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Fort Myers, FL 33907
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www.tdmcivilengineering.com
Certificate of Authorization # 29086

January 27, 2022

Adam Mendez, Planner
Lee County Department of Community Development
1500 Monroe Street
Fort Myers, FL 33901

Reference: Williams Avenue CPD
DCI2021-00014 (2nd Resubmittal)

Dear Mr. Mendez:

We are in receipt of your review letter dated October 6, 2021 for the above referenced project. Please note that two (2) Master Concept Plans are proposed – MCP A (Option 1) and MCP B (Option 2). Master Concept Plan A legitimizes the existing landscape nursery and includes other limited commercial uses while MCP B shows the entire development at full build-out.

The following items are submitted for your continued review per this request for additional information:

1. One (1) copy of the updated Boundary Survey;
2. One (1) copy of the updated Title Certification;
3. One (1) copy of the revised Narrative of Request/Lee Plan Compliance;
4. One (1) copy of the revised Master Concept Plans (MCP A and MCP B);
5. One (1) copy of the Open Space Exhibits for MCP A and MCP B;
6. One (1) copy of the revised Property Development Regulations;
7. One (1) copy of the revised Schedule of Uses;
8. One (1) copy of the revised Schedule of Deviations for MCP A and MCP B;
9. One (1) copy of the TIS for MCP A; and
10. One (1) copy of the revised TIS for MCP B; and
11. One (1) copy of the Traffic Memo, including Intersection Analysis and LOS Analysis.

Responses to each individual item/comment are as follows:

Zoning Section Comments:

Adam Mendez – amendez@leegov.com or 239-533-8325

Williams Avenue CPD

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1. Property Development Regulations – Please revise submission documents to provide minimum property development regulations (PDRs) for the proposed Existing Only (EO) single-family residence.

Response: Please see the revised Property Development Regulations for the information requested.

2. Use Regulations – Consider providing a condensed separate schedule of uses (and potentially, PDR) applicable to MCP Option I and removing the Plant Nursery, EO Single-Family, Home Occupation and any other uses which may not materialize on MCP Option 2 use regulations.

Response: Please see the revised Schedule of Uses with MCP A (Option 1) and MCP B (Option 2) as requested. In addition, Property Development Regulations have been provided for each MCP/Option.

3. Substantive Comments:

- a. Based on the LDC Definition, what would “Recreation Facilities, Private, On-Site” materialize into on either MCP?

Response: Recreation Facilities, Private, On-Site has been removed from the Schedule of Uses.

- b. Consider excluding use activity “Pawn Shops” from proposed Used Merchandise Stores, Group 1.

Response: The Schedule of Uses has been revised to exclude Pawn Shops from Used Merchandise Stores, Group I as requested.

Development Services Section Comments:

Brian Roberts – broberts@leegov.com or 239-533-8890

4. The applicant is requesting a deviation for a connection separation of 175’ for a right in/right-out to Williams Road. However, MCP option A shows an existing access point that doesn’t meet intersection separation requirements. Staff recommends the applicant include a deviation for this access to accommodate MCP option A. If a deviation is requested, please show the location on MCP option A.

Response: Please see the revised Schedule of Deviations and MCP A – Option I for the information requested.

5. MCP option A shows a drive aisle around the existing 2-story building. What surface is proposed for the drive aisle. There is not a matching shading in the legend.

Response: Please note the drive aisle has been removed from MCP A since there is an existing septic and drain field at that location. Please see the revised MCP A.

6. MCP option A does not show an area reserved for garbage and recycling collection. Please indicate the area on the MCP.

Response: Please see the revised MCP A for the dumpster location as requested.

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7. MCP option A shows an existing gravel parking lot. Based on the proposed uses a high-turnover parking lot will be required unless a deviation is approved.

Response: A deviation has been requested to permit a gravel parking lot for MCP A (Option 1).

Environmental Sciences Section Comments:

Elizabeth Workman – eworkman@leegov.com or 239-533-8793

8. The MCP A and MCP B submitted on September 7, 2021 depicts each MCP as individual phases of the whole property. However, MCP A (Phase I) depicts a different development scheme than what is shown in the same location on MCP B (Phase II). Are these two different MCP's or two phases to develop the Commercial Planned Development.

Response: MCP A (Option 1) legitimizes the existing commercial use of the property (plant nursery) plus includes a single food truck and site improvements for a commercially zoned property. MCP B (Option 2) illustrates a completely different (future) commercial development.

9. Indicate on the MCP A what is planned for the portions of land not being developed. MCP A must depict the indigenous areas to support the overall CPD similar to the master stormwater system that is depicted.

Response: Please see the revised MCP A for the information requested.

10. If the CPD holistically will be phased that provide one MCP and a phasing plan.

Response: As noted under #8 above, two separate MCP's are proposed to simplify the request.

Please schedule a meeting with staff to discuss this project.

Legal Description Comment: Rick Burris/Hunter Searson

11. Boundary Survey (LDC Section 34-202(a)(6)):

Staff Comment: Provide a boundary survey in accordance with the requirements of Lee County LDC §34-202(a).

The boundary survey must be based on the title certification. When the Title Certification is re-submitted, the legal description on the boundary survey must match that which is shown on the title. No legal description is currently shown on the submitted boundary survey.

Response: Please see the revised Boundary Survey with legal description and updated Title Certification as requested.

12. Please provide a title certification in accordance with the requirements of Lee County LDC §34-202(a)(7). Legal description provided on the title certification needs to be a metes and bounds legal description.

Response: Please see the revised Title Certification with the metes and bounds legal description as requested.

Williams Avenue CPD

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Infrastructure Planning Comment: Lili Wu

13. Traffic Impact Statement (TIS)

- a. The proposed project's trip generation is over 100 trips per hour. According to AC-13-17, the information of LOS analysis for the project's entrances and all intersections within one quarter of a mile for future condition with and without the project shall be provided for review. The intersections within one quarter of a mile from this project are Lee Blvd/Williams Ave and Williams Ave/5th Ave.

Response: Please see the revised TIS for MCP B and the Traffic Memo provided by TR Transportation for the analysis as requested.

- b. The link LOS analysis for Williams Ave shall be provided for review.

Response: Please see the Traffic Memo provided by TR Transportation.

14. DOT Comment: Please note Lee County DOT will only support right-in only access on Williams Ave (no right-out).

Response: This comment is acknowledged; however, our Traffic Engineer disagrees with staff's opinion. The applicant will continue to propose a right-in/right-out driveway on Williams Avenue for MCP B and a full access driveway for MCP A.

This should allow for continued review and a finding of sufficiency of this rezoning request. Your time and attention to this matter is appreciated. Should County staff require additional information or have any questions regarding this submittal, feel free to call this office.

Sincerely,

TDM CONSULTING, INC.



Veronica Martin
Senior Planner

SURVEY NOTES:

1. BASIS OF BEARING SHOWN HEREON TAKEN FROM THE WEST RIGHT-OF-WAY LINE OF MAGNOLIA AVENUE, AS BEING ASSUMED S.02°33'25"E.
2. FIELD NOTES IN SECTION 29-44-27.
3. SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.
4. THIS CERTIFICATION IS ONLY FOR LANDS DESCRIBED HEREON. IT IS NOT A CERTIFICATION OF TITLE, ZONING OR FREEDOM OF ENCUMBRANCES.
5. THIS SURVEY IS BASED ON TITLE CERTIFICATION BY PAVESSE LAW FIRM DATED JANUARY 12, 2022 AT 11:00PM.
6. UNDERGROUND STRUCTURES AND UTILITIES, IF ANY, ARE NOT INCLUDED.
7. THIS MAP/PLAT IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
8. ALL BEARINGS AND DISTANCES ARE PLAT AND MEASURED, UNLESS OTHERWISE SHOWN.
9. THIS SURVEY IS INTENDED TO BE VIEWED AS AN 8406, 30 SCALE DRAWING.
10. DEED BOOK 254, PAGE 20, EASEMENTS AND RIGHTS-OF-WAY ARE HEREBY EXPRESSLY RESERVED FOR THE CREATIONS, CONSTRUCTION, AND MAINTENANCE OF UTILITIES 5' FOR EVERY LOT, AND 5' ALONG THE SIDES AND REAR OF EVERY BUILDING PLAT AND ALONG EVER STREET OF THE SUBDIVISION.
11. ELEVATIONS ARE NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.V.D.)

FLOOD ZONE: "X" ELEVATION: N/A
COMMUNITY No. 125124 PANEL No. 0475
SUFFIX --- F REVISION DATE: 8/28/08
MAP NUMBER: 12071C0475F

THIS SURVEY IS CERTIFIED TO
TDM CONSULTING, INC.

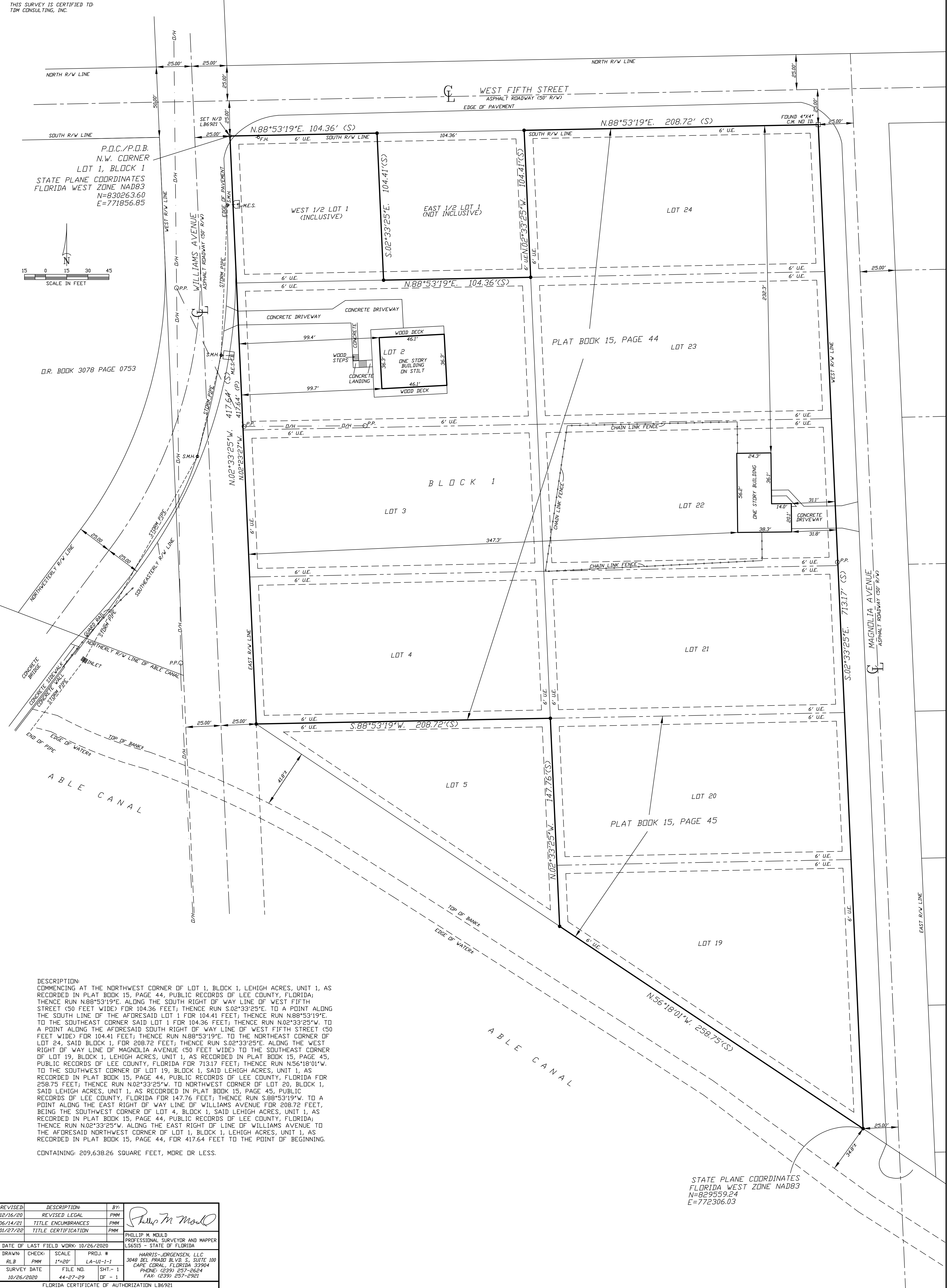
AS-BUILT SURVEY OF:

**WEST 1/2 OF LOT 1 AND ALL OF LOTS 2, 3, 4,
19, 20, 21, 22, 23 AND 24, BLOCK 1,
SECTION 29, TOWNSHIP 44 SOUTH, RANGE 27 EAST, LEHIGH ACRES,**

ACCORDING TO THE PLAT THEREOF RECORDED IN
DEED BOOK 254, PAGE 20, AND PLAT BOOK 15, PAGE 44,
PUBLIC RECORDS OF LEE COUNTY, FLORIDA

LEGEND:

- SET #4 IRON ROD (CAP LB #692)
- FOUND IRON ROD (I.R.)
- CONCRETE MONUMENT (C.M.)
- PERMANENT REFERENCE MONUMENT
- PERMANENT CONTROL POINT
- PUBLIC UTILITY EASEMENT
- DRAINAGE EASEMENT
- LAKE MAINTENANCE EASEMENT
- UTILITY EASEMENT
- POINT OF TANGENCY
- POINT OF CURVATURE
- POINT OF TANGENCY
- OFFICIAL RECORDS BOOK
- AS PER SURVEY
- AS MEASURED
- AS PER PLAT
- AS PER DEED
- CURVE NUMBER
- LINE NUMBER
- RIGHT-OF-WAY
- CENTERLINE
- STORM MANHOLE
- R.W.B.
- W.M.
- W.V.
- F.H.
- D/H
- GA&W.
- E.B.
- C.T.B.
- T.S.B.
- N/D
- N/T.T.
- ELEV.
- B.M.
- BENCHMARK
- TYPICAL ELEVATION
- AIR CONDITIONER
- WATER SYSTEM
- POOL EQUIPMENT
- CONCRETE
- MITERED END SECTION



DESCRIPTION:
COMMENCING AT THE NORTHWEST CORNER OF LOT 1, BLOCK 1, LEHIGH ACRES, UNIT 1, AS RECORDED IN PLAT BOOK 15, PAGE 44, PUBLIC RECORDS OF LEE COUNTY, FLORIDA; THENCE RUN N.88°53'19"E. ALONG THE SOUTH RIGHT OF WAY LINE OF WEST FIFTH STREET (50 FEET WIDE) FOR 104.36 FEET; THENCE RUN S.02°33'25"E. TO A POINT ALONG THE SOUTH LINE OF THE AFORESAID LOT 1 FOR 104.41 FEET; THENCE RUN N.88°53'19"E. TO THE SOUTHEAST CORNER SAID LOT 1 FOR 104.36 FEET; THENCE RUN N.02°33'25"W. TO A POINT ALONG THE AFORESAID SOUTH RIGHT OF WAY LINE OF WEST FIFTH STREET (50 FEET WIDE) FOR 104.41 FEET; THENCE RUN N.88°53'19"E. TO THE NORTHEAST CORNER OF LOT 24, SAID BLOCK 1, FOR 208.72 FEET; THENCE RUN S.02°33'25"E. ALONG THE WEST RIGHT OF WAY LINE OF MAGNOLIA AVENUE (50 FEET WIDE) TO THE SOUTHEAST CORNER OF LOT 19, BLOCK 1, LEHIGH ACRES, UNIT 1, AS RECORDED IN PLAT BOOK 15, PAGE 45, PUBLIC RECORDS OF LEE COUNTY, FLORIDA FOR 713.17 FEET; THENCE RUN N.56°18'01"W. TO THE SOUTHWEST CORNER OF LOT 19, BLOCK 1, SAID LEHIGH ACRES, UNIT 1, AS RECORDED IN PLAT BOOK 15, PAGE 44, PUBLIC RECORDS OF LEE COUNTY, FLORIDA FOR 258.75 FEET; THENCE RUN N.02°33'25"W. TO NORTHWEST CORNER OF LOT 20, BLOCK 1, SAID LEHIGH ACRES, UNIT 1, AS RECORDED IN PLAT BOOK 15, PAGE 45, PUBLIC RECORDS OF LEE COUNTY, FLORIDA FOR 147.76 FEET; THENCE RUN S.88°53'19"W. TO A POINT ALONG THE EAST RIGHT OF WAY LINE OF WILLIAMS AVENUE FOR 208.72 FEET, BEING THE SOUTHWEST CORNER OF LOT 4, BLOCK 1, SAID LEHIGH ACRES, UNIT 1, AS RECORDED IN PLAT BOOK 15, PAGE 44, PUBLIC RECORDS OF LEE COUNTY, FLORIDA; THENCE RUN N.02°33'25"W. ALONG THE EAST RIGHT OF LINE OF WILLIAMS AVENUE TO THE AFORESAID NORTHWEST CORNER OF LOT 1, BLOCK 1, LEHIGH ACRES, UNIT 1, AS RECORDED IN PLAT BOOK 15, PAGE 44, FOR 417.64 FEET TO THE POINT OF BEGINNING.

CONTAINING: 209,638.26 SQUARE FEET, MORE OR LESS.

REVISED	DESCRIPTION	BY
12/16/20	REVISED LEGAL	PM
06/14/21	TITLE ENCUMBRANCES	PM
01/27/22	TITLE CERTIFICATION	PM
DATE OF LAST FIELD WORK: 10/26/2020		
PROFESSIONAL SURVEYOR AND MAPPER		
L.S.6515 - STATE OF FLORIDA		
DRAWN	CHECK	SCALE
RLB	PM	1"=20'
PROJECT #		
HARRIS-JORGENSEN, LLC		
3040 DEL PRADO BLVD. S. SUITE 100		
CAPE CORAL, FLORIDA 33904		
PHONE: (239) 257-2624		
FAX: (239) 257-2921		
SURVEY DATE	FILE NO.	SHT. - 1
10/26/2020	44-27-29	OF - 1
FLORIDA CERTIFICATE OF AUTHORIZATION LB6921		

STATE PLANE COORDINATES
FLORIDA WEST ZONE NAD83
N=829559.24
E=772306.03

PAVESE LAW FIRM

CHARLES MANN
Board Certified Real Estate Attorney
Board Certified Condominium and
Planned Development Law Attorney
Direct dial: (239) 336-6242
Email: CharlesMann@paveselaw.com

1833 Hendry Street, Fort Myers, Florida 33901 | P.O. Drawer 1507, Fort Myers, Florida 33902-1507 | (239) 334-2195 | Fax (239) 332-2243

TITLE CERTIFICATION

Pavese Law Firm (as Agent/Title Company)

Plat Number:

Development Order Number:

Effective Date of Title Certification: January 12, 2021 at 11:00 PM

Certified To: Lee County Board of County Commissioners

I have searched the Public Records of Lee County, Florida and have examined the title to the real property more particularly described in the metes and bounds description attached hereto as Exhibit "A." I have made a careful examination of the Public Records of Lee County, Florida, with respect to the real property described in attached Exhibit "A." Based on the foregoing, we hereby certify Record Title to the above described real property, as of the Effective Date of the Title Certification set forth above, is vested in:

Title to the property is vested in:

Alexis Ebra (West ½ of Lot 1 and all of Lots 2, 3, and 4); Yanet Tellez (Lots 19, 20, and 21); Yanet Tellez Avila and Alexis Ebra (Lots 22 and 23); and Yanet Tellez Avila (Lot 24) by virtue of those Deeds recorded in Instrument Number 2008000015801 (W ½ of Lot 1), Instrument Number 2007000195174 (Lots 2 and 3), Instrument Number 2015000106543 (Lot 4), Instrument Number 2020000009226 (Lot 4), Instrument Number 2017000220366 (Lots 19 and 20), Instrument Number 2017-87126 (Lot 21), Instrument Number 2018000133629 (Lot 22), Instrument Number 20190002494445 (Lot 23), Instrument Number 201600140418 (Lot 24), Public Records of Lee County, Florida.

The following are all of those persons or entities holding a mortgage secured by the property:

1. Mortgage to Mortgage Electronic Registration Systems, Inc. as nominee to GMAC Mortgage, LLC fka GMAC Mortgage Corporation, mortgagee(s), recorded in Instrument Number 2007000195175, and assignments in Instrument Number 200900036907, Instrument Number 2010-70668, Instrument Number 2019000210043, and Instrument Number 2020000276095, Public Records of Lee County, Florida. (Lots 2 and 3)
2. Mortgage to JPMorgan Chase Bank, mortgagee(s), recorded in Instrument Number 2007000195185, Public Records of Lee County, Florida. (For Informational Purposes Only: This appears to be a Wild Instrument.) (Lot 2)
3. Mortgage to Fred Elliott and Lisa Elliott, mortgagee(s), recorded in Instrument Number 2007000204041, Public Records of Lee County, Florida. (Lots 2 and 3)

4. Mortgage to Pedro Curbelo, mortgagee(s), recorded in Instrument Number 2008000015802, Public Records of Lee County, Florida. (W 1/2 of Lot 1)
5. Mortgage to Mortgage Electronic Registration Systems, Inc., as nominee to CrossCountry Mortgage, LLC recorded in Instrument Number 2021000355580, Public Records of Lee County, Florida. (Lot 22)

All property taxes, due and owing, have not been paid on all of the land described herein as of the date of this opinion, as follows:

1. General or special taxes and assessments for the years 2020 and 2021 are paid. (W 1/2 of Lot 1, and Lots 2, 3, 4, and 22)
2. General or special taxes and assessments required to be paid for the year 2021. (Taxes for the year 2020 are paid.) (Lots 19, 20, 23, and 24)

The following are all easements and rights of way affecting the property to be platted, whether recorded or unrecorded:

1. Code Enforcement Order recorded in Instrument Number 2021-379028, Public Records of Lee County, Florida.
2. All matters contained on the Plat of Section 29, Township 44 South, Range 27 East, Lehigh Acres, as recorded in Plat Book 15, Page 44 and Deed Book 254, Page 20, and Instrument Number 2019-18554, Public Records of Lee County, Florida.
3. Sewer and water covenants in Miscellaneous Book 58, Page 266; O.R. Book 10, Page 695; and O.R. Book 41, Page 264, Public Records of Lee County, Florida.
4. Restrictions, covenants and conditions as contained in Deed Book 254, Page 18, Public Records of Lee County, Florida.
5. Easement Agreement between Lehigh Acres Development Corp., and Community Television Cable Corporation of Lee County, dated September 19, 1964, recorded October 9, 1964, in O.R. Book 269, Page 704, Public Records of Lee County, Florida.
6. Agreement by and between Gerald H. Gould, Harold W. Wolfram, Howard M. Lawn and Alexander R. Hamilton, the surviving Trustees of Lee County Land and Title Company, a Florida corporation, and Lehigh Utilities, Inc., a Florida corporation recorded in O.R. Book 327, Page 119, Public Records of Lee County, Florida.
7. East County Water Control District as recorded in C.O. Book 38, Page 330, Final Judgment validating Bonds in O.R. Book 2173, Page 469, Public Records of Lee County, Florida.
8. Stipulated Final Judgment recorded August 7, 1992 in O.R. Book 2319, Page 1488, amended in O.R. Book 2332, Page 148 and re-recorded in O.R. Book 2385, Page 857, Public Records of Lee County, Florida.
9. Developer's Agreement by and between Lehigh Corporation and Cliffside Properties, Inc. and Lehigh Utilities, Inc. recorded in O.R. Book 2357, Page 2973, and Modification to Developer's Agreement

recorded in O.R. Book 2551, Page 833, Assignments recorded in O.R. Book 3632, Page 1562, O.R. Book 3632, Page 1699, Public Records of Lee County, Florida.

10. Lee County Ordinance No. 86-14 recorded November 30, 1990, in O.R. Book 2189, Page 3281; and amended by Ordinance No. 86-38 in O.R. Book 2189, Page 3334, Public Records of Lee County, Florida.
11. Notice of subsurface interests recorded in O.R. Book 1856, Page 144, Public Records of Lee County, Florida. No determination has been made as to the current record owner for the interest excepted herein.
12. Oil, gas, mineral, or other reservations as set forth in deed by Consolidated Naval Stores Company, a Florida corporation recorded in Deed Book 149, Page 399, O.R. Book 553, Page 114, Notice recorded in O.R. Book 1100, Page 525, Warranty Deed recorded in O.R. Book 4516, Page 2118, as assigned in Instrument Number 2016-54865, Public Records of Lee County, Florida. No determination has been made as to the current record owner for the interest excepted herein. Florida Form 9 not available for this matter.
13. Oil, gas, mineral, or other reservations as recorded in O.R. Book 1854, Page 2266, Public Records of Lee County, Florida. No determination has been made as to the current record owner for the interest excepted herein.
14. Oil, gas, mineral, or other reservations as recorded in O.R. Book 520, Page 845, Public Records of Lee County, Florida. No determination has been made as to the current record owner for the interest excepted herein. (Lot 23).
15. Surveyor's Affidavit recorded in Instrument Number 2022000013205, Public Records of Lee County, Florida.

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All Recording references are to the public records of Lee County, Florida.

Note, this is not a certification of ownership of any oil, gas, and mineral rights or interests.

This certification is provided pursuant to the requirements of § 177.041, Florida Statute, for the uses and purposes specifically stated therein and is not to be used as the basis for the issuance of a title insurance commitment or policy. Pursuant to s. 627.7843, Florida Statutes, the maximum liability of the issuer of this property information report for errors or omissions in this property information report is limited to the amount paid for this property information report, and is further limited to the person(s) expressly identified by name in the property information report as the recipient(s) of the property information report.

By: _____

Charles Mann
Managing Partner

EXHIBIT "A"

COMMENCING AT THE NORTHWEST CORNER OF LOT 1, BLOCK 1, LEHIGH ACRES, UNIT 1, AS RECORDED IN PLAT BOOK 15, PAGE44, PUBLIC RECORDS OF LEE COUNTY, FLORIDA; THENCE RUN N.88°53'19"E. ALONG THE SOUTH RIGHT OF WAY LINE OF WEST FIFTH STREET (50 FEET WIDE) FOR 104.36 FEET; THENCE RUN S.02°33'25"E. TO A POINT ALONG THE SOUTH LINE OF THE AFORESAID LOT 1 FOR 104.41 FEET; THENCE RUN N.88°53'19"E. TO THE SOUTHEAST CORNER SAID LOT 1 FOR 104.36 FEET; THENCE RUN N.02°33'25"W. TO A POINT ALONG THE AFORESAID SOUTH RIGHT OF WAY LINE OF WEST FIFTH STREET (50 FEET WIDE) FOR 104.41 FEET; THENCE RUN N.88°53'19"E. TO THE NORTHEAST CORNER OF LOT 24, SAID BLOCK 1, FOR 208.72 FEET; THENCE RUN S.02°33'25" E. ALONG THE WEST RIGHT OF WAY LINE OF MAGNOLIA AVENUE (50 FEET WIDE) TO THE SOUTHEAST CORNER OF LOT 19, BLOCK 1, LEHIGH ACRES, UNIT 1, AS RECORDED IN PLAT BOOK 15, PAGE45, PUBLIC RECORDS OF LEE COUNTY, FLORIDA; THENCE RUN N.56°18'01"W. TO THE SOUTHWEST CORNER OF LOT 19, BLOCK 1, SAID LEHIGH ACRES, UNIT 1, AS RECORDED IN PLAT BOOK 15, PAGE44, PUBLIC RECORDS OF LEE COUNTY, FLORIDA FOR 258.75 FEET; THENCE RUN N.02°33'25"W. TO NORTHWEST CORNER OF LOT 20, BLOCK 1, SAID LEHIGH ACRES, UNIT 1, AS RECORDED IN PLAT BOOK 15, PAGE45, PUBLIC RECORDS OF LEE COUNTY, FLORIDA FOR 147.76 FEET; THENCE RUN S.88°53'19"W. TO A POINT ALONG THE EAST RIGHT OF WAY LINE OF WILLIAMS AVENUE FOR 208.72 FEET, BEING THE SOUTHWEST CORNER OF LOT 4, BLOCK 1, SAID LEHIGH ACRES, UNIT1, AS RECORDED IN PLAT BOOK 15, PAGE44, PUBLIC RECORDS OF LEE COUNTY, FLORIDA; A THENCE RUN N.02°33'25"W. ALONG THE EAST RIGHT OF LINE OF WILLIAMS AVENUE TO THE AFORESAID NORTHWEST CORNER OF LOT 1, BLOCK 1, LEHIGH ACRES, UNIT 1, AS RECORDED IN PLAT BOOK 15, PAGE 44, FOR 417.64 FEET TO THE POINT OF BEGINNING.



43 Barkley Circle, Suite 200
Fort Myers, FL 33907
Phone 239-433-4231 Fax 239-433-9632
www.tdmcivilengineering.com
Certificate of Authorization # 29086

Williams Avenue CPD
Narrative of Request/Lee Plan Compliance
Revised 1-20-2022

The Lee Plan describes Lehigh Acres as a “sustainable community of choice”. It further describes Lehigh Acres as “comprised of a collection of unique and inviting neighborhoods with involved citizens, a healthy environment, housing and employment opportunities, a full range of public services, and an efficient multi-modal transportation network connecting adjacent uses and neighboring communities”. The community vision of Lehigh Acres is one where residents are “encouraged to live a healthy and active lifestyle” and where opportunities for residents to “connect to the natural environment and their neighbors” is provided. The Lee Plan states that “Achieving the vision of the Lehigh Acres Planning Community will require improving the pattern of development to reduce dependence on neighboring communities for employment, recreation, and public services. Accomplishing this vision will reduce transportation impacts in neighboring communities and provide benefits to all of Lee County.” A Public Informational Meeting was conducted with the Lehigh Acres Architectural, Planning, and Zoning Review Board (LAAPZRB). The Board was supportive of the proposed rezoning to CPD and the proposed schedule of uses anticipated on the subject property. Rezoning the subject property from RS-1 to Commercial Planned Development will help achieve the vision of the Planning Community.

The subject property has a future land use classification of Urban Community. Lee Plan **Policy 1.1.4** states that these areas are characterized by a mixture of relatively intense commercial and residential uses. And “although the Urban Communities have a distinctly urban character, they should be developed at slightly lower densities”. Predominant land uses in the Urban Communities are residential, commercial, public and quasi-public, and limited light industrial uses. The subject property is adjacent to existing residential and public uses and in close proximity to existing commercial uses.

The properties to the north and east also have a future land use classification of Urban Community. The properties to the south have a Central Urban future land use classification and the properties to the west have a future land use classification of Central Urban and Public Facilities. (See Exhibit C – Future Land Use Map.) The subject property is adjacent to the Central Urban future land use classification, separated only by Able Canal to the south and Williams Avenue right-of-way to the west. Rezoning the land from RS-1 to CPD in order to provide neighborhood commercial uses along a major collector road is consistent with development in the Urban Community future land use category.

OBJECTIVE 2.1: DEVELOPMENT LOCATION. *Contiguous and compact growth patterns will be promoted through the rezoning process to contain urban sprawl, minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where large tracts of land are by-passed in favor of development more distant from services and existing communities.*

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

POLICY 2.1.2: *New land uses will be permitted only if they are consistent with the Future Land Use Map and the goals, objectives, policies, and standards of this plan.*

OBJECTIVE 2.2: DEVELOPMENT TIMING. *Direct new growth to those portions of the future urban areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created.*

POLICY 2.2.1: *Rezoning and Development of Regional Impact proposals will be evaluated as to the availability and proximity of the road network; central sewer and water lines; community facilities and services such as schools, EMS, fire and police protection, and other public facilities; compatibility with surrounding land uses; and any other relevant facts affecting the public health, safety, and welfare.*

POLICY 2.2.2: *Map 1 of the Future Land Use Map series indicates the uses and density ranges that will ultimately be permitted on a given parcel. However, it is not a guarantee that such densities or uses are immediately appropriate, as the map provides for the county's growth beyond the Lee Plan's planning horizon of 2030. During the rezoning process the Board of County Commissioners will balance the overall standards and policies of this plan with three additional factors:*

- 1. Whether a given proposal would further burden already overwhelmed existing and committed public facilities such that the approval should be delayed until the facilities can be constructed; and*
- 2. Whether a given proposal is for land so far beyond existing development or adequate public facilities that approval should be delayed in an effort to encourage compact and efficient growth patterns; and*
- 3. Whether a given proposal would result in unreasonable development expectations that may not be achievable because of acreage limitations contained in the Acreage Allocation Table (see Policy 1.7.6, Map 16 and Table 1(b)). Additional provisions related to mining are provided in Policy 33.1.4.*

In all cases where rezoning is approved, such approval does not constitute a determination that the minimum acceptable levels of service (see Policy 95.1.3) will be available concurrent with the impacts of the proposed development. Such a determination must be made prior to the issuance of additional development permits, based on conditions which exist at that time, as required by Lee County's concurrency management system.

The applicant has assembled seven (7) lots totaling 4.81 acres – almost the entire block – with the intention of rezoning the land for commercial use. Of the two (2) remaining vacant lots, one is owned by LAMSID and the other by a private entity. Although the applicant has reached out to both property owners, neither lot is for sale. At this time, only two single-family homes have been

constructed on the entire block, and the applicant owns both of those residences. The remainder of the block is vacant, with the exception of a plant nursery. It should be noted that the plant nursery is not a permitted use in the current RS-1 zoning district, but is included in the proposed schedule of uses for MCP A. Approval of the CPD will legitimize the use.

The subject property is located near existing commercial, residential, and public facilities, and is located along Williams Avenue, a county-maintained major collector road. Local roads border the property to the north (West 5th Street) and east (Magnolia Avenue) and Able Canal is located to the south. (See Exhibit A – Area Location Map.) Surrounding development includes single-family residential uses, parks, commercial recreation facilities and medical office to the west and northwest, offices and retail centers to the south, and an existing roadway network. In addition, urban services are available and adequate to service the development. This is consistent with Lee Plan **Goal 2, Objective 2.1, Policy 2.1.1, Policy 2.1.2, Objective 2.2, Policy 2.2.1, and Policy 2.2.2.**

The intent of Lee Plan Objective 4.1 is to consider water, sewer, and environmental standards during the rezoning process in order to ensure the standards are met prior to issuing a local development order. The applicant is requesting a maximum of 30,000 square feet of commercial uses on the 4.81-acre property for MCP B, which is full build-out. Please note only 5,000 sf is proposed for MCP A. FGUA has provided a letter of service availability confirming that there is sufficient capacity for both water and wastewater to service the proposed development. In addition, lines are available in proximity to the site. The applicant will connect to potable water and sanitary sewer as part of any commercial development. This is consistent with Lee Plan **Goal 4, Objective 4.1, Standard 4.1.1: Water, and Standard 4.1.2: Sewer.**

The Protected Species Survey/Environmental Report provided by Boylan Environmental Consultants indicates that the existing FLUCCS includes residential uses, disturbed lands, pine flatwoods, and an existing landscape nursery. No listed species were noted, no rookeries were found, and no burrows were found. The report states there are no environmentally sensitive areas on site. This is consistent with **Standard 4.1.4: Environmental Factors.**

***POLICY 5.1.5:** Protect existing and future residential areas from any encroachment of uses that are potentially destructive to the character and integrity of the residential environment. Requests for conventional rezonings will be denied in the event that the buffers provided in Chapter 10 of the Land Development Code are not adequate to address potentially incompatible uses in a satisfactory manner. If such uses are proposed in the form of a planned development or special exception and generally applicable development regulations are deemed to be inadequate, conditions will be attached to minimize or eliminate the potential impacts or, where no adequate conditions can be devised, the application will be denied altogether. The Land Development Code will continue to require appropriate buffers for new developments.*

The entire block of land is currently zoned for residential use (RS-1). The applicant owns all but two (2) lots on the block. One small triangular shaped lot abutting Able Canal is owned by LAMSID and is intended to be used for access and maintenance of the canal. LAMSID has indicated the lot would not be developed for residential use and is not for sale. The other lot has frontage on West 5th Street and is also vacant. When contacted, the property owner originally discussed selling the property to the Applicant, but then changed their mind. As a result, the zoning request doesn't include those two (2) lots and the Master Concept Plans have been designed to

limit and reduce any potential impacts to the lots, focusing on the one with frontage on West 5th Street, since the LAMSID parcel is to be used for maintenance purposes only, not residential use.

Per LDC Sec. 34-2 Definitions:

Compatible means, in describing the relation between two land uses, buildings or structures, or zoning districts, the state wherein those two things exhibit either a positive relationship based on fit, similarity or reciprocity of characteristics, or a neutral relationship based on a relative lack of conflict (actual or potential) or on a failure to communicate negative or harmful influences one to another.

The Applicant is proposing two Master Concept Plans – MCP A (Option 1) and MCP B (Option II). MCP A limits development to just those lots with frontage on Williams Avenue. The MCP will legitimize the existing plant nursery and add a single food truck with outside dining area. Associated infrastructure including access, parking, sidewalks, landscape buffers, delivery area, vehicular and pedestrian circulation internal to the development, and drainage areas are identified on the MCP. The existing two-story structure is anticipated to have commercial use on the first floor and retain residential use on the second floor as part of MCP A (Option I).

MCP B (Option II) depicts the development at full build-out. For Option II, the existing nursery and single-family residential uses are replaced with a convenience store and gas station, offices and retail uses, and a food truck park. At full build-out, it is anticipated that the development will exceed the two acres of impervious surface, making this a “large” development. As such, indigenous preserve is provided in addition to general open space. An Environmental Resource Permit will be required for a master storm water system. A right in/right out access is proposed on Williams Avenue and a full access driveway is proposed on West Fifth Street.

MCP B has been designed to protect the vacant lot fronting West 5th Street from any adverse impacts associated with commercial development. The gas station and convenience store are located as far south as possible, away from the vacant RS-1 zoned lot, with a 24-foot wide drive aisle, parking, detention area, and 25-foot wide buffer between the vacant lot and the convenience store. (See the Schedule of Deviations.) The Lehigh Acres Architectural, Planning, and Zoning Review Board (LAAPZRB) indicated a preference for a living vegetative wall/buffer instead of an actual physical wall at that location. As designed, the vacant RS-1 zoned lot is 120± feet north of the proposed convenience store, as shown on MCP B. The applicant has designed both MCP’s with the end goal of reducing any impacts associated by the commercial development abutting a residentially zoned lot.

Residential zoning and uses are also located north of West 5th Street ROW and east of Magnolia Avenue ROW. The MCP’s have been designed to locate uses with minimal impacts (low-impact parking lot, indigenous preserve, and detention area) along West 5th Street and limits any commercial access onto Magnolia Avenue. The food truck park is located a minimum of 25 feet from the Magnolia Avenue ROW, providing more than 75 feet to the residential lots on the east side of Magnolia. The LAAPZRB requested the food truck park be located along the proposed Six-Mile Linear Park to be located along the north side of Able Canal. This allows the food truck park to be accessed by vehicles, cyclists, and pedestrians alike. In addition, 15-foot wide Type D buffers are proposed along the rights-of-way to the north and east, which shield the commercial uses from passing traffic and the residential properties across the street. Indigenous preserve areas

are also located along Magnolia Avenue, further screening the residential lots from the commercial development.

The applicant believes he has demonstrated that the proposed commercial uses, as shown on the MCP's with buffers and conditions, are compatible with the abutting and nearby residentially zoned lots. The MCP's demonstrate a neutral relationship to the residential properties based on a relative lack of conflict. Any negative or harmful influences to the residentially zoned lots have been minimized. This is consistent with **Objective 5.1** and **Policy 5.1.5**.

POLICY 6.1.1: All applications for commercial development will be reviewed and evaluated as to:

- a. Traffic and access impacts (rezoning and development orders);*
- b. Landscaping and detailed site planning (development orders);*
- c. Screening and buffering (planned development rezoning and development orders);*
- d. Availability and adequacy of services and facilities (rezoning and development orders);*
- e. Impact on adjacent land uses and surrounding neighborhoods (rezoning);*
- f. Proximity to other similar centers (rezoning); and*
- g. Environmental considerations (rezoning and development orders).*

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

POLICY 6.1.5: The land development regulations will require that commercial development be designed to protect the traffic-carrying capacity of roads and streets. Methods to achieve this include, but are not limited to: frontage roads; clustering of activities; limiting access; sharing access; setbacks from existing rights-of-way; acceleration, deceleration and right-turn-only lanes; and, signalization and intersection improvements.

POLICY 6.1.6: The land development regulations will require that commercial development provide adequate and appropriate landscaping, open space, and buffering. Such development is encouraged to be architecturally designed so as to enhance the appearance of structures and parking areas and blend with the character of existing or planned surrounding land uses.

POLICY 6.1.7: Prohibit commercial developments from locating in such a way as to open new areas to premature, scattered, or strip development; but permit commercial development to infill on small parcels in areas where existing commercial development would make a residential use clearly unreasonable.

POLICY 6.1.8: Prohibit commercial development from locating near existing or planned school areas in such a way as to jeopardize the safety of students.

The subject property is located in the Lehigh Acres Planning Community and has a future land use classification of Urban Community. The property has frontage on Williams Avenue to the west, West 5th Street to the north, and Magnolia Avenue to the east. Able Canal runs along the south end of the property along with an access/maintenance parcel owned by LAMSID. Williams Avenue is a county-maintained major collector road with a left turn lane at the intersection of West 5th Street. The applicant is proposing a right-in/right-out driveway on Williams Avenue in an effort to mitigate traffic concerns by preventing left turning movements across traffic. Both West 5th Street

and Magnolia Avenue are county-maintained local roads. No access is proposed on Magnolia, which dead-ends at the canal. A full-access driveway will be provided on West 5th Street.

The Traffic Impact Study (TIS) is based on the most intense uses identified in the proposed schedule of uses. Per Table 5: Raw Trip Generation – Total Proposed Development with Pass-By, the A.M. peak hour vehicle trip ends is 139 and the P.M. peak hour vehicle trip ends is 253. According to the TIS, the proposed commercial development will not degrade the level of service of Lee Boulevard or Williams Avenue at full build-out. In addition, an Intersection Analysis and Level of Service Analysis conducted by TR Transportation. The Traffic Memo dated Jan. 19, 2022 states that “The results of the Intersection Analysis at the proposed site access drives on Williams Avenue and West 5th Street indicate all movements to operate at acceptable Level of Service with the project in the 2025 AM and PM peak hour traffic conditions.” The LOS Service Analysis determined that “Williams Avenue is projected to operate at a poor Level of Service in 2025 both with and without the proposed development”. As outlined in the Traffic Memo, the proposed development will not degrade the LOS on Williams Road beyond what is already anticipated.

There are several sections in the LDC that provide landscaping/buffer requirements. LDC Sec. 34-1353 applies to convenience stores, LDC Sec. 33-1405 is specific to Lehigh Acres, and LDC Sec. 10-416 sets forth general buffer requirements. The MCP’s show a variety of uses, including the convenience store. Several different types of buffers are shown on the MCP’s, depending on the proposed and abutting use. The most critical buffer is the one between the convenience store and the vacant RS-1 zoned lot along West Fifth Street. A 30-foot wide buffer Type F buffer with hedge planted 20 feet from the property line is proposed on all three sides of the lot. This will buffer and screen the residential lot from any adverse impacts associated with the convenience store, including light trespass, noise, glare, fumes, etc.

Urban services are available and adequate to service the proposed commercial development.

Fire/EMS:	Lehigh Acres Fire Control District, Station #102, located at 636 Thomas Sherwin Ave. S, ±5.9 miles away.
Police:	Lee County Sheriff’s Office, located at 1301 Homestead Rd. N, ±1.1 miles away.
Solid Waste:	The property is within the Lee County Solid Waste Franchise Area 4 and is serviced by Advanced Disposal.
Public Transit:	Public Transit is not available on Williams Avenue; however, Lee Tran Route 110 services Lee Blvd. to the south.
Public Parks:	Lehigh Acres Community Park and the Barbara A. Ferrell Park are located on the west side of Williams Avenue.
Public Schools:	The rezoning is for a commercial development, so no impacts are anticipated to public schools.
Water:	FGUA has provided a letter of availability to serve the commercial development.
Wastewater:	FGUA has provided a letter of availability to serve the commercial development.

Surrounding zoning districts include RS-1 to the north and east, C-2 to the south, AG-2 and CF to the west, and CPD to the northwest. (See Exhibit B – Zoning Map.) West of Williams Avenue is the Lehigh Acres Community Park and the Barbara A. Ferrell Park. Further north on the west side of Williams Avenue is property zoned CPD with existing uses including Mini Golf, tennis courts, a self-storage warehouse, a medical office, and a fraternal club (Eagles). These existing commercial uses are directly across from existing single-family homes with RS-1 zoning. The land north of West 5th Street is zoned RS-1 and is currently used for single-family homes. A full-access driveway will be provided on West 5th Street. The land east of Magnolia Avenue is zoned RS-1 and is currently used for single-family homes. The properties south of Able Canal, along Lee Boulevard, consist of a variety of commercial uses with C-2 zoning. Rezoning almost an entire block of land for commercial uses that support the surrounding neighborhood is compatible with existing uses in the area.

A Sunoco gas station is located at 1360 Lee Boulevard, across from Homestead Road, approximately 3,100 feet from the subject property. A Speedway and Circle K are located further south on Homestead Road. No gas stations or convenience stores are located within proximity to the subject parcel on Williams Avenue.

The existing uses along this section of Williams Avenue (just north of Able Canal) is mixed. Uses include parks and recreation (Lehigh Acres Community Park and the Barbara A. Ferrell Park), medical office (Florida Skin Center), commercial recreation (Pelicans SnoBalls and Mini Golf), commercial schools (Roman's Submission School/martial arts), self-storage/mini-warehouse (Storage Rentals of America), single-family residential, and vacant lots. Lee Boulevard, immediately to the south, is the primary commercial corridor. However, existing nearby uses indicate that commercial development is starting to be located along the frontage of Williams Avenue. This is consistent with Lee Plan Policy 6.1.7.

As previously mentioned, the Protected Species Survey/Environmental Report provided by Boylan Environmental Consultants indicates that the existing FLUCCS includes residential uses, disturbed lands, pine flatwoods, and an existing landscape nursery. In addition, no listed species were noted, no rookeries were found, and no burrows were found. There are no environmentally sensitive areas on site.

The proposed commercial development is compatible with existing and proposed land uses, the proposed uses will not degrade the level of service of the surrounding roadway network, urban services are available and adequate to service the site, screening and buffering to abutting and adjacent uses is proposed, no schools are existing or planned in the nearby vicinity, and similar uses (gas station/convenience store) are over a half mile away. This is consistent with Lee Plan **Goal 6, Objective 6.1, Policy 6.1.1, Policy 6.1.4, Policy 6.1.5, Policy 6.1.6, Policy 6.1.7, and Policy 6.1.8.**

GOAL 25: LEHIGH ACRES COMMUNITY PLAN. Ensure that continued development and redevelopment converts this largely single use, antiquated pre-platted area into a vibrant residential and commercial community consisting of: safe and secure single family and multi-family neighborhoods; vibrant commercial and employment centers; pedestrian friendly mixed use activity centers and neighborhood nodes; and, adequate green space and recreational opportunities.

Objective 25.1 of the Lee Plan creates mixed use nodes that contribute the uses needed to support Lehigh Acres Community Plan area as shown on Map 1, Page 7. The subject property is not located in one of the identified Specialized Mixed Use Nodes. According to Lee Plan Map 1, Page 7, the existing commercial properties at the intersection of Williams Avenue and Lee Boulevard are located in the Commercial Overlay Zone. In addition, the existing commercial properties located at the intersection of Williams Avenue and Village Lakes Boulevard north of the subject property are also located in the Commercial Overlay Zone. (See Exhibit D – Lehigh Acres Commercial Overlay Study.) The subject property is not located in a Specialized Mixed Use Node or in the Commercial Overlay Zone; however, the location lends itself to commercial use, given the proximity of existing commercial uses.

POLICY 25.6.2: *Because of the shortage of suitable undivided tracts, commercial uses may also be appropriate on certain other lands that might otherwise be used for residential lots.*

1. Many such lands are designated as part of the Lot Assembly Overlay. These lands are platted for single-family lots and are under multiple ownerships. Commercial uses on individual lots or small assemblies of lots would generally be intrusive to existing or emerging neighborhoods. However, the assembly of entire blocks would provide suitable commercial parcels. Major lot assemblies could qualify for commercial zoning whether assembled by government action, private sector purchases, cooperative arrangements between individual lot-owners, or similar arrangements.

2. Other tracts or combinations of platted lots in Lehigh Acres may also be considered for commercial rezoning (even if they are outside any of the three overlays) through the planned development zoning processes or by requesting the CN-3 conventional commercial zoning district that was created to address Lehigh Acres conditions. Lands suitable for such rezoning would include:

a. Tracts that are assembled from vacant lots at the intersection of future collector or arterial roads in sparsely developed areas where there are very limited or no suitable commercial locations in any of the commercial overlays; or

b. Tracts that separate existing commercial and residential land uses where some commercial uses may be appropriate if they provide a substantial buffer and reasonably protect the privacy of existing dwellings. Landowners seeking commercial zoning under this subsection should expect a minimal level of commercial uses and/or to provide extra levels of buffering.

The applicant has created a 4.81-acre tract of land assembled from seven (7) lots at the intersection of a major collector and local road. Lee Plan Policy 25.6.2.2 states that “Other tracts or combinations of platted lots in Lehigh Acres may also be considered for commercial rezoning (even if they are outside any of the three overlays) through the planned development zoning process or by requesting the CN-3 conventional commercial zoning district that was created to address Lehigh Acres conditions”. The applicant is requesting a planned development rezoning. The proposed Schedule of Uses include most of those uses permitted in the CN-3 zoning district; however, several additional uses are proposed including: convenience food and beverage store, self-service gas pumps, drive-thru facility, food truck park, plant nursery, and consumption on premises. The proposed food truck park is an ideal use for the subject property since it’s in close proximity to the Lehigh Acres Community Park and Barbara A. Ferrell Park on the west side of Williams Avenue. At the suggestion of LAMSID, the food truck park will be located at the south

end of the property along the canal. According to Mike Cook with LAMSID, Lee County Parks and Rec will be constructing a bike/pedestrian path along the north side of Able Canal from Trailhead Park off Joel Blvd to Harns Marsh. The LAAPZRB and LAMSID thought the food truck park would be an asset to the community at that location, especially for those walking and biking along the new trail. The applicant, who has lived on the property for several years, intends to develop the property for uses that support the surrounding residential neighborhood, which is why the gas station/convenience store and drive-thru are proposed. It should be noted that the LAAPZRB supports the proposed schedule of uses for the subject property with the exception of gas pumps.

Per LDC Sec. 34-1353, MCP B provides substantial 30-foot wide Type F buffers around the vacant RS-1 zoned lot with frontage on West 5th Street. In addition, a 25-foot wide buffer is also proposed along Williams Avenue along with an undulating berm. Standard Type D buffers per LDC Sec. 10-416 are proposed along West 5th Street and Magnolia Avenue. MCP A (no convenience store) complies with the standard buffer requirements, except where deviations are requested due to existing site constraints.

The applicant is proposing a commercial development with uses that will be an asset to the surrounding community and also meet the vision of the Lehigh Acres community plan. The request has the support of the LAAPZRB and is consistent with Lee Plan **Objective 25.1** and **Policy 25.6.2**.

OBJECTIVE 25.8: TRANSPORTATION, PARKING, AND TRAFFIC CIRCULATION. *To improve transportation, parking, and circulation within the Lehigh Acres Community Plan area.*

POLICY 25.8.4: *All new commercial development must provide parking lot interconnections to adjacent properties and must not prevent pedestrian or vehicular access from adjacent residential areas.*

A full-access driveway is proposed on West 5th Street and a right-in/right-out driveway is proposed on Williams Avenue. The right-in/right-out driveway on Williams Avenue is a compromise with the LAAPZRB. They preferred not to have a driveway on Williams Avenue due to traffic concerns. A right-in/right-out driveway prevents traffic from making left turning movements against traffic. The MCP provides internal sidewalks leading to the surrounding roadway network and there are several areas proposed for parking. Vehicular and pedestrian access is provided to both Williams Avenue and West 5th Street. This is consistent with Lee Plan **Objective 25.8** and **Policy 25.8.4**.

POLICY 125.1.2: *New development and additions to existing development must not degrade surface and ground water quality.*

POLICY 125.1.3: *The design, construction, and maintenance of artificial drainage systems must provide for retention or detention areas and vegetated swale systems that minimize nutrient loading and pollution of freshwater and estuarine systems.*

The proposed development will be Phased. Phase I (MCP-A) is largely to legitimize the existing nursery. Standard requirements for a landscape nursery require all herbicides, pesticides, and fertilizers to be stored in an enclosed storage building with impermeable floor (such as concrete). Also, any horticultural, landscaping, or garden service business must comply with Florida Statutes Chapters 482 and 487 and Florida Administrative Code Chapters 5E-2 and 5E-9.

The proposed development will ultimately have over two acres of impervious surface. As a result, it is considered a large project and an Environmental Resource Permit (ERP) will be required at time of local development order. In addition, a Stormwater Pollution Prevention Plan (SWP3) will be required by Lee County at time of local development order. There are safeguards in place through both Lee County and the State of Florida that will ensure compliance with Lee Plan **Policies 125.1.2 and 125.1.3.**

The applicant has proven entitlement to the rezoning as set forth in LDC Sec. 34-145(d)(4). The request:

- (a) Complies with the Lee Plan;
- (b) Meets the Land Development Code and other applicable County regulations or qualifies for deviations;
- (c) Is compatible with existing and planned uses in the surrounding area;
- (d) Will provide access sufficient to support the proposed development intensity;
- (e) The expected impacts on transportation facilities will be addressed by existing County regulations and conditions of approval;
- (f) Will not adversely affect environmentally critical or sensitive areas and natural resources; and
- (g) Will be served by urban services.

Additional findings for planned developments:

- (a) The proposed use or mix of uses is appropriate at the proposed location;
- (b) The recommended conditions provide sufficient safeguards to the public interest and are reasonably related to the impacts on the public's interest expected from the proposed development;
- (c) The requested deviations enhance the achievement of the objectives of the planned development and preserves and promotes the general intent of the LDC to protect the public health, safety, and welfare.

STREET ADDRESSES

416 WILLIAMS AVENUE
AND
409, 411, 413, 415, 417, AND 419 MAGNOLIA AVENUE
LEHIGH ACRES, FL 33971

STRAP NUMBERS

29-44-27-01-00001.0020
29-44-27-01-00001.0190
29-44-27-01-00001.0200
29-44-27-01-00001.0210
29-44-27-01-00001.0220
29-44-27-01-00001.0230
29-44-27-01-00001.0240

PROPERTY DEVELOPMENT REGULATIONS MCP A

CURRENT ZONING = RS-1 (SINGLE-FAMILY RESIDENTIAL)
PROPOSED ZONING = COMMERCIAL PLANNED DEVELOPMENT (CPD)
FUTURE LAND USE = URBAN COMMUNITY
MIN. LOT SIZE = 76,253 SF/1.75 ACRES
MAX. INTENSITY = 5,000 SQUARE FEET
MINIMUM FRONTAGE = 150 FEET
MINIMUM DEPTH = 150 FEET
MAX. HEIGHT = 35 FEET
MINIMUM OPEN SPACE = 20%
MAX. LOT COVERAGE = 40%
MIN. BUILDING SEPARATION = 20 FEET

BUILDING SETBACK REQUIREMENTS

COMMERCIAL BUILDINGS/CPD ZONING PER LDC SECTION 34-935
STREET SETBACK = 25 FEET
PERIMETER = BUFFER WIDTH OR 15', WHICHEVER IS GREATER

FOOD VENDING CARTS PER LDC 33-1432

STREET (ALL) = 50 FEET
SIDE YARD = 15 FEET
REAR YARD = 15 FEET

EX. SINGLE-FAMILY RESIDENCE
STREET = 25 FEET
SIDE YARD = 7.5 FEET
REAR YARD = 20 FEET

ZONING/ACTUAL USE

NORTH = RS-1/ROW (WEST FIFTH STREET)
SOUTH = RS-1/VACANT LOT AND CANAL
EAST = RS-1/ROW (MAGNOLIA AVENUE)
WEST = AG-2/ROW (WILLIAMS AVENUE)

LANDSCAPE BUFFER REQUIREMENTS

PER LDC SEC. 33-1405(C)(3)
COM TO SFR: 25' WIDE BUFFER

PER LDC SEC. 10-416(D)
COM TO ROW: 15' WIDE TYPE D BUFFER

OPEN SPACE REQUIREMENTS

LIMITS OF PHASE 1 DEVELOPMENT (76,253 SF/1.75 AC)
MIN. REQUIRED: 76,253 SF X 20% = 15,250 SF
PROVIDED: 11,360 SF (BUFFERS) + 8,128 SF (DETENTION AREA)
= 19,488 SF (25%)

PARKING REQUIREMENTS (PENDING MIX OF USES)

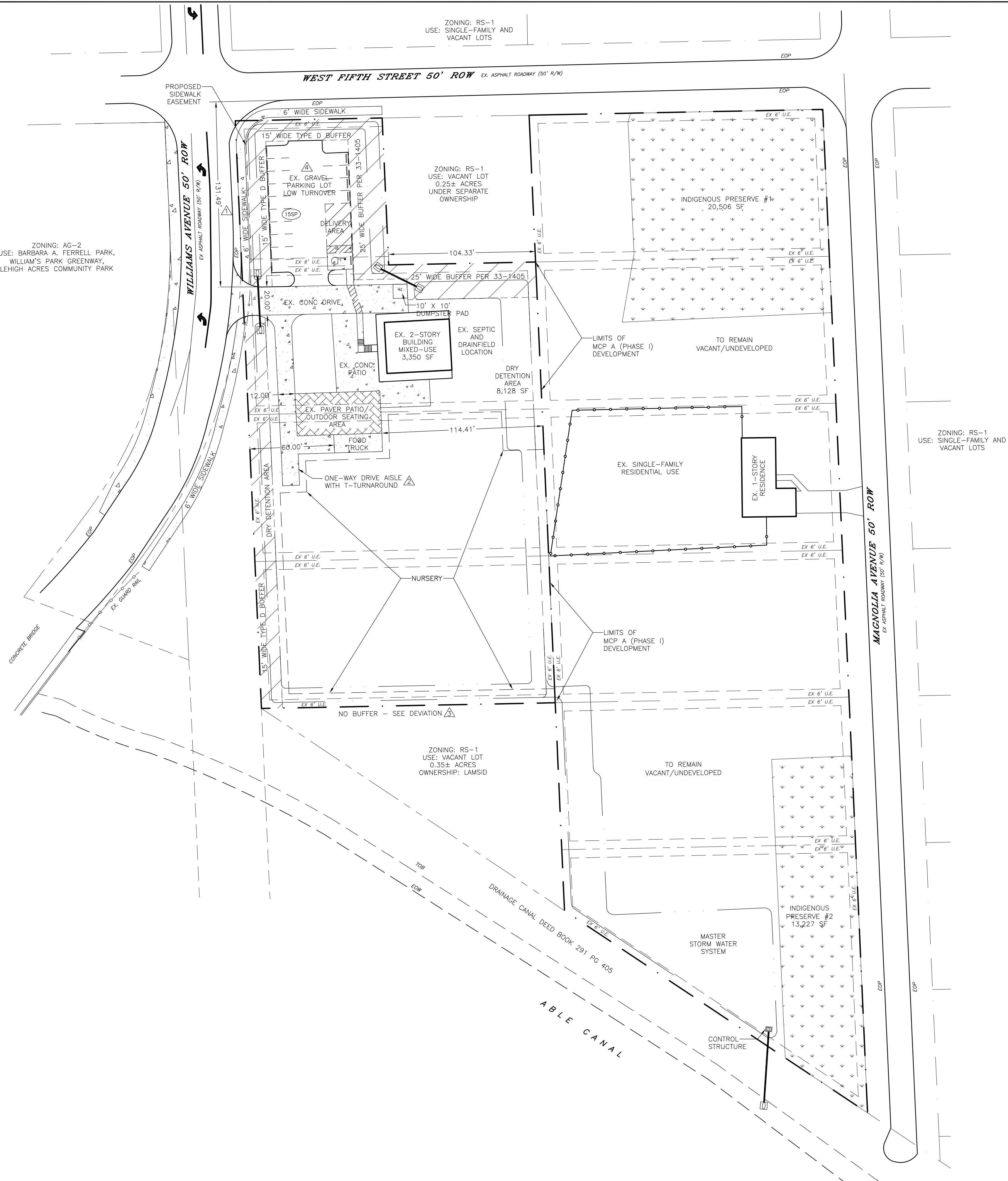
FOOD TRUCK (800 SF OUTDOOR SEATING AREA):
= 12.5 SPACES PER 1,000 SF
= 800 SF/1,000 SF = 0.8 X 12.5 = 10 SPACES
REQUIRED PARKING = 10 SPACES

COMMERCIAL RETAIL AND OFFICE (1,500 SF):
= 1 SPACE PER 350 SF
= 1,500 SF/350 SF = 4.3 SPACES
REQUIRED PARKING = 4.3 SPACES

REQUIRED PARKING = 10 + 4.3 = 15 SPACES (MIN. 1 HC SPACES)
PROVIDED PARKING = 15 SPACES INCLUDING 1 HC SPACE

PROJECT NOTES

SIX-FOOT WIDE PUBLIC UTILITY AND DRAINAGE EASEMENTS ARE LOCATED
ALONG THE INTERNAL LOT LINES PER PLAT BOOK 15, PAGE 44.



LEGEND

R RADIUS (5' UNLESS OTHERWISE NOTED)
EX. EXISTING
ROW RIGHT-OF-WAY
E.O.P. EDGE OF PAVEMENT
CONC. CONCRETE
TYP. TYPICAL
PROP. PROPOSED
SF SQUARE FEET
LF LINEAR FEET
E.O.P. EDGE OF PAVEMENT
E.O.W. EDGE OF WATER
P.U.E. PUBLIC UTILITY EASEMENT
D.E. DRAINAGE EASEMENT
L.P. LIGHT POLE
10SP NUMBER OF PARKING SPACES IN LOT
INDIGENOUS PRESERVE
EX. AND PROPOSED CONCRETE
LDC LAND DEVELOPMENT CODE
N.T.S. NOT TO SCALE
C.P. CONCRETE PAD
DEVIATION

1" = 40'

DATE	10/2020	DESIGNED BY	PEM	DRAWN BY	PEM	CHECKED BY	TDM	APPROVED BY	TDM
REVISIONS		REVISED PER LC COMMENTS		REVISED PER LC COMMENTS					
DATE	6/2021	1							
DATE	12/2021	2							
DRAWING NAME: CPD Southern Improvement Navigator Road									
DRAWING NAME: Williams Avenue CPD									
MASTER CONCEPT PLAN A									
Civil Engineering and Planning									
TDM CONSULTING, INC.									
43 Barkley Circle, Suite 200 Fort Myers, FL 33907 Phone: (239) 433-4231 Fax: (239) 433-9632 Cert. of Authorization # 29086									
Dean Martin, P.E. Florida #52022 DATE: _____									
This form has been digitally signed and sealed by Dean Martin on the code adjacent to the seal. Printed copies of this document are not considered signed and sealed for electronic copies.									
SHEET #	1	of	1	SCALE: AS NOTED					

416 WILLIAMS AVENUE
AND
409, 411, 413, 415, 417, AND 419 MAGNOLIA AVENUE
LEHIGH ACRES, FL 33971

29-44-27-01-00001.0020
29-44-27-01-00001.0190
29-44-27-01-00001.0200
29-44-27-01-00001.0210
29-44-27-01-00001.0220
29-44-27-01-00001.0230
29-44-27-01-00001.0240

CURRENT ZONING	= RS-1 (SINGLE-FAMILY RESIDENTIAL)
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MIN. LOT SIZE	= 209,636 SF/4.81 ACRES
MAX. INTENSITY	= 30,000 SQUARE FEET
MINIMUM FRONTAGE	= 150 FEET
MINIMUM DEPTH	= 150 FEET
MAX. HEIGHT	= 35 FEET
MINIMUM OPEN SPACE	= 30%
MAX. LOT COVERAGE	= 40%
MIN. BUILDING SEPARATION	= 20 FEET

COMMERCIAL BUILDINGS/CPD ZONING PER LDC SECTION 34-935

STREET SETBACK	= 25 FEET
PERIMETER	= 15 FEET OR BUFFER WIDTH, WHICHEVER IS GREATER

CONVENIENCE STORE ONLY PER LDC 34-1353

STREET (ARTERIAL OR COLLECTOR)	= 50 FEET
STREET (LOCAL)	= 25 FEET
SIDE YARD	= 15 FEET
REAR YARD	= 20 FEET

FOOD VENDING CARTS PER LDC 33-1432	
STREET (ALL)	= 50 FEET
SIDE YARD	= 15 FEET
REAR YARD	= 15 FEET
CANAL	= 20 FEET

NORTH = RS-1/ROW (WEST FIFTH STREET)
SOUTH = RS-1/VACANT LOT AND CANAL
EAST = RS-1/ROW (MAGNOLIA AVENUE)
WEST = AG-2/ROW (WILLIAMS AVENUE)

PER LDC SEC. 34-1353(E)
C-STORE TO ROW: 25' WIDE BUFFER WITH 5 CANOPY TREES PER 100 LF

PER LDC SEC. 33-1405(C)(3)
COM TO SFR: 25' WIDE BUFFER WITH 7 TREES, DOUBLE HEDGE ROW
AND 33 GROUND COVERS PER 100 LF

PER LDC SEC. 10-416(D)
COM TO ROW: 15' WIDE TYPE D BUFFER

PROVIDED: PRESERVE AREA #1 (20,506 SF) + PRESERVE AREA #2 (13,227 SF)
+ DETENTION AREA #1 INCLUDING BUFFERS (24,392 SF) + WEST BUFFER (5,592 SF)
= 63,717 SF (30.4%)

MIN. REQUIRED: 62,892 SF X 50% = 31,446 SF
 PROVIDED: INDIGENOUS PRESERVE #1 (20,506 SF) + INDIGENOUS PRESERVE #2 (13,227 SF)
 = 33,733 SF (53.6%)

CONVENIENCE STORE (3,000 SF):
 = 1 SPACE PER 200 SF
 = 3,000 SF/200 = 15 SPACES
 REQUIRED PARKING = 15 SPACES

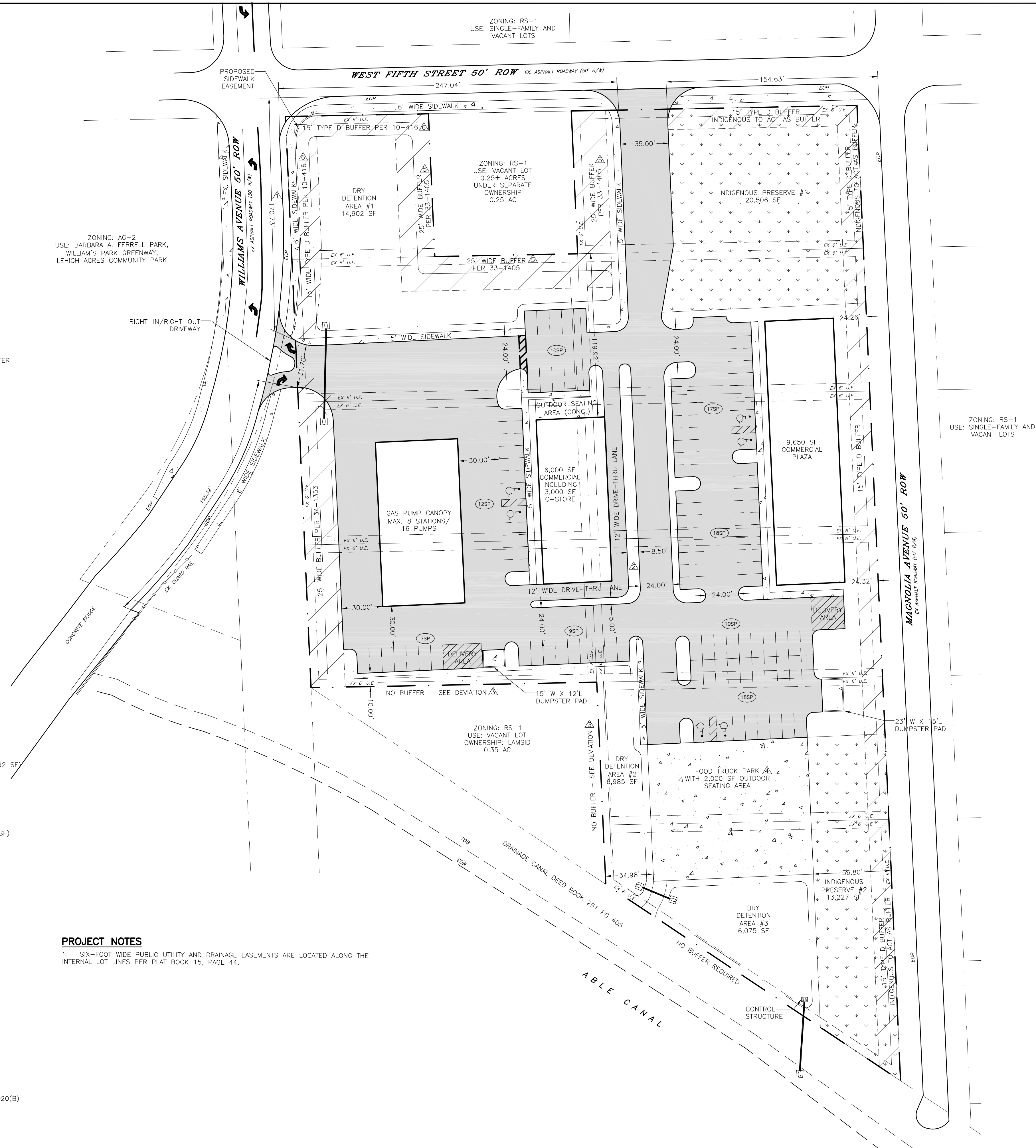
RESTAURANT (2,000 SF + 700 SF OUTDOOR SEATING AREA):
 = 12.5 SPACES PER 1,000 SF
 = 2,700 SF/1,000 SF = 2.7 X 12.5 = 34 SPACES
 REQUIRED PARKING = 34 SPACES

RESTAURANT/FOOD TRUCK PARK (2,000 SF OUTDOOR SEATING AREA):
 = 12.5 SPACES PER 1,000 SF
 = 2,000 SF/1,000 SF = 2 X 12.5 = 25 SPACES
 REQUIRED PARKING = 25 SPACES

COMMERCIAL RETAIL AND OFFICE (11,685 SF)
= 1 SPACE PER 350 SF
= 9,650 SF/350 SF = 28 SPACES
REQUIRED PARKING = 28 SPACES

REQUIRED PARKING = 15 + 34 + 25 + 28 = 102 SPACES (MIN. 5 HC SPACES)
 PROVIDED PARKING = 101 SPACES + 5 SPACES PROVIDED AT GAS PUMPS (TABLE 34-2020(B))
 = 106 SPACES (INCLUDING 5 SPACES FOR HC)

1. SIX-FOOT WIDE PUBLIC UTILITY AND DRAINAGE EASEMENTS ARE LOCATED ALONG THE INTERNAL LOT LINES PER PLAT BOOK 15, PAGE 44.



R	RADIUS (5' UNLESS OTHERWISE NOTED)
EX.	EXISTING
ROW	RIGHT-OF-WAY
E.O.P.	EDGE OF PAVEMENT
CONC.	CONCRETE
TYP.	TYPICAL
PROP.	PROPOSED
SF	SQUARE FEET
LF	LINEAR FEET
E.O.P.	EDGE OF PAVEMENT
E.O.W.	EDGE OF WATER
P.U.E.	PUBLIC UTILITY EASEMENT
D.E.	DRAINAGE EASEMENT
L.P.	LIGHT POLE
10SP	NUMBER OF PARKING SPACES IN LOT
	PROPOSED PAVEMENT
	PROPOSED CONCRETE
LDC	LAND DEVELOPMENT CODE
N.T.S.	NOT TO SCALE
C.P.	CONCRETE PAD
	DEVIATION

$$1'' = 40'$$

		DATE	REVISIONS	DATE:
1	6/20/21	REVISED PER LEE COUNTY COMMENTS	DESIGNED BY:	10/20/20
2	12/20/21	REVISED PER LEE COUNTY COMMENTS	DRAWN BY:	
			PEW	
			CHECKED BY:	
			TDM	
			APPROVED BY:	
DRAWING NAME: JOBS\Southern Expressions\Navigator Road\				
TDM				

WILLIAMS AVENUE CPD
MASTER CONCEPT PLAN B

Civil Engineering
and
Planning

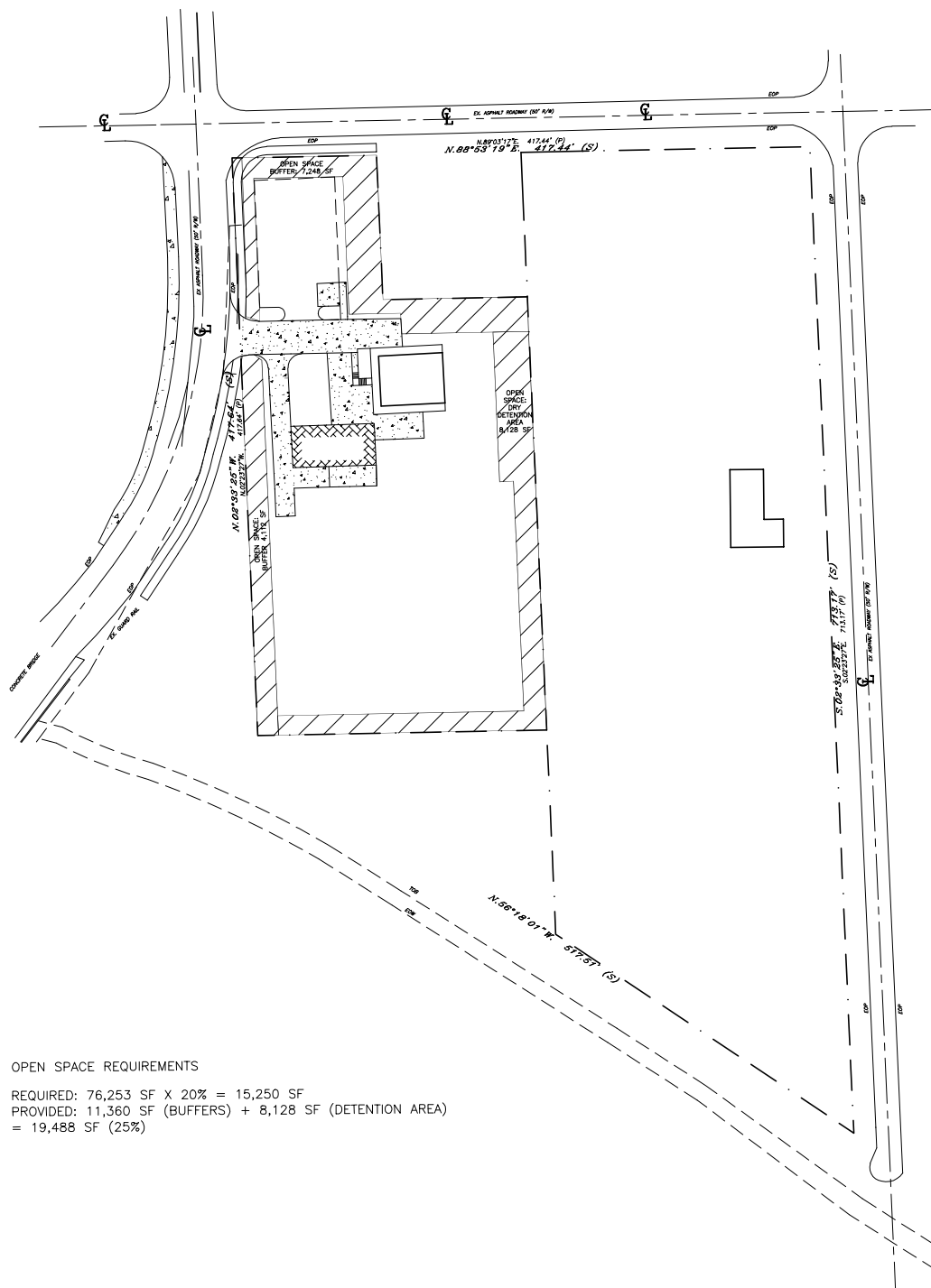
dean@tdmconsulting.com
www.tdmcivilengineering.com

Fort Myers, FL 33907
Phone: (239) 433-4231
Fax: (239) 433-9632
Part. of Authorization # 29086

Dean Martin, P.E.
Florida #52022

SCALE: AS NOTED

N.T.S



WILLIAMS AVENUE CPD

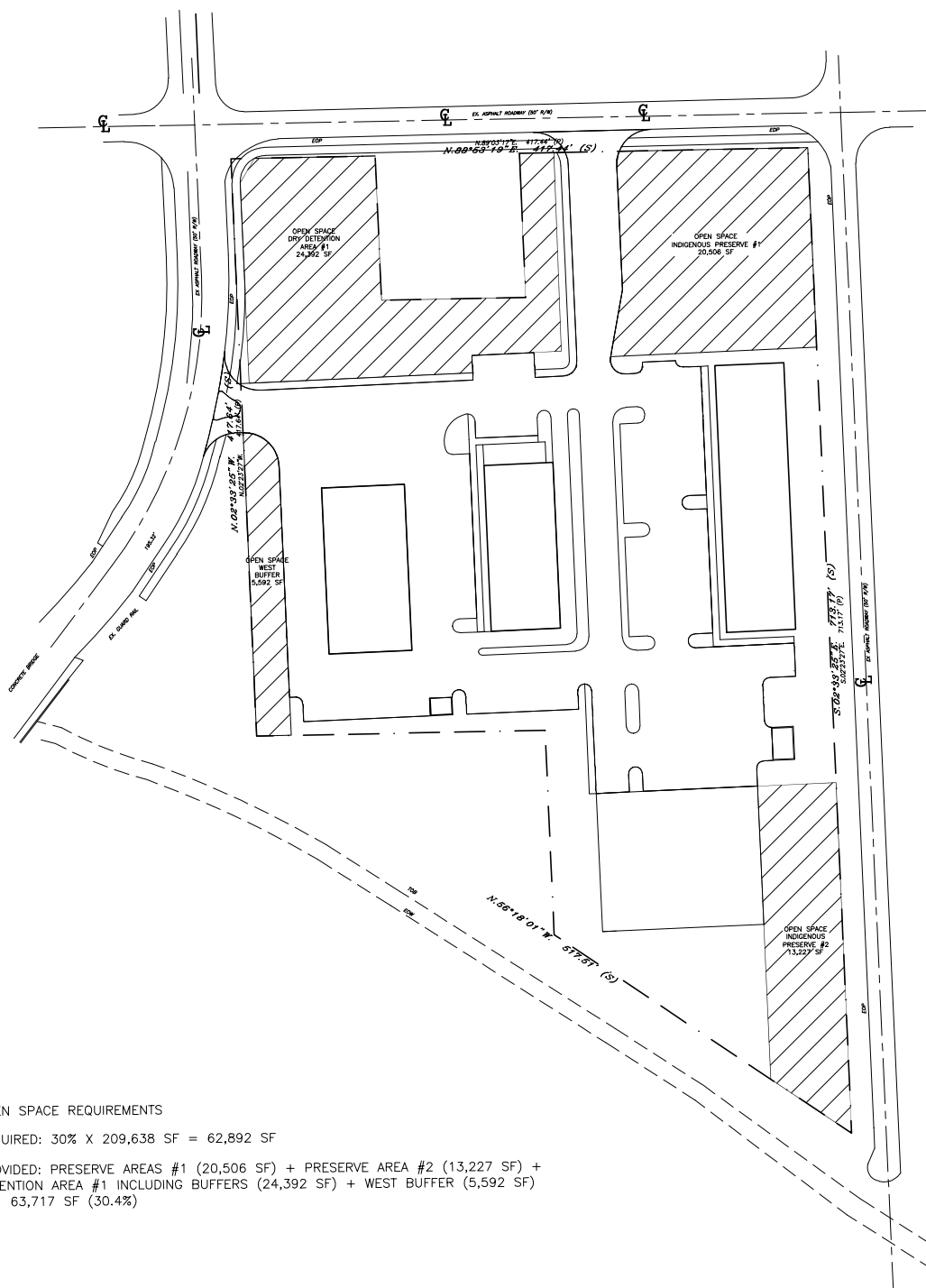
OPEN SPACE EXHIBIT – MCP A (OPTION 1)

SOURCE: TDM, 12/21



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N.T.S



WILLIAMS AVENUE CPD

OPEN SPACE EXHIBIT — MCP B (OPTION 2)

SOURCE: TDM, 12/21



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**Williams Avenue CPD
Property Development Regulations
Revised 12-28-2021**

Master Concept Plan A (Option 1)

Property Development Regulations:

Min. Lot Size: 76,253 sf / 1.75 ac
Max. Intensity: 5,000 sf
Min. Frontage: 150 feet
Min. Depth: 150 feet
Max. Height: 35 feet
Min. Open Space: 20%
Max. Lot Coverage: 40%
Min. Building Separation: 20 feet

Property Development Regulations – Single Family Residence:

Min. Lot Area: 7,500 sf
Min. Lot Width: 75 feet
Min. Lot Depth: 100 feet
Street Setback: 25 feet
Side Setback: 7.5 feet
Rear Setback: 20 feet
Max. Height: 35 feet
Max. Lot Coverage: 40%
Fence: 0 setback (existing only)

Building Setback Requirements:

LDC Section 34-935: Commercial Buildings/CPD Zoning

Street Setback: 25 feet
Perimeter Setback: Buffer width or 15 feet, whichever is greater

LDC Section 33-1432: Food Vending Carts

Street Setback (all): 50 feet

Page 2 of 3

Side Setback: 15 feet

Rear Setback: 15 feet

Existing Single-Family Residence:

Street Setback: 25 feet

Side Setback: 7.5 feet

Rear Setback: 20 feet

Buffers:

LDC Section 33-1405(C)(3):

COM to 0.25 ac lot zoned RS-1 = 25-foot wide buffer with 7 trees, double hedge row and 33 ground covers per 100 lf; hedge must be 48" high at planting and maintained at 72" high

COM to 0.35 ac lot zoned RS-1 = no buffer proposed, see Deviation #3
(owned by LAMSID)

COM to Ex. RS-1 lot (east) = no buffer proposed, see Deviation #9

LDC Section 10-416(D)

COM to ROW = 15-wide Type D buffer with 5 trees and double hedge row per 100 lf

Open Space:

Limits of MCP A Development: 76,253 sf / 1.75 ac

Min. Required: 76,253 sf x 20% = 15,250 sf

Provided: 11,360 sf (buffers) + 8,128 sf (dry detention) = 19,488 sf (25%)

Parking:

Food Truck (800 sf Outdoor Seating area):

Required: 12.5 spaces per 1,000 sf
800 sf / 1,000 sf = 0.8 x 12.5 = 10 spaces

Commercial Retail and Office (1,500 sf):

Required: 1 space per 350 sf
1,500 sf / 350 sf = 4.3 spaces

Required Parking: 10 + 4.3 = 15 spaces

Provided Parking: 15 spaces including 1 HC space

Master Concept Plan B (Option 2)

Property Development Regulations

Proposed Zoning = Commercial Planned Development (CPD)

Min. Lot Size = 209,638 sf/4.81 acres

Max. Intensity = 30,000 square feet

Minimum Frontage = 150 feet

Minimum Depth = 150 feet

Max. Height = 35 feet

Min. Open Space = 30%

Min. Indigenous	= 15%
Max. Lot Coverage	= 40%
Min. Building Separation	= 20 feet

Building Setback Requirements**LDC Section 34-1353: Convenience Food and Beverage Store**

Min. Lot Frontage	= 150 feet
Min. Lot Depth	= 150 feet
Min. Lot Area	= 25,000 square feet
Min. Street Setback	= 50 feet (arterials and collectors) = 25 feet (local)
Min. Side Yard Setback	= 15 feet
Min. Rear Yard Setback	= 20 feet

LDC Section 33-1432 Food Vending Carts

Street Setback	= 50 feet (all streets)
Min. Side Setback	= 15 feet
Min. Rear Setback	= 15 feet
Min. Canal Setback	= 20 feet

LDC Section 34-935: Commercial Buildings/CPD Zoning

Street Setback:	25 feet
Perimeter Setback:	Buffer width or 15 feet, whichever is greater

Buffers:**LDC Section 34-1353:**

C-store to ROW (Williams Ave.)	= 25-foot wide buffer with 5 canopy trees per 100 linear feet; trees must be a min of 14 feet in height at installation and shrubs must be a min of 3 gallon and 24" high
C-store to Side/Rear	= Per Section 10-416
C-store to SFR	= See Deviation #3 – no buffer to RS-1 zoned lot along south property line owned by LAMSID

LDC Section 33-1405(C)(3):

COM to SFR	= 25-foot wide buffer with 7 trees, double hedge row and 33 ground covers per 100 lf; hedge must be 48" high at planting and maintained at 72" high; see Deviation #5
------------	---

LDC Section 10-416(D):

COM to ROW (Williams Ave)	= 15-foot wide Type D buffer with 5 trees and double hedge row per 100 lf ; where dry detention area is located; see Deviation #6
COM to ROW (West 5 th St.)	= 15-foot wide Type D buffer, indigenous to act as buffer where possible
COM to ROW (Magnolia Ave.)	= 15-foot wide Type D buffer, indigenous to act as buffer where possible
COM to Canal	= no buffer required



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Williams Avenue CPD
Proposed Schedule of Uses
Revised 10/27/2021

MASTER CONCEPT PLAN A (OPTION 1)

Accessory Uses and Structures
Administrative Offices
Caretaker's Residence
Dwelling Unit, Single-Family (Existing Only)
Essential Services
Essential Service Facilities, Group I
Fences, Walls
Food Truck with outdoor seating, limited to one (1) truck
Home Occupation, with outside help
Lawn and Garden Supply Store
Parking Lot, Accessory, Temporary
Plant Nursery
Residential Accessory Uses
Signs in Accordance with Ch. 30
Storage, Indoor Only
Temporary Uses

MASTER CONCEPT PLAN B (OPTION 2)

Accessory Uses and Structures
Administrative Offices
ATM (Automatic Teller Machine)
Business Services, Group I
Caretaker's Residence
Car Wash
Consumption on Premises, Indoor Only (only in conjunction with Restaurant, Groups II and III)
Contractors and Builders, Group I
Convenience Food and Beverage Store, limited to 3,000 sf maximum
Day Care Center, Child, Adult
Drive-thru Facility for any permitted use
Drugstore, Pharmacy
Essential Services
Essential Service Facilities, Group I
Fences, Walls
Food Stores, Group I
Food Truck Park with outdoor seating, limited to a maximum of 10 trucks
Hardware Store

Schedule of Uses

Page 2 of 2

Hobby, Toy and Game Shops
Insurance Companies
Laundry or Dry Cleaning, Group I
Medical Office
Paint, Glass and Wallpaper
Parking Lot, Accessory, Temporary
Personal Services, Groups I, II, and III (excluding Massage Establishments/Massage Parlors)
Pet Services
Pharmacy
Recreational Facilities, Commercial
 Group IV, limited to Heath Clubs
Real Estate Sales Office
Rental or Leasing Establishments, Groups I and II
Repair Shops, Groups I and II plus Group III (limited to reupholstering/mattress renovating)
Restaurants, Group I, II, and III
Schools, Commercial
Self-Service Fuel Pumps, limited to 16 pumps/8 stations
Signs in Accordance with Ch. 30
Specialty Retail Shops, Groups I, II and III
Storage, Indoor Only
Studios
Temporary Uses
Used Merchandise Store, Group I, indoor only (excludes Pawn Shops)
Variety Store



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**Williams Avenue CPD
Schedule of Deviations
Revised 12-29-2021**

MASTER CONCEPT PLAN A – OPTION 1

DEVIATION #1:

Seeks relief from the **LDC §10-285** requirement to provide a minimum connection separation of 245 feet for major collector roads in future urban areas with a speed limit less than 45 miles per hour. Request to permit a minimum connection separation of 131 feet on Williams Avenue.

JUSTIFICATION:

MCP A (Option 1) legitimizes the existing commercial use on site (plant nursery) plus adds a few other low-impact uses. Development is concentrated on those lots facing Williams Avenue. The applicant intends to use the existing driveway on MCP A for the commercial development while the existing single-family residential driveway on Magnolia Avenue will remain.

Due to existing site conditions, it would be very difficult to relocate the driveway to comply with the 245-foot connection separation. There is an existing 2-story structure, an existing paver patio that will be used for outdoor seating for the food truck, an existing septic and drainfield, and the existing plant nursery (see Survey and MCP). The existing site conditions would prove to be problematic when attempting to find an alternative driveway location. There isn't enough room to provide a 15-foot wide buffer plus a driveway/drive aisle along Williams Avenue because it would impact the existing paver patio and proposed food truck location. In addition, the Traffic Impact Study demonstrates that the proposed development will create minimal traffic. The A.M. Peak Hour Vehicle Trip Ends is only 5 and the P.M. Peak Hour Average Vehicle Trip Ends is 12. The applicant believes the deviation enhances the achievements of the objectives of the planned development and is not detrimental to the public interest.

DEVIATION #2:

Seeks relief from the **LDC §34-2016(c)** requirement to provide a 20-foot wide drive aisle for 2-way traffic. Request to permit the drive aisle to the food truck parking location to be 12 feet wide.

JUSTIFICATION:

The applicant is proposing to provide a single food truck parking spot along the existing paver patio. The drive aisle includes a T-turnaround, allowing the food truck to enter the designated parking space, back out into the T-turnaround, and exit in a forward manner. The drive aisle isn't

Schedule of Deviations

Page 2 of 3

intended for 2-way traffic, rather it is ONLY for the single food truck. There are existing mature canopy trees and a paver patio that the drive aisle will be designed to skirt around. In addition, there's a 15-foot wide landscape buffer west of the drive aisle. Providing a 20-foot wide drive aisle would mean the removal of the existing canopy trees and a redesign of the existing paver patio, which seems extreme when the drive aisle is for a single food truck and provisions have been made to allow that food truck to exit in a forward manner.

LDC §33-1432 sets forth the codes and regulations for food vending carts in the Lehigh Acres planning community. As designed, the proposed food truck complies with all applicable codes, including "there must be no more than one temporary food vending cart located within one mile of another temporary food vending cart". In addition, signage can be provided limiting use of the drive aisle to just the food truck. A more detailed design, including signage, will be provided at time of local development order, which will undergo compliance with all regulatory agencies, including the fire department. The applicant believes the deviation enhances the achievements of the objectives of the planned development and is not detrimental to the public interest.

DEVIATION #3:

Seeks relief from the **LDC §33-1405(c)(3)** requirement to provide a 25-foot wide buffer with seven trees, a double hedge row, and 33 ground covers per 100 linear feet between the plant nursery (commercial use) and the abutting RS-1 zoned lot to the south. Request to not provide a buffer to the triangular shaped property along Able Canal that is owned by LAMSID (STRAP No. 29-44-27-01-00001.0050).

JUSTIFICATION:

Although zoned RS-1, the triangular shaped property owned by LAMSID is intended to be used for access and maintenance of Able Canal. Per conversations with Mike Cook at LAMSID, they have no intention of developing the property for residential use or of selling the property. Providing a buffer to property that is used for access and maintenance of the canal and will never be developed is unnecessary and doesn't meet the intent of the code to buffer and shield residential properties from any perceived negative impacts from an abutting commercial use. In addition, the plant nursery is a low-impact commercial use with minimal impacts to abutting properties. The applicant believes the deviation enhances the achievements of the objectives of the planned development and is not detrimental to the public interest.

DEVIATION #4:

Seeks relief from the **LDC §34-2017(a)** requirement that high turnover parking aisles and parking spaces must be provided with a paved, dust-free, all-weather surface. Request to permit the parking aisles and parking spaces to have an alternative surface such as gravel.

JUSTIFICATION:

There is an existing gravel parking lot in the northwest corner of the property that the applicant would like to continue to utilize. The uses proposed for MCP A are minimal. The plant nursery is existing, even though it is not currently a permitted use. (This application will legitimize the use if approved by the BOCC.) The other low-impact uses are the proposed mixed-use structure and

Schedule of Deviations

Page 3 of 3

single temporary food truck. As stated, the single food truck is temporary in nature, as required by LDC §33-1432 and will not require parking on a daily basis. The other uses, although retail in nature, create minimal vehicular traffic, and therefore, could be classified as low-turnover parking.

LDC §34-2017(e) permits the Director to authorize high turnover parking lots, including parking lot aisles, to meet the surfacing standards for low turnover parking lots under the following circumstances:

- a. The property is not located in the intensive development or central urban land use categories;
- b. The proposed parking lot will contain no more than 25 spaces;
- c. The proposed alternative surface will be adequately drained; and
- d. The proposed alternative surface is consistent with the uses and the parking lot surfaces in the surrounding neighborhood.

The request meets the criteria set forth above: the property is in the urban community land use category, the parking lot contains only 15 spaces, the parking lot is adequately drained as shown on the MCP, and is compatible with the surrounding neighborhood. The applicant believes the deviation enhances the achievements of the objectives of the planned development and is not detrimental to the public interest.

Summary:

The applicant is requesting four deviations for MCP A. The deviation requests take into account that MCP A is a smaller commercial development that is intended to legitimize the existing plant nursery plus add a few other low-impact uses. MCP B is the vision of the applicant for the property at full build-out. The deviations are necessary to address certain existing site conditions plus provide a cohesive plan from MCP A (Option 1) to MCP B (Option II) without completely starting from scratch. The two Master Concept Plans demonstrate the design of the site, how it will be accessed from the surrounding roadway network, where the proposed uses will be located, and how the development relates to and supports the community. The applicant believes the requested deviations enhance the achievement of the objectives of the planned development and that they are not detrimental to the public interest.



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Williams Avenue CPD
Schedule of Deviations
Revised 12-29-2021

MASTER CONCEPT PLAN B – OPTION II

DEVIATION #1:

Seeks relief from the **LDC §10-285** requirement to provide a minimum connection separation of 245 feet for major collector roads in future urban areas with a speed limit less than 45 miles per hour. Request to permit a minimum connection separation of 170 feet on Williams Avenue.

JUSTIFICATION:

The subject property is located at the southeast corner of Williams Avenue and West 5th Street. Williams Avenue is identified as a county-maintained major collector road with a speed limit of 35 mph. The property has a future land use classification of Urban Community. The applicant is proposing a right-in/right-out commercial driveway on Williams Avenue, with a connection separation of 170 feet to West 5th Street. A second full-access commercial driveway is located on West 5th Street, a local road.

The proposed uses include a convenience store with gas pumps, restaurant with pick-up window (no fast food), food truck park, and other commercial uses. The applicant owns the majority of the block with the exception of a small 0.35-acre lot to the south, owned by LAMSID, and a vacant 0.25-acre residential lot with frontage on West 5th Street. The applicant is proposing to locate the convenience store and gas pumps as far south as possible from the lot on West 5th Street in order to provide more distance and buffering between the two. Although zoned RS-1, the lot owned by LAMSID is to be used for access/maintenance of Able Canal, not residential use (per our discussions with LAMSID). The site has been designed to locate the gas station/convenience store as far south as reasonably possible from the 0.25-acre lot fronting West 5th Street, providing adequate and safe traffic circulation, and still meeting the requirements of the Land Development Code to the maximum extent possible.

The property is located just north of the Williams Avenue bridge over Able Canal. The distance from the existing bridge to the proposed driveway is 195± feet. The applicant is able to locate the driveway further south and comply with the minimum connection separation distance of 245 feet and eliminate this deviation; however that means the driveway is closer to the existing bridge. The Lehigh Acres Architectural & Zoning Review Board (LAAZRB) and Lee County DOT staff have both indicated that traffic on Williams Avenue can back up from the intersection of Lee Boulevard and Williams Avenue at peak times and that it can be difficult to make turning movements at

Schedule of Deviations

Page 2 of 6

certain times of day. The applicant took that information into consideration and located the driveway at the most appropriate location – 170 feet south of West 5th Street, just where the road widens for the left turn lane. The right-in/right-out driveway prevents motorists from turning against traffic or interfering with the existing turn lane.

It had been suggested by LCDOT staff that a second access to the 4.81-acre commercial development be located on Magnolia Avenue; however, Magnolia Avenue is a dead-end local street providing access to a few single-family lots. Taking best planning practices into consideration, the applicant is determined to not introduce commercial traffic onto a residential street that provides access to seven lots/single-family homes before it dead-ends at the canal.

Williams Avenue is not a constrained road. It has a Level of Service of “D” near the proposed development. In addition, LDC Section 33-1414 does not limit access on Williams Avenue for new commercial development/redevelopment like it does for Lee Boulevard, State Road 82, or Gunnery Road. The applicant has taken the existing conditions of Williams Avenue and the surrounding neighborhood into consideration and believes the proposed location is the best choice from a planning/site design/internal traffic circulation perspective. The applicant respectfully requests approval of this deviation request.

DEVIATION #2:

Seeks relief from the **LDC §10-416(b)** requirement to provide building perimeter plants abutting three sides of the building. Request to permit the 6,000 square foot commercial building with drive-thru to use the 5-foot planting strip between the drive-thru lane and the regular drive aisles as two of the three sides required.

JUSTIFICATION:

The 6,000 square foot commercial building will include a convenience store and restaurant-type business with a drive-thru/pick-up window on the east side of the building. In addition, a small outdoor seating area is proposed on the north side of the building. A 5-foot wide planting strip is provided along the front of the building; however, it's not conducive to the drive-thru design to provide building perimeter plantings between the building and the drive-thru lane. The same can be said for the outdoor seating area. Only five (5) parking spaces are proposed along the north end of the building, with landscape islands on either side. Those landscape islands can be used for additional building perimeter plantings. In addition, the applicant is providing a minimum 5-foot wide planting strip between the drive-thru lane and the regular drive aisle to the south and an 8.5-foot planting strip to the east. Those planting strips will enable the applicant to provide additional plantings to act as building perimeter plantings and soften the hard edges of the building. It will also allow the applicant to exceed the minimum 10% requirement.

The landscape strip between the drive-thru lane and drive aisles to the south and east will be landscaped with trees and shrubs, providing a physical separation between the traffic lanes, and also buffering and shielding the commercial building. The alternatives proposed provide a much larger area for landscaping and meets the intent of the code to soften the edges of the commercial structure. Please see the attached Exhibit. The deviation enhances the planned development and the applicant requests approval of this deviation request.

Schedule of Deviations

Page 3 of 6

DEVIATION #3:

Seeks relief from the **LDC §34-1353(f)** requirement to separate the convenience store from the residentially zoned property to the south with an 8-foot high wall/fence a minimum of 25 feet from the property line and landscaped with a minimum of 5 trees and 18 shrubs per 100 lineal feet or a 30-foot wide Type F buffer with the hedge planted a minimum of 20 feet from the abutting property. Request to not provide a buffer to the triangular shaped property along the canal that is owned by LAMSID (STRAP No. 29-44-27-01-00001.0050).

JUSTIFICATION:

Although zoned RS-1, the triangular shaped property owned by LAMSID is intended to be used for access and maintenance of Able Canal. Per conversations with Mike Cook at LAMSID, they have no intention of developing the property for residential use or of selling the property. Providing a buffer to property that is used for access and maintenance of the canal and will never be developed is unnecessary and doesn't meet the intent of the code to buffer and shield residential properties from any perceived negative impacts from an abutting commercial use. No buffer is required to the canal itself, as indicated where the food truck park abuts the canal right-of-way. The applicant believes the deviation enhances the achievements of the objectives of the planned development and is not detrimental to the public interest.

DEVIATION #4:

Seeks relief from the **LDC §33-1432** requirements for Food Vending Carts in Lehigh Acres. Request to permit a permanent Food Truck Park with outdoor seating area instead of temporary food vending carts.

This deviation requests:

- (1) To permit the Food Truck Park to be permanent in nature and not considered temporary;
- (2) To permit more than one food vending cart to be located within one mile of another temporary food vending cart {LDC Sec. 33-1432(1)(f)(5)}; and
- (3) To allow the food vending carts to be left unattended and remain within the food truck park location each evening {LDC Sec. 32-1432(1)(f)(8)}.

JUSTIFICATION:

LDC Sec. 33-1432 sets forth the regulations for food vending cards in Lehigh Acres. However, the LDC does not include a section for permanent food truck parks. The applicant intends to provide a permanent food truck park at the south end of the property adjacent to Able Canal. Conversations with LAMSID have indicated that Lee County Parks & Rec will be constructing a bikeway/pedestrian way along the north side of Able Canal. The path will run from Trailhead Park off Joel Blvd to Harns Marsh along the north side of Able Canal. During the meeting with the LAAPZRB, the Board requested the applicant to locate the food truck park along the canal for ease of access to the community. The applicant has agreed as shown on the Master Concept Plan.

Schedule of Deviations

Page 4 of 6

LDC Sec 33-1432 includes regulations regarding temporary permits, setbacks, etc. for Food Vending Carts in Lehigh Acres. The applicant intends to comply with those requirements with the exception of permanence, proximity, and temporary location.

The applicant agrees that a new permit must be applied for every calendar year as set forth in LDC Sec. 33-1432(1)(d) and that the permits must be issued in accordance with section 34-3041; however, would like to deem the Food Truck Park as a permanent use instead of a temporary one.

LDC Sec. 33-1342(1)(f)(5) states that *“There must be no more than one temporary food vending cart located within one mile of another temporary food vending cart.”* The applicant is proposing a permanent food truck park where there will be multiple food vending carts within close proximity to each other. This is common for food truck parks – the most similar one is located at Celebration Park in Naples.

LDC Sec. 33-1342(1)(f)(8) states that *“Food vending carts must not be left unattended and must be removed each evening in accordance with approved hours of operation.”* The applicant is proposing a permanent food truck park where the individual food vending carts are permanently located in the park and left unattended overnight and during non-business hours. This is typical of a permanent food truck park, similar to Celebration Park.

The applicant is proposing a use that is very familiar in Florida and throughout the United States, but not so common in Lee County. Lehigh Acres is so supportive of food trucks, there’s an entire section of the Lehigh Acres Community Plan in Chapter 33 of the LDC providing rules and regulations for food trucks. The proposed use is very similar to the very popular Celebration Park in Naples, which is a permanent facility. The applicant is requesting deviations from the regulations that pertain to a temporary food cart as opposed to a permanent food truck park. The two uses are somewhat different. The deviations requested will allow the food truck park to operate as intended and they enhance the objectives of the planned development.

DEVIATION #5:

Seeks relief from the **LDC §34-1353(f)** requirement to separate convenience food and beverage stores and automotive service stations from residentially zoned or developed properties with an 8-foot high wall located a minimum of 25 feet from the property line and landscaped with a minimum of 5 trees and 18 shrubs per 100 linear feet or a 30-foot wide Type F buffer with the hedge planted a minimum of 20 feet from the abutting property. Request to permit the landscape buffer required when commercial uses abut single family residential uses when located in the Lehigh Acres planning community per LDC §33-1405(c)(3).

JUSTIFICATION:

In most instances, the most restrictive code applies to developments, unless otherwise noted. LDC Chapter 33, Article V sets forth the code requirements specific to development in the Lehigh Acres Planning community. LDC §33-1405 sets forth the landscaping requirements, including materials, internal landscaping, and buffers.

LDC §33-1405(c) states that buffers must comply with section 10-416(d), except as modified below:

Schedule of Deviations

Page 5 of 6

- (1) Commercial projects that are part of mixed use developments are not required to provide buffers between internal uses.*
- (2) Type "A" buffers required between commercial uses must be designed to allow for pedestrian, bicycle, and automobile connections through adequate spacing between required trees.*
- (3) When commercial, place of worship, industrial, or public active recreational park uses abut single or multiple family residential uses a buffer must be provided. This buffer must be 25 feet in width with seven trees, a double hedge row, and 33 ground covers per 100 linear feet. Palms are limited to a maximum of 25 percent of the buffer tree requirement. The hedge must be 48 inches in height at installation and be maintained at 72 inches high. Ground covers must be a minimum one gallon container size at time of planting.*

The LAAPZRB requested the applicant provide a landscape buffer that is a "living wall" instead of using a physical wall to separate commercial from residential uses, which is the intent of Chapter 33, Article V, the Lehigh Acres planning community. In this instance, the double hedge row is to be planted at 48" high and maintained at 72" high. The 6-foot high double staggered hedge row serves the same purpose as a wall to buffer and screen the residential property from any negative impacts associated with the proposed commercial use.

Also, please note that MCP A proposes the exact same buffer. That way, when the applicant is ready to progress to MCP B, the buffers are already in place. The applicant isn't able to provide a 30-foot wide Type F buffer on MCP A due to the parking lot and other site constraints. In an effort to be uniform, efficient, and cost effective, the applicant is proposing the same buffers to the 0.25-acre lot with RS-1 zoning for both MCP A and MCP B. The applicant believes the deviation enhances the achievements of the objectives of the planned development and is not detrimental to the public interest.

DEVIATION #6:

Seeks relief from the **LDC §34-1353(e)** requirement to provide a 25-foot wide buffer when convenience food and beverage stores and automotive service stations abut a street right-of-way. Request to provide a 15-foot wide Type D buffer per LDC §10-416(d) between the proposed dry detention area #1 and the Williams Avenue and West 5th Street rights-of-way in the northwest corner only.

JUSTIFICATION:

In most instances, the most restrictive code applies to developments, unless otherwise noted. In this instance LDC §34-1353(e) is the most restrictive; however, the applicant is requesting to follow the buffer requirement set forth in LDC Chapter 33, Article V, Lehigh Acres Planning community for the particular area of the 4.81-acre development.

LDC §33-1405(c) states that buffers must comply with section 10-416(d), except as modified below:

- (1) Commercial projects that are part of mixed use developments are not required to provide buffers between internal uses.*

Schedule of Deviations

Page 6 of 6

- (2) Type "A" buffers required between commercial uses must be designed to allow for pedestrian, bicycle, and automobile connections through adequate spacing between required trees.*
- (3) When commercial, place of worship, industrial, or public active recreational park uses abut single or multiple family residential uses a buffer must be provided. This buffer must be 25 feet in width with seven trees, a double hedge row, and 33 ground covers per 100 linear feet. Palms are limited to a maximum of 25 percent of the buffer tree requirement. The hedge must be 48 inches in height at installation and be maintained at 72 inches high. Ground covers must be a minimum one gallon container size at time of planting.*

The applicant is requesting to comply with LDC §10-416(d), which requires a 15-foot wide Type D buffer along the Williams Avenue and West 5th Street rights-of-way, in the northwest corner of the property only. The northwest corner is intended to be used for dry detention for the commercial development. The actual gas station/convenience store is located further south. (Please note the appropriate buffers are provided to the gas station/convenience store.) The applicant believes a 15-foot wide Type D buffer with 5 trees per 100 linear feet and double hedge row is sufficient to buffer and screen the rights-of-way from the commercial development at this particular area of the site. The 4.81-acre site has been designed to locate the convenience food and beverage store as far as possible from any residentially zoned or developed property in the southwest corner of the property. Other uses, such as commercial retail and office, dry detention areas, and indigenous preserve are located throughout the remainder of the site. Providing a 25-foot wide buffer per LDC §34-1353(e) instead of a 15-foot wide Type D buffer doesn't make a difference at this location. The only thing to be "buffered and screened" from the rights-of-way is the dry detention/green open space area. The applicant believes the deviation enhances the achievements of the objectives of the planned development and is not detrimental to the public interest.

Summary:

The applicant is requesting six deviations for MCP B. MCP B is the vision of the applicant for the property at full build-out. The deviations are necessary to address certain existing site conditions plus provide a cohesive plan from MCP A (Option 1) to MCP B (Option II) without completely starting from scratch. The two Master Concept Plans demonstrate the design of the site, how it will be accessed from the surrounding roadway network, where the proposed uses will be located, and how the development relates to and supports the community. The applicant believes the requested deviations enhance the achievement of the objectives of the planned development and that they are not detrimental to the public interest.

STREET ADDRESSES

416 WILLIAMS AVENUE
AND
409, 411, 413, 415, 417, AND 419 MAGNOLIA AVENUE
LEHIGH ACRES, FL 33971

STRAP NUMBERS

29-44-27-01-00001.0020
29-44-27-01-00001.0190
29-44-27-01-00001.0200
29-44-27-01-00001.0210
29-44-27-01-00001.0220
29-44-27-01-00001.0230
29-44-27-01-00001.0240

PROPERTY DEVELOPMENT REGULATIONS

CURRENT ZONING = RS-1 (SINGLE-FAMILY RESIDENTIAL)
PROPOSED ZONING = COMMERCIAL PLANNED DEVELOPMENT (CPD)
FUTURE LAND USE = URBAN COMMUNITY
MIN. LOT SIZE = 209,638 SF/4.81 ACRES
MAX. INTENSITY = 30,000 SQUARE FEET
MINIMUM FRONTAGE = 150 FEET
MINIMUM DEPTH = 150 FEET
MAX. HEIGHT = 35 FEET
MINIMUM OPEN SPACE = 30%
MAX. LOT COVERAGE = 40%
MIN. BUILDING SEPARATION = 20 FEET

BUILDING SETBACK REQUIREMENTS

COMMERCIAL BUILDINGS/CPD ZONING PER LDC SECTION 34-935
STREET SETBACK = 25 FEET
PERIMETER = BUFFER WIDTH

CONVENIENCE STORE ONLY PER LDC 34-1353

STREET (ARTERIAL OR COLLECTOR) = 50 FEET
STREET (LOCAL) = 25 FEET
SIDE YARD = 15 FEET
REAR YARD = 20 FEET

FOOD VENDING CARTS PER LDC 33-1432

STREET (ALL) = 50 FEET
SIDE YARD = 15 FEET
REAR YARD = 15 FEET
CANAL = 20 FEET

ZONING/ACTUAL USE

NORTH = RS-1/ROW (WEST FIFTH STREET)
SOUTH = RS-1/VACANT LOT AND CANAL
EAST = RS-1/ROW (MAGNOLIA AVENUE)
WEST = AG-2/ROW (WILLIAMS AVENUE)

LANDSCAPE BUFFER REQUIREMENTS

PER LDC SEC. 34-1353(E)
C-STORE TO ROW: 25' WIDE BUFFER WITH 5 CANOPY TREES/100 LF
C-STORE TO RS-1: 8' HIGH MASONRY WALL 25' FROM PROPERTY LINE
WITH 5 TREES AND 18 SHRUBS/100 LF
OR
30' WIDE TYPE F BUFFER WITH HEDGE 20' FROM
PROPERTY LINE

PER LDC SEC. 10-416(D)
COM TO ROW: 15' WIDE TYPE D BUFFER

OPEN SPACE REQUIREMENTS

MIN. REQUIRED: 209,638 SF X 30% = 62,892 SF
PROVIDED: PRESERVE AREA #1 (20,506 SF) + PRESERVE AREA #2 (13,227 SF)
+ DETENTION AREA #1 INCLUDING BUFFERS (25,641 SF) + WEST BUFFER (5,362 SF)
= 64,736 SF (30.8%)

INDIGENOUS PRESERVE REQUIREMENTS

MIN. REQUIRED: 62,892 SF X 50% = 31,446 SF
PROVIDED: INDIGENOUS PRESERVE #1 (20,506 SF) + INDIGENOUS PRESERVE #2 (13,227 SF)
= 33,733 SF (53.6%)

PARKING REQUIREMENTS (PENDING MIX OF USES)

CONVENIENCE STORE (3,000 SF):
= 1 SPACE PER 200 SF
= 3,000 SF/200 = 15 SPACES
REQUIRED PARKING = 15 SPACES

RESTAURANT (2,000 SF + 700 SF OUTDOOR SEATING AREA):
= 12.5 SPACES PER 1,000 SF
= 2,700 SF/1,000 SF = 2.7 X 12.5 = 34 SPACES
REQUIRED PARKING = 34 SPACES

RESTAURANT/FOOD TRUCK PARK (2,000 SF OUTDOOR SEATING AREA):
= 12.5 SPACES PER 1,000 SF
= 2,000 SF/1,000 SF = 2 X 12.5 = 25 SPACES
REQUIRED PARKING = 25 SPACES

COMMERCIAL RETAIL AND OFFICE (11,685 SF):
= 1 SPACE PER 350 SF
= 9,650 SF/350 SF = 28 SPACES
REQUIRED PARKING = 28 SPACES

REQUIRED PARKING = 15 + 34 + 25 + 28 = 102 SPACES (MIN. 5 HC SPACES)
PROVIDED PARKING = 101 SPACES + 5 SPACES PROVIDED AT GAS PUMPS (TABLE 34-2020(B))
= 106 SPACES (INCLUDING 5 SPACES FOR HC)

LEGEND

PROPOSED PAVEMENT
PROPOSED CONCRETE
PROPOSED BUILDING PERIMETER PLANTINGS

BUILDING PERIMETER PLANTINGS FOR CONVENIENCE STORE WITH DRIVE-THRU

BUILDING PERIMETER PLANTINGS WILL BE LOCATED ALONG THE FRONT OF THE CONVENIENCE STORE AND ALSO
WITHIN THE L-SHAPED ISLAND SEPARATING THE DRIVE-THRU LANE FROM THE DRIVE AISLES. A MINIMUM OF 2,000 SF
OF BUILDING PERIMETER PLANTINGS MUST BE PROVIDED.

LEGEND

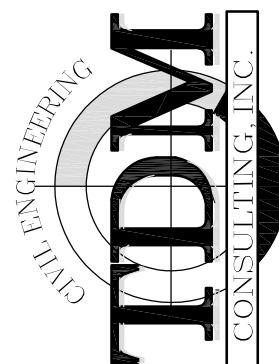
R
EX.
ROW
E.O.P.
CONC.
TYP.
PROP.
SF
LF
E.O.P.
E.O.W.
P.U.E.
D.E.
L.P.
10SP
1SP
LDC
N.T.S.
C.P.
△

RADIUS (5' UNLESS OTHERWISE NOTED)
EXISTING
RIGHT-OF-WAY
EDGE OF PAVEMENT
CONCRETE
TYPICAL
PROPOSED
SQUARE FEET
LINEAR FEET
EDGE OF PAVEMENT
EDGE OF WATER
PUBLIC UTILITY EASEMENT
DRAINAGE EASEMENT
LIGHT POLE
NUMBER OF PARKING SPACES IN LOT
PROPOSED PAVEMENT
PROPOSED CONCRETE
LAND DEVELOPMENT CODE
NOT TO SCALE
CONCRETE PAD
DEVIATION

1" = 40'

WILLIAMS AVENUE CPD
MASTER CONCEPT PLAN B
BUILDING PERIMETER
PLANTING EXHIBIT

Civil Engineering
and
Planning



43 Barkley Circle, Suite 200
Fort Myers, FL 33907
Phone: (239) 433-4231
Fax: (239) 433-9632
Cert. of Authorization # 29086

Dean Martin, P.E.
Florida #52022
DATE: 05/2022

This form has been digitally signed and sealed by Dean Martin on the
code adjacent to the seal. Printed copies of this document are not
considered signed and sealed for electronic copies.

NOT VALID WITHOUT EMBOSSED SEAL SIGNATURE AND DATE.

SHEET #

1 of 1

SCALE: AS NOTED

**ZONING TRAFFIC IMPACT STATEMENT
FOR A PROPOSED
4.8-ACRE COMMERCIAL PLANNED DEVELOPMENT
Williams Avenue CPD**

PREPARED FOR:

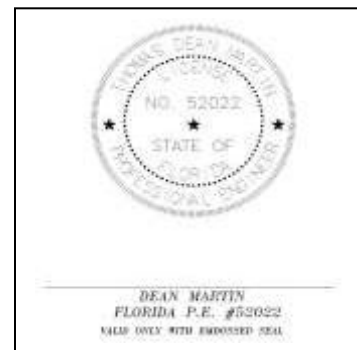
**Mr. Alexis Ebra and Ms. Yanet Tellez, Co-Owners
416 Williams Avenue
Lehigh Acres, FL 33972**

PREPARED BY:



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Phone 239-433-4231 Fax 239-433-9632
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**April 2021
Revised July 2021
Revised September 2021
Revised January 2022**



1. PURPOSE

OBJECTIVE

This report has been prepared in accordance with the Lee County Department of Community Development and the Lee County Land Development Code criteria as outlined in the Lee County Traffic Impact Statement Guidelines and the Lee County Turn Lane Policy for projects seeking Zoning approval. This report analyzes the anticipated traffic conditions of the proposed development in order to determine any adverse roadway impacts associated with the addition of **Williams Avenue CPD**.

The subject parcel per the most recent Boundary Survey provided by Harris-Jorgensen is 4.81 acres.

This Traffic Impact Statement is based on the assumption that the proposed facility will be completed in 2022.

2. SITE DESCRIPTION

SITE LOCATION

Williams Avenue CPD is a 4.81-acre project located North of Lee Boulevard and east of Williams Avenue on the south side of West 5th Street in Section 29, Township 44 South, Range 27 East, Lee County, Florida (see Exhibit 1). The applicant proposes to construct a maximum of 1,500 square feet of mattress repair shop, a maximum of two (2) single-family residences, a 0.77-acre nursery, and a maximum of one (1) food truck (with 800 square feet of outdoor seating area) on the site.

Access to the proposed development will be provided by one (1) existing full-access driveway connection to Williams Avenue and one (1) existing full-access driveway connection to Magnolia Avenue (see Exhibit 2).

3. OBSERVATIONS

3.1 TRIP GENERATION CALCULATIONS

Vehicular trips generated by the proposed development were calculated by using the equations provided by the Institute of Transportation Engineers, 11th Edition of the Trip Generation Manual, Land Use Codes 180 (Specialty Trade Contractor), 210 (Single-Family Detached Housing), 818 (Nursery - Wholesale), and 926 (Food Cart Pod) using the average rates or the fitted curve equations shown in the tables.

Table 1. Raw Trip Generation – Proposed Mattress Repair Shop (LUC 180)

1,500 Square Feet of Gross Floor Area:

- A. Daily Average Vehicle Trip Ends, Weekday
 $T = 9.82 (1.500) = 15$ (8 entering, 7 exiting)
- B. A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)
 $T = 1.66 (1.500) = 2$ (2 entering, 0 exiting)
- C. P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)
 $T = 1.93 (1.500) = 3$ (1 entering, 2 exiting)

Source: TDM, 2022

Table 2. Raw Trip Generation – Proposed Single-Family Residences (LUC 210)

2 Dwelling Units:

- A. Daily Average Vehicle Trip Ends, Weekday*
 $\ln(T) = 0.92 \ln(2) + 2.68 = 28$ (14 entering, 14 exiting)
- B. A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)
 $\ln(T) = 0.91 \ln(2) + 0.12 = 2$ (0 entering, 2 exiting)
- C. P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)
 $\ln(T) = 0.94 \ln(2) + 0.27 = 3$ (2 entering, 1 exiting)

Source: TDM, 2022

Table 3. Raw Trip Generation – Proposed Nursery (LUC 818)

<u>0.77 Acres:</u>		* - Use LUC 817
A.	Daily Average Vehicle Trip Ends, Weekday*	
	$T = 108.10 (0.77) = 83$ (41 entering, 42 exiting)	
B.	A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)	
	$T = 0.23 (0.77) = 0$ (0 entering, 0 exiting)	
C.	P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)	
	$T = 0.36 (0.77) = 0$ (0 entering, 0 exiting)	

Source: TDM, 2022

Table 4. Raw Trip Generation – Proposed Food Cart Pod (LUC 926)

<u>1 Food Cart:</u>		* - Use LUC 930
A.	Daily Average Vehicle Trip Ends, Weekday*	
	$T = 97.14 (0.800) = 78$ (39 entering, 39 exiting)	
B.	A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)*	
	$T = 1.43 (0.800) = 1$ (1 entering, 0 exiting)	
C.	P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)	
	$T = 6.16 (1) = 6$ (3 entering, 3 exiting)	

Source: TDM, 2022

Table 5. Raw Trip Generation – Total Proposed Development

<u>Table 1 + Table 2 + Table 3 + Table 4:</u>	
A.	Daily Average Vehicle Trip Ends, Weekday
	$15 + 28 + 83 + 78 = 204$ (102 entering, 102 exiting)
B.	A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)
	$2 + 2 + 0 + 1 = 5$ (3 entering, 2 exiting)
C.	P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)
	$3 + 3 + 0 + 6 = 12$ (6 entering, 6 exiting)

Source: TDM, 2022

Based on this, the development will be analyzed using the criteria established for developments generating less than one hundred (100) vehicle trips during the peak hour as outlined in the Lee County Traffic Impact Guidelines for re-zonings.

3.2 TRIP DISTRIBUTION

As previously stated herein, access to the proposed development will be provided by one (1) existing full-access driveway connection to Williams Avenue and one (1) existing full-access driveway connection to Magnolia Avenue.

All traffic except for one (1) single-family residence will enter and exit the proposed development using the existing right-in right-out driveway connection to Williams Avenue.

Since Williams Avenue accesses the nearest arterial street (Lee Boulevard) to the south, it is estimated for this report that 80% of traffic will enter and exit the proposed development from/to the south and 20% of traffic will enter and exit the proposed development from/to the north using this existing full-access driveway connection.

Since Magnolia Avenue ends in a dead-end south of the proposed development, 100% of traffic will enter and exit the proposed development from/to the north using this existing full-access driveway connection.

3.3 EXISTING TRAFFIC CONDITIONS

Lee Boulevard is the nearest arterial road being indirectly accessed. It has a posted speed limit of forty-five (45) miles per hour near the proposed development. Based on the 2020 Traffic Count Report prepared by the Lee County Department of Transportation, traffic on Lee Boulevard near the proposed development heads west 81% of the time and east 19% of the time in the A.M. peak. In the P.M. peak, traffic near the proposed development heads east 62% of the time and west 38% of the time.

Lee Boulevard is classified by the Lee County Comprehensive Plan as a four-lane divided County-maintained arterial road. Per the 2020 Lee County Concurrency Report, it has an existing “B” Level of Service near the proposed development with a 2019 peak direction of flow volume of six hundred thirty (630) vehicles per hour, a Performance Standard “E” Level of Service, and a Performance Standard Capacity of one thousand nine hundred eighty (1,980) vehicles per hour.

Williams Avenue is being directly accessed. It has a posted speed limit of thirty-five (35) miles per hour near the proposed development. It is classified as a two-lane undivided County-maintained major collector street. Per the 2020 Lee County Concurrency Report, it has an existing “D” Level of Service near the proposed development with a 2019 peak direction of flow volume of five hundred eighty-nine (589) vehicles per hour, a

Performance Standard “E” Level of Service, and a Performance Standard Capacity of eight hundred sixty (860) vehicles per hour.

Magnolia Avenue is being directly accessed. It has a posted speed limit of twenty-five (25) miles per hour near the proposed development. It is classified as a two-lane undivided County-maintained local street.

3.4 LEVEL OF SERVICE ANALYSIS (LEE BOULEVARD)

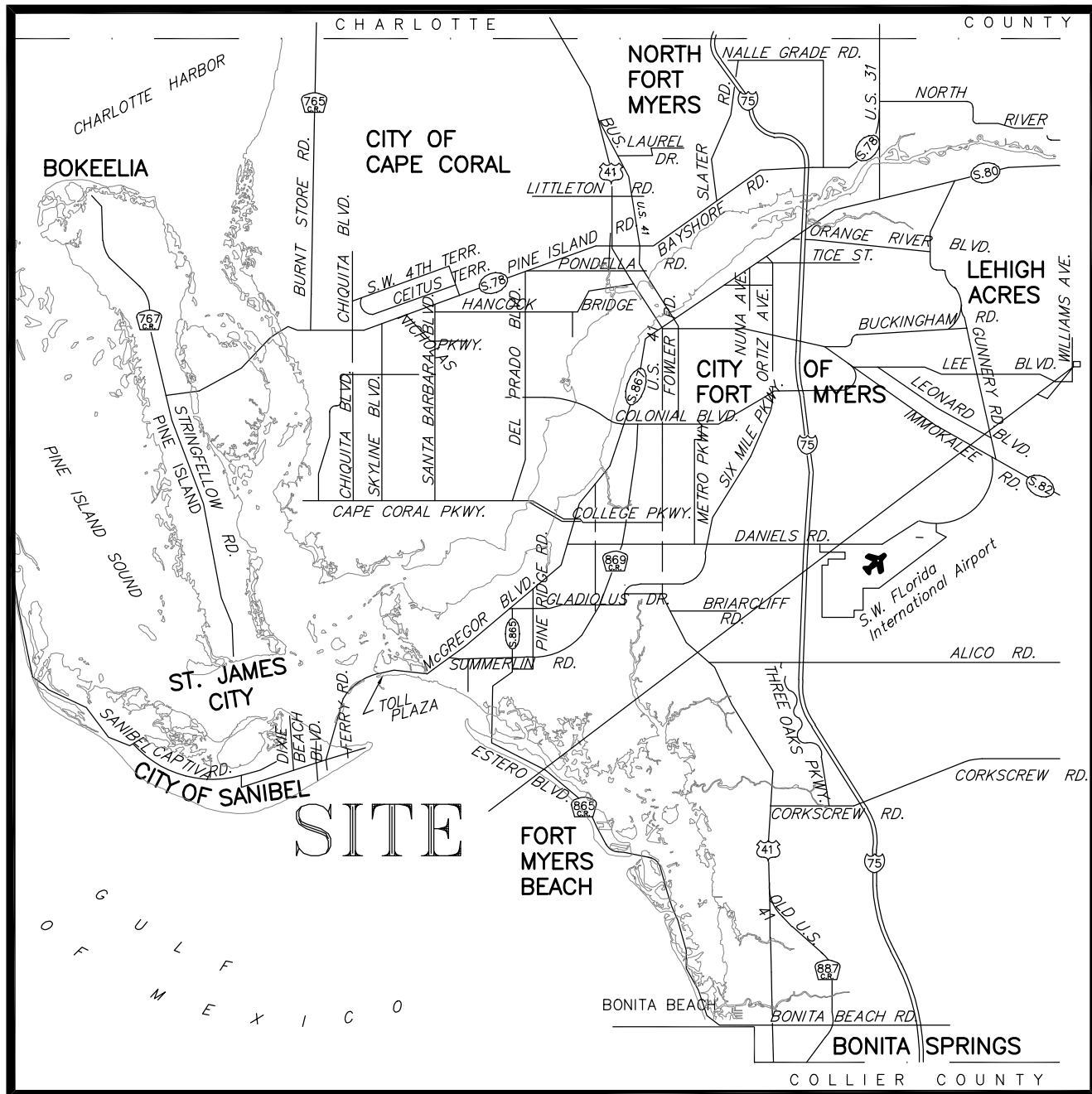
The proposed development will not introduce a significant increase in traffic flows and will not degrade the Level of Service of Lee Boulevard during the peak season following the build-out year below the Performance Standard Level of Service (see attached 100th Highest Hour Level of Service Calculation).

3.5 LEVEL OF SERVICE ANALYSIS (WILLIAMS AVENUE)

The proposed development will not introduce (6 peak PM entering trips x 80% x 62% = 3 trips) a significant increase in traffic flows and will not degrade the Level of Service of Williams Avenue during the peak season following the build-out year below the Performance Standard Level of Service.

100TH HIGHEST HOUR LEVEL OF SERVICE CALCULATION LEE BOULEVARD

ENGINEER:	TDM Consulting, Inc. Dean Martin, P.E.
DATE:	January 20, 2022
PROJECT NAME:	Williams Avenue CPD
PROJECT LOCATION:	Williams and West 5th
PERMANENT COUNTING STATION NUMBER:	22
100TH HOUR V.P.H.	
(Year & Rate) =	2019 630
YEAR FOLLOWING PROJECT CONSTRUCTION:	2023
ADJUSTMENT FACTOR =	
$\frac{\text{Count \& Yr}_{\min}}{\text{Count \& Yr}_{\max}}$	
Adjustment Factor =	$(\frac{0}{0})^4$ 1.041
ADJUSTED 100TH HOUR V.P.H. =	630 x 1.041 656
EXISTING LEVEL OF SERVICE =	B
	6 (P.M. Entering) x 80% x 62%
PROJECT V.P.H. =	(East-Bound) 3
TOTAL V.P.H. =	656 + 3 659
LEVEL OF SERVICE =	B
COMMENTS:	



LOCATION SKETCH
N.T.S.

EXHIBIT 1
TRAFFIC IMPACT STATEMENT
LOCATION MAP
416 WILLIAMS AVENUE,
LEHIGH ACRES, FL, 33972

SOURCE: TDM, 04/2021



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Certificate of Authorization # 29086

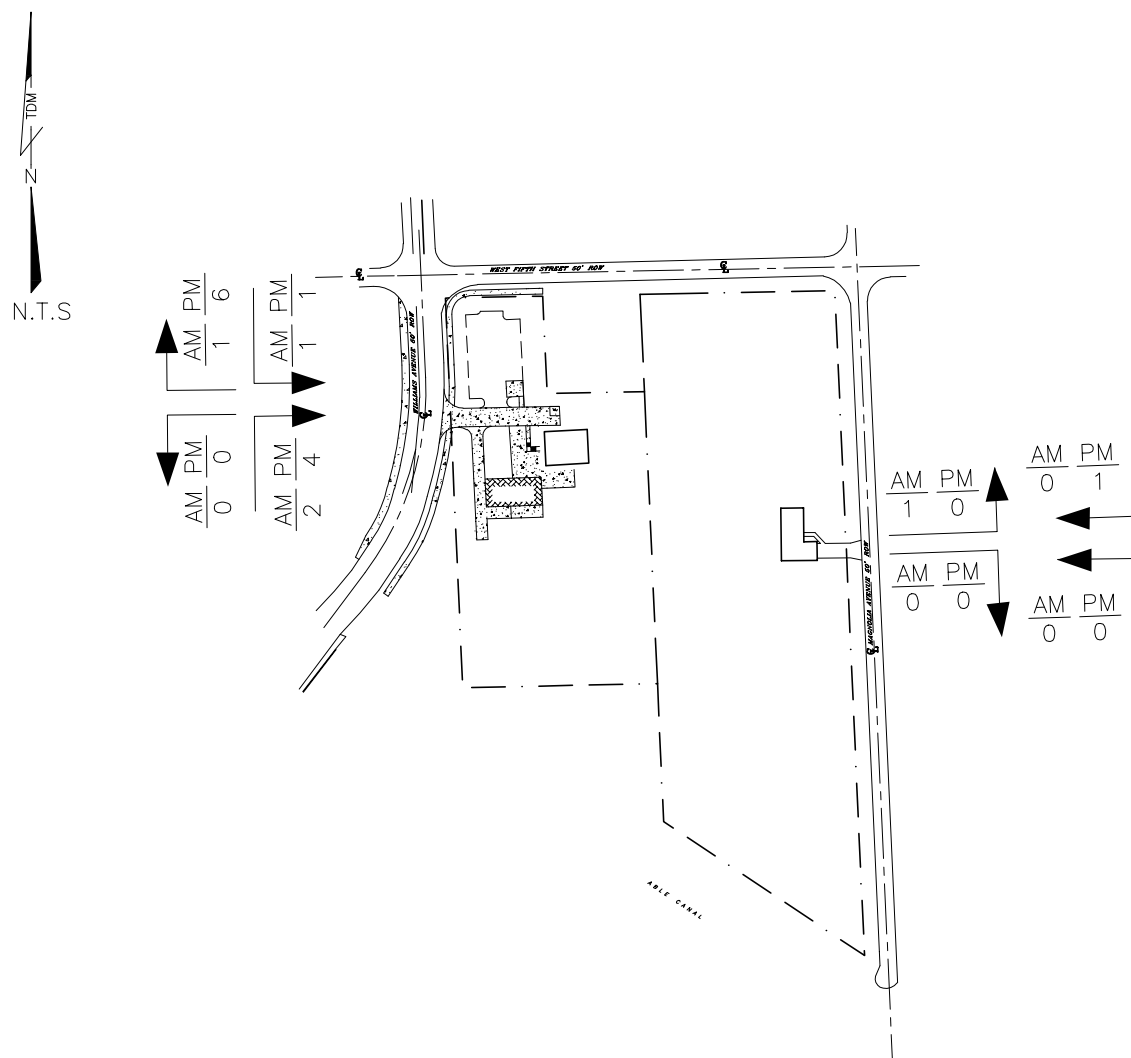


EXHIBIT 2
 TRAFFIC IMPACT STATEMENT – MCP A
 PEAK HOUR TRAFFIC DISTRIBUTION
 416 WILLIAMS AVENUE,
 LEHIGH ACRES, FL, 33972

SOURCE: TDM, 01/2022



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**ZONING TRAFFIC IMPACT STATEMENT
FOR A PROPOSED
4.8-ACRE COMMERCIAL PLANNED DEVELOPMENT
Williams Avenue CPD**

PREPARED FOR:

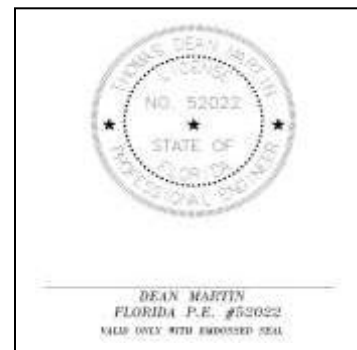
**Mr. Alexis Ebra and Ms. Yanet Tellez, Co-Owners
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1. PURPOSE

OBJECTIVE

This report has been prepared in accordance with the Lee County Department of Community Development and the Lee County Land Development Code criteria as outlined in the Lee County Traffic Impact Statement Guidelines and the Lee County Turn Lane Policy for projects seeking Zoning approval. This report analyzes the anticipated traffic conditions of the proposed development in order to determine any adverse roadway impacts associated with the addition of **Williams Avenue CPD**.

The subject parcel per the most recent Boundary Survey provided by Harris-Jorgensen is 4.81 acres.

This Traffic Impact Statement is based on the assumption that the proposed facility will be completed in 2024.

2. SITE DESCRIPTION

SITE LOCATION

Williams Avenue CPD is a 4.81-acre project located North of Lee Boulevard and east of Williams Avenue on the south side of West 5th Street in Section 29, Township 44 South, Range 27 East, Lee County, Florida (see Exhibit 1). The applicant proposes to construct a maximum of 15,650 square feet of retail (which includes a 3,000 square foot convenience store with sixteen vehicle fueling positions) and a maximum of ten (10) food trucks (with 2,000 square feet of outdoor seating area) on the site.

Access to the proposed development will be provided by one (1) proposed right-in right-out driveway connection to Williams Avenue and one (1) proposed full-access driveway connection to West 5th Street (see Exhibit 2).

3. OBSERVATIONS

3.1 TRIP GENERATION CALCULATIONS

Vehicular trips generated by the proposed development were calculated by using the equations provided by the Institute of Transportation Engineers, 11th Edition of the Trip Generation Manual, Land Use Codes 822 (Strip Retail Plaza), 926 (Food Cart Pod), and 945 (Gasoline/Service Station with Convenience Market) using the average rates or the linear regression equations shown in the tables.

Table 1. Raw Trip Generation – Proposed Strip Retail Plaza (LUC 820)

<u>12,650 Square Feet of Gross Floor Area:</u>	
A.	Daily Average Vehicle Trip Ends, Weekday $T = 42.20 (12.650) + 229.68 = \mathbf{764 (382 \text{ entering, } 382 \text{ exiting})}$
B.	A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $\ln (T) = 0.66 \ln (12.650) + 1.84 = \mathbf{34 (20 \text{ entering, } 14 \text{ exiting})}$
C.	P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $\ln (T) = 0.71 \ln (12.650) + 2.72 = \mathbf{92 (46 \text{ entering, } 46 \text{ exiting})}$

Source: TDM, 2022

Table 2. Raw Trip Generation – Proposed Food Cart Pod (LUC 926)

<u>10 Food Carts:</u>		* - Use LUC 930
A.	Daily Average Vehicle Trip Ends, Weekday* $T = 97.14 (2.000) = \mathbf{194 (97 \text{ entering, } 97 \text{ exiting})}$	
B.	A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)* $T = 1.43 (2.000) = \mathbf{3 (2 \text{ entering, } 1 \text{ exiting})}$	
C.	P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $T = 6.98 (10) - 7.59 = \mathbf{62 (31 \text{ entering, } 31 \text{ exiting})}$	

Source: TDM, 2022

Table 3. Raw Trip Generation – Proposed Gas Station/Convenience Market (LUC 945)**16 Vehicle Fueling Positions:**

- A.** Daily Average Vehicle Trip Ends, Weekday
 $T = 158.28 (16) + 850.23 = \mathbf{3,382 (1,691 \text{ entering; } 1,691 \text{ exiting})}$
- B.** A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)
 $T = 16.06 (16) = \mathbf{257 (128 \text{ entering, } 129 \text{ exiting})}$
- C.** P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)
 $T = 18.42 (16) = \mathbf{295 (148 \text{ entering, } 147 \text{ exiting})}$

Source: TDM, 2022

Table 4. Raw Trip Generation – Total Proposed Development**Table 1 + Table 2 + Table 3:**

- A.** Daily Average Vehicle Trip Ends, Weekday
 $764 + 194 + 3,382 = \mathbf{4,340 (2,170 \text{ entering; } 2,170 \text{ exiting})}$
- B.** A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)
 $34 + 3 + 257 = \mathbf{294 (150 \text{ entering, } 144 \text{ exiting})}$
- C.** P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)
 $92 + 62 + 295 = \mathbf{449 (225 \text{ entering, } 224 \text{ exiting})}$

Source: TDM, 2022

Based on this, the development will be analyzed using the criteria established for developments generating more than one hundred (100) vehicle trips during the peak hour as outlined in the Lee County Traffic Impact Guidelines for re-zonings.

Table 4 above would be used for any turn-lane analysis. However, not all trips indicated in Table 4 above will be new trips to the adjacent roadway system. Vehicles already traveling the adjoining roadway system, called “pass-by” traffic, reduce the development’s overall impact on the surrounding roadway system. Per the ITE manuals, 34% of the traffic from Table 1 above and 56% from Table 3 above can be assumed to be pass-by traffic. Table 5 below accounts for the proposed project’s “pass-by” trips and will be used for the requisite concurrency analyses.

Table 5. Raw Trip Generation – Total Proposed Development w/Pass-By**(Table 1 x 0.66) + Table 4 + (Table 3 x 0.44):**

- A.** Daily Average Vehicle Trip Ends, Weekday
 $(764 \times 0.66) + 194 + (3,382 \times 0.44) = \mathbf{2,186}$ (**1,093 entering; 1,093 exiting**)
- B.** A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)
 $(34 \times 0.66) + 3 + (257 \times 0.44) = \mathbf{139}$ (**72 entering, 67 exiting**)
- C.** P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)
 $(92 \times 0.66) + 62 + (295 \times 0.44) = \mathbf{253}$ (**127 entering, 126 exiting**)

Source: TDM, 2022

3.2 TRIP DISTRIBUTION

As previously stated herein, traffic will enter and exit the proposed development at the one (1) proposed right-in right-out driveway connection to Williams Avenue and at the one (1) proposed full-access driveway connection to West 5th Street.

Since Williams Avenue accesses the nearest arterial street (Lee Boulevard) to the south, it is estimated for this report that 80% of traffic will enter the proposed development from the south and 20% of traffic will exit the proposed development to the north using this proposed driveway connection.

Since West 5th Street accesses Williams Avenue to the west, it is estimated for this report that 80% of traffic will enter and exit the proposed development from the west using this proposed driveway connection.

It is estimated for this report that 80% of traffic from the proposed development will enter the site and 20% will exit the site using the proposed driveway connection to Williams Avenue while 20% of traffic will enter and 80% will exit the proposed development using the proposed driveway connection to West 5th Street.

3.3 EXISTING TRAFFIC CONDITIONS

Lee Boulevard is the nearest arterial road being indirectly accessed. It has a posted speed limit of forty-five (45) miles per hour near the proposed development. Based on the 2020

Traffic Count Report prepared by the Lee County Department of Transportation, traffic on Lee Boulevard near the proposed development heads west 81% of the time and east 19% of the time in the A.M. peak. In the P.M. peak, traffic near the proposed development heads east 62% of the time and west 38% of the time.

Lee Boulevard is classified by the Lee County Comprehensive Plan as a four-lane divided County-maintained arterial road. Per the 2020 Lee County Concurrency Report, it has an existing “B” Level of Service near the proposed development with a 2019 peak direction of flow volume of six hundred thirty (630) vehicles per hour, a Performance Standard “E” Level of Service, and a Performance Standard Capacity of one thousand nine hundred eighty (1,980) vehicles per hour.

Williams Avenue is being directly accessed. It has a posted speed limit of thirty-five (35) miles per hour near the proposed development. It is classified as a two-lane undivided County-maintained major collector street. Per the 2020 Lee County Concurrency Report, it has an existing “D” Level of Service near the proposed development with a 2019 peak direction of flow volume of five hundred eighty-nine (589) vehicles per hour, a Performance Standard “E” Level of Service, and a Performance Standard Capacity of eight hundred sixty (860) vehicles per hour.

West 5th Street is being directly accessed. It has a posted speed limit of thirty (30) miles per hour near the proposed development. It is classified as a two-lane undivided County-maintained local street.

3.4 LEVEL OF SERVICE ANALYSIS (LEE BOULEVARD)

The proposed development will not introduce a significant increase in traffic flows and will not degrade the Level of Service of Lee Boulevard during the peak season following the build-out year below the Performance Standard Level of Service (see attached 100th Highest Hour Level of Service Calculation).

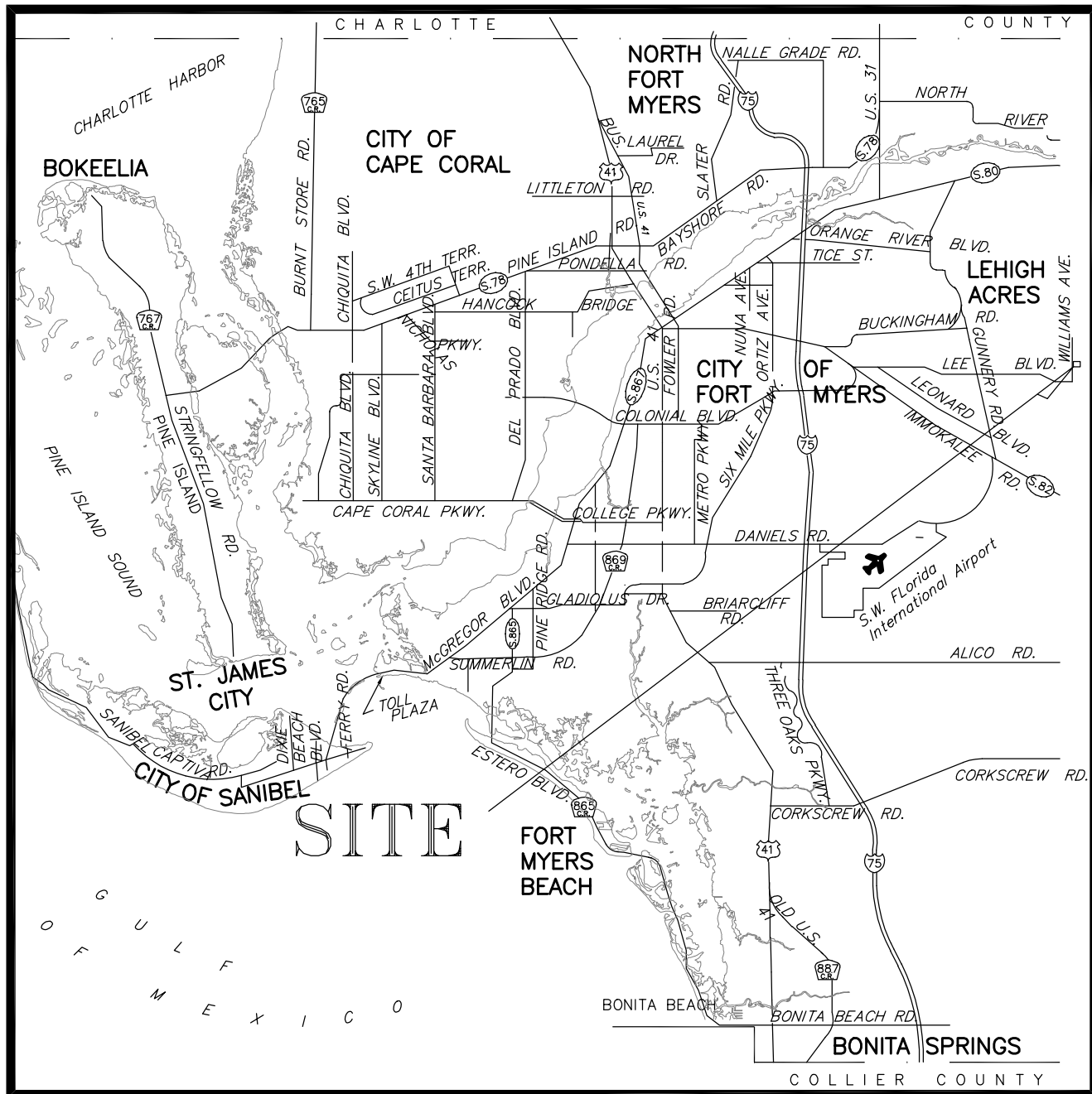
3.5 LEVEL OF SERVICE ANALYSIS (WILLIAMS AVENUE)

The proposed development will introduce (127 peak PM entering trips x 80% x 62% = 63 trips) a significant increase in traffic flows but will not degrade the Level of Service of

Williams Avenue during the peak season following the build-out year below the Performance Standard Level of Service.

100TH HIGHEST HOUR LEVEL OF SERVICE CALCULATION LEE BOULEVARD

ENGINEER:	TDM Consulting, Inc. Dean Martin, P.E.
DATE:	January 11, 2022
PROJECT NAME:	Williams Avenue CPD
PROJECT LOCATION:	Williams and West 5th
PERMANENT COUNTING STATION NUMBER:	22
100TH HOUR V.P.H. (Year & Rate) =	2019 630
YEAR FOLLOWING PROJECT CONSTRUCTION:	2025
ADJUSTMENT FACTOR =	
$\frac{\text{Count \& Yr}_{\min}}{\text{Count \& Yr}_{\max}}$	
Adjustment Factor =	$(\frac{0}{0})^6$ 1.041
ADJUSTED 100TH HOUR V.P.H. =	630 x 1.041 656
EXISTING LEVEL OF SERVICE =	B
PROJECT V.P.H. =	127 (P.M. Entering) x 80% x 62% (East-Bound) 63
TOTAL V.P.H. =	656 + 63 719
LEVEL OF SERVICE =	B
COMMENTS:	



LOCATION SKETCH
N.T.S.

EXHIBIT 1
TRAFFIC IMPACT STATEMENT
LOCATION MAP
416 WILLIAMS AVENUE,
LEHIGH ACRES, FL, 33972

SOURCE: TDM, 04/2021



43 Barkley Circle, Suite #200
Fort Myers, FL 33907
Phone: (239) 433-4231
Fax: (239) 433-9632
Email: dean@tdmconsulting.com
Certificate of Authorization # 29086

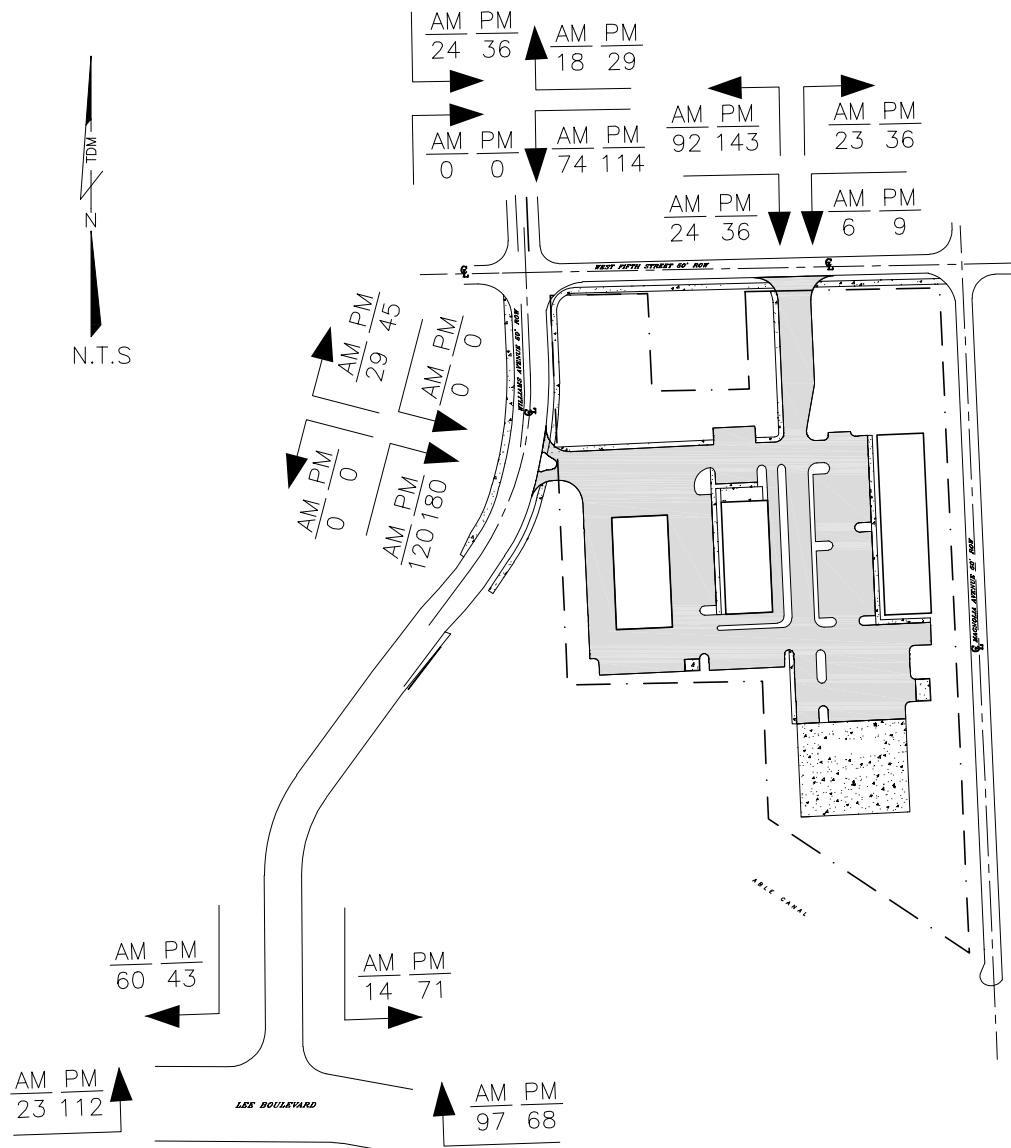


EXHIBIT 2
 TRAFFIC IMPACT STATEMENT
 PEAK HOUR TRAFFIC DISTRIBUTION
 416 WILLIAMS AVENUE,
 LEHIGH ACRES, FL, 33972

SOURCE: TDM, 01/2022



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 Fort Myers, FL 33907
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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

MEMORANDUM

TO: Ms. Veronica Martin
TDM Consulting, Inc.

FROM: Yury Bykau, P.E.
Transportation Consultant

DATE: January 19, 2022

RE: Williams Avenue CPD
Intersection Analysis & Williams Ave Link LOS Analysis

TR Transportation Consultants, Inc. has completed an Intersection Analysis and Link Level of Service Analysis in order to satisfy TIS Comment No. 1 received from Lee County for the Williams Avenue CPD project. This memorandum will also contain analysis in support of the proposed right-in/right-out only access to Williams Avenue. Lee County's TIS Comment No. 1 is shown below for reference.

1. Traffic Impact Statement (TIS)

- I. The proposed project's trip generation is over 100 trips per hour. According to AC-13-17, the information of LOS analysis for the project's entrances and all intersections within one quarter of a mile for future condition with and without the project shall be provided for review. The intersections within one quarter of a mile from this project are Lee Blvd/Williams Ave and Williams Ave/5th Ave.*
- II. The link LOS analysis for Williams Ave shall be provided for review.*

Intersection Analysis

Intersection analysis was conducted utilizing the **SYNCHRO**® program to determine the operational characteristics at the following intersections;

- Lee Boulevard & Williams Avenue
- Williams Avenue & Right-in/Right-out Only Site Access
- Williams Avenue & West 5th Street
- West 5th Street & Site Access



Ms. Veronica Martin
Williams Avenue CPD
January 19, 2022
Page 2

Peak hour turning movement counts were conducted by TR Transportation at the intersections of Williams Avenue with Lee Boulevard and West 5th Street on December 14, 2022. The peak hour turning movements were then adjusted for peak season conditions based on peak season factor data obtained from the *Lee County Traffic Count Report* for count station No. 22. The peak season correction factor data as well as the raw turning movement counts are attached to this Memorandum for reference.

The existing peak season traffic volumes were then increased by a growth rate factor to determine the projected 2025 background turning movement volumes. **Table 3A**, attached, illustrates the methodology utilized to formulate the appropriate annual growth rates on Lee Boulevard and Williams Avenue. The annual growth rates were formulated based on the historical traffic count data obtained from FDOT's *Florida Traffic Online* resource. The turning volumes projected to be added to the intersections as illustrated on attached **Exhibit 2**, prepared by TDM Consulting, were then added to the 2025 background volumes to estimate the future 2025 traffic volumes with the project. These volumes are based on the data from the spreadsheet attached to this Memorandum titled *Development of Future Year Background Turning Volumes*. A summary of the intersection analysis is shown in **Table 1** below.

Table 1
Peak Hour Intersection Level of Service Summary

Intersection	Approach	Time Period (Peak Hour)	Projected 2025 Background Conditions	Projected 2025 Background + Project Conditions
			LOS	LOS
Lee Blvd/ Williams Ave	N/A	AM	C	C
		PM	D	E
Williams Ave/W. 5 th St	EB	AM	C	C
		PM	C	D
	WB	AM	F	F
		PM	F	F
	NBL	AM	A	A
		PM	A	A
	SBL	AM	A	A
		PM	B	B
Williams Ave @ Right-in/Right-out-only Access	WBR	AM	N/A	B
		PM	N/A	C
W. 5 th St/ Site Access	NB	AM	N/A	B
		PM	N/A	B



Ms. Veronica Martin
Williams Avenue CPD
January 19, 2022
Page 3

Based upon the results of the capacity analysis at the signalized intersection of Lee Boulevard with Williams Avenue, the intersection was shown to operate at an acceptable LOS "E" or better both with and without the project in the 2025 AM and PM peak hour traffic conditions.

The results of the intersection analysis at the proposed site access drives on Williams Avenue and West 5th Street indicate all movements to operate at acceptable Level of Service with the project in the 2025 AM and PM peak hour traffic conditions.

The results of the intersection analysis at the unsignalized intersection of Williams Avenue with West 5th Street indicate the westbound approach to operate at a poor Level of Service both with and without the project in the 2025 AM and PM peak hour traffic conditions. Therefore, no intersection capacity improvements are warranted as a result of this analysis. *SYNCHRO*® summary sheets are attached to this Memorandum for reference.

Link Level of Service Analysis on Williams Avenue

A link Level of Service Analysis was conducted on Williams Avenue. A horizon year analysis of 2025 was selected as the analysis year to evaluate the future impacts this project will have on the surrounding roadway network. Based on this horizon year, a growth rate was applied to the existing traffic conditions for all roadway links in the study area. The growth rate on Williams Avenue was obtained through comparison of annual traffic data obtained from the FDOT's *Florida Traffic Online* webpage. Based on the project traffic assignment from the attached **Exhibit 2**, the link data was analyzed for the year 2025 without the development and year 2025 with the development.

Attached **Table 1A** indicates the Level of Service threshold volumes which were obtained from the *Lee County Generalized Peak Hour Directional Service Volume Tables* (June, 2016). Attached **Table 2A** in the Appendix of the report indicates the methodology utilized to obtain the year 2025 build-out traffic volumes as well as the growth rate utilized for each roadway segment. The base year traffic volumes were obtained from the *2021 DRAFT Lee County Public Facilities Level of Service and Concurrency Report*.

Adverse impacts are defined as a degradation of the Level of Service beyond the adopted Level of Service Thresholds for those links as indicated in Table 1A. In comparing the links' functional classification and calculated 2025 traffic volumes to the Service Volume Tables, it was determined Williams Avenue is projected to operate at a poor Level of Service in 2025 both with and without the proposed development. Therefore, Williams Avenue is considered as a future pre-existing transportation deficiency that this project should not be responsible for mitigating.



Ms. Veronica Martin
Williams Avenue CPD
January 19, 2022
Page 4

Proposed Right-in/Right-out Only Access on Williams Avenue

The request for a westbound right-out approach at the proposed right-in/right-out only access to Williams Avenue approximately 175 feet to the south of West 5th Street will not create an undue burden on the public health, safety, and welfare of the traveling public along Williams Avenue. Without the egress at this location, all of the project traffic destined north on Williams Avenue will be required to turn left onto West 5th Street, then travel through the STOP at Williams Avenue, which already has a LOS "F" on the westbound approach, and thus further exacerbating an already congested approach to this intersection. Therefore, the proposed direct right-out approach on Williams Avenue will reduce the westbound right turn demand at the unsignalized intersection of Williams Avenue with West 5th Street, thus reducing the impacts at this intersection. All of the exiting project traffic at the proposed right-in/right-out only on Williams Avenue will be also queued on the private property until sufficient gaps are available in the through traffic on Williams Avenue.

Should you have any questions concerning this matter, please feel free to contact us.

Attachments

TABLE 1A, 2A & 3A

TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
WILLIAMS AVENUE CPD

<u>ROADWAY</u>	<u>SEGMENT</u>	<u>ROADWAY</u> <u>CLASS</u>	<u>LOS A</u> <u>VOLUME</u>	<u>LOS B</u> <u>VOLUME</u>	<u>LOS C</u> <u>VOLUME</u>	<u>LOS D</u> <u>VOLUME</u>	<u>LOS E</u> <u>VOLUME</u>	<u>PROJECT</u> <u>TRAFFIC</u> ¹	<u>PROJ/</u> <u>LOS C</u>
Williams Ave	N. of West 5th Street	2LU	0	0	310	660	740	36	11.6%
	S. of Site	2LU	0	0	310	660	740	180	58.1%

* Level of Service thresholds were obtained from the Lee County Generalized Peak Hour Directional Service Volumes tables (April, 2016).

¹ Project traffic volumes were obtained from Exhibit 2 of the TIS prepared by TDM Consulting.

**TABLE 2A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
WILLIAMS AVENUE CPD**

ROADWAY	SEGMENT	PCS#	ADT	ADT	GROWTH	RATE	2020	2025		AM PROJ	PM PROJ	2025		2025	
							PK HR	PK HR	PK SEASON			BCKGRND		BCKGRND	
							PK SEASON	PEAK DIRECTION				+ AM PROJ	+ PM PROJ		
							PEAK DIR. ¹	VOLUME	LOS			TRAFFIC ²	TRAFFIC ²	VOLUME	LOS
Williams Ave	N. of West 5th Street	120191	13,500	15,000	5	2.13%	760	844	F	24	36	868	F	880	F
	S. of Site	120191	13,500	15,000	5	2.13%	760	844	F	120	180	964	F	1,024	F

1 Current peak hour peak season peak direction traffic volumes for all roadways were obtained from the 2021 DRAFT Lee County Public Facilities Level of Service and Concurrency Report.

2 Project traffic volumes were obtained from Exhibit 2 of the TIS prepared by TDM Consulting.

* AGR was calculated based the historical traffic data obtained from the Florida Traffic Online webpage.

TABLE 3A
ANNUAL GROWTH RATE CALCULATIONS
BASED UPON HISTORICAL AADT DATA

<u>ROADWAY</u>	<u>SEGMENT</u>	<u>CURRENT</u> <u>ID#</u>	<u>BASE</u> <u>AADT</u> <u>VOLUME</u>	<u>2020</u> <u>AADT</u> <u>VOLUME</u>	<u>YRS OF</u> <u>GROWTH</u>	<u>ANNUAL</u> <u>GROWTH</u> <u>RATE</u>	<u>ACTUAL</u> <u>GROWTH</u> <u>RATE</u>
Lee Blvd	N. of Leeland Heights Blvd	120070	12,100	16,000	12	2.36%	2.36%
Williams Ave	N. of Lee Blvd	120191	13,500	15,000	5	2.13%	2.13%

* Traffic volumes were obtained from the Florida Traffic Online webpage.

** In instances where the historical data indicates a reduction in traffic or insufficient data was available to calculate a growth rate due to construction, a minimum annual growth rate of 2.0% was assumed.

SAMPLE GROWTH RATE CALCULATION

$$\text{Annual Growth Rate (AGR)} = \frac{2020 \text{ AADT}^{\wedge(1/\text{Yrs of Growth})}}{\text{BASE AADT}} - 1$$

$$\text{AGR (Williams Ave)} = \frac{15,000^{\wedge(1/5)}}{13,500} - 1$$

$$\text{AGR (Williams Ave)} = 2.13\%$$

**LEE COUNTY GENERALIZED PEAK
HOUR DIRECTIONAL SERVICE
VOLUMES TABLE**

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.

**LEE COUNTY PUBLIC FACILITIES
LEVEL OF SERVICE AND
CONCURRENCY REPORT**

9/23/2021

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

LINK NO.	NAME	ROADWAY LINK		ROAD TYPE	PERFORMANCE STANDARD		2020 100TH HIGHEST HOUR		FORECAST FUTURE		NOTES
		FROM	TO		LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	
30200	US 41 (S TAMiami TR)	ISLAND PARK RD	BRIARCLIFF RD	6LD	D	3,171	C	2,334	C	2,623	
30300	US 41 (S TAMiami TR)	BRIARCLIFF RD	SIX MILE PKWY	6LD	D	3,171	C	2,334	C	2,623	
30400	US 41 (S TAMiami TR)	SIX MILE PKWY	DANIELS PKWY	6LD	D	3,171	C	2,067	C	2,323	
30500	US 41 (CLEVELAND AVE)	DANIELS PKWY	COLLEGE PKWY	6LD	D	3,171	C	2,456	C	2,759	SR 739 6 laning Design & ROW programmed
30600	US 41 (CLEVELAND AVE)	COLLEGE PKWY	SOUTH RD	6LD	D	3,171	C	2,456	C	2,759	SR 739 6 laning Design & ROW programmed
30700	US 41 (CLEVELAND AVE)	SOUTH RD	BOY SCOUT RD	6LD	D	3,171	C	2,447	C	2,752	SR 739 6 laning Design & ROW programmed
30800	US 41 (CLEVELAND AVE)	BOY SCOUT RD	NORTH AIRPORT RD	6LD	D	3,171	C	1,895	C	2,130	SR 739 6 laning Design & ROW programmed
30810	US 41 (CLEVELAND AVE)	NORTH AIRPORT RD	COLONIAL BLVD	6LD	D	3,171	C	1,895	C	2,130	
30900	US 41 (CLEVELAND AVE)	CITY LIMITS	N. KEY DR	4LD	D	2,100	C	1,942	B	2,215	
31000	US 41 (CLEVELAND AVE)	N. KEY DR	HANCOCK B. PKWY	4LD	D	2,100	C	1,942	B	2,215	
31100	US 41 (CLEVELAND AVE)	HANCOCK B. PKWY	PONDELLA RD	4LD	D	2,100	C	1,942	B	2,215	
31200	US 41 (CLEVELAND AVE)	PONDELLA RD	SR 78	4LD	D	2,100	C	1,550	C	1,756	
31300	US 41 (CLEVELAND AVE)	SR 78	LITTLETON RD	4LD	D	2,100	C	1,550	C	1,756	
31400	US 41 (N TAMiami TR)	LITTLETON RD	BUS 41	4LD	D	2,100	C	1,362	C	1,606	
31500	US 41 (N TAMiami TR)	BUS 41	DEL PRADO BLVD	4LD	D	2,100	C	1,362	C	1,606	
31600	US 41 (N TAMiami TR)	DEL PRADO BLVD	CHARLOTTE CO. LINE	4LD	D	2,100	C	1,378	C	1,714	
27200	VETERANS MEM. PKWY	SR 78	CHIUITA	4LD	D	2,040	A	905	A	951	
27300	VETERANS MEM. PKWY	CHIUITA	SKYLINE	4LD	D	2,040	A	1,188	A	1,249	
27400	VETERANS MEM. PKWY	SKYLINE	SANTA BARBARA BLVD	6LD	D	3,080	A	2,091	B	2,198	*
27500	VETERANS MEM. PKWY	SANTA BARBARA BLVD	COUNTRY CLUB BLVD	6LD	D	3,080	B	2,881	B	3,028	
27600	VETERANS MEM. PKWY	COUNTRY CLUB BLVD	MIDPOINT BRDG TOLL P	6LD	D	3,080	B	2,756	B	2,897	
27700	VETERANS MEM. PKWY	MIDPOINT BRDG TOLL P	McGREGOR BLVD	4LB	D	4,000	D	2,997	D	3,150	
29000	W. 6TH ST	WILLIAMS AVE	JOEL BLVD	2LN	E	860	C	184	C	194	
29100	W. 12TH ST	GUNNERY RD	SUNSHINE BLVD	2LN	E	860	C	234	C	246	*
29200	W. 12TH ST	SUNSHINE BLVD	WILLIAMS AVE	2LN	E	860	C	76	C	168	old count projection(2010)
29300	W. 12TH ST	WILLIAMS AVE	JOEL BLVD	2LN	E	860	C	92	C	104	old count projection(2010)
29400	W. 14TH ST	SUNSHINE BLVD	RICHMOND AVE	2LN	E	860	C	48	C	54	old count projection(2010)
15200	WESTGATE BLVD	GUNNERY RD	LEE BLVD	2LN	E	860	D	636	D	692	
27900	WHISKEY CREEK DR	COLLEGE PKWY	SAUTERN DR	2LD	E	910	C	284	C	299	
28000	WHISKEY CREEK DR	SAUTERN DR	McGREGOR BLVD	2LD	E	910	C	284	C	299	
28200	WILLIAMS AVE	LEE BLVD	W. 6TH ST	2LN	E	860	D	760	D	799	
28300	WINKLER RD	STOCKBRIDGE DR	SUMMERLIN RD	2LN	E	860	C	461	C	537	old count(2010)
28400	WINKLER RD	SUMMERLIN RD	GLADIOLUS DR	4LD	E	1,520	C	341	C	358	
28500	WINKLER RD	GLADIOLUS DR	BRANDYWINE CIR	2LN	E	880	B	593	B	625	Year 2010 data
28600	WINKLER RD	BRANDYWINE CIR	CYPRESS LAKE DR	2LN	E	880	B	500	B	526	
28700	WINKLER RD	CYPRESS LAKE DR	COLLEGE PKWY	4LD	E	1,780	D	774	D	813	
28800	WINKLER RD	COLLEGE PKWY	McGREGOR BLVD	2LN	E	800	B	350	B	395	old count projection(Year 2010)
28900	WOODLAND BLVD	US 41	AUSTIN ST	2LN	E	860	C	266	C	300	old count projection(2010)

* previous year data

-  County-Maintained Collector Roadway - Unincorporated Lee County
-  County-Maintained Arterial Roadway - Unincorporated Lee County
-  County-Maintained Arterial/Collector Roadway - Incorporated Lee County
-  State-Maintained Arterial Roadway - Unincorporated Lee County

TRIP DISTRIBUTION
EXHIBIT 2
PREPARED BY TDM CONSULTING

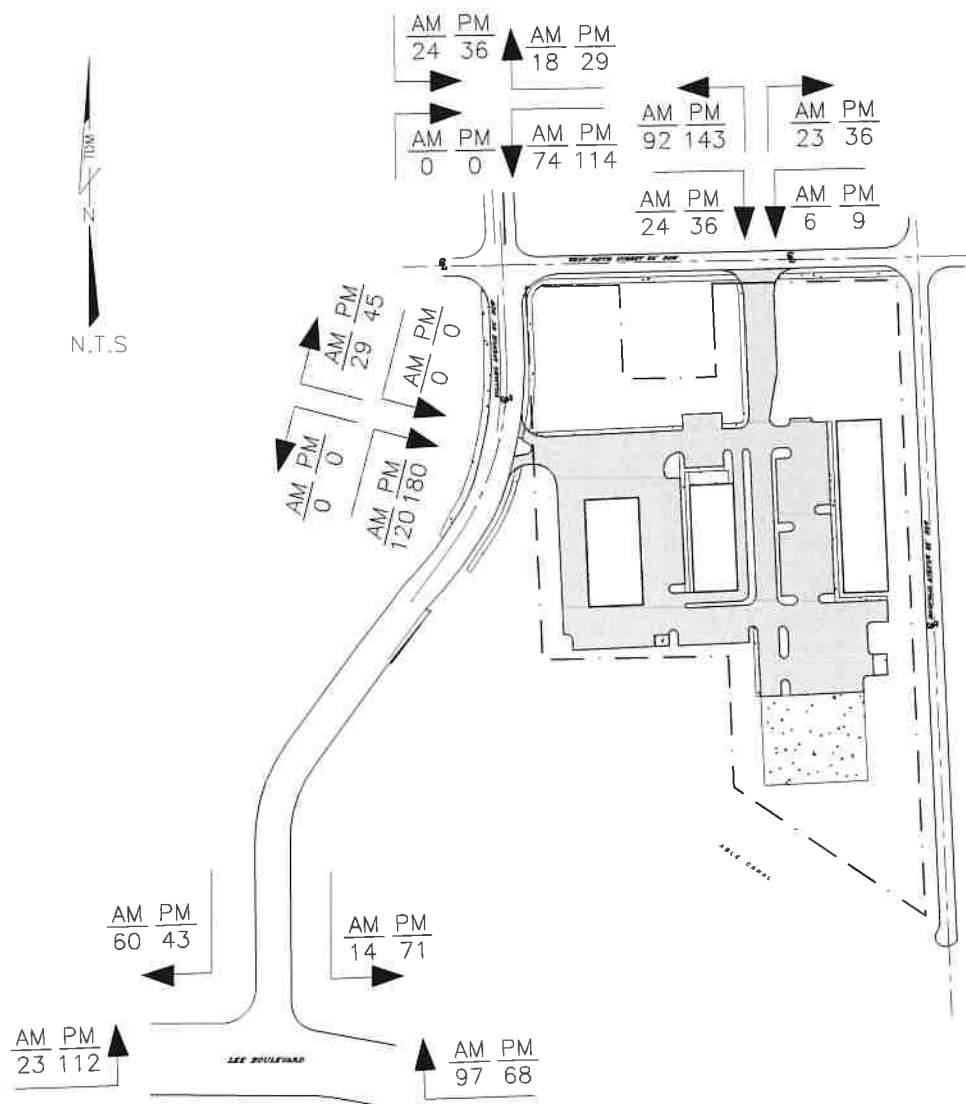


EXHIBIT 2
 TRAFFIC IMPACT STATEMENT
 PEAK HOUR TRAFFIC DISTRIBUTION
 416 WILLIAMS AVENUE,
 LEHIGH ACRES, FL, 33972

SOURCE: TDM, 01/2022



43 Barkley Circle, Suite #200
 Fort Myers, FL 33907
 Phone: (239) 433-4231
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PEAK SEASON FACTOR

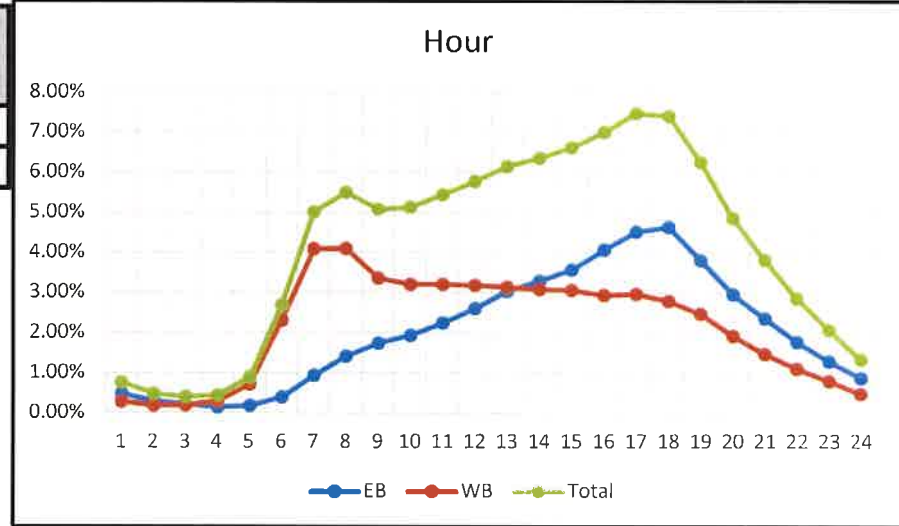
PCS 22 - Lee Boulevard west of Gunnery Rd

2020 AADT = 36,500 VPD

Hour	EB	WB	Total
0	0.48%	0.29%	0.77%
1	0.30%	0.19%	0.49%
2	0.22%	0.19%	0.41%
3	0.15%	0.30%	0.45%
4	0.19%	0.72%	0.90%
5	0.40%	2.31%	2.70%
6	0.94%	4.09%	5.02%
7	1.41%	4.10%	5.51%
8	1.74%	3.36%	5.09%
9	1.94%	3.20%	5.14%
10	2.25%	3.20%	5.45%
11	2.60%	3.18%	5.78%
12	3.03%	3.14%	6.16%
13	3.29%	3.08%	6.37%
14	3.57%	3.05%	6.63%
15	4.07%	2.93%	7.01%
16	4.53%	2.96%	7.49%
17	4.64%	2.78%	7.42%
18	3.81%	2.46%	6.27%
19	2.96%	1.91%	4.87%
20	2.35%	1.46%	3.81%
21	1.76%	1.09%	2.85%
22	1.28%	0.79%	2.07%
23	0.86%	0.47%	1.33%

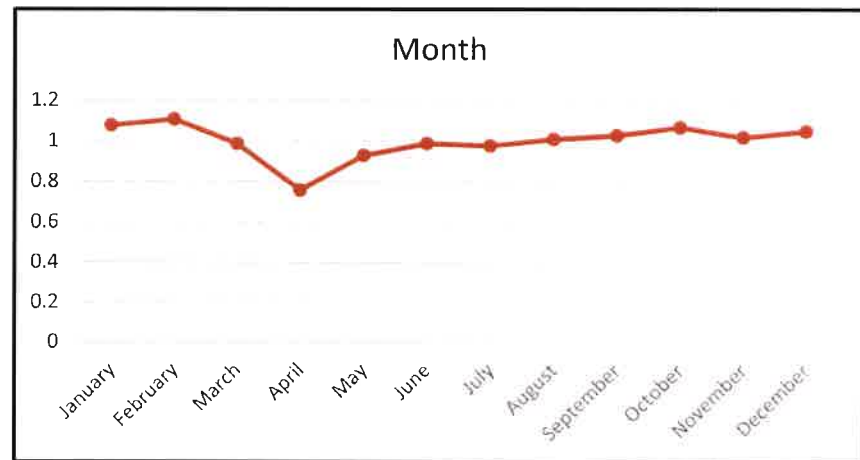
Month of Year	Fraction
January	1.08
February	1.11
March	0.99
April	0.76
May	0.93
June	0.99
July	0.98
August	1.01
September	1.03
October	1.07
November	1.02
December	1.05

Directional Factor		
AM	0.81	WB
PM	0.62	EB



Day of Week	Fraction
Sunday	0.75
Monday	1.02
Tuesday	1.06
Wednesday	1.05
Thursday	1.06
Friday	1.12
Saturday	0.93

Design Hour Volume		
#	Volume	Factor
5	3447	0.094
10	3425	0.094
20	3407	0.093
30	3373	0.092
50	3337	0.091
100	3274	0.090
150	3208	0.088
200	3126	0.086



$$PSCF = \left[\frac{1.11 + 1.08 + 1.07}{3} - 1.05 \right] + 1 = 1.04$$

count date

**TRAFFIC DATA FROM
FDOT'S FLORIDA TRAFFIC ONLINE**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0070 - LEE BLVD/CR 884, N OF LEELAND HEIGHTS LC 311

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	16000 E	0	0	9.00	53.40	5.40
2019	16000 E	E 0	W 0	9.00	53.80	5.40
2018	15200 C	E 7600	W 7600	9.00	53.30	5.30
2017	13100 T			9.00	55.40	4.00
2016	12500 S	E 6500	W 6000	9.00	63.90	4.20
2015	11900 F	E 6200	W 5700	9.00	65.10	4.20
2014	11400 C	E 5900	W 5500	9.00	65.20	4.20
2013	11100 S	E 5600	W 5500	9.00	58.60	4.40
2012	10900 F	E 5500	W 5400	9.00	56.00	4.40
2011	10700 C	E 5400	W 5300	9.00	56.40	4.40
2010	13100 S	E 6400	W 6700	9.55	57.50	5.40
2009	12300 F	E 6000	W 6300	9.27	57.21	5.40
2008	12100 C	E 5900	W 6200	9.21	58.32	5.40

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0191 - WILLIAMS AVE, N OF LEE BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	15000 E	0	0	9.00	59.30	13.00
2019	15000 F	N	S	9.00	59.60	12.70
2018	14800 C	N 7500	S 7300	9.00	53.30	12.30
2017	15300 S	N 7700	S 7600	9.00	55.40	12.20
2016	14300 F	N 7200	S 7100	9.00	63.90	11.20
2015	13500 C	N 6800	S 6700	9.00	55.50	11.50

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

TRAFFIC COUNTS
LEE BLVD @ WILLIAMS AVE

Lee Blvd @ Williams Ave 12-14-2021 AM

File Name: Lee Blvd @ Williams Ave 12-14-2021 AM

Site Code:

Location:

Cars and Peds

Study Date: 12/14/2021

Time	Williams Ave Southbound						Lee Blvd Westbound						Archdale St Northbound						Lee Blvd Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
07:00		180	14	10	0	204		2	163	0	0	165		1	4	7	0	12		1	52	59	1	113	494
07:15		145	20	15	0	180		4	147	0	0	151		0	5	7	0	12		3	66	58	0	127	470
07:30		136	22	24	0	182		11	127	0	0	138		2	17	8	0	27		1	47	56	2	106	453
07:45		138	21	13	0	172		12	151	0	0	163		3	25	10	0	38		1	63	73	4	141	514
Total	0	599	77	62	0	738	0	29	588	0	0	617	0	6	51	32	0	89	0	6	228	246	7	487	1931
08:00		152	13	3	0	168		10	126	0	0	136		2	21	6	0	29		0	73	62	1	136	469
08:15		140	14	5	0	159		6	135	1	0	142		3	8	12	0	23		0	64	63	1	128	452
08:30		175	8	6	0	189		3	135	1	0	139		2	2	9	0	13		1	73	69	2	145	486
08:45		135	10	11	0	156		9	114	1	0	124		6	9	5	0	20		3	69	53	2	127	427
Total	0	602	45	25	0	672	0	28	510	3	0	541	0	13	40	32	0	85	0	4	279	247	6	536	1834
Grand Total	0	1201	122	87	0	1410	0	57	1098	3	0	1158	0	19	91	64	0	174	0	10	507	493	13	1023	3765
Appr %		85.2	8.7	6.2	0			4.9	94.8	0.3	0			10.9	52.3	36.8	0			1	49.6	48.2	1.3		
Total %		31.9	3.2	2.3	0			1.5	29.2	0.1	0			0.5	2.4	1.7	0			0.3	13.5	13.1	0.3		
AM Pk Hr		07:00	07:00	07:00	07:00	07:00		07:00	07:00	07:00	07:00	07:00		07:00	07:00	07:00	07:00	07:00		07:00	07:00	07:00	07:00	07:00	07:00
AM Pk Vol		599	77	62	0	738		29	588	0	0	617		6	51	32	0	89		6	228	246	7	487	1931
AM PHF		0.832	0.875	0.646	NaN	0.904		0.604	0.902	NaN	NaN	0.935		0.500	0.510	0.800	NaN	0.586		0.500	0.864	0.842	0.438	0.863	0.939

Lee Blvd @ Williams Ave 12-14-2021 AM

File Name: Lee Blvd @ Williams Ave 12-14-2021 AM

Site Code:

Location:

All Vehicles

Study Date: 12/14/2021

Lee Blvd	6	Right	
	228	Thru	
	246	Left	
	7	U-Turn	

Williams Ave			
599	77	62	0
Right	Thru	Left	U-Turn
			

AM Peak Hour Statistics
 AM Peak Hour Begins: 07:00
 AM Peak Hour Volume: 1931
 AM Peak Hour Factor: 0.939

			
U-Turn	Left	Thru	Right
0	32	51	6
Archdale St			

Lee Blvd	29	Right	
	588	Thru	
	0	Left	
	0	U-Turn	

Lee Blvd @ Williams Ave 12-14-21 PM

File Name: Lee Blvd @ Williams Ave 12-14-21 PM

Site Code:

Location:

Cars and Peds

Study Date: 12/14/2021

Time	Williams Ave Southbound						Lee Blvd Westbound						Archdale St Northbound						Lee Blvd Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
16:00		98	10	9	0	117		18	108	4	1	131		4	19	3	0	26		9	147	156	1	313	587
16:15		102	8	9	0	119		17	91	1	1	110		1	19	5	0	25		5	179	176	0	360	614
16:30		105	9	13	0	127		16	105	0	2	123		6	24	4	0	34		7	170	168	1	346	630
16:45		102	17	8	0	127		13	106	1	2	122		5	25	6	0	36		8	163	155	0	326	611
Total	0	407	44	39	0	490	0	64	410	6	6	486	0	16	87	18	0	121	0	29	659	655	2	1345	2442
17:00		115	13	13	0	141		15	98	2	2	117		1	22	4	0	27		7	170	156	1	334	619
17:15		124	23	5	0	152		15	97	5	0	117		4	25	7	0	36		5	190	168	1	364	669
17:30		107	11	13	0	131		11	93	1	1	106		2	26	5	0	33		9	175	179	0	363	633
17:45		113	11	9	0	133		19	92	1	0	112		4	31	7	0	42		5	171	160	1	337	624
Total	0	459	58	40	0	557	0	60	380	9	3	452	0	11	104	23	0	138	0	26	706	663	3	1398	2545
Grand Total	0	866	102	79	0	1047	0	124	790	15	9	938	0	27	191	41	0	259	0	55	1365	1318	5	2743	4987
Appr %		82.7	9.7	7.5	0			13.2	84.2	1.6	1			10.4	73.7	15.8	0			2	49.8	48	0.2		
Total %		17.4	2	1.6	0			2.5	15.8	0.3	0.2			0.5	3.8	0.8	0			1.1	27.4	26.4	0.1		
PM Pk Hr		17:00	17:00	17:00	17:00	17:00		17:00	17:00	17:00	17:00	17:00		17:00	17:00	17:00	17:00	17:00		17:00	17:00	17:00	17:00	17:00	17:00
PM Pk Vol		459	58	40	0	557		60	380	9	3	452		11	104	23	0	138		26	706	663	3	1398	2545
PM PHF		0.925	0.630	0.769	NaN	0.916		0.789	0.969	0.450	0.375	0.966		0.688	0.839	0.821	NaN	0.821		0.722	0.929	0.926	0.750	0.960	0.951

Lee Blvd @ Williams Ave 12-14-21 PM

File Name: Lee Blvd @ Williams Ave 12-14-21 PM

Site Code:

Location:

All Vehicles

Study Date: 12/14/2021

Lee Blvd	3	U-Turn	
	663	Left	
	706	Thru	
	26	Right	

Williams Ave			
459	58	40	0
Right	Thru	Left	U-Turn
			

PM Peak Hour Statistics
 PM Peak Hour Begins: 17:00
 PM Peak Hour Volume: 2545
 PM Peak Hour Factor: 0.951

			
U-Turn	Left	Thru	Right
0	23	104	11
Archdale St			

Lee Blvd	60	Right	
	380	Thru	
	9	Left	
	3	U-Turn	

TRAFFIC COUNTS
WILLIAMS AVE @ W. 5TH ST

Williams Ave @ W. 5th AM 12-14-21

File Name: Williams Ave @ W. 5th AM 12-14-21

Site Code:

Location:

Cars and Peds

Study Date: 12/14/2021

Time	Williams Ave Southbound						W. 5th St Westbound						Williams Ave Northbound						Lehigh Acres Park Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
07:00		1	156	0	0	157		1	0	40	0	41		13	50	1	0	64		2	0	0	0	2	264
07:15		0	153	2	0	155		0	0	28	0	28		19	49	1	0	69		1	0	0	0	1	253
07:30		2	158	1	0	161		0	0	31	0	31		22	61	0	0	83		0	1	1	0	2	277
07:45		3	154	1	0	158		1	0	21	0	22		20	78	0	0	98		0	0	0	0	0	278
Total	0	6	621	4	0	631	0	2	0	120	0	122	0	74	238	2	0	314	0	3	1	1	0	5	1072
08:00		0	135	1	0	136		0	1	31	0	32		30	63	1	0	94		1	1	1	0	3	265
08:15		1	130	2	0	133		1	0	31	0	32		22	54	3	0	79		2	1	1	0	4	248
08:30		1	160	3	0	164		1	0	35	0	36		20	46	1	0	67		2	0	1	0	3	270
08:45		1	128	4	0	133		1	0	31	0	32		23	51	1	0	75		0	0	0	0	0	240
Total	0	3	553	10	0	566	0	3	1	128	0	132	0	95	214	6	0	315	0	5	2	3	0	10	1023
Grand Total	0	9	1174	14	0	1197	0	5	1	248	0	254	0	169	452	8	0	629	0	8	3	4	0	15	2095
Appr %		0.8	98.1	1.2	0			2	0.4	97.6	0			26.9	71.9	1.3	0			53.3	20	26.7	0		
Total %		0.4	56	0.7	0			0.2	0	11.8	0			8.1	21.6	0.4	0			0.4	0.1	0.2	0		
AM Pk Hr		07:15	07:15	07:15	07:15	07:15		07:15	07:15	07:15	07:15	07:15		07:15	07:15	07:15	07:15	07:15		07:15	07:15	07:15	07:15	07:15	07:15
AM Pk Vol		5	600	5	0	610		1	1	111	0	113		91	251	2	0	344		2	2	2	0	6	1073
AM PHF		0.417	0.949	0.625	NaN	0.947		0.250	0.250	0.895	NaN	0.883		0.758	0.804	0.500	NaN	0.878		0.500	0.500	0.500	NaN	0.500	0.965

Williams Ave @ W. 5th AM 12-14-21

File Name: Williams Ave @ W. 5th AM 12-14-21

Location:

All Vehicles

Site Code:

Study Date: 12/14/2021

Lehigh Acres Park			
2	2	2	0
Right	Thru	Left	U-Turn
			

Williams Ave			
5	600	5	0
Right	Thru	Left	U-Turn
			

AM Peak Hour Statistics
 AM Peak Hour Begins: 07:15
 AM Peak Hour Volume: 1073
 AM Peak Hour Factor: 0.965

			
U-Turn	Left	Thru	Right
0	2	251	91
Williams Ave			

W. 5th St			
1	1	111	0
Right	Thru	Left	U-Turn
			

Williams Ave @ W. 5th PM 12-14-21

File Name: Williams Ave @ W. 5th PM 12-14-21

Site Code:

Location:

Cars and Peds

Study Date: 12/14/2021

Time	Williams Ave Southbound						W. 5th St Westbound						Williams Ave Northbound						Lehigh Acres Park Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
16:00		0	96	1	0	97		2	0	23	0	25		50	153	1	0	204		4	0	1	0	5	331
16:15		0	88	5	0	93		2	0	21	0	23		60	121	2	0	183		6	1	0	0	7	306
16:30		3	93	1	0	97		1	0	21	0	22		60	149	1	0	210		1	0	2	0	3	332
16:45		2	103	1	0	106		0	0	27	0	27		60	117	3	0	180		2	1	0	0	3	316
Total	0	5	380	8	0	393	0	5	0	92	0	97	0	230	540	7	0	777	0	13	2	3	0	18	1285
17:00		1	113	2	0	116		0	0	17	1	18		51	141	6	0	198		0	0	1	0	1	333
17:15		2	129	1	0	132		1	2	15	0	18		62	143	4	0	209		3	1	2	0	6	365
17:30		5	106	1	0	112		0	1	18	0	19		61	145	11	0	217		4	0	0	0	4	352
17:45		4	112	2	0	118		1	2	19	0	22		69	134	16	0	219		4	0	1	0	5	364
Total	0	12	460	6	0	478	0	2	5	69	1	77	0	243	563	37	0	843	0	11	1	4	0	16	1414
Grand Total	0	17	840	14	0	871	0	7	5	161	1	174	0	473	1103	44	0	1620	0	24	3	7	0	34	2699
Appr %		2	96.4	1.6	0			4	2.9	92.5	0.6			29.2	68.1	2.7	0			70.6	8.8	20.6	0		
Total %		0.6	31.1	0.5	0			0.3	0.2	6	0			17.5	40.9	1.6	0			0.9	0.1	0.3	0		
PM Pk Hr		17:00	17:00	17:00	17:00	17:00		17:00	17:00	17:00	17:00	17:00		17:00	17:00	17:00	17:00	17:00		17:00	17:00	17:00	17:00	17:00	17:00
PM Pk Vol		12	460	6	0	478		2	5	69	1	77		243	563	37	0	843		11	1	4	0	16	1414
PM PHF		0.600	0.891	0.750	NaN	0.905		0.500	0.625	0.908	0.250	0.875		0.880	0.971	0.578	NaN	0.962		0.688	0.250	0.500	NaN	0.667	0.968

Williams Ave @ W. 5th PM 12-14-21

File Name: Williams Ave @ W. 5th PM 12-14-21

Site Code:

Location:

All Vehicles

Study Date: 12/14/2021

Lehigh Acres Park	11	1	4	0	
	Right	Thru	Left	U-Turn	
					

Williams Ave			
12	460	6	0
Right	Thru	Left	U-Turn
			

PM Peak Hour Statistics
 PM Peak Hour Begins: 17:00
 PM Peak Hour Volume: 1414
 PM Peak Hour Factor: 0.968

			
U-Turn	Left	Thru	Right
0	37	563	243
Williams Ave			

W. 5th St	2	5	69	1	
	Right	Thru	Left	U-Turn	
					

DEVELOPMENT OF FUTURE YEAR TURNING MOVEMENT VOLUMES

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

Lee Blvd @ Williams Ave
December 14th, 2022
2025

	AM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	32	51	6	62	77	599	253	228	6	0	588	29
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	33	53	6	64	80	623	263	237	6	0	612	30
Growth Rate	1.00%	1.00%	1.00%	2.13%	2.13%	2.13%	2.36%	2.36%	2.36%	2.36%	2.36%	2.36%
Years to Build-out	3	3	3	3	3	3	3	3	3	3	3	3
2025 Background Turning Volumes	34	55	6	68	85	664	282	254	6	0	656	32
Project Turning Volumes				14		60	23					97
2025 Background + Project	34	55	6	82	85	724	305	254	6	0	656	129

	PM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	23	104	11	40	58	459	666	706	26	12	380	60
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	24	108	11	42	60	477	693	734	27	12	395	62
Growth Rate	1.00%	1.00%	1.00%	2.13%	2.13%	2.13%	2.36%	2.36%	2.36%	2.36%	2.36%	2.36%
Years to Build-out	3	3	3	3	3	3	3	3	3	3	3	3
2025 Background Turning Volumes	25	111	11	45	64	508	743	787	29	13	424	66
Project Turning Volumes				71		43	112					68
2025 Background + Project	25	111	11	116	64	551	855	787	29	13	424	134

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

Williams Ave @ W. 5th St
December 14th, 2022
2025

	AM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	2	251	91	5	600	5	2	2	2	111	1	1
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	2	261	95	5	624	5	2	2	2	115	1	1
Growth Rate	2.13%	2.13%	2.13%	2.13%	2.13%	2.13%	1.00%	1.00%	1.00%	2.00%	2.00%	2.00%
Years to Build-out	3	3	3	3	3	3	3	3	3	3	3	3
2025 Background Turning Volumes	2	278	101	5	665	5	2	2	2	122	1	1
Project Turning Volumes		29		24						74		18
2025 Background + Project	2	307	101	29	665	5	2	2	2	196	1	19

	PM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	37	563	243	6	460	12	4	1	11	69	5	2
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	38	586	253	6	478	12	4	1	11	72	5	2
Growth Rate	2.13%	2.13%	2.13%	2.13%	2.13%	2.13%	1.00%	1.00%	1.00%	2.00%	2.00%	2.00%
Years to Build-out	3	3	3	3	3	3	3	3	3	3	3	3
2025 Background Turning Volumes	40	624	270	6	509	13	4	1	11	76	5	2
Project Turning Volumes		45		36						114		29
2025 Background + Project	40	669	270	42	509	13	4	1	11	190	5	31

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

Williams Ave @ Right-in/Right-out Only Access
December 14th, 2022
2025

	AM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	344	0	0	713	0	0	0	0	0	0	0
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	0	358	0	0	742	0	0	0	0	0	0	0
Growth Rate	0.00%	2.13%	0.00%	0.00%	2.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Years to Build-out	3	3	3	3	3	3	3	3	3	3	3	3
2025 Background Turning Volumes	0	381	0	0	790	0	0	0	0	0	0	0
Project Turning Volumes			120		74							29
2025 Background + Project	0	381	120	0	864	0	0	0	0	0	0	29

	PM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	843	0	0	540	0	0	0	0	0	0	0
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	0	877	0	0	562	0	0	0	0	0	0	0
Growth Rate	0.00%	2.13%	0.00%	0.00%	2.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Years to Build-out	3	3	3	3	3	3	3	3	3	3	3	3
2025 Background Turning Volumes	0	934	0	0	599	0	0	0	0	0	0	0
Project Turning Volumes			180		114							45
2025 Background + Project	0	934	180	0	713	0	0	0	0	0	0	45

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

W. 5th St @ Site Access
December 14th, 2022
2025

	AM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	0	0	0	0	0	0	98	0	0	113	0
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	0	0	0	0	0	0	0	102	0	0	118	0
Growth Rate	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	2.00%	0.00%
Years to Build-out	3	3	3	3	3	3	3	3	3	3	3	3
2025 Background Turning Volumes	0	0	0	0	0	0	0	108	0	0	125	0
Project Turning Volumes	92		23						24	6		
2025 Background + Project	92	0	23	0	0	0	0	108	24	6	125	0

	PM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	0	0	0	0	0	0	250	0	0	76	0
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	0	0	0	0	0	0	0	260	0	0	79	0
Growth Rate	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	2.00%	0.00%
Years to Build-out	3	3	3	3	3	3	3	3	3	3	3	3
2025 Background Turning Volumes	0	0	0	0	0	0	0	276	0	0	84	0
Project Turning Volumes	143		36						36	9		
2025 Background + Project	143	0	36	0	0	0	0	276	36	9	84	0

INTERSECTION ANALYSIS SYNCHRO SUMMARY SHEETS

LEE BLVD @ WILLIAMS AVE

Lanes, Volumes, Timings

3: Archdale St/Williams Ave & Lee Blvd

2025 AM Pk Hr Background

01/18/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	254	6	0	656	32	34	55	6	68	85	664
Future Volume (vph)	282	254	6	0	656	32	34	55	6	68	85	664
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	640		225	215		0	0		0	140		0
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.993			0.984				0.850
Flt Protected	0.950						0.950				0.978	
Satd. Flow (prot)	1770	3539	1583	1863	3514	0	1770	1833	0	0	1822	1583
Flt Permitted	0.950						0.523				0.825	
Satd. Flow (perm)	1770	3539	1583	1863	3514	0	974	1833	0	0	1537	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85		4			4				722
Link Speed (mph)		45			35			30			35	
Link Distance (ft)		891			611			220			431	
Travel Time (s)		13.5			11.9			5.0			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	307	276	7	0	713	35	37	60	7	74	92	722
Shared Lane Traffic (%)												
Lane Group Flow (vph)	307	276	7	0	748	0	37	67	0	0	166	722
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA		Perm	NA	custom
Protected Phases	5 25	2		1	6			8			4	
Permitted Phases			2				8			4		6
Detector Phase	5 25	2	2	1	6		8	8		4	4	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)		24.0	24.0	11.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (s)		80.0	80.0	10.0	40.0		25.0	25.0		25.0	25.0	40.0
Total Split (%)		69.6%	69.6%	8.7%	34.8%		21.7%	21.7%		21.7%	21.7%	34.8%
Maximum Green (s)		74.0	74.0	4.0	34.0		19.0	19.0		19.0	19.0	34.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Lead/Lag		Lag	Lag	Lead	Lag							Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes							Yes
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode		C-Max	C-Max	None	C-Max		Max	Max		Max	Max	C-Max
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	31.1	84.0	84.0		40.9		19.0	19.0			19.0	40.9
Actuated g/C Ratio	0.27	0.73	0.73		0.36		0.17	0.17			0.17	0.36
v/c Ratio	0.64	0.11	0.01		0.60		0.23	0.22			0.66	0.70
Control Delay	26.2	4.6	0.0		33.0		46.0	41.2			58.4	6.4
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay	26.2	4.6	0.0		33.0		46.0	41.2			58.4	6.4

Baseline

Synchro 10 Report

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Lanes, Volumes, Timings

3: Archdale St/Williams Ave & Lee Blvd

2025 AM Pk Hr Background

01/18/2022

Lane Group	Ø5	Ø25
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	25
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	11.0	11.0
Total Split (s)	25.0	25.0
Total Split (%)	22%	22%
Maximum Green (s)	19.0	19.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		

Lanes, Volumes, Timings

3: Archdale St/Williams Ave & Lee Blvd

2025 AM Pk Hr Background

01/18/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	A	A		C		D	D			E	A
Approach Delay		15.8			33.0			42.9			16.1	
Approach LOS		B			C			D			B	
Queue Length 50th (ft)	121	27	0		235		24	41			116	0
Queue Length 95th (ft)	167	39	0		314		57	83			#196	99
Internal Link Dist (ft)		811			531			140			351	
Turn Bay Length (ft)	640		225									
Base Capacity (vph)	584	2585	1179		1252		160	306			253	1028
Starvation Cap Reductn	0	0	0		0		0	0			0	0
Spillback Cap Reductn	0	0	0		0		0	0			0	0
Storage Cap Reductn	0	0	0		0		0	0			0	0
Reduced v/c Ratio	0.53	0.11	0.01		0.60		0.23	0.22			0.66	0.70

Intersection Summary

Area Type: Other

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 22.7

Intersection LOS: C

Intersection Capacity Utilization 79.4%

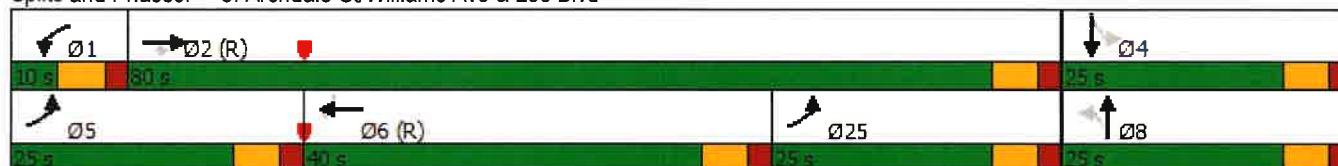
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Archdale St/Williams Ave & Lee Blvd



Lanes, Volumes, Timings

3: Archdale St/Williams Ave & Lee Blvd

2025 AM Pk Hr With Project

01/18/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	254	6	0	656	129	34	55	6	82	85	724
Future Volume (vph)	305	254	6	0	656	129	34	55	6	82	85	724
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	640		225	215		0	0		0	140		0
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.975			0.984				0.850
Flt Protected	0.950						0.950				0.976	
Satd. Flow (prot)	1770	3539	1583	1863	3451	0	1770	1833	0	0	1818	1583
Flt Permitted	0.950						0.483				0.810	
Satd. Flow (perm)	1770	3539	1583	1863	3451	0	900	1833	0	0	1509	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85		20			4				787
Link Speed (mph)		45			35			30			35	
Link Distance (ft)		891			611			220			431	
Travel Time (s)		13.5			11.9			5.0			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	332	276	7	0	713	140	37	60	7	89	92	787
Shared Lane Traffic (%)												
Lane Group Flow (vph)	332	276	7	0	853	0	37	67	0	0	181	787
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA		Perm	NA	custom
Protected Phases	5 25	2		1	6			8			4	
Permitted Phases			2				8			4		6
Detector Phase	5 25	2	2	1	6		8	8		4	4	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)		24.0	24.0	11.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (s)		80.0	80.0	10.0	40.0		25.0	25.0		25.0	25.0	40.0
Total Split (%)		69.6%	69.6%	8.7%	34.8%		21.7%	21.7%		21.7%	21.7%	34.8%
Maximum Green (s)		74.0	74.0	4.0	34.0		19.0	19.0		19.0	19.0	34.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Lead/Lag		Lag	Lag	Lead	Lag							Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes							Yes
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode		C-Max	C-Max	None	C-Max		Max	Max		Max	Max	C-Max
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	31.7	84.0	84.0		40.3		19.0	19.0			19.0	40.3
Actuated g/C Ratio	0.28	0.73	0.73		0.35		0.17	0.17			0.17	0.35
v/c Ratio	0.68	0.11	0.01		0.70		0.25	0.22			0.73	0.74
Control Delay	27.2	4.6	0.0		35.5		46.9	41.2			63.4	7.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay	27.2	4.6	0.0		35.5		46.9	41.2			63.4	7.0

Baseline

Synchro 10 Report
Page 1

Lanes, Volumes, Timings
3: Archdale St/Williams Ave & Lee Blvd

2025 AM Pk Hr With Project

01/18/2022

Lane Group	Ø5	Ø25
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	25
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	11.0	11.0
Total Split (s)	25.0	25.0
Total Split (%)	22%	22%
Maximum Green (s)	19.0	19.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		

Lanes, Volumes, Timings

3: Archdale St/Williams Ave & Lee Blvd

2025 AM Pk Hr With Project

01/18/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	A	A		D		D	D		E		A
Approach Delay		16.8			35.5			43.2		17.6		
Approach LOS		B			D			D		B		
Queue Length 50th (ft)	132	27	0		277		24	41		129		0
Queue Length 95th (ft)	179	39	0		370		58	83		#232		111
Internal Link Dist (ft)		811			531			140		351		
Turn Bay Length (ft)	640		225									
Base Capacity (vph)	584	2585	1179		1221		148	306		249		1065
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	0.57	0.11	0.01		0.70		0.25	0.22		0.73		0.74

Intersection Summary

Area Type: Other

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 24.5

Intersection LOS: C

Intersection Capacity Utilization 86.2%

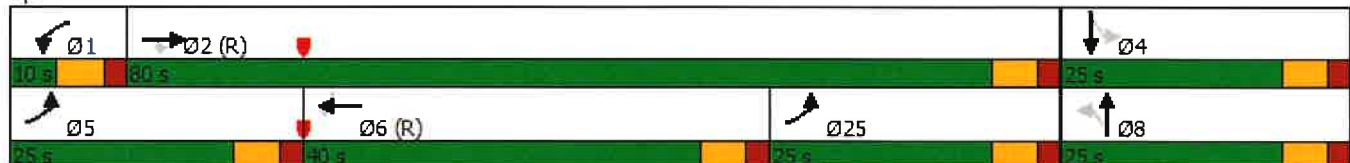
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Archdale St/Williams Ave & Lee Blvd



Lanes, Volumes, Timings
3: Archdale St/Williams Ave & Lee Blvd

2025 PM Pk Hr Background

01/18/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	743	787	29	13	424	66	25	111	11	45	64	508
Future Volume (vph)	743	787	29	13	424	66	25	111	11	45	64	508
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	640		225	215		0	0		0	140		0
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.980			0.986				0.850
Flt Protected	0.950			0.950			0.950				0.980	
Satd. Flow (prot)	1770	3539	1583	1770	3468	0	1770	1837	0	0	1825	1583
Flt Permitted	0.950			0.950			0.639				0.719	
Satd. Flow (perm)	1770	3539	1583	1770	3468	0	1190	1837	0	0	1339	1583
Right Turn on Red			Yes		Yes			Yes				Yes
Satd. Flow (RTOR)			82		14			4				552
Link Speed (mph)		45			35			30			35	
Link Distance (ft)		891			611			220			431	
Travel Time (s)		13.5			11.9			5.0			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	808	855	32	14	461	72	27	121	12	49	70	552
Shared Lane Traffic (%)												
Lane Group Flow (vph)	808	855	32	14	533	0	27	133	0	0	119	552
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5 25	2		1	6			8			4	
Permitted Phases			2				8			4		4
Detector Phase	5 25	2	2	1	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)		24.0	24.0	11.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (s)		85.0	85.0	10.0	35.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)		70.8%	70.8%	8.3%	29.2%		20.8%	20.8%		20.8%	20.8%	20.8%
Maximum Green (s)		79.0	79.0	4.0	29.0		19.0	19.0		19.0	19.0	19.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag		Lag	Lag	Lead	Lag							
Lead-Lag Optimize?		Yes	Yes	Yes	Yes							
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode		C-Max	C-Max	None	C-Max		Max	Max		Max	Max	Max
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	48.0	85.0	85.0	4.0	29.0		19.0	19.0			19.0	19.0
Actuated g/C Ratio	0.40	0.71	0.71	0.03	0.24		0.16	0.16			0.16	0.16
v/c Ratio	1.14	0.34	0.03	0.24	0.63		0.14	0.45			0.56	0.77
Control Delay	102.5	7.7	0.0	66.2	43.4		45.8	49.9			57.9	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	102.5	7.7	0.0	66.2	43.4		45.8	49.9			57.9	12.1

Baseline

Synchro 10 Report

Page 1

Lanes, Volumes, Timings
3: Archdale St/Williams Ave & Lee Blvd

2025 PM Pk Hr Background

01/18/2022

Lane Group	Ø5	Ø25
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	25
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	11.0	11.0
Total Split (s)	30.0	30.0
Total Split (%)	25%	25%
Maximum Green (s)	24.0	24.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		

Baseline

Synchro 10 Report
Page 2

Lanes, Volumes, Timings

3: Archdale St/Williams Ave & Lee Blvd

2025 PM Pk Hr Background

01/18/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	A	A	E	D		D	D		E		B
Approach Delay		52.7			44.0			49.2		20.2		
Approach LOS		D			D			D		C		
Queue Length 50th (ft)	~434	103	0	11	190		18	92		86		0
Queue Length 95th (ft)	#731	179	0	34	251		47	156		151		119
Internal Link Dist (ft)		811			531			140		351		
Turn Bay Length (ft)	640		225	215								
Base Capacity (vph)	708	2506	1145	59	848		188	294		212		715
Starvation Cap Reductn	0	0	0	0	0		0	0		0		0
Spillback Cap Reductn	0	0	0	0	0		0	0		0		0
Storage Cap Reductn	0	0	0	0	0		0	0		0		0
Reduced v/c Ratio	1.14	0.34	0.03	0.24	0.63		0.14	0.45		0.56		0.77

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.14

Intersection Signal Delay: 43.9

Intersection LOS: D

Intersection Capacity Utilization 87.4%

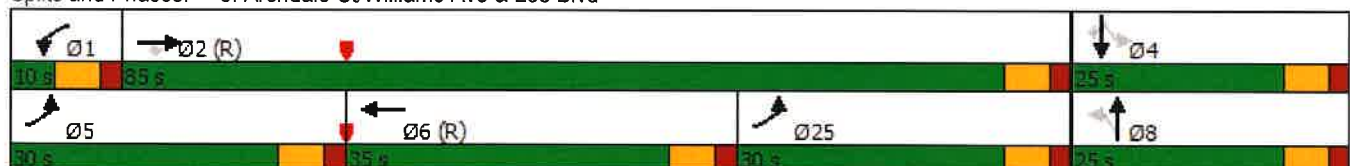
ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Archdale St/Williams Ave & Lee Blvd



Lanes, Volumes, Timings

3: Archdale St/Williams Ave & Lee Blvd

2025 PM Pk Hr With Project

01/18/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	855	787	29	13	424	134	25	111	11	116	64	551
Future Volume (vph)	855	787	29	13	424	134	25	111	11	116	64	551
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	640		225	215		0	0		0	140		0
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.964			0.986				0.850
Flt Protected	0.950			0.950			0.950				0.969	
Satd. Flow (prot)	1770	3539	1583	1770	3412	0	1770	1837	0	0	1805	1583
Flt Permitted	0.950			0.950			0.423				0.648	
Satd. Flow (perm)	1770	3539	1583	1770	3412	0	788	1837	0	0	1207	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82		33			4				599
Link Speed (mph)		45			35			30			35	
Link Distance (ft)		891			611			220			431	
Travel Time (s)		13.5			11.9			5.0			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	929	855	32	14	461	146	27	121	12	126	70	599
Shared Lane Traffic (%)												
Lane Group Flow (vph)	929	855	32	14	607	0	27	133	0	0	196	599
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5 25	2		1	6			8			4	
Permitted Phases			2				8			4		4
Detector Phase	5 25	2	2	1	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)		24.0	24.0	11.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (s)		85.0	85.0	10.0	35.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)		70.8%	70.8%	8.3%	29.2%		20.8%	20.8%		20.8%	20.8%	20.8%
Maximum Green (s)		79.0	79.0	4.0	29.0		19.0	19.0		19.0	19.0	19.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0			6.0	6.0
Lead/Lag		Lag	Lag	Lead	Lag							
Lead-Lag Optimize?		Yes	Yes	Yes	Yes							
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode		C-Max	C-Max	None	C-Max		Max	Max		Max	Max	Max
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	48.0	85.0	85.0	4.0	29.0		19.0	19.0			19.0	19.0
Actuated g/C Ratio	0.40	0.71	0.71	0.03	0.24		0.16	0.16			0.16	0.16
v/c Ratio	1.31	0.34	0.03	0.24	0.71		0.22	0.45			1.03	0.79
Control Delay	173.2	7.7	0.0	66.2	44.8		49.1	49.9			122.1	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	173.2	7.7	0.0	66.2	44.8		49.1	49.9			122.1	12.5

Baseline

Synchro 10 Report

Page 1

Lanes, Volumes, Timings
3: Archdale St/Williams Ave & Lee Blvd

2025 PM Pk Hr With Project

01/18/2022

Lane Group	Ø5	Ø25
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	25
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	11.0	11.0
Total Split (s)	30.0	30.0
Total Split (%)	25%	25%
Maximum Green (s)	24.0	24.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		

Lanes, Volumes, Timings

3: Archdale St/Williams Ave & Lee Blvd

2025 PM Pk Hr With Project

01/18/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	A	A	E	D		D	D			F	B
Approach Delay		92.2			45.3			49.8			39.5	
Approach LOS		F			D			D			D	
Queue Length 50th (ft)	~655	103	0	11	216		18	92			~162	0
Queue Length 95th (ft)	#1177	179	0	34	282		48	156			#313	125
Internal Link Dist (ft)		811			531			140			351	
Turn Bay Length (ft)	640		225	215								
Base Capacity (vph)	708	2506	1145	59	849		124	294			191	754
Starvation Cap Reductn	0	0	0	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	1.31	0.34	0.03	0.24	0.71		0.22	0.45			1.03	0.79

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.31

Intersection Signal Delay: 69.3

Intersection LOS: E

Intersection Capacity Utilization 99.7%

ICU Level of Service F

Analysis Period (min) 15

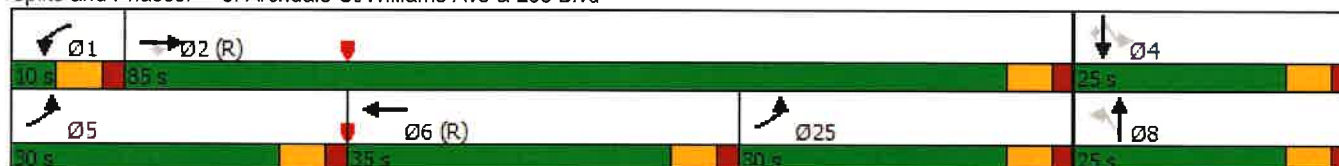
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Archdale St/Williams Ave & Lee Blvd



WILLIAMS AVE @ W. 5TH ST

HCM 2010 TWSC 9: Williams Ave & W. 5th Street

2025 AM Pk Hr Background

01/18/2022

Intersection

Int Delay, s/veh 6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	2	2	2	122	1	1	2	278	101	5	665	5
Future Vol, veh/h	2	2	2	122	1	1	2	278	101	5	665	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	210	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	2	133	1	1	2	302	110	5	723	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1098	1152	726	1099	1099	357	728	0	0	412	0	0
Stage 1	736	736	-	361	361	-	-	-	-	-	-	-
Stage 2	362	416	-	738	738	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	190	198	425	190	212	687	876	-	-	1147	-	-
Stage 1	411	425	-	657	626	-	-	-	-	-	-	-
Stage 2	657	592	-	410	424	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	188	197	425	187	211	687	876	-	-	1147	-	-
Mov Cap-2 Maneuver	188	197	-	187	211	-	-	-	-	-	-	-
Stage 1	410	423	-	656	625	-	-	-	-	-	-	-
Stage 2	653	591	-	404	422	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.8	61.6	0	0.1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	876	-	-	235	188	1147	-	-
HCM Lane V/C Ratio	0.002	-	-	0.028	0.717	0.005	-	-
HCM Control Delay (s)	9.1	-	-	20.8	61.6	8.2	-	-
HCM Lane LOS	A	-	-	C	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	4.5	0	-	-

HCM 2010 TWSC 9: Williams Ave & W. 5th Street

2025 AM Pk Hr With Project
01/18/2022

Intersection												
Int Delay, s/veh	40.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	2	2	2	196	1	19	2	307	101	29	665	5
Future Vol, veh/h	2	2	2	196	1	19	2	307	101	29	665	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	210	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	2	213	1	21	2	334	110	32	723	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1194	1238	726	1185	1185	389	728	0	0	444	0	0
Stage 1	790	790	-	393	393	-	-	-	-	-	-	-
Stage 2	404	448	-	792	792	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	163	176	425	~ 166	189	659	876	-	-	1116	-	-
Stage 1	383	402	-	632	606	-	-	-	-	-	-	-
Stage 2	623	573	-	382	401	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	154	171	425	~ 160	183	659	876	-	-	1116	-	-
Mov Cap-2 Maneuver	154	171	-	~ 160	183	-	-	-	-	-	-	-
Stage 1	382	390	-	631	605	-	-	-	-	-	-	-
Stage 2	601	572	-	367	389	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.2	248.1	0	0.3
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	876	-	-	204	172	1116	-	-
HCM Lane V/C Ratio	0.002	-	-	0.032	1.365	0.028	-	-
HCM Control Delay (s)	9.1	-	-	23.2	248.1	8.3	-	-
HCM Lane LOS	A	-	-	C	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	14.1	0.1	-	-

Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

HCM 2010 TWSC 9: Williams Ave & W. 5th Street

2025 PM Pk Hr Background
01/18/2022

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	4	1	11	76	5	2	40	624	270	6	509	13
Future Vol, veh/h	4	1	11	76	5	2	40	624	270	6	509	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	210	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	12	83	5	2	43	678	293	7	553	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1488	1631	560	1492	1492	825	567	0	0	971	0	0
Stage 1	574	574	-	911	911	-	-	-	-	-	-	-
Stage 2	914	1057	-	581	581	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	102	101	528	102	123	372	1005	-	-	710	-	-
Stage 1	504	503	-	328	353	-	-	-	-	-	-	-
Stage 2	327	302	-	499	500	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	94	96	528	95	116	372	1005	-	-	710	-	-
Mov Cap-2 Maneuver	94	96	-	95	116	-	-	-	-	-	-	-
Stage 1	482	498	-	314	338	-	-	-	-	-	-	-
Stage 2	306	289	-	482	495	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23	148.5	0.4	0.1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1005	-	-	217 98	710	-	-
HCM Lane V/C Ratio	0.043	-	-	0.08 0.921	0.009	-	-
HCM Control Delay (s)	8.7	-	-	23 148.5	10.1	-	-
HCM Lane LOS	A	-	-	C F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3 5.3	0	-	-

HCM 2010 TWSC 9: Williams Ave & W. 5th Street

2025 PM Pk Hr With Project

01/18/2022

Intersection												
Int Delay, s/veh	126.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	4	1	11	190	5	31	40	669	270	42	509	13
Future Vol, veh/h	4	1	11	190	5	31	40	669	270	42	509	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	210	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	12	207	5	34	43	727	293	46	553	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1631	1758	560	1619	1619	874	567	0	0	1020	0	0
Stage 1	652	652	-	960	960	-	-	-	-	-	-	-
Stage 2	979	1106	-	659	659	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	81	85	528	~ 83	103	349	1005	-	-	680	-	-
Stage 1	457	464	-	308	335	-	-	-	-	-	-	-
Stage 2	301	286	-	453	461	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	64	76	528	~ 74	92	349	1005	-	-	680	-	-
Mov Cap-2 Maneuver	64	76	-	~ 74	92	-	-	-	-	-	-	-
Stage 1	437	432	-	295	321	-	-	-	-	-	-	-
Stage 2	256	274	-	412	430	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.2	\$ 991.5	0.4	0.8
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1005	-	-	166	83	680	-	-
HCM Lane V/C Ratio	0.043	-	-	0.105	2.96	0.067	-	-
HCM Control Delay (s)	8.7	-	-	29.2	\$ 991.5	10.7	-	-
HCM Lane LOS	A	-	-	D	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	24.1	0.2	-	-

Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

**WILLIAMS AVE @ RIGHT-IN/RIGHT-
OUT ONLY ACCESS DRIVE**

HCM 2010 TWSC 12: Williams Ave & Site Access

2025 AM Pk Hr With Project
01/18/2022

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑	↗		↑
Traffic Vol, veh/h	0	29	381	120	0	864
Future Vol, veh/h	0	29	381	120	0	864
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	185	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	32	414	130	0	939

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	414	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	638	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	638	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	638
HCM Lane V/C Ratio	-	-	0.049
HCM Control Delay (s)	-	-	10.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

HCM 2010 TWSC 12: Williams Ave & Site Access

2025 PM Pk Hr With Project
01/18/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑	↗		↑
Traffic Vol, veh/h	0	45	934	180	0	713
Future Vol, veh/h	0	45	934	180	0	713
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	185	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	49	1015	196	0	775

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1015	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	289	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	289	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	289
HCM Lane V/C Ratio	-	-	0.169
HCM Control Delay (s)	-	-	20
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.6

W. 5TH ST @ SITE ACCESS DRIVE

HCM 2010 TWSC 14: Site Acces & W. 5th Street

2025 AM Pk Hr With Project
01/18/2022

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	108	24	6	125	92	23
Future Vol, veh/h	108	24	6	125	92	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	26	7	136	100	25

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	143
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1440
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1440
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	706	920	-	-	1440	-
HCM Lane V/C Ratio	0.142	0.027	-	-	0.005	-
HCM Control Delay (s)	10.9	9	-	-	7.5	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-

HCM 2010 TWSC 14: Site Access & W. 5th Street

2025 PM Pk Hr With Project

01/18/2022

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Vol, veh/h	276	36	9	84	143	36
Future Vol, veh/h	276	36	9	84	143	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	300	39	10	91	155	39
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	339	0	431	320
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	111	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1220	-	581	721
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	914	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1220	-	576	721
Mov Cap-2 Maneuver	-	-	-	-	576	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	906	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.8		12.9		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	576	721	-	-	1220	-
HCM Lane V/C Ratio	0.27	0.054	-	-	0.008	-
HCM Control Delay (s)	13.5	10.3	-	-	8	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	1.1	0.2	-	-	0	-