



APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT - TEXT

Project Name: Alico West Area 9/CenterPlace

Project Description: Amend Policy 15.1.16 to delete .8 to remove the 25%/487 unit limitation on single-family dwelling units and zero lot line units for Area 9 and renumber remaining sections.

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

*Must be directly related to the implementation of small-scale map amendment as required by Florida Statutes.

APPLICANT – PLEASE NOTE:

A PRE-APPLICATION MEETING IS REQUIRED PRIOR TO THE SUBMITTAL OF THIS APPLICATION.

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

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

If you have any questions regarding this application, please contact the Planning Section at (239)533-8585.

RECEIVED
OCT 04 2021

1. Name of Applicant: Alico Multifamily LLC

Address: 2101 W. Commercial Blvd. Suite 4800

City, State, Zip: Fort Lauderdale, FL 33309

Phone Number: c/o 239-770-2527/239-939-5490

E-mail: c/o shewitt@bankseng.com

COMMUNITY DEVELOPMENT

2. Name of Contact: Stacy Ellis Hewitt, AICP, Banks Engineering

Address: 10511 Six Mile Cypress Pkwy Suite 101

City, State, Zip: Fort Myers, FL 33966

Phone Number: 239-770-2527/239-939-5490

E-mail: shewitt@bankseng.com

3. Property Information: Provide an analysis of any property within Unincorporated Lee County that may be impacted by the proposed text amendment. Alico West Area 9

4a. Does the proposed change affect any of the following areas?

If located in one of the following areas, provide an analysis of the change to the affected area.

☐ Acquisition Area
[Map 1 Page 4]

☐ Burnt Store Marina Village
[Map 1 Page 2]

☐ Urban Infill and Redevelopment
[Map 15]

☐ Agricultural Overlay
[Map 30]

☐ Environmental Enhancement and
Preservation Communities [Map 17]

☐ Urban Reserve Area [Map 1 Page 4]

☐ Airport Mitigation Lands
[Map 3]

☐ Mixed Use Overlay
[Map 1 Page 6]

☐ Water Dependent Overlay
[Map 1 Page 2]

☐ Airport Noise Zone
[Map 1 Page 5]

☐ Planning Communities Map
[Map 1 Page 2]

☐ Private Recreational Facilities
[Goal 16]

4b. Planning Communities/Community Plan Area Requirements

If located in one of the following planning communities/community plan areas, provide a meeting summary document of the required public informational session [Lee Plan Goal 17].

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

Public Facilities Impacts

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

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

2. **Provide an existing and future conditions analysis for the following (see Policy 95.1.3):**

- Sanitary Sewer
- Potable Water
- Surface Water/Drainage Basins
- Parks, Recreation, and Open Space
- Public Schools

Environmental Impacts

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

Historic Resources Impacts

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

Internal Consistency with the Lee Plan

- Discuss how the proposal affects established Lee County population projections, Lee Plan Table 1(b) and the total population capacity of the Lee Plan Future Land Use Map.
- List all goals and objectives of the Lee Plan that are affected by the proposed amendment. This analysis should include an evaluation of all relevant policies under each goal and objective.
- Describe how the proposal affects adjacent local governments and their comprehensive plans.
- List State Policy Plan goals and policies, and Strategic Regional Policy Plan goals, strategies, actions and policies which are relevant to this plan amendment.

Justify the proposed amendment based upon sound planning principles

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

SUBMITTAL REQUIREMENTS

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

MINIMUM SUBMITTAL ITEMS

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



Professional Engineers, Planners & Land Surveyors

**Alico West Area 9/CenterPlace
Comprehensive Plan Amendment
Pre-Application Zoom Meeting Minutes
EXHIBIT "T3"**

Date: January 29, 2021 at 10:30 a.m.

County Staff: Brandon Dunn, Mikki Rozdolski, Nic DeFilippo, Tyler Griffin, Lili Wu

Applicant Representatives: Steve Hartsell, Tom Lehnert, Stacy Ellis Hewitt, Ted Treesh, Peter Olesiewicz, Chris Stephens

Pre-application meeting was held to discuss potential plan text amendment and administrative zoning amendment. January 6, 2021 memorandum package was provided to facilitate discussion.

1. Amend/delete plan policy 15.1.16.8 to eliminate the 25% Limit on single-family.
2. Administrative amendment to the Center Place MPD to provide for the 140 unit Marquesa detached multi-family/"single-family" development.

Staff included were to discuss if there may be any transportation or environmental impacts from the proposed amendment.

- There was consensus confirmed by the County environmental staff that the property is already developed and there would be no environmental impacts.
- County transportation staff raised questions about the transportation impact of allowing more single family units which generate higher trips than multi family.
- Applicant pointed out that the original limitation was not due to traffic impacts but was due to the dwelling unit type.
- Applicant recognized that the transportation analysis would need to be done and that it is probably possible to reduce the overall project density/intensity so that there would be no net increase in trips even if additional single-family units are permissible.
- Applicant acknowledged that any reduction in the overall number of units would need to be coordinated with the other property owners.
- There were no other transportation questions, or any other questions from the staff present.
- County staff indicated that they were expecting the administrative zoning amendment to be filed concurrently with the plan amendment and that they would be coordinated together.

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Minutes of Meetings with FGCU representatives regarding Proposed CPA

5-26-2021

ATTENDEES:

May 7, 2021 – First (Phone) Meeting:

Steve Hartsell, on behalf of Alico Multifamily, LLC, met by phone with Katherine Green, VP University Advancement and Executive Director of the FGCU Foundation.

May 24, 2021 – Second (Virtual) Meeting by ZOOM:

Katherine Green, VP FGCU Advancement and Executive Director of the FGCU Foundation; Tom Mayo, Facilities Management, FGCU; David Vazquez, FGCU Vice President, Administrative Services and Finance and Executive Director, Financing Corporation.

Mikki Rozdolski, Lee County Planning Manager; Tyler Griffin, Lee County Planner;

Peter Olesiewicz, Marquesa Capital Properties; Steve Hartsell, Pavese Law Firm; Tom Lehnert, Banks Engineering; Sean O'Connor, Maronda Homes;

MEETINGS MINUTES

Alico Multifamily, LLC, is developing the 16.18 acre parcel west of CenterPlace Blvd south of Alico Road (STRAP# 12-46-25-L2-190C1.0000) [Shown as Proposed Marquesa Development C on the Area 9 Alico West Entitlement Exhibit attached] and will be amending the MPD Zoning. Steve explained that Lee Plan Policy 15.1.16.11 requires the agent for planned development rezoning requests to conduct two meetings with the FGCU President/designee.

Alico Multifamily, LLC proposes an innovative multi-family rental community to be built on a single parcel containing numerous one, two and three bedroom units served by shared infrastructure (e.g., multi-family parking lots and drive aisles, sidewalks, shared solid waste receptacles, common drainage, common landscaping, open spaces, and amenities). See the attached Marquesa-Alico Multifamily Site Plan. Although the project functions as detached multi-family, it falls under the LDC single-family definition. The proposed design adds to the diversity of the residential options and meets the intent of the University Community. If the 25% limit on single-family discussed below is removed, Alico Multifamily, LLC will be able to provide a unique detached multi-family product (defined as “single family units”) on a single lot that will provide even more housing diversity to meet the housing needs of the University Community.

The first meeting, May 7, 2021, was introductory and in preparation for the second required meeting on May 24, 2021. For the second meeting exhibits were provided to Ms. Green for the FGCU representatives along with a summary of the proposal to:

- Delete the 25% limit on single-family/zero lot line units through the attached Lee Plan text amendment to delete Policy 15.1.16.8 and reduce some retail square footage (CPA2021-00002); and
- File an Administrative MPD Amendment to the CenterPlace-Esplanade Lake Club MPD #Z-17-014 to allow the proposed “single-family” development (i.e., detached multi-family units) on the ±16.18 acres.

It outlined for FGCU the “detached multi-family” design (defined by Lee County LDC as “single-family”) previously discussed with Lee County staff with regard to eliminating the 25% (i.e., 487 unit) single-family limitation:

POLICY 15.1.16: For those lands in Area 9, all development must be designed to enhance and support the University. ...The final design and components will be determined as part of the rezoning process and must be consistent with the following development standards: ...

8. Residential Uses: Single-family residential units and zero lot line units, as defined in the Land Development Code, will be limited to a maximum of 25% of the total approved dwelling units in the planned development.

The ±886-acre CenterPlace/Esplanade Lake Club MPD (Res.#Z-17-014, attached) is identified as “Area 9” in Policy 15.1.16.1. The MPD and that policy approved 200,000 SF retail, 140,000 SF office, 250 hotel rooms and 1,950 residential units that were required to be “multiple types of residential development.” The Area 9 Alico West Entitlement Exhibit shows current approved and proposed development parameters:

- Area 9 Entitlement Exhibit identifying proposed development parcels:
 - FGCU Donation parcel **A**
 - CenterPlace Apartments **B**– 300 multi-family units under construction
 - **Proposed Marquesa Development C**
 - **140 “single-family” (i.e., detached multi-family)** (See attached Marquesa-Alico Multifamily site plan)
 - Convenience Store with development order approval **D**

- Future commercial parcel (E)
- Esplanade Residential (F) – 653 units per CDD report
 - 186 twin-villas
 - 467 single-family (lot sizes vary)

Policy 15.1.16 encourages diverse residential options for the University Community instead of uniform large lot, gated single-family development. The Area 9 Entitlement Exhibit shows that the policy was successful and less than 60% of the maximum number of units will be developed, and with an appropriate mix of uses and diversity of housing options to serve the University Community. As a result, this single-family cap is no longer necessary and eliminating it will allow the Alico Multifamily, LLC proposal to be a positive and appropriate addition to the University Community.

At the May 24, 2021, meeting, Steve Hartsell reviewed the proposal, showing the Proposed Marquesa-Alico Detached Multi-family Site Plan (4-27-2021) and the Area 9 Entitlement Exhibit to help orient the participants as to the location. Steve Hartsell and Peter Olesiewicz answered questions. The general consensus was that the proposed project would add to the diversity of housing that the University really needs in this area. David Vazquez, FGCU representative, will prepare a brief email indicating that the meetings were held and that FGCU has no objection to the proposed amendments.

[Email May 26, 2021 to Steve Hartsell; CC: Katherine Green, Michelle Kroffke]:

Good Afternoon,

Thank you for sharing the preliminary development plans for the Alico West Area 9/CenterPlace housing project at Lot C by Alico Multifamily LLC. We believe this project is compatible with University activities, as presented. Florida Gulf Coast University has no objection to this project.

Best of luck on your endeavor. Thank you.

David Vazquez | *Vice President,
Administrative Services and Finance
Executive Director, Financing Corporation*
<https://www.fgcu.edu/adminservices/>



10501 FGCU Boulevard South, Fort Myers, FL 33965

**Alico West Area 9/CenterPlace
Comprehensive Plan Amendment
CPA2021-00002
Proposed Text Changes
Exhibit T4**

7-1-2021

*Amendment to Policy 15.1.16
[Deletions shown by cross-hatching]:*

POLICY 15.1.16: For those lands in Area 9, all development must be designed to enhance and support the University. All rezonings in this area must include a specific finding that the proposed uses qualify as Associated Support Development, as that term is defined in the glossary. The final design and components will be determined as part of the rezoning process and must be consistent with the following development standards:

1. Mixed Use: Development must incorporate a mix of uses (multiple types of residential development along with non-residential development) and be consistent with the intent of Goals 11 and 15 and Policy 1.1.9. Alico West, Area 9, must be rezoned to a planned development as specified by the Land Development Code. The following maximum development parameters per use are approved for Area 9, subject to transportation mitigation requirements:
 - Residential: A maximum of 1,950 units
 - Retail: A maximum 200,000 square feet
 - Office/Research/Development: A maximum of 140,000 square feet
 - Hotel: 250 rooms
7. ...
8. ~~Residential Uses: Single family residential units and zero lot line units, as defined in the Land Development Code, will be limited to a maximum of 25% of the total approved dwelling units in the planned development.~~

[Renumber the remaining sections] ...



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Alico West Area 9/CenterPlace Comprehensive Plan Amendment

CPA2021-00002

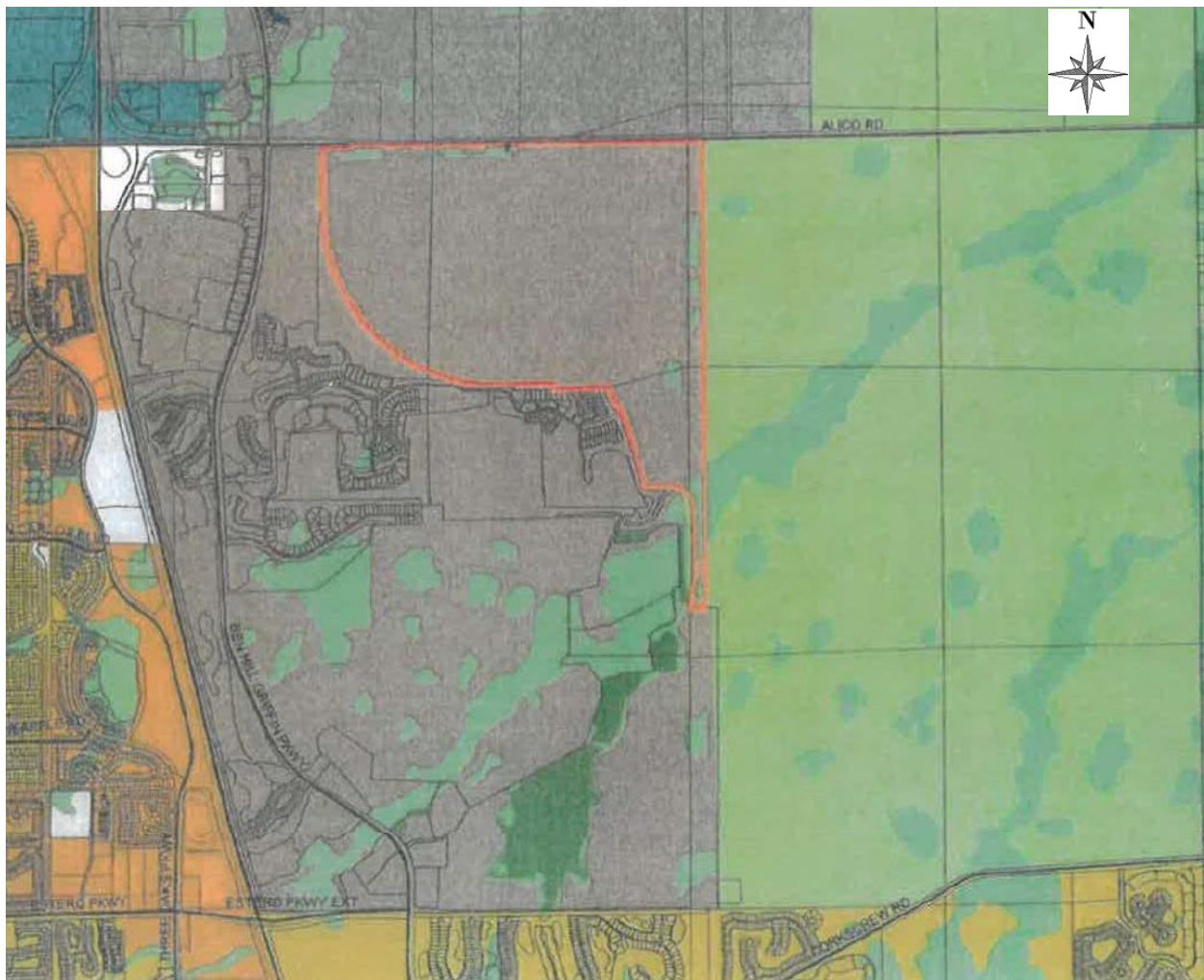
**Narrative and Lee Plan Consistency
State & Regional Policy Plan Compliance**

EXHIBITS "T6, T9 & T10"

Revised July 1, 2021

INTRODUCTION

The Alico West Area 9/CenterPlace property is ±886-acres located at the South side of Alico Road, about 0.9-mile East of Ben Hill Griffin Parkway, within the San Carlos Planning Community. The property is zoned Mixed Use Planned Development (MPD) known as CenterPlace MPD (aka Esplanade Lake Club) and is within the University Community future land use category.



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Figure 1. Location of Subject Property

Lee Plan Policy 15.1.16.1 provides the following maximum intensities for Area 9: 1,950 residential units required to be “multiple types of residential development,” 200,000 SF retail, 140,000 SF office/research/development, and 250 hotel rooms which requires planned development rezoning approval. In order to encourage diverse residential options for the University Community and to discourage large lot, gated single-family golf course communities which in general do not serve the student body, faculty or support staff of the university; language was included in Policy 15.1.16.8 to limit single-family and zero-lot line residential uses within Area 9 to 25 percent or 487 of the 1,950 total dwelling units.

The CenterPlace MPD (aka Esplanade Lake Club) was originally rezoned to Mixed Use Planned Development by Z-14-021 and was subsequently amended by Resolution Z-17-014, ADD2017-00139, ADD2017-00170, ADD2018-00100, ADD2019-00078 and ADD2019-00098; and ADD2020-00148 and currently provides for the following intensities: 1,950 dwelling units (up to 487 dwelling units may be single family/zero lot line), 250 hotel rooms, 200,000 SF of retail, 110,000 SF of office, 20,000 SF of research and development and 10,000 SF of medical office.

The existing entitlements and current approved/proposed development parameters for Area 9 include a FGCU donation parcel, CenterPlace apartments (300 multi-family units under construction), a convenience store with development order approval, Esplanade residential development (186 twin-villas and 467 single-family with varying lot sizes – a total of 653 units per Community Development District Report), and a future commercial development parcel.

Now that Area 9 has received entitlements demonstrating that an appropriate mix of uses and diversity of housing options to serve the University Community are successfully being proposed, this single-family cap is no longer necessary, serves no benefit or purpose, and is proposed to be removed by a text amendment to Policy 15.1.16 to delete .8 to remove the 25%/487 unit limitation on single-family dwelling units and zero lot line units for Area 9. Please refer to the attached memorandum from TR Transportation Consultants, Inc. as discussed at the pre-application meeting. A concurrent application for an administrative amendment to the planned development will be filed to remove the single-family limitation language from the zoning.

The applicant owns ±16.17 acres located at the southwest corner of Alico Road and Centerplace Boulevard within the CenterPlace MPD and is identified as Tract C1, Esplanade Lake Club Phase 1 as recorded in Instrument number 2019000189935 of the Public Records of Lee County. The applicant is proposing the Marquesa development on this parcel: an innovative “single-family” rental community to be built on a single parcel containing numerous one-, two- and three-bedroom units served by shared infrastructure (e.g., parking lots, sidewalks, shared solid waste receptacles, common drainage, common landscaping, open spaces, and amenities). Although the project functions as detached multi-family, it falls under the LDC single-family definition. The proposed Marquesa design adds to the diversity of the residential options provided in Area 9 and meets the intent of the University Community. If the 25% limit on single-family is removed, Marquesa will be able to provide a unique “single-family” product on a single lot that will provide even more housing diversity to meet the housing needs of the University Community.

VISION STATEMENT

13. San Carlos - This community is located in the southern portion of Lee County, east of Hendry Creek, north of the Village of Estero and, for the most part, south of Alico Road. It also includes all lands designated University Community, located east of I-75. The majority of the land in this community is designated as Suburban and then Urban

Community with the remaining areas designated as Rural, Outlying Suburban, and Industrial Development. There are three distinct areas within this community: San Carlos Park, Island Park, and the university area. This community will continue to grow into a vibrant urban core for Lee County's high-tech research and development employment base.

The existing CenterPlace MPD (aka Esplanade Lake Club) zoning has previously been found consistent with the University Community designation and provides a mix of uses that furthers the San Carlos vision statement. The proposed text amendment and concurrent administrative amendment to the planned development will continue to further the vision statement.

FUTURE LAND USE

POLICY 1.1.9: The University Community future land use category provides for Florida's 10th University, Florida Gulf Coast University (FGCU), and for associated support development. The location and timing of development within this area must be coordinated with the development of the University and the provision of necessary infrastructure. All development within the University Community must be designed to enhance and support the University. In addition to all other applicable regulations, development within the University Community will be subject to cooperative master planning with, and approval by, the FGCU President or their designee.

Prior to development in the University Community future land use category, there will be established a Conceptual Master Plan which includes a generalized land use plan and a multiobjective water management plan. These plans will be developed through a cooperative effort between the property owner, Lee County, and South Florida Water Management District.

Within the University Community are two distinct sub-categories: University Campus and the University Village. The University Window Overlay, although not a true sub-category, is a distinct component of the total university environment. Together these functions provide the opportunity for a diversity of viable mixed use centers. Overall residential development within the University Village will not exceed 6,510 dwelling units. None of the 6,510 dwelling units may be used on or transferred to lands located outside of the University Community land use boundaries as they exist on October 20, 2010. Specific policies related to the University Community are provided in Goal 15.

The existing CenterPlace MPD (aka Esplanade Lake Club) zoning has previously been found consistent with Policy 1.1.9 and the proposed text amendment to remove the 25% limitation on single-family and zero lot line dwelling units will remain consistent. Approval of the text amendment will allow the proposed Marquesa development to proceed which will provide a unique "single-family" product that is designed to enhance and support the University Community by providing even more housing diversity to meet the housing needs of the University Community. FGCU has been informed and has no objection per attached minutes. The applicant is also coordinating with the adjacent developer.

POPULATION PROJECTIONS & TABLE 1(B) DISCUSSION

Since the total number of dwelling units is not proposed to change as part of this text amendment, the request will have no impact on established Lee County population projections, Lee Plan Table 1(b) and the total population capacity of the Lee Plan Future Land Use Map.

GROWTH MANAGEMENT

The existing CenterPlace MPD (aka Esplanade Lake Club) zoning has been found consistent and the requested text amendment will have no impact on the development's continued consistency with Development Location Objective 2.1, Policies 2.1.1 and 2.1.2.

The existing CenterPlace MPD (aka Esplanade Lake Club) zoning has been found consistent and the requested text amendment will have no impact on the development's continued consistency with Development Timing Objective 2.2, Policy 2.2.1.

INFRASTRUCTURE AND SERVICES

The San Carlos Park Fire Protection and Rescue Service District provides fire protection services for the subject property. Lee County EMS provides emergency medical services. Law enforcement services are provided by Lee County Sheriff's South District Office in Bonita Springs. The proposed text amendment does not affect these services. No change is proposed to the total dwelling units so there should be no impact on classroom needs for the Lee County School District. No impacts are anticipated to Lee County Solid Waste's service of the site. Lee Tran does not currently service the site. Lee County Utilities provides water and sewer services to the site and capacity has been previously verified. The proposed text amendment will not affect these services.

RESIDENTIAL LAND USES

The existing CenterPlace MPD (aka Esplanade Lake Club) zoning has been found consistent and the requested text amendment will have no impact on the development's continued consistency with Goal 5 and its implementing Objectives and Policies.

COMMERCIAL LAND USES

The existing CenterPlace MPD (aka Esplanade Lake Club) zoning has been found consistent and the requested text amendment will have no impact on the development's continued consistency with Goal 6 and its implementing Objectives and Policies.

GOAL 15: UNIVERSITY COMMUNITY

The existing CenterPlace MPD (aka Esplanade Lake Club) zoning has been found consistent and the requested text amendment will have no impact on the development's continued consistency with Goal 15 and its implementing Objectives and Policies. Approval of the text amendment will allow the proposed Marquesa development to proceed which will provide a unique detached multi-family product that will provide even more diversity to the mix of housing types to accommodate the varying lifestyles of students, faculty, administration, other university personnel and employees of the associated support development, furthering consistency with Policies 15.1.2 and 15.1.3.

CONCLUSIONS

The requested text amendment remains consistent with and in furtherance of the intent of the Lee Plan as discussed in this analysis. The existing University Community Objectives and Policies relating to Area 9 were based upon sound planning principles and the requested text amendment is minor in nature and has no impact on the previous findings.

ADJACENT LOCAL GOVERNMENTS & THEIR COMPREHENSIVE PLANS

The requested text amendment will have no affect on existing adjacent local governments and their comprehensive plans. The closest adjacent local government to the subject property is the

Village of Estero.

STATE POLICY PLAN AND REGIONAL POLICY PLAN

State Comprehensive Plan

Although the Community Planning Act of 2011 eliminated the requirement for consistency of the local comprehensive plan with the state comprehensive plan, the requested text amendment has no impact on the existing consistency and general furtherance of the adopted State Comprehensive Plan.

Strategic Regional Policy Plan (SRPP)

The text amendment remains consistent with and generally furthers the Strategic Regional Policy Plan. The request furthers the following Strategic Regional Policy Plan goal.

Affordable Housing Element

Goal 1: Supply a variety of housing types in various price ranges to ensure that all residents have access to decent and affordable housing.

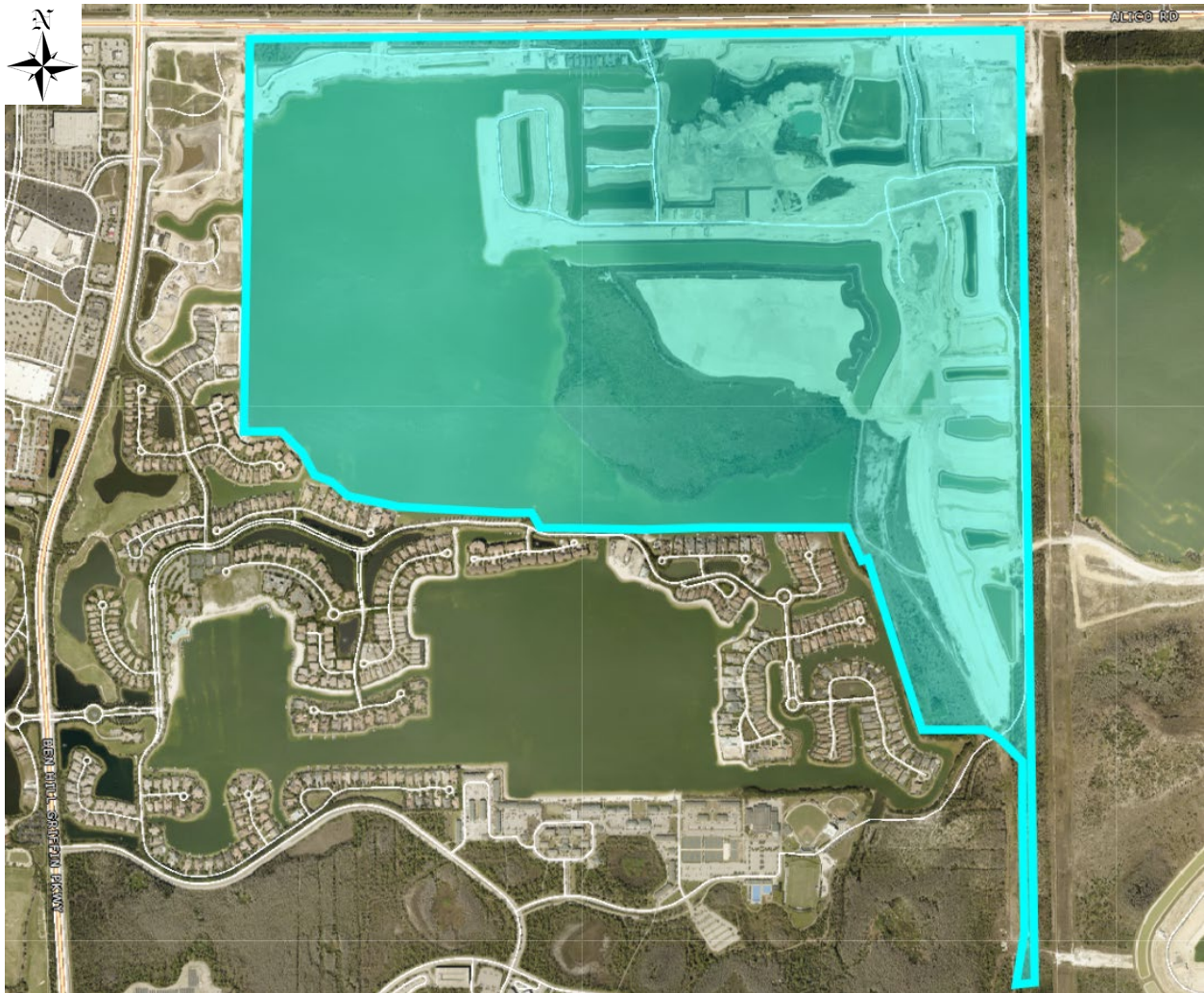
The proposed text amendment will allow for additional innovative housing type options to the university area, furthering this goal.



Professional Engineers, Planners & Land Surveyors

**Alico West Area 9/CenterPlace
Comprehensive Plan Amendment**
CPA2021-00002
Environmental Impacts Analysis
Exhibit T7

The Alico West Area 9/CenterPlace property is already heavily disturbed by previously permitted development as shown in the below aerial with the site outlined in blue. The proposed text amendment will not result in any increased environmental impacts and will have no bearing on the previously analyzed and permitted environmental impacts analysis.



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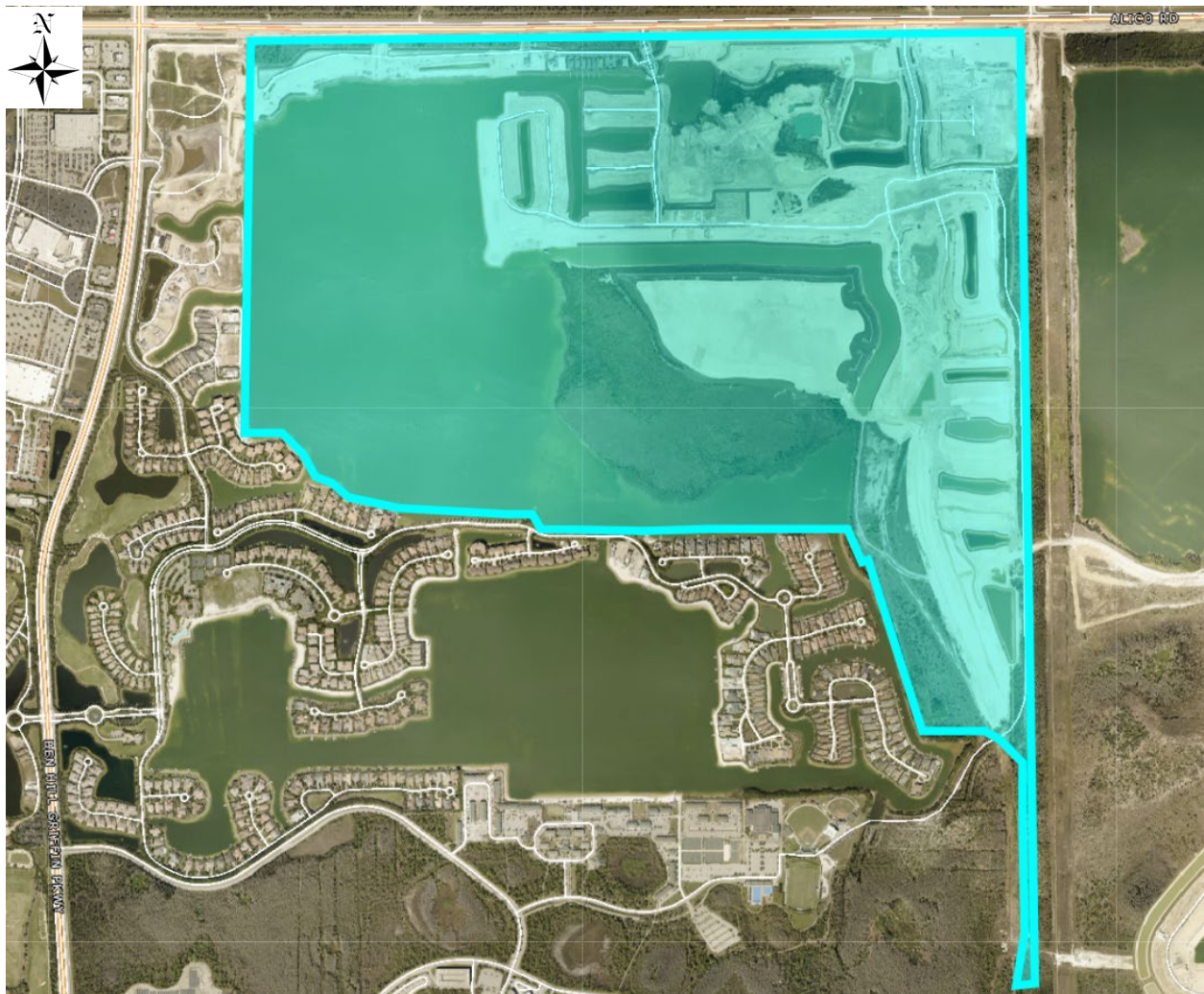
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Engineering License No. EB 6469 • Surveying License No. LB 6690



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**Alico West Area 9/CenterPlace
Comprehensive Plan Amendment**
CPA2021-00002
Historic Resources Impacts Analysis
Exhibit T8

The Alico West Area 9/CenterPlace property is already heavily disturbed by previously permitted development as shown in the below aerial with the site outlined in blue. The proposed text amendment will not result in any increased historic resources impacts and will have no bearing on the previously analyzed and permitted historic resources impact analysis.



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FAX 239.2718.1906

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

MEMORANDUM

TO: Ms. Stacey Hewitt, AICP
Banks Engineering, Inc.

FROM: Ted B. Treesh
President

DATE: July 30, 2021

RE: Alico West Area 9/CenterPlace
Comprehensive Plan Traffic Analysis
Lee County, Florida

TR Transportation Consultants, Inc. has completed the following transportation analysis to support the Comprehensive Plan Amendment to the Alico West Area 9/CenterPlace project to remove the Text Amendment to Policy 15.1.16.8 that restricts the number of Single Family Dwelling units to 25% of the total approved Dwelling Unit count of 1,950 units. The current Future Land Use for this subject site is approved for a density of 1,950 residential dwelling units along with commercial and office uses. However, there is a Text Amendment in the Plan that limits the number of Single Family Dwelling Units to 25% of the total residential dwelling unit count, or 487 total units ($0.25 \times 1,950$). The remaining units are Multi-Family Dwelling Units.

This analysis demonstrates that the transportation facilities within a three-mile radius of the site will not be impacted if the 25% restriction to Single Family Dwelling units is removed from the Conditions and the site could be developed with up to 1,950 Single Family Dwelling Units under the “worst case” analysis. Under Zoning Resolution Z-17-014 and ADD2017-00139, Alico West Area 9/CenterPlace is approved for the following development intensities:

- 487 Single Family Dwelling Units
- 1,463 Multi-Family Dwelling Units
- 200,000 square feet of Retail uses
- 110,000 square feet of Office uses
- 10,000 square feet of Medical Office uses
- 20,000 square feet of Research & Development Uses
- 250 rooms of Hotel

The Amendment would only impact the residential uses and not change the total number of Dwelling Units that could be constructed. The total number of Dwelling Units that could be constructed would remain at 1,950 units however, the restriction on the number of Single Family Dwelling Units would be removed. Therefore, in order to ensure a “worst case” analysis, the trip generation of the residential units was assumed to be entirely Single Family Detached Homes.

TRIP GENERATION

Consistent with the traffic study prepared for the most recent Comprehensive Plan Amendment and Rezoning application, similar Land Use Codes were utilized to generate the weekday P.M. peak hour trip generation. The most recent Comprehensive Plan Amendment Traffic Study completed for this project was prepared by David Plummer & Associates and is dated February 8, 2017. In that report, the trip generation for the residential uses was determined based on the development intensity of 487 Single Family Dwelling Units and 1,120 Multi-Family Dwelling Units. There was a reduction to the trip generation of the residential uses due to the Internal Capture of trips between the residential uses and the commercial uses within this development. The same internal capture that was utilized in the 2017 analysis was utilized in this analysis.

The following tables represent the trip generation of the project under the current limitation of 487 Single Family Dwelling Units as included in the 2017 CPA Traffic Study prepared by David Plummer & Associates. Copies of the relevant pages of this report are attached to this memorandum for reference. The trip generation for 1,950 Single Family Dwelling Units was then prepared based on the current Institute of Transportation Engineer’s *Trip Generation Report*, 10th Edition, and the same internal capture rate applied in the 2017 CPA traffic study was applied to the Single Family Dwelling unit trip generation.

Table 1 reflects the weekday P.M. peak hour trip generation of the residential portion of the project that was included in the 2017 CPA Traffic Study. Also reflected is the Internal Capture trips from the residential uses that were included in that report.

Table 1
Trip Generation As Approved
Alico West Area 9/CenterPlace

Land Use	Weekday P.M. Peak Hour		
	In	Out	Total
Residential Dwelling Units (1,950 Total Dwelling Units)	763	416	1,179
Internal Capture Trips	-352	-191	-543
External Trips	411	225	636

Source: Centerplace Comprehensive Plan Amendment Traffic Study Addendum dated February 8, 2017

800 Apartments, 663 Multi-Family units & 487 Single Family Units

Internal Capture Percentage is $543 \div 1,179 = 46\%$

Table 2 reflects the weekday P.M. peak hour trip generation of the residential portion of the project that would be permitted under the Future Land Use Plan with the removal of the Text Amendment that limits the number of Single Family Dwelling Units to 25% of the total dwelling unit count. As previously discussed, in order to assume “worst case” in terms of trip generation, all 1,950 residential dwelling units were assumed to be Single Family Dwelling units for purposes of this analysis. The same Internal Capture percentage utilized in the 2017 CPA traffic study was carried forward to the Single Family trip generation since the total number of units and the commercial floor areas do not change with this Amendment.

Table 2
Trip Generation As Proposed
Alico West Area 9/CenterPlace

Land Use	Weekday P.M. Peak Hour		
	In	Out	Total
Residential Dwelling Units (1,950 Single Family Dwelling Units)	1,109	651	1,760
Internal Capture Trips	-510	-300	-810
External Trips	599	351	950

Internal Capture Percentage is $810 \div 1,760 = 46\%$

Table 3 represents the trip generation increase in the project that can be anticipated if the restriction of Single Family Dwelling Units is removed from the Future Land Use for the subject site. Again, the number of commercial trips generated from the project will not change as a result of this Amendment as the floor area and uses that were previously analyzed are not changing.

Table 3
External Trip Generation Increase
Alico West Area 9/CenterPlace

Land Use	Weekday P.M. Peak Hour		
	In	Out	Total
Proposed Residential Dwelling Units (1,950 Single Family Dwelling Units)	599	351	950
Approved Residential Dwelling Units (1,950 Total Dwelling Units)	-411	-225	-636
Net Trip Increase	188	126	314

Internal Capture Percentage is $810 \div 1,760 = 46\%$

Long Range Impacts (20-year horizon)

The Lee County Metropolitan Planning Organization's (MPO) 2045 Long Range Transportation Plan was reviewed to determine if any future roadway improvements were planned in the vicinity of the subject site. Based on the review, roadway improvements within the vicinity of the subject site shown on the 2045 Financially Feasible Plan were the extension of Airport Haul Road between Alico Road south to Corkscrew Road as a new 2-Lane roadway and the Alico Road Connector that would extend Alico Road north and east to connect to S.R. 82. Other planned improvements in the Study Area include the extension of Three Oaks Parkway from Alico Road to Daniels. The Lee County 2045 Highway Cost Feasible Plan map is attached to this Memorandum for reference.

The Lee County Metropolitan Planning Organization's (MPO) long range transportation travel model was also reviewed in order to determine the impacts the amendment would have on the surrounding area. The base 2045 loaded network volumes were determined for the roadways within the study area. The additional P.M. peak hour trips to be generated from the project as shown in Table 3 were then added to the projected 2045 volumes as shown in the model. The Level of Service for the surrounding roadways was then evaluated. The Level of Service threshold volumes were derived based on the attached Lee County *Generalized Peak Hour Directional Service Volumes* table for Lee County roadways and the FDOT *Q/LOS Manual* Service Volumes (Table 7) for FDOT roadways.

The results of the analysis indicate that the additional project trips that will be generated as a result of the project being analyzed as 100% Single Family Dwelling Units for the residential portion of the site will not cause any roadway link to fall below the recommended minimum acceptable Level of Service thresholds as recommended in Policy 37.1.1 of the Lee County Comprehensive Plan. Several roadway segments are shown to operate below these LOS standards in 2045 in the Background traffic conditions and not as a result of adding the additional trips from the project. Therefore, no changes to the adopted 2045 Long Range Transportation plan are required as result of the proposed elimination of the cap on Single Family Dwelling units within the project. Attached **Table 1A** and **Table 2A** reflect the Level of Service analysis based on the 2045 conditions.

Short Range Impacts (5-year horizon)

The 2020/2021-2024/2025 Lee County Transportation Capital Improvement Plan and the 2022-2026 Florida Department of Transportation Adopted Work Program were reviewed to determine the short term impacts the proposed land use change would have on the surrounding roadways. The only two projects funded for construction in the Study Area are the Three Oaks Parkway North Extension from Alico Road to Daniels Parkway and the Alico Road Extension from Green Meadow Boulevard to S.R. 82.

The trip generation for the Short Term analysis was based on the site being developed with approximately 1,025 Single Family Dwelling units. This was determined by utilizing the same proportion of development levels assumed in the 2017 Plummer CPA Traffic analysis. The trips anticipated to be generated from the 1,025 Single Family Dwelling Units were determined by utilizing Land Use Code 210 – Single Family Detached Housing, from the ITE Trip Generation Report as previously referenced. **Table 4** illustrates the weekday P.M. peak hour traffic volumes that were assumed to be generated in the Short Term analysis. The Short Term Analysis included in the 2017 Plummer CPA Traffic Study assumed a certain level of commercial office and retail development so the trip reductions for Internal Capture were carried through to this analysis as well.

Table 4
Trip Generation – Short Term Analysis
Alico West Area 9/CenterPlace

Land Use	Weekday P.M. Peak Hour		
	In	Out	Total
Proposed Residential Dwelling Units (1,025 Single Family Dwelling Units)	598	351	949
Internal Capture Trips	-215	-127	-342
Net New Trips	383	224	607

Internal Capture Percentage is $342 \div 949 = 36\%$

Table 3A and **Table 4A** attached to this report indicate the projected 5-year planning Level of Service on surrounding roadways based on the uses that would be permitted under the proposed land use designation. From Table 4A, the only roadway segment that is shown to experience a Level of Service deficiency in 2025 with the project is Alico Road between Three Oaks Parkway and I-75. This Level of Service deficiency may be alleviated with the connection of Three Oaks Parkway to Daniels Parkway to the north.

Conclusion

The proposed Comprehensive Plan Amendment to remove the limitation on the number of Single Family Dwelling Units within the project meets the requirements set forth by the Lee County Comprehensive Plan and Land Development Code in that there is sufficient capacity available to accommodate the new trips that will be generated by the proposed development as a result of the project being analyzed as all Single Family Dwelling Units.

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

Attachments

APPENDIX

TABLES 1A & 2A
2045 LRTP IMPACT ANALYSIS

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COMMUNITY DEVELOPMENT

TABLE 1A
LEVEL OF SERVICE THRESHOLDS
2045 LONG RANGE TRANSPORTATION ANALYSIS - ALICO WEST AREA 9/CENTERPLACE

ROADWAY	ROADWAY SEGMENT	2045 E + C NETWORK LANES		GENERALIZED SERVICE VOLUMES				
		# Lanes	Roadway Designation	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME
Alico Rd	E. of Airport Haul Rd	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100
	E. of Ben Hill Griffin Pkwy	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100
	E. of I-75	6LD	Arterial	0	400	2,840	2,940	2,940
	E. of Three Oaks Pkwy	6LD	Arterial	0	400	2,840	2,940	2,940
	E. of Lee Rd	6LD	Arterial	0	400	2,840	2,940	2,940
	E. of Gator Rd	6LD	Arterial	0	400	2,840	2,940	2,940
Ben Hill Griffin Pkwy	N. of Alico Rd	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100
	S. of Alico Rd	6LD	Arterial	0	400	2,840	2,940	2,940
	S. of FGCU Blvd	4LD	Arterial	0	250	1,840	1,960	1,960
	S. of Estero Pkwy	4LD	Arterial	0	250	1,840	1,960	1,960
Treeline Ave	N. of Terminal Access Rd	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100
I-75	S. of Alico Rd	6LF	Freeway	0	3,280	4,570	5,620	6,130
	N. of Alico Rd	6LF	Freeway	0	3,280	4,570	5,620	6,130
	N. of Terminal Access Rd	6LF	Freeway	0	4,280	5,570	6,620	7,130
Estero Pkwy	E. of Three Oaks Pkwy	4LD	Arterial	0	250	1,840	1,960	1,960
Three Oaks Pkwy	N. of Alico Rd	4LD	Arterial	0	250	1,840	1,960	1,960
	S. of Alico Rd	4LD	Arterial	0	250	1,840	1,960	1,960
	N. of Estero Pkwy	4LD	Arterial	0	250	1,840	1,960	1,960

- Denotes the LOS Standard for each roadway segment

* Level of Service Thresholds for Lee County roadways were taken from the Generalized Peak Hour Directional Service Volume tables for Urbanized Areas (dated April 2016)

* Level of Service Thresholds for state maintained roadways were taken from FDOT's Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas Table 7.

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TABLE 2A
2045 ROADWAY LINK LEVEL OF SERVICE CALCULATIONS
ALICO WEST AREA 9/CENTERPLACE

TOTAL PM PEAK HOUR PROJECT TRAFFIC = 314 VPH IN= 188 OUT= 126

ROADWAY	ROADWAY SEGMENT	2045	COUNTY PCS / FDOT SITE #	AADT	K-100 FACTOR	100TH HIGHEST HOUR PK DIR	D	PM PK HR	2045		PROJECT TRAFFIC	PK DIR	2045 BACKGROUND PLUS PROJ	
		FSUTMS AADT		BACKGROUND TRAFFIC		2-WAY VOLUME		PEAK DIRECTION	PEAK DIRECTION TRAFFIC VOLUMES & LOS	LOS		PM PROJ TRAFFIC	PEAK DIRECTION TRAFFIC VOLUMES & LOS	LOS
Alico Rd	E. of Airport Haul Rd	37,787	53	37,787	0.101	3,816	0.52	WEST	1,832	C	3%	5	1,837	C
	E. of Ben Hill Griffin Pkw	43,005	53	43,005	0.101	4,344	0.52	WEST	2,085	D	92%	173	2,258	F
	E. of I-75	69,739	53	69,739	0.101	7,044	0.52	WEST	3,381	F	50%	94	3,475	F
	E. of Three Oaks Pkwy	79,870	53	79,870	0.101	8,067	0.52	WEST	3,872	F	28%	53	3,925	F
	E. of Lee Rd	58,013	53	58,013	0.101	5,859	0.52	WEST	2,812	C	26%	49	2,861	D
	E. of Gator Rd	50,781	53	50,781	0.101	5,129	0.52	WEST	2,462	C	26%	49	2,511	C
Ben Hill Griffin Pkwy	N. of Alico Rd	40,724	71	40,724	0.131	5,335	0.51	SOUTH	2,614	F	17%	32	2,646	F
	S. of Alico Rd	54,451	71	54,451	0.131	7,133	0.51	SOUTH	3,495	F	24%	45	3,540	F
	S. of FGCU Blvd	40,072	71	40,072	0.131	5,249	0.51	SOUTH	2,572	F	13%	24	2,596	F
	S. of Estero Pkwy	27,174	71	27,174	0.131	3,560	0.51	SOUTH	1,744	C	6%	11	1,755	C
Treeline Ave	N. of Terminal Access R	38,493	61	38,493	0.116	4,465	0.62	NORTH	2,768	F	13%	24	2,792	F
I-75	S. of Alico Rd	120,564	120055	120,564	0.090	10,851	0.577	NORTH	6,261	F	10%	18	6,279	F
	N. of Alico Rd	83,668	120184	83,668	0.090	7,530	0.588	NORTH	4,428	C	12%	23	4,451	C
	N. of Terminal Access R	126,427	120184	126,427	0.090	11,378	0.588	NORTH	6,690	E	12%	23	6,713	E
Estero Pkwy	E. of Three Oaks Pkwy	33,958	53	33,958	0.101	3,430	0.52	WEST	1,646	C	7%	13	1,659	C
Three Oaks Pkwy	N. of Alico Rd	4,483	72	4,483	0.117	525	0.6	NORTH	315	C	5%	9	324	C
	S. of Alico Rd	40,465	72	40,465	0.117	4,734	0.6	NORTH	2,840	F	6%	11	2,851	F
	N. of Estero Pkwy	33,460	72	33,460	0.117	3,915	0.6	NORTH	2,349	F	3%	5	2,354	F

* The K-100 and D factors for County maintained roadways were obtained from Lee County Traffic Count Report.

* The K-100 and D factors for FDOT maintained roadways were obtained from Florida Traffic Online resource.

TABLES 3A & 4A
5-YEAR SHORT TERM
IMPACT ANALYSIS

TABLE 3A
LEVEL OF SERVICE THRESHOLDS
SHORT TERM ANALYSIS - ALICO WEST AREA 9/CENTERPLACE

ROADWAY	ROADWAY SEGMENT	2045 E + C NETWORK LANES		GENERALIZED SERVICE VOLUMES				
		# Lanes	Roadway Designation	LOS A	LOS B	LOS C	LOS D	LOS E
				VOLUME	VOLUME	VOLUME	VOLUME	VOLUME
Alico Rd	E. of Airport Haul Rd	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100
	E. of Ben Hill Griffin Pkwy	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100
	E. of I-75	6LD	Arterial	0	400	2,840	2,940	2,940
	E. of Three Oaks Pkwy	6LD	Arterial	0	400	2,840	2,940	2,940
	E. of Lee Rd	6LD	Arterial	0	400	2,840	2,940	2,940
	E. of Gator Rd	6LD	Arterial	0	400	2,840	2,940	2,940
Ben Hill Griffin Pkwy	N. of Alico Rd	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100
	S. of Alico Rd	6LD	Arterial	0	400	2,840	2,940	2,940
	S. of FGCU Blvd	4LD	Arterial	0	250	1,840	1,960	1,960
	S. of Estero Pkwy	4LD	Arterial	0	250	1,840	1,960	1,960
Treeline Ave	N. of Terminal Access Rd	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100
I-75	S. of Alico Rd	6LF	Freeway	0	3,280	4,570	5,620	6,130
	N. of Alico Rd	6LF	Freeway	0	3,280	4,570	5,620	6,130
	N. of Terminal Access Rd	6LF	Freeway	0	4,280	5,570	6,620	7,130

TABLE 4A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
SHORT TERM ANALYSIS - ALICO WEST AREA 9/CENTERPLACE

TOTAL PROJECT TRAFFIC PM = 607

VPH

IN= 383

OUT= 224

FDOT Sta.	K	D	FDOT Sta. #	K	D
71	0.110	0.610	120118	0.090	0.540
517	0.110	0.610	126053	0.090	0.530
126061	0.090	0.530	126010	0.090	0.530
120055	0.090	0.540	124177	0.090	0.540
459	0.110	0.610	126060	0.090	0.530
124414	0.090	0.530	124514	0.090	0.530
72	0.117	0.600			

ROADWAY	ROADWAY SEGMENT	LCDOT PCS OR BASE YR	2018/2019	YRS OF GROWTH. ¹	ANNUAL RATE	2020				2025			
						PK HR		PK SEASON		PK HR		PK SEASON	
						PEAK DIR. ²	VOLUME	LOS	PERCENT	PROJECT	PM PROJ	PERCENT	BCKGRND
		FDOT SITE #	ADT							TRAFFIC	TRAFFIC	+ PM PROJ	LOS
Alico Rd	E. of Airport Haul Rd	120118	7,000	7,800	4	2.74%	379	458	C	3%	11	470	C
	E. of Ben Hill Griffin Pkwy	120118	7,000	7,800	4	2.74%	379	458	C	92%	352	810	C
	E. of I-75	126053	24,802	26,000	5	2.00%	1,240	1,425	C	50%	192	1,616	C
	E. of Three Oaks Pkwy	126010	37,915	47,000	5	4.39%	2,242	2,901	D	28%	107	3,008	F
	E. of Lee Rd	124177	20,500	24,000	5	3.20%	1,166	1,409	C	26%	100	1,509	C
	E. of Gator Rd	124177	20,500	24,000	5	3.20%	1,166	1,409	C	26%	100	1,509	C
Ben Hill Griffin Pkwy	N. of Alico Rd	126060	25,500	20,500	5	2.00%	978	1,101	C	17%	65	1,166	C
	S. of Alico Rd	124514	33,500	23,500	5	2.00%	1,121	1,262	C	24%	92	1,354	C
	S. of FGCU Blvd	71	19,400	21,000	5	2.00%	1,409	1,587	C	13%	50	1,637	C
	S. of Estero Pkwy	517	19,600	18,900	4	2.00%	1,268	1,428	C	6%	23	1,451	C
Treeline Ave	N. of Terminal Access Rd	126061	22,225	23,000	5	2.00%	1,097	1,236	C	13%	50	1,285	C
I-75	S. of Alico Rd	120055	84,500	94,500	6	2.00%	4,593	5,172	D	10%	38	5,210	D
	N. of Alico Rd	120055	84,500	94,500	6	2.00%	4,593	5,172	D	12%	46	5,218	D
	N. of Terminal Access Rd	120055	84,500	94,500	6	2.00%	4,593	5,172	C	12%	46	5,218	C
Estero Pkwy	E. of Three Oaks Pkwy	459	15,800	17,400	4	2.44%	1,168	1,349	C	7%	27	1,376	C
Three Oaks Pkwy	N. of Alico Rd							469	C	5%	19	488	C
	S. of Alico Rd	124414	15,100	16,000	5	2.00%	763	859	C	6%	23	882	C
	N. of Estero Pkwy	72	16,500	18,000	5	2.00%	1,264	1,423	C	3%	11	1,435	C

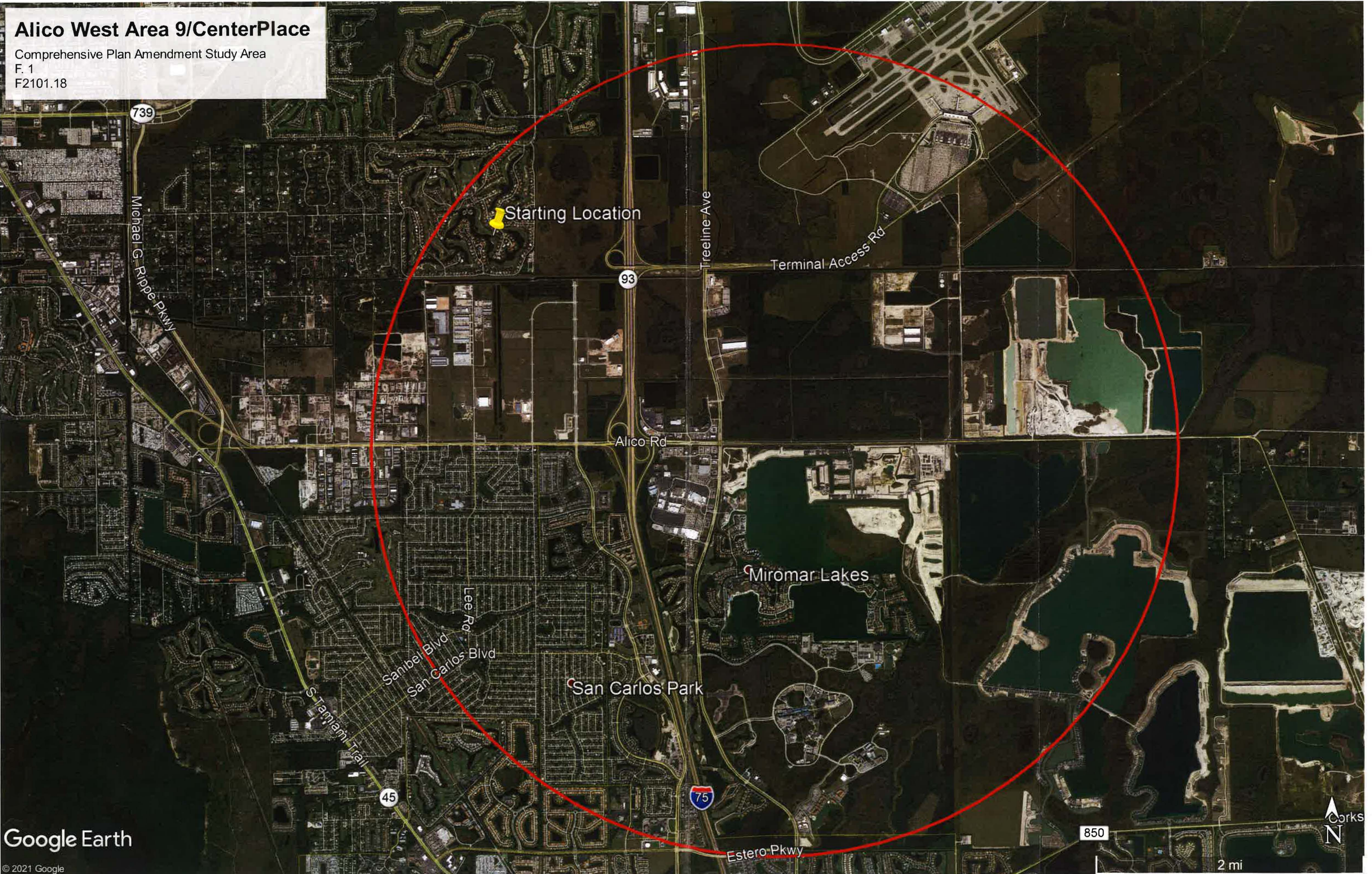
¹ AGR for all roadways was calculated based the historical traffic data obtained from Lee County Traffic Count Report and Florida Traffic Online webpage.

² 2019 peak hour peak season peak direction traffic volumes were obtained from the 2020 Public Facilities Level of Service and Concurrency Report.

STUDY AREA MAP

Alico West Area 9/CenterPlace

Comprehensive Plan Amendment Study Area
F.1
F2101.18



**DAVID PLUMMER COMPREHENSIVE
PLAN AMENDMENT ADDENDUM
TRAFFIC STUDY
DATED February 8, 2017**

CENTERPLACE
COMPREHENSIVE PLAN AMENDMENT
TRAFFIC STUDY ADDENDUM

Project #15568

February 8, 2017

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



CPA Development Parameters

The development parameters analyzed in the initial CPA traffic study included scenarios for both a long range (2040) analysis and a short range (2021) analysis of the development. Full build-out of CenterPlace was assumed for the long range analysis. The development parameters used in the initial CPA traffic study for both the long range and short range scenarios, as shown in Exhibit 3 of the CenterPlace CPA Transportation Methodology Outline, are included as Appendix A.

The revised development parameters are outlined as follows. The revised development parameters, along with the previously analyzed development parameters, are shown in Exhibit 1 of this addendum.

CenterPlace Revised Development Parameters

<u>Land Use</u>	<u>Short Range</u>	<u>Buildout</u>
Residential		
Single-Family/Zero Lot Line	225 du	487 du
Apartments	600 du	800 du
Other Multi-Family	<u>200 du</u>	<u>663 du</u>
Total	1,025 du	1,950 du
Hotel	-----	250 rooms
Retail	75,000 sq.ft.	200,000 sq.ft.
Office		
General	55,000 sq.ft.	110,000 sq.ft.
Medical	-- sq.ft.	10,000 sq.ft.
Total	55,000 sq.ft.	120,000 sq.ft.
Research & Development	10,000 sq.ft.	20,000 sq.ft.

Trip Generation

Exhibit 2 shows the estimated trip generation for the revised CenterPlace buildout parameters. Exhibit 3 shows the estimated trip generation for the revised CenterPlace short-range development parameters. The trip generation estimates were based on ITE Trip Generation, 9th Edition, using the Online Traffic Impact Study Software (OTISS). The internal capture of trips has been developed consistent with the NCHRP Report 684/8-51 Internal Trip Capture Estimation Tool. The detailed AM peak hour and PM Peak hour OTISS worksheets, which include reductions for internal capture, are included in Appendix B for the long-range, buildout parameters and Appendix C for the short-range, five year parameters.

The trip generation associated with the long-range buildout development program reflected in the initial CPA traffic study (April 22, 2016 traffic study and November 17, 2016 sufficiency response) is derived from Exhibit 3 from the report titled CenterPlace Rezoning Traffic Study, dated Revised November 30, 2016, and included in Appendix D.

The trip generation associated with the short-range, five year analysis as reflected in the initial CPA traffic study (April 22, 2016 traffic study and November 17, 2016 sufficiency response) is shown in Exhibit 4 from the CPA Traffic Study dated April 22, 2016, is included in Appendix E.

As summarized below, the net external trips generated by the revised CenterPlace development parameters, in both the long-range and short-range scenarios, are less than those of the previous development parameters.

Trip Generation Comparison
(Net New External)

	<u>PM Peak</u>	<u>Daily</u>
Long-Range		
Initial Development Program	1,590	20,313
Revised Development Program	1,278	18,562
Short-Range		
Initial Development Program	924	11,290
Revised Development Program	765	9,993

Long-Range & Short-Range Analysis

Based on the findings that the revised development program generates fewer external trips than the previous development program reflected in the CPA traffic study dated April 22, 2016 and the subsequent November 17, 2016 sufficiency response, no update of the road segment analysis is necessary for either the long range or short range analyses. The road segment analysis provided in the previous reports represent a "maximum impact" assessment.

EXHIBIT 1

**CENTERPLACE CPA
REVISED DEVELOPMENT PROGRAM**

<u>Land Use</u>	<u>Initial Program</u>		<u>Proposed Program</u>	
	<u>Short-Range</u>	<u>Long-Range</u>	<u>Short-Range</u>	<u>Long-Range</u>
Residential (du)				
Apartment	1,000	1,555	600	800
Other Multi-Family	0	120	200	663
Single Family – Zero Lot Line	<u>200</u>	<u>275</u>	<u>225</u>	<u>487</u>
Total	1,200	1,950	1,025	1,950
 Hotel (Rooms)	 0	 250	 --	 250
 <u>Non-Residential</u>				
Retail (Square Feet)	75,000	200,000	75,000	200,000
General Office (Square Feet)	20,000	75,000	55,000	110,000
Research & Development (Square Feet)	10,000	20,000	10,000	20,000
Medical Office (Square Feet)	0	10,000	--	10,000

EXHIBIT 2

CENTERPLACE CPA - REVISED BUILDOUT

**ITE TRIP GENERATION
REVISED TRIP GENERATION SCENARIO**

	<u>LUC</u>	<u>SIZE</u>	<u>AM PEAK HOUR</u>			<u>PM PEAK HOUR</u>			<u>DAILY</u>
			In	Out	Total	In	Out	Total	Total
Residential									
Apartments	220	800 d.u.	79	317	396	298	160	458	4,972
Internal Capture			2	10	12	130	70	200	1,161
External			77	307	384	168	90	258	3,811
Single Family - Zero Lot Line	210	487 d.u.	88	263	351	275	162	437	4,506
Internal Capture			3	9	12	125	73	198	1,098
External			85	254	339	150	89	239	3,408
Multifamily	230	663 d.u.	40	194	234	190	94	284	3,335
Internal Capture			2	7	9	97	48	145	915
External			38	187	225	93	46	139	2,420
Hotel	310	250 rooms	78	55	133	77	73	150	1,864
Internal Capture			8	5	13	18	17	35	309
External			70	50	120	59	56	115	1,555
Retail	820	200,000 sq. ft.	148	90	238	457	496	953	10,656
Internal Capture			23	14	37	267	289	556	3,937
Pass-by			16	10	26	19	9	28	672
External			109	66	175	171	198	369	6,048
Office	710	110,000 sq. ft.	182	25	207	34	168	202	1,411
Internal Capture			29	4	33	12	57	69	353
External			153	21	174	22	111	133	1,058
Medical Office	720	10,000 sq. ft.	19	5	24	10	27	37	194
Internal Capture			5	1	6	7	20	27	95
External			14	4	18	3	7	10	99
Research & Development	760	20,000 sq. ft.	27	5	32	5	30	35	264
Internal Capture			5	1	6	3	17	20	100
External			22	4	26	2	13	15	164
TOTAL			661	954	1,615	1,346	1,210	2,556	27,202
INTERNAL CAPTURE			77	51	128	659	591	1,250	7,968
DRIVEWAY VOLUME			584	903	1,487	687	619	1,306	19,234
PASS-BY			16	10	26	19	9	28	672
NET NEW EXTERNAL			568	893	1,461	668	610	1,278	18,562
Multi-modal trips to FGCU (10%)			57	89	146	67	61	128	1,856
External trips			511	804	1,315	601	549	1,150	16,706
Percent Peak to Daily					7.9%			6.9%	

Footnotes

(1) ITE Trip Generation, 9th Edition, using OTISS software.

EXHIBIT 3

CENTERPLACE CPA - REVISED SHORT RANGE

**ITE TRIP GENERATION
REVISED TRIP GENERATION SCENARIO**

	<u>LUC</u>	<u>SIZE</u>	<u>AM PEAK HOUR</u>			<u>PM PEAK HOUR</u>			<u>DAILY</u>
			In	Out	Total	In	Out	Total	Total
Residential									
Apartments	220	600 d.u.	60	238	298	226	122	348	3,760
Internal Capture			1	5	6	65	35	100	578
External			59	233	292	161	87	248	3,182
Single Family - Zero Lot Line	210	225 d.u.	42	125	167	137	81	218	2,215
Internal Capture			1	4	5	58	34	92	501
External			41	121	162	79	47	126	1,714
Multifamily	230	200 d.u.	15	75	90	71	35	106	1,176
Internal Capture			1	3	3	35	17	52	308
External			14	72	86	36	18	54	868
Hotel	310	0 rooms	0	0	0	0	0	0	0
Internal Capture			0	0	0	0	0	0	0
External			0	0	0	0	0	0	0
Retail	820	75,000 sq. ft.	81	50	131	237	257	494	5,633
Internal Capture			10	6	16	122	132	254	1,792
Pass-by			9	6	15	11	6	17	387
External			62	38	100	104	119	223	3,454
Office	710	55,000 sq. ft.	105	14	119	24	116	140	833
Internal Capture			14	2	16	6	31	37	166
External			91	12	103	18	85	103	667
Medical Office	720	0 sq. ft.	0	0	0	0	0	0	0
Internal Capture			0	0	0	0	0	0	0
External			0	0	0	0	0	0	0
Research & Development	760	10,000 sq. ft.	15	3	18	3	17	20	149
Internal Capture			2	0	2	1	8	9	42
External			13	3	16	2	9	11	107
TOTAL			318	505	823	698	628	1,326	13,766
INTERNAL CAPTURE			29	20	48	287	257	544	3,387
DRIVEWAY VOLUME			289	485	775	411	371	782	10,379
PASS-BY			9	6	15	11	6	17	387
NET NEW EXTERNAL			280	479	759	400	365	765	9,993
Multi-modal trips to FGCU (10%)			28	48	76	40	37	77	999
External trips			252	431	683	360	329	689	8,993
Percent Peak to Daily					7.6%			7.7%	

Footnotes

(1) ITE Trip Generation, 9th Edition, using OTISS software.

**DAVID PLUMMER CPA TRAFFIC
STUDY
TRIP DISTRIBUTION**

ROADWAY	FROM	TO	(1) # of	(3) LOS	Directional Peak Hr. Vol.		Build-out Project Traffic		Directional Pk. Hr. Volume	
			Lanes	Std	NE	SW	FSUTMS	%	NE	SW
ALICO ROAD	THREE OAKS PKWY	I-75	6D	E	2,947	3,324	4,682	28.0%	196	216
	I-75	BEN HILL GRIFFIN PKWY	6D	E	1,684	1,824	3,457	50.4%	353	389
	BEN HILL GRIFFIN PKWY	PROJECT ENTRANCE (S)	4D	E	216	235	15,426	92.2%	565	712
	PROJECT ENTRANCE (S)	AIRPORT HAUL RD	4D	E	212	230	428	2.6%	20	18
	AIRPORT HAUL RD	GREEN MEADOW RD	2	E	212	230	428	2.6%	20	18
BEN HILL GRFFIN PKWY / TREELINE AVE	CORKSCREW RD	ESTERO PKWY	4D	E	1,707	1,287	1,029	6.1%	43	47
	ESTERO PKWY	FGCU ENTRANCE	4D	E	1,870	1,411	2,135	12.8%	89	99
	FGCU ENTRANCE	COLLEGE CLUB DR	4D	E	1,952	1,472	2,581	15.4%	108	119
	COLLEGE CLUB DR	ALICO RD	6D	E	2,506	1,891	3,950	23.6%	165	192
	ALICO RD	TERMINAL ACCESS RD	4D	E	2,180	1,645	2,918	17.4%	135	122
CORKSCREW RD	THREE OAKS PKWY	I-75	4D	E	2,439	2,539	489	2.9%	20	23
	I-75	BEN HILL GRIFFIN PKWY	6D	E	1,823	1,897	542	3.2%	23	25
	BEN HILL GRIFFIN PKWY	WILDCAT RUN DR	2	E	519	540	21	0.1%	1	1
	WILDCAT RUN DR	ALICO RD	2	E	336	349	0	0.0%	0	0
ESTERO PARKWAY	US 41	THREE OAKS PKWY	4D	E	870	898	141	0.8%	6	7
	THREE OAKS PKWY	BEN HILL GRIFFIN PKWY	4D	E	1,554	1,618	1,105	6.6%	51	46
I-75	CORKSCREW RD	ALICO RD	6	D	3,521	2,722	1,601	9.6%	67	74
	ALICO RD	DANIELS PKWY	6	D	3,054	2,380	2,032	12.1%	94	85
THREE OAKS PARKWAY	CORKSCREW RD	ESTERO PARKWAY	4D	E	1,448	1,285	1,001	6.0%	42	46
	ESTERO PKWY	SAN CARLOS BLVD	4D	E	1,119	993	434	2.6%	18	20
	SAN CARLOS BLVD	ALICO RD	4D	E	973	863	929	5.6%	39	43

Footnotes:

FSUTMS

ITE Trip Gen - Net New

**FDOT GENERALIZED PEAK HOUR
DIRECTIONAL VOLUMES FOR
FLORIDA'S URBANIZED AREAS**

TABLE 7

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

January 2020

January 2021

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	830	880	**	2	2,230	3,100	3,740	4,080	
2	Divided	*	1,910	2,000	**	3	3,280	4,570	5,620	6,130	
3	Divided	*	2,940	3,020	**	4	4,310	6,030	7,490	8,170	
4	Divided	*	3,970	4,040	**	5	5,390	7,430	9,370	10,220	
						6	6,380	8,990	11,510	12,760	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	370	750	800	2	2,270	3,100	3,890	4,230	
2	Divided	*	730	1,630	1,700	3	3,410	4,650	5,780	6,340	
3	Divided	*	1,170	2,520	2,560	4	4,550	6,200	7,680	8,460	
4	Divided	*	1,610	3,390	3,420	5	5,690	7,760	9,520	10,570	
Non-State Signalized Roadway Adjustments						Freeway Adjustments					
(Alter corresponding state volumes by the indicated percent.)						Auxiliary Lane + 1,000 Ramp Metering + 5%					
Non-State Signalized Roadways - 10%											
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
1	Divided	Yes	No	+5%		1	Undivided	580	890	1,200	1,610
1	Undivided	No	No	-20%		2	Divided	1,800	2,600	3,280	3,730
Multi	Undivided	Yes	No	-5%		3	Divided	2,700	3,900	4,920	5,600
Multi	Undivided	No	No	-25%							
—	—	—	Yes	+ 5%							
One-Way Facility Adjustment						Uninterrupted Flow Highway Adjustments					
Multiply the corresponding directional volumes in this table by 1.2						Lanes	Median	Exclusive left lanes	Adjustment factors		
						1	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE ²						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.					
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Paved Shoulder/Bicycle Lane Coverage											
		B	C	D	E						
0-49%		*	150	390	1,000						
50-84%		110	340	1,000	>1,000						
85-100%		470	1,000	>1,000	**						
PEDESTRIAN MODE ²						² Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage											
		B	C	D	E						
0-49%		*	*	140	480						
50-84%		*	80	440	800						
85-100%		200	540	880	>1,000						
BUS MODE (Scheduled Fixed Route) ³						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
(Buses in peak hour in peak direction)											
Sidewalk Coverage											
		B	C	D	E						
0-84%		> 5	≥ 4	≥ 3	≥ 2						
85-100%		> 4	≥ 3	≥ 2	≥ 1						

² Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
<https://www.fdot.gov/planning/systems/>

* Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Implementation Office
<https://www.fdot.gov/planning/systems/>

**LEE COUNTY GENERALIZED LEVEL
OF SERVICE VOLUMES**

c:\input5

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

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

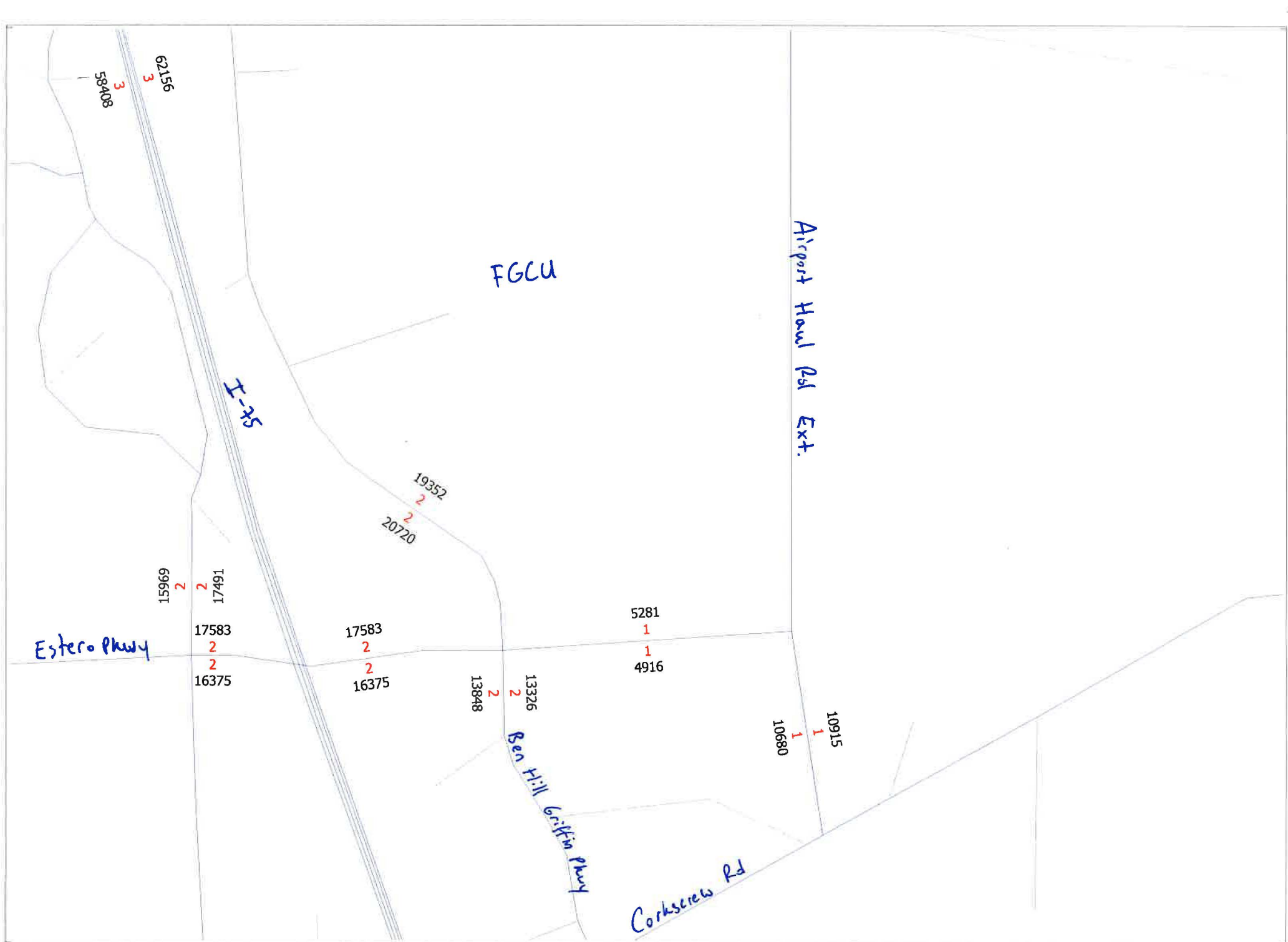
Class II (35 mph or slower posted speed limit)						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	*	330	710	780
2	Divided	*	*	710	1,590	1,660
3	Divided	*	*	1,150	2,450	2,500
4	Divided	*	*	1,580	3,310	3,340

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

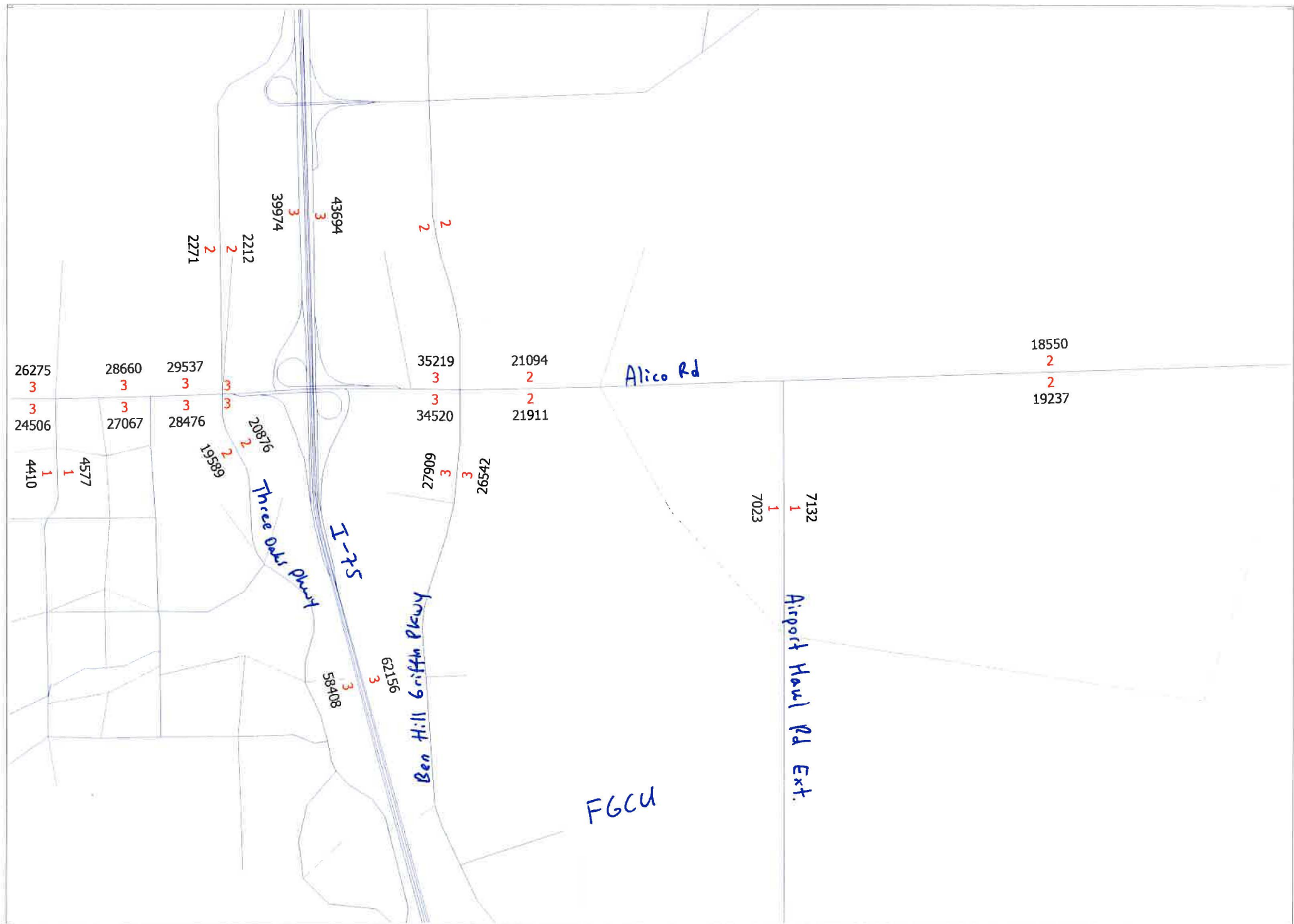
Collectors						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	*	310	660	740
1	Divided	*	*	330	700	780
2	Undivided	*	*	730	1,440	1,520
2	Divided	*	*	770	1,510	1,600

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

**2045 LRTP COST FEASIBLE
ROADWAY NETWORK LAND AND
VOLUMES
FSUTMS DR1RPM**



2045 LRTP COST FEASIBLE ROADWAY NETWORK LANES AND VOLUMES



2045 LRTP COST FEASIBLE ROADWAY NETWORK LANES AND VOLUMES

2212
2
2271

Three Oaks Pkwy

I-75

Ben Hill Griffin Pkwy

Allico Rd

29537
3
3
28476

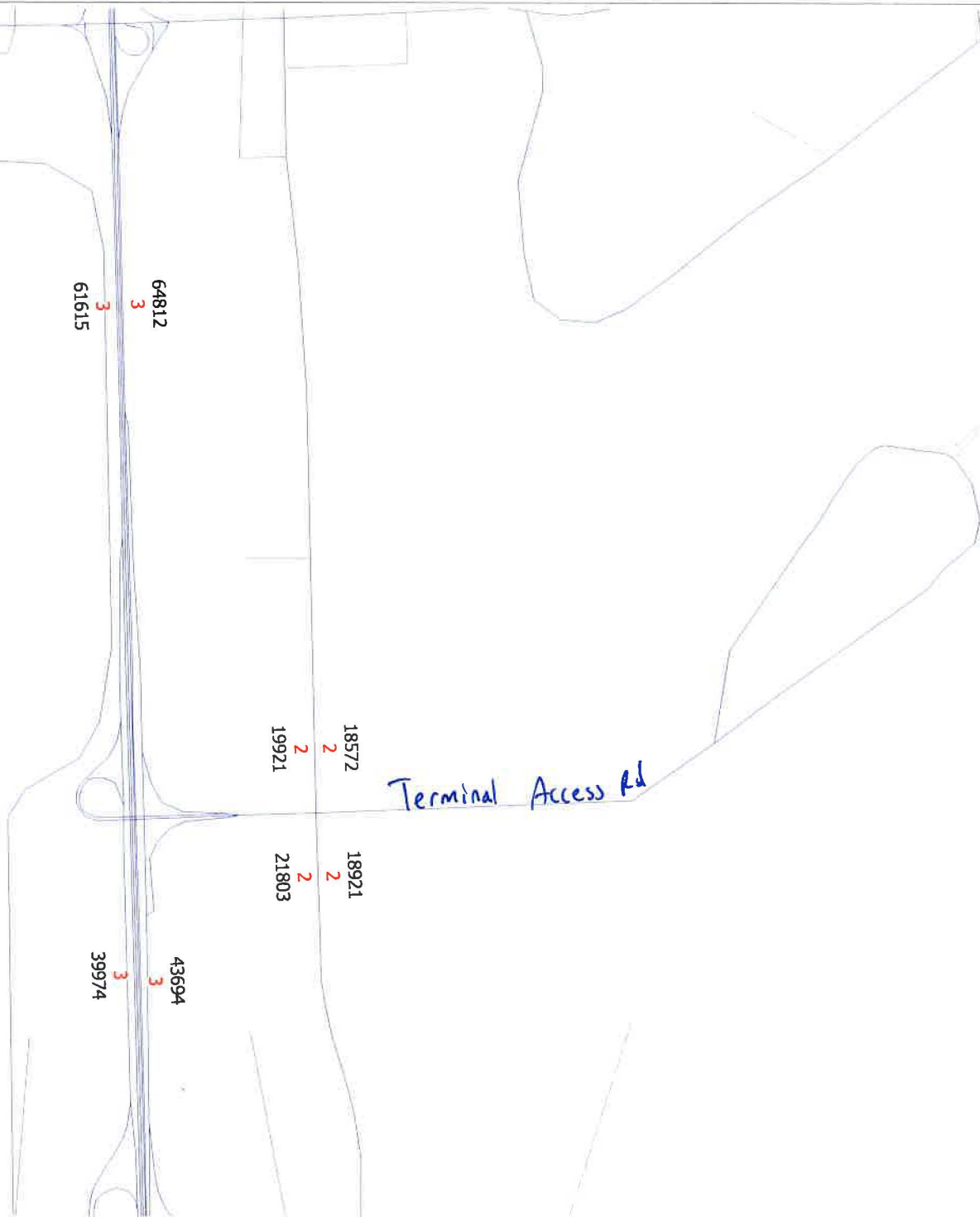
39792
3
3
40078

20876
2
19589

35219
3
3
34520

27909
3
3
26542

2045 LRTP COST FEASIBLE ROADWAY NETWORK LANES AND VOLUMES



2045 LRTP COST FEASIBLE ROADWAY NETWORK LANES AND VOLUMES

**TRAFFIC DATA FROM THE FLORIDA
TRAFFIC ONLINE WEBPAGE**

2020 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1200 LEE COUNTYWIDE

MOCF: 0.90

WEEK	DATES	SF	PSCF
* 1	01/01/2020 - 01/04/2020	0.91	1.01
* 2	01/05/2020 - 01/11/2020	0.89	0.99
* 3	01/12/2020 - 01/18/2020	0.86	0.96
* 4	01/19/2020 - 01/25/2020	0.85	0.94
* 5	01/26/2020 - 02/01/2020	0.84	0.93
* 6	02/02/2020 - 02/08/2020	0.83	0.92
* 7	02/09/2020 - 02/15/2020	0.82	0.91
* 8	02/16/2020 - 02/22/2020	0.85	0.94
* 9	02/23/2020 - 02/29/2020	0.88	0.98
*10	03/01/2020 - 03/07/2020	0.91	1.01
*11	03/08/2020 - 03/14/2020	0.95	1.06
*12	03/15/2020 - 03/21/2020	0.98	1.09
*13	03/22/2020 - 03/28/2020	1.08	1.20
14	03/29/2020 - 04/04/2020	1.18	1.31
15	04/05/2020 - 04/11/2020	1.28	1.42
16	04/12/2020 - 04/18/2020	1.38	1.53
17	04/19/2020 - 04/25/2020	1.31	1.46
18	04/26/2020 - 05/02/2020	1.25	1.39
19	05/03/2020 - 05/09/2020	1.18	1.31
20	05/10/2020 - 05/16/2020	1.12	1.24
21	05/17/2020 - 05/23/2020	1.11	1.23
22	05/24/2020 - 05/30/2020	1.11	1.23
23	05/31/2020 - 06/06/2020	1.10	1.22
24	06/07/2020 - 06/13/2020	1.09	1.21
25	06/14/2020 - 06/20/2020	1.09	1.21
26	06/21/2020 - 06/27/2020	1.09	1.21
27	06/28/2020 - 07/04/2020	1.10	1.22
28	07/05/2020 - 07/11/2020	1.11	1.23
29	07/12/2020 - 07/18/2020	1.11	1.23
30	07/19/2020 - 07/25/2020	1.10	1.22
31	07/26/2020 - 08/01/2020	1.08	1.20
32	08/02/2020 - 08/08/2020	1.06	1.18
33	08/09/2020 - 08/15/2020	1.05	1.17
34	08/16/2020 - 08/22/2020	1.04	1.16
35	08/23/2020 - 08/29/2020	1.04	1.16
36	08/30/2020 - 09/05/2020	1.03	1.14
37	09/06/2020 - 09/12/2020	1.03	1.14
38	09/13/2020 - 09/19/2020	1.02	1.13
39	09/20/2020 - 09/26/2020	1.00	1.11
40	09/27/2020 - 10/03/2020	0.99	1.10
41	10/04/2020 - 10/10/2020	0.97	1.08
42	10/11/2020 - 10/17/2020	0.96	1.07
43	10/18/2020 - 10/24/2020	0.95	1.06
44	10/25/2020 - 10/31/2020	0.95	1.06
45	11/01/2020 - 11/07/2020	0.95	1.06
46	11/08/2020 - 11/14/2020	0.95	1.06
47	11/15/2020 - 11/21/2020	0.95	1.06
48	11/22/2020 - 11/28/2020	0.94	1.04
49	11/29/2020 - 12/05/2020	0.93	1.03
50	12/06/2020 - 12/12/2020	0.92	1.02
51	12/13/2020 - 12/19/2020	0.91	1.01
52	12/20/2020 - 12/26/2020	0.89	0.99
53	12/27/2020 - 12/31/2020	0.86	0.96

* PEAK SEASON

27-FEB-2021 10:29:53

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1_1200_PKSEASON.TXT

2020 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1275 LEE I75

MOCF: 0.87

WEEK	DATES	SF	PSCF
* 1	01/01/2020 - 01/04/2020	0.91	1.05
* 2	01/05/2020 - 01/11/2020	0.86	0.99
* 3	01/12/2020 - 01/18/2020	0.81	0.93
* 4	01/19/2020 - 01/25/2020	0.79	0.91
* 5	01/26/2020 - 02/01/2020	0.78	0.90
* 6	02/02/2020 - 02/08/2020	0.77	0.89
* 7	02/09/2020 - 02/15/2020	0.76	0.87
* 8	02/16/2020 - 02/22/2020	0.80	0.92
* 9	02/23/2020 - 02/29/2020	0.84	0.97
*10	03/01/2020 - 03/07/2020	0.89	1.02
*11	03/08/2020 - 03/14/2020	0.93	1.07
*12	03/15/2020 - 03/21/2020	0.98	1.13
*13	03/22/2020 - 03/28/2020	1.14	1.31
14	03/29/2020 - 04/04/2020	1.31	1.51
15	04/05/2020 - 04/11/2020	1.47	1.69
16	04/12/2020 - 04/18/2020	1.64	1.89
17	04/19/2020 - 04/25/2020	1.53	1.76
18	04/26/2020 - 05/02/2020	1.43	1.64
19	05/03/2020 - 05/09/2020	1.33	1.53
20	05/10/2020 - 05/16/2020	1.23	1.41
21	05/17/2020 - 05/23/2020	1.19	1.37
22	05/24/2020 - 05/30/2020	1.16	1.33
23	05/31/2020 - 06/06/2020	1.13	1.30
24	06/07/2020 - 06/13/2020	1.09	1.25
25	06/14/2020 - 06/20/2020	1.06	1.22
26	06/21/2020 - 06/27/2020	1.07	1.23
27	06/28/2020 - 07/04/2020	1.08	1.24
28	07/05/2020 - 07/11/2020	1.09	1.25
29	07/12/2020 - 07/18/2020	1.10	1.26
30	07/19/2020 - 07/25/2020	1.08	1.24
31	07/26/2020 - 08/01/2020	1.07	1.23
32	08/02/2020 - 08/08/2020	1.05	1.21
33	08/09/2020 - 08/15/2020	1.04	1.20
34	08/16/2020 - 08/22/2020	1.04	1.20
35	08/23/2020 - 08/29/2020	1.03	1.18
36	08/30/2020 - 09/05/2020	1.03	1.18
37	09/06/2020 - 09/12/2020	1.03	1.18
38	09/13/2020 - 09/19/2020	1.03	1.18
39	09/20/2020 - 09/26/2020	1.01	1.16
40	09/27/2020 - 10/03/2020	1.00	1.15
41	10/04/2020 - 10/10/2020	0.98	1.13
42	10/11/2020 - 10/17/2020	0.97	1.11
43	10/18/2020 - 10/24/2020	0.97	1.11
44	10/25/2020 - 10/31/2020	0.97	1.11
45	11/01/2020 - 11/07/2020	0.97	1.11
46	11/08/2020 - 11/14/2020	0.97	1.11
47	11/15/2020 - 11/21/2020	0.97	1.11
48	11/22/2020 - 11/28/2020	0.96	1.10
49	11/29/2020 - 12/05/2020	0.94	1.08
50	12/06/2020 - 12/12/2020	0.93	1.07
51	12/13/2020 - 12/19/2020	0.91	1.05
52	12/20/2020 - 12/26/2020	0.86	0.99
53	12/27/2020 - 12/31/2020	0.81	0.93

* PEAK SEASON

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

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

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	7800 F	E	3900	W	3900	9.00	53.80	38.00
2019	7800 C	E	3900	W	3900	9.00	54.90	38.00
2018	7400 C	E	3600	W	3800	9.00	55.20	43.50
2017	7400 F	E	3700	W	3700	9.00	54.90	52.70
2016	7000 C	E	3500	W	3500	9.00	54.80	52.70
2015	4200 C	E	2100	W	2100	9.00	55.50	42.10

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6010 - ALICO RD, 1000' W OF I-75 PTMS 2010 LCPR 10

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	47000 S	0	0	9.00	53.40	4.80
2019	48500 F	0	0	9.00	53.30	3.40
2018	48114 C	0	0	9.00	52.40	3.40
2017	44000 F	0	0	9.00	52.40	4.30
2016	43896 C	E 22423	W 21473	9.00	52.40	4.90
2015	37915 C	E 18433	W 19482	9.00	59.80	5.20
2014	28000 F	E	W	9.00	59.80	3.00
2013	29213 C	E 12064	W 17149	9.00	59.80	4.20
2012	27084 C	E 9725	W 17359	9.00	57.50	3.90
2011	25406 C	E 10942	W 14464	9.00	57.50	3.10
2010	26061 C	E 11693	W 14368	10.10	57.46	3.40
2009	27337 C	E 12407	W 14930	10.19	54.58	4.30
2008	25831 C	E 11650	W 14181	10.77	53.61	8.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4177 - ALICO ROAD, EAST OF S.R. 45 / U.S. 41

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
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2020	24000 S	E	12500	W	11500	9.00	53.80	9.60
2019	24000 F	E	12500	W	11500	9.00	54.90	9.60
2018	23000 C	E	12000	W	11000	9.00	55.20	9.60
2017	22500 T	E	11500	W	11000	9.00	54.90	4.40
2016	21500 S	E	11000	W	10500	9.00	54.80	8.30
2015	20500 F	E	10500	W	10000	9.00	55.50	8.30
2014	19700 C	E	10000	W	9700	9.00	55.20	8.30
2013	21500 S	E	10500	W	11000	9.00	55.00	4.00
2012	21500 F	E	10500	W	11000	9.00	55.30	4.20
2011	21500 C	E	10500	W	11000	9.00	55.20	4.20

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

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

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
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2020	94500 C	N	47500	S 47000	9.00	57.70	12.90
2019	109000 C	N	54500	S 54500	9.00	58.70	10.40
2018	106500 C	N	54000	S 52500	9.00	59.00	10.20
2017	101500 C	N	50500	S 51000	9.00	58.10	9.90
2016	100500 C	N	50000	S 50500	9.00	58.10	9.10
2015	93000 C	N	46000	S 47000	9.00	56.80	11.20
2014	84500 C	N	42500	S 42000	9.00	56.40	9.40
2013	81500 C	N	41000	S 40500	9.00	57.70	8.00
2012	74000 C	N	37500	S 36500	9.00	56.40	10.50
2011	70000 C	N	35000	S 35000	9.00	55.80	9.50
2010	70500 C	N	35000	S 35500	9.64	55.58	9.70
2009	70000 S	N	35500	S 34500	9.40	55.84	13.60
2008	71000 F	N	36000	S 35000	9.07	55.79	17.00
2007	72000 C	N	36500	S 35500	9.29	52.37	17.00
2006	78000 C	N	39000	S 39000	8.72	54.35	17.00
2005	76000 C	N	38000	S 38000	8.90	52.90	13.10

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	93954 C	N 46449	S 47505	9.00	58.80	12.10
2019	108459 C	N 53666	S 54793	9.00	58.70	9.90
2018	106243 C	N 52504	S 53739	9.00	59.00	8.30
2017	102014 C	N 50580	S 51434	9.00	59.80	9.40
2016	98964 C	N 49086	S 49878	9.00	59.80	9.10
2015	89417 C	N 44274	S 45143	9.00	58.40	9.10
2014	77211 C	N 38722	S 38489	9.00	58.40	8.40
2013	71794 C	N 35681	S 36113	9.00	58.40	8.40
2012	71868 C	N 35966	S 35902	9.00	56.20	8.30
2011	70160 C	N 35176	S 34984	9.00	55.60	8.40
2010	67723 C	N 33359	S 34364	9.78	54.70	8.60
2009	54500 F	0	0	9.40	55.84	13.60
2008	54884 C	N 28740	S 26144	8.79	56.75	16.50
2007	55702 C	N 29310	S 26392	8.79	56.75	16.50
2006	56478 C	N 29511	S 26967	8.79	56.75	16.50
2005	54009 C	N 28021	S 25988	8.80	54.70	15.30

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

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

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	23000	S	0	0	9.00	53.40	4.80
2019	23500	F	0	0	9.00	53.80	3.40
2018	23403	C	0	0	9.00	53.30	3.40
2017	21000	F	0	0	9.00	55.20	4.30
2016	21149	C	N 10554	S 10595	9.00	56.10	4.90
2015	22225	C	N 10877	S 11348	9.00	55.80	5.20
2014	25317	C	N 13002	S 12315	9.00	55.80	3.00
2013	24507	C	N 12603	S 11904	9.00	55.80	4.20
2012	23689	C	N 12214	S 11475	9.00	56.20	3.90
2011	24181	C	N 12585	S 11596	9.00	57.50	3.10
2010	24091	C	N 12451	S 11640	9.68	53.97	3.40
2009	24860	C	N 12833	S 12027	10.49	57.35	4.30
2008	26207	C	N 13554	S 12653	10.37	60.09	3.60

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

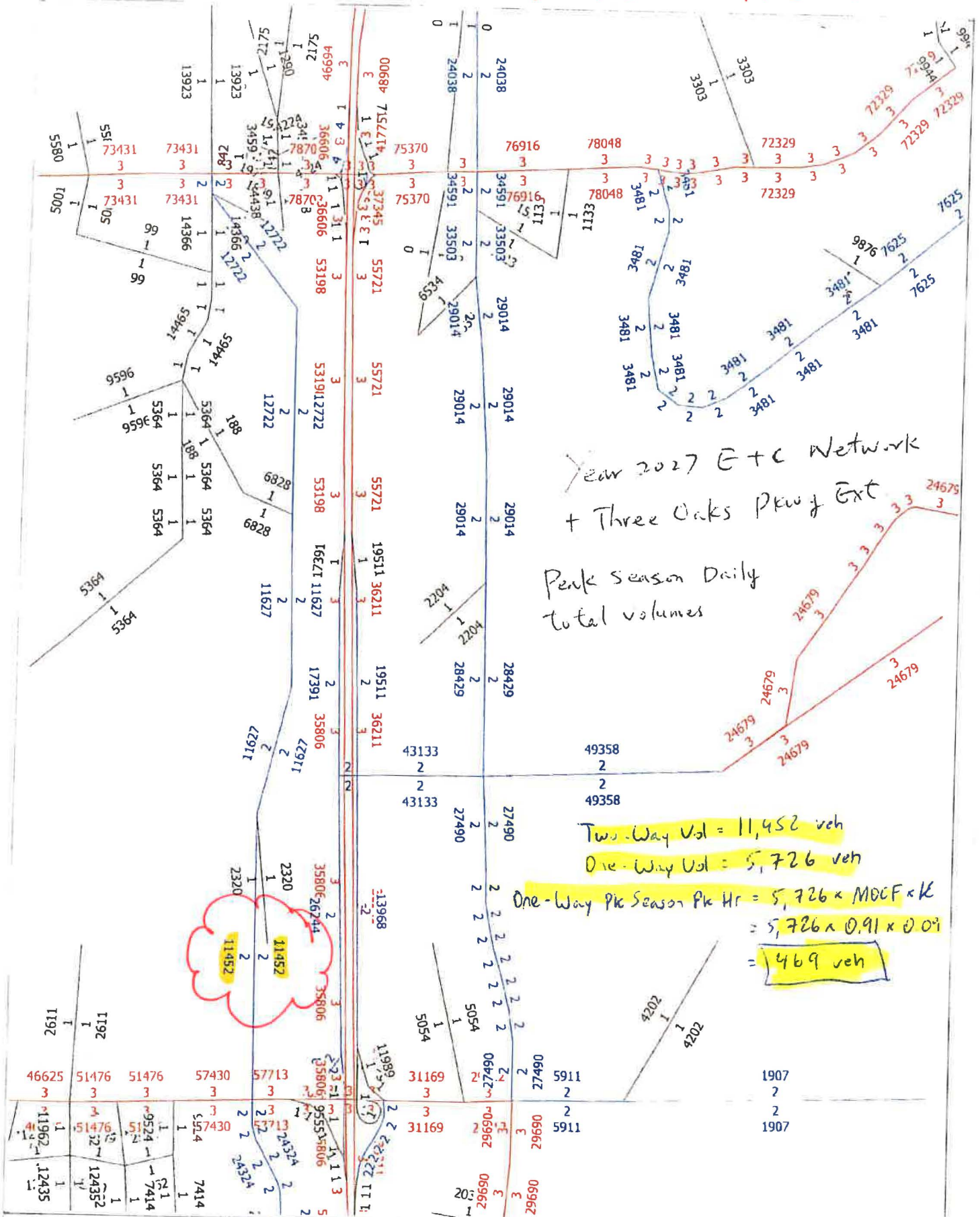
SITE: 4414 - THREE OAKES PKWY, S OF ALICO RD LC 414

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	16000 E	N	S	9.00	53.40	5.30
2019	16200 C	N 9000	S 7200	9.00	53.30	5.30
2018	16500 C	N 8800	S 7700	9.00	53.30	5.70
2017	13900 T			9.00	53.20	4.00
2016	14500 S	N 7800	S 6700	9.00	56.10	3.90
2015	15100 F	N 8100	S 7000	9.00	55.50	3.90
2014	14400 C	N 7700	S 6700	9.00	52.00	3.90
2013	11900 S	N 6300	S 5600	9.00	54.60	3.50
2012	11400 F	N 6000	S 5400	9.00	52.80	3.50
2011	11400 C	N 6000	S 5400	9.00	53.20	3.50
2010	11100 S	N 5700	S 5400	10.28	55.69	5.60
2009	11300 F	N 5800	S 5500	10.29	55.14	5.60
2008	11700 C	N 6000	S 5700	10.77	53.61	5.60

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THREE OAKS PKWY VOLUMES
NORTH OF ALICO ROAD
2027 E + C NETWORK VOLUMES
MODEL PLOT

Three Oaks Hwy - N. of Aliso R.



(Licensed to Florida Department of Transportation)

YEAR 2027 E + C Network Volumes
PSWPT

**LEE COUNTY TRAFFIC COUNT
REPORT DATA**

Updated 2/24/21

Daily Traffic Volume (AADT)

STREET	LOCATION	Sta- tion #	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
BAYSHORE RD (SR 78)	W OF HART RD	<u>104</u>					28600	29900		30800	30900	24200
BAYSHORE RD (SR 78)	W OF WILLIAMSBURG DR	<u>64</u>	19300	18400	20100	21000	22900	23900	21900	26300	28100	25800
BELL BLVD	N OF IMMOKALEE RD	202										
BELL BLVD	S OF LEELAND HEIGHTS BV	203	7900	9500	8100	8800	9600	9900	10000	10800	12300	12700
BEN HILL GRIFFIN	S OF ALICO RD	514				29900		22800		24400	28400	21500
BEN HILL GRIFFIN	N OF ESTERO PKWY	<u>71</u>			18800	19100	19400	20800	21000	22000	25200	21000
BEN HILL GRIFFIN	N OF CORKSCREW RD	517	17300	16200	15100	19500	19600		21200		18900	
BETH STACEY RD	S OF HOMESTEAD RD	220	6800		7700		7500		7500		7700	
BONITA BEACH RD	E OF HICKORY BLVD	132										10500
BONITA BEACH RD	E OF VANDERBILT RD	<u>7</u>	23600	23500	23400	24600	25700	25900	25600	25000	25100	22500
BONITA BEACH RD	W OF SPANISH WELLS	131										24700
BONITA BEACH RD	E OF RACE TRACK RD	130										29300
BONITA BEACH RD	W OF I-75	<u>42</u>	24200	26100	28800	35100	35300		36400	38900	40500	37900

Updated 2/24/21

Daily Traffic Volume (AADT)

STREET	LOCATION	Sta- tion #	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
ESTERO BLVD	@ BIG CARLOS PASS BR.	274			9600				9400		10200	
ESTERO BLVD	N OF DENORA ST	<u>44</u>	13500	13700	13500	13500	12700	12400			11000	11400
ESTERO PKWY	W OF BEN HILL GRIFFIN PKW	459	11800		15700		15800		19500		17400	
ESTERO PKWY	E OF US 41	465	8300		8200		11500		16200		15700	
FIDDLESTICKS BLVD	S OF DANIELS PKWY	276				7200		7700		7800		7700

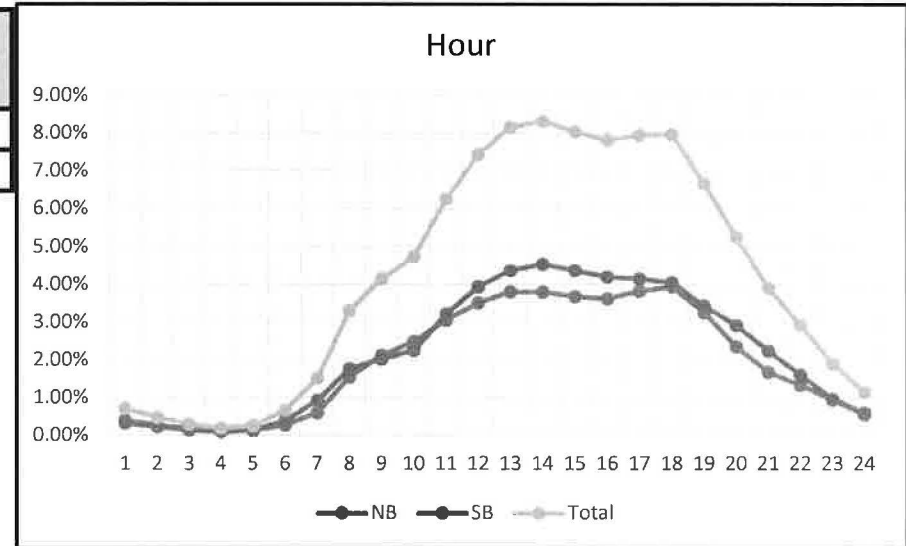
PCS 71 - Ben Hill Griffin Pkwy north of Estero Pkwy

2020 AADT = 21,000 VPD

Hour	NB	SB	Total
0	0.33%	0.39%	0.72%
1	0.22%	0.26%	0.48%
2	0.13%	0.16%	0.30%
3	0.09%	0.11%	0.19%
4	0.13%	0.13%	0.25%
5	0.27%	0.38%	0.65%
6	0.59%	0.92%	1.51%
7	1.54%	1.76%	3.30%
8	2.12%	2.02%	4.14%
9	2.48%	2.25%	4.73%
10	3.05%	3.20%	6.25%
11	3.50%	3.93%	7.43%
12	3.80%	4.36%	8.16%
13	3.79%	4.53%	8.32%
14	3.67%	4.37%	8.04%
15	3.61%	4.19%	7.81%
16	3.81%	4.14%	7.95%
17	3.93%	4.04%	7.97%
18	3.25%	3.43%	6.67%
19	2.35%	2.91%	5.25%
20	1.67%	2.23%	3.90%
21	1.33%	1.60%	2.93%
22	0.94%	0.96%	1.90%
23	0.55%	0.60%	1.15%

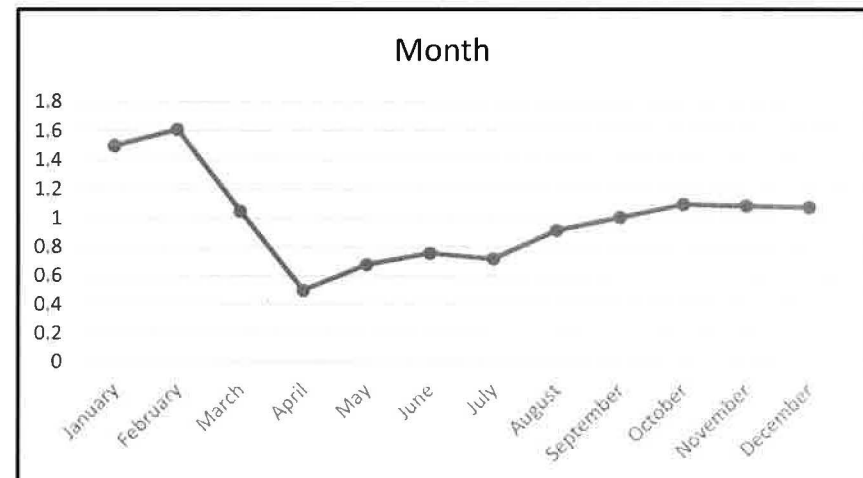
Month of Year	Fraction
January	1.5
February	1.61
March	1.05
April	0.5
May	0.68
June	0.76
July	0.72
August	0.92
September	1.01
October	1.1
November	1.09
December	1.08

Directional Factor		
AM	0.58	NB
PM	0.51	SB



Day of Week	Fraction
Sunday	0.83
Monday	0.99
Tuesday	1.04
Wednesday	1.04
Thursday	1.06
Friday	1.09
Saturday	0.95

Design Hour Volume		
#	Volume	Factor
5	3032	0.144
10	3010	0.143
20	2945	0.140
30	2920	0.139
50	2857	0.136
100	2759	0.131
150	2653	0.126
200	2563	0.122



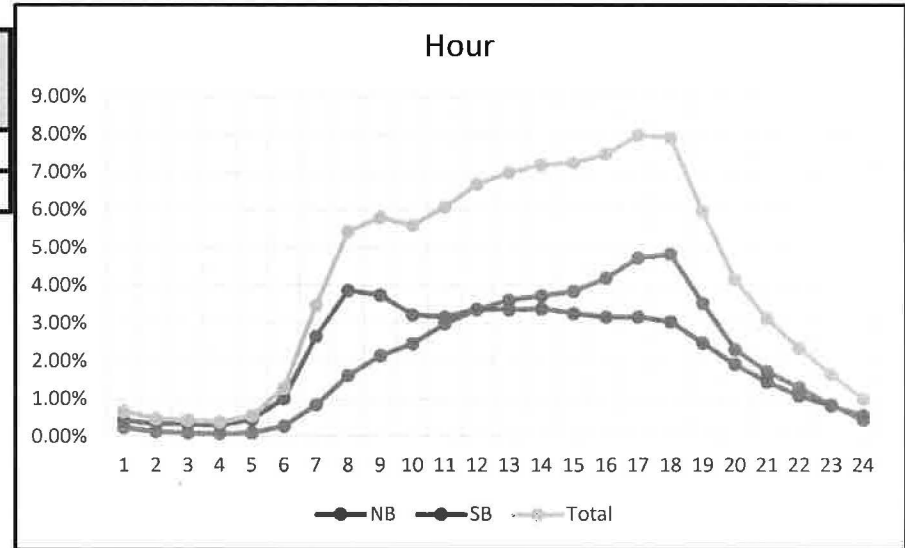
PCS 72 - Three Oaks Pkwy south of Estero Pkwy

2020 AADT = 18,000 VPD

Hour	NB	SB	Total
0	0.25%	0.43%	0.68%
1	0.14%	0.34%	0.49%
2	0.10%	0.34%	0.45%
3	0.08%	0.30%	0.39%
4	0.10%	0.45%	0.56%
5	0.28%	1.01%	1.28%
6	0.85%	2.65%	3.47%
7	1.62%	3.86%	5.43%
8	2.14%	3.74%	5.80%
9	2.46%	3.22%	5.59%
10	2.98%	3.17%	6.07%
11	3.35%	3.36%	6.68%
12	3.61%	3.35%	6.99%
13	3.73%	3.38%	7.21%
14	3.84%	3.26%	7.26%
15	4.19%	3.15%	7.49%
16	4.72%	3.16%	7.99%
17	4.83%	3.04%	7.93%
18	3.53%	2.48%	5.96%
19	2.31%	1.92%	4.16%
20	1.73%	1.45%	3.12%
21	1.31%	1.08%	2.35%
22	0.85%	0.82%	1.65%
23	0.45%	0.57%	1.01%

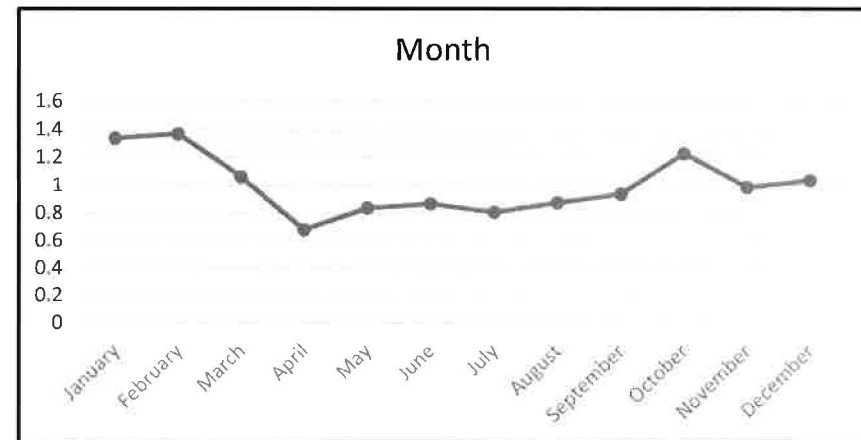
Month of Year	Fraction
January	1.34
February	1.37
March	1.06
April	0.68
May	0.84
June	0.87
July	0.81
August	0.88
September	0.94
October	1.23
November	0.99
December	1.04

Directional Factor		
AM	0.75	SB
PM	0.60	NB



Day of Week	Fraction
Sunday	0.71
Monday	1.04
Tuesday	1.13
Wednesday	1.07
Thursday	1.05
Friday	1.11
Saturday	0.86

Design Hour Volume		
#	Volume	Factor
5	2471	0.137
10	2440	0.136
20	2362	0.131
30	2329	0.129
50	2268	0.126
100	2106	0.117
150	1977	0.110
200	1901	0.106



TRIP GENERATION EQUATIONS

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

0.99

Range of Rates

0.44 - 2.98

Standard Deviation

0.31

Data Plot and Equation

