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June 18, 2021

Mr. Chahram Badamtchian, AICP
Lee County Community Development
Zoning Section
1500 Monroe Street
Fort Myers, FL 33901

RE: DCI2021-00016 – Crane's Landing Insufficiency Letter
(MDA 20064)

Dear Mr. Badamtchian:

The purpose of this letter is to provide a response to the Lee County Community Development Zoning Staff review comments dated May 11, 2021 for the above referenced Residential Planned Development application. We have made revisions to the application materials to address staff comments. Updated materials include the following;

1. Lee Plan Consistency;
2. Letter of No Objection – Fire Dept (new document);
3. Master Concept Plan;
4. Neighborhood Meeting Summary (new document);
5. Proposed Conditions (new document);
6. Schedule of Deviations and Justifications;
7. Surface Water Narrative (new document); and
8. Traffic Impact Statement.

We always appreciate interaction with Staff on matters related to this application and welcome additional calls and emails that will assist us to address all the concerns in the most efficient manner to the extent this request can be scheduled for public hearing.

Zoning Review

1. North Fort Myers Public informational meeting synopsis was not included with your submittal. Please provide a copy.

Response: Please see revised application materials which now include the meeting summary.

Development Services Review

1. Deviation #1 – the LDC does not state "where practical" in Section 10-291(3). It does however use "must provide…". Please revise the deviation request accordingly. The justification does not sufficient evidence to allow a single access point for the proposed development. Additionally, no connection was shown to North 2nd Street on the MCP. The approval in Z-04-019 was based on the LDC requirements in the place at that time. Subsequent to that approval the LDC was changed to require residential development of more than five acres to provide more than one means of ingress or egress for the development. Furthermore, it specifically says that access points designated for emergency use only do not meet this requirement. Although the code does allow a deviation or variance from this requirement the justification does not address the required findings for approval. Specifically, that the proposed deviation will provide sufficient access to support the proposed development intensity, that there are sufficient safeguards to the public interest, and that it promotes the general intent of the Code to protect health, safety and welfare.

Response: Please see revised Schedule of Deviations and their Justifications as well as the revised Master Concept Plan. The request language and justification have been modified and access to North 2nd Street is now demonstrated on the Master Concept Plan.

2. Deviation #3 – please provide a letter of no objection from the Fire District with jurisdiction. [10-291(2)] Access to Street that Meets LDC Standards. All development must abut and have access to a public or private street designed, and constructed or improved, to meet the standards in LDC Section 10-296.

Response: Please see attached Letter of No Objection.

3. The secondary emergency access point to Garden St as shown on the MCP will require improvements to Garden St to meet the requirements of LDC 10-291 and 10-296. Additionally, the MCP shows the footprint of a cell phone tower in the right-of-way. Please revise or clarify how this future cell tower footprint will impact the right-of-way and adjacent parcels with as well as height and setback requirements in residentially zoned property.

Response: Please see the updated Master Concept Plan; which demonstrates a residential egress at Garden Street and emergence ingress/egress. The entry has been reconfigured to not overlap with the WC area. For details regarding the WC area, please see the schedule of uses which requires a separate special exception application for approval of the height and location of a tower within this area.

4. [10-256(a)] All development and redevelopment proposed within future urban areas or future suburban areas as defined by the Lee Plan, or along trails depicted on the Greenways Master Plan (Lee Plan Map 22) are required to provide for bikeways and pedestrian ways. Please show the required bikeways and pedestrian ways on the MCP in accordance with this requirement. Additionally review Sec 33-1583 for additional pedestrian requirements in the North Fort Myers Planning Community.

Response: Per LDC Section 34-373(a)(6), off-site improvements are not listed under requirements of Master Concept Plans. The project will demonstrate compliance with 10-256(a) at the time of Development Order. Additionally the sidewalk requirements under LDC Section 33-1583 are only applicable to commercial properties or mixed-use buildings/developments per LDC Section 33-1575. This project is an approved Residential Planned Development.

5. [10-293] Street Ownership. The site plan must clearly state in bold letters if the streets are intended to be public or private. Please indicate street ownership on the MCP.

Response: Per LDC Section 34-373(a)(6), street ownership is not listed under requirements of Master Concept Plans. The project will demonstrate compliance with 10-293 at the time of Development Order.

6. [10-321(a)] General Storm Water Design Requirements. Is the dashed line around the lakes the lake maintenance easement or TOB?

Response: The requested Planned Development Amendment is required to provide a Master Concept Plan which conceptually identifies the locations of various development elements. LDC Section 34-373(a) et. al. identifies the requirements to be submitted for a Planned Development and is applicable to amendments. Specifically, 34-373(a)(6)k states "the general location of excavations for on-site fill and wet retention." The Master Concept Plan is consistent with this requirement.

The concept of lake maintenance easements or Top of Bank is a Development Order detail that is not yet designed for this project.

7. [10-418(1)] Surface Water Management Systems. The design of the shoreline of excavations must be sinuous rather than straight. Several of the proposed lakes do not meet this requirement. Please revise the lakes as necessary.

Response: Please see revised Deviations and Justifications. A deviation has been requested for the nonsinuous lakes and a symbol is added to the Master Concept Plan demonstrating the location.

Legal Description Review

1. Sec. 34-202(a). Submittal requirements for applications requiring public hearing. (7) Please provide a title certification in accordance with the requirements of Lee County LDC Section 34-202(a)(7).

Response: Please see attached title which has been included in the application materials.

Environmental Review

1. Provide the status of the restoration and created marsh areas per Deviation #2b.

Response: The work in these areas was approved with the current Development Order. Exotic removal is expected to begin from the on-site preserve sometime in the next 2 months. Regrading will occur to the reduce rutting from the previous off road vehicle usage within the preserve and restore a natural elevation. No plantings are proposed in the wetland preserve to allow natural recruitment. If after two years, 80% cover with native non-nuisance species is not attained then additional plantings will be installed to achieve and maintain target coverage. The necessary work in the two filter marsh creation areas will begin after the work in the on-site preserve is complete. All onsite restoration and creation is planned to be completed by Spring 2022.

2. Indicate the buffer planting area located outside of the easements along the southern property line. The MCP depicts a 30-foot wide Type-B buffer but there is an easement that is located within the 30-feet.

Response: Per Condition 11 of Z-04-019, "the 50-foot wide separation buffers may contain existing and/or proposed utility and/or drainage easements or berms that could preclude the planting of buffer trees throughout the entire width of these areas." The 30-foot Type B buffer is located within the 50-foot wide separation buffer therefore the 30-foot Type B buffer may contain easements.

It should be noted that the applicant is proposing to carry forward this condition as part of the proposed amendment. Please see the attached Proposed Conditions narrative in strikethrough underline for reference.

3. The narrative indicated that an enhanced buffer between the multi-family and townhomes units are proposed. Please provide more details of what type of landscape buffer is proposed.

Response: Per Condition 12 of Z-04-19, the buffer will be a minimum Type B buffer with a minimum 15 feet in width, five trees per 100 linear feet, and a double staggered hedge row. The condition also specifies that this buffer is only applicable to properties outside the subject property boundaries, to clarify, this buffer is not internal to the development.

DOT Review

1. The Deviation #1 indicates that the emergency access gates will be constructed on both North 2nd Street and Garden Street. But there is only an emergency access point shown on Garden Street and no emergency access point on North 2nd Street shown on the Master Concept Plan.

Response: Access to North 2nd Street is now demonstrated on the Master Concept Plan as a residential egress and emergency ingress/egress.

TIS Review

1. The Traffic Impact Statement (TIS) shall include the analysis (links and intersection LOS analysis) of how the entire development impacts the roadway network.

Response: Please see revised TIS which includes the requested analysis.

Natural Resources Review

1. Please submit the surface water narrative per LDC 34-373(b)(1). The previous surface water management narrative addresses the golf course which is requested to be eliminated with this request.

Response: Please see the revised surface water narrative.

2. Please provide, at a minimum, an analysis of Lee Plan Policies 125.1.2, 125.1.3, and 125.1.4. Please correct the Lee Plan analysis to reflect SFWMD and not SWFMD.

Response: Please see the revised Lee Plan Consistency.

3. The final outfall for this project is to Powell Creek which is impaired. Please address water quality monitoring for this project.

Response: So noted, it is proposed that a condition be included as part of this zoning request that a monitoring plan be provided at the time of Development Order. The applicant suggests the following condition.

A water quality monitoring plan must be provided prior to local development order approval for review by the Lee County Division of Natural Resources. At a minimum, the Water Quality Monitoring Plan must establish:

1. ***The overall goals and objectives of the water quality monitoring plan;***
2. ***An outfall monitoring schedule during "wet" season of June through October, for Field Temperature, Total Kjedahl Nitrogen, Cholorphyll A, Nitrite, Nitrate, Phosphorus, Turbidity and Stage.***
3. ***Water quality monitoring data must be provided to the Division of Natural Resources annually for 5 years and shall include a report with a comparison of State water quality standards, plots of parameters and recommendations. Results shall also be reported as an Electronic Data Deliverable (EDD), in a format approved by the Division of Natural Resources.***
4. ***A contingency plan in the event an exceedance of State Water Quality Standards is discovered. This plan must include notification to impacted residents and applicable authorities.***

Please let us know if there is anything else needed for the approval of this request.

Sincerely,
MORRIS-DEPEW ASSOCIATES, INC.

Tina M. Ekblad, MPA, AICP, LEED AP
President – Planning Director

Enclosures:

- Lee Plan Consistency
- Letter of No Objection – Fire Dept.
- Master Concept Plan
- Neighborhood Meeting Summary
- Proposed Conditions
- Schedule of Deviations and Justifications
- Surface Water Narrative
- Traffic Impact Statement

Cc: Mr. Barry Ernst
Mr. Russell Smith
Mr. David Underhill

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Crane Landing

Residential Planned Development

Lee Plan Consistency

The property subject to this application request is located in North Fort Myers, approximately one (1) mile east of the intersection of North Tamiami Trail and Del Prado Boulevard. Consisting of several parcels, totaling approximately 385.64 acres, the property has a Suburban Future Land Use and is in the North Fort Myers Planning Community. The subject property is an existing Residential Planned Development, fka Crane Landing/Palermo, which permits 1,229 dwelling units.

Figure 1. Project Location

The Crane Landing RPD was originally part of the Sabal Springs RPD. In 2004, the Sabal Springs RPD was modified and separated from the subject property. The approved number of residential dwelling units for Crane Landing was established at 1,229 units under Zoning Resolution Z-04-019. A DO for Phase 1A was approved subsequent to the zoning resolution. Since that time a subdivision plat separating the lots in the northeast was approved. A concurrent DO is in process for the northwest corner of the project.

The purpose of the requested RPD Amendment is to eliminate and repurpose the approved golf course and amend the property development regulations associated with the existing permitted residential unit types, which include single family, twin villas, townhomes, and multifamily buildings. The approved number of dwelling units will remain at 1,229 units. The existing wetlands and indigenous uplands on-site are already under conservation easement and are maintained as part of this request. The proposed Master Concept Plan demonstrates the design changes to the development tracts and roadway network, requested by the elimination of the existing golf course. The required 40% open space is provided as demonstrated by the Master Concept Plan.

Future Land Use

The subject property consists of lands designated into the Suburban and Wetlands Future land use categories. Of the approximately 385.64 acres, 365.59 acres are designated as Suburban and 20.05 acres are designated as Wetlands. Theoretical maximum unit counts are provided for each FLU to demonstrate that the requested and previously approved 1,229 dwelling unit count is less than the maximum dwelling unit count allowed by the future land use designation.

Suburban Land Use

Crane Landing RPD is located in the Suburban future land use category.
Policy 1.1.5 states;

> "that Suburban future land use is a residential category located at or near the urban fringe of the Central Urban or Urban Community future land use categories. Suburban areas provide protection of existing and emerging residential neighborhoods. Housing within the Suburban areas support productive urban areas."

Policy 1.1.5 provides a maximum density in the Suburban FLU of 6 units per acre. Applying the base density of 6 units per acre to the approximately 365.59 Suburban FLU acres results in a theoretical maximum dwelling unit count of 2,194 units. Zoning Resolution Z-04-019 allows a maximum of 1,229 dwelling units which is unchanged by this request. The total number of units requested is 1,229 dwelling units or 3.18 dwelling units/acre. As demonstrated above, this is less than the theoretical maximum dwelling unit count permitted.

Wetlands

Policy 1.5.1 describes the Wetlands FLU and states, "permitted land uses in the Wetlands FLU includes very low-density residential uses that do not negatively affect the ecological function of

the wetlands. As identified on the project survey there are 20.05 acres of wetlands on the subject property. Wetlands are preserved and under an existing conservation easement.

A maximum density of 1 dwelling unit per 20 acres is permitted in the Wetlands FLU by right. Wetland density may be transferred to adjacent upland areas, if the wetlands are preserved as stated in Note 8b of Table 1(a) of the Lee Plan:

> *"the number of dwelling units may be relocated to developable contiguous uplands at the same underlying density as permitted for those uplands".*

The proposed Master Concept Plan maintains the wetlands under an existing conservation easement, and no dwelling units are proposed to be transferred to achieve the maximum 1,229 dwelling units approved by Zoning Resolution Z-04-019. Table 1 provides a summary of the maximum allowed density for the subject property based on the two future land use designations. It is worth repeating that no additional dwelling units are requested as part of this request and the theoretical maximum provided in Table 1 is for comparison only.

Theoretical Maximum Density by Future Land Use

Future Land Use	Acreage	Dwelling Units/Acre	Dwelling Units Permitted
Suburban	365.59	6 dus/acre	2,193.54
Wetlands	20.05	6 dus/acre	120.3
Total Acres	385.64	**Total Dwelling Units**	2,313.84
Rounded Density			**2,314**

Table 1: Maximum Density of the Subject Property

Crane Landing is located in an area with existing and anticipated residential development and is appropriately considered an infill project. Existing development occurs adjacent to the north, west and south boundaries of the subject property with permitted future development expected along the northwest and western boundaries. Many of the properties north, east and west are within the Suburban FLU like the subject property and have residential uses permitted or constructed. The area south and southwest of the subject property is within the Central Urban FLU and have a variety of uses permitted. Crane Landing being located on the fringe of the Central Urban FLU is consistent with Policy 1.1.5 for the Suburban FLU. For comparison, Suburban permits a standard density of 6 dwelling units to the acre and the Central Urban permits 4-10 units per acre.

Crane Landing RPD has an established density of 3.2 dwelling units per acre; consistent with the Suburban FLU density outlined in Policy 1.1.5. Table 2 provides the densities of the surrounding existing and anticipated developments in comparison to Crane Landing to demonstrate the proposed density is less than most of the surrounding land uses.

Density of Surrounding Area

Development	FLU Designation	Maximum Density	Current Density
Heritage PUD	Suburban	6 du	4.5 du
Sabal Springs RPD	Suburban	6 du	3.5 du
Crane Landing RPD	Suburban	6 du	3.2 du
Sloane's Gate RPD	Suburban	6 du	5.0 du
Walsh Subdivision	Central Urban	10 du	2.3 du
Island Vista MHP	Central Urban	10 du	4 .0 du

Table 2. Surrounding Land Uses

The other existing and anticipated developments in the Suburban FLU shown in Figure 2 have established densities less than the maximum density of 6 units per acre.

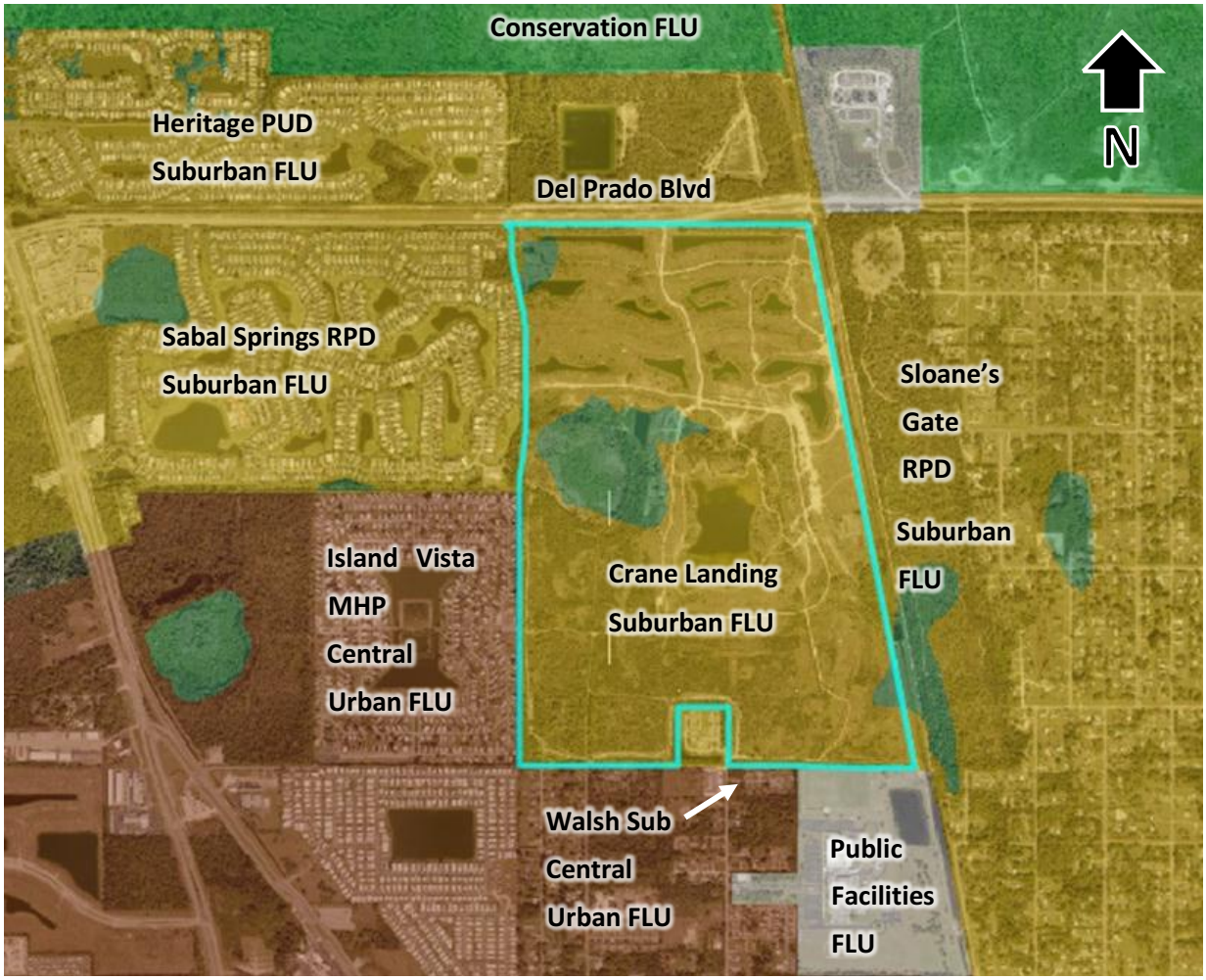

Figure 2. Future Land Use & Surrounding Development

Planning Communities and Acreage Allocation

Policy 1.7.6 requires that development be consistent with the acreage allocations provided in Table 1(b) for each future land use. The future land use categories have each been apportioned a percentage of the projected population growth over the 2030-time horizon in each planning community. Table 1(b) provides 6,690 acres of Suburban lands in the North Fort Myers Planning Community. Crane Landing is an existing RPD, as such the projected population is already accommodated in the acreage allocation of Table 1(b) for Suburban lands in the North Fort Myers Planning Community. Since a future land use amendment is not required to develop the approved 1,229 dwelling units, Crane Landing is consistent with Policy 1.7.6.

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 encourage contiguous and compact growth patterns in locations where adequate public facilities exist.

Objective 2.1 states that contiguous and compact growth patterns will be promoted through the rezoning process to contain urban sprawl and prevent leapfrog development. Crane Landing is a previously approved RPD, immediately adjacent to an existing constructed development and a proposed permitted development promoting a compact growth pattern. The requested amendment seeks to eliminate the previously approved golf course and develop the approved 1,229 dwelling units within the project boundary. The proposed development pattern continues to cluster the dwelling units around open space, preservation and stormwater management areas promoting a more compact development than conventional zoning that can be found in the surrounding area. The proposed lot sizes and housing types will provide much needed housing variety while efficiently using the available land area and maintaining existing preserve areas.

The maximum number of permitted units is not proposed to be amended as part of this request and a letter of availability has been provided demonstrating potable water and sanitary sewer capacity are available. Therefore, the request remains consistent with Objective 2.2, which seeks to direct new growth within future urban areas to locations where adequate facilities exist. While the RPD amendment does not promote new growth, it is consistent with this policy by maintaining units in an area where public infrastructure is available and has capacity.

General Development Standards

Goal 4 of the Lee Plan establishes that 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

Standard 4.1.1 requires that all new development located in a Lee County or franchised potable water service area connect to central water. Central potable water service is provided by Lee County Utilities. Potable water infrastructure is available adjacent to the Crane Landing Planned Development on Del Prado Blvd. A letter of availability from Lee County Utilities is included in the application materials to demonstrate that adequate capacity is available to serve the proposed community.

Sewer
Standard 4.1.2 requires that all new development located in a Lee County or franchised central sewer service area connect to central sewer. Central Sewer service is provided by Florida Governmental Utility Authority (FGUA). FGUA has adequate capacity to serve the project. A letter of availability from FGUA is included the application materials to demonstrate that adequate capacity is available to serve the proposed community.

Environmental Factors
Standard 4.1.4 requires that in environmentally sensitive areas a developer provide an environmental assessment examining site conditions and address any environmental problems and provide for mechanism to protect and preserve natural resources. Wetlands and upland preserve areas previously identified are maintained as part of the request consistent with Objective 124.1. Wetlands are preserved and development is directed away from wetlands to minimize adverse impacts. The on-site preserves are already under existing conservation easements consistent with Objective 123.4, which requires protection of habitat of endangered and threatened species. An updated environmental assessment and species management plan by Boylan Environmental Consultants is included in the application materials consistent with the requirements of Goal 4, Standard 4.1.4. No endangered and threatened species were identified on the Crane Landing property as demonstrated by the species survey.

Residential
Goal 5 stipulates that sufficient land be provided in appropriate locations to accommodate the projected population of Lee County in attractive and safe neighborhoods. The Crane Landing RPD is in an area of Lee County with existing and anticipated development containing similar design patterns and densities. The subject property is located adjacent to Central Urban FLUs, allowing for housing to be placed in areas close to commercial development and higher intensity uses consistent with the Suburban FLU. Due to the existing and permitted development along the property boundaries and availability of urban services; Crane Landing is an infill project for residential uses as defined by the Lee Plan.

Policy 5.1.3 directs high density residential development to locations near employment centers, shopping centers, and schools. A K-8 school, The North Fort Myers Academy of the Arts, is adjacent to Crane Landing's southern boundary. The school can be accessed by future residents from N. Tamiami Trail via Laurel Drive and Garden St. A Publix shopping plaza, as well as other neighborhood convenience businesses are located at the intersection of N. Tamiami Trail and Del Prado Blvd, west of the subject property. The shopping center can serve the retail convenience

needs of future residents. Crane Landing is located in an area where access to schools and shopping centers is available consistent with Policy 5.1.3.

Consistent with Policy 5.1.5, the Crane Landing project will complement the existing and anticipated residential use in the neighborhood and provide buffers to protect abutting less dense residential uses from encroachment. Crane Landing required open space, buffering, and recreations areas for future residents consistent with Policy 5.1.6, which requires high density and multifamily developments to provide open space, buffering and recreational facilities. As required by Policy 5.1.7, community recreational facilities provided for future residents will be accessible along interconnected sidewalks within the community allowing bicycle and pedestrian access to community amenities.

Planning Community

The North Fort Myers Community Plan is established in Goal 30. The intention of the Community Plan is to create a livable, economically viable area with compact mixed-use development in the form of town and neighborhood centers to attract investment to revitalize older neighborhoods and commercial corridors. New investment in the North Fort Myers Planning Community will stabilize and enhance existing neighborhoods and support adjacent employment and shopping areas. Crane Landing is consistent with the intention of Goal 30, as the project will provide the desired investment within an existing neighborhood. The requested amendment will also provide additional housing options within the North Fort Myers Community as encouraged by Policy 30.1.3. Crane Landing is an infill project in an established neighborhood with existing and expected development and represents new investment in an area adjacent to employment centers and commercial areas with full access to all urban services.

Design standards for development in the North Fort Myers Plan are incorporated in Chapter 33 of the Land Development Code. The Crane Landing RPD amendment updates the design of the community and repurposes the golf course to provide a variety of housing options. Sidewalks will be provided within the RPD to provide residents the opportunity to utilize onsite recreational areas, as well as access the sidewalk along Del Prado Blvd allowing interconnection to the surrounding commercial uses to the west. Most of the design standards provided for the North Fort Myers area are intended for mixed use and town center developments. The Crane Landing community is a residential development which will blend with the existing residential communities in the area and provide population density to support future mixed-use town center development.

The Crane Landing project is adjacent to an existing large lot residential subdivisions along a portion of the south boundary line. A large lot residential subdivision is defined as “an existing subdivision with minimum lot sizes that exceed 14,520 square feet and were existing or approved prior to January 10, 2012.” The Crane Landing design is sensitive to the interface between the existing large lot residential subdivision development in the area and the moderate density development within the project boundary. Landscape buffering consistent with the North Fort Myers Plan is provided along the southern boundary line pursuant to LDC Section 33-1543 and

consistent with Goal 30. A 30-foot landscape buffer is provided along the southern boundary when abutting lots are larger than 14,520 square feet and part of existing large lot residential subdivisions. Additional buffering is proposed along the other property boundaries. Community recreation buildings are located internal to the community and some distance from the southern boundary so the required 50-foot setback between these structures and large lot residential subdivisions is not necessary.

Transportation

Goal 39 and the associated objectives and policies establishes the link between land use and transportation facilities. The goal and associated policies require new development to be evaluated against available transportation capacity. A traffic analysis provided by David Plummer & Associates; Inc. is attached to the application to demonstrate consistency with Goal 39.

Main access to the property is provided from Del Prado Blvd with a secondary emergency access provided to Garden Street at the southern boundary. The requested rezoning is eliminating 250 multifamily residential units and 80 assisted living units. The unit types that were eliminated are replaced by 250 single family residential units which is more consistent with the surrounding communities. As a result of the change in the type of units, the project's AM peak hour trip generation rate will increase by 57 external trips and the PM peak hour trips will increase by 89 trips, however, the overall daily trip generation will decrease by 80 trips. A less than 1 vehicle trip per minute increase is anticipated for ingress or egress during peak hours from the Crane Landing entrance on Del Prado Blvd. The increase in peak hour trips does not meet the threshold of a substantial impact.

Del Prado Blvd is currently operating at LOS F according to the 2020 Lee County LOS and Concurrency Report. Del Prado Blvd is slated for improvement from a 2-lane facility to a 4-lane facility by the 2045 Transportation Plan. Impacted roadway links continue to operate as LOS F with and without the requested project modifications. As a result, no roadway improvements are warranted by the slight change in peak hour trips. It is anticipated that project transportation impacts will be mitigated by impact fees assessed at the time of construction. The development is consistent with Goal 39 and the associated policies as demonstrated by David Plummer & Associate's traffic analysis.

Resource Protection

Goal 60 and Goal 61, along with the supporting objectives and policies, speak to the protection of water resources throughout the development process and state that new development must not degrade surface and ground water quality. The subject property will be required to secure Environmental Resource Permits and Development Orders prior to construction occurring on-site. At this time, one DO is in process and another DO was previously approved to permit construction of the northern phase of the RPD. As part of the continuing permitting process, a full review of the proposed stormwater management plan will occur by SFWMD and Lee County to ensure surface and groundwater is not degraded.

The Lee Plan Goal 123 and its supporting objectives and policies provides for the protection of wetland and upland habitats as well as species diversity. A discussion of Goal 123 was included with Goal 4 and Standard 4.1.4. Furthermore, Lee Plan Goal 125 speaks directly to water quality being maintained or improved for the protection of the environment and the people of Lee County. In compliance with policy 123.1.2 the proposed development will not degrade surface and groundwater quality. This is achieved via the proposed stormwater system which includes retention/detention areas. Additionally, policy 125.1.3 furthers states that artificial stormwater systems must not pollute freshwater and estuarine systems and they must also minimize nutrient loading. This can be achieved through water quality monitoring which is being proposed at the development order stage in compliance with policy 125.1.4. The applicant has included a copy of proposed conditions for the Planned Development Amendment which bring forward existing conditions and incorporate new conditions. The applicant is proposing to condition a Water Quality Monitoring Plan as part of the Planned Development Amendment and has outlined the elements to be monitored as part of the proposed condition.

Cindy Leal Brizuela

From: Rick Jones <r.jones@northfortmyersfire.com>
Sent: Thursday, June 3, 2021 1:52 PM
To: Dave Underhill
Subject: RE: Crane Landing

Dave,

The North Fort Myers Fire District has No Objection to the proposed Tee turnaround in leu of a standard cul-de-sac. Please let me know if this email will meet your needs or will you need correspondence on our letterhead?

Respectfully,

Rick Jones
Fire Marshal
N. Ft. Myers Fire District
239-731-1931

From: Dave Underhill <DUnderhill@BanksEng.com>
Sent: Wednesday, June 02, 2021 9:12 AM
To: Rick Jones <r.jones@northfortmyersfire.com>
Subject: Crane Landing

Rick
Attached is a site plan for Crane Landing. Lennar is rezoning the project to eliminate the golf course and do more of a single family mix. We have one short street where we are requesting a deviation to the LDC to allow the Tee turnaround instead of a standard cul-de-sac. Please confirm that this roadway configuration at the Tee intersection is acceptable for your needs. Give me a call if you have any questions or wish to discuss this matter. Thanks for your help.

David R. Underhill, Jr., P.E.
Vice President
BANKS ENGINEERING
CELEBRATING 25 YEARS IN BUSINESS 1992 - 2017
10511 Six Mile Cypress Parkway
Fort Myers, Florida 33966
Phone: (239) 939-5490
Fax: (239) 939-2523
Cell: (239) 940-8687

LEGEND:

= PRESERVE

= FILTER MARSH

= LAKE

= TREE PRESERVATION AREA

= PORTION OF EXISTING LAKE TO BE 4:1 SLOPE (DOS2005-00244)

= DEVIATION NUMBER

0 200' 400' 600'

GRAPHIC SCALE 1" = 200'

ZONED AG-2 (SLOANE'S GATE) (VACANT) SUBURBAN

A TYPE "B" BUFFER IS REQUIRED BETWEEN THE PROPERTY BOUNDARY AND ALL TOWNHOMES PER Z-04-019

NO BUFFER REQUIRED

UTILITY EASEMENT O.R. 1980, PG. 4491 & O.R. 2032, PG. 4712

WESTERLY R/W LINE OF THE FORMER S.A.L. RAILROAD

LEE COUNTY ELECTRIC COOPERATIVE EASEMENT AND RIGHT-OF-WAY O.R. 2403, PG. 1575

LEE COUNTY ELECTRIC COOPERATIVE EASEMENT AND RIGHT-OF-WAY O.R. 2368, PG. 3011

TRACT "P-2" (B1L20) (CONSERVATION EASEMENT) AREA: 9.51 AC ± ELEV.=15.7'

CREATED PRESERVE B1L20 (9.61 AC)

EXISTING/ENHANCED PRESERVE AREA (1.66 AC)

ZONED AG-2 VACANT/POND PUBLIC FACILITIES

SITE BOUNDARY

50' SEPARATION

ZONED AG-2 SCHOOL PUBLIC FACILITIES

30' TYPE 'B' BUFFER

ZONED TFC-2 MIXED USE RESIDENTIAL CENTRAL URBAN

CELL TOWER

ASPHALT PAVEMENT — GARDEN STREET

EXIT ONLY ACCESS (40' R.O.W.)

ZONED AG-2 ADULT LIVING/ NURSING HOME SUBURBAN

LIMIT OF 50' SEPARATION

30' TYPE 'B' BUFFER REQUIRED

50' SEPARATION

EXISTING UTILITY EASEMENT

N. SECOND ST. (LOCAL)

14' EXISTING PUE

WINONA DRIVE

TREE PRESERVATION AREA (2.21 AC)

ZONED MH-1 (LAKE ARROWHEAD) CENTRAL URBAN

LOT 5 LOT 4 LOT 3 LOT 2 LOT 1 WALSH SUBDIVISION (PLAT BOOK 34, PAGE 5)

75' PROPOSED DRAINAGE RIGHT-OF-WAY

LIMIT OF 50' SEPARATION

67.5 DRAINAGE EASEMENT (O.R. BOOK 1980, PAGE 3786)

15' EXISTING PUE (O.R. BOOK 1949, PAGE 482 & 483)

50' SEPARATION

MID LOOW DRIVE

100' ROW

1514'

LAKE B1L1

LAKE B1L7A

LAKE B1L3

LAKE B1L4

LAKE B1L8

LAKE B1L12

LAKE B1L9

LAKE B3L11

LAKE B1L5

LAKE B1L2

LAKE B1L6

LAKE B1L10

TOWNHOMES

LAKE

ZONED "R-1"

ZONED "R-2"

TRACT A 50'X130' SINGLE FAMILY

TRACT B 50'X130' SINGLE FAMILY

TRACT C 50'X130' SINGLE FAMILY

TRACT D 50'X130' SINGLE FAMILY

TRACT E 50'X130' SINGLE FAMILY

TRACT F 50'X130' SINGLE FAMILY

TRACT G 50'X130' SINGLE FAMILY

TRACT H 50'X130' SINGLE FAMILY

TRACT I 50'X130' SINGLE FAMILY

TRACT J 50'X130' SINGLE FAMILY

40' RIGHT OF WAY

100' RIGHT OF WAY

150' RIGHT OF WAY

6 MODELS & SALES OFFICE

2 MODELS & SALES OFFICE

189'

15' TYPE 'D' BUFFER REQUIRED

ZONED PUD (VACANT) SUBURBAN

DEL PRADO BLVD. CENTER LINE

1344'

DEL PRADO BLVD EXTENSION

COUNTY MAINTAINED MAJOR COLLECTOR

CLUBHOUSE/AMENITY TRACT (RA)

FILTER MARSH (5.20 AC)

TRACT "P-1" (B2L27) (CONSERVATION EASEMENT) AREA: 17.38 AC W.S.W.T.-ELEV.= 17.8'

EXISTING/ENHANCED PRESERVE B2L27 (15.72 AC)

FILTER MARSH

EXISTING 4:1 LAKE SLOPE

20' EXISTING PUE

40' DRAINAGE EASEMENT

DRAINAGE EASEMENT O.R. 3183, PG. 3942 RELEASED BY INSTRUMENT #2006000318763 AS AGREED UPON IN INSTRUMENT #2006000318761

150' ROAD RIGHT-OF-WAY (VACATED PER RESOLUTION No. 05-03-36, CASE VAC2004-00077 O.R. BOOK 4648 PGS 390-401)

TYP. 5' SWALE

CONC. WALL

60' DRAINAGE EASEMENT

ZONED RPD (SABAL SPRINGS) SUBURBAN

NO BUFFER REQUIRED

DRAINAGE EASEMENT PER SABAL SPRINGS GOLF & RACQUET CLUB UNIT FOUR C (PLAT BOOK 68, PAGES 41-45)

NO BUFFER REQUIRED

LIMIT OF 50' SEPARATION

15' TYPE 'B' BUFFER REQUIRED

ZONED MH-1 (SAN SOUCI) CENTRAL URBAN

PREPARED FOR:

CL VENTURES LLC

13100 WESTLINKS TERRACE
FORT MYERS, FLORIDA 33913

NO.	DATE	REVISION DESCRIPTION	BY
5	12-3-20	MODIFIED PODS E-L	JLW
4	8-6-20	ELIMINATED R/W VACATION NOTE	JLW
3	7-7-20	CLARIFY PERIMETER 50' SEPARATION/BUFFER	JLW
2	5-27-20	CLARIFIED EXISTING DRAINAGE EASEMENT	JLW
1	5-21-20	UPDATED SITE PLAN FOR NORTHERN PORTION OF THE PROJECT	JLW

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FORT MYERS, FLORIDA 33966
PHONE: (239) 939-5490 FAX: (239) 939-2523

ENGINEERING LICENSE # EB 6469
SURVEY LICENSE # LB 6690

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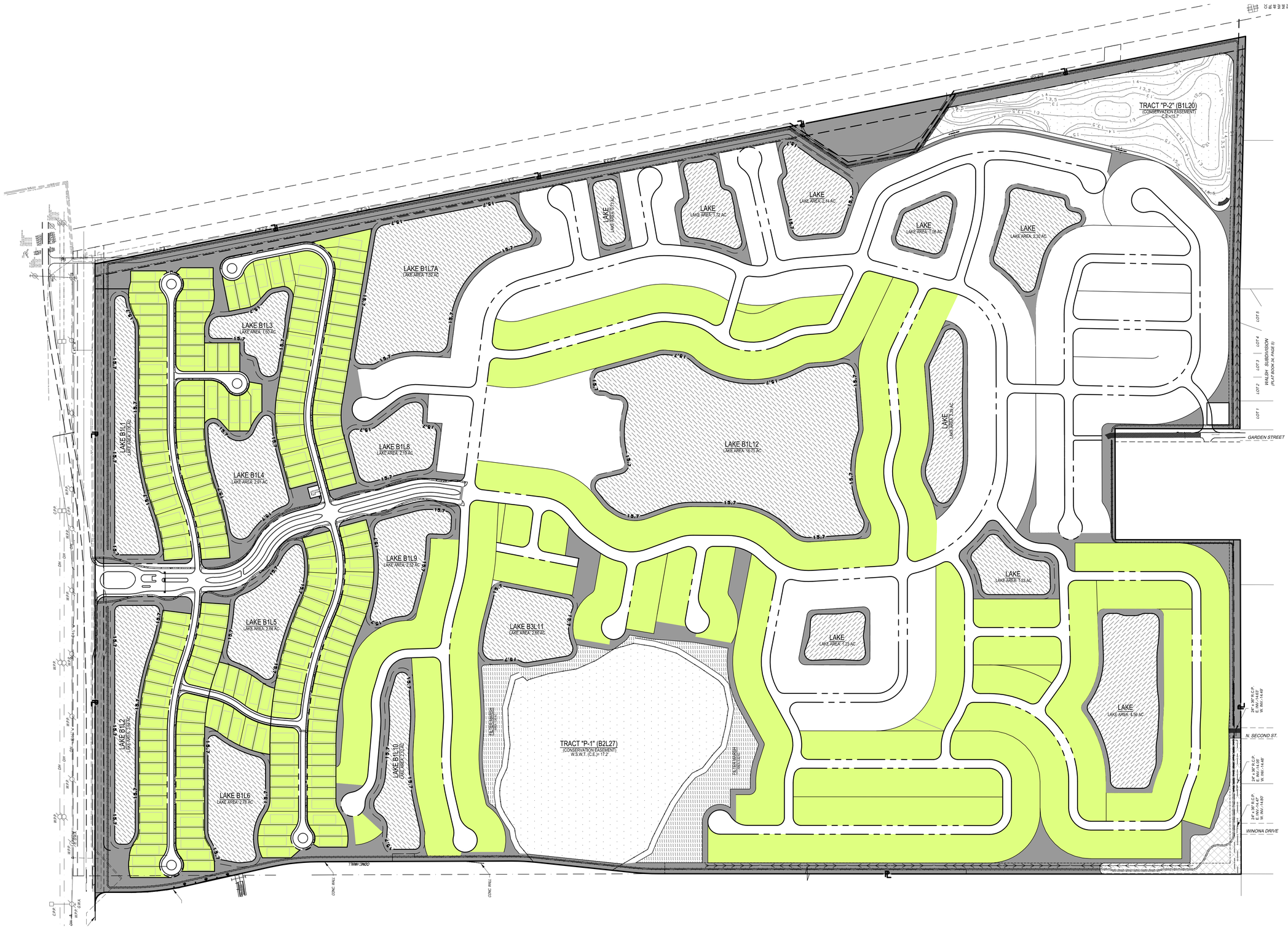
MASTER CONCEPT PLAN

PALERMO (fka CRANE LANDING)

LEE COUNTY, FLORIDA

DATE	PROJECT	DRAWING	DESIGN	DRAWN	CHECKED	SCALE	SHEET
2-18-21	1960	_MCP	DRU	KG	DRU	1"=200'	1



LEGEND:

- LAKE (±67.39ac.)
- WETLAND/PRESERVE (±28.73ac.)
- FILTER MARSH (±5.22ac.)
- OPEN SPACE (±52.60ac.)
- 6,500 SF LOTS (±120.63ac.)
- TREE PROTECTION AREA (±2.21ac.)

OPEN SPACE CALULATION:

PROJECT AREA =385.64ac.

REQUIRED OPEN SPACE =40%

OPEN SPACE NOT REQUIRED
FOR LOTS GREATER THAN 6,500SF

AREA OF LOTS GREATER THAN
6,500SF =120.63ac.

REQUIRED OPEN SPACE
=385.64ac.-120.63ac=265.01ac.
265.01 x 40% = 106ac.

OPEN SPACE PROVIDED:

WETLAND PRESERVE	28.73ac.
FILTER MARSH	5.22ac.
TREE PROTECTION AREA	2.21ac.
OPEN SPACE	52.34ac.
LAKES*	26.5ac.
TOTAL PROVIDED:	114.64ac.

*LAKE AREA LIMITED TO 25% OF REQUIRED
OPEN SPACE = 106ac./4 = 26.5ac.

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OPEN SPACE EXHIBIT

PALERMO

LEE COUNTY, FLORIDA

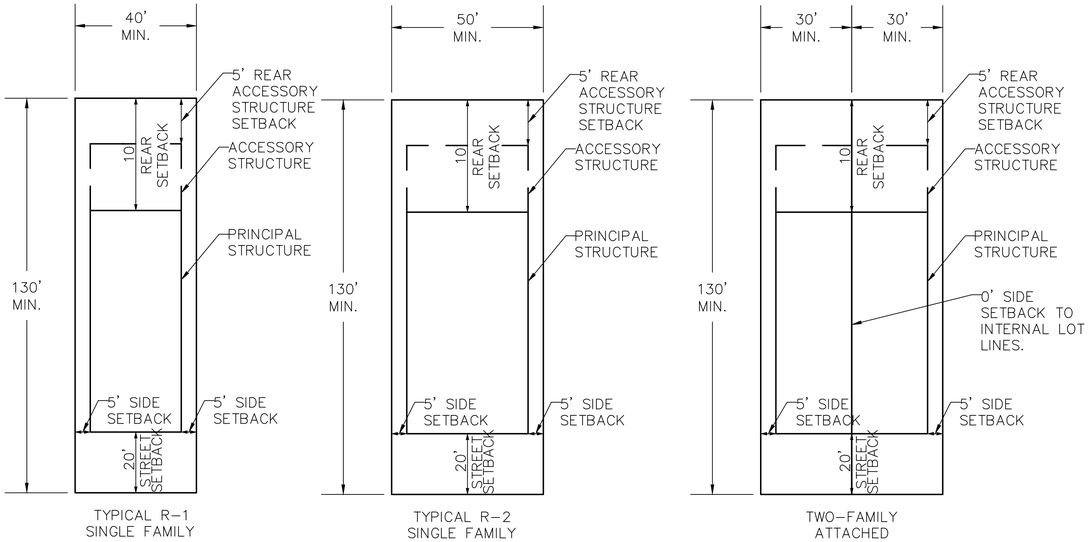
DATE	PROJECT	DRAWING	DESIGN	DRAWN	CHECKED	SCALE	SHEET
2-19-2021	1960	OPEN SPACE	DRU	KG	DRU	1"=200'	02

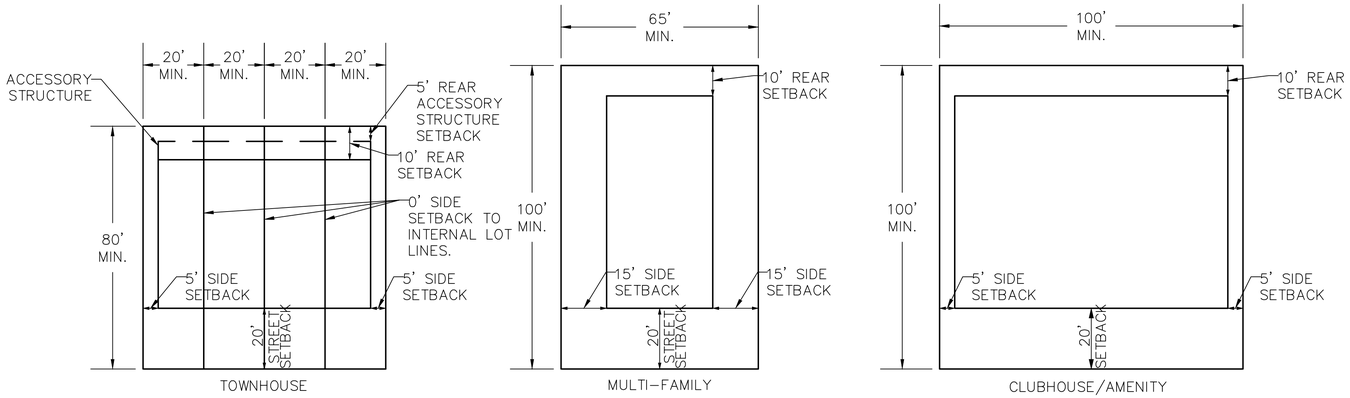
S:\JOBS\1960\LEGAL 2019\DRAWINGS\EXHIBITS\1960-FUTURE-OPEN SPACE_5-18-21.DWG 5/21/2021 8:58 AM KEVIN GONZALEZ

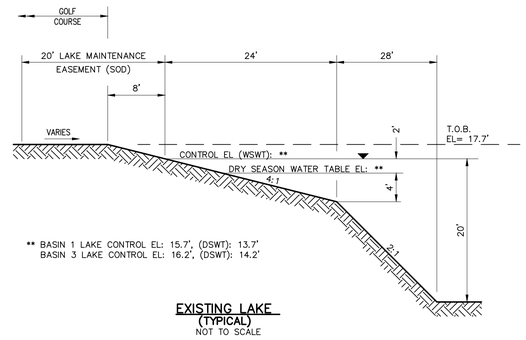
RESIDENTIAL PROPERTY DEVELOPMENT REGULATIONS								
LAND USES	MIN LOT AREA (SF)	MIN LOT WIDTH (FT)	MIN LOT DEPTH (FT)	MIN STREET SETBACK (FT)	MIN SIDE SETBACK (FT)	MIN REAR LOT SETBACK (FT)	MAX BUILDING HEIGHT (FT)	MAX LOT COVERAGE (%)
R-1 SINGLE-FAMILY	5,200	40	130	20	5	10/5	35	50
R-2 SINGLE-FAMILY	6,500	50	130	20	5	10/5	35	45
TWO-FAMILY ATTACHED	3,900	30	130	20	5/0	10/5	35	40
TOWNHOUSE	1,600	20	80	20	5/0	10/5	45	65
MULTI-FAMILY	6,500	65	100	20	15	10	45	80
CLUBHOUSE/ AMENITY SITE	10,000	100	100	20	5	10	45	40

NOTES:

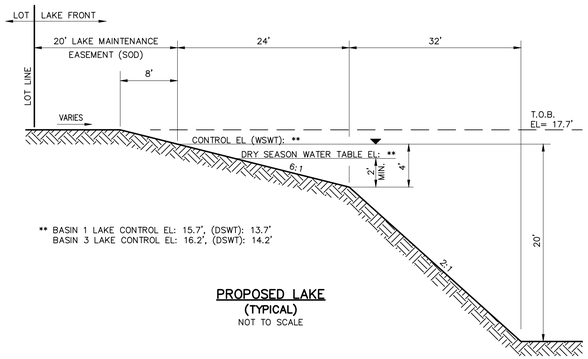
1. A MINIMUM 25' PRINCIPAL STRUCTURE SETBACK IS REQUIRED FOR ANY STRUCTURE ABUTTING AN INDIGENOUS PRESERVE.
2. CORNER LOTS, SECONDARY FRONTAGE IS TREATED AS SIDE YARD SETBACK.







EXISTING LAKE (TYPICAL)
NOT TO SCALE



PROPOSED LAKE (TYPICAL)
NOT TO SCALE

PREPARED FOR:

CL VENTURES
13100 WESTLINKS TERRACE
FORT MYERS, FLORIDA. 33913

NO.	DATE	REVISION DESCRIPTION	BY

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NOTES & TYPICAL CROSS SECTIONS
PALMERO (fka CRANE LANDING)
LEE COUNTY, FLORIDA

DATE	PROJECT	DRAWING	DESIGN	DRAWN	CHECKED	SCALE	SHEET
2-19-21	1960	_NOTES	DRU	KG	DRU		03

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Palermo/Crane Landing RPD Request

Neighborhood Information Meeting

Meeting Summary

A Neighborhood Information Meeting for the Palermo/Crane Landing RPD request was advertised for June 10, 2021 in room 102A at the North Fort Myers Recreation Center, 2000 North Recreation Park Way, North Fort Meyers, Florida. The meeting was advertised to begin at 6 PM and hosted by Tina Ekblad, MPA, AICP, LEED AP of Morris Depew Associates on behalf of the applicant. There were no attendees at the meeting.

Enclosures
- Mail Notice
- Copy of Ad
- Publication Affidavit

PUBLIC MEETING NOTICE

Notice of Public Meeting: An information meeting will be conducted as required by Lee County Land Development Code on Thursday June 10, 2021, at 6 PM. The meeting will include a presentation by Morris-Depew Associates regarding an application to amend the Residential Planned Development for parcels identified as Crane Landing off Del Prado Blvd N. This application requests to modify the previous approvals of the Palermo Residential Planned Development to eliminate the golf course. No additional dwelling units are proposed. The Public meeting will be held at the North Fort Myers Recreation Center Room 102A, 2000 North Recreation Park Way, North Fort Myers, FL 33903. Please contact Tina M. Ekblad, President/Planning Director at Morris Depew Associates for additional information, tekblad@m-da.com or 239-337-3993.

The weather was nothing short of spectacular, a record number of teams played in the featured tourney, and the civic association raised more money than it has than at any other fundraiser in its history.

Teams with names like the Gypsy Outlaws, Ball Hawgs and the Over the Hill Gang were among the 17 to play in the tournament that is usually held in February to coincide with the start of spring training.

With the pandemic, the modified tournament event to replace Civic's annual Wiffle Ball Bash was held back some three months. Not only did it not impact the event negatively, it seemed a relief for many to finally get outside and enjoy the April-like weather conditions that made NBC-2 meteorologist Allyson Rae happy, as she also played in the competition.

Doug Dailey, event organizer, said everything came together nicely, even if it was a bit windy, which helped result in many more home runs as the fields on the west side of the facility had the wind at the hitters' backs.

"We have rule changes. After last year where we had games end 1-0, we had a 14-0 game today as well as a 7-4, a 5-3 and everyone seems to like the rule changes," Dailey said. "We've exceeded the last two tournaments in fundraising."

and a silent auction for items such as gift baskets, a bicycle, scooters, signed memorabilia and much more.

The charity tournament featured the Might Mussel Mascot, as well as raffles and a silent auction for items such as gift baskets, a bicycle, scooters, signed memorabilia and much more.

For those playing in the tournament, it was an opportunity to give back to the community while having fun at the same time.

George Iwanow, who owns All-Superior Auto with his wife, Christy-Lee, who is also civic vice president, said it was about supporting a local cause.

"It's good stuff. We do things like Santa in Palmona because it's about the kids. This gets people together to see all the local businesses," Iwanow said. "We support this cause and we're trying to make this community a better place."

Nicholas Haupt, who played for Gypsy Outlaw, a women's fashion boutique in Fort Myers, said it was all about supporting North Fort Myers, which they have in this tournament all three years.

"It's a good time with good people supporting the community," said Haupt, who lives in North Fort Myers. "We grew up here."

Rae, wearing a ball cap and sunglasses to make herself low key, is a huge supporter of North Fort Myers and causes, even hosting the tree lighting ceremony at the rec center in 2019.

"I'm supporting North Fort Myers and the Outlaws. People need to know how awesome this community is," Rae said.

Of course, there can only be one winner, and that was the Titan Ball Hawgs, who defeated the Mavericks 2-0 in the championship game.

PUBLIC MEETING NOTICE

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NORTH FORT MYERS NEIGHBOR
PUBLISHED WEEKLY
NORTH FORT MYERS, FLA
Affidavit of Publication
State of Florida
County of Lee

Before the undersigned authority personally appeared Cecilia Yndart who on oath says that he/she is the ADVERTISING REPRESENTATIVE of the North Fort Myers Neighbor newspaper, published at North Fort Myers, Lee County, Florida that the attached copy of advertisement, being a Display Ad 3x3.25, in the matter of Public Meeting Notice, published in said newspaper in the issues of May 26, 2021. Affiant further says that the said North Fort Myers Neighbor is a newspaper published at North Fort Myers, said Lee County, Florida and that the said newspaper has heretofore been continuously published in said Lee County, Florida, weekly, and has been entered as a second class mail matter at the post office in Fort Myers in said Lee County, Florida for a period of one year preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said Newspaper.

SWORN TO AND SUBSCRIBED
Before me this May 26, 2021
Notary Public

SUSAN M. DATO
Notary Public - State of Florida
Commission # GG 286101
My Comm. Expires Jan 21, 2023
Bonded through National Notary Assn.

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Crane Landing
Proposed Conditions

Demonstrates only those conditions relating to the Crane Landing RPD, Sabal Springs is removed.

REQUEST A) – REZONING TO RPD – CRANE LANDING

SECTION B. CONDITIONS:

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

1. The development of this project must be consistent with the two-page Master Concept Plan entitled "CRANE LANDING MASTER CONCEPT PLAN" ~~(Sheet No. 2 and 3)~~ stamped received ~~July 28, 2004~~ XXXX except as modified by the conditions below. This development must comply with all requirements of the Lee County LDC at time of local development order approval, except as may be granted by deviation as part of this planned development. If changes to the Master Concept Plan are subsequently pursued, appropriate approvals will be necessary.
2.
3. The following limits apply to the project and uses:
    a. Schedule of Uses

    Residential R-1

    ACCESSORY USES AND STRUCTURES

    ~~ADMINISTRATIVE OFFICES~~

    ~~AGRICULTURE – Subject to limitations in Condition 8~~

    ~~ASSISTED LIVING FACILITIES – in compliance with LDC 34-1411 and LDC 34-1494. On the MULTI-FAMILY, TOWNHOUSE, DUPLEX/FOURPLEX, PATIO HOMES TRACTS ONLY, 80 BED MAXIMUM. Amendment to the planned development required for over 80 beds.~~

    ~~CONSUMPTION ON PREMISES – Up to a 4-COP. In conjunction with Country Club/Clubhouse only. Indoor seating only. Limited hours from 8:00am to 12:00 midnight, daily.~~

    ~~COUNTRY CLUB – on the parcel labeled "CLUBHOUSE" on the approved MCP, limited to a maximum +/- 24,000 Square-foot building.~~

    ~~COMMUNITY RESIDENTIAL HOME – serving one to six unrelated residents as defined in LDC 34-2~~

    DWELLING UNITS~~, may be any MIX of the following. Total not to exceed 1,229:~~

        SINGLE-FAMILY~~: 500-615~~minimum 5,200 SF

~~DUPLEX, TWO-FAMILY ATTACHED: 50-100~~
~~TOWNHOUSES, 4-PLEXES, PATIO HOMES: 50-100~~
~~MULTI-FAMILY: 400-515~~
~~DAY CARE (CHILD OR ADULT) – Maximum of one facility in Multi-family portion only, in compliance with LDC 34-203(e)(9)~~
ENTRANCE GATE AND GATEHOUSE ~~– in compliance with LDC 34-1748~~
ESSENTIAL SERVICES
ESSENTIAL SERVICE FACILITIES, GROUP I
EXCAVATION, WATER RETENTION~~– NO BLASTING. Removal of excavated material is not permitted off site.~~
FENCES, WALLS, ENTRANCE GATES
~~GOLF COURSE – 18 holes, putting greens, driving ranges, and maintenance facilities~~
~~HOME CARE FACILITIES – three person or fewer as defined in LDC 34-2~~
HOME OCCUPATION – in compliance with LDC 34-1771
MODEL HOMES, MODEL DISPLAY CENTER, MODEL UNITS ~~– in compliance with LDC 34-1951 et seq, Limited to 9 at "GENERAL MODEL HOME LOCAITONS" on the approved Master Concept Plan~~
PARKING LOT, ACCESSORY
REAL ESTATE SALES OFFICE ~~– LIMITED TO MODEL HOME LOCATIONS ONLY, AND THE CLUBHOUSE. Sales of lot or units within the Crane Landing development only~~
~~RECREATIONAL FACILITIES, PERSONAL & PRIVATE – RECREATION AREAS, CLUBHOUSE TRACTS ONLY. Consisting of swimming pools, swimming platforms, docks, fishing piers, cabanas, tennis/sports courts, playgrounds, vending machines and restrooms~~
RESIDENTIAL ACCESSORY USES
SIGNS, in accordance with Chapter 30
TEMPORARY USES, ~~in compliance with LDC 34-3041~~ limited to construction trailers at the time of development

Residential R-2
ACCESSORY USES AND STRUCTURES
DWELLING UNITS
SINGLE FAMILY, MINIMUM 6,500 SF
TWO FAMILY ATTACHED
TOWNHOMES
MULTI-FAMILY
ENTRANCE GATE, GATEHOUSE
ESSENTIAL SERVICES
ESSENTIAL SERVICE FACILITIES, GROUP I
EXCAVATION, WATER RETENTION
FENCES AND WALLS

HOME OCCUPATION
MODEL HOME AND MODEL UNIT
MODEL DISPLAY CENTER
PARKING LOT, ACCESSORY
REAL ESTATE SALES OFFICE
SIGNS
TEMPORARY USES, limited to construction trailers at the time of development

Residential Amenity RA
ACCESSORY USES AND STRUCTURES
ADMINISTRATIVE OFFICES
CONSUMPTION ON PREMISES
CLUB, PRIVATE
ESSENTIAL SERVICES
ESSENTIAL SERVICE FACILITIES, GROUP I
EXCAVATION, WATER RETENTION
FENCES AND WALLS
FOOD & BEVERAGE SERVICE, LIMITED
MODEL DISPLAY CENTER
PARKING LOT, ACCESSORY
RECREATIONALY FACILITIES, PRIVATE
REAL ESTATE SALES OFFICE
SIGNS
TEMPORARY USES

Wireless Communication Facility WC
Communication Facility, Wireless, requires separate approval by Special Exception

Justification: Revisions made to promote clarity as to which use will be located on different development tracts as keyed to Master Concept Plan. Uses revised to reflect current request. It is not the applicant's intention to approve a Wireless Communication Tower as part of this request but simply identify where one could be located if approved by a separate Special Exception approval meeting the LDC requirements for such facilities.

b. Site Development Regulation for Crane Landing RPD:

Land Use	Min Lot Area (SF)	Min Lot Width ~~(1)~~	Min Lot Depth	Setbacks (FT) (6)				Max Ht. (FT)	~~Floors~~	% Lot Cov. Max
				Road ~~(2)~~	Side ~~(3)~~ Ext/Int	Rear ~~(4)~~ Prnc/ Acc	~~Water (5)~~			

R-1 Single Family ~~ESTATE~~	~~8,625~~ 5,200	~~75/82.5~~ 40	~~115~~ 130	~~25/~~ 20	~~7.5/15~~ 5	~~20~~10/5	~~20/5~~	35	~~2~~	~~45~~ 50
R-2 Single Family ~~STANDARD~~	~~7,475~~ 6,500	~~65/67.5~~ 50	~~115~~ 130	~~25/~~ 20	5~~/15~~	~~20~~10/5	~~20/5~~	35	~~2~~	45
~~Single Family EXECUTIVE~~	6,325	55/57.5	115	25/20	5/15	15/5	~~20/5~~	35	~~2~~	50
~~Patio (~~Two Family Attached~~)~~	~~3,225~~ 3,900	~~35/42.5~~ 30	~~95~~ 130	~~25/~~ 20	5/0~~/15 (7)~~	10/5	~~20/5~~	~~35~~ 45	~~2~~	~~55~~40
Townhomes	~~2,250~~ 1,600	~~30~~ 20	~~75~~ 80	~~25/0~~ 20	5/0	10/5	~~20/5~~	45	~~3~~	~~100~~ 65
Multifamily	6,500	65	100	~~25~~ 20	~~25~~ 15	~~25/5~~ 10	~~20/5~~	45	~~3~~	~~50~~ 80
ALL OTHER NON-RESIDENTIAL BUILDING INCLUDING CLUBHOUSE AND RECREATION BUILDINGS.										
Clubhouse/Amenity site	~~N/A~~ 10,000	~~N/A~~ 100	~~N/A~~ 100	~~25/~~ 20	~~20/10~~ 5	~~20/~~10	~~20/10~~	~~35~~ 45	~~2~~	~~50~~ 40

Unless modified by approved deviations or subject to other conditions

~~**NOTES:**~~

~~**1.Width: Regular then corner lots.**~~ ~~**2. Road Setback: Arterial then local.**~~

~~**3.Side: Regular then local road**~~ ~~**4. Rear: Principle then accessory**~~

~~**5.Water: Principle then accessory**~~ ~~**6. Preservation Areas: 10-foot minimum setback for all structures including accessory**~~

~~**7.Side, opposite side, local road**~~ ~~**8. Condominium, Duplex, Quadraplex, Apartment, ALF.**~~

Justification: Revisions made to reflect current request.

~~Minimum Open Space 154.48 acres~~

Justification: Please see Condition 14.

~~Minimum building separation of 20 feet for all multi-family and attached dwelling unit buildings.~~

Justification: Please see Condition 15.

~~4. Golf Course Conditions:~~

~~a. The golf course developer must use fertilizers with a low leaching potential (slow release). Fertilizers must not be applied after active growth of the turfgrass has ceased, and must be kept to the lowest reasonable levels; and~~

~~b. The application of pesticides will involve only the purposeful and minimal application of pesticides, aimed only at identified targeted species. The regular widespread application f broad spectrum pesticides is prohibited. The UIPM program must minimize the use of pesticides and must include the use of the U.S. Department of Agriculture – Natural Resources Conservation Service (USDA-NRCS) Soil Pesticide Interaction Rating guide to select pesticides for use that have a minimum potential for leaching or los from runoff. The nutrient management program must be based upon the UDA-NFCS Nutrient Management Standard and must include the use of soil tests to determine needed~~

~~applications of nutrients. Only EPA-approved chemicals may be used. Turf managed areas (including fairways, tees and greens) are prohibited within 35 feet of wetlands or preserve areas. The applicant may be allowed to reduce this setback from wetland or preserve areas to a minimum of 15 feet with an average of 25 feet (or to zero feet if a structural buffer is used), if it is approved administratively by the Department of Community Development. The chemical management plan must be reviewed and approved by Lee County Natural Resources Division prior to development order approval.~~

~~c. The golf course manager must coordinate the application of pesticides with the irrigation practices (the timing and application rates of irrigation water) to reduce runoff and the leaching of any applied pesticides and nutrients.~~

~~d. The Developer must utilize a golf course manager licensed by the state to use restricted pesticides and experienced in the principles of IPM. The golf course manager is responsible for ensuring that the golf course fertilizers are selected and applied to minimize fertilizer runoff into the surface water and the leaching of those same fertilizers into the groundwater.~~

~~e. The storage, mixing, and loading of fertilizer and pesticides must be designed to prevent/minimize the pollution of the natural environment.~~

~~f. Prior to the issuance of local development order approval, the developer must demonstrate compliance with "Best Management Practices fo Golf Course Maintenance Departments," (as they apply to physical improvements) prepared by the Florida Department of Environmental Protection, as amended, as outlined below:~~

~~(1) The development order must demonstrate separate mixing and loading facilities for pesticides and provide a separate pesticide storage area, in compliance with materials specified in the above referenced document. The development order must demonstrate separate mixing and loading facilities for fertilizer, and provide a separate fertilizer storage area, in compliance with materials specified in the above referenced document. The development order must demonstrate separate mixing and loading facilities for fertilizer, and provide a separate fertilizer storage area, in compliance with materials specified in the above referenced document.~~

~~(2) The development order plans must specify the construction material for all buildings in compliance with "Best Management Practices for Golf Course Maintenance Departments."~~

~~(3) Equipment to apply pesticides and fertilizers must be stored in an area protected from rainfall.~~

~~g. The golf course must be planted with a turfgrass cultivated variety that is drought and pest resistant, while requiring relatively low fertilizer use;~~

~~h. The irrigation system must operate on an "as needed" basis through the utilization of weather forecasting and ongoing assessment of the moisture content of the soil.~~

~~i. All fairways, greens, and tees must be elevated above the 25-year flood level, and all green must utilize underdrains. The effluent from these underdrains must be treated in accordance with the goals of the Audubon Cooperative Sanctuary Program. Treatment may include directing outflow to water quality basins for detention, buffer areas for filtration, or through specially constructed filtration units.~~

~~j. Stormwater run-ff must be pre-treated through an acceptable recreated natural system or dry retention or detention and water retention system, prior to discharging the run-off into existing lake or wetland (any aquatic) systems.~~

~~k. The operator of the golf course, or its assigns, must submit an annual monitoring report of ground water and surface water quality. The monitoring program must include: testing to assess whether there are any unacceptable increased levels of herbicide, pesticide or fertilizer at project outfalls; identifying the locations for the ground water monitoring and testing on a map(s); setting forth the testing and recording requirements. The Developer must submit the test results with the monitoring report to the Lee County Natural Resources Division. The monitoring program will be established and operated at the expense of the Developer, or other comparable legal entity charged with the legal responsibility of managing the golf course. The monitoring plan will continue in perpetuity. This plan will be approved by the Division of Natural Resources and evaluated in accordance with the directives of Chapter 62-302 FAC, water quality standards.~~

~~l. If groundwater or surface water pollution occurs, as that term is defined by applicable state and federal rules or regulations, and if the pollution is caused by the application of fertilizers, herbicides or pesticides to the golf course, the application of the material containing the pollutant must cease until there is a revised management plan. If mitigation is necessary to address the pollution, a mitigation plan approved by Lee County must implemented by the Developer.~~

~~m. Prior to development order approval for the golf course, the developer must submit results of the pre-development groundwater analysis. The submittal must include the proposed plan for the surface water analysis. The analysis is intended to establish baseline data for groundwater and surface water monitoring for the project. The water quality monitoring plans must be designed to identify those nutrients and chemicals that are anticipated to be associated with the golf course.~~

Justification: The purpose of this amendment is to eliminate the golf course.

~~5. No development blasting is permitted as part of this project unless approved at a subsequent public hearing as an amendment to the planned development.~~

Justification: Blasting is no longer regulated by the Land Development Code.

6. All buffers must utilize 100 percent native vegetation.
7. All accessory structures must be set back a minimum of 10 feet from the boundary of the "Preserve" areas as shown on the Master Concept Plan, and other structures must comply with the setback requirements set out in Condition 2b hereinabove.

~~8. GOLF MAINTENANCE FACILITY~~

~~A stand-alone golf course maintenance facility for the Crane Landing golf course must be located within Crane Landing property as defined in this RPD and not within the Sabal Springs Property. There will be no interconnection between this facility and the Sabal Springs property. There will be no interconnection between the Sabal Springs maintenance facility and the Crane Landing~~

~~property. An Administrative Amendment to this RPD must be obtained to provide for the location of the golf course maintenance facility within the Crane Landing property.~~
Justification: The purpose of this amendment is to eliminate the golf course.

9. AGRICULTURAL USES: Existing bona fide agricultural uses on this site are allowed only in strict compliance with the following:
    a. Bona fide agricultural uses as shown on attached **Exhibit D** may continue until approval of a local development order for the area of the project containing those uses.
    b. Additional clearing of trees or other vegetation in agricultural areas is prohibited. Existing areas of bona fide agricultural uses may be maintained, i.e., mowed, but not cleared or expanded. This prohibition is not intended to preclude County approved requests for the removal of invasive exotic vegetation.
    c. The property owner must terminate the agricultural tax exemption for an portion of the property that receives a local development order. The agricultural use must cease by December 31st of the calendar year in which the local development order is issued. The exemption termination must be filed with the Property Appraiser's Office by December 31st of the calendar year in which the local development order is issued. A copy of the exemption termination must be provided to the Office of the County Attorney.

10. Model homes and real estate sales:
    a. The number of model homes or model units will be limited to no more than nine (9) within the development, at any point in time.
    b. Any model homes or units or real estate sales ~~may be developed only within any of the 9 properties identified as "General Model Home Locations" on the approved Master Concept Plan~~ must be identified on the development order plans.
    c. Real estate sales will be limited to the sale of lots or unit within the Crane Landing development only.
    d. Models cannot be the same floor plan and each must be a separate different design.

    Justification: The applicant desires to identify the model home locations at the time of DO to eliminate the need for multiple Administrative Amendments to the Master Concept Plan when model homes are sold and new models constructed.

11. Prior to local development order approval, the 150-foot right-of-way on the western boarder of the subject property must be vacated.

12. Remove the Zoning Notes on the MCP. The following condition will be in lieu of those Zoning Notes:

    In an effort to enhance compatibility of this project with the surrounding property, the Master Concept Plan denotes a minimum 50-foot-wide ~~separation/buffer~~ ~~(~~enhanced setback~~)~~ in various locations around the periphery of the development. These 50-foot-wide ~~separation buffers~~ ~~(~~enhanced setbacks~~)~~ may contain existing and/or proposed utility and/or

drainage easements or berms that could preclude the planting of buffer trees through out the entire width of these areas.

It is the intention of this development to also provide whatever minimum planting strips necessary to accommodate all standard buffers as may be required by both the Lee County Land Development Code and this resolution. The specific locations and planting composition of those standard buffers will be depicted during the local development order process. A minimum 20-foot-wide planting strip, within the enhanced setback, is available for this purpose.
Justification: The applicant desires to amend this condition to promote clarity. The purpose was not to plant and enhance the required for a 50ft wide area. Rather it was to provide a 50ft separation or setback that the required buffer could be within.

13. The multi-family buildings, ~~patio homes~~ two family attached, and townhouses must be separated from properties outside the subject property boundaries (regardless of use or zoning) by a minimum Type B buffer (minimum 15 feet in width, five trees per 100 linear feet, double staggered hedge row). This requirement will also apply to the clubhouse in the event it is moved to a development area which abuts the perimeter of the project.
Justification: Patio homes are not defined in the Land Development Code. This revision would promote consistency and clarity with the LDC.

14. Prior to local development order approval, the landscape plans must demonstrate that a minimum 154.48 acres of common open space is provided for the overall project.

15. Buildings exceeding 35 feet in height must maintain additional building separation as regulated by LDC 34-2174(a).

16. Approval of this zoning request does not address mitigation of the project's vehicular or pedestrian traffic impacts. Additional conditions consistent with the Lee County LDC may be required to obtain a local development order.

17. Approval of this rezoning does not guarantee local development order approval. Future development order approvals must satisfy the requirements of the Lee Plan Planning Communities Map and Acreage Allocation Table Map 16 ad Table 1(b), be reviewed for, and found consistent with all other Lee Plan provisions.

~~18. Names of streets on the approved Master Concept Plan are conceptual only (Alpha, Bravo, Echo, etc.) Actual names of streets within the development must be changed to appropriate street names for a residential development.~~

Justification: Street Names are required at time of Development Order. To promote clarity and avoid confusion the street names have been removed and this condition should be deleted.

19. CONSTRUCTION ADJACENT TO SABAL SPRINGS
    a. No mulching or stockpiling of debris will be allowed to be placed within 200 feet of the Sabal Springs residential development, to the west of the subject property, during site development.
    b. Due to the proximity to the existing residential development, the existing roadway access utilized on the northwestern boundary adjacent to Sabal Springs may not be used as a primary construction access The developer will be responsible for constructing alternative temporary construction access(es) at a minimum 200 feet further east of this existing access. The existing roadway access may only be used on a limited basis for activities directly related to the construction of residential units abutting Sabal Springs property.
20. No residential~~, golf maintenance,~~ or construction traffic to or from Crane Landing will be permitted access through Sabal Springs through the gate located on the east end of Sabal Springs Boulevard (except during an emergency evacuation).
    Justification: This amendment is to eliminate the golf course.

21. No development order or permitting (including land clearing) will be issued by Lee County without the easements as shown on the approved Master Concept Plan being either vacated, released, extinguished or moved by the holder of the easement, or the holder(s) of the easements consent to their use.

    Written documentation of compliance with this condition must be submitted to the county prior to Development Order approval or permitting (including land clearing).

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Crane Landing
Residential Planned Development
Schedule of Deviations

1. ~~Deviation (1) seeks relief from LDC §10-291(3) which requires that residential developments of more than five acres in size provide two or more means of ingress into the development to allow the project to be constructed with a single-ingress egress connection. This deviation is APPROVED, SUBJECT TO the following conditions:~~

   a. ~~The local development orders must include emergency access gates to be constructed on BOTH North 2nd Street and Garden Street access points as shown on the approved Master Concept Plan.~~

   b. ~~The emergency access gates as shown on North 2nd Street and Garden Street must comply with all applicable regulations with respect to required equipment for an emergency override mechanism at the time of installation. Additionally, if an emergency necessitates the breaking of an entrance gate, the cost of repairing the gate and the emergency vehicle (if applicable) will be the responsibility of the owner or the operator of the gate.~~

   c. ~~The local development order must provide primary access on Del Prado Boulevard in compliance with the LDC as shown on the approved Master Concept Plan.~~

2. Deviation (2) seeks relief from LDC §10-415(b) which requires large development with existing indigenous vegetation communities to provide 50 percent of the required open space through onsite preservation of existing vegetation communities to allow the restoration, preservation, and/or creation of the "Preserve" areas shown on the Master Concept Plan to fulfill this requirement. This deviation is APPROVED, SUBJECT TO the following conditions:

   a. Prior to the Board of County Commissioner zoning hearing, the Master Concept Plan must be revised to delineate the native tree preservation and replanting areas as shown on the exhibits prepared by Source, Inc. stamped received October 29, 2003 and entitled "Native Tree Planting Typical Areas" and "Potential Native Tree Preservation", and Lake No. 17 must be shown as dry detention/created marsh (See attached Exhibit C).

   b. Prior to local development order approval, the landscape plans must include the following for the Division of Environmental Sciences Staff review and approval:

(1) Delineation of the wetland preserves (15.72 acres and 1.66 acres) and marsh creation areas (5.2 acres and 9.51 acres) in substantial compliance with the Master Concept Plan; and

(2) Details on the marsh creation areas including plant size, species and number; and

(3) Native tree planting details that provide a mixture of trees ranging from a minimum three-foot to 10-foot in height based on one native three-foot tree per 100 square feet, with a proportionate ratio for larger trees, to be installed in the tree planting areas delineated around the freshwater marsh preserve; and

(4) Delineate tree preservation areas in the southwest corner of the property as shown on the Master Concept Plan.

Justification: Deviation 2 is associated conditions are included in Z-04-019 and are proposed to be maintained as part of the requested amendment. An Environmental Resources Permit has been issued by the South Florida Water Management District and the existing on-site wetlands and restoration area are already placed under conservation easement.

3. Deviation from LDC Section 10-296(k)(1) which requires dead-end streets to be closed at one end by a circular turn around to allow a dead end with no turn around.

Justification: The proposed MCP has been designed to have an internal road system with a single point of access. The design has incorporated one street with a dead-end in lieu of a cul-de-sac to promote a more efficient use of the available land area. The dead-end is proposed to serve a small area of residential lots identified as R-2 with a minimum width of 50 feet. Due to the short length of the dead-end (approximately 150ft), significant traffic is not expected and allow access to a maximum of 3 lots is proposed at the minimum 50ft in width.

Due to the close proximity to an intersection, emergency vehicles will still be able to access the lots and exit quickly. An emergency vehicle is expected to pull forward to the end unit and back up straight past the intersection or conduct a turn in reverse to leave the street ensuring not only adequate entry to the lot but also exit to the internal street network. The requested design will continue to promote access by emergency services and will not negatively impact public health, safety and welfare.

4. Deviation from LDC Section 10-418(1) which states “Shorelines must be sinuous in configuration to provide increased length and diversity of the littoral zone,” to allow

some of the stormwater management ponds to be more rectangular in shape rather than sinuous which "is defined as serpentine, bending in and out, wavy or winding."

Justification: The internal design of the proposed residential planned development generally follows the city block design with interconnecting streets and minimal cul-de-sac neighborhoods. By utilizing smaller linear connections between blocks the residential neighborhood will naturally provide a slower vehicular speed and increased interconnectivity for residents. The shorter intersecting streets are a benefit to the community however the street network's impact does cause for two of the smaller lakes to take on more rectangular shapes.

Furthermore, the proposed layout of the project does provide the required features per LDC Section 10-418(2) which states *"The following features are considered sufficient to mimic the function of natural systems, improve water quality and provide habitat for a variety of aquatic species including wading birds and other waterfowl."*

The features required of the planted littoral shelf are summarized below;

a. Size requirements
b. Location criteria
c. Shelf configuration
d. Plant selection
e. Shelf elevation
f. Survival of plant materials

Littoral shelves will be provided consistent with the calculation and design standards of 10-418(2) as part of the construction of the subdivision. These littoral areas currently do not exist on site and upon completion may be utilized by limpkin and other wading birds for foraging. Goal 123 of the Lee Plan is to *"Manage coastal, wetland and upland ecosystems and natural resources in order to maintain and enhance native habitats, floral and faunal species diversity, water quality, and natural surface water characteristics."* The overall proposed site plan protects 100% of the existing onsite indigenous upland and wetland ecosystems (i.e. native habitats) through preservation and exotic vegetation removal.

Specifically, the project will preserve and enhance the Willow Wetlands and Freshwater Marsh habitat which may be utilized by wading birds in addition to the required planted littoral shelves. The only policy under Goal 123 relating to littoral shelf design is Policy 123.10.3 which does not indicate that shorelines are required to be sinuous to be found consistent. The policy states, *"The county will encourage the creation of wood stork feeding areas in the mandatory littoral shelf design, construction and planting."* The required slopes, littoral shelves, littoral plantings and design requirements will continue to be met consistent with Goal 123 and the

supporting objectives and policies to protect the public health, safety and welfare of future residents of the community and provide habitat for wildlife.

5. Deviation from LDC Section 10-211 which states "Building permits may be issued for model buildings and sales centers prior to recording of the plat, subject to evidence of unified control and provided that any certificate of occupancy issued if for the model or sales use only until the plat has been recorded," to allow building permits for any building to be issued prior to the recording of the plat, subject to evidence of unified control and that a certificate of occupancy for a building that is not a model building or sales center is not issued until the plat is recorded.

Justification: This deviation is requested to manage timing delays that are increasing between the platting process and construction commencement. Crane Landing is proposing to maintain the previously approved maximum of 9 model homes at a single point in time (see Proposed Conditions narrative). As demonstrated by the existing approved Development Order for the northern portion and the proposed Master Concept Plan, most of the streets have a greater linear footage than 9 homes. The deviation is being sought so that an economy of scale and efficient construction mobilization of equipment and staff can occur within the internal streets and neighborhoods of the subdivision. Enabling the construction of model homes as well as private homes within the same street at the same time will enable construction staff and equipment to maintain a sequential construction schedule and location. Rather than moving equipment and staff members back and forth across the site multiple times.
The deviation proposes to protect the public interest by continuing to require unified control and requiring the lot to be platted at the time a certificate of occupancy for a private home is issued. Therefore, the deviation will not negatively impact public, health, safety and welfare.

BANKS ENGINEERING

Professional Engineers, Planners & Land Surveyors

CRANE LANDING
WATER MANAGEMENT NARRATIVE

The Crane Landing project is a 394.8-acre residential community that is located in North Fort Myers south of Del Brado Blvd approximately one mile east of US 41. The project was permitted by SFWMD as Permit 36-04983-P which was approved in 2006. Construction began on the project in 2008 and stopped in 2009 with the housing market crash. The project has been on hold until late 2020 when Lennar restarted construction. The first phase of the project which is the residential area in the northeast portion of the project is under construction.

The surface water management system for the project will be consistent with the requirements of SFWMD and Lee County. This project will be surrounded by a perimeter berm to contain runoff from the site. The berm will have a top elevation higher than the peak stage for the 25-year, three-day design storm. Runoff from the residential areas is collected in the valley gutters that border the streets and piped to the lakes for storage and treatment. Runoff from portions of the yards drain directly to the lakes. Over 65 acres of lakes are provided throughout the project for stormwater management. The lakes provide storage for runoff from the 25-year design storm. The Crane Landing Project will include a lake management plan following BMP's for erosion control and bank stabilization, deep lake management the includes native plantings and aeration of the lakes, and limitations on fertilizer and pesticide application. These features help to improve water quality in the lakes.

An existing 18 acre isolated wetland is being preserved as part of the project. This wetland is bordered by a filter marsh area that is being created to provide a buffer between the residential areas and the wetland preserve. A second filter marsh creation is being created in the southeast corner of the project. This area help provide final polishing of stormwater discharged from the site.

The project naturally drains to Powell Creek that borders the project to the east. This Ditch is maintained by Lee County and discharges to the Caloosahatchee River approximately 3 miles south of the project. Following storage in the lakes, stormwater runoff is discharged to Powell Creek through control structures along the south boundary of the project. The control structures limit the discharge from the project to the discharge rate allowed for the Powell Creek watershed (20 csm or0.0313 cfs per acre).

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CRANE LANDING REZONING
TRAFFIC IMPACT STATMENT
June 10, 2021

Since 1978

Prepared By:
David Plummer & Associates

Prepared For:
Lennar

Date Prepared:
June 10, 2021

DPA Job #:
19505

CRANE LANDING REZONING
TRAFFIC IMPACT STATEMENT

Overview

Crane Landing (the Project, F.K.A. Palermo) is an approved residential development located along the south side of Del Prado Boulevard North and east of the North Tamiami Trail in Lee County, Florida (Exhibit 1). A rezoning of the property is proposed to change the residential unit mix while maintaining the same number of approved total units.

This Zoning Traffic Impact Statement (ZTIS) was prepared in support of the proposed rezoning of Crane Landing, and consistent with Lee County AC-13-17, Traffic Study Guidelines for Planned Development Rezonings (Appendix A).

Executive Summary

The conclusions of this traffic study are as follows.

1. The proposed rezoning will eliminate 250 multifamily residential units and 80 assisted living dwelling units from the approved development program and replaced with 250 single-family residential units. The 1,229 total residential units approved for the Project remain unchanged.

2. The trip generation of the proposed Project is expected to add 57 external trips in the AM peak hour and 89 trips in the PM peak hour. At the same time, the overall daily trip generation will decrease by 80 trips.

3. The peak hour trips when assigned to the Crane Landing entrance on Del Prado Boulevard North is anticipated to increase by less than 1 vehicle per minute for any of the ingress or egress turn movement.

4. The nearby intersection of US 41 and Del Prado Boulevard is the gateway to this area of Lee County and is expected to operate at acceptable level of service standards coincident with the buildout of Crane Landing.

5. Crane Landing will fully mitigate its transportation impacts through the payment of Lee County Road Impact Fees and provide for site-related improvements at the Project's external access point. The collected road impact fees by the County should be utilized to fund the future widening of Del Prado Boulevard.

Development Parameters

For purposes of the rezoning request, the trip generation analysis compares two development scenarios of the subject property as discussed below.

- Project Development with Approved Zoning
- Project Development with Proposed Zoning

The development parameters summary by land use and size associated with the two development scenarios are as follows.

Approved and Proposed Development Parameters Crane Landing RPD				
Land Use	**Units**	**Approved (1) Development**	**Proposed Development**	**Change**
Single-Family Residential (LUC 210)	Dwelling Units	715 (2)	965 (2)	+250 d.u.
Multifamily Housing (Low-Rise) (LUC 220)	Dwelling Units	514 (3)	264 (3)	-250 d.u.
Total Residential	**Dwelling Units**	**1,229**	**1,229**	No Change
Assisted Living Facility (LUC 254)	Beds	80	0	-80 beds

Footnote:
(1) Per approved zoning resolution number Z-04-19.
(2) Includes Single-Family Detached Housing, and Two-Unit Attached Housing.
(3) Includes all residential types greater than Two-Units per structure.

The overall number of total residential units (1,229 d.u.) will not change with the proposed rezoning. The proposed rezoning is to increase the single-family units by 250 units, while decreasing the multi-family units by 250. In addition, the approved 80-bed ALF will also be eliminated.

Trip Generation

The trip generation estimate reflective of the Institute of Transportation (ITE), Trip Generation 10th Edition (Appendix B) were calculated for the approved and proposed development parameters for purpose of comparison.

Approved Development Program

Crane Landing (F.K.A. Palermo) has been approved under resolution number Z-04-19. ITE Land Use Code (LUC) 210 - General Urban/Suburban, was used to represent the Project's approved single-family housing as well as the duplexes (two-family attached) units. ITE LUC 220 - General Urban/Suburban, was utilized to represent the Project's multifamily units, along with the Townhomes (4-Plexes/ Patio Homes). Finally, the LUC 254 was utilized to represent the Assisted Living Facility (ALF) units.

The estimated net new external trip generation (AM peak hour, PM peak hour and Daily) associated with the approved RPD is detailed in Exhibits 2a, 2b, 2c, respectively, and summarized below.

Crane Landing (Palermo) - Approved Zoning Trip Generation (Two-Way)				
Land Use	**Size**	**AM**	**PM**	**Daily**
Single Family Detached	715 d.u.	512	671	6,352
Multifamily Housing (Low-Rise)	514 d.u.	226	254	3,845
Assisted Living Facility	80 beds	15	21	208
Total Trips		**753**	**946**	**10,405**

As an approved RPD, the updated trip generation is considered to be vested for zoning purposes.

Proposed Development Program

The trip generation for the proposed rezoning was calculated based on the trip rates and equations of the Institute of Transportation Engineers (ITE), Trip Generation, 10th Edition. The estimated net new external trip generation (AM peak hour, PM peak hour and Daily) associated with the proposed RPD is detailed in Exhibits 3a, 3b, 3c, respectively, and summarized as follow.

Crane Landing (Palermo) – Proposed Zoning Trip Generation (Two-way)				
Land Use	**Size**	**AM**	**PM**	**Daily**
Single Family Detached	965 d.u.	690	895	8,370
Multifamily Housing (Low-Rise)	264 d.u.	120	140	1,955
Assisted Living Facility	0 beds	0	0	0
Total Trips		**810**	**1,035**	**10,325**

Trip Generation Comparison

The approved vs. the proposed trip generation differences are provided below.

Proposed vs. Approved Zoning Trip Generation Comparison Difference (Two-Way)			
Land Use	**AM**	**PM**	**Daily**
Single Family Detached	+178 (35%)	+224 (33%)	+2018 (32%)
Multifamily Housing (Low-Rise)	-106 (-47%)	-114 (-45%)	-1890 (-49%)
Assisted Living Facility	-15 (-100%)	-21 (-100%)	-208 (-100%)
Total Trips	**57 (8%)**	**89 (9%)**	**-80 (-0.8%)**

In the comparison, the overall daily trip generation of the proposed zoning has decreased by 80 trips (0.8%). Conversely, a modest increase of 57 trips (8%) is expected in the AM peak hour and 89 trips (9%) is expected in the PM peak hour.

Roadway Network

The roadway network and intersection surrounding Crane Landing is discussed below.

Project Access

The main entrance to Crane Landing is located on Del Prado Boulevard North as shown in Exhibit 1. The Project will also include a secondary access to Garden Street at the southern boundary to the property. This secondary access will be for exiting traffic only, and provide alternative access for emergency vehicles.

Del Prado Boulevard

Del Prado Boulevard (west of US 41) is a major arterial that serves as the northern gateway to the City of Cape Coral and areas of northwest Lee County. The 2004-05 extension of Del Prado Boulevard to the east of US 41 provides enhanced traffic connectivity between North Cape Coral, North Fort Myers and Lee County. This segment of Del Prado Boulevard (west) is identified in the MPO 2045 Long Range Transportation Plan to be widened from two (2) lanes to four (4) lanes adjacent to Crane Landing. Furthermore, Del Prado Boulevard (west) may potentially connect to I-75 in the future.

Tamiami Trail (US 41) and Del Prado Boulevard Intersection

The intersection of Tamiami Trail (US 41) and Del Prado Boulevard is located approximately 1 mile to the west of the Crane Landing entrance. This intersection is a major activity node along the Tamiami Trail in north central Lee County.

Garden Street

Garden Street is a two-lane local road maintained by Lee County. Garden Street currently provides access to adjoining properties comprised of residential, institutional, and commercial uses. As a local street with low traffic volumes, Garden Street is not included in the Lee County concurrency management system and levels of service (LOS) is not calculated or monitored.

Traffic Volumes

Existing and future traffic volumes for Del Prado Boulevard North are provided in Exhibit 4 and discussed below.

Existing Roadway Volumes

For consistency with the Lee County Concurrency Management System, the peak season, peak hour, peak direction (K_{100}) segment volumes and roadway service volumes from the 2020 Lee County Concurrency Report (Appendix C) were relied on to establish existing traffic conditions on the adjacent roadways.

Future Roadway Volumes

The projection of future traffic volumes coincident with the buildout of the Project at year 2028 (Project buildout of 2027 plus 1 year) was developed based on historic AADT growth trends, as seen in Exhibit 4.

An annual traffic growth of 6.4% was applied to the existing traffic volumes as shown in the roadway segment analysis. These assumed growth rates are based on growth trends reflective of historic AADT volumes counted just east of the US 41 and Del Prado Boulevard intersection (Appendix D).

Project Trip Distribution / Assignment

The Crane Landing trip distribution and assignment percentages to the external roadway network is shown in Exhibit 5.

Under the approved and proposed Crane Landing development scenarios, the resultant trip distribution/assignment coincident with the PM peak hour is depicted in Exhibit 6 and 7, respectively.

Roadway Levels of Service (LOS)

The Lee County Generalized Service Volumes were utilized for the road segment analysis of Del Prado Boulevard under two scenarios; future with approved, and future with proposed. Presented below is the road segment analysis summary, the detailed analysis can be seen in Exhibit 8 and 9 respectively.

Roadway Level of Service Analysis
Peak Hour, Peak Season

Roadway	From	To	Overall Level of Service		
			Existing (1)	Future With Approved	Future With Proposed
Del Prado Boulevard N	US 41	Slater Rd.	C	F	F

Footnote:
(1) LOS Reported in the 2020 Concurrency Report.

Based on generalized service volumes, Del Prado Boulevard is expected to operate at below the LOS standard under both the approved and proposed buildout scenarios. As such, the proposed development is not responsible to eliminate or reduce this deficiency per Chapter 163.3180, F.S.

Nonetheless, this roadway segment should be further evaluated based on the detail operations of the controlling intersection at US 41 and Del Prado Boulevard as discussed below.

Intersection Analysis

The intersection of US 41 and Del Prado Boulevard has been analyzed using HCS7 Streets to determine its operational status upon buildout of Crane Landing.

Existing traffic counts used for this analysis were conducted in January 15, 2020, Appendix E. The intersection capacity analysis is reflective of three scenarios; existing conditions, future 2028 traffic conditions with the approved project, and 2028 conditions with the proposed project. The HCS capacity analysis worksheets are provided in Appendix F and the results are summarized below.

Intersection Capacity Analysis - Future (2028) Conditions Peak Hour, Peak Season			
	Overall Level of Service		
Intersection	Existing	Future With Approved	Future With Proposed
US 41 / Del Prado Boulevard	D	E	E

As shown above, the US 41/ Del Prado Boulevard intersection operates at acceptable levels of service for the major street movements, coincident with future conditions with the approved and proposed Project. The adequate operations of this controlling intersection indicates that the current two-lanes of Del Prado may not need to be widened, coincident with the buildout of Crane Landing.

Traffic Mitigation

Since the opening of Del Prado Boulevard (east), traffic has been increasing along the corridor while no development has occurred at Palermo/Crane Landing. In fact, the Lee County 2020 Public Facilities Level of Service and Concurrency Report forecasts that future Del Pard Boulevard traffic is expected to exceed the existing two (2) lane capacity with future area growth, inclusive of Crane Landing. It should be recognized that Lee Plan Policy 95.1.3. establishes non-regulatory level of service (LOS) standards for transportation. Compliance with non-regulatory LOS standards will not be required for continuing development permitting, but will be used for facility planning purposes.

Consistent with Chapter 163.3180, F.S., the premise of concurrency is for the local government to provide the necessary public facilities in order to achieve and maintain the adopted level of service standard. Local governments shall demonstrate the levels of service adopted can be reasonably met by providing the principles, guidelines, standards and strategies to achieve concurrency.

Despite that Lee County does not apply transportation concurrency for regulatory purposes, it has continued to satisfy concurrency including but not limited to the following provisions.

- Adoption of Long-Range Transportation Plan (MPO 2045 LRTP)
- Adoption of Short-Range Transportation Plan (Capital Improvement Program)
- Annual inventory of roads and LOS monitoring (Concurrency Report)
- Collection of Road Impact Fees to fund CIP improvements
- Optional proportionate share assessment at time of building permit (AC-13-16)

Therefore, it is recommended that the collected road impact fees from Crane Landing and other developments along the Del Prado Boulevard corridor be directed towards the planned improvements of the Del Prado Boulevard (east), consistent with the Lee County MPO Long-Range Transportation Plan and the Lee Plan.

Summary of Conclusions

The conclusions of this traffic study are as follows.

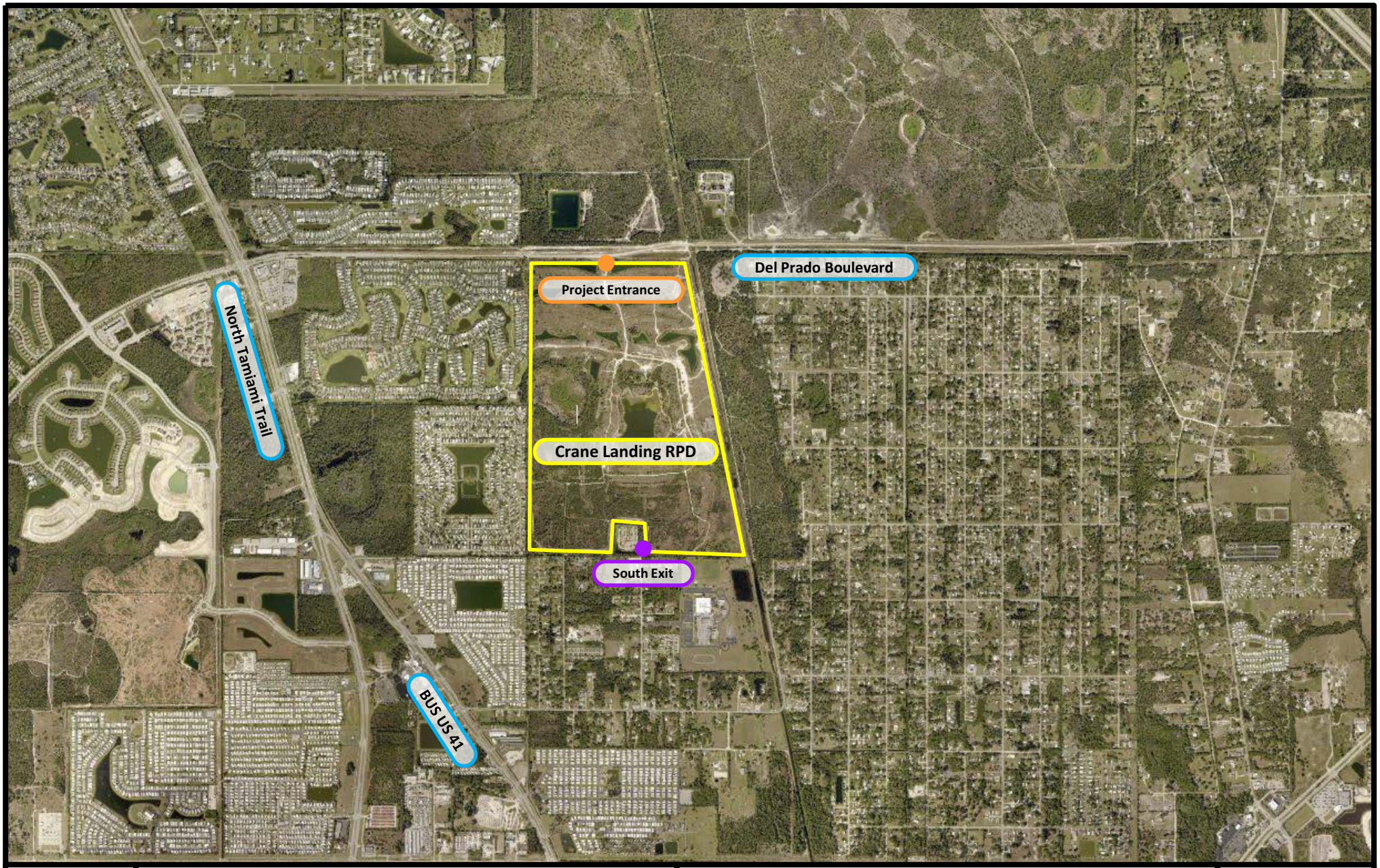
1. The proposed rezoning will eliminate 250 multifamily residential units and 80 assisted living dwelling units from the approved development program and replaced with 250 single-family residential units. The 1,229 total residential units approved for the Project remain unchanged.

2. The trip generation of the proposed Project is expected to add 57 external trips in the AM peak hour and 89 trips in the PM peak hour. At the same time, the overall daily trip generation will decrease by 80 trips.

3. The peak hour trips when assigned to the Crane Landing entrance on Del Prado Boulevard North is anticipated to increase by less than 1 vehicle per minute for any of the ingress or egress turn movement.

4. The nearby intersection of US 41 and Del Prado Boulevard is the gateway to this area of Lee County and is expected to operate at acceptable level of service standards coincident with the buildout of Crane Landing.

5. Crane Landing will fully mitigate its transportation impacts through the payment of Lee County Road Impact Fees and provide for site-related improvements at the Project's external access point. The collected road impact fees by the County should be utilized to fund the future widening of Del Prado Boulevard.



dpa	Crane Landing	Project Location	19505/0621 Exhibit 1

Exhibit 2a
Approved Crane Landing
Trip Generation - AM Peak Hour

Total Trips LAND USE	ITE (LUC)	SIZE	UNIT	ITE Trip Generation (1) Trip Type	Trip Rate	AM Enter	AM Exit	IN	OUT	TOTAL	Ref.
RESIDENTIAL											53
Single-Family Detached	210	**715**	D.U.s	Weekday, AM Pk.Hr. of Adjacent St. Equation per D.U.	T= 0.71(X) + 4.80	0.25	0.75	128	384	512	55
Multifamily Housing (Low-Rise)	220	**514**	D.U.s	Weekday, AM Pk.Hr. of Adjacent St. Equation per D.U.	Ln(T) = 0.95 Ln(X) - 0.51	0.23	0.77	52	174	226	56
Assisted Living Facility	254	**80**	Beds	Weekday, AM Pk.Hr. of Adjacent St. Equation per D.U.	T = .19(X)	0.63	0.37	9	6	15	58
		1,229						**189**	**564**	**753**	59
											60
Residential Total								**189**	**564**	**753**	61
Mixed-Use Internal						**0%**		**0**	**0**	**0**	62
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	63
Retail - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	64
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	65
Community / Ancillary - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	66
Other - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	67
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	68
External Auto						**100%**		**189**	**564**	**753**	69
Net New						**100%**		**189**	**564**	**753**	70
											109
TOTAL											110
											111
Development Total								**189**	**564**	**753**	112
Mixed-Use Internal						**0%**		**0**	**0**	**0**	113
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	114
Retail - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	115
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	116
Residential - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	117
Community / Ancillary - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	118
Other - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	119
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	120
External Auto						**100%**		**189**	**564**	**753**	121
Pass-by				Retail				**0**	**0**	**0**	122
Net New						**100%**		**189**	**564**	**753**	123

FOOTNOTES:

(1) ITE, Trip Generation (10th Edition). Land use location are General Urban / Suburban.

Exhibit 2b
Approved Crane Landing
Trip Generation - PM Peak Hour

Total Trips LAND USE	ITE (LUC)	SIZE	UNIT	ITE Trip Generation [1] Trip Type	Trip Rate	PM Enter	PM Exit	IN	OUT	TOTAL	Ref.
RESIDENTIAL											54
Single-Family Detached	210	715	D.U.s	Weekday, PM Pk.Hr. of Adjacent St. Equation per D.U.	Ln(T) = 0.96 Ln(X) + 0.20	0.63	0.37	423	248	671	56
Multifamily Housing (Low-Rise)	220	514	D.U.s	Weekday, PM Pk.Hr. of Adjacent St. Equation per D.U.	Ln(T) = 0.89 Ln(X) - 0.02	0.63	0.37	160	94	254	57
Assisted Living Facility	254	80	Beds	Weekday, PM Pk.Hr. of Adjacent St. Equation per D.U.	T = .26(X)	0.38	0.62	8	13	21	
		1,309						591	355	946	59
											60
Residential Total								591	355	946	61
Mixed-Use Internal						0%		0	0	0	62
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	63
Retail - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	64
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	65
Community / Ancillary - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	66
Other - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	67
External Non-Auto				Passenger Car Equiv.		0%		0	0	0	68
External Auto						100%		591	355	946	69
Net New						100%		591	355	946	70
											109
TOTAL											110
											111
Development Total								591	355	946	112
Mixed-Use Internal						0%		0	0	0	113
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	114
Retail - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	115
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	116
Residential - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	117
Community / Ancillary - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	118
Other - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	119
External Non-Auto				Passenger Car Equiv.		0%		0	0	0	120
External Auto						100%		591	355	946	121
Retail Pass-by				Retail				0	0	0	122
Net New						100%		591	355	946	123

FOOTNOTES:

(1) ITE, Trip Generation (10th Edition). Land use location are General Urban / Suburban.

Exhibit 2c
Approved Crane Landing
Trip Generation - Daily

Total Trips LAND USE	ITE (LUC)	SIZE	UNIT	ITE Trip Generation (1) Trip Type	Trip Rate	DAILY Enter	Exit	IN	OUT	TOTAL	Ref.
RESIDENTIAL											54
Single-Family Detached	210	715	D.U.s	Weekday Equation per D.U.	Ln(T) = 0.92 Ln(X) + 2.71	0.5	0.5	3176	3,176	6,352	55
Multifamily Housing (Low-Rise)	220	514	D.U.s	Weekday, PM Pk.Hr. of Adjacent St. Equation per D.U.	Ln(T) = 0.89 Ln(X) - 0.02	0.5	0.5	1923	1,922	3,845	57
Assisted Living Facility	254	80	Beds	Weekday Equation per Bed	T = 2.6(X)	0.5	0.5	104	104	208	
		1,309						5,203	5,202	10,405	57
											58
Residential Total								5,203	5,202	10,405	59
Mixed-Use Internal						0%		0	0	0	60
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	61
Retail - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	62
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	63
Ancillary/Civic - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	64
Baseball Fields - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	65
External Non-Auto				Passenger Car Equiv.		0%		0	0	0	66
External Auto						100%		5,203	5,202	10,405	67
Net New						100%		5,203	5,202	10,405	68
											107
TOTAL											108
											109
Development Total								5,203	5,202	10,405	110
Mixed-Use Internal						0%		0	0	0	111
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	112
Retail - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	113
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	114
Residential - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	115
Ancillary/Civic - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	116
Baseball Fields - Internal				Perfect Game Estimate	Balanced ICR	0%	0%	0	0	0	117
External Non-Auto				Passenger Car Equiv.		0%		0	0	0	118
External Auto						100%		5,203	5,202	10,405	119
Pass-by				Retail				0	0	0	120
Net New						100%		5,203	5,202	10,405	121

FOOTNOTES:

(1) ITE, Trip Generation (10th Edition). Land use location are General Urban / Suburban.

Exhibit 3a
Proposed Crane Landing
Trip Generation - AM Peak Hour

Total Trips LAND USE	ITE (LUC)	SIZE	UNIT	ITE Trip Generation (1) Trip Type	Trip Rate	AM Enter	AM Exit	IN	OUT	TOTAL	Ref.
RESIDENTIAL											53
Single-Family Detached	210	**965**	D.U.s	Weekday, AM Pk.Hr. of Adjacent St. Equation per D.U.	T= 0.71(X) + 4.80	0.25	0.75	173	517	690	55
Multifamily Housing (Low-Rise)	220	**264**	D.U.s	Weekday, AM Pk.Hr. of Adjacent St. Equation per D.U.	Ln(T) = 0.95 Ln(X) - 0.51	0.23	0.77	28	92	120	56
		1,229						**201**	**609**	**810**	59
											60
Residential Total								**201**	**609**	**810**	61
Mixed-Use Internal						**0%**		**0**	**0**	**0**	62
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	63
Retail - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	64
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	65
Community / Ancillary - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	66
Other - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	67
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	68
External Auto						**100%**		**201**	**609**	**810**	69
Net New						**100%**		**201**	**609**	**810**	70
											109
TOTAL											110
											111
Development Total								**201**	**609**	**810**	112
Mixed-Use Internal						**0%**		**0**	**0**	**0**	113
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	114
Retail - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	115
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	116
Residential - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	117
Community / Ancillary - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	118
Other - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	119
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	120
External Auto						**100%**		**201**	**609**	**810**	121
Pass-by				Retail				**0**	**0**	**0**	122
Net New						**100%**		**201**	**609**	**810**	123

FOOTNOTES:

(1) ITE, Trip Generation (10th Edition). Land use location are General Urban / Suburban.

Exhibit 3b
Proposed Crane Landing
Trip Generation - PM Peak Hour

Total Trips LAND USE	ITE (LUC)	SIZE	UNIT	ITE Trip Generation (1) Trip Type	Trip Rate	PM Enter	PM Exit	IN	OUT	TOTAL	Ref.
RESIDENTIAL											54
Single-Family Detached	210	**965**	D.U.s	Weekday, PM Pk.Hr. of Adjacent St. Equation per D.U.	Ln(T) = 0.96 Ln(X) + 0.20	0.63	0.37	564	331	895	56
Multifamily Housing (Low-Rise)	220	**264**	D.U.s	Weekday, PM Pk.Hr. of Adjacent St. Equation per D.U.	Ln(T) = 0.89 Ln(X) - 0.02	0.63	0.37	88	52	140	57
		1,229						**652**	**383**	**1,035**	59
											60
Residential Total								**652**	**383**	**1,035**	61
Mixed-Use Internal						**0%**		**0**	**0**	**0**	62
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	63
Retail - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	64
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	65
Community / Ancillary - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	66
Other - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	67
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	68
External Auto						**100%**		**652**	**383**	**1,035**	69
Net New						**100%**		**652**	**383**	**1,035**	70
											109
TOTAL											110
											111
Development Total								**652**	**383**	**1,035**	112
Mixed-Use Internal						**0%**		**0**	**0**	**0**	113
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	114
Retail - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	115
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	116
Residential - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	117
Community / Ancillary - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	118
Other - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	119
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	120
External Auto						**100%**		**652**	**383**	**1,035**	121
Retail Pass-by				Retail				**0**	**0**	**0**	122
Net New						**100%**		**652**	**383**	**1,035**	123

FOOTNOTES:

(1) ITE, Trip Generation (10th Edition). Land use location are General Urban / Suburban.

Exhibit 3c
Proposed Crane Landing
Trip Generation - Daily

Total Trips LAND USE	ITE (LUC)	SIZE	UNIT	ITE Trip Generation (1) Trip Type	Trip Rate	DAILY Enter	Exit	IN	OUT	TOTAL	Ref.
RESIDENTIAL											54
Single-Family Detached	210	965	D.U.s	Weekday Equation per D.U.	Ln(T) = 0.92 Ln(X) + 2.71	0.5	0.5	4185	4,185	8,370	55
Multifamily Housing (Low-Rise)	220	264	D.U.s	Weekday, PM Pk.Hr. of Adjacent St. Equation per D.U.	Ln(T) = 0.89 Ln(X) - 0.02	0.5	0.5	978	977	1,955	57
		1,229						5,163	5,162	10,325	57
											58
Residential Total								5,163	5,162	10,325	59
Mixed-Use Internal						0%		0	0	0	60
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	61
Retail - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	62
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	63
Ancillary/Civic - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	64
Baseball Fields - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	65
External Non-Auto				Passenger Car Equiv.		0%		0	0	0	66
External Auto						100%		5,163	5,162	10,325	67
Net New						100%		5,163	5,162	10,325	68
											107
TOTAL											108
											109
Development Total								5,163	5,162	10,325	110
Mixed-Use Internal						0%		0	0	0	111
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	112
Retail - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	113
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	114
Residential - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	115
Ancillary/Civic - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	116
Baseball Fields - Internal				Perfect Game Estimate	Balanced ICR	0%	0%	0	0	0	117
External Non-Auto				Passenger Car Equiv.		0%		0	0	0	118
External Auto						100%		5,163	5,162	10,325	119
Pass-by				Retail				0	0	0	120
Net New						100%		5,163	5,162	10,325	121

FOOTNOTES:

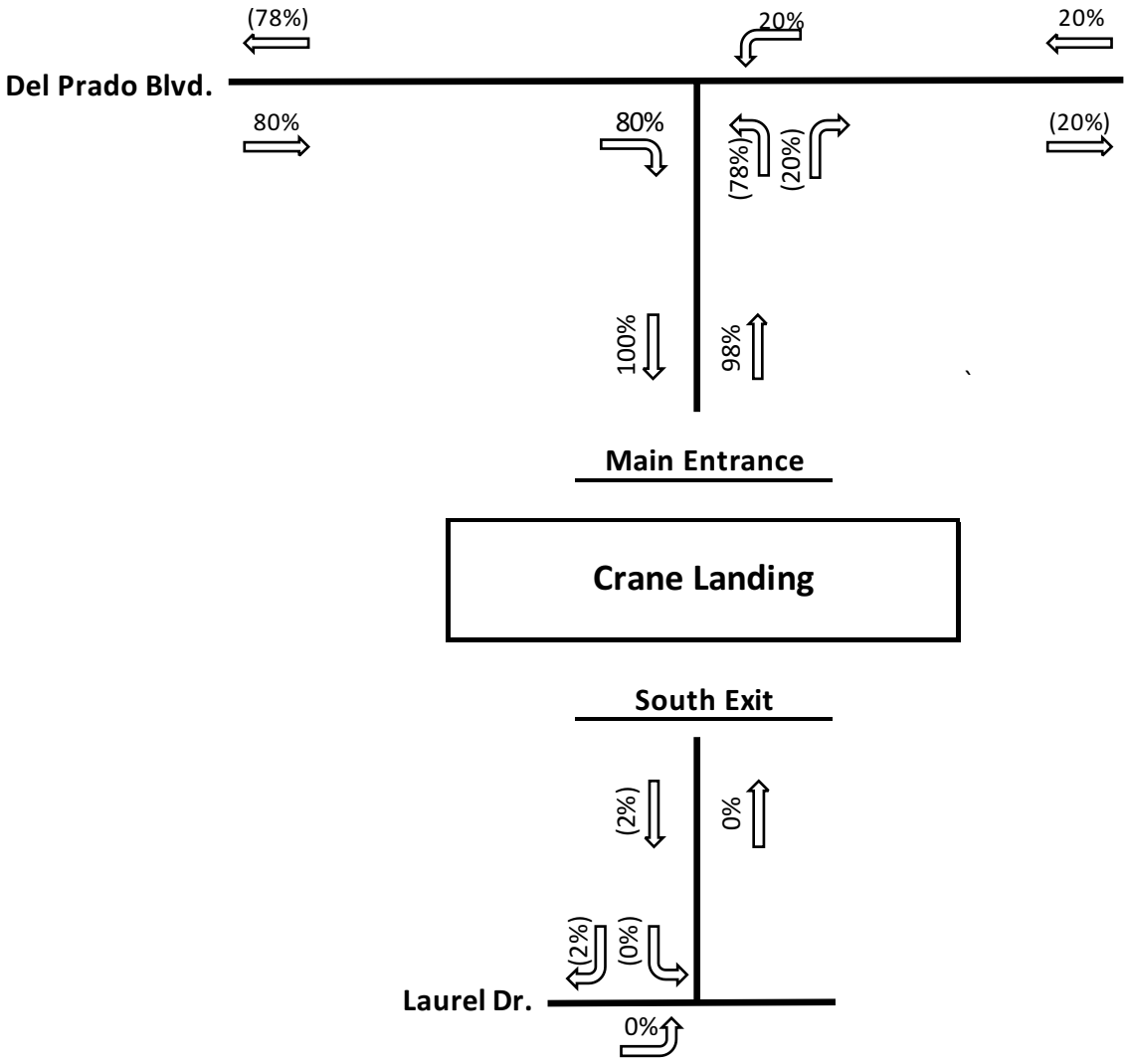
(1) ITE, Trip Generation (10th Edition). Land use location are General Urban / Suburban.

Exhibit 4

Crane Landing ZTIS
Del Prado Boulevard Background Traffic

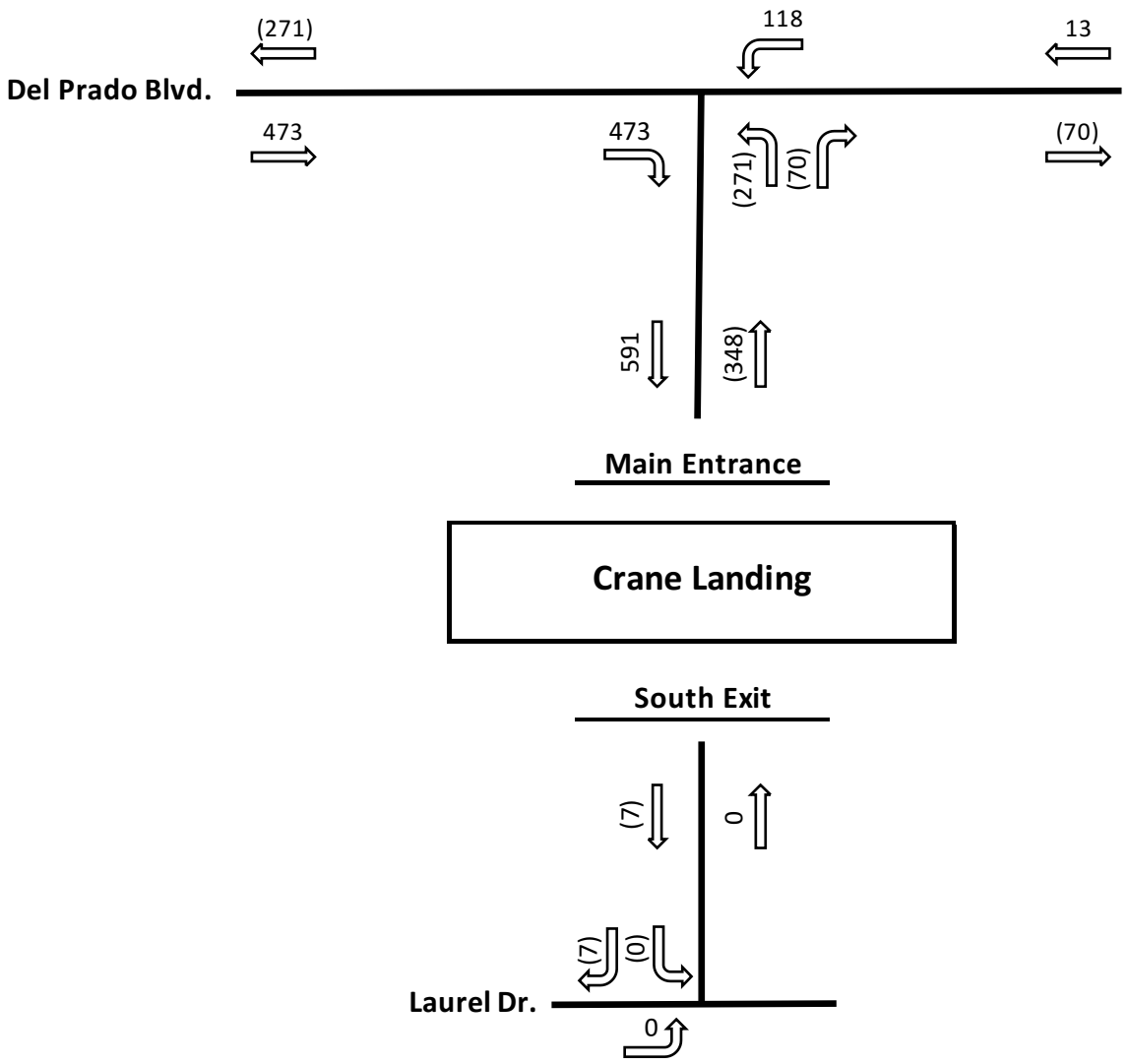
Roadway	From	To	2020 K_{100} Dir. Vol. [1]	Annual Growth Rate [2]	2021 K_{100} Dir. Vol.	2022 K_{100} Dir. Vol.	2023 K_{100} Dir. Vol.	2024 K_{100} Dir. Vol.	2025 K_{100} Dir. Vol.	2026 K_{100} Dir. Vol.	2027 K_{100} Dir. Vol.	2028 K_{100} Dir. Vol.
Del Prado Boulevard	East of US 41	Mellow Drive	386	6.40%	411	436	461	485	510	535	559	584

Footnotes:
(1) Based on Lee County 2020 Public Facilities Level of Service and Concurrency Report
(2) Linear growth rate. Growth rate developed from 2020 Lee County Traffic Count Report.



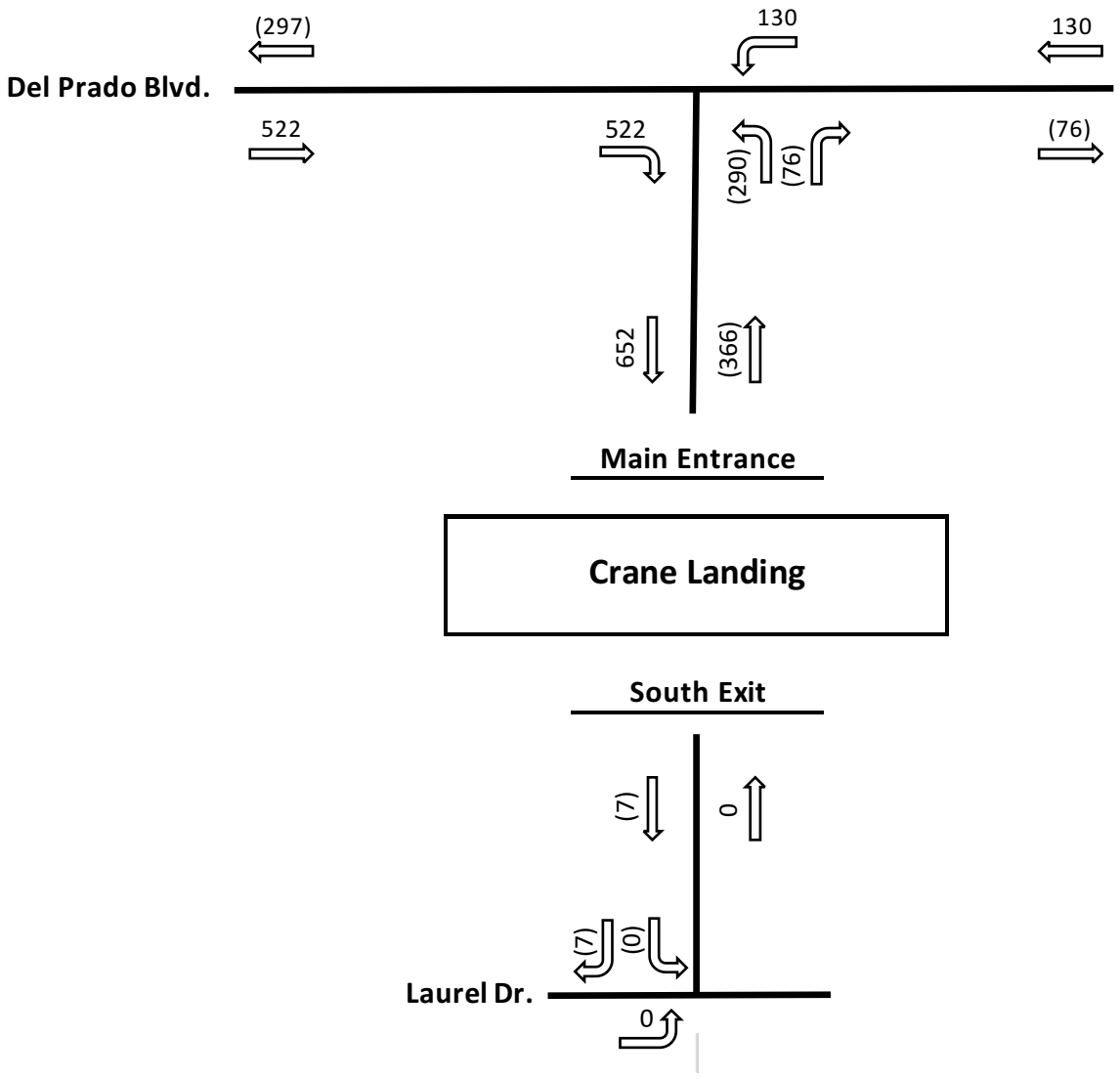
LEGEND
00 INBOUND
(00) OUTBOUND

dpa	Crane Landing	Project Trip Distribution and Assignment Percentage	19505/0621 Exhibit 5



LEGEND
00 INBOUND
(00) OUTBOUND

dpa	Crane Landing	Approved Zoning Project Trips	19505/0621 Exhibit 6



LEGEND
00 INBOUND
(00) OUTBOUND

dpa	Crane Landing	Proposed Zoning Project Trips	19505/0621 Exhibit 7

EXHIBIT 8

DEL PRADO BOULEVARD LOS ANALYSIS
TRAFFIC CONDITIONS WITH APPROVED CRANE LANDING BUILDOUT
DIRECTIONAL PEAK HOUR, PEAK SEASON

ROADWAY	FROM	TO	LOS Facility Type	Existing Lanes	LOS Std.[1]	Existing Dir. Traffic[2]	Future Dir. Traffic[3]	Project Dir. Traffic	Directional Peak Hr. Vol. NB/EB	Directional Service Volumes[4] LOS A	LOS B	LOS C	LOS D	LOS E	LOS Std.	LOS V/C Peak Dir NB/EB	2040 LOS Dir1 NB/EB	Lanes Needed
Del Prado Blvd.	US 41	Slater Rd.	Class I Arterial	2LU	E	386	584	473	1,057	*	140	800	860	860	860	1.23	F	4

FOOTNOTES:

(1) Lee County roadway LOS standard used for county roadways (LOS E).
(2) Directional peak hour volumes were obtained from the 2020 Lee County Concurrency Report.
(3) Future traffic volumes were determined from historic AADTs counted East of US 41 and Del Prado Blvd
(4) Lee County Generalized Peak Hour Service Volumes (April 2016) used for county roads.

EXHIBIT 9

DEL PRADO BOULEVARD LOS ANALYSIS
TRAFFIC CONDITIONS WITH PROPOSED CRANE LANDING BUILDOUT
DIRECTIONAL PEAK HOUR, PEAK SEASON

ROADWAY	FROM	TO	LOS Facility Type	Existing Lanes	LOS Std.[1]	Existing Dir. Traffic [2]	Future Dir. Traffic [3]	Project Dir. Traffic	Directional Peak Hr. Vol. NB/EB	Directional Service Volumes [4] LOS A	LOS B	LOS C	LOS D	LOS E	LOS Std.	LOS V/C Peak Dir NB/EB	2040 LOS Dir1 NB/EB	Lanes Needed
Del Prado Blvd.	US 41	Slater Rd.	Class I Arterial	2LU	E	386	584	522	1,106	*	140	800	860	860	860	1.29	F	4

FOOTNOTES:

(1) Lee County roadway LOS standard used for county roadways (LOS E).
(2) Directional peak hour volumes were obtained from the 2020 Lee County Concurrency Report.
(3) Future traffic volumes were determined from historic AADTs counted East of US 41 and Del Prado Blvd
(4) Lee County Generalized Peak Hour Service Volumes (April 2016) used for county roads.

APPENDIX A

LEE COUNTY ADMINISTRATIVE CODE AC-13-17

ADMINISTRATIVE CODE
BOARD OF COUNTY COMMISSIONERS

CATEGORY:	CODE NUMBER:
Development/Planning/Zoning	AC-13-17
TITLE: Traffic Study Guidelines for Planned Development Rezonings	ADOPTED: 4/15/92
	AMENDED:
	ORIGINATING DEPARTMENT: Community Development/DOT

PURPOSE/SCOPE:

GUIDELINES FOR ZONING TRAFFIC STUDIES

The scope of the Zoning Traffic Study (ZTS) is dependent upon vehicle trips generated, existing road network, location within Lee County, access points, and proposed facilities. It is recommended that these criteria be discussed with representatives of Lee County's Department of Transportation and Engineering (DOT&E), Department of Community Development (DCD), Division of Development Review (DDR) and other Lee County personnel (hereinafter Staff) as applicable prior to starting the preparation of the ZTS.

This administrative code replaces Chapter 1 of the Guidelines for Traffic Impact Statements written on December 11, 1989.

POLICY/PROCEDURE:

These guidelines are intended to be used by transportation professionals for determining impacts of non-DRI zoning applications only. The ZTS are not applicable for Development Orders or Concurrency determinations. The applicant should be aware that the ZTS is utilized for a general impact analysis for the proposed project and not as a basis for a traffic mitigation plan. Modifications of specific requirements contained within these guidelines may be approved by the Director of Zoning or his/her designee only after a written request by the applicant stating the reasons for said modifications. An approval of a request for modification of these guidelines must be in writing and rendered within 30 calendar days of receipt of a fully documented written request.

Trip Generation

Trip generation calculations are necessary to determine the degree of analysis necessary for a given project; therefore, they are the minimum requirement for all projects required to produce a ZTS. Calculation of trip ends shall be made using the sources listed below in the order of preference:

1) Institute of Transportation Engineers (ITE) current edition of Trip Generation; or

2) Generation rates derived from observation of trips at similar developments as outlined in the Independent Fee Calculation Administrative Code; or

3) Trip generation as approved by Staff in a methodology meeting as requested by the applicant.

Trip generation rates shall be calculated using the linear regression equation, unless it can be shown using ITE's "Guidelines for Determining Whether to Use Trip Generation, Rates or Equations" that average trip generation rates provide a more accurate estimate of project impacts. Trip ends shall include annual daily traffic (ADT's) and peak hour traffic (PHT's) for a typical week day. Weekends should. be included if applicable. The ADT is defined as the weighted average vehicle trip generation rate during the. applicable 24-hour period. The peak hours (AM and PM] are defined as the highest one-hour weighted average vehicle 'trip generation rate between 7 and 9 AM or between 4 and 6 PM when the adjacent street traffic is at its peak.

Capacity calculations require the projection of peak hour, peak Season traffic volumes. Background traffic shall be calculated from DOT&E traffic counts, or traffic counts made in accordance with ITE guidelines or other methods approved by Staff, Growth projections shall be calculated in accordance with DOT&E guidelines or other methods as approved by Staff.

Analysis

All rezoning requested required to produce a ZTS shall provide the following, minimum information:

1) The intensity of development (number of units, gross floor area of each proposed use, etc.) and the projected build out date;

2) ADT's, AM PHT's, and PM PHT's for each proposed use category and for the total proposed project, along with the source and methods from which the 'figures were derived;

3) A graphic depiction locating the project's access point(s) and the location of all other access points within 660' for project entrances on an arterial roadway, 330' for project entrances on a collector roadway, and 125' for project entrances on a local roadway;

4) The existing and projectbackground traffid on all roadway facilities accessed by the proposed project at time of build out; and

5) The traffic/directional splits entering and exiting the proposed project at the proposed access points.

For requests projected to generate 100 trip ends or more, the ZTS shall 'provide the following additional information:

1) Level of Service' (LOS) analysis 'shall be performed using methodology as listed below:

a) If the project generates between 100. and 300 peak hour trips, a link, level of service analysis for all links within the area of influence shall be made based upon the Lee County Generalized Peak Hour Service Volume Tables from the 1990 Lee Plan as amended. (Exhibit IX-1, Pages IX-3 through 1X-7, -Traffic Circulation Element, Volume 1 of 3)

The site accesses and all intersections within one quarter of a mile. area shall be analyzed using the 1985 Highway Capacity Manual either as a signalized or unsignalized intersection.

b) If the project generates over 300 peak hour trips, an urban or suburban arterial analysis shall be made utilizing entrances and all other intersections and roadway links. within the area of influence.

2) Should the LOS analysis result in service levels below adopted minimums, an analysis of the improvements necessary to offset the added traffic impacts; and

3) An exhibit showing the area of influence, defined as that area in which the development-generated traffic is found to have significant impact. Significant impact is defined as 10% or more of the total peak iiour intersection volume (the summation of all four approaches) and 10% of the LOS "C" service volumes for the links at build out.

4) Any additional information or analysis which the applicant feels is necessary to fully demonstrate the impacts of the proposed development.

5) A methodology meeting with members of Staff is required for a ZTS projecting more than 300 trips and is strongly recommended for a ZTS projecting less than 300 trips, but that is the option of the applicant.

APPENDIX B

ITE TRIP GENERATION, 10th EDITION DATA AND RATES

Land Use: 210
Single-Family Detached Housing

Description

Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision.

Additional Data

The number of vehicles and residents had a high correlation with average weekday vehicle trip ends. The use of these variables was limited, however, because the number of vehicles and residents was often difficult to obtain or predict. The number of dwelling units was generally used as the independent variable of choice because it was usually readily available, easy to project, and had a high correlation with average weekday vehicle trip ends.

This land use included data from a wide variety of units with different sizes, price ranges, locations, and ages. Consequently, there was a wide variation in trips generated within this category. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Single-family detached units had the highest trip generation rate per dwelling unit of all residential uses because they were the largest units in size and had more residents and more vehicles per unit than other residential land uses; they were generally located farther away from shopping centers, employment areas, and other trip attractors than other residential land uses; and they generally had fewer alternative modes of transportation available because they were typically not as concentrated as other residential land uses.

Time-of-day distribution data for this land use are presented in Appendix A. For the six general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:00 and 5:00 p.m., respectively. For the two sites with Saturday data, the overall highest vehicle volume was counted between 3:00 and 4:00 p.m. For the one site with Sunday data, the overall highest vehicle volume was counted between 10:15 and 11:15 a.m.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Delaware, Illinois, Indiana, Maryland, Minnesota, Montana, New Jersey, North Carolina, Ohio, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, and Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 903, 925, 936

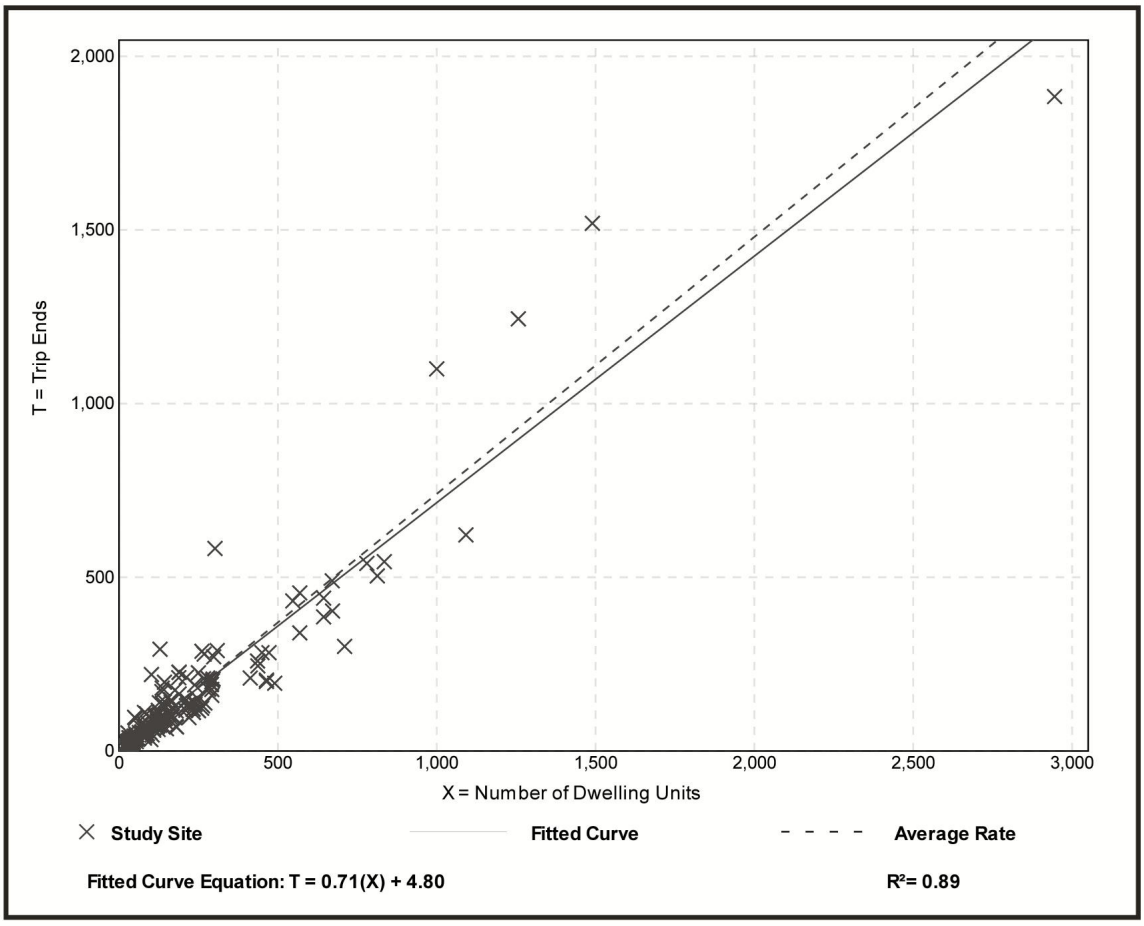
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 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



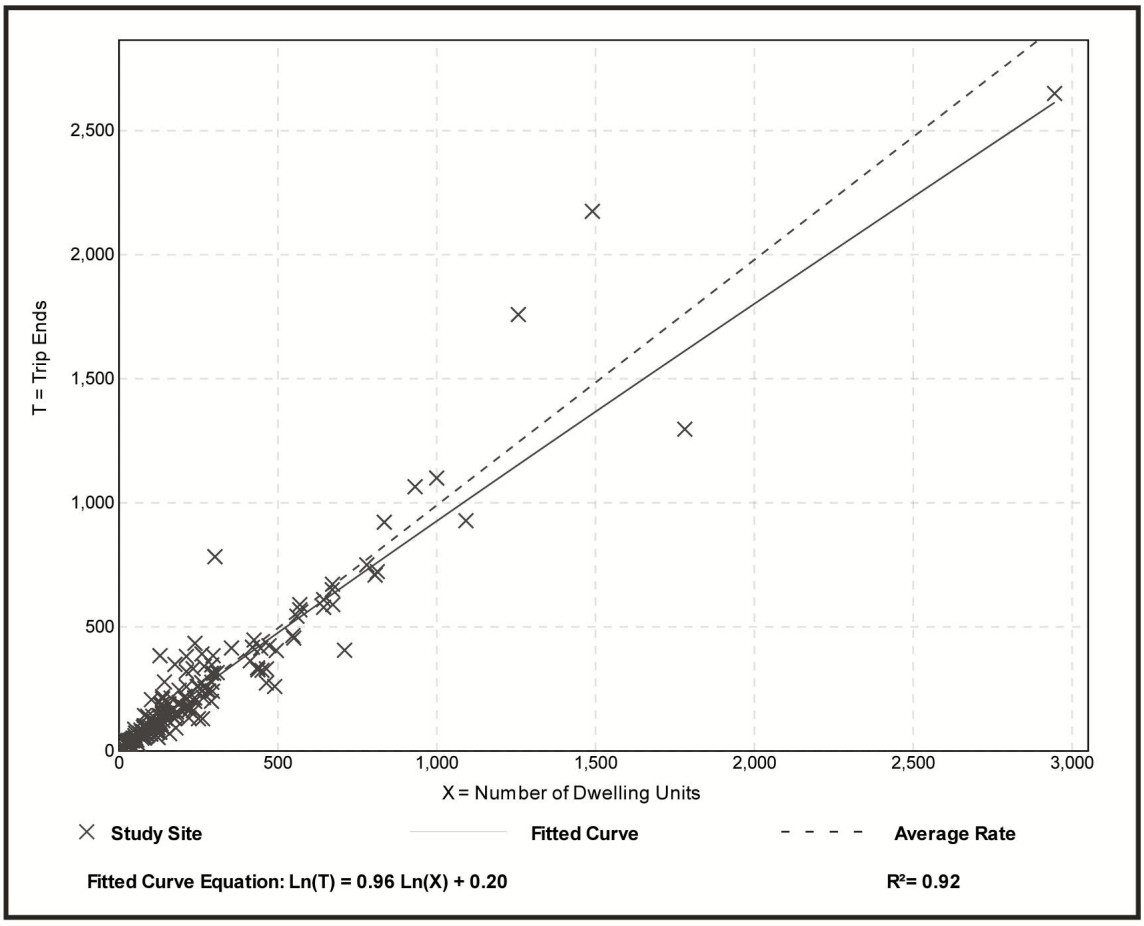
Single-Family Detached Housing
(210)

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



Single-Family Detached Housing
(210)

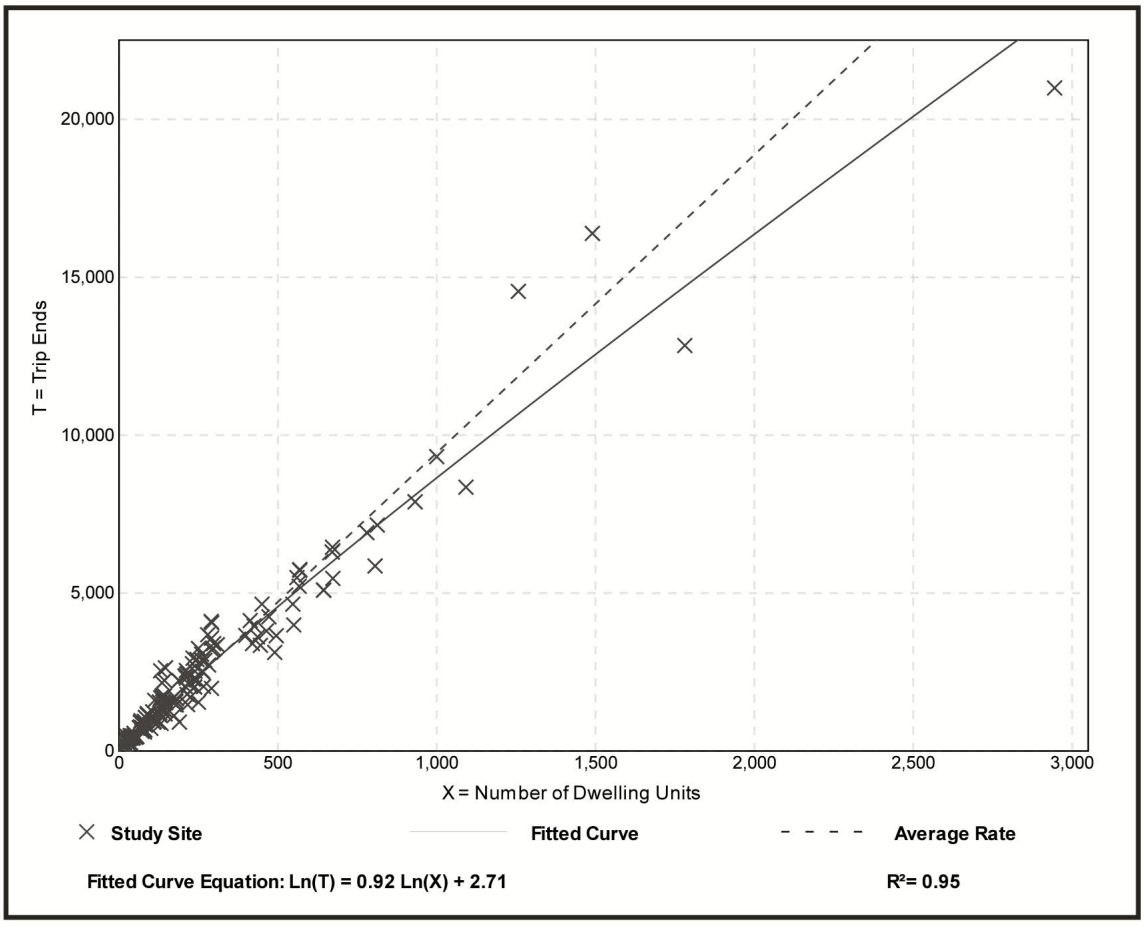
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 159
Avg. Num. of Dwelling Units: 264
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.44	4.81 - 19.39	2.10

Data Plot and Equation



Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors). Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), and off-campus student apartment (Land Use 225) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the low-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

This land use included data from a wide variety of units with different sizes, price ranges, locations, and ages. Consequently, there was a wide variation in trips generated within this category. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:45 and 5:45 p.m., respectively. For the one site with Saturday data, the overall highest vehicle volume was counted between 9:45 and 10:45 a.m. For the one site with Sunday data, the overall highest vehicle volume was counted between 11:45 a.m. and 12:45 p.m.

For the one dense multi-use urban site with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 6:15 and 7:15 p.m., respectively.

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

The average numbers of person trips per vehicle trip at the five general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.13 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.21 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, District of Columbia, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Minnesota, New Jersey, New York, Ontario, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Virginia, and Washington.

It is expected that the number of bedrooms and number of residents are likely correlated to the number of trips generated by a residential site. Many of the studies included in this land use did not indicate the total number of bedrooms. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions.

Source Numbers

168, 187, 188, 204, 211, 300, 305, 306, 319, 320, 321, 357, 390, 412, 418, 525, 530, 571, 579, 583, 864, 868, 869, 870, 896, 903, 918, 946, 947, 948, 951

Multifamily Housing (Low-Rise)
(220)

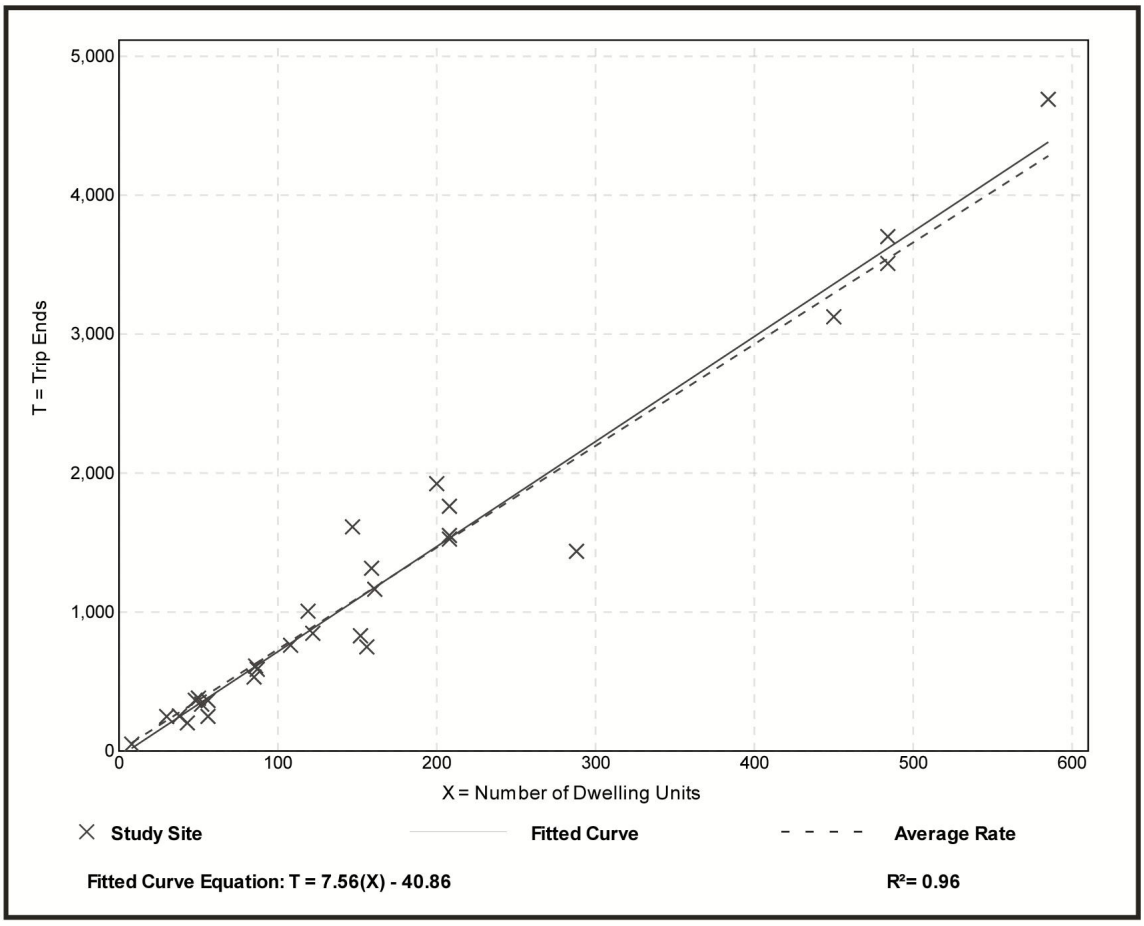
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 29
Avg. Num. of Dwelling Units: 168
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

Data Plot and Equation



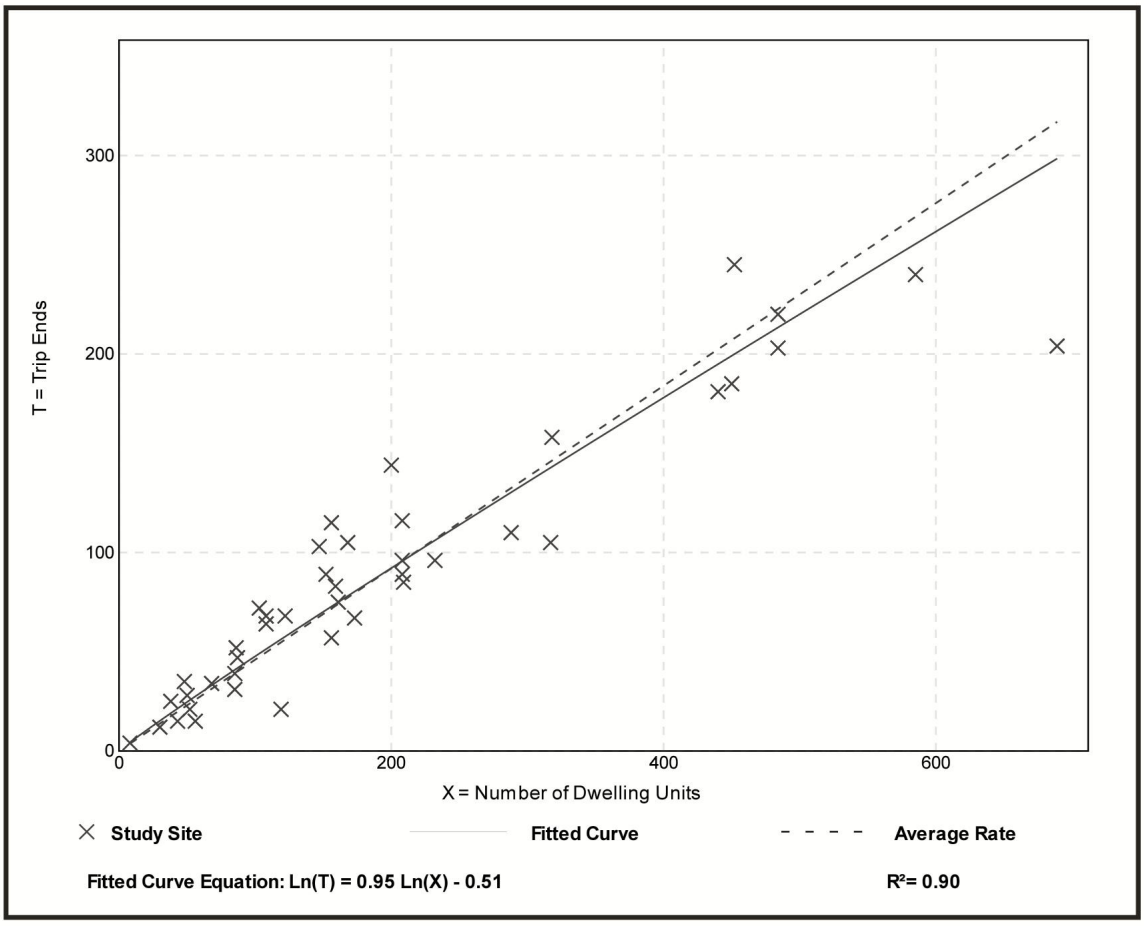
Multifamily Housing (Low-Rise)
(220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 42
Avg. Num. of Dwelling Units: 199
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.18 - 0.74	0.12

Data Plot and Equation



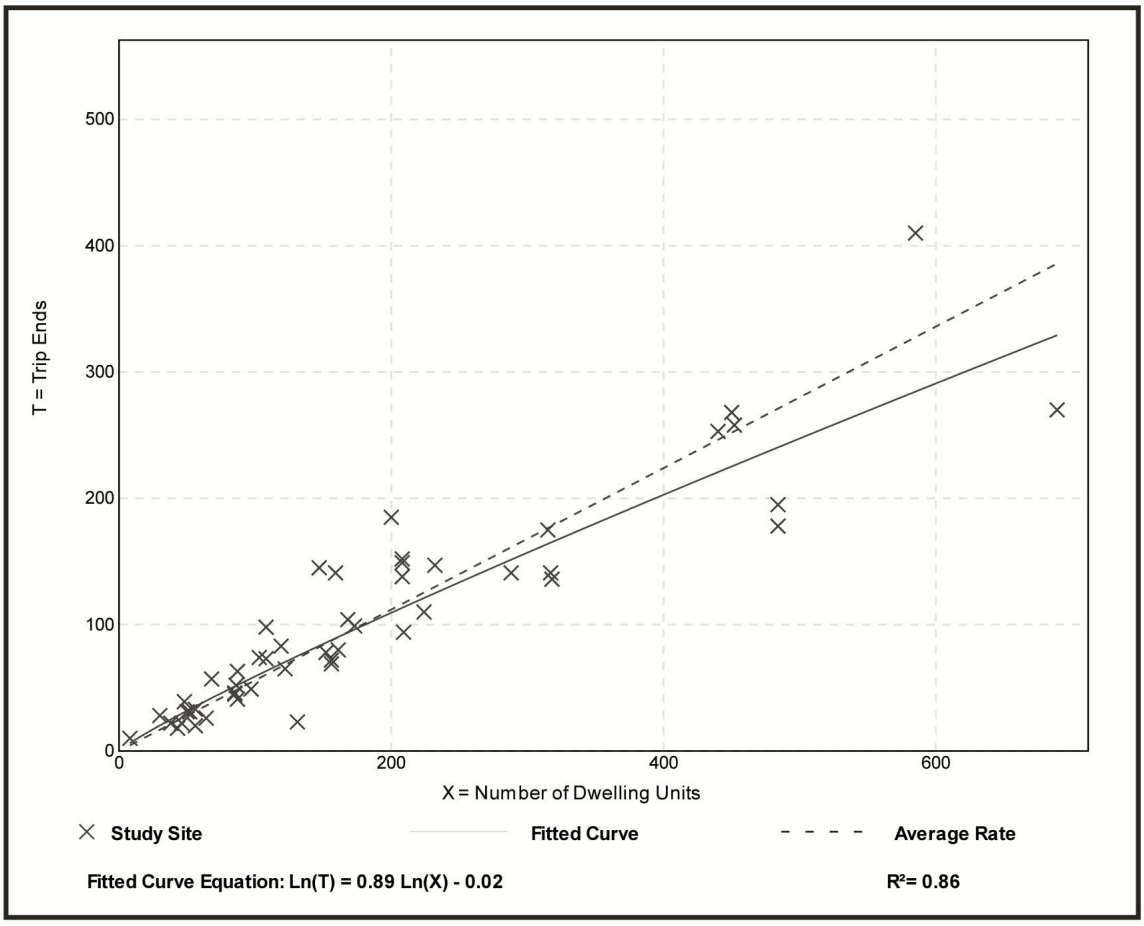
Multifamily Housing (Low-Rise)
(220)

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: 50
Avg. Num. of Dwelling Units: 187
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.18 - 1.25	0.16

Data Plot and Equation



Land Use: 254
Assisted Living

Description

An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons. It commonly has separate living quarters for residents. Its services typically include dining, housekeeping, social and physical activities, medication administration, and transportation. Alzheimer's and ALS care are commonly offered by these facilities, though the living quarters for these patients may be located separately from the other residents. Assisted care commonly bridges the gap between independent living and nursing homes. In some areas of the country, assisted living residences may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care—which is limited in nature—is not required. Congregate care facility (Land Use 253), continuing care retirement community (Land Use 255), and nursing home (Land Use 620) are related uses.

Additional Data

The rooms in these facilities may be private or shared accommodations, consisting of either a single room or a small apartment-style unit with a kitchenette and living space.

Time-of-day distribution data for this land use are presented in Appendix A. For the four general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:30 a.m. and 12:30 p.m. and 12:30 and 1:30 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in New Jersey, New York, Oregon, Pennsylvania, Tennessee, and Texas.

Source Numbers

244, 573, 581, 611, 725, 876, 877, 912

Assisted Living
(254)

Vehicle Trip Ends vs: **Beds**
On a: **Weekday**

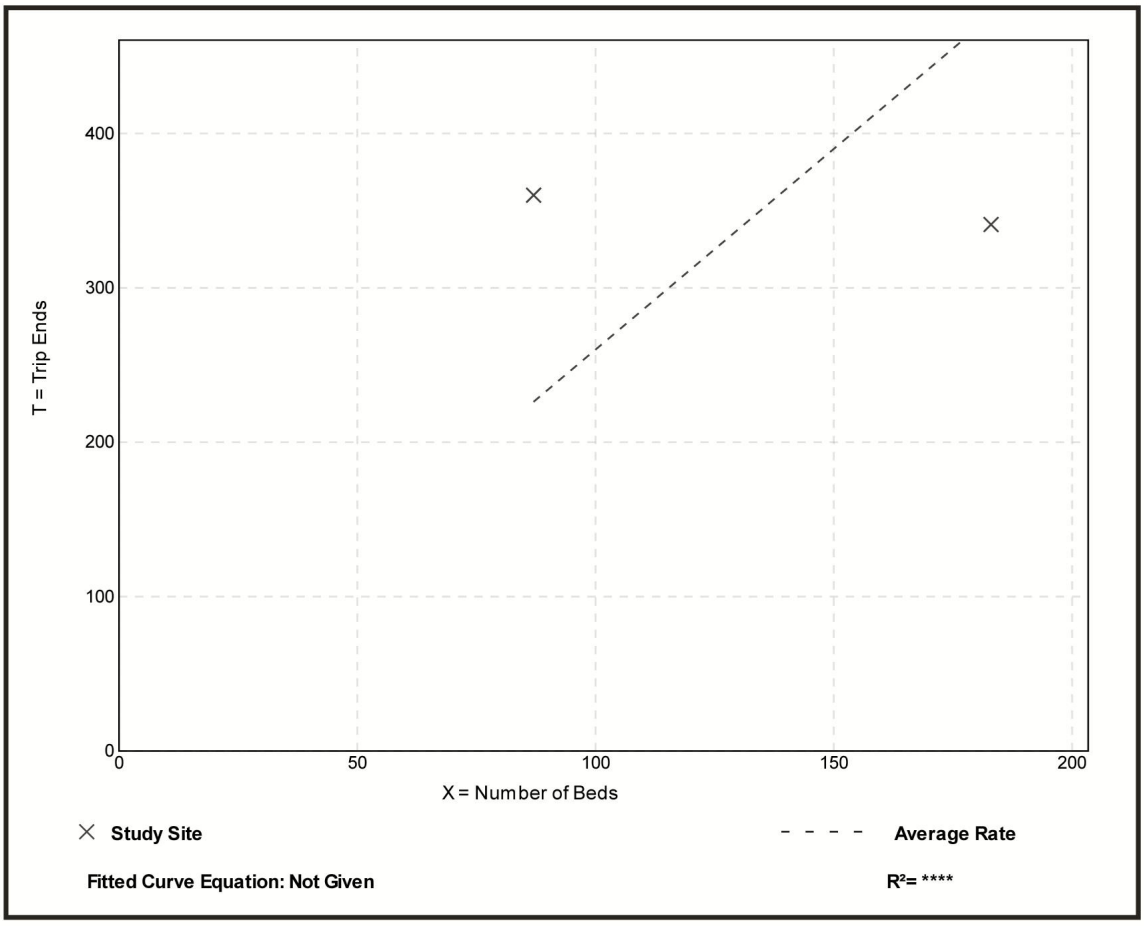
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
Avg. Num. of Beds: 135
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
2.60	1.86 - 4.14	*

Data Plot and Equation

Caution – Small Sample Size



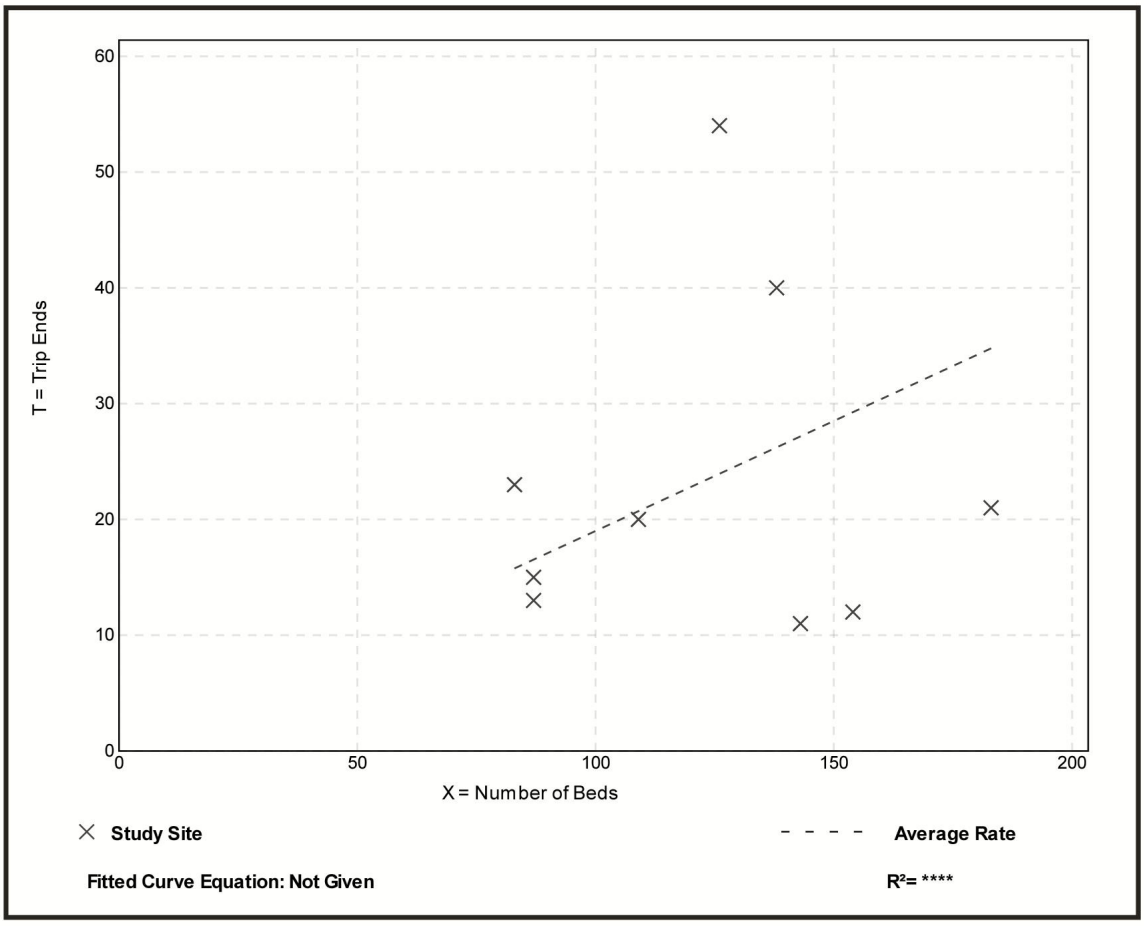
Assisted Living
(254)

Vehicle Trip Ends vs: **Beds**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 9
Avg. Num. of Beds: 123
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.19	0.08 - 0.43	0.12

Data Plot and Equation



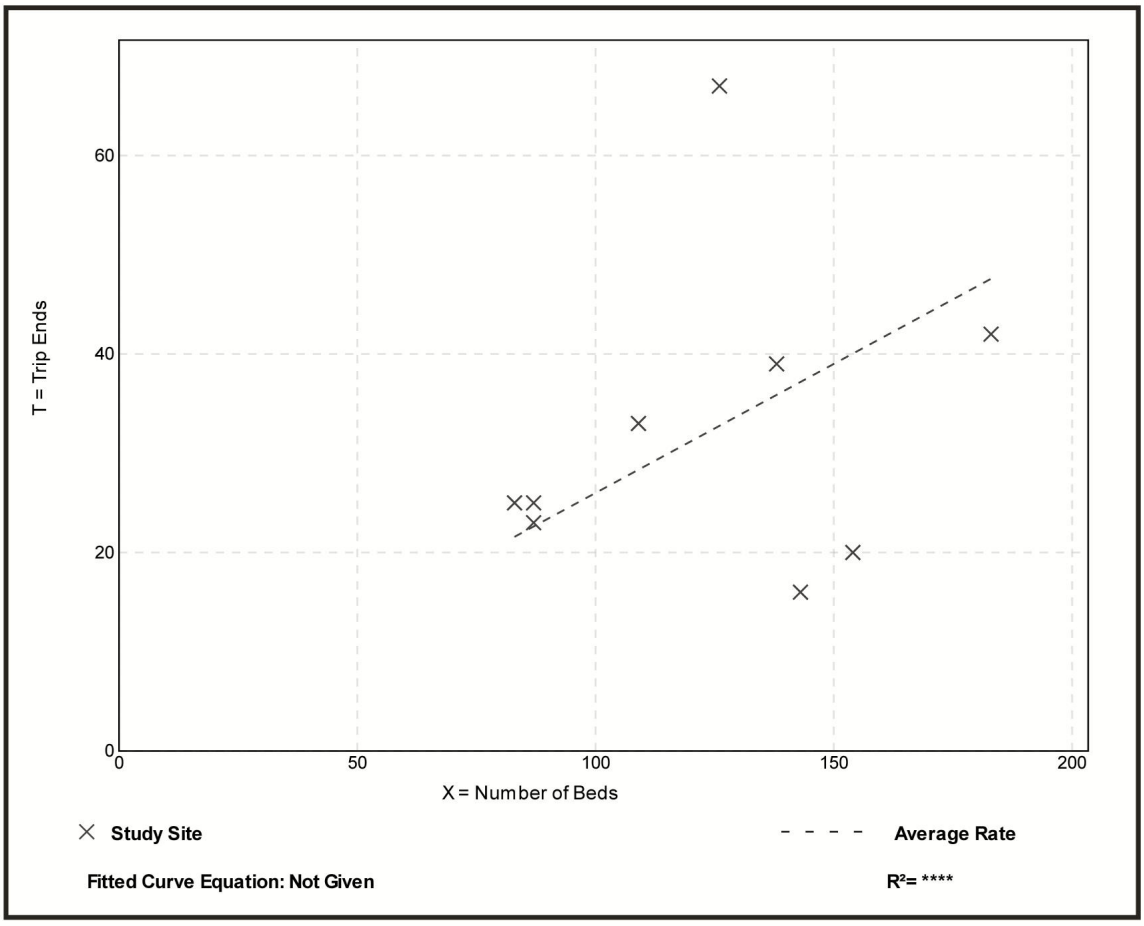
Assisted Living
(254)

Vehicle Trip Ends vs: **Beds**
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: 9
Avg. Num. of Beds: 123
Directional Distribution: 38% entering, 62% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.26	0.11 - 0.53	0.13

Data Plot and Equation



APPENDIX C

LEE COUNTY 2020 CONCURRENCY REPORT EXCERPT

Lee County
Southwest Florida

PUBLIC FACILITIES LEVEL OF SERVICE AND CONCURRENCY REPORT

2020

INVENTORY AND PROJECTIONS

5/25/2020

LEE COUNTY Road Link Volumes (County- and State-Maintained Roadways)

LINK NO.	ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD LOS	PERFORMANCE STANDARD CAPACITY	2019 100TH HIGHEST HOUR LOS	2019 100TH HIGHEST HOUR VOLUME	FORECAST FUTURE LOS	FORECAST FUTURE VOLUME	NOTES
07400	CYPRESS LAKE DR	McGREGOR BLVD	SOUTH POINT BLVD	4LD	E	1,940	D	1,170	D	1,230	
07500	CYPRESS LAKE DR	SOUTH POINT BLVD	WINKLER RD	4LD	E	1,940	D	1,472	D	1,547	
07600	CYPRESS LAKE DR	WINKLER RD	SUMMERLIN RD	4LD	E	1,940	D	1,472	D	1,547	
07700	CYPRESS LAKE DR	SUMMERLIN RD	US 41	6LD	E	2,940	D	2,198	D	2,310	
07800	DANIELS PKWY	US 41	METRO PKWY	6LD	E	2,680	D	2,341	D	2,461	
07900	DANIELS PKWY	METRO PKWY	SIX MILE PKWY	6LD	E	2,680	D	2,109	E	2,520	Constrained
08000	DANIELS PKWY	SIX MILE PKWY	PALOMINO LN	6LD	E	3,040	F	3,094	F	3,121	Constrained
08100	DANIELS PKWY	PALOMINO LN	I-75	6LD	E	3,040	F	3,094	F	3,142	Constrained
08200	DANIELS PKWY	I-75	TREELINE AVE	6LD	E	3,260	B	2,698	B	2,835	
08300	DANIELS PKWY	TREELINE AVE	CHAMBERLIN PKWY	6LD	E	3,260	B	2,698	B	2,835	
08400	DANIELS PKWY	CHAMBERLIN PKWY	GATEWAY BLVD	6LD	E	3,260	B	2,412	B	2,535	
08500	DANIELS PKWY	GATEWAY BLVD	SR 82	4LD	E	2,160	B	1,726	B	1,870	SKY Walk *
08600	DANLEY DR	US 41	METRO PKWY	2LN	E	860	C	378	C	409	
08700	DAVIS RD	McGREGOR BLVD	IONA RD	2LN	E	860	C	15	C	29	old count projection(2010)
08800	DEL PRADO BLVD	CAPE CORAL PKWY	SE 46TH ST	6LD	E	2,660	C	1,404	C	1,586	old count projection(2009)
08900	DEL PRADO BLVD	SE 46TH ST	CORONADO PKWY	6LD	E	2,660	C	1,404	C	1,586	old count projection(2009)
09000	DEL PRADO BLVD	CORONADO PKWY	CORNWALLIS PKWY	6LD	E	2,660	D	2,000	D	2,102	
09100	DEL PRADO BLVD	CORNWALLIS PKWY	CORAL POINT DR	6LD	E	2,660	D	2,520	D	2,649	*
09200	DEL PRADO BLVD	CORAL POINT DR	HANCOCK B. PKWY	6LD	E	2,800	C	2,111	D	2,218	
09300	DEL PRADO BLVD	HANCOCK B. PKWY	SR 78	6LD	E	2,800	C	1,613	C	1,695	*
09400	DEL PRADO BLVD	US 41	SLATER RD	2LN	E	860	C	386	F	892	Crane Landing
09700	EAST 21ST ST	JOEL BLVD	GRANT AVE	2LN	E	860	C	30	C	31	*
09800	ESTERO BLVD	BIG CARLOS PASS BRIDGE	PESCADORA AVE	2LN	E	726	A	339	A	356	Constrained*
09900	ESTERO BLVD	PESCADORA AVE	VOORHIS ST	2LN	E	726	C	629	D	662	Constrained*
10000	ESTERO BLVD	VOORHIS ST	TROPICAL SHORES WAY	2LN	E	726	C	629	D	662	Constrained*
10100	ESTERO BLVD	TROPICAL SHORES WAY	CENTER ST	2LN	E	671	F	716	F	809	Constrained, old count(2010)
14400	ESTERO PKWY	US 41	THREE OAKS PKWY	4LD	E	2,000	B	790	B	1,083	East & West Cypress View*
14450	ESTERO PKWY	THREE OAKS PKWY	BEN HILL GRIFFIN PKWY	4LD	E	2,000	B	876	B	921	*
10200	EVERGREEN RD	US 41	BUS 41	2LN	E	860	C	100	C	116	old count projection
10300	FIDDLESTICKS BLVD	GUARDHOUSE	DANIELS PKWY	2LN	E	860	C	346	C	379	
10400	FOWLER ST	US 41	N AIRPORT RD	6LD	E	2,300	D	1,258	D	1,322	
10500	FOWLER ST	N AIRPORT RD	COLONIAL BLVD	6LD	E	2,300	D	1,504	D	1,581	
10800	GASPARILLA BLVD	FIFTH ST	COUNTY LINE	2LN	E	860	C	241	C	269	Constrained*
	GATEWAY BLVD	DANIELS PKWY	GATEWAY LAKES BLVD	4LD	E	1,790	C	1,208	C	1,269	
	GATEWAY BLVD	GATEWAY LAKES BLVD	SR82	2LN	E	860	C	505	C	531	
10900	GLADIOLUS DR	McGREGOR BLVD	PINE RIDGE RD	4LD	E	1,840	C	470	C	494	
11000	GLADIOLUS DR	PINE RIDGE RD	BASS RD	4LD	E	1,840	C	1,230	C	1,365	
11100	GLADIOLUS DR	BASS RD	WINKLER RD	6LD	E	2,780	C	1,230	C	1,292	
11200	GLADIOLUS DR	WINKLER RD	SUMMERLIN RD	6LD	E	2,780	C	1,230	C	1,292	
11300	GLADIOLUS DR	SUMMERLIN RD	US 41	6LD	E	2,780	B	1,977	C	2,078	
11400	GREENBRIAR BLVD	RICHMOND AVE	JOEL BLVD	2LN	E	860	C	75	C	80	*
11500	GUNNERY RD	SR 82	LEE BLVD	4LD	E	1,920	B	965	B	1,014	*
11600	GUNNERY RD	LEE BLVD	BUCKINGHAM RD	2LN	E	1,020	C	773	C	908	
11700	HANCOCK BRIDGE PKWY	DEL PRADO BLVD	NE 24TH AVE	4LD	E	1,880	B	1,017	B	1,069	*
11800	HANCOCK BRIDGE PKWY	NE 24TH AVE	ORANGE GROVE BLVD	4LD	E	1,880	B	1,478	B	1,554	
11900	HANCOCK BRIDGE PKWY	ORANGE GROVE BLVD	MOODY RD	4LD	E	1,880	B	1,529	B	1,607	
12000	HANCOCK BRIDGE PKWY	MOODY RD	US 41	4LD	E	1,880	B	1,529	B	1,607	
12100	HART RD	SR 78	TUCKER LANE	2LN	E	860	C	357	C	375	*
12200	HICKORY BLVD	BONITA BEACH RD	McLAUGHLIN BLVD	2LN	E	890	E	533	E	560	Constrained*
12300	HICKORY BLVD	McLAUGHLIN BLVD	MELODY LANE	2LN	E	890	E	533	E	560	Constrained*
12400	HICKORY BLVD	MELODY LANE	ESTERO BLVD	2LN	E	890	E	533	E	560	Constrained*
12480	HOMESTEAD RD	SR 82	MILWAUKEE BLVD	2LN	E	1,010	D	649	E	820	*
12490	HOMESTEAD RD	MILWAUKEE BLVD	SUNRISE BLVD	2LN	E	1,010	D	649	E	682	*
12500	HOMESTEAD RD	SUNRISE BLVD	LEELAND HEIGHTS	4LN	E	2,960	C	649	C	682	4 lane under construction
12600	HOMESTEAD RD	LEELAND HEIGHTS	LEE BLVD	4LN	E	2,960	D	1,257	D	1,353	
31800	I-75	BONITA BEACH RD	CORKSCREW RD	6LF	D	5,620	E	5,811	E	5,967	
31900	I-75	CORKSCREW RD	ALICO RD	6LF	D	5,620	E	5,758	E	5,981	
32000	I-75	ALICO RD	DANIELS PKWY	6LF	D	6,620	D	5,730	D	6,139	
32100	I-75	DANIELS PKWY	COLONIAL BLVD	6LF	D	5,620	D	5,309	D	5,499	
32300	I-75	M.L.K.(SR 82)	LUCKETT RD	6LF	D	5,620	D	5,072	D	5,204	
32400	I-75	LUCKETT RD	SR 80	6LF	D	6,620	C	4,940	C	4,933	
32500	I-75	SR 80	SR 78	6LF	D	6,620	B	3,804	B	3,791	
32600	I-75	SR 78	COUNTY LINE	6LF	C	4,670	B	3,082	B	2,726	
12700	IDLEWILD ST	METRO PKWY	RANCHETTE RD	2LN	E	860	C	201	C	212	*
13000	IMMOKALEE RD (SR 82)	E OF COLONIAL BLVD	GATEWAY BLVD	6LD	D	3,171	C	1,737	C	1,971	
13100	IMMOKALEE RD (SR 82)	GATEWAY BLVD	GUNNERY RD	6LD	D	3,171	C	1,166	C	1,245	
13200	IMMOKALEE RD (SR 82)	GUNNERY RD	ALABAMA RD	6LD	D	4,860	B	1,635	B	1,747	
13300	IMMOKALEE RD (SR 82)	ALABAMA RD	BELL BLVD	4LD	D	3,240	B	612	B	658	
13400	IMMOKALEE RD (SR 82)	BELL BLVD	COUNTY LINE	4LD	D	3,240	B	617	B	648	

APPENDIX D

HISTORICAL AADT GROWTH TREND ANALYSIS

LEE COUNTY

MS2

Transportation Data Management System

List View | All DIRs

Record 1 of 1 Goto Record go

Location ID	443	**MPO ID**	
Type	SPOT	**HPMS ID**	
On NHS		**On HPMS**	
LRS ID		**LRS Loc Pt.**	
SF Group	1	**Route Type**	
AF Group		**Route**	
GF Group		**Active**	Yes
Class Dist Grp		**Category**	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	-	**Milepost**	
Located On	DelPrado Blvd		
Loc On Alias			
EAST OF	US-41		

More Detail

STATION DATA

Directions: 2-WAY | EB | WB

AADT

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2020	8,800	577	7	53			
2019	7,800	860	11	57			
2018	7,800	848	11	56			
2017	7,200	789	11	60			
2016	6,600	702	11	55			

|<< < > >>| 1-5 of 14

Travel Demand Model

	Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV

VOLUME COUNT

	Date	Int	Total

VOLUME TREND

Year Annual Growth

	Thu 4/9/2020	15	6,479
	Wed 4/8/2020	15	6,456
	Tue 4/7/2020	15	6,170
	Thu 4/18/2019	15	9,077
	Wed 4/17/2019	15	8,766
	Tue 4/16/2019	15	8,807
	Thu 4/5/2018	15	8,997
	Wed 4/4/2018	15	9,074
	Tue 4/3/2018	15	8,827
	Thu 4/13/2017	15	8,049

|<< < > >>| **1-10 of 41**

mm / dd / yyyy To Date

Year	Annual Growth
2020	13%
2019	0%
2018	8%
2017	9%
2016	10%
2015	12%
2014	14%
2013	1%
2012	-6%
2006	33%

|<< < > >>| 1-10 of 13

APPENDIX E

2020 TRAFFIC COUNTS AT US 41 AND DEL PRADO BLVD.

DAVID PLUMMER & ASSOCIATES
SUMMARY OF VEHICLE MOVEMENTS

TRAFFIC COUNT ADJUSTMENT FACTORS

File# _____ Job # 19504

Project name:
Job number: 19504

Count location:
County:
City:
Date: ######
Day of Week: Wednesday
Weather: Good PM
Road Condition: Good

Observer: NA
Remark: None

Intersection Description:
From North (SB):
From South (NB):
From East (WB)
From West (EB)

AM Peak Hour: 11:00 AM to 12:00 PM
PM Peak Hour: 4:30 PM to 5:30 PM

LEE COUNTY ADJUSTMENT FACTOR

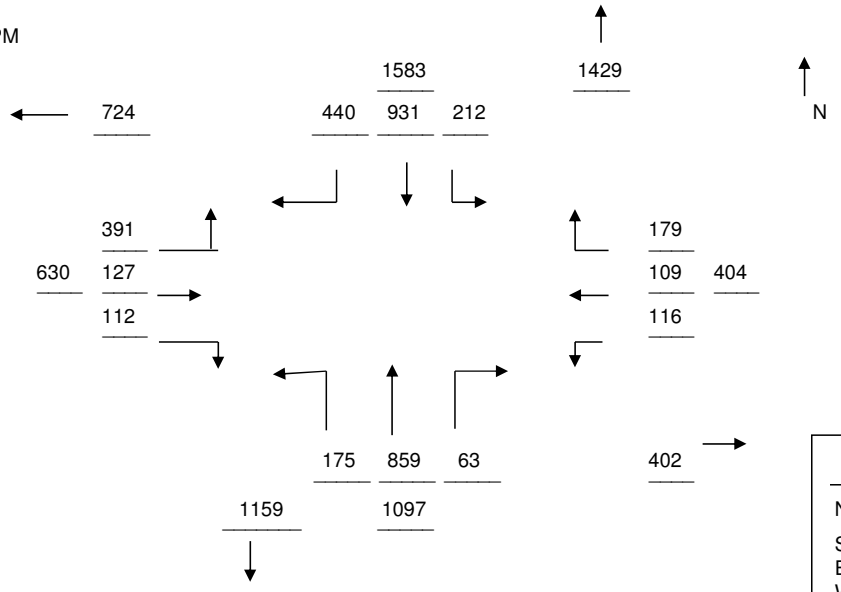
Traffic count report: 2020
Permanent count station: 103
Month of count AADT: 1.2
AADT to peak season 1.15

Factor = 1.00 ÷ 1.20 x 1.15 = 0.96

DPA
RAW TURNING MOVEMENT DIAGRAM

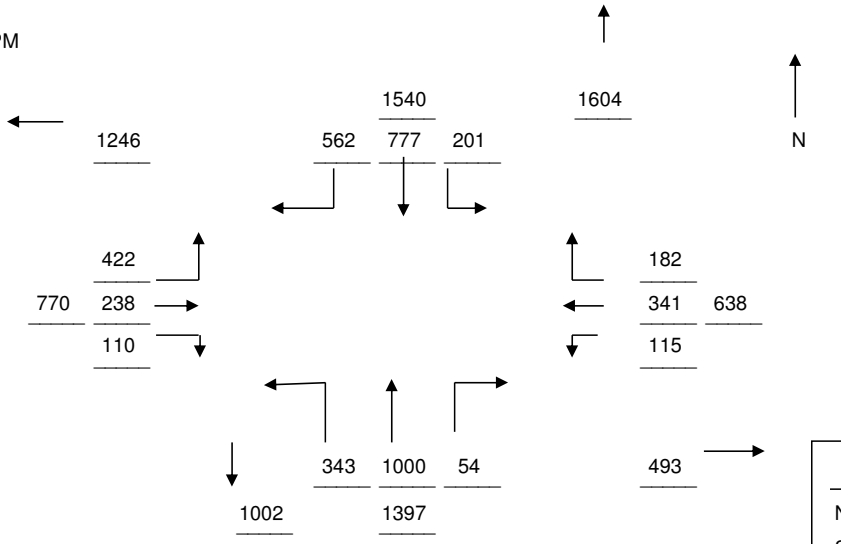
LOCATION:	0		
COUNTY :	0	CITY:	0
OBSERVER:	NA	DATE: #####	Wednesday

AM Peak Hour
11:00 AM 12:00 PM



TRUCK %	
NB =	%
SB =	%
EB =	%
WB =	%

PM Peak Hour
4:30 PM 5:30 PM

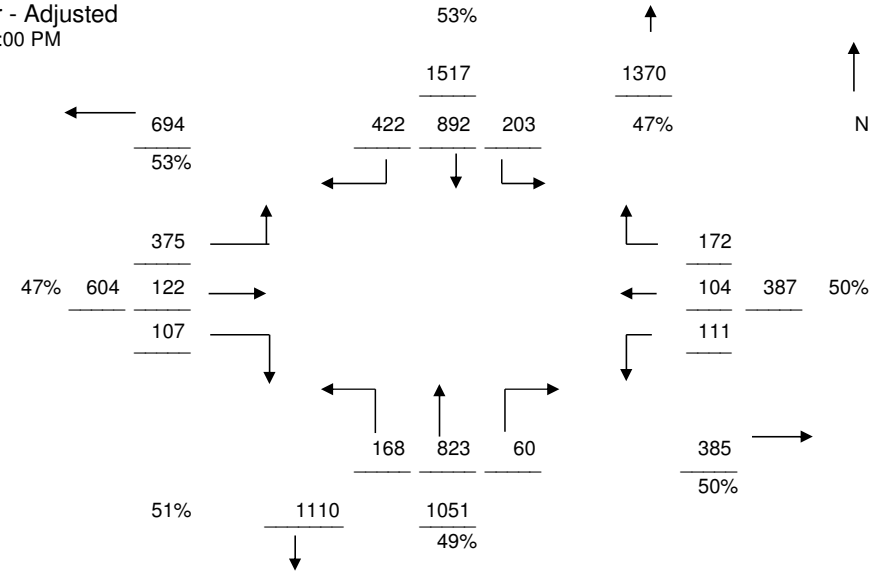


TRUCK %	
NB =	%
SB =	%
EB =	%
WB =	%

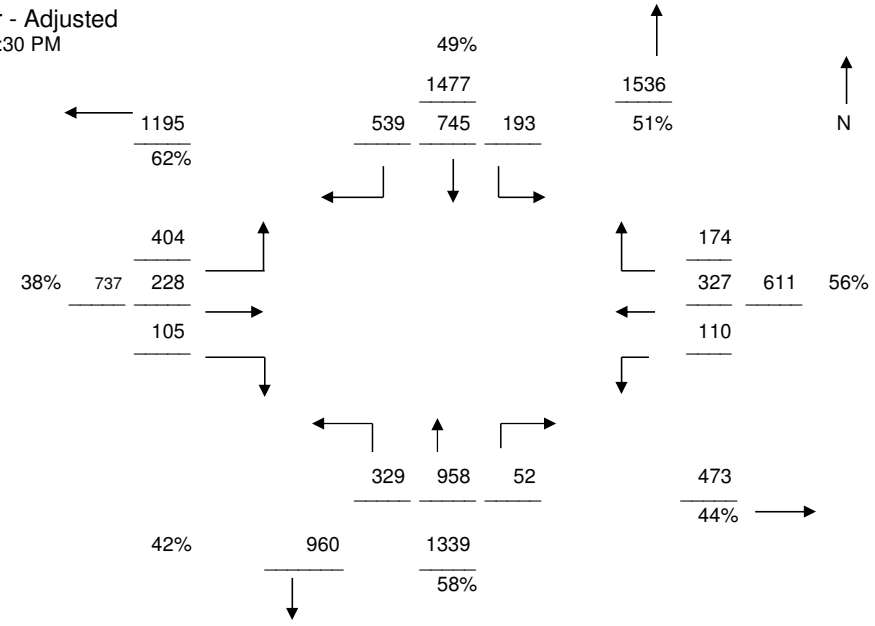
DPA
ADJUSTED TURNING MOVMEMENT DIAGRAM

		REPORT:	2020
LOCATION:	0	STATION:	103
COUNTY :	0	MONTHLY:	1.20
OBSERVER:	NA	ANNUAL:	1.15
		ADJUSTMENT FACTOR:	0.96

AM Peak Hour - Adjusted
11:00 AM 12:00 PM



PM Peak Hour - Adjusted
4:30 PM 5:30 PM

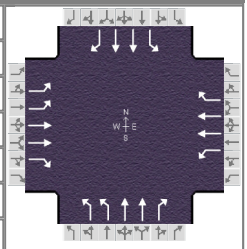


APPENDIX F

HCS 7 INTERSECTION ANALYSIS

HCS7 Signalized Intersection Results Summary

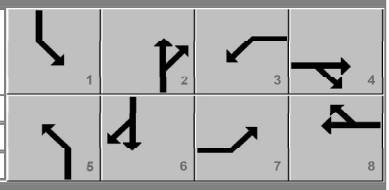
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	5/18/2021	Area Type	Other
Jurisdiction		Time Period		PHF	0.96
Urban Street	Del Prado Boulevard	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	US 41	File Name	US41_DelPrado_Existing.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	404	228	105	110	327	174	329	958	52	193	745	539

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	13.5	1.2	47.2	16.6	13.5	0.0						
Yellow	5.0	0.0	5.0	5.0	5.0	0.0						
Red	2.0	0.0	2.0	2.0	2.0	0.0						



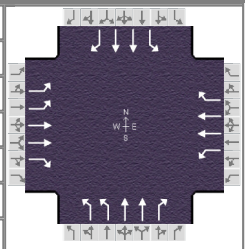
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	2.0	3.0	2.0	3.0
Phase Duration, s		23.6		20.5	20.5	54.2	21.7	55.4
Change Period, (*Y+R c*), s		7.0		7.0	7.0	7.0	7.0	7.0
Max Allow Headway (*MAH*), s		3.0		3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s		15.2		12.3	12.8		14.4	
Green Extension Time (*g e*), s		1.4		1.2	0.8	0.0	0.3	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	421	238	47	115	341	119	343	998	13	201	776	374
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1708	1758	1540	1739	1758	1565	1694	1772	1553	1759	1716	1540
Queue Service Time (*g s*), s	14.2	7.2	3.1	7.4	11.3	8.7	11.8	25.1	0.5	13.4	17.5	19.5
Cycle Queue Clearance Time (*g c*), s	14.2	7.2	3.1	7.4	11.3	8.7	11.8	25.1	0.5	13.4	17.5	19.5
Green Ratio (*g/C*)	0.15	0.15	0.15	0.12	0.12	0.12	0.12	0.40	0.40	0.13	0.41	0.41
Capacity (*c*), veh/h	502	517	226	210	424	189	410	1424	624	230	1412	634
Volume-to-Capacity Ratio (*X*)	0.838	0.460	0.207	0.546	0.803	0.629	0.836	0.701	0.020	0.875	0.550	0.590
Back of Queue (*Q*), ft/ln (95 th percentile)	243.5	136.5	53	150	218	154.4	213.3	355.2	7.8	244.3	263.3	272.2
Back of Queue (*Q*), veh/ln (95 th percentile)	9.6	5.4	2.1	5.8	8.6	6.1	8.3	14.1	0.3	9.6	10.1	10.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.22	0.00	0.09	0.35	0.00	0.33	0.36	0.00	0.02	0.31	0.00	0.34
Uniform Delay (*d 1*), s/veh	46.9	44.0	42.4	49.7	51.4	50.2	49.2	22.8	16.8	48.6	20.2	20.3
Incremental Delay (*d 2*), s/veh	1.5	0.2	0.2	0.8	1.4	1.3	1.7	2.9	0.1	4.1	1.5	4.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	48.3	44.3	42.5	50.5	52.7	51.5	50.9	25.7	16.8	52.7	21.7	24.3
Level of Service (LOS)	D	D	D	D	D	D	D	C	B	D	C	C
Approach Delay, s/veh / LOS	46.6	D		52.0	D		32.0	C		27.0	C	
Intersection Delay, s/veh / LOS	35.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.66	C	2.74	C	2.52	C	2.66	C
Bicycle LOS Score / LOS	1.07	A	0.96	A	1.60	B	1.60	B

HCS7 Signalized Intersection Results Summary

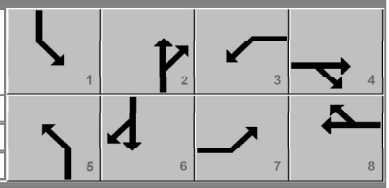
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	5/18/2021	Area Type	Other
Jurisdiction		Time Period		PHF	0.96
Urban Street	Del Prado Boulevard	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	US 41	File Name	US41_DelPrado_With_Approved_Project.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	469	501	122	217	528	261	382	1111	202	319	864	625

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.4	2.0	37.0	17.0	20.6	0.0	
Yellow	5.0	0.0	5.0	5.0	5.0	0.0	
Red	2.0	0.0	2.0	2.0	2.0	0.0	



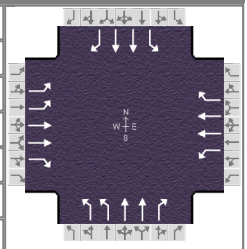
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	2.0	3.0	2.0	3.0
Phase Duration, s		24.0		27.6	22.4	44.0	24.4	46.0
Change Period, ($Y+R_c$), s		7.0		7.0	7.0	7.0	7.0	7.0
Max Allow Headway (*MAH*), s		3.0		3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s		18.9		19.2	14.7		19.4	
Green Extension Time (g_e), s		0.0		1.4	0.8	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		1.00		0.20	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	489	522	65	226	550	147	398	1157	85	332	900	464
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1708	1744	1527	1739	1758	1565	1694	1772	1540	1759	1716	1386
Queue Service Time (g_s), s	17.0	17.9	4.3	14.7	18.2	10.2	13.7	38.0	4.2	18.4	26.9	40.0
Cycle Queue Clearance Time (g_c), s	17.0	17.9	4.3	14.7	18.2	10.2	13.7	38.0	4.2	18.4	26.9	40.0
Green Ratio (*g/C*)	0.15	0.15	0.15	0.18	0.18	0.18	0.14	0.32	0.32	0.15	0.33	0.33
Capacity (*c*), veh/h	512	523	229	313	633	282	464	1123	488	270	1143	462
Volume-to-Capacity Ratio (*X*)	0.954	0.997	0.282	0.722	0.869	0.521	0.857	1.031	0.175	1.232	0.787	1.004
Back of Queue (*Q*), ft/ln (95 th percentile)	341.1	387.1	74.1	276.2	333.9	178.1	237.8	689.3	72.5	672.3	408.3	613.2
Back of Queue (*Q*), veh/ln (95 th percentile)	13.4	15.1	2.8	10.6	13.1	7.0	9.3	27.4	2.8	26.5	15.7	23.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.31	0.00	0.12	0.65	0.00	0.37	0.40	0.00	0.18	0.84	0.00	0.77
Uniform Delay (d_1), s/veh	47.6	48.0	42.5	46.4	47.8	44.5	47.9	34.7	24.9	47.7	30.1	33.4
Incremental Delay (d_2), s/veh	28.1	38.6	0.2	3.3	7.4	0.6	1.8	35.1	0.8	132.5	5.5	42.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	75.7	86.6	42.8	49.6	55.2	45.1	49.7	69.8	25.7	180.2	35.6	76.3
Level of Service (LOS)	E	F	D	D	E	D	D	F	C	F	D	F
Approach Delay, s/veh / LOS	79.0	E		52.2	D		62.6	E		75.1	E	
Intersection Delay, s/veh / LOS	68.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.77	C	2.74	C	2.62	C	2.67	C
Bicycle LOS Score / LOS	1.37	A	1.25	A	1.84	B	1.89	B

HCS7 Signalized Intersection Results Summary

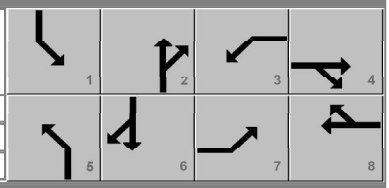
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	5/18/2021	Area Type	Other
Jurisdiction		Time Period		PHF	0.96
Urban Street	Del Prado Boulevard	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	US 41	File Name	US41_DelPrado_With_Proposed_Project.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	469	525	122	217	528	261	382	1111	217	328	864	625

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.4	1.9	37.0	17.0	20.7	0.0	
Yellow	5.0	0.0	5.0	5.0	5.0	0.0	
Red	2.0	0.0	2.0	2.0	2.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	2.0	3.0	2.0	3.0
Phase Duration, s		24.0		27.7	22.4	44.0	24.3	45.9
Change Period, ($Y+R_c$), s		7.0		7.0	7.0	7.0	7.0	7.0
Max Allow Headway (*MAH*), s		3.0		3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s		19.0		19.2	14.7		19.3	
Green Extension Time (g_e), s		0.0		1.5	0.8	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		1.00		0.22	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	489	547	65	226	550	209	398	1157	164	342	900	495
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1708	1744	1527	1739	1758	1565	1694	1772	1540	1759	1716	1386
Queue Service Time (g_s), s	17.0	18.0	4.3	14.7	18.2	15.2	13.7	38.0	8.6	18.3	27.0	39.9
Cycle Queue Clearance Time (g_c), s	17.0	18.0	4.3	14.7	18.2	15.2	13.7	38.0	8.6	18.3	27.0	39.9
Green Ratio (*g/C*)	0.15	0.15	0.15	0.18	0.18	0.18	0.14	0.32	0.32	0.15	0.33	0.33
Capacity (*c*), veh/h	512	523	229	314	636	283	464	1123	488	268	1140	461
Volume-to-Capacity Ratio (*X*)	0.954	1.045	0.282	0.719	0.865	0.740	0.858	1.031	0.335	1.273	0.789	1.074
Back of Queue (*Q*), ft/ln (95 th percentile)	341.1	427	74.1	276	333.3	257.5	237.8	689.3	147.3	718.5	409.1	723
Back of Queue (*Q*), veh/ln (95 th percentile)	13.4	16.7	2.8	10.6	13.1	10.1	9.3	27.4	5.7	28.3	15.7	28.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.31	0.00	0.12	0.65	0.00	0.54	0.40	0.00	0.37	0.90	0.00	0.90
Uniform Delay (d_1), s/veh	47.6	48.0	42.5	46.3	47.7	46.5	47.9	34.7	26.2	47.8	30.2	33.4
Incremental Delay (d_2), s/veh	28.1	51.7	0.2	3.2	7.2	4.4	1.8	35.1	1.9	148.8	5.6	63.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	75.7	99.7	42.8	49.5	54.9	50.9	49.7	69.8	28.0	196.6	35.8	96.7
Level of Service (LOS)	E	F	D	D	D	D	D	F	C	F	D	F
Approach Delay, s/veh / LOS	85.7	F		52.8	D		61.2	E		84.8	F	
Intersection Delay, s/veh / LOS	72.0						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.69	C	2.69	C	2.53	C	2.67	C
Bicycle LOS Score / LOS	1.40	A	1.30	A	1.91	B	1.92	B