Lee County
Community
Development

LEE COUNTY BOARD OF COUNTY COMMISSIONERS

COMPREHENSIVE PLAN AMENDMENT

and

ZONING HEARING
AGENDA

Wednesday, February 16, 2022

9:30AM

CPA2021-00007	PROPERTY RIGHTS ELEMENT - ADOPTION
CPA2021-00002	ALICO WEST AREA 9 CENTERPLACE – ADOPTION
CPA2021-00013	LUCKETT LANDING – ADOPTION
REZ2021-00008 **Z-22-002**	KW ELECTRIC INC

NOTICE OF PROPOSED AMENDMENT TO THE LEE COUNTY COMPREHENSIVE LAND USE PLAN (ADOPTION HEARING)

The Lee County Board of County Commissioners will hold a public hearing to consider the adoption of proposed amendments to the Lee County Comprehensive Land Use Plan (Lee Plan) on Wednesday, February 16, 2022. The hearing will commence at 9:30 a.m., or as soon thereafter as can be heard, in the Board Chambers, 2120 Main Street in Downtown Fort Myers.

The Board proposes to adopt an ordinance amending the Lee Plan as follows:

> CPA2021-00002 Alico West Area 9/Centerplace: Amend Policy 15.1.16 by striking paragraph 8 to remove the twenty-five percent unit limitation on single family and zero lot line dwelling units.
>
> CPA2021-00007 Property Rights Element: Amend the Lee Plan to add a Property Rights Element as required by Florida Statute § 163.3177(6)(i).

Copies of this Notice and the proposed ordinance are available for inspection or copying during regular business hours at the Minutes Office of the Clerk of Courts of Lee County, by calling 239-533-2328. The Minutes Office is located in the Courthouse Administration Building, 2115 Second Street, Fort Myers, Florida. This meeting is open to the public. Interested parties may appear at the meeting and be heard with respect to the proposed plan amendment. A verbatim record of the proceeding will be necessary to appeal a decision made at this hearing.

It is the intent of the Board of County Commissioners that the provisions of this Ordinance may be modified as a result of consideration that may arise during Public Hearing(s). Such modifications shall be incorporated into the final version.

Lee County will not discriminate against individuals on the basis of race, color, national origin, sex, age, disability, religion, income or family status. To request language interpretation, document translation or an ADA-qualified reasonable modification at no charge to the requestor, contact Joan LaGuardia, (239) 839-6038, Florida Relay Service 711, at least five business days in advance. El Condado de Lee brindará servicios de traducción sin cargo a personas con el idioma limitado del inglés.

Summary Sheet
ALICO WEST AREA 9/CENTERPLACE, CPA2021-00002

Request:
Amend Lee Plan Policy 15.1.16 by striking paragraph 8 to remove the 25% limitation on single family and zero lot line dwelling units on land in Area 9 within the University Community future land use category.

Transmittal Hearing:
A motion was made to ***transmit*** CPA2020-00002 as recommended by staff. The motion was passed 5 to 0.

Public Comments:
There was no public comment.

State Reviewing Agency Objections, Recommendations, and Comments:
Lee County received responses from the following review agencies addressing the transmitted amendment:

- Florida Department of Economic Opportunity (DEO),
- Florida Department of Environmental Protection (DEP),
- Florida Department of Transportation (DOT),
- Florida Fish and Wildlife Conservation Commission (FWC)

There were **no objections or comments** concerning the proposed amendments.

Staff Recommendation:
Staff recommends that the BoCC ***adopt*** the proposed amendment as provided in Attachment 1.

LEE COUNTY ORDINANCE NO. ____
Alico West Area 9 / Centerplace
(CPA2021-00002)

AN ORDINANCE AMENDING THE LEE COUNTY COMPREHENSIVE PLAN, COMMONLY KNOWN AS THE "LEE PLAN," ADOPTED BY ORDINANCE NO. 89-02, AS AMENDED, SO AS TO ADOPT AMENDMENT PERTAINING TO THE ALICO WEST AREA 9/CENTERPLACE (CPA2021-00002) APPROVED DURING A PUBLIC HEARING; PROVIDING FOR PURPOSE, INTENT, AND SHORT TITLE; AMENDMENTS TO ADOPTED MAP AND TEXT; LEGAL EFFECT OF "THE LEE PLAN"; PERTAINING TO MODIFICATIONS THAT MAY ARISE FROM CONSIDERATION AT PUBLIC HEARING; GEOGRAPHICAL APPLICABILITY; SEVERABILITY, CODIFICATION, SCRIVENER'S ERRORS, AND AN EFFECTIVE DATE.

WHEREAS, the Lee County Comprehensive Plan ("Lee Plan") and Chapter XIII, provides for adoption of amendments to the Plan in compliance with State statutes and in accordance with administrative procedures adopted by the Board of County Commissioners ("Board"); and,

WHEREAS, the Board, in accordance with Section 163.3181, Florida Statutes, and Lee County Administrative Code AC-13-6 provide an opportunity for the public to participate in the plan amendment public hearing process; and,

WHEREAS, the Lee County Local Planning Agency ("LPA") held a public hearing on the proposed amendment in accordance with Florida Statutes and the Lee County Administrative Code on October 25, 2021; and,

WHEREAS, the Board held a public hearing for the transmittal of the proposed amendment on December 8, 2021. At that hearing, the Board approved a motion to send, and did later send, proposed amendment pertaining to Alico West Area 9/Centerplace (CPA2021-00002) to the reviewing agencies set forth in Section 163.3184(1)(c), F.S. for review and comment; and,

WHEREAS, at the December 8, 2021 meeting, the Board announced its intention to hold a public hearing after the receipt of the reviewing agencies' written comments; and,

WHEREAS, on February 16, 2022, the Board held a public hearing and adopted the proposed amendment to the Lee Plan set forth herein.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF LEE COUNTY, FLORIDA, THAT:

SECTION ONE: PURPOSE, INTENT AND SHORT TITLE

The Board of County Commissioners of Lee County, Florida, in compliance with Chapter 163, Part II, Florida Statutes, and with Lee County Administrative Code AC-13-6, conducted public hearings to review proposed amendments to the Lee Plan. The purpose of this ordinance is to adopt map and text amendments to the Lee Plan discussed at those meetings and approved by a majority of the Board of County Commissioners. The short title and proper reference for the Lee County Comprehensive Land Use Plan, as hereby amended, will continue to be the "Lee Plan." **This amending ordinance may be referred to as the "Alico West Area 9/Centerplace Ordinance (CPA2021-00002)."**

SECTION TWO: ADOPTION OF COMPREHENSIVE PLAN AMENDMENT

The Lee County Board of County Commissioners amends the existing Lee Plan, adopted by Ordinance Number 89-02, as amended, by adopting an amendment, which amends Lee Plan Policy 15.1.16 by striking paragraph 8 to remove the 25% limitation on single family and zero lot line dwelling units on land in Area 9 within the University Community future land use category known as Alico West Area 9/Centerplace (CPA2021-00002).

The corresponding Staff Reports and Analysis, along with all attachments and application submittals for this amendment are adopted as "Support Documentation" for the Lee Plan. Proposed amendments adopted by this Ordinance are attached as Exhibit A.

SECTION THREE: LEGAL EFFECT OF THE "LEE PLAN"

No public or private development will be permitted except in conformity with the Lee Plan. All land development regulations and land development orders must be consistent with the Lee Plan as amended.

SECTION FOUR: MODIFICATION

It is the intent of the Board of County Commissioners that the provisions of this Ordinance may be modified as a result of consideration that may arise during Public Hearing(s). Such modifications shall be incorporated into the final version.

SECTION FIVE: GEOGRAPHIC APPLICABILITY

The Lee Plan is applicable throughout the unincorporated area of Lee County, Florida, except in those unincorporated areas included in joint or interlocal agreements with other local governments that specifically provide otherwise.

SECTION SIX: SEVERABILITY

The provisions of this ordinance are severable and it is the intention of the Board of County Commissioners of Lee County, Florida, to confer the whole or any part of the powers herein provided. If any of the provisions of this ordinance are held unconstitutional by a court of competent jurisdiction, the decision of that court will not affect or impair the remaining provisions of this ordinance. It is hereby declared to be the legislative intent of the Board that this ordinance would have been adopted had the unconstitutional provisions not been included therein.

SECTION SEVEN: INCLUSION IN CODE, CODIFICATION, SCRIVENERS' ERROR

It is the intention of the Board of County Commissioners that the provisions of this ordinance will become and be made a part of the Lee County Code. Sections of this ordinance may be renumbered or relettered and the word "ordinance" may be changed to "section," "article," or other appropriate word or phrase in order to accomplish this intention; and regardless of whether inclusion in the code is accomplished, sections of this ordinance may be renumbered or relettered. The correction of typographical errors that do not affect the intent, may be authorized by the County Manager, or his designee, without need of public hearing, by filing a corrected or recodified copy with the Clerk of the Circuit Court.

SECTION EIGHT: EFFECTIVE DATE

The plan amendments adopted herein are not effective until 31 days after the State Land Planning Agency notifies the County that the plan amendment package is complete. If timely challenged, an amendment does not become effective until the State Land Planning Agency or the Administrative Commission enters a final order determining the adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before the amendment has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status.

THE FOREGOING ORDINANCE was offered by Commissioner _____, who moved its adoption. The motion was seconded by Commissioner _____. The vote was as follows:

Kevin Ruane	_____
Cecil L Pendergrass	_____
Raymond Sandelli	_____
Brian Hamman	_____
Frank Mann	_____

DONE AND ADOPTED this 16th day of February 2022.

ATTEST:
LINDA DOGGETT, CLERK

BY:_____
Deputy Clerk

LEE COUNTY BOARD OF
COUNTY COMMISSIONERS

BY: _____
Cecil L Pendergrass, Chair

DATE:_____

APPROVED AS TO FORM FOR THE
RELIANCE OF LEE COUNTY ONLY

_____
County Attorney's Office

Exhibit A: Adopted revisions to Alico West Area 9/Centerplace (Adopted by BOCC February 16, 2022)

CAO Draft 1/11/2022

EXHIBIT A

Note: Text depicted with underscore represents additions to the Lee Plan. Strike-through text represents deletions from the Lee Plan.

PROPOSED TEXT AMENDMENTS

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

1. **Mixed Use:** Development must incorporate a mix of uses (multiple types of residential development along with non-residential development) and be consistent with the intent of Goals 11 and 15 and Policy 1.1.9. Development on Alico West, Area 9, must be rezoned to a planned development as specified by the Land Development Code. The following maximum development parameters per use are approved for Area 9, subject to transportation mitigation requirements:
    - Residential: A maximum of 1,950 units
    - Retail: A maximum 200,000 square feet
    - Office/Research/Development: A maximum of 140,000 square feet
    - Hotel: 250 rooms

2. **Density:** To ensure the creation of a development that has sufficient residential mass to support the proposed non-residential intensity, while providing a mixture of housing types to meet the needs and accommodate the varying lifestyles of persons related directly and indirectly to the University as required by Policy 15.1.2, the total project must not exceed a total of 1,950 dwelling units.

3. **Non-Residential Uses:** Specific location of non-residential uses, design details, and intensities of non-residential uses will be reviewed during the rezoning process to determine compliance with the requirements of applicable Lee Plan provisions, including but not limited to compatibility, mix of uses, civic spaces, recreation and open space, interconnectivity, and multi-modal design elements.

4. **Office, Research and Development Facilities:** Research and development facilities and office buildings are encouraged which will attract the targeted industries as established by the State of Florida and by Lee County to create economic diversity and to create synergy between FGCU and private facilities. As required by Policy 15.1.1, the emphasis will be on University related scientific research and high technology development activities but may also include and allow a diversity of activities that support the University and private development within Area 9 in keeping with the predominant land uses as established by Policy 15.2.2.

5. **Connectivity to FGCU:** To further implement Policy 15.1.5 relative to alternative modes of transportation, Area 9 will be designed with a connection to FGCU. This connection will be a pedestrian-friendly multi-modal facility, with traffic calming, multi use paths, and other pedestrian oriented safety features. The connection to FGCU must be constructed consistent with the FGCU Campus Master Plan and Development Agreement.

6. **Pedestrian Friendly Design:** The development will be designed as a pedestrian-friendly community. Areas targeted and marketed as student housing, as well as retail, office, and research and development areas, will include pedestrian oriented design features, including traffic calming, sidewalks on both sides of the road system, safety call boxes, and facilities to

accommodate the FGCU Eagle Express, Lee Tran, and other alternative modes of transportation.

7. **Parking:** Parking in Area 9 should be screened and minimized to the furthest extent possible in order to create a walkable community that considers the needs of pedestrians and recognizes the possibility for internal trip capture. Parking may be minimized by using on-street parking, shared parking, or structured parking.

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

~~9~~ 8. **Town Square:** Area 9 may contain public and private entertainment venues, including but not limited to facilities such as theaters, bars and cocktail lounges, restaurants, bowling alleys, batting cages, arcades, as well as passive recreation facilities.

~~10~~ 9. **Landscaping:** All plantings used in buffers and landscaping must be at least 75% native. Irrigation must be provided through a central irrigation system that complies with the Lee County Water Conservation Ordinance. Irrigation control boxes and wells are prohibited on individual residential lots.

~~11~~ 10. **Florida Gulf Coast University Participation:** The owner or agent for Development of Regional Impact or planned development rezoning requests must conduct two meetings with the President of FGCU or designees and will provide detailed information to such representatives at those meetings relating to the Site Plan and Master Concept Plan for any proposed development within Area 9. The developer must invite Lee County zoning and planning staff to participate in such meetings. These meetings must be conducted before the application can be found sufficient. The applicant is fully responsible for providing the meeting space and providing security measures as needed. Subsequent to this meeting, the applicant must provide county staff with a meeting summary document that contains the following information: the date, time, and location of the meetings, list of attendees; a summary of the concerns or issues that were raised at the meetings; and a proposal of how the applicant will respond to any issues that were raised.

~~12~~ 11. **Stormwater Retention for adjacent transportation facilities:** Area 9 will accommodate stormwater detention/retention requirements for the Alico Road widening and County Road 951 extension adjacent to the property, if constructed.

(Ordinance No. 10-40, 14-03, 17-10, 18-18)

STAFF REPORT FOR CPA2021-00002: ALICO WEST AREA 9 / CENTERPLACE

Privately Initiated Text Amendments to the Lee Plan

Recommendation:
Adopt

Applicant:
Alico Multifamily, LLC

Representatives:
Stacy Ellis Hewitt, AICP
Banks Engineering

Steve Hartsell
Pavese Law

Amended Element(s):
Future Land Use

Hearing Dates:
LPA: 10/25/2021
BoCC #1: 12/8/2021
BoCC #2: 2/16/2022

Attachment(s):
1: Text Amendments

REQUEST

Amend Lee Plan Policy 15.1.16 by striking paragraph 8 to remove the 25% limitation on single family and zero lot line dwelling units on land in Area 9 within the University Community future land use category.

SUMMARY

Lee Plan Policy 15.1.16 is specific to land identified in the Lee Plan as Area 9, more commonly known for its development as "CenterPlace". CenterPlace, outlined on the aerial map below, is located on the south side of Alico Road, approximately 0.9 miles east of Ben Hill Griffin Parkway.

Policy 15.1.16 sets forth development standards for this property, one of which is a limitation on the percentage of total dwelling units that can be single-family and zero lot line. This limitation is provided in paragraph 8 of Policy 15.1.16; the request is to delete this limitation.

The requested Lee Plan amendment is necessary to accommodate a hybrid multi-family development, new to Lee County's residential market, which is considered "single-family" by Land Development Code definition, regardless of the multi-family product being proposed. The request does not change the maximum number of residential dwelling units allowed within CenterPlace.

PART 1
STAFF DISCUSSION AND ANALYSIS

BACKGROUND

The University Community future land use category was initially adopted into the Lee Plan in 1992 to guide the growth in the area surrounding Florida Gulf Coast University (FGCU). In 2010, an expansion of the University Community future land use designation was approved to include CenterPlace and development standards, specific to CenterPlace, were adopted into Policy 15.1.16. The development standards are intended to ensure development in CenterPlace is designed to enhance and support the University; these standards have been incorporated into the zoning conditions, as appropriate, for the CenterPlace planned development.

The intent of Policy 15.1.16, when considered in full, is to promote development of CenterPlace with a mix of uses, including multiple types of residential dwelling units. In order to achieve this intent, Policy 15.1.16, paragraph 8, restricts the number of single-family and zero lot line dwelling units to 25% of the 1,950 units permitted in CenterPlace. This limitation was established to ensure the development of a variety of dwelling unit types to meet the needs of university faculty, staff, and students. Since 2010, a mixture of single and multiple family dwelling units, as well as commercial uses, have been approved and/or developed within CenterPlace.

REQUEST

The applicant is proposing to develop one of the remaining vacant parcels within CenterPlace as a hybrid multiple-family development, but cannot proceed without an amendment to Policy 15.1.16. The proposed development consists of "detached, multiple-family" dwelling units with shared common infrastructure (drainage, landscaping, open spaces, parking, etc.); this type of unit is defined in the Land Development Code as "single-family." To allow this type of unit, the applicant is requesting an amendment to delete paragraph 8 (shown below) of Policy 15.1.16:

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

The proposed amendment does not change the number of residential or non-residential development that may be approved within CenterPlace; however, it does allow for the development of an additional housing option supportive of the University. The intent of Policy 15.1.16 is not compromised with paragraph 8 being deleted; multiple types of uses, including multiple types of residential dwelling units, will continue to be required in CenterPlace by the Lee Plan.

LEE PLAN ANALYSIS

Lee Plan **Policy 1.1.9** describes the University Community future land use category. FGCU is the primary use within this category and all surrounding development (within the University

Community future land use category) must be designed to enhance and support FGCU. Residential uses, not to exceed 6,510 dwelling units pursuant to Policy 15.1.4, are permitted in the University Community future land use category. CenterPlace, located north of the FGCU, contains existing and expanding residential uses, including single and multi-family housing types. The proposed amendment will not increase the number of dwelling units permitted within the University Community future land use category or within the CenterPlace development. The amendment, however, will allow for a housing type not currently common in Lee County and that supports FGCU.

Policy 1.1.9 also requires that development within the University Community be subject to "cooperative master planning with, and approved by, the FGCU president or their designee." While there is no formal approval process for the FGCU president to make such an approval, the applicant presented the proposed text amendment and resulting development to FGCU with Lee County Staff present. Following the meeting, FGCU found the proposed amendments to be "compatible with University activities."

Objective 2.2 directs new growth to "portions of the future urban areas where adequate public facilities exist or are assured, and where compact and continuous development patterns can be created." CenterPlace is located in an area with existing and planned development, including commercial, residential, and educational uses. The current public facilities and services are adequate, and will not be impacted by the proposed request, as the density is not being increased.

Goal 15 of the Lee Plan provides additional detail about the development of the University Community future land use category and addresses transportation and public facilities, housing types, land uses, surface water management, and wildlife habitats. Policy 15.1.16 requires all lands within CenterPlace to "be designed to enhance and support the University," while Policy 15.1.2 states that "the University Community will provide a mix of housing types" in order to accommodate the needs of the University personnel, administration, and students. In addition, development thresholds set forth in Policy 15.1.16, paragraph 1, provide the amount and type of development permitted in CenterPlace to a maximum of 1,950 residential units, 200,000 square feet of retail, 140,000 square feet of office, and 250 hotel rooms.

A mix of housing types will continued to be required within the University Community even with the deletion Policy 15.1.16, paragraph 8, which limits the number of single family residences within the CenterPlace development. The current development pattern within CenterPlace is already established with a mix of residential dwelling unit types. The most recent development order under review within CenterPlace (DOS2021-00049) indicates that as of September 13, 2021, 404 multi-family, 296 single-family, and 186 twin villas have either been built, approved, or in review.

The applicant has also filed for an amendment (ADD2021-00107) to the CenterPlace planned development zoning to allow for "detached, multiple-family" dwelling units with shared common infrastructure (drainage, landscaping, open spaces, parking, etc.). The Master Concept Plan submitted with ADD2021-00107 looks very much like a multiple-family development, and is consistent with the residential dwelling unit types envisioned for development within CenterPlace.

ANALYSIS OF PUBLIC FACILITIES AND INFRASTRUCTURE AVAILABILITY:

There are adequate public facilities and infrastructure to serve development contemplated by this amendment; the number of allowable units is not being increased, and thus, impacts to public facilities and infrastructure will not be substantially altered.

- Emergency Medical Services: Lee County EMS provides services to this area, and will not be impacted by this request.
- Fire: Service is provided by the San Carlos Park Fire Protection and Rescue Service, and is currently adequate for the area.
- Police: Lee County Sheriff's South District Office in Bonita Springs proves service to this area, and will not be impacted by the proposed request.
- Public transit: LeeTran does not currently service this area, however the 2020 TDP identifies the area east of I-75, south of Alico Road and North of Corkscrew Road in the Estero Mobility on Demand (MoD) Zone. It is anticipated that this service will be implemented in 2025.
- Schools: Lee County's School District facilities will not be negatively impacted by the proposed request.
- Solid Waste: No impacts are expected for Lee County Solid Waste, which currently provides service to this area.
- Water and Sewer: Lee County Utilities, the service provider for this area, has adequate capacity.

TRANSPORTATION ANALYSIS:

A short range (5 years) and long range (20+ years) level of service (LOS) analysis was provided for consideration with the amendment request. It should be noted that the analysis is based on build-out of all 1,950 dwelling units as single-family units. Based on existing approvals, this build-out is not possible.

The short range LOS analysis indicates that Alico Road from Three Oaks Parkway to I-75 is projected to operate at LOS "D" without the project and LOS "F" with the project in Year 2025.

The long range LOS analysis indicates Alico Road from Ben Hill Griffin Parkway to the site is projected to operate at LOS "D" without the project and LOS "F" with the project. Alico Road from Three Oaks Parkway to Ben Hill Griffin Parkway, Ben Hill Griffin Parkway/Treeline Avenue from Estero Parkway to Daniels Parkway, I-75 from Corkscrew Road to Alico Road, Three Oaks

Parkway from Estero Parkway to Alico Road are projected to operate at LOS "F" with and without the project.

CONCLUSIONS

The Lee Plan, with the proposed amendment to delete paragraph 8 of Policy 15.1.16, will continue to provide appropriate growth management policy for areas within the University Community future land use category to guide development surrounding FGCU, specifically in Centerplace. The development pattern within CenterPlace has been established, therefore the assurance that the 1,950 dwelling units will support and enhance FGCU is no longer necessary. In addition, the development that will result from the proposed amendment will add to the diversity of housing types in proximity to FGCU, consistent with the University Community future land use category.

For the reasons discussed in this staff report, staff recommends that the Board of County Commissioners *transmit* the proposed amendment as shown in Attachment 1.

PART 2
LOCAL PLANNING AGENCY
REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: October 25, 2021

A. LOCAL PLANNING AGENCY REVIEW

The applicant's representatives provided a presentation of the proposed amendment, the subject property, surrounding properties, consistency with the Lee Plan, and the applicant's meetings with FGCU representatives. Staff did not give a presentation. Following the applicant's presentation, LPA members asked several questions regarding the nature of the proposed development, and parcel size. There was also a brief discussion regarding the prevalence of this type of community, and whether it is specific to Lee County.

There was no public comment concerning the proposed amendment at the LPA hearing.

B. LOCAL PLANNING AGENCY RECOMMENDATION:

A motion was made to recommend that the Board of County Commissioners ***transmit*** CPA2021-00002. The motion passed 3 to 0.

RAYMOND BLACKSMITH	**AYE**
DUSTIN GARDNER	**AYE**
JAMES M. INK	**ABSENT**
ALICIA OLIVO	**ABSENT**
DON SCHROTENBOER	**ABSTAIN**
STAN STOUDER	**AYE**
HENRY ZUBA	**ABSENT**

PART 3
BOARD OF COUNTY COMMISIONERS
TRANSMITTAL HEARING FOR PROPOSED AMENDMENT

DATE OF PUBLIC HEARING: December 8, 2021

A. BOARD REVIEW:

Staff provided a brief presentation for the proposed amendment which included an overview of the proposed amendment and staff recommendation.

There was no public comment concerning the proposed amendment.

B. Transmittal Hearing:

A motion was made to ***transmit*** CPA2021-00002 as recommended by staff and the LPA. The motion passed 5 to 0.

VOTE:

BRIAN HAMMAN	**AYE**
FRANK MANN	**AYE**
JOHN MANNING	**AYE**
CECIL L. PENDERGRASS	**AYE**
RAY SANDELLI	**AYE**

PART 4
STATE REVIEWING AGENCIES'
OBJECTIONS, RECOMMENDATIONS, AND COMMENTS

Comments from the State Reviewing Agencies were due to Lee County by January 12, 2022.

A. OBJECTIONS, RECOMMENDATIONS AND COMMENTS:

Lee County received responses from the following review agencies addressing the transmitted amendment:

- Florida Department of Economic Opportunity (DEO),
- Florida Department of Environmental Protection (DEP),
- Florida Department of Transportation (DOT),
- Florida Fish and Wildlife Conservation Commission (FWC)

There were **no objections or comments** concerning the proposed amendments.

B. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners ***adopt*** the amendments to the Lee Plan as transmitted and as provided in Attachment 1.

PROPOSED TEXT AMENDMENTS

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

1. **Mixed Use:** Development must incorporate a mix of uses (multiple types of residential development along with non-residential development) and be consistent with the intent of Goals 11 and 15 and Policy 1.1.9. Development on Alico West, Area 9, must be rezoned to a planned development as specified by the Land Development Code. The following maximum development parameters per use are approved for Area 9, subject to transportation mitigation requirements:
    - Residential: A maximum of 1,950 units
    - Retail: A maximum 200,000 square feet
    - Office/Research/Development: A maximum of 140,000 square feet
    - Hotel: 250 rooms

2. **Density:** To ensure the creation of a development that has sufficient residential mass to support the proposed non-residential intensity, while providing a mixture of housing types to meet the needs and accommodate the varying lifestyles of persons related directly and indirectly to the University as required by Policy 15.1.2, the total project must not exceed a total of 1,950 dwelling units.

3. **Non-Residential Uses:** Specific location of non-residential uses, design details, and intensities of non-residential uses will be reviewed during the rezoning process to determine compliance with the requirements of applicable Lee Plan provisions, including but not limited to compatibility, mix of uses, civic spaces, recreation and open space, interconnectivity, and multi-modal design elements.

4. **Office, Research and Development Facilities:** Research and development facilities and office buildings are encouraged which will attract the targeted industries as established by the State of Florida and by Lee County to create economic diversity and to create synergy between FGCU and private facilities. As required by Policy 15.1.1, the emphasis will be on University related scientific research and high technology development activities but may also include and allow a diversity of activities that support the University and private development within Area 9 in keeping with the predominant land uses as established by Policy 15.2.2.

5. **Connectivity to FGCU:** To further implement Policy 15.1.5 relative to alternative modes of transportation, Area 9 will be designed with a connection to FGCU. This connection will be a pedestrian-friendly multi-modal facility, with traffic calming, multi use paths, and other pedestrian oriented safety features. The connection to FGCU must be constructed consistent with the FGCU Campus Master Plan and Development Agreement.

6. **Pedestrian Friendly Design:** The development will be designed as a pedestrian-friendly community. Areas targeted and marketed as student housing, as well as retail, office, and research and development areas, will include pedestrian oriented design features, including traffic calming, sidewalks on both sides of the road system, safety call boxes, and facilities to

accommodate the FGCU Eagle Express, Lee Tran, and other alternative modes of transportation.

7. **Parking:** Parking in Area 9 should be screened and minimized to the furthest extent possible in order to create a walkable community that considers the needs of pedestrians and recognizes the possibility for internal trip capture. Parking may be minimized by using on-street parking, shared parking, or structured parking.

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

~~9~~ **8. Town Square:** Area 9 may contain public and private entertainment venues, including but not limited to facilities such as theaters, bars and cocktail lounges, restaurants, bowling alleys, batting cages, arcades, as well as passive recreation facilities.

~~10~~ **9. Landscaping:** All plantings used in buffers and landscaping must be at least 75% native. Irrigation must be provided through a central irrigation system that complies with the Lee County Water Conservation Ordinance. Irrigation control boxes and wells are prohibited on individual residential lots.

~~11~~ **10. Florida Gulf Coast University Participation:** The owner or agent for Development of Regional Impact or planned development rezoning requests must conduct two meetings with the President of FGCU or designees and will provide detailed information to such representatives at those meetings relating to the Site Plan and Master Concept Plan for any proposed development within Area 9. The developer must invite Lee County zoning and planning staff to participate in such meetings. These meetings must be conducted before the application can be found sufficient. The applicant is fully responsible for providing the meeting space and providing security measures as needed. Subsequent to this meeting, the applicant must provide county staff with a meeting summary document that contains the following information: the date, time, and location of the meetings, list of attendees; a summary of the concerns or issues that were raised at the meetings; and a proposal of how the applicant will respond to any issues that were raised.

~~12~~ **11. Stormwater Retention for adjacent transportation facilities:** Area 9 will accommodate stormwater detention/retention requirements for the Alico Road widening and County Road 951 extension adjacent to the property, if constructed.

(Ordinance No. 10-40, 14-03, 17-10, 18-18)

APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT - TEXT

Project Name: Alico West Area 9/CenterPlace

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

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

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

APPLICANT – PLEASE NOTE:
A PRE-APPLICATION MEETING IS REQUIRED PRIOR TO THE SUBMITTAL OF THIS APPLICATION.

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

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

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

RECEIVED
OCT 04 2021
COMMUNITY DEVELOPMENT

1. **Name of Applicant:** Alico Multifamily LLC
   Address: 2101 W. Commercial Blvd. Suite 4800
   City, State, Zip: Fort Lauderdale, FL 33309
   Phone Number: c/o 239-770-2527/239-939-5490 E-mail: c/o shewitt@bankseng.com

2. **Name of Contact:** **Stacy Ellis Hewitt, AICP, Banks Engineering**
   Address: 10511 Six Mile Cypress Pkwy Suite 101
   City, State, Zip: Fort Myers, FL 33966
   Phone Number: 239-770-2527/239-939-5490 E-mail: shewitt@bankseng.com

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

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

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

- ☐ Acquisition Area [Map 1 Page 4]
- ☐ Agricultural Overlay [Map 30]
- ☐ Airport Mitigation Lands [Map 3]
- ☐ Airport Noise Zone [Map 1 Page 5]
- ☐ Burnt Store Marina Village [Map 1 Page 2]
- ☐ Environmental Enhancement and Preservation Communities [Map 17]
- ☐ Mixed Use Overlay [Map 1 Page 6]
- ☐ Planning Communities Map [Map 1 Page 2]
- ☐ Urban Infill and Redevelopment [Map 15]
- ☐ Urban Reserve Area [Map 1 Page 4]
- ☐ Water Dependent Overlay [Map 1 Page 2]
- ☐ Private Recreational Facilities [Goal 16]

4b. Planning Communities/Community Plan Area Requirements

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

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

Public Facilities Impacts

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

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

2. **Provide an existing and future conditions analysis for the following (see Policy 95.1.3):**
   a. Sanitary Sewer
   b. Potable Water
   c. Surface Water/Drainage Basins
   d. Parks, Recreation, and Open Space
   e. Public Schools

Environmental Impacts

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

Historic Resources Impacts

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

Internal Consistency with the Lee Plan

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

Justify the proposed amendment based upon sound planning principles

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

SUBMITTAL REQUIREMENTS

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

MINIMUM SUBMITTAL ITEMS

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

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Professional Engineers, Planners & Land Surveyors

Alico West Area 9/CenterPlace Comprehensive Plan Amendment

Pre-Application Zoom Meeting Minutes
EXHIBIT "T3"

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

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

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

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

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

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

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

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Minutes of Meetings with FGCU representatives regarding Proposed CPA

5-26-2021

ATTENDEES:

May 7, 2021 – First (Phone) Meeting:

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

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

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

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

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

MEETINGS MINUTES

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

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

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

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

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

> POLICY 15.1.16: For those lands in Area 9, all development must be designed to enhance and support the University. …The final design and components will be determined as part of the rezoning process and must be consistent with the following development standards: …
>
> ***8. Residential Uses: Single-family residential units and zero lot line units, as defined in the Land Development Code, will be limited to a maximum of 25% of the total approved dwelling units in the planned development.***

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

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

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

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

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

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

Good Afternoon,

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

Best of luck on your endeavor. Thank you.

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

FLORIDA GULF COAST UNIVERSITY
10501 FGCU Boulevard South, Fort Myers, FL 33965

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

7-1-2021

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

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

1. Mixed Use: Development must incorporate a mix of uses (multiple types of residential development along with non-residential development) and be consistent with the intent of Goals 11 and 15 and Policy 1.1.9. Alico West, Area 9, must be rezoned to a planned development as specified by the Land Development Code. The following maximum development parameters per use are approved for Area 9, subject to transportation mitigation requirements:

- Residential: A maximum of 1,950 units
- Retail: A maximum 200,000 square feet
- Office/Research/Development: A maximum of 140,000 square feet
- Hotel: 250 rooms

7. …

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

[Renumber the remaining sections] …

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Alico West Area 9/CenterPlace Comprehensive Plan Amendment

CPA2021-00002
Narrative and Lee Plan Consistency
State & Regional Policy Plan Compliance
EXHIBITS "T6, T9 & T10"
Revised July 1, 2021

INTRODUCTION

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

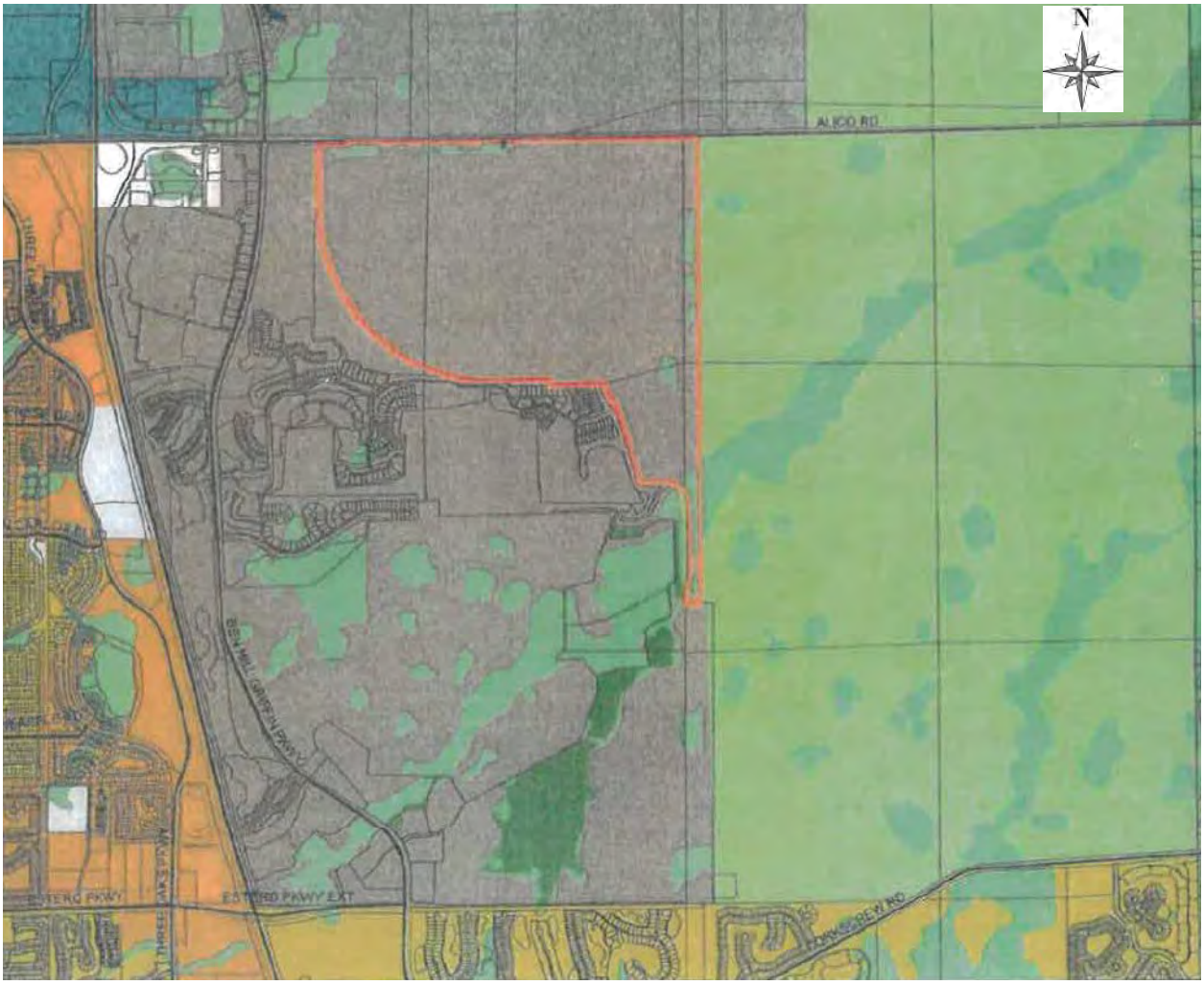

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Figure 1. Location of Subject Property

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

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

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

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

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

VISION STATEMENT

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

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

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

FUTURE LAND USE

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

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

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

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

POPULATION PROJECTIONS & TABLE 1(B) DISCUSSION

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

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

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

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

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

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

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

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

ADJACENT LOCAL GOVERNMENTS & THEIR COMPREHENSIVE PLANS
The requested text amendment will have no affect on existing adjacent local governments and their comprehensive plans. The closest adjacent local government to the subject property is the

Village of Estero.

STATE POLICY PLAN AND REGIONAL POLICY PLAN

State Comprehensive Plan

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

Strategic Regional Policy Plan (SRPP)

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

Affordable Housing Element

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

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

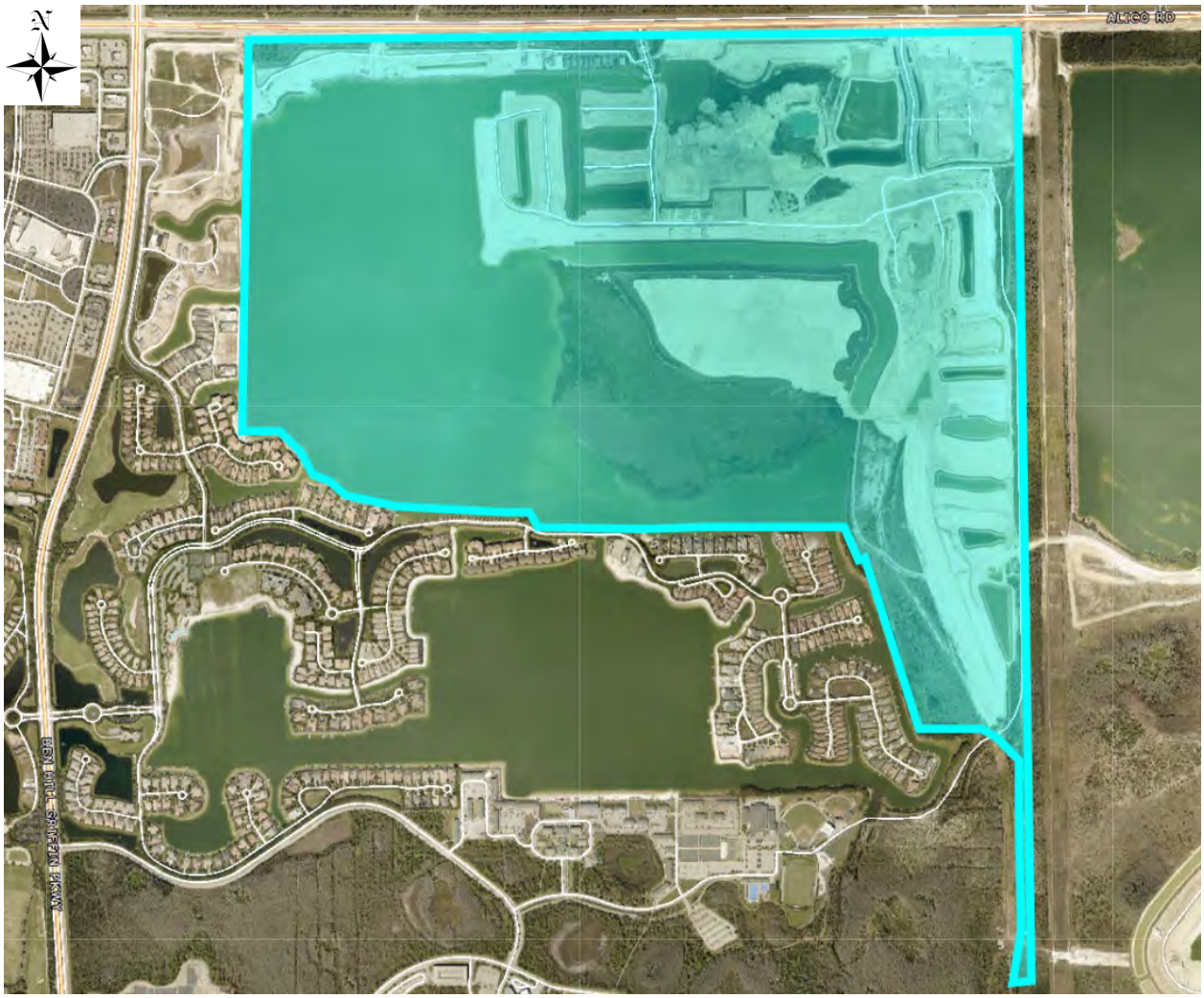
BANKS ENGINEERING

Professional Engineers, Planners & Land Surveyors

Alico West Area 9/CenterPlace Comprehensive Plan Amendment

CPA2021-00002
Environmental Impacts Analysis
Exhibit T7

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



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Alico West Area 9/CenterPlace Comprehensive Plan Amendment

CPA2021-00002
Historic Resources Impacts Analysis
Exhibit T8

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

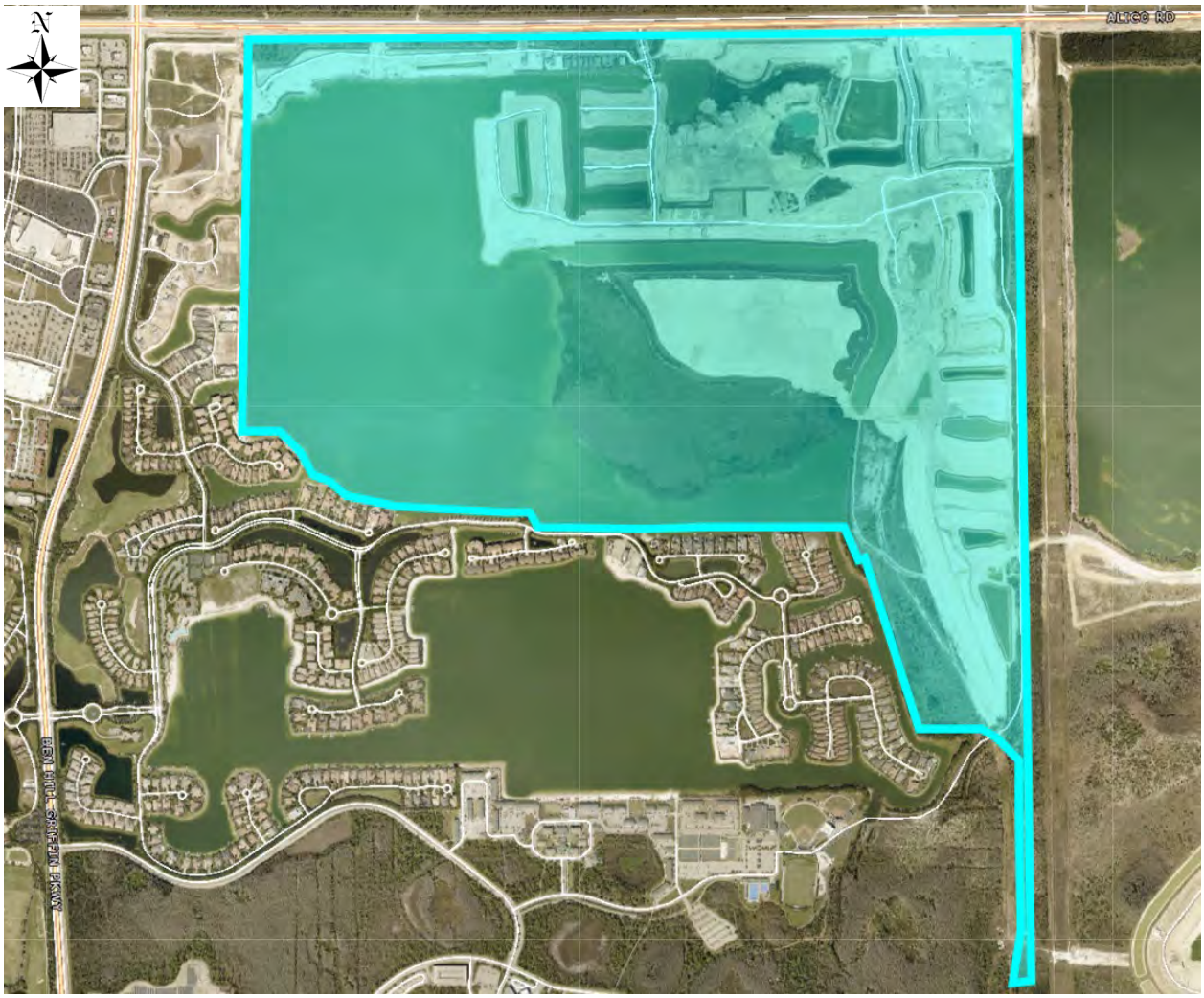

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Exhibit T-5 - Analysis of Impacts From Proposed Changes
CPA2021-00002 - Revised July 2021

TR TRANSPORTATION CONSULTANTS, INC

2726 OAK RIDGE COURT, SUITE 503
FORT MYERS, FL. 33901-9356
OFFICE 239.2718.3090
FAX 239.2718.1906

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

MEMORANDUM

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

FROM: Ted B. Treesh
President

DATE: July 30, 2021

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

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

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

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

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

TRIP GENERATION

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

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

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

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

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

Source: Centerplace Comprehensive Plan Amendment Traffic Study Addendum dated February 8, 2017
800 Apartments, 663 Multi-Family units & 487 Single Family Units
Internal Capture Percentage is 543 ÷ 1,179 = 46%

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

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

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

Internal Capture Percentage is 810 ÷ 1,760 = 46%

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

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

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

Internal Capture Percentage is 810 ÷ 1,760 = 46%

Long Range Impacts (20-year horizon)

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

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

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

Short Range Impacts (5-year horizon)

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

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

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

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

Internal Capture Percentage is 342 ÷ 949 = 36%

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

Conclusion

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

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

Attachments

APPENDIX

TABLES 1A & 2A

2045 LRTP IMPACT ANALYSIS

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

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

☐ - Denotes the LOS Standard for each roadway segment

* Level of Service Thresholds for Lee County roadways were taken from the Generalized Peak Hour Directional Service Volume tables for Urbanized Areas (dated April 2016)
* Level of Service Thresholds for state mantained roadways were taken from FDOT's Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas Table 7.

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

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

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

* The K-100 and D factors for County mantained roadways were obtained from Lee County Traffic Count Report.
* The K-100 and D factors for FDOT mantained roadways were obtained from Florida Traffic Online resource.

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

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

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

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

TOTAL PROJECT TRAFFIC PM = 607 VPH IN= 383 OUT= 224

FDOT Sta.	K	D
71	0.110	0.610
517	0.110	0.610
126061	0.090	0.530
120055	0.090	0.540
459	0.110	0.610
124414	0.090	0.530
72	0.117	0.600

FDOT Sta. #	K	D
120118	0.090	0.540
126053	0.090	0.530
126010	0.090	0.530
124177	0.090	0.540
126060	0.090	0.530
124514	0.090	0.530

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

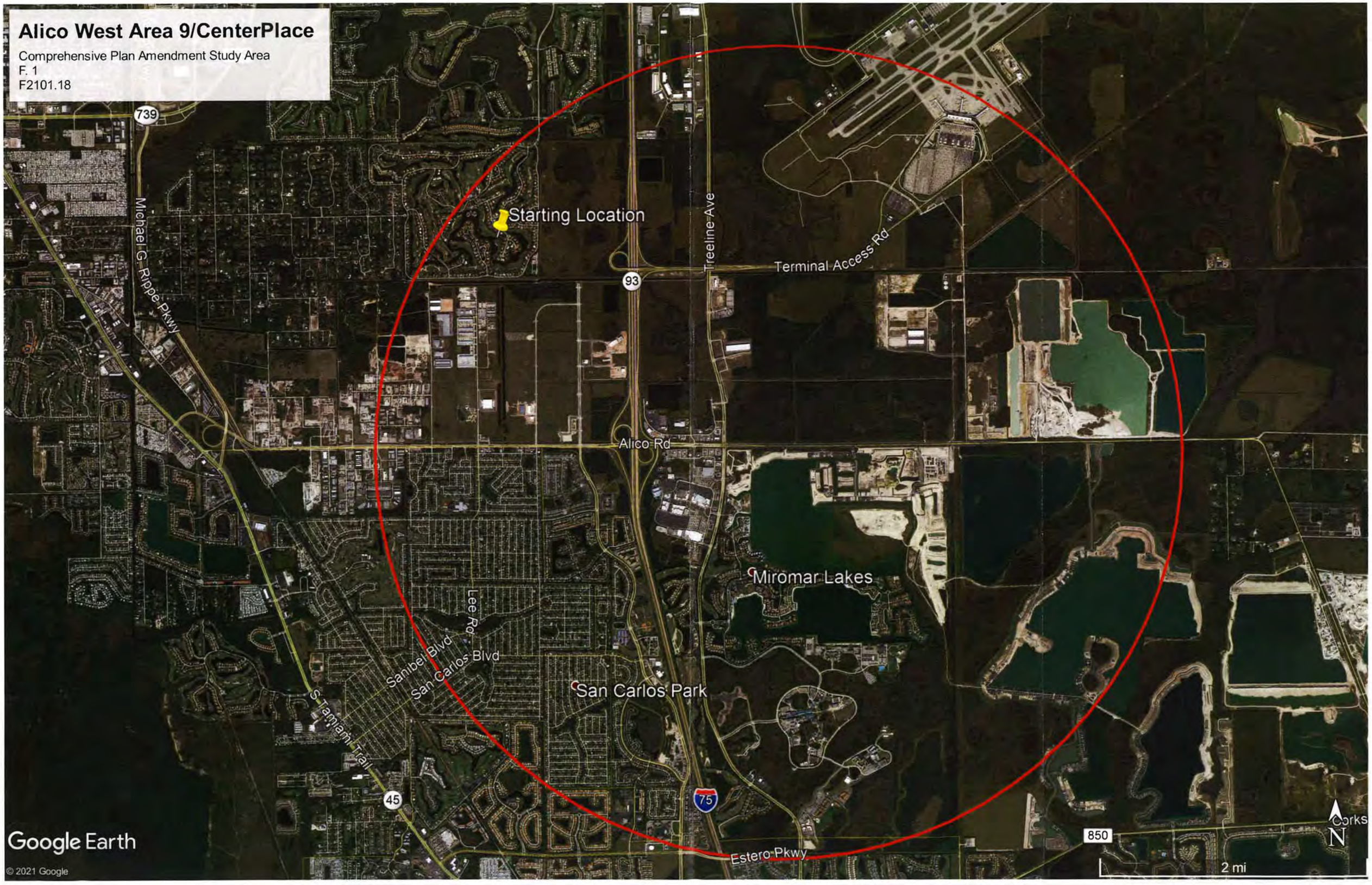
1 AGR for all roadways was calculated based the historical traffic data obtained from Lee County Traffic Count Report and Florida Traffic Online webpage

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

STUDY AREA MAP

Alico West Area 9/CenterPlace

Comprehensive Plan Amendment Study Area
F. 1
F2101.18



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

CENTERPLACE
COMPREHENSIVE PLAN AMENDMENT
TRAFFIC STUDY ADDENDUM

Project #15568

February 8, 2017

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

CPA Development Parameters

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

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

CenterPlace Revised Development Parameters

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

Trip Generation

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

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

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

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

Trip Generation Comparison
(Net New External)

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

Long-Range & Short-Range Analysis

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

EXHIBIT 1

CENTERPLACE CPA
REVISED DEVELOPMENT PROGRAM

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

EXHIBIT 2

CENTERPLACE CPA - REVISED BUILDOUT

ITE TRIP GENERATION
REVISED TRIP GENERATION SCENARIO

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

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

EXHIBIT 3

CENTERPLACE CPA - REVISED SHORT RANGE

ITE TRIP GENERATION
REVISED TRIP GENERATION SCENARIO

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

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

DAVID PLUMMER CPA TRAFFIC STUDY

TRIP DISTRIBUTION

ROADWAY	FROM	TO	(1) # of Lanes	(3) LOS Std	Directional Peak Hr. Vol. NE	Directional Peak Hr. Vol. SW	Build-out Project Traffic FSUTMS	Build-out Project Traffic %	Directional Pk. Hr. Volume NE	Directional Pk. Hr. Volume SW
ALICO ROAD	THREE OAKS PKWY	I-75	6D	E	2,947	3,324	4,682	28.0%	196	216
	I-75	BEN HILL GRIFFIN PKWY	6D	E	1,684	1,824	8,487	50.4%	353	389
	BEN HILL GRIFFIN PKWY	PROJECT ENTRANCE (S)	4D	E	216	235	15,426	92.2%	666	712
	PROJECT ENTRANCE (S)	AIRPORT HAUL RD	4D	E	212	230	428	2.6%	20	18
	AIRPORT HAUL RD	GREEN MEADOW RD	2	E	212	230	428	2.6%	20	18
BEN HILL GRFFIN PKWY	CORKSCREW RD	ESTERO PKWY	4D	E	1,707	1,287	1,029	6.1%	43	47
/ TREELINE AVE	ESTERO PKWY	FGCU ENTRANCE	4D	E	1,870	1,411	2,135	12.8%	99	99
	FGCU ENTRANCE	COLLEGE CLUB DR	4D	E	1,952	1,472	2,581	15.4%	108	119
	COLLEGE CLUB DR	ALICO RD	6D	E	2,506	1,891	3,950	23.6%	165	182
	ALICO RD	TERMINAL ACCESS RD	4D	E	2,180	1,645	2,918	17.4%	135	122
CORKSCREW RD	THREE OAKS PKWY	I-75	4D	E	2,439	2,539	489	2.9%	20	23
	I-75	BEN HILL GRIFFIN PKWY	6D	E	1,823	1,897	542	3.2%	23	25
	BEN HILL GRIFFIN PKWY	WILDCAT RUN DR	2	E	519	540	21	0.1%	1	1
	WILDCAT RUN DR	ALICO RD	2	E	336	349	0	0.0%	0	0
ESTERO PARKWAY	US 41	THREE OAKS PKWY	4D	E	670	698	141	0.8%	6	7
	THREE OAKS PKWY	BEN HILL GRIFFIN PKWY	4D	E	1,554	1,618	1,105	6.6%	51	46
I-75	CORKSCREW RD	ALICO RD	6	D	3,521	2,722	1,601	9.6%	67	74
	ALICO RD	DANIELS PKWY	6	D	3,054	2,380	2,032	12.1%	94	85
THREE OAKS PARKWAY	CORKSCREW RD	ESTERO PARKWAY	4D	E	1,448	1,285	1,001	6.0%	42	46
	ESTERO PKWY	SAN CARLOS BLVD	4D	E	1,119	993	434	2.6%	18	20
	SAN CARLOS BLVD	ALICO RD	4D	E	973	863	929	5.6%	39	43

Footnotes:

FSUTMS

ITE Trip Gen - Not Now

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

TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

Uninterrupted Flow Highway Adjustments

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

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

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

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

LEE COUNTY GENERALIZED LEVEL OF SERVICE VOLUMES

Lee County
Generalized Peak Hour Directional Service Volumes
Urbanized Areas

April 2016 c:\input5

Uninterrupted Flow Highway

Level of Service

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

Arterials

Class I (40 mph or higher posted speed limit)

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	140	800	860	860
2	Divided	*	250	1,840	1,960	1,960
3	Divided	*	400	2,840	2,940	2,940
4	Divided	*	540	3,830	3,940	3,940

Class II (35 mph or slower posted speed limit)

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	*	330	710	780
2	Divided	*	*	710	1,590	1,660
3	Divided	*	*	1,150	2,450	2,500
4	Divided	*	*	1,580	3,310	3,340

Controlled Access Facilities

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	160	880	940	940
2	Divided	*	270	1,970	2,100	2,100
3	Divided	*	430	3,050	3,180	3,180

Collectors

Level of Service

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

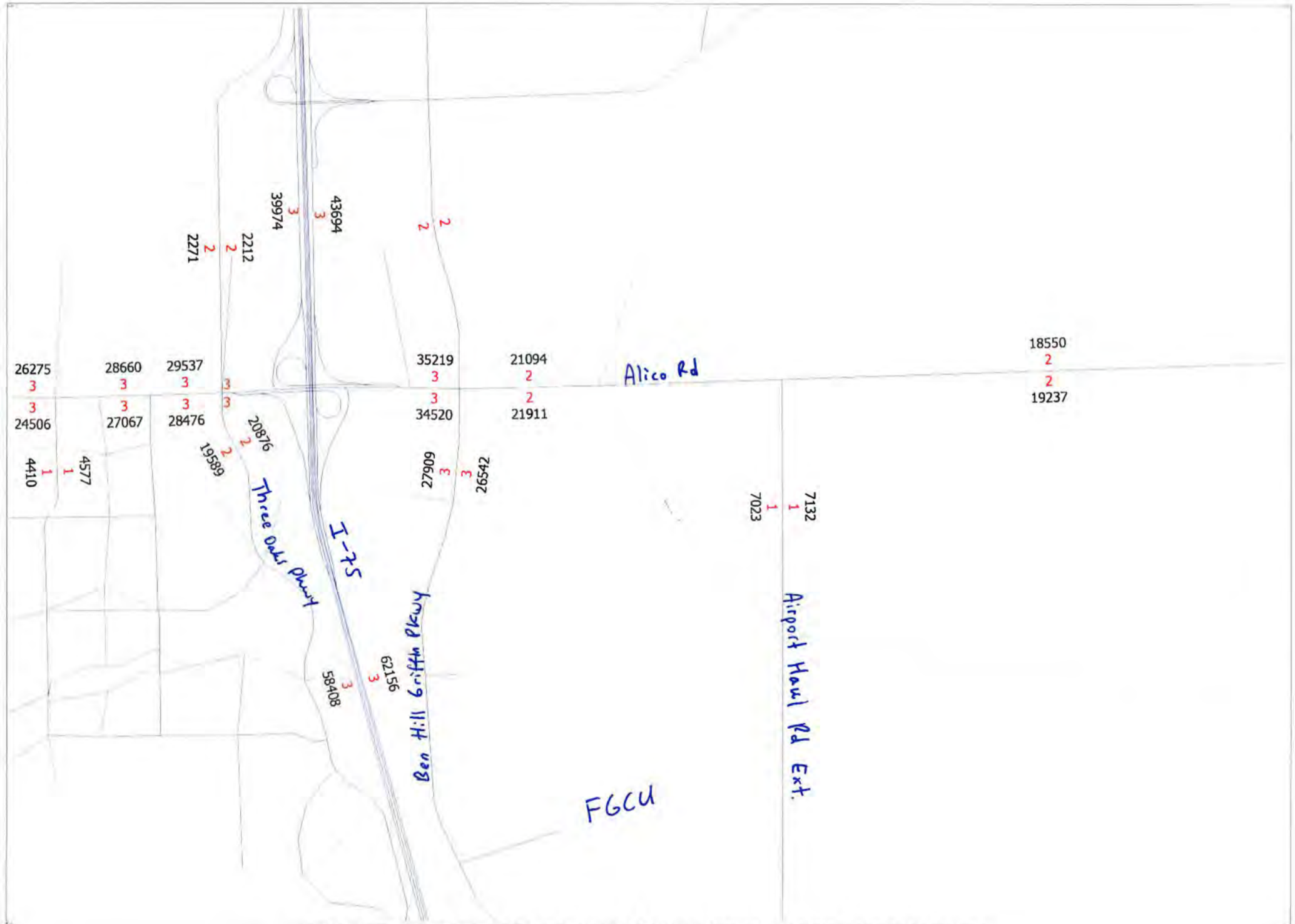
Note: the service volumes for I-75 (freeway), bicycle mode, pedestrian mode, and bus mode should be from FDOT's most current version of LOS Handbook.

2045 LRTP COST FEASIBLE ROADWAY NETWORK LAND AND VOLUMES

FSUTMS DR1RPM

2045 LRTP COST FEASIBLE ROADWAY NETWORK LANES AND VOLUMES

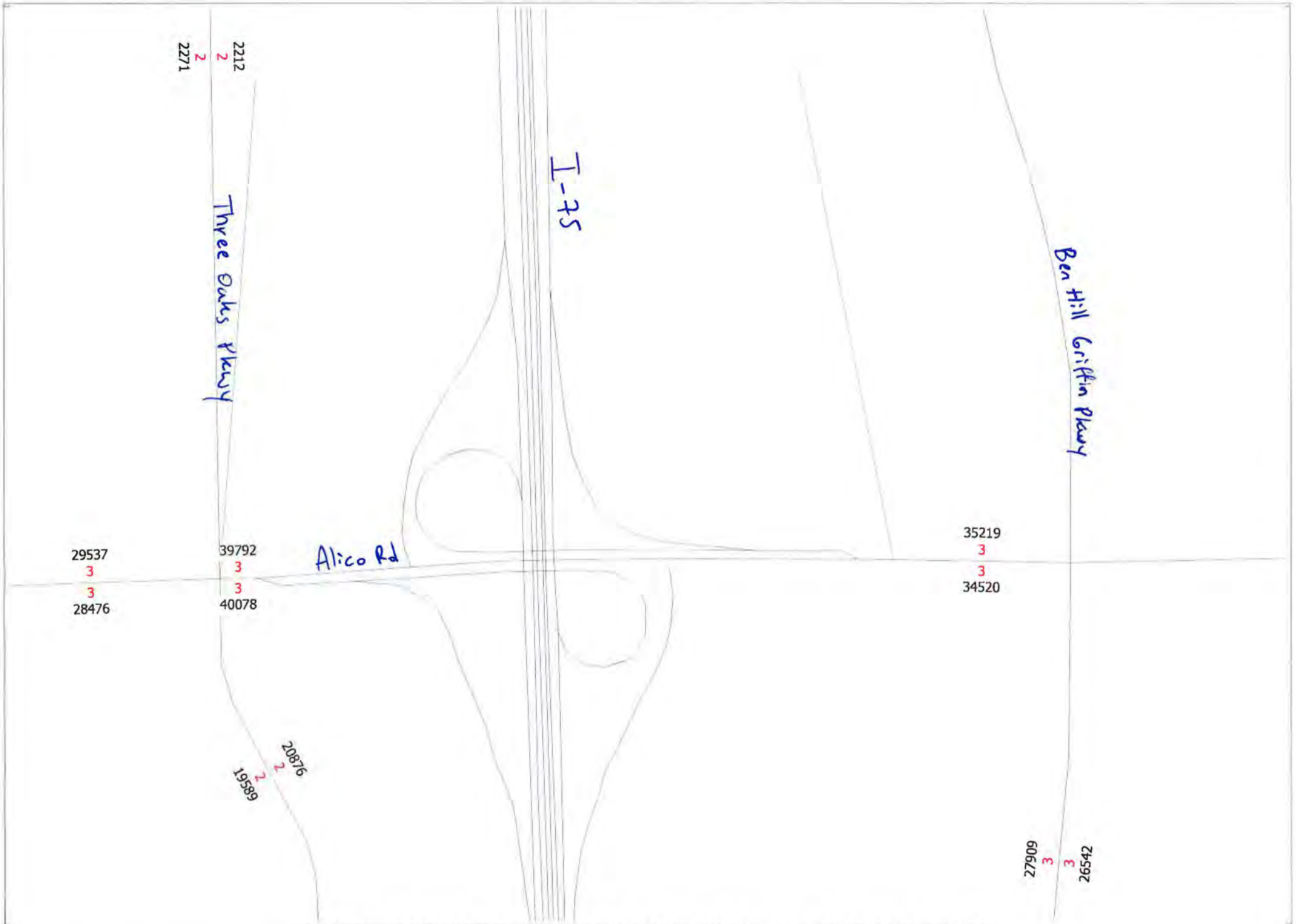
cube



2045 LRTP COST FEASIBLE ROADWAY NETWORK LANES AND VOLUMES

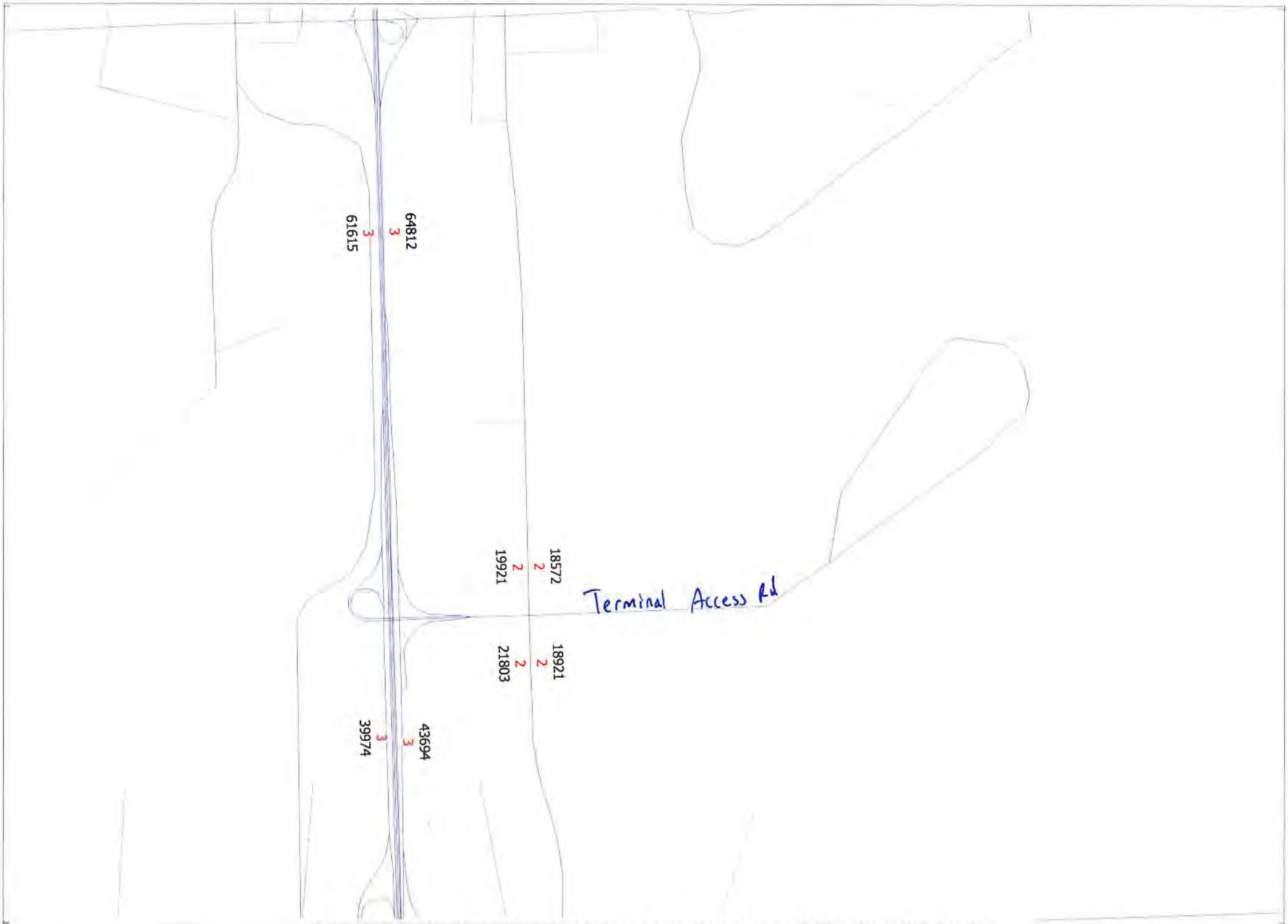
cube

(Licensed to TR Transportation Consultants Inc.)



2045 LRTP COST FEASIBLE ROADWAY NETWORK LANES AND VOLUMES

cube



2045 LRTP COST FEASIBLE ROADWAY NETWORK LANES AND VOLUMES

cube

TRAFFIC DATA FROM THE FLORIDA TRAFFIC ONLINE WEBPAGE

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

MOCF: 0.90

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

* PEAK SEASON

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

MOCF: 0.87

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

* PEAK SEASON

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

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

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

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

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

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

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

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

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

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

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

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

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

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

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

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

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

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

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

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

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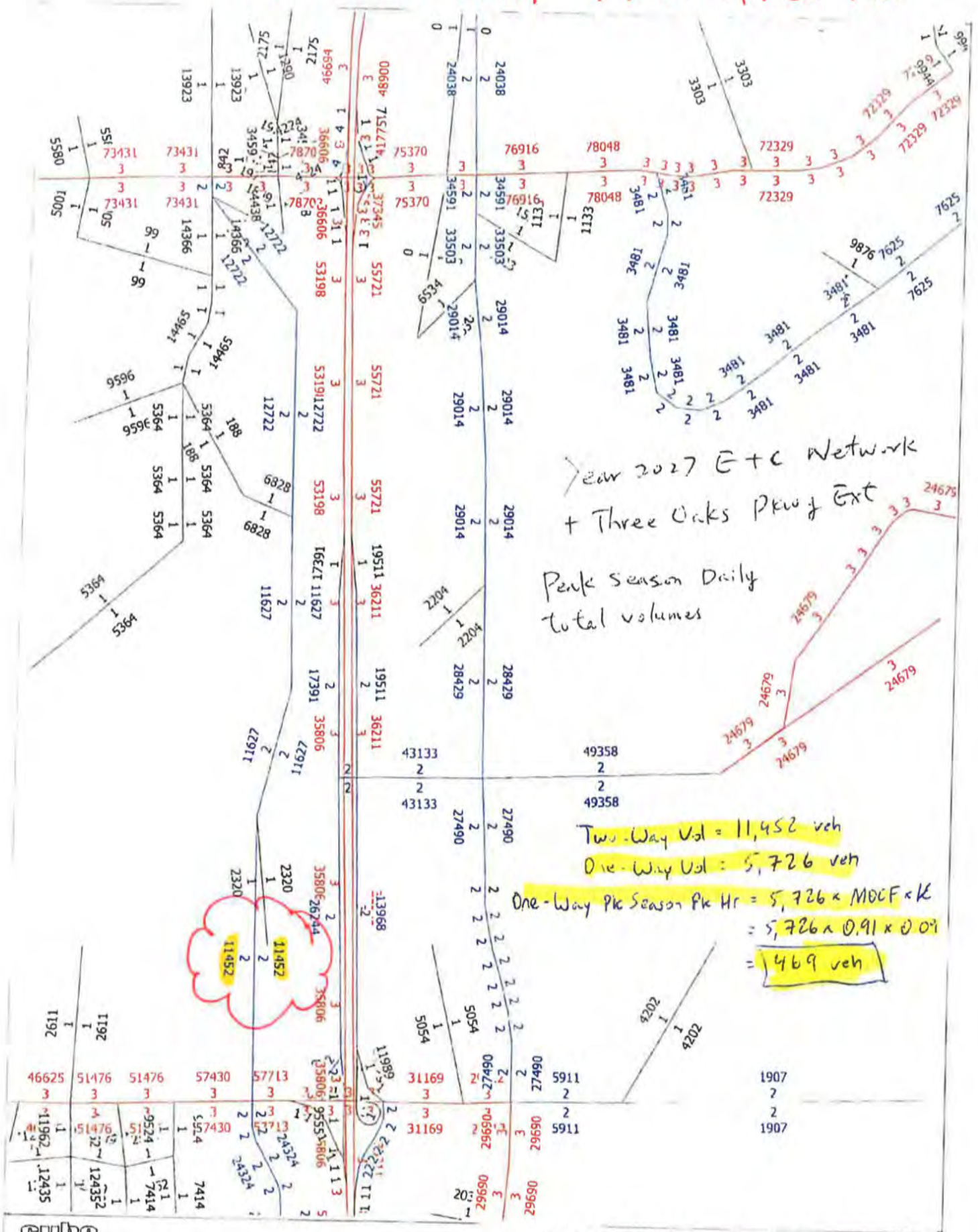
THREE OAKS PKWY VOLUMES
NORTH OF ALICO ROAD
2027 E + C NETWORK VOLUMES
MODEL PLOT

Three Oaks Pkwy – N. of Alico Rd.



YEAR 2027 E+C NETWORK VOLUMES
PSWDT

LEE COUNTY TRAFFIC COUNT REPORT DATA

Updated 2/24/21		Daily Traffic Volume (AADT)										
STREET	LOCATION	Station #	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
BAYSHORE RD (SR 78)	W OF HART RD	104					28600	29900		30800	30900	24200
BAYSHORE RD (SR 78)	W OF WILLIAMSBURG DR	64	19300	18400	20100	21000	22900	23900	21900	26300	28100	25800
BELL BLVD	N OF IMMOKALEE RD	202										
BELL BLVD	S OF LEELAND HEIGHTS BV	203	7900	9500	8100	8800	9600	9900	10000	10800	12300	12700
BEN HILL GRIFFIN	S OF ALICO RD	514				29900		22800		24400	28400	21500
BEN HILL GRIFFIN	N OF ESTERO PKWY	71			18800	19100	19400	20800	21000	22000	25200	21000
BEN HILL GRIFFIN	N OF CORKSCREW RD	517	17300	16200	15100	19500	19600		21200		18900	
BETH STACEY RD	S OF HOMESTEAD RD	220	6800		7700		7500		7500		7700	
BONITA BEACH RD	E OF HICKORY BLVD	132										10500
BONITA BEACH RD	E OF VANDERBILT RD	7	23600	23500	23400	24600	25700	25900	25600	25000	25100	22500
BONITA BEACH RD	W OF SPANISH WELLS	131										24700
BONITA BEACH RD	E OF RACE TRACK RD	130										29300
BONITA BEACH RD	W OF I-75	42	24200	26100	28800	35100	35300		36400	38900	40500	37900

Updated 2/24/21		Daily Traffic Volume (AADT)										
STREET	LOCATION	Station #	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
ESTERO BLVD	@ BIG CARLOS PASS BR.	274			9600				9400		10200	
ESTERO BLVD	N OF DENORA ST	44	13500	13700	13500	13500	12700	12400			11000	11400
ESTERO PKWY	W OF BEN HILL GRIFFIN PKW	459	11800		15700		15800		19500		17400	
ESTERO PKWY	E OF US 41	465	8300		8200		11500		16200		15700	
FIDDLESTICKS BLVD	S OF DANIELS PKWY	276				7200		7700		7800		7700

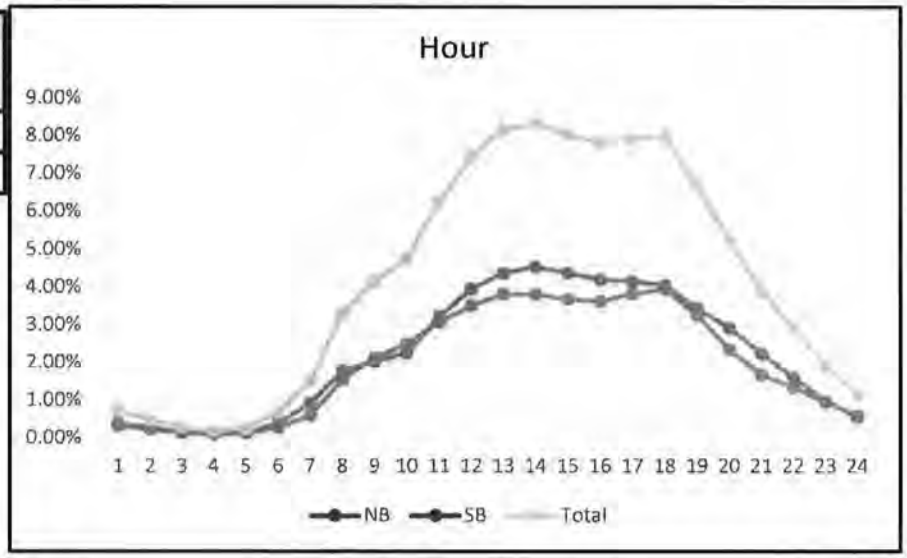
PCS 71 - Ben Hill Griffin Pkwy north of Estero Pkwy

2020 AADT = 21,000 VPD

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

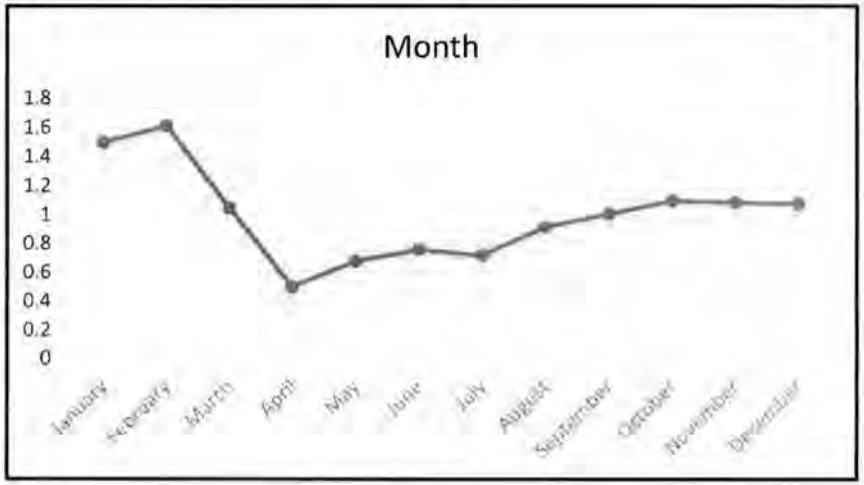
Month of Year	Fraction
January	1.5
February	1.61
March	1.05
April	0.5
May	0.68
June	0.76
July	0.72
August	0.92
September	1.01
October	1.1
November	1.09
December	1.08

Directional Factor		
AM	0.58	NB
PM	0.51	SB



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

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



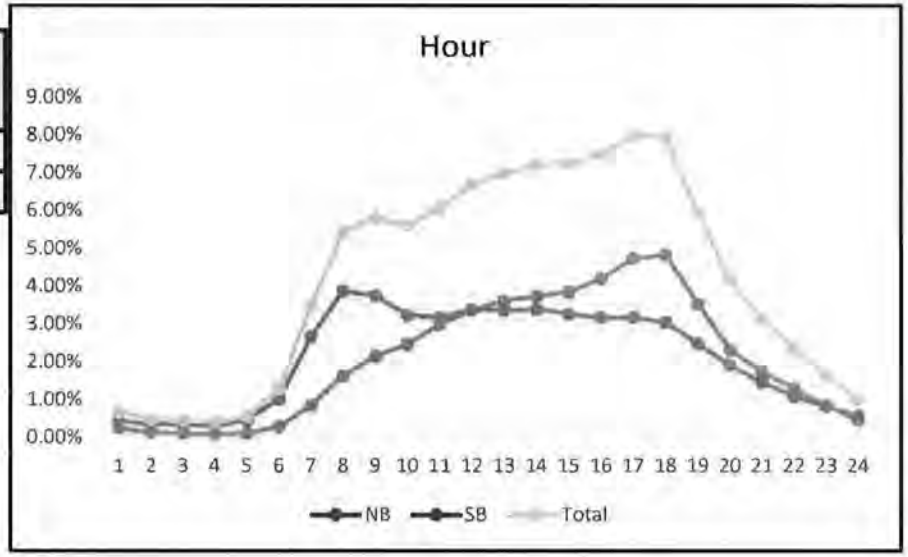
PCS 72 - Three Oaks Pkwy south of Estero Pkwy

2020 AADT = 18,000 VPD

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

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

Directional Factor		
AM	0.75	SB
PM	0.60	NB



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

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

TRIP GENERATION EQUATIONS

Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 190
Avg. Num. of Dwelling Units: 242
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation