

# APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT - TEXT

Project Name: Lee County Homes Associates I LLLP (Lee County Homes)								
Project Description: Amend Table 1B to allow a change in FLUC for 345 acres in the Fort Myers Shores								
Planning Community from Sub-Outlying Suburban to Outlying Suburban and Wetlands.								
State Review Process: State Coordinated Review X Expedited State Review Small-Scale Text*								
*Must be directly related to the implementation of small-scale map amendment as required by Florida Statutes.								
<u>APPLICANT – PLEAS</u> A PRE-APPLICATION		EQUIRED PRIOR 1	TO THE SUBMITT	AL OF THIS APPLICATION.				
Submit 3 copies of the co Department of Community		and amendment supp	ort documentation, in	ncluding maps, to the Lee County				
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.								
If you have any questions	regarding this app	olication, please contact	ct the Planning Sectio	on at (239)533-8585.				
1. Name of Applicar	it: Lee County	/ Homes I Corporat	tion General Partr	ner, Kevin Ratterree, Vice President				
Address:	1600 Sawgras	s Corporate Pkwy,	, Suite 400					
City, State, Zip:	Sunrise, Flori	da, 33323						
Phone Number:	(954) 753-173	30, ext. 2240	E-mail: ke	evin.ratterree@glhomes.com				
2. Name of Contact:	Morris-Depe	ew Associates, Inc						
Address:	2914 Clevelan							
City, State, Zip:		Florida, 33901						
Phone Number:	(239)-337-399		E-mail: <u>hurv</u>	willer@m-da.com				
3. Property Informa	tion: Provide an a	nalysis of any property	y within Unincorpora	ted Lee County that may be impacted by				
the proposed texts	amendment. <u>The</u>	proposed change	is specific to ame	nding the population allocation in				
Table 1(b) with	in the Sub-Out	lying Suburban and	d Outlying Suburb	an future land use categories in				
the Fort Myers	Shores Plannir	ng Community. Thi	<u>s request is being</u>	made to support a concurrent				
Map Amendme	ent for property	y located on Bucki	ngham Road (see	attached list of properties).				
4a. Does the proposed change affect any of the following areas?								
If located in one	of the following a	reas, provide an analys	sis of the change to th	e affected area.				
Acquisition Area [Map 1 Page 4]		Burnt Store Marina V [Map 1 Page 2]	Village	Urban Infill and Redevelopment [Map 15]				
Agricultural Overlay [Map 30]		Environmental Enha Preservation Commu		Urban Reserve Area [Map 1 Page 4]				
Airport Mitigation L [Map 3]	ands	Mixed Use Overlay [Map 1 Page 6]	(k . , 1	Water Dependent Overlay				
Airport Noise Zone [Map 1 Page 5]		Planning Communiti [Map 1 Page 2]	es Map	Private Recreational Facilities [Goal 16] MAR 0 4 2020				

Lee County Comprehensive Plan Text Amendment Application Form (10/2018/MUNITY DEVELOPMENT CPA 2020 -0000 1

# 4b. 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 [Lee Plan Goal 17].

	N/A	Bayshore [Goal 18]	Boca Grande [Goal 19]	Buckingham [Goal 20]
x	Caloosahatchee Shores [Goal 21]	🗌 Olga [Goal 22]	Captiva [Goal 23]	Greater Pine Island [Goal 24]
	Lehigh Acres [Goal 25]	North Captiva [Goal 26]	NE Lee County [Goal 27]	Alva [Goal 28]
	North Olga [Goal 29]	North Fort Myers [Goal 30]	] Page Park [Goal 31]	San Carlos Island [Goal 32]
	Southeast Lee County [Goal 33]	Tice [Goal 34]		

# **Public Facilities Impacts**

NOTE: The applicant must calculate public facilities impacts based on a maximum development scenario.

1. **Traffic Circulation Analysis**: Provide an analysis of the effect of the change on the Financially Feasible Transportation Plan/Map 3A (20-year horizon) and on the Capital Improvements Element (5-yearhorizon).

# 2. Provide an existing and future conditions analysis for the following (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

# **Environmental Impacts**

Provide an overall analysis of potential environmental impacts (positive and negative).

### **Historic Resources Impacts**

Provide an overall analysis of potential historic impacts (positive and negative).

# 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 goals and policies, and Strategic Regional Policy Plan goals, strategies, actions and policies which are relevant to this plan amendment.

# Justify the proposed amendment based upon sound planning principles

Support all conclusions made in this justification with adequate data and analysis.

# SUBMITTAL REQUIREMENTS

Clearly label all submittal documents with the *exhibit name* indicated below.

# MINIMUM SUBMITTAL ITEMS

Completed application (Exhibit – T1)
Filing Fee (Exhibit – T2)
Pre-Application Meeting (Exhibit – T3)
Proposed text changes (in strike through and underline format) (Exhibit – T4)
Analysis of impacts from proposed changes (Exhibit – T5)
Lee Plan Analysis (Exhibit – T6)
Environmental Impacts Analysis (Exhibit – T7)
Historic Resources Impacts Analysis (Exhibit – T8)
State Policy Plan Analysis (Exhibit – T9)
Strategic Regional Policy Plan Analysis (Exhibit – T10)

# CPA2020-00001

# COMMUNITY DEVELOPMENT



 STRAP NUMBER
 PROPERTY OWNERS NAME

 32-43-26-00-00003.0000
 LEE COUNTY HOMES ASSOCIATES I, LLLP

 33-43-26-00-00004.0000
 LEE COUNTY HOMES ASSOCIATES I, LLLP

PROPERTY OWNERS ADDRESS 1600 SAWGRASS CORPORATE PKWY, SUITE 400, SUNRISE FL 33323 1600 SAWGRASS CORPORATE PKWY, SUITE 400, SUNRISE FL 33323

EXISTING PROPERTY PROPOSED SIZE(ACRES) EXISTING FLU ZONING ZONING PROPOSED FLU 21 SUB-OUTLYING SUBURBAN RPD OUTLYING SUBURBAN RPD 297 SUB-OUTLYING SUBURBAN RPD OUTLYING SUBURBAN RPD

### LIST OF PROPERTY OWNERS



Phone (239) 337-3993 | Toll Free (866) 337-7341 www.morris-depew.com

March 4, 2020

Lee County Planning and Zoning Division, Community Development Department 1500 Monroe Street Fort Myers, FL 33901

# Subject: Lee County Homes (fka Buckingham345 Residential Planned Development) Comprehensive Plan Text Amendment

On behalf of Lee County Homes, Morris-Depew Associates is submitting a comprehensive plan text amendment application package for Lee County Homes, amending the text of the Lee Plan more specifically, Table 1(b) to accommodate additional population within the Fort Myers Shores Planning Community in conjunction with an amendment to the future land use map for approximately 345 acre of property on Buckingham Road. A corresponding comprehensive plan map amendment to support the comprehensive text amendment is being submitted under separate cover.

Enclosed, please find the following items to help assist with the review and approval process:

- 1. One (1) copy of the Cover Letter;
- 2. One (1) check for the Application Fees;
- 3. Three (3) copies of the Comprehensive Plan Text Amendment Application;
- 4. Three (3) copies of the Agent Authorization;
- 5. Three (3) copies of the MDA Letter of Authorization;
- 6. Three (3) copies of the Partnership Resolution and Sunbiz Corporation Record;
- 7. Three (3) copies of the STARP Numbers-List of Owners;
- 8. Three (3) Pre-Application Meeting Minutes;
- 9. Three (3) copies of the revised Table 1(b);
- 10. Three (3) copies of the Project Narrative;
- 11. Three (3) copies of the Lee Plan Analysis;
- 12. Three (3) copies of the Public Facilities Analysis;
- 13. Three (3) copies of the Environmental Analysis Waiver;
- 14. Three (3) copies of the Transportation Impact Study;
- 15. Three (3) copies of the Historical Resources Analysis; and
- 16. Three (3) copies of the Letters of Determination from Facilities and Service Providers

Please verify that you have received all the above listed items and alert us if any omissions are discovered. If you have any questions or comments, please feel free to call or email me at <u>hurwiller@m-da.com</u>.

Sincerely,

Morris-Depew Associates, Inc.

Heather M. Urwiller, AICP, CFM



COMMUNITY DEVELOPMENT

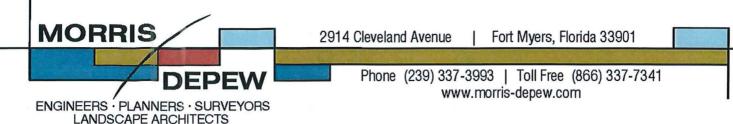
Fort Myers | Tallahassee | Destin

Lee County Homes Comprehensive Plan Text Amendment March 4, 2020 Page | 2

# Attachments

cc: Mr. Kevin Ratterree, Lee County Homes Associates I, LLLP
 Mr. Richard Arkin, Lee County Homes Associates I, LLLP
 Mr. Russell Schropp, Esquire, Henderson, Franklin, Starnes & Holt, PA





# LETTER OF AUTHORIZATION

TO WHOM IT MAY CONCERN:

PLEASE BE ADVISED THAT I (WE) AM (ARE) THE FEE SIMPLE PROPERTY OWNER(S) OF THE PROPERTY DESCRIBED BELOW AND THAT MORRIS-DEPEW ASSOCIATES, INC. HAS BEEN AUTHORIZED TO REPRESENT ME (US) FOR THE BELOW REFERENCED PARCEL(S) IN ALL MATTERS PERTAINING TO REZONING OR DEVELOPMENT PERMITS. THIS AUTHORITY TO REPRESENT MY (OUR) INTEREST INCLUDES ANY AND ALL DOCUMENTS REQUIRED BY THE REZONING, PLANNING OR PERMITTING REQUESTS SUBMITTED ON MY (OUR) BEHALF BY MORRIS-DEPEW ASSOCIATES, INC.

STRAP NUMBER OR LEGAL DESCRIPTION:

STRAP# : Please see attached list of STRAPs

Lee County Homes Associates I, LLLP By: Lee County Homes I Corporation, General Partner COMPANY NAME

SIGNATUŔE

Kevin Ratterree, Vice President PRINTED NAME & TITLE

STATE OF Florida COUNTY OF Broward

The foregoing instrument was acknowledged before me this <u>23</u> day of <u>January</u> 20<u>2</u>,<sup>0</sup> by <u>Kevin Ratterree , the Vice President of Lee County Homes I Corporation, the General Partner of Lee County Homes Associates I, LLLP, who is personally known to me or has produced \_\_\_\_\_\_\_as identification and did not take an oath, and signed</u>

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My Cor	nmissi	CCAC. A	NARI IEDI IIIII
		#GG 1924	(seal) * *

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Notary Public

Notary Printed Name



Detail by Entity Name



Department of State / Division of Corporations / Search Records / Detail By Document Number /

# **Detail by Entity Name**

Florida Profit Corporation LEE COUNTY HOMES I CORPORATION

Filing Information

 Document Number
 P04000035111

 FEI/EIN Number
 20-0783517

 Date Filed
 02/18/2004

 State
 FL

 Status
 ACTIVE

 Principal Address
 STE 400

 SUNRISE, FL 33323
 Status

Changed: 05/01/2009

Mailing Address

1600 SAWGRASS CORP PKWY STE 400 SUNRISE, FL 33323

Changed: 05/01/2009

Registered Agent Name & Address

HELFMAN, STEVEN M., Esq. 1600 SAWGRASS CORP PKWY, STE 400 SUNRISE, FL 33323

Name Changed: 04/27/2013

Address Changed: 05/01/2009

Officer/Director Detail

Name & Address

Title P

EZRATTI, MISHA J. 1600 SAWGRASS CORP PKWY STE 400 SUNRISE, FL 33323



COMMUNITY DEVELOPMENT

Detail by Entity Name

### Title VAS

FANT, ALAN J 1600 SAWGRASS CORP PKWY, STE 400 SUNRISE, FL 33323

Title V

NORWALK, RICHARD M 1600 SAWGRASS CORP PKWY, STE 400 SUNRISE, FL 33323

Title VT

MENENDEZ, N. MARIA 1600 SAWGRASS CORP PKWY, STE 400 SUNRISE, FL 33323

Title S

helfman, steven m. 1600 SAWGRASS CORP PKWY STE 400 SUNRISE, FL 33323

Title VP

ARKIN, RICHARD 1600 SAWGRASS CORP PKWY, STE 400 SUNRISE, FL 33323

### Annual Reports

Report Year	Filed Date
2017	04/20/2017
2018	04/13/2018
2019	04/28/2019

# **Document Images**

04/28/2019 ANNUAL REPORT	View image in PDF format
04/13/2018 ANNUAL REPORT	View image in PDF format
04/20/2017 ANNUAL REPORT	View image in PDF format
04/25/2016 ANNUAL REPORT	View image in PDF format
04/29/2015 ANNUAL REPORT	View image in PDF format
05/01/2014 ANNUAL REPORT	View image in PDF format
04/27/2013 ANNUAL REPORT	View image in PDF format
04/23/2012 ANNUAL REPORT	View image in PDF format
04/22/2011 ANNUAL REPORT	View image in PDF format
04/29/2010 ANNUAL REPORT	View image in PDF format
05/01/2009 ANNUAL REPORT	View image in PDF format
05/01/2008 ANNUAL REPORT	View image in PDF format

# Detail by Entity Name

05/01/2007 ANNUAL REPORT	View image in PDF format
05/02/2006 ANNUAL REPORT	View image in PDF format
05/03/2005 ANNUAL REPORT	View image in PDF format
02/18/2004 Domestic Profit	View image in PDF format

Florida Department of State, Division of Corporations

# PARTNERSHIP RESOLUTION

# OF

# LEE COUNTY HOMES ASSOCIATES I, LLLP

The undersigned, being the sole general partner of LEE COUNTY HOMES ASSOCIATES I, LLLP, a Florida limited liability limited partnership (the "Partnership"), hereby adopts the following resolutions:

WHEREAS, LEE COUNTY HOMES ASSOCIATES I, LLLP, a Florida limited liability limited partnership (the "Partnership") is developing that certain residential community located in Lee County, Florida commonly known as "Buckingham" (the "Community"); and

WHEREAS, the Partnership intends to execute consent forms pertaining to any zoning, land use, concurrency, time extension, waiver and/or variance application(s) submitted to Lee County for and in connection with the development of the Community (collectively, the "Approvals Documents"), and thereafter, deliver such Approvals Documents to the applicable governmental and quasi-governmental bodies, authorities and agencies (individually a "Governmental Authority" and collectively the "Governmental Authorities"); and

WHEREAS, the Partnership desires to appoint Kevin Ratterree for the sole and limited purpose to execute and deliver all Approvals Documents to the Governmental Authorities, for and on behalf of the Partnership.

NOW, THEREFORE, BE IT RESOLVED that Kevin Ratterree is hereby authorized and designated as an Authorized Signatory of Lee County Homes I Corporation, as the general partner of the Partnership, for the sole and limited purpose of executing and delivering to the Governmental Authorities, for and on behalf of the Partnership, any and all of the Approvals Documents necessary for the development of the Community; and

BE IT FURTHER RESOLVED, that Kevin Ratterree is hereby further authorized and directed to do all such things and acts necessary or desirable in order to carry out the purpose and intent of these resolutions, and the same hereby are, in all respects, ratified, approved and confirmed; and

BE IT FURTHER RESOLVED, that any and all actions previously taken by Kevin Ratterree in connection with the execution and delivery of the Approvals Documents, for and on behalf of the Partnership, consistent with the authority granted herein is, in all respects, ratified, approved and confirmed.

EFFECTIVE as of the 23rd day of January, 2020.



COMMUNITY DEVELOPMENT

LEE COUNTY HOMES I CORPORATION, a Florida corporation, the safe general partner of Lee County Homes Associates I./ LP, a Florida limited liability limited partnership

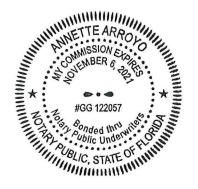
Richard A. Arkin, Vice President

# STATE OF FLORIDA COUNTY OF BROWARD

The foregoing instrument was acknowledged before me by means of physical presence or □ online notarization this 23<sup>rd</sup> day of January, 2020, by Richard A. Arkin, as Vice President of Lee County Homes I Corporation, a Florida corporation, the general partner of Lee County Homes Associates I, LLLP, a Florida limited liability limited partnership, on behalf of said corporation and partnership, who is personally known to me or has produced

By:

NOTARIAL SEAL



NOT State of Florida Print Name of Notary CPA2020-00001

# **AFFIDAVIT OF AUTHORIZATION**

# APPLICATION IS SIGNED BY INDIVIDUAL OWNER, APPLICANT, CORPORATION, LIMITED LIABILITY COMPANY (L.L.C.), LIMITED COMPANY (L.C.), PARTNERSHIP, LIMITED PARTNERSHIP, OR TRUSTEE

I, <u>Kevin Ratterree</u> (name), as <u>Vice President</u> (title) of LEE COUNTY HOMES I CORPORATION, a Florida corporation, the General Partner of LEE COUNTY HOMES ASSOCIATES I, LLLP, a Florida limited liability limited partnership (company/property), swear or affirm under oath, that I am the owner or the authorized representative of the owner(s) of the property and that:

- 1. I have full authority to secure the approval(s) requested and to impose covenants and restrictions on the referenced property as a result of any action approved by the County in accordance with this application and the Land Development Code;
- 2. All answers to the questions in this application and any sketches, data or other supplementary matter attached hereto and made a part of this application are honest and true;
- 3. I have authorized 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 thru this application; and that
- 4. The property will not be transferred, conveyed, sold or subdivided unencumbered by the conditions and restrictions imposed by the approved action.

# \*Notes:

- If the applicant is a corporation, then it is usually executed by the corp. pres. or v. pres.
- If the applicant is a Limited Liability Company (L.L.C.) or Limited Company (L.C.)., then the documents should typically be signed by the Company's "Managing Member."
- If the applicant is a partnership, then typically a partner can sign on behalf of the partnership.
- If the applicant is a limited partnership, then the general partner must sign and be identified as the "general partner" of the named partnership.
- If the applicant is a trustee, then they must include their title of "trustee."
- In each instance, first determine the applicant's status, e.g., individual, corporate, trust, partnership, estate, etc., and then use the appropriate format for that ownership.

Under penalties of perjury, I declare that I have read the foregoing Affidavit of Authorization and that the facts stated in it are true.

Lee County Homes Associates I, LLLP

By: Lee County Homes I Corporation, General Partner

um Kalterr Signature

1/23/2020 Date

**************************************
ALL OTHER APPLICATION TYPES MUST BE NOTARIZED
MAR U 4 2020
STATE OF FLORIDA
COUNTY OF BROWARD
COMMUNITY DEVELOPMENT
The foregoing instrument was worldo (or affirmed) and subscribed before me by means of physical
presence or online notarized on this day of anuan, 20 20, by
Kevin Ratterree (name of person providing of h or affirmation), who is personally known to me or who has
produced = * = (type of identification) as identification.
#GG 192428 AND MICCA C- Meder
STAMP/SEAL Signature of Notary Public
Web/AffidavitofAuthorization (01/2000) CTATE OF Page 1



LEE County Homes Comprehensive Plan Amendment Pre-application Meeting Minutes January 8, 2019 10AM Exhibit-T3



COMMUNITY DEVELOPMENT

*Objective:* Review initial project development strategy and application requirements with Lee County.

Present at Meeting: Micki Rozdolski, Brandon Dunn, Richard Arkin, Richard Akin, Tina Ekblad and Heather Urwiller

- Introductions
- Project Introduction
  - Property south of the Lennar Portico site. We will use a similar strategy to the Portico project.
    - Apply for Concurrent CPA Text and CPA Map amendment submittals with Residential Planned Development to follow.
  - Project site is the former Buckingham 345 property (differences from Portico project- no existing plat or no existing infrastructure)
- Project Request: Change the Future Land Use from Sub-Outlying Suburban (2 units/ac) to Outlying Suburban (3 units/ac) to allow 1035 units (will use wetland acreage to get to that number of units).
  - o Current approvals for 690 units
- Discussed Environmental requirements and possible waiver
  - o Property has an expired ERP permit which includes wetland delineation
  - o Existing conservation easement discovered as part of ERP package
    - Would like to use the legal description from conservation easement as wetland area-Brandon asked if conservation easement was same as jurisdictional line. \*Project team was not sure due to recent discover of information but would review and respond back
    - \*Question came up will State require additional review of the jurisdictional line? Project team agreed to research and address that issue.
    - Asked if a new FLUCCS Map or Environmental review will be required for the CPA submittal? Micki was willing to review a waiver request
      - Using the conservation easement/jurisdictional boundary established by expired ERP to delineate the wetlands area.

# CPA2020-00001

LC260003

- Wetlands will need to be a separate land use category
- Two separate legal descriptions and sketch will be required...one depicting the wetland area and other depicting the proposed acreage being changed to outlying suburban Future land use.
- Discussed using an older survey of entire site for CPA submittal...which was acceptable however wetlands will be placed in separate land use category so legal descriptions and sketches will be required as discussed above.
- Discussed Planning communities/neighborhood meetings as they related to potential project reviewers. No commitment on who planning staff reviewer would be. Tina explained the details of the issues encountered on the Portico project during the community meeting.
  - One community informational meeting required in the following communities: Caloosahatchee Shores and Buckingham
    - Meetings to occur between CPA and RPD application submittals-Brandon said cannot find CPA Application sufficient without meetings occurring first...Project team agreed.
  - Also discussed where the project drainage outfall was since this was the main concern on Portico project. Project Team could not answer but would determine that information. (Given that the ERP has expired, and the project design has changed somewhat, the outfalls may change so no commitment was made).
- Briefly discussed the traffic issues in area
  - Buckingham Rd status and level of service
  - Ask if the staff knew of any adjustments to F-Dot work plan or capital improvement plan that might impact the area. The answer was no.
    - Who is reviewing infrastructure for the Lee County now?
      - \_\_\_\_thru Marcus with Brandon reviewing
- Briefly discussed the school site
- Rezoning issues discussed
  - Outlined that layout was changing with exception of wetlands and amenity location
  - Single point of entry, which was part of the original approval.
    - Was some discussion on possible interconnection with Portico for emergency access. -Related to this was concerned voiced on River Hall related to bollards having to be individually release by first responders which slows response time. Tina ask if this issue had been addressed. County staff was unaware. Richard Akin committed to follow up on the issue and reporting back.

Lee County Homes Preapplication Minutes Exhibit T3 Page | 3

- Discussed access point being aligned up with subdivision to the west. (which is already addressed)
- Reduced lot size discussed in relation to open space calculations
- Discussed specifically, what should be including to assist in review of the CPA Applications:
  - Deviations:
    - Indigenous plant communities/open space calculations
    - Single point of entry with emergency access
    - T-intersections and lots
- General discussion of anything up and coming that could impact project. County staff was not aware of any current Comp Plan changes that would impact the project
- Project team shared the submittal date of second week in March.
- Meeting adjourned

9	Future Land Use Category	Totals	Northeast Lee County	Boca Grande	Bonita Springs	Fort Myers Shores	Burnt Store	Cape Coral	Captiva	Fort Myers	Fort Myers Beach	Gateway/ Airport	Daniels Parkway
	Intensive Development	1,361				5		27		250			
	Central Urban	14,766				225				230			
	Urban Community	<del>17,021</del> 16,902	520	485		637						250	
	Suburban	16,623				1,810				85			,
	Outlying Suburban	<del>3,843</del> - 4,031	30			40 228	20	2	500				1,438
	Sub-Outlying Suburban	<del>1,955 _</del> 1,762				547 354						227	
	Commercial												
hu	Industrial	79								39		20	
380	Public Facilities	1	÷						1				
Category	University Community	850											
	Destination Resort Mixed Use Water Dependent	8											
use	Burnt Store Marina Village	4					4						
d l	Industrial Interchange												
Land	General Interchange	151										11	58
e L	General Commercial Interchange												
Future	Industrial Commercial Interchange												
ut	University Village Interchange												
	Mixed Use Interchange												
l By	New Community	2,100	1,200									900	
10	Airport												
ent	Tradeport	9										9	
Residential	Rural	8,313	1,948			1,400	636						1,500
Ses	Rural Community Preserve	3,100											
1.	Coastal Rural	1,300											8
177 - 1 1772 - 1	Outer Island	202	5			1			150				
Marine .	- Open Lands	2,805	250				590						120
- Stringer	Density Reduction/ Groundwater Resource	6,905	711									94	et all
	Conservation Lands Upland												T
100	Wetlands												
	Conservation Lands Wetland												m
u Ur	nincorporated County Total Residential	<del>81,396</del> - <u>81,727</u>	4,664	485		4,665 <u>4660</u>	1,250	29	651	604		1,511	3,116
Co	ommercial	12,793	177	52		400	50	17	125	150		1,100	440
_	dustrial	13,801	26	3		400	5	26		300		3,100	10
Nor	n Regulatory Allocations	S. C. Carlini	and the second	At all Studies	Sec. History	A ANT POLIS		PROFILE AND		at the second		ALL	IJ
Pu	ıblic	<del>82,565</del> - <u>82,570</u>	7,100	421		<del>2,000</del> <u>2005</u>	7,000	20	1,961	350		7,752	2,477
Ac	ctive AG	17,027	5,100			550	150						20
Pa	assive AG	43,786	12,229			2,500	109					1,241	20
Co	onservation	81,933	2,214	611		1,142	3,236	133	1,603	748		2,947	1,733
Va	acant	23,874_ 23,993	1,953			61	931	34		45		300	151

(Amended by Ordinance No. 02-02, 03-19, 05-19, 07-13, 09-15, 09-16, 10-15, 10-16, 10-40, 10-43, 14-14, 15-10, 16-02, 16-17, 17-12, 17-23, 18-06) Printed 4/19/2018

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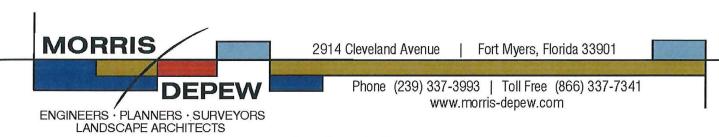
Page 1 of 2

Total	357,176	33,463	1,572	11,718	12,731	259	4,340	2,197	17,951	7,967
Population Distribution (unincorporated Lee County)	495,000	9,266	1,531	30,861	3,270	225	530	5,744	18,333	16,375

	Future Land Use Category	Iona/ McGregor	San Carlos	Sanibel	South Fort Myers	Pine Island	Lehigh Acres	Southeast Lee County	North Fort Myers	Buckingham	Estero	Bayshore
	Intensive Development				660	3	42		365		9	
	Central Urban	375	17		3,140		8,179		2,600			
	Urban Community	850	1,000		860	500	<del>11,359</del> 11,240			110	450	
	Suburban	2,488	1,975		1,200	675			6,690		1,700	
	Outlying Suburban	377				600			382		454	
	Sub-Outlying Suburban		25						140	66		950
	Commercial			··· , ,								
μ'n	Industrial	5	5		10			******				
Category	Public Facilities							······································				
ati	University Community		850									
S.	Destination Resort Mixed Use Water Dependent	8										
use	Burnt Store Marina Village											
d l	Industrial Interchange											
an	General Interchange							15	31		6	30
L	General Commercial Interchange				1			······				
ш	Industrial Commercial Interchange											
шţ	University Village Interchange											
Residential By Future Land	Mixed Use Interchange	-										
B	New Community											
ial	Airport											
mt	Tradeport											
ide	Rural		90			190	14		500	50	635	1,350
les	Rural Community Preserve	1	1		1					3,100		
NA.	Coastal Rural	-	<u> </u>		+	1,300						
	Outer Island	1				45						
	Open Lands	-							45			1,800
	Density Reduction/ Groundwater Resource		<u> </u>					4,000				2,100
	Conservation Lands Upland							-,				
	Wetlands											
	Conservation Lands Wetland	-										
Ur	nincorporated County Total Residential	4,104	3,962		5,870	3,313	<del>19,594</del> 19,475	4,015	10,753	3,326	3,254	6,230
Co	ommercial	1,100	1,944		2,100	226	1,300	68	1,687	18	1,700	139
In	dustrial	320	450		900	64	300	7,246	554	5	87	5
Noi	n Regulatory Allocations					n Service (SP)		and Theory and				
	ıblic	3,550	3,059		3,500	2,100	15,289	12,000	4,000	1,486	7,000	1,500
	ctive AG	1				2,400		7,171	200	411	125	900
	ssive AG					815		17,521	1,532	3,619	200	4,000
	onservation	9,306	2,969		188	14,767	1,541	31,210	1,317	336	5,068	864
	acant	975	594		309	3,781	<del>9,880</del> 9,999	470	2,060	1,000	800	530
To	otal	19,355	12,978		12,867	27,466	47,904	79,701	22,103	10,201	18,234	14,168
Po	pulation Distribution (unincorporated Lee County)	34,538	36,963		58,363	13,265	153,011	1,270	71,001	6,117	25,577	8,760

(Amended by Ordinance No. 02-02, 03-19, 05-19, 07-13, 09-15, 09-16, 10-15, 10-16, 10-40, 10-43, 14-14, 15-10, 16-02, 16-17, 17-12, 17-23, 18-06) Printed 4/19/2018

(Amended by Ordinance No. 02-02, 03-19, 05-19, 07-13, 09-15, 09-16, 10-15, 10-16, 10-40, 10-43, 14-14, 15-10, 16-02, 16-17, 17-12, 17-23, 18-06) Printed 4/19/2018 ~



Lee County Homes Comprehensive Plan Map Amendment Public Facilities Impacts Narrative Exhibit-T5

This analysis considers the proposed Comprehensive Plan Text Amendment in the context of the projected impact on public facilities related to the companion Comprehensive Plan Map Amendment. The two companion amendments are interrelated as the anticipated impacts to public facilities of the text changes to Table 1(b) of the Lee Plan are interrelated to the change in the proposed future land use designation of the subject property on Map 1 (Future Land Use Map). Map 16 (Lee County Planning Communities) is also considered within the context of the analysis for the Comprehensive Plan Text Amendment. Map 16 will not be amended; however, it is directly impacted by any changes made to Table 1(b).

The analysis is based on the final development scenario for the ±345 acres owned by Lee County Homes Associates I, LLLP. The proposed Comprehensive Plan Map Amendment to the Outlying Suburban FLU Category is for property located within The Fort Myers Shores Planning Community. A concurrent Planned Development Amendment will be submitted to provide details regarding the future development of the property. The existing approved Buckingham 345 Residential Planned Development per Resolution Number Z-05-074 allows for 690 dwelling units, the maximum allowed by the existing Sub-Outlying Suburban FLU. The requested Future Land Use Map Amendment will increase the maximum density of the subject property by 345 dwelling units for a total of 1,035 dwelling units. The following analysis establishes that the additional proposed dwelling units will not adversely impact public services.

# **Potable Water**

The subject property is within the Lee County Utilities service area limits and will be serviced by the Olga Water Treatment Facility. According to the 2019 Concurrency Report, Lee County Utilities has an average capacity of 5,900,000 GPD. The 2019 Concurrency Reports indicates that 158,611 Equivalent Residential Connection (ERC) were served by the plant in 2016. The number of ERCs projected in 2023 is 177,652 units. The anticipated ERUs that will be served in 2040 is 223,893 units.

Existing Buckingham 345 Maximum Residential 690 ERC X 250 GPD = 172,500 GPD

Proposed Lee County Homes Additional Maximum Residential 345 ERC X 250 GPD = 86,250 GPD



# COMMUNITY DEVELOPMENT

Total: 258,750 GPD

The impact analysis for potable water used the standards of the Florida Administrative Code 64E-6 and the Lee Plan Policy 95.1.3 consistent with the Lee County Utilities Design Manual. According to the 2019 Concurrency Report, Lee County Utilities will have more than adequate capacity to service the currently approved maximum dwelling units and the additional proposed 345 dwelling units. The additional 345 units is well within the projected growth of 177,652 ERCs to be served by 2023 and 223,893 ERCs to be served by 2040. Therefore, Lee County Utilities has adequate capacity to service the proposed development.

# Sanitary Sewer

The subject property is within the service area limits for the Lee County Utilities. According to the Lee County 2019 Concurrency Report, "Lee County Utilities WWTP capacity is evaluated using the interlocal agreement that effectively makes the LCU and FM central systems one combined central system. In addition, the Concurrency Report notes there is capacity within the Fort Myers/Lee County Utilities WWTP Systems for 147,967 Equivalent Residential Connections (ERC) in 2023 and 185,093 ERC in 2040. The system currently serves 132,680 ERCs. The additional 345 units are well within the projected growth of 15,287 additional ERCs by 2022 and 52,413 additional ERCs by 2040. Therefore, the additional requested units can be served by the existing capacity.

Existing Buckingham 345 Maximum Residential 690 ERC X 200 GPD = 138,000 GPD

Proposed Lee County Homes Maximum Residential 345 ERC X 200 GPD = 69,000 GPD

# Total: 207,000 GPD

The impact analysis for sanitary sewer utilizes Florida Administrative Code Chapter 64E-6 and the Level of Service Standards outlined in the Lee County Concurrency Report and the Lee County Utilities Design Standards Manual. The proposed Amendment shows an increase in demand for Sanitary Sewer by 69,000 GPD for the proposed 345 units. The additional units are well within the projected growth of 15,287 ERCs which can be served in 2022 and 52,413 ERCs which can be served by 2040. Therefore, the capacity is available to service the additional units proposed.

# Solid Waste - Lee County Resource Recovery Facility and Lee-Hendry Regional Landfill

LOS Standard= 7 pound/day/capita Current Facility Capacity= 5.7 tons/day

Existing Buckingham 345 Maximum Residential 690 Dwelling Units X 2.35 persons per unit = 1,622 persons 1,622 people X 7lbs/day = 11,350.5 lbs.

# <u>Proposed Lee County Homes Maximum Residential</u> 345 Dwelling Units X 2.35 persons per unit = 811 persons 811 people X 7lbs/day = 5,675.3 lbs.

# Total: 17,025.8 lbs.

According to the 2019 Lee County Concurrency Report, all unincorporated areas of Lee County are consistent with the Level of Service standard set forth in the Lee Plan for solid waste.

"At the total available system capacity of 1,134,667 tons per year, the Lee County IWMS would be capable of providing a 7.0 lbs./capita/day level of service to a full-time combined Lee and Hendry County population of 753,489."

The increase in density based on the proposed plan amendment will result in the generation of an additional 5,675.3 pounds per day, which can be accommodated by the current capacity of the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill.

# Surface Water/Drainage Basins – South Florida Water Management District

According to the Lee Plan Map 18, the subject property is within the Olga Creek Watershed area. According to the Lee Plan Policy 95.1.3 the LOS Standard for storm water management facilities is a surface water management system designed to SFWMD standards. The proposed development will obtain an Environmental Resource Permit from the South Florida Water Management District ensuring consistency with these requirements.

# **Regional Parks:**

The 2019 Lee County Concurrency report states there are 3,029 acres of regional parks operated by Lee County, roughly 43% of the existing regional park acreage when considering all jurisdictions. No new facilities are planned within the fiscal year. "There are no new regional parks planned in the next fiscal year or in the CIP. As a result, there is no new regional park acreage to be added to the inventory for next year."

# **Regional Park Level of Service**

"The inventory indicates a total of 7,051 acres of existing regional parks operated by local, state and federal governments. The capacity needed to meet The Lee Plan non-regulatory level of service standard of 6 acres per 1,000 total seasonal county population is equal to:

842,000 [seasonal county population] \* (6 acres/1,000) = 5,052 acres.

The existing inventory meets the regional park level of service standard in the county for the year 2018 and will continue to do so at least through the next five years of the CIP..."

The additional 345 residential dwelling units will not negatively impact the Regional Parks Level of Service. The 2019 Concurrency report indicates that the existing parks "meets the LOS standard in the county for the year 2018 and will continue to do so at least through the next five years of the CIP." It should be noted that the Office of Economic and Demographic Research identifies the Lee County medium population as 892,108 in 2030, the current time horizon of the Lee Plan. The Lee Plan non-regulatory level of service standard for this population is 5,352.6 acres of Regional Parks. Lee County currently has 7,051 acres of Regional Parks. There is adequate acreage within the currently developed Regional Parks within the County to meet the need of the proposed 345 dwelling units.

# **Community Parks:**

# Community Park Level of Service

"The capacity needed to meet The Lee Plan non-regulatory level of service standard of 0.8 acres per 1,000 total permanent county population, unincorporated areas only, is equal to:

355,737 [permanent county population/unincorporated areas only] \* (0.8 acres/1,000) = 285 acres.

The existing inventory meets the community park level of service standard in the county for the year 2018 and will continue to do so at least through the next five years of the CIP..."

The additional 345 residential dwelling units will not negatively impact the Community Parks Level of Service. It should be noted that the Office of Economic and Demographic Research identifies the Lee County medium population as 892,108 in 2030, the current time horizon of the Lee Plan. The Lee Plan non-regulatory level of service standard for this population is 713.7 acres of Community Parks. Lee County currently has 743 acres of Community Parks. There is adequate acreage within the currently developed Regional Parks within the County to meet the need of the proposed 345 dwelling units.

# **Public School:**

The proposed development site is within the East Zone, sub-zone E-2. The LOS Standard for Elementary, Middle, and High School is based upon Permanent FISH capacity and is 100% as adjusted by the School Board annually to account for measurable programmatic changes. The calculations below are based on analysis from the 2019 Concurrency Report. These calculations will be revised if warranted upon receipt of the Lee County School District's letter of availability.

**Existing and Proposed Students:** 

Existing Buckingham 345 Maximum Residential: 690 dwelling units x 0.295 students/household = 204

Proposed Lee County Homes Maximum Residential: 345 dwelling units x 0.295 students/household = 102

# **Total: 306 students**

Lee District School Board- East Zone, E-2 Elementary Schools (Gateway, Harns Marsh, Manatee, River Hall, Sunshine, Tortuga Preserve, Treeline) Actual Enrollment 2019 = 6,909 FISH Capacity = 6,823 Seats Available= 86

Middle Schools (Harns Marsh, Oak Hammock, Varsity Lakes) Actual Enrollment 2019 = 4,179 Seats Available = 409

High Schools (Lehigh Senior, Riverdale) Actual Enrollment 2019 = 4,587 FISH Capacity = 4,129 Seats Available = 458

The additional 345 residential single family dwelling units will increase the number of students in the East Zone by 102. The total number of students for the proposed Residential Planned Development will be 306. Based on the 2019 Concurrency Report the projected 2019 to 2020 totals for the entire East Zone demonstrate a deficiency at the middle school and high school level. The middle school level deficit will be 439 students. To address the immediate deficit, additional portable seats will be added at Harns Marsh, Oak Hammock and Lehigh middle schools. A new 1,200 seat middle school is programmed to open in the 2020-21 school year.

The high school deficit is 524 seats. An addition built at Lehigh High school will provide an additional 496 seats. Lee County Schools has acquired a school site in Gateway within the East Zone for a future high school, which is expected to open August 2021 and provide 1,520 seats. All projected deficits in the East Zone will be addressed within the 2030 time horizon of the Lee Plan.

School Impact Fees, which are assessed at the time of building permit issuance will be available as a source to fund the any deficit in student seats attributed to the Residential Planned Development. The timing of the Impact Fee payment ensures the resources necessary for the number of homes to be built are available. Any of the 1,035 proposed dwelling units that are constructed, will be assessed impact fees consistent with LDC Section 2-400 through 2-415.

A request for a letter of available capacity to serve the proposed residential planned development was requested from the Lee County School District. The letter is expected to contain similar information to the analysis above, which was extracted from the 2019 Concurrency Report. Upon receipt of the letter any necessary revisions to the analysis above will be completed and an updated Public Facilities will be submitted.



3401 Metro Parkway Fort Myers, FL 33901 Phone: (239) 533-0393

John E. Manning District One

Cecil L. Pendergrass District Two

Ray Sandelli District Three

Brian Hamman District Four

Frank Mann District Five

Roger Desjarlais County Manager

Richard Wesch County Attorney

Donna Marie Collins County Hearing Examiner

January 7, 2020

Heather M. Urwiller Morris Depew, Inc 2914 Cleveland Ave Fort Myers, FL 33901

# RE: GL Homes (f.k.a Buckingham 345)

Dear Ms. Urwiller,

LeeTran has reviewed the request for service availability regarding GL Homes (f.k.a Buckingham 345), located southeast of Buckingham Road. After reviewing the site and comparing the location with our existing and planned route locations according to the 2016 Transit Development Plan (TDP), the following has been determined:

- Currently, the closest route to the identified site is the Route 100 along Palm Beach Boulevard
- The identified site does not lie within the one-quarter mile of a fixed-route corridor via safe pedestrian access.
- The 2016 TDP does not identify the need for enhanced or additional transit services in the area.

Conclusion: Developer will not be required to connect to or improve transit facilities because pedestrian access from proposed development to closest stop is greater than one-quarter mile.

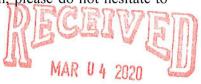
If transit services have been extended within one-quarter mile of the proposed development at time of a DO submittal, necessary improvements will be determined at that time.

If you have any questions or require further information, please do not hesitate to contact me at (239) 533-0340 or JPuente@leegov.com.

Sincerely,

Jorge J. Puente

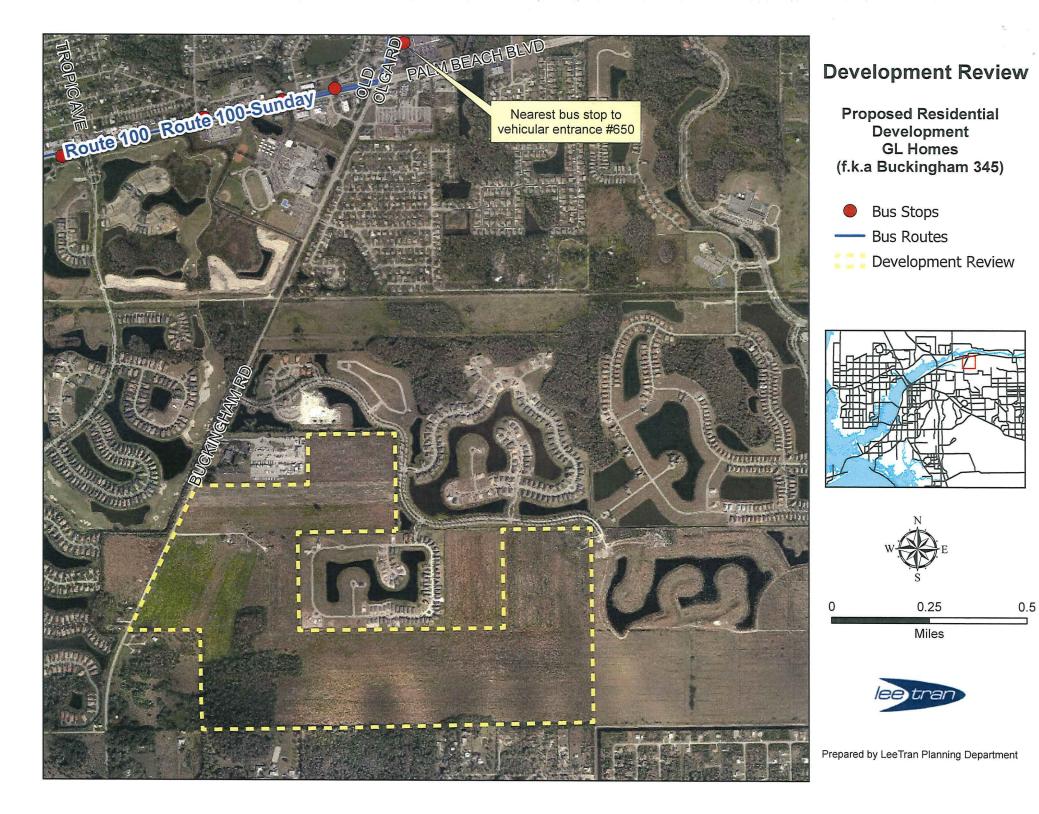
Jorge J. Puente Service Planner, LeeTran Mobility Enhancement Team



COMMUNITY DEVELOPMENT

P.O. Box 398, Fort Myers, Florida 33902-0398 Phone: (239) 533-2111 www.leegov.com CPA2020-00001

AN EQUAL OPPORTUNITY EMPLOYER



# FORT MYERS SHORES FIRE PROTECTION & RESCUE SERVICE DISTRICT 12345 PALM BEACH BOULEVARD S.E. FORT MYERS, FL. 33905 (239) 694-2833 Fax (239) 694-3355

January 3, 2020

Heather M. Urwiller, AICP, CFM Principle Planner 2914 Cleveland Avenue Fort Myers, FL 33901

RE: Request for Letter of Availability

Dear Ms. Urwiller:

Thank you for taking my phone call this morning. We discussed the Buckingham 345 property your client is interested in developing and your request for a Letter of Availability as it pertained to fire service response.

The Public Protection Classification for our fire district is Class 3/10. The GL Homes (Buckingham 345) property should fall within Class 3 designation for fire insurance purposes since the property is within 5-miles of the fire station. Please remember that the other consideration is that all residences must be within 1000 feet of a fire hydrant. Unless there is a dramatic street configuration that would cause extended driving distance the property driving distance from our fire station should be 5-miles or less.

Respectfully submitted for your review,

Chris Dowaliby EFQ, BS, BS Fire Chief

SUPPORT YOUR FIREFIGHTERS. THE LIFE THEY SAVE MAY BE YOURS.



John E. Manning District One

January 9, 2020

Cecil L Pendergrass District Two

Ray Sandelli District Three

Brian Hamman District Four

Frank Mann District Five

Roger Desiadais County Manager

Richard Wm. Wesch County Attorney

Donna Marie Collins Hearing Examiner

Ms. Heather Urwiller **Principal Planner** Morris Depew Associates, Inc. 2914 Cleveland Ave., Fort Myers, FL 33901

# SUBJECT: GL Homes (f.k.a Buckingham 345) – Letter of Availability

Dear Ms. Urwiller:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the approximate 995 single family units proposed for the project knows as GL Homes/Buckingham 345 Development located in the Buckingham area of East Fort Myers through our franchised hauling contractors. Disposal of the solid waste from this development 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.

Solid Waste Ordinance (11-27) defines those residential dwelling units that are eligible to receive curbside residential collection service and requirements for those as multi-family and/or commercial dwellings. It further establishes that Property Owners 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 Public Utilities Manager** Solid Waste Division

# Carmine Marceno Sheriff



State of Florida County of Lee

"Proud to Serve"

January 7, 2020

Heather M. Urwiller Morris-Depew Associates 2914 Cleveland Ave. Fort Myers, FL 33901

Ms. Urwiller,

The Lee County Sheriff's Office has reviewed your Letter of Availability request for an existing +-345 acre subdivision known as Buckingham 345, a Residential Planned Development that is approved for the development of 690 single-family dwelling units.

The proposed Comprehensive Plan Amendment and Planned Development to permit an additional 305 units for a total of 995 single-family units would not affect the ability of the Lee County Sheriff's Office to provide core levels of service at this time.

Law enforcement services will be provided from our Central District offices in Fort Myers. As this development builds out, we will factor its impact into our annual manpower review and make adjustments accordingly. At the time of application for a Development Order or building permit, we request that the applicant 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 comment.

Please contact Community Response Unit Manager Beth Schell at (239) 477-1676 with any questions regarding the CPTED study.

Respectfully,

Rich Snyder Major, Patrol Bureau



"The Lee County Sheriff's Office is an Equal Opportunity Employer" 14750 Six Mile Cypress Parkway • Fort Myers, Florida 33912-4406 • (239) 477-1000



John E. Manning District One

January 16, 2020

Cecil L Pendergrass District Two

Ray Sandelli District Three

Brian Hamman District Four

Frank Mann District Five

Roger Desjarlais County Manager

Richard Wm. Wesch County Attorney

Donna Marie Collins Hearing Examiner

Heather Urwiller Morris Depew 2914 Cleveland Ave. Fort Myers, FL 33901

Re: Letter of Service Availability - Buckingham 345

Ms. Urwiller,

I am in receipt of your letter requesting a Letter of Service Availability for the development of Buckingham 345, located near Fort Myers Shores.

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 11, located 5.6 miles west; there is a second EMS station within eight 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

Raymond Sandelli **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 23, 2020

Heather M Urwiller, AICP, CFM Morris Depew Associates, Inc. 2914 Cleveland Avenue Fort Myers, FL 33901

### RE: Potable Water and Wastewater Availability GL Homes, +/- 345-Acre Parcel for Residential Development STRAP # 32-43-26-00-00003.0000 and 33-43-26-00-00004.0000

Dear Ms. Urwiller:

The subject property 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 sanitary sewer lines are in operation adjacent to the property mentioned above. However, in order to provide service to the subject parcels, developer funded system enhancements such as line extensions may be required.

Your firm has indicated that this project will consist of 1035 single family residential units with an estimated flow demand of approximately 258,750 gallons per day. Lee County Utilities presently has sufficient capacity to provide potable water and sanitary sewer service as estimated above.

Availability of potable water and sanitary sewer 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 our Olga Water Treatment Plant.

Sanitary sewer service will be provided by our the City of Fort Myers North Water Reclamation Facility. 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.

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

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



Via E-Mail

GL Homes - Letter.Docx January 23, 2020 Page 2

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

Sincerely,

LEE COUNTY UTILITIES

Mary M Cours

Mary McCormic Technician Senior 239-533-8532 UTILITIES ENGINEERING Exhibit M17



2914 Cleveland Avenue | Fort Myers, Florida 33901

Phone (239) 337-3993 | Toll Free (866) 337-7341 www.morris-depew.com

January 6, 2020

Mr. Dominic Gemelli Long Range Planner, Planning Department Lee County Public School District 2855 Colonial Blvd. Fort Myers, FL 33966

Re: Request for Letter of Availability ±345 Acre Parcel for Residential Development GL Homes (f.k.a Buckingham 345)

Dear Mr. Gemelli,

Please accept this letter as a Letter of Availability request to Lee County Public Schools for an existing  $\pm$ 345 acre residential subdivision, known as Buckingham 345. The subject property is currently approved as a Residential Planned Development by Zoning Resolution Numbers Z-05-074 & Z-00-029 for the development of 690 single family dwelling units.

The applicant is applying for a Comprehensive Plan Amendment and Planned Development to permit and additional 305 units for a total of 995 single family units. Please see the attached aerial exhibit and the STRAP Numbers for the subject property, which are **32-43-26-00-00003.0000** and **33-43-26-00-00004.0000** for reference.

We respectfully request Lee County School District provide a letter explaining the service availability of Lee County Schools to the property. If you have any questions, please feel free to contact me via email or phone. Thank you in advance for your assistance in this matter.

Sincerely, MORRIS-DEPEW ASSOCIATES, INC.

Heather M. Urwiller, AICP, CFM Principal Planner

Enclosure: Property Aerial Exhibit



COMMUNITY DEVELOPMENT

# **GL Homes Aerial Exhibit**





Subject Property

# **TRANSPORTATION** CONSULTANTS, INC

2726 OAK RIDGE COURT, SUITE 503 FORT MYERS, FL 33901-9356 OFFICE 239.278.3090 FAX 239.278.1906

> TRAFFIC ENGINEERING TRANSPORTATION PLANNING SIGNAL SYSTEMS/DESIGN

MEMORANDUM

TO:	Ms. Tina Ekblad Morris Depew c/o Barraco & Associates, Inc.	DECENVIRIM
FROM:	Ted B. Treesh President	MAR U 4 2020
DATE:	February 27, 2020	COMMUNITY DEVELOPMENT
RE:	Buckingham 345	CPA2020-00001

TR Transportation Consultants, Inc. has completed a traffic circulation analysis for the proposed Comprehensive Plan Amendment for approximately 345 acres of property located on the east side of Buckingham Road approximately 1.1 miles south of Palm Beach Boulevard (S.R. 80) in Lee County, Florida. This analysis will determine the impacts of the change in land use on the subject site from Sub-Outlying Suburban to Outlying Suburban.

The transportation related impacts of the proposed Comprehensive Plan Amendment were evaluated pursuant to the criteria in the application document. This included an evaluation of the long range impact (20-year horizon) and short range impact (5-year horizon) the proposed amendment would have on the existing and future roadway infrastructure.

The subject site is currently zoned RPD through Zoning Resolution Z-05-074. The RPD was approved for the development of up to 690 residential dwelling units along with commercial amenities within the community (clubhouse, etc.). Access to the existing RPD is provided directly to Buckingham Road.

A methodology meeting was held with Lee County Development Services staff to outline the methodology that would be followed for this transportation analysis. A recent Comprehensive Plan Amendment was recently approved by the Lee County Board of County Commissioners on a project that directly abuts the Buckingham 345 project to the north and east. This project, called Portico, was processed under CPA2018-00004 and also included the change in land use from Sub-Outlying Suburban to Outlying Suburban.



Ms. Tina Ekblad Buckingham 345 CPA February 27, 2020 Page 2

Based on discussions with County staff, the methodology outlined in the Portico traffic analysis was followed for the analysis of the impacts of this proposed Land Use Change. The traffic study submitted by Portico, conducted by David Plummer & Associates, dated February 5, 2018, was utilized as the basis for the "Background Traffic Conditions" for both the analysis of the impacts to the Long Range Transportation Plan as well as to the 5-Year Capital Improvement Plan.

The proposed amendment to the Comprehensive Plan to move the subject site from the Sub-Outlying Suburban Future Land Use Category to the Outlying Suburban Future Land Use Category would permit the residential density on the subject site to be increased from 2.0 units per acre to a maximum of 3.0 units per acre. As previously noted, the site currently is zoned RPD for a maximum development of 690 residential dwelling units. The change in land use would permit up to 1,035 dwelling units on the approximately 645 acre site, or an increase in 345 dwelling units.

The long range transportation impact (20-year horizon) will be evaluated based on the comparison between residential uses that have been approved based on the RPD zoning versus those uses being proposed. Since it is not feasible to assume that the subject site will be completely developed in the next five (5) years, the short range transportation impact (5-year horizon) will be evaluated based on an assumed residential development rate for the site.

# Long Range Impacts (20-year horizon)

As previously indicated, the analysis conducted as part of the recent Comprehensive Land Use Change to the Portico project, which abuts the Buckingham 345 parcel to the north and east, was utilized as the basis of the analysis in this report. The traffic analysis, prepared by David Plummer & Associates, is dated February 5, 2018. For the impacts to the Long Range Transportation Plan (LRTP), the 2040 projected traffic volumes reflected in Exhibit 4 of the Plummer TIS, titled "*Future (2040) Traffic Conditions With Project*" were combined with the projected trip generation from the 690 residential dwelling units that are currently approved on the Buckingham 345 project to determine the future 2040 Background Traffic Conditions.

**Table 1** summarizes the uses that are currently permitted on the Buckingham 345 property pursuant to Zoning Resolution Z-05-074.

Table 1	
Permitted Residential Density	
Buckingham 345 CPA	
Category	Intensity
Permitted Dwelling Units	690 Single-Family DU's

The Level of Service Threshold volumes for the roadway network within a 3-mile radius of the site was referenced from the Lee County Generalized Level of Service tables for



the Lee County maintained roadways and the FDOT Q/LOS Manual Generalized Level of Service Tables for FDOT controlled roadways. The facility type and threshold volumes were referenced from the *2018 FDOT Level of Service Report* for Lee County. This is consistent with the methodology conducted as part of the Portico traffic analysis. **Table 1A** in the Appendix of this report outlines the Level of Service Thresholds utilized for the roadways within the 3-mile study boundary. Consistent with the Lee County Comprehensive Plan, the County maintained roadways have a recommended minimum Level of Service Standard of LOS "E" and the FDOT maintained roadways have a recommended minimum Level of Service Standard of LOS "D".

The trip generation for the residential dwelling units was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled *Trip Generation Manual*, 10<sup>th</sup> Edition. Land Use Code 210 (Single-Family Detached Housing) was utilized for the trip generation purposes of the proposed dwelling units. The trip generation equations utilized from the aforementioned land use is attached to the Appendix of this memorandum for reference. **Table 2** indicates the trip generation of the trips that were added to the 2040 roadway network as part of the long range transportation Level of Service analysis.

	1/1	a chinging	111 J 45 CI				
R NIT	A.N	A. Peak l	Hour	P.M	. Peak H	lour	Daily
Land Use	In	Out	Total	In	Out	Total	(2-way)
Maximum Residential Density W/CPA (1.035 Dwelling Units)	185	555	740	604	354	958	8,927
Currently Approved Residential Units (690 Dwelling Units)	-124	-371	-495	-409	-240	-649	-6,147
Total Trip Increase (345 Dwelling Units)	61	184	245	195	114	309	2,780

Table 2Trip Generation – Long Range AnalysisBuckingham 345 CPA

### 2040 Long Range Transportation Plan Impacts

**Table 2A** reflects the projected 2040 background traffic volumes and Level of Service on the roadways within the 3-mile radius of the site. These volumes include the traffic from the Lee County Metropolitan Planning Organization's (MPO) 2040 Long Range Transportation travel model (District One Regional Planning Model – D1RMP) as contained in the Portico traffic analysis. The traffic volumes from Exhibit 4 in the Portico analysis were utilized, which includes the traffic from 1,789 dwelling units that were approved by the Lee County Board of County Commissioners as part of CPA2018-00004. The total trips shown in Table 1 from the approved 690 dwelling units on the Buckingham 345 parcel were then added to the volumes taken from Exhibit 4 to determine the projected 2040 Peak Hour, Peak Season, Peak Direction Background traffic volumes and Level of Service on the roadways in the study area.



Based on Table 2A, there are several roadway segments that are shown to operate below the recommended minimum Level of Service Standard in 2040 based on the projected Background traffic conditions. Three future road projects are identified in the 2040 Long Range Transportation Plan Needs Plan, which are identified as a need by 2040 but do not have identified funding at this time.

The projects that are currently on the 2040 LRTP Needs Plan in the study area include:

Buckingham Road – Widen from 2 to 4 lanes from Orange River to SR 80 Orange River Blvd. – Widen from 2 to 4 lanes from SR 80 to Buckingham Rd. SR 31 – Widen from 2 to 4 lanes from SR 80 to Charlotte Co. line

The only other improvement shown as to be needed by 2040 in the Background traffic conditions is the widening of SR 80 between SR 31 and Buckingham Road. This segment, based on the Background traffic conditions before any trips from the proposed land use change are added to the network, will need to be widened from four lanes to six lanes. This improvement should be added to the 2040 Needs Plan.

An additional improvement that is illustrated in Table 2A that is not identified in the LRTP 2040 Needs Plan is the widening of Buckingham Road from Orange River Boulevard to Gunnery Road. Based on the projected 2040 Background traffic conditions, this improvement should be added to the 2040 LRTP Needs Plan.

The widening of Orange River Boulevard, which is in the 2040 Needs Plan, is in direct conflict with Lee Plan Policy 20.2.1, which states:

**POLICY 20.2.1:** Future multi-lane expansions within the Buckingham Community Plan area will be limited to the four-laning of Buckingham Road (except for the portion of Buckingham Road that is encompassed by the Luckett Road Extension). All other existing roadways within the boundaries of the Buckingham Community Plan area will remain in their two-lane configuration. This policy does not include bicycle, pedestrian and equestrian facilities or safety improvements. Prior to adding any multi-lane expansions of Buckingham Road to the schedule of capital improvements, one public meeting after 5:00 p.m. regarding the proposed road expansion must be held in accordance with Policies 17.3.3 and 17.3.4.. (Ordinance No. 10-15, 18-18)

Therefore, Orange River Boulevard should be recognized as a "*Constrained Facility*" in the Lee County Comprehensive Plan as no widening is permitted to this roadway pursuant to this Policy.

**Table 3A** was then completed to determine what impacts will occur on the roadways with the addition of the new trips shown in Table 1 that will be generated by the additional 345 dwelling units that would be permitted should the change in Future Land



Use be approved. Comparing the identified improvements necessary in the Background traffic conditions (Table 2A) to the improvements identified as being needed in 2040 with the additional dwelling units, there are NO additional roadway capacity improvements necessary to support the Future Land Use Change to permit the development of an additional 345 residential dwelling units. The identified improvements illustrated in Table 3A are identical to the improvements that are listed in Table 2A that are needed in 2040 without the change to the Future Land Use category on the subject site.

Therefore, the changes that are recommended to be added to the 2040 LRTP Needs Plan are due to the conditions that are projected in 2040 without any changes to the Future Land Use Plan. The changes, which are consistent with the changes that were outlined in the CPA Traffic Analysis conducted for the Portico project, include:

Buckingham Road – Widen from 2 to 4 lanes from Orange River Blvd. to Gunnery Rd. SR 80 – Widen from 4 to 6 lanes from SR 31 to Buckingham Rd

### Short Term Impacts Analysis (2025)

In order to estimate the short term transportation related impacts with the requested land use changes, several assumptions were made based on the amount of residential development that is feasible to be constructed in the next five (5) years. It was assumed that the site could be developed with up to 125 residential dwelling units per year. Therefore, for the 5-year Level of Service analysis, a development of approximately 625 residential dwelling units was assumed. For analysis purposes these units were all assumed to be single-family dwelling units. **Table 4** indicates the trip generation of the trips that were added to the 2025 roadway network as part of the short term transportation Level of Service analysis.

Table 4 Trip Generation – Short Term Analysis Buckingham 345 CPA

	A.N	A. Peak I	Iour	P.M.	Daily		
Land Use	In	Out	Total	In	Out	Total	(2-way)
Single-Family Detached Housing (625 Dwelling Units)	112	337	449	372	218	590	5,612

The 2019/2020-2023/2024 Lee County Transportation Capital Improvement Plan and the 2020-2025 Florida Department of Transportation Adopted Work Program were reviewed to determine if any future roadway improvements were planned in the vicinity of the subject site in the next five (5) years. Based on the review, there are no roadway capacity improvements identified on either work program.



**Table 4A** and **Table 5A** attached to this report indicate the projected 5-year planning Level of Service on the surrounding roadways based the trip generation as shown in Table 4. Following the same methodology as was followed for the 2040 LRTP analysis, the projected 2025 Background traffic conditions included the trips from the 5-year analysis as identified in the Portico CPA Traffic Analysis report, dated February 5, 2018. The existing traffic volumes on the various roadway links were derived from traffic data obtained from the FDOT Traffic Information Online resource and are volumes as reported for the year 2018. These volumes were then increased by a growth factor based on historical traffic count data from the FDOT Traffic Information Online resource then adjusted by the K & D factors to obtain the projected 2025 peak hour, peak direction traffic conditions. The trips from the Short Term Analysis contained in the Portico Traffic Report were then added to the 2025 projected volumes to determine the Background 2025 traffic volumes and Levels of Service on the roadways in the Study Area.

The trips from Table 4 were then added to the various roadway links projected 2025 Background Traffic Volumes and a Level of Service analysis was completed. Based on the results, there are only two roadway segments show a change in Level of Service in 2025 due to the addition of the trips from the Short Term Analysis of the subject site. These links are Orange Rive Boulevard, which is shown to go from LOS "D" to LOS "E" and on S.R. 80 between S.R. 31 and Buckingham Road, which is shown to go from LOS "D" to LOS "E". No other roadway segment is shown to change in Level of Service as a result of the Short Term Analysis. Buckingham Road is shown to operate at LOS "F" in 2025 in the Background Traffic Conditions (With Portico). This is consistent with the most recent Lee County *Public Facilities Level of Service and Concurrency Report* (2019), which shows Buckingham Road from S.R. 80 to Orange River Boulevard operating at LOS "F" in 2023 due to the currently approved density within the Portico and Buckingham 345 projects.

Since the number of units that are shown to be built in the next five years (625) are within the currently number of approved units on the subject site (690), no revisions to the County's 5-Year Capital Improvement Program or the FDOT Work Program are necessary to support the change in the Future Land Use Category.

Changes that are recommend to the Capital Improvement Program that are needed regardless if this CPA application is approved is the widening of Buckingham Road from two lanes to four lanes from S.R. 80 to Orange River Boulevard.

The payment of road impacts fees will be the full mitigation for this project in order to offset the impacts the trips from the residential units have on the adjacent roadway network. The CPA will also generate valorem taxes, gas taxes and other revenues that can be utilized to fund projects that are in the LRTP and the Short Term Capital Improvement Program.

# **TRANSPORTATION** CONSULTANTS, INC

Ms. Tina Ekblad Buckingham 345 CPA February 27, 2020 Page 7

### **Conclusion**

The proposed Comprehensive Plan Amendment would allow the future land use change on approximately 345 acres of property to allow the maximum residential density of 1,035 residential dwelling units. The project site currently has zoning approval to construct up to 690 residential dwelling units. The analysis contained in this report focused on the increase in residential dwelling units from 690 to 1,035, or an increase of 345 dwelling units.

The analysis was conducted based on the inclusion of the recently approved Portico Comprehensive Plan Amendment in the Background Traffic Condition, both in the Long Term Transportation Plan impacts as well as the impacts to the Short Term (5-Year) transportation impacts. The conclusions of the analysis indicated that the widening of several roadway segments in the Study Area need to be added to the 2040 LRTP Need Plan based on the proposed Background Traffic conditions (before the CPA trips are added to the network). These improvements include:

Buckingham Road – Widen from 2 to 4 lanes from Orange River Blvd. to Gunnery Rd. SR 80 – Widen from 4 to 6 lanes from SR 31 to Buckingham Rd

Also, the Lee Plan needs to have a Policy in place that recognizes Orange River Boulevard from S.R. 80 to Buckingham Road as a "*Constrained Roadway*".

The improvements that are identified in the 2040 LRTP Background conditions are the same improvements that are needed in the 2040 LRTP conditions with the CPA trips added to the network. No changes are needed to the 2040 LRTP since the proposed CPA does not cause the need for any additional roadway capacity.

The analysis of the Short Term impacts (Year 2025) also indicate that no changes are required to the Adopted Work Programs of either FDOT or Lee County due to the change in Future Land Use categories on the subject site. Improvements are identified as being necessary in 2025 due to the Background Traffic Conditions, which include residential dwelling units that are currently approved in both the Portico project as well as the Buckingham 345 project. The mitigation of the project impacts on the surrounding roadway network will be accommodated through the collection of road impact fees.

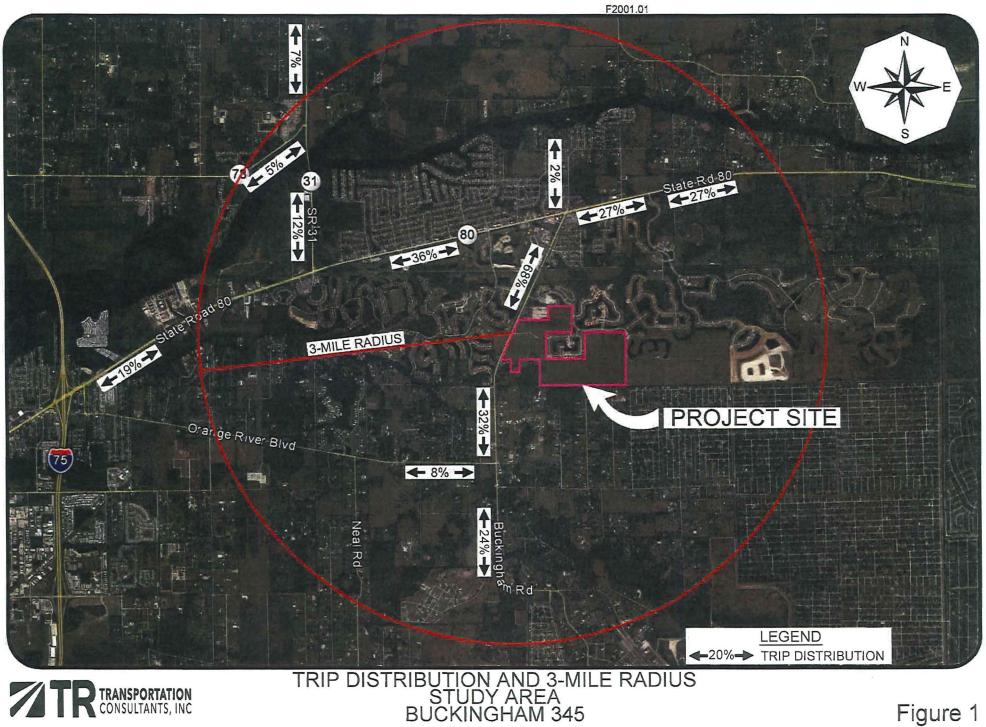
Attachments

# FIGURE 1

-625

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# TABLES 1A, 2A & 3A2040 LOS ANALYSIS

# TABLE 1A LEVEL OF SERVICE THRESHOLDS 2040 LONG RANGE TRANSPORTATION ANALYSIS - BUCKINGHAM 345

					GE		ED SERVIC		ES
	ROADWA	SEGMENT	2040 E +	C NETWORK LANES	LOS A	LOS B	LOS C	LOS D	LOS E
ROADWAY	FROM	<u>TO</u>	<u># Lanes</u>	Roadway Designation	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME
Buckingham Road	SR 80	Site Access	2LN	Arterial	0	140	800	860	860
	Site Access	Orange River Blvd.	2LN	Arterial	0	140	800	860	860
	Orange River Blvd.	Gunnery Road	2LN	Arterial	0	140	800	860	860
									-
Orange River Blvd.	Buckingham Rd.	SR 80	2LN	Major Collector	0	0	310	660	740
SR 80 (Palm Beach Blvd)	Old Olga Rd.	Buckingham Rd.	4LD	Highway	0	59	770	3,240	1,600
	Buckingham Rd.	SR. 31	4LD	Arterial	0	59	1,585	2,100	2,195
	SR 31	Orange River Blvd.	6LD	Arterial	0	94	2.393	3,171	3,310
SR 31	SR 80	Bayshore Road (SR 78)	4LD	Arterial	0	250	1,840	1,960	1,960
									T
Bayshore Rd (SR 78)	SR 31	I-75	4LD	Arterial	0	0	268	924	1,245

**|** |- [

- 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)

# TABLE 2A 2040 ROADWAY LINK LEVEL OF SERVICE CALCULATIONS WITHOUT PROJECT **BUCKINGHAM 345**

APPROVED TOTAL PM PI	EAK HOUR PROJECT TRAFFIC	C= 649	VPH	IN=	409	OUT=	240		
	ROADWAY SE	EGMENT	PEAK D	KGROUND IRECTION LUMES & LOS <sup>1</sup>	PROJECT TRAFFIC	PK DIR PM PROJ	PROJ DENSITY	ND PLUS APPROVED PEAK DIRECTION LUMES & LOS <sup>2</sup>	
ROADWAY	FROM	<u>T0</u>	VOLUME	LOS	DIST.	TRAFFIC	VOLUME	LOS	NEEDED
Buckingham Road	SR 80	Site Access	1,446	F	68%	278	1,724	F	Add 2LN
	Site Access	Orange River Blvd.	980	F	32%	131	1,111	F	Add 2LN
	Orange River Blvd.	Gunnery Road	1,140	F	24%	98	1,238	F	Add 2LN
Orange River Blvd.	Buckingham Rd.	SR 80	990	F	8%	33	1,023	F	Add 2LN
SR 80 (Palm Beach Blvd)	Old Olga Rd.	Buckingham Rd.	940	D	27%	110	1,050	D	
	Buckingham Rd	SR. 31	2,100	D	36%	147	2,247	F	Add 2LN
	SR 31	Orange River Blvd.	2,970	D	19%	78	3,048	D	
SR 31	SR 80	Bayshore Road (SR 7	1,790	F	12%	49	1,839	F	Add 2LN
Bayshore Rd (SR 78)	SR 31	I-75	880	D	5%	20	900	D	

1 2040 Background Peak Direction Volume taken from Portico CPA Traffic Study and includes the 1,789 Residential Dwelling Units approved by BOCC 2 2040 Background Plus Approved Project Density includes the approved 690 Dwelling Units on the Buckingham 345 Parcel

### TABLE 3A 2040 ROADWAY LINK LEVEL OF SERVICE CALCULATIONS WITH PROJECT **BUCKINGHAM 345**

TOTAL PM PEAK HOUR P	ROJECT TRAFFIC =	309	VPH	IN=	195	OUT=	114			
	ROADW	VAY SEGMENT	PEAK D	KGROUND IRECTION LUMES & LOS <sup>1</sup>	PROJECT TRAFFIC		PEAK I	DUND PLUS PRO. DIRECTION LUMES & LOS <sup>2</sup>	J IMPROVEMENTS	CHANGES NEEDED DUE TO
ROADWAY	FROM	<u>TO</u>	VOLUME	LOS	DIST.	TRAFFIC	VOLUME	LOS	NEEDED	ADDITIONAL UNITS?
Buckingham Road	SR 80	Site Access	1,724	F	68%	133	1,857	F	Add 2LN	No
	Site Access	Orange River Blvd.	1,111	F	32%	62	1,173	F	Add 2LN	No
	Orange River Blvd.	Gunnery Road	1,238	F	24%	47	1,285	F	Add 2LN	No
Orange River Blvd.	Buckingham Rd.	SR 80	1,023	F	8%	16	1,039	F	Add 2LN	No
SR 80 (Palm Beach Blvd)	Old Olga Rd.	Buckingham Rd.	1,050	D	27%	53	1,103	D		
	Buckingham Rd.	SR. 31	2,247	F	36%	70	2,317	F	Add 2LN	No
	SR 31	Orange River Blvd.	3,048	D	19%	37	3,085	D		
SR 31	SR 80	Bayshore Road (SR 78)	1,839	F	12%	23	1,862	F	Add 2LN	No
Bayshore Rd (SR 78)	SR 31	I-75	900	D	5%	10	910	D		

1 2040 Background Traffic Includes Approved Portico proejct + 690 Dwelling units from Buckingham 345 Project

2 2040 Background Traffic Plus Project includes the additional 345 Dwelling Units being requested as part of this Amendment

# TABLES 4A & 5A 5-YEAR LOS ANALYSIS

-2640

# TABLE 4A PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES BUCKINGHAM 345

TOTAL AM PEAK HOUR PROJECT TRAFFIC =	449 VPH	IN=	112	OUT=	337
TOTAL PM PEAK HOUR PROJECT TRAFFIC =	590 VPH	IN=	372	OUT=	218

									PERCENT		
	ROADW	AY SEGMENT	ROADWAY	LOS A	LOS B	LOS C	LOS D	LOS E	PROJECT	PROJECT	PROJ/
ROADWAY	FROM	<u>T0</u>	<u>CLASS</u>	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME	TRAFFIC	TRAFFIC	LOS C
Buckingham Road	SR 80	Site Access	2LN	0	140	800	860	860	15%	56	7.0%
	Site Access	Orange River Blvd.	2LN	0	140	800	860	860	20%	74	9.3%
	Orange River Blvd.	Gunnery Road	2LN	0	140	800	860	860	20%	74	9.3%
Orange River Blvd.	Buckingham Rd.	SR 80	2LN	0	0	310	660	740	15%	56	18.0%
SR 80 (Palm Beach Blvd)	Old Olga Rd.	Buckingham Rd.	4LD	0	59	770	3,240	1,600	45%	167	21.7%
	Buckingham Rd.	SR. 31	4LD	0	59	1,585	2,100	2,195	10%	37	2.3%
	SR 31	Orange River Blvd.	6LD	0	94	2,393	3,171	3,310	10%	37	1.6%
SR 31	SR 80	Bayshore Road (SR 78)	2LN	0	0	281	970	1,308	35%	130	46.3%
Bayshore Rd (SR 78)	SR 31	1-75	2LN	0	0	268	924	1,245	15%	56	20.8%

- Denotes the LOS Standard for each roadway segment

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

The Level of Service thresholds were for FDOT Roadways were taken from the FDOT Q/LOS Report based on data in the 2018 FDOT Level of Service Report for Lee County

#### TABLE 5A PROJECTED 2025 LEVEL OF SERVICE ANALYSIS **BUCKINGHAM 345**

Buckingham Road         SR 80         Site Access         126011         6,378         10,538         8         2 91%         0 095         0 530         809         68%         256         1,018         F         1 18         253         1,527         F         1 78           Site Access         Orange River Blvd         126011         6,378         10,538         8         2 91%         0 095         0 530         809         32%         121         1,018         F         1 16         119         1,257         F         1 46           Orange River Blvd         Gunnery Road         124656         8,500         9,800         7         2 05%         0 095         0 550         453         24%         90         533         C         0 62         99         713         C         0 83		BUCKINGHAM 345	PROJECT TRIPS THROU	GH 2025																
OUTER ORDECT TRIPP THROUGH NEXT STARD           TOTAL PROJECT TRAFFIC AM 4 56         VPH         IN =         0.11         0.0T =         342           TOTAL PROJECT TRAFFIC AM 599         VPH         IN =         0.14         0.0T =         342           TOTAL PROJECT TRAFFIC AM 599         VPH         IN =         0.17         0.21         223         2	TOTAL PROJECT TRAFFIC AM	= 449	VPH	IN =	112	ou⊺=	337													
TOTAL PROJECT TRAFFIC AM       456       VPH       IN =       114       0.UT       3/2         TOTAL PROJECT TRAFFIC AM       599       VPH       IN =       3/7       0.UT       2/2	TOTAL PROJECT TRAFFIC PM	= 590	VPH	IN=	372	out=	218													
TOTAL PROJECT TRAFFIC AM       456       VPH       IN =       114       0.UT       3/2         TOTAL PROJECT TRAFFIC AM       599       VPH       IN =       3/7       0.UT       2/2																				
TOTAL PROJECT TRAFFIC PM -       599       VPH       IN=       377       OUT=       222         TOTAL PROJECT TRAFFIC PM -       599       VPH       IN=       377       OUT=       222         CONDUMINGUM       1000       599       VPH       IN=       377       OUT=       222         CONDUMINGUM       1000       SUB       CONDUMINGUM       CONDUMINGUM       CONDUMINGUM         CONDUMINGUM       CONDUMINGUM       CONDUMINGUM       CONDUMINGUM       CONDUMINGUM       CONDUMINGUM       CONDUMINGUM       CONDUMINGUM       CONDUMINGUM       CONDUM       CONDUCT		PORTICO PROJEC	T TRIPS THROUGH NEXT	5 YEARS																
ROADWAY       FROM       SIGE       ADT       ADT       SIGE       NNVAL       PK SEASON       PROEND       PROEND       PEAK DIR       SUCKINGHAM       SUCKINGHAM<	TOTAL PROJECT TRAFFIC AM	<i>≕</i> 456	VPH	IN =	114	OUT=	342													
ROADWAYERCONFOOTFOOTBASE yr2018YRS OFANNUALPK SEASONPROJECTPM PK HRBACKGROUND FK HR345BCKGRNUV/CPM PROJ $i$ PM PRO	TOTAL PROJECT TRAFFIC PM	- 599	VPH	IN=	377	OUT=	222													
ROADWAY SEGMENT         FDOT         BASE YR         2018         YR OF         ANULL         PK SEASON         PROJECT         PORTICO         PEAK DIRECTION         V/C         PM PRO i         + PM PRO i         PM PRO i         + PM PRO i         PM PRO i         + PM PRO i         PM PRO i         + PM PRO i         PM PRO i         + PM PRO i         PM PRO i											2018			202	5		BUCKINGHAM	2025		
ROADWAY         FROM         TO         SITE #         ADT         ADT         GROWTH. <sup>1</sup> RATE         K-FACTOR         D-FACTOR         PEAK DIR. <sup>2</sup> TRAFFIC         VOLUME         LOS         Ratio           Buckingham Road         SR 80         Site Access         Orange River Blvd         126011         8.378         10.538         8         2.91%         0.095         0.550         453         24%         90         533											PK HR	PERCENT	PM PK HR	BACKGROUN	ND PK HR		345	BCKGR	ND	
Bucklingham Road         SR 80         Site Access         126011         6,378         10,536         8         2 91%         0 095         0 530         809         68%         256         1,018         F         1 18         253         1,527         F         1 78           Site Access         Orange River Blvd         126011         6,378         10,538         8         2 91%         0 095         0 530         809         32%         121         1,018         F         1 18         119         1.257         F         1 46           Orange River Blvd         Gunnery Road         124656         8,500         9,800         7         2 05%         0 095         0 550         453         24%         90         533         C         0 62         99         713         C         0 83		ROADW	AY SEGMENT	FDOT	BASE YR	2018	YRS OF	ANNUAL			PK SEASON	PROJECT	PORTICO	PEAK DIRI	ECTION	V/C	PM PROJ	+ PM PF	LO2	V/C
Site Access Orange River Blvd 126011 6,378 10,538 8 2 91% 0 095 0 530 809 32% 121 1,018 F 1 16 119 1,257 F 1 46 Orange River Blvd Gunnery Road 124656 8,500 9,800 7 2 05% 0 095 0 550 453 24% 90 533 C 0 62 99 713 C 0 83	ROADWAY	FROM	<u>T0</u>	SITE #	ADT	ADT	GROWTH, 1	RATE	K-FACTOR	D-FACTOR	PEAK DIR. <sup>2</sup>	TRAFFIC	TRIPS '	VOLUME	LOS	Ratio	TRAFFIC	VOLUME	LOS	Ratio
Crange River Blvd Gunnery Road 124656 8,500 9,800 7 2 05% 0 095 0 550 453 24% 90 533 C 0 62 89 713 C 0 83	Buckingham Road	SR 80	Site Access	126011	8,378	10,538	8	2 91%	0 095	0 530	809	68%	256	1,018	F	1 16	253	1,527	F	178
		Site Access	Orange River Blvd	126011	6,378	10,538	8	2 91%	0 095	0 530	809	32%	121	1,018	F	1 16	119	1,257	F	1 46
Orange River Blvd Buckingham Rd SR 80 124202 6,300 8,400 6 4 91% 0 095 0 55 439 8% 30 514 D 0 93 30 674 E 1 02		Orange River Blvd	Gunnery Road	124656	8,500	9,800	7	2 05%	0 095	0 550	453	24%	90	533	С	0 62	89	713	С	0 83
Orange River Blvd. Buckingham Rd SR 80 124202 6,300 8,400 6 4 91% 0 095 0 55 439 8% 30 514 D 0 93 30 674 E 1 02																				
	Orange River Blvd	Buckingham Rd	SR 80	124202	6,300	8,400	6	491%	0 095	0 55	439	8%	30	614	D	0.93	30	674	E	1 02
	SR 80 (Palm Beach Blvd)	Old Olga Rd	Buckingham Rd				i.			0 649			102	1,881	D	0.58	100	2,083	Ð	0 64
Buckingham Rd SR 31 120085 29,500 33,500 7 2.00% 0.090 0.55 1.658 36% 1.36 1.905 D 0.91 1.34 2,174 E 1.04		Buckingham Rd	SR 31	120085	29,500	33,500	7	2 00%	0.080	0 55	1,658	36%	136	1,905	D	0.94	134	2,174	E	1 04
SR 31 Orange River Blvd 126005 26,888 35,091 7 3.88% 0.090 0.55 1,737 19% 72 2,267 C 0.71 71 2,409 D 0.76		SR 31	Orange River Blvd	126005	26,888	35,091	7	3 86%	0.090	0.55	1,737	19%	72	2,267	С	071	71	2,409	D	0.76
SR 31 SR 80 Bayshore Road (SR 78) 120030 8,500 11,500 7 4,41% 0 090 0 55 569 12% 45 770 D 0 79 45 860 D 0 89	SR 31	SR 80	Bayshore Road (SR 78)	120030	8,500	11,500	7	4,41%	0 090	0 55	569	12%	45	770	D	079	45	660	D	0.89
Bayshore Rd (SR 78) SR 31 1-75 121002 6,800 9,600 7 5 05% 0 090 0 55 475 5% 19 671 D 0 73 19 708 D 0 77	Bayshore Rd (SR 78)	SR 31	1-75	121002	6,800	9,600	7	5 05%	0 090	0 55	475	5%	19	671	Ũ	073	19	708	D	077

<sup>1</sup> Annual Growth Rate was calculated utilizing historical AADT data obtained from FDOT Florida Traffic Online resource. A minimum growth rate of 2% was used if the historical traffic data indicated a low or negative growth

<sup>2</sup> 2018 peak hour peak season peak direction traffic volumes calculated by multiplying AADT by K and D Factors from FDOT Traffic Report

<sup>3</sup> Portico Trips applied to roadway links based on same trip distribution based on 635 Dwelling Units from CPA Traffic Analysis prepared for Portico project

# **PORTICO CPA TRAFFIC STUDY**

8

#### PORTICO COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

Project #17545

February 5, 2018

Prepared by: DAVID PLUMMER & ASSOCIATES, INC. 2149 McGregor Boulevard Fort Myers, Florida 33901



CPA 2018-00004

COMMUNITY DEVELOPMENT

#### <u>PORTICO</u> <u>COMPREHENSIVE PLAN AMENDMENT</u> <u>TRAFFIC STUDY</u>

#### **Introduction**

The Portico development, hereafter referred to as the Project, is an approved, existing residential development located in Lee County on the east side of Buckingham Road, less than one mile south of SR 80, as shown in Exhibit 1.

The existing Future Land Use Categories of the property would permit the Portico development a maximum of 1,207 dwelling units without any modification of the Lee County Comprehensive Plan.

The applicant is requesting a Comprehensive Plan Amendment (CPA) to the Future Land Use Map to locate the property within the Outlying Suburban FLU Category. This amendment would increase the maximum residential density of the property to 1,789 single-family residential units, an additional 582 dwelling units. The purpose of this report, therefore, is to provide a traffic analysis in support of the proposed CPA application to increase the allowable single-family residential units for the Project.

This traffic study has been prepared consistent with Lee County's Application for a CPA, and provides both a Long Range Analysis and a Short Range Five-Year CIP Horizon analysis.

The Long Range Horizon analysis provides a comparison of future road segment traffic conditions in year 2040 on the Lee County MPO's 2040 Highway Cost Feasible Plan road network, both with and without the proposed CPA. The Short Range Five-Year CIP Horizon analysis provides an assessment of future road segment traffic conditions in year 2023, both with and without the proposed CPA.

#### Executive Summary

The results of the CPA traffic analysis are summarized below.

- 1. The Long Range 2040 traffic analysis identified the following changes to the MPO 2040 Needs Plan are recommended to reflect traffic conditions "without" the proposed CPA.
  - Buckingham Road from Orange River Boulevard to Gunnery Road Widen from 2 lanes to 4 lanes.
  - Orange River Boulevard from Buckingham Road to SR 80 Recognize as a "policy constrained" road.

The addition of these improvements to the MPO 2040 Needs Plan will address the anticipated level of service deficiency, without the proposed CPA.

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FFB 19 2018

CPA 2018-00004

- 2. The Year 2040 improvements needed to support the proposed CPA are the same improvements that have been identified to support future conditions "without" the CPA. No changes to the MPO 2040 Needs Plan are necessary since the proposed CPA does not cause additional needs beyond those already anticipated without the CPA.
- 3. The Year 2023 short range improvements needed to support the proposed CPA are the same improvements that have been identified to support future conditions "without" the CPA. Therefore, no changes to the five-ear work program are necessary since the proposed CPA does not cause additional deficiencies beyond those already anticipated without the CPA.
- 4. The proposed CPA is expected to fully mitigate its external traffic impacts through the payment of road impact fees.

#### CPA Traffic Study

The traffic study has been prepared in accordance with requirements including: i) <u>The Lee Plan</u>; ii) Lee County <u>Application for a Comprehensive Plan Amendment</u>; iii) <u>Lee County MPO 2040</u> <u>Transportation Plan</u>; and iv) <u>Chapter 163.3180 Concurrency</u>, F.S. Consistent with Lee County's <u>Application for a Comprehensive Plan Amendment</u> (Appendix A), this CPA traffic study provides a Long Range Horizon analysis and Short Range (5-year) Horizon analysis.

The Long Range Horizon analysis provides a comparison of future road segment traffic conditions in Year 2040 on the Lee County MPO's 2040 Highway Cost Feasible Plan network both "without" and "with" the proposed CPA.

The Short Range (5-year) Horizon analysis evaluates future road segment traffic conditions in Year 2023 on the E+C road network "with" the proposed CPA.

The outcome of the traffic study identifies the future needs of the Lee County MPO Transportation Plan. The MPO Plan is a long-term outlook for the purposes of identifying potential needs and funding sources to achieve that plan. When those needs are closer to reality, the MPO would then prioritize the needs along with the timing of the improvements to be included as part of the Cost Feasible Plan and Capital Improvement Plan.

#### Study Area

As required by Section III, Part B of the <u>Lee County Comprehensive Plan Amendment</u> <u>Application</u>, traffic impacts of the proposed CPA on major roadways must be analyzed within a three-mile radius of the subject property, as shown in Exhibit 2.

Based on the three-mile criterion, the study area is generally bounded by the following.

#### Study Area Boundary – 3-Mile Radius

North	-	Bayshore Road and North River Road
South		Gunnery Road
East	-	Werner Drive
West	-	1-75

#### **Existing Roadway Network**

As depicted in Exhibit 1, there are several major roadways in the vicinity of the Project including Orange River Boulevard, State Road 80, State Road 31, and Bayshore Road. Access to the Project is provided via Buckingham Road, a two-lane undivided road which extends from SR 80 in the north to SR 82 to the south.

The primary east-west roads serving the area are Orange River Boulevard and Cemetery Road, which are both two-lane undivided roads.

#### Scheduled and Planned Road Improvements

The Lee County MPO 2040 LRTP consists of two highway transportation plans: 1) the 2040 Highway Needs Plan; and 2) the 2040 Highway Cost Feasible Plan. The two highway plans are the subject of this CPA traffic analysis and described below.

#### 2040 Highway Needs Plan

The <u>2040 LRTP Highway Needs Plan</u> (Appendix B) identifies improvements that are considered to be the future roadway "needs" to support the anticipated county-wide demands. The following 2040 LRTP roadway improvement needs have been adopted by the MPO within the CPA study area.

- Buckingham Road from State Road 80 to Orange River Boulevard Widen to 4 lanes.
- Orange River Boulevard from SR 80 to Buckingham Road Widen to 4 lanes.
- SR 31 from SR 80 to North River Road Widen to 4 lanes.

#### 2040 Highway Cost Feasible Plan

The <u>2040 LRTP Highway Cost Feasible Plan</u> (included as part of Appendix C) identifies the needed improvements listed above that are considered to be financially feasible for construction, based on anticipated priorities and future revenues.

The Cost Feasible projects include those improvements that are considered affordable, given revenue projections through year 2040. The Cost Feasible projects in the general vicinity of the Project include the following.

• SR 31 from SR 80 to North River Road – Widen to 4 lanes.

The CPA traffic analysis utilizes the adopted Cost Feasible Plan as the basis of analysis. The analysis of future year 2040 included only those roadway projects identified as Cost Feasible (i.e., funded improvements). Projects that were identified as needed but contingent upon additional funding (i.e., unfunded improvements) were not included in the Cost Feasible road network.

#### Scheduled Roadway Improvements

The scheduled road improvements in the County are shown on: 1) Lee County's <u>Summary of</u> <u>Major Road Projects Programmed by Lee County – FY 17/18 to FY 21/22</u>; and 2) Florida DOT's <u>Adopted Five Year Work Program – District 01 – Lee County</u>, 2017 – 2021.

Aside from bicycle-related improvements on Orange River Boulevard, there were no scheduled improvements are identified within the CPA study area based on the above documents.

#### **CPA Development Parameters**

For the purposes of this study, 635 total dwelling units were assumed to be in place in the next 5 years, coincident with year 2023.

The requested CPA increases the allowable 1,207 residential units to a total of 1,789 units at buildout.

#### Proposed Development Parameters

Single-Family Residential (d.u.)	Without CPA <sup>(1)</sup>	With CPA <sup>(1)</sup>	Difference
Existing	35	35	0
At Year 2023	635	635	0
At Year 2040	1,207	1,789	582

Footnotes

 May include single family attached, condo units, two-family duplex units, townhouse units, or villa units. Since unit types were not defined by this CPA, the highest potential residential trip generator has been used in the analysis.

#### **Trip Generation**

The adopted Lee County MPO travel model was used to estimate the trip generation for Portico for the Long Range (year 2040) analysis, both with and without the proposed CPA. A single traffic analysis zone, TAZ #4014, was used to represent the Portico project.

The 1,789 proposed units at buildout of Portico were used as inputs for this TAZ in the Long Range Analysis with the CPA, and the density allowed under the current Lee Plan provisions (1,207 units) was used as an input for this TAZ for the Long Range Analysis without the CPA. The input parameters used in the travel modeling are provided in Appendix D.

For the Short Range Five-Year Analysis, the proposed number of 635 units was used as an input for the modeling, which coincides with the absorption schedule of the currently-entitled residential dwelling units. Since the buildout schedule is anticipated to be the same both without and with the proposed CPA, no comparative analysis is necessary because the Short Range Five-Year Analysis is the same for both scenarios, reflective of entitled units.

#### Level of Service Standards

Roadway level of service (LOS) standards generally vary depending upon whether the road is a State, County or County road and whether the road is in an urban or rural area. Furthermore, State roads on the FDOT Strategic Intermodal System (SIS) generally have more stringent LOS standards than other roads.

The Florida DOT LOS standards will apply to State-maintained facilities. For County roads, the LOS standards adopted in the Lee Plan will apply. Those standards, identified in the Lee Plan, are as follows.

#### Level of Service Standards

Roadway	LOS Standard
State Roads (Urban)	D
State Roads (Transitioning, Rural)	С
County Roads	E

#### Long Range (Year 2040) Comparative Travel Model Assignments

The 2040 D1RPM (FSUTMS) travel model was used to run comparative travel model assignments both "without" and "with" the proposed CPA under the adopted Lee County MPO 2040 Cost Feasible Plan. For these assignments, the future year 2040 Cost Feasible road network and the MPO's 2040 socioeconomic data projections were used.

#### Year 2040 Traffic Conditions Without the CPA

The residential units (1,207 residential units) included in TAZ #4014 of the Lee County MPO's year 2040 travel model were assumed to represent the future conditions without the proposed CPA.

The residential population estimates were derived based on the seasonal vacancy and auto ownership rates that were established by the Lee County MPO for TAZ #4014, shown in Appendix D. Based on the travel model, the allowable units at the Project would generate 8,878 peak season, weekday, average daily traffic (PSWADT).

For each road segment, link volumes taken from the travel model assignment "without" the proposed CPA were used in the segment analysis, Exhibit 3. The travel model volumes (PSWADT) were converted to peak season, peak hour, peak direction traffic volumes using the MOCF, K, and D factors from the nearest count station.

As shown in Exhibit 3, the following segments are projected to be deficient in year 2040 without the proposed CPA.

Roadway Needs – 2040	Without CPA
----------------------	-------------

			Needed	MPO Needs	Consistent With
Roadway	From	<u>To</u>	# of <u>Lanes</u>	# of <u>Lanes</u> (1)	Needs <u>Plan?</u>
Buckingham Road	SR 80	Orange River Blvd.	4	4	Yes
Buckingham Road	Orange River Blvd.	Gunnery Road	4	2	No
Cemetery Road	Buckingham Road	Goebel Drive	4	2	No
Orange River Road	SR 80	Staley Road	4	4	Yes
Orange River Road	Staley Road	Buckingham Road	4	4	Yes

Footnote:

(1) As reflected in the Lee County 2040 LRTP Needs Plan.

#### Year 2040 Traffic Conditions With the CPA

The proposed CPA build-out parameters (1,789 residential units) were converted to socioeconomic data for TAZ #4014 that represents the Project in the travel model.

The residential population estimates were derived based on the seasonal vacancy and auto ownership rates that were established by the Lee County MPO for TAZ #4014, shown in

Appendix D. Based on the travel model, the proposed CPA generates 12,860 peak season, weekday, average daily traffic (PSWADT).

For each road segment, the link volumes from the travel model assignment "with" the proposed CPA were used in the segment analysis, Exhibit 4. The travel model volumes (PSWADT) were converted to peak season, peak hour, peak direction traffic volumes using the MOCF, K, and D factors from the nearest count station.

As shown in Exhibit 4, the following segments were projected to be deficient in year 2040 with the proposed CPA.

#### Roadway Needs - 2040 With CPA

				MPO	Consistent
		2 C	Needed	Needs	With
			# of	# of	Needs
<u>Roadway</u>	From	<u>To</u>	Lanes	Lanes <sup>(1)</sup>	Plan?
Buckingham Road	d SR 80	Orange River Blvd.	4	4	Yes
Buckingham Road	d Orange River Blvd.	Gunnery Road	4	2	No
Cemetery Road	Buckingham Road	Goebel Drive	4	2	No
Orange River Roa	d SR 80	Staley Road	4	4	Yes
Orange River Roa	d Staley Road	Buckingham Road	4	4	Yes

Footnote:

(1) As reflected in the Lee County 2040 LRTP Needs Plan,

### Summary Comparison of Year 2040 Traffic Conditions

A comparison of the roadway segment "needs" without and with the CPA, along with the MPO needs and financially feasible lanes, is summarized below.

#### Roadway Needs Comparison

Roadway	<u>From</u>	<u>To</u>	Existing	MPO Cost <u>Feasible</u>	MPO <u>Needs</u>	Needs Without <u>CPA</u>	Needs With <u>CPA</u>	Difference With CPA
Buckingham Rd.	SR 80	Orange River Blvd.	2	2	4	4	4	0
Buckingham Rd.	Orange River Blvd.	Gunnery Road	2	2	2	4	4	0
Cemetery Rd.	Buckingham Road	Guebel Drive	2	2	2	4	4	0
Orange River Blvd	SR 80	Staley Roud	2	2	4	4	4	0
Orange River Blvd	Staley Road	Buckingham Road	2	2	4	4	4	0

The complete FSUTMS-Cube travel model run for all CPA scenarios are available for download from  $\hat{D}_{12} = \hat{H}_{11}$  and deformine commuted 17515. Portice CPA.

Based on the Long Range (year 2040) comparative travel model analysis, five road segments within a three mile radius of the Project are forecasted to need improvements in 2040 both without, and with, the proposed CPA.

Although the MPO Needs plan identifies the needed improvements on both Orange River Boulevard and Cemetery Road, these identified needs are in conflict with Policy 17.2.1 of the Lee Plan, which prohibits widening of any road within the Buckingham community, except for Buckingham Road. The Policy states:

"Future multi-lane expansions within the Buckingham Community will be limited to the four-laning of Buckingham Road (except for the portion of Buckingham Road that is encompassed by the Luckett Road Extension). All other existing roadways within the boundaries of the Buckingham Community will remain in their two-lane configuration."

Clearly, this prohibition on widening within the Buckingham Community would include Orange River Boulevard and Cemetery Road within the Buckingham Planning District. As a result, these roads should be recognized as "constrained by policy," since no widening is possible under the adopted Lee Plan policy. This creates an inconsistency with the MPO Needs plan, such that the needed improvements (without or with) the CPA cannot be accommodated.

Lee Plan Objective 37.2, and accompanying Lee Plan Table 2(a), offers further direction on "Constrained Roads." Investigation of the policy and table finds that Orange River Boulevard and Cemetery Road are not listed as constrained roadways despite the direction of Policy 17.2.1.

#### Year 2040 Recommendations

Revisions to the MPO Needs Plan and Lee Plan Table 2(a) are recommended to address the deficient road segments identified below, which occur without the proposed CPA.

- Buckingham Road from Orange River Boulevard to Gunnery Road Widen from 2 lanes to 4 lanes.
- Orange River Boulevard from Buckingham Road to SR 80 Widen from 2 lanes to 4 lanes.
- Cemetery Road from Buckingham Road to Goebel Drive Widen from 2 lanes to 4 lanes.

It is recommended that the widening of Buckingham Road from Orange River Boulevard to Gunnery Road, which occurs without the proposed CPA, be added to the MPO Needs Plan.

It is also recommended that the MPO Needs Plan be revised to eliminate the need for widening the constrained road segment(s) within the Buckingham community, which includes Orange River

Boulevard. Since the roadway is constrained by Lee Plan Policy 17.2.1, a revision of the minimum LOS standard for this roadway is recommended.

It is further recommended that both Orange River Boulevard and Cemetery Road be added to Lee Plan Table 2(a), and recognized as constrained facilities.

#### Short Range Five-Year Analysis (Year 2023)

The 2023 D1RPM (FSUTMS) travel model was used to develop the travel model assignment for the Short Range Five-Year analysis, which used the Existing Plus Committed (E+C) road network. Year 2023 socioeconomic data was interpolated from the MPO's 2010 and 2040 socioeconomic data projections for all TAZs except #4014, which was updated to reflect the anticipation of 635 units to be in place, coincident with year 2023.

The Portico development is not anticipated to reach buildout within the five-year analysis window, and the absorption schedule is anticipated to be the same both without and with the proposed CPA. Therefore, no comparative analysis was necessary because the Short Range Five-Year Analysis is the same for both without Project and with Project scenarios.

#### Year 2023 Traffic Conditions Without and With CPA

The proposed CPA parameters for year 2023 (635 residential units) were converted to socioeconomic data for TAZ #4014 that represents the Project in the travel model, Appendix E. Based on the travel model, the proposed CPA generated approximately 4,175 external peak season, weekday, average daily trips (PSWADT).

Project trip generation for the Short Range Five-Year analysis was estimated using the trip generation equations provided by the Institute of Transportation Engineers (ITE) <u>Trip</u> <u>Generation</u>, 10<sup>th</sup> Edition, and reflects the 635 single family units that are expected to be in-place and generating traffic by 2023. The trip generation equations, and directional distribution percentages used for this study, are provided in Appendix F.

The 2023 forecasted traffic volumes were compared to Lee County Generalized Peak Hour Directional Service Volumes (April 2016) to estimate the existing level of service on road segments within the study area, based on the committed number of lanes shown in the Lee County <u>Summary of Major Road Projects Programmed</u> for FY 17/18 to FY 21/22, and Florida DOT's Adopted Five Year Work Program for District 1, Lee County, 2017 – 2021.

Based on the forecasted traffic volumes, all but three road segments within the three mile radius study area are expected to operate at, or above, the minimum level of service in 2023 without or with the proposed CPA. As shown in Exhibit 5, the following segments are projected to be deficient in year 2023 with the proposed CPA.

<u>Roadway Needs – Year 2023</u>										
				Adopted						
			Needed	E+C						
			# of	# of						
Roadway	From	<u>To</u>	Lanes	Lanes <sup>(1)</sup>	Difference					
SR 31	SR 80	Bayshore Road/ SR 78	4	2	2					
Orange River Road	SR 80	Staley Road	4	2	2					
Orange River Road	Staley Road	Buckingham Road	4	2	2					

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#### Footnote:

(1) Committed number of lanes as shown in the Lee County <u>Summary of Major Road Projects Programmed</u> – FY 17/18 to FY 21/22 and 2) Florida DOT's <u>Adopted Five Year Work Program – District 01 – Lee County</u>, 2017 – 2021.

#### Year 2023 Recommendations

Since the five-year absorption schedule of the currently-approved Portico development is not expected to vary without, or with, the Portico CPA, no revisions to County's Five-Year CIP or FDOT's adopted District I Five-Year Work Program are warranted as a result of the proposed CPA.

However, the addition of SR 31 widening from SR 80 to Bayshore Road/SR 78 is recommended for inclusion in the <u>Five-Year Work Program</u> to address the forecasted need for improvements. It is noted that although this road segment is planned for future widening, it was not included in the <u>Five-Year Work Program</u> at the time this report was prepared.

Additionally, as recommended in a previous section of this report, the minimum level of service standard for Orange River Boulevard be modified to become consistent with the direction of Lee Plan Policy 17.2.1. It is further recommended that this roadway be added to Lee Plan Table 2(a), and recognized as a "constrained facility."

#### **Traffic Mitigation**

The payment of road impact fees represents the full mitigation requirements to accommodate the proposed CPA. The CPA will also generate ad valorem taxes, gas taxes, and other revenues that will be used to further assist with the funding of the Long Range Transportation Plan improvements.

#### Conclusions

The results of the Portico CPA transportation assessment are as follows.

- 1. The Long Range 2040 traffic analysis identified the following changes to the MPO 2040 Needs Plan are recommended to reflect traffic conditions "without" the proposed CPA.
  - Buckingham Road from Orange River Boulevard to Gunnery Road Widen from 2 lanes to 4 lanes.
  - Orange River Boulevard from Buckingham Road to SR 80 Recognize as a "policy constrained" road.

The addition of these improvements to the MPO 2040 Needs Plan will address the anticipated level of service deficiency, without the proposed CPA.

- 2. The Year 2040 improvements needed to support the proposed CPA are the same improvements that have been identified to support future conditions "without" the CPA. No changes to the MPO 2040 Needs Plan are necessary since the proposed CPA does not cause additional needs beyond those already anticipated without the CPA.
- 3. The Year 2023 short range improvements needed to support the proposed CPA are the same improvements that have been identified to support future conditions "without" the CPA. Therefore, no changes to the five-ear work program are necessary since the proposed CPA does not cause additional deficiencies beyond those already anticipated without the CPA.
- 4. The proposed CPA is expected to fully mitigate its external traffic impacts through the payment of road impact fees.

Project Information	
Project Name:	Portico CPA; 5-Year Analysis
No:	1754
Date:	2/2/201
City:	
State/Province:	
Zip/Postal Code:	
Country:	
Client Name:	Lennar
Analyst's Name:	JP
Edition:	ITE-TGM 10th Edition

Land Use	se Size PM Peak hou		hour	AM Peak	Hour Weekday		lay
		Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing							
(General Urban/Suburban)	635 Dwelling Units	377	222	114	342	2848	2847
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		377	222	114	342	2848	2847
Total		377	222	114	342	2848	2847
Total Reduction		0	0	0	0	0	0
Total Internal		0	0	0	0	0	0
Total Pass-by		0	0	0	0	0	0
Total Non-pass-by		377	222	114	342	2848	2847

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# EXHIBIT 4 PORTICO CPA FUTURE (2040) TRAFFIC CONDITIONS WITH PROJECT DIRECTIONAL PEAK HOUR, PEAK SEASON

#### (8) (3) (1) (2) HDOT DIRPM # of LOS Site No/ A Node B Node Lanes StdLC-PC'S # SERVICE VOLUME @ LOS STD LEE COUNTY (4) Raw FSUTMS PSWADT 2-Way Peak Hr Volume Peak Hr Volume (7) Dirl Dir2 <u>K/NV/L/3S std.</u> (6) K Factor (6) LOS V/C Dirl 2040 Needed Needed LOS # of Improve Dirl Dir2 Lance ment D Factor Dirl Dir2 (5) MOCF ANDT Dir2 FROM TO RUADWAY 24546 2724 21.11 D 121002 2510 3250 31.01 E 1 1 2510 32507 31.01 E 1 1 25467 3257 31.11 E 1 1 24760 31.00 31.11 E 1 1 25476 32578 32010 31.11 E 1 1 24760 31.00 31.11 E 1 1 24760 31.00 31.11 E 1 253783 3207 31.00 31.01 E 1 24077 3508 41.01 1 120050 34.08 34762 (L) D 120050 34.08 34762 (L) D 120050 34.08 34762 (L) D 120050 BAYSHORE RDAR 78 Palm Crask Dr. BUCKINGHAM RD. SR 82 BUCKINGHAM RD. Garacy Rd. BUCKINGHAM RD. Garacy Rd. BUCKINGHAM RD. Grage River Bivil. BUCKINGHAM RD. PROJECT ENTRANCE CONCENSIVE RD. Gunnary Rd. Orange River Blvd. PROJECT ENTRANCE SR 80 East 18312 7038 22035 20429 23816 21016 5082 3814 21750 20859 37283 56175 43537 19665 19207 20985 Add U L Add 0 L Add 2 L Add 0 L Add 0 L Add 2 L Add 2 L Add 1 L Add 1 L Add 0 L Add 0 L Add 0 L Add 0 L 0.93 0.92 0.92 0.090 1530 630 1970 1820 2120 1870 440 330 0.575 0.460 0.460 0.460 0.460 0.460 0.460 0.460 0.470 0.610 0.470 0.470 0.475 0.575 0.575 0.435 0.540 0.540 0.540 0.540 0.540 0.540 0.540 0.540 0.540 0.540 0.540 0.530 0.530 0.555 0.555 0.348 0.425 0.425 U/U/A 924 860 860 860 860 860 860 740 740 740 1960 3171 0.95 290 290 910 840 980 860 1.06 0.98 1.14 1.00 0.31 0.23 1.23 1.18 21900 18800 21900 19300 4700 3500 IUUEKINGHAM RD. Chorge Rever UP IUUEKINGHAM RD. RODOTE TENTR IUUEKING RUPKE RD. Clear Road ORANDE RIVER RUPK RD. SIR NI ORANDE RIVER RUPK RD. SIR NI SIR SIR SIR NI SIR NI SIR NI SIR NI SIR NI SIR NI 1140 ŠR 80 East Oxpa Read Aiva Bridge Stater Rd Backingham Rd. Backingham Rd. Backingham Rd. Backingham Rd. W. of Warrer Dr. Hickey Crock Joel Blvd. 0.0)1 0.0)3 0.0)3 0.0)7 0.0)7 0.0)7 0.0)0 0.0)0 0.0)0 0.0)0 0.0)0 0.0)0 0.0)0 0.0)0 0.0)5 170 330 0.610 1940 0.470 1860 0.470 3120 0.425 4700 0.632 3650 0.575 1640 0.575 1700 0.575 1700 0.575 20000 19200 34700 52200 40500 18200 18200 18200 18700 11/1/10 11/1/10 11/1/10 11/1/10 1.18 0.68 0.94 1.00 0.45 0.46 0.48 870 I-75 SR 31 Buckingharo Rd. W. of Werner Dr. Hlickey Creek 1730 -1550 -700 -760 2100 2100 2120 2120 R/K/R R/R/R 1020

#### FOOTNOIDES:

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L.O.S. Standard for Stark Neads = D for Univer, C for Toxodioning, and C for Royal.
L.O.S. Standard for Stark Neads = D for Univer, C for Toxodioning, and C for Royal.
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Stark Neads = D for Univer, C for Toxodioning, and C for Royal.
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# LEE COUNTY GENERALIZED SERVICE VOLUME TABLE

Lee County
Generalized Peak Hour Directional Service Volumes
Urbanized Areas

Orbanized Areas												
April 2016 c:\input5												
Uninterrupted Flow Highway												
Level of Service												
Lane												
1	1 Undivided 130 420 850 1,210 1,640											
	2 Divided 1,060 1,810 2,560 3,240 3,590											
3 Divided 1,600 2,720 3,840 4,860 5,380												
<b>Arterials</b> Class I (40 mph or higher posted speed limit) Level of Service												
Lane	Divided	A	В	C	D	E						
1	Undivided	*	140	800	860	860						
2	Divided	*	250	1,840	1,960	1,960						
3	Divided	*	400	2,840	2,940	2,940						
4	Divided	*	540	3,830	3,940	3,940						
`	5 mph or slov	•	Level of Ser									
Lane	Divided	<u>A</u>		C	D	E						
1	Undivided	*	*	330	710	780						
2	Divided	*	*	710	1,590	1,660						
4	Divided	*	*	1,150	2,450	2,500						
4	Divided	^ 	<u>^</u>	1,580	3,310	3,340						
		Control	ed Access Level of Ser	vice	<b>,</b>							
Lane	Divided	A	В	C	D	E						
1	Undivided	*	160	880	940	940						
2	Divided	*	270	1,970	2,100	2,100						
3	Divided	*	430	3,050	3,180	3,180						
Collectors Level of Service												
Lane	Divided	A	В	С	D	E						
1	Undivided	*	*	310	660	740						
1	Divided	*	*	330	700	780						
2	Undivided	*	*	730	1,440	1,520						
2	Divided	*	*	770	1,510	1,600						
	ervice volum ode should b											

# FDOT Q/LOS GENERALIZED LOS TABLE 7

10201

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TABLE 7

# Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**<sup>1</sup>

l	ADLE /				Urba	anized	Areas				
	INTERR	UPTEDIAL	ow Fac	1454125			(महासाव)	((UP)(#))	el (¢) (/ († A	ৰাদ্যাহ্য	03/14/201
1992-1993 (1993-1993) 1992-1993 (1993-1994)	STATE SI	GNAL17	FD AR	FRIAL	S			FREE	WAYS		
	STATEST	GIALIZ			5	Lanes	В	С		D	Е
Lanes 1 2 3	Princi Median Undivided Divided Divided	ipal (1 sign B * 50 80	al per half C 200 1,350 2,040	mile) D 690 1,790 2,690	E 930 1,870 2,820	2 3 4 5 6	2,510 3,660 4,820 6,580 8,150	3,410 5,030 6,670 9,240 10,990	4, 6, 8, 10,	230 240 310 ,840 ,000	4,330 6,500 8,670 ** **
2						0	8,150	10,270		,000	
Lanes 1 2 3	Minot Median Undivided Divided Divided	r (1 signal p B * * *	er quarter C * 470 880	mile) D 210 1,390 2,190	E 710 1,840 2,780		F Auxiliary Lane + 1,000	reeway A	djustmen	ts Ramp Metering + 5%	
Ĩ		correspondir y the indicate	ig state volu	mes	ents						
	Median	& Turn L				l	JNINTERR	UPTED	FLOW F	IIGHWA	YS
	N 6 11	Exclusive			Adjustment	Lanes	Median	B	C	D	E
Lanes	Median Divided	Left Lanes Yes	0	Lanes lo	Factors +5%	1	Undivided	610	930	1,260	1,690
1	Undivided	No		lo	-20%	2	Divided	1,840	2,660	3,350	3,760
Multi	Undivided	Yes		10 10	-5%	3	Divided	2,770	3,990	5,020	5,640
Multi	Undivided	No		lo	-25%						
-	-			es	+ 5%		Uninterrup	ted Flow I	- Tighway A	Adiustmer	its
						Lanes	Median		e left lanes		ent factor
	One-W	ay Facilit	w Adjust	ment	- Control of the second s	1	Divided		es	-	-5%
		the correspo				Multi	Undivided		'es		5%
		umes in this			and the second se	Multi	Undivided		lo		25%
				-		inture	Ondiridou				
(Mu direc	B Itiply motorized tional roadway h	ICYCLE vehicle volum mes to determ volum	nes shown b nine two-wa	elow by nu	nber of service	and are f constitut compute planning	shown are presented or the automobile/t e a standard and sho r models from which applications. The t	ruck modes un ould be used or h this table is a able and derivi	less specificall bly for general ferived should ng computer n	y stated. This t planning appli be used for mo todels should n	able does not cations. The are specific tot be used fo
Paved	Shoulder/Bicyo	ele					or intersection designation of the section of the s				
La	me Coverage	В	С	D	Е		and Quality of Ser		may capacity		
	0-49%	*	150	390	1,000	21	of service for the bio	nole and node	trian modee in	this table is be	ised op
	50-84%	110	340	1,000	>1,000		of motorized vehicl				
	85-100%	470	1,000	>1,000	** :	facility.					
	PET	DESTRIA	N MOE	$E^2$		<sup>A</sup> Buses p	er hour shown are on	ly for the peak I	nour in the singl	e direction of th	e higher traffi
	ltiply motorized tional roadway la	vehicle volun ines to detern	nes shown t nine two-wa	elow by nur		flow. * Canno	nt be achieved using	table input val	lue defaults.		
		volum	, 			00 Mata	pplicable for that le	vel of service l	etter ando Fo	r the automobi	le mode
Side	walk Coverage	B	C	D	E	volumes	greater than level of	f service D be	ome F becaus	e intersection c	apacities hav
	0-49%	*	*	140	480		ched. For the bicycl evable because then				
	50-84% 85-100%	* רחר	80 540	440 880	800 >1,000		evable because men lue defaults.	, is no diaximu	IN ACTUCIC ADD	PUC 000200101	mug mure
		200				Source:					
	BUS MODI (Buses	E <b>(Sched</b> ) in peak hour			2) <sup>3</sup>	Florida I Systems	Department of Trans Planning Office 1 state fl us plannur		as dafade dan	,	
Side	walk Coverage	В	С	D	E	<u>www.do</u>	e sister it da plautitit	<u>ç əy mentərəni t</u>	es neranne sum	5	
0100	0-84%	> 5	≥ 4	≥ 3	≥ 2						

# TRAFFIC DATA FDOT FLORIDA TRAFFIC ONLINE

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#### FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2018 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6011 - BUCKINGHAM RD, 0.5 MI S OF SR 80/PALM BEACH BLVD, PTMS 2011, LCPR 11

YEAR	AADT	DIRECTION		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	10538 C		0		0	9.00	53.30	12.30
2017	9800 F		0		0	9.00	55.40	12.20
2016	9856 C	N	4913	S	4943	9.00	63.90	11.20
2015	9348 C	Ν	4665	S	4683	9.00	51.70	11.50
2014	9120 C	Ν	4581	S	4539	9.00	51.70	11.80
2013	8793 C	Ν	4369	S	4424	9.00	51.70	12.20
2012	8700 C	N	4290	S	4410	9.00	52.30	11.50
2011	8444 C	N	4178	S	4266	9.00	52.80	11.70
2010	8378 C	Ν	4156	S	4222	10.47	55.10	13.30
2009	8500 C	Ν	0	S	0	9.27	57.21	14.80
2008	8212 C	Ν	4103	S	4109	9.21	58.32	9.00

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 2018 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4656 - BUCKINGHAM / ORANGE ROAD, NORTH OF ASTORIA AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	9800 C	N 4800	S 5000	9.50	55.20	13.90
2017	9400 T	N 4700	S 4700	9.50	54.90	11.10
2016	9000 S	N 4500	S 4500	9.50	54.80	8.30
2015	8400 F	N 4200	S 4200	9.50	55.50	8.30
2014	8000 C	N 4000	S 4000	9.50	55.20	8.30
2013	8400 S	0	0	9.50	55.00	14.20
2012	8400 F	0	0	9.50	55.30	10.80
2011	8500 C	N 0	S 0	9.50	55.20	12.40

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

COUNTY: 12 - LEE

SITE: 4202 - ORANGE RIVER BLVD, W OF BUCKINGHAM RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018 2017 2016 2015 2014 2013	8400 C 7500 S 7100 F 6700 C 6400 S 6300 F	E 4200 E 3700 E 3500 E 3300	W 4200 W 3800 W 3600 W 3400	9.50 9.50 9.50 9.50 9.50 9.50	55.20 54.90 54.80 55.50 55.20 55.00	8.00 7.40 7.00 5.90 15.60 5.10
2012	6300 C	E Ö	W Ö	9.50	55.30	5.60

COUNTY: 12 - LEE

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SITE: 6005 - SR 80/PALM BEACH BLVD, 0.25 MI W OF SR 31. PTMS 104, LCPR 05

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	35091 C	0	0	9.00	64.90	12.60
2017 2016	34000 F 32970 C	E 16326	W 16644	9.00 9.00	64.90 64.90	$11.10 \\ 10.40$
2015 2014	30167 C 27785 C	E 14945 E 13885	W 15222 W 13900	9.00 9.00	63.20 62.60	11.00 5.90
2013 2012	26228 C 25563 C	E 12981 E 12791	W 13247 W 12772	9.00 9.00	61.80 61.60	9.50 10.80
2011 2010	26888 C 26743 C	E 13397 E 13334	W 13491 W 13409	9.00 9.89	61.60 61.01	12.40
2009	25939 C	E 12914	W 13025	9.90	62.73	9.60
2008	26004 C	E 12909	W 13095	10.24	63.18	9.20

COUNTY: 12 - LEE

SITE:	0085 - SR	80/	PALM 1	BEACH BLVD	, EAST	OF SR 31	LC360		
YEAR	AADT		DI	RECTION 1	DI	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	33500	С	E	16500	 W	17000	9.00	55.20	9.30
2017	33500	С	E	16500	W	17000	9.00	54.40	8.50
2016	35000	С	E	17500	M	17500	9.00	57.70	8.20
2015	32000	С	Е	16000	W	16000	9.00	57.50	9.00
2014	29500	S	Ε	15000	W	14500	9.00	56.80	9.20
2013	28500	F	Ε	14500	M	14000	9.00	56.50	9.20
2012	28500	С	Е	14500	W	14000	9.00	54.20	9.20
2011	29500	F	E	14500	W	15000	9.00	56.20	9.40
2010	29500	С	Е	14500	W	15000	9.91	56.34	9.40
2009	29500	С	Е	14500	W	15000	9.98	55.90	9.50
2008	30000	С	E	15000	W	15000	10.16	57.01	8.10
2007	34000	С	E	17000	W	17000	10.16	54.76	8.50
2006	36000	С	E	18000	W	18000	10.23	54.38	11.00
2005	31500	С	E	15500	W	16000	10.30	54.10	12.10
2004	29500	С	E	14500	W	15000	9.90	54.30	12.10
2003	28000	С	E	14000	W	14000	9.80	55.60	7.80

COUNTY: 12 - LEE

SITE: 0012 - SR 80, EAST OF OLD OLGA ROAD/BUCKINGHAM ROAD LC362

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	26000 C	E 13000	W 13000	9.00	55.20	12.40
2017	24000 C	E 12000	W 12000	9.00	54,40	11.80
2016	23500 C	E 11500	W 12000	9.00	57.70	10.30
2015	21000 C	E 10500	W 10500	9.00	57.50	10.20
2014	18200 S	E 9100	W 9100	9.00	56.80	12.00
2013	17800 F	E 8900	W 8900	9.00	56.50	12.00
2012	17800 C	E 8900	W 8900	9.00	54.20	12.00
2011	21000 F	E 10500	W 10500	9.00	56.20	12.50
2010	21000 C	E 10500	W 10500	9.91	56.34	12.50
2009	21000 C	E 10500	W 10500	9.98	55.90	13.70
2008	21000 C	E 10500	W 10500	10.16	57.01	11.20
2007	23000 C	E 11500	W 11500	10.16	54.76	15.60
2006	21000 C	E 10500	W 10500	10.23	54.38	14.00
2005	21500 C	E 10500	W 11000	10.30	54.10	14.00
2004	19200 C	E 9500	W 9700	9.90	54.30	14.00
2003	17100 C	E 8400	W 8700	9.80	55.60	13.20

COUNTY: 12 - LEE

SITE: 0030 - SR 31, NORTH OF SR 80/PALM BEACH BOULEVARD LC391

YEAR	AADT	DIRECTIO	N 1 DI	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	11500 C	N 5600	s	5900	9.00	55.20	18.60
2017	11200 C	N 5500	S	5700	9.00	54.40	19.00
2016	11100 F	N 5500	S	5600	9.00	57.70	12.50
2015	10100 C	N 5000	S	5100	9.00	57.50	12.50
2014	8700 F	N 4300	S	4400	9.00	56.80	14.90
2013	8500 C	N 4200	S	4300	9.00	56.50	14.90
2012	8700 C	N 4400	S	4300	9.00	54.20	13.80
2011	8500 F	N 4200	S	4300	9.00	56.20	13.70
2010	8500 C	N 4200	S	4300	9.91	56.34	13.70
2009	7800 C	N 3800	S	4000	9.98	55.90	13.40
2008	8500 C	N 4200	S	4300	10.16	57.01	12.80
2007	8700 C	N 4300	S	4400	10.16	54.76	10.80
2006	12500 C	N 6100	S	6400	10.23	54.38	33.20
2005	10500 C	N 5200	S	5300	10.30	54.10	23.30
2004	9800 C	N 4800	S	5000	9.90	54.30	23.30
2003	9400 C	N 4700	S	4700	9.80	55.60	20.00

COUNTY: 12 - LEE

SITE: 1002 - SR 78/BAYSHORE ROAD, SOUTHWEST OF SR 31

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	9600 C	E 5000	W 4600	9.00	55.20	
						21.60
2017	9200 C	E 4600	W 4600	9.00	54.40	13.00
2016	8600 F	E 4300	W 4300	9.00	57.70	13.00
2015	7800 C	E 3900	W 3900	9.00	57.50	13.00
2014	7300 F	E 3700	W 3600	9.00	56.80	14.00
2013	7100 C	E 3600	W 3500	9.00	56.50	14.00
2012	7500 C	E 3800	W 3700	9.00	54.20	16.40
2011	6800 E	E 3500	W 3300	9.00	56.20	14.90
2010	6800 C	E 3500	W 3300	9.91	56.34	14.90
2009	6900 C	E 3500	W 3400	9.98	55.90	17.00
2008	7500 C	E 3800	W 3700	10.16	57.01	19.30
2007	8400 C	E 4300	W 4100	10.16	54.76	23.30
2006	8400 C	E 4300	W 4100	10.23	54.38	21.60
2005	8600 C	E 4400	W 4200	10.30	54.10	25.10
2004	7700 C	E 4000	W 3700	9.90	54.30	25.10
2003	7200 C	E 3700	W 3500	9.80	55.60	19.40

# 2019 LEE COUNTY PUBLIC FACILITIES LEVEL OF SERVICE AND CONCURRENCY REPORT

					100TH	HIGHE	ST HOU	RDIRE	CTIONAL V	OLUMES
	ROADWA	Y LINK		STA	NDARD	2	018		2023	
NAME	FROM	то	TYPE	LOS	MAX	LOS	EXIST ING	LOS	FUTURE	NOTES
ALABAMA	SR 82	MILWAUKEE BLVD	2LN	E	990	С	459	С	482	
RD	MILWAUKEE BLVD	HOMESTEAD RD	2LN	E	990	С	459	D	482	
ALEXAND- ER BELL	SR 82	MILWAUKEE BLVD	2LN	E	990	D	486	D	511	
BLVD	MILWAUKEE BLVD	LEELAND HEIGHTS	2LN	E	990	D	486	D	579	Shadow Lakes
	US 41	DUSTY RD	4LD	E	1,980	В	1,043	в	1,096	
	DUSTY RD	LEE RD	6LD	E	2,960	в	1,043	В	1,484	Alico Business Park
	LEE RD	THREE OAKS PKWY	6LD	E	2,960	в	1,043	в	1,209	Three Oaks Regional Center
	THREE OAKS PKWY	1-75	6LD	E	2,960	В	2,345	В	2,465	v/c = 0.79/0.83
ALICO RD	1-75	BEN HILL GRIFFIN BLVD	6LD	Е	2,960	в	1,243	В	1,390	
	BEN HILL GRIFFIN BLVD	AIRPORT HAUL RD	2LN/ 4LD	E	1,100/ 1,840	с	366	С	770	4 Ln constr 2018 2017 count
	AIRPORT HAUL RD GREEN MEADOW DF		2LN	E	1,100	С	366	С	384	2017 count
	GREEN MEADOW DR	CORKSCREW RD	2LN	E	1,100	в	131	в	224	EEPCO study
	ESTERO PKWY	FGCU ENTRANCE	4LD	E	2,000	В	1,224	В	1,287	
BEN HILL GRIFFIN	FGCU ENTRANCE	COLLEGE CLUB DR	4LD	E	2,000	В	1,224	В	1,330	
PKWY	COLLEGE CLUB DR	ALICO RD	6LD	E	3,000	В	1,101	В	1,193	2017 count
	ALICO RD	TERMINAL ACCESS RD	4LD	E	1,980	А	1,033	А	1,086	2017 count
	SR 82	GUNNERY RD	2LN	E	990	D	468	D	492	
BUCKING-	GUNNERY RD	ORANGE RIVER BLVD	2LN	E	990	D	488	D	508	
HAM RD	ORANGE RIVER BLVD	SR 80	2LN	E	990	D	529	F	1.198	v/c = 0.53/1.21 Buckingham 345 & Portico
	McGREGOR BLVD	WINKLER RD	6LD	E	2,980	D	2,292	D	2,409	v/c = 0.77/0.81, 2016 count
COLLEGE	WINKLER RD	WHISKEY CREEK DR	6LD	E	2,980	D	2,031	D	2,135	
PKWY	WHISKEY CREEK DR	SUMMERLIN RD	6LD	E	2,980	D	2,031	D	2,135	
	SUMMERLIN RD	US 41	6LD	Е	2,980	D	1,772	D	1,862	
	BELLA TERRA BLVD	ALICO RD	2LN/ 4LD	E	1,140/ 1,960	в	235	С	628	4L CST FY 22/23 Corkscrew Shores, 2017
	DELLA TERRA DEVU	ALICORD	4LU	<u> </u>	1,900	0	200	U	020	count The Place, 2017
CORK- SCREW RD	ALICO RD	6 L's FARMS RD	2LN	Е	1,140	В	246	С	552	count
	6 L's FARMS RD	COUNTY LINE	2LN	E	1,140	в	182	С	509	2017 count

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

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# LEE MPO 2040 LONG RANGE TRANSPORTATION PLAN FINANCIALLY FEASIBLE ROADWAY IMPROVEMENTS

2040 PLAN	TRANSP	OR IA (II	UN		

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Table 6-1: Cost Feasible Projects: Road Projects -Lee County

(in \$1,000)

Road Name			Improvement	Phase	2021-2025	2026	2031-2040	Total Cost (YOE)	Total Cos (PDC)
Big Carlos Bridge Replacement	N/	N	Bridg	CST	\$27,000	\$0	\$0	\$27,000	\$23,760
Big Hickory Pass Bridge Replacement	N	N	Bridge	CST	\$0	\$12,7	\$0	\$12,750	\$10,530
Cape Coral Bridge Replacement	N/	N	Bridge	CST	\$0	\$123,		\$123,750	\$85,400
New Pass Bridge Replacement	N	N	Bridge	CST	\$8,970	S	SO	\$8,970	\$680
Little Carlos Pass Bridge Replacement	N/	N	Bridge	CST	S4,150	S	\$0	\$11,140	\$8,780
Little Pine Island Bridge Replacement	N	N	Bridge	PE/CST	\$0	s	\$6,07	\$6,070	\$3,000
Orange River Bridge Replacement	N/	N	Bridge	PE/CST	\$2,520	S	\$0	\$2,520	\$2,000
Alva Drawbridge Bridge Replacement	N	N	Bridge	PE	\$2,440	S	\$0	\$2,440	\$2,000
Alva Drawbridge Bridge Replacement	N/	N	Bridge	CST	50	\$36,0	SO	\$36,000	\$24,000
Harbor Drive Bridge Replacement	N	N	Bridge	PE/CST	\$1,260	\$	\$0	\$1,260	\$1,000
Stringfellow Brdige Replacement	N/	N	Bridge	PE/CST	50	S	\$0	\$1,440	\$1,000
Hancock Creek Bridge Replacement	N	N	Bridge	PE/CST	\$0	s	\$0	\$4,440	\$3,000
Buckingham Road over Orange River	N/	N	Bridge	PE/CST	\$0	S	\$5,56	\$5,560	\$3,000
Constitution Circle Bridge Replacement	N/	N	Bridge	PE/CST	\$0	S	\$1,84	\$1,840	\$1,000
North River Road Bridge Replacement	N/	N	Bridge	PE/CST	\$0	s	\$1,40	\$1,400	\$750
North River Road Bridge Replacement	N	N	Bridge	PE/CST	\$0	S	\$1,40	\$1,400	\$750
North River Road Bridge Replacement	N/	N	Bridge	PE/CST	\$0	S	\$1,40	\$1,400	\$750
North River Road Bridge Replacement	N	N	Bridge	PE/CST	\$0	\$	\$1,40	\$1,400	\$750
Pine Island Road over Porpoise	N/	N	Bridge	PE/CST	SO	S	\$5,56	\$5,560	\$3,000
Pine Island Road over Pine Island Creek	N/	N	Bridge	PE/CST	\$0	\$	\$5,56	\$5,560	\$3,000
Crystal Drive Reconstruction	N/	N	Reconstruct 2L	CST	\$7,330	S	\$0	\$7,330	\$5,800
Estero Phase 5	N	N	Reconstruct 2L	CST	\$9,800	s	\$0	\$9,800	\$7,750
Estero Phase 6	N/	N	Reconstruct 2L	CST	\$9,800	S	SO	\$9,800	\$7,750
Alico Road	Airport Haul Road	Alico Connector	Widen 2L to 4L	PE	\$0	5	\$5,07	\$5,070	\$3,250
Alico Road	Airport Haul Road	Alico Connector	Widen 2L to 4L	ROW	\$0	S	\$20,600	\$20,600	\$8,780
Alico Road	Airport Haul Road	Allco Connector	Wide 2L to 4L	CST	\$0	5	\$41,330	\$41,330	\$21,64
Alico Connector	Alico	S	New 4L	P/R/CST	50	\$	\$119,00	\$119,000	\$51,70
Corkscrew Road	Ben Hill Griffin	Preserve	Widen 2L to 4L	PE	\$1,220	s	\$0	\$1,220	\$1,000
Corkscrew Road	Ben Hill Griffin	Preserve	Widen 2L to 4L	CST	\$29,260	S	SO	\$29,260	\$23,040

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

THE 2040 COST FEASIBLE

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Road Name	From	То	Improvement	Phase	2021-2025	2026-2030	2031-	Total Cost (YOE)	Total Cost (PDC)
Corkscrew Road	Preserve Entrance	Alico	Widen 2L to 4L	PE	\$3,660	\$0	S	\$3,660	\$3,010
Corkscrew Road	Preserve Entrance	Alico	Widen 2L to 4L	ROW	\$6,690	\$0	\$	\$6,690	\$4,650
Corkscrew Road	Preserve Entrance	Alico	Widen 2L to 4L	CST	\$0	\$30,050	5	\$30,050	\$20,030
Burnt Store Road	Van Buren Parkway	Charlotte Co/Line	Widen 2L to 4L	CST	\$0	\$0	\$53,000	\$53,000	\$78,370
Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	Widen 2L to 4L	PE	\$0	\$3,110	S	\$3,110	\$2,250
Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	Widen 2L to 4L	CST	\$0	\$0	\$56,010	\$56,010	\$15,030
Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L lo 4L	PE	\$0	\$0	\$5,390	\$5,390	\$3,460
Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L to 4L	ROW	\$0	\$0	\$21,930	\$21,930	\$9,350
Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L to 4L	CST	\$0	\$0	\$44,010	<b>\$44</b> ,010	\$23,040
Littleton Road	Corbett Road	US 41	Widen 2L to 4L	PE	\$2,200	\$0	\$	\$2,200	\$1,800
Littleton Road	Corbett Road	US 41	Widen 2L to 4L	ROW	\$9,080	\$0	S	\$9,080	\$6,860
Littleton Road	Corbett Road	US 41	Widen 2L to 4L	CST	\$0	\$18,030	\$	\$18,030	\$12,020
Littleton Road	Business 41	US 41	Widen 2L to 4L	PE	\$0	\$0	\$2,350	\$2,350	\$1,500
Littleton Road	Business 41	US 41	Widen 2L to 4L	ROW	\$0	\$0	\$9,540	\$9,540	\$4,070
Littleton Road	Business 41	US 41	Widen 2L to 4L	CST	\$0	\$0	\$19,130	\$19,130	\$10,020
Daniels Parkway	Galeway Boulevard	SR 82	Widen 4L to 6L	PE	\$0	\$0	\$7,240	\$7,240	\$4,640
Daniels Parkway	Galeway Boulevard	SR 82	Widen 4L to 6L	CST	\$0	\$0	\$59,020	\$59,020	\$30,900
Ortiz Avenue	Dr Martin Luther King Jr	Luckett	Widen 2L to 4L	CST	\$11,840	\$0	5	\$11,840	\$9,330
Ortiz Avenue	Colonial Boulevard	Dr Martin Lulher King Jr	Widen 2L to 4L	CST	\$16,850	\$0	5	\$16,850	\$13,270
Luckett Road	Ortiz Avenue	1-75	Widen 2L to 4L	CST	\$8,460	\$0	5	\$8,460	\$6,610
Luckett Road	East of I-75	Buckingham Road	New	PE	\$0	\$0	\$9,730	\$9,730	\$6,230
Luckett Road	East of I-75	Buckingham Road	New	ROW	\$0	\$0	\$70,740	\$70,740	\$30,160
Luckett Road	East of I-75	Buckingham Road	New	CST	\$0	\$0	\$79,360	\$79,360	\$41,550
Luckett Road	Buckingham Road	Gunnery Road	Widen 2L to 4L	PE	\$0	\$0	\$4,930	\$4,930	\$3,160
Luckett Road	Buckingham Road	Gunnery Road	Widen 2L to 4L	ROW	\$0	\$0	\$20,020	\$20,020	\$8,540
Luckett Road	Buckingham Road	Gunnery Road	Widen 2L to 4L	CST	\$0	\$0	\$40,180	\$40,180	\$21,040
Luckett Road	Gunnery Road	Sunshine Boulevard	New	PE	\$0	\$0	\$6,600	\$6,600	\$4,230
Luckett Road	Gunnery Road	Sunshine Boulevard	New	ROW	\$0	\$0	\$48,000	\$48,000	\$20,470
Luckett Road	Gunnery Road	Sunshine Boulevard	New	CST	\$0	\$0	\$53,850	\$53,850	\$28,200

Table 6-1: Cost Feasible Projects: Road Projects - Lee County (cont.)

(in \$1,000)

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

#### 2040 TRANSPORTATION

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Road Name		To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total	Total
Three Oaks Extension	Oriole Road Extension	Daniels Parkway	New	CS	\$47,310	\$0	\$0	\$47,310	\$37,250
Veterans Parkway	at Santa Bar	bara Boulevard	Intersection	р	\$0	\$5,480	\$0	\$5,48	\$3,970
Veterans Parkway	at Santa Bar	bara Boulevard	Intersection	CS	\$0	\$39,730	\$0	\$39,730	\$26,480
Bonita Beach Road	1-75	Bonita Grande Drive	Widen 4L to 6L	Р	\$0	\$1,710	\$0	\$1,71	\$1,240
Bonita Beach Road	I-75	Bonita Grande Drive	Widen 4L to 6L	CS	\$0	\$0	\$15,810	\$15,810	\$8,275
Colonial Bouelvard	McGregor Bouelvard	US	Major Intersections	ТВ	\$4,450	\$0	\$0	\$4,45	\$3,650
NE 24th Avenue	SR 78	Del Prado Boulevard	Widen 2L to 4L/New	CS	\$0	\$0	\$15,000	\$15,000	\$8,480
40th Street Extension	east end of 4th Street	Alabama Road	New	Р	\$0	\$44	\$0	\$44	\$32
40th Street Extension	east end of 4th Street	Alabama Road	New	RO	\$0	50	\$4,850	\$4,85	\$2,070
40th Street Extension	east end of 4th Street	Alabama Road	New	CS	\$0	\$0	\$4,050	\$4,05	\$2,120
and a subscription of the				Total Cost:	\$187,290	\$292,580	\$866,930	\$1,343,320	\$802,855
			1.25	Revenues:	\$178,800	\$267,600	\$871,000	\$1,317,400	N/A

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-or way Acquisition CST: Project Construction

THE 2040 COST FEASIBLE

### PLAN

Road Name	From	То	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Cost (YOE)	Total Cos
Countywide Signal System Updates,			ITS	CST	\$10,160	\$0	\$0	\$10,160	\$8,000
Metro Parkway	Daniels Parkway	south of Winkler Avenue	Widen 4L to 6L	CST	\$0	\$67,370	\$0	\$67,370	\$44,920
Big Carlos Bridge Replacement		12-10/2	Reconstruct Bridge	PE	\$1,530	SO	\$0	\$1,530	\$1,250
Big Carlos Bridge Replacement	A DESCRIPTION OF THE OWNER.	12.2.2.2	Reconstruct Bridge	CST	\$32,260	\$0	\$0	\$32,260	\$25,040
I-75/Corkscrew Road Interchange	Interim Interchange Improveme	nts	Interchange	PE/CST	\$4,880	\$0	\$0	\$4,880	\$4,270
San Carlos Boulevard	Summerlin Road	Crescent Street	TBD in PD&E	ROW	\$10,000	\$0	SO	\$10,000	\$8,200
San Carlos Boulevard	Summerlin Road	Crescent Street	TBD in PD&E	CST	\$10,000	\$0	SO	\$10,000	\$8,200
Old US 41	Collier County Line	Bonita Beach Road	Add Lanes & Reconstruct	PE	\$2,160	\$0	\$0	\$2,160	\$1,770
Old US 41	Collier County Line	Bonita Beach Road	Add Lanes & Reconstruct	ROW	\$0	\$8,820	SO	\$8,820	\$4,800
Old US 41	Collier County Line	Bonita Beach Road	Add Lanes & Reconstruct	CST	\$0	\$17,730	\$0	\$17,730	\$11,820
SR 78	Santa Barbara Boulevard	east of Pondella	Widen 4L to 6L	PE	\$0	SO	\$7,490	\$7,490	\$4,800
SR 78	Santa Barbara Boulevard	east of Pondella	Widen 4L to 6L	CST	\$0	\$0	\$61,130	\$61,130	\$32,000
Burnt Store Road	Van Buren Parkway	Charlotte County Line	Widen 2L to 4L	PE	\$0	\$11,480	\$0	\$11,480	\$8,320
Burnt Store Road	Van Buren Parkway	Charlotte County Line	Widen 2L to 4L	ROW/CST	\$0	\$0	\$70,000	\$70,000	\$78,370
First and Second Streets	Fowler Street	Seaboard Street	1 way to 2 way	PD&E/PE	\$1,820	\$0	\$0	\$1,820	\$1,500
First and Second Streets	Fowler Street	Seaboard Street	1 way to 2 way	CST	\$0	\$3,000	\$0	\$3,000	\$2,000
Fowler Street	Metro Parkway/Fowler Street	Dr Martin Luther King Jr	4LUD to 4LD	PD&E	\$2,440	\$0	\$0	\$2,440	\$2,000
Fowler Street	Metro Parkway/Fowler Street	Dr Martin Luther King Jr	4LUD to 4LD	PE	\$0	\$4,830	\$0	\$4,830	\$3,500
SR 31	SR 80	SR 78	Widen 2L lo 4L	PD&E	\$2,000	\$0	\$0	\$2,000	\$1,640
SR 31	SR 80	SR 78	Widen 2L to 4L	PE	\$2,660	\$0	\$0	\$2,660	\$2,180
Cape Coral Evacuation Study		Present Build Contract	Access	Planning	\$300	so	\$0	\$300	\$250
Del Prado Boulevard Interchange		State State	New Interchange	IJR	\$1,250	\$0	\$0	\$1,250	\$1,020
Major Intersections			Operational Studies	P/R/CST	\$2,450	\$12,000	\$55,000	\$69,450	\$38,740
	and the particular of the second s		The second second second	Total Cost:	\$83,910	\$133,830	\$193,620	\$402,760	\$259,920
				Revenues:	\$100,200	\$95,400	\$208,640	\$402,240	NIA

Project Phases - PD&E Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

Road Name	From	Bonita Springe To	Improvement	Phase	2021-2025	2026-2030	2031-	Total	Total
Bonita Beach Road	1-75	Bonita Grande Drive	Widen 4L to 6L	PE	\$0	\$1,710	S	\$1,710	\$2,440
Bonita Beach Road	1-75	Bonita Grande Drive	Widen 4L to 6L	CST	\$0	\$0	\$15,810	\$15,810	\$8,275
Bonita Grande Drive	Bonita Beach Road	Terry Street	Widen 2L lo 4L	PE	\$0	\$2,090	S	\$2,090	\$1,520
Bonita Grande Drive	Bonita Beach Road	Terry Street	Widen 2L to 4L	ROW	\$0	\$0	\$20,580	\$20,580	\$8,770
Bonita Grande Drive	Bonita Beach Road	Terry Street	Widen 2L to 4L	CST	\$0	\$0	\$19,320	\$19,320	\$10,120
Sandy Lane Extension	Strike Lane	Pelican Colony	New 2L	PE	\$2,010	\$0	\$	\$2,010	\$1,650
Sandy Lane Extension	Strike Lane	Pelican Colony	New 2L	ROW	\$15,500	\$0	\$	\$15,500	\$10,660
Sandy Lane Extension	Strike Lane	Pelican Colony	New 2L	CST	\$0	\$16,530	S	\$16,530	\$11,020
Terry Street	Bonita Grande Drive	Imperial Street	Widen 2L to 4L	PE	\$0	\$3,090	5	\$3,090	\$224
Terry Street	Bonita Grande Drive	Imperial Street	Widen 2L to 4L	ROW	\$0	\$0	\$27,120	\$27,120	\$11,560
Terry Street	Bonita Grande Drive	Imperial Street	Widen 2L to 4L	CST	\$0	\$0	\$28,510	\$28,510	\$14,930
Bonita Beach Road	Old US 41	US 41	Reconstruction	Phases	\$8,000	\$20,000	5	\$28,000	\$19,770
				Total Cost:	\$25,510	\$43,420	\$111,340	\$180,270	\$100,839
				Revenues:	\$25,400	\$44,400	\$157,500	\$227,300	N/A

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

Table 6-4: Cost Feasible Projects: Road Projects - City of

(in \$1,000)

Roed Name	Fro	To To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Totel Cost	Total Cost
Diplomat Parkway	Burnt Store Road	US	4L to 4L Limited	RO	\$0	\$33,080	\$0	\$33,080	\$18,000
Diplomat Parkway	Burnt Store Road	US	4L to 4L Limited	CS	\$0	\$0	\$76,400	\$76,400	\$40,000
Chiquila Boulevard	Cape Coral Parkway	Pine Island Road	Widen 4L to 6L	RO	\$28,800	\$0	\$0	\$28,800	\$20,000
Chiquita Boulevard	Cape Coral Parkway	Pine Island Road	Widen 4L to 6L	CS	\$0	\$0	\$85,950	\$85,950	\$45,000
NE 24th Avenue	SR	NE 28th Street	Widen 2L to 4L	Р	\$0	\$4,040	\$0	\$4.04	\$2,930
NE 24th Avenue	SR	NE 28th Street	Widen 2L to 4L	RO	\$0	\$0	\$20,280	\$20,280	\$8,650
NE 24th Avenue	SR	NE 28th Street	Widen 2L to 4L	CS	\$0	\$0	\$27,310	\$27,310	\$19,530
NE 24th Avenue	NE 28th Street	Del Prado Boulevard	New	Р	\$0	\$1,750	\$0	\$1,75	\$1,270
NE 24th Avenue	NE 28th Street	Del Prado Boulevard	New	RO	\$0	\$0	\$11,100	\$11,100	\$4,730
NE 24th Avenue	NE 28th Street	Del Prado Boulevard	New	CS	\$0	\$0	\$11,190	\$11,190	\$8,480
				Total Cost:	\$28,800	\$38,870	\$232,230	\$299,900	\$168,590
Project Phases - PD&E: Project				Revenues:	\$22,400	\$32,300	\$223,300	\$278,000	NA

Revenues: Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right of way Acquite

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### 2040 TRANSPORTATION

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Road Name	Fro	То	Improvement	Phase	2021-2025	2026-2030	2031-2040	Cost	Cost
Hanson Street Extension	Veronica Shoemaker	Ortiz	Widen 2L to 4L	P	\$0	\$4,770	\$0	\$4,77	\$3,460
Hanson Street Extension	Veronica Shoemaker	Ortiz	Widen 2L to 4L	RO	\$0	\$0	\$12,900	\$12,900	\$5,500
Hanson Extension	Veronica Shoemaker	Ortiz	Widen 2L to 4L	CS	\$0	\$0 .	\$30,940	\$30,940	\$16,200
Hanson Street	Fowler	Veronica Shoemaker	Widen 2L to 4L	Р	\$2,930	\$0	\$0	\$2,93	\$2,400
Hanson Street	Fowler	Veronica Shoemaker	Widen 2L to 4L	RO	\$10,080	\$0	\$0	\$10,0 <b>8</b> 0	\$7,000
Hanson Street	Fowler	Veronica Shoemaker	Widen 2L to 4L	CS	\$0	\$9,750	\$0	\$9,75	\$6,500
Hanson Street	US	Fowler	Widen 2L to 4L	Р	\$1,100	\$0	\$0	\$1,10	\$90
Hanson Street	US	Fowler	Widen 2L to 4L	RO	\$0	\$8,430	\$0	\$6,43	\$3,500
Hanson Street	US	Fowler	Widen 2L to 4L	CS	\$0	\$6,320	\$0	\$6,32	\$4,210
Edison Avenue	US	Fowler	Widen 2L to 4L	P	\$0	\$0	\$1,410	\$1,41	\$90
Edison Avenue	US	Fowler	Widen 2L to 4L	RO	\$0	\$0	\$9,620	\$9,62	\$4,100
Edison Avenue	US	Fowler	Widen 2L to 4L	CS	\$0	\$0	\$11,480	\$11,480	\$6,010
				Total Cost:	\$14,110	\$27,270	\$66,350	\$107,730	\$60,680
				Revenues:	\$17,600	\$22,500	\$64,300	\$104,400	NIA

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Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-dr.way Acquisition, CS

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	Table 6-6: 2040 Cost Feasible Projects: Private/Grant Funded Projects									
Road Name	From	То	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Cost	Total	
SR 31	SR 78	Charlotte County Line	Widen 2L to 4L	CST	\$34,990		SO	\$34,990	\$27,550	
SR 31	SR 80	SR 78	Replace Bridge 2L to 4L	ROW/CST	\$52,860	\$0	\$0	\$52,860	\$41,710	
East West	Ben Hill Griffin Pkwy	Alico Road	Interchange Imp.	ROW	\$0	\$46,110	\$0	\$46,110	\$31,070	
				Total Cost:	\$87,860	\$48,110	\$0	\$133.960	\$100,330	

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

#### Table 6-7: 2040 Cost Feasible Projects: Strategic Intermodal System Projects

(in \$1,000)

Road Name	From	То	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Cost (YOE)	Total Cost (PDC)
SR 82	Shawnee Road	Alabama Road	Widen 2L to 6L	CST	E+C Now	\$0	\$0		
SR 82	Alabama Road	Homestead Road	Widen 2L to 4L	CST	E+C Now				
1-75	at Colonial Boulevard		Interchange Improvement	ROW/CST	E+C Now				
SR 82	Homestead Road	Hendry County Line	Widen 2L to 4L	CST	E+C Now		a second a		Here's a second
				Total Cost:		\$0	\$0	\$0	\$0

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction; E+C Existing plus Committed project phase

Table 6-8: Cost Feasible Projects: Federal Urban Allocation Projects

(in \$1,000)

Road Name	2021-2025	2026-2030	2031-2040	Total Cost (YOE)	Total Cost (PDC)
Traffic Operations Center Operations	\$1.500	\$1,500	\$3,000	\$6,000	\$3,640
Bus Replacements	\$7,500	\$7,500	\$15,000	\$30,000	\$18,080
Transportation Enhancement Box	\$16,000	\$16,000	\$32,000	\$64,000	\$38,580
Total	\$25,000	\$25,000	\$60,000	\$100,000	\$60,300

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

# LEE MPO 2040 LONG RANGE TRANSPORTATION PLAN NEEDS PLAN ROADWAY IMPROVEMENTS

### 2040 TRANSPORTATION PLAN

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			Improv		Total Cos
Road Name	From	То	From (# of Lanes)	To (# of Lanes)	(PDC, in millions)
1st Street	Fowler Street	Palm Beach Boulevard	Two	way	\$5.50
23rd Street SW	Gunnery Road	Beth Stacey Boulevard	2	4	\$85.70
2nd Street	Fowler Street	Palm Beach Boulevard	Two	way	\$5.50
40th Street	End of 40th Street	Alabama Road	New 2	Lanes	\$4.51
Alabama Road	SR 82	Homestead Road	2	4	\$70.10
SR 78	w/o Santa Barbara Boulevard	e/o Pondella Road	4	6	\$36.80
Alico Connector	Alico Road	SR 82	New 4	Lanes	\$51.70
Alico Road	Ben Hill Griffin Parkway	Airport Haul Road	2	4	Committed
Alico Road	Airport Haul Road	Alico Connector	2	4	\$33.10
Alva Drawbridge	Bridge Re	placement	Reconstru	ct Bridge	\$26.00
Andalusia Boulevard	Pine Island Road	Tropicana Parkway	4	6	\$6.90
Andalusia Boulevard	Jacaranda Parkway	Kismet Parkway	New 4	Lanes	\$26.30
Bell Boulevard	SR 82	Leeland Heights Boulevard	2	4	\$112.20
Beth Stacey Boulevard	23rd Street SW	Homestead Road	2	4	\$21.80
Big Carlos Bridge	Bridge Rej	placement	Reconstru	ct Bridge	\$30.10
Big Hickory Pass Bridge	Bridge Rej	placement	Reconstru	ct Bridge	\$12.10
Bonita Beach Road	I-75	Bonita Grande Drive	4	6	\$19.00
Bonita Grande Drive	Terry Street	Bonita Beach Road	2	4	\$20.40
Buckingham Road	Orange River Boulevard	SR 80	2	4	\$82.30
Buckingham Road Bridge	over Oran	nge River	Reconstru	ct Bridge	\$3.00
Burnt Store Road	Pine Island Road	Van Buren Parkway	2	4.	Committed
Burnt Store Road	Van Buren Parkway	Charlotte County Line	2	4	\$89.50
Cape Coral Bridge	Bridge Rep	placement	Reconstru	ct Bridge	\$85.40
Chiquita Boulevard	Pine Island Road	Cape Coral Parkway	4	6	\$72.60
Colonial Boulevard	at Summe	erlin Road	Intersection		Unknown
Constitution Circle Bridge	over Mull	ock Creek	Reconstruct Bridge		\$1.00
Corkscrew Road	US 41	e/o Ben Hill Griffin Parkway	4 '	6	\$62.60
Corkscrew Road	Ben Hill Griffin Parkway	Alico Road	2	4	\$76.40

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			Impro	vement	Total Cost
Road Name	From	То	From (# of Lanes)	To (# of Lanes)	(PDC, in millions)
Crystal Drive	US 41	Metro Parkway	2	3	\$5.80
Daniels Parkway	Gateway Boulevard	SR 82	4	6	\$35.50
Del Prado Boulevard Extension	e/o US 41	e/o Prarie Pines Preserve	2	4	Total Cost incl. below
Del Prado Boulevard Extension	1-75	SR 31	New	4 Lanes	\$263.20
Del Prado Boulevard Extension	Mellow Drive	I-75	New	2 Lane	\$29.00
Del Prado Boulevard Extension	US 41	I-75	New	4 Lanes	Incl. in I-75 to SR 31 Ext.
Diplomat Parkway	Burnt Store Road	US 41	4, Divided	Limited Access	\$58.00
EastWest	Ben Hill Griffin Parkway	Airport Haul Road	New	2 Lanes	\$31.10
Edison Avenue	US 41	Fowler St	2	4	\$11.00
Estero Parkway	Seg	ment 4	Recon	struction	Committed
Estero Parkway	Seg	ment S	Reconstruction		\$7.75
Estero Parkway	Seg	ment 6	Reconstruction		\$7.75
Estero Parkway Extension	Ben Hill Griffin Parkway	Corkscrew Road	New 2 Lanes		\$44.90
Fowler Street	Metro/Fowler	SR 82	Improvem	ent Unknown	N/A
Garden Boulevard	N/o DeNavarra Parkway	NE 23rd Place	2	4	\$12.70
Gunnery Road	Lee Boulevard	Buckingham Road	2	4	\$35.90
Hancock Bridge Parkway Bridge	Bridge R	eplacement	Reconstr	ruct Bridge	\$3.00
Hanson Extension	Veronica Shoemaker	Ortiz Avenue	New	4 Lanes	\$34.10
Hanson Street	Evans Avenue	Veronica Shoemaker	2	4	\$22.40
Hanson Street	US 41	Fowler St	2	4	\$12.70
Harbor Drive Bridge	over Boca	Grande Canal	Reconstr	uct Bridge	\$1.00
Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	2	4	\$28.90
Joel Boulevard	17th Street	Palm Beach Boulevard	2	4	\$53.00
Homestead Road	Sunrise Boulevard	Alabama Road	Concept 2 and	4	Committed
Homestead Road	SR 82	Milwaukee Boulevard	2	4	\$35.90
1-75	at	5R 884	Inter	change	\$70.00
1-75	at Corks	crew Road	Interd	hange	\$78.00
I-75	at Bonita	Beach Road	Interd	hange	\$91.40
1-75	Collier County Line	Luckett Road	6	8	\$255.83

Table C-1: 2040 Needs Plan Projects: Road Projects (co	mt.	1
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### 2040 TRANSPORTATION PLAN

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			Improv	ement	Total Cost
Road Name	From	То	From (# of Lanes)	To (# of Lanes)	(PDC, in millions)
Intermodal Freight Terminal	Rail/Truck at Hans	son/Veronica Shoemaker	Intermod	1	\$3.00
Jacaranda Parkway	Old Burnt Store Road	Burnt Store Road	New 2	Lane	\$22.50
Kismet Parkway	NW 18th Avenue	Chiquita Boulevard	2	4	\$5.00
Kismet Parkway	Burnt Store Road	El Dorado Parkway	New 4	Lanes	\$38.60
Leeland Heights Boulevard	Lee Boulevard	Bell Boulevard	4	6	\$37.40
Leonard Boulevard	Lee Boulevard	Gunnery Road	2	4	\$51.40
Little Carlos Pass Bridge	Bridge	Replacement	Reconstru	ct Bridge	\$10.10
Little Pine Island Bridge	Bridge	Replacement	Reconstru	ct Bridge	\$10.10
Littleton Road	NE 24TH	Business 41	2	4	\$39.10
Littleton Road	US 41/N Tamiami Trail	SR 78	New 2	Lane	\$50.70
Livingston/Imperial Parkway	Collier County Line	Bonita Beach Road	4	6	\$12.70
Luckett Road	Ortiz Avenue	1-75	2	4	\$6.60
Luckett Road Extension	Sunshine Boulevard	Hendry County Line	New 4	Lanes	\$126.20
Luckett Road Extension	Buckingham Road	Gunnery Road	New 4	Lanes	\$32.70
Luckett Road Extension	Gunnery Road	Sunshine Boulevard	2	4	\$68.20
Luckett Road Extension	e/o 1-75	Buckingham Road	New 4	lanes	\$118.40
Metro Parkway	Daniels Parkway	South of Winkler Avenue	4	6	\$67.50
NE 24th Avenue	Pondella Road	NE 28th Street	2	4	\$48.20
NE 24th Avenue	NE 28th Street	Del Prado Boulevard	New 4	anes	\$26.90
Nelson Road North	Embers Parkway	Tropicana Parkway	2	4	\$9.60
New Pass Bridge	Bridge	Replacement	Reconstruc	ct Bridge	\$15.60
North Airport Road Extension	Metro Parkway	Plantation Road	New 2	Lane	Committed
Old US 41	Bonita Beach Road	Collier County Line	2	4	\$18.40
Orange River Road	Buckingham Road	SR 80	2	4	\$65.50
Drange River Road Bridge	Bridge	Replacement	Reconstruc	t Bridge	\$2.00
Ortiz Avenue	Martin Luther King	Luckett Road	2	4	\$9.30
Ortiz Avenue	Colonial Boulevard	SR 82 (MLK)	2	4	\$13.30
Ortiz Avenue	Luckett Road	SR 80	2	4	\$13.40
Pine Island Road	Del Pine Drive	Hancock Creek Boulevard (NE 24th <b>Ave</b> )	4	6	\$11.40

#### Table C-1: 2040 Needs Plan Projects: Road Projects (cont.)

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### 2040 TRANSPORTATION PLAN LEE COUNTY MPO

Road Name	From	То	Impro From (# of Lanes)	vement To (# of Lanes)	Total Cost (PDC, in millions)
Pine Island Road Bridge	over Porpoise	Pass Canal	Reconstr	uct Bridge	\$3.00
Pine Island Road Bridge	over Pine Isl	and Creek	Reconstr	uct Bridge	\$3.00
Rail Intermodal Yard	Alico R	load	Intermo	odal Yard	\$8.00
River Road Bridge 1	over Miller	s Gulley	Reconstr	uct Bridge	\$0.75
River Road Bridge 2	over Spans	ih Creek	Reconstr	uct Bridge	\$0.75
River Road Bridge 3	over Ficthe	rs Creek	Reconstr	uct Bridge	\$0.75
River Road Bridge 4	over Cypre	ss Creek	Reconstr	uct Bridge	\$0.75
San Carlos Boulevard	Reconstruction/Transit, Pedestria	n, and Capacity Improvements		BD	Unknown
Sandy Lane Extension	Strike Lane	Pelican Colony	New 2	Lanes	\$23.43
Signal Interconnection	Phase	•	Sig	Inal	\$8.00
SR 31	SR 80	Charlotte County Line	2	4	\$58.10
SR 78	Business 41	I-75	4	6	\$70.80
SR 78	Chiquita Boulevard	w/o Santa Barbara	4	6	\$26.50
SR 78	24th Ave	US 41	4	6	\$19.90
SR 78	US 41	Business 41	4	6	\$14.60
SR 80	SR 31	Buckingham Road	4	6	\$61.50
SR 82	Colonial Boulevard/Lee Boulevard	Shawnee Road	2	б	Committed
SR 82	at Daniels Parkway	/Gunnery Road	C	FI	Incl. in Lee to Shawnee
SR 82	Shawnee Road	Alabama Road	2	6	\$35.30
SR 82	Alabama Road	Homestead Road	4	6	\$35.30
SR 82	Homestead Road	Hendry County Line	2	4	\$31.10
SR 82	at Colonial B	oulevard	Inters	ection	Unknown
SR 82	Michigan Avenue	Ortiz Avenue	5	6	\$2.10
Stingfellow Road Bridge	over Monro	e Canal	Reconstru	ict Bridge	\$1.00
Sunshine Boulevard	SR 82	Lee Boulevard	2	4	\$41.50
Surfside Boulevard	Trafalgar Parkway	Pine Island Road	New 4	lanes	\$36.30
Terry Street	Bonita Grande Drive	West of Imperial Parkway	2	4	\$28.70
Three Oaks Extension	North of Alico Road	Daniels Parkway	New 4	lanes	\$40.30

#### Table C-1: 2040 Needs Plan Projects: Road Projects (cont.)

### 2040 TRANSPORTATION PLAN

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Road Name	From	То	Improv From (# of Lanes)	vement To (# of Lanes)	Total Cost (PDC, in millions)
Traffic Operations Center					\$5.70
Transportation Enhancement Box	Bike/Ped/C	MP/Transit			\$89.30
Tropicana Parkway	Chiquita Boulevard	Nelson Road	2	4	\$19.50
US 41/Daniels Parkway	Inters	ection	Interse	ection	Unknown
Veronica Shoemaker	Michigan Avenue	SR 80	2	4	\$19.00
Veterans Parkway	at Santa Barb	ara Boulevard	Over	pass	\$30.10
Williams Road	US 41	Three Oaks Parkway	2	4	\$17.80
Winkler Road	Gladiolus Drive	Cypress Lake Drive	2	3	\$11.80
				Total Cost:	\$4,039.67

#### Table C-1: 2040 Needs Plan Projects: Road Projects (cont.)

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# 2018 FDOT LEVEL OF SERVICE REPORT

	State			1	and the second se			1				- Tak	FDOT	Greaty						i car 2018					-
Section	Read	Rowl	Free	From	To		Sedice	515	Functional	Period	Arm	Techny		LOS		Arecial	Divided	000/1775	Left Term	Right Term		Peak E	Ing Feak D	(retise)	Delicivery
	No.	Name		M.F.			Length	18	Gandication	Speed	Type			516.		Class	UnDevided	Way	Rayn	Rays	Lates	Capacity	Volume	105	
12020000	57.80	ACAUN ST	US 41 (Caveland Ave)	9,702	SR X2/Memor St	0.768	12.508		Principal Arterial-other	31	UA.	A	Ð	D	3	2	Ľ	265	WE.	WE.	1	3,207	216	c	
1222040	58.45	15/3/	SR 759/US H Box Justice St.	1134	STREE BURGES	Lots.	Last		Thinks! Averalistics	21	110		0	D.	1	2		115	- GET	. 19K	2	363	-49	×	
12:2:00	32.90	PATALETACHELLO	G RYSOBIUS	1.514	Version Receipter Ded	2200	0.610		Trings Moral and	12	14		12		E	1	D.	235	.wr	104	1	2.005	247	e.	
13/2/090	8.8	PALMAR STREET	Vinishing and the	2.00	(3.88) (ma.)(a)	4.501	1.658		Imorpa Adeual ober	15	1.4		6	-1-	1	. X	15	1255	122	Six.	4	1210	1.175	10	
	26.01	PALATEGROPHICS D	A CASH (CITIZ ALCO	16.204	1/2	5.546	1.82		Concept Americantes	23	14	4	C	D		1	11	10	101	46		3.373	1,175		
COLUMN T	58.00	PALN BEACH BLAD	17	3540	SE SI (Acoutia Ede	110.8	3,208	35	Firming Adenal-other	55	DA	a		v		1	2	25	192	117		2,571	1.00	ĸ	
LINER	57.60	PALM BLACH FLAD	SR N (Arcalia Rol)	.6.247	CEBEA/Becungham Re/ Chi Olga S	10741	245	35	Principal Amenal-other	e.	E.A.		- D	D	1	-	U I	Brt	WL.	-19.8	4	5.105	1.614	0	
NIHAN	55.85	PALAL BEACH BLVD	CR 40-1/ Backingham RS/CM (Das R	4 1574	W of West Drive	12.809	2.65	55	Princed Ameridadive	55	0.5	H	D	0		-	c	Div.	-	718		3,240	Loc	10 .	
Ursaux.	2.0	PARMING ADVALVE	in al transitione	12.808	Bass Dan Fi	12.745	0.25	- 212	Terrige Argentester	5	ADA.		12	e			t)	25+	382	100		0.105	1.252		
1255.052	12.03	PALMET WHEEVE	HAR DAKES		Employed Nor 21%	17:01	120	58.	Present American other			10					5	1255	1.1	105.1		2326	1.154		
the contractor	20	EXEMPTION PLUT	9-9-202-51 7-5		55.84 Sec 16-3	16.227	275	1.5	Percepti Second plac		E.D.I.		(*)	~				2000		112		1.05	2.154	0	
All	1.1	CALST REACTOR CO.	CT MALLY PLA		Hardh Gords Line	10.154	2.111		Description translation		ED)			-	i		0	201		11.2		1.51			-
176749407	ST ALLER	52.6/2ND ST	SE 739 (Fearling St.)		St. 79 tPark Ave	5.634	0.537	-	Processal Arazzal-ather	15	EA		D.	D		2	U	174	-	25		2.034	771	6	
		SK KU/ IND ST/ SEASOAKD ST	SE 729 (Park Aver		SR 80 (Pulm Erach Bivel)	1.540	0.925	-	Principal Arterial-other	=	T.a.		D	D	-	;		TW.		28		2.056	1.101	5	1
12020072			increased descent of the second se		A & W Butt Ed.	1.003	1.925	-		45	1.4		D	D	-	-	- P.	70	in the	itz		2100	1.54	0	-
128406681	58.80"	MODESCOR BLAD	O d McCregor Bird	1 001		3.445	1.67	-	Menor Articul Monor Articul	40	LA	1	0	p	-	-	U	255	IV.	11.2			1.805	- C.	
12640000		MCCRECOR RUND	A & W Bull Rd		and a second sec						LA LA					- 1-	0		115		· ·	2,100		C C	-
1040005	32.807	MCGEBCOR BLVD	College Poor	3.465		4.5%	1431		Mingt Aitevial	-21			D	D			U	215		117	- 2	924	787	C	-
2940000	SE RET	MOGRER BLOD	Hymkler Rd		CR RM/Lislesan Nr.d	2,483	1.589	-	Minor Arbeital	-21	U.A.	4	D	D	F	1	D	215	WL	112		×6	1.151	5	CorrCape
(Treilasti	58.78	PERE ISLAND RO	CR 765/CR 884/Burns Story 5.6		Chaplete Biod	7.514	2.047		Principal Attend-rither	35	UA	A	Ð	0	C	1	D	24	111	11%	4	2190	620	C	
23063	27.74	0.5516-3-02120	t Augusta Sirid	7314		1.782	-20	-	Unregal Annul-other	Ē4	61	- 1	0	19	-	1	: J	- 204	D.c.	211	1	1.100	6393	E.	
1.526/8/00	58.78	PINE ISLAND RD	Sense Bachene Blod		Det Prace Blid	12.001	2.394		Ensopel Attestic-other	57	Ua	A	D.	Ð	C	1	G	35	WL.	12.8	ě.	2.160	2,159	F	Over Cape
Linginger.		DOT BENND SD	Carl Devile West	12/763	IS & CETRA Fundeds Ed	10.DN	0,023	-	Terregal American	12	ĽA		D	. p.	0	1	. te .	10	364	W?	•	3111	1.45%	<u> </u>	
12/10/061	58.3	FINE HEAND RD	W.of.CR.78A/Fendella.Rd		Sk (5/05.0 (Cirvitana Ave)	1474)	2.457	-	Tracpil Arend-shie	55	UA		D	Ð	-	1	D	25V	187	153	4	2,409	1.619	E.	
1204068	\$2.78	PINE ISLAND ED/BANSHERE KD			New Post Rd/Han II.J	. 17815	120	-	Procipal Versal after	42	L'AL	A	D	Ð	-	1	0	217	111	157		2,105	1,572	C.	
12060000	52.72	BAYOK GERD	New Post Rd/Hari R&			18.551	1,541		Principal Arternal-other	50	T.A.	A	G	D		. L.	D	215	IVE	84		2,110	1,555	. S.	-
0000	10.74	da prevena a	A LO BAY STARS (S)	1.327	D of Fratestan	2112			Pargel Annalytics	5	4.4	- 1V	D	0		1	. 2	316		3.2	1	2,18	1.545	- C	-
50.00	117	8-41406 EE TD	Well Product Print,	21.5.8	Ender Nog	71.45	121	-	Mper Mariel	34	14	- A'	c			1	1	- 76	101	117	4	1.89	14	÷	
1312300	40.74	E VYSHC/FE B2	Exclini David	31.347	Cathodia: 5t	2.59	2.03		Mourt Americal	50	6.5	4	1.			1	. L .	20	101	ISE	1.1	324	51	. t.	
3760000	5.0	BAYSHORE ND	Coll Republica Sal	25.778	Seil .	34.4%	0.645		Mardread	- 30	T.A.	A	D	p	1000	1	. L	- 20-	WE	WE	127	924	477	5-	
379.00	3.00	TARADOVALIAN	V3 11/577.45	1.100	STAT Marrie Hi	1200	138		Almer Argenti	30	1.1	2	- 15	5	ŧ.	- 1	1	215		al.	1	37	101	a.	
advane.	STR	DISLOS, CHEF	the state of the second s	N.S.M.	disease of	6321	911		May hard	0	58.		D.	0		1	r	14	31	:5	1	- 54	·	b.	Same
25.669	36.92	CANENNA SMALL	tarky s to	150	Station of Sec.	Sel.	12.174	-	Marca Morest	59	LA	-	0	2		2	r i	55.	111	115.	2	15	7	0	Sarage
1.2mTtexat	55.KL	DEMLKING EBUYD	94,739 (Finster Are)	0.845	Michigan Link, Ave	2.968	2.321		Enropel Ameriki-tiber	10	UA		0	U	E	2	D	20	m	112	4	1,212	1.670	F	One Capac
1357000	58.62	DEM LAIND GLELVE	Michigan Link Ave	2.566	CR 865/Crise Ave	1.1.21	0.846		Principal Argenal-other	30	LA		D	D	8	ì	D	43	ITE	THE .	5	24%	2,363	C	
12078030	58.12	DRA LKING REIND	CE #3/On a Ave	1.526	ti of Teer Rd/175 NR On Ramp	4.307	0.651		Principal Antenal-other	30	LA	A	D	D	ε	1	D	214	WL.	IVR		117	2491	Ε	
0.000	ST.T.	PUNCTURE FLAG	With Tour Ray 1 19 109 Gin Ramp	1:367	Future to	×154	+1-	2	Parry & Angel-Mar		CA.	· A :	12	. I	Ξ	1	c :	27.	101	1008		2.071	3,480		
STORN	5.82	RIV, CALERENG	Russian La	3.91	CT 281/ Council Prody Law Instru-	1.571	6.54	116	Principal American program	-12			D	r	2	1	1	28	. 61. 1	65		5.672	1070		
Stores	4702	IT INCOMPANY IN THE REAL OF	CENTLES - CONTRACTOR EST	1.871		246	1.00	e		- 17	NA.		0		5	1	0	215	905	11.7F		-	120	F	Chillege
200	25	11(14 A 3) 14 72° M	Conversional	1.64	Color Profile Arris	100		-	Travel Array and		1.1		0	6		¥ 1	5		11	34.5	2	1.4.	11/2	F	Surveyor
2:50mc	12.52	PRES NEED NO	Sollin Ferkin Area		Buch Berghamma Les	11.0*	140	572	Tomoral situation	+3	11		- 0	-				- 3		ne.		12	1.45		incri an
The star	30.6	DATE OF THE APP	Desch Long Commentation		National La	1.74	1.00	41		-		15						***		1.+		1 Liet	1.1.40		Contario
100	46.42	0.01 × 0.01 50 x1	Califica K.I		fee In. 15	0.4%	1.14	-	Proop Annuality			14							34	1.0		1.140			A ANTI CARTO
20'300	14.50	PROCESSIES TON	for main	14.55		ACCTO?	200	257	Property and		1.2	14		1				- 10 - 11		- 11.0	-	1.19			-
12070080	58.52	MOURTEST	Mar 2004 1 MEA Jo Shid		SREED ALLANSIS	0.148	0.143	30	Miner Argend	10	UA	A	p	D			p	29	11	QR .	-	752	413	D	

#### YEAR 2018 LEE COUNTY LEVEL OF SERVICE SPREADSHEET -PEAK HOUR PEAK DIRECTION

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	Scala	Lecal	La Julia Car	12		a Dala	Section	A SHOT	1000	T	(ear 2024	_	and the second		1000	The lot of	Year				Sundard	and the second	6 E
Section	Red	Raid	From	From	Tu	To	Section	TRIP	The	LOS	Peak I	lour Feak Di	rection	Thro	1.05	Valles	Peak	Hour Peak D	Direction	11.	к	D	
	Nu.	Name		MAE.		MJP/	length	Improvement	ben	Std	Capacity	Volume	LOS	Lares	514	Capacity	Trend Volume	Trand LOS	Model Volume	Model LOS	Fader	Faster	
202000	58.10	MAIN ST	US 41 (Condend Ave)	A.000	SF. \$2/Monte St	811.0	0128		3	D	1.207	450	C	3	D	1.207	5.27	c	500	D	2005	\$1.30%	
100000	55 50 WZ	191 57	52739/0541 Southers (189	0.655	SHA Storts	Luce	1.318		2	D	1.64	292	c	2	2	2454	454		2,977	F	400.0	1995	
305.00	55.51	PALM SEACH SUND	SR 10/Subord St	1.510	Vinetau Short Ale Env	2.304	0.510		4	D	2,010	1,015	c	4	3	2,00	1.55	c	2145	F	2015	53.90%	
torion ca	58.80	PALM FEACH SLAD	Venunca Scoemaker blod	2505	CRASS (MILAN)	4.3+4	1,354		4	D	2.139	3,317	C	4	υ	1,100	1,507	c	2.477	F	1005	53.345	
202030	55.61	PALM REACH 3UVD	CERT ONLAND	1.64	1.75	3.549	1.182			0	3,171	1,510	¢		D	3,171	1,55	ć.	2:151	c	100%	51.50%	
100000	SE KO	FALM BEACH BLAD	1.75	3540	SE 31 (Arcadia Rd)	- 8.349	2.763	50000		D	3171	2.054	0.000	1.000	2	1771	2.827		3.477	F	\$105	14.90%	
2020000	58.60	PALMERACHELYD	SE W (Anala So)	1247	CRNAVBELL gan LA CACINA	10.741	23%			D .	2197	1 524	C 14	4	D	2,100	2,177	P	2.135	. F. 1	19.005	35.25%	
2022/000	53.30	PALMEEACHELAD	CE 10 A/Bookingham Rd/Cld Ofge R	10741	W. of Wernst Dave	12.508	2.00.7	1.1.1.7.		D.	3.540	1.421	0	1	P	3,240	LW		989	3	\$35	.55.20%	
2020.02	25.35	PALMIERACHRIND	is al Warner Drive	12505	H- 4 or Crack RJ	13.508	0.760		. 4	с	2,100	1,421	c	4	c	2,124	1.787	с	414	8	516%	65.20%	T
5:000.0	55.00	FALM SEACH BLVD	Haler Crock & J	11302	Brouther SUCES	12451	4.345			e	3.120	1,154			c	2,02	1.330	c	544	£	4265	35.20%	Т
School .	55.53	PALMUELOUBIND	and way SI/CE TS	17.654	CL 554 (Let Bird)	18,227	0.573		4	c	1,67	124	c		c	1,007	1,5%	c	34	c	1.54%	\$5.20%	T
102000	46.80	PALMERACHBLAD	CR BH Cont Bhull	18.25*	Hesty Contr Los	23358	2.131		1	c	2102	1.105	5	4	c	213	1,31	6	1,20		1.53%	15.205	T
1070-02	STATE	50.80/2ND 5T	SE 739 Fowler St	0.307	SR 754 (Park Avet	0.634	0.237			D	3,024	\$1.9	c	3	D	3.024	P45	c	1,346	c	4.00%		+
121201.02	SP. KO EB	SX 64/2ND ST/SEABOARD ST	58 739 (Fark Ave)	164	SR RD (Talm Beach Bind)	1563	0.925		,	D	1,956	1,169	D	2	D	1.956	134	D	LEH	D	9 60%	29.20%	T
204/000	58.84*	MCCREGOS FLVD	Old McGregor Blod	oge	A & W But Rd	1 923	1.243			0	2160	1.730	C		D	7,100	2,130		2,633	F	9.00%	54.525	1
2040800	58.84"	NICOREGOR MIND	A & W Bub Ed	1 003	Cellers Plant	3.455	1.472	Contract of the	1.1	0	2102	2.987	D		D	2.100	2.542		2.625		6125	53.805	t
12540000	58.847	MOUNDON BLAD	Colorer Fixed	3445	Winkley R.4	4.90%	1 431		2	D	+24	Bil	C	2	D	97.1	972		880	D	6.00%	53.105	t
3043009	58.84	ALCARLOR BLYD	Hurklei Ed	48%	CERSI/Lidonia Paul	6.155	1.509	1101		D	073	1,2/0	F		D	970	1,450		1711	F	¥10%	51,30%	t
(C)	58.18	PUNE ISLAND RD	CR 7e3/CR KM/Burnt Store Rd	5 467	Chigada Blod	7,514	2.547			D	2,120	912	c		p	2.300	1,053		1,513	c	926%	31.85%	t
1750200	41.75	PINE DEAKD ED	Chieges Blid	2.514	Conce Durb pro Elvet	6.757	7.243	-		12	2,100	1.742	1	-	0	200	2/1		2782	F	2.00%	13.50%	t
12050000	58.78	FINE SEAND RD	Santa Barbera Blvd	9757	Tyl Piado Bird	12.011	2.84			D	2100	2.545	F	-	D	2.100	3,634		145	F	3005	53.555	
		il incluid and an and a second		1286	Welching and	12.201	0.22*		-	0	2100	2.5(5	C	4	0	2.80	2.524				9005	10.202	+
1209031	55.77	DINUBLASSID P.P.	District End Wel CR 78A/Pepdolia Rd	12,214	SR 67/15 41 (Central Ave)	112231	2.457		4	D	2.100	1.50	C	0	D	2,100	2.279		2.857	F	9005	14.08%	+
12290460	58.73	PENE IELAND ED	SE 45/US 41 (Clearland Aud	14.741	New Post Ed/Hurt Ed	17 515	2.457		-	D	2,150	1,50			D	2,100		P			9265	14 185	+
12010103	55.78	TINE ISLAND ROY BAYSHORE RD				18 600	1.		4	0			E		D		2,015		2.122				+
12060610	\$7.22	BAYSHOK7.RD	New Fost Rd/Hart E3	17.015	Wellinian Street La	11129	1.544		4		2,100	1,431	c	4		2,130	2,250	F	2.548	F	9265	53.36%	+
123:300	58.78	BAYSIE 55.50	We'WdewSmanLn	1.215	Welfeaberran		2.1%		4	D	\$110	1,187	- Ç		D	2.1;0	2712	F	APC.	F	2.015	19264	+
0210700	\$5.74	8-415HCGE ED	N. of Forders Flory	21.673	Instabil Pasy	21.400	0.23		- 1	.0	2.160	2.57	C.	•	p	3,197		6	1.55	L	80%	8.325	╀
266004	\$5.79	EAN SHORE LD	PoshertEkina	31,300	Cld Emplety Rd	23.735	2,751	and the second strends	- 2	U	v2+	t75	C	1	D	524	292		1.530	F	9.355	8.25	+
THE R.	58.78	BAYSHORE ED	(Ad Barshme Ed.	21.72	SR 11	24.464	2646	Service (M	- 2	D	- #23	530	C	2	D	934	041	(	919	. F	9005	55.XX	1
the read	55.82	DEALLRING READ	US 41/55 45	610	SS \$2 (MemoryS)	6.2%	1,200		2	n	75	311	υ	2	D	716	24	17	(13	D	305	\$2.50%	╀
2009.5	STE	UCCLARAGE EURO	SERE (MONTON S.)	1.21	lick with \$4	2371	403		2	D	-151	910	7	1	ŋ	758	10%	F	7+5	E	9.1.6".	\$3.20%	∔
12.205	26.82	CRAMERING INPLYD	www.s	0.571	5375 (Lewise 20	644.5	0.274		2	D	<b>F</b> 27	.985	T	2	Ð	K.	1.078	E	79	2	20/5	53.30%	+
12070702	SRE	DRALLKINGJEBLVD	St. 739 (Fould Are)	0.645	Michigan Lank, Alle	2.9%	2.32)		+	Ð	1,712	2.162	F	4	D	1,712	2764	F	2,587	F	916%	53.30%	+
2070000	58.82	DRMLKING)REVO	Michigan Link Ave	2.966	CR 805/Orite Ave	3425	3,650		5	D	28.30	1777	F	5	D	2.636	3,743	F	2.751	F	2016	51.50%	+
bicteen	SF 82	DEMILKINGIAELVO	CR ReS/Ordz Ave	382	19 of Teles Rd/1-75 NB Do Ramp	4.507	3.631			D	3171	2.545	C	e	D	3.171	3,473	F	4,531	F	9005	53.30%	+
ionariana	58.52	BIARSALD ROAD	is at Tate Tat/175 NB Do Farip	dit."	Baringham Rd	6154	1.64"		4	D	2.373	2.354	S	6	D	2.171	3.227	ſ	4345	1	41.6%	32.05	+
serves.	9.82	DANCE VEE SQAD	Suderghan Ed	1054	(Tells/Colorad Bud/Lor Rod	1.52	11.722		4	D	3/7)	1,520	5	6	p	:2375	2765	c	3,415	F	9.005	26.965	1
areas	57.62	DIMENTEROND	CR 944/Calonal End/Les Bird	6.474	Cateria That	181	1,892			b.	3471	1271	¢		0	2071	2515	e.	525	F	1105	\$3.5	
2.00	55.82	INVERTICAL EE DOND	Cines in Ned	7.57e	Crifts Dr/Fac 34/5	8224	144			Ð	315	1,245	· c		D.	2,071	1/15		2017	4	8.005	15.52%	
0,0176	52.67	UNSTRALEF SCAR	Grilles English Are S	0.111	Funds Hocy/Carney 515	1.12	1.559				3,171	1,151	5		n	8,171	1,213	ę	2.44	6	6104	5.20	
Certrano.	\$5.51	BING FALLE POAD	Davids Davy/Compry 1-45	11.125	Alabama F.J	1.732	3,5%		E.	D	1167	1.147	9		0	4,5+0	2500	E	5.181	r	9.07.	18.50%	
0,0750	56.83	INVOCALEE PARAD	Nutrana Re	14.10	5.917-45	12.721	4.232		4	0	5213	:15	0		Ď	447	560		2.51	C	3.00%	5.5%	
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YEAR 2018 LEE COUNTY LEVEL OF SERVICE SPREADSHEET -PEAK HOUR PEAK DIRECTION

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#### YEAR 2018 LEE COUNTY LEVEL OF SERVICE SPREADSHEET -PEAK HOUR PEAK DIRECTION

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#### YEAR 2018 LEE COUNTY LEVEL OF SERVICE SPREADSHEET - PEAK HOUR PEAK DIRECTION

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Note, USS Spreadsheet should be used as a price regioned analysis tool. A detailed analysis is necessary to validate the actual operating conditions which may say from this worksheet

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# GOAL 20 – BUCKINGHAM COMMUNITY PLAN POLICY 20.2.1

**POLICY 19.8.3:** Lee County will work with the Boca Grande Historic Preservation Board and the community of Boca Grande in reviewing the design parameters applicable to the Historic District of Boca Grande to ascertain whether additions, modifications, or deletions need to be considered. (Ordinance No. 05-19, 18-18)

**POLICY 19.8.4:** Lee County will investigate additional fiscal and tax incentives to preserve the economic viability of the Historic District of Boca Grande. (Ordinance No. 05-19)

**POLICY 19.8.5:** Lee County will preserve the historic village character of the commercial sector of Boca Grande by adhering to the criteria of the Design Guidelines Manual for the Boca Grande Historic District. Lee County will support efforts of the Boca Grande community to modify site and design regulation within the Boca Grande Historic District to include commercial signage and other design components or uses that are not in keeping with the historic elements of the existing community character on Gasparilla Island. (Ordinance No. 05-19)

**POLICY 19.8.6:** Lee County will work with the Boca Grande Historic Preservation Board and the community to review the build-back regulations to ascertain whether modifications need to be undertaken in order to restore historic features in the event of catastrophe. If necessary, regulations to allow designated historic resources to be reconstructed will be adopted. (Ordinance No. 05-19)

**OBJECTIVE 19.9: ECONOMICS.** To preserve and promote the economic health of the Boca Grande Community Plan area while not expanding the amount of commercial property on the Island in accordance with the GICDA. (Ordinance No. 05-19, 18-18)

**POLICY 19.9.1:** Lee County will support efforts by the Gasparilla Island Bridge Authority (GIBA) to secure funding for the repair and maintenance of the bridges connecting Gasparilla Island to the mainland. (Ordinance No. 05-19, 18-18)

**POLICY 19.9.2:** Lee County will support efforts to preserve, maintain, and enhance the beaches of Gasparilla Island. (Ordinance No. 05-19, 18-18)

**POLICY 19.9.3:** To ensure Boca Grande's economic health, Lee County will support the preservation of historic businesses and commercial structures. Support may include historic preservation grants and development regulations which will encourage mixed use buildings. The Gasparilla Inn is an example. (Ordinance No. 05-19, 18-18)

**GOAL 20: BUCKINGHAM COMMUNITY PLAN.** Manage the future growth in the Buckingham Community Plan area; to preserve the existing rural and agricultural land use pattern; to diversify the choice of housing for Lee County by maintaining and enhancing the historic and rural character; and to protect the unique historical and environmental resources in the Buckingham Community Plan area. (Ordinance No. 91-19, 93-25, 94-30, 10-15, 18-18)

**OBJECTIVE 20.1: LAND USE.** Land uses in the Buckingham Community Plan area will be developed in a manner that is consistent with the rural and agricultural land use pattern. (Ordinance No. 00-22, 10-15, 18-14, 18-18)

**POLICY 20.1.1:** No property within the Buckingham Community Plan area will be rezoned to RVPD. (Ordinance No. 00-22, 10-15, 18-18)

**POLICY 20.1.2:** The southeast and northeast quadrants of the intersection of Orange River Boulevard and Buckingham Road is designated as the commercial node for the Buckingham Community Plan area. With the exception of the uses and the property identified in this policy, no new commercial development will be located outside of this commercial node. All new commercial developments in the node are required to provide a minimum of 30% open space. This commercial node is described as those lands 300 feet eastward from the easterly right-ofway of Buckingham Road and lying between Cemetery Road and a point 300 feet north of the intersection of Buckingham Road and Orange River Boulevard. Commercial uses permitted in agricultural zoning districts, such as Feed and Tack stores, are allowed outside of the commercial node if appropriate zoning approval is granted. Commercial boarding stables throughout the Rural Community Preserve will be allowed to give lessons and clinics if lawfully existing or appropriate zoning approval is granted. Commercial uses are permitted on the property zoned C-1 located at 9140 Buckingham Road. (Ordinance No. 94-30, 98-09, 00-22, 10-15, 18-18)

**POLICY 20.1.3:** Except for those clustered areas approved in accordance with Policy 20.1.5, all lots created in the Rural Community Preserve future land use category must have a minimum area of 43,560 square feet, unless a Minimum Use Determination has been issued. Calculation of lot size must exclude any road right-of-way or easement areas, water management areas, and natural water bodies. (Ordinance No. 00-22, 10-15, 18-18)

**POLICY 20.1.4:** Bonus density is prohibited in the Rural Community Preserve. (Ordinance No. 10-15, 18-18)

**POLICY 20.1.5:** Clustering of residential development in the Rural Community Preserve requires residential planned development (RPD) zoning. Density in clustered developments will be based on upland acreage. Dwelling units must be located away from the property boundaries. Clustering of residential development is limited in the following fashion:

• Buildings must be set back a minimum of 100 feet from the RPD boundary.

• The RPD must have a minimum of 10 acres in order to cluster homesites.

(Ordinance No. 10-15, 18-18)

**POLICY 20.1.6:** When possible, residential development adjacent to the Rural Community Preserve future land use category should make appropriate transitions to the Community Plan area with a graduated increase in density as development moves away from the Rural Community Preserve future land use category boundary. Appropriate buffers will be established for projects adjacent to the Rural Community Preserve future land use category boundary during the rezoning process. (Ordinance No. 10-15, 18-18)

**POLICY 20.1.7:** To preserve the shoreline, a 50 foot setback is required from the Orange River. The setback will be measured from the mean high water line or from the top of bank of the Orange River, whichever is further landward. Docks are exempt from this setback requirement. (Ordinance No. 10-15,18-18)

**POLICY 20.1.8:** The owner or agent of any rezoning or special exception request on property within the Community Plan area boundary or on property with existing or proposed direct access to Buckingham Road, must hold one public information meeting in accordance with Policies 17.3.3 and 17.3.4 prior to the application being found sufficient. (Ordinance No. 18-18)

**OBJECTIVE 20.2: TRANSPORTATION.** To use context sensitive design, appropriate to Future Non-Urban Areas, for roadway improvements. For purposes of this objective, improvements related to bicycle, pedestrian and equestrian facilities or safety improvements, including but not limited to

intersection and turn lane additions or improvements, will not be deemed an expansion of the roadway. (Ordinance No. 94-30, 99-15, 00-22, 10-15, 18-18)

**POLICY 20.2.1:** Future multi-lane expansions within the Buckingham Community Plan area will be limited to the four-laning of Buckingham Road (except for the portion of Buckingham Road that is encompassed by the Luckett Road Extension). All other existing roadways within the boundaries of the Buckingham Community Plan area will remain in their two-lane configuration. This policy does not include bicycle, pedestrian and equestrian facilities or safety improvements. Prior to adding any multi-lane expansions of Buckingham Road to the schedule of capital improvements, one public meeting after 5:00 p.m. regarding the proposed road expansion must be held in accordance with Policies 17.3.3 and 17.3.4. (Ordinance No. 10-15, 18-18)

**POLICY 20.2.2:** Future extensions of roadways into or through the Community Plan area will be limited to the Luckett Road Extension on the alignment and in the configuration as adopted by the Board of County Commissioners on June 3, 2008. Any proposal to further change the adopted alignment of the Luckett Road Extension will require analysis and public input with at least one public meeting in accordance with Policies 17.3.3 and 17.3.4. The analysis must consider the feasibility of locating the alignment as far south as possible, starting east of Pangola, in order to skirt the Buckingham Community Plan area. In addition, specific roadway extensions are prohibited as follows:

- 1. The extension of State Road 31 south of the Orange River is prohibited.
- 2. The extension of Ellis Road is prohibited.
- 3. The extension of Staley Road to State Road 82 is prohibited.
- 4. The extension and connection of Long Road to Ellis Road is prohibited.
- 5. No new east/west collector roadways will be planned or built within the Rural Community Preserve.

(Ordinance No. 10-15, 18-18)

**POLICY 20.2.3:** Identify issues, propose options, and develop a plan directed at improving safety on roads, limiting the negative effects of traffic, and improving the overall functionality of roads within the Buckingham Community Plan area to the extent practicable and consistent with the balance of applicable policies. (Ordinance No. 10-15, 18-18)

**OBJECTIVE 20.3: PUBLIC FACILITIES AND UTILITIES.** To maintain the rural character of the Buckingham Community Plan area with the provision of public facilities and utilities appropriate for Future Non-Urban Areas. (Ordinance No. 00-22, 03-19, 10-15, 18-18)

**POLICY 20.3.1:** In order to discourage unwanted urban development, central sewer lines will not be extended into the Buckingham Community Plan area, except to the areas identified by Lee Plan Map 7 as Future Sanitary Sewer Service Areas, the existing Resource Recovery Facility, the adjacent Lee County Parks and Recreation Facility, and any future public facility. Under no circumstances will the availability of central sewer lines be accepted as justification for a density or intensity increase, or reduction of lot size requirements (except as provided in Policy 20.1.5), within the Rural Community Preserve. (Ordinance No. 10-15, 18-18)

**POLICY 20.3.2:** Central water lines may be extended along roads of the Buckingham Community Plan area upon request of property owners, with extension and connection fees paid by the person(s) receiving the water service. The county may also extend central water lines through the Buckingham Community Plan area, if necessary. Connection to this expanded water service network will be on a voluntary basis. Under no circumstances will the availability of central water be accepted as justification for a density or intensity increase, or reduction of lot

### **TRIP GENERATION EQUATIONS**

# Single-Family Detached Housing (210)

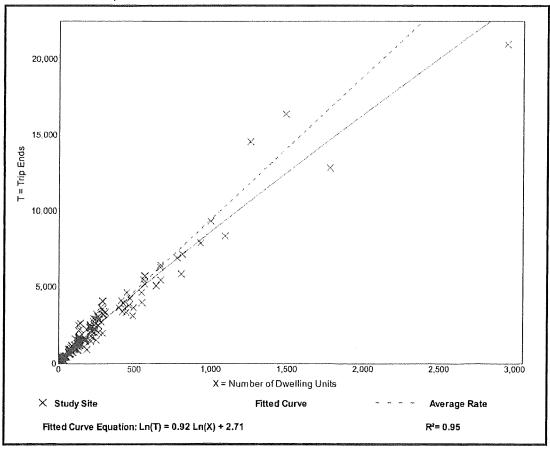
I.	/ehicle Trip Ends vs: On a:	Dwelling Units Weekday	
	Setting/Location: Number of Studies:	General Urban/Suburba 159	n
0	lum. of Dwelling Units: Directional Distribution:	264 50% entering, 50% exiting	
Vehicle Trip Generation	on per Dwelling U	nit	
Average Rate	Range of	Rates	Standard Deviation

4.81 - 19.39

#### **Data Plot and Equation**

9.44

1



2 Trip Generation Manual 10th Edition • Volume 2: Data • Residential (Land Uses 200--299)



2.10

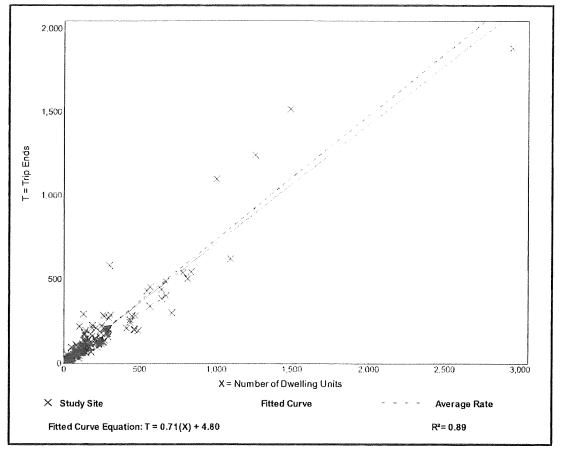
### Single-Family Detached Housing (210)

Vehicle Trip Ends vs: On a:	Dwelling Units Weekday,
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	General Urban/Suburban
Number of Studies:	173
Avg. Num. of Dwelling Units:	219
Directional Distribution:	25% entering, 75% exiting

#### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.74	0.33 - 2.27	0.27

#### **Data Plot and Equation**



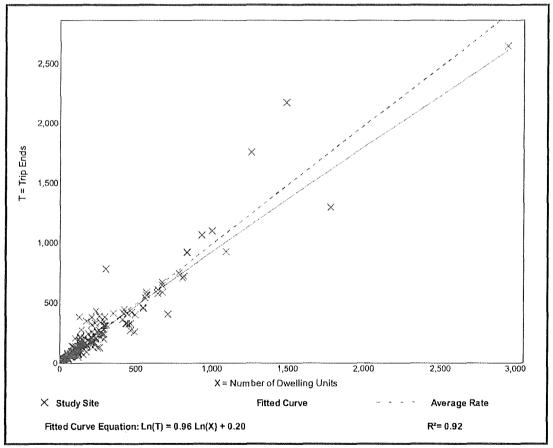
## Single-Family Detached Housing (210)

Vehicle Trip Ends vs:	Dwelling Units
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:	190
Avg. Num. of Dwelling Units:	242
Directional Distribution:	63% entering, 37% exiting

#### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.44 - 2.98	0.31

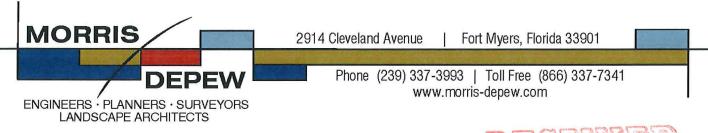
#### **Data Plot and Equation**



Trip Generation Manual 10th Edition • Volume 2: Data • Residential (Land Uses 200~299)

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Lee County Homes Comprehensive Plan Text Amendment Lee Plan Consistency Exhibits T6, T9 & T10



MUNITY DEVELOPMENT

The proposed Text Amendment is a companion amendment to a concurrent Map Amendment. The Map Amendment is being requested for property located on Buckingham Road in eastern Lee County in the Fort Myers Shores/Caloosahatchee Shores Planning Community. The subject property consists of two parcels, totaling ±345 acres, known as the Buckingham 345 Residential Planned Development. The property is currently designated as Sub-Outlying Suburban and is zoned Residential Planned Development.



**Figure 1. Location of Subject Property** 

### CPA2020-00001

## Map Amendment Request

The request is to amend Map 1 Page 1, the Future Land Use Map of the Lee Plan by changing the future land use designation of the property from Sub-Outlying Suburban to Outlying Suburban and Wetlands. This amendment will allow an increase in the allowed density on the property. The Sub Outlying Suburban future land use category allows a maximum of 2 dwelling units per acres while the Outlying Suburban future land use category allows a maximum of 3 units per acre.

The subject property was originally approved as a residential planned development in December 2000 by Resolution Z-00-029. At that time, Resolution Z-00-029 authorized 640 single family units on approximately 325 acres. In 2005, the existing 325 acres was rezoned to add 20 acres to the overall project site, increase the density, and amend the property development regulations to permit a maximum density of 690 dwelling units per Resolution Z-05-074. The property includes  $\pm$  17.5 acres of wetlands. The future land use of the wetlands is Sub-Outlying Suburban.

Lee County Home Associates I, LLLP is seeking a Comprehensive Plan Map Amendment to change approximately 345 acres subject to Z-05-074 from Sub-Outlying Suburban to the Outlying Suburban and Wetlands FLU categories. This amendment will allow an increase of 1 dwelling unit per acre for a total of 1,035 single family units; a 345 dwelling unit increase over the existing RPD previously approved for 690 dwelling units. A concurrent Residential Planned Development Application will be filed to permit the additional dwelling units. The density is calculated over the entire 345 acres. Lee Plan Policy 1.5.1 permits low-density residential and recreational uses within the Wetland Future Land Use Category. Table 1(a) Note 8 allows higher densities than those permitted in the Wetland FLU when the density is transferred to contiguous property and the wetlands are preserved. The density may be transferred at a rate permitted by the adjacent uplands. Consistent with Note 8 of Table 1(a) and Policy 1.5.1 the density of the  $\pm$ 17.5 acres of wetland will be calculated at 3 dwelling units per acre.

"POLICY 1.5.1: Permitted land uses in <u>Wetlands</u> consist of very low density residential uses and recreational uses that will not adversely affect the ecological functions of wetlands. All development in Wetlands must be consistent with goal 114 of this plan. The maximum density is one dwelling unit per twenty acres (1du/20acre) except as otherwise provided in Table 1(a) and Chapter XIII of this plan."

## Table 1(a), Note #8 of the Lee Plan states:

"Higher densities may be allowed under the following circumstances where wetlands are preserve on the subject site: Dwelling units may be relocated to developable contiguous uplands designated... Suburban, Sub-Outlying Suburban, from preserved freshwater wetlands at the same underlying density as permitted for those uplands. Impacted wetlands will be calculated at the standard Wetlands density of 1 dwelling units per 20 acres."

The proposed Outlying Suburban FLU category will permit the subject property to establish a transition from surrounding properties; providing a step down from the higher densities found

in the Suburban FLU to the west and the existing Outlying Suburban FLU to the north and east. Given the existing land future uses in the immediate proximity to the subject property (Verandah, River Hall, Portico and Lehigh Acres) as well as the proximity to Buckingham Road, the proposed development will provide appropriate infill development and allow for a more efficient use of the land. Existing urban services are available to serve the subject property at a density of 3 dwelling units per acre. The map amendment being requested is consistent with densities in the surrounding area to the north and east and is half of the density allowed west of the subject property. To the south of the subject property is the Buckingham planning community with densities of up to 1 unit per acre. This distribution of densities in the surrounding areas allows for the gradual transition of lower densities immediately south of the property to higher densities to the north and west of the property.

	Community	Future Land Use	<b>Maximum Density</b>
North	Portico RPD	Outlying Suburban	3 du/ac
Northeast	River Hall RPD	Rural & Outlying Suburban	1 to 3 du/ac
East	Portico RPD	Outlying Suburban	3 du/act
South	Buckingham Chase RPD	Sub-Outlying Suburban	2 du/ac
	Buckingham	Rural Community Preserve	1 du/ac
Southeast	Lehigh Acres	Urban Community	6 du/ac
West	Verandah MPD	Suburban	6 du/ac
	Oak View RPD	Suburban	6 du/ac

**Table 1. Surrounding Densities** 



Figure 2. Surrounding Land Uses

#### Text Amendment Request

The Text Amendment request is to amend Table 1(b) of the Lee Plan, to accommodate the proposed population increase expected as a result of the proposed Map Amendment. The Text Amendment is dependent on the design of the Residential Planned Development which demonstrates how much acreage of the project site will be dedicated to the development of the actual residential dwelling units. The three applications the Map Amendment, Text Amendment and Residential Planned Development are intertwined and work in unison to enable the development of the subject property. Through the site design process, the development tract acreage that supports the actual residential dwelling units was determined to be 187.4 acres. The residential acreage does not include associated with wetlands (which will be moved to the Wetland FLU), lakes, open space, amenities, and roads. With the residential development area calculated the next step is to calculate the population that will need to be accommodated in Table 1(b) as a result of the change in the future land use.

The existing approved 690 dwelling units and associated population for the Buckingham 345 RPD are already accounted for in Table 1(b) within the Sub Outlying Suburban FLU of the Fort Myers Shores Planning Community. The map amendment is proposing to place with subject property within the Outlying Suburban FLU, increasing the density of the property by 1 unit per acre.

Currently Table 1(b) does not have adequate residential acreage within the Outlying Suburban FLU within the Fort Myers Shores Planning Community to accommodate the proposed population increase associated with the map amendment.

Policy 1.1.1 of the Lee Plan's establishes the link between Table 1(b), the Future Land Use Map and Map 16 (Planning Communities). The intent is to accommodate population growth expected within the time horizon of the comprehensive plan by connecting it to the future use of the land. Lee County through the Lee Plan has established 22 planning communities and assigned acreage allocations to each future land use category within a planning community. The allocations of land are based on the expected population and geographic extents for each future land use category expected by Year 2030 in the planning communities. Table 1(b) provides the land allocations for the population expected in all 22 planning communities. Population is allocated within the various future land use categories in each planning community. Table 1(b) and Map 16 of the Lee Plan must be read together to understand the application of population in relationship to land use within the planning communities.

The Fort Myers Shores Planning Community's current allocation is a total of 1,250 acres of residential development spread over the following Future Land Use Categories: Intensive Development, Central Urban, Suburban, Outlying Suburban, Sub-Outlying Suburban, Rural, and Outer Island to accommodate the projected growth within the planning community. Table 1(b) provides the anticipated Year 2030 acreage allocations of land use based on projected population for all the planning communities. This method allows population growth to be spread throughout the County. Lee County's population is projected to grow to 999,851 by 2040. The Lee Plan supports directing growth into areas where infrastructure and services are in place or planned to be in placed to support new residents.

According to the U.S. Census in 2010, Lee County had a population of 618,754. The Florida Office of Economic and Demographic Research (OEDR) projects a countywide population of 892,108 in 2030 and 999,851 in 2040. The acreage associated with the existing 690 dwelling units approved for Buckingham 345 are already incorporated into the Table 1(b) within the Sub-Outlying Suburban FLU category. The proposed 345 units will account for a population increase of 811 new residents. In the context of the existing and projected population for the subject property, the population increase of 811 people is de minimus. The proposed population increase is an estimated 1% increase beyond the OEDR projected population for Lee County. This is well within accepted error ranges and represents no real additional population increase for the Lee Plan's Future Land Use Map. The most recent growth management legislation suggests that establishment of minimum development intensity is appropriate methodology for local government planning efforts. The proposed amendment is consistent with that directive.

Also, to be considered is Future Land Use Policy 1.7.6 which establishes the Planning Communities Map and Acreage Allocation Table (Table 1(b)). This mechanism directs itself toward Lee County's ability to issue development orders and serves to ensure that actual development approvals do not exceed the amount needed for the population forecasted through

the planning timeframe. To be consistent with both the local government's adopted plan and the State's directive regarding the need to establish minimum development capacity, an amendment to Table 1(b) is proposed.

As shown in the proposed Table 1(b), insufficient land is currently available within the Fort Myers Shores planning community to accommodate the proposed population increase that will result from the requested map amendment. The current allocation for Outlying Suburban is 40 acres. The assigned land allocation within the Outlying Suburban FLU must be increased to accommodate the requested map amendment and the proposed additional population. Sufficient population allocation is available within other future land use categories in the Fort Myers Shores planning community to accommodate the project population increase and can be transferred to the Outlying Suburban land use allocation in the Fort Myers Shores Planning Community. The Text Amendment request accommodates the additional population within the Outlying Suburban Future Land Use Category in the Fort Myers Shores Planning Community by reassigning acreage allocation from other future land use categories in the Fort Myers Shores Planning Community. Given that infrastructure and services are in place to serve the proposed 345 additional dwelling units as evidenced by the attached Public Facilities Impact Analysis (Exhibit-T5), Table 1(b) allocations are proposed for amendment as shown in the attached Exhibit-T4.

Policy 1.7.6 provides for the proposed distribution, extent, and location of generalized land uses for the year 2030. The proposed Comprehensive Plan Text Amendment would revise Table 1(b) to recognize the future land use map amendment. The approved planned development, existing infrastructure, and proposed comprehensive plan amendment provides for a suburban level of density which is more consistent with the type of development existing and proposed in this area of the Fort Myers Shores Planning Community. Consistent with the vision for the Caloosahatchee Shores Planning Community, the proposal seeks to promote infill. It is noted that Lee County is unable to issue final development orders or extensions which would allow acreage in Table 1(b) to be exceeded. The acreage proposed within the amended Table 1(b) accurately reflect the area proposed for development of actual residential units; which will be identified by the Master Concept Plan and the concurrent Residential Planned Development.

## **Future Land Use**

The inter-relationship between the residential acreages included in Table 1(b), the forthcoming planned development application and the companion map amendment warrant a discussion of the Outlying Suburban FLU and the impact of the proposed map and text amendment on infrastructure and surrounding development.

The ±345 acre subject property is currently within the Sub-Outlying Suburban Future Land Use Category, the Fort Myers Shores Planning Community for population accommodation, and Caloosahatchee Shores Planning Community for long term planning and community visioning. The Lee County Comprehensive Plan (Lee Plan) outlines the permitted densities and intensities

for each Future Land Use Category as well as additional planning requirements for development within the Planning Communities.

The requested Comprehensive Plan Amendment would reallocate the existing acreage within the Sub-Outlying Suburban FLU to Outlying Suburban & Wetlands FLU categories. A concurrent Planned Development Amendment will be submitted to accompany the Text and Map Amendment to provide additional details regarding the development of the requested units.

### **Outlying Suburban**

The Outlying Suburban Future Land Use is described by Policy 1.1.6:

"...characterized by its peripheral location in relation to established urban areas. In general, this category is rural in nature or contains existing low-density development. Some of the requisite infrastructure needed for higher density development is planned or in place. Industrial land use are not permitted. The standard density range is from one dwelling unit per acre (1du/acre) to three dwelling units per acre (3 du/acre). Bonus densities are not allowed."

The subject property is surrounded by a mix of predominately residential uses. Infrastructure is present in the area to support development at 3 dwelling units per area and the associated increase in population. An assortment of primarily single family residential types are represented in the area at varying densities. South of the property is the Buckingham community, with a rural character and low density. Many of the single family homes to the south are on large lots with densities of less than 1 unit per acre. This area has a future land use category of Rural Community Preserve, which allows a density of up to 1 unit per acre. West of the subject property is Verandah and Oak View, located in the Suburban future land use category with an allowed density of up to 6 units per acre. Verandah is a mixed use planned development permitting a variety of housing types and Oak View allows single family and two family residential dwellings.

Some of the surrounding planned developments have commercial uses and approximately one and half miles north there is an existing commercial node at the intersection of Buckingham Road and SR 80. The commercial node includes the local library branch, and existing businesses to serve the community such as a gas station and convenience store, fast food restaurant and retail. Similar uses exist on the remaining corners of Buckingham Road and SR 80 intersection. These commercial uses are a short drive away from the proposed planned development and will provide needed services to the community. With the addition of more roof tops in the immediate area, perhaps in the future the mass transit could be extended into the area to allow additional access to existing commercial uses. This area exhibits many of the qualities described by Policy 1.1.6.

#### **Transportation**

Buckingham Road is the only north/south arterial roadway intersecting with SR 80 east of Interstate 75. The entry to the Lee County Homes property is just under 1.3 miles south of the intersection of SR 80/Palm Beach Boulevard and Buckingham Road. This intersection supports

commercial uses and public facilities at the periphery of urban development. As a roadway within the Strategic Intermodal System, SR 80 is considered a priority roadway for mobility of goods, services, and residents. Therefore, development along this roadway is expected to occur in support of a statewide economic vision as well as local municipal long range planning efforts. Additionally, interconnecting roadways are expected to support the further distribution of goods, services, and residents. The additional 345 units and population proposed will benefit from the reasonable proximity of the surrounding commercial uses.

#### Development

Several of the existing surrounding communities are within areas defined by the Lee Plan as "Future Urban Areas and Future Suburban Areas." Immediately to the southeast corner of the subject property, is the platted community of Lehigh Acres. Within the Urban Community Future Land Use and having an allowed density of 6 dwelling units per acre, Lehigh Acres has been defined as a "Future Urban Area" by the Lee Plan. This portion of Lehigh Acres has a developed density of approximately 4 units per acre. To the west is the existing community of Verandah and the planned community of Oak View both of which are within the Suburban FLU which is defined as a "Future Suburban Area" by the Lee Plan. Overall the density in the area transitions between higher densities in the west and southeast (Suburban and Urban Community FLU) to the same density to the north (Outlying Suburban) and lower densities to the east and south (Rural and Rural Community Preserve) of the subject property. The proposed development of the subject property with the additional requested density will be consistent with the Outlying Suburban Future Land Use Category and surrounding land use.

Public Infrastructure for all Urban Services is available to service the existing communities, as well as the subject property and the additional proposed population. A separate Public Facilities Analysis has been completed and demonstrates urban services will also be available to service the requested additional units and associated population.

#### Growth Management

Goal 2 of the Lee Plan establishes land use policy to support projects that propose an economically feasible plan for development. Specifically, the objectives and policies supporting this goal encourages contiguous and compact growth patterns in locations where adequate public facilities exist.

The proposed Residential Planned Development will have a compact design that clusters the residential development areas to promote central amenities, open space and a meandering street network thereby reducing the impact of the overall development. Additionally, more compact designs reduce the linear length of utilities and pavements that must be installed to serve the same number of homes and reduced future maintenance costs. The residential properties surrounding the subject property to the north, east and west have a similar clustered pattern. The exception being the large residential lots immediately south of the site within the Buckingham community. The proposed compact and clustered design that will be established as

part of the concurrent RPD will allow a development pattern consistent with the surrounding area and promote a rural character, common along Buckingham Road.



Figure 3. Existing and Planned Residential Developments

The subject property will have access to all required urban services. A separate Public Facilities analysis has been prepared and submitted supporting the requested amendment. The analysis demonstrates adequate capacity to serve the additional 345 dwelling units and associated population within the 2030 time horizon of the Lee Plan consistent with Objective 2.2 and Policy 2.2.1, which seek to ensure the requested development will be located in an area with adequate public infrastructure.

## **General Development Standards**

Goal 4 of the Lee Plan establishes land development regulations will be developed that balance service availability and protection of natural resources. Water, sewer and environmental standards are specifically outlined in the standards supporting Objective 4.1.

### Water

The subject property is within the service area for Lee County Utilities as demonstrated on Lee Plan Map 6. Consistent with this standard and Policies 53.1.2 and 95.1.3, there is adequate capacity at the Olga Water Treatment Facility to service the existing residential units as well as the proposed 345 dwelling units and associated population. A Letter of Availability from Lee County Utilities is included in the supporting materials to the application.

## Sewer

The subject property is within an area of the County in which an interlocal agreement has been implemented with the City of Fort Myers for wastewater treatment. According to the Lee County 2019 Concurrency Report there is adequate capacity to service the approved 690 dwelling units as well as the proposed 345 dwelling units and the projected population of the additional units consistent with this standard and Policies 56.1.2 and 95.1.3. The applicant has obtained a Letter of Availability from Lee County Utilities.

## **Environmental Factors**

The site has been cleared and maintained. Only limited areas of indigenous habitat remain. The previously approved Buckingham 345 RPD had an Environmental Resources Permit, 36-05939-P which expired; however, the forthcoming Planned Development will demonstrate no changes are proposed to the previously preserved areas. Therefore, a waiver was requested from Lee County Planning Staff for the required environmental assessment.

## **Residential Land Uses**

Goal 5 requires sufficient land in appropriate locations on the Future Land Use Map to accommodate the projected population of Lee County. The subject property is located within a "Future Suburban Area" which are areas of the county that are expected to grow within the 2030 time horizon of the Lee Plan. The policy statements of Objective 5.1 and its supporting Policies establish the required consistency with the various elements of the Lee Plan and evaluation criteria for residential developments most appropriately implemented at the time of zoning.

The forthcoming Planned Development Amendment will demonstrate consistency with these criteria. The submittal of the amendment application will ensure the proposed development is consistent with Policy 5.1.1. The subject property is not in a location of flood, storm or hurricane hazards, airport noise or unstable geologic conditions therefore the requested additional 345 dwelling units will not be endangered consistent with Policy 5.1.2. The requested density is appropriately considered low-density; however, it is within approximately one mile of existing commercial development, schools and existing mass transit consistent with policy 5.1.3. The proposed planned development will ensure appropriate open space, buffering, landscaping and amenities are provided consistent with 5.1.6 and 5.1.7.

Finally, as previously discussed, the subject property is in an area that is surrounded by existing residential development. The requested increase in density is consistent with the adjacent

Portico residential subdivision and provides for additional infill development in an area where public facilities are available. Therefore, the additional units will not be destructive to the character and integrity of the residential environment consistent with policy 5.1.5.

## **Caloosahatchee Shores Community Plan**

The subject property is identified on Lee Plan Map 16 as being within the Fort Myers Shores Planning Community. However, Goal 21 and Lee Plan Map 1 page 2 of 8 includes the project site in the area of the County being known as Caloosahatchee Shores. Consistent with this map, the following analysis demonstrates consistency of the requested amendment with the Caloosahatchee Shores Community Plan.

The stated goal of the Caloosahatchee Shores Community Plan is "to protect the existing character, natural resources and quality of life in Caloosahatchee Shores, while promoting new development, redevelopment and maintaining a more rural identify for the neighborhoods east of I-75 by establishing minimum aesthetic requirements, planning the location and intensity of future commercial and residential uses and providing incentives for redevelopment, mixed use development and pedestrian safe environments." This goal is supported by Objective 21.1 and 21.1.3 which establish residential uses need to maintain the existing rural character of Caloosahatchee Shores. The requested amendment will support this goal by enabling additional dwelling units to support population growth in a location that is already identified for development. No additional impacts will occur to lands identified as low density or contributing to the rural identity. Additionally, while the stated goal is to maintain "a more rural identity for the neighborhoods east of I-75," many of these neighborhoods are within Future Land Use categories that are identified by the Lee Plan as Suburban and have densities above 1 unit per acre.

The planned development will demonstrate through landscaping buffering, clustering of homes, the allocation of open space and preservation of wetland areas that the rural character of the surrounding area is maintained. It is expected that the perspective of a rural community will be maintained for the traveling public along Buckingham Road consistent with Objective 21.1 and 21.3 and their supporting policies through the proposed design promoted by the concurrent residential planned development.

Policy 21.6.3 requires a public meeting to be held with the Caloosahatchee Shores Community to provide a general overview of the project. Due to the concurrent Planned Development, the applicant intends to host one community meeting in which the requested Comprehensive Plan Amendment and Planned Development Amendment are presented to the community. The applicant will provide a summary of the meeting outcome in a subsequent submittal.

## **Buckingham Community Plan**

The subject property's location adjacent to the Buckingham Community and along Buckingham Road necessitates a discussion of the Buckingham Community Plan, Goal 20 of the Lee Plan. Policy 20.1.6 requires at the time of rezoning process appropriate buffers be proposed when a property abuts the Rural Community Preserve land use. The width and plant make up of buffers will be determined at the time of planned development zoning; however, the proposed Wetland Future Land Use category is located adjacent to the southern property boundary providing a physical separation between the Buckingham Rural Community Preserve and the proposed development as well as a visual buffer of native habitat. Policy 20.1.8 requires a public meeting to be held within the Buckingham Community to provide a general overview of the project, when a property proposed for rezoning takes direct access to Buckingham Road. Due to the concurrent Planned Development, the applicant intents to host one community meeting in which the requested Comprehensive Plan Amendment and Planned Development Amendment are presented to the community. The applicant will provide a summary of the meeting outcome in a subsequent submittal.

## **Transportation**

A detailed transportation analysis has been prepared by Ted Treesh of TR Transportation Consultants, Inc and is attached in the supporting materials to this application request. The same methodology used to complete the Portico Comprehensive Plan Amendment traffic study was employed to evaluate the impacts of the proposed future land use change. The increase in density of 1 dwelling unit per acre, as discussed previously, permits 345 additional dwelling units. The traffic analysis in based on the 345 dwelling unit increase. The short term analysis of impacts on the transportation impacts concluded

"that no changes are required to the Adopted Work Programs of either FDOT or Lee County due to the change in Future Land Use categories on the subject site. Improvements are identified as being necessary in 2025 due to the Background Traffic Conditions, which include residential dwelling units that are currently approved in both the Portico project as well as the Buckingham 345 project."

Further analysis of the long term impacts resulted in recommendations of widening several roadway segments, however these recommendations are based on the background traffic conditions not on the additional traffic from the proposed comprehensive plan amendment. Improvements of the roadway segments are required regardless of the additional 345 dwelling units.

"No changes are needed to the 2040 Long Range Transportation Plan since the proposed Comprehensive Plan Amendment does not cause the need for any additional roadway capacity."

In addition to the conclusions reached by Ted Treesh of TR Transportation Consultants, Inc, the Lee Plan establishes in Policy 39.2.2 "Future Suburban areas will have an emphasis on movement

by motor vehicle" through a series of criteria. The requested Outlying Suburban FLU is identified as a "future Suburban Area" as are the Suburban and Sub-Outlying Suburban FLU categories surrounding the subject property. Consistent with Policy 39.2.2, the subject property utilizes Buckingham Road for vehicular connectivity. The desired pedestrian and vehicular interconnectivity will be constructed to support the proposed 1,035 dwelling units. While the planned development is a little over a mile from an existing transit stop and route, the future build out of this subdivision, with the requested infill units, as well as the other permitted surrounding subdivisions, will assist with increasing the area's density to a level that will support mass transit options.

## **Resource Protection**

The Lee Plan has established Goal 107 and its supporting objectives and policies to ensure the protection of wetland and upland habitats as well as species diversity. The Planned Development master plan will demonstrate that the previously preserved areas shown on the Buckingham 345 master plan and approved as part of Environmental Resources Permit 36-05939-P remain preserved. The requested additional units will not negatively impact or alter the existing approved preservation areas and open space will be provided consistent with Lee County's policies to protect natural resources.

## Additional Requirements for Specific Future Land Use Map Amendment

### Urban Sprawl

The basis for evaluation of whether a comprehensive plan amendment discourages the proliferation of urban sprawl was significantly revised by the 2011 Florida Legislature. Under the Community Planning Act, Rule 9J-5 of the Florida Administrative Code was repealed and with it the detailed urban sprawl methodology. In its place the Legislature adopted the following key provisions.

163.3177(5)(a) Each local government comprehensive plan must include at least two planning periods, one covering at least the first 5-year period occurring after the plan's adoption and one covering at least a 10-year period. Additional planning periods for specific components, elements, land use amendments, or projects shall be permissible and accepted as part of the planning process.

1673.3177(6)(a)4 The element shall accommodate at least the minimum amount of land required to accommodate the medium projections of the University of Florida's Bureau of Economic and Business Research for at least a 10-year planning period unless otherwise limited under s. 380.05, including related rules of the Administration Commission. Note that the law has shifted from providing maximum land use allocations to an emphasis on ensuring minimum land use allocations.

The urban sprawl test is carried out through the following provisions. The Lee County Home Map and Text amendments achieves all of the following factors and therefore it must be concluded it discourages the proliferation of urban sprawl.

163.3177(6)(a)9.b. The future land use element or plan amendment shall be determined to discourage the proliferation of urban sprawl if it incorporates a development pattern or urban form that achieves four or more of the following:

(I) Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.

(II) Promotes the efficient and cost-effective provision or extension of public infrastructure and services.

(III) Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.

(IV) Promotes conservation of water and energy.

(V) Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.

(VI) Preserves open space and natural lands and provides for public open space and recreation needs.

(VII) Creates a balance of land uses based upon demands of residential population for the nonresidential needs of an area.

(VIII) Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in FS. 163.3164.

The proposed Comprehensive Plan Amendment discourages urban sprawl in accordance with the above referenced Florida Statue. The proposed density increase will not impact natural resources or ecosystems because the proposed planned development will maintain the previously approved wetland areas and provide the required open space. The increase in projected

population is de minimis and within the 1 percent margin of error range of the OERD projections, so it represents not net increase. The project population can be balanced within the Fort Myers Shores Planning Community Acreage Allocation by amending Table 1(b). Public utilities are already present adjacent to the property and will be extended to the project boundaries to reach the proposed single family lots.

The project is centralized in an area of Lee County that is accessible to urban services and public transit as demonstrated in the Public Facilities Narrative and the attached Service Availability Letters from local service providers. The subject property is located within an area that is central to other residential communities, schools, and commercial uses which is consistent and creates a balance of residential and commercial land uses that continues to prevent urban sprawl.



2891 Center Pointe Drive Unit 100 | Fort Myers, Florida 33916

Phone (239) 337-3993 | Toll Free (866) 337-7341 www.morris-depew.com

### MEMORANDUM

To: Ms. Mikki Rozdolski, Planning Manager, Lee County Community Development

From: Tina M. Ekblad, MPA, AICP, LEED AP, Partner-Planning Director

CC: Heather M. Urwiller, AICP, CFM, Principal Planner

Date: 3/3/2020

Re: Exhibit M12 Lee County Homes CPA Application Waiver for Environmental Impacts (Subsections 1, 2, 5, and 6)

Please accept this memo in response to the letter provided from Lee County dated January 27, 2020. The proposed amendment to the Lee County Comprehensive Plan will be accompanied by a concurrent Residential Planned Development. As such, an updated Protected Species Survey (including an updated FLUCCS Map) will be completed and submitted in the future. In the meantime, please provide the following documents as requested consistent with your January letter.

- 2006 FLUCCS map. Copy from the South Florida Water Management District staff report file associated with Environmental Resource Permit Number 36-05393-P (Application Number 050720-14).
- 2006 Soil map. Copy from South Florida Water Management District staff report file associated with Environmental Resource Permit Number 36-05393-P (Application Number 050720-14).

2006 Wetland areas legal description and sketch: A certified Legal Description and Sketch tied to state plane for each wetland have been provided as part of the map amendment submittal.

We appreciate your assistance in this matter, if you have any additional comments or questions, please contact me at (239) 337-3993 or <u>tekblad@m-da.com</u>.

Sincerely, MORRIS-DEPEW ASSOCIATES, INC.

Tina M. Ekblad, MPA, AICP, LEED AP



COMMUNITY DEVELOPMENT

# CPA2020-00001

Fort Myers | Gainesville | Tallahassee | Destin

LC26000330

.

Partner – Planning Director

Enclosures: 2006 FLUCCS Map 2006 Solis Map Wetland Areas Legal Descriptions and Sketches

Cc: Kevin Ratterree Richard Arkin, Esq Russell Schropp, Esq



John E. Manning District One

January 27, 2020

Cecil L. Pendergrass District Two

Ray Sandelli District Three

Brian Hamman District Four

Frank Mann District Five

Roger Desjarlais County Manager

Richard Wesch County Attorney

Donna Marie Collins County Hearing Examiner anuary 27, 2020

Ms. Tina Ekblad Partner-Planning Director Morris-Depew 2914 Cleveland Avenue Fort Myers, Florida 33901 Sent via email: tekblad@m-da.com

RE: GL Homes CPA – Application Waiver

Dear Ms. Ekblad:

I am writing in response to your request dated January 16, 2020 for waivers from certain Comprehensive Plan Amendment application requirements. Your request from Environmental Impacts (Exhibit M-12) subsection 1, 2, 5, and 6 is approved so long as one (1) copy of each of the following is provided as part of the initial application submittal:

- 2006 FLUCCS map
- 2006 Soil map
- 2006 Wetland areas legal description and sketch: To determine the Wetland boundary please submit the Wetland areas legal description and sketch as a separate document, certify the legal description and sketch, and insure the sketch is tied to the state plane coordinate system.

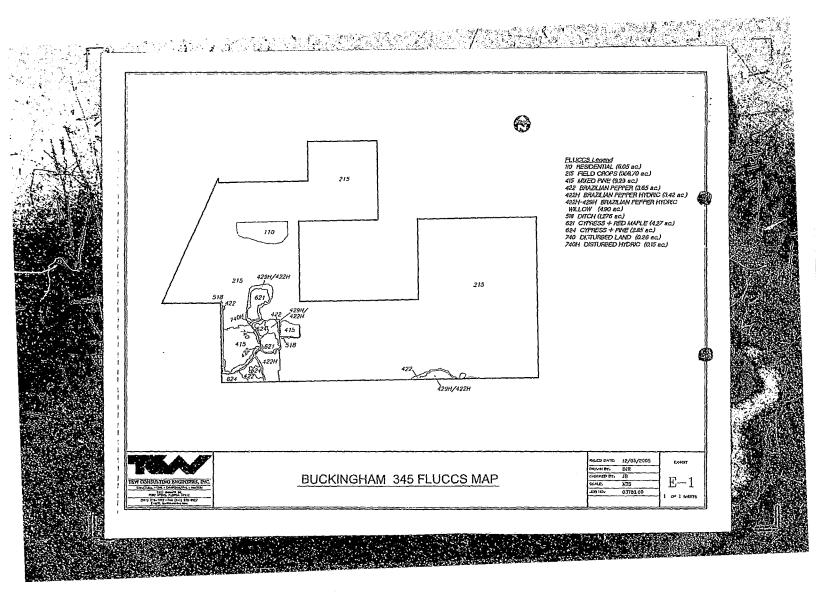
It is our intent to keep a complete file for each Comprehensive Plan Amendment case and as such, will require the waived documents be updated prior to finding the application complete.

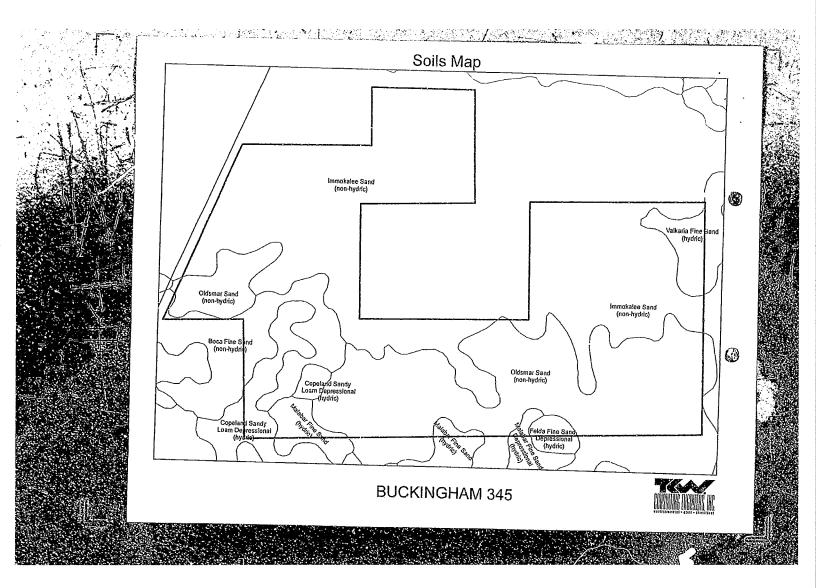
Sincerely,

DEPARTMENT OF COMMUNITY DEVELOPMENT Planning Section

ondolsh

Mikki Rozdolski Manager







2914 Cleveland Avenue

Fort Myers, Florida 33901

Phone (239) 337-3993 | Toll Free (866) 337-7341 www.morris-depew.com

January 16, 2020

Ms. M. Rozdolski Planning Manager Lee County Community Development 1500 Monroe Street Fort Myers, FL 33901

### RE: GL Homes Comprehensive Plan Amendment – Application Waiver Request

Dear Ms. Rozdolski,

On January 8, 2020, a meeting was held with Lee County Staff and members of the GL Homes (Lee County Homes Associates I, LLLP) consultant team to discuss a Future Land Use Map Amendment to the property associated with the Buckingham 345 Residential Planned Development. The proposed FLU Amendment would increase the available density within the GL Homes Planned Development by one dwelling unit per acre. A Planned Development Amendment will be submitted concurrently with the requested Future Land Use Map/Text Amendments.

It is the applicant's intention to locate the additional density provided by the FLU Amendment request within the approved development areas and therefore will not revise the existing wetland conservation areas. A review of historical aerials demonstrates the property has been cleared, around the wetland on the property. Currently the property is approved for a single family residential subdivision by Z-05-076. Consistent with the existing zoning approval, Environmental Resource Permit 36-05939-P was approved; included the legal description for the wetland areas, which would be recorded under a conservation easement at the completion of the ERP. As a result of these existing permits and approvals, Lee County Homes Associated I, LLLP would like to request a waiver from the environmental impact requirements of the Comprehensive Plan Amendment Application. A copy of the ERP has been attached for your review and consideration.

Specifically, Lee County Homes Associates I, LLLP requests a waiver from the requirements of Comprehensive Plan Amendment Application "Environmental Impacts (Exhibit M-12)." The proposed Comprehensive Plan will be accompanied by a concurrent Planned Development, which will not revise the limits of the previously identified wetlands. Additionally, the applicant will be seeking 2 Future Land Use Categories as part of the proposed Comprehensive Plan Amendment; Wetlands and Outlying Suburban. The Wetlands FLU will be consistent with the description provided in the ERP permit.

Ms. Rozdolski Requested Environmental Waiver 1/16/2020 Page | 2 We appreciate your consideration of this matter. If you have additional questions or comments, please contact me at (239) 337-3993.

Sincerely, Morris-Depew Associates, Inc.

ina th. Eleblack

Tina M. Ekblad, MPA, AICP, LEED AP Partner - Planning Director

Cc: Kevin Ratterree Russell Schropp, Esq

**Enclosures:** 

Environmental Resources Permit 36-05388-P ERP Staff Report

A PARCEL OF LAND LOCATED IN THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 43 SOUTH, RANGE 26 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 33; THENCE N.00'56'24"W. ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 33, FOR A DISTANCE OF 152.21 FEET; THENCE S.87'49'37"E. LEAVING SAID WEST LINE FOR A DISTANCE OF 137.52 FEET: THENCE N.82'50'45"E. FOR A DISTANCE OF 70.24 FEET; THENCE N.59'55'01"E. FOR A DISTANCE OF 102.29 FEET; THENCE N.41'12'10"E. FOR A DISTANCE OF 32.93 FEET: THENCE N.64'39'37"E. FOR A DISTANCE OF 42.23 FEET; THENCE N.54'01'32"E. FOR A DISTANCE OF 113.31 FEET; THENCE N.38'24'31"E. FOR A DISTANCE OF 113.34 FEET; THENCE N.32'01'17"E. FOR A DISTANCE OF 60.38 FEET; THENCE N.40'12'44"E. FOR A DISTANCE OF 73.72 FEET; THENCE N.49'11'06"E. FOR A DISTANCE OF 89.35 FEET; THENCE N.03'28'37"W. FOR A DISTANCE OF 69.54 FEET; THENCE N.20'51'30"W. FOR A DISTANCE OF 100.15 FEET; THENCE N.11'23'39"W. FOR A DISTANCE OF 58.63 FEET; THENCE N.30'00'41"W. FOR A DISTANCE OF 88.22 FEET; THENCE N.38'39'06"W. FOR A DISTANCE OF 80.60 FEET; THENCE N.48'25'34"W. FOR A DISTANCE OF 114.67 FEET; THENCE N.14'58'26"W. FOR A DISTANCE OF 120.78 FEET; THENCE N.07'46'42"E. FOR A DISTANCE OF 130.50 FEET; THENCE N.10'08'44"E. FOR A DISTANCE OF 122.33 FEET; THENCE N.10'12'06"E. FOR A DISTANCE OF 153.78 FEET; THENCE N.04'57'01"E. FOR A DISTANCE OF 56.87 FEET; THENCE N.40'58'56"E. FOR A DISTANCE OF 59.97 FEET; THENCE N.81'11'26"E. FOR A DISTANCE OF 100.70 FEET; THENCE N.85'31'29"E. FOR A DISTANCE OF 101.94 FEET: THENCE S.86'30'14"E. FOR A DISTANCE OF 112.86 FEET; THENCE S.49'03'35"E. FOR A DISTANCE OF 49.65 FEET; THENCE S.01'41'46"E. FOR A DISTANCE OF 97.94 FEET; THENCE S.04'03'31"W. FOR A DISTANCE OF 85.95 FEET; THENCE S.24'42'42"W. FOR A DISTANCE OF 73.66 FEET; THENCE S.62'53'36"W. FOR A DISTANCE OF 96.63 FEET; THENCE S.57'38'32"W. FOR A DISTANCE OF 74.53 FEET; THENCE S.50'24'37"W. FOR A DISTANCE OF 36.67 FEET; THENCE S.18'42'46"W. FOR A DISTANCE OF 31.26 FEET: THENCE S.14'11'18"E. FOR A DISTANCE OF 58.98 FEET; THENCE S.28'42'00"E. FOR A DISTANCE OF 49.84 FEET; THENCE S.07'48'37"E. FOR A DISTANCE OF 45.92 FEET; THENCE S.54'33'52"E. FOR A DISTANCE OF 53.64 FEET; THENCE N.79'51'27"E. FOR A DISTANCE OF 71.75 FEET; THENCE N.86'49'31"E. FOR A DISTANCE OF 84.71 FEET: THENCE S.21'15'10"E. FOR A DISTANCE OF 23.12 FEET: THENCE S.43'32'56"E. FOR A DISTANCE OF 35.13 FEET; THENCE S.04'55'49"E. FOR A DISTANCE OF 37.06 FEET; THENCE S.07'14'29"W. FOR A DISTANCE OF 40.42 FEET: THENCE S.03'08'18"E. FOR A DISTANCE OF 46.53 FEET: THENCE S.25'21'36"E. FOR A DISTANCE OF 66.91 FEET; THENCE S.00'00'00"E. FOR A DISTANCE OF 44.55 FEET; THENCE S.46'47'54"E. FOR A DISTANCE OF 39.68 FEET; THENCE S.09'43'45"E. FOR A DISTANCE OF 205.08 FEET; THENCE S.54'09'38"W. FOR A DISTANCE OF 43.51 FEET; THENCE S.00'34'01"E. FOR A DISTANCE OF 94.12 FEET; THENCE S.54'20'09"E. FOR A DISTANCE OF 31.72 FEET; THENCE S.23'33'43"W. FOR A DISTANCE OF 43.84 FEET; THENCE S.03'19'22"W. FOR A DISTANCE OF 104.81 FEET;

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

#### NOTES:

1. BEARINGS ARE BASED ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 33, AS BEING N.89'06'35"E.

2. DISTANCES ARE IN FEET AND DECIMALS THEREOF.

3. PARCEL IS SUBJECT TO EASEMENTS, RESERVATIONS OR RESTRICTIONS AND RIGHT-OF-WAYS (RECORDED AND UNRECORDED, WRITTEN AND UNWRITTEN).

## SOUTHWEST WETLAND LINE BUCKINGHAM 345 ACRES

TITLE: LEGAL DESCRIPTION 10970 S. CLEVELAND AVE. SUITE #605 FORT MYERS, FLORIDA 33907 PHONE: (239) 275-8575 FAX: (239) 275-8457 METRON SURVEYING & MAPPING, LLC LAND SURVEYORS · PLANNERS www.metronfl.com LB# 7071 FILE NAME: FIELD BOOK/PAGE: PROJECT NO .: SHEET: 14879WETLAND 1.dwg SEE FILE 14879 1\_OF\_4 EXHIBIT DATE: DRAWN BY SCALE: CHECKED BY: FILE NO. (S-T-R) 2-3-2020 JDF N/A DJO 33-43-26

THENCE S.01'52'28"W. FOR A DISTANCE OF 66.21 FEET; THENCE S.55'52'36"W. FOR A DISTANCE OF 34.94 FEET; THENCE S.07'23'49"E. FOR A DISTANCE OF 124.83 FEET; THENCE S.00'53'25"E. FOR A DISTANCE OF 50.83 FEET TO POINT ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 33; THENCE S.89'06'35"W. ALONG SAID SOUTH LINE FOR A DISTANCE OF 240.19 FEET; THENCE N.18'35'19"W. LEAVING SAID SOUTH LINE FOR A DISTANCE OF 32.51 FEET; THENCE N.02'02'26"W. FOR A DISTANCE OF 24.82 FEET; THENCE N.31'59'24"W. FOR A DISTANCE OF 18.71 FEET: THENCE N.81'34'24"W. FOR A DISTANCE OF 43.98 FEET; THENCE S.54'47'25"W. FOR A DISTANCE OF 29.75 FEET; THENCE N.73'25'15"W. FOR A DISTANCE OF 44.03 FEET: THENCE N.29'56'23"W. FOR A DISTANCE OF 35.86 FEET; THENCE N.17'09'27"W. FOR A DISTANCE OF 21.26 FEET; THENCE N.75'53'49"W. FOR A DISTANCE OF 54.02 FEET; THENCE N.34'09'18"W. FOR A DISTANCE OF 17.13 FEET: THENCE N.84'26'36"W. FOR A DISTANCE OF 12.97 FEET: THENCE N.54'55'40"W. FOR A DISTANCE OF 35.04 FEET; THENCE N.06'23'54"E. FOR A DISTANCE OF 17.09 FEET; THENCE N.82'38'40"E. FOR A DISTANCE OF 22.57 FEET; THENCE N.41'53'24"W. FOR A DISTANCE OF 30.78 FEET; THENCE N.20'40'06"E. FOR A DISTANCE OF 41.46 FEET; THENCE N.72'38'02"E. FOR A DISTANCE OF 16.32 FEET: THENCE S.42'20'39"E. FOR A DISTANCE OF 26.44 FEET; THENCE S.81'21'50"E. FOR A DISTANCE OF 34.38 FEET; THENCE N.34'25'21"E. FOR A DISTANCE OF 46.32 FEET; THENCE N.89'33'05"E. FOR A DISTANCE OF 14.94 FEET; THENCE S.41'22'50"E. FOR A DISTANCE OF 26.95 FEET; THENCE S.71'01'11"E. FOR A DISTANCE OF 12.24 FEET, THENCE N.62'00'48"E. FOR A DISTANCE OF 17.61 FEET, THENCE N.89'33'05"E. FOR A DISTANCE OF 12.22 FEET: THENCE N.11'24'27"W. FOR A DISTANCE OF 27.48 FEET: THENCE N.30'12'31"W. FOR A DISTANCE OF 44.43 FEET; THENCE N.13'50'57"W. FOR A DISTANCE OF 29.74 FEET; THENCE N.35'40'59"W. FOR A DISTANCE OF 50.26 FEET; THENCE N.06'34'04"W. FOR A DISTANCE OF 7.52 FEET; THENCE N.55'11'35"W. FOR A DISTANCE OF 13.42 FEET; THENCE N.69'22'36"W. FOR A DISTANCE OF 23.77 FEET: THENCE S.30'57'08"W. FOR A DISTANCE OF 48.51 FEET: THENCE S.37'43'34"W. FOR A DISTANCE OF 49.06 FEET; THENCE S.63'00'02"W. FOR A DISTANCE OF 18.49 FEET; THENCE S.41'50'34"W. FOR A DISTANCE OF 20.48 FEET; THENCE S.13'35'46"W. FOR A DISTANCE OF 11.36 FEET; THENCE S.61'15'56"W. FOR A DISTANCE OF 20.35 FEET; THENCE S.40'10'13"W. FOR A DISTANCE OF 38.11 FEET; THENCE S.47'39'48"W. FOR A DISTANCE OF 72.21 FEET; THENCE S.71'07'38"W. FOR A DISTANCE OF 21.79 FEET; THENCE S.63'00'02"W. FOR A DISTANCE OF 21.57 FEET; THENCE S.70'07'21"W. FOR A DISTANCE OF 24.85 FEET; THENCE S.04'19'05"W. FOR A DISTANCE OF 16.59 FEET; THENCE S.36'00'11"E. FOR A DISTANCE OF 47.41 FEET; THENCE S.61'24'33"E. FOR A DISTANCE OF 28.38 FEET; THENCE S.08'38'50"W. FOR A DISTANCE OF 34.88 FEET: THENCE S.66'34'31"E. FOR A DISTANCE OF 105.51 FEET: THENCE S.02'34'15"E. FOR A DISTANCE OF 37.22 FEET; THENCE S.84'04'40"E. FOR A DISTANCE OF 88.32 FEET; THENCE S.89'06'35"W. FOR A DISTANCE OF 535.24 FEET; TO THE POINT OF BEGINNING.

PARCEL CONTAINS 662,038 SQUARE FEET, 15.198 ACRES, MORE OR LESS

TITLE:

\*THIS IS NOT A SURVEY\*

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SOUTHWEST WETLAND LINE	
BUCKINGHAM 345 ACRES	

LEGAL DESCRIPTION METRON SURVEYING & MAPPING, LLC LAND SURVEYORS · PLANNERS LB# 7071 LEGAL DESCRIPTION 10970 S. CLEVELAND AVE. SUITE #605 FORT MYERS, FLORIDA 33907 PHONE: (239) 275-8575 FAX: (239) 275-8457 www.metronfl.com

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LAND SURVEYORS · PLANNERS

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### LINE TABLE

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L6         N $64'39'37"$ E $42.23'$ L7         N $54'01'32"$ E $113.31'$ L8         N $38'24'31"$ E $113.34'$ L9         N $32'01'17"$ E $60.38'$ L10         N $40'12'44"$ E $73.72'$ L11         N $49'11'06"$ E $89.35'$ L12         N $03'28'37"$ W $69.54'$ L13         N $20'51'30"$ W $100.15'$ L14         N $11'23'39"$ $88.63'$ L15         N $30'00'41"$ W $88.22'$ L16         N $38'39'06"$ W $80.60'$ L17         N $48'25'34"$ W $112.078'$ L19         N $07'46'42"$ E $130.50'$ L20         N $10'206"$ E $59.97'$ L21         N $40'58'56"$ E $59.97'$ L23         N $40'53$	15	N 41'12'10" E	32 93'
L7N $54'01'32"$ E $113.31'$ L8N $38'24'31"$ E $113.34'$ L9N $32'01'17"$ E $60.38'$ L10N $40'12'44"$ E $73.72'$ L11N $49'11'06"$ E $89.35'$ L12N $03'28'37"$ W $69.54'$ L13N $20'51'30"$ W $100.15'$ L14N $11'23'39"$ $58.63'$ L15N $30'00'41"$ W $88.22'$ L16N $38'39'06"$ W $80.60'$ L17N $48'25'34"$ W $114.67'$ L18N $14'58'26"$ W $120.78'$ L19N $07'46'42"$ E $130.50'$ L20N $10'08'44"$ E $122.33'$ L21N $10'12'06"$ E $153.78'$ L22N $04'57'01"$ E $56.87'$ L23N $40'58'56"$ E $59.97'$ L24N $81'11'26"$ I00.70'L25N $85'31'29"$ E $101.94'$ L26S $86'30'14"$ E $112.86'$ L27S $49'03'35"$ E $49.65'$ L28S $0'14'46"$ E $97.94'$ L29S $04'03'31"$ W $85.95'$ L30S $24'42'42"$ W $73.66'$ L31S $62'53'36"$ W $98.63'$ L32S $57'38'32"$ W $74.53'$ L33S <td></td> <td>N 64'30'37" E</td> <td>42.23'</td>		N 64'30'37" E	42.23'
L8         N $38'24'31"$ E $113.34'$ L9         N $32'01'17"$ E $60.38'$ L10         N $40'12'44"$ E $73.72'$ L11         N $49'11'06"$ E $89.35'$ L12         N $03'28'37"$ W $69.54'$ L13         N $20'51'30"$ W $100.15'$ L14         N $11'23'39"$ W $88.63'$ L15         N $30'00'41"$ W $88.22'$ L16         N $38'39'06"$ W $80.60'$ L17         N $48'25'34"$ W $114.67'$ L18         N $14'58'26"$ W $120.78'$ L19         N $07'46'42"$ E $130.50'$ L20         N $10'12'06"$ E $153.78'$ L21         N $10'12'06"$ E $100.70'$ L24         N $81'11'26"$ E $100.70'$ L25		N 64 39 37 E	
L9N $32'01'17"$ E $60.38'$ L10N $40'12'44"$ E $73.72'$ L11N $49'11'06"$ E $89.35'$ L12N $03'28'37"$ W $69.54'$ L13N $20'51'30"$ W $100.15'$ L14N $11'23'39"$ W $58.63'$ L15N $30'00'41"$ W $88.22'$ L16N $38'39'06"$ W $80.60'$ L17N $48'25'34"$ W $114.67'$ L18N $14'58'26"$ W $120.78'$ L19N $07'46'42"$ E $130.50'$ L20N $10'08'44"$ E $122.33'$ L21N $10'12'06"$ E $153.78'$ L22N $04'57'01"$ E $56.87'$ L23N $40'58'56"$ E $59.97'$ L24N $81'11'26"$ E $100.70'$ L25N $85'31'29"$ E $101.94'$ L26S $86'30'14"$ E $112.86'$ L27S $49'03'35"$ E $49.65'$ L28S $0'4'1'46"$ E $97.94'$ L29S $0'4'03'31"$ W $85.95'$ L30S $24'42'42"$ W $73.66'$ L31S $62'53'36"$ W $93.126'$ L33S $50'24'37"$ W $36.67'$ L34S $18'42'46"$ W $31.26'$ L35S $14'11'18"$ E $58.98'$ <td></td> <td>N 540132 E</td> <td>113.31</td>		N 540132 E	113.31
L11N $49'11'06"$ E $89.35'$ L12NO3'28'37"W $69.54'$ L13N20'51'30"W $100.15'$ L14N $11'23'39"$ W $58.63'$ L15N $30'00'41"$ W $88.22'$ L16N $38'39'06"$ W $80.60'$ L17N $48'25'34"$ W $114.67'$ L18N $14'58'26"$ W $120.78'$ L19N $07'46'42"$ E $130.50'$ L20N $10'08'44"$ E $122.33'$ L21N $10'12'06"$ E $153.78'$ L22N $04'57'01"$ E $56.87'$ L23N $40'58'56"$ E $59.97'$ L24N $81'11'26"$ E $100.70'$ L25N $85'31'29"$ E $101.94'$ L26S $86'30'14"$ E $112.86'$ L27S $49'03'35"$ E $49.65'$ L28S $0'14'1'46"$ E $97.94'$ L29S $04'03'31"$ W $85.95'$ L30S $24'42'42"$ W $73.66'$ L31S $62'53'36"$ W $96.63'$ L32S $57'38'32"$ W $74.53'$ L33S $50'24'37"$ W $36.67'$ L34S $18'42'46"$ W $31.26'$ L35S $14'11'18"$ E $58.98'$ L46S $25'21'37"$ E $53.64'$ <tr< td=""><td></td><td>N 382431 E</td><td></td></tr<>		N 382431 E	
L11N $49'11'06"$ E $89.35'$ L12NO3'28'37"W $69.54'$ L13N20'51'30"W $100.15'$ L14N $11'23'39"$ W $58.63'$ L15N $30'00'41"$ W $88.22'$ L16N $38'39'06"$ W $80.60'$ L17N $48'25'34"$ W $114.67'$ L18N $14'58'26"$ W $120.78'$ L19N $07'46'42"$ E $130.50'$ L20N $10'08'44"$ E $122.33'$ L21N $10'12'06"$ E $153.78'$ L22N $04'57'01"$ E $56.87'$ L23N $40'58'56"$ E $59.97'$ L24N $81'11'26"$ E $100.70'$ L25N $85'31'29"$ E $101.94'$ L26S $86'30'14"$ E $112.86'$ L27S $49'03'35"$ E $49.65'$ L28S $0'14'1'46"$ E $97.94'$ L29S $04'03'31"$ W $85.95'$ L30S $24'42'42"$ W $73.66'$ L31S $62'53'36"$ W $96.63'$ L32S $57'38'32"$ W $74.53'$ L33S $50'24'37"$ W $36.67'$ L34S $18'42'46"$ W $31.26'$ L35S $14'11'18"$ E $58.98'$ L46S $25'21'37"$ E $53.64'$ <tr< td=""><td></td><td>N 32'01 17" E</td><td>60.38</td></tr<>		N 32'01 17" E	60.38
L12N $03'28'37''$ W $69.54'$ L13N $20'51'30''$ W $100.15'$ L14N $11'23'39''$ W $58.63'$ L15N $30'00'41''$ W $88.22'$ L16N $38'39'06''$ W $80.60'$ L17N $48'25'34''$ W $114.67'$ L18N $14'58'26''$ W $120.78'$ L19N $07'46'42''$ E $130.50'$ L20N $10'08'44''$ E $122.33'$ L21N $10'12'06''$ E $153.78'$ L22N $04'57'01''$ E $56.87'$ L23N $40'58'56''$ E $59.97'$ L24N $81'11'26''$ E $100.70'$ L25N $85'31'29''$ E $101.94'$ L26S $86'30'14''$ E $112.86'$ L27S $49'03'35''$ E $49.65'$ L28S $0'141'46''$ E $97.94'$ L29S $04'03'31''$ W $85.95'$ L30S $22'42'42''$ W $73.66'$ L31S $62'53'36''$ W $31.26'$ L32S $57'38'32''$ W $74.53'$ L33S $50'24'37''$ W $36.67'$ L34S $18'42'46''$ W $31.26'$ L35S $14'11'18''$ E $58.98'$ L36S $28'42'00''$ E $49.84'$ L37S $07'48'37''$ E<		N 40'12'44" E	73.72
L12N $03'28'37''$ W $69.54'$ L13N $20'51'30''$ W $100.15'$ L14N $11'23'39''$ W $58.63'$ L15N $30'00'41''$ W $88.22'$ L16N $38'39'06''$ W $80.60'$ L17N $48'25'34''$ W $114.67'$ L18N $14'58'26''$ W $120.78'$ L19N $07'46'42''$ E $130.50'$ L20N $10'08'44''$ E $122.33'$ L21N $10'12'06''$ E $153.78'$ L22N $04'57'01''$ E $56.87'$ L23N $40'58'56''$ E $59.97'$ L24N $81'11'26''$ E $100.70'$ L25N $85'31'29''$ E $101.94'$ L26S $86'30'14''$ E $112.86'$ L27S $49'03'35''$ E $49.65'$ L28S $0'141'46''$ E $97.94'$ L29S $04'03'31''$ W $85.95'$ L30S $22'42'42''$ W $73.66'$ L31S $62'53'36''$ W $31.26'$ L32S $57'38'32''$ W $74.53'$ L33S $50'24'37''$ W $36.67'$ L34S $18'42'46''$ W $31.26'$ L35S $14'11'18''$ E $58.98'$ L36S $28'42'00''$ E $49.84'$ L37S $07'48'37''$ E<	L11	N 49'11'06" E	89.35'
L13N $20'51'30''$ W $100.15'$ L14N $11'23'39''$ $58.63'$ L15N $30'00'41''$ W $88.22'$ L16N $38'39'06''$ W $80.60'$ L17N $48'25'34''$ W $114.67'$ L18N $14'58'26''$ W $120.78'$ L19N $07'46'42''$ E $130.50'$ L20N $10'08'44''$ E $122.33'$ L21N $10'12'06''$ E $153.78'$ L22N $04'57'01''$ E $56.87'$ L23N $40'58'56''$ E $59.97'$ L24N $81'11'26''$ E $100.70'$ L25N $85'31'29''$ E $101.94'$ L26S $86'30'14''$ E $17.94'$ L27S $49'03'35''$ E $49.65'$ L28S $0'4'03'31'''$ W $85.95'$ L30S $24'42'42'''$ W $73.66'$ L31S $62'53'36'''$ W $31.26'$ L33S $50'24'37''''''$ W $36.67''$ L34S $18'42'46'''''''''''''''''''''''''''''''''$	L12	N 03'28'37"W	69.54'
L14N11'23'39" $58.63'$ L15N30'00'41"W88.22'L16N38'39'06"W80.60'L17N48'25'34"W114.67'L18N14'58'26"W120.78'L19N07'46'42"E130.50'L20N10'08'44"E122.33'L21N10'12'06"E153.78'L22N04'57'01"E56.87'L23N40'58'56"E59.97'L24N81'11'26"E100.70'L25N85'31'29"E101.94'L26S86'30'14"E112.86'L27S49'03'35"E49.65'L28S01'41'46"E97.94'L29S04'03'31"W85.95'L30S24'42'42"W73.66'L31S62'53'36"W96.63'L32S57'38'32"W74.53'L33S50'24'37"W36.67'L34S18'42'46"W31.26'L35S14'11'18"E58.98'L36S28'42'00"E49.84'L37S07'48'37"E45.92'L38S54'33'52"E53.64'L39N79'51'27"E71.75'L40N86'49'31"E84.71'L41S21'15'10"	L13	N 20'51'30" W	100.15'
L15N $30'00'41"$ W $88.22'$ L16N $38'39'06"$ W $80.60'$ L17N $48'25'34"$ W $114.67'$ L18N $14'58'26"$ W $120.78'$ L19N $07'46'42"$ E $130.50'$ L20N $10'08'44"$ E $122.33'$ L21N $10'12'06"$ E $153.78'$ L22N $4'57'01"$ E $56.87'$ L23N $40'58'56"$ E $59.97'$ L24N $81'11'26"$ E $100.70'$ L25N $85'31'29"$ E $101.94'$ L26S $86'30'14"$ E $112.86'$ L27S $49'03'35"$ E $49.65'$ L28S $01'41'46"$ E $97.94'$ L29S $04'03'31"$ W $85.95'$ L30S $24'42'42"$ W $73.66'$ L31S $62'53'36"$ W $96.63'$ L32S $57'38'32"$ W $74.53'$ L33S $50'24'37"$ W $36.67'$ L34S $18'42'46"$ W $31.26'$ L35S $14'11'18"$ E $58.98'$ L36S $28'42'00"$ E $49.84'$ L37S $07'48'37"$ E $45.92'$ L38S $54'33'52"$ E $53.64'$ L39N $79'51'27"$ E $71.75'$ L40N $86'49'31"$ E $46.53'$ <t< td=""><td>L14</td><td>N 11'23'39" W</td><td>58.63'</td></t<>	L14	N 11'23'39" W	58.63'
L16N $38'39'06"$ W $80.60'$ L17N $48'25'34"$ W $114.67'$ L18N $14'58'26"$ W $120.78'$ L19N $07'46'42"$ E $130.50'$ L20N $10'08'44"$ E $122.33'$ L21N $10'12'06"$ E $153.78'$ L22N $04'57'01"$ E $56.87'$ L23N $40'58'56"$ E $59.97'$ L24N $81'11'26"$ E $100.70'$ L25N $85'31'29"$ E $101.94'$ L26S $86'30'14"$ E $112.86'$ L27S $49'03'35"$ E $49.65'$ L28S $01'41'46"$ E $97.94'$ L29S $04'03'31"$ W $85.95'$ L30S $24'42'42"$ W $73.66'$ L31S $62'53'36"$ W $96.63'$ L32S $57'38'32"$ W $74.53'$ L33S $50'24'37"$ W $36.67'$ L34S $18'42'46"$ W $31.26'$ L35S $14'11'18"$ E $58.98'$ L36S $28'42'00"$ E $49.84'$ L37S $07'48'37"$ E $45.92'$ L38S $54'33'52"$ E $53.64'$ L39N $79'51'27"$ E $71.75'$ L40N $86'49'31"$ E $86.51'3'$ L42S $43'32'56"$ E $35.13'$ <td>L15</td> <td>N 30'00'41" W</td> <td></td>	L15	N 30'00'41" W	
L17N $48^{2}25^{3}4''$ W $114.67'$ L18N $14^{5}58^{2}6''$ W $120.78'$ L19N $07^{4}6^{4}2''$ E $130.50'$ L20N $10'08'44''$ E $122.33'$ L21N $10'12'06''$ E $153.78'$ L22N $04'57'01''$ E $56.87'$ L23N $40'58'56''$ E $59.97'$ L24N $81'11'26''$ E $100.70'$ L25N $85'31'29''$ E $101.94'$ L26S $86'30'14''$ E $112.86'$ L27S $49'03'35''$ E $49.65'$ L28S $01'41'46''$ E $97.94'$ L29S $04'03'31''$ W $85.95'$ L30S $24'42'42''$ W $73.66'$ L31S $62'53'36''$ W $96.63'$ L32S $57'38'32''$ W $74.53'$ L33S $50'24'37''$ W $36.67'$ L34S $18'42'46'''$ W $31.26''$ L35S $14'118'''$ E $58.98''$ L36S $28'42'00'''$ E $49.84'$ L37S $07'48'37'''$ E $45.92'$ L38S $54'33'52'''$ E $53.64'$ L39N $79'51'27'''$ E $71.75''$ L40N $86'49'31''''$ E $37.06'$ L42S $43'32'56''''$ E $35.13''$ L43S <t< td=""><td></td><td>N 38'39'06" W</td><td>80.60'</td></t<>		N 38'39'06" W	80.60'
L18N $14'58'26"$ W $120.78'$ L19N $07'46'42"$ E $130.50'$ L20N $10'08'44"$ E $122.33'$ L21N $10'12'06"$ E $153.78'$ L22N $04'57'01"$ E $56.87'$ L23N $40'58'56"$ E $59.97'$ L24N $81'11'26"$ E $100.70'$ L25N $85'31'29"$ E $101.94'$ L26S $86'30'14"$ E $112.86'$ L27S $49'03'35"$ E $49.65'$ L28S $01'41'46"$ E $97.94'$ L29S $04'03'31"$ W $85.95'$ L30S $24'42'42"$ W $73.66'$ L31S $62'53'36"$ W $96.63'$ L32S $57'38'32"$ W $74.53'$ L33S $50'24'37"$ W $36.67'$ L34S $18'42'46"$ W $31.26'$ L35S $14'11'18"$ E $58.98'$ L36S $28'42'00"$ E $49.84'$ L37S $07'48'37"$ E $53.64'$ L39N $79'5'27"$ E $71.75'$ L40N $86'49'31"$ E $84.71'$ L41S $21'15'10"$ E $23.12'$ L42S $43'32'56"$ E $35.13'$ L43S $04'55'49"$ E $37.06'$ L44S $07'14'29"$ W $40.42'$ <tr< td=""><td>117</td><td>N 48'25'34" W</td><td></td></tr<>	117	N 48'25'34" W	
L19N $07'46'42"$ E130.50'L20N10'08'44"E122.33'L21N10'12'06"E153.78'L22N04'57'01"E56.87'L23N40'58'56"E59.97'L24N81'11'26"E100.70'L25N85'31'29"E101.94'L26S86'30'14"E112.86'L27S49'03'35"E49.65'L28S01'41'46"E97.94'L29S04'03'31"W85.95'L30S24'42'42"W73.66'L31S62'53'36"W96.63'L32S57'38'32"W74.53'L33S50'24'37"W36.67'L34S18'42'46"W31.26'L35S14'11'18"E58.98'L36S28'42'00"E49.84'L37S07'48'37"E45.92'L38S54'33'52"E53.64'L39N79'51'27"E71.75'L40N86'49'31"E84.71'L41S21'15'10"E23.12'L42S43'32'56"E35.13'L43S04'55'49"E37.06'L44S07'14'29"W40.42'L45S03'08'18"E46.53'L46S2		N 14'58'26" W	
L20N $10'08'44"$ E $122.33'$ L21N $10'12'06"$ E $153.78'$ L22N $04'57'01"$ E $56.87'$ L23N $40'58'56"$ E $59.97'$ L24N $81'11'26"$ E $100.70'$ L25N $85'31'29"$ E $101.94'$ L26S $86'30'14"$ E $112.86'$ L27S $49'03'35"$ E $49.65'$ L28S $01'41'46"$ E $97.94'$ L29S $04'03'31"$ W $85.95'$ L30S $24'42'42"$ W $73.66'$ L31S $62'53'36"$ W $96.63'$ L32S $57'38'32"$ W $74.53'$ L33S $50'24'37"$ W $36.67'$ L34S $18'42'46"$ W $31.26'$ L35S $14'11'18"$ E $58.98'$ L36S $28'42'00"$ E $49.84'$ L37S $07'48'37"$ E $45.92'$ L38S $54'33'52"$ E $53.64'$ L39N $79'51'27"$ E $71.75'$ L40N $86'49'31"$ E $84.71'$ L41S $21'15'10"$ E $23.12'$ L42S $43'32'56"$ E $35.13'$ L43S $04'55'49"$ E $37.06'$ L44S $07'14'29"$ W $40.42'$ L45S $03'08'18"$ E $46.53'$ <tr<< td=""><td></td><td></td><td></td></tr<<>			
L21N $10'12'06"$ E $153.78'$ L22N $04'57'01"$ E $56.87'$ L23N $40'58'56"$ E $59.97'$ L24N $81'11'26"$ E $100.70'$ L25N $85'31'29"$ E $101.94'$ L26S $86'30'14"$ E $112.86'$ L27S $49'03'35"$ E $49.65'$ L28S $01'41'46"$ E $97.94'$ L29S $04'03'31"$ W $85.95'$ L30S $24'42'42"$ W $73.66'$ L31S $62'53'36"$ W $96.63'$ L32S $57'38'32"$ W $74.53'$ L33S $50'24'37"$ W $36.67'$ L34S $18'42'46"$ W $31.26'$ L35S $14'11'18"$ E $58.98'$ L36S $28'42'00"$ E $49.84'$ L37S $07'48'37"$ E $45.92'$ L38S $54'33'52"$ E $53.64'$ L39N $79'51'27"$ E $71.75'$ L40N $86'49'31"$ E $84.71'$ L41S $21'15'10"$ E $23.12'$ L42S $43'32'56"$ E $35.13'$ L43S $04'55'49"$ E $37.06'$ L44S $07'14'29"$ W $40.42'$ L45S $03'08'18"$ E $46.53'$ L46S $25'21'36"$ E $66.91'$ <	L13	N U/ 40 42 E	
L22N $04'57'01"$ E $56.87'$ L23N $40'58'56"$ E $59.97'$ L24N $81'11'26"$ E $100.70'$ L25N $85'31'29"$ E $101.94'$ L26S $86'30'14"$ E $112.86'$ L27S $49'03'35"$ E $49.65'$ L28S $01'41'46"$ E $97.94'$ L29S $04'03'31"$ W $85.95'$ L30S $24'42'42"$ W $73.66'$ L31S $62'53'36"$ W $96.63'$ L32S $57'38'32"$ W $74.53'$ L33S $50'24'37"$ W $36.67'$ L34S $18'42'46"$ W $31.26'$ L35S $14'11'18"$ E $58.98'$ L36S $28'42'00"$ E $49.84'$ L37S $07'48'37"$ E $45.92'$ L38S $54'33'52"$ E $53.64'$ L39N $79'51'27"$ E $71.75'$ L40N $86'49'31"$ E $84.71'$ L41S $21'15'10"$ E $23.12'$ L42S $43'32'56"$ E $35.13'$ L43S $04'55'49"$ E $37.06'$ L44S $07'14'29"$ W $40.42'$ L45S $03'08'18"$ E $46.53'$ L46S $25'21'36"$ E $66.91'$ L47S $00'00'0"$ E $44.55'$ <td< td=""><td></td><td>N 1008 44 E</td><td></td></td<>		N 1008 44 E	
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L25N $85'31'29''$ E $101.94'$ L26S $86'30'14''$ E $112.86'$ L27S $49'03'35''$ E $49.65'$ L28S $01'41'46''$ E $97.94'$ L29S $04'03'31''$ W $85.95'$ L30S $24'42'42''$ W $73.66'$ L31S $62'53'36''$ W $96.63'$ L32S $57'38'32''$ W $74.53'$ L33S $50'24'37''$ W $36.67'$ L34S $18'42'46''$ W $31.26'$ L35S $14'11'18''$ E $58.98'$ L36S $28'42'00''$ E $49.84'$ L37S $07'48'37''$ E $45.92'$ L38S $54'33'52''$ E $53.64'$ L39N $79'51'27''$ E $71.75''$ L40N $86'49'31''$ E $35.13''$ L41S $21'15'10''$ E $23.12''$ L42S $43'32'56''$ E $35.13''$ L43S $04'55'49''$ E $37.06'$ L44S $07'14'29''$ W $40.42''$ L45S $03'08'18'' E46.53'L46S25'21'36'' E39.68'L49S09'43'45'' E39.68''L49S09'43'45'' E205.08'L50S54'09'38'' W43.51''L51S03'3(01'' E94.12''L53S<$	L22	<u>N 04'57'01" E</u>	56.87
L25N $85'31'29''$ E $101.94'$ L26S $86'30'14''$ E $112.86'$ L27S $49'03'35''$ E $49.65'$ L28S $01'41'46''$ E $97.94'$ L29S $04'03'31''$ W $85.95'$ L30S $24'42'42''$ W $73.66'$ L31S $62'53'36''$ W $96.63'$ L32S $57'38'32''$ W $74.53'$ L33S $50'24'37''$ W $36.67'$ L34S $18'42'46''$ W $31.26'$ L35S $14'11'18''$ E $58.98'$ L36S $28'42'00''$ E $49.84'$ L37S $07'48'37''$ E $45.92'$ L38S $54'33'52''$ E $53.64'$ L39N $79'51'27''$ E $71.75''$ L40N $86'49'31''$ E $35.13''$ L41S $21'15'10''$ E $23.12''$ L42S $43'32'56''$ E $35.13''$ L43S $04'55'49''$ E $37.06'$ L44S $07'14'29''$ W $40.42''$ L45S $03'08'18'' E46.53'L46S25'21'36'' E39.68'L49S09'43'45'' E39.68''L49S09'43'45'' E205.08'L50S54'09'38'' W43.51''L51S03'3(01'' E94.12''L53S<$	L23	N 40'58'56" E	
L25N $85'31'29''$ E $101.94'$ L26S $86'30'14''$ E $112.86'$ L27S $49'03'35''$ E $49.65'$ L28S $01'41'46''$ E $97.94'$ L29S $04'03'31''$ W $85.95'$ L30S $24'42'42''$ W $73.66'$ L31S $62'53'36''$ W $96.63'$ L32S $57'38'32''$ W $74.53'$ L33S $50'24'37''$ W $36.67'$ L34S $18'42'46''$ W $31.26'$ L35S $14'11'18''$ E $58.98'$ L36S $28'42'00''$ E $49.84'$ L37S $07'48'37''$ E $45.92'$ L38S $54'33'52''$ E $53.64'$ L39N $79'51'27''$ E $71.75''$ L40N $86'49'31''$ E $35.13''$ L41S $21'15'10''$ E $23.12''$ L42S $43'32'56''$ E $35.13''$ L43S $04'55'49''$ E $37.06'$ L44S $07'14'29''$ W $40.42''$ L45S $03'08'18'' E46.53'L46S25'21'36'' E39.68'L49S09'43'45'' E39.68''L49S09'43'45'' E205.08'L50S54'09'38'' W43.51''L51S03'3(01'' E94.12''L53S<$	L24	N 81'11'26" E	100.70'
L27S $49'03'35"$ E $49.65'$ L28S $01'41'46"$ E $97.94'$ L29S $04'03'31"$ W $85.95'$ L30S $24'42'42"$ W $73.66'$ L31S $62'53'36"$ W $96.63'$ L32S $57'38'32"$ W $74.53'$ L33S $50'24'37"$ W $36.67'$ L34S $18'42'46"$ W $31.26'$ L35S $14'11'18"$ E $58.98'$ L36S $28'42'00"$ E $49.84'$ L37S $07'48'37"$ E $45.92'$ L38S $54'33'52"$ E $53.64'$ L39N $79'51'27"$ E $71.75'$ L40N $86'49'31"$ E $84.71'$ L41S $21'15'10"$ E $23.12'$ L42S $43'32'56"$ E $35.13'$ L43S $04'55'49"$ E $37.06'$ L44S $07'14'29"$ W $40.42'$ L45S $05'21'36"$ E $66.91'$ L47S $0'00'00"$ E $44.55'$ L48S $46'47'54"$ E $39.68'$ L49S $09'43'45"$ E $205.08'$ L50S $54'09'38"$ W $43.51'$ L51S $00'34'01"$ E $94.12'$ L52S $54'20'09"$ E $31.72'$ L53S $23'33'43"$ W $43.84'$ <	L25	N 85'31'29" E	101.94'
L27S $49'03'35"$ E $49.65'$ L28S $01'41'46"$ E $97.94'$ L29S $04'03'31"$ W $85.95'$ L30S $24'42'42"$ W $73.66'$ L31S $62'53'36"$ W $96.63'$ L32S $57'38'32"$ W $74.53'$ L33S $50'24'37"$ W $36.67'$ L34S $18'42'46"$ W $31.26'$ L35S $14'11'18"$ E $58.98'$ L36S $28'42'00"$ E $49.84'$ L37S $07'48'37"$ E $45.92'$ L38S $54'33'52"$ E $53.64'$ L39N $79'51'27"$ E $71.75'$ L40N $86'49'31"$ E $84.71'$ L41S $21'15'10"$ E $23.12'$ L42S $43'32'56"$ E $35.13'$ L43S $04'55'49"$ E $37.06'$ L44S $07'14'29"$ W $40.42'$ L45S $05'21'36"$ E $66.91'$ L47S $0'00'00"$ E $44.55'$ L48S $46'47'54"$ E $39.68'$ L49S $09'43'45"$ E $205.08'$ L50S $54'09'38"$ W $43.51'$ L51S $00'34'01"$ E $94.12'$ L52S $54'20'09"$ E $31.72'$ L53S $23'33'43"$ W $43.84'$ <	L26	S 86'30'14" E	
L28S01'41'46"E97.94'L29S04'03'31"W85.95'L30S24'42'42"W73.66'L31S62'53'36"W96.63'L32S57'38'32"W74.53'L33S50'24'37"W36.67'L34S18'42'46"W31.26'L35S14'11'18"E58.98'L36S28'42'00"E49.84'L37S07'48'37"E45.92'L38S54'33'52"E53.64'L39N79'51'27"E71.75'L40N86'49'31"E84.71'L41S21'15'10"E23.12'L42S43'32'56"E35.13'L43S04'55'49"E37.06'L44S07'14'29"W40.42'L45S03'08'18"E46.53'L46S25'21'36"E39.68'L47S00'00'00"E44.55'L48S46'47'54"E39.68'L49S09'43'45"E205.08'L50S54'20'09"E31.72'L53S23'33'43"W43.84'	L27	S 49'03'35" E	
L29S $04'03'31"$ W $85.95'$ L30S $24'42'42"$ W $73.66'$ L31S $62'53'36"$ W $96.63'$ L32S $57'38'32"$ W $74.53'$ L33S $50'24'37"$ W $36.67'$ L34S $18'42'46"$ W $31.26'$ L35S $14'11'18"$ E $58.98'$ L36S $28'42'00"$ E $49.84'$ L37S $07'48'37"$ E $45.92'$ L38S $54'33'52"$ E $53.64'$ L39N $79'51'27"$ E $71.75'$ L40N $86'49'31"$ E $84.71'$ L41S $21'15'10"$ E $23.12'$ L42S $43'32'56"$ E $35.13'$ L43S $04'55'49"$ E $37.06'$ L44S $07'14'29"$ W $40.42'$ L45S $03'08'18"$ E $46.53'$ L46S $25'21'36"$ E $39.68'$ L47S $00'00'00"$ E $44.55'$ L48S $46'47'54"$ E $39.68'$ L49S $09'43'45"$ E $205.08'$ L50S $54'20'09"$ E $31.72'$ L52S $54'20'09"$ E $31.72'$ L53S $23'33'43"$ W $43.84'$		S 01'41'46" F	
L30S $24'42'42"$ W $73.66'$ L31S $62'53'36"$ W $96.63'$ L32S $57'38'32"$ W $74.53'$ L33S $50'24'37"$ W $36.67'$ L34S $18'42'46"$ W $31.26'$ L35S $14'11'18"$ E $58.98'$ L36S $28'42'00"$ E $49.84'$ L37S $07'48'37"$ E $45.92'$ L38S $54'33'52"$ E $53.64'$ L39N $79'51'27"$ E $71.75'$ L40N $86'49'31"$ E $84.71'$ L41S $21'15'10"$ E $23.12'$ L42S $43'32'56"$ E $35.13'$ L43S $04'55'49"$ E $37.06'$ L44S $07'14'29"$ W $40.42'$ L45S $03'08'18"$ E $46.53'$ L46S $25'21'36"$ E $35.68'$ L47S $00'00'00"$ E $44.55'$ L48S $46'47'54"$ E $39.68'$ L49S $09'43'45"$ E $205.08'$ L50S $54'09'38"$ W $43.51'$ L51S $00'34'01"$ E $94.12'$ L52S $54'20'09"$ E $31.72'$ L53S $23'33'43"$ W $43.84'$			85.95'
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$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	L33	S 50 24 37 W	
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$\begin{array}{c ccccccccccccccccccccccccccccccccccc$			
L38         S         54'33'52"         E         53.64'           L39         N         79'51'27"         E         71.75'           L40         N         86'49'31"         E         84.71'           L41         S         21'15'10"         E         23.12'           L42         S         43'32'56"         E         35.13'           L43         S         04'55'49"         E         37.06'           L44         S         07'14'29"         W         40.42'           L45         S         03'08'18"         E         46.53'           L46         S         25'21'36"         E         39.68'           L47         S         00'00'00"         E         44.55'           L48         S         46'47'54"         E         39.68'           L49         S         09'43'45"         E         205.08'           L49         S         09'43'45"         E         205.08'           L50         S         54'09'38"         43.51'           L51         S         03'4'01"         E         94.12'           L52         S         54'20'09"         E         31.72' <td></td> <td></td> <td></td>			
L38         S         54'33'52"         E         53.64'           L39         N         79'51'27"         E         71.75'           L40         N         86'49'31"         E         84.71'           L41         S         21'15'10"         E         23.12'           L42         S         43'32'56"         E         35.13'           L43         S         04'55'49"         E         37.06'           L44         S         07'14'29"         W         40.42'           L45         S         03'08'18"         E         46.53'           L46         S         25'21'36"         E         39.68'           L47         S         00'00'00"         E         44.55'           L48         S         46'47'54"         E         39.68'           L49         S         09'43'45"         E         205.08'           L49         S         09'43'45"         E         205.08'           L50         S         54'09'38"         W         43.51'           L51         S         00'34'01"         E         94.12'           L52         S         54'20'09"         E	L37	S 07'48'37" E	45.92'
L39         N         79'51'27"         E         71.75'           L40         N         86'49'31"         E         84.71'           L41         S         21'15'10"         E         23.12'           L42         S         43'32'56"         E         35.13'           L43         S         04'55'49"         E         37.06'           L44         S         07'14'29"         W         40.42'           L45         S         03'08'18"         E         46.53'           L46         S         25'21'36"         E         66.91'           L47         S         00'00'00"         E         44.55'           L48         S         46'47'54"         E         39.68'           L49         S         09'43'45"         E         205.08'           L49         S         09'43'45"         E         205.08'           L50         S         54'09'38"         W         43.51'           L51         S         03'3'01"         E         94.12'           L52         S         54'20'09"         E         31.72'           L53         S         23'33'43"         W         4	L38	S 54'33'52" E	53.64'
L41       S       21'15'10"       E       23.12'         L42       S       43'32'56"       E       35.13'         L43       S       04'55'49"       E       37.06'         L44       S       07'14'29"       W       40.42'         L45       S       03'08'18"       E       46.53'         L45       S       25'21'36"       E       66.91'         L47       S       00'00'00"       E       44.55'         L48       S       46'47'54"       E       39.68'         L49       S       09'43'45"       E       205.08'         L50       S       54'09'38"       W       43.51'         L51       S       00'34'01"       E       94.12'         L52       S       54'20'09"       E       31.72'         L53       S       23'33'43"       W       43.84'		N 79'51'27" E	71.75'
L41       S       21'15'10"       E       23.12'         L42       S       43'32'56"       E       35.13'         L43       S       04'55'49"       E       37.06'         L44       S       07'14'29"       W       40.42'         L45       S       03'08'18"       E       46.53'         L45       S       25'21'36"       E       66.91'         L47       S       00'00'00"       E       44.55'         L48       S       46'47'54"       E       39.68'         L49       S       09'43'45"       E       205.08'         L50       S       54'09'38"       W       43.51'         L51       S       00'34'01"       E       94.12'         L52       S       54'20'09"       E       31.72'         L53       S       23'33'43"       W       43.84'		N 86'49'31" E	84.71
L42       S       43'32'56"       E       35.13'         L43       S       04'55'49"       E       37.06'         L44       S       07'14'29"       W       40.42'         L45       S       03'08'18"       E       46.53'         L46       S       25'21'36"       E       66.91'         L47       S       00'00'00"       E       44.55'         L48       S       46'47'54"       E       39.68'         L49       S       09'43'45"       E       205.08'         L50       S       54'09'38"       W       43.51'         L51       S       00'34'01"       E       94.12'         L52       S       54'20'09"       E       31.72'         L53       S       23'33'43"       W       43.84'		S 21'15'10" F	
L43         S         O4'55'49"         E         37.06'           L44         S         O7'14'29"         W         40.42'           L45         S         03'08'18"         E         46.53'           L46         S         25'21'36"         E         66.91'           L47         S         00'00'00"         E         44.55'           L48         S         46'47'54"         E         39.68'           L49         S         09'43'45"         E         205.08'           L50         S         54'09'38"         W         43.51'           L51         S         00'34'01"         E         94.12'           L52         S         54'20'09"         E         31.72'           L53         S         23'33'43"         W         43.84'		S 43'32'56' F	
L44         S         O7'14'29"         W         40.42'           L45         S         03'08'18"         E         46.53'           L46         S         25'21'36"         E         66.91'           L47         S         00'00'00"         E         44.55'           L48         S         46'47'54"         E         39.68'           L49         S         09'43'45"         E         205.08'           L50         S         54'09'38"         W         43.51'           L51         S         00'34'01"         E         94.12'           L52         S         54'20'09"         E         31.72'           L53         S         23'33'43"         W         43.84'	1 17	S 04'55'40" E	
L45         S         0.3'08'18"         E         46.53'           L46         S         25'21'36"         E         66.91'           L47         S         00'00'00"         E         44.55'           L48         S         46'47'54"         E         39.68'           L49         S         09'43'45"         E         205.08'           L50         S         54'09'38"         W         43.51'           L51         S         00'34'01"         E         94.12'           L52         S         54'20'09"         E         31.72'           L53         S         23'33'43"         W         43.84'		S 07 14'20" W	
L47         S         OO'OO'OO'' E         44.55'           L48         S         46'47'54'' E         39.68'           L49         S         09'43'45'' E         205.08'           L50         S         54'09'38'' W         43.51'           L51         S         00'34'01'' E         94.12'           L52         S         54'20'09'' E         31.72'           L53         S         23'33'43'' W         43.84'	L44	S 07 14 29 W	40.42
L47         S         OO'OO'OO'' E         44.55'           L48         S         46'47'54'' E         39.68'           L49         S         09'43'45'' E         205.08'           L50         S         54'09'38'' W         43.51'           L51         S         00'34'01'' E         94.12'           L52         S         54'20'09'' E         31.72'           L53         S         23'33'43'' W         43.84'	L45	5 03 08 18 E	40.53
L48         S         46'47'54"         E         39.68'           L49         S         09'43'45"         E         205.08'           L50         S         54'09'38"         W         43.51'           L51         S         00'34'01"         E         94.12'           L52         S         54'20'09"         E         31.72'           L53         S         23'33'43"         W         43.84'		IS 25 21 36 E	
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L49         S         09'43'45"         E         205.08'           L50         S         54'09'38"         W         43.51'           L51         S         00'34'01"         E         94.12'           L52         S         54'20'09"         E         31.72'           L53         S         23'33'43"         W         43.84'	L48	S 46'47'54" E	
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L51         S         00'34'01"         E         94.12'           L52         S         54'20'09"         E         31.72'           L53         S         23'33'43"         W         43.84'		S 54'09'38" W	
L52 S 54'20'09" E 31.72' L53 S 23'33'43" W 43.84'		S 00'34'01" F	
L53 S 23'33'43" W 43.84'		5 54'20'09" F	31 72'
	153	S 23'33'43" W	
1157 IC 0 610.00" W 1107.01	L54	S 03'19'22" W	104.81'
L55 S 01'52'28" W 66.21'	122	15 UT 52 28 W	100.21

## LINE TABLE

		LINCIAD	LL L
	L56	S 55'52'36" W	34.94'
	L57	S 07'23'49" E	124.83'
	L58	S 00'53'25" E	50.83'
	L59	S 89'06'35" W	240.19'
	-		
	L60	N 18'35'19" W	32.51
	L61	N 02'02'26" W	24.82
	L62	N 31'59'24" W	18.71
	L63	N 81'34'24" W	43.98'
	L64	S 54'47'25" W	29.75
	L65		44.03'
	L66	N 29'56'23" W	35.86'
	L67	N 17'09'27" W	21.26
	L68	N 75'53'49" W	54.02'
	L69	N 34'09'18" W	17.13'
	L70	N 84'26'36" W	12.97'
	L71	N 54'55'40" W	35.04
	L72	N 06'23'54" E	17.09
	L73	N 82'38'40" E	22.57'
	L74	N 41'53'24" W	30.78'
	L75	N 20'40'06" E	41,46'
	L76	N 72'38'02" E	16.32'
	L77	S 42'20'39" E	26.44'
	L78	S 81'21'50" E	34.38'
	L79	N 34'25'21" E	46.32'
	L80	N 89'33'05" E	14.94'
			the second se
	L81	S 41'22'50" E	26.95'
	L82	S 71'01'11" E	12.24'
	L83	N 62'00'48" E	17.61'
	L84	N 89'33'05" E	12.22'
	L85	N 11'24'27" W	27.48'
	L86		44.43'
	L87	N 13'50'57" W	29.74'
	L88	N 35'40'59" W	50.26'
	L89	N 06'34'04" W	7.52'
	L90	N 55'11'35" W	13.42'
	L91	N 69'22'36" W	23.77'
	L92	S 30'57'08" W	48.51'
	L93	S 37'43'34" W	49.06'
	L94	S 63'00'02" W	18.49'
	L95	S 41'50'34" W	20.48'
	L96	S 13'35'46" W	11.36'
	L97	S 61'15'56" W	20.35'
	L98	S 40'10'13" W	38.11'
	L99	S 47'39'48" W	72.21'
<b>*THIS IS NOT A SURVEY*</b>	L100	S 71'07'38" W	21.79'
111010101011001(101			the second se
	L101	S 63.00'02" W	21.57'
· ·			24.85'
	L102	S 70'07'21" W	24.05
		the second se	
	L103	S 04'19'05" W	16.59'
	L103 L104	S 04'19'05" W S 36'00'11" E	16.59' 47.41'
	L103 L104 L105	S 04'19'05" W S 36'00'11" E S 61'24'33" E	16.59' 47.41' 28.38'
	L103 L104 L105 L106	S 04'19'05" W S 36'00'11" E S 61'24'33" E S 08'38'50" W	16.59' 47.41' 28.38' 34.88'
	L103 L104 L105	S 04'19'05" W S 36'00'11" E S 61'24'33" E S 08'38'50" W S 66'34'31" E	16.59' 47.41' 28.38' 34.88' 105.51'
	L103 L104 L105 L106	S 04'19'05" W S 36'00'11" E S 61'24'33" E S 08'38'50" W S 66'34'31" E	16.59' 47.41' 28.38' 34.88'
OUTHWEST WETLAND LINE	L103 L104 L105 L106 L107 L108	S 04'19'05" W S 36'00'11" E S 61'24'33" E S 08'38'50" W S 66'34'31" E S 02'34'15" E	16.59' 47.41' 28.38' 34.88' 105.51' 37.22'
	L103 L104 L105 L106 L107 L108 L109	S 04'19'05" W S 36'00'11" E S 61'24'33" E S 08'38'50" W S 66'34'31" E S 02'34'15" E S 84'04'40" E	16.59' 47.41' 28.38' 34.88' 105.51' 37.22' 88.32'
	L103 L104 L105 L106 L107 L108	S 04'19'05" W S 36'00'11" E S 61'24'33" E S 08'38'50" W S 66'34'31" E S 02'34'15" E S 84'04'40" E	16.59' 47.41' 28.38' 34.88' 105.51' 37.22'
BUCKINGHAM 345 ACRES	L103 L104 L105 L106 L107 L108 L109 L110	S 04'19'05" W S 36'00'11" E S 61'24'33" E S 08'38'50" W S 66'34'31" E S 02'34'15" E S 84'04'40" E S 89'06'35" W	16.59' 47.41' 28.38' 34.88' 105.51' 37.22' 88.32'
BUCKINGHAM 345 ACRES	L103 L104 L105 L106 L107 L108 L109 L110	S 04'19'05" W S 36'00'11" E S 61'24'33" E S 08'38'50" W S 66'34'31" E S 02'34'15" E S 84'04'40" E S 89'06'35" W	16.59' 47.41' 28.38' 34.88' 105.51' 37.22' 88.32'
BUCKINGHAM 345 ACRES	L103 L104 L105 L106 L107 L108 L109 L110	S 04'19'05" W S 36'00'11" E S 61'24'33" E S 08'38'50" W S 66'34'31" E S 02'34'15" E S 84'04'40" E S 89'06'35" W	16.59' 47.41' 28.38' 34.88' 105.51' 37.22' 88.32'
BUCKINGHAM 345 ACRES	L103 L104 L105 L106 L107 L108 L109 L110 CRIP	S 04'19'05" W S 36'00'11" E S 61'24'33" E S 08'38'50" W S 66'34'31" E S 02'34'15" E S 84'04'40" E S 89'06'35" W TION	16.59' 47.41' 28.38' 34.88' 105.51' 37.22' 88.32' 535.24'
BUCKINGHAM 345 ACRES	L103 L104 L105 L106 L107 L108 L109 L109 L110 CRIP	S 04'19'05" W S 36'00'11" E S 61'24'33" E S 08'38'50" W S 66'34'31" E S 02'34'15" E S 84'04'40" E S 89'06'35" W TION 10970 S. C SUIT FORT MYERS,	16.59' 47.41' 28.38' 34.88' 105.51' 37.22' 88.32' 535.24' CLEVELAND AVE. E #605 FLORIDA 33907
	L103 L104 L105 L106 L107 L108 L109 L109 L110 CRIP	S 04'19'05" W S 36'00'11" E S 61'24'33" E S 08'38'50" W S 66'34'31" E S 02'34'15" E S 84'04'40" E S 89'06'35" W TION	16.59' 47.41' 28.38' 34.88' 105.51' 37.22' 88.32' 535.24'

www.metronfl.com

SHEET:

33-43-26

FILE NO. (S-T-R)

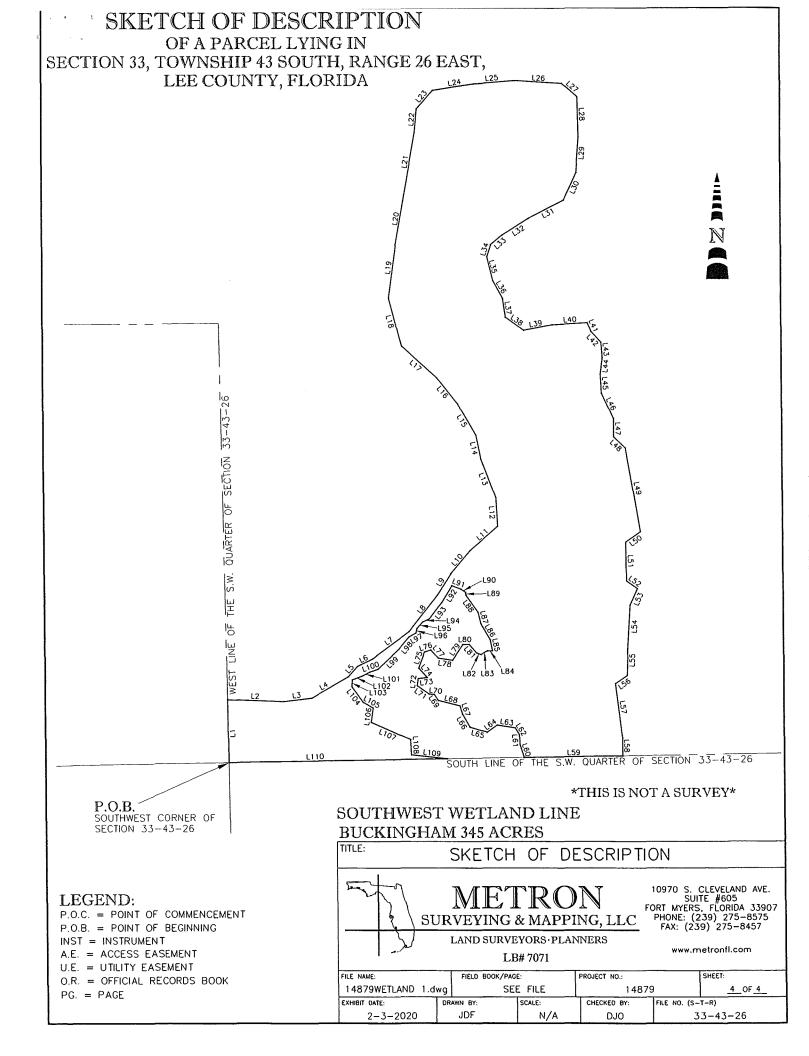
3 OF 4

#### NOTES:

1. BEARINGS ARE BASED ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 33, AS BEING N.89'06'35"E.

2. DISTANCES ARE IN FEET AND DECIMALS THEREOF.

3. PARCEL IS SUBJECT TO EASEMENTS, RESERVATIONS OR RESTRICTIONS AND RIGHT-OF-WAYS (RECORDED AND UNRECORDED, WRITTEN AND UNWRITTEN).



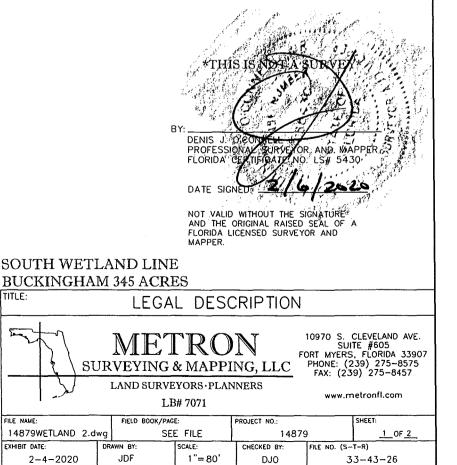
A PARCEL OF LAND LOCATED IN THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 43 SOUTH, RANGE 26 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 33: THENCE N.89'06'45"E. ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 33 FOR A DISTANCE OF 573.80 FEET TO THE POINT OF BEGINNING; THENCE N.00'53'15"W. LEAVING SAID SOUTH LINE FOR A DISTANCE OF 21.16 FEET; THENCE N.15'49'27"E. FOR A DISTANCE OF 57.31 FEET; THENCE N.60'31'47"E. FOR A DISTANCE OF 97.00 FEET: THENCE N.66'47'26"E. FOR A DISTANCE OF 150.52 FEET: THENCE N.84'22'59"E. FOR A DISTANCE OF 187.33 FEET; THENCE S.70'05'58"E. FOR A DISTANCE OF 45.13 FEET; THENCE S.79'43'01"E. FOR A DISTANCE OF 82.02 FEET; THENCE S.61'32'02"E. FOR A DISTANCE OF 33.80 FEET; THENCE S.41'32'29"E. FOR A DISTANCE OF 101.55 FEET; THENCE S.25'04'27"E. FOR A DISTANCE OF 59.27 FEET; THENCE S.00'53'15"E. FOR A DISTANCE OF 15.48 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 33; THENCE S.89'06'45"W. ALONG SAID SOUTH LINE FOR A DISTANCE OF 670.16 FEET TO THE POINT OF BEGINNING.

PARCEL CONTAINS 99.666 OR 2.288 ACRES, MORE OR LESS.

TITLE:

FILE NAME:

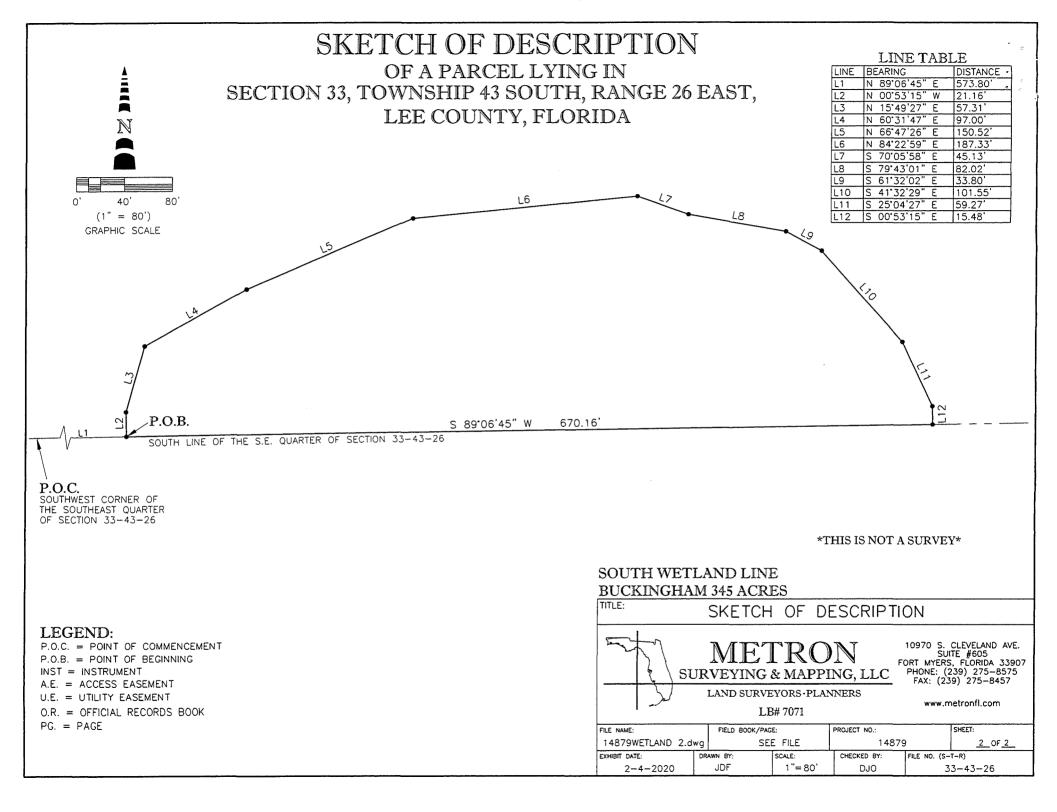


#### NOTES:

1. BEARINGS ARE BASED ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 33, AS BEING N.89'06'45"E.

2. DISTANCES ARE IN FEET AND DECIMALS THEREOF.

3. PARCEL IS SUBJECT TO EASEMENTS. RESERVATIONS OR RESTRICTIONS AND RIGHT-OF-WAYS (RECORDED AND UNRECORDED, WRITTEN AND UNWRITTEN).



This record search is for informational purposes only and does <u>NOT</u> constitute a project review. This search only identifies resources recorded at the Florida Master Site File and does <u>NOT</u> provide project approval from the Division of Historical Resources. Contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333 for project review information.

December 26, 2019

Heather M. Urwiller Morris Depew 2914 Cleveland Avenue Fort Myers, FL 33901 Phone: 239.337.3993 Email: HUrwiller@M-DA.com



In response to your inquiry of December 24, 2019, the Florida Master Site File lists no previously recorded cultural or historical resources in the following section of Lee County:

Property directly south of 3291 Buckingham Road, Fort Myers, as depicted in the aerial imagery provided by the client.

When interpreting the results of this search, please consider the following information:

- This search area may contain *unrecorded* archaeological sites, historical structures or other resources even if previously surveyed for cultural resources.
- Federal, state and local laws require formal environmental review for most projects. This search DOES NOT constitute such a review. If your project falls under these laws, you should contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333.

Please do not hesitate to contact us if you have any questions regarding the results of this search.

Sincerely,

Joseph A. Bomberger Archaeological Data Analyst Florida Master Site File Joseph.Bomberger@DOS.MyFlorida.com



COMMUNITY DEVELOPMENT

# CPA2020-00001

## **GL Homes Aerial Exhibit**





Subject Property



Lee County Homes Comprehensive Plan Text Amendment Project Narrative Exhibit-T5

## COMMUNITY DEVELOPMENT

MAR 0 4 2021

The proposed Comprehensive Plan Text Amendment is a companion amendment to a concurrent Comprehensive Plan Map Amendment. The Comprehensive Plan Map Amendment is being requested for property located on Buckingham Road in eastern Lee County in the Fort Myers Shores/Caloosahatchee Shores Planning Community. The subject property consists of two parcels totaling ±345 acres, known as the Buckingham 345 Residential Planned Development. The property is currently designated Sub-Outlying Suburban and is zoned Residential Planned Development. The Comprehensive Plan Map Amendment request is to amend the future land use designation of the subject property on the future land use map from Sub-Outlying Suburban to Outlying Suburban and Wetlands.



Figure 1. Project Aerial

CPA2020-00001

Fort Myers | Tallahassee | Destin

LC260003

Lee County Homes -Project Narrative Exhibit-T5 March 4, 2020 Page | 2

This change would allow an increase of 1 dwelling unit per acre. The Sub Outlying Suburban future land use category allows a maximum of 2 dwelling units per acres while the Outlying Suburban future land use category allows a maximum of 3 units per acre. Further details on the specifics of the Map Amendment can be found in Exhibits-M18 and M19 of the companion Comprehensive Plan Map Amendment.

As a result of the change of future land use designation on the future land use map, Table 1(b) of the Lee Plan must be revised. The population of the future land use map is accommodated via Lee Plan Table 1(b) Year 2030 and Map 16 Planning Communities. To more accurately accommodate the population, Map 16 Planning Communities establishes 22 planning communities across the County. In support of Map 16, Table 1(b) provides the acreage allocations for each planning community based on land use to accommodate the population through the year 2030 of Lee County. Lee County's population is projected to grow to 999,851 by 2040. The Lee Plan supports directing growth into areas where infrastructure and services are in place or planned to be in placed to support new residents.

The subject property is located within the Fort Myers Shores Planning Community, which is currently allocated 1,250 acres of residential development within the following Future Land Use Categories: Intensive Development, Central Urban, Suburban, Outlying Suburban, Sub-Outlying Suburban, Rural, and Outer Island to accommodate the projected growth within the planning community. An amendment to the Future Land Use Map necessitates an amendment to Table 1(b) to ensure the increase density/population can be appropriately accommodated.

### **Project Request**

The requested Text Amendment is to Table 1(b) to accommodate the additional population to occur within the Fort Myers Shores Planning Community with the subject property FLU is amended to Outlying Suburban. The Map amendment will generate an additional 345 dwelling units. Currently Table 1(b) does not have adequate residential acreage within the Outlying Suburban FLU category in the Fort Myers Shores Planning Community to accommodate the proposed population increase. The additional 345 dwelling units results in a population increase of approximately 811 residents. The population increase is less than 1% of Lee County's projected population based on the Florida Office of Economic Demographic Research and within the margin of error of these forecasts.

A discussion of how the population will be accommodated is included as part of the Lee Plan Analysis to this application (referred to as Exhibits-T6, T9 and T10). Exhibit T4 attached to the text amendment application, shows the proposed changes in strikethrough/underline format to Table 1(b) to balance the proposed population growth in the Fort Myers Shores Planning Community. It is important to keep in mind, to calculate the acreage necessary within the Fort Myers Shores Planning Community to accommodate the proposed units, an analysis of the residential acreage where development of the actual residential units will be developed is undertaken. The concurrent Residential Planned Development Application to this amendment

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request enables a detailed site design process to occur; which has established that 187.4 acres of the 345 acre property will be utilized for development of the actual residential units. Areas within the property reserved for wetlands (which will be moved to the Wetland FLU), lakes, open space, amenities, and roads are not included.

#### Proposed Future Land Uses

The subject property consists of uplands and  $\pm 17.5$  acres of wetlands and the companion Map Amendment will increase the maximum density of the subject property beyond current Buckingham 345 RPD approval and Sub-Outlying Suburban FLU which allow a total of 690 dwelling units or 2 dwelling units per acre. Transferring the property to the Outlying Suburban FLU permits and additional 345 dwelling units to be permitted within the subject property for a total maximum density of 1,35 dwelling units.

Proposed Future Land Use				
Proposed FLU	Acreage	Dwelling Units/Acre	Dwelling Units permittee	
Outlying Suburban	±327.5	3 du/ac	984	
Wetlands	±17.5	3 du/ac*	51	
Total Acres	±345	<b>Total Dwelling Units</b>	1,035	

\*Consistent with Table 1(a), note 8(b) of the Lee Plan

Table 1. Proposed Future Land Use Data

A detailed discussion of the existing and proposed future land uses can be found in the Lee Plan Analysis (Exhibits-M18 and M19) included in the companion Comprehensive Plan Map Amendment. The Wetland FLU allows development at very low density of 1 unit per 20 acres, however Table 1(a), Note #8 does allow higher densities when wetland areas are preserved on the subject site. Pursuant to this provision, the Map Amendment and concurrent Residential Planned Development application demonstrate that wetland areas will be maintained on site. The wetland areas will be included in the Wetlands FLU.

### Table 1(a), Note #8 of the Lee Plan states:

"Higher densities may be allowed under the following circumstances where wetlands are preserve on the subject site: Dwelling units may be relocated to developable contiguous uplands designated... Suburban, Sub-Outlying Suburban Outlying Suburban, from preserved freshwater wetlands at the same underlying density as permitted for those uplands. Impacted wetlands will be calculated at the standard Wetlands density of 1 dwelling units per 20 acres."

Lee County Homes -Project Narrative Exhibit-T5 March 4, 2020



Figure 2. Proposed Future Land Use

The proposed Outlying Suburban FLU category will permit the subject property to establish a transition from surrounding properties; providing a step down from the higher densities found in the Suburban FLU to the west and the existing Outlying Suburban FLU to the north and east. Given the existing land future uses in the immediate proximity to the subject property (Verandah, River Hall, Portico and Lehigh Acres) as well as the proximity to Buckingham Road, the proposed development will provide appropriate infill development and allow for a more efficient use of the land. Existing urban services are available to serve the subject property and the anticipated increase in dwelling units and associated population.

. Additionally, the subject property is within short drive of existing clustered residential development, commercial nodes and Lee County Schools. The infrastructure and capacity to support the additional population that will be generated from the additional units is in place.

### **Urban Services & Accessibility**

The subject property is in an area of the County which has a full slate of urban services available to support the existing and proposed development.

## Infrastructure

The subject property is in an area of the County that has been designated for urban services. All urban services are located adjacent to the subject property and are available to serve the property. A copy of all received Letters of Availability from each service provided are attached to the application for reference.

## <u>Utilities</u>

The subject property is within the service area for Lee County Utilities as depicted on Maps 6 and 7 of the Lee Plan. Potable water and sewer infrastructure are available adjacent to the Lee County Homes Planned Development. Lee County Utilities has adequate capacity at the Olga Treatment Plant to provide water service to the additional dwelling units and associated population. The City of Fort Myers Central Advance Waste Water Treatment Facility will provide wastewater service. A Letter of Availability has been received from Lee County Utilities and is included in the application materials to demonstrate that adequate capacity is available to serve the additional units and associated population proposed by the Comprehensive Plan Amendment.

## Public Safety

The subject property is well within the service limits for Emergency Medical Services, Fire and Police services. Lee County Emergency Medical Service are the primary EMS transport for the subject property. The primary ambulance for the subject property is Medic 11, located 5.6 miles west of the subject property. A Letter of Availability from the Lee County Emergency Medical Service Division has been received and is included in the application materials to demonstrate the ability to serve the requested additional units and associated population.

The subject property is served by the Fort Myers Shores Fire District and would is served from Station 81 located at 12345 Palm Beach Boulevard. A Letter of Availability from the Fort Myers Shores Fire District has been received and is included in the application materials to demonstrate the ability to serve the requested additional units and associated population.

The subject property is located wholly within the service area for the Lee County Sheriff. The Central District Station located at 14750 Six Mile Cypress Parkway is responsible for providing service to the subject property. A Letter of Availability from the Lee County Sherriff has been received and is included in the application materials to demonstrate the ability to serve the requested additional units and associated population.

### **Schools**

The subject property is within the Lee County School District East Zone, E2. A request for a Letter of Availability from the Lee County School District was submitted but has not yet been received. Based on the 2019 Concurrency Report, the proposed development is estimated to generate 306 school-age children. The East Zone is currently experiencing a deficit in seating for middle and high schools with and without the project. To address the immediate deficit, additional portable seats will be added at Harns Marsh, Oak Hammock and Lehigh middle schools. A new 1,200 seat middle school is programmed to open in the East Zone during the 2021-22 school year. At the

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high school level an addition to Lehigh Acres high school will address the immediate deficiencies. Additionally, it is important to note Lee County Schools has also acquired a school site in Gateway for a future high school, which is expected to be constructed and open August 2021. All projected deficits in the East Zone will be addressed within the 2030 time horizon of the Lee Plan. There is capacity within the entire school district to accommodate the additional students from the proposed development.

## Solid Waste

The property is within the Lee County Solid Waste Franchise area and is served through Lee County's franchised hauling contractor. Disposal of waste generated from the subject property will be accomplished at the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill. Service is available to the subject property and plans have been established that target growth and long term disposal capacity for this area. A Letter of Availability has been received from Lee County Solid Waste confirming capacity to serve the additional dwelling units and associated population.