.75 | 8.11 | |

Approved as Exhibit B
MCP Page 1 of 1
Resolution # 2-05710

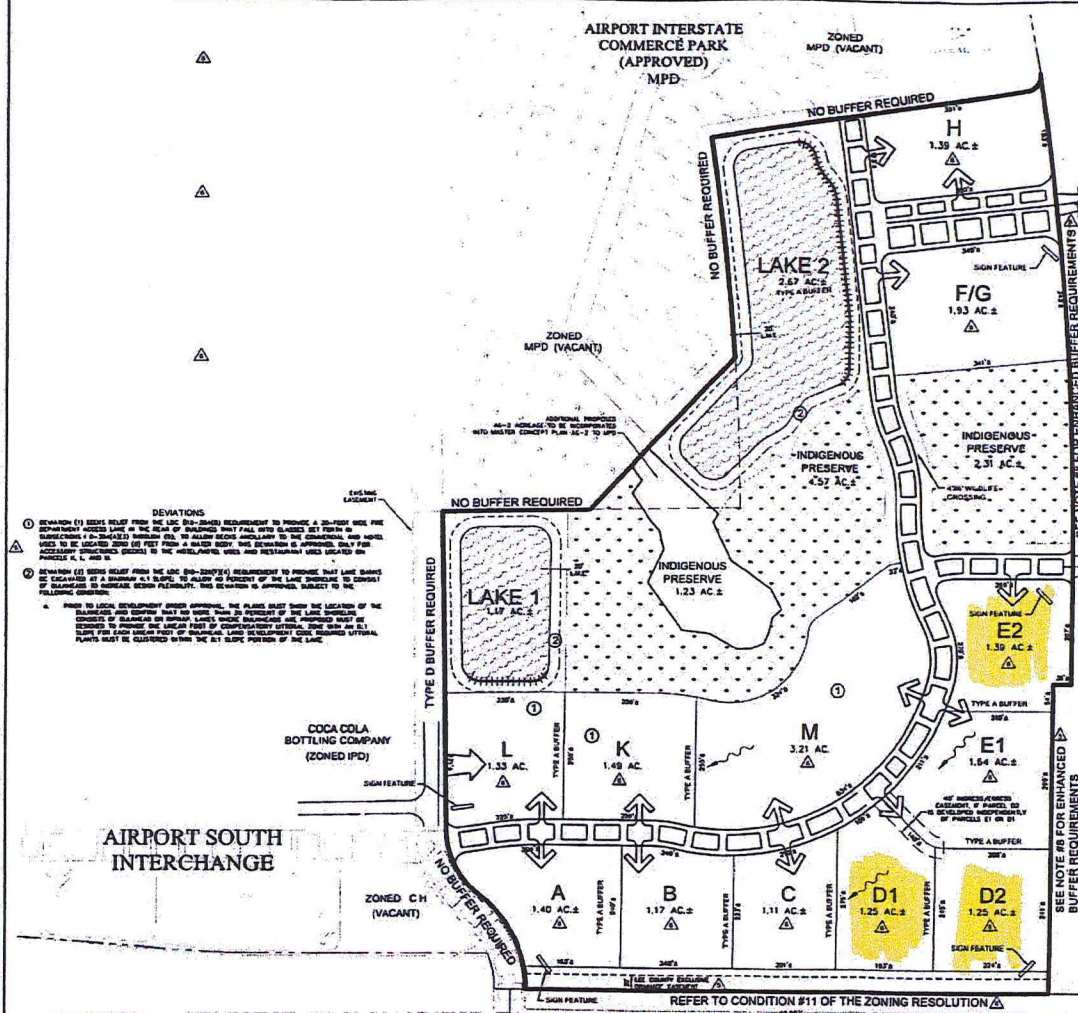
ZONED
AG-2 (VACANT)



LOCATION MAP



NOTES:
1. THE LOCATION OF ANY DEVELOPMENT OF THE PROJECT IS SUBJECT TO THE REVIEW OF THE AIRPORT AUTHORITY.



UNIVERSITY PLAZA CPD
VACANT

| REVISIONS | DATE |
|-------------------------------------|-----------|
| 1. REVISED FOR LEE COUNTY COMMENTS | 1/2/2006 |
| 2. REVISED FOR LEE COUNTY COMMENTS | 2/2/2006 |
| 3. REVISED FOR LEE COUNTY COMMENTS | 3/2/2006 |
| 4. REVISED FOR LEE COUNTY COMMENTS | 4/2/2006 |
| 5. REVISED FOR LEE COUNTY COMMENTS | 5/2/2006 |
| 6. REVISED FOR LEE COUNTY COMMENTS | 6/2/2006 |
| 7. REVISED FOR LEE COUNTY COMMENTS | 7/2/2006 |
| 8. REVISED FOR LEE COUNTY COMMENTS | 8/2/2006 |
| 9. REVISED FOR LEE COUNTY COMMENTS | 9/2/2006 |
| 10. REVISED FOR LEE COUNTY COMMENTS | 10/2/2006 |

JETWAY TRADEPORT
LEE COUNTY, FLORIDA

JOHNSON
ENGINEERING

2158 JOHNSON STREET
P.O. BOX 1050
FORT MYERS, FLORIDA 33902-1050
PHONE (239) 334-0040
FAX (239) 334-3661
C.B. #642 & L.B. #642

MASTER CONCEPT PLAN

| SHEET | PROJECT NO. | FILE NO. | SCALE | SHEET |
|-----------|-------------|----------|-----------|-------|
| 10/2/2004 | 20023519 | 2-48-25 | 1" = 100' | 2 |

EXHIBIT B

EXHIBIT 6-J

TRIP GENERATION EQUATIONS

General Light Industrial (110)

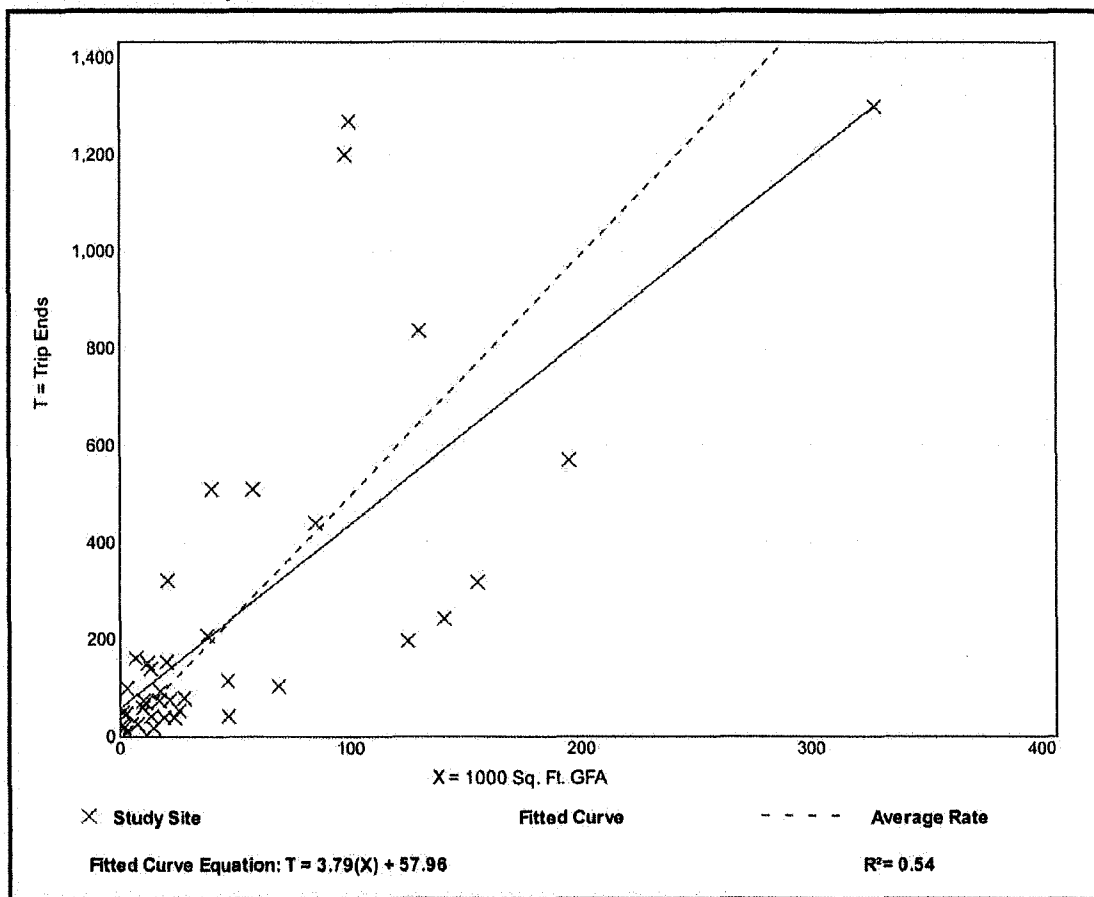
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

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



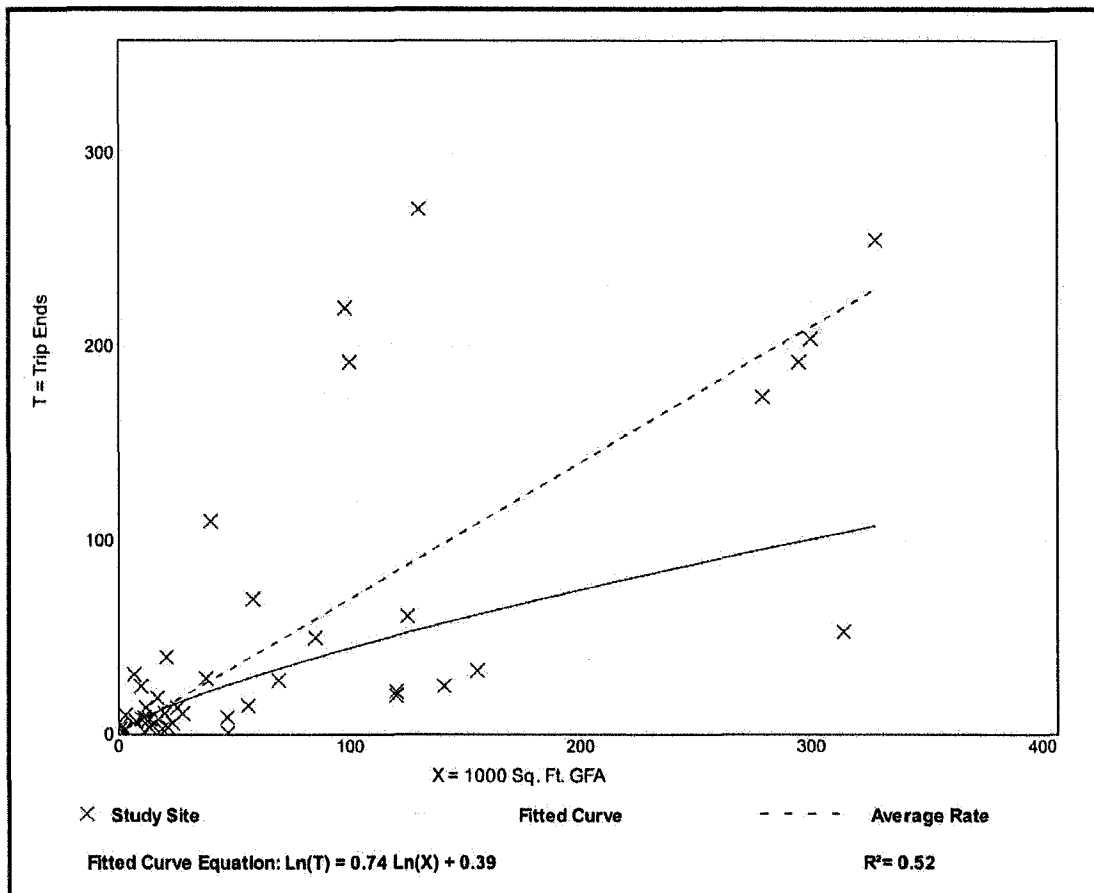
General Light Industrial (110)

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



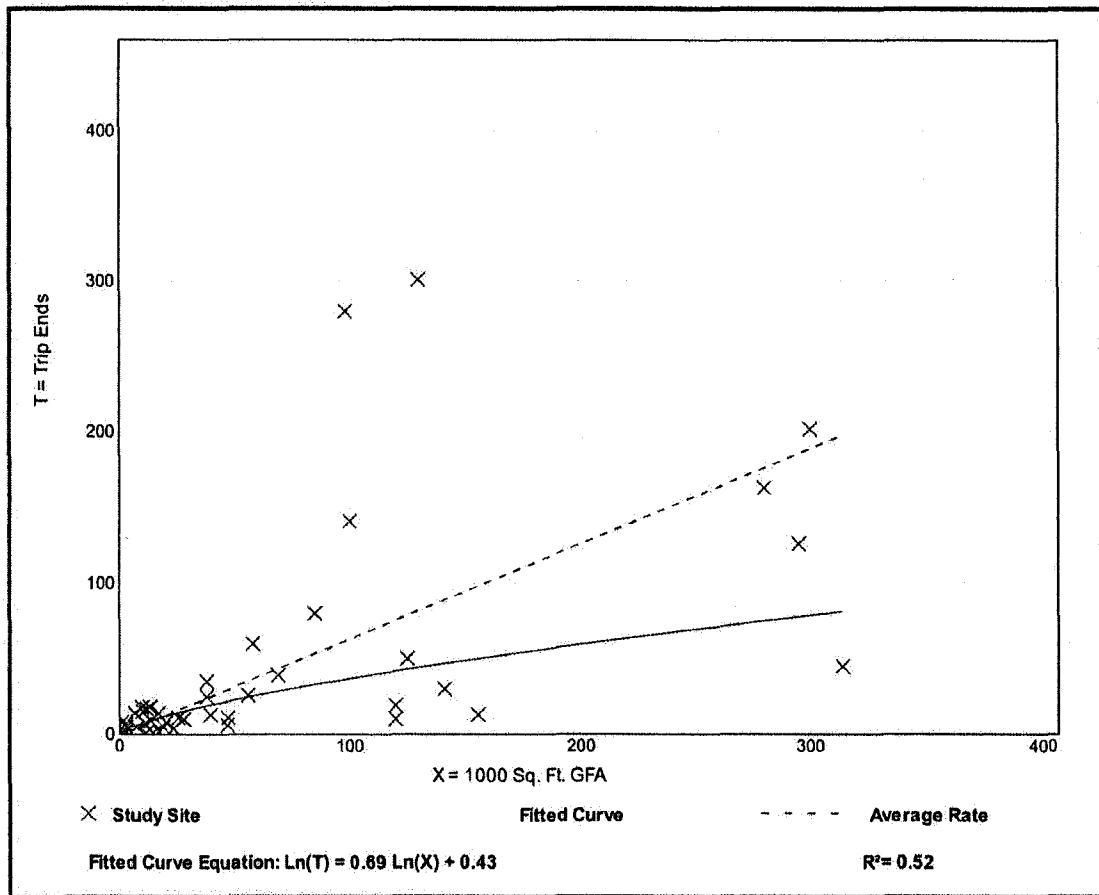
General Light Industrial (110)

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



Shopping Center (820)

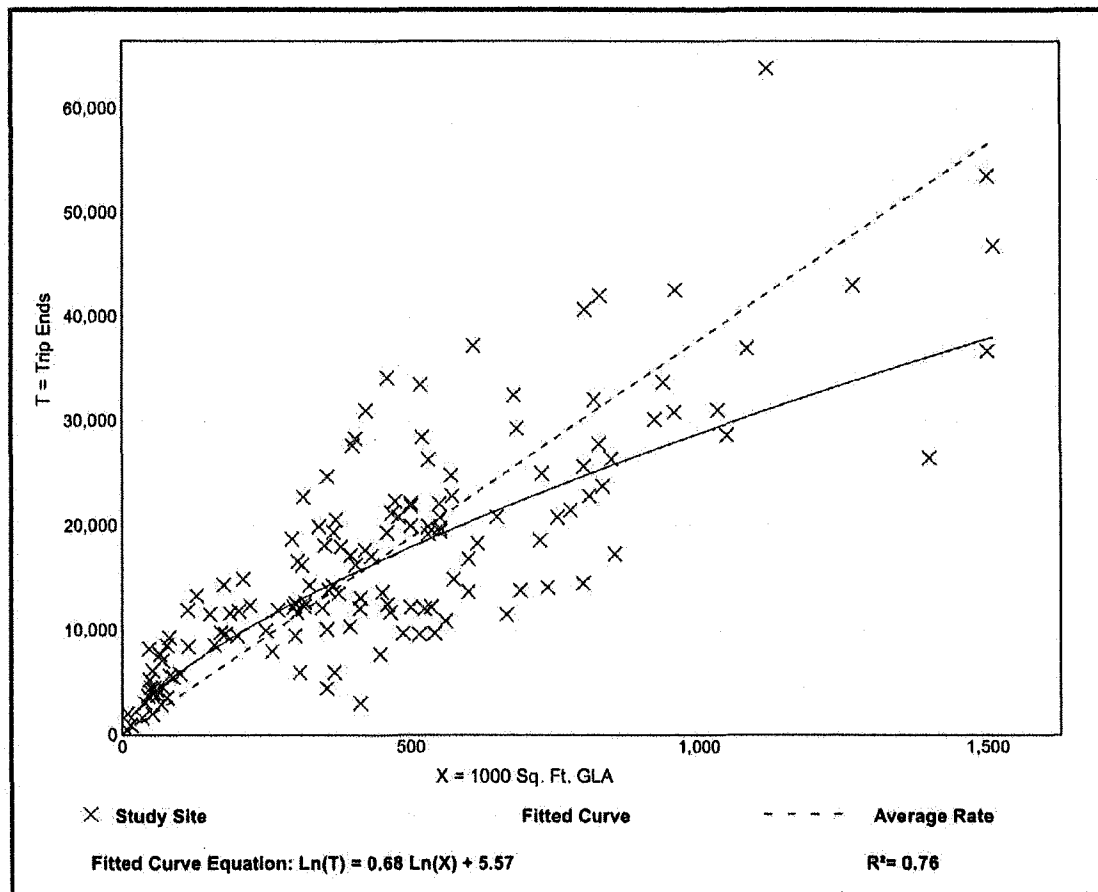
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

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



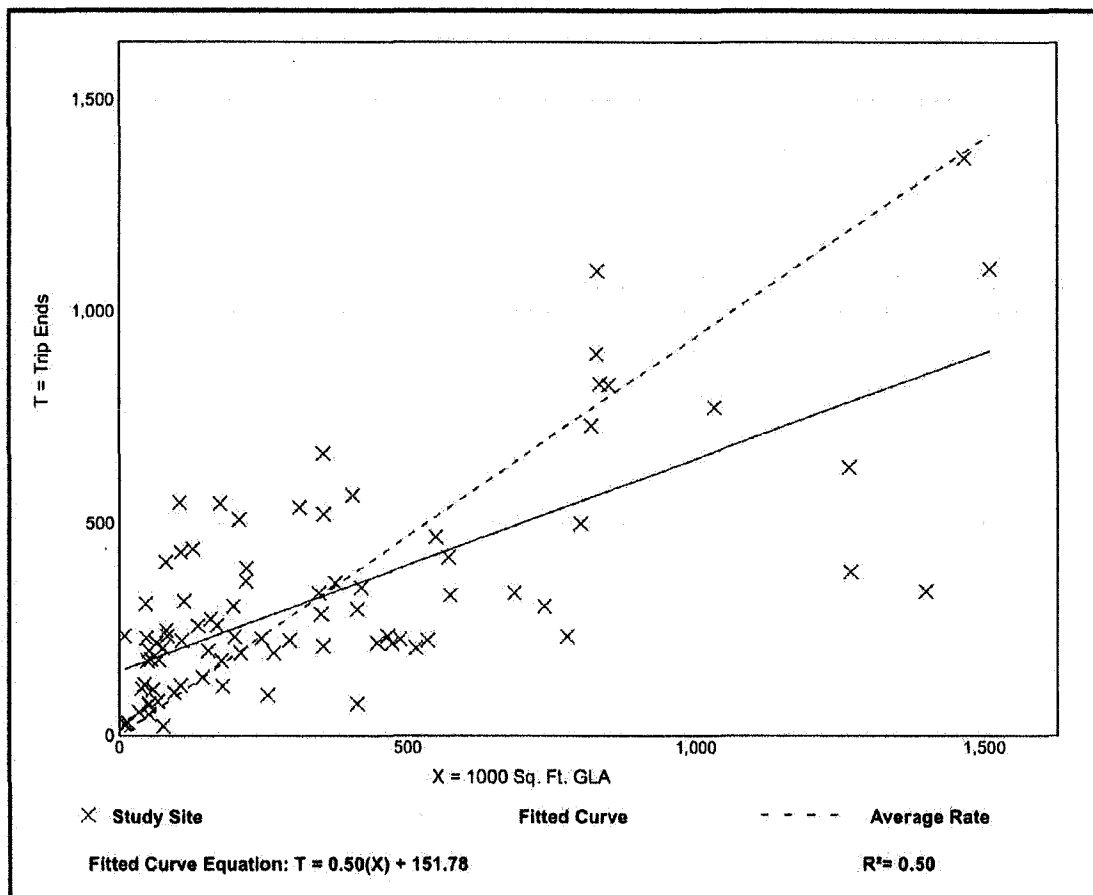
Shopping Center (820)

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.
 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



Shopping Center (820)

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.
 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

