CPA2022-00008

Lee County Community Development

APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT - TEXT

Project Name: Alico Crossroads

Project Description: Amend Table 1b in increase the residential allocation in the General Interchange within the Gateway/Airport Planning Community from 15 acres to 45 acres.

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
APR 18 2022
COMMUNITY DEVELOPMENT

1. **Name of Applicant:** Stock Development
   Address: 2639 Professional Cir.
   City, State, Zip: Naples, FL, 34119
   Phone Number: 239-449-5227 E-mail: kgelder@stockdevelopment.com

2. **Name of Contact:** Daniel DeLisi, AICP
   Address: 520 27th Street
   City, State, Zip: West Palm Beach, FL, 33407
   Phone Number: 239-913-7159 E-mail: dan@delisi-inc.com

3. **Property Information:** Provide an analysis of any property within Unincorporated Lee County that may be impacted by the proposed text amendment. This amendment corresponds to Map amendment CPA2021-00012, wich changes a property along the Three Oaks Extension to the General Interchange Land Use Category. This amendment would only apply to the subject property because the only other property in the General Interchange in this Planning Community already did a similar amendment in 2018 and would therefore not be effected.

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.

- ☐ Public Acquisition [Map 1-D]
- ☐ Agricultural Overlay [Map 1-G]
- ☐ Airport Mitigation Lands [Map 1-D]
- ☒ Airport Noise Zones [Map 1-E]
- ☐ Southeast Lee County Residential Overlay [Map 2-D]
- ☐ Mixed Use Overlay [Map 1-C]
- ☐ Community Planning Areas [Map 2-A]
- ☐ Urban Reserve [Map 1-D]
- ☐ Water-Dependent Overlay [Map 1-H]
- ☐ Private Recreational Facilities Overlay [Map 1-F]

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 3-A (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)

TABLE 1(b)
YEAR 2045 ALLOCATIONS

Future Land Use Category	Unincorporated County	Planning District									
		District 1 Northeast Lee County	District 2 Boca Grande	District 3 Bonita	District 4 Fort Myers Shores	District 5 Burnt Store	District 6 Cape Coral	District 7 Captiva	District 8 Fort Myers	District 9 Fort Myers Beach	District 10 Gateway / Airport
Residential By Future Land Use Category											
Intensive Development	1,483	-	-	-	17	-	21	-	238	-	-
Central Urban	13,838	-	-	-	207	-	-	-	230	-	25
Urban Community	22,739	813	453	-	475	-	-	-	-	-	150
Suburban	14,913	-	-	-	1,950	-	-	-	80	-	-
Outlying Suburban	3,648	25	-	-	490	13	3	429	-	-	-
Sub-Outlying Suburban	1,731	-	-	-	330	-	-	-	-	-	227
Commercial	-	-	-	-	-	-	-	-	-	-	-
Industrial	15	-	-	-	-	-	-	-	-	-	6
Public Facilities	-	-	-	-	-	-	-	-	-	-	-
University Community	503	-	-	-	-	-	-	-	-	-	-
Destination Resort Mixed Use Water Dependent	8	-	-	-	-	-	-	-	-	-	-
Burnt Store Marina Village	2	-	-	-	-	2	-	-	-	-	-
Industrial Interchange	-	-	-	-	-	-	-	-	-	-	-
General Interchange	114	-	-	-	-	-	-	-	-	-	45 ~~15~~
General Commercial Interchange	-	-	-	-	-	-	-	-	-	-	-
Industrial Commercial Interchange	-	-	-	-	-	-	-	-	-	-	-
University Village Interchange	-	-	-	-	-	-	-	-	-	-	-
New Community	2,104	1,115	-	-	-	-	-	-	-	-	989
Airport	-	-	-	-	-	-	-	-	-	-	-
Tradeport	3	-	-	-	-	-	-	-	-	-	3
Rural	7,764	2,431	-	-	800	730	-	-	-	-	-
Rural Community Preserve	3,517	-	-	-	-	-	-	-	-	-	-
Coastal Rural	1,338	-	-	-	-	-	-	-	-	-	-
Outer Island	233	2	4	-	1	-	-	169	-	-	-
Open Lands	2,186	153	-	-	-	257	-	-	-	-	-
Density Reduction/ Groundwater Resource	6,974	131	-	-	-	-	-	-	-	-	-
Conservation Lands Upland	-	-	-	-	-	-	-	-	-	-	-
Wetlands	-	-	-	-	-	-	-	-	-	-	-
Conservation Lands Wetland	-	-	-	-	-	-	-	-	-	-	-
Unincorporated County Total Residential	**83,113**	**4,669**	**457**	**-**	**4,270**	**1,002**	**24**	**598**	**548**	**-**	**1,415**
Commercial	**8,916**	**300**	**53**	**-**	**450**	**27**	**9**	**125**	**150**	**-**	**1,216**
Industrial	**4,787**	**30**	**3**	**-**	**300**	**10**	**15**	**70**	**315**	**-**	**2,134**
Non Regulatory Allocations											
Public	**120,211**	**14,191**	**622**	**-**	**4,864**	**7,323**	**6**	**2,340**	**583**	**-**	**9,660**
Active AG	**21,944**	**5,500**	**-**	**-**	**240**	**90**	**-**	**-**	**-**	**-**	**2**
Passive AG	**13,685**	**5,500**	**-**	**-**	**615**	**100**	**-**	**-**	**-**	**-**	**485**
Conservation	**87,746**	**2,458**	**297**	**-**	**1,163**	**3,186**	**67**	**1,595**	**926**	**-**	**2,206**
Vacant	**26,118**	**1,145**	**28**	**-**	**733**	**766**	**8**	**103**	**17**	**-**	**88**
Total	**366,520**	**33,793**	**1,460**	**-**	**12,634**	**12,505**	**129**	**4,831**	**2,538**	**-**	**17,205**
Population Distribution (unincorporated Lee County)	**584,331**	**8,235**	**1,470**	**-**	**35,253**	**2,179**	**152**	**725**	**5,273**	**-**	**22,281**

November 2021 (Ord. No. 02-02, 03-19, 05-19, 07-13, 09-15, 09-16, 10-15, 10-16, 10-40, 10-43, 14-14, 15-10, 16-02, 16-17, 17-12, 17-23, 18-06, 19-13, 19-14, 19-16, 20-05, 21-03, 21-09)
Printed 11/06/2021

TABLE 1(b)
YEAR 2045 ALLOCATIONS

Future Land Use Category	Planning District											
	District 11 Daniels Parkway	District 12 Iona / McGregor	District 13 San Carlos	District 14 Sanibel	District 15 South Fort Myers	District 16 Pine Island	District 17 Lehigh Acres	District 18 Southeast Lee County	District 19 North Fort Myers	District 20 Buckingham	District 21 Estero	District 22 Bashore
Residential By Future Land Use Category												
Intensive Development	-	-	-	-	801	1	30	-	376	-	-	-
Central Urban	-	656	20	-	3,113	-	7,362	-	2,225	-	-	-
Urban Community	-	978	1,318	-	863	540	17,034	-	-	115	-	-
Suburban	-	2,566	2,069	-	1,202	659	-	-	6,387	-	-	-
Outlying Suburban	1,253	438	-	-	-	502	-	-	406	-	90	-
Sub-Outlying Suburban	-	-	13	-	-	-	-	-	145	66	-	950
Commercial	-	-	-	-	-	-	-	-	-	-	-	-
Industrial	-	3	3	-	3	-	-	-	-	-	-	-
Public Facilities	-	-	-	-	-	-	-	-	-	-	-	-
University Community	-	-	503	-	-	-	-	-	-	-	-	-
Destination Resort Mixed Use Water Dependent	-	8	-	-	-	-	-	-	-	-	-	-
Burnt Store Marina Village	-	-	-	-	-	-	-	-	-	-	-	-
Industrial Interchange	-	-	-	-	-	-	-	-	-	-	-	-
General Interchange	58	-	-	-	-	-	-	8	14	-	-	20
General Commercial Interchange	-	-	-	-	-	-	-	-	-	-	-	-
Industrial Commercial Interchange	-	-	-	-	-	-	-	-	-	-	-	-
University Village Interchange	-	-	-	-	-	-	-	-	-	-	-	-
New Community	-	-	-	-	-	-	-	-	-	-	-	-
Airport	-	-	-	-	-	-	-	-	-	-	-	-
Tradeport	-	-	-	-	-	-	-	-	-	-	-	-
Rural	1,573	-	99	-	-	227	14	-	454	50	-	1,387
Rural Community Preserve	-	-	-	-	-	-	-	-	-	3,517	-	-
Coastal Rural	-	-	-	-	-	1,338	-	-	-	-	-	-
Outer Island	-	2	-	-	-	55	-	-	-	-	-	-
Open Lands	80	-	-	-	-	-	-	-	30	-	-	1,667
Density Reduction/ Groundwater Resource	-	-	-	-	-	-	-	4,742	-	-	-	2,101
Conservation Lands Upland	-	-	-	-	-	-	-	-	-	-	-	-
Wetlands	-	-	-	-	-	-	-	-	-	-	-	-
Conservation Lands Wetland	-	-	-	-	-	-	-	-	-	-	-	-
Unincorporated County Total Residential	**2,964**	**4,650**	**4,024**	**-**	**5,982**	**3,322**	**24,440**	**4,750**	**10,035**	**3,748**	**90**	**6,125**
Commercial	**326**	**774**	**938**	**-**	**2,012**	**288**	**900**	**118**	**1,121**	**19**	**18**	**72**
Industrial	**5**	**198**	**387**	**-**	**566**	**67**	**218**	**215**	**244**	**4**	**2**	**4**
Non Regulatory Allocations												
Public	**3,214**	**4,898**	**6,364**	**-**	**5,883**	**4,831**	**20,267**	**17,992**	**10,117**	**3,052**	**653**	**3,351**
Active AG	**5**	**13**	**5**	**-**	**-**	**2,780**	**35**	**12,000**	**90**	**630**	**4**	**550**
Passive AG	**10**	**-**	**5**	**-**	**-**	**70**	**50**	**2,500**	**250**	**2,000**	**-**	**2,100**
Conservation	**1,677**	**9,786**	**2,232**	**-**	**211**	**15,489**	**1,077**	**41,028**	**1,607**	**382**	**1,465**	**895**
Vacant	**20**	**55**	**158**	**-**	**4**	**2,200**	**14,804**	**2,400**	**1,183**	**850**	**130**	**1,425**
Total	**8,221**	**20,374**	**14,114**	**-**	**14,658**	**29,047**	**61,791**	**81,003**	**24,649**	**10,684**	**2,362**	**14,523**
Population Distribution (unincorporated Lee County)	**14,322**	**44,132**	**54,615**	**-**	**76,582**	**13,431**	**162,245**	**17,369**	**110,722**	**5,951**	**741**	**8,653**

November 2021 (Ord. No. 02-02, 03-19, 05-19, 07-13, 09-15, 09-16, 10-15, 10-16, 10-40, 10-43, 14-14, 15-10, 16-02, 16-17, 17-12, 17-23, 18-06, 19-13, 19-14, 19-16, 20-05, 21-03, 21-09)
Printed 11/06/2021

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Land Use Planning & Water Policy

ANALYSIS OF IMPACTS FROM THE PROPOSED CHANGE
EXHIBIT T5

Location and Property Description

The subject property is located in the northwest Interchange of I-75 and Alico Road. The property is in the Commercial Industrial Interchange land use category approximately a quarter mile north of Alico Road with direct access to the Three Oaks Parkway extension (See attached Aerial T5a).

Proposed Request

The prosed text amendment is in conjunction with Lee Plan Map Amendment CPA2021-00012, and a concurrent rezoning application. The Map Amendment will extend the General Interchange future land use category north to encompass the subject property to provide for a location for residential multi-family development. Table 1b of the Lee Plan will need to be amended to add 30 acres (in addition to the 15 acres existing) of residential allocation in the General Interchange future land use category within the Gateway/Airport Planning Community.

Effect on Other Properties

The proposed text amendment to increase the residential allocation in the General Interchange future land use category only within the Gateway/Airport Planning Community will only affect the subject property. There is only one other property in this Planning Community that also is designated in the General Interchange, the Vintage CPD to the south of the subject property (See attached Proposed FLUM T5b).

In 2020, The Board of County Commissioners adopted an amendment to the Lee Plan to change the Vintage property from the Commercial Industrial Interchange to General Interchange. In doing so, Vintage processed an amendment to Table 1b, concurrent with the map amendment to add 15 acres of residential area within the Gateway/Airport Planning Community. Therefore, there will be no effect on the Vintage property. Since there are no other properties designated as General Interchange in this Planning Community, the proposed text amendment only applies to the subject property.

Changing Conditions

In 2003, the subject property was zoned for a variety of commercial office, retail and hotel uses, but has remained vacant for the last 18 years. Since 2003 there have been minor amendments to the zoning approval but has remained a commercial site. To the north of the subject property, development activity has started to occur with the location of the

Geonomics headquarters. These uses are developing in a more efficient manner by building vertically with greater square footage than the type of corporate office development that this area of Lee County has experienced in the past. As a result, the workforce that is being accommodated per acre is greater than past assumptions of development. We expect that trend to continue as the surrounding properties continue to develop and increase entitlements. As the area to the north of the subject property continues to develop for office and research and development uses, and the properties to the east, across I-75, near the airport, continue to develop, there will be an increasing need for a variety of housing opportunities to serve the growing workforce in the area.

In 2016, Lee County amended the General Interchange future land use category to allow for high density multi-family residential uses. Higher densities of residential development are strategic at these specific transportation nodes as they allow the workforce convenient access to employment locations both at and proximate to the interchanges and throughout Lee County. Since this amendment, zoning for residential projects at both the Daniels and Alico Interchanges have been approved.

Changing the future land use category of the subject property from Industrial Commercial Interchange and adding the additional acres in Table 1b will simply allow for a greater diversity of uses, including multi-family residential development. The subject property is already zoned for retail and office development. The zoning that is being processed concurrent with this amendment will maintain the current commercial uses but will reduce the total amount of retail, increase the office development and add multi-family residential development contiguous with the approved multi-family to the south. Overall, this is a more diverse mixed-use plan that will continue to allow for the office development that is desirable at this location but add residential uses that will house the workforce of the office and industrial development of the subject property and surrounding properties.

The proposed amendment will have no impact on environmentally sensitive resources in Lee County. The subject property is mostly cleared and in improved pasture. The vegetated Pine Flattwoods area on the property is heavily infested with exotic vegetation. Shifting from one urban use (commercial) to another urban use (residential and commercial) has little impact on the site's development or environment, however, adding residential development to the site increases the development's indigenous preservation requirement.

The subject property contains no historic resources. The proposed amendment will have no impact to historic resources. According to the attached Archeological Sensitivity Map, the subject property is not located in any sensitivity zone. The Division of Historic Resources has also issued a response stating that there are no known historic resources on the subject property.

Although a small area in the northwest corner of the subject property is located in Airport Noise Zone C, this is outside of the area where noise sensitive uses are prohibited. Most of the property is located outside of any airport noise zone. The proposed development wil comply with all other land use regulations ensuring compatibility with airport operations.

In accordance with **Policy 95.1.3** the following is a description of the impact that the proposed change will have on public services. This analysis is based on a comparison of the existing approved zoning on the property with the proposed zoning that is being submitted concurrent with the proposed plan amendment.

Approved Zoning	Proposed Zoning
Retail: 300,000 sq. ft.	**Retail**: 50,000 sq. ft.
Office: 51,000 sq. ft.	**Office**: 150,000 sq. ft.
Hotel: 125 Rooms	**Hotel**: 250 Rooms
Residential: N/A	**Residential**: 475 Units

a. Sanitary Sewer
b. Potable Water

See attached analysis from DeLisi Fitzgerald, Inc. The proposed land use change will result in an increase of approximately 84,850 additional gallons per day in demand and a total of approximately 150,000 GPD of total demand for water and wastewater. As demonstrated in the analysis, capacity exists in the Lee County Utilities system to meet the projected demand.

c. Surface Water/Drainage Basins

See attached analysis from DeLisi Fitzgerald, Inc. The proposed Future Land Use Map Amendment will have no impact on surface water. The current land use category allows for development consistent with state permitting. The proposed land use change does not alter the likelihood of development of the stormwater rules for permitting.

d. Parks, Recreation, and Open Space

The level of service for Parks is established in Policy 95.1.3.6 as follows:

NON-REGULATORY STANDARDS

6. Parks and Recreation Facilities:
Minimum Level of Service:

> *(a) Regional Parks - 6 acres of developed regional park land open for public use per 1000 total seasonal county population.*
>
> *(b) Community Parks - 0.8 acres of developed standard community parks open for public use per 1000 permanent population, unincorporated county only.*

According to the Lee County Concurrency Report for 2020, based on the County's population, there is a need for 5,202 acres of Regional Park area and 289 acres of community Park Area. The County is currently served by 7,051 acres of Regional Park area

and 832 acres of Community Park area. Even without the additional planned park facilities, there is more than sufficient capacity to serve the proposed increase of 475 residential units.

e. Public Schools.

See attached Letter and analysis from the Lee County School District.

Conclusion

In conclusion, the subject property is already entitled for commercial development. Development of the property will not have negative environmental or transportation impacts and will not negatively impact historic resources in Lee County. The proposed text amendment simply adds 30 acres of residential area to the General Interchange land use category in the Gateway/Airport Planning Community, effecting only the subject property and allowing for the addition of multi-family residential to the mix of uses. The addition of multi-family residential development at this location both diversifies the areas housing opportunities and provides for needed housing in very close proximity to major employment centers at the Alico Interchange, with easy access to the entire County via I-75. The proposed amendment is consistent with and implements several policies in the Lee Plan. For these reasons, the proposed amendment should be approved.

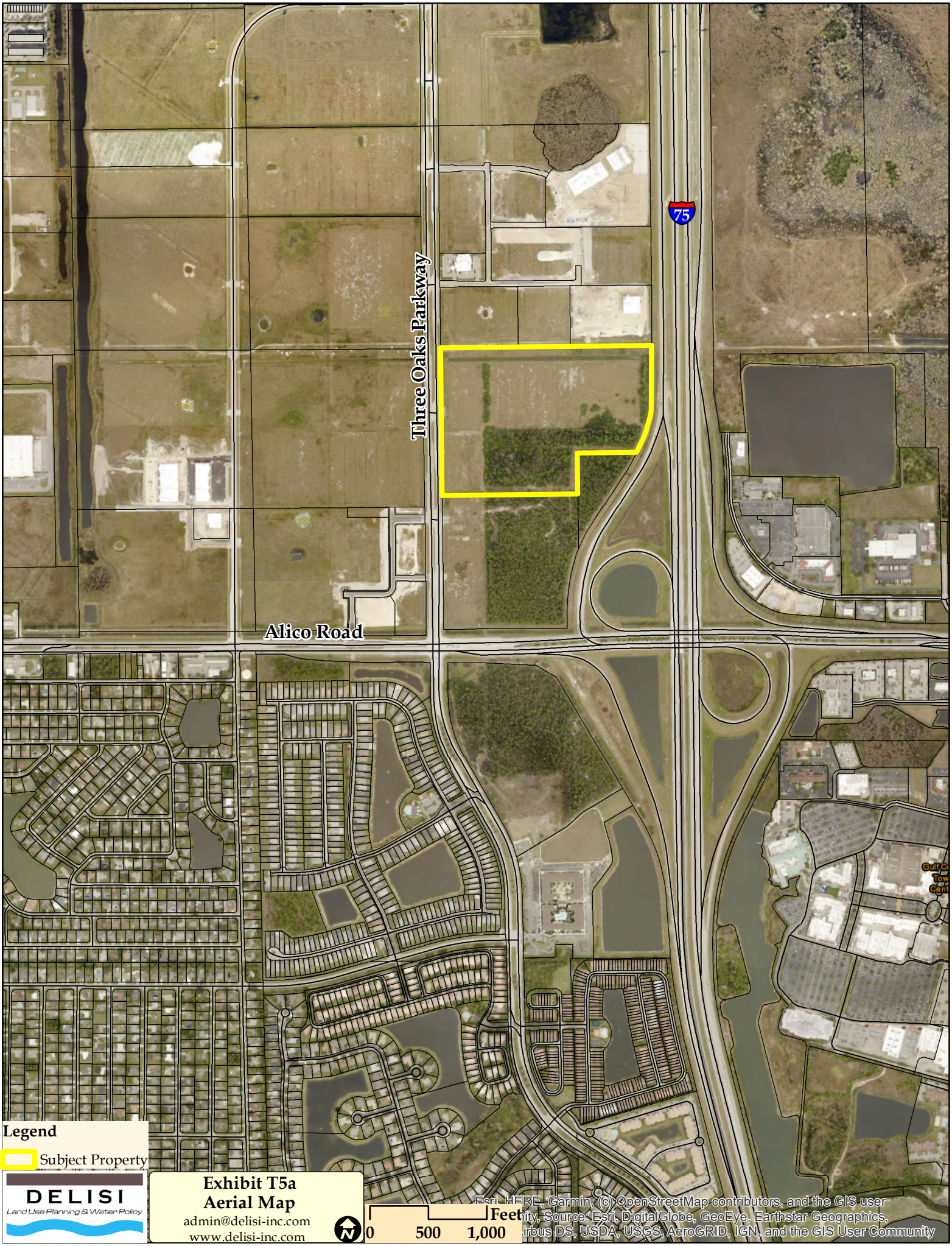

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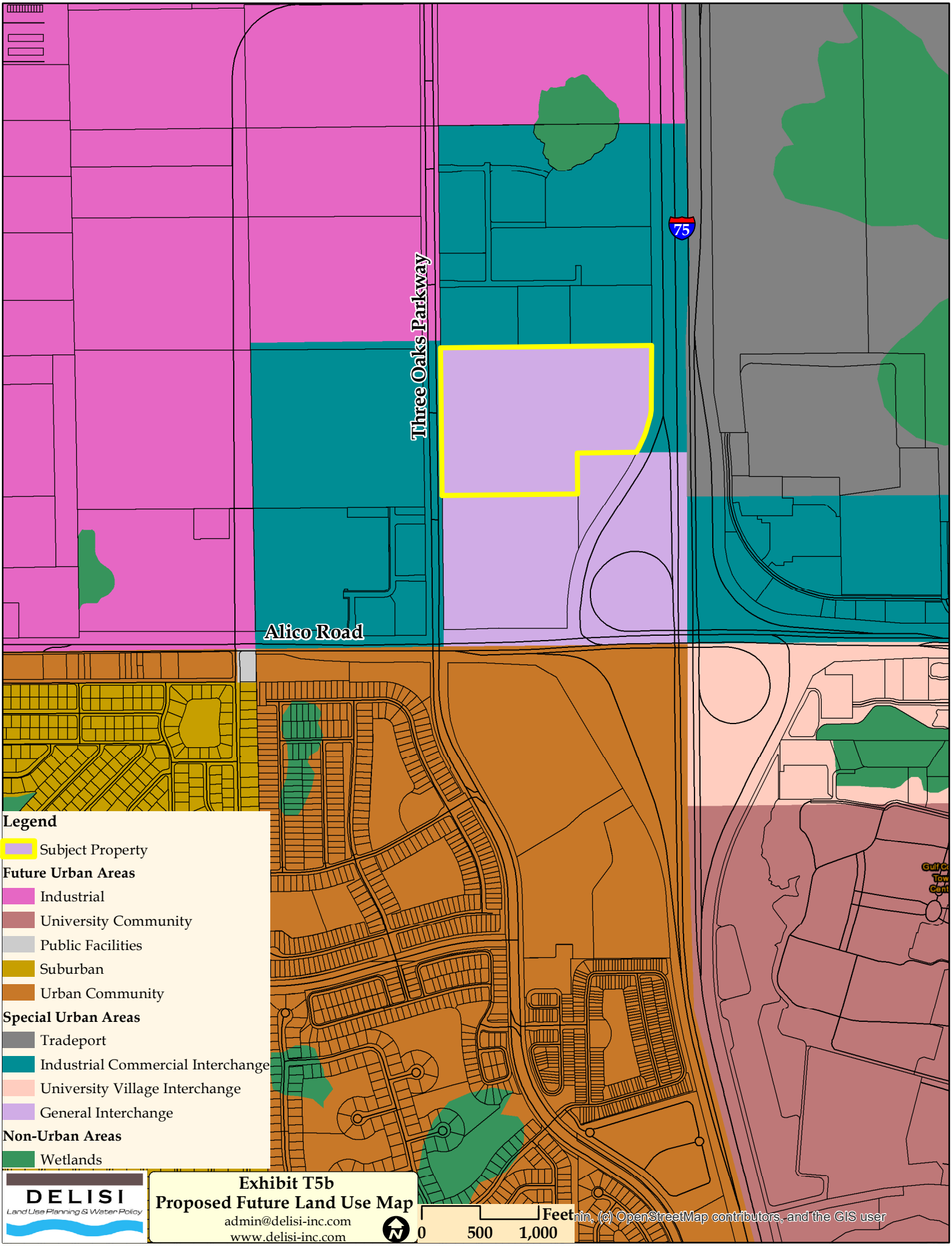
Exhibit T5a
Aerial Map

admin@delisi-inc.com
www.delisi-inc.com


Three Oaks Parkway
Alico Road
75
Legend
Subject Property
Future Urban Areas
Industrial
University Community
Public Facilities
Suburban
Urban Community
Special Urban Areas
Tradeport
Industrial Commercial Interchange
University Village Interchange
General Interchange
Non-Urban Areas
Wetlands
DELISI
Land Use Planning & Water Policy
Exhibit T5b
Proposed Future Land Use Map
admin@delisi-inc.com
www.delisi-inc.com
0
500
1,000
Feet
nin, (c) OpenStreetMap contributors, and the GIS user

Infrastructure Analysis

WATER AND SEWER DEMANDS

The current CPD approved within this General Interchange property would allow 300,000 SF commercial retail, 51,000 SF office, and a 125-room hotel or the optional development scenarios identified with the CPD development program. The proposed entitlements would allow a maximum of 50,000 SF commercial retail, 150,000 SF office, 250 hotel rooms and 475 multi-family residential units. To assess any water and sewer infrastructure impacts, the maximum demand under the existing entitlement will be compared to the maximum demand under the proposed entitlements. The maximum demands are summarized below:

Existing Water / Sewer Demands					
Units	**Summary**	**Average Daily Flow per Unit (GPD)**	**Average Daily Flow (GPD)**	**Peak Factor (Water/Sewer)**	**Peak Flow (GPM) (Water/Sewer)**
300,000 SF	Commercial Retail	0.15	45,000	2.5 / 3.0	78 / 94
51,000 SF	Office	0.15	7,650	2.5 / 3.0	13 / 16
125 Rooms	Hotel	100	12,500	2.5 / 3.0	22 / 26
Maximum Demand (Existing)			**65,150**		**113 / 136**
Proposed Water / Sewer Demands					
Units	**Summary**	**Average Daily Flow per Unit (GPD)**	**Average Daily Flow (GPD)**	**Peak Factor (Water/Sewer)**	**Peak Flow (GPM) (Water/Sewer)**
50,000 SF	Commercial Retail	0.15	7,500	2.5 / 3.0	13 / 16
150,000 SF	Office	0.15	22,500	2.5 / 3.0	39 / 47
250 Rooms	Hotel	100	25,000	2.5 / 3.0	43 / 52
475 Units	Multi-Family Residential	200	95,000	2.5 / 3.0	165 / 198
Maximum Demand (Proposed)			**150,000**		**260 / 313**

POTABLE WATER

Existing Conditions:
Currently Lee County Utilities owns a 16-inch water main along the west side of Three Oaks Parkway and an 8-inch force main along the east side of Three Oaks Parkway.

Plant Capacity:
The project is served by the Green Meadows Water Treatment Plant. Presently this plant is design to 14.0 Million Gallons per Day (MGD) of production per the 2020 Lee County Public Facilities Level of Service and Concurrency Report. Per the Potable Water and Wastewater Availability Letter dated September 17, 2021, Lee County Utilities presently has sufficient capacity to provide potable water service to this project.

The existing South Florida Water Management District (SFWMD) consumptive water use permit #36-00003-W states that the permitted annual allocation is 12,508 million gallons which is the equivalent of 34.3 MGD of raw water.

Future Conditions:
For this project, the ideal connection point is along Three Oaks Parkway. It is recommended to loop the water main system internally to allow for redundancy in the system. Although the proposed change results in increased water demand, the additional plant capacity to serve the project is available. The calculated Average Daily Flow of 150,000 GPD (0.15 MGD) is available in the existing system.

SANITARY SEWER

Existing Conditions:
Currently Lee County Utilities owns the existing 8-inch force main along the east side of Three Oaks Parkway which ultimately discharges into the Three Oaks Wastewater Treatment Plant.

Plant Capacity:
The project is served by the Three Oaks Wastewater Treatment Plant. Presently this plant is designed with an average daily capacity of 6.0 MGD per the 2020 Lee County Public Facilities Level of Service and Concurrency Report. Per the Potable Water and Wastewater Availability Letter dated September 17, 2021, Lee County Utilities presently has sufficient capacity to provide sanitary sewer service to this project.

Future Conditions:
For this project, the ideal connection point is the existing force main along Three Oaks Parkway. Although the proposed change results in an increase in sewer flows, the existing Three Oaks Wastewater Treatment Plant has the additional capacity to serve the project. The calculated Average Daily Flow is 150,000 GPD (0.15 MGD) and the existing system has the capacity for the proposed project.

SURFACE WATER

Existing Conditions:
The Alico Crossroads Site is located within the Ten Mile Canal (South) Watershed and the TM3 Sub-watershed. The site is relatively flat with a general surface flow direction from the east to the west. Elevations on the site average at 18' NAVD±. Runoff from the site is currently uncontrolled.

As part of the Three Oaks Parkway and Oriole Road Extension, a SFWMD permit was issued (Permit 36-05268-P). The permitted surface water management system requires dry detention areas to provide pre-treatment for runoff from the proposed development prior to discharge into the master surface water management system which discharges into waters of the Ten Mile Canal via the Alico Road / Briarcliff Ditch.

Proposed Conditions:
With this Comprehensive Plan Amendment, a mixed use project is envisioned with commercial outparcels along Three Oaks Parkway and multi-family residential on the remainder of the site. Dry detention will be provided prior to discharge into the lake / wetland system. The surface water management system provides the required water quality and attenuation for the 25 year – 3 day storm including an additional 50% above the required water quality volume. The surface water management system will maintain historic flow patterns and discharge to the master surface water management system as currently permitted. The system will be designed in accordance with the rules of the South Florida Water Management District as well as the Development Standards of the Lee County Land Development Code.

THE SCHOOL DISTRICT OF LEE COUNTY

Jacqueline Heredia
District Planning Specialist
2855 Colonial Boulevard, Fort Myers, FL 33966 | **O:** 239.335.1494

April 18, 2022

RE: Multi family Concurrency Review in Estero

Dear Daniel DeLisi:

This letter is in response to your request for concurrency review dated March 28, 2022 for the subject property in Three Oaks Extension, just north of Alico Road of in regard to educational impact.

This development is a request for 475 Multi-family housing units. With regard to the inter-local agreement for school concurrency the generation rates are created from the type of dwelling unit and further broken down by grade level.

For multi-family homes, the generation rate is .116 and further broken down by grade level into the following, .149 for elementary, .0071 for middle and .077 for high. A total of 9.86 school-aged children would be generated and utilized for the purpose of determining sufficient capacity to serve the development.

The Concurrency Analysis attached, displays the impact of this development. Capacity is an issue within the Concurrency Service Area (CSA) at the elementary school level, however, capacity is available in the adjacent CSA.

Thank you and if I may be of further assistance, please contact me at 239-335-1494

Sincerely,

Jacqueline Heredia, District Planning Specialist

BOARD MEMBERS **MARY FISCHER,** Chair, District 1 | **DEBBIE JORDAN,** Vice Chair, District 4 | **GWYNETTA S. GITTENS,** District 5
CHRIS N. PATRICCA, District 3 | **MELISA W. GIOVANNELLI,** District 2 | **BETSY VAUGHN,** District 6 | **CATHLEEN O'DANIEL MORGAN,** District 7
GREGORY K. ADKINS, Ed.D., Superintendent | **ALAN L. GABRIEL, ESQ.,** Board Attorney

LEE COUNTY SCHOOL DISTRICT'S SCHOOL CONCURRENCY ANALYSIS

REVIEWING AUTHORITY	Lee County School District
NAME/CASE NUMBER	Three Oaks Extension
OWNER/AGENT	Aerial
ITEM DESCRIPTION	
LOCATION	03-46-25-00-00001.1080
ACRES	300000.00
CURRENT FLU	Central Urban
CURRENT ZONING	

PROPOSED DWELLING UNITS BY TYPE

Single Family	Multi Family	Mobile Home
0	475	0

	Student Generation Rates			
STUDENT GENERATION	**SF**	**MF**	**MH**	**Projected Students**
Elementary School	0.149	0.058		4.93
Middle School	0.071	0.028		2.38
High School	0.077	0.03		2.55

Source: Lee County School District, September 8, 2018 letter

CSA SCHOOL NAME 2022/23	**CSA Capacity (1)**	**CSA Projected Enrollment (2)**	**CSA Available Capacity**	**Projected Impact of Project**	**Available Capacity W/Impact**	**LOS is 100% Perm FISH Capacity**	**Adjacent CSA Available Capacity w/Impact**
SouthCSA, Elementary	14,234	14,026	208	5	203	99%	
South CSA, Middle	7,293	6,912	381	2	379	95%	
SouthCSA, High	9,536	8,492	1,044	3	1041	89%	

(1) Permanent Capacity as defined in the Interlocal Agreement and adopted in the five (5) years of the School District's Five Year Plan

finding of capacity)

School Concurrency Manual

Prepared by: Jacqueline Heredia, Planning Specailist

TR TRANSPORTATION CONSULTANTS, INC

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

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT STATEMENT

FOR

ALICO CROSSROADS CPD COMPREHENSIVE PLAN AMENDMENT & REZONING

(PROJECT NO. F2108.35)

PREPARED BY:
TR Transportation Consultants, Inc.
Certificate of Authorization Number: 27003
2726 Oak Ridge Court, Suite 503
Fort Myers, Florida 33901-9356
(239) 278-3090

September 17, 2021

TRANSPORTATION CONSULTANTS, INC

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I. INTRODUCTION

II. EXISTING CONDITIONS

III. COMPREHENSIVE PLAN AMENDMENT ANALYSIS

IV. ZONING ANALYSIS

V. CONCLUSION

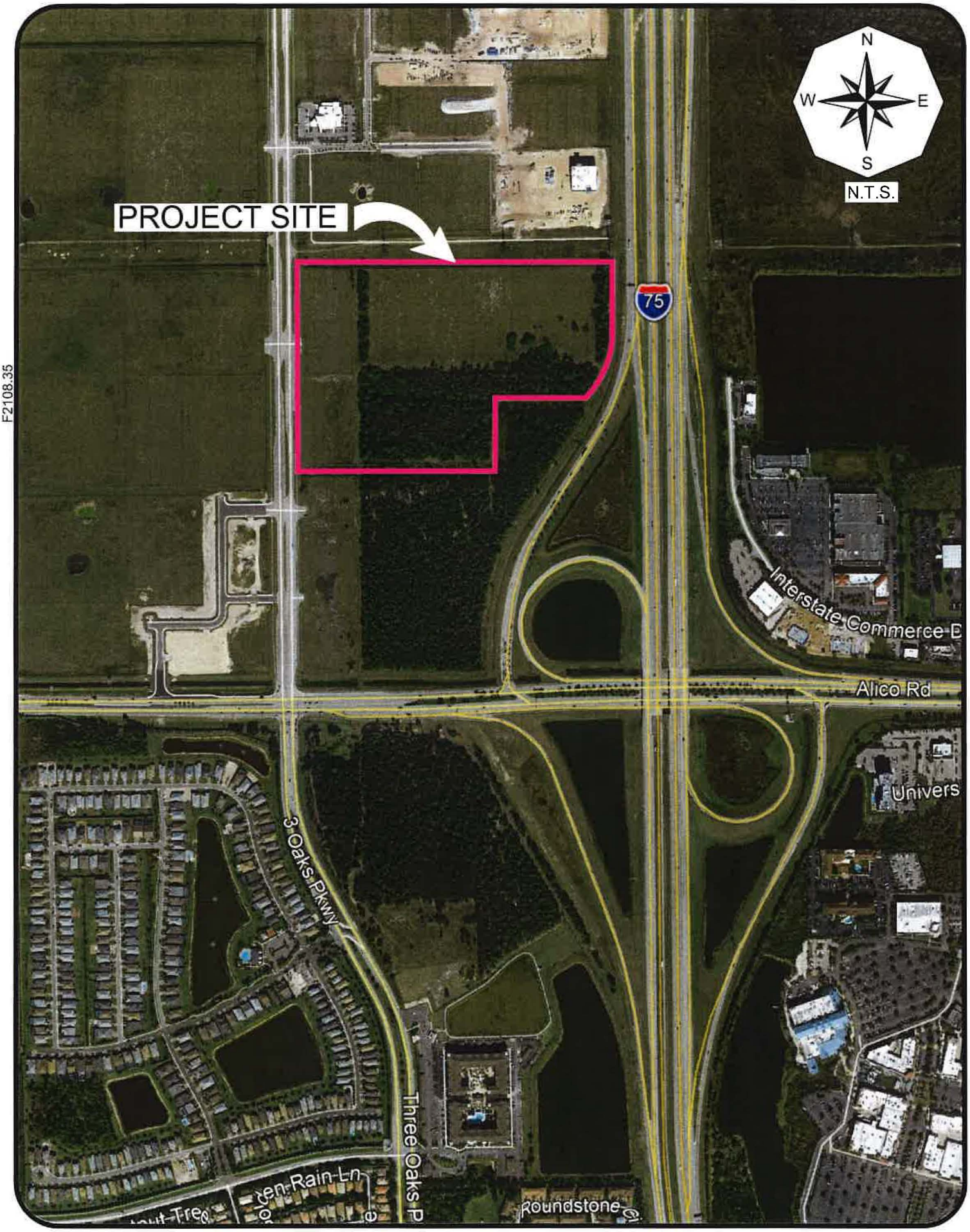
I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking an amendment to the Comprehensive Land Use Plan and re-zoning approval. The subject site is located on the east side of Three Oaks Parkway just north of Alico Road in Lee County, Florida. **Figure 1** illustrates the approximate location of the subject site.

The analysis in this report will determine the impacts of change in land use designation on the approximately 25 acre subject site from Industrial Commercial Interchange to General Interchange to permit the site to include multi-family residential units on the site. The analysis will also determine the impacts of the proposed rezoning from the permitted 351,000 square feet of commercial uses and 125 hotel rooms, to the requested 200,000 square feet of commercial uses, 250 hotel rooms and 475 multi-family residential dwelling units. The transportation related impacts of the proposed Comprehensive Plan amendment will be assessed based on the comparison between the currently allowed uses and the requested use on the subject site. The transportation related impacts of the proposed rezoning will be evaluated based on the estimated build-out year of the project and the impacts the proposed rezoning will have on the surrounding roadway infrastructure. Access to the subject site is proposed to be provided to Three Oaks Parkway via one right-in/right-out only access and one full access drive.

This report examines the impact of the development on the surrounding roadways. Trip generation and assignments to the various roadways within the study area will be completed and analysis conducted to determine the impacts of the development on the surrounding roadways.

F2108.35



TR TRANSPORTATION CONSULTANTS, INC

PROJECT LOCATION MAP
ALICO CROSSROADS CPD

Figure 1

II. EXISTING CONDITIONS

The subject site is currently vacant. This subject site is bordered by the Florida Gulf Coast Business Center to the north, Three Oaks Parkway to the west, Vintage Commerce Center CPD to the south and by I-75 to the east.

Three Oaks Parkway is a four-lane divided arterial roadway adjacent to the subject site. Three Oaks Parkway, north of Alico Road currently extends for approximately 1.2 miles where it terminates. Lee County is extending Three Oaks Parkway to the north to intersect Daniels Parkway. This improvement is funded in Lee County's Five Year Adopted Capital Improvement Plan. Three Oaks Parkway has a posted speed limit of 45 mph and is under the jurisdiction of Lee County.

Alico Road is an east/west six-lane divided arterial roadway that is located to the south of the subject site. Alico Road has a posted speed limit of 45 mph. Alico Road is under the jurisdiction of the Lee County Department of Transportation to the west of Three Oaks Parkway and under the jurisdiction of Florida Department of Transportation (FDOT) to the east of Three Oaks Parkway.

III. COMPREHENSIVE PLAN AMENDMENT ANALYSIS

The proposed Map Amendment would change the future land use designation on the approximate 25 acre subject site from Industrial Commercial Interchange to General Interchange to permit multi-family residential dwelling units on the subject site. In terms of roadway impacts, the existing future land use category of Industrial Commercial Interchange permits the development of intense land uses such as commercial, industrial and office uses. These permitted uses on site are more intense in terms of trip generation potential than a multi-family residential use on the subject site. Should a portion or all of the site be developed with multi-family dwelling units, the floor area associated with the currently permitted industrial and commercial uses would be reduced. Therefore, the existing 2045 Long Range Transportation Plan as adopted by the Lee County

Metropolitan Planning Organization (MPO), will not be impacted as a result of the requested change to the General Interchange land use designation to permit multi-family dwelling units on the subject site. Therefore, no changes to the adopted long range transportation plan nor the Lee County's Five Year Capital Improvement Program (CIP) are required as result of the proposed land use change.

IV. ZONING ANALYSIS

The subject site is currently governed by Zoning Resolution No. Z-03-017A which permits the development of the overall Alico Crossroads CPD with up to 351,000 square feet of commercial uses and 125 hotel rooms. The proposed rezoning request would allow the approximately 25 acre subject site to be developed with up to 200,000 square feet of commercial uses, 250 hotel rooms and 475 multi-family residential swelling units. **Table 1** summarizes the land uses that could be constructed under the existing zoning designation and the intensity of uses under the proposed zoning request.

Table 1
Land Uses
Alico Crossroads CPD

Land Use	Approved Under Z-03-017A	Proposed	Change
Retail	300,000 Sq. Ft.	50,000 Sq. Ft.	-250,000 Sq. Ft.
General Office	51,000 Sq. Ft.	150,000 Sq. Ft.	+ 99,000 Sq. Ft.
Hotel	125 Hotel Rooms	250 Hotel Rooms	+ 125 Rooms
Multi-Family	*	475 Dwelling Units	+ 475 Dwelling Units

Access to the subject site is proposed to be provided to Three Oaks Parkway via one right-in/right-out only access and one full access drive, which is consistent with the current Master Concept Plan approved under Z-03-017A.

Trip Generation

The trip generation for the proposed rezoning request was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled ***Trip Generation***, 10th Edition. Land Use Code 820 (Shopping Center) was utilized for the trip generation purposes of the proposed retail uses, Land Use Code 710 (General Office Building) was utilized for

the trip generation purposes of office uses, Land Use Code 310 (Hotel) was utilized for the trip generation purposes of hotel rooms and Land Use Code 221 (Multi-Family Housing Mid-Rise) was utilized for the trip generation purposes of multi-family residential dwelling units. **Table 2** outlines the anticipated weekday A.M. and P.M. peak hour and daily trip generation of the CPD as currently approved. **Table 3** outlines the anticipated weekday A.M. and P.M. peak hour and daily trip generation of the CPD as proposed with this zoning amendment.

Table 2
Trip Generation – Approved
Alico Crossroads CPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Shopping Center (300,000 Sq. Ft.)	187	115	302	588	637	1,225	12,690
General Office (51,000 Sq. Ft.)	64	10	74	10	50	60	552
Hotel (125 Hotel Rooms)	34	23	57	35	33	68	984
Total Trips	**285**	**148**	**433**	**633**	**720**	**1,353**	**14,226**

Table 3
Trip Generation – Proposed
Alico Crossroads CPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Shopping Center (50,000 Sq. Ft.)	110	67	177	156	169	325	3,752
General Office (150,000 Sq. Ft.)	144	23	167	27	140	167	1,572
Hotel (250 Hotel Rooms)	71	49	120	81	80	161	2,396
Multi-Family (475 Dwelling Units)	41	117	158	121	77	198	2,587
Total Trips	**366**	**256**	**622**	**385**	**466**	**851**	**10,307**

The total trips generated by the project will not all be new trips added to the adjacent roadway system. With mixed use projects, ITE estimates that there will be a certain amount of interaction between uses that will reduce the overall trip generation of the approved CPD and the proposed CPD Amendment. This interaction is called "internal

capture". In other words, trips that would normally come from external sources would come from uses that are within the project, thus reducing the overall impact the development has on the surrounding roadways. ITE, in conjunction with a study conducted by the NCHRP (National Cooperative Highway Research Program), has summarized the internal trip capture reductions between various land uses. For uses shown in Table 2 and Table 3, there is data in the ITE report for interaction between the retail, office, hotel and residential uses.

An internal capture calculation was completed consistent with the methodologies in the NCHRP Report and published in the ***ITE Trip Generation Handbook***, 3rd Edition. The resultant analysis indicates that with the approved CPD scenario there will be an internal trip capture reduction of five percent (5%) in the A.M. peak hour and four percent (4%) in the PM peak hour between the retail, office and hotel uses. The analysis also indicates that with the proposed CPD Amendment scenario there will be an internal trip capture reduction of eight percent (8%) in the AM peak hour and twenty-two percent (22%) in the P.M. peak hour between the retail, office, hotel and residential uses. The summary sheets utilized to calculate these internal capture rates for the weekday AM peak hour and PM peak hour are included in the Appendix of this report for reference.

Pass-by traffic was also taken into account based on the retail uses presented in each scenario. The current version of the ***ITE Trip Generation Handbook***, 3rd Edition, indicates that the weekday PM peak hour pass-by rate for Land Use Code 820 is thirty-four percent (34%). However, consistent with previous analysis approved by Lee County, thirty percent (30%) of the total project traffic was assumed to be pass-by traffic. **Table 4** indicates the total external trips of the subject site based on the approved CPD. **Table 5** indicates the total external trips of the subject site based on the proposed CPD Amendment.

Table 4
Trip Generation – Net New Trips of Approved Uses
Alico Crossroads CPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	285	148	433	633	720	1,353	14,226
Less Internal Capture 5% AM / 4% PM	-11	-11	-22	-24	-24	-48	-711
Total Trips (Less Internal Capture)	**274**	**137**	**411**	**609**	**696**	**1,305**	**13,515**
Less LUC 820 Pass-By Trips	-43	-43	-86	-176	-176	-352	-3,617
Net New Trips	**231**	**94**	**325**	**433**	**520**	**953**	**9,898**

Table 5
Trip Generation – Net New Trips of Proposed Uses
Alico Crossroads CPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	366	256	622	385	466	851	10,307
Less Internal Capture 8% AM / 22% PM	-24	-24	-48	-94	-94	-188	-2,268
Total Trips (Less Internal Capture)	**342**	**232**	**574**	**291**	**372**	**663**	**8,039**
Less LUC 820 Pass-By Trips	-24	-24	-48	-38	-38	-76	-878
Net New Trips	**318**	**208**	**526**	**253**	**334**	**587**	**7,161**

Table 6 indicates the trip generation difference between the uses approved in the CPD and the proposed uses in the CPD Amendment (Table 4 vs Table 5).

Table 6
Trip Generation Comparison – Approved Zoning vs Proposed Zoning
Table 4 vs Table 5

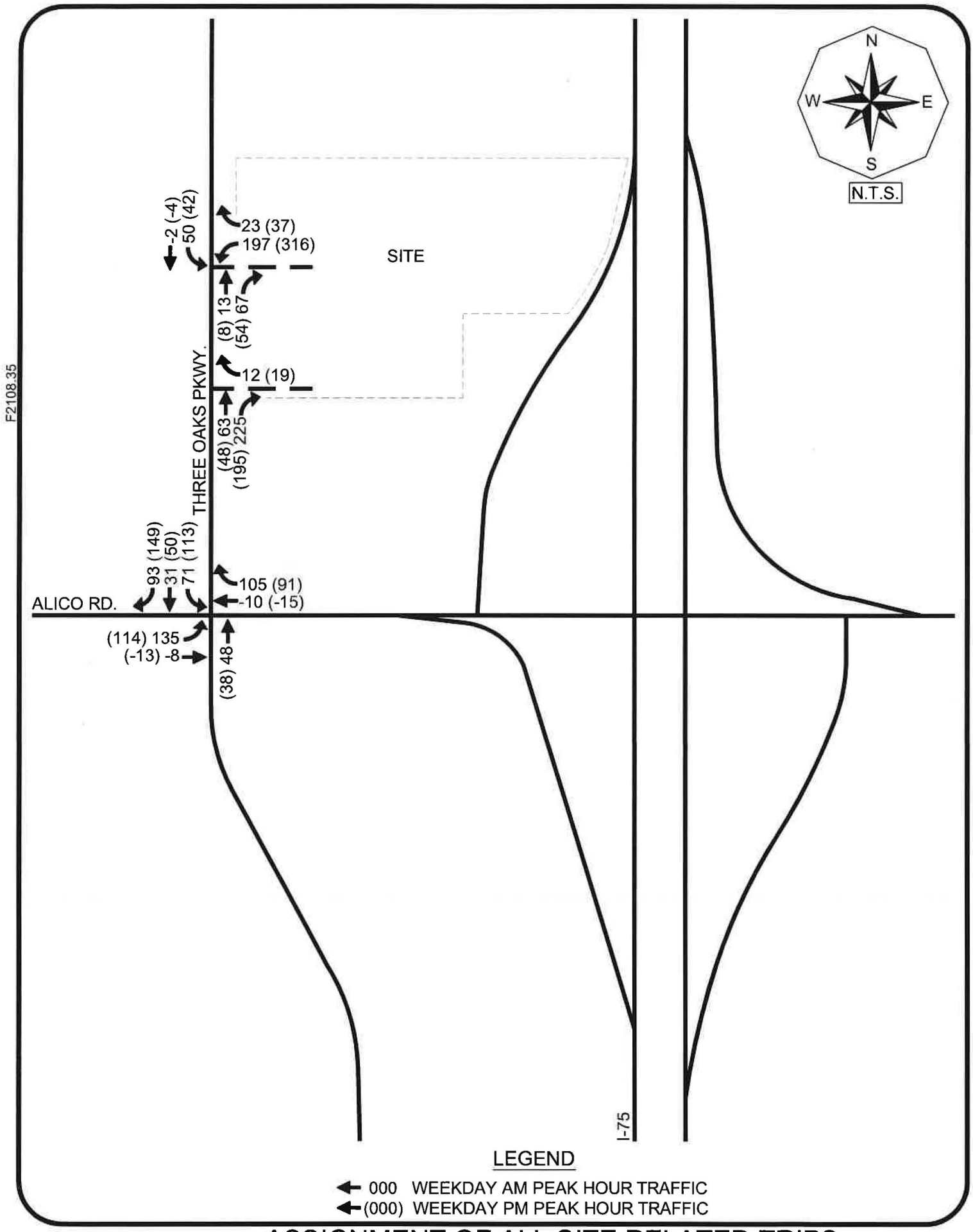
Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Proposed Zoning	317	207	524	253	334	587	7,161
Approved Zoning	-231	-94	-325	-433	-520	-953	-9,898
Resultant Trip Change	**+87**	**+114**	**+201**	**-180**	**-186**	**-366**	**-2,737**

As can be seen from Table 6, the requested zoning will increase the traffic impacts of the development by approximately 62% in the AM peak hour and decrease the traffic impacts of the development by approximately 38% in the PM peak hour and approximately 28% over the entire weekday from what is currently approved. The weekday P.M. peak hour trip generation is typically the period utilized for the Level of Service impacts to the surrounding roadway network as this is the hour that generates the greatest number of vehicle trip, which remains the case in the amendment. The weekday P.M. peak hour trips shown in Table 5 are approximately 12% higher than the trips in the A.M. peak hour. Therefore, the trips analyzed in the previous zoning approval (953 weekday P.M. peak hour trips) are still substantially higher than the trips analyzed as part of this zoning amendment (587 weekday P.M. peak hour trips).

Trip Distribution

The trips the proposed development is anticipated to generate, as shown in the Table 5, were then assigned to the surrounding roadway network. The net new trips anticipated to be added to the surrounding roadway network were assigned based upon the routes drivers are anticipated to utilize to approach the subject site. **Figure A-1**, included in the Appendix of this report, illustrates the percent project traffic distribution and assignment of the net new project trips. **Figure A-2**, included in the Appendix of this report, illustrates the percent project traffic distribution and assignment of pass-by trips. **Figure 2** illustrates the resulting assignment of all project related trips (net new + pass-by).

In order to determine which roadway segments surrounding the site may be significantly impacted as outlined in the Lee County Traffic Impact Statement Guidelines, **Table 1A**, in the Appendix, was created. This table indicates which roadway links will accommodate greater than 10% of the Peak Hour Level of Service "C" volumes. The Level of Service threshold volumes were obtained from the ***Lee County Generalized Peak Hour Directional Service Volume Tables*** (June, 2016). Based on Table 1A, only Three Oaks Parkway between Alico Road and the site is projected to be significantly impacted as a result of the proposed CPD Amendment. A copy of the Generalized Service Volume Table is located in the Appendix of this report for reference.



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ASSIGNMENT OF ALL SITE RELATED TRIPS
NET NEW + PASS-BY TRIPS
ALICO CROSSROADS CPD

Figure 2

Level of Service Analysis

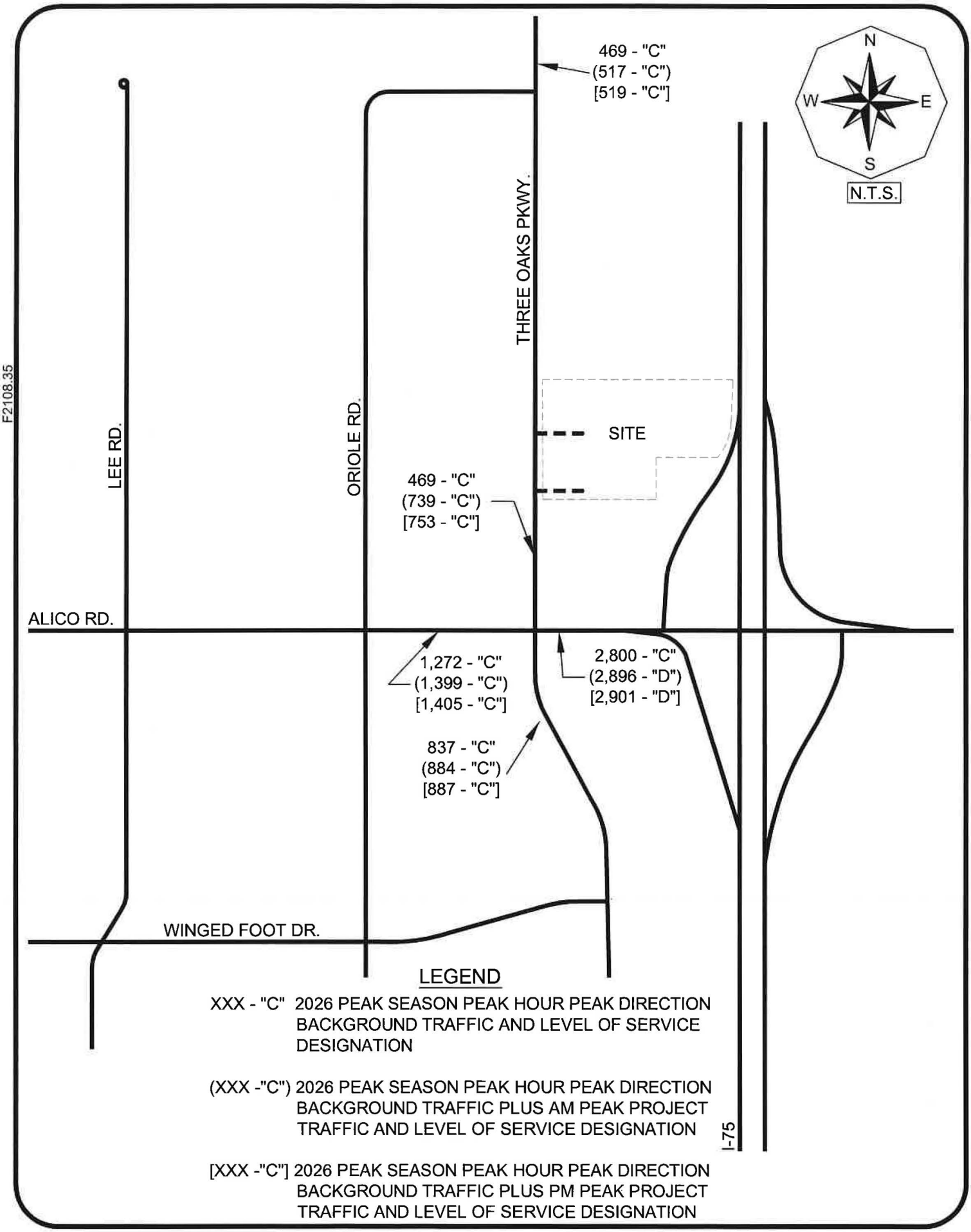
The future Level of Service analysis was based on a 5-year horizon, or year 2026. Based on this horizon year analysis, the surrounding roadway network was analyzed under 2026 traffic conditions. A growth rate was applied to the existing traffic conditions for all roadway links and intersections that could be significantly impacted by this development. For the Alico Road and Three Oaks Parkway, the existing and historical traffic data was obtained from the 2020 ***Lee County Traffic Count Report***.

Table 2A in the Appendix of the report indicates the methodology utilized to obtain the year 2026 build-out traffic volumes as well as the growth rate utilized for each roadway segment analyzed. The existing 2019 peak hour peak season peak direction volumes for all roadways were obtained from the 2020 ***Lee County Public Facilities Level of Service and Concurrency Report***.

Figure 3 indicates the year 2026 peak hour – peak direction traffic volumes and Level of Service for the various roadway links within the study area. Noted on Figure 3 is the peak hour – peak direction volume and Level of Service of each link should no development occur on the subject site and the peak hour – peak direction volume and Level of Service for the weekday A.M and P.M. peak hours with the development traffic added to the roadways. Figure 3 is derived from Table 2A contained in the Appendix.

As can be seen from Figure 3, all analyzed roadway links are anticipated to maintain their minimum recommended Level of Service standards as contained in the Lee County Comprehensive Plan. Therefore, no roadway capacity improvements will be warranted as a result of the additional traffic to be generated by the proposed development.

Turn lane improvements at the site access drive intersections will be evaluated at the time the project seeks a Local Development Order approval.



TR TRANSPORTATION CONSULTANTS, INC

2026 LEVEL OF SERVICE ANALYSIS
ALICO CROSSROADS CPD

Figure 3

VII. CONCLUSION

The proposed project is located on the east side of Three Oaks Parkway just north of Alico Road in Lee County, Florida. As discussed in the report, uses permitted within the existing future land use category of Industrial Commercial Interchange generates more external vehicle trips than multi-family residential dwelling units, which would be permitted in a zoning amendment should the Future Lane Use Category be changed to General Interchange. Therefore, the 2045 Financially Feasible Roadway network and the County's 5-year Capital Improvement Program currently in place will not require modification in order to accommodate the proposed Land Use change.

Based upon the roadway link Level of Service analysis conducted as a part of the proposed rezoning request, all roadway links are anticipated to maintain their minimum recommended Level of Service standards as contained in the Lee County Comprehensive Plan. Therefore, no roadway capacity improvements are necessary to accommodate the proposed development.

APPENDIX

TABLE 1A & 2A

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

TOTAL AM PEAK HOUR PROJECT TRAFFIC =	526 VPH	IN=	318	OUT=	208
TOTAL PM PEAK HOUR PROJECT TRAFFIC =	587 VPH	IN=	253	OUT=	334

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PERCENT PROJECT TRAFFIC	PROJECT TRAFFIC	PROJ/ LOS C
Alico Rd.	W. of Lee Rd.	6LD	0	400	2,840	2,940	2,940	30%	100	3.5%
	W. of Oriole Rd.	6LD	0	400	2,840	2,940	2,940	35%	117	4.1%
	W. of Three Oaks Pkwy.	6LD	0	400	2,840	2,940	2,940	40%	134	4.7%
	E. of Three Oaks Pkwy.	6LD	0	400	2,840	2,940	2,940	30%	100	3.5%
	E. of I-75	6LD	0	400	2,840	2,940	2,940	15%	50	1.8%
Three Oaks Pkwy.	N. of Oriole Rd	4LD	0	250	1,840	1,960	1,960	15%	50	2.7%
	N. of Alico Rd	4LD	0	250	1,840	1,960	1,960	85%	284	**15.4%**
	S. of Alico Rd.	4LD	0	250	1,840	1,960	1,960	15%	50	2.7%
I-75	N. of Alico Rd.	6LF	0	3,410	4,650	5,780	6,340	10%	33	0.7%
	S. of Alico Rd.	6LF	0	3,410	4,650	5,780	6,340	5%	17	0.4%
Oriole Rd.	S. of Alico Rd.	2LU	0	0	310	660	740	5%	17	5.4%
Lee Rd.	S. of Alico Rd.	2LU	0	0	310	660	740	5%	17	5.4%

* Level of Service thresholds were obtained from the Lee County Link Specific Service Volume and the Lee County Generalized Level of Service Volumes on Arterials

* For I-75, FDOT Q/LOS Handbook, Table 7 service volumes were utilized.

TABLE 2A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
ALICO CROSSROADS CPD

TOTAL PROJECT TRAFFIC AM =	526	VPH	IN =	318	OUT=	208
TOTAL PROJECT TRAFFIC PM =	587	VPH	IN=	253	OUT=	334

ROADWAY	SEGMENT	PCS#	BASE YR ADT	2020 ADT	YRS OF GROWTH	ANNUAL RATE	2019 PK HR PK SEASON PEAK DIR.[1]	2026 PK HR PK SEASON PEAK DIRECTION VOLUME	LOS	PERCENT PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	2026 BCKGRND + AM PROJ VOLUME	LOS	2026 BCKGRND + PM PROJ VOLUME	LOS
Alico Rd.	W. of Three Oaks Pkwy.	10	38,400	41,900	6	2.00%	1,107	1,272	C	40%	127	134	1,399	C	1,405	C
	E. of Three Oaks Pkwy.	10	38,400	41,900	6	2.00%	2,438	2,800	C	30%	95	100	2,896	D	2,901	D
Three Oaks Pkwy.	N. of Oriole Rd	N/A	N/A	N/A	N/A	N/A	N/A	469	C	15%	48	50	517	C	519	C
	N. of Alico Rd	N/A	N/A	N/A	N/A	N/A	N/A	469	C	85%	270	284	739	C	753	C
	S. of Alico Rd.	414	9,500	13,600	9	4.07%	633	837	C	15%	48	50	884	C	887	C

1 The 2019 100th highest hour traffic volumes were obtained from the 2020 Lee County Public Facilities Level of Service and Concurrency Report.

* AGR for Alico Road and Three Oaks Parkway was calculated based the historical traffic data obtained from 2020 Lee County Traffic Count Report.

Note: For Three Oaks Pkwy north of Alico Road, the future peak hour peak season peak direction volume was obtained from the 2027 FSUTMS provided by the County.

INTERNAL CAPTURE SPREADSHEET

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:		**Organization:**	
Project Location:		**Performed By:**	
Scenario Description:	Approved	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	51,000	SF	74	64	10
Retail	820	300,000	SF	302	187	115
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel	310	125	Rooms	57	34	23
All Other Land Uses[2]				0		
				433	285	148

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	0	0	0	0
Retail	3		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	2	3	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	433	285	148
Internal Capture Percentage	5%	4%	7%
External Vehicle-Trips[5]	411	274	137
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	8%	30%
Retail	3%	3%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	0%	22%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:		**Organization:**	
Project Location:		**Performed By:**	
Scenario Description:	Approved	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	51,000	SF	60	10	50
Retail	820	300,000	SF	1,225	588	637
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel	310	125	Rooms	68	35	33
All Other Land Uses[2]				0		
				1,353	633	720

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		10	0	0	0	0
Retail	3		0	0	0	6
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	5	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,353	633	720
Internal Capture Percentage	4%	4%	3%
External Vehicle-Trips[5]	1,305	609	696
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	30%	20%
Retail	3%	1%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	17%	15%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.
[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).
[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made
[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
[6]Person-Trips
*Indicates computation that has been rounded to the nearest whole number.

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NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:		**Organization:**	
Project Location:		**Performed By:**	
Scenario Description:	Proposed	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	150,000	SF	167	144	23
Retail	820	50,000	SF	177	110	67
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	475	Dwelling Units	158	41	117
Hotel	310	250	Rooms	120	71	49
All Other Land Uses[2]				0		
				622	366	256

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		6	0	0	0	0
Retail	6		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	0	0		0
Hotel	4	4	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	622	366	256
Internal Capture Percentage	8%	7%	9%
External Vehicle-Trips[5]	574	342	232
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	8%	26%
Retail	10%	10%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	3%
Hotel	0%	16%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:		**Organization:**	
Project Location:		**Performed By:**	
Scenario Description:	Proposed	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	150,000	SF	167	26	141
Retail	820	50,000	SF	325	156	169
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	475	Dwelling Units	198	121	77
Hotel	310	250	Rooms	161	82	79
All Other Land Uses[2]				0		
				851	385	466

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		12	0	0	3	0
Retail	3		0	0	44	8
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	16	0	0		2
Hotel	0	3	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	851	385	466
Internal Capture Percentage	22%	24%	20%
External Vehicle-Trips[5]	663	291	372
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	23%	11%
Retail	20%	33%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	39%	27%
Hotel	12%	4%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

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LEE COUNTY GENERALIZED SERVICE VOLUMES TABLE

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.

FDOT GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES

TABLE 7

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/

TRAFFIC DATA FROM THE LEE COUNTY PUBLIC FACILITIES LEVEL OF SERVICE AND CONCURRENCY REPORT

5/25/2020

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

LINK NO.	NAME	ROADWAY LINK FROM	TO	ROAD TYPE	PERFORMANCE STANDARD LOS	CAPACITY	2019 100TH HIGHEST HOUR LOS	VOLUME	FORECAST FUTURE LOS	VOLUME	NOTES
00100	A & W BULB RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	380	C	399	
00200	ALABAMA RD	SR 82	MILWAUKEE BLVD	2LN	E	990	C	270	C	284	
00300	ALABAMA RD	MILWAUKEE BLVD	HOMESTEAD RD	2LN	E	990	D	481	D	506	
00400	ALEXANDER BELL	SR 82	MILWAUKEE BLVD	2LN	E	990	D	553	D	581	
00500	ALEXANDER BELL	MILWAUKEE BLVD	LEELAND HEIGHTS	2LN	E	990	D	553	D	626	Shadow Lakes
00590	ALICO RD	US 41	DUSTY RD	4LD	E	1,980	B	1,107	B	1,163	
00600	ALICO RD	DUSTY RD	LEE RD	6LD	E	2,960	B	1,107	B	1,468	Alico Business Park
00700	ALICO RD	LEE RD	THREE OAKS PKWY	6LD	E	2,960	B	1,107	B	1,355	Three Oaks Regional Center
00800	ALICO RD	THREE OAKS PKWY	I-75	6LD	E	2,960	B	2,438	B	2,563	EEPCO Study
00900	ALICO RD	I-75	BEN HILL GRIFFIN BLVD	6LD	E	2,960	B	1,246	B	1,393	EEPCO Study
01000	ALICO RD	BEN HILL GRIFFIN BLVD	GREEN MEADOW DR	2LN	E	1,100/1,840	C	385	E	789	4 Ln constr 2018, EEPCO Study*
01050	ALICO RD	GREEN MEADOW DR	CORKSCREW RD	2LN	E	1,100	B	131	B	224	EEPCO Study
01200	BABCOCK RD	US 41	ROCKEFELLER CIR	2LN	E	860	C	55	C	162	old count
01400	BARRETT RD	PONDELLA RD	PINE ISLAND RD	2LN	E	860	C	103	C	116	old count projection(2009)
01500	BASS RD	SUMMERLIN RD	GLADIOLUS DR	4LN	E	1,790	C	612	C	870	
01600	BAYSHORE RD (SR 78)	BUS 41	NEW POST RD/HART RD	4LD	D	2,100	C	1,690	C	1,750	
01700	BAYSHORE RD (SR 78)	HART RD	SLATER RD	4LD	D	2,100	C	1,703	C	1,831	
01800	BAYSHORE RD (SR 78)	SLATER RD	I-75	4LD	D	2,100	C	1,285	C	1,683	
01900	BAYSHORE RD (SR 78)	I-75	NALLE RD	2LN	D	924	C	710	C	678	
02000	BAYSHORE RD (SR 78)	NALLE RD	SR 31	2LN	D	924	C	515	C	520	
02100	BEN HILL GRIFFIN PKWY	CORKSCREW RD	FGCU ENTRANCE	4LD	E	2,000	B	1,402	B	1,474	
02200	BEN HILL GRIFFIN PKWY	FGCU BOULEVARD S	COLLEGE CLUB DR	4LD	E	2,000	B	1,402	B	1,505	
02250	BEN HILL GRIFFIN PKWY	COLLEGE CLUB DR	ALICO RD	6LD	E	3,000	B	1,127	B	1,219	
26950	BEN HILL GRIFFIN PKWY	ALICO RD	TERMINAL ACCESS RD	4LD	E	1,980	A	1,017	A	1,069	
02300	BETH STACEY BLVD	23RD ST	HOMESTEAD RD	2LN	E	860	C	346	C	548	
02400	BONITA BEACH RD	HICKORY BLVD	VANDERBILT DR	4LD	E	1,900	C	581	C	611	Constrained In City Plan *
02500	BONITA BEACH RD	VANDERBILT DR	US 41	4LD	E	1,900	C	1,530	C	1,608	Constrained In City Plan
02600	BONITA BEACH RD	US 41	OLD 41	4LD	E	1,860	C	1,167	C	1,318	Constrained, old count projection(2010)
02700	BONITA BEACH RD	OLD 41	IMPERIAL ST	6LD	E	2,800	C	1,864	C	1,959	Constrained In City Plan(2010)
02800	BONITA BEACH RD	IMPERIAL ST	W OF I-75	6LD	E	2,800	C	2,132	C	2,241	Constrained In City Plan
02900	BONITA BEACH RD	E OF I-75	BONITA GRAND DR	4LD	E	2,020	B	671	B	705	Constrained In City Plan
02950	BONITA BEACH RD	BONITA GRANDE DR	END OF CO. MAINTAINED	4LD	E	2,020	B	671	B	705	Constrained In City Plan
03100	BONITA GRANDE DR	BONITA BEACH RD	E TERRY ST	2LN	E	860	D	692	E	782	old count projection(2009)
03200	BOYSCOUT RD	SUMMERLIN RD	US 41	6LN	E	2,520	E	1,776	E	1,866	
03300	BRANTLEY RD	SUMMERLIN RD	US 41	2LN	E	860	C	276	C	290	
03400	BRIARCLIFF RD	US 41	TRIPLE CROWN CT	2LN	E	860	C	197	C	218	
03500	BROADWAY RD (ALVA)	SR 80	N. RIVER RD	2LN	E	860	C	269	C	304	old count projection(2009)
03700	BUCKINGHAM RD	SR 82	GUNNERY RD	2LN	E	990	C	405	C	426	
03730	BUCKINGHAM RD	GUNNERY RD	ORANGE RIVER BLVD	2LN	E	990	C	423	D	445	
03800	BUCKINGHAM RD	ORANGE RIVER BLVD	SR 80	2LN	E	990	D	538	F	1,207	Buckingham 345 & Portico
03900	BURNT STORE RD	SR 78	VAN BUREN PKWY	4LD	E	2,950	B	942	B	990	
04000	BURNT STORE RD	VAN BUREN PKWY	COUNTY LINE	2LN	E	1,140	C	465	C	563	
04200	BUS 41 (N TAMIAMI TR, SR 7	CITY LIMITS (N END EDIS	PONDELLA RD	6LD	D	3,171	C	1,471	C	1,673	
04300	BUS 41 (N TAMIAMI TR, SR 7	PONDELLA RD	SR 78	6LD	D	3,171	C	1,471	C	1,673	
04400	BUS 41 (N TAMIAMI TR, SR 7	SR 78	LITTLETON RD	4LD	D	2,100	C	959	C	1,003	
04500	BUS 41 (N TAMIAMI TR, SR 7	LITTLETON RD	US 41	4LD	D	2,100	C	552	C	575	
04600	CAPE CORAL BRIDGE	DEL PRADO BLVD	McGREGOR BLVD	4LB	E	4,000	D	3,074	D	3,231	
04700	CAPTIVA DR	BLIND PASS	SOUTH SEAS	2LN	E	860	C	267	C	302	Constrained, old count(2010)
04800	CEMETERY RD	BUCKINGHAM RD	HIGGINS AVE	2LN	E	860	C	242	C	255	
04900	CHAMBERLIN PKWY	AIRPORT ENT	DANIELS PKWY	4LN	E	1,790	C	105	C	150	Port Authority maintained
05000	COCONUT RD	WEST END	VIA VENETTO BLVD	2LN	E	860	C	268	C	420	Estero maintains to east
05100	COLLEGE PKWY	McGREGOR BLVD	WINKLER RD	6LD	E	2,980	D	2,292	D	2,409	
05200	COLLEGE PKWY	WINKLER RD	WHISKEY CREEK DR	6LD	E	2,980	D	2,059	D	2,164	
05300	COLLEGE PKWY	WHISKEY CREEK DR	SUMMERLIN RD	6LD	E	2,980	D	2,059	D	2,164	
05400	COLLEGE PKWY	SUMMERLIN RD	US 41	6LD	E	2,980	D	1,825	D	1,918	
05500	COLONIAL BLVD	McGREGOR BLVD	SUMMERLIN RD	6LD	E	2,840	F	3,049	F	3,204	
05600	COLONIAL BLVD	SUMMERLIN RD	US 41	6LD	E	2,840	F	2,882	F	3,028	
06200	COLONIAL BLVD	DYNASTY DR	SR 82	6LD	D	3,040	B	2,117	C	2,225	*
06300	COLUMBUS BLVD	SR 82	MILWAUKEE BLVD	2LN	E	860	C	100	C	105	
06400	CONSTITUTION BLVD	US 41	CONSTITUTION CIR	2LN	E	860	C	217	C	245	old count projection(2010)
06500	CORBETT RD	SR 78 (PINE ISLAND RD)	LITTLETON RD	2LN	E	860	C	22	C	226	old count, added VA clinic(2009)
06600	CORKSCREW RD	US 41	THREE OAKS PKWY	4LD	E	1,900	C	1,007	C	1,272	Galleria at Corkscrew
06700	CORKSCREW RD	THREE OAKS PKWY	W OF I-75	4LD	E	1,900	F	2,129	F	2,386	Estero Crossing
06800	CORKSCREW RD	E OF I-75	BEN HILL GRIFFIN BLVD	4LD	E	1,900	C	1,194	C	1,255	
06900	CORKSCREW RD	BEN HILL GRIFFIN BLVD	ALICO RD	4LD	E	1,960	C	466	C	678	
07000	CORKSCREW RD	ALICO RD	COUNTY LINE	2LN	E	1,140	C	466	D	793	EEPCO Study, The Place
07100	COUNTRY LAKES BLVD	LUCKETT RD	TICE ST	2LN	E	860	C	143	C	293	old count projection(2010)
07200	CRYSTAL DR	US 41	METRO PKWY	2LN	E	860	C	496	C	521	
07300	CRYSTAL DR	METRO PKWY	PLANTATION RD	2LN	E	860	C	324	C	340	

5/25/2020

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

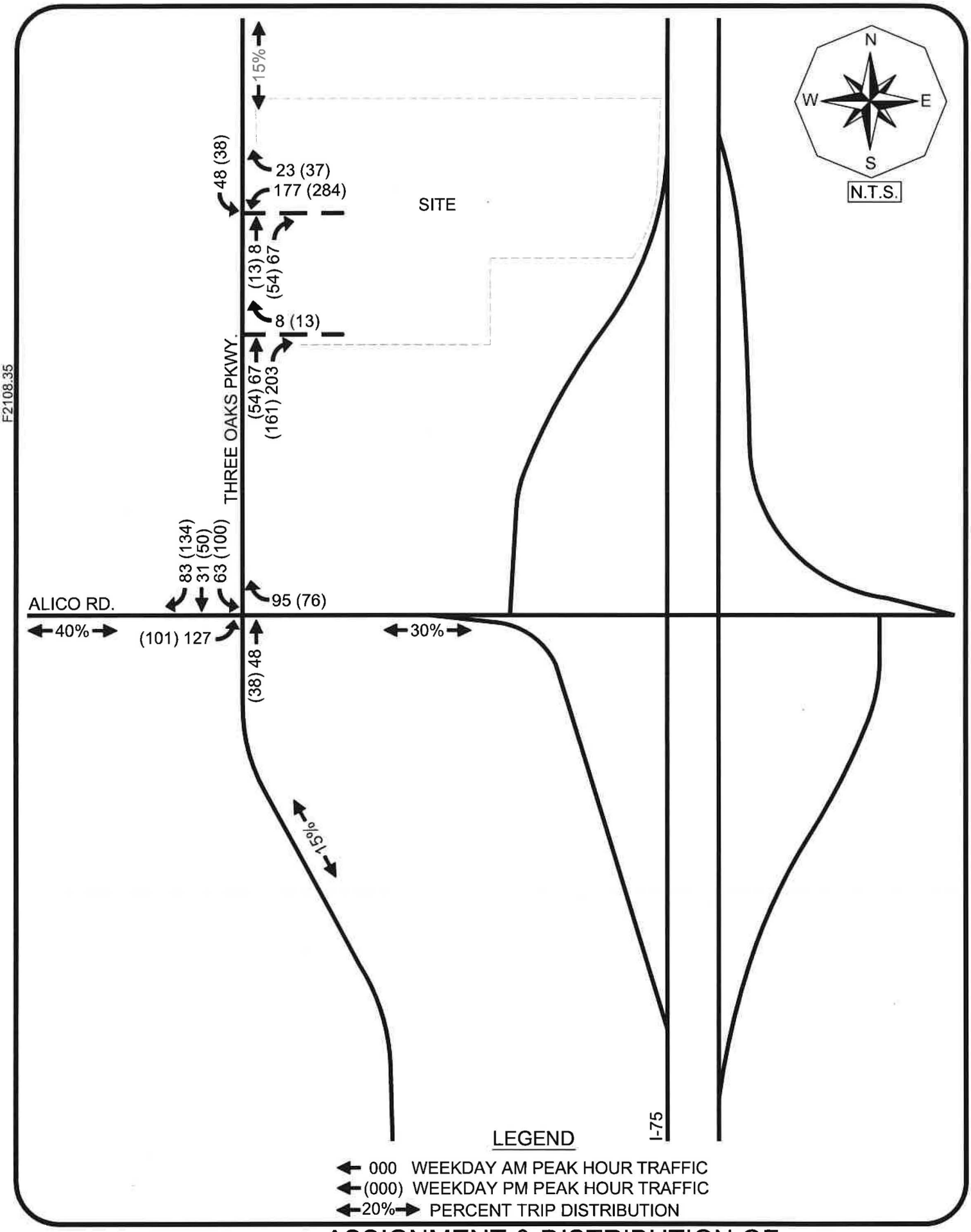
LINK NO.	NAME	ROADWAY LINK FROM	TO	ROAD TYPE	PERFORMANCE STANDARD LOS	CAPACITY	2019 100TH HIGHEST HOUR LOS	VOLUME	FORECAST FUTURE LOS	VOLUME	NOTES
21400	PINE ISLAND RD (SR 78)	CITY LIMITS E OF BARRETT RD	US 41	4LD	D	2,100	C	1,696	C	1,843	
21500	PINE ISLAND RD (SR 78)	US 41	BUS 41	4LD	D	2,100	C	1,690	C	1,750	
21600	PINE RIDGE RD	SAN CARLOS BLVD	SUMMERLIN RD	2LN	E	860	C	499	C	545	*
21700	PINE RIDGE RD	SUMMERLIN RD	GLADIOLUS DR	2LN	E	860	C	286	C	545	Heritage Isle*
21800	PINE RIDGE RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	286	C	301	
21900	PLANTATION RD	SIX MILE PKWY	DANIELS PKWY	2LN	E	860	C	288	C	417	Intermed Park
22000	PLANTATION RD	DANIELS PKWY	IDLEWILD ST	2LN	E	860	D	672	D	706	FDOT Metro Pkwy 6-laning
22050	PLANTATION RD	IDLEWILD ST	COLONIAL BLVD	4LN	E	1,790	C	841	C	884	
22100	PONDELLA RD	SR 78	ORANGE GROVE BLVD	4LD	E	1,890	B	736	B	774	*
22200	PONDELLA RD	ORANGE GROVE BLVD	US 41	4LD	E	1,890	B	1,164	B	1,239	
22300	PONDELLA RD	US 41	BUS 41	4LD	E	1,890	B	953	B	1,002	
22400	PRITCHETT PKWY	SR 78	RICH RD	2LN	E	860	C	73	C	541	old count, Stoneybrook North(2009)
22500	RANCHETTE RD	PENZANCE BLVD	IDLEWILD ST	2LN	E	860	C	93	C	98	
22600	RICH RD	SLATER RD	PRITCHETT PKWY	2LN	E	860	C	55	C	62	old count projection(2009)
22700	RICHMOND AVE	LEELAND HEIGHTS	E 12TH ST	2LN	E	860	C	79	C	91	*
22800	RICHMOND AVE	E 12TH ST	GREENBRIAR BLVD	2LN	E	860	C	79	C	83	*
23000	SAN CARLOS BLVD (SR 865)	MANTANZAS PASS B.	MAIN ST	2LD	D	970	F	1,055	F	1,176	Constrained
23100	SAN CARLOS BLVD (SR 865)	MAIN ST	SUMMERLIN RD	4LD	D	2,100	C	1,055	C	1,176	PD&E Study
23180	SAN CARLOS BLVD (SR 865)	SUMMERLIN RD	KELLY RD	2LD	D	970	C	744	C	847	
23200	SAN CARLOS BLVD (SR 865)	KELLY RD	GLADIOLUS DR	4LD	D	2,100	C	744	C	847	
23230	SAN CARLOS BLVD	US 41	THREE OAKS PKWY	2LN	E	860	C	427	C	449	*
23260	SANIBEL BLVD	US 41	LEE RD	2LN	E	860	C	484	C	508	
23300	SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	2LN	E	1,140	E	944	E	992	
23400	SHELL POINT BLVD	McGREGOR BLVD	PALM ACRES	2LN	E	860	C	290	C	304	*
23500	SIX MILE PKWY (SR 739)	US 41	METRO PKWY	4LD	D	2,100	C	1,778	C	1,950	
23600	SIX MILE CYPRESS	METRO PKWY	DANIELS PKWY	4LD	E	2,000	B	1,398	B	1,469	
23700	SIX MILE CYPRESS	DANIELS PKWY	WINKLER EXT.	4LD	E	1,900	B	1,149	B	1,352	
23800	SIX MILE CYPRESS	WINKLER EXT.	CHALLENGER BLVD	4LD	E	1,900	B	1,050	B	1,104	
23900	SIX MILE CYPRESS	CHALLENGER BLVD	COLONIAL BLVD	6LD	E	2,860	A	1,050	A	1,104	
24000	SLATER RD	SR 78	NALLE GRADE RD	2LN	E	1,010	C	402	C	423	*
24100	SOUTH POINTE BLVD	CYPRESS LAKE DR	COLLEGE PKWY	2LD	E	910	D	644	D	677	*
24200	SR 31 (ARCADIA RD)	SR 80	SR 78	2LN	D	970	C	643	C	610	PD&E/SEIR Study
24300	SR 31 (ARCADIA RD)	SR 78	COUNTY LINE	2LN	C	820	C	564	C	460	PD&E/SEIR Study
24400	STALEY RD	TICE	ORANGE RIVER BLVD	2LN	E	860	C	189	C	215	*
24500	STRINGFELLOW RD	1ST AVE	BERKSHIRE RD	2LN	E	1,060	B	315	D	672	Constrained
24600	STRINGFELLOW RD	BERKSHIRE RD	PINE ISLAND RD	2LN	E	1,060	B	315	C	448	Constrained
24700	STRINGFELLOW RD	PINE ISLAND RD	PINELAND RD	2LN	E	1,060	C	551	D	652	Constrained
24800	STRINGFELLOW RD	PINELAND RD	MAIN ST	2LN	E	1,060	C	551	D	648	
24900	SUMMERLIN RD	McGREGOR BLVD	KELLY COVE RD	4LD	E	1,980	A	1,243	A	1,306	
25000	SUMMERLIN RD	KELLY COVE RD	SAN CARLOS BLVD	4LD	E	1,980	A	1,243	A	1,306	
25100	SUMMERLIN RD	SAN CARLOS BLVD	PINE RIDGE RD	6LD	E	3,000	A	1,919	A	2,149	
25200	SUMMERLIN RD	PINE RIDGE RD	BASS RD	6LD	E	3,000	A	1,919	A	2,016	
25300	SUMMERLIN RD	BASS RD	GLADIOLUS DR	6LD	E	3,000	A	1,919	A	2,016	
25400	SUMMERLIN RD	GLADIOLUS DR	CYPRESS LAKE DR	4LD	E	1,900	C	1,454	C	1,552	
25500	SUMMERLIN RD	CYPRESS LAKE DR	COLLEGE PKWY	6LD	E	2,880	B	1,783	B	1,874	
25600	SUMMERLIN RD	COLLEGE PKWY	PARK MEADOW DR	6LD	E	2,880	B	1,916	B	2,014	
25700	SUMMERLIN RD	PARK MEADOW DR	BOY SCOUT	6LD	E	2,880	B	1,916	B	2,014	
25800	SUMMERLIN RD	BOY SCOUT	MATHEWS DR	4LD	E	1,820	D	1,260	D	1,324	
25900	SUMMERLIN RD	MATHEWS DR	COLONIAL BLVD	4LD	E	1,820	D	1,260	D	1,324	
26000	SUNRISE BLVD	BELL BLVD	COLUMBUS BLVD	2LN	E	860	C	42	C	53	
26100	SUNSHINE BLVD	SR 82	23RD ST SW	2LN	E	1,010	C	369	C	388	*
26150	SUNSHINE BLVD	23RD ST SW	LEE BLVD	2LN	E	1,010	C	369	C	388	*
26200	SUNSHINE BLVD	LEE BLVD	W 12TH ST	2LN	E	1,010	D	596	D	626	*
26300	SUNSHINE BLVD	W 12TH ST	W 75TH ST	2LN	E	860	D	623	D	655	
26400	SW 23RD ST	GUNNERY RD	SUNSHINE BLVD	2LN	E	860	D	650	D	683	
26500	THREE OAKS PKWY	COCONUT RD	ESTERO PKWY	4LD	E	1,940	B	1,230	B	1,413	
26600	THREE OAKS PKWY	ESTERO PKWY	SAN CARLOS BLVD	4LD	E	1,940	A	623	B	724	
26700	THREE OAKS PKWY	SAN CARLOS BLVD	ALICO RD	4LD	E	1,940	A	633	B	976	
26800	TICE ST	SR 80	ORTIZ AVE	2LN	E	860	C	163	C	171	old count(2010)
26900	TICE ST	ORTIZ AVE	STALEY RD	2LN	E	860	C	203	D	716	Elementry U.
27000	TREELINE AVE	TERMIMAL ACCESS RD	DANIELS PKWY	4LD	E	1,980	A	1,272	A	1,510	Harley Davidson
27030	TREELINE AVE	DANIELS PKWY	AMBERWOOD RD	4LD	E	1,980	A	880	A	924	
27070	TREELINE AVE	AMBERWOOD RD	COLONIAL BLVD	4LD	E	1,980	A	880	A	924	
29800	US 41 (S TAMIAMI TR)	OLD 41	CORKSCREW RD	6LD	D	3,171	C	2,662	C	2,712	
29900	US 41 (S TAMIAMI TR)	CORKSCREW RD	SANIBEL BLVD	6LD	D	3,171	C	2,422	C	2,485	
30000	US 41 (S TAMIAMI TR)	SANIBEL BLVD	ALICO RD	6LD	D	3,171	C	2,623	C	2,686	
30100	US 41 (S TAMIAMI TR)	ALICO RD	ISLAND PARK RD	6LD	D	3,171	C	2,623	C	2,730	
30200	US 41 (S TAMIAMI TR)	ISLAND PARK RD	BRIARCLIFF RD	6LD	D	3,171	C	2,905	D	3,092	

TRAFFIC DATA FROM THE LEE COUNTY TRAFFIC COUNT REPORT

Updated 2/24/21			Daily Traffic Volume (AADT)									
STREET	LOCATION	Sta-tion #	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
ALABAMA RD	S OF HOMESTEAD RD	200	8800	11100	9000	9300	10300	11000		10200	10700	7900
ALICO RD	E OF US 41	204	21800	21700	23400	19900	21900	24100	22100	22800	24200	25600
ALICO RD	E OF LEE RD	207										
ALICO RD	W OF I - 75	10	25800	27200	29100	38400	41100	43600	44800	47900	49800	41900
ALICO RD	E OF I - 75	53	26200	26000	26900	28400	25600	24300	24600	26200	24200	20200
ALICO RD	E OF BEN HILL GRIFFIN PKWAY	205				7500		8500		8900		
BASS RD	N OF SUMMERLIN RD	216	8200		8400		8200		11500		11400	

Updated 2/24/21			Daily Traffic Volume (AADT)									
STREET	LOCATION	Sta-tion #	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
SUNSHINE BLVD	N OF IMMOKALEE RD	413			3900	4000		3900		3300		
SUNSHINE BLVD	S OF LEE BLVD	406			6100	7100		7500		7500		8500
SUNSHINE BLVD	N OF LEE BLVD (CR 884)	412			10300	8300		10100		12100		14000
TERMINAL ACCESS RD	E OF TREELINE AVE	59	24000	23300	23500	26400				27100	28500	18400
THREE OAKS PKWY	S OF CORKSCREW RD	525	16100	18700	18800		20900	21800	25100	20800	23900	
THREE OAKS PKWY	N OF CORKSCREW RD	415	14700	20200	19900							
THREE OAKS PKWY	S OF ESTERO PKWY	72			16000	16600	16500	16800	17900		21700	18000
THREE OAKS PKWY	S OF ALICO RD	414	9500	12700	13700	11800	12300	13100	14100	12300		13600
TICE ST	W OF ORTIZ AV	417										
TICE ST	W OF I 75	416				3000		3500		3800		3400
TREELINE AVE	S OF PELICAN COLONY BLVD	62	7300	8200	8900	9700	10800	11600	11800	13100	13700	11600
TREELINE AVE	N OF AIRPORT TERMINAL	61	23600	23800	24500	25500	23800	25000	23800	23400	22700	14600
12 ST W	E OF GUNNERY RD	472					4100				5200	
23RD ST SW	E OF GUNNERY RD	469			10200	11000		11800	12700	13200		16400

SITE TRAFFIC ASSIGNMENT
SUPPLEMENTAL GRAPHICS
FIGURES A-1 & A-2

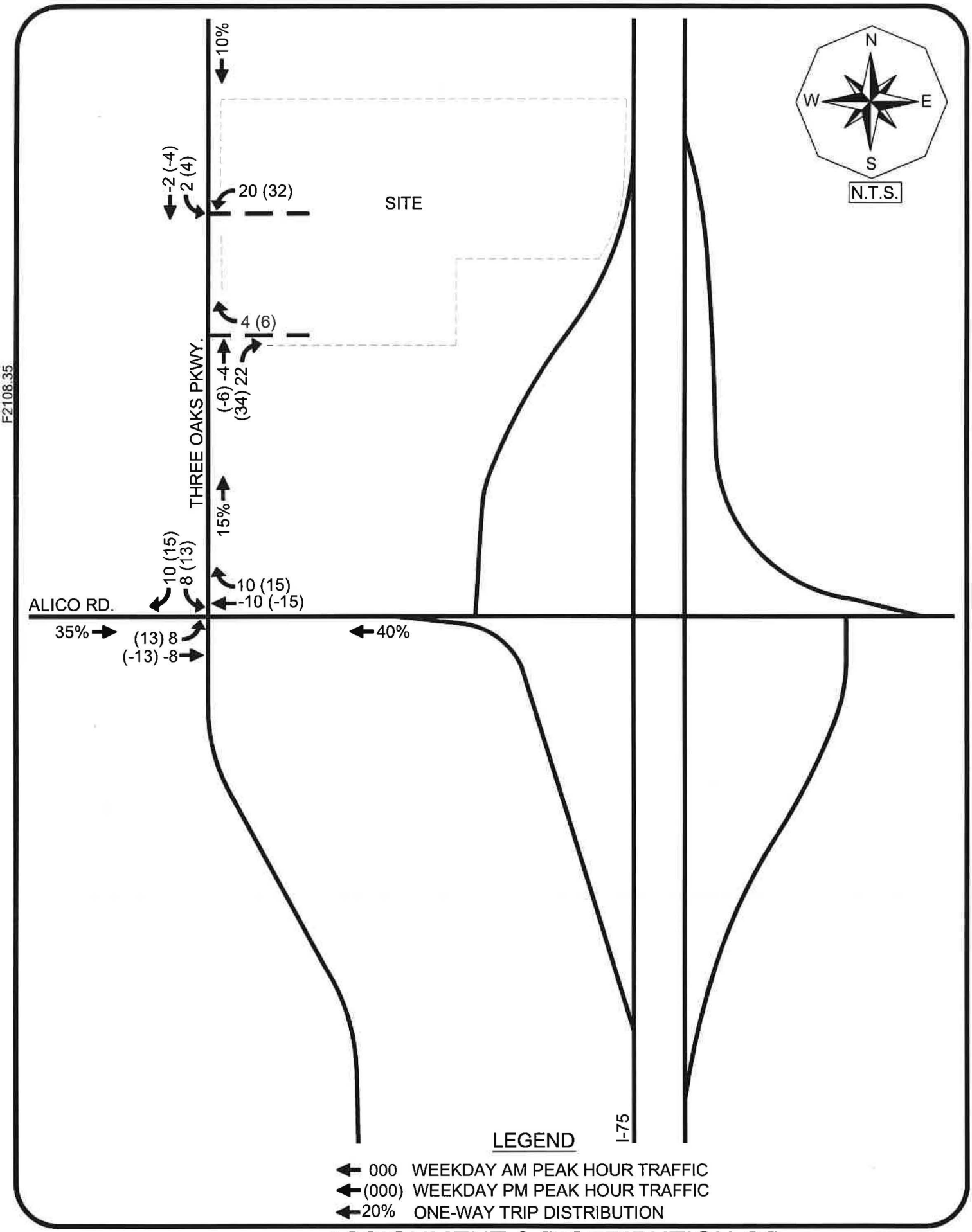


F2108.35

TR TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT & DISTRIBUTION OF
NET NEW PROJECT TRIPS
ALICO CROSSROADS CPD

Figure A-1



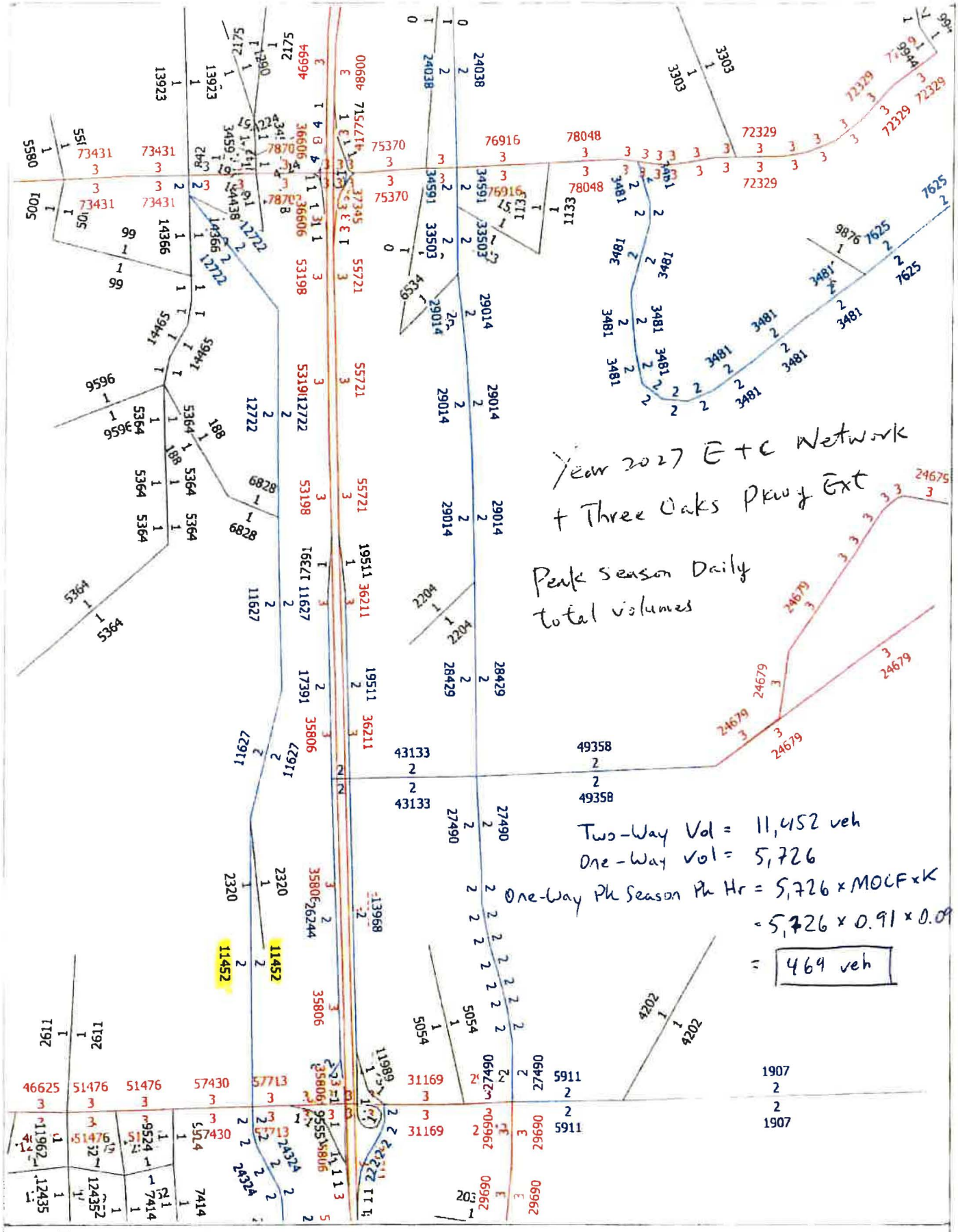
F2108.35

TR TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT & DISTRIBUTION OF
PASS-BY PROJECT TRIPS
ALICO CROSSROADS CPD

Figure A-2

2027 FSUTMS TRAFFIC DATA
PROVIDED BY LEE COUNTY



cube (Licensed to Florida Department of Transportation)

TRIP GENERATION EQUATIONS

Multifamily Housing (Mid-Rise)
(221)

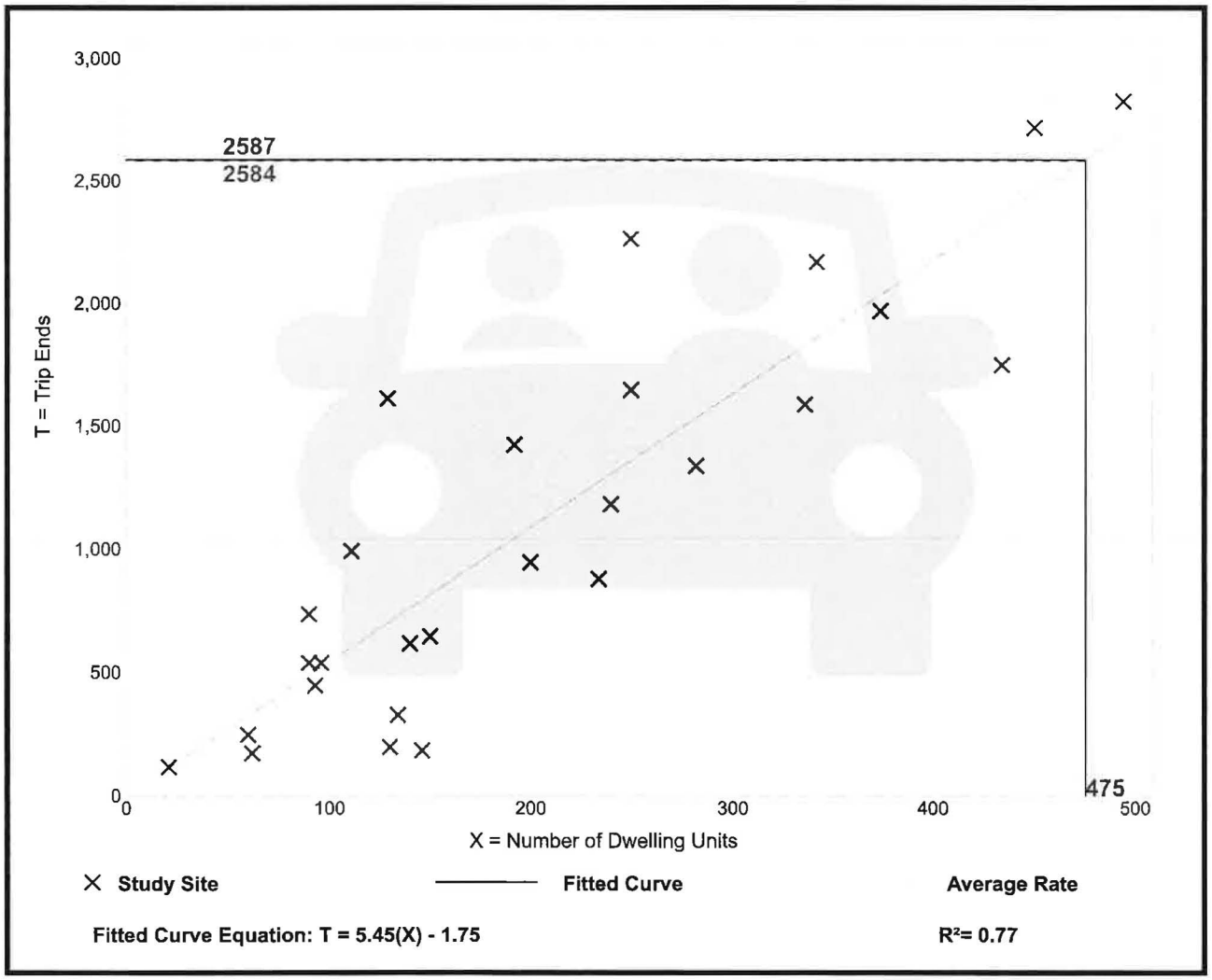
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



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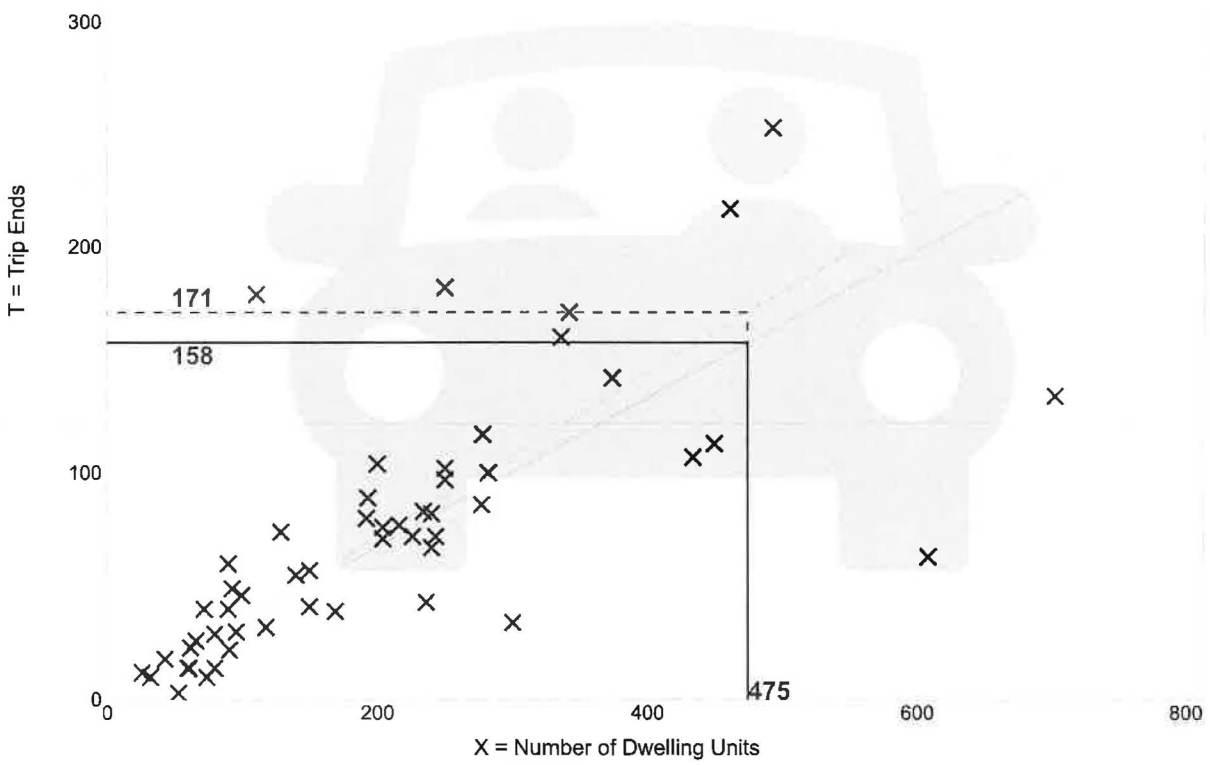
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 53
Avg. Num. of Dwelling Units: 207
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** **Average Rate**

Fitted Curve Equation: Ln(T) = 0.98 Ln(X) - 0.98 **R^2= 0.67**

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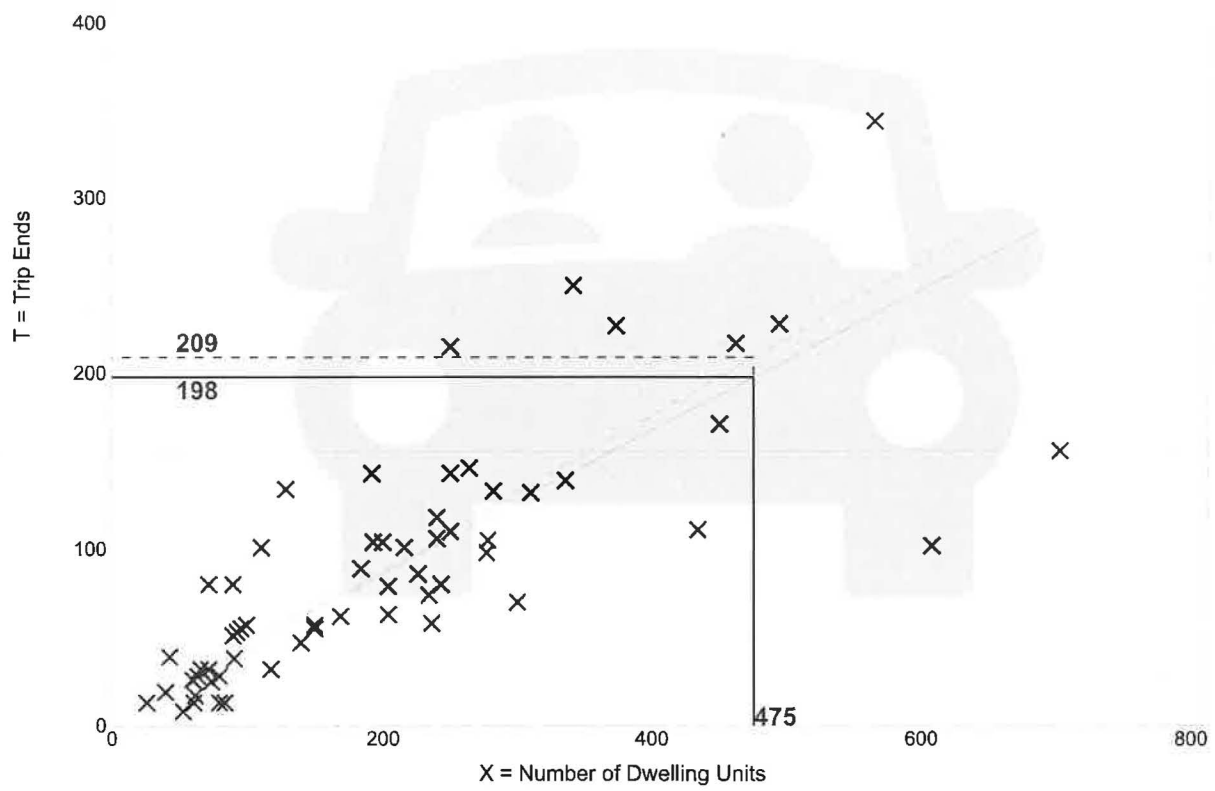
Multifamily Housing (Mid-Rise)
(221)

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:	60
Avg. Num. of Dwelling Units:	208
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** **Average Rate**

Fitted Curve Equation: Ln(T) = 0.96 Ln(X) - 0.63 **R^2= 0.72**

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Hotel
(310)

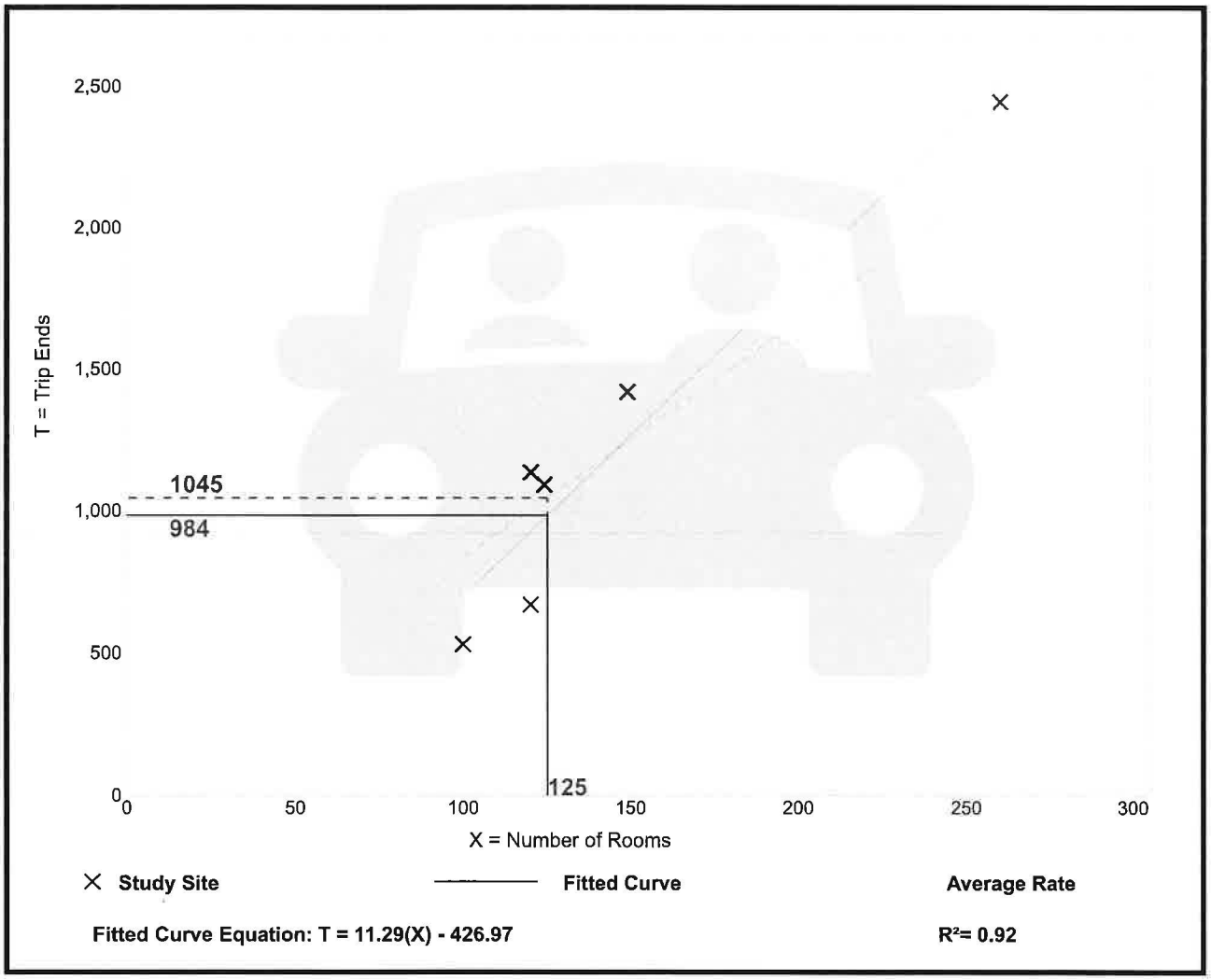
Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Rooms: 146
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
8.36	5.31 - 9.53	1.86

Data Plot and Equation



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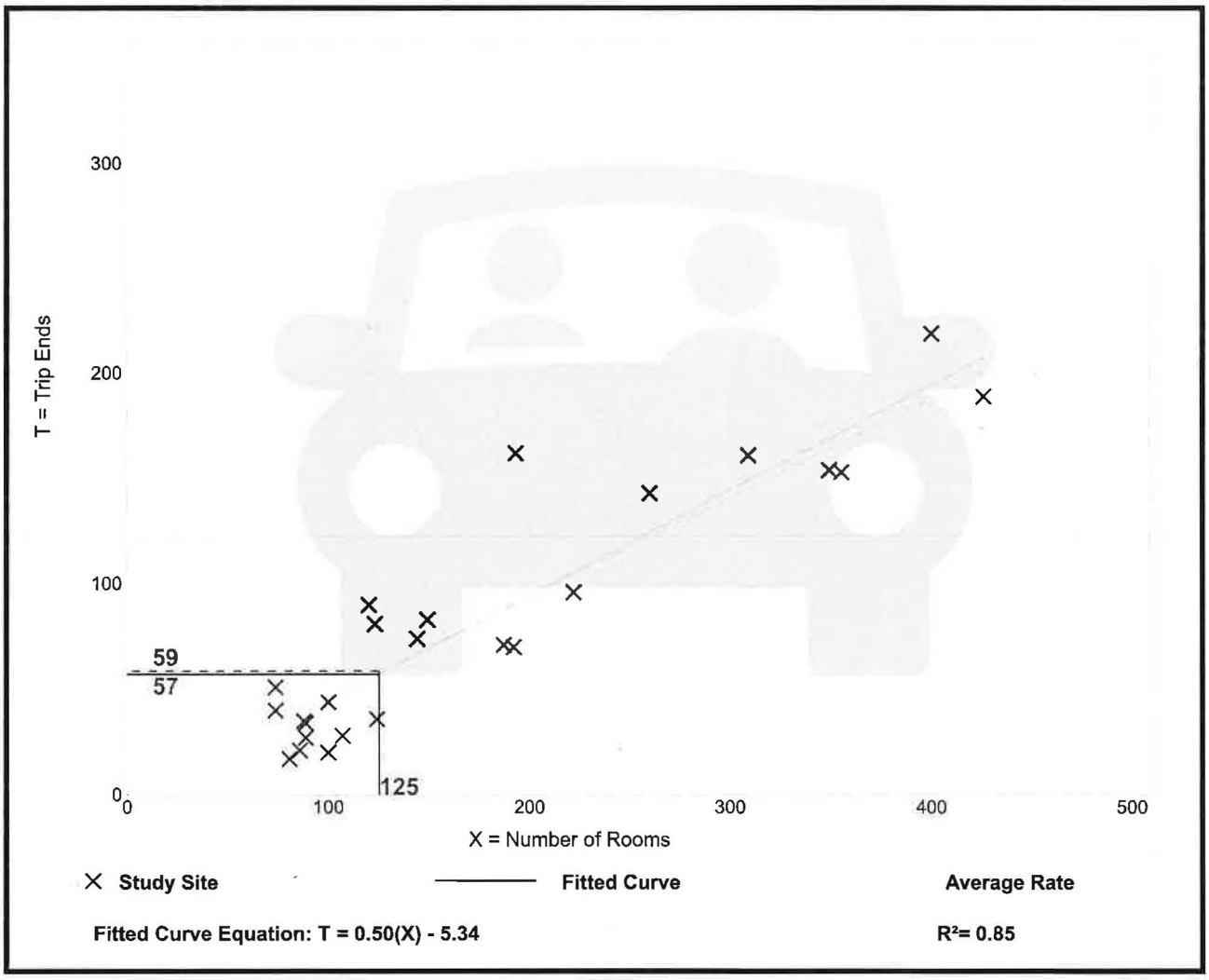
Hotel
(310)

Vehicle Trip Ends vs:	**Rooms**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	25
Avg. Num. of Rooms:	178
Directional Distribution:	59% entering, 41% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.47	0.20 - 0.84	0.14

Data Plot and Equation



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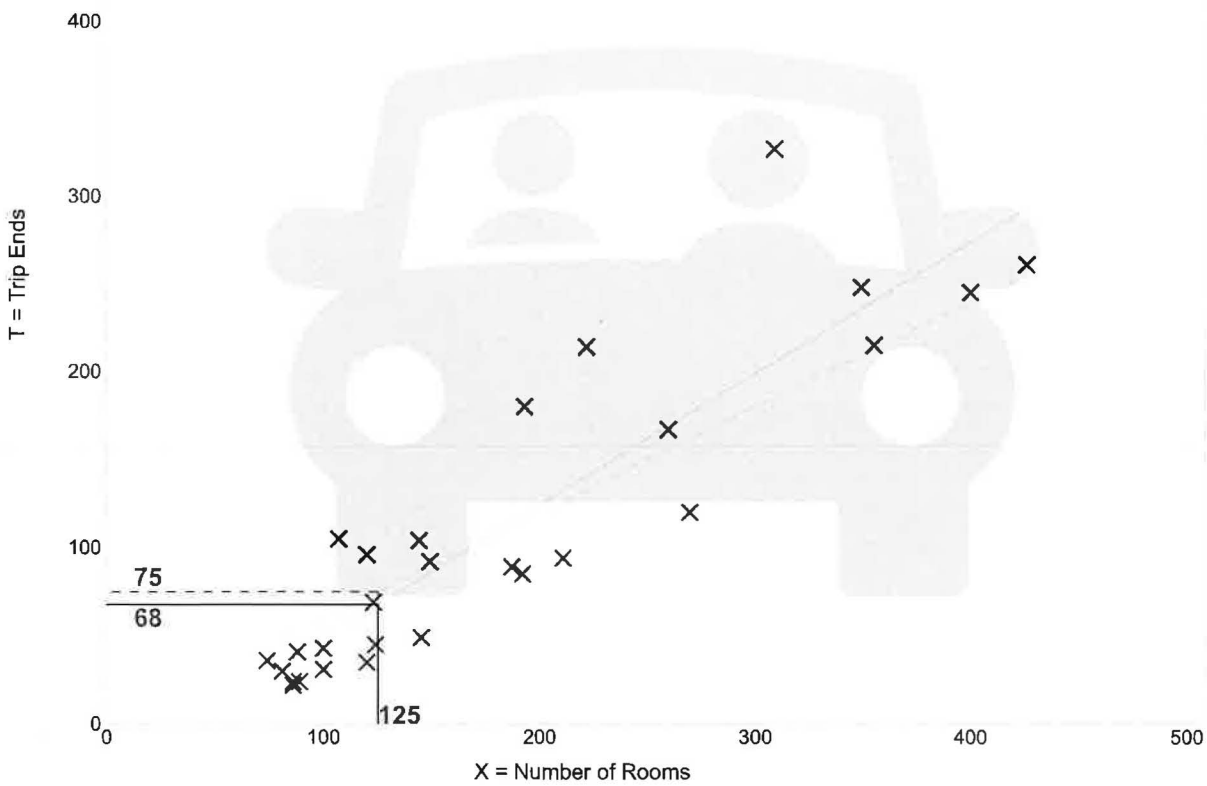
Hotel
(310)

Vehicle Trip Ends vs:	**Rooms**
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:	28
Avg. Num. of Rooms:	183
Directional Distribution:	51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.60	0.26 - 1.06	0.22

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** **Average Rate**

Fitted Curve Equation: T = 0.75(X) - 26.02 **R^2= 0.80**

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General Office Building
(710)

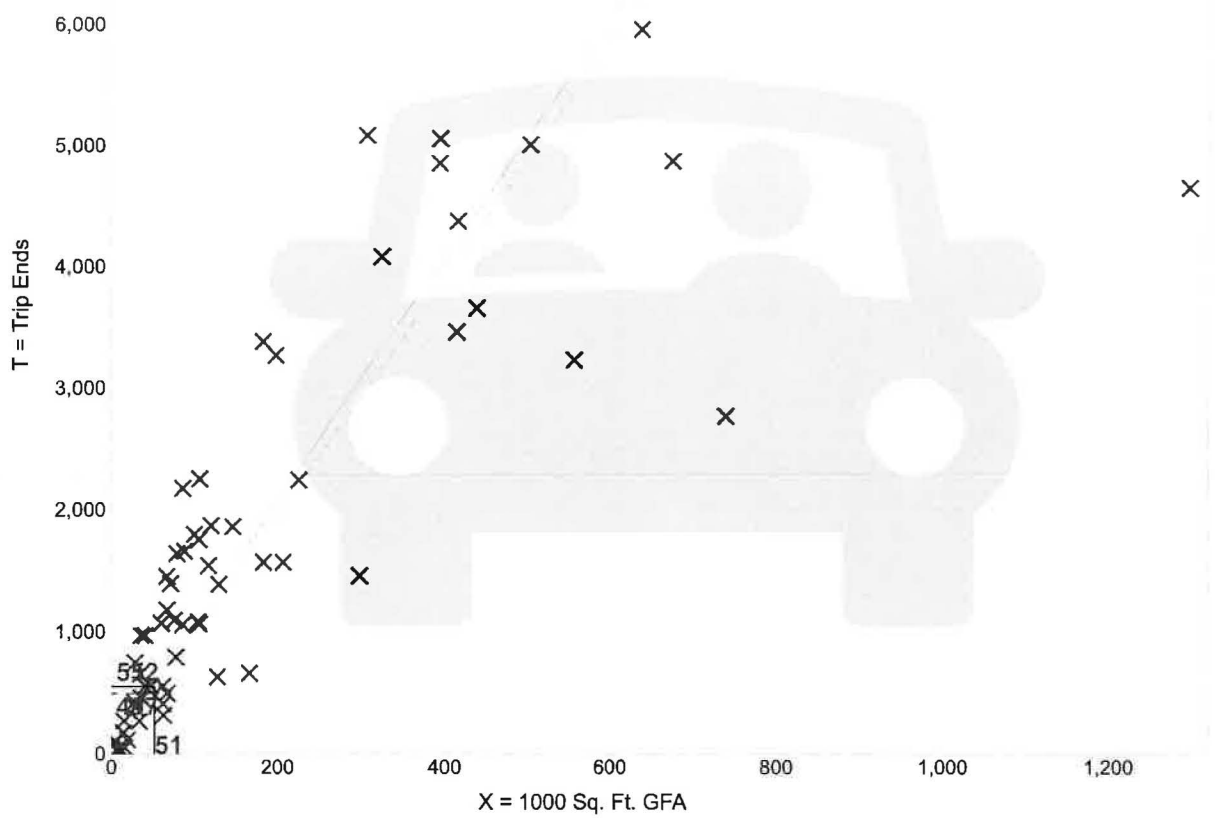
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location:	**General Urban/Suburban**
Number of Studies:	66
Avg. 1000 Sq. Ft. GFA:	171
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.74	2.71 - 27.56	5.15

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.97 Ln(X) + 2.50 **R^2= 0.83**

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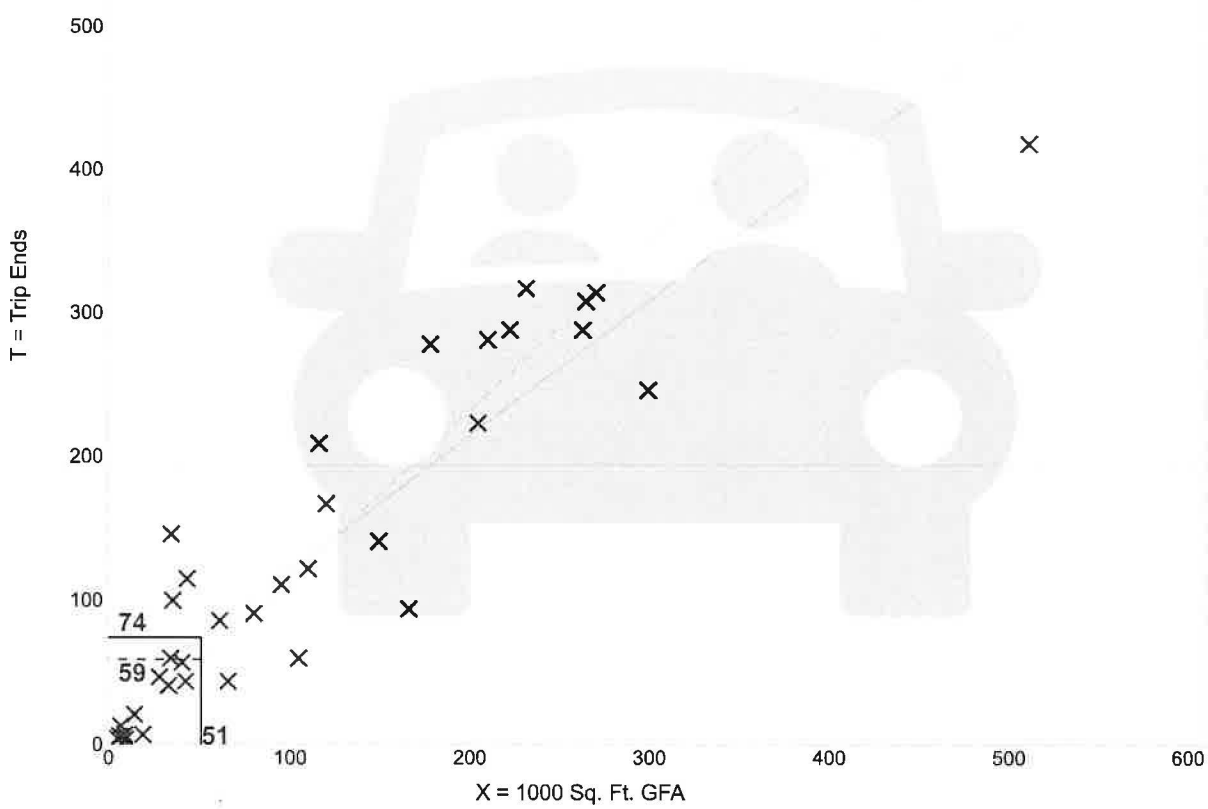
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 35
Avg. 1000 Sq. Ft. GFA: 117
Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** **Average Rate**

Fitted Curve Equation: T = 0.94(X) + 26.49 **R^2= 0.85**

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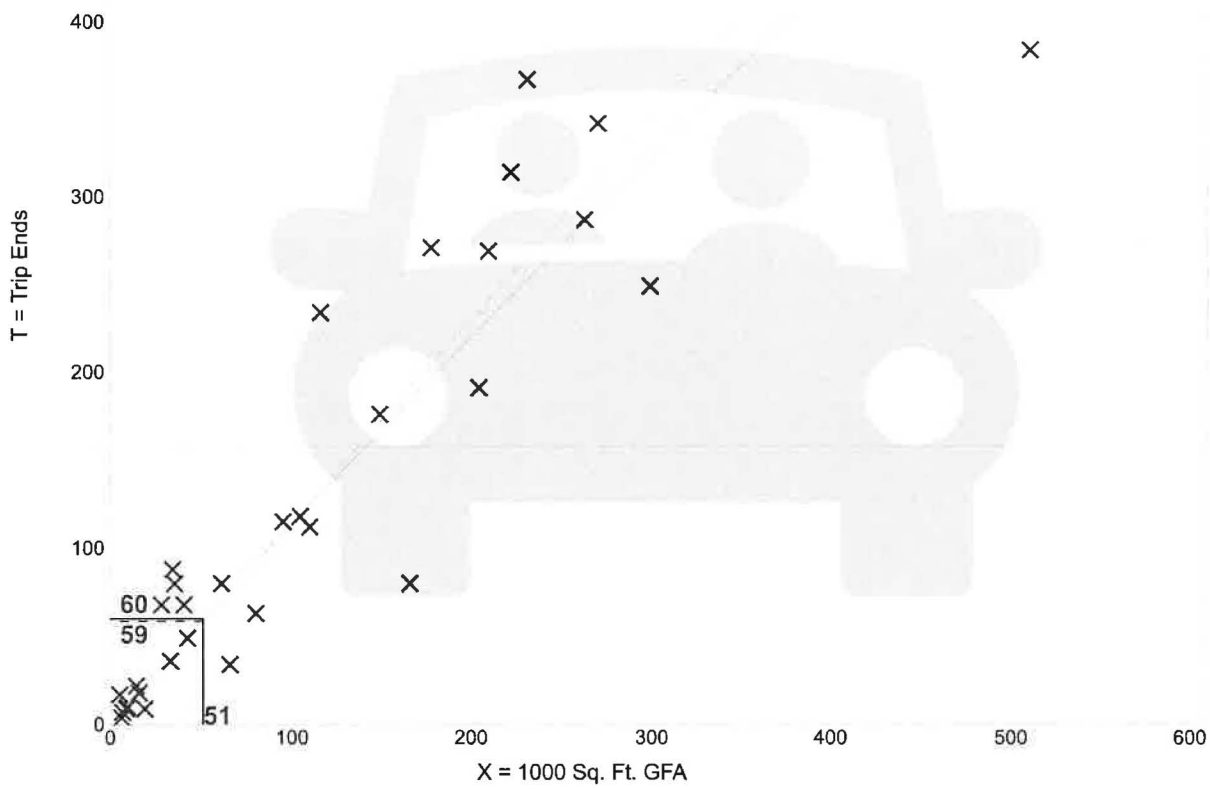
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 32
Avg. 1000 Sq. Ft. GFA: 114
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** **Average Rate**

Fitted Curve Equation: Ln(T) = 0.95 Ln(X) + 0.36 **R^2= 0.88**

Trip Gen Manual, 10th Edition • Institute of Transportation Engineers

Shopping Center
(820)

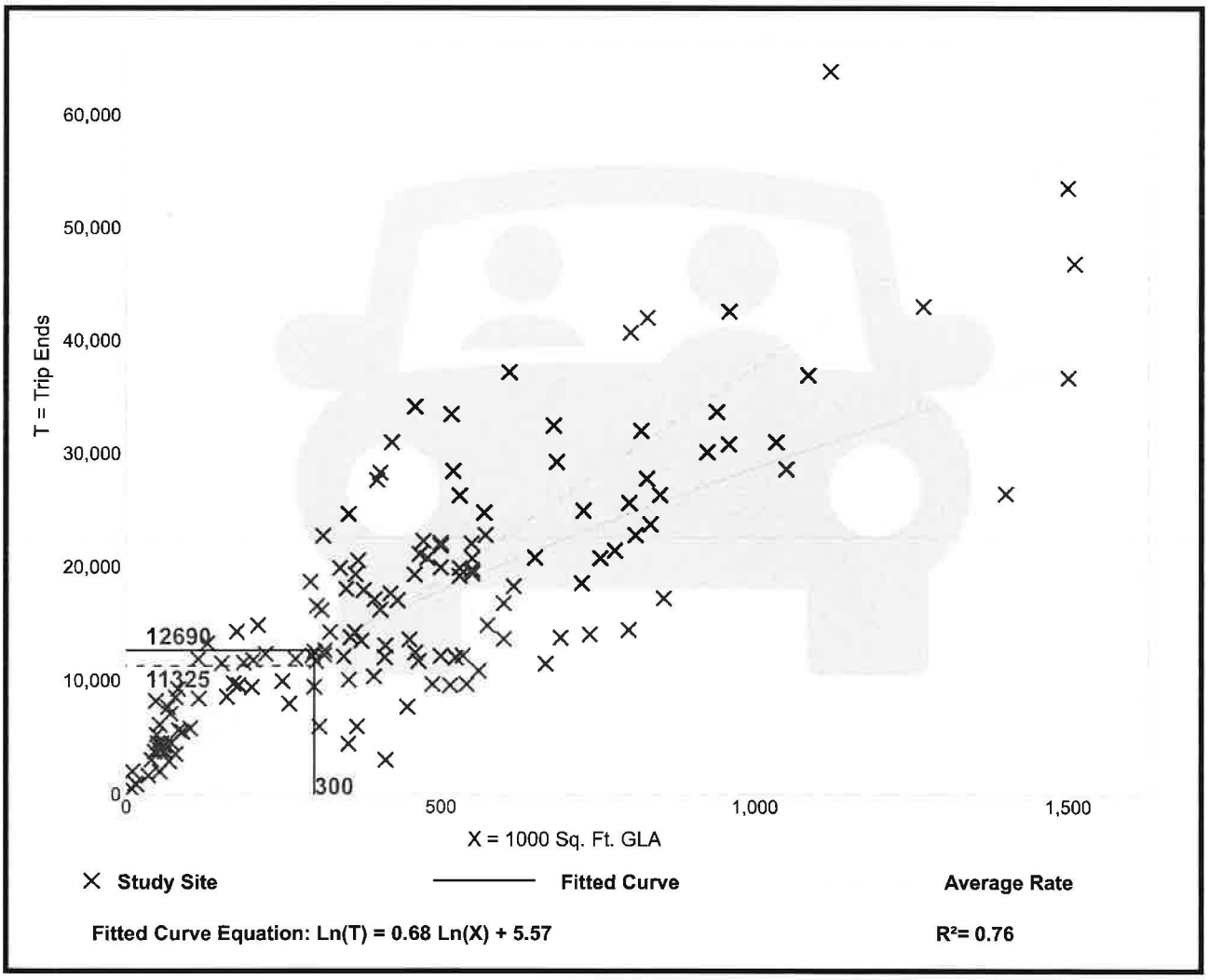
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 147
Avg. 1000 Sq. Ft. GLA: 453
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41

Data Plot and Equation



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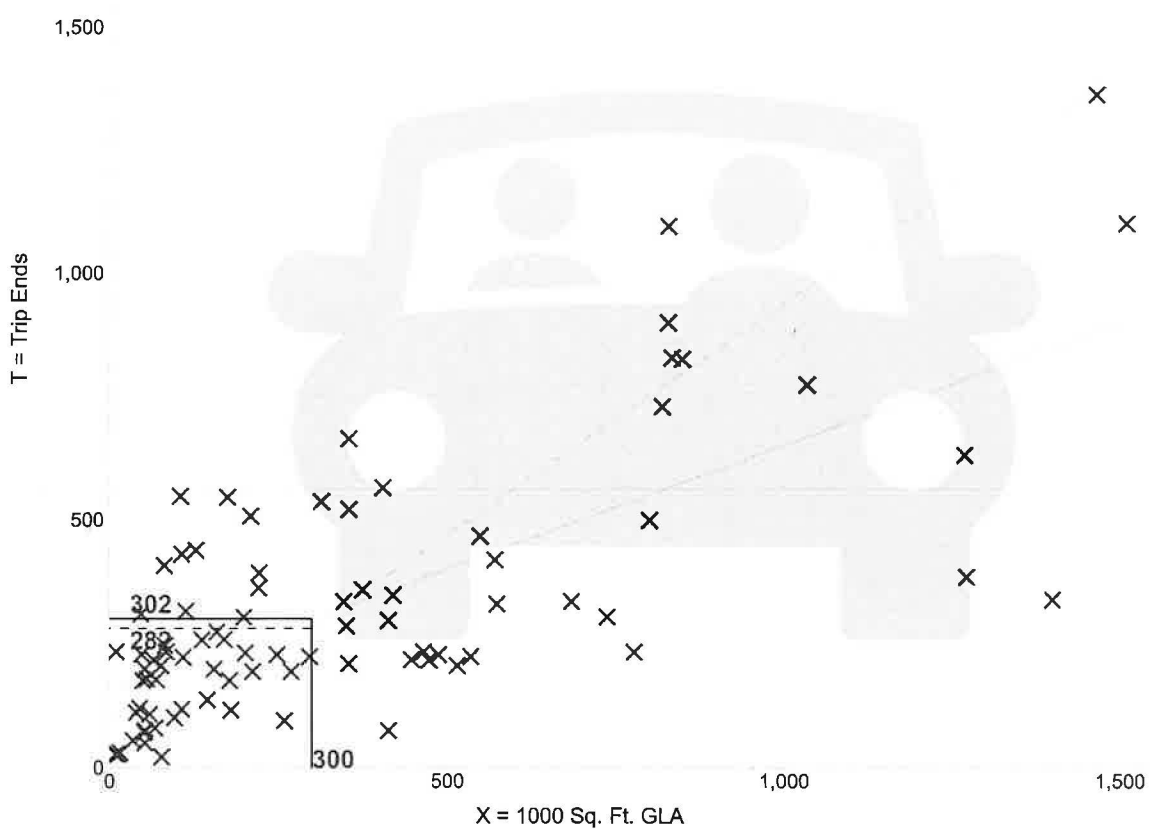
Shopping Center
(820)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	84
Avg. 1000 Sq. Ft. GLA:	351
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** **Average Rate**

Fitted Curve Equation: T = 0.50(X) + 151.78 **R^2= 0.50**

Trip Gen Manual, 10th Edition • Institute of Transportation Engineers

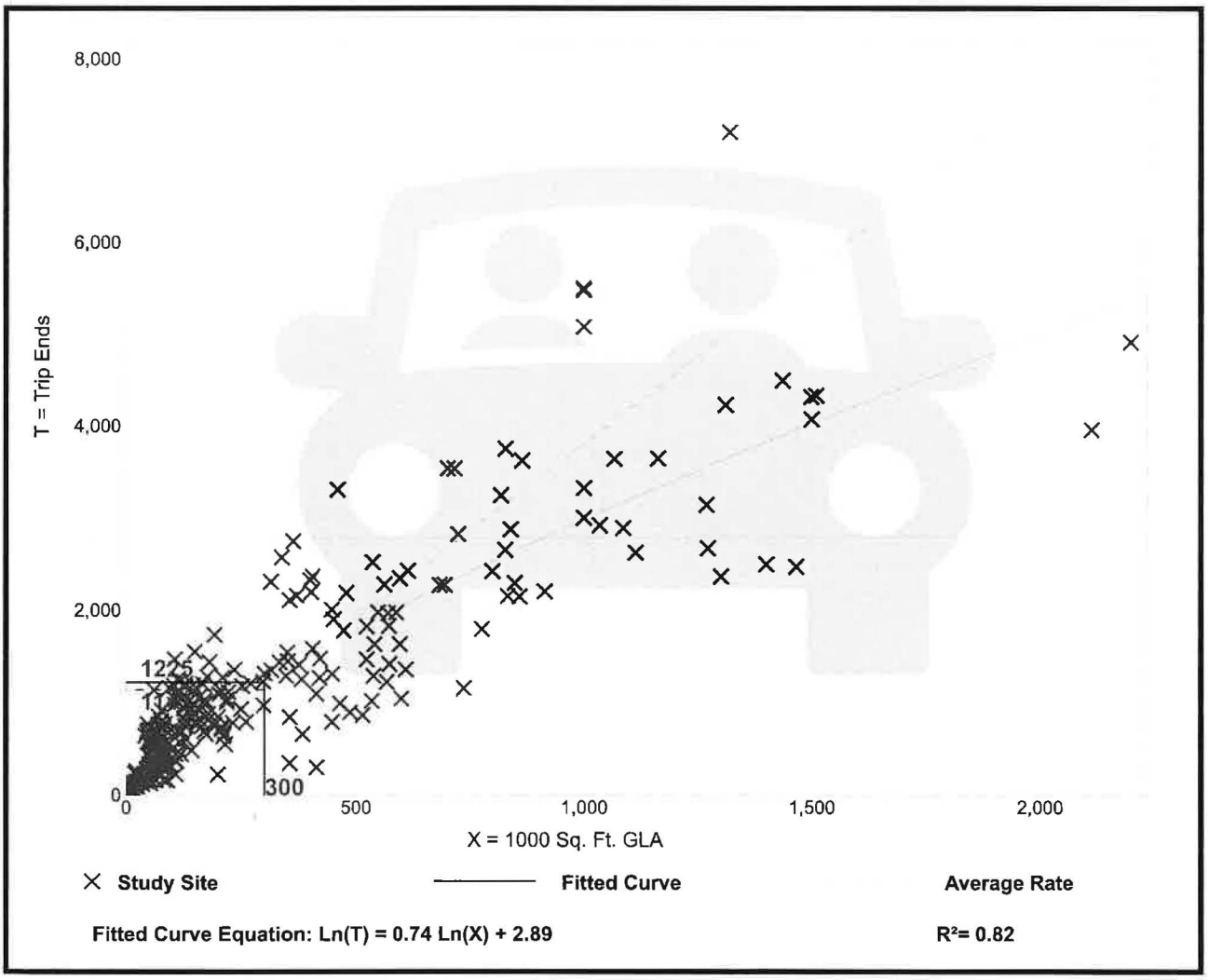
Shopping Center
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
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: 261
Avg. 1000 Sq. Ft. GLA: 327
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



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LEE PLAN ANALYSIS – M11

The subject property is located at the northwest quadrant of I-75 and Alico Road, approximately ¼ mile north of Alico Road. The proposed amendment would extend the General Interchange land use category over the subject property, consistent with the property to the south. The proposed amendment is consistent with the Lee County Comprehensive Plan as outlined below.

> ***OBJECTIVE 1.3: INTERSTATE HIGHWAY INTERCHANGE AREAS.*** *Special areas adjacent to the interchanges of Interstate 75 that maximize critical access points will be designated on the Future Land Use Map. Development in these areas must minimize adverse traffic impacts and provide appropriate buffers, visual amenities, and safety measures. Each interchange area is designated for a specific primary role: General, General Commercial, Industrial Commercial, Industrial, and University Village. Residential uses are only permitted in these categories in accordance with Policy 1.3.2.*

The proposed amendment will maximize the use of this critical interchange by providing a greater diversity of uses on the subject property and the ability to develop a mixed use plan. The added residential uses wil be in proximity to major employment centers at or near the Alico Interchange as well as at interchanges throughout Lee County.

> ***POLICY 1.3.2:*** *The General Interchange areas are intended primarily for land uses that serve the traveling public: service stations, hotel, motel, restaurants, and gift shops. But because of their location, market attractions, and desire for flexibility, these interchange uses permit a broad range of land uses that include tourist commercial, general commercial, light industrial/commercial, and multi-family dwelling units. The standard density range is from eight dwelling units per acre (8 du/acre) to fourteen dwelling units per acre (14 du/acre). Maximum density is twenty-two dwelling units per acre (22 du/acre).*

The General Interchange land use category has a broad range of uses allowed, including multi-family residential. The subject property is seeking a concurrent zoning which will allow for approximately 14 dwelling units per acre. The flexibility of uses and the residential allowed is the most appropriate designation for the subject property based on its location adjacent to General Interchange on the south and the employment centers to the north. The proposed mixed-use plan will be well positioned to provide a needed diversity of housing types to the surrounding employment uses.

It is important to note that similar to the Commercial Industrial Interchange land use category, the General Interchange land use category allows for light industrial uses. While neither the existing zoning or the proposed zoning seeks industrial uses, the proposed

change to the future land use category will have no effect on the amount of industrial acreage within Lee County.

> ***POLICY 1.6.5:*** *The Planning Districts Map and Acreage Allocation Table (Map 1-B and Table 1(b)) depict the proposed distribution, extent, and location of generalized land uses through the Plan's horizon. Acreage totals are provided for land in each Planning District in unincorporated Lee County. No development orders or extensions to development orders will be issued or approved by Lee County that would allow the acreage totals for residential, commercial or industrial uses contained in Table 1(b) to be exceeded.*

Table 1b includes 15 acres in the Gateway/Airport Planning community available for residential development. Based on how the County calculates the total available acreage for residential development, there is sufficient acreage available to meet the needs of the proposed residential area for this project.

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

This policy will be analyzed more during the concurrent re-zoning. However, the proposed future land use change represents an opportunity for compact development patterns. The subject property is within an urban area near the Alico Interchange. Public services are available to the subject property as evidenced by the existing zoning approval, the development contiguous to the north, development on nearby properties in all directions, and through the letters of service availability obtained from each public service department. Locating residential on the subject property will minimize urban sprawl by allowing for multi-family residential development adjacent, in close proximity and with easy access to employment centers throughout Lee County.

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

The subject property is currently within a future urban area on the future land use map and is surrounded by urban designated properties. The proposed land use category allows for urban levels of residential development.

> ***OBJECTIVE 2.2: DEVELOPMENT TIMING.*** *Direct new growth to those portions of the future urban areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Development orders and permits (as defined in Section 163.3164(7), F.S.) will be granted only when consistent with the provisions of Sections 163.3202(2)(g) and 163.3180, F.S. and the concurrency requirements in the Land Development Code.*

As part of the submitted applications, letters of service availability have been obtained from each of the service providers. The subject property is in an urban area where public facilities exist, and capacity is available to serve the proposed development.

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

The subject property is located along the Three Oaks Extension, a future arterial road, just to the north of the Alico Interchange with I-75. Water and sewer service is available to the subject property. As evidenced by the attached letters of service availability, public facilities exist to serve the proposed development.

> ***STANDARD 4.1.1: WATER.***
> *1. Any new residential development that exceeds 2.5 dwelling units per gross acre, and any new single commercial or industrial development in excess of 30,000 square feet of gross leasable (floor) area per parcel, must connect to a public water system (or a "community" water system as that is defined by Chapter 62-550, F.A.C.).*

Potable water service is available to the subject property. Future development will be required to connect to Lee County's central water system.

> ***STANDARD 4.1.2: SEWER.***
> *1. Any new residential development that exceeds 2.5 dwelling units per gross acre, and any new single commercial or industrial development that generates more than 5,000 gallons of sewage per day, must connect to a sanitary sewer system.*

Sanitary sewer service is available to the subject property. Future development will be required to connect to Lee County's central wastewater system.

> ***STANDARD 4.1.4: ENVIRONMENTAL FACTORS.***
> *1. In any case where there exists or there is the probability of environmentally sensitive areas (as identified by Lee County, the Corps of Engineers, Department of Environmental Protection, South Florida Water Management District, or other applicable regulatory agency), the developer/applicant must prepare an environmental assessment that examines the existing conditions, addresses existing or anticipated environmental problems, and proposes means and mechanisms to protect, conserve, or preserve the environmental and natural resources.*

Dex Bender has conducted an environmental assessment for the property. According to the report, "*The majority of the site is improved pasture with the remaining forested areas containing high levels of exotics*." There are no environmentally sensitive areas on site.

However, the developer will meet the County's indigenous preservation requirements, which will preserve and restore a portion of the pine flatwoods area of the property.

> ***GOAL 5: RESIDENTIAL LAND USES.*** *To provide sufficient land in appropriate locations on the Future Land Use Map to accommodate the projected population of Lee County in the year 2030 in attractive and safe neighborhoods with a variety of price ranges and housing types.*

The proposed comprehensive plan amendment will implement Goal 5 by located additional opportunity for residential multi-family development, providing a diversity of housing opportunities just north of San Carlos.

> ***POLICY 5.1.2:*** *Prohibit residential development where physical constraints or hazards exist, or require the density and design to be adjusted accordingly. Such constraints or hazards include but are not limited to flood, storm, or hurricane hazards; unstable soil or geologic conditions; environmental limitations; aircraft noise; or other characteristics that may endanger the residential community.*

There are no physical constraints or hazards that exist on the subject property that would limit residential development.

> ***POLICY 5.1.3:*** *During the rezoning process, direct high-density residential developments to locations that are near employment and shopping centers; are close to parks and schools; and are accessible to mass transit and bicycle facilities.*

The proposed comprehensive plan amendment directly implements the intent of Policy 5.1.3 in that it will locate a high density residential near major employment centers. Directly to the north of the subject property is the new Neogenomics headquarters as well as several other corporate office buildings. Southwest Florida International Airport is within a 3-mile drive of the subject property, and several employment centers that have developed under the industrial/commerce designations in the comprehensive plan are located within a few miles of the subject property. The proposed development is strategically located to provide multi-family housing in close proximity to major employment areas as well as the Interstate, giving the property easy access to employment centers throughout Lee County.

> ***POLICY 5.1.4:*** *Prohibit residential development in all Industrial Development areas and Airport Noise Zone B as indicated on the Future Land Use Map, except for residences in the Industrial Development area for a caretaker or security guard.*

The subject property is not in Noise Zone B. Noise Zone C covers only the northwest corner of the subject property. Very little, if any, of the residential area will even be in Noise Zone C. Most of the property is not located in any Noise Zone.

> ***POLICY 5.1.5:*** *Protect existing and future residential areas from any encroachment of uses that are potentially destructive to the character and integrity of the residential*

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

The residential portion of the subject property is well located to be protected from the encroachment of industrial or commercial uses. To the south of the subject property is land zoned for residential use, in the General Interchange land use category. To the north of the subject property are existing built office development. To the east is I-7 and to the west will be the commercial development that is part of the proposed Mixed Use Planned Development that is be submitted concurrent with this application.

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

The proposed plan amendment currently allows for commercial development and will continue to provide for commercial development. The proposed land use change will simply allow residential uses, compatible with the surrounding existing and planned commercial and residential development.

POLICY 6.1.5: *The land development regulations will require that commercial development be designed to protect the traffic-carrying capacity of roads and streets. Methods to achieve this include, but are not limited to…*

The proposed plan amendment is in an area where capacity exists on the adjacent roadway network. As shown in the attached Transportation Impact Statement, this proposed amendment will not cause any negative impacts to the County Long Range Transportation Plan. The proposed development will be a decrease in trips as compared to the existing zoning and land use use approvals.

GOAL 11: MIXED USE. *Encourage mixed use developments that integrate multiple land uses, public amenities and utilities at various scales and intensities in order to provide: diversified land development; a variety of housing types; greater connectivity between housing, workplaces, retail businesses, and other destinations; reduced trip lengths; more transportation options; and pedestrian and bicycle-friendly environments.*

The proposed plan amendment and concurrent rezoning represents a change to a mixed-use development with multi-family residential, retail, office and hotel uses. The addition of the multi-family residential development within the context of the surrounding land uses will provide a housing opportunity in close proximity to major employment centers and

create a mixed-use environment that decreases trip lengths and diversifies that housing options in close proximity to the workplace.

> ***OBJECTIVE 47.2: DEVELOPMENT COMPATIBILITY IN VICINITY OF AIRPORTS.*** *Evaluate development proposals for property located within the vicinity of existing or planned aviation facilities to ensure land use compatibility, to preclude hazards to aircraft operations, and to protect airport capacities and facilities.*

The northwest corner of the subject property is located in Airport Noise Zone C, outside of the area where noise sensitive uses are prohibited. Most of the property is located outside of any airport noise zone. The proposed development is separated from airport operations by I-75 and will not have any impact on the growth of RSW. Landscaped areas and water management features will be designed consistent with the goal of minimizing wildlife attractors.

> ***POLICY 47.2.1:*** *Land use compatibility will be considered when reviewing development proposals within the vicinity of existing or planned aviation facilities.*

The northwest corner of the subject property is located in Airport Noise Zone C, outside of the area where noise sensitive uses are prohibited. Most of the property is located outside of any airport noise zone. The proposed development is separated from airport operations by I-75 and will not have any impact on the growth of RSW. Landscaped areas and water management features will be designed consistent with the goal of minimizing wildlife attractors.

> ***POLICY 47.2.2:*** *Maintain regulations in the LDC which restrict land uses in areas covered by the Airport Noise Zones to uses that are compatible with the operation of the airport.*

The northwest corner of the subject property is located in Airport Noise Zone C, outside of the area where noise sensitive uses are prohibited. Most of the property is located outside of any airport noise zone. The proposed development wil comply with all other land use regulations ensuring compatibility with airport operations.

> ***POLICY 47.2.3:*** *Utilize the currently adopted Airport Master Plans, rules of Ch. 333, Fla. Stat., and the Southwest Florida International Airport FAR Part 150 Study, including updates, as a basis to amend the Lee Plan and the LDC to prohibit development that is incompatible with the Southwest Florida International Airport or Page Field Airport; and, to ensure future economic enhancement consistent with Objective 47.1.*

The northwest corner of the subject property is located in Airport Noise Zone C, outside of the area where noise sensitive uses are prohibited. Most of the property is located outside of any airport noise zone. The proposed development wil comply with all other land use regulations ensuring compatibility with airport operations.

POLICY 47.2.4: *In the interest of the safety of air commerce, the County will not approve a temporary or permanent structure which is an obstruction to air navigation and affects the safe and efficient use of navigable airspace or the operation of planned or existing air navigation and communication facilities; or, does not comply with placement, lighting and marking standards established by the Port Authority, Florida Statutes, or FAA rules and regulations.*

The proposed development is not requesting building heights that would interfere with airport operations.

POLICY 47.2.5: *The safety of aircraft operators, aircraft passengers, and persons on the ground will guide the Port Authority's airports operations. Hazardous wildlife attractants within 10,000 feet of a Port Authority airport's Air Operations Area (AOA) will be avoided by minimizing and correcting any wildlife hazards arising from wetlands or water bodies in accordance with FAA AC 150/5200-33B, or as otherwise amended. Site improvements on or near the Port Authority's airports must be designed to minimize attractiveness to wildlife of natural areas and man-made features such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction and escape.*

Through the planned development process, the applicant will seek deviations to ensure that landscaped areas and water management features will be designed consistent with the goal of minimizing wildlife attractors.

POLICY 60.1.1: *Require design of surface water management systems to protect or enhance the groundwater.*

The subject property is part of the overall Stormwater Management System for McGarvey Research Park. The overall system is permitted by South Florida Water Management District under Permit # 36-05268-P and provides the required water quality treatment prior to discharge. The restricted water quality and quantity discharge rates detain water within the stormwater system which promotes infiltration to maintain groundwater levels.

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

The subject property is part of the overall Stormwater Management System for McGarvey Research Park. The overall system is permitted by South Florida Water Management District under Permit # 36-05268-P and provides the required water quality treatment prior to discharge. The restricted water quality and quantity discharge rates detain water within the stormwater system which reduce nutrients and suspended solids prior to discharge offsite. Commercial area provide a minimum of ½" dry pre-treatment prior to discharge into the master stormwater system.

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

The subject property is part of the overall Stormwater Management System for McGarvey Research Park. The overall system is permitted by South Florida Water Management District under Permit # 36-05268-P and provides the required water quality treatment prior to discharge. The restricted water quality and quantity discharge rates detain water within the stormwater system which reduce nutrients and suspended solids prior to discharge offsite. Commercial area provide a minimum of ½" dry pre-treatment prior to discharge into the master stormwater system which then provides the remaining water quality treatment.

> ***OBJECTIVE 135.1: HOUSING AVAILABILITY.*** *To ensure the types, costs, and locations of housing are provided to meet the needs of the County's population by working with private and public housing providers.*

The proposed land use change will allow for the development of 475 new multi-family residential units.

> ***POLICY 135.1.9:*** *The county will ensure a mix of residential types and designs on a countywide basis by providing for a wide variety of allowable housing densities and types through the planned development process and a sufficiently flexible Future Land Use Map.*

The proposed land use change will diversify the housing types in the local area by providing for higher density multi-family units in an area with predominantly single-family development to the south in the San Carlos neighborhood.

Alico Crossroads

Section 3, Township 46 South, Range 25 East
Lee County, Florida

Protected Species Assessment

September 2021

Prepared for:

Stock Development, LLC
2639 Professional Circle, Suite 101
Naples, FL 34119

Prepared by:

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4470 Camino Real Way, Suite 101
Fort Myers, FL 33966
(239) 334-3680

INTRODUCTION

The 46.71± acre project is located within a portion of Section 3, Township 46 South, Range 25 East, Lee County, Florida. The parcel is bordered to the east by US 75, to the south by commercial development under construction, to the west by Three Oaks Parkway, and to the north by commercial development under construction and improved pasture.

SITE CONDITIONS

The site has been disturbed by agricultural activities that have been ongoing for decades. The majority of the site is improved pasture with the remaining forested areas containing high levels of exotics. Cattle are present throughout the property.

VEGETATIVE CLASSIFICATIONS

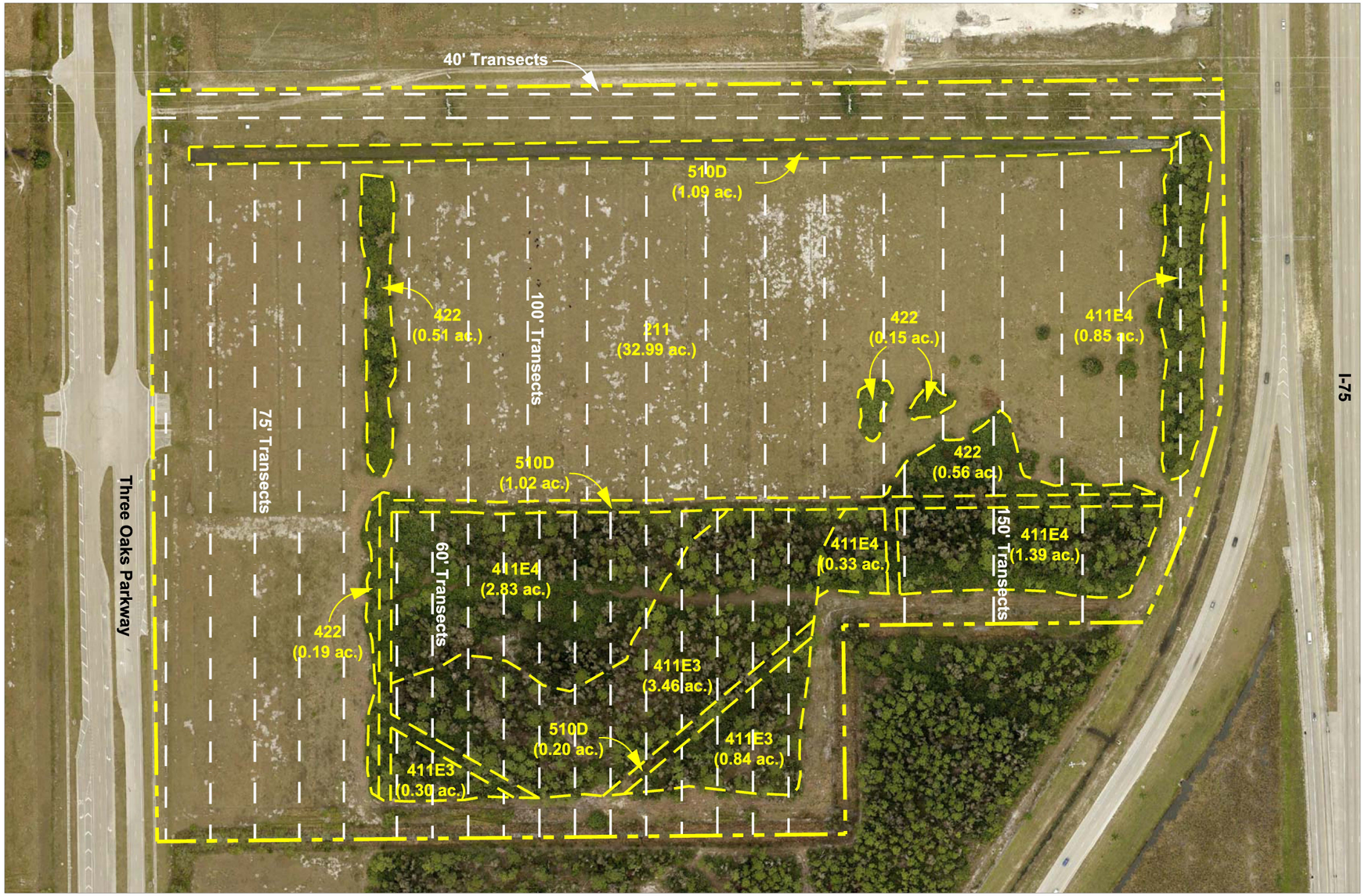
The predominant vegetation associations were mapped in the field on 2021 digital 1" = 200' scale aerial photography. The property boundary was obtained from Kris A. Slosser, PSM and inserted into the digital aerial. The property boundary was not staked in the field at the time of our site inspection and was, therefore, estimated based on the overlay of the boundary on the aerial photography. Five vegetation associations were identified using the Florida Land Use, Cover and Forms Classification System (FLUCCS). Figure 1 depicts the approximate location and configuration of these vegetation associations and Table 1 summarizes the acreages by FLUCCS Code. A brief description of each FLUCCS Code is also provided below.

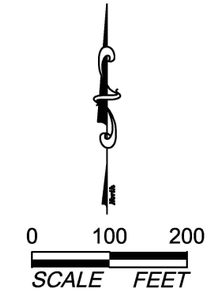
Table 1. Acreage Summary by FLUCCS Code

FLUCCS CODE	DESCRIPTION	ACREAGE
211	Improved Pastures	32.99
411E3	Pine Flatwoods Invaded by Exotics (51 – 75%)	4.60
411E4	Pine Flatwoods Invaded by Exotics (76 – 90%)	5.40
422	Brazilian Pepper	1.41
510D	Ditches	2.31
	Total	**46.71**

<u>FLUCCS Code 211, Improved Pastures</u>
The majority of the property is well maintained cattle pasture. The pasture is dominated by Bahia grass (*Paspalum notatum*). Additional species present include smutgrass (*Sporobolus indicus*), whitehead broom (*Spermacoce verticillata*), chocolate weed (*Melochia* sp.), flatsedges (*Cyperus* spp.), rustweed (*Polypremum procumbens*), goatweed (*Scoparia dulcis*), and cogongrass (*Imperata cylindrica*).

SECTION: 3
TOWNSHIP: 46 S
RANGE: 25 E





FLUCCS	Description	Acreage
211	Improved Pastures	32.99 ac.
411E3	Pine Flatwoods Invaded by Exotics (51-75%)	4.60 ac.
411E4	Pine Flatwoods Invaded by Exotics (76-90%)	5.40 ac.
422	Brazilian Pepper	1.41 ac.
510D	Ditches	2.31 ac.
	Total	46.71 ac.

Notes:
1. Property boundary obtained from Kris A. Slosser, PSM.
2. Mapping based on photointerpretation of 2021 aerial photography and ground truthing in August 2021.
3. Delineation of jurisdictional wetlands approved during review of SFWMD Permit No. 36-05268-P.

PERMIT USE ONLY, NOT FOR CONSTRUCTION

September 14, 2021 3:23:49 p.m.
Drawing: STOCK26PLAN.DWG

Figure 1. Protected Species Assessment Map

Alico Crossroads

DEXBENDER ENVIRONMENTAL CONSULTING
FORT MYERS 239-334-3680

FLUCCS Code 411E3, Pine Flatwoods Invaded by Exotics (51 – 75%)
The open canopy in this habitat type is dominated by slash pine (*Pinus elliottii*) with scattered melaleuca (*Melaleuca quinquenervia*). The midstory contains melaleuca, Brazilian pepper (*Schinus terebinthifolius*), laurel oak (*Quercus laurifolia*), myrsine (*Rapanea punctata*), and cocoplum (*Chrysobalanus icaco*). Saw palmetto (*Serenoa repens*) dominates the ground cover.

FLUCCS Code 411E4, Pine Flatwoods Invaded by Exotics (76 – 90%)
The canopy in these areas consists of melaleuca and scattered slash pine. Dense Brazilian pepper dominates the midstory. Ground cover consists of scattered patches of saw palmetto, bare ground, grape vine (*Vitis* sp.), and greenbrier (*Smilax* sp.).

FLUCCS Code 422, Brazilian Pepper
Areas of dense Brazilian pepper are present along the edges of the improved pasture.

FLUCCS Code 510D, Ditches
Several remnant agricultural ditches are present on the property. These areas are vegetated by species such as torpedo grass (*Panicum repens*), red ludwigia (*Ludwigia repens*), pickerel weed (*Pontederia cordata*), duckweed (*Lemna* sp.), and marsh pennywort (*Hydrocotyle umbellata*).

SURVEY METHOD

Lee County Protected Species Ordinance No. 89-34 lists several protected species of animals that could potentially occur on-site based on the general vegetative associations found on the subject parcel. Each habitat type was surveyed for the occurrence of these and any other listed species likely to occur in the specific habitat types. The survey was conducted using meandering linear pedestrian belt transects. This survey methodology is based on the Lee County administratively approved Meandering Transect Methodology. As part of this survey all live trees and snags were inspected for the evidence of cavities that could potentially be used as roosts by the Florida bonneted bat (*Eumops floridanus*). In order to provide at least 80 percent visual coverage of habitat types listed in Ordinance No. 89-34, the transects were spaced approximately 60 to 100 feet apart. The approximate locations of all direct sighting or signs (such as tracks, nests, and droppings) of a listed species were denoted on the aerial photography. The 1" = 200' scale aerial Protected Species Assessment map (Figure 1) depicts the approximate location of the survey transects and the results of the survey. The listed species survey was conducted during the mid-day hours of August 16, 2021. During the survey the weather was hot and humid.

Species listed as endangered, threatened, or species of special concern by the Florida Fish and Wildlife Conservation Commission (FWC) or the United States Fish and Wildlife Service (FWS) that could potentially occur on the subject parcel according to the Lee County Protected Species Ordinance are shown in Table 2. This list from the Lee County Protected Species Ordinance is general in nature, contains species that were

subsequently delisted by the state, does not necessarily reflect existing conditions within or adjacent to the 46.71± acre property, and is provided for general informational purposes only. The bald eagle (*Haliaeetus leucocephalus*) (which has been delisted by the FWC and FWS but is still protected by other regulations), the Florida black bear (*Ursus americanus floridanus*) (delisted in 2012 and still protected by the Florida Black Bear Management Plan), and the Florida bonneted bat (*Eumops floridanus*) (which was listed by the FWS after Ordinance No. 89-34 was adopted by Lee County) were also included in the survey.

Prior to conducting the protected species survey, a search of the FWC listed species database was conducted to determine the known occurrence of listed species in the project area. This search revealed no known protected species occurring on or immediately adjacent to the site. The database indicated that Florida black bear have been recorded in the vicinity of the property. The FWC's online Gopher Tortoise Permit Map was also reviewed. According to the website, no gopher tortoise permits have been issued for the subject property or immediately adjacent lands.

Table 2. Listed Species That Could Potentially Occur On-site

FLUCCS CODE	Percent Survey Coverage	Species Name	Present	Absent
211	80	Florida Sandhill Crane (*Grus canadensis pratensis*)		√
		Florida Panther (*Felis concolor coryi*)		√
411E3 411E4	80	Gopher Frog (*Rana areolata*)*		√
		Eastern Indigo Snake (*Drymarchon corais couperi*)		√
		Gopher Tortoise (*Gopherus polyphemus*)		√
		Red-cockaded Woodpecker (*Picoides borealis*)		√
		Southeastern American Kestrel (*Falco sparverius paulus*)		√
		Big Cypress Fox Squirrel (*Sciurus niger avicennia*)		√
		Florida Black Bear (*Ursus americanus floridanus*)*		√
		Florida Panther (*Felis concolor coryi*)		√
		Beautiful Pawpaw (*Deeringothamnus pulchellus*)		√
		Fakahatchee Burmannia (*Burmannia flava*)		√
		Florida Coontie (*Zamia floridana*)		√
		Satinleaf (*Chrysophyllum olivaeforme*)		√
422	80	None		

FLUCCS CODE	Percent Survey Coverage	Species Name	Present	Absent
510D	80	American Alligator (*Alligator mississippiensis*)		√
		Limpkin (*Aramus guarauna*)*		√
		Little Blue Heron (*Egretta caerulea*)		√
		Reddish Egret (*Egretta rufescens*)		√
		Roseate Spoonbill (*Ajaia ajaja*)		√
		Snowy Egret (*Egretta thula*)*		√
		Tricolored Heron (*Egretta tricolor*)		√
		Everglades Mink (*Mustela vison evergladensis*)		√

* Species delisted subsequent to adoption of Lee County Protected Species Ordinance No. 89-34.

SURVEY RESULTS

No species listed by either the FWS or the FWC were observed on the site during the protected species survey. No potential Florida bonneted bat roost cavities were observed. In addition to the site inspection, a search of the FWC species database revealed no known protected species within or immediately adjacent to the project limits.

SECTION: 3
TOWNSHIP: 46 S
RANGE: 25 E

0 100 200
SCALE FEET

FLUCCS	Description	Acreage
211	Improved Pastures	32.99 ac.
411E3	Pine Flatwoods Invaded by Exotics (51-75%)	4.60 ac.
411E4	Pine Flatwoods Invaded by Exotics (76-90%)	5.40 ac.
422	Brazilian Pepper	1.41 ac.
510D	Ditches	2.31 ac.
	Total	46.71 ac.

Notes:
1. Property boundary obtained from Kris A. Slosser, PSM.
2. Mapping based on photointerpretation of 2021 aerial photography and ground truthing in August 2021.
3. Delineation of jurisdictional wetlands approved during review of SFWMD Permit No. 36-05268-P.

PERMIT USE ONLY, NOT FOR CONSTRUCTION

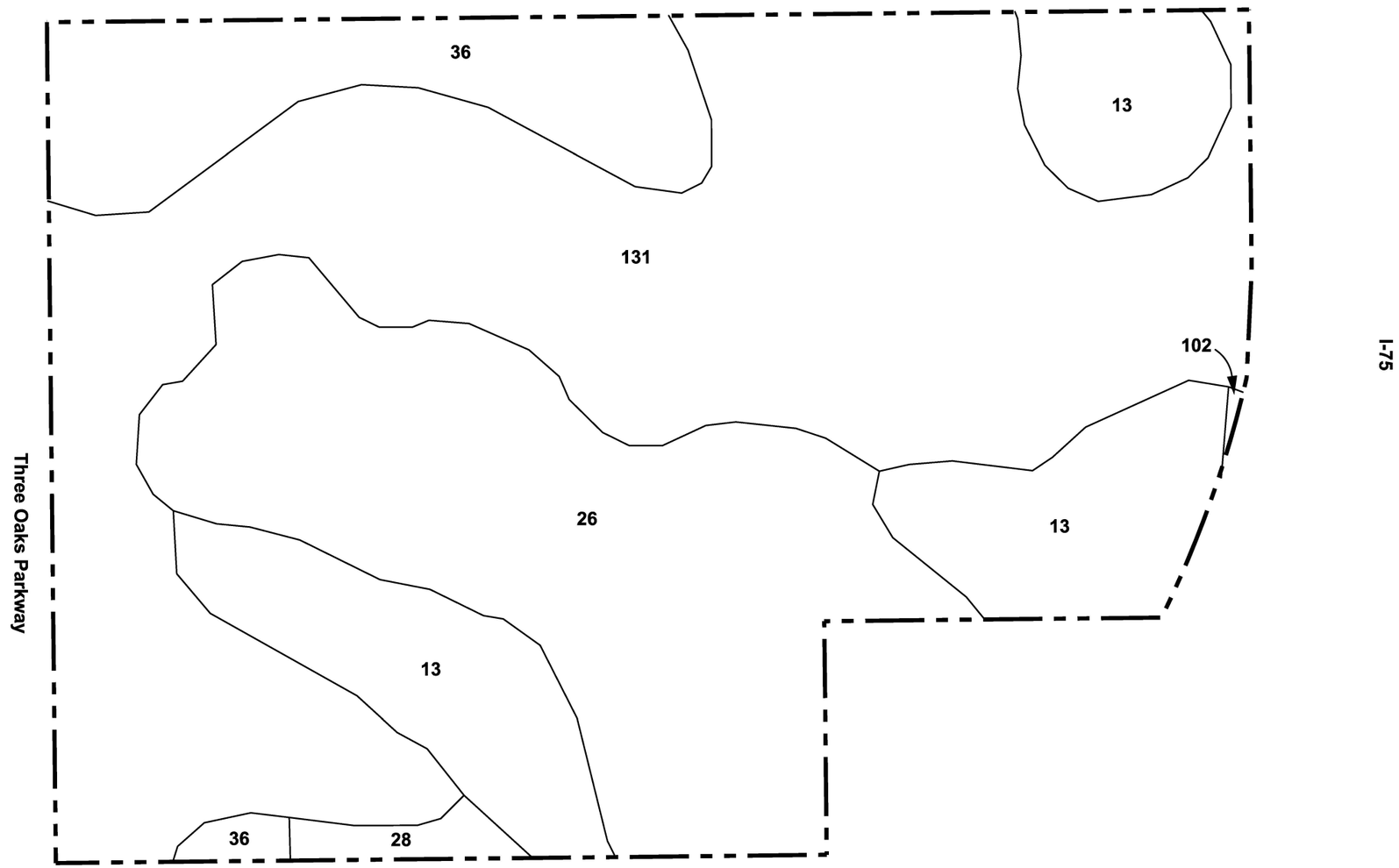
September 14, 2021 3:23:49 p.m.
Drawing: STOCK26PLAN.DWG

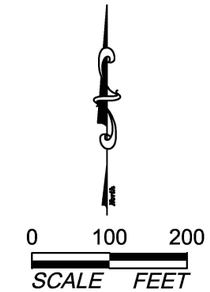
Vegetation Map

Alico Crossroads

DEXBENDER ENVIRONMENTAL CONSULTING
FORT MYERS 239-334-3680

SECTION: 3
TOWNSHIP: 46 S
RANGE: 25 E





Map Unit	Soil Name
13	Boca fine sand
26	Pineda-Pineda, wet, fine sand
28	Immokalee sand
36	Immokalee sand - Urban land complex
102	Boca fine sand - Urban land complex
131	Pompano fine sand - Urban land complex

Notes:
1. Property boundary obtained from Kris A. Slosser, PSM.
2. Soils information obtained from the NRCS Web Soil Survey.

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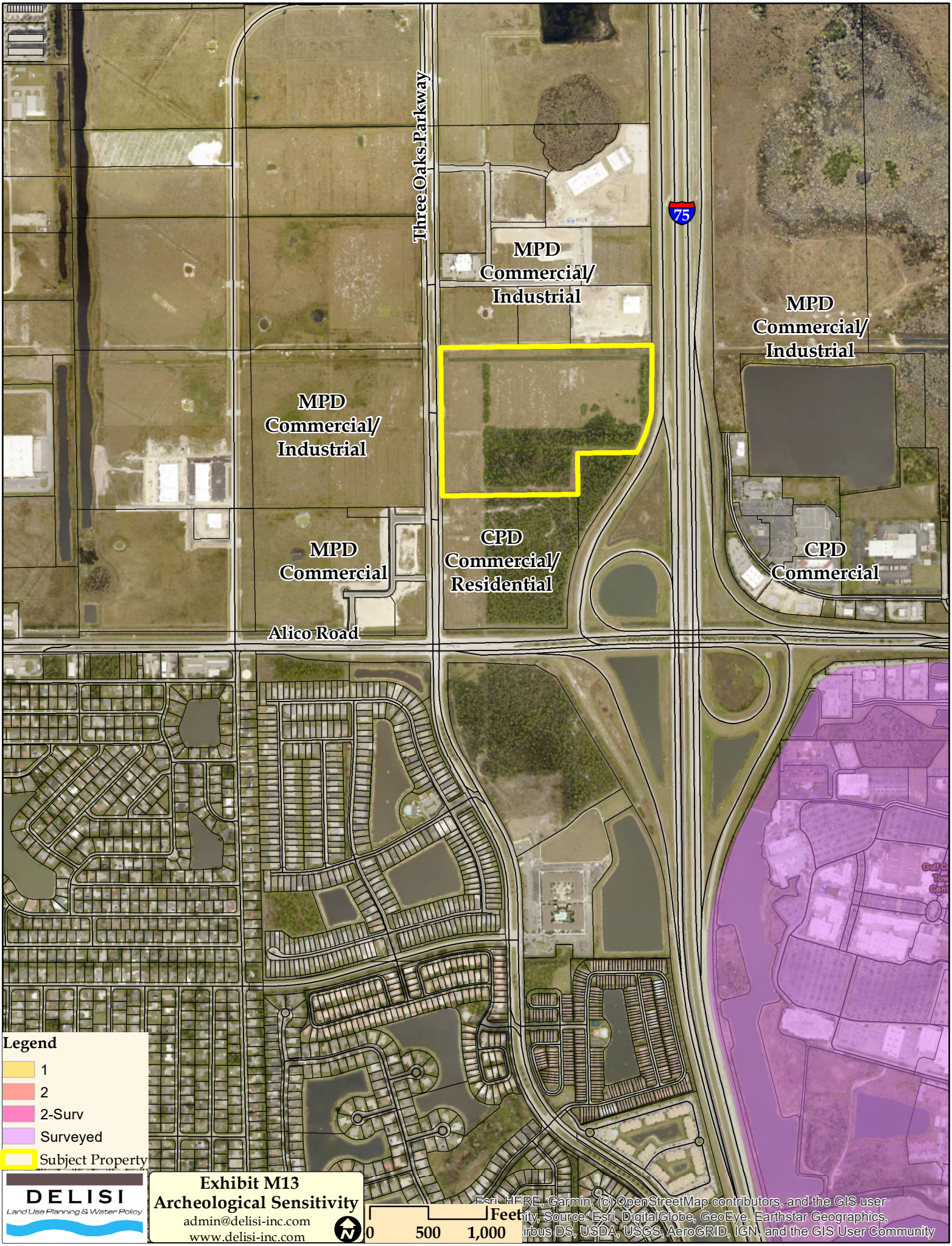
September 14, 2021 3:23:49 p.m.
Drawing: STOCK26PLAN.DWG

Soils Map

Alico Crossroads

DEXBENDER ENVIRONMENTAL CONSULTING
FORT MYERS 239-334-3680


Three Oaks Parkway
75
MPD
Commercial/
Industrial
MPD
Commercial/
Industrial
MPD
Commercial/
Industrial
MPD
Commercial
CPD
Commercial/
Residential
CPD
Commercial
Alico Road
Legend
1
2
2-Surv
Surveyed
Subject Property
DELISI
Land Use Planning & Water Policy
Exhibit M13
Archeological Sensitivity
admin@delisi-inc.com
www.delisi-inc.com
0 500 1,000
Feet
Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user
ity, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics,
ibus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Daniel DeLisi

From: Vovsi, Eman M. <Eman.Vovsi@DOS.MyFlorida.com>
Sent: Thursday, September 9, 2021 8:29 AM
To: Daniel DeLisi
Subject: RE: Letter on Historic Resources
Attachments: Template_102.pdf

Completed; no cultural resources detected
Regards,

Eman M. Vovsi, Ph.D.
Sr. Data Base Analyst – Florida Department of State
Bureau of Historic Preservation - Florida Master Site File – Tallahassee, FL 32399-0250 – Phone: 850.245.6377 – e-mail: Eman.Vovsi@DOS.MyFlorida.com

"Due the COVID 19 Pandemic, and depending on the requested information, work load and limited staffing, it may take longer than usual to get a response. Thank you for your patience and understanding during this time."

From: Daniel DeLisi <dan@delisi-inc.com>
Sent: Wednesday, September 8, 2021 8:27 AM
To: FMSFILE <FMSFILE@dos.myflorida.com>
Subject: Letter on Historic Resources

EMAIL RECEIVED FROM EXTERNAL SOURCE

The attachments/links in this message have been scanned by Proofpoint.

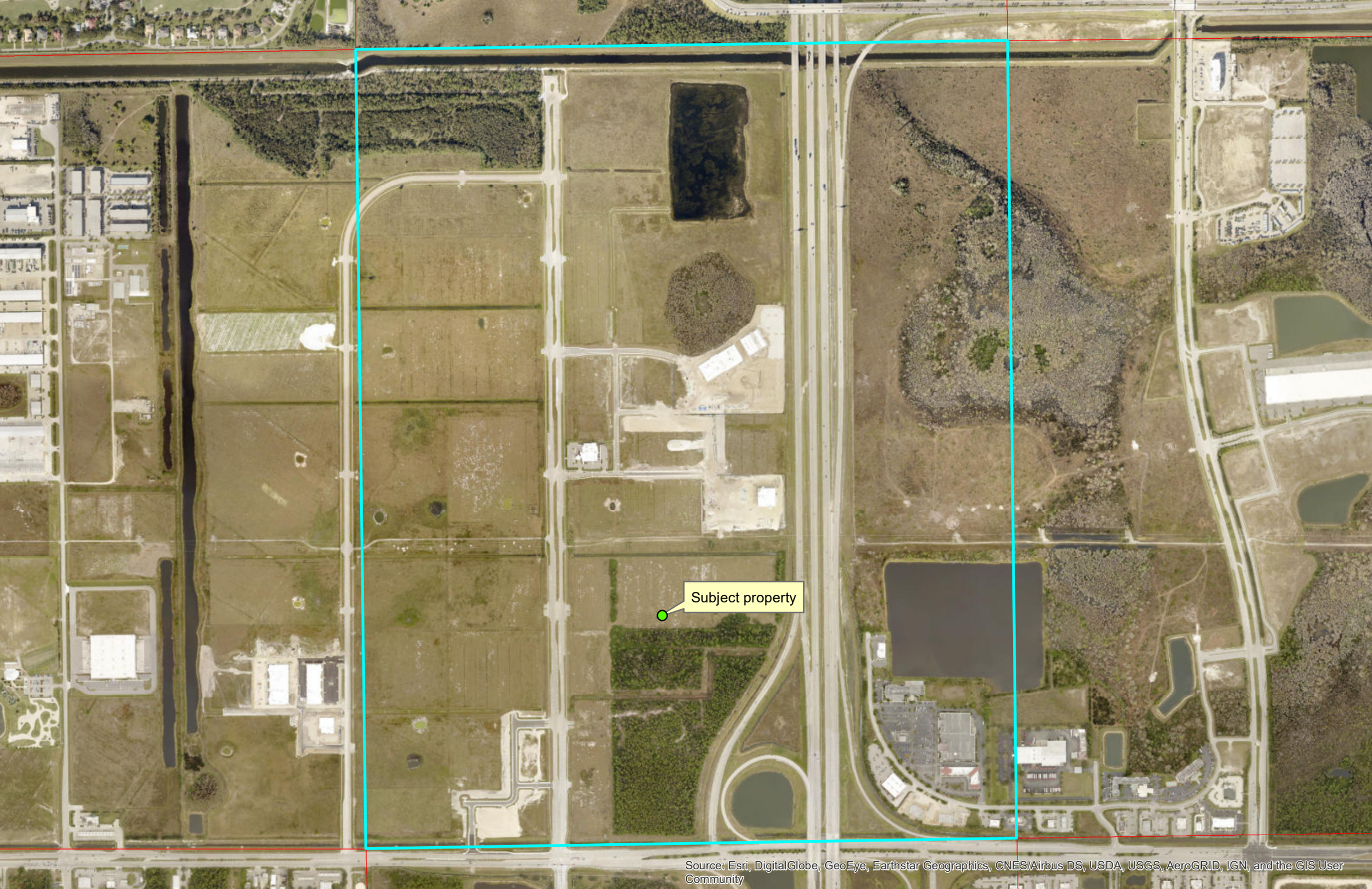
Greetings,

The attached is a request to search for previously recorded cultural resources on the subject property. I have attached the appropriate form, and a property boundary overlaid on an aerial. If you should require any additional information, please do not hesitate to contact me.

Best regards.

Daniel DeLisi, AICP
DeLisi, Inc.
dan@delisi-inc.com
www.delisi-inc.com

DELISI
Land Use Planning & Water Policy



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

STATE POLICY PLAN
EXHIBIT T9

There are no State Policy Plan goals or policies that are relevant to the proposed amendment.

REGIONAL POLICY PLAN
EXHIBIT T10

There are no Regional Policy Plan goals or policies that are relevant to the proposed amendment.