

Lee County, Florida
DEPARTMENT OF COMMUNITY DEVELOPMENT
ZONING SECTION
STAFF REPORT

Case Number: DCI2021-00014

Case Name: Williams Avenue CPD

Area to be Rezoned: +/- 4.8 Acres

Case Type: Planned Development Rezoning

Sufficiency Date: March 25, 2022

Hearing Date: June 2, 2022

REQUEST:

TDM Consulting, on behalf of Alexis Ebra and Yanet Tellez Avila, has filed an application to rezone approximately 4.8 acres from Residential Single-Family (RS-1) to a Minor Commercial Planned Development (CPD) to permit:

Scenario A. A maximum of 5,000 square feet of commercial intensity to support the principal use of a lawn and garden supply store with an associated plant nursery, caretaker's residence, food truck with outdoor seating and an existing-only single-family residence adjacent to Magnolia Avenue.

Scenario B. A maximum of 30,000 square feet of commercial uses, including a convenience food and beverage store with fuel pumps, retail, restaurant, general/medical office and service establishments.

The subject property is located on the east side of Williams Avenue, ±540 feet north of Lee Boulevard across Abel Canal. The property is located in the Lehigh Acres Planning Community, Commissioner District #5. The applicant has indicated the property's primary address is 416 Williams Avenue. A legal description and boundary survey of the subject property are attached as Attachment B of this report.

SUMMARY:

Staff recommends **Approval** of the applicant's request with the conditions and deviations found in Attachment F of this report. The following report intends to convey that the request, as conditioned, is appropriate in the context of its surroundings, and further that the request aligns with the Lehigh Acres community plan initiative to consider large assemblages of lots for the proposed commercial uses in order to serve the predominately-residential land uses that comprise the pre-platted community.

HISTORY OF PARCEL:

The subject property is a contiguous assembly of nearly all of Block 1 of Lehigh Acres Unit 1, recorded in Deed Book 254, Page 20, on March 17, 1956. In proximity to the subject property, the majority of land north of Abel Canal remained vacant until 1977. In 1976, the Lehigh Corporation donated a 20-acre tract to Lee County for the purpose of developing Lehigh Acres Park. In 1977, the Park had completed tennis courts, baseball fields, and softball field. The development of the park at this time included a pedestrian

bridge over Abel Canal to land north of Lee Boulevard, as no vehicular bridge existed at the time (see Attachment M).

The addition of the Lehigh Acres Community Pool was completed in 1986. Later, scattered single-family development ensued between 1990 and 1993, after a system of bridges were completed along Williams Avenue, including a bridge across Abel Canal connecting Williams Avenue to Lee Boulevard (see Attachment N). Both existing single-family residences on the subject property were built within this timeframe.

Lehigh Acres is one of the largest pre-platted subdivisions in the State of Florida spanning over 96 square miles (60,000 acres) with approximately 135,000 lots, typically one-quarter or one-half acre in size. As originally platted, Lehigh Acres contained little to no lands for commercial use or for schools, fire stations, or parks and recreation opportunities. The fragmentation of ownership of small individual lots impedes efforts to address the imbalance of land uses and inefficient road networks, which carve out over 1,000 discontinuous miles of roads within the community. The imbalance and potential for rapid population growth raise concerns for growth management in Lee County. In response to this concern, a Lehigh Acres Commercial Land Use Study resulted in text and map amendments to the Lee County Comprehensive Plan (Lee Plan) and Land Development Code (LDC) as further detailed in this report.

CHARACTER OF THE AREA:

The subject property is notably located across the street from Lehigh Acres Park, just north of Abel Canal and Lee Boulevard. The subject property is located in the Urban Community Future Land Use category as designated by the Lee County Comprehensive Plan (Lee Plan). Property immediately surrounding the subject property is depicted in Attachment C of this report and can be characterized as follows:

North and East

Lands to the north and east of the subject property are located in the Urban Community future land use category and are zoned Residential Single-Family (RS-1). These lands are sparsely developed with single-family residences on largely half-acre lots.

South

Lands to the south of the subject property, across Abel Canal, are located in the Urban Community future land use category and are zoned Commercial (C-2). These lands are part of a collective strip of shallow commercially-zoned property north of Lee Boulevard, within the Lehigh Acres Commercial Overlay.

West

Lands to the west of the subject property are located in the Central Urban future land use category. These lands are zoned Community Facilities (CF) and are currently developed with the County-owned Lehigh Acres Community Park. Lee County currently owns 64 acres of land collectively, surrounding and including the park premises.

Availability of Urban Services

Urban services are defined by the Lee Plan as *“the requisite services, facilities, capital improvements, and infrastructure necessary to support growth and development at levels of urban density and intensity.”* The following details the level of urban services currently serving the subject property:

Public water and sewer: The applicant has provided a public water and sewer availability letter from Florida Governmental Utility Authority (FGUA). Potable water and wastewater utility lines are available along Williams Avenue with available capacity for the proposed development scenarios (see Attachment L).

Paved streets and roads: The subject property has frontage on three county-maintained paved roads; Williams Avenue (major collector); West 5th Street (local road) and Magnolia Avenue (local road).

Public transit and pedestrian facilities: The nearest transit stop is Lee Tran Route 110, approximately 0.5 miles southwest, near the intersection of Lee Boulevard and Homestead Road. A continuous sidewalk is located on the west side of Williams Avenue adjacent to the subject and connects to sidewalks on both sides of Lee Boulevard between the transit stop and the subject property.

Parks and recreation facilities and community facilities: As noted, Lehigh Acres Park is directly across Williams Avenue from the subject property. Expansion of this park is slated to increase recreation fields, amenities and a future bus transfer station.

Police, fire, and emergency services: The subject property will be provided urban levels of police, fire and emergency services. Fire protection is provided by Lehigh Acres Fire Station #102, located at 1299 Homestead Road North, approximately two miles from the subject property. This fire station also contains an EMS substation. The Lee County Sheriff’s Office Lehigh Acres substation is located at 1299 Homestead Road North, approximately 1.1 miles from the subject property.

Schools: Lehigh Acres Elementary, Middle and High School campuses all lay within 6.5 miles of the subject property. Both proposed concepts do not propose additional dwelling units; therefore, no school concurrency analysis is necessary.

ANALYSIS:

In response to a Notice of Code Violation for operating a nursery on residentially-zoned property, (VIO2020-00727) the first Master Concept Plan (MCP-A) seeks to legitimize the nursery operation and maintain much of the property’s current state of existence, including maintaining the existing¹ single-family residence on Magnolia Road under regulations that mirror the current RS-1 Zoning Designation.

¹ Single-Family residence dwelling type is permitted in CPD Districts as Existing Only, pursuant to LDC Section 34-934.

The first floor of the single-family residence (adjacent to Williams Avenue) is proposed to be converted into a retail space (lawn and garden supply store), with a caretaker's residence on the upper floor. A designated single food truck space is also proposed on-site with outdoor patron seating. During the course of substantive review Environmental Sciences staff has determined MCP-A must provide a code required right-of-way buffer to the north along West 5th Street and along Magnolia Avenue, excluding the proposed existing-only single-family parcel on Magnolia Avenue (see Attachments D and O).

In the second concept (MCP-B), the entire site is commercialized as a unified single lot centered around a freestanding dual-purpose building serving as a convenience food and beverage store (with self-service fuel pumps) and additional commercial space (i.e. restaurant) with a drive-thru lane. A separate standalone commercial building is tucked away along the east property line and proposes to serve as retail, general/medical office space and personal services. A "food truck park" is also proposed adjacent to Abel Canal on the southern portion of the subject property. Staff recognizes the use of a food truck park as a premises where multiple food trucks congregate to offer food or beverages for sale to the public as a principal use of the land, with associated site-related infrastructure, which may contain accessory structures including parking, common area seating, recreation areas and restroom facilities available to owners, operators, and patrons. Lee County Parks and Recreation is currently in the process of converting upland areas along Abel Canal into a linear community park in proximity to the subject property. The linear park is contemplated by MCP-B, with a pedestrian entrance to the proposed food truck park along the adjacent southern property line (see Attachment E).

Assembling the majority of an entire block adjacent to public water and sewer lines and a collector road or better in Lehigh Acres is infrequent. Directives in the Lee Plan encourage this pursuit for non-residential land uses, as further detailed in the Lee Plan Analysis. The absence of existing abutting² residential uses, inherent separation created abutting infrastructure and other surrounding land uses prime this location for consideration of commercial rezoning.

Property Development Regulations & Off-Street Parking

The applicant proposes property development regulations that include maximum heights, minimum setbacks, maximum lot coverage and minimum lot sizes, which are attached as Attachment G of this report. Staff finds the listed proposed property development regulations appropriate in relation to both master concept plans, with the exception of the allocated intensity for MCP-B. The MCP-B intensity allocation is listed at 30,000 square feet, which is significantly more than the actual intensity depicted on the master concept plan. The MCP, in total, depicts 15,650 square feet of total building floor area, 700 square feet of outdoor restaurant seating and a site accommodating up to ten food trucks with 2,000 square feet of outdoor seating.

Staff has identified some minor inconsistencies with the off-street parking calculations inset on MCP-B. First, five (5) parking spaces are credited from 16 fuel pumps where LDC Section 34-2020(b) credits one off-street parking space for every 4 fuel pumps. Within parentheses, following commercial retail and office, is a figure of 11,685 square feet, which does not seem to have any correlation to the succeeding

² *Abutting property* means properties having a boundary line, or point or portion thereof, in common, with no intervening street right-of-way or easement, or any other easement over 25 feet in width.

calculations or concept plan. A more substantive inconsistency exists between the floor area depicted on MCP-B for the dual-purpose building, which is depicted as a 3000-square-foot convenience food and beverage store and 3,000 square feet of commercial space (6,000 square feet total). The parking calculations inset determines parking is based on a 5,000-square-foot building floor area, omitting 1,000 square feet, which would generate additional required off-street parking. Staff identifies potential remedies including reducing the building size to align with the available parking, reallocating other use intensity in the concept, or seeking a deviation with supporting justification.

Proposed Deviations

The application proposes a separate schedule of deviations and justification for MCP-A and MCP-B, respectively (see Attachment G).

MCP-A

Deviation #1

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

Staff recommends **APPROVAL** of this deviation with the condition that the project's driveway on Williams Avenue is limited to a right-in only and that a new vehicular access is constructed on West 5th Street. The reverse curve and bridge south of the proposed driveway on Williams Avenue restricts the sight distance, creating a safety concern identified by Lee County Department of Transportation (DOT) in their review of this project. Considering the lower volumes and speeds on West 5th Street, a driveway provided in connection with West 5th Street is considered a significantly safer option.

Deviation #2:

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

Staff recommends **APPROVAL** of this deviation with the condition that the deviation be limited to a single drive aisle exclusively for non-patron use.

Deviation #3:

Seeks relief from the LDC §33-1405(c)(3) requirement to provide a 25-foot wide buffer with seven trees, a double hedge row, and 33 ground covers per 100 linear feet between the plant nursery and the abutting RS-1 zoned lot to the south. The deviation requests to not provide a required buffer to the triangular shaped residential property (adjacent to Abel Canal) (STRAP No. 29-44-27-01-00001.0050).

Staff recommends a **PARTIAL APPROVAL** of this deviation. Staff recommends denial of the request along the south property line abutting the residentially-zoned property and approval along the west property line parallel with Magnolia Avenue. The retail nursery is depicted in the southern area and should be screened with a required landscape buffer to provide compatibility between the residential lot and the

proposed commercial activity. The applicant conveys the idea that the nursery and its plant material will serve as a buffer. Relying on a commodity to serve this function, which is proposed to be cultivated and sold in a commercial capacity on the subject property, is not perceived as a sufficient safeguard along this southerly property line.

Deviation #4:

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

Staff recommends **APPROVAL** of this deviation with the condition that it may not be utilized in conjunction with more than 25 off-street parking spaces. If more than 25 parking spaces is required then all parking areas must comply with the paving requirements of the LDC.

MCP-B

Deviation #1

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

Staff recommends **APPROVAL** of this deviation with the condition that the project's driveway on Williams Avenue is limited to a right-in only. The reverse curve and bridge south of the proposed driveway on Williams Avenue restricts the sight distance, creating a safety concern identified by DOT in their review of this project. Considering the lower volumes and speeds on West 5th Street and high trip generation proposed by this concept plan, a right-in only is considered a significantly safer option for the general public.

Deviation #2

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

Staff recommends **APPROVAL** of this deviation with the condition that prior to development order approval for MCP-B, the landscape plans must depict the building perimeter landscaping within the five-foot planting strip between the drive-thru and regular drive aisles as two of the three sides. The third side must be five-feet wide and abut the building.

Deviation #3

The applicant has withdrawn Deviation #3.

Deviation #4

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

Staff recommends **WITHDRAWAL** of this deviation on basis that Lee County Ordinance 22-07 repealed and removed LDC §33-1432 section, in response to certain state statutory pre-emptions concerning food trucks. Staff believes approval of the proposed use “Food Truck Park”, as conditioned, will achieve the purpose for which the applicant seeks to conduct this business on the premises.

Deviation #5

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

Staff recommends **APPROVAL** of this deviation with the condition that the shrubs being must be 48-inches at time of planting and maintained at 60-inches.

Deviation #6

Seeks relief from the LDC §34-1353(e) requirement to provide a 25-foot-wide buffer when a convenience food and beverage store abuts a street right-of-way. Alternatively, this deviation requests to provide a 15-foot-wide Type D buffer, pursuant to LDC §10-416(d), between the proposed dry detention area #1 and the Williams Avenue and West 5th Street rights-of-way in the northwest of the property.

Staff recommends **APPROVAL** of this deviation with the condition that the location and size of Dry Detention Area #1 must be in substantial compliance with MCP-B. Substantial reconfiguration will require the requisite approvals.

Review Criteria

LDC Section 34-145 establishes the review criteria for rezoning requests. Before recommending approval of a rezoning request, the Hearing Examiner must find the request:

- a) Complies with the Lee Plan;
- b) Meets the Land Development Code and other applicable County regulations or qualifies for deviations;
- c) Is compatible with existing and planned uses in the surrounding area;
- d) Will provide access sufficient to support the proposed development intensity;

- e) The expected impacts on transportation facilities will be addressed by existing County regulations and conditions of approval;
- f) Will not adversely affect environmentally critical or sensitive areas and natural resources; and
- g) Will be served by urban services, defined in the Lee Plan, if located in a Future Urban Area category.

For Planned Development rezoning requests, the Hearing Examiner must also find:

- a) The proposed use or mix of uses is appropriate at the proposed location;
- b) The recommended conditions provide sufficient safeguards to the public interest and are reasonably related to the impacts on the public's interest expected from the proposed development; and
- c) That each requested deviation:
 - 1) Enhances the achievement of the objectives of the planned development; and
 - 2) Preserves and promotes the general intent of this Code to protect the public health, safety and welfare.

The applicant has provided a narrative that addresses the proposed rezoning with analysis of the applicable criteria (see Attachment G). The following provides staff's analysis of the request, as measured by the established criteria.

a) Compliance with the Lee Plan

The subject property is located in the Urban Community Future Land Use Category. **Policy 1.1.4** of the Lee Plan describes the type of development expected in areas designated as Urban Community, which includes residential, commercial, public and quasi-public, and limited light industrial uses. The proposed CPD district facilitates residential and/or commercial land uses contemplated in the Urban Community Land Use category. Staff finds the proposed project **CONSISTENT with Policy 1.1.4 the Lee Plan.**

Map 2-A of Lee Plan identifies the subject property as located in the Lehigh Acres Planning Community, which is subject to consistency with **Lee Plan Goal 25.**

Objective 25.6 employs policies that encourage commercial development as well as schools, parks, public facilities, churches and synagogues and residential uses that provide housing alternatives to the typical 1/4 to 1/2 acre subdivision lots within strategically designated areas of Lehigh Acres. The subject site's lot assemblage is adjacent to a Commercial Overlay Zone to the south, across Abel Canal, as depicted on Lee Plan Map 2-B, Lehigh Acres Community Plan Overlays Map.

Policy 25.6.2 emphasizes the shortage of suitable undivided tracts used for commercial uses in Lehigh Acres and suggests commercial uses may also be appropriate on certain other lands, that

might otherwise be used for residential lots, including other tracts or combinations of platted lots outside of the three overlays. Noting that one method is through the planned development zoning process. The request seeks commercial rezoning of a significant assembly of residential tracts adjacent to a designated commercial overlay zone. The property is sufficiently separated and buffered from existing residential uses under separate ownership, and otherwise buffered from potential future residents in the same platted block, as conditioned.

Policy 25.9 discourages development that is reliant upon on-site well and septic systems in the Lehigh Acres community. As previously mentioned, the subject property received a water and sewer availability letter from FGUA that both central water and sewer capacity is available for the proposed development (see Attachment L).

Objective 25.10 encourages preservation of natural resources, where possible, to enhance the physical integrity, ecological values, and natural beauty of Lehigh Acres Community Plan area. **Policy 25.10.1** encourages on-site preservation of indigenous plant communities and listed species habitat. Each MCP concept proposes either code required indigenous preserve areas or indigenous preservation above and beyond code requirements (see Attachments D and E). Staff finds the proposed project **CONSISTENT with Goal 25**, where applicable.

As described in **Lee Plan Policy 1.6.5**, the Planning Communities Map and Acreage Allocation Table (see Table 1(b) and Policies 1.1.1 and 2.2.2) depicts the proposed distribution, extent, and location of generalized land uses for the year 2045. The Lee Plan currently allocates sufficient acreages within the Lehigh Acres planning community by the year 2045 to permit the proposed commercial development thresholds. This finding is not a guarantee that there will be sufficient allocations for commercial development in the future, further determinations will be made at time of local development order review. Therefore, the request is **CONSISTENT with Policy 1.6.5**.

Lee Plan Policy 5.1.5 aims to protect existing and future residential areas from any encroachment of uses that are potentially destructive to the character and integrity of the residential environment and to ensure buffers provided in the Land Development Code are adequate to address potentially incompatible uses in a satisfactory manner or appropriate conditions are devised accordingly. The proposed planned development depicts no further development for lots along Magnolia on MCP-A, and as conditioned, code required landscape buffers must be installed between the commercial areas and the rights-of-way, and acceptable buffers abutting vacant residential parcels. MCP-A rectifies an ongoing code violation on the subject property by introducing relatively benign commercial uses in a concept that primarily utilizes existing development adjacent to Williams Avenue.

MCP-B locates the most intense use central to the subject property with a separate building (commercial plaza building) intervening and providing an enhanced level of separation between the residential uses and parcels on Magnolia Avenue and the convenience food and beverage store use. Due to high levels of traffic, later hours of operation, noise, glare and intensity associated with the

convenience food and beverage store, the LDC recognizes this use may otherwise be incompatible with surrounding uses, specifically residential uses.³ Code required landscape buffering is implemented, except where deviations are appropriate and maintain the general intent of protecting adjacent land uses from development under this concept. Therefore, staff finds the request as conditioned, to be **CONSISTENT with Policy 5.1.5.**

Lee Plan Objective 2.1 and Policy 2.1.1 promote contiguous and compact growth patterns within designated future urban areas to contain urban sprawl, minimize energy costs, conserve land, water, and natural resources, and minimize the cost of services. **Lee Plan Objective 2.2 and Policy 2.2.1** seek to direct new growth to portions of future urban areas where adequate public facilities and services exist, where compact and contiguous development patterns can be created, and where compatibility with surrounding land uses is assured. The subject property is located within a designated future urban area that is adequately served by roadway and electric utility infrastructure. The subject property is located in the Florida Governmental Utility Authority (FGUA) potable water and wastewater franchise area, as previously stated available water and sewer capacity is available, also consistent with **Lee Plan Standards 4.1.1 and 4.1.2.** The subject property will be provided urban levels of police, fire protection and emergency services. Staff finds that the request is **CONSISTENT with Objectives 2.1 and 2.2, Policies 2.1.1, and 2.2.1, and Standards 4.1.1 and 4.1.2 of the Lee Plan.**

Goal 6 promotes orderly and well-planned commercial development at appropriate locations in the county. **Policy 6.1.1** requires development approvals for commercial land uses to be consistent with various policies, including traffic and access impacts, screening and buffering, adequacy of urban services, compatibility with surrounding land uses, proximity to other similar centers and environmental considerations. **Policy 6.1.4** states that *“commercial development will be approved only when compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities.”* As detailed in this report, the request is compatible with surrounding land uses and urban services are available to serve the proposed development. **Policies 6.1.5 through 6.1.11** address traffic, buffering, architecture and open space, prohibiting premature scattered development, school safety, commercial entitlements, redevelopment incentives and revitalization directives. As further expanded in the criteria analysis below, Staff finds that the request is **CONSISTENT with Goal 6.**

Lee Plan Objective 17.3 seeks to educate the public regarding sound planning principles by requiring public information meetings for certain land use actions. Section 33-1401 of the Land Development Code implements this objective in Lehigh Acres. The applicant conducted a public information session on March 25, 2021 and provided a description of this request and summary of public input regarding the request (see Attachment J). Therefore, the request is **CONSISTENT with Objective 17.3, Lee Plan.**

³ See LDC Section 34-1353.

Cumulatively, staff finds the requested planned development zoning **CONSISTENT with the Lee Plan**, as conditioned.

b) Land Development Code Compliance

Staff has compiled a list of outstanding issues identified during substantive review, each item articulated in this staff report (see Attachment P). Once addressed, staff finds the proposed planned development district to be in compliance with the LDC. County regulations, which are not specifically departed from as part of this planned development request, will apply as applicable, such as LDC, Code of Ordinances and Administrative Code provisions. If future deviations are proposed, each will be evaluated with the established LDC review criteria.

c) Compatibility with existing and planned uses in the surrounding area

As defined by LDC Section 34-2 “*compatible means, in describing the relation between two land uses, buildings or structures, or zoning districts, the state wherein those two things exhibit either a positive relationship based on fit, similarity or reciprocity of characteristics, or a neutral relationship based on a relative lack of conflict (actual or potential) or on a failure to communicate negative or harmful influences one to another.*” Contextually, staff finds the requested rezoning will be compatible with existing and planned uses in the surrounding area in nearby proximity, including the adjacent residential lands as detailed in the analysis of Lee Plan Policy 5.1.5.

d) Sufficiency of Access and Transportation Impacts

The applicant has provided a traffic impact statement concerning trip generation and intersection analysis (see Attachment H). Both MCPs propose a right-in and right-out connection to Williams Avenue, thereby prompting respective Deviations from LDC Section 10-285, as previously stated staff recommends to condition the granting of the deviation to permit a right-in only on Williams Avenue and requiring full access to rely on West 5th Street due to safety concerns on Williams Avenue.

Development Services Section staff’s has provided separate memorandums concerning transportation impacts of MCP-A and MCP-B, which are attached as Attachment I of this report. In summary, staff recommends conditions concerning vehicular trip generation to safeguard future conversions of entitled intensity. Further evaluation of the traffic impacts will take place at time of local development order approval in compliance with existing county regulations.

f) No adverse impacts to environmentally critical or sensitive areas and natural resources

Staff has identified existing conditions as two existing structures and a plant nursery area. One of the existing structures is a two-story building located in the west portion of the property with frontage on Williams Avenue. The other structure is a single-family residential home located in the east portion of the property with frontage on Magnolia Avenue. The plant nursery area is located to the south of the two-story building. There are two parcels that are excluded from the assemblage of lots. One is located in the southwest corner abutting the Abel Canal. The other is located along the north property line abutting West 5th Street.

The site was inspected by Boylan Environmental Consultants, Inc. using pedestrian overlapping belt transects. No signs or sightings of protected species were found (see Attachment K). The onsite vegetation consists of pine flatwoods located in the northeast and southeast corners of the project. The rest of the land consists of disturbed land, residential, and landscape nursery. MCP-B depicts preservation of the pine flatwoods to comply with the fifteen percent indigenous open space requirements for large developments, per LDC Section 10-415(a).

The request does not propose adverse impacts to environmentally critical or sensitive areas and natural resources. See the Environmental Staff Report, attached as Attachment O of this report.

g) *Will be served by urban services, defined in the Lee Plan, if located in a Future Urban area category*

As noted and defined above, the subject property is located within a future urban area. The subject property has adequate access to urban services to accommodate the development proposed within the requested rezoning. Future improvements required by the LDC at time of local development order approval will further improve urban services and pedestrian facilities surrounding the subject property.

h) *Supplemental Planned Development Criteria*

Staff finds the proposed development to be consistent with the following additional criteria:

- a) The proposed use or mix of uses is appropriate at the proposed location;
- b) The recommended conditions provide sufficient safeguards to the public interest and are reasonably related to the impacts on the public's interest expected from the proposed development; and
- c) That each requested deviation, as conditioned:
 - 1) Enhances the achievement of the objectives of the planned development; and
 - 2) Preserves and promotes the general intent of this Code to protect the public health, safety and welfare.

CONCLUSION:

Based upon an analysis of the application and the standards for approval of planned development rezonings, staff finds the project to be consistent with the established review criteria. The CPD zoning is consistent with the Urban Community future land use designation and the applicable goals, objectives and policies of the Lee Plan. The request, as conditioned, is appropriate in the context of its surroundings and aligns with the Lehigh Acres community plan initiative to consider large assemblages of lots for commercial uses to serve the predominately residential land uses that comprise the community.

Staff recommends **APPROVAL** of the request to rezone the subject property from RS-1 to CPD with the conditions attached as Attachment F of this report.

ATTACHEMENTS:

- A. Expert Witness Information
- B. Legal Description and Boundary Survey
- C. Aerial, Future Land Use, and Current Zoning Maps
- D. Master Concept Plan (MCP-A)
- E. Master Concept Plan (MCP-B)
- F. Development Regulations, Conditions and Deviations
- G. Applicant's Request Statement
- H. Applicants TIS
- I. Development Services Memorandums
- J. Public Information Session
- K. Protected Species Survey and FLUCCS Map
- L. Utility Availability Letters
- M. Historic Aerial, 1977
- N. Historic Aerial, 1993
- O. Environmental Sciences Staff Report
- P. Issues Identified During Substantive Review

ATTACHMENT A

**LEE COUNTY STAFF EXPERT WITNESS INFORMATION
PROVIDED PURSUANT TO AC-2-6, SECTION 2.2.b(5)(f)3.**

Case Numbers: DCI2021-00014

Project Name: Williams Avenue CPD

Hearing Examiner Date: June 2, 2022

Adam Mendez, Planner, Zoning, 1500 Monroe Street, Fort Myers, FL 33901

- Previously qualified as an expert witness in the Lee County Land Development Code, the Lee Plan, zoning, and land use planning. Current resume is on file with the Hearing Examiner.
- Report and documents are submitted with the Staff Report for this case. Additional documents that may be relied upon and used as evidence during the hearing include: the Lee County Land Development Code, the Lee Plan, and documentation submitted by the applicant as part of the subject application.

Beth Workman, Planner, Senior, Zoning, 1500 Monroe Street, Fort Myers, FL 33901

- Previously qualified as an expert witness by the Lee County Hearing Examiner. Current resume is on file with the Hearing Examiner.
- Seeking to be qualified as an expert witness in the Lee County Land Development Code, the Lee Plan, zoning, and land use planning.
- Report and documents are submitted with the Staff Report for this case. Additional documents that may be relied upon and used as evidence during the hearing include: the Lee County Land Development Code, the Lee Plan, and documentation submitted by the applicant as part of the subject application.

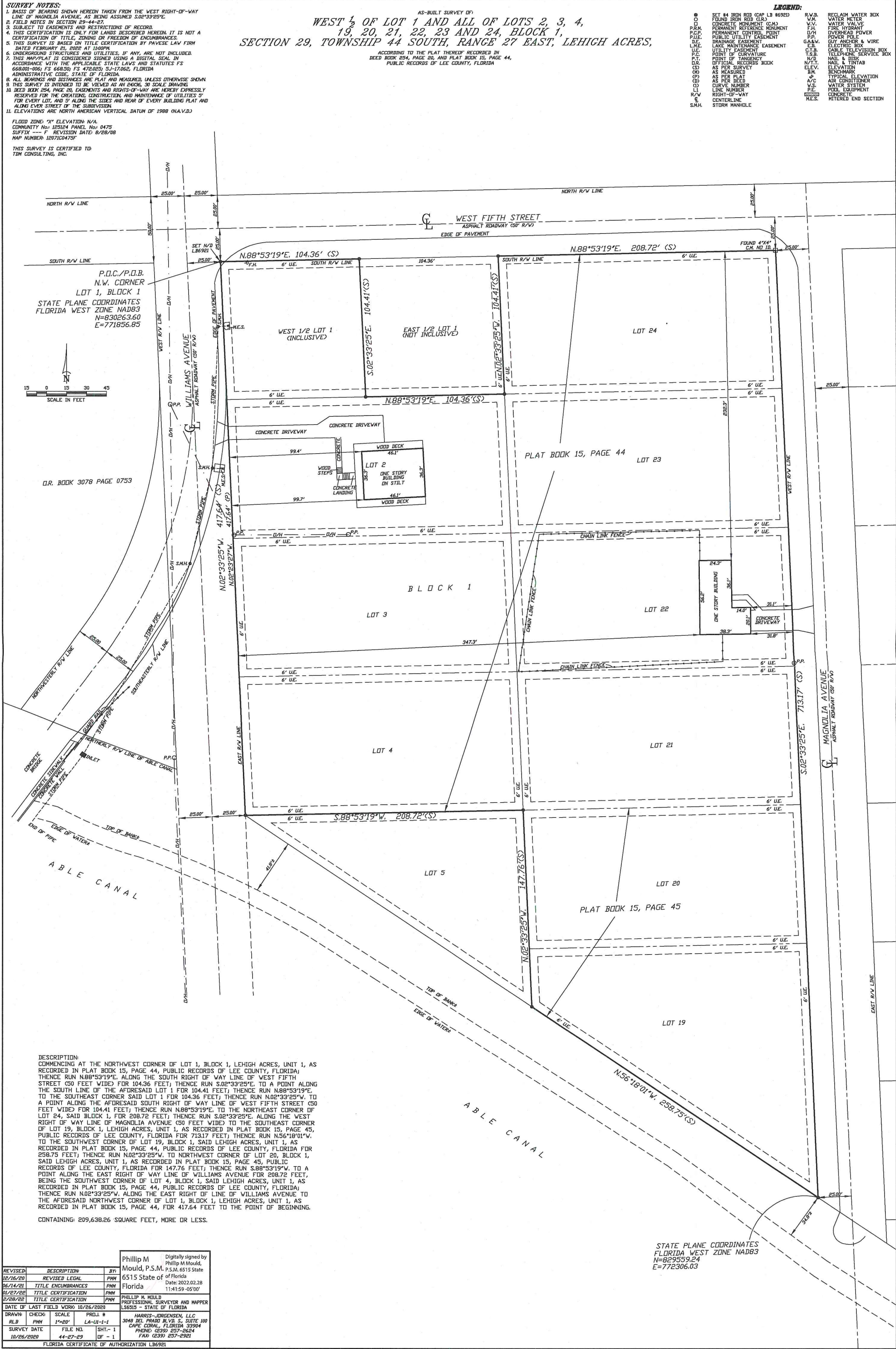
Dirk Danley, AICP, Planner, Principal, Zoning, 1500 Monroe Street, Fort Myers, FL 33901

- Previously qualified as an expert witness by the Lee County Hearing Examiner. Current resume is on file with the Hearing Examiner.
- Seeking to be qualified as an expert witness in the Lee County Land Development Code, the Lee Plan, zoning, and land use planning.
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Anthony R. Rodriguez, AICP, Zoning Manager, Zoning, 1500 Monroe Street, Fort Myers, FL 33901

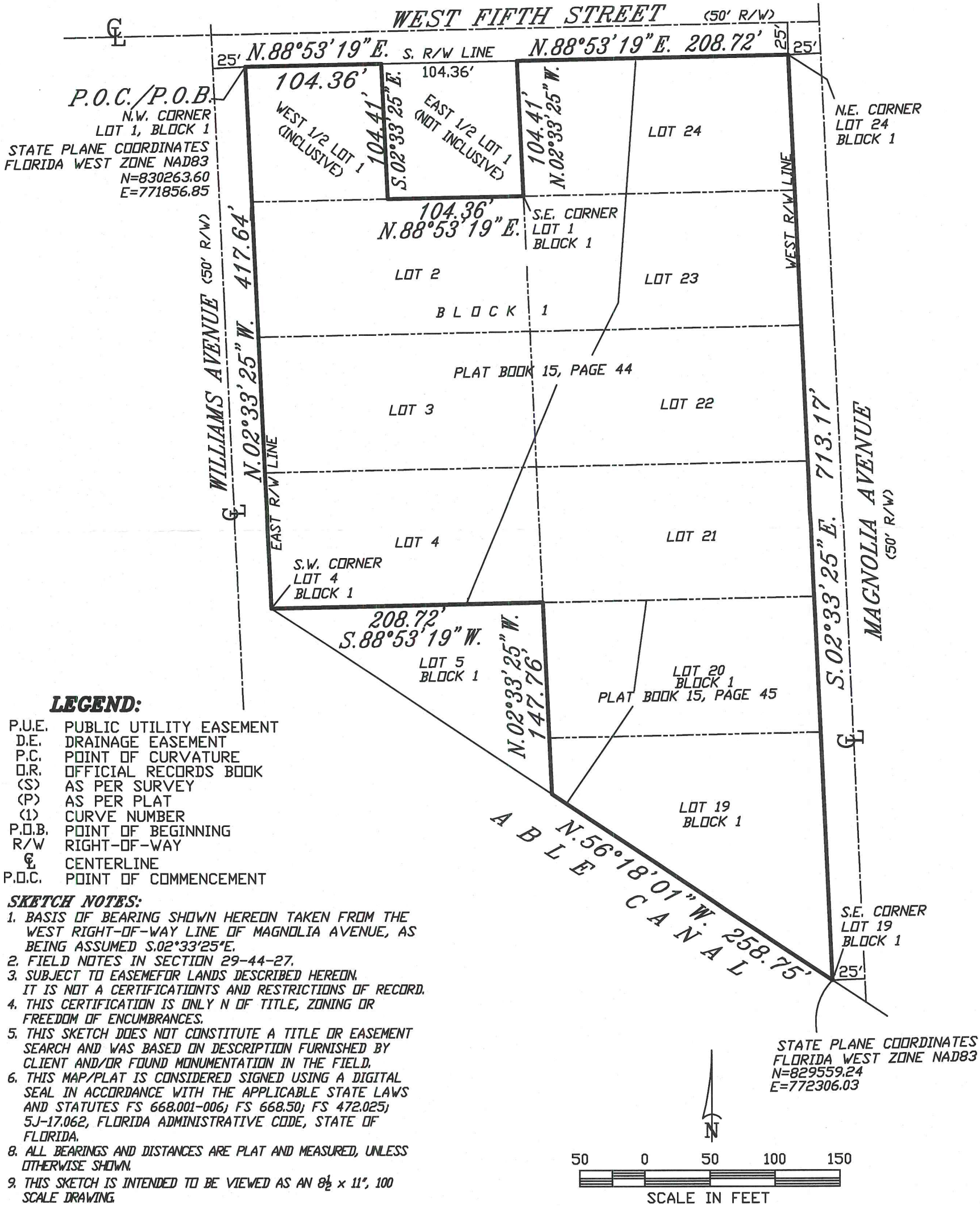
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ATTACHMENT B



REVIEWED
DCI2021-00014
Rick Burris, Principal
Planner
Lee County DCD/Planning
4/13/2022

SKETCH TO ACCOMPANY DESCRIPTION,
WEST HALF (W₁) LOT 1 AND LOTS 2 THRU 4
AND LOTS 21 THRU 24, BLOCK 1, LEHIGH
ACRES UNIT 1,
(PLAT BOOK 15, PAGE 44) LEE COUNTY, FLORIDA, AND
LOTS 19 AND 20, BLOCK 1,
LEHIGH ACRES UNIT 1,
(PLAT BOOK 15, PAGE 45), SECTION 29, TOWNSHIP 44 SOUTH, RANGE 27
EAST, PUBLIC RECORDS OF LEE COUNTY, FLORIDA



NOT A BOUNDARY SURVEY
SEE SHEET 2 OF 2 (EXHIBIT
"A") FOR DESCRIPTION TO
ACCOMPANY THIS SKETCH

DRAWN: PMM	CHECK: FBH	SCALE 1"=100'	PROJ. # LA-U1-1	HARRIS-JORGENSEN, LLC 3048 DEL PRADO BLVD. S. #100 CAPE CORAL, FLORIDA 33904 PHONE: (239) 257-2624 FAX: (239) 257-2921
SKETCH DATE 11/11/2020		FILE NO. 44-27-29	SHT.- 1 OF - 2	
FLORIDA CERTIFICATE OF AUTHORIZATION # LB6921				

EXHIBIT "A"

DESCRIPTION TO ACCOMPANY SKETCH:

WEST HALF ($W\frac{1}{2}$) OF LOT 1 AND LOTS 2 THRU
4 AND LOTS 21 THRU 24, BLOCK 1, LEHIGH
ACRES UNIT 1,

(PLAT BOOK 15, PAGE 44) LEE COUNTY, FLORIDA

&

LOTS 19, 20, BLOCK 1,
LEHIGH ACRES UNIT 1,

(PLAT BOOK 15, PAGE 45) LEE COUNTY, FLORIDA

SECTION 29, TOWNSHIP 44 SOUTH, RANGE 27 EAST, PUBLIC RECORDS OF
LEE COUNTY, FLORIDA

DESCRIPTION:

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

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

Phillip M Mould, P.S.M. 6515 State of Florida	Digitally signed by Phillip M Mould, P.S.M. 6515 State of Florida Date: 2022.03.22 13:01:25 -04'00'
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REVIEWED
DCI2021-00014
Rick Burris, Principal
Planner
Lee County DCD/Planning
4/13/2022

SHEET 2 OF 2

PHILLIP M. MOULD
PROFESSIONAL SURVEYOR AND MAPPER
LS6515 - STATE OF FLORIDA
03/22/2022

HARRIS-JORGENSEN, LLC
3048 DEL PRADO BLVD. S. #100
CAPE CORAL, FLORIDA 33904
PHONE: (239) 257-2624
FAX: (239) 257-2921

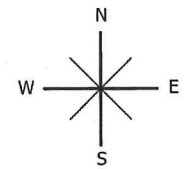


DCI2021-00014

Aerial

ATTACHMENT C

 Subject Property



0 250 500 750
Feet



VILLAGE LAKES

MAGNOLIA

PALEMETTO

DESOTO

5TH

WILLARD

WILLIAMS

LEE

ARCHDALE

BARNSDALE

ELMWOOD

DELLWOOD

CRESTWOOD

BEACHWOOD

ALLENWOOD

DELAWARE

OHIO

LINCOLN

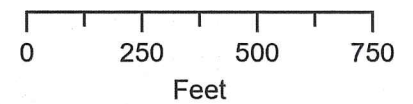
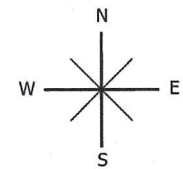
MAINE

CONNECTICUT

DCI2021-00014

Future Land Use

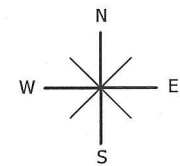
-  Subject Property
-  Central Urban
-  Urban Community
-  Public Facilities



DCI2021-00014

Zoning

 Subject Property



0 500
Feet



ATTACHMENT D

Additional Info Dated 02-28-2022

STREET ADDRESSES

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

STRAP NUMBERS

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

PROPERTY DEVELOPMENT REGULATIONS MCP A

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

BUILDING SETBACK REQUIREMENTS

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

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

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

ZONING/ACTUAL USE

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

LANDSCAPE BUFFER REQUIREMENTS

PER LDC SEC. 33-1405(c)(3)
COM TO SFR: 25' WIDE BUFFER
PER LDC SEC. 10-416(d)
COM TO ROW: 15' WIDE TYPE D BUFFER

OPEN SPACE REQUIREMENTS

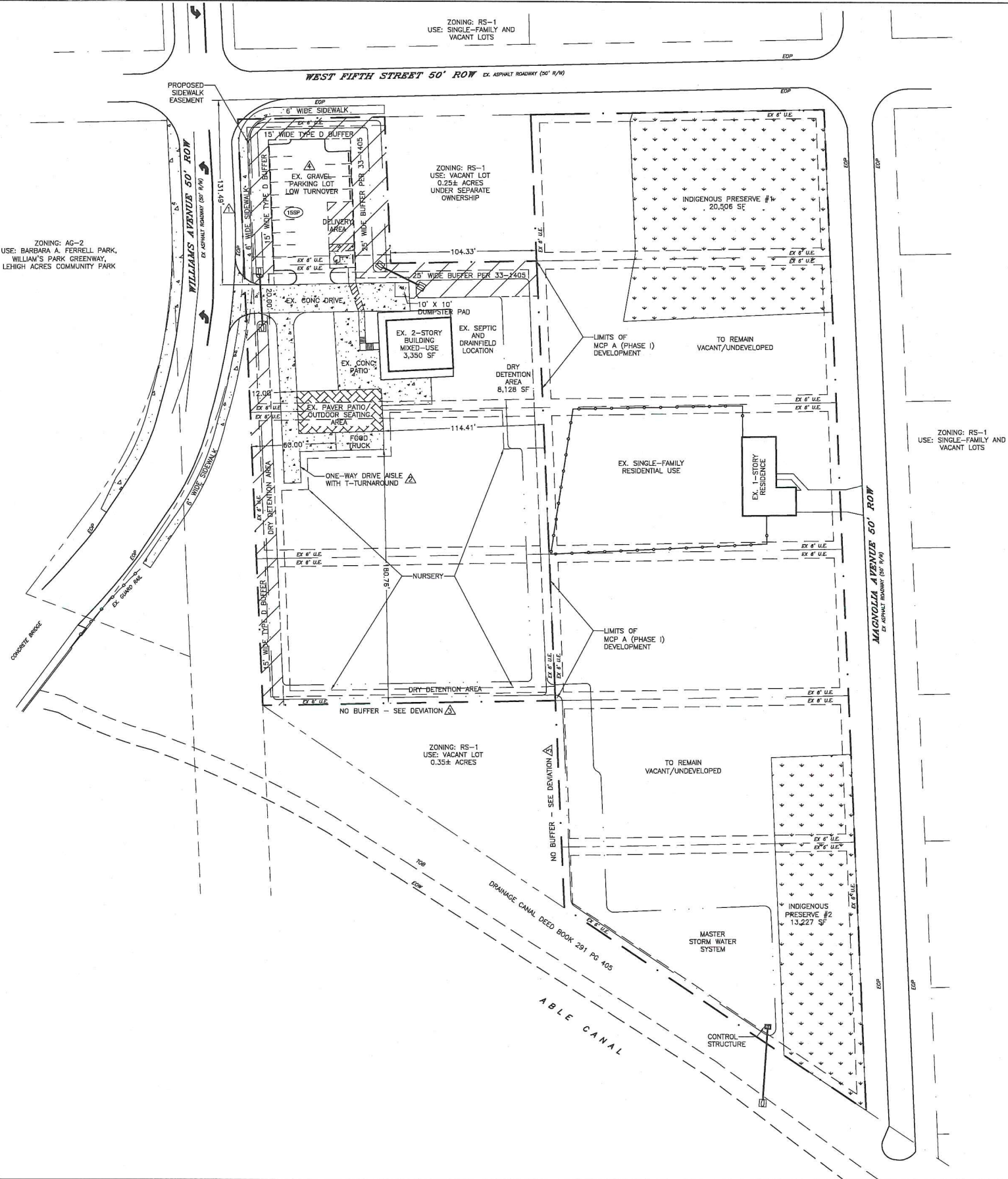
LIMITS OF PHASE 1 DEVELOPMENT (76,253 SF/1.75 AC)
MIN. REQUIRED: 76,253 SF X 20% = 15,250 SF
PROVIDED: 11,360 SF (BUFFERS) + 8,128 SF (DETENTION AREA)
= 19,488 SF (25%)

PARKING REQUIREMENTS (PENDING MIX OF USES)

FOOD TRUCK (800 SF OUTDOOR SEATING AREA):
= 12.5 SPACES PER 1,000 SF
= 800 SF/1,000 SF = 0.8 X 12.5 = 10 SPACES
REQUIRED PARKING = 10 SPACES
COMMERCIAL RETAIL AND OFFICE (1,500 SF):
= 1 SPACE PER 350 SF
= 1,500 SF/350 SF = 4.3 SPACES
REQUIRED PARKING = 4.3 SPACES
REQUIRED PARKING = 10 + 4.3 = 15 SPACES (MIN. 1 HC SPACES)
PROVIDED PARKING = 15 SPACES INCLUDING 1 HC SPACE

PROJECT NOTES

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



LEGEND

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

1" = 40'

DATE	REVISIONS	DESIGNED BY:	DESIGNED BY:	DESIGNED BY:	DESIGNED BY:	DESIGNED BY:	DESIGNED BY:	DESIGNED BY:	DESIGNED BY:
10/20/20		1	2	3	4	5	6	7	8
10/20/20		1	2	3	4	5	6	7	8
10/20/20		1	2	3	4	5	6	7	8
10/20/20		1	2	3	4	5	6	7	8
10/20/20		1	2	3	4	5	6	7	8
10/20/20		1	2	3	4	5	6	7	8
10/20/20		1	2	3	4	5	6	7	8
10/20/20		1	2	3	4	5	6	7	8
10/20/20		1	2	3	4	5	6	7	8

WILLIAMS AVENUE CPD
MASTER CONCEPT PLAN A

Civil Engineering
and
Planning



dean@tdmconsulting.com
www.tdmcivilengineering.com



43 Barkley Circle, Suite 200
Fort Myers, FL 33907
Phone: (239) 433-4231
Fax: (239) 433-9632
Cert. of Authorization # 29098

DATE:

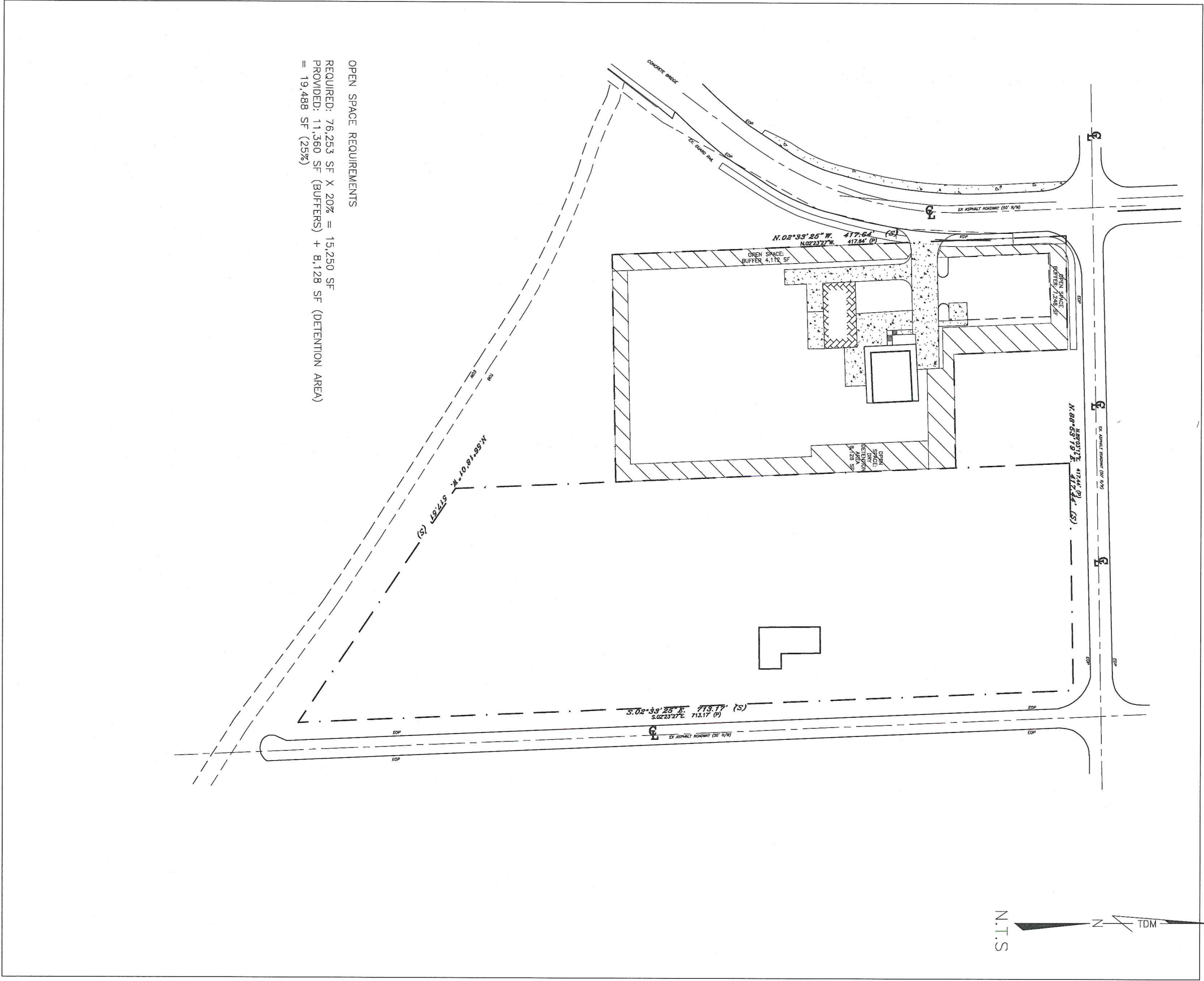
Dean Martin, P.E.

This has been electronically signed and sealed by Dean Martin, P.E., Florida #50222. The original signature and seal must be verified on any printed or electronic copy.

SHEET #

1 of 1

SCALE: AS NOTED



WILLIAMS AVENUE CPD

OPEN SPACE EXHIBIT – MCP A (OPTION 1)

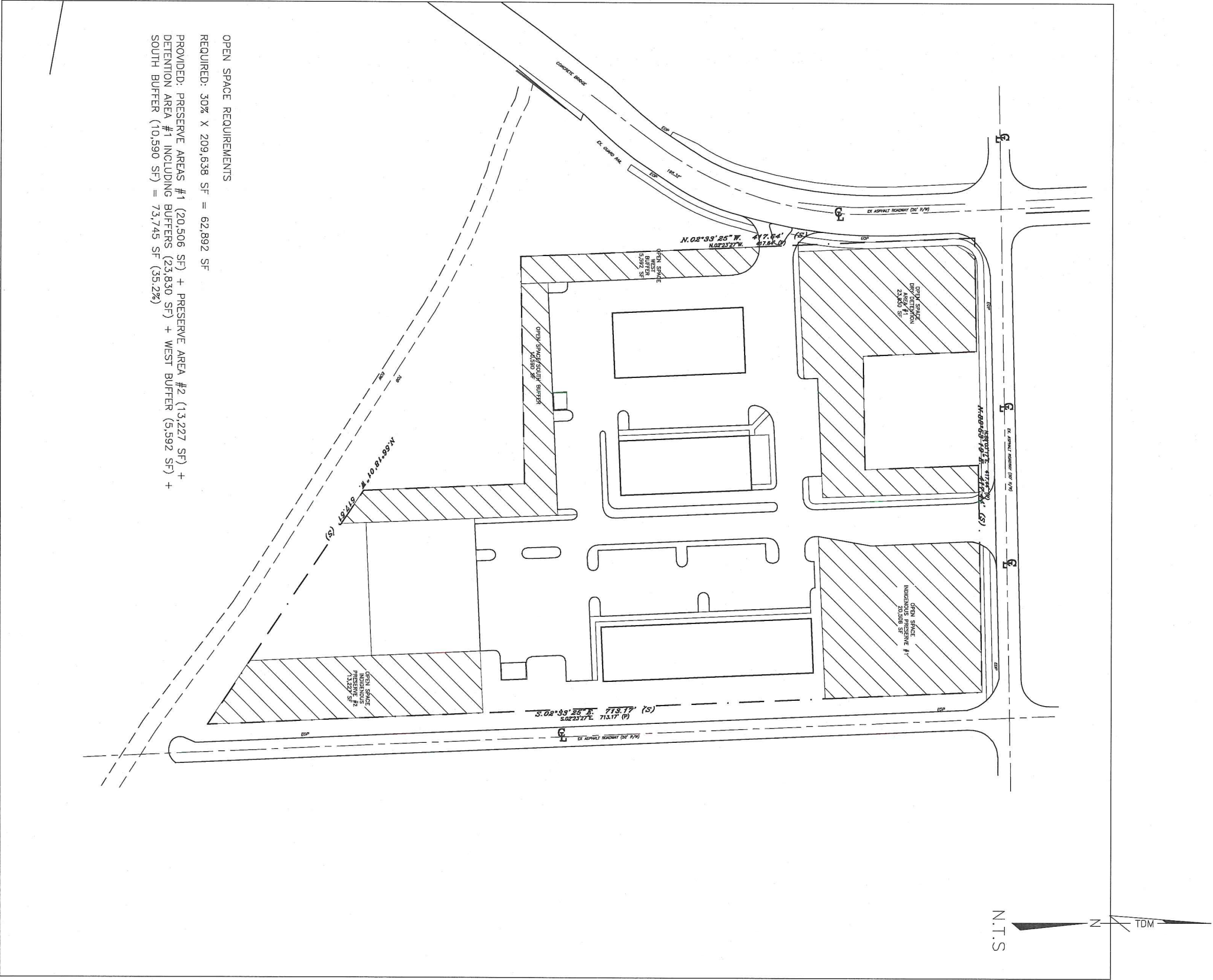
SOURCE: TDM, 12/21

CIVIL ENGINEERING

TDM

CONSULTING, INC.

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



WILLIAMS AVENUE CPD

OPEN SPACE EXHIBIT – MCP B (OPTION 2)

SOURCE: TDM, 02/22

CIVIL ENGINEERING

TDM

CONSULTING, INC.

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

ATTACHMENT F

Conditions

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

(1) Master Concept Plan and Development Parameters

- (a) Development of the subject property must be substantially consistent with the one-page Master Concept Plan (MCP-A), attached hereto as Attachment D, or the one page Master Concept Plan (MCP-B), attached hereto as Attachment E.

Development must comply with all the requirements of the LDC at the time of local development order approval, except as may be granted by deviation as part of this planned development. Subsequent amendments to the Master Concept Plan or its auxiliary documentation attached thereto are subject to the planned development amendment process established by the Land Development Code.

The development intensity within MCP-A is limited to maximum 5,000 square feet of commercial uses, including the caretaker's residence. The ancillary landscape nursery area may not exceed 32,500 square feet in total area. The development intensity within MCP-B is limited to a maximum of 15,650 of commercial floor area, 700 square feet of outdoor restaurant seating area and 10 non-stationary food trucks with 2,000-square-feet of outdoor seating area.

(2) Schedule of Uses and Property Development Regulations

- (a) Schedule of Uses

MCP A:

Accessory Uses and Structures
Administrative Offices
Caretaker's Residence (limited to one)
Dwelling Unit:
 Single-Family (existing-only)
Essential Services
Essential Service Facilities, Group I
Fences, Walls
Mobile Food Vendor with outdoor seating (see Condition 3)
Home Occupation
Lawn and Garden Supply Store
Parking Lot
 Accessory
 Temporary
Plant Nursery (accessory to Lawn and Garden Supply Store)
Residential Accessory Uses
Signs

Storage:
Indoor
Temporary Uses

MCP B:

Accessory Uses and Structures
Administrative Offices
ATM (automatic teller machine)
Business Services, Group I only
Caretaker's Residence
Car Wash
Consumption on Premises, Indoor only (only in conjunction with Restaurants Group II and III)
Contractors and Builders, Group I only
Convenience Food and Beverage Store (see Condition 4)
Daycare Center, adult, child
Drive Through Facility, for any permitted use
Drugstore, Pharmacy
EMS, Fire or Sheriff's Station¹
Essential Services
Essential Service Facilities, Group I
Fences, Walls
Food Stores, Group I
Food Truck Park (see Condition 3)
Hardware Store
Hobby, Toy and Game Shops
Insurance Companies
Laundry or Dry Cleaning, Group I
Medical Office
Paint, Glass and Wallpaper
Parking Lot
Accessory
Temporary
Personal Services, Groups I, II and III (excluding Massage Establishments/Massage Parlors)
Pet Services
Pharmacy
Post Office
Recreation Facilities:
Commercial, Groups IV (limited to Health Clubs)
Real Estate Sales Office
Rental or Leasing Establishments:
Group I
Group II
Repair Shops
Group I
Group II (limited to reupholstering mattress renovating)
Restaurants, Fast Food (limited to one and not freestanding)¹

¹ Use included by staff.

- Restaurants
 - Group I
 - Group II
 - Group III
- Schools,
 - Commercial
- Self-Service Fuel Pumps (limited to a maximum 16, only in conjunction with a convenience food and beverage store)
- Signs
- Specialty Retail Shop:
 - Group I
 - Group II
 - Group III
- Storage:
 - Indoor
- Studios
- Temporary Uses
- Truck Stop
- Used Merchandise Stores
 - Group I, (excluding Pawn Shops)
- Variety Store

(b) Property Development Regulations

MCP A (Commercial Uses):

Minimum Lot Area and Dimensions

Area:	1.75 Acres
Width:	150 feet
Depth:	150 feet

Minimum Building Setbacks:

Side Yard:	15 feet
Rear Yard:	25 feet
Street:	25 feet

Accessory Structures:	in accordance with the LDC
-----------------------	----------------------------

Maximum Lot Coverage:	40 percent
-----------------------	------------

Maximum Building Height:	35 feet
--------------------------	---------

Minimum Building Separation:	20 feet
------------------------------	---------

MCP A (Existing-Only Single-Family Residence):

Minimum Lot Area and Dimensions

Area:	7,500 Square Feet
Width:	75 feet
Depth:	100 feet

Minimum Building Setbacks:

Side Yard:	7.5 feet
Rear Yard:	20 feet
Street:	25 feet

Accessory Structures: in accordance with the LDC

Maximum Lot Coverage: 40 percent

Maximum Building Height: 35 feet

MCP B:

Minimum Lot Area and Dimensions

Area:	4.81 Acres
Width:	150 feet
Depth:	150 feet

Minimum Building Setbacks:

Side Yard:	15 feet
Rear Yard:	25 feet
Street:	25 feet

Accessory Structures: in accordance with the LDC

Maximum Lot Coverage: 40 percent

Maximum Building Height: 35 feet

Minimum Building Separation:	20 feet
Minimum Perimeter Setback	20 feet

(3) Food Trucks

(a) MCP-A is limited to the use of one (1) food truck with a maximum of 800 square feet of outdoor seating area.

(b) MCP-B is limited to a maximum of ten (10) food trucks with a maximum of 2,000 square feet of outdoor seating area. Consumption on premises of alcoholic beverages in conjunction with the food truck park requires a special exception.

(c) Live entertainment is prohibited between the hours of 9:00PM and 9:00AM daily for both MCP options, and is noise is further subject to the Lee County Noise Control Ordinance, as amended.

(4) Convenience Food and Beverage Store

The convenience food and beverage store is limited to a maximum floor area of 3,000 square feet with a maximum of 16 self-service fuel pumps. The 9,560-square-foot commercial plaza, as depicted on MCP-B, must be developed prior to or concurrently with the convenience food and beverage store with fuel pumps.

(5) Magnolia Avenue

No access or commercial-through traffic is permitted to and from Magnolia Avenue.

(6) Vehicular Trip Generation

(a) MCP-A Regardless of any land use density/intensity conversion allowed per the Land Development Code, or zoning condition or master concept plan language otherwise specific to this development, the development is allowed a maximum calculated development density/intensity with respect to new trip generation utilizing the following development scenario:

- 1,500 SF Specialty Trade Contractor
- 2 single-family dwelling units
- 0.77 acres Nursery, and
- 1 non-stationary food truck

(b) MCP-B Regardless of any land use intensity conversion allowed per the Land Development Code, or zoning condition or master concept plan language otherwise

specific to this development, the development is allowed a maximum calculated development intensity, with respect to new trip generation, utilizing the following development scenario:

- 12,650-SF commercial retail.
- 10 non-stationary food trucks, and
- 3,000-SF convenience food and beverage store with 16 fuel pumps.

The combined floor area of non-stationary food trucks and trailers will be clearly described on the local development order site plan. For purposes of trip generation estimates, the combined floor area of all non-stationary food trucks and trailers, and combined designated outdoor seating areas will be considered for a fast food restaurant use. Non-stationary food trucks and trailers with respect to this condition are defined as food trucks and trailers remaining overnight on the site. Food-dispensing truck and trailer floor area with respect to this condition is defined as the maximum outside enclosed area of the vehicle or trailer.

(7) Preserves

Prior to development order approval, regardless of the limits of development on MCP-A or phases involved in MCP-B, both Indigenous Preserve #1 and Indigenous Preserve #2 must be depicted on the development order plans in substantial compliance with Master Concept Plans.

(8) Existing-Only Single Family Residence

The existing single family residential use on MCP-A will be afforded the same privileges as a permitted use and may be expanded or reconstructed, in accordance with the property development regulations contained herein and applicable current regulations, but only on the parcel on which located (Lot 22 of Block 1 as depicted on the boundary survey). Lot 22 may not be enlarged or combined with adjacent property.

Deviations

MCP-A

Deviation #1

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

Staff recommends **APPROVAL** of this deviation with the condition that the project's driveway on Williams Avenue is limited to a right-in only and that a new access is constructed on West 5th Street.

Deviation #2:

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

Staff recommends **APPROVAL** of this deviation with the condition that it is limited to a single drive aisle exclusively for non-patron use.

Deviation #3:

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

Staff recommends a **PARTIAL APPROVAL** of this deviation. Staff recommends denial of the request along the south property line abutting the residentially-zoned parcel and approval along the west.

Deviation #4:

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

Staff recommends **APPROVAL** of this deviation with the condition that it may not be utilized in conjunction with more than 25 off-street parking spaces. If more than 25 parking spaces is required then all parking areas must comply with the paving requirements of the LDC.

MCP-B

Deviation #1

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

Staff recommends **APPROVAL** of this deviation with the condition that the project's driveway on Williams Avenue is limited to a right-in only.

Deviation #2

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

Staff recommends **APPROVAL** of this deviation with the condition that prior to development order approval for MCP-B, the landscape plans must depict the building perimeter landscaping within the five-foot planting strip between the drive-thru and regular drive aisles as two of the three sides. The third side must be five-foot wide and abut the building.

Deviation #3

The applicant has withdrawn Deviation #3.

Deviation #4

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

Staff recommends **WITHDRAWAL** of this deviation on basis that Lee County Ordinance 22-07 repealed and removed LDC §33-1432 section.

Deviation #5

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

Staff recommends **APPROVAL** of this deviation with the condition that the shrubs being must be 48-inches at time of planting and maintained at 60-inches.

Deviation #6

Seeks relief from the LDC §34-1353(e) requirement to provide a 25-foot-wide buffer when a convenience food and beverage store abuts a street right-of-way. Alternatively, this deviation requests to provide a 15-foot wide Type D buffer per LDC §10-416(d) between the proposed dry detention area #1 and the Williams Avenue and West 5th Street rights-of-way in the northwest.

Staff recommends **APPROVAL** of this deviation with the condition that the location and size of Dry Detention Area #1 must be in substantial compliance with MCP-B. Substantial reconfiguration will require the requisite approvals.



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Fort Myers, FL 33907
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Certificate of Authorization # 29086

Williams Avenue CPD
Narrative of Request/Lee Plan Compliance

Revised 2-28-2022

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

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

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

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

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

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

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

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

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

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

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

The applicant has assembled seven (7) lots totaling 4.81 acres – almost the entire block – with the intention of rezoning the land for commercial use. The two (2) remaining vacant lots are under separate ownership. Although the applicant has reached out to both property owners, neither lot is for sale. At this time, only two single-family homes have been constructed on the entire block, and the applicant owns both of those residences. The remainder of the block is vacant, with the exception of a plant nursery. It should be noted that the plant nursery is not a permitted use in the

current RS-1 zoning district, but is included in the proposed schedule of uses for MCP A. Approval of the CPD will legitimize the use.

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

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

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

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

The entire block of land is currently zoned for residential use (RS-1). The applicant owns all but two (2) lots on the block. As previously stated, the two vacant lots are under separate ownership. When contacted, the property owner of the lot along West 5th Street considered selling the property to the Applicant, but then changed their mind. Ownership of the other vacant lot along Able Canal is unknown. As a result, the zoning request doesn't include those two (2) lots and the Master Concept Plans have been designed to limit and reduce any potential impacts to the lots.

Per LDC Sec. 34-2 Definitions:

Compatible means, in describing the relation between two land uses, buildings or structures, or zoning districts, the state wherein those two things exhibit either a positive

relationship based on fit, similarity or reciprocity of characteristics, or a neutral relationship based on a relative lack of conflict (actual or potential) or on a failure to communicate negative or harmful influences one to another.

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

MCP A proposes a 25-foot wide buffer to the vacant lot along West 5th Street. Pursuant to LDC Section 33-1405(c)(3), when commercial uses abut single or multi-family residential uses, a 25-foot wide buffer with seven trees, a double hedge row, and 33 ground covers per 100 linear feet is required. Palms are limited to a maximum of 25 percent of the buffer tree requirement and the hedge must be 48 inches in height at installation and be maintained at 72 inches high. The wide width combined with the amount and size of vegetation required creates a dense barrier to buffer and shield the single-family zoned lot along West 5th Street.

The plant nursery is located along the other RS-1 zoned lot along Able Canal. The applicant is requesting a deviation to not provide a buffer to the that lot. Proposed commercial uses (food truck and seating area) are located 180 feet from said lot. The plant nursery contains rows and rows of trees and shrubs within that 180 feet, effectively buffering and shielding the vacant lot and acting as the buffer.

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

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

Residential zoning and uses are also located north of West 5th Street ROW and east of Magnolia Avenue ROW. The MCP’s have been designed to locate uses with minimal impacts (low-impact parking lot, indigenous preserve, and detention area) along West 5th Street and limits any commercial access onto Magnolia Avenue. The food truck park is located a minimum of 25 feet from the Magnolia Avenue ROW, providing more than 75 feet to the residential lots on the east side of Magnolia. The LAAPZRB requested the food truck park be located along the proposed

Six-Mile Linear Park to be located along the north side of Able Canal. This allows the food truck park to be accessed by vehicles, cyclists, and pedestrians alike. In addition, 15-foot wide Type D buffers are proposed along the rights-of-way to the north and east, which shield the commercial uses from passing traffic and the residential properties across the street. Indigenous preserve areas are also located along Magnolia Avenue, further screening the residential lots from the commercial development.

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

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

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

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

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

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

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

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

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

mitigate traffic concerns by preventing left turning movements across traffic. Both West 5th Street and Magnolia Avenue are county-maintained local roads. No access is proposed on Magnolia, which dead-ends at the canal. A full-access driveway will be provided on West 5th Street.

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

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

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

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

Surrounding zoning districts include RS-1 to the north and east, C-2 to the south, AG-2 and CF to the west, and CPD to the northwest. (See Exhibit B – Zoning Map.) West of Williams Avenue is

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

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

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

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

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

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

Objective 25.1 of the Lee Plan creates mixed use nodes that contribute the uses needed to support Lehigh Acres Community Plan area as shown on Map 1, Page 7. The subject property is not located in one of the identified Specialized Mixed Use Nodes. According to Lee Plan Map 1, Page 7, the existing commercial properties at the intersection of Williams Avenue and Lee Boulevard are located in the Commercial Overlay Zone. In addition, the existing commercial properties located

at the intersection of Williams Avenue and Village Lakes Boulevard north of the subject property are also located in the Commercial Overlay Zone. (See Exhibit D – Lehigh Acres Commercial Overlay Study.) The subject property is not located in a Specialized Mixed Use Node or in the Commercial Overlay Zone; however, the location lends itself to commercial use, given the proximity of existing commercial uses.

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

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

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

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

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

The applicant has created a 4.81-acre tract of land assembled from seven (7) lots at the intersection of a major collector and local road. Lee Plan Policy 25.6.2.2 states that “Other tracts or combinations of platted lots in Lehigh Acres may also be considered for commercial rezoning (even if they are outside any of the three overlays) through the planned development zoning process or by requesting the CN-3 conventional commercial zoning district that was created to address Lehigh Acres conditions”. The applicant is requesting a planned development rezoning. The proposed Schedule of Uses include most of those uses permitted in the CN-3 zoning district; however, several additional uses are proposed including: convenience food and beverage store, self-service gas pumps, drive-thru facility, food truck park, plant nursery, and consumption on premises. The proposed food truck park is an ideal use for the subject property since it’s in close proximity to the Lehigh Acres Community Park and Barbara A. Ferrell Park on the west side of Williams Avenue. At the suggestion of LAMSID, the food truck park will be located at the south end of the property along the canal. According to Mike Cook with LAMSID, Lee County Parks and Rec will be constructing a bike/pedestrian path along the north side of Able Canal from Trailhead Park off Joel Blvd to Harns Marsh. The LAAPZRB and LAMSID thought the food truck park would be an asset to the community at that location, especially for those walking and biking along the new trail. The applicant, who has lived on the property for several years, intends to develop the property for uses that support the surrounding residential neighborhood, which is why the gas station/convenience store and drive-thru are proposed. It should be noted that the

LAAPZRB supports the proposed schedule of uses for the subject property with the exception of gas pumps.

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

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

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

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

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

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

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

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

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

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

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

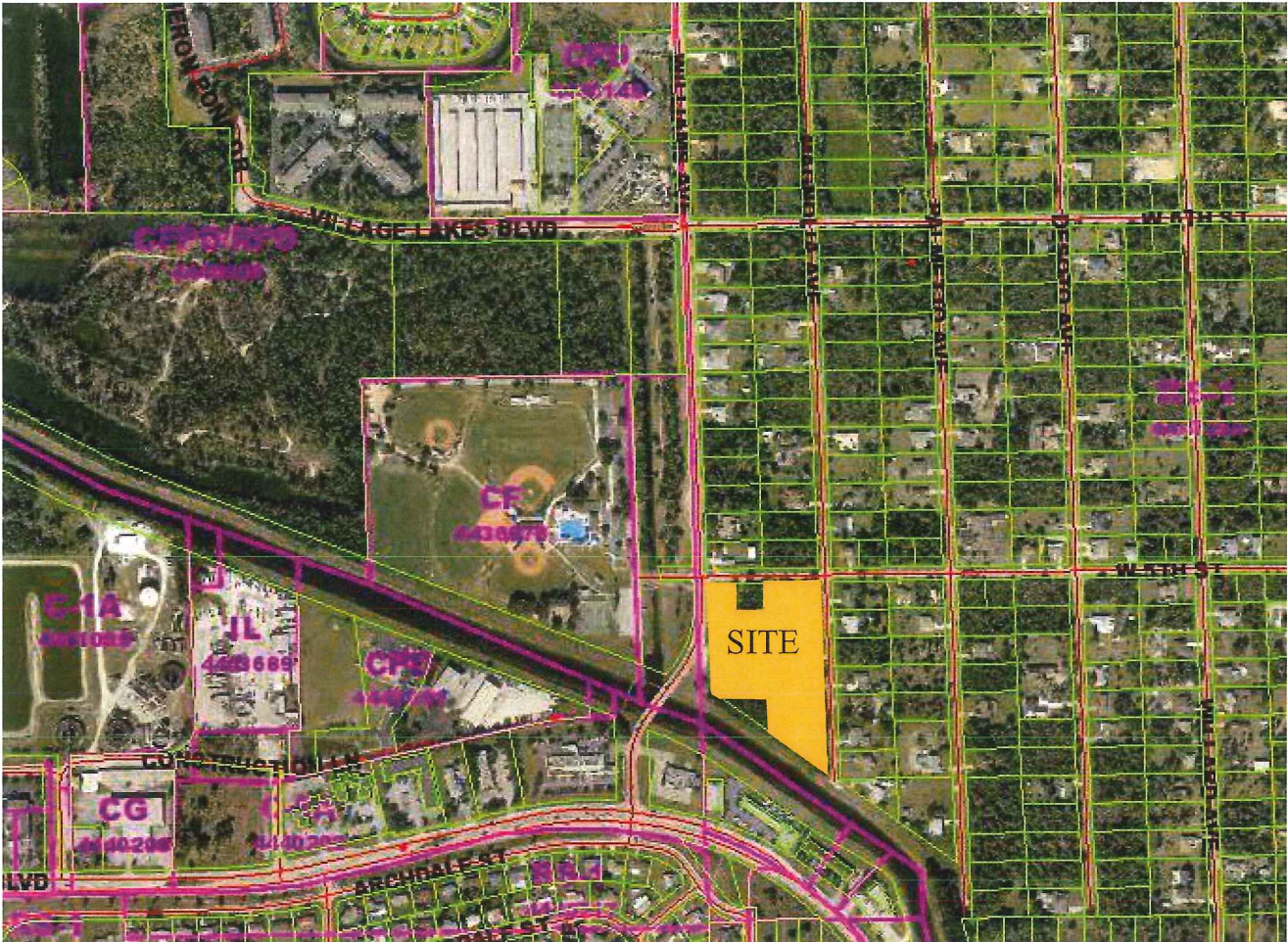
Additional findings for planned developments:

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

Williams Avenue CPD
Area Location Map
Exhibit A



Williams Avenue CPD
Surrounding Zoning Map
Exhibit B



Williams Avenue CPD
Future Land Use
Exhibit C



Williams Avenue CPD
Lehigh Acres Commercial Overlay Study
Exhibit D





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

Master Concept Plan A (Option 1)

Property Development Regulations:

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

Property Development Regulations – Single Family Residence:

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

Building Setback Requirements:

LDC Section 34-935: Commercial Buildings/CPD Zoning

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

LDC Section 33-1432: Food Vending Carts

Street Setback (all): 50 feet

Page 2 of 3

Side Setback: 15 feet

Rear Setback: 15 feet

Existing Single-Family Residence:

Street Setback: 25 feet

Side Setback: 7.5 feet

Rear Setback: 20 feet

Buffers:

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

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

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

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

LDC Section 10-416(D)

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

Open Space:

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

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

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

Parking:

Food Truck (800 sf Outdoor Seating area):

Required: 12.5 spaces per 1,000 sf
 $800 \text{ sf} / 1,000 \text{ sf} = 0.8 \times 12.5 = 10 \text{ spaces}$

Commercial Retail and Office (1,500 sf):

Required: 1 space per 350 sf
 $1,500 \text{ sf} / 350 \text{ sf} = 4.3 \text{ spaces}$

Required Parking: $10 + 4.3 = 15 \text{ spaces}$

Provided Parking: 15 spaces including 1 HC space

Master Concept Plan B (Option 2)

Property Development Regulations

Proposed Zoning	= Commercial Planned Development (CPD)
Min. Lot Size	= 209,638 sf/4.81 acres
Max. Intensity	= 30,000 square feet
Minimum Frontage	= 150 feet
Minimum Depth	= 150 feet
Max. Height	= 35 feet
Min. Open Space	= 30%

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

Building Setback Requirements

LDC Section 34-1353: Convenience Food and Beverage Store

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

LDC Section 33-1432 Food Vending Carts

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

LDC Section 34-935: Commercial Buildings/CPD Zoning

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

Buffers:

LDC Section 34-1353:

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

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

COM to SFR	= 25-foot wide buffer with 7 trees, double hedge row and 33 ground covers per 100 lf; hedge must be 48” high at planting and maintained at 72” high; see Deviation #5
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LDC Section 10-416(D):

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



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**Williams Avenue CPD
Schedule of Deviations
Revised 2-3-2022**

MASTER CONCEPT PLAN A – OPTION 1

DEVIATION #1:

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

JUSTIFICATION:

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

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

DEVIATION #2:

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

JUSTIFICATION:

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

Schedule of Deviations

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

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

DEVIATION #3:

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

JUSTIFICATION:

The MCP clearly shows the landscape nursery adjacent to the triangular shaped lot along Able Canal. Although the landscape nursery is existing, it is not permitted in the current zoning district. However, this rezoning application will legitimize the nursery. No structures, parking, retail sales, or other commercial uses are proposed within 180± feet of the RS-1 zoned lot along Able Canal. Only drainage is proposed along the shared property lines. The plant nursery is a low-impact use with minimal impacts to abutting properties. Providing a 25-foot wide buffer with seven trees, double hedgerow, and 33 ground covers per 100 linear feet is redundant. The existing nursery plants, shrubs and trees already buffer and screen the adjacent property. The applicant believes the deviation enhances the achievements of the objectives of the planned development and is not detrimental to the public interest.

DEVIATION #4:

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

JUSTIFICATION:

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

Schedule of Deviations

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

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

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

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

Summary:

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



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**Williams Avenue CPD
Schedule of Deviations
Revised 2-3-2022**

MASTER CONCEPT PLAN B – OPTION II

DEVIATION #1:

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

JUSTIFICATION:

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

The proposed uses include a convenience store with gas pumps, restaurant with pick-up window (no fast food), food truck park, and other commercial uses. The applicant owns the majority of the block with the exception of a small 0.35-acre lot to the south and a vacant 0.25-acre residential lot with frontage on West 5th Street. The site has been designed to centrally locate the gas station/convenience store to reduce any potential impacts to the RS-1 zoned lots. The MCP provides adequate and safe traffic circulation and still meets the requirements of the Land Development Code to the maximum extent possible.

The property is located just north of the Williams Avenue bridge over Able Canal. The distance from the existing bridge to the proposed driveway is 195± feet. The applicant is able to locate the driveway further south and comply with the minimum connection separation distance of 245 feet and eliminate this deviation; however that means the driveway is closer to the existing bridge. The Lehigh Acres Architectural & Zoning Review Board (LAAZRB) and Lee County DOT staff have both indicated that traffic on Williams Avenue can back up from the intersection of Lee Boulevard and Williams Avenue at peak times and that it can be difficult to make turning movements at certain times of day. The applicant took that information into consideration and located the driveway at the most appropriate location – 170 feet south of West 5th Street, just where the road widens for the left turn lane. The right-in/right-out driveway prevents motorists from turning against traffic or interfering with the existing turn lane.

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

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

DEVIATION #2:

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

JUSTIFICATION:

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

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

DEVIATION #3:

WITHDRAWN

DEVIATION #4:

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Page 3 of 6

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

This deviation requests:

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

JUSTIFICATION:

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

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

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

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

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

The applicant is proposing a use that is very familiar in Florida and throughout the United States, but not so common in Lee County. Lehigh Acres is so supportive of food trucks, there's an entire section of the Lehigh Acres Community Plan in Chapter 33 of the LDC providing rules and regulations for food trucks. The proposed use is very similar to the very popular Celebration Park in Naples, which is a permanent facility. The applicant is requesting deviations from the

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regulations that pertain to a temporary food cart as opposed to a permanent food truck park. The two uses are somewhat different. The deviations requested will allow the food truck park to operate as intended and they enhance the objectives of the planned development.

DEVIATION #5:

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

JUSTIFICATION:

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

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

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

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

Also, please note that MCP A proposes the exact same buffer. That way, when the applicant is ready to progress to MCP B, the buffers are already in place. The applicant isn't able to provide a 30-foot wide Type F buffer on MCP A due to the parking lot and other site constraints. In an effort to be uniform, efficient, and cost effective, the applicant is proposing the same buffers to the 0.25-

Schedule of Deviations

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acre lot with RS-1 zoning for both MCP A and MCP B. The applicant believes the deviation enhances the achievements of the objectives of the planned development and is not detrimental to the public interest.

DEVIATION #6:

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

JUSTIFICATION:

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

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

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

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

Schedule of Deviations
Page 6 of 6

open space area. The applicant believes the deviation enhances the achievements of the objectives of the planned development and is not detrimental to the public interest.

Summary:

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



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

MASTER CONCEPT PLAN A (OPTION 1)

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

MASTER CONCEPT PLAN B (OPTION 2)

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

Schedule of Uses

Page 2 of 2

Hobby, Toy and Game Shops

Insurance Companies

Laundry or Dry Cleaning, Group I

Medical Office

Paint, Glass and Wallpaper

Parking Lot, Accessory, Temporary

Personal Services, Groups I, II, and III (excluding Massage Establishments/Massage Parlors)

Pet Services

Pharmacy

Recreational Facilities, Commercial

Group IV, limited to Heath Clubs

Real Estate Sales Office

Rental or Leasing Establishments, Groups I and II

Repair Shops, Groups I and II plus Group III (limited to reupholstering/mattress renovating)

Restaurants, Group I, II, and III

Schools, Commercial

Self-Service Fuel Pumps, limited to 16 pumps/8 stations

Signs in Accordance with Ch. 30

Specialty Retail Shops, Groups I, II and III

Storage, Indoor Only

Studios

Temporary Uses

Used Merchandise Store, Group I, indoor only (excludes Pawn Shops)

Variety Store



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Williams Avenue CPD
Surface Water Management Plan

Basic storm water drainage plans are depicted on MCP A and MCP B. Interconnected dry detention areas/swales will provide requisite water quality, water quantity, and attenuation on site. Controlled discharge of treated storm water is through a structure onto an off-site canal (Able Canal).

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

Williams Avenue CPD

PREPARED FOR:

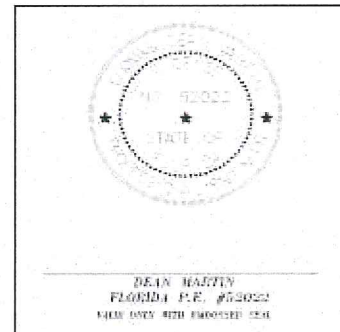
**Mr. Alexis Ebra and Ms. Yanet Tellez, Co-Owners
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**April 2021
Revised July 2021
Revised September 2021
Revised January 2022**



1. PURPOSE

OBJECTIVE

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

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

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

2. SITE DESCRIPTION

SITE LOCATION

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

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

3. OBSERVATIONS

3.1 TRIP GENERATION CALCULATIONS

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

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

<u>1,500 Square Feet of Gross Floor Area:</u>	
A.	Daily Average Vehicle Trip Ends, Weekday $T = 9.82 (1.500) = 15$ (8 entering, 7 exiting)
B.	A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $T = 1.66 (1.500) = 2$ (2 entering, 0 exiting)
C.	P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $T = 1.93 (1.500) = 3$ (1 entering, 2 exiting)

Source: TDM, 2022

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

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

Source: TDM, 2022

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

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

Source: TDM, 2022

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

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

Source: TDM, 2022

Table 5. Raw Trip Generation – Total Proposed Development

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

Source: TDM, 2022

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

3.2 TRIP DISTRIBUTION

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

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

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

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

3.3 EXISTING TRAFFIC CONDITIONS

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

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

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

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

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

3.4 LEVEL OF SERVICE ANALYSIS (LEE BOULEVARD)

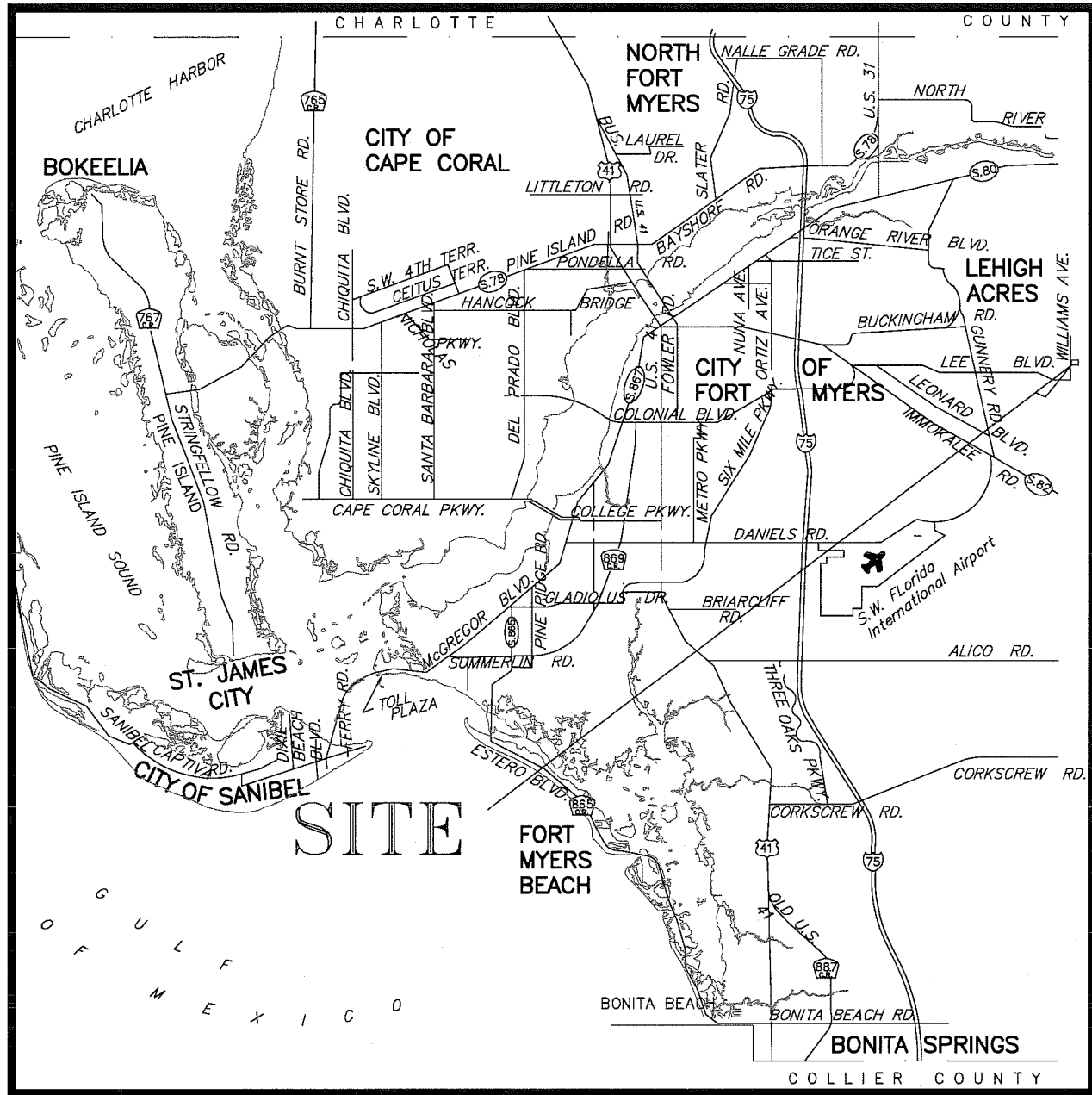
The proposed development will not introduce a significant increase in traffic flows and will not degrade the Level of Service of Lee Boulevard during the peak season following the build-out year below the Performance Standard Level of Service (see attached 100th Highest Hour Level of Service Calculation).

3.5 LEVEL OF SERVICE ANALYSIS (WILLIAMS AVENUE)

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

100TH HIGHEST HOUR
LEVEL OF SERVICE CALCULATION
LEE BOULEVARD

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



LOCATION SKETCH
N.T.S.

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

SOURCE: TDM, 04/2021



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

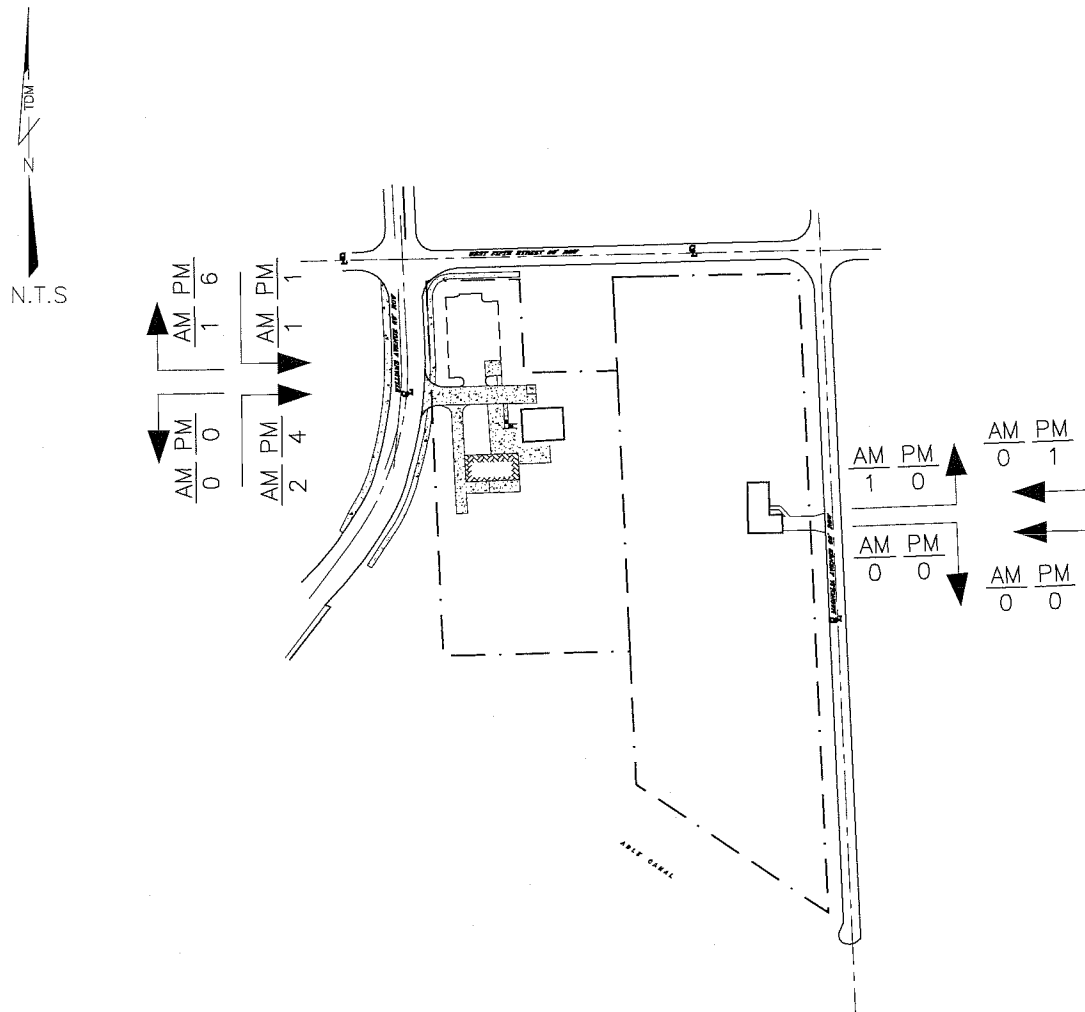


EXHIBIT 2
TRAFFIC IMPACT STATEMENT – MCP A
PEAK HOUR TRAFFIC DISTRIBUTION
416 WILLIAMS AVENUE,
LEHIGH ACRES, FL, 33972

SOURCE: TDM, 01/2022



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

Williams Avenue CPD

PREPARED FOR:

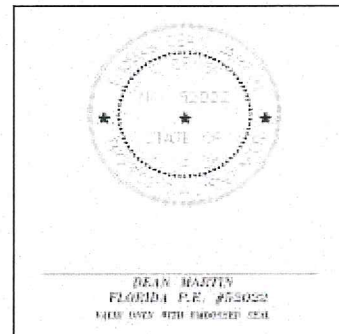
**Mr. Alexis Ebra and Ms. Yanet Tellez, Co-Owners
416 Williams Avenue
Lehigh Acres, FL 33972**

PREPARED BY:



**43 Barkley Circle, Suite 200
Fort Myers, FL 33907
Phone 239-433-4231 Fax 239-433-9632
www.tdmcivilengineering.com**

**April 2021
Revised July 2021
Revised September 2021
Revised January 2022**



1. PURPOSE

OBJECTIVE

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

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

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

2. SITE DESCRIPTION

SITE LOCATION

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

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

3. OBSERVATIONS

3.1 TRIP GENERATION CALCULATIONS

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

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

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

Source: TDM, 2022

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

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

Source: TDM, 2022

Table 3. Raw Trip Generation – Proposed Gas Station/Convenience Market (LUC 945)

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

Source: TDM, 2022

Table 4. Raw Trip Generation – Total Proposed Development

<u>Table 1 + Table 2 + Table 3:</u>	
A.	Daily Average Vehicle Trip Ends, Weekday $764 + 194 + 3,382 = \mathbf{4,340 (2,170 \text{ entering; } 2,170 \text{ exiting})}$
B.	A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $34 + 3 + 257 = \mathbf{294 (150 \text{ entering, } 144 \text{ exiting})}$
C.	P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $92 + 62 + 295 = \mathbf{449 (225 \text{ entering, } 224 \text{ exiting})}$

Source: TDM, 2022

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

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

Table 5. Raw Trip Generation – Total Proposed Development w/Pass-By

<u>(Table 1 x 0.66) + Table 4 + (Table 3 x 0.44):</u>	
A.	Daily Average Vehicle Trip Ends, Weekday $(764 \times 0.66) + 194 + (3,382 \times 0.44) = \mathbf{2,186}$ (1,093 entering; 1,093 exiting)
B.	A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $(34 \times 0.66) + 3 + (257 \times 0.44) = \mathbf{139}$ (72 entering, 67 exiting)
C.	P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $(92 \times 0.66) + 62 + (295 \times 0.44) = \mathbf{253}$ (127 entering, 126 exiting)

Source: TDM, 2022

3.2 TRIP DISTRIBUTION

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

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

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

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

3.3 EXISTING TRAFFIC CONDITIONS

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

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

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

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

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

3.4 LEVEL OF SERVICE ANALYSIS (LEE BOULEVARD)

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

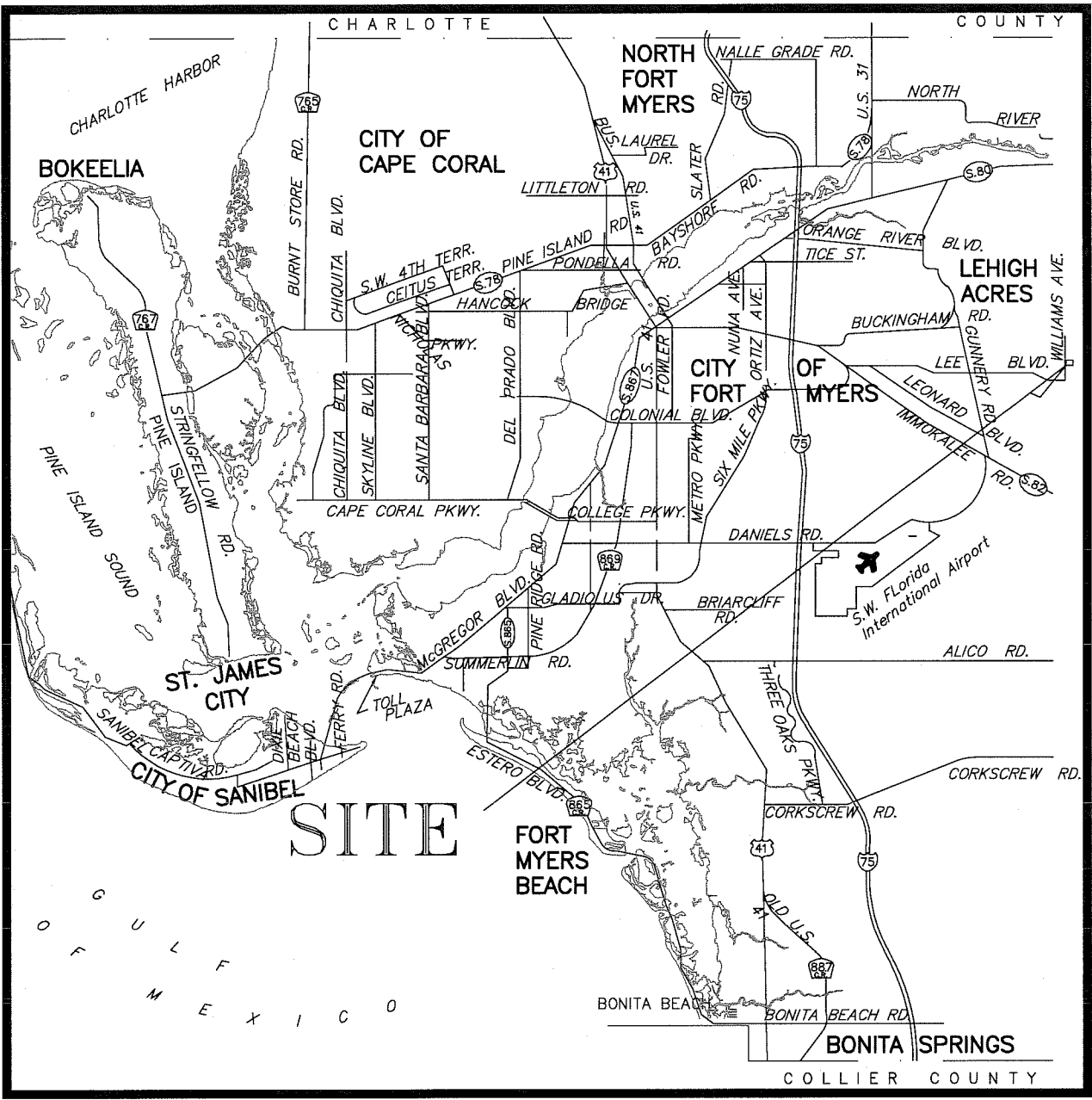
3.5 LEVEL OF SERVICE ANALYSIS (WILLIAMS AVENUE)

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

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

100TH HIGHEST HOUR LEVEL OF SERVICE CALCULATION LEE BOULEVARD

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



LOCATION SKETCH
N.T.S.

EXHIBIT 1
TRAFFIC IMPACT STATEMENT
LOCATION MAP
416 WILLIAMS AVENUE,
LEHIGH ACRES, FL, 33972
SOURCE: TDM, 04/2021

CIVIL ENGINEERING

TDM

CONSULTING, INC.

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Fort Myers, FL 33907
Phone: (239) 433-4231
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Certificate of Authorization # 29086

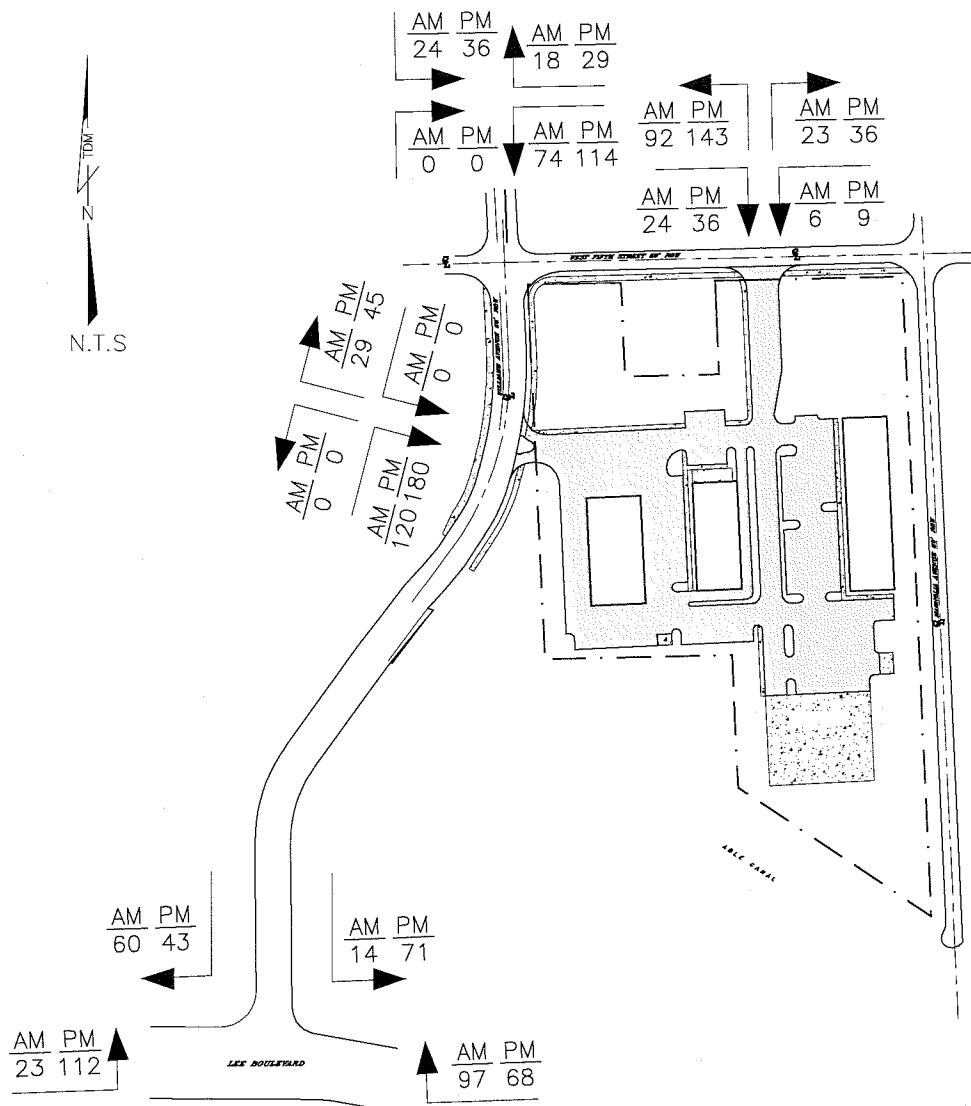
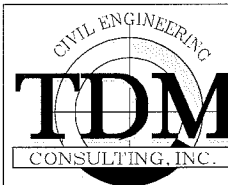


EXHIBIT 2
TRAFFIC IMPACT STATEMENT
PEAK HOUR TRAFFIC DISTRIBUTION
416 WILLIAMS AVENUE,
LEHIGH ACRES, FL, 33972

SOURCE: TDM, 01/2022



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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

MEMORANDUM

TO: Ms. Veronica Martin
TDM Consulting, Inc.

FROM: Yury Bykau, P.E.
Transportation Consultant

DATE: January 19, 2022

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

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

1. Traffic Impact Statement (TIS)

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

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

Intersection Analysis

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

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



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

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

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

Table 1
Peak Hour Intersection Level of Service Summary

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



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

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

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

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

Link Level of Service Analysis on Williams Avenue

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

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

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



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

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

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

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

Attachments

TABLE 1A, 2A & 3A

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

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

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

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

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

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

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

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

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

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

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

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

** In instances where the historical data indicates a reduction in traffic or insufficient data was available to calculate

a growth rate due to construction, a minimum annual growth rate of 2.0% was assumed.

SAMPLE GROWTH RATE CALCULATION

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

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

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

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

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

9/23/2021

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

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

* previous year data

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

TRIP DISTRIBUTION

EXHIBIT 2

PREPARED BY TDM CONSULTING

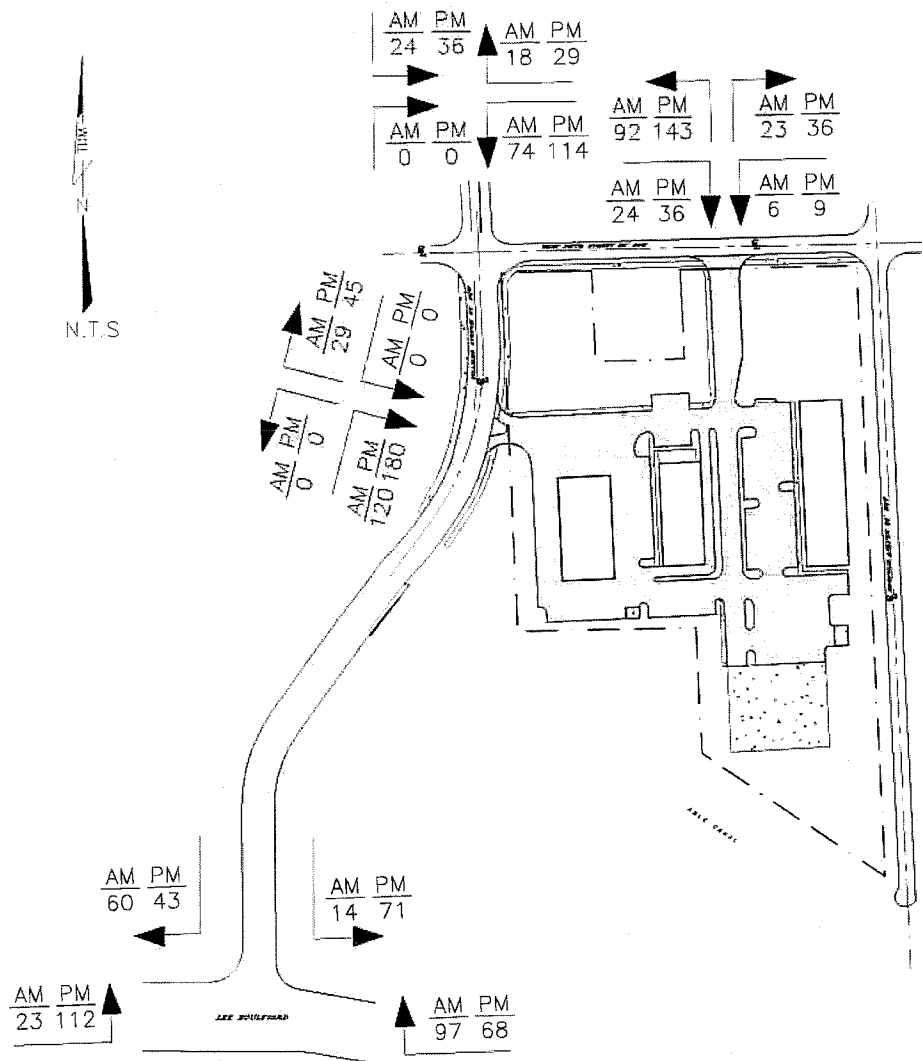


EXHIBIT 2
TRAFFIC IMPACT STATEMENT
PEAK HOUR TRAFFIC DISTRIBUTION
416 WILLIAMS AVENUE,
LEHIGH ACRES, FL, 33972
SOURCE: TDM, 01/2022

CIVIL ENGINEERING

TDM

CONSULTING, INC.

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

PEAK SEASON FACTOR

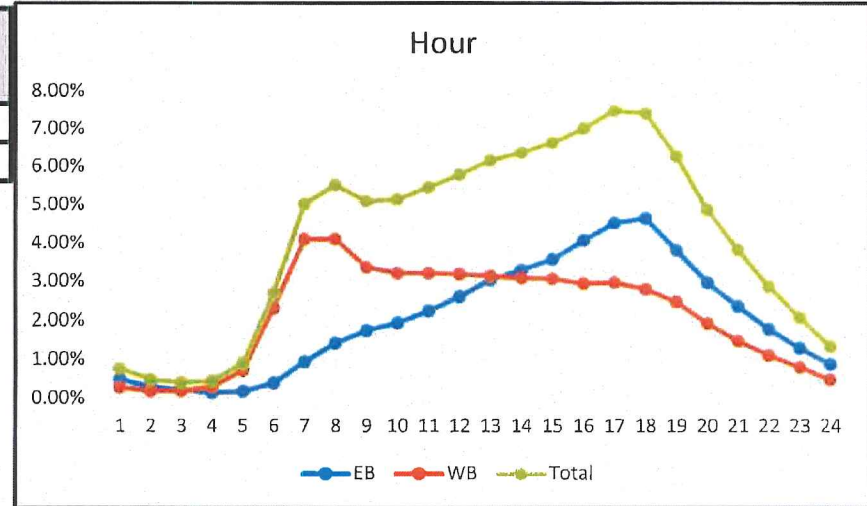
PCS 22 - Lee Boulevard west of Gunnery Rd

2020 AADT = 36,500 VPD

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

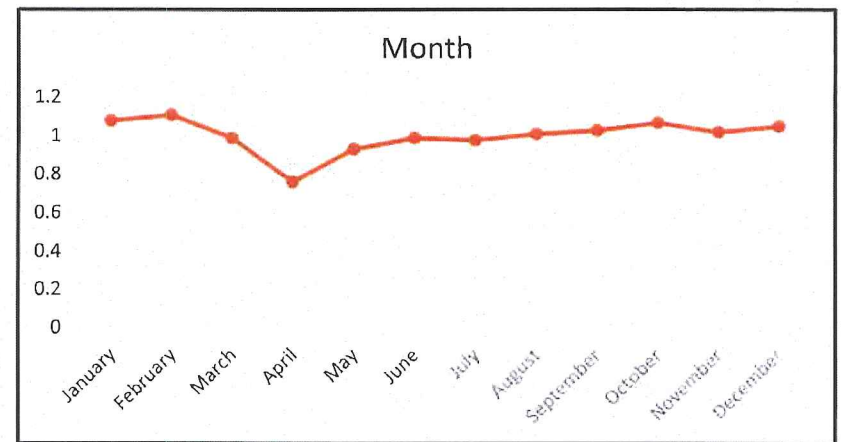
Month of Year	Fraction
January	1.08
February	1.11
March	0.99
April	0.76
May	0.93
June	0.99
July	0.98
August	1.01
September	1.03
October	1.07
November	1.02
December	1.05

Directional Factor		
AM	0.81	WB
PM	0.62	EB



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

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



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

count date

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

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

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0191 - WILLIAMS AVE, N OF LEE BLVD

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

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

TRAFFIC COUNTS
LEE BLVD @ WILLIAMS AVE

Lee Blvd @ Williams Ave 12-14-2021 AM

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

Location:

Cars and Peds

Site Code:

Study Date: 12/14/2021

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

Lee Blvd @ Williams Ave 12-14-2021 AM

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

Location:

All Vehicles

Site Code:

Study Date: 12/14/2021

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

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

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

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

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

Lee Blvd @ Williams Ave 12-14-21 PM

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

Location:

Cars and Peds

Site Code:

Study Date: 12/14/2021

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

Lee Blvd @ Williams Ave 12-14-21 PM

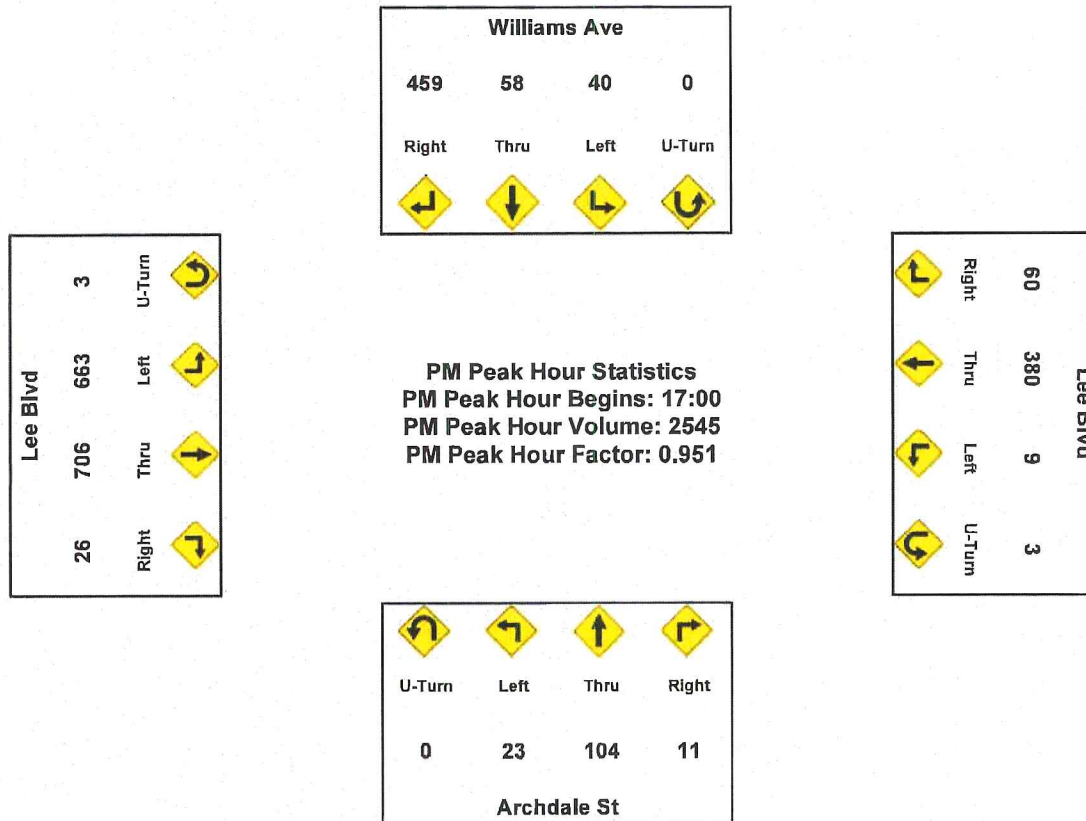
File Name: Lee Blvd @ Williams Ave 12-14-21 PM

Location:

All Vehicles

Site Code:

Study Date: 12/14/2021



TRAFFIC COUNTS
WILLIAMS AVE @ W. 5TH ST

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

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

Location:

Cars and Peds

Site Code:

Study Date: 12/14/2021

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

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

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

Location:

All Vehicles

Site Code:

Study Date: 12/14/2021

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

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

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

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

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

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

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

Location:

Cars and Peds

Site Code:

Study Date: 12/14/2021

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

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

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

Location:

All Vehicles

Site Code:

Study Date: 12/14/2021

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

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

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

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

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

DEVELOPMENT OF FUTURE YEAR TURNING MOVEMENT VOLUMES

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

Lee Blvd @ Williams Ave
December 14th, 2022
2025

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

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

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

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

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

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

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

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

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

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

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

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

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

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

INTERSECTION ANALYSIS SYNCHRO SUMMARY SHEETS

LEE BLVD @ WILLIAMS AVE

Lanes, Volumes, Timings

3: Archdale St/Williams Ave & Lee Blvd

2025 AM Pk Hr Background
01/18/2022

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

Baseline

Synchro 10 Report
Page 1

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

2025 AM Pk Hr Background
01/18/2022

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

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

2025 AM Pk Hr Background
01/18/2022

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

Intersection Summary

Area Type: Other

Cycle Length: 115

Actuated Cycle Length: 115

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

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 22.7

Intersection LOS: C

Intersection Capacity Utilization 79.4%

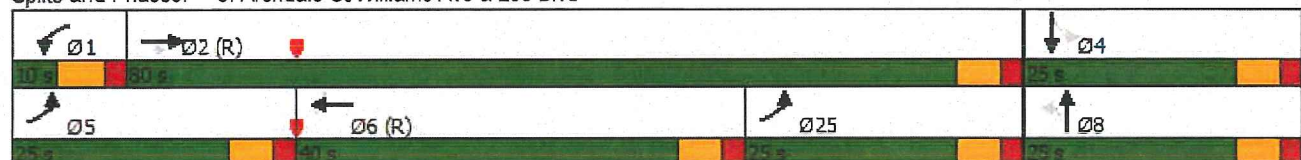
ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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



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

2025 AM Pk Hr With Project

01/18/2022

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

Baseline

Synchro 10 Report
Page 1

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

2025 AM Pk Hr With Project
01/18/2022

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

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

2025 AM Pk Hr With Project
01/18/2022

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

Intersection Summary

Area Type: Other

Cycle Length: 115

Actuated Cycle Length: 115

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

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 24.5

Intersection LOS: C

Intersection Capacity Utilization 86.2%

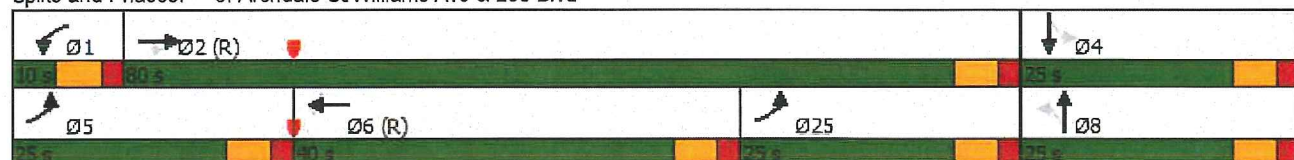
ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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



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

2025 PM Pk Hr Background
01/18/2022

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

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

2025 PM Pk Hr Background
01/18/2022

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

Lanes, Volumes, Timings

3: Archdale St/Williams Ave & Lee Blvd

2025 PM Pk Hr Background
01/18/2022

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

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.14

Intersection Signal Delay: 43.9

Intersection LOS: D

Intersection Capacity Utilization 87.4%

ICU Level of Service E

Analysis Period (min) 15

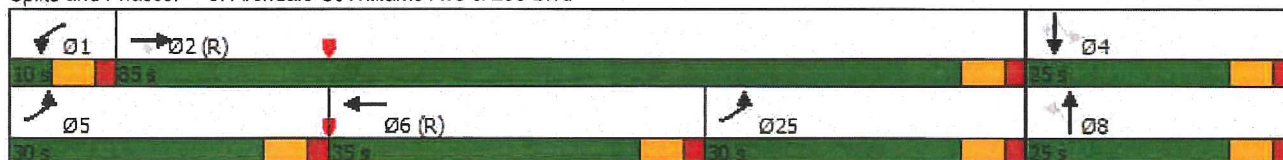
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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



Lanes, Volumes, Timings

3: Archdale St/Williams Ave & Lee Blvd

2025 PM Pk Hr With Project
01/18/2022

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

Baseline

Synchro 10 Report
Page 1

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

2025 PM Pk Hr With Project
01/18/2022

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

Lanes, Volumes, Timings

3: Archdale St/Williams Ave & Lee Blvd

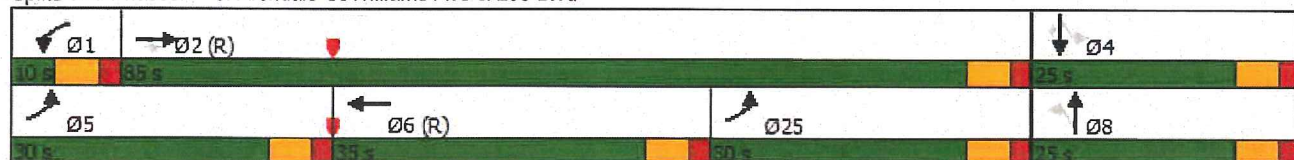
2025 PM Pk Hr With Project
01/18/2022

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

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.31
 Intersection Signal Delay: 69.3
 Intersection Capacity Utilization 99.7%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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



WILLIAMS AVE @ W. 5TH ST

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

2025 AM Pk Hr Background
01/18/2022

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	
Traffic Vol, veh/h	2	2	2	122	1	1	2	278	101	5	665	5
Future Vol, veh/h	2	2	2	122	1	1	2	278	101	5	665	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	210	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	2	133	1	1	2	302	110	5	723	5

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

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	876	-	-	235 188	1147	-	-
HCM Lane V/C Ratio	0.002	-	-	0.028 0.717	0.005	-	-
HCM Control Delay (s)	9.1	-	-	20.8 61.6	8.2	-	-
HCM Lane LOS	A	-	-	C F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 4.5	0	-	-

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

2025 AM Pk Hr With Project
01/18/2022

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

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

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

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

Notes

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

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

2025 PM Pk Hr Background
01/18/2022

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

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

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1005	-	-	217	98	710	-	-
HCM Lane V/C Ratio	0.043	-	-	0.08	0.921	0.009	-	-
HCM Control Delay (s)	8.7	-	-	23	148.5	10.1	-	-
HCM Lane LOS	A	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	5.3	0	-	-

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

2025 PM Pk Hr With Project
01/18/2022

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

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

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

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

Notes

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

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

HCM 2010 TWSC
12: Williams Ave & Site Access

2025 AM Pk Hr With Project
01/18/2022

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑	↗		↑
Traffic Vol, veh/h	0	29	381	120	0	864
Future Vol, veh/h	0	29	381	120	0	864
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	185	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	32	414	130	0	939
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	414	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	638	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	638	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.9	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 638		-		
HCM Lane V/C Ratio	-	- 0.049		-		
HCM Control Delay (s)	-	- 10.9		-		
HCM Lane LOS	-	- B		-		
HCM 95th %tile Q(veh)	-	- 0.2		-		

HCM 2010 TWSC 12: Williams Ave & Site Access

2025 PM Pk Hr With Project
01/18/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑	↗		↑
Traffic Vol, veh/h	0	45	934	180	0	713
Future Vol, veh/h	0	45	934	180	0	713
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	185	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	49	1015	196	0	775
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	1015	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	289	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	289	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	20	0	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	-	289			
HCM Lane V/C Ratio	-	-	0.169			
HCM Control Delay (s)	-	-	20			
HCM Lane LOS	-	-	C			
HCM 95th %tile Q(veh)	-	-	0.6			

W. 5TH ST @ SITE ACCESS DRIVE

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

2025 AM Pk Hr With Project
01/18/2022

Intersection

Int Delay, s/veh 3.3

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

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	143	0	280	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	150	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1440	-	710	920
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	878	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1440	-	706	920
Mov Cap-2 Maneuver	-	-	-	-	706	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	874	-

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

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

2025 PM Pk Hr With Project
01/18/2022

Intersection

Int Delay, s/veh 4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↰	↰	↱
Traffic Vol, veh/h	276	36	9	84	143	36
Future Vol, veh/h	276	36	9	84	143	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	300	39	10	91	155	39

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	339
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1220
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1220
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	576	721	-	-	1220	-
HCM Lane V/C Ratio	0.27	0.054	-	-	0.008	-
HCM Control Delay (s)	13.5	10.3	-	-	8	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	1.1	0.2	-	-	0	-



DEPARTMENT OF COMMUNITY
DEVELOPMENT

Memo

To: Adam Mendez, Planner

From: Lili Wu, Planner, Senior

Date: April 29, 2022

Subject: Williams Ave CPD MCP A (DCI2021-00014) Transportation-Related Analysis

Proposed Development

This application has two development scenarios: Master Concept Plan (MCP) A and MCP B. The MCP A includes the uses of 1,500 sf of mattress repair shop, two single-family dwelling units, 0.77 acre nursery, and one food truck with 800 sf of outdoor seating area.

Site Location

The subject site is located at the southeast corner of Williams Ave/W 5th St intersection just north of Lee Blvd.

Site Access

MCP A: access to the proposed development will be provided by one driveway on Williams Ave and one driveway on Magnolia Ave.

Williams Ave is a major collector, W 5th Street and Magnolia Ave are local roads all maintained by County.

Trip Generation Review

MCP A: the trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) Trip Generation 11th Edition Report. Table 1 outlines the proposed project's trip generation for weekday A.M and P.M peak hour traffic volumes.

Table 1
Trip Generation

Land Use	Weekday A.M Peak Hour			Weekday P.M Peak Hour		
	In	Out	Total	In	Out	Total
Mattress Repair Shop (1,500 sf)	2	0	2	1	2	3
Single-Family (2 units)	0	2	2	2	1	3
Nursery (0.77 acres)	0	0	0	0	0	0
Food Cart Pod (1 Food Cart)	1	0	1	3	3	6
Total	3	2	5	6	6	12

Roadway Section Traffic Operation Level of Service Analysis

The level of service (LOS) analysis for roadway section and intersection are not required for the application according to AC-13-17 because the project trip generation for AM & PM peak hours are less than 100 trips.

Applicant Proposed Deviation Review

Deviation #1: the applicant requests to deviate from LDC Section 10-285 which requires a minimum 245 feet intersection separation to allow 131 feet intersection separation for the project's entrance on Williams Ave. Lee County staff recommends approval of the deviation with the condition that the project's driveway on Williams Ave is limited to a right-in only and a new access constructed on W 5th Street. The reverse curve and bridge south of the proposed driveway on Williams Ave restrict the sight distance creating a potential safety concern. Considering the lower volumes and speeds on W 5th Street, a driveway provided here will be the safer option.

Conclusion

Lee County staff recommends the project's driveway on Williams Ave be limited to a right-in only and construct a new access on W 5th Street for the development.

We recommend adding the following conditions of approval to the final zoning resolution:

"Regardless of any land use density/intensity conversion allowed per the Land Development Code, or zoning condition or master concept plan language otherwise specific to this development, the development is allowed a maximum calculated development density/intensity with respect to new trip generation utilizing the following development scenario:

- 1,500 SF Specialty Trade Contractor

- 2 single-family dwelling units
- 0.77 acres Nursery, and
- 1 Food Cart Pod



DEPARTMENT OF COMMUNITY DEVELOPMENT

Memo

To: Adam Mendez, Planner

From: Lili Wu, Planner, Senior

Date: April 25, 2022

Subject: Williams Ave CPD MCP B (DCI2021-00014) Transportation-Related Analysis

Proposed Development

This application has two development scenarios: Master Concept Plan (MCP) A and MCP B. The MCP B includes 12,650 sf of commercial uses, 3,000 sf convenience store with 16 fuel pumps, and 10 non-stationary food trucks.

Site Location

The subject site is located at the southeast corner of Williams Ave/W 5th St intersection just north of Lee Blvd.

Site Access

MCP A: access to the proposed development will be provided by one proposed driveway on Williams Ave and one proposed driveway on W 5th Street.

Williams Ave is a major collector and W 5th Street is local roads both maintained by County.

Trip Generation Review

MCP A: the trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) Trip Generation 11th Edition Report. Table 1 outlines the proposed project's trip generation for weekday A.M and P.M peak hour traffic volumes.

Table 1
Trip Generation (New Trips)

Land Use	Weekday A.M Peak Hour			Weekday P.M Peak Hour		
	In	Out	Total	In	Out	Total
Commercial (12,650 sf)	13	9	22	30	31	61
Convenience Store (3,000 sf with 16 fuel pumps)	57	57	114	65	65	130
Food Cart Pod (10 Food Cart)	2	1	3	31	31	62
Total	72	67	139	126	127	253

Roadway Section Traffic Operation Level of Service Analysis

It was assumed that the proposed development would be completed by 2025 (build-out year). Therefore, the roadway links significant impacted by the proposed development were analyzed for the 2025 projected traffic conditions without the proposed development and with the proposed development (Table 2).

Table 2
Arterial/Collector Roadway Section(s) Adjacent to Site
Expected to be Significant Impacted by the Proposed Development

Roadway	Location	Significant Impact Expected	Level of Service		
			Existing	Future 2025	Future + Project (Approved or Proposed)
Williams Ave	North of W 5 th ST	Yes	D	F	F
Williams Ave	South of W 5 th ST	Yes	D	F	F

Roadway Intersection Traffic Operation Level of Service Analysis

New trips were assigned to the surrounding road network in order to assess LOS impact as necessary at site access, and intersections expected to be most impacted by the proposed development. In this case, using trip assignment described in the applicant's final traffic study, the following intersections are expected to be the most impacted by the proposed development:

1. Lee Blvd/Williams Ave

2. Williams Ave/Site Access
3. Williams Ave/W 5th St
4. W 5th St/Site Access

Table 3 describes the intersections that are expected to be most impacted by the proposed zoning along with its corresponding pre- and post-project built-out level of service.

**Table 3: Roadway Intersection(s) Immediately Adjacent to Subject Site
Expected to be the most Impacted by Proposed Development**

Intersection		Significant Impact Expected	Traffic Control	Peak Hour	Level of Service (2025)		
Roadway A	Roadway B				Existing	Future	Future + Project
Lee Blvd	Williams Ave	Yes	Traffic Signal	PM	--	D	E
Williams Ave	Site Access	Yes	Two-Way Stop	PM	--	--	C
Williams Ave	W 5 th St	Yes	Two-Way Stop	PM	--	F (WB approach)	F (WB approach)
W 5 th St	Site Access	Yes	Two-Way Stop	PM	--	--	B

Applicant Proposed Deviation Review

Deviation #1: the applicant requests to deviate from LDC Section 10-285 which requires a minimum 245 feet intersection separation to allow 170 feet intersection separation for the project's entrance on Williams Ave. Lee County staff recommends approval of the deviation with the condition that the project's driveway on Williams Ave be limited to a right-in only. The reverse curve and bridge south of the proposed driveway on Williams Ave restrict the sight distance creating a potential safety concern. Considering the lower volumes and speeds on W 5th Street an exit provided here will be the safer option.

Conclusion

Lee County staff recommends the project's driveway on Williams Ave be limited to a right-in only.

The roadway level of service analysis indicates Williams Ave, north of W 5th St and south of W 5th St will operate at LOS "F" with and without the proposed project in year 2025.

The intersection LOS analysis shows the westbound (WB) approach at the intersection of Williams Ave/W 5th St will operate at LOS "F" with and without the project in year 2025.

We recommend adding the following conditions of approval to the final zoning resolution:

"Regardless of any land use density/intensity conversion allowed per the Land Development Code, or zoning condition or master concept plan language otherwise specific to this development, the development is allowed a maximum calculated development density/intensity with respect to new trip generation utilizing the following development scenario:

- 12,650-SF commercial retail.
- 10 non-stationary food trucks, and
- 3,000-SF convenience food and beverage store with 16 fuel pumps."

"The combined floor area of stationary food-dispensing trucks and trailers will be clearly described on the local development order site plan. For purposes of trip generation estimates, the combined floor area of all stationary food-dispensing trucks and trailers, and combined designated outdoor seating areas will be considered for a fast food restaurant use. Stationary food-dispensing trucks and trailers with respect to this condition are defined as food trucks and trailers remaining overnight on the site. Food-dispensing truck and trailer floor area with respect to this condition is defined as the maximum outside enclosed area of the vehicle or trailer."

"Permitted restaurant gross floor area includes restaurant outdoor seating areas."

ATTACHMENT J



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

Williams Avenue CPD Lehigh Acres Architectural, Planning & Zoning Review Board (LAAPZRB) Meeting Summary

A presentation was given by Veronica Martin, Senior Planner with TDM Consulting, to the LAAPZRB on Thursday, March 25, 2021 at 5:30 pm. Hard copies of the LAAPZRB Application with proposed uses and Master Concept Plan were mailed to the Board and the actual meeting was conducted via phone conference.

The Board was very receptive of the proposed commercial uses on the subject parcel, especially the food truck park and drive-thru for a coffee shop like Dunkin Donuts or Starbucks. Several members of the Board objected to the gas pumps even though they liked having a convenience store at that location. They thought fuel pumps would exacerbate the traffic problems. Their biggest concern was traffic on Williams Avenue, specifically at the intersection of Williams and West 5th Street leading to the park. Below is a list of comments and concerns along with TDM's responses.

1. Per Mike Cook with LAMSID, a bike path/pedestrian way will be constructed along the north side of Able Canal. The entire Board suggested we relocate the food truck park to the south end of the property so it can be accessed from the new bike/pedestrian way. Mike also suggested providing a bike rental place nearby.

TDM agrees the suggested location will be a benefit to the community and will recommend this change to the applicant.

2. Per Mike Cook with LAMSID, LAMSID does indeed own the very small triangular shaped parcel along the canal (STRAP #29-44-27-01-00001.0050).

Since this vacant parcel is intended to be used for access and maintenance of Able Canal and not for residential use, the applicant intends to request a deviation from the buffer requirements.

3. The entire Board said traffic on Williams Avenue can be difficult – turn into a parking lot at certain times of day, making it very difficult to make turning movements against traffic. They said there used to be a 4-way stop at Williams Avenue and West 5th Street, but it was removed. They said traffic gets backed up on Williams Avenue from the intersection of Williams and Lee Blvd to the south, especially when ball games are held at the park. They said the residents east of Williams Avenue will drive to West 6th Street where there's a 4-way stop because it's easier to access Williams Avenue from that location. The Board asked if TDM would talk to LCDOT about the traffic issues and

possible solutions, including a traffic light, turn lanes, etc. The also suggested eliminating the entrance on Williams Avenue and providing a second entrance on Magnolia instead.

TDM agreed to look at the TIS numbers and reach out to LCDOT. This issue will require further discussions with County staff to determine the best solution. TDM is hesitant to add a commercial access onto Magnolia since it's a dead-end residential road. Correspondence with LCDOT indicated they have no plans for improvements to that section of Williams Avenue.

4. Proposed Uses – the Board likes the convenience store use, but not the gas pumps because of the increase in traffic. They loved the food truck park and a drive-thru coffee shop for the neighborhood. They were good with the nursery use since it already exists on-site, although it's not currently permitted. They didn't have any issues with the other proposed uses since they're mostly neighborhood commercial uses.
5. Vacant lot with frontage on W. 5th Street – the applicant tried to purchase this lot to complete the commercial block, but no luck so far. Board asked what would go there if the purchase was successful.

TDM will have to discuss with applicant, but possible expansion of the nursery.

6. Buffers – the Lehigh Acres plan (Chapter 33) proposes more vegetation instead of walls when commercial abuts single-family residential. The Board suggested a living green wall surrounding the single vacant residential property.

TDM reminded them that LDC Sec. 34-1352 requires different buffers for convenience stores and that section supersedes Chapter 33. They acknowledged that fact.

In Summary, the Board gave a lot of positive feedback and helpful comments. TDM will reach out to LCDOT and revise the MCP. The Board asked if TDM would agree to meet with them again, at no charge, once we've talked to staff and made the suggested revisions. TDM agreed and will try to schedule another meeting after we've received the first round of staff review comments.



416 Williams Road
Section 22; Township 43 South; Range 25 East
Lee County, Florida

Protected Species Survey

November 19, 2020
Revised January 4, 2021

Project No. 2020-17

8140 College Parkway Suite 104-1
Fort Myers, Florida 33919
Office: (239) 418-0671

INTRODUCTION

An environmental scientist from Boylan Environmental Consultants, Inc. conducted a field investigation on the 4.81.0± acre property on November 1, 2020. The site is located in portions of Sections 22, Township 43 South, Range 25 East, in Lee County, Florida. The project is located 416 Williams Road in Lehigh Acres, Florida. More specifically it is located approximately 10 miles east of Interstate 75 just north of Lee Road (aka Colonial Blvd. at the south east intersection of Williams Road and West 5th Street. The site is north of the Able canal and directly east of Lehigh Acres Community Park and Barbara A. Ferrell Park. Please see the attached Project Location Map **Exhibit A**.

The purpose of the field investigation was to identify and document the presence of any listed species and any potential listed (endangered, threatened, etc.) species inhabiting the site that are regulated by the U.S. Fish & Wildlife Service (USFWS) and the Florida Fish & Wildlife Conservation Commission (FWC).

The survey was conducted in the mid-morning through the afternoon with temperatures in the mid 80s with partly cloudy skies during the survey period.

METHODOLOGY

The survey method consisted of overlapping belt transects performed for all FLUCFCS communities onsite in compliance with the Lee County Endangered Species Ordinance No. 89-34. The specific methodology included pedestrian surveys of parallel transects which is a methodology previously approved by Lee County.

This survey is comprised of a several step process. First, vegetation communities or land-uses on the study area are delineated using the Florida Land Use, Cover and Forms Classification System (FLUCFCS). Please see the attached Aerial FLUCFCS Map **Exhibit B**. Next, the FLUCFCS codes are cross-referenced with the Lee County Protected Species List. This protected species list names the species which have a probability of occurring in any particular FLUCFCS community.

An intensive pedestrian survey is conducted using parallel belt transects that are approximately 10-40 feet apart as a means of searching for listed species. The distance between transects depends upon both the thickness of vegetation and line of sight visibility. In addition, periodic “stop-look-listen” and quiet stalking methods are conducted for animals. Signs or sightings of these species are then geo-located via a hand-held GPS unit and marked in the field with flagging tape. The table at end of the report lists the FLUCFCS communities found on the parcel and the corresponding species which have a probability of occurring in them.

Transects were walked approximately as shown on the attached Protected Species Survey Map **Exhibit C**.

TABLE 1: SURVEY DATE AND WEATHER CONDITIONS

Survey Date	Weather Conditions
1 NOV 2020	Mid 80s (°F) with partly cloudy skies

EXISTING SITE CONDITIONS

Site Details – The boundary was obtained through Lee County GIS and is approximately 5.0± acres. In general, the property contains a combination of residential, disturbed lands, and a landscape nursery.

Soil Type - The soils on the property have been mapped by the National Resource Conservation Service (NRCS, formerly the Soil Conservation Service). Please see the attached NRCS Soils Map **Exhibit F**. The only mapped soil type is Hallandale-Urban Land Complex (64; Non-Hydric).

Vegetation Communities – Each community was mapped in the field according to the system in use by the agencies, the Florida Land Use Cover and Forms Classification System (FLUCFCS). Listed below are the vegetation communities or land-uses identified on the site. The following descriptions correspond to the mappings on the attached FLUCFCS map. See Florida Land Use, Cover and Forms Classification System (Department of Transportation 1999) for definitions.

FLUCFCS CODES/DESCRIPTION

110 Residential 0.52± ac.

This community includes a house with yard dominated by bahia grass (*Paspalum notatum*) and bermuda grass (*Cynodon dactylon*).

240 Landscape Nursery 1.79± ac.

This category includes uses as a nursery where plants are grown for residential and commercial ornamentals.

411 Pine Flatwoods 1.89± ac.

This community consists of slash pine (*Pinus elliotii*), Melaleuca (*Melaleuca quinquenervia*) and earleaf acacia (*Acacia auriculiformis*) in the canopy. Shrub and groundcover vegetation include wax myrtle and slash pine saplings, saw palmetto (*Serenoa repens*), poison ivy (*Toxicodendron radicans*), shrubby false buttonweed (*Spermacoce verticillata*), greenbriar (*Smilax spp.*), ragweed (*Ambrosia artemisiifolia*), and pinewoods finger grass (*Eustachys petraea*).

740 Disturbed Lands 0.61± ac.

This community consists of a previously cleared area with vegetation including Caesar weed (*Urena lobata*), smutgrass (*Sporobolus indicus*), shrubby false buttonweed (*Spermacoce verticillata*), ragweed (*Ambrosia artemisiifolia*), and beggar tick (*Bidens alba*).

TABLE 2: FLUCFCS COMMUNITY TABLE

FLUCFCS Code	Community Description	Acreage
110	Residential	0.52± ac.
240	Improved Pasture	1.79± ac.
411	Pine Flatwoods	1.89± ac.
740	Disturbed Area	0.61± ac.
Total		4.81± ac.

SPECIES PRESENCE

During the field survey, no listed species were noted. No rookeries were found. No burrows including gopher tortoise or burrowing owl burrows were found. No stick nests or nest like structures were noted. No cavities in live pines were noted.

SPECIES DISCUSSION

The site was reviewed for the potential for listed species on the U.S. Fish and Wildlife website for Information for Planning and Consultation, as well as the Florida Natural Areas Inventory Biodiversity Matrix for rare and protected species and the Lee County Protected Species List (Appendix H – Listed Species List). The various listed species that may occur in the FLUCFCS communities onsite have been tabulated on the attached table for reference.

Community locations and maps were estimated and drawn by using a non-rectified aerial with approximate property boundaries hence, their location, aerial extent, and acreage is approximate.

TABLE 3: LISTED SPECIES BY HABITAT WITH CURRENT STATUS

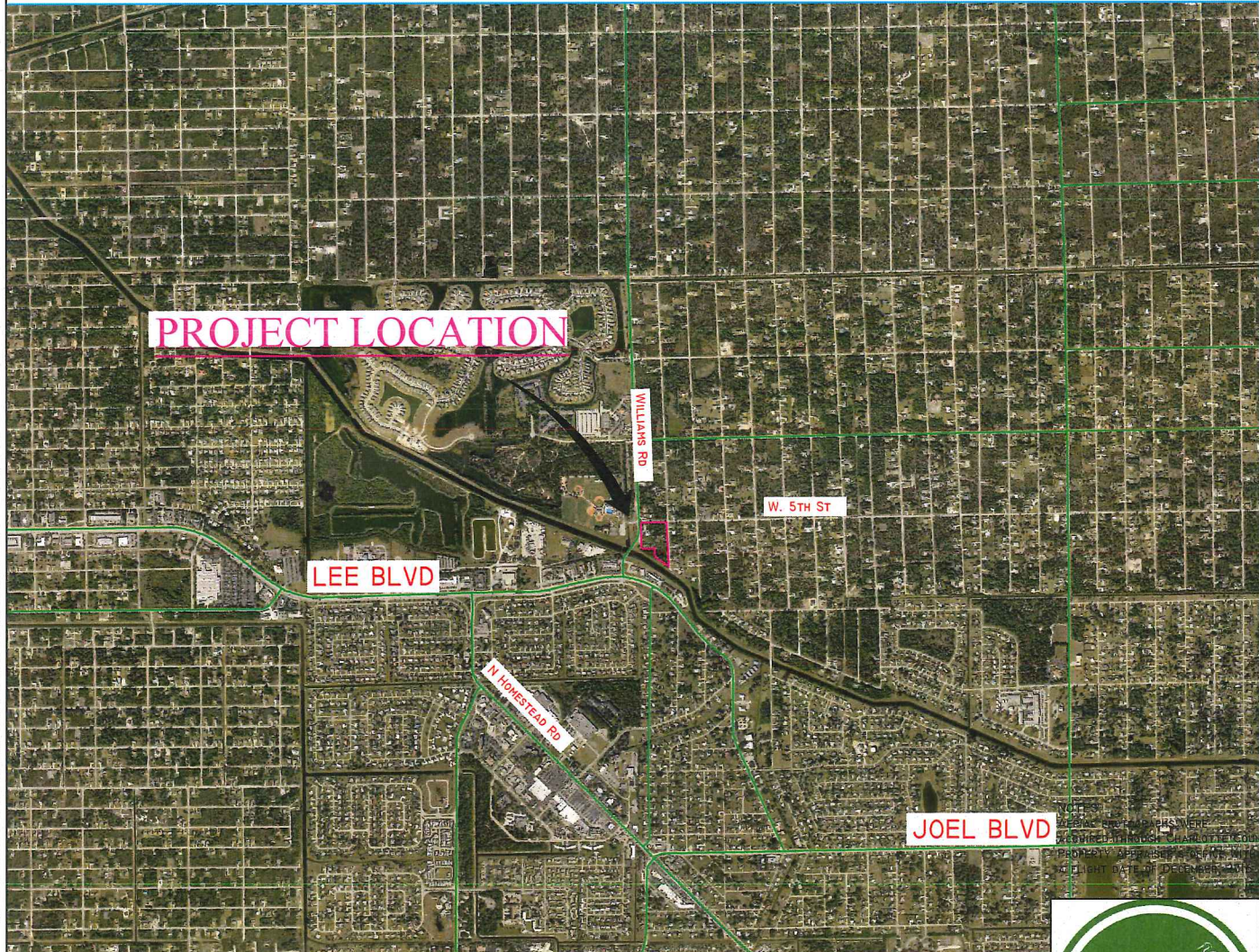
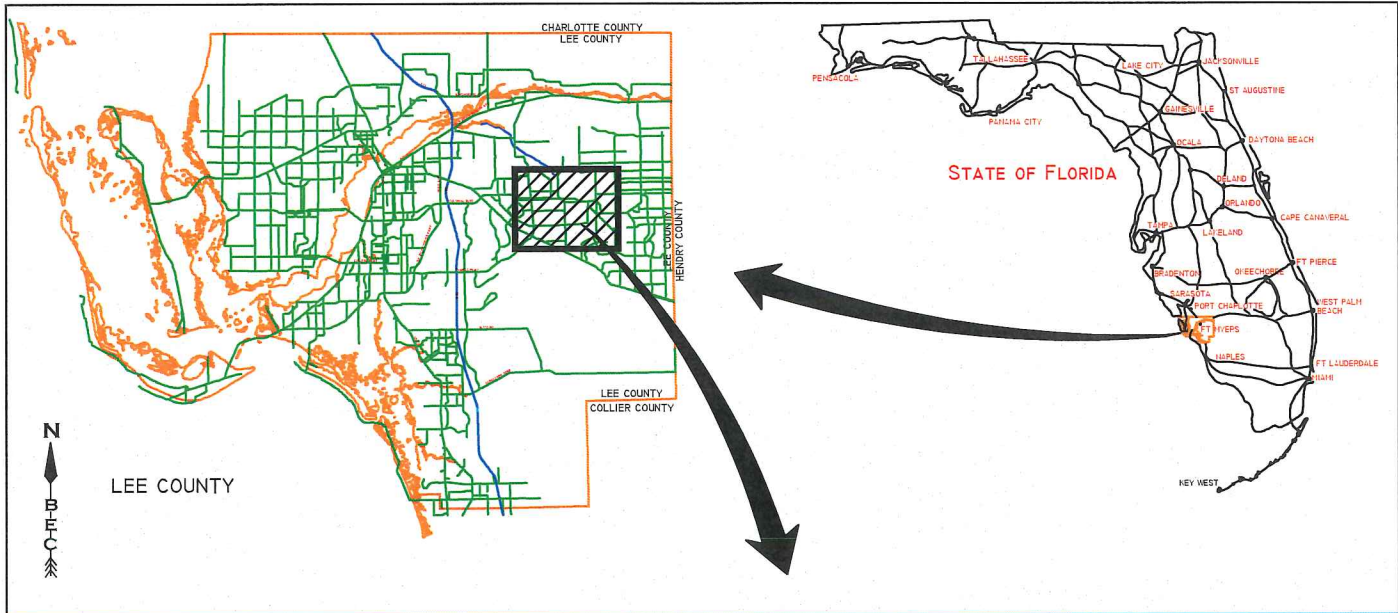
FLUCFCS Code	FLUCFCS Description	Common Name	Scientific Name	Likelihood of Occurrence	Percent Coverage	USDA	FDA & CS	FWS	FWC
110	Residential	Burrowing owl	<i>Athene cunicularia floridana</i>	Low	100	--	--	--	SSC
		Least tern	<i>Sterna antillarum</i>	Low	100	--	--	E	T
240	Landscape Nursery	NA	NA						
411D	Pine Flatwoods	Beautiful paw-paw	<i>Deeringothamnus pulchellus</i>	Low	100	E	E	E	--
		Big cypress fox squirrel	<i>Sciurus niger avicennia</i>	Low	100	--	--	--	SSC
		Eastern indigo snake	<i>Drymarchon corais couperi</i>	Mod	100	--	--	T	T
		Fakahatchee burmannia	<i>Burmattia flava</i>	Low	100	--	E	--	--
		Florida black bear	<i>Ursus americanus floridanus</i>	Low	100	--	--	SAT	T
		Florida coontie	<i>Zamia floridana</i>	Low	100	--	C	--	--
		Gopher frog	<i>Rana areolata</i>	Low	100	--	--	--	SSC
		Gopher tortoise	<i>Gopherus polyphemus</i>	Mod	100	--	--	T	T
		Red-cockaded woodpecker	<i>Picoides borealis</i>	Low	100	--	--	E	SSC
		Satinleaf	<i>Chrysophyllum olivaeforme</i>	Low	100	--	T	--	--
		Southeastern American Kestrel	<i>Falco sparverius paulus</i>	Low	100	--	--	--	T
740	Disturbed Areas	Burrowing owl	<i>Athene cunicularia floridana</i>	Low	100	--	--	--	SSC
		Gopher frog	<i>Rana areolata</i>	Low	100	--	--	--	SSC
		Gopher tortoise	<i>Gopherus polyphemus</i>	Low	100	--	--	T	T

C = Commercially Exploited, SAT = Similarity of Appearance Threatened, SSC = Species of Special Concern, T = Threatened, E = Endangered

Likelihood of Occurrence determined by suitable habitat type, species range, site conditions and direct observation.

Table designates listed species with potential to occur in each FLUCFCS community as listed in Appendix H of the Lee County Land Development Code.

Exhibit A
Project Location Map



Category	Drawn By:	Date:	Scale:
FLUCFCS	KAS	9/21/20	NTS
Agency	Job Number		County
---	2020-17		Lee
App/Permit No.	Revision		S/T/R
***			29-44S-27E

416 Williams Rd

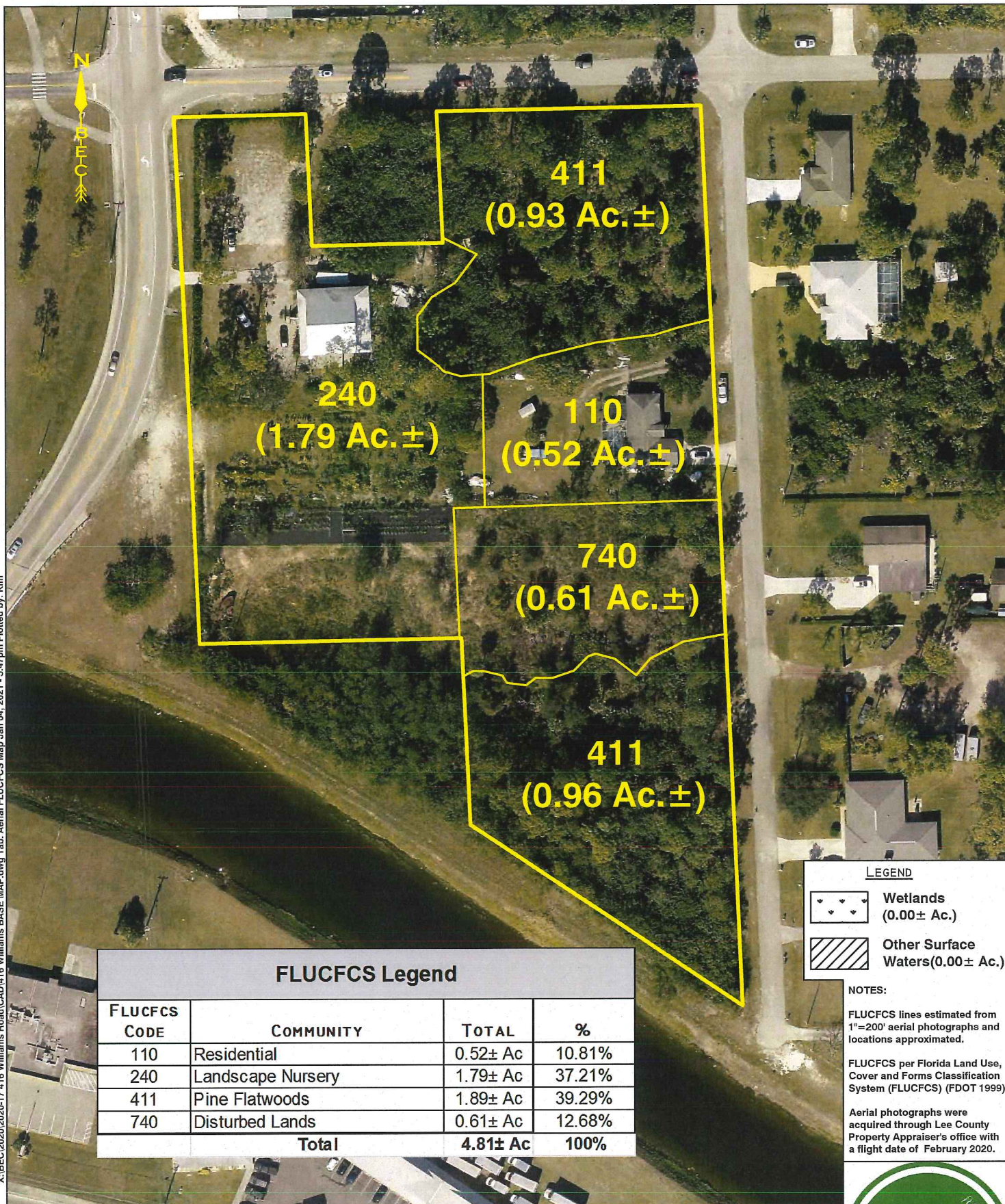
Location Map

8140 College Pkwy
Suite 104-1,
Ft. Myers, FL 33919
Phone: (239) 418-0671
Fax: (239) 790-5309
www.boylanenv.com



Exhibit B
FLUCFCS Map with Aerial

X:\BEC\2020\2020-17 416 Williams Road\CAD\416 Williams BASE MAP.dwg Tab: Aerial FLUCFCS Map Jan 04, 2021 - 5:47pm Plotted by: Kim



FLUCFCS Legend			
FLUCFCS CODE	COMMUNITY	TOTAL	%
110	Residential	0.52± Ac	10.81%
240	Landscape Nursery	1.79± Ac	37.21%
411	Pine Flatwoods	1.89± Ac	39.29%
740	Disturbed Lands	0.61± Ac	12.68%
Total		4.81± Ac	100%

LEGEND	
	Wetlands (0.00± Ac.)
	Other Surface Waters(0.00± Ac.)

NOTES:

FLUCFCS lines estimated from 1"=200' aerial photographs and locations approximated.

FLUCFCS per Florida Land Use, Cover and Forms Classification System (FLUCFCS) (FDOT 1999).

Aerial photographs were acquired through Lee County Property Appraiser's office with a flight date of February 2020.

Category	Drawn By:	Date:	Scale:
FLUCFCS	KAS	11/17/20	1" = 100'
Agency	Job Number	County	
---	2020-17	Lee	
App/Permit No.	Revision	S/T/R	
***	1/4/2021	29/44S/25E	

416 Williams Road
Aerial FLUCFCS Map

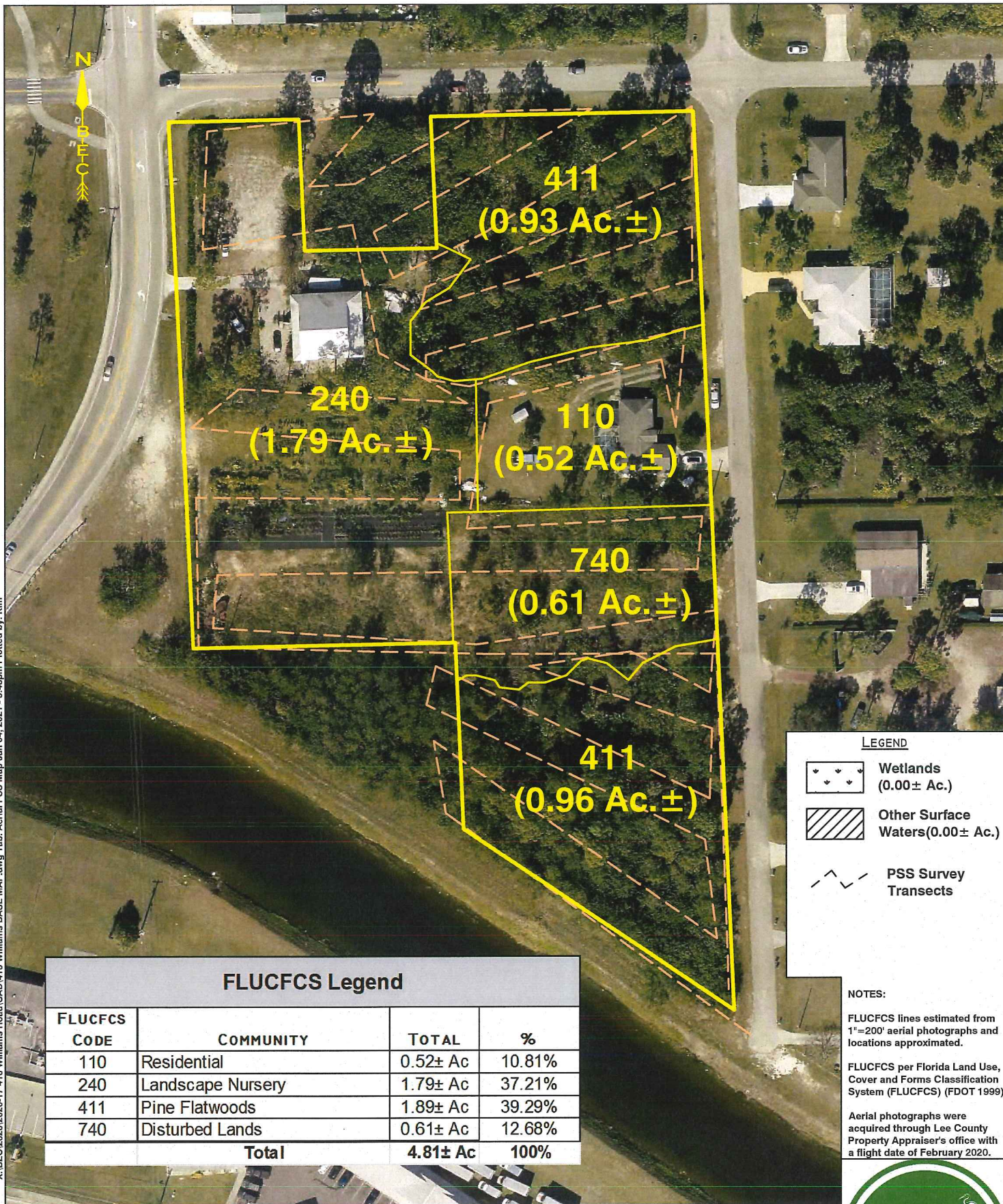
8140 College Parkway
Suite 104-1,
Ft. Myers, FL Suite 104
Phone: (239) 418-0671
Fax: (239) 790-5309
www.boylanenv.com



416 Williams Road
Protected Species Survey

Exhibit C
Protected Species Survey Map

X:\BEC\2020\2020-17 416 Williams Road\CAD\416 Williams BASE MAP.dwg Tab: Aerial PSS Map Jan 04, 2021 - 5:49pm Plotted by: Kim



Category	Drawn By:	Date:	Scale:
PSS	KAS	11/19/2020	1" = 100'
Agency	Job Number		County
---	2020-17		Lee
App/Permit No.	Revision		S/T/R
***	1/4/2021		29/44S/25E

416 Williams Road

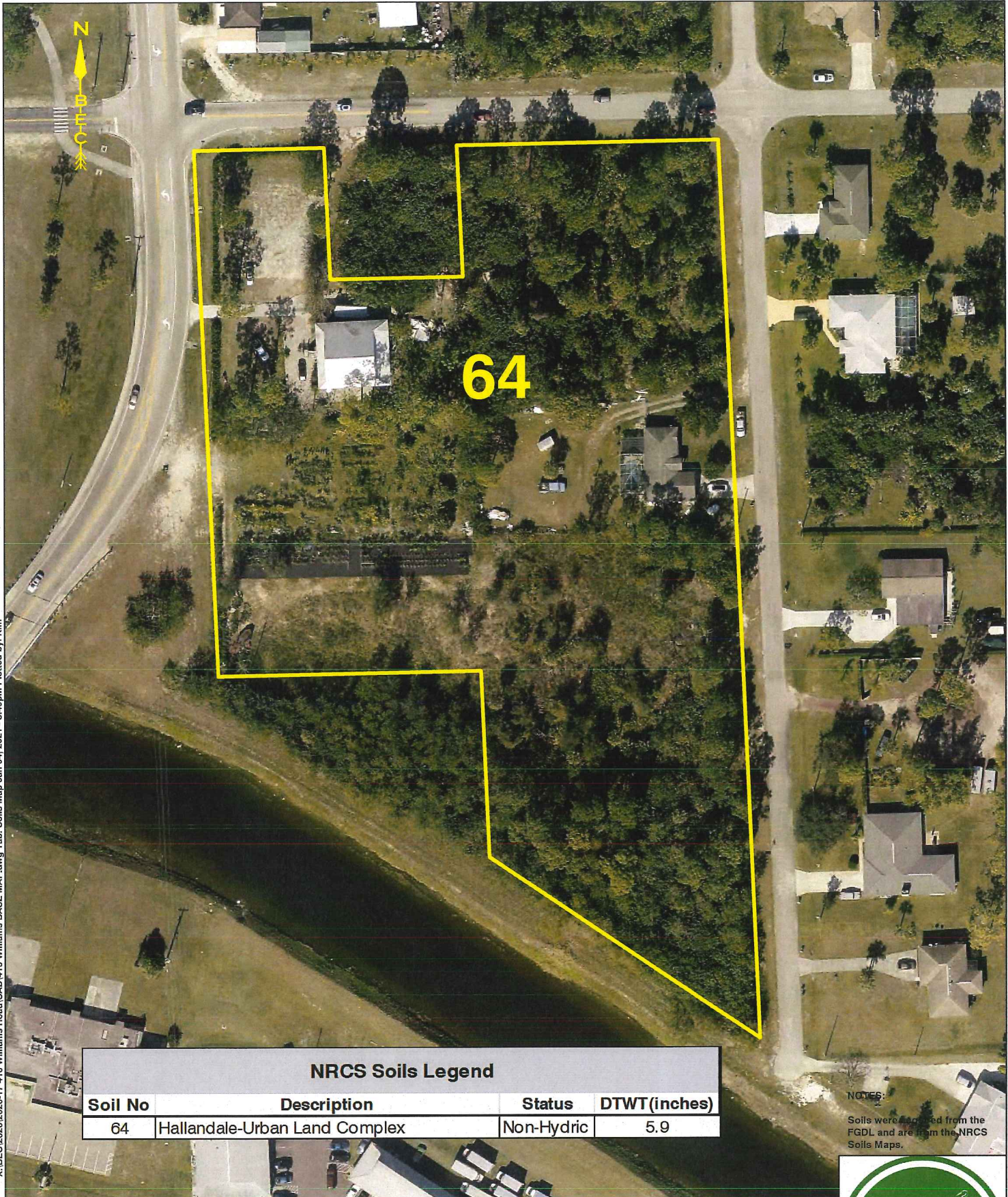
Aerial PSS Map

8140 College Parkway
Suite 104-1,
Ft. Myers, FL Suite 104-
Phone: (239) 418-0671
Fax: (239) 790-5309
www.boylanenv.com



Exhibit D
NRCS Soils Map

X:\BEC\2020\2020-17 416 Williams Road\CAD\416 Williams BASE MAP.dwg Tab: Soils Map Jan 04, 2021 - 5:49pm Plotted by: Kim



NRCS Soils Legend			
Soil No	Description	Status	DTWT (inches)
64	Hallandale-Urban Land Complex	Non-Hydric	5.9

NOTES:
Soils were sampled from the
FGDL and are from the NRCS
Soils Maps.

Category	Drawn By:	Date:	Scale:
Soils	KAS	9/21/2020	1" = 400'
Agency	Job Number		County
---	2020-17		Lee
App/Permit No.	Revision		S/T/R
***			29/44S/25E

416 Williams Road
NRCS Soils Map

8140 College Parkway
Suite 104-1,
Ft. Myers, FL Suite 104-
Phone: (239) 418-0671
Fax: (239) 790-5309
www.boylanenv.com



X:\BEC\2020\2020-17 416 Williams Road\CAD\416 Williams BASE MAP.dwg Tab: QUAD Mar 10, 2021 - 11:11am Plotted by: Kim



NOTES:
Data were acquired from the
FGDL and are from the NRCS
Soil Maps.

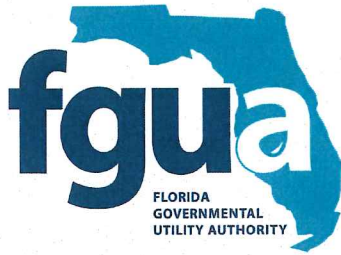
Category	Drawn By:	Date:	Scale:
QUAD	KAS	3/10/21	1" = 400'
Agency	Job Number		County
---	2020-17		Lee
App/Permit No.	Revision		S/T/R
***			29/44S/25E

416 Williams Road
USGS QUADRANGLE MAP
ALVA SW

8140 College Parkway
Suite 104-1,
Ft. Myers, FL Suite 104
Phone: (239) 418-0671
Fax: (239) 790-5309
www.boylanenv.com



ATTACHMENT L



FGUA Operations Office

Government Services Group, Inc.
280 Wekiva Springs Rd., Ste 2070
Longwood, FL 32779-6026

(877) 552-3482 Toll Free
(407) 629-6900 Tel
(407) 629-6963 Fax

March 24, 2021

Dean Martin, P.E.
TDM Consulting, Inc.
43 Barkley Circle, Suite 200
Fort Myers, FL 33907
dean@tdmconsulting.com

RE: Water and Wastewater Availability – LOA ID#: 21-045 LED
Parcel ID No.: 29-44-27-01-00001.0190, .200, .210, .220, .230, & .0020
409, 411, 413, 415, 417, & 419 Magnolia Ave, Lehigh Acres, FL 33972
21-045 LED Williams Ave CPD

Dear Mr. Martin:

Pursuant to the submitted Application for Service Availability, please be advised that water and wastewater lines are in operation in the vicinity of the address mentioned above, and a site map showing the approximate location of the utilities is included for your reference. However, in order to provide service to the subject parcel(s), developer funded system enhancements such as line extensions may be required.

Your firm has indicated that this project will consist of up to 30,000 SF of medical office, general office, retail, and a convenience store with an estimated flow demand of 3,875 GPD for water and a wastewater flow of 3,875 GPD. FGUA presently has sufficient treatment capacity to accommodate these flows. Please note that during design, the FGUA Utilities Operations Manual requires the project engineer to perform hydraulic computations to determine what impact, if any, this project will have on our existing water and wastewater systems.

This letter should not be construed as a commitment to serve, but only as a statement of the availability of service and is effective for twelve (12) months from the date hereof. The FGUA will commit to serve only upon final acceptance of the utility infrastructure constructed by the developer, receipt of all appropriate capacity (impact) and project fees, an executed Utility Infrastructure Conveyance and Service Agreement (CSA), the approval of all state and local regulatory agencies and proper project closeout. Further, this Letter of Availability is to be utilized for development review for this project only.

FGUA Board of Directors

KEN CHEEK, P.E. Chair, Citrus County / PAM KEYES, Lee County / TAMARA RICHARDSON, Polk County
SHANE PARKER, P.E., Hendry County / MICHAEL CARBALLA, P.E., BCEE, Pasco County / ANGEL ROUSSEL, P.E., Marion County/ TACO POPE,
Nassau County

When you are ready to move forward with your project, please contact Paul Arnett, Development Review Utility Connection Coordinator at 407-629-6900 ext. 109 or via email at PArnett@govmserv.com to schedule a pre-development meeting. Please note that this meeting is **MANDATORY** prior to submitting construction plans for review by the FGUA.

Sincerely,

FLORIDA GOVERNMENTAL UTILITY AUTHORITY

Douglas W. Black, PSM, PLS
Property & Development Manager

CC: Mike Currier, South Region Area Manager

Encl.

1. Mandatory Pre-Development Meeting Information
2. Utility Locates
3. Fee Statement/Receipt



Development Services Division

Mandatory Pre-Development Meeting Request

Purpose:

The mandatory pre-development meeting is designed to be an informative discussion, specifically geared toward assisting the applicant (owner/developer/engineer) understand the FGUA's policies and development process. A pre-development meeting is required prior to the formal submission and review of any utility construction plans by the Development Division.

It is our goal to assist you through the FGUA development process as smoothly as possible, and for your development to be a success. This mandatory pre-development meeting will provide you with the details you need to make this a successful and stress-free process.

What to Expect:

At the meeting, you will be provided with a variety of both general and specific information regarding the FGUA's development process. This will include, but not be limited to staff contact information, plan review guidelines, current fees, conveyance and closeout procedures.

Who Should Attend:

It is encouraged that a representative from the property owner, developer and engineer, at a minimum, attend this meeting. Representatives of the FGUA's Development Division, including the project coordinator, real property coordinator and utility system service area manager will also be in attendance as required.

In an effort to accommodate the potential long-distance commute between the FGUA's Operations Office in Longwood, Florida and the FGUA system areas, these meetings may take place at the local office and/or via video conference call.

Meeting Requests:

Please call or e-mail Paul Arnett, Utility Connection Coordinator to request a meeting at PArnett@govmserv.com, office: (407) 629-6900, or cell: (407) 885-1756.

Please have your FGUA Letter of Availability (LOA) Number (included on the first page of your previously issued Letter of Availability) ready when you call or email to schedule this meeting.

You will also be requested to provide a preliminary site utility plan for staff review.

Prior to submitting utility construction plans for approval, you MUST request a pre-development meeting. Plans submitted to the FGUA without scheduling and attending this meeting will not be reviewed until this meeting takes place.

ATTACHMENT M

October, 1977

Lee County Historic Aerial



ATTACHMENT N

APRIL, 1993

Lee County Historic Aerial



ATTACHMENT O

Lee County, Florida DEPARTMENT OF COMMUNITY DEVELOPMENT ENVIRONMENTAL STAFF REPORT

CASE NUMBER: DCI2021-00014
TYPE OF CASE: Minor Planned Development
CASE NAME: Williams Avenue CPD
TOTAL ACREAGE: 4.81 acres
SUFFICIENCY DATE: March 25, 2022
HEARING EXAMINER DATE: June 2, 2022

Request

The applicant is requesting to rezone 4.81 acres (seven lots) from Residential (RS-1) to Commercial Planned Development and has submitted two different Master Concept Plans (MCP-A and MCP-B) that include two different types of uses. The proposed project is located in the Urban Community Future Land Use Category according to the Lee Plan Map 1-A. Furthermore, the project is within the Lehigh Acres Planning Community, specifically within Tier 1, per Lee Plan Map 2-B. The applicant has provided MCP-A to legitimize the existing plant nursery occupying the western half of the project and is requesting one food truck with outdoor seating. MCP-B depicts a convenient food and beverage store with fueling and food truck area. Environmental Sciences zoning staff have reviewed both MCP's and provide analysis and conditions for each MCP pertaining to open space, landscaping and protected species.

Existing Conditions

The existing site has two existing structures and a plant nursery area. One of the existing structures is a two-story building located in the west portion of the property with frontage on Williams Avenue. The other structure is a single-family residential home and is located in the east portion of the property with frontage on Magnolia Avenue. The plant nursery area is located to the south of the two-story building. There are two parcels that are excluded from the assemblage of lots. One is located in the southwest corner abutting the Able Canal to the south. The other is located along the north property line abutting West Fifth Street.

Protected Species

The site was inspected by Boylan Environmental Consultants, Inc. using pedestrian overlapping belt transects. No signs or sightings of protected species were found. The onsite vegetation consists of pine flatwoods located in the northeast and southeast corners of the project. The rest of the land consists of disturbed land, residential, and landscape nursery. MCP-B depicts preservation of the pine flatwoods to comply with 15% indigenous open space requirements per LDC Section 10-415(a) for large developments.

Open Space

The applicant is requesting to rezone the properties to Commercial Planned Development. Commercial uses are required to provide open space that is based on the total acreage of the site or the amount of impervious proposed. MCP-A is considered a small development due to the site being under ten acres and two acres of impervious. The applicant is required to provide 20% open space per Land Development Code Section 10-415(a). MCP-A depicts storm water management and indigenous preserve areas as part of the overall CPD. Staff is recommending a condition to ensure that the indigenous open space is depicted on the development order in order to ensure these areas are not impacted during site construction. MCP-B is under ten acres but is proposing more than two acres of impervious. The applicant is required to provide 30% open space of which half must be indigenous open space.

Prior to development order approval for MCP-A, the development order plans must depict 30% that includes 0.77 acres of indigenous open space.

Abutting Properties, Buffers, and Deviations

The seven lots that make-up the request abut Williams Avenue to the west, West Fifth Street to the north and Magnolia Avenue to the east. There are two lots that are not included in the CPD request that create “cut-out” areas where the proposed commercial use abuts residential zoning districts. Buffer landscaping is determined by the subject property’s proposed use and the abutting properties existing zoning district or use whichever is more stringent. The analysis for the buffers and deviations are separated by the MCP below:

MCP-A for commercial use

- North - Right-of-Way - 15-feet wide, five trees per 100 linear feet and double hedge (LDC Section 10-416(d)).

SUBSTANTIVE: Applicant must provide the buffer the entire length excluding the RS-1 zoning parcel.

- North (RS-1 cut-out) - 25-feet wide buffer with seven trees and 33 ground cover per 100 linear feet with a double hedge (LDC Section 33-1405(c) (3)). Applicant is meeting requirement.
- South (RS-1 cut-out) - 25-feet wide buffer with seven trees and 33 ground cover per 100 linear feet with a double hedge (LDC Section 33-1405(c) (3)).

DEVIATION #3 requested to allow no buffer. Staff has recommended a denial along the south and approval on the west. See conditions.

- West - Right-of-Way - 15-feet wide, five trees per 100 linear feet and double hedge (LDC Section 10-416(d)). Applicant is meeting requirement.

- East - Right-of-Way - 15-feet wide, five trees per 100 linear feet and double hedge (LDC Section 10-416(d)).

SUBSTANTIVE: Applicant must depict the buffer for the entire length of property line.

MCP-B for convenient food and beverage store with fueling and food truck area

- North - Right-of-Way - 25-feet wide, five trees per 100 linear feet and a double hedge. If designed with open drainage system, an undulating berm is required and if closed drainage, no berm (LDC Section 34-1353(e)).

Deviation #6 to allow a 15-foot wide buffer with five trees per 100 linear feet and a double hedge along the northwest property line where the dry detention is proposed. Staff is recommending approval.

- North (RS-1 cut-out) - 30-feet wide buffer with ten trees per 100 linear feet and a double hedge. The hedge must be installed at 48-inches-in-height and maintained at 60-inches-in-height or 25-feet wide buffer with an eight-foot masonry wall or fence with five trees and 18 shrubs per 100 linear feet per LDC Section 34-1353(f).

Deviation #5 to allow a 25-feet wide buffer with seven trees and 33 ground cover per 100 linear feet with a double hedge (LDC Section 33-1405(c)(3)). Staff has recommended approval with a condition that requires the shrubs to be installed at 48-inches-in-height and maintained at 60-inches-in-height. The shrub height is being increased to be comparable to a Type-F buffer required per LDC Section 34-1353(f) (2).

- South - No buffer where the project abuts Able Canal.
- South (RS-1 cut-out) - 30-feet wide buffer with seven trees and 18 shrubs per 100 linear feet per LDC Section 34-1353(f) is required abutting the RS-1 parcel.

SUBSTANTIVE: The applicant must revise the MCP to depict a 30-foot wide buffer per LDC Section 34-1353(f) (2) or revise MCP-B to depict deviation #5 symbol to allow the buffer to meet LDC Section 33-1405.

- West - Right-of-Way - 25-feet wide, five trees per 100 linear feet and a double hedge. If designed with open drainage system, an undulating berm is required and if closed drainage, no berm (LDC Section 34-1353(e)).

Deviation #6 to allow a 15-foot wide buffer with five trees per 100 linear feet and a double hedge along the northwest property line where the dry detention is proposed. Staff is recommending approval.

East - Right-of-Way - 15-foot wide buffer with five trees per 100 linear feet and a double hedge. Applicant is meeting requirement.

Analysis

The proposed project is not located in the Lehigh Commercial zone so therefore enhanced buffers are required to provide compatibility and screening for surrounding residential uses. According to Lee Plan Policies 6.1.3 and 6.1.6, commercial planned developments must be designed to arrange uses in an integrated and cohesive unit in order to provide visual harmony and screening with adequate and appropriate landscaping, open space and buffering. The applicant has requested deviations from the buffering requirements for each MCP and building perimeter requirements for MCP-B. Staff recommends the following conditions to strengthen the deviation requests to ensure the Lee Plan Policies are upheld and the surrounding uses are not negatively affected.

MCP-A

Deviation #3 - To allow no buffer abutting the residentially zoned parcel located to the southwest. Staff recommends approval along the east portion of the property line that abuts the residential property. The applicant is not proposing to develop the vacant lots in this area.

Staff recommends denial of the request along the south property line abutting the residentially zoned parcel. The retail nursery is located in this area and must be screened to provide compatibility.

MCP-B

Deviation #2 - To allow the five-foot planting strip between the drive-thru land and the regular drive aisles as two of the three sides required. Approved with the following condition:

Prior to development order approval for MCP - B, the landscape plans must depict the building perimeter within the five-foot planting strip between the drive-thru and regular drive aisles as two of the three sides. The third side must be five-foot wide and abut the building.

Deviation #5 - To allow a 25-foot wide buffer with seven trees and 33 ground cover per 100 linear feet and a double hedge in lieu of a 30-foot wide buffer with ten trees per 100 linear feet and a double hedge. Besides the width and tree requirement differences, the 30-foot wide buffer requires the shrubs to be installed at 48-inches-in-height and maintained at 60-inches-in-height. Staff

recommends approval of Deviation #5 with the shrubs being conditioned 48-inches at time of planting and maintained at 60-inches.

Prior to development order approval for MCP - B, the landscape plans must specify the shrubs associated with Deviation #5 to be proposed at 48-inches-in-height and maintained at 60-inches-in-height.

Deviation #6 - To allow a 15-foot wide buffer between the dry detention and the Williams Avenue and West 5th Street rights-of-way. Staff recommends approval of this deviation.

ATTACHMENT P

Attachment P – Outstanding Issues Identified During Substantive Review

1. **MCP-A** must depict a code required right-of-way buffer to the north along West 5th Street and along Magnolia Avenue, excluding frontage of the proposed existing-only single-family parcel on Magnolia Avenue.
2. **MCP-A** – Staff recommends a condition, which requires revision of the access point on Williams Avenue to a right-in only, and requires this concept to propose an access point onto West 5th Street.
3. **MCP-A** – Staff recommends a partial deviation approval of Deviation #3, limiting the deviation to west property line adjacent to residential triangular-shaped parcel under separate ownership. Staff recommends the code-required buffer be required along the south property line, adjacent to the residential triangular-shaped parcel under separate ownership.
4. The **MCP-B** intensity allocation is listed at 30,000 square-feet, which is significantly more than the actual intensity depicted on the master concept plan. The MCP totals depict 15,650 square feet of total building floor area, 700 square-feet outdoor restaurant seating and a 10 non-stationary food trucks within a 2,000 square foot designated area. Staff proposes conditions reducing intensity from 30,000 square feet.
5. **MCP-B** – The parking calculations inset determines five (5) parking spaces are credited from 16 fuel pumps where LDC Section 34-2020(b) credits one off-street parking space for every 4 fuel pumps. Four (4) parking spaces may be credited from 16 fuel pumps.
6. **MCP-B** – In parentheses within the parking calculations inset, following commercial retail and office, is a figure of 11,685 square feet, which does not seem to have any correlation to the succeeding calculations or concept plan.
7. **MCP-B** – The parking calculations inset omit 1,000 square of floor area that would generate additional required parking. Based on the MCP building annotations and the scale of the dual-purpose convenience store building, off-street parking calculations should consider 6,000 square feet of total building area. Based on the parking calculations inset, a 5,000 square foot building floor area is considered. Staff identifies potential remedies including reducing the building size to align with the available parking, reallocating other use intensity in the concept, or seeking a deviation with supporting justification.
8. **MCP-B** – Dry Detention Area #2 is noted within the southern adjacent triangular parcel under separate ownership. This note should be shifted to the within the demarcated detention areas to the east.
9. **MCP-B** – Staff recommends revision of the access point onto Williams Avenue as right-in only.
10. **MCP-B** – Withdrawal Deviation #4.