

Airport Noise Zones [Map 1-E]

APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT - TEXT

Proj Proj Planr	ect Name: Alico Cr ect Description: Ame ning Community from 15	ossroads end Table 1b in incl acres to 45 acres.	rease the residentia	al allocation in the General	Interchange	within the Gateway/Airport			
State	e Review Process:	State Coordi	nated Review	Expedited State	Review	Small-Scale Text*			
*Mu	st be directly related	to the impleme	ntation of small	-scale map amendmer	it as requir	ed by Florida Statutes.			
APP A PF	LICANT – PLEASE RE-APPLICATION	<u>NOTE:</u> MEETING IS R	EQUIRED PR	IOR TO THE SUBMI	TTAL OF	THIS APPLICATION.			
Subn Depa	nit 3 copies of the cartment of Community	complete applica Development.	tion and amend	ment support documer	ntation, inc	luding maps, to the Lee County			
Once Thes Staff	e staff has determined e copies will be used t will notify the applic	that the application for Local Plannin	on is sufficient fo g Agency, Board hearing or mail o	r review, 15 complete c l of County Commissio put to obtain the require	opies will b ners hearing d copies	e required to be submitted to staff. gs, and State Reviewing Agencies.			
If yo	u have any questions i	regarding this ap	plication, please	contact the Planning Se	ection at (23	9)533-8585.			
1.	Name of Applicant Address:	t: Stock Develo 2639 Professional	pment Cir.						
	City, State, Zip:	Naples, FL, 34119)						
	Phone Number:	239-449-5227		E-mail	: kgelder@	ostockdevelopment.com			
2	Name of Contact.	Daniel Del isi A	ICP						
4.	Address:	520 27th Street							
	City, State, Zip:	West Palm Beach, FL, 33407							
	Phone Number: 239	-913-7159 E-mail: dan@delisi-inc.com							
3.	Property Information the proposed textain the Three Oaks Extended because the only other pro-	tion: Provide an a mendment. <u>This</u> sion to the General perty in the General Int	analysis of any pr amendment corres Interchange Land erchange in this Planni	roperty within Unincorp ponds to Map amendment Use Category. This amen ng Community already did a sin	oorated Lee CPA2021-00 dment would illar amendmen	County that may be impacted by 2012, wich changes a property along only apply to the subject property t in 2018 and would therefore not be effected.			
4a.	Does the propos	ed change affect f the following a	et any of the for reas, provide an	llowing areas? analysis of the change t	o the affect	신신 OCT 1 1 2022 이 ed area.			
	Public Acquisition [Map 1-D]					COMMUNITY DEVELOPMEN			
П	Agricultural Overlay		Southeast Lee Overlay [Map]	County Residential 2-D]		ban Reserve [Map 1-D]			
	[Map 1-G] Airport Mitigation La	ands	Mixed Use Ov [Map 1-C]	erlay		ater-Dependent Overlay [ap 1-H]			
	Airport Noise Zones		Community Pla [Map 2-A]	anning Areas		ivate Recreational Facilities verlay [Map 1-F]			

Lee County Comprehensive Plan Text Amendment Application Form (11/2021)

[Map 2-A]

4b. Planning Communities/Community Plan Area Requirements

If located in one of the followin required public informational s	ng planning communities/comm ession [Lee Plan Goal 17].	unity plan areas, provide a me	eting summary document of the
□ N/A	Bayshore [Goal 18]	Boca Grande [Goal 19]	Buckingham [Goal 20]
Caloosahatchee Shores [Goal 21]	Olga [Goal 22]	Captiva [Goal 23]	Greater Pine Island [Goal 24]
Lehigh Acres [Goal 25]	North Captiva [Goal 26]	NE Lee County [Goal 27]	Alva [Goal 28]
North Olga [Goal 29]	North Fort Myers [Goal 30] Page Park [Goal 31]	San Carlos Island [Goal 32]
Southeast Lee County [Goal 33]	Tice [Goal 34]		

Public Facilities Impacts

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

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

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

- a. Sanitary Sewer
- b. Potable Water
- c. Surface Water/Drainage Basins
- d. Parks, Recreation, and Open Space
- e. Public Schools

Environmental Impacts

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

Historic Resources Impacts

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

Internal Consistency with the Lee Plan

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

Justify the proposed amendment based upon sound planning principles

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

SUBMITTAL REQUIREMENTS

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

MINIMUM SUBMITTAL ITEMS

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

Table 1(b) Year 2045 Allocations

Future Land Use Category		Unincorporated County		Planning District										
				District 1 Northeast	District 1 District 2 Northeast Boca	District 3 Bonita	District 4 Fort Myers	District 5 Burnt Store	District 6	District 7	District 8	District 9 Fort Myers	Distr Gateway	ict 10 / Airport
Intensive Development	Existing	Proposed	Lee County	Grande		Shores	burne store		- appine	, ore myers	Beach	Existing	Proposed	
	Intensive Development	1,483	1,483				17		21	74.1	238	-	-	
	Central Urban	13,838	13,838	-	-		207				230		25	25
	Urban Community		22,676	813	453		475		1	-		-	150	150
	Suburban	14,913	14,913	-			1,950	-	-	- 1	80	-		•
1	Outlying Suburban	3,648	3,648	25		-	490	13	3	429	-	-	-	
X	Sub-Outlying Suburban	1,731	1,731	-	-		330			(¥. ()	÷.		227	227
o	Commercial	-	. T						(*).	-	-	-		-
eg	Industrial	15	15	· · · ·	-	-		÷	-			-	6	6
ati	Public Facilities		1				1		1					100-21
0	University Community	503	503			÷.	· · · · ·) =	1.00	1.004
Ise	Destination Resort Mixed Use Water Dependent	8	8		-	-	. . .						-	
10	Burnt Store Marina Village	2	2	-	-		-	2		-	-		· · · · ·	1.
nc	Industrial Interchange		•				-	-		-		-		-
La	General Interchange		134		(I.I.)		-			-	9	-		35
Pe	General Commercial Interchange	-	•				•		· · · · · ·		· · · ·	•	-	*
tu	Industrial Commercial Interchange	(Leep)	Y	· · · · ·	e	1.191			1					-
FU	University Village Interchange	0.44		3 - C.A	àC.						-	•	5 Act	-
X	New Community	2,104	2,104	1,115		· ·		· · ·			-		989	989
18	Airport	- U (÷	-			-		1	-	-	1.1.1	- 1	+
ia	Tradeport	3	3	-	•	-	(T		C	÷		-	3	3
n	Rural	7,764	7,764	2,431	-	•	800	730			2	-	1.4	
de	Rural Community Preserve	3,517	3,517	•					1.00	-		-	÷	-
esi	Coastal Rural	1,338	1,338	÷			-		(- 1			÷	
B	Outer Island	233	233	2	4		1			169	-		1	
	Open Lands	2,186	2,186	153	-	•		257	-	÷.		-		1
	Density Reduction/ Groundwater Resource	6,974	6,974	131		+	-		-	-	-	•		
	Conservation Lands Upland	1. 1.	-		121	-	-			-	-			
	Wetlands		58.	-	÷ .	•	(-)				-	-	Ę	-
	Conservation Lands Wetland	-	•	-	-	+	-	~	-	· · · ·	E.	~		1
U	nincorporated County Total Residential	83,113	83,071	4,669	457		4,270	1,002	24	598	548		1,415	1,435
Co	ommercial	8,916	8,916	300	53		450	27	9	125	150	•	1,216	1,216
In	dustrial	4,787	4,787	30	3	· · · ·	300	10	15	70	315		2,134	2,134
No	n Regulatory Allocations													
PL	ıblic	120,211	120,211	14,191	622	.+.	4,864	7,323	6	2,340	583	-	9,660	9,660
Active AG		21,944	21,944	5,500		•	240	90			•	in the second	2	2
Pa	assive AG		13,665	5,500			615	100						465
Co	onservation	87,746	87,746	2,458	297	•	1,163	3,186	67	1,595	926		2,206	2,206
Va	acant		26,180	1,145	28	-	733	766	8	103	17		88	88
To	otal	366,520	366,520	33,793	1,460		12,634	12,505	129	4,831	2,538	-	17,205	17,205
Population Distribution (unincorporated Lee County)		584,331	584,331	8,235	1,470		35,253	2,179	152	725	5,273	· · · · · ·	22,281	23,340

Table 1(b) Year 2045 Allocations

Future Land Use Category		Planning District												
		District 11 D Daniels	District 12 Iona /	District 13 San Carlos		District 14	District 15 South Fort	District 16	District 17	District 18 Southeast	District 19 North Fort	District 20	District 21	District 22
		Parkway	McGregor	Existing	Proposed	Jamber	Myers	Fille Island	Lenigh Acres	Lee County	Myers	вискіпдпат	Estero	Bashore
	Intensive Development	-					801	1	30	-	376		-	-
	Central Urban	100	656	20	20		3,113	1	7,362		2,225		2	147
	Urban Community	(-)	978		1,255	1.1.1.1	863	540	17,034			115		
	Suburban		2,566	2,069	2,069	A	1,202	659	1. No	- H	6,387			+
	Outlying Suburban	1,253	438		-			502			406	-	90	
2	Sub-Outlying Suburban	*	-	13	13				·	1	145	66	y i	950
10	Commercial		-		-		•	-			÷.	-	-	
60	Industrial		3	3	3		3	-	· · ·	P	141	÷		
at	Public Facilities		•				÷	-		A 11	th	14 T	-	
0	University Community			503	503	-	(4)	1			×.	-	÷.	
)Se	Destination Resort Mixed Use Water Dependent	-	8	-					1	(-	
2	Burnt Store Marina Village	Ŧ	÷			÷	1	-		1	-	-		
ŝ	Industrial Interchange	÷	+		1	•			((÷.		-	1
10	General Interchange	58	(÷		÷.				•	8	14	÷	4	20
S	General Commercial Interchange		÷0.		9		-	-			1	•	÷.	- A
tu	Industrial Commercial Interchange	-	-	•		*	1	÷	1	1		÷		
3	University Village Interchange		÷		1	•				CHC CHC	L8/_			0
2	New Community		×1)		(w)*		-	-	6	1			Ŷ	
I B	Airport	÷		•	-		÷		() () () () () () () () () ()	(1997) 1997)		-	(*)	-
E:	Tradeport	•	÷					-	C		1			
ü	Rural	1,573	•	99	99		-	227	14		454	50		1,387
id	Rural Community Preserve		-		~	(H)	(e	i	÷			3,517		
es	Coastal Rural					A		1,338			¥1			
2	Outer Island	· · · · · · · ·	2	-				55	•	(a) (a)			•	1.1.1
	Open Lands	80	A.	•		×.	•	-		45	30	1	-	1,667
	Density Reduction/ Groundwater Resource		÷				+			4,742	- A-	· · · · · ·	-	2,101
	Conservation Lands Upland	16	A. A.		6.1	1.1.1.8.1	•			$= - \omega_{1}$				
	Wetlands		-		÷ .	- A		-	÷ .		•	-		
	Conservation Lands Wetland				1.			-		-	•	-		
Un	incorporated County Total Residential	2,964	4,650	4,024	3,962	•	5,982	3,322	24,440	4,750	10,035	3,748	90	6,125
Co	mmercial	326	774	938	938		2,012	288	900	118	1,121	19	18	72
Inc	lustrial	5	198	387	387		566	67	218	215	244	4	2	4
Nor	Regulatory Allocations								1					
Pu	blic	3,214	4,898	6,364	6,364		5,883	4,831	20,267	17,992	10,117	3,052	653	3,351
Active AG		5	13	5	5	•		2,780	35	12,000	90	630	4	550
Passive AG		10		5	5	•	1	70	50	2,500	250	2,000		2,100
Co	nservation	1,677	9,786	2,232	2,232		211	15,489	1,077	41,028	1,607	382	1,465	895
Va	cant	20	55		220		4	2,200	14,804	2,400	1,183	850	130	1,425
To	tal	8,221	20,374	14,114	14,114		14,658	29,047	61,791	81,003	24,649	10,684	2,362	14,523
Popu	lation Distribution (unincorporated Lee County)	14,322	44,132		53,556	•	76,582	13,431	162,245	17,369	110,722	5,951	741	8,653



ANALYSIS OF IMPACTS FROM THE PROPOSED CHANGE EXHIBIT T5

Location and Property Description

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

Proposed Request

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

Effect on Other Properties

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

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

Changing Conditions

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

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

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

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

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

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

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

Analysis of Impacts

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

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

a. Sanitary Sewer

b. Potable Water

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

c. Surface Water/Drainage Basins

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

d. Parks, Recreation, and Open Space

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

NON-REGULATORY STANDARDS

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

(a) Regional Parks - 6 acres of developed regional park land open for public use per 1000 total seasonal county population.

(b) Community Parks - 0.8 acres of developed standard community parks open for public use per 1000 permanent population, unincorporated county only.

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

Analysis of Impacts

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

e. Public Schools.

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

Conclusion

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







Infrastructure Analysis

WATER AND SEWER DEMANDS

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

		Existing Water	/ Sewer Demand	ls	
Units	Summary	Average Daily Flow per Unit (GPD)	Average Daily Flow (GPD)	Peak Factor (Water/Sewer)	Peak Flow (GPM) (Water/Sewer)
300,000 SF	Commercial Retail	0.15	45,000	2.5 / 3.0	78 / 94
51,000 SF	Office	0.15	7,650	2.5 / 3.0	13 / 16
125 Rooms	Hotel	100	12,500	2.5 / 3.0	22 / 26
N	/laximum Demand (Exi	sting)	65,150		113 / 136

		Proposed Wate	er / Sewer Deman	ıds	
Units	Summary	Average Daily Flow per Unit (GPD)	Average Daily Flow (GPD)	Peak Factor (Water/Sewer)	Peak Flow (GPM) (Water/Sewer)
50,000 SF	Commercial Retail	0.15	7,500	2.5 / 3.0	13 / 16
150,000 SF	Office	0.15	22,500	2.5 / 3.0	39 / 47
250 Rooms	Hotel	100	25,000	2.5 / 3.0	43 / 52
475 Units	Multi-Family Residential	200	95,000	2.5 / 3.0	165 / 198
Maximum Demand (Proposed)			150,000		260 / 313

DELISI FITZGERALD, INC. Planning Engineering Project Management

POTABLE WATER

Existing Conditions:

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

Plant Capacity:

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

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

Future Conditions:

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

SANITARY SEWER

Existing Conditions:

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

Plant Capacity:

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

Future Conditions:

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

SURFACE WATER

Existing Conditions:

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

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

Proposed Conditions:

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



THE SCHOOL DISTRICT OF LEE COUNTY

Jacqueline Heredia District Planning Specialist 2855 Colonial Boulevard, Fort Myers, FL 33966 | **0:** 239.335.1494

April 18, 2022

RE: Multi family Concurrency Review in Estero

Dear Daniel DeLisi:

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

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

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

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

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

Sincerely,

Jacqueline Heredia, District Planning Specialist

LEE COUNTY SCHOOL DISTRICT'S SCHOOL CONCURRENCY ANALYSIS

REVIEWING AUTHORITY
NAME/CASE NUMBER
OWNER/AGENT
ITEM DESCRIPTION

Lee County School District Three Oaks Extension Aerial

LOCATION ACRES CURRENT FLU CURRENT ZONING 03-46-25-00-00001.1080 300000.00 Central Urban

PROPOSED DWELLING UNITS	BY
TYPE	

Single Family	Multi Family	Mobile Home
0	475	0

	Student Generation Rates						
STUDENT GENERATION	SF	MF	мн	Projected Students			
Elementary School	0.149	0.058	100 M	4.93			
Middle School	0.071	0.028		2.38			
High School	0.077	0.03		2.55			
	Source: Lee County School District, September 8, 2018 letter						

CSA SCHOOL NAME 2022/23	CSA Capacity (1)	CSA Projected Enrollment (2)	CSA Available Capacity	Projected Impact of Project	Available Capacity W/Impact	LOS is 100% Perm FISH Capacity	Adjacent CSA Available Capacity w/Impact
SouthCSA, Elementary	14,234	14,026	208	5	203	99%	
South CSA, Middle	7,293	6,912	381	2	379	95%	I Description I
SouthCSA, High	9,536	8,492	1,044	3	1041	89%	1000
	(1) Permanent Capacity	as defined in the Inte	erlocal Agreement a	and adopted in th	e five (5) years of	the School District's	Five Year Plan
	finding of capacity)						
	School Concurrency Ma	inual					

Prepared by: Jacqueline Heredia, Planning Specailist



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

> TRAFFIC ENGINEERING TRANSPORTATION PLANNING SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT STATEMENT

FOR

ALICO CROSSROADS CPD COMPREHENSIVE PLAN AMENDMENT & REZONING

(PROJECT NO. F2108.35)

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

September 17, 2021



CONTENTS

- I. INTRODUCTION
- II. EXISTING CONDITIONS
- III. COMPREHENSIVE PLAN AMENDMENT ANALYSIS
- IV. ZONING ANALYSIS
- V. CONCLUSION

ZTR TRANSPORTATION CONSULTANTS, INC

I. INTRODUCTION

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

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

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



PROJECT LOCATION MAP ALICO CROSSROADS CPD

Figure 1

TR TRANSPORTATION CONSULTANTS, INC

ZTR TRANSPORTATION CONSULTANTS, INC

II. EXISTING CONDITIONS

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

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

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

III. COMPREHENSIVE PLAN AMENDMENT ANALYSIS

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

ZTR TRANSPORTATION CONSULTANTS, INC

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

IV. ZONING ANALYSIS

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

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

Table 1 Land Uses Alico Crossroads CPD

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

Trip Generation

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

ZTR TRANSPORTATION CONSULTANTS, INC

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

		Alico Cre	ossroads Cl	PD			
Tan Aller	Weekd	ay A.M. Pe	ak Hour	Weekd	Daily		
Land Use	In	Out	Total	In	Out	Total	(2-way)
Shopping Center (300,000 Sq. Ft.)	187	115	302	588	637	1,225	12,690
General Office (51,000 Sq. Ft.)	64	10	74	10	50	60	552
Hotel (125 Hotel Rooms)	34	23	57	35	33	68	984
Total Trips	285	148	433	633	720	1,353	14,226

Table 2 **Trip Generation – Approved**

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

Table 3

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

ZTR TRANSPORTATION CONSULTANTS, INC

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

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

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

ZTR TRANSPORTATION CONSULTANTS, INC

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

Table 4 Trip Generation - Net New Trips of Approved Uses

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

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

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

Trip Generat	tion Comj	parison – A Table 4	pproved 2 vs Table :	Loning vs 1 5	Proposed 2	Zoning	
Land Has	Weekd	ay A.M. Pe	ak Hour	Weekd	Daily		
Land Use	In	Out	Total	In	Out	Total	(2-way)
Proposed Zoning	317	207	524	253	334	587	7,161
Approved Zoning	-231	-94	-325	-433	-520	-953	-9,898
Resultant Trip Change	+87	+114	+201	-180	-186	-366	-2,737

Table 6

ZTR TRANSPORTATION CONSULTANTS, INC

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

Trip Distribution

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

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



7TR TRANSPORTATION CONSULTANTS, INC

Level of Service Analysis

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

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

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

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

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



7TR TRANSPORTATION CONSULTANTS, INC

VII. CONCLUSION

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

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

K

APPENDIX

TABLE 1A & 2A

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

TOTAL AM PEAK HOL	JR PROJECT TRAFFIC =	526	VPH	IN=	318	OUT=	208				
TOTAL PM PEAK HOU	JR PROJECT TRAFFIC =	587	VPH	IN=	253	OUT=	334				
									PERCENT		
			ROADWAY	LOS A	LOS B	LOS C	LOS D	LOS E	PROJECT	PROJECT	PROJ/
ROADWAY	SEGMENT		CLASS	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME	TRAFFIC	TRAFFIC	LOS C
Alico Rd	W. of Lee Rd.		6LD	0	400	2,840	2,940	2,940	30%	100	3.5%
	W. of Oriole Rd.		6LD	0	400	2,840	2,940	2,940	35%	117	4.1%
	W. of Three Oaks Pkwy		6LD	0	400	2,840	2,940	2,940	40%	134	4.7%
	E. of Three Oaks Pkwy.		6LD	0	400	2,840	2,940	2,940	30%	100	3.5%
	E. of I-75		6LD	0	400	2,840	2,940	2,940	15%	50	1.8%
Three Oaks Pkwy	N. of Oriole Rd		4LD	0	250	1,840	1,960	1,960	15%	50	2.7%
	N. of Alico Rd		4LD	0	250	1,840	1,960	1,960	85%	284	15.4%
	S. of Alico Rd.		4LD	0	250	1,840	1,960	1,960	15%	50	27%
1-75	N. of Alico Rd		6LF	0	3,410	4,650	5,780	6,340	10%	33	0.7%
	S. of Alico Rd.		6LF	0	3,410	4,650	5,780	6,340	5%	17	0.4%
Oriole Rd	S. of Alico Rd.		2LU	O	0	310	660	740	5%	17	5.4%
Lee Rd.	S. of Alico Rd		2LU	O	0	310	660	740	5%	17	5.4%

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

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

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

TOTAL PROJECT TRAFFIC AM =	526	VPH	IN =	318	OUT=	208										
TOTAL PROJECT TRAFFIC PM =	587	VPH	IN=	253	OUT=	334										
							2019	2026					2026		2020	6
							PK HR	PK HR PK S	EASON	PERCENT			BCKGR	ND	BCKGF	RND
			BASE YR	2020	YRS OF	ANNUAL	PK SEASON	PEAK DIRE	CTION	PROJECT	AM PROJ	PM PROJ	+ AM PF	ROJ	+ PM P	ROJ
ROADWAY	SEGMENT	PCS#	ADT	ADT	GROWTH	RATE	PEAK DIR.1	VOLUME	LOS	TRAFFIC	TRAFFIC	TRAFFIC	VOLUME	LOS	VOLUME	LOS
Alico Rd	W. of Three Oaks Pkwy.	10	38,400	41,900	6	2 00%	1,107	1,272	C	40%	127	134	1,399	С	1,405	С
	E. of Three Oaks Pkwy.	10	38,400	41,900	6	2.00%	2,438	2,800	С	30%	95	100	2,896	D	2,901	D
Three Oaks Pkwy.	N. of Oriole Rd	N/A	N/A	N/A	N/A	N/A	N/A	469	С	15%	48	50	517	С	519	с
	N. of Alico Rd	N/A	N/A	N/A	N/A	N/A	N/A	469	С	85%	270	284	739	С	753	С
	S. of Alico Rd.	414	9,500	13,600	9	4.07%	633	837	С	15%	48	50	884	с	887	с

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

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

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

INTERNAL CAPTURE SPREADSHEET

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

Lond Lloo	Developme	ent Data (For Infor	mation Only)	Estimated Vehicle-Trips'				
Lanu Use	ITE LUCs1	Quantity	Units	Total	Entering	Exiting		
Office	710	51,000	SF	74	64	10		
Retail	820	300,000	SF	302	187	115		
Restaurant				0	1			
Cinema/Entertainment				0				
Residential				0				
Hotel	310	125	Rooms	57	34	23		
All Other Land Uses ²				0				
				433	285	148		

		Table 2-A:	Mode Split and Vehicle	Occupancy Estimates	A STATE OF A STATE OF A	
Land Use	The second	Entering Tr	ips		Exiting Trips	
	Veh Occ ⁴	% Transit	% Non-Motorized	Veh. Occ 4	% Transit	% Non-Motorized
Office						
Retail				-		
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

	Table 3	3-A: Average L	and Use Interchan	ge Distances (Feet Walking I	Distance)				
Origin (From)	Destination (To)								
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel			
Office				and the second second second		1997			
Retail						1501 (10 C			
Restaurant				the send of the second					
Cinema/Entertainment		100000000							
Residential	State In Con		Ga 100 00 00 1		A DECEMBER OF THE OWNER OWNE				
Hotel									

Table 4-A: Internal Person-Trip Origin-Destination Matrix*									
Origin (From)	Destination (To)								
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel			
Office		3	0	0	0	0			
Retail	3		0	0	0	0			
Restaurant	0	0	The second	0	0	0			
Cinema/Entertainment	0	0	0		0	0			
Residential	0	0	0	0	Charles and St	0			
Hotel	2	3	0	0	0	4.0			

Table 5-A: Computations Summary				Table 6-A: Internal Trip Capture Percentages by Land Use		
	Total	Entering	Exiting	Land Use	Entering Trips	Exiting Trips
All Person-Trips	433	285	148	Office	8%	30%
Internal Capture Percentage	5%	4%	7%	Retail	3%	3%
				Restaurant	N/A	N/A
External Vehicle-Trips5	411	274	137	Cinema/Entertainment	N/A	N/A
External Transit-Trips ⁶	0	0	0	Residential	N/A	N/A
External Non-Motorized Trips	0	0	0	Hotel	0%	22%

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

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

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

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

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

Person-Trips

Indicates computation that has been rounded to the nearest whole number

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013 1

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

Land Line	Developme	ent Data (For Infor	mation Only)	Estimated Vehicle-Trips			
Land Use	ITE LUCs1	Quantity	Units	Total	Entering	Exiting	
Office	710	51,000	SF	60	10	50	
Retail	820	300,000	SF	1,225	588	637	
Restaurant				0			
Cinema/Entertainment				0			
Residential	14			0			
Hotel	310	125	Rooms	68	35	33	
All Other Land Uses ²	1			0			
				1,353	633	720	

		Table 2-P:	Mode Split and Vehicle	Occupancy Estimates	Contra a second		
Landthe		Entering Tr	ips	Exiting Trips			
Land Use	Veh Occ 4	% Transit	% Non-Motorized	Veh Occ 4	% Transit	% Non-Motorized	
Office							
Retail							
Restaurant							
Cinema/Entertainment							
Residential							
Hotel							
All Other Land Uses ²							

	Table 3	3-P: Average L	and Use Interchan	ge Distances (Feet Walking D	istance)					
Origin (From)	1	Destination (To)								
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office										
Retail		1								
Restaurant		F1	20			1000 C				
Cinema/Entertainment										
Residential	- Gatter									
Hotel				the second second						

		Table 4-P: I	nternal Person-Tri	p Origin-Destination Matrix*					
Origin (From)	Destination (To)								
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel			
Office		10	0	0	0	0			
Retail	3		0	0	0	6			
Restaurant	0	0		0	0	0			
Cinema/Entertainment	0	0	0		0	0			
Residential	0	0	0	0		0			
Hotel	0	5	0	0	0				

Table 5-P:	Computatio	ns Summary		Table 6-P: Internal Trip Capture Percentages by Land Use			
	Total	Entering	Exiting	Land Use	Entering Trips	Exiting Trips	
All Person-Trips	1,353	633	720	Office	30%	20%	
Internal Capture Percentage	4%	4%	3%	Retail	3%	1%	
				Restaurant	N/A	N/A	
External Vehicle-Trips ⁵	1,305	609	696	Cinema/Entertainment	N/A	N/A	
External Transit-Trips ⁶	0	0	0	Residential	N/A	N/A	
External Non-Motorized Trips ⁶	0	0	0	Hotel	17%	15%	

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

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

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

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made ⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P ⁶Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013 1
	NCHRP 684 Internal Trip	Capture Estimation Tool	
Project Name:		Organization:	
Project Location:		Performed By:	
Scenario Description:	Proposed	Date:	
Analysis Year:		Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

	Table 1-	-A: Base Vehicl	le-Trip Generation Esti	mates (Single-Use Sil	e Estimate)	
Lood Lleo	Developme	ent Data (For Inf	ormation Only)		Estimated Vehicle-Trips	· · · · · · · · · · · · · · · · · · ·
Lanu Use	ITE LUCs'	Quantity	Units	Total	Entering	Exiting
Office	710	150,000	SF	167	144	23
Retail	820	50,000	SF	177	110	67
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	475	Dwelling Units	158	41	117
Hotel	310	250	Rooms	120	71	49
All Other Land Uses ²				0		
			200	622	366	256

		Table 2-A:	Mode Split and Vehicle	Occupancy Estimates		
Land Liep	Entering Trips				· · · · · · · · · · · · · · · · · · ·	
Land Use	Veh Occ 4	% Transit	% Non-Motorized	Veh Occ.4	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

	Table 3	3-A: Average L	and Use Interchan	ge Distances (Feet Walking D	istance)	
Origin (Ecom)				Destination (To)		
Crigin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						1
Residential						
Hotel						7.1

		Table 4-A: I	nternal Person-Tri	p Origin-Destination Matrix*		
Origin (From)				Destination (To)		
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		6	0	0	0	0
Retail	6		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	0	0		0
Hotel	4	4	0	0	0	1.1.1.1

Table 5-A:	Computatio	ons Summary		Table 6-A: Internal	Trip Capture Percentag	ges by Land Use
	Total	Entering	Exiting	Land Use	Entering Trips	Exiting Trips
All Person-Trips	622	366	256	Office	8%	26%
Internal Capture Percentage	8%	7%	9%	Retail	10%	10%
				Restaurant	N/A	N/A
External Vehicle-Trips5	574	342	232	Cinema/Entertainment	N/A	N/A
External Transit-Trips6	0	0	0	Residential	2%	3%
External Non-Motorized Trips ⁶	0	0	0	Hotel	0%	16%

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

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

Enter trips assuming no transit or non-motorized trips (as assumed in ITE Trip Generation Manual)

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

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

Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013 1

Project Name:		Organization:
Project Location:		Performed By:
Scenario Description:	Proposed	Date:
Analysis Year:		Checked By:
Analysis Period:	PM Street Peak Hour	Date:
	Table 1-P: Base Vehicle-Trip Generation Est	mates (Single-Use Site Estimate)
	Development Date (For Information Only)	En statute Trail

Land Lise	Developme	ent Data (For Inf	ormation Only)		Estimated Vehicle-Trips ³	
Land Use	ITE LUCs1	Quantity	Units	Total	Entering	Exiting
Office	710	150,000	SF	167	26	141
Retail	820	50,000	SF	325	156	169
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	475	Dwelling Units	198	121	77
Hotel	310	250	Rooms	161	82	79
All Other Land Uses ²				0		
	1		La contra de la co	851	385	466

		Table 2-P:	Mode Split and Vehicle	Occupancy Estimates			ĺ
Land Lies		Entering Tr	ps	2.1.2.3	Exiting Trips		
Lanu Use	Veh Occ 4	% Transit	% Non-Motorized	Veh Occ.4	% Transit	% Non-Motorized	l
Office							
Retail							
Restaurant		(
Cinema/Entertainment		E					
Residential							
Hotel							
All Other Land Uses ²							

Origin (From)	for the second s			Destination (To)		
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		-				
Retail	1 2 2 2 3					
Restaurant	1.000					
Cinema/Entertainment						
Residential						
Hotel						1

Residential	100 A 100					
Hotel						
A	-	Table 4-P: I	nternal Person-Tri	p Origin-Destination Matrix*		
Origin (From)	A strength of the			Destination (To)		
Origin (FIOIN)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		12	0	0	3	0
Retail	3		0	0	44	8
Restaurant	0	0	1.1.1.1.1.1	0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	16	0	0		2
Hotel	0	3	0	0	0	

Cinema/Entertainment	0	0	0		0	0
Residential	3	16	0	0		2
Hotel	0	3	0	0	0	
Table 5-P:	Computatio	ns Summary		Table 6-P: Internal	Trip Capture Percentag	ges by Land Use
	Total	Entering	Exiting	Land Use	Entering Trips	Exiting Trips
All Person-Trips	851	385	466	Office	23%	11%
Internal Capture Percentage	22%	24%	20%	Retail	20%	33%
And the Art and the				Restaurant	N/A	N/A
External Vehicle-Trips ⁵	663	291	372	Cinema/Entertainment	N/A	N/A
External Transit-Trips ⁶	0	0	0	Residential	39%	27%
External Non-Motorized Trips ⁶	0	0	0	Hotel	12%	4%

¹ Land Use Codes (LUCs) from Trip	Generation Manual, published by the Institute of Transportation Engineers.
² Total estimate for all other land use	s at mixed-use development site is not subject to internal trip capture computations in this estimator
³ Enter trips assuming no transit or ne	on-motorized trips (as assumed in ITE Trip Generation Manual)
*Enter vehicle occupancy assumed i	n Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be mad
Vehicle-trips computed using the m	ode split and vehicle occupancy values provided in Table 2-P
Person-Trips	
*Indicates computation that has been	n rounded to the nearest whole number.
	Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013 1

LEE COUNTY GENERALIZED SERVICE VOLUMES TABLE

Lee County Generalized Peak Hour Directional Service Volumes Urbanized Areas

April 201	6				c:\input5	
		Uninterr	upted Flow	Highway		
	1		Level of Se	rvice		
Lane	Divided	A	В	C	D	E
1	Undivided	130	420	850	1,210	1,640
2	Divided	1,060	1,810	2,560	3,240	3,590
3	Divided	1,600	2,720	3,840	4,860	5,380
Class I (4	0 mph or highe	er posted s	Arterials peed limit) Level of Se	rvice		
Lane	Divided	A	В	C	D	E
1	Undivided	*	140	800	860	860
2	Divided	*	250	1,840	1,960	1,960
3	Divided	*	400	2,840	2,940	2,940
4	Divided	*	540	3,830	3,940	3.940
Lass II (3 Lane 1 2	5 mph or slow Divided Undivided Divided	A *	speed limit) Level of Se B *	rvice C 330 710	D 710 1,590	E 780 1,660
Class II (3 Lane 1 2 3 4	5 mph or slow Divided Undivided Divided Divided Divided	A * * * Controll	speed limit) Level of Se 8 * * * *	C 330 710 1,150 1,580	D 710 1,590 2,450 3,310	E 780 1,660 2,500 3,340
Lane 1 2 3 4	5 mph or slow Divided Undivided Divided Divided Divided	A * * * * Controll	speed limit) Level of Se 8 * * * ed Access Level of Se	C 330 710 1,150 1,580 Facilities rvice	D 710 1,590 2,450 3,310	E 780 1,660 2,500 3,340
Lane 1 2 3 4 Lane	5 mph or slow Divided Divided Divided Divided Divided	A * * * Controll	speed limit) Level of Se * * * ed Access Level of Se B	C 330 710 1,150 1,580 Facilities rvice C	D 710 1,590 2,450 3,310 D	E 780 1,660 2,500 3,340 E
Lane 1 2 3 4 Lane 1	5 mph or slow Divided Divided Divided Divided Divided	A * * * Controll A *	speed limit) Level of Se * * * ed Access Level of Se B 160	C 330 710 1,150 1,580 Facilities rvice C 880	D 710 1,590 2,450 3,310 D 940	E 780 1,660 2,500 3,340 E 940
Lane 1 2 3 4 Lane 1 2	5 mph or slow Divided Divided Divided Divided Divided Divided Undivided	A * * Controll A * *	speed limit) Level of Se * * ed Access Level of Se B 160 270	C 330 710 1,150 1,580 Facilities rvice C 880 1,970	D 710 1,590 2,450 3,310 D 940 2,100	E 780 1,660 2,500 3,340 E 940 2,100
Lane 1 2 3 4 Lane 1 2 3	5 mph or slow Divided Undivided Divided Divided Divided Divided Undivided Undivided Divided Divided Divided	A * * * Controll A * *	speed limit) Level of Se * * ed Access Level of Se B 160 270 430	C 330 710 1,150 1,580 Facilities rvice C 880 1,970 3,050	D 710 1,590 2,450 3,310 3,310 D 940 2,100 3,180	E 780 1,660 2,500 3,340 3,340 E 940 2,100 3,180
Class II (3 Lane 1 2 3 4 4 Lane 1 2 3	5 mph or slow Divided Divided Divided Divided Divided Undivided Divided Divided	A * * * Controll A * *	speed limit) Level of Se B * * ed Access Level of Se B 160 270 430 Collectors Level of Se	C 330 710 1,150 1,580 Facilities rvice C 880 1,970 3,050	D 710 1,590 2,450 3,310 3,310 D 940 2,100 3,180	E 780 1,660 2,500 3,340 3,340 E 940 2,100 3,180
Lane Lane Lane Lane 3 Lane Lane Lane	5 mph or slow Divided Undivided Divided Divided Divided Undivided Undivided Divided Divided Divided Divided Divided Divided	A * * * Controll A * *	speed limit) Level of Se B * * ed Access Level of Se B 160 270 430 Collectors Level of Se B	C 330 710 1,150 1,580 Facilities rvice C 880 1,970 3,050	D 710 1,590 2,450 3,310 3,310 D 940 2,100 3,180 D	E 780 1,660 2,500 3,340 E 940 2,100 3,180 E
Lane 1 2 3 4 Lane 1 2 3 4 Lane 1 2 3	5 mph or slow Divided Undivided Divided Divided Divided Undivided Undivided Divided Divided Divided Divided Divided Undivided	A * * * Controll A * * *	speed limit) Level of Se B * * ed Access Level of Se B 160 270 430 Collectors Level of Se B *	C 330 710 1,150 1,580 Facilities rvice C 880 1,970 3,050 vice C 310	D 710 1,590 2,450 3,310 3,310 D 940 2,100 3,180 D 660	E 780 1,660 2,500 3,340 E 940 2,100 3,180 E E 740
Lane 1 2 3 4 Lane 1 2 3 4 Lane 1 2 3	5 mph or slow Divided Undivided Divided Divided Divided Divided Undivided Divided Divided Divided Divided Divided Divided Divided	A * * * Controll A * * A *	speed limit) Level of Se B * * ed Access Level of Se B 160 270 430 Collectors Level of Se B * *	C 330 710 1,150 1,580 Facilities rvice C 880 1,970 3,050 vice C 310 330	D 710 1,590 2,450 3,310 3,310 D 940 2,100 3,180 D 660 700	E 780 1,660 2,500 3,340 8,00 2,100 2,100 3,180 E E 740 780
Class II (3 Lane 1 2 3 4 Lane 1 2 3 Lane 1 1 2 2	5 mph or slow Divided Undivided Divided Divided Divided Divided Undivided Divided Divided Divided Divided Undivided Undivided Undivided Undivided	A * * * Controll A * * *	speed limit) Level of Se B * * ed Access Level of Se B 160 270 430 Collectors Level of Se B * *	C 330 710 1,150 1,580 Facilities rvice C 880 1,970 3,050 vice C 310 330 730	D 710 1,590 2,450 3,310 940 2,100 3,180 D 660 700 1,440	E 780 1,660 2,500 3,340 8,00 2,100 2,100 3,180 E 740 780 1,520

FDOT GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES TABLE 7

TABLE 7 Generalized Peak Hour Directional Volumes for Florida's

Urbanized Areas

_					Urban	iized Are	eas				January 20
12.	INTERF	RUPTED F	LOW FAC	ILITIES	No. W	a series	UNINTE	RRUPTED	FLOW	FACILITIES	1
C	STATE SI	GNALL	ZED AR	TERIAL	S			FREE	WAYS		
	Class I (40 g	noh or his	her posted	speed lim	iit)	1		Core Ur	hanized		
Lanes	Median	B	C	D	E	Lane	s B	Cinte Or	, annineu	D	F
1	Undivided	*	830	880		2	2 230	3.1	00	3.740	4 080
2	Divided	*	1,910	2,000		3	3,280	4.5	70	5,620	6.130
3	Divided	*	2.940	3.020	14	4	4.310	6.0	30	7 490	8.170
4	Divided	*	3.970	4 040		5	5 390	7.4	30	9 370	10 220
		10.0				6	6 380	89	90	11.510	12 760
	Class II (35 I	nph or slo	wer posted	speed lin	ait)			0,1			1.21,100
Lanes	Median	В	C	D	E	1.		Urba	nized		1.5
1	Undivided	*	370	750	800	Lanes	В	C		D	E
2	Divided		730	1,630	1,700	2	2,270	3,10	00	3,890	4,230
3	Divided	*	1,170	2,520	2,560	- 3	3,410	4,6	50	5,780	6,340
4	Divided	*	1,610	3,390	3,420	4	4,550	6,20	00	7.680	8,460
					-	5	5,690	7,70	50	9,520	10,570
	Non Chita Ct										
	INOR-STATE SI	gnanzed .	koadway a	Adjustme	015		Austiliant	reeway A	djustme	Dama	
	(rinc)	by the indica	ted percent.)	unes			Lane			Metering	
	Non-State	Signalized	Roadways	- 10%			+ 1.000			+ 5%	
	Median	& Turn L	ane Adju	stments							
		Exclusive	Exclu	isive A	djustment		UNINTERR	UPTED	FLOW	HIGHWA	YS
Lanes	Median	Left Lane	s Right I	Lanes	Factors	Lanes	Median	B	С	D	Е
1	Divided	Yes	N	0	+5%	1	Undivided	580	890	1,200	1,610
1 Multi	Undivided	No	N	0	-20%6	2	Divided	1,800	2,600	3,280	3,730
Multi	Undivided	Yes	N	0	-3%0	5	Divided	2,700	3,900	4,920	5,600
LYLUITI	Ondivided	140	V.		+ 5%			1			
				•9			Uninterrupt	ted Flow H	lighway	Adjustmen	ts
	One-V	Vay Facil	ity Adjust	ment		Lanes	Median	Exclusive	left lanes	Adjustm	ent factors
	Multiply U	he correspon	nding directi	onal		N. IS	Divided	Ŷ	es	+	5%
	vo	lumes in thi	s table by 1.	2		Multi	Undivided	Y	es		50%
i Shoul Lane	(Multiply v lirectional roadw Paved der/Bicycle Coverage	BICYCLI chiele volum ay lanes to d volum B	E MODE ² nes shown be elermine two nes.) C	low by numt way maxim D	ner of num service E	¹ Values a wre for th constitute constitute planning consider based on Service I ² Level o	atown are presented to automobile/truck e a standard and she r models from white applications. The n or intersection desig planning applicatio Manual. f service for the bird	i as peak hour of modes nuless s mild be used on h this table is d able and deriving, where more ms of the HCM yele and peder	lifectional vo pecifically s ly for genera crived shoul ag computer refined tech and the Tra	ohunes for levels tated. This table of al planning applied d be used for more models should no miques exist. Calc nait Capacity and in this table is have	of service and loes not ations The respecific of be used for substions are Quality of ed on
()-49%	*	150	390	1,000	number o	of vahicles, not num	ber of bicyclist	s or pedestri	ians using the faci	lity.
5	0-84%	110	340	1,000	>1,000	Burnet	er bour chown are en	ly for the next h	our in the ris	ele direction of the	higher to ffin
85	5-100%	470	1,000	>1,000	**	Bow.		A tot me bear u	we make sm	See discontinue (CC	mane anne
(Me direc	PE altiply vehicle vo stional roadway 1	DESTRL lumes shown anes to deter volur B	AN MODI a below by nu mine two-wa nes.)	E ² umber of by maximum	service F	* Cannot ** Not ep volumes besa read achievab	t be achieved using applicable for that ler greater than level o ched. For the bicycl- le because there is r	table input valu vel of service la f service D bec e mode, the lev no maximum ve	e defaults. mer grade. I ome F becau el of service ibicle volum	for the automobile se intersection ca letter grade (inclu- o threshold using	e mode, pacities have uding F) is no table input
aucwa	A Coverage	8	*	140	E 400	value del	auts.				
C.	0 940	*	80	140	460	Source:	Instationant - 17-	mentalica			
0.0	0-84%	200	80	440	>1 000	Systems	Implementation Of	Бсе			
0.	BUS MOD	E (Sched	uled Fixed	d Route) ³	~1,000	https://w	ww.fdot.gov/planni	ngleysternsl			
	(Buses	in peak hour	r in peak dire	ction)	40						
Sidewa	lk Coverage	В	С	D	E						
0	-84%	> 5	≥4	≥3	≥2						
85	-100%	>4	≥3	≥2	≥1						

QUALITY/LEVEL OF SERVICE HANDBOOK

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

					GEBE	ORMANCE	201	9 IOOTH	F()	RECAST	
		ROADWAYLINK		ROAD	ST	ANDARD	HIGHI	ST HOUR	FL	TURE	
INK NO	NAME	FROM	TO	TATE	1.08	CAPACITY	105	VOLUME	LOS	VOLUME.	NOTES
00100	A & W BULB RD	GLADIOLUS DR	MCGREGOR BLVD	2LN	E	860	C	380	С	399	
00200	ALABAMA RD	SR 82	MILWAUKEE BLVD	2LN	E	990	C	270	C	284	
00300	ALABAMA RD	MILWAUKEE BLVD	HOMESTEAD RD	2IN	F	000	D	181	D	506	
00400	ALEVANDER BELL	CD 8-1	AUT WALKER BLVD	atM	F	990	D		D	500	
00400	ALCANDER BELL	0K 82	MILWAUKEE BLYD	2114	6	990	U	553	U	581	
00500	ALEXANDER BELL	MILWAUKEE BLVD	LEELAND HEIGHTS	2LN	E	990	D	553	D	626	Shadow Lakes
00590	ALICO RD	US 41	DUSTY'RD	4LD	E	1,980	B	1,107	B	1,163	
00600	ALICO RD	DUSTY RD	LEE RD	6LD	E	2,960	B	1,107	В	1,468	Alico Business Park
00700	ALICORD	LEE RD	THREE OAKS PKWY	61.D	E	2,960	B	1,037	B	1.355	Three Oaks Regional Center
00800	ALICO RD	THREE OAKS PEWY	1-05	61.0	E	2.060	в	7.428	H	9.669	FEPCO Study
00800	ALEORO	less	REN HILL ORIFEIN BLUD	ALD	e	7.060	D	1016	0		EEDCO Ch. J.
01000	ALICO PD	REN LITL OD TEENIDING	CREENINE LOOM DR	oth	6	2,900		4,240	D	1,393	EEPCO Study
01000	ALICORD	BEN HILL GROPPIN BLYD	GREEN MEADOW DR	2LN	E	1,100/1,840	C	385	E,	789	4 Ln constr 2018, EEPCO Study"
01050	ALICO RD	GREEN MEADOW DR	CORKSCREWRD	2LN	E	1,100	B	131	B	22.4	EEPCO Study
01200	BABCOCK RD	US 41	ROCKEFELLER CIR	2LN	E	860	C	55	C	162	old count
01400	BARRETT RD	PONDELLA RD	PINE ISLAND RD	2LN	E	860	C	103	C	116	old count projection(2009)
01500	BASS RD	SUMMERLIN RD	GLADIOLUS DR	4LN	E	1,790	C	612	С	870	A CONTRACTOR OF
01600	BAYSHORE RD (SR 78)	BUSAL	NEW POST RD/HART RD	ALD	n	2100	C	1600	C	1750	
01700	BAVENORE BD (EB -9)	HADTED	et Aven po	410		2,100	-	1,090	0	L/00	
01700	BATAHORE RD (SR 76)	HARIRD	SLATER RD	400	D	2,100	C	1,703	C	1,831	
01800	BAYSHORE RD (SR 78)	SLATER RD	1-75	4LD	D	2,100	C	1,285	C	1,683	
01900	BAYSHORE RD (SR 78)	1-75	NALLE RD	2LN	D	924	C	710	C	678	
02000	BAYSHORE RD (SR 78)	NALLERD	SR 31	2LN	D	924	C	515	C	520	
02100	BEN HILL GRIFFIN PKWY	CORKSCREW RD	FGCU ENTRANCE	4LD	E	2,000	В	1,402	B	1,474	
02200	BEN HILL GRIFFIN PKWY	FGCU BOULEVARD S	COLLEGE CLUB DR	41.D	F	2,000	B	1.402	р	1.505	
02250	BEN HILL ORIGETS PRIVY	COLLEGE CLUB DB	ALICO RD	61.0	17	2,000	P	1.100	D	1,000	
02230	DEN LITLE OR IFFIN PRWY	LUCO DD		010	B	3,000	в	1,127	В	1,219	
26950	BEN HILL GRIFFIN PKWY	ALICO RD	TERMINAL ACCESS RD	410	E	1,980	A	1,017	٨	1,069	
02300	BETH STACEY BLVD	23RD ST	HOMESTEAD RD	2LN	E	860	C	346	С	548	
02400	BONITA BEACH RD	HICKORY BLVD	VANDERBILT DR	4LD	E	1,900	C	581	C	611	Constrained In City Plan *
02500	BONITA BEACH RD	VANDERBILT DR	US 41	410	E	1,900	C	1.530	C	1.608	Constrained In City Plan
02600	BONITA BEACH RD	USAL	OLD A1	ALD	R	1.860	C	1167	C	1019	Constrained old count projection(20)
00200	BONITA BRACH PD	01.0.4	IMPEDIAL CT	61.0		2,000	-		-	4.510	Constanting of County Projection (20)
02/00	BONTA BRACH RD	06041	IMPERIALOI	000	E	2,000	C	1,004	C	1,959	Constrained in City Plan(2010)
02800	BONITA BEACH RD	IMPERIALST	W OF 1-75	6LD	E	2,800	C	2,132	C	2,241	Constrained In City Plan
02900	BONTTA BEACH RD	E OF I-75	BONITA GRAND DR	4LD	E	2,020	B	671	B	705	Constrained In City Plan
02950	BONTTA BEACH RD	BONTTA GRANDE DR	END OF CO. MAINTAINED	4LD	E	2,020	B	671	B	705	Constrained In City Plan
03100	BONITA GRANDE DR	BONTTA BEACH RD	E TERRY ST	2LN	E	860	D	692	E	782	old count projection(2009)
09200	BOYSCOUT RD	SUMMERLIN RD	118.41	6LN	F	2 520	F	1776	R	1 866	
00000	PP INTER PD	CINARDI IN DD	110 44	ol M		-320	-	4,170	0	4,000	
03300	BRANILLEI RD	SUMMERLINKD	05 41	2111	15	800	C	276	C	290	
0;3400	BRIARCLIFFRD	US 41	TRIPLE CROWN CT	2LN	E	860	C	197	C	218	
03500	BROADWAY RD (ALVA)	SR BO	N RIVER RD	aLN	E	860	C	269	C	304	old count projection(2009)
03700	BUCKINGHAM RD	SR 82	GUNNERY RD	2LN	E	990	С	405	C	426	
03730	BUCKINGHAM RD	GUNNERY RD	ORANGE RIVER BLVD	2LN	E	990	С	423	D	445	
03800	BUCKINGHAM RD	ORANGE RIVER BLVD	SR 80	2LN	E	990	D	538	- 11	1207	Buckingham 345 & Portico
09000	BURNT STORE PD	SD 49	VAN BUBEN DEWY	41.0		990		010		1,207	anexing nam 343 a romeo
00900	BUIDART GROOM DO	OK /O	VAN BUREN FRWI	400	4	2,950	0	942	0	990	
04000	BURNTSTORERD	VAN BUREN PRWY	LOUNTYLINE	2LN	E	1,140	C	405	C	563	
04200	BUS 41 (N TAMIAMI TR, SR	CITY LIMITS (N END EDIS	PONDELLA RD	6LD	D	3,171	C	1,471	C	1,673	Care Highling has a set
04300	BUS 41 (N TAMIAMI TR, SR	PONDELLA RD	BR 78	6LD	D	3,171	C	1,471	C	1,673	
04400	BUS 41 (N TAMIAMI TR, SR	SR 78	LITTLETON RD	4LD	D	2,100	C	959	C	4,003	
04500	BUS 41 (N TAMIAMI TR, SR	LITTLETON RD	US 41	4LD	D	2,100	C	552	C	575	
04600	CAPE CORAL BRIDGE	DEL PRADO BLVD	McGREGOR BLVD	ALB	F	4000	D	2074	D	9.001	
04700	CAPTIVA DP	BLIND BACC	CONTU CEAC	alar	P	0.000	0	3,0/4	0	31431	0
04700	CAPITYA DK	DLIND FASS	SUUTH SEAS	2LN	E	860	C	267	C	302	Constrained, old count(2010)
04800	CEMETERY RD	BUCKINGHAM RD	HIGGINS AVE	2LN	E	860	C	242	C	255	
04900	CHAMBERLIN PKWY	AIRPORTENT	DANIELS PKWY	4LN	E	1,790	C	105	C	150	Port Authority maintained
05000	COCONUT RD	WEST END	VIA VENETTO BLVD	2LN	E	860	C	268	C	420	Estero maintains to east
05100	COLLEGE PKWY	McGREGOR BLVD	WINKLER RD	6LD	E	2,980	D	2,292	D	2,409	
05200	COLLEGE PKWY	WINKLER RD	WHISKEY CREEK DR	6LD	F	2 080	D	2.050	D	2164	
05200	COLLEGE PRIVY	WHICKEY CREEV DO	SIMMERI DI DD	610	F	0,000	P	-1039	P	6,104	
03300	COLLEGE PRIVI	THINKET CREEK UK	SOMMERCIN RD	OLD	E.	2,980	D	2,059	D	2,104	
05400	COLLEGE PKWY	SUMMERLIN RD	US 41	6LD	E	2,980	D	1,825	D	1,918	
1	COLONIAL BLVD	McGREGOR BLVD	SUMMERLIN RD	6LD	E	2,840	E	3,049	T.	3,204	
05500		and the second second second	US 41	6LD	E	2,840	Tel Pert	2,882	¥ .	3,028	
05500 05600	COLONIAL BLVD	SUMMERLIN RD			D	3.040	B	2.117	C	2,225	
05500 05600 06200	COLONIAL BLVD COLONIAL BLVD	DYNASTY DR	SR 82	6LD	0		-	-1/	~ 1		
05500 05600 06200	COLONIAL BLVD COLONIAL BLVD COLUMBUS BLVD	SUMMERLIN RD DYNASTY DR SR 82	SR 82 MILAVALIEFE BLAD	6LD	F	860	C	100	C	107	
05500 05600 06200 06300	COLONIAL BLVD COLONIAL BLVD COLUMBUS BLVD	SUMMERLIN RD DYNASTY DR SR 82	SR 82 MILWAUKEE BLVD	6LD 2LN	E	860	C	100	C	105	
05500 05600 06200 06300 06400	COLONIAL BLVD COLONIAL BLVD COLUMBUS BLVD CONSTITUTION BLVD	SUMMERLIN RD DYNASTY DR SR 82 US 41	SR 82 MILWAUKEE BLVD CONSTITUTION CIR	6LD 2LN 2LN	E	860 860	C C	100 217	C C	105 245	old count projection(2010)
05500 05600 06200 06300 06400 06500	COLONIAL BLVD COLONIAL BLVD COLUMBUS BLVD CONSTITUTION BLVD CORBETT RD	SUMMERIN RD DYNASTY DR SR 82 US 41 SR 78 (PINE ISLAND RD)	SR 82 MILWAUKEE BLVD CONSTITUTION CIR LITTLETON RD	6LD 2LN 2LN 2LN	E E E	860 860 860	C C C	100 217 22	C C C	105 245 226	old count projection(2010) old count, added VA clinic(2009)
05500 05600 06200 06300 06400 06500	COLONIAL BLVD COLONIAL BLVD COLUMBUS BLVD CONSTITUTION BLVD CORBETT RD CORKSCREW RD	SUMMERLIN RD DYNASTY DR SR 82 US 41 SR 78 (PINE ISLAND RD) US 41	SR 82 MILWAUKEE BLVD CONSTITUTION CIR LITTLETON RD THREE OAKS PKWY	6LD 2LN 2LN 2LN 4LD	E E E E	860 860 860 1,900	C C C	100 217 22 1,007	C C C	105 245 226 1,272	old count projection(2010) old count, added VA clinic(2009) Galleria at Corkscrew
05500 05600 06200 06300 06400 06500 06500	COLONIAL BLVD COLONIAL BLVD COLUMBUS BLVD CONSTITUTION BLVD CORBETT RD CORKSCREW RD CORKSCREW RD	SUMMERLIN RD DYNASTY DR SR 82 US 41 SR 78 (PINE ISLAND RD) US 41 THREE OAKS PKWY	SR 82 MILWAUKEE BLVD CONSTITUTION CIR LITTLETON RD THREE OAKS PKWY W OF 1-75	6LD 2LN 2LN 2LN 4LD 4LD	E E E E E	860 860 860 1,900	C C C	100 217 22 1,007 2,129	C C C C	105 245 226 1,272 2,386	old count projection(2010) old count, added VA clinic(2009) Galleria at Corkscrew Estero Crossine
05500 05600 06200 06300 06400 06500 06600 06700	COLONIAL BLVD COLONIAL BLVD COLUMBUS BLVD CONSTITUTION BLVD COREST RD CORKSCREW RD CORKSCREW RD CORKSCREW RD	SUMMERLIN RD DYNASTY DR SR 82 US 41 SR 78 (PINE ISLAND RD) US 41 THREE OAKS PKWY E OP 1-75	SR 82 MILWAUKEE BLVD CONSTITUTION CIR LITTLETON RD THREE OAKS PKWY W OF 1-75 BEN HILL ORIETIN BLVD	6LD 2LN 2LN 2LN 4LD 4LD 4LD	E E E E E	860 860 860 1,900 1,900	C C C	100 217 22 1,007 2,129	C C C C	105 245 226 1,272 2,386	old count projection(2010) old count, added VA clinic(2009) Galleria at Corkscrew Estero Crossing
05500 05600 06200 06300 06400 06500 06600 06700 06800	COLONIAL BLVD COLONIAL BLVD COLUMBUS BLVD CONSTITUTION BLVD CORRECREW RD CORRECREW RD CORRECREW RD CORRECREW RD	SUMMERLIN RD DYNASTY DR SR 82 US 41 SR 78 (PINE ISLAND RD) US 41 THREE OAKS PKWY E OP 1-75 BEN HUL OB 1975	SR 82 MILWAUKEE BLVD CONSTITUTION CIR LITTLETON RD THREE OAKS PKWY W OF 1-75 BEN HILL GRIFFIN BLVD AU CO PD	6LD 2LN 2LN 2LN 4LD 4LD 4LD	E E E E E E	860 860 860 1,900 1,900 1,900		100 217 22 1,007 2,129 1,194	C C C C F C	105 245 226 1,272 2,386 1,255	old count projection(2010) old count, added VA clinic(2009) Galleria at Corkscrew Estero Crossing
05500 05600 06200 06300 06400 06500 06500 06500 06500	COLONIAL BLVD COLONIAL BLVD COLUMBUS BLVD CONSTITUTION BLVD CORBETT RD CORKSCREW RD CORKSCREW RD CORKSCREW RD CORKSCREW RD	SUMMERLIN RD DYNASTY DR SR 82 US 41 SR 78 (PINE ISLAND RD) US 41 THREE OAKS PKWY E OP I-75 BEN HILL GRIFFIN BLVD	SR 82 MILWAUKEE BLVD CONSTITUTION CIR LITTLETON RD THREE OAKS PKWY W OF 1-75 BEN HILL GRIFFIN BLVD ALICO RD	6LD 2LN 2LN 2LN 4LD 4LD 4LD 4LD	E E E E E E E	860 860 860 1,900 1,900 1,900 1,900	C C C C C C C C C C C C C C C C C C C	100 217 22 1,007 2,129 1,194 466	C C C C C C C C C C C C C C C C C C C	105 245 226 1,272 2,386 1,255 678	old count projection(2010) old count, added VA clinic(2009) Galleria at Corkscrew Estero Crossing
05500 05600 06200 06300 06400 06500 06500 06500 06500 06500 06500	COLONIAL BLVD COLONIAL BLVD COLUMBUS BLVD CONSTITUTION BLVD CORBETT RD CORKSCREW RD CORKSCREW RD CORKSCREW RD CORKSCREW RD CORKSCREW RD	SUMMERLIN RD DYNASTY DR SR 82 US 41 SR 78 (PINE ISLAND RD) US 41 THREE OAKS PKWY E OP 1-75 BEN HILL GRIFFIN BLVD ALICO RD	SR 82 MILWAUKEE BLVD CONSTITUTION CIR LITTLETON RD THREE OAKS PKWY W OF 1-75 BEN HILL GRIFFIN BLVD ALICO RD COUNTY, LINE	6LD 2LN 2LN 4LD 4LD 4LD 4LD 2LN	E E E E E E E E E	860 860 1,900 1,900 1,900 1,960 1,140	C C C C C C C C C C C C C C C C	100 217 22 1,007 2,129 1,194 466 466	C C C C C C C D	105 245 226 1,272 2,386 1,255 678 793	old count projection(2010) old count, added VA clinic(2009) Galleria at Corkscrew Estero Crossing EEPCO Study, The Place
05500 05600 06200 06300 06400 06500 06600 06900 06900 07000	COLONIAL BLVD COLONIAL BLVD COLUMBUS BLVD CONSTITUTION BLVD CORKECREW RD CORKSCREW RD CORKSCREW RD CORKSCREW RD CORKSCREW RD CORKSCREW RD	SUMMERLIN RD DYNASTY DR SR 82 US 41 SR 78 (PINE ISLAND RD) US 41 THREE OAKS PKWY E OP 1-75 BEN HILL GRIFFIN BLVD ALICO RD LUCKETT RD	SR 82 MILWAUKEE BLVD CONSTITUTION CIR LITTLETON RD THREE OAKS PKWY W OF 1-75 BEN HILL GRIFFIN BLVD ALICO RD COUNTY LINE TICE ST	6LD 2LN 2LN 4LD 4LD 4LD 2LN 2LN 2LN	E E E E E E E E E E	860 860 1,900 1,900 1,900 1,900 1,900 1,900 1,140 860	C C C C C C C C C C C C C C C C C C C	100 217 22 1,007 2,129 1,194 466 466 143	C C C C C C C C C C C C C C C C C C C	105 245 226 1,272 2,386 1,255 678 793 293	old count projection(2010) old count, added VA clinic(2009) Galleria at Corkscrew Estero Crossing EEPCO Study, The Place old count projection(2010)
05500 05600 06200 06400 06500 06500 06500 06500 06900 06900 07000 07100 07200	COLONIAL BLVD COLONIAL BLVD COLUMBUS BLVD CONSTITUTION BLVD CORBETT RD CORKSCREW RD CORKSCREW RD CORKSCREW RD CORKSCREW RD CORKSCREW RD COUNTRY LAKES BLVD CRVSTAL DR	SUMMERLIN RD DYNASTY DR SR 82 US 41 SR 78 (PINE ISLAND RD) US 44 THREE OAKS PKWY E OP 1-75 BEN HILL GRIFFIN BLVD ALICO RD LUCKETT RD US 41	SR 82 MILWAUKEE BLVD CONSTITUTION CIR LITTLETON RD THREE OAKS PKWY W OF 1-75 BEN HILL ORIFFIN BLVD ALICO RD COUNTY LINE TICE ST METRO PKWY	6LD 2LN 2LN 2LN 4LD 4LD 4LD 2LN 2LN 2LN		860 860 1,900 1,900 1,900 1,900 1,900 1,900 1,140 860 860	C C C C C C C C C C C C C C C C C C C	100 217 22 1,007 2,129 1,194 466 466 143 496	C C C C C C C C C C C C C C C C C C C	105 245 226 1,272 2,386 1,255 678 793 293 521	old count projection(2010) old count, added VA clinic(2009) Galleria at Corkscrew Estero Crossing EEPCO Study, The Place old count projection(2010)
05500 05600 06200 06400 06500 06600 06600 06600 06900 07000 07100 07200	COLONIAL BLVD COLONIAL BLVD COLUMBUS BLVD CONSTITUTION BLVD CORBETT RD CORKSCREW RD CORKSCREW RD CORKSCREW RD CORKSCREW RD CORKSCREW RD CORKSCREW RD COUNTRY LAKES BLVD COUNTRY LAKES BLVD CRYSTAL DR	SUMMERLIN RD DYNASTY DR SR 82 US 41 SR 78 (PINE ISLAND RD) US 41 THREE OAKS PKWY E OP I-75 BEN HILL GRIFFIN BLVD ALICO RD LUCKETT RD US 41 METRO PKWY	SR 82 MILWAUKEE BLVD CONSTITUTION CIR LITTLETON RD THREE OAKS PKWY W OF 1-75 BEN HILL GRIFFIN BLVD ALICO RD COUNTY LINE TICE ST METRO PKWY PLANTATION RD	6LD 2LN 2LN 2LN 4LD 4LD 4LD 4LD 2LN 2LN 2LN 2LN 2LN		860 860 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,960 1,140 860 860 860	C C C C C C C C C C C C C C C C C C C	100 217 22 1,007 2,129 1,194 466 466 143 496 22,1	C C C C C C C C C C C C C C C C C C C	105 245 226 1,272 2,386 1,255 678 793 293 521 2,10	old count projection(2010) old count, added VA clinic(2009) Galleria at Corkscrew Estero Crossing EEPCO Study, The Place old count projection(2010)

		DOLLAR DE LA			PERF	ORMANCE	201	9 100TH	FO	RECAST	
INK NO	NAME	FROM	TO	ROAD	105	CAPACITY	LIGH	VOLUME	EL LOS	VOLUME	NOTES
21400	PINE ISLAND RD (SR 78)	CITY LIMITS E OF	US 41	4LD	D	2,100	C	1,696	c	1,843	
21500	PINE ISLAND RD (SR 78)	US AI	BUS 41	ALD	D	2.100	C	1.600	C	1.750	
21600	PINE RIDGE RD	SAN CARLOS BLVD	SUMMERLIN RD	2LN	E	860	C	499	C	345	
21700	PINE RIDGE RD	SUMMERLIN RD	GLADIOLUS DR	QLN	E	860	C	286	C	545	Heritage Isle*
21800	PINE RIDGE RD	GLADIOLUS DR	MEGREGOR BLND	2LN	E	860	C	286	C	301	
21900	PLANTATION RD	SIX MILE PRWY	DANIELS PKWY	2LN	E	860	C	288	C	417	Intermed Park
22000	PLANTATION RD	DANIELS PKWY	IDLEWILD ST	2LN	E	860	D	672	D	706	FDOT Metro Pkwy 6-laning
22050	PLANTATION RD	IDLEWILD ST	COLONTAL BLVD	4LN	E	1,790	С	841	C	884	
22100	PONDELLA RD	SR 78	ORANGE GROVE BLVD	4LD	E	1,890	B	736	B	774	
22200	PONDELLA RD	ORANGE GROVE BLVD	US 41	4LD	E	1,890	B	1,164	B	1,239	
22300	PONDELLA RD	US 41	BUS 41	4LD	Б	1,890	B	953	B	1,002	
22400	PRITCHETT PKWY	SR 78	RICH RD	2LN	E	860	C	73	C	541	old count, Stoneybrook North(2009)
22500	RANCHETTE RD	PENZANCE BLVD	IDLEWILD ST	2LN	E	860	C	93	C	98	
22600	RICH RD	SLATER RD	PRITCHETT PKWY	2LN	E	860	C	55	C	62	old count projection(2009)
22700	RICHMOND AVE	LEELAND HEIGHTS	E 12TH ST	2LN	E	860	C	79	C	91	
22800	RICHMOND AVE	E 12TH ST	GREENBRIAR BLVD	2LN	E	860	C	79	C	83	
23000	BAN CARLOS BLVD (SK 865	MANTANZAS PASS B.	MAINSI	21.0	D	970	1	1,055	P	1,176	Constrained
23100	CAN CARLOS BLVD (SK 805	MALIN DI	VELLARD	400	0	2,100	0	1,055	C	1,170	PDate Study
23100	SAN CARLOS BLVD (SR 865	VELLY PD	CLADIOLUS DR	41.0	D	970	C	744	0	847	
23230	SAN CARLOS BLVD	USA	THREE OAKS PKWY	AIN	F	860	C	497	C	110	
23200	SANTBEL BLVD	US 41	LEE RD	olN	E	860	C	484	C	208	
23300	SANTBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	2LN	E	1.140	E	044	E	007	1
23400	SHELL POINT BLVD	McGREGOR BLVD	PALM ACRES	2LN	E	860	C	290	C	301	- 14
23500	SIX MILE PKWY (SR 739)	US 41	METRO PKWY	4LD	D	2,100	C	1.778	C	1.950	
23600	SIX MILE CYPRESS	METRO PKWY	DANIELS PKWY	4LD	E	2,000	B	1,398	B	1.469	
23700	SIX MILE CYPRESS	DANIELS PKWY	WINKLER EXT	41.D	E	1,900	B	1,149	B	1,352	
23800	SIX MILE CYPRESS	WINKLER EXT.	CHALLENGER BLVD	4LD	E	1,900	B	1,050	8	1,104	
23900	SIX MILE CYPRESS	CHALLENGER BLVD	COLONIAL BLVD	6LD	E	2,860	A	1,050	A	1,104	
24000	SLATER RD	SR 78	NALLE GRADE RD	2LN	E	1,010	c	402	С	423	-
24100	SOUTH POINTE BLVD	CYPRESS LAKE DR	COLLECE PKWY	2LD	E	910	D	644	D	677	
24200	SR 31 (ARCADIA RD)	SR BO	SR 78	2LN	D	970	C	643	C	610	PD&E/SEIR Study
24300	SR 31 (ARCADIA RD)	SR 78	COUNTY LINE	2LN	C	820	C	564	C	460	PD&E/SEIR Study
24400	STALEV RD	TICE	ORANGE RIVER BLVD	2LN	E	860	С	189	C	215	
24500	STRINGFELLOW RD	ISTAVE	BERKSHIRE RD	2LN	E	1,060	B	315	D	672	Constrained
24600	STRINGFELLOW RD	BERKSHIRE RD	PINE ISLAND RD	2LN	E	1,060	B	315	C	448	Constrained
24700	STRINGFELLOW RD	PINE ISLAND RD	PINELAND RD	2LN	E	1,060	C	551	D	662	
24800		and the second second second	LAATST CT		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Set Set Of T			1.	03-	Constrained
	STRINGFELLOW RD	PINELAND RD	MAINSI	2LN	E	1,060	С	551	D	648	Constrained
24900	SUMMERLIN RD	PINELAND RD McGREGOR BLVD	KELLY COVE RD	2LN 4LD	E	1,060 1,980	C A	551 1,243	D A	648 1.306	Constrained
24900 25000	SUMMERLIN RD SUMMERLIN RD	PINELAND RD McGREGOR BLVD KELLY COVE RD	KELLY COVE RD SAN CARLOS BLVD	2LN 4LD 4LD	E E E	1,060 1,980 1,980	C A A	551 1,243 1,243	D A A	648 1.306 1,306	Constrained
24900 25000 25100	SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD	PINELAND RD McGREGOR BLVD KELLY COVE RD SAN CARLOS BLVD	KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD	2LN 4LD 4LD 6LD	E E E	1,060 1,980 1,980 3,000	C A A A	551 1,243 1,243 1,919	D A A A	648 1.306 1,306 2,149	Constrained
24900 25000 25100 25200	STRINGFELLOW RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD	PINELAND RD McGREGOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASE PD	KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD CLADIOLUS DR	2LN 4LD 4LD 6LD 6LD	E E E E	1,060 1,980 1,980 3,000 3,000	C A A A	551 1,243 1,243 1,919 1,919	D A A A	648 1.306 1,306 2,149 2,016	Constrained
24900 25000 25100 25200 25300 25400	STRINGPELLOW KD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD	PINELAND RD McGREGOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD CLADIOLUS DP	MAIN ST KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYDERSELAKE DD	2LN 4LD 6LD 6LD 6LD 6LD	E E E E E	1,060 1,980 1,980 3,000 3,000 3,000	C A A A A C	551 1,243 1,243 1,919 1,919 1,919	D A A A A C	648 1,306 1,306 2,149 2,016 2,016	Constrained
24900 25000 25100 25200 25300 25300 25400	STRINGPELLOW KD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD	PINELAND RD McGREGOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPERSSI AKE DR	NALY ST KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PENYY	2LN 4LD 6LD 6LD 6LD 6LD 6LD 6LD	E E E E E E E	1,060 1,980 1,980 3,000 3,000 3,000 1,900	C A A A A C B	551 1,243 1,243 1,919 1,919 1,919 1,454	D A A A A C	648 1,306 1,306 2,149 2,016 2,016 1,552	Constrained
24900 25000 25100 25200 25300 25400 25500 25500	STRINGPELLOW KD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD	PINELAND RD McGREGOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY	NAINSI KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR	2LN 4LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD	E E E E E E E E	1,060 1,980 1,980 3,000 3,000 3,000 1,900 2,880 2,880	C A A A A C B R	551 1,243 1,243 1,919 1,919 1,919 1,454 1,783	D A A A C B R	648 1.306 1.306 2.149 2.016 2.016 1.552 1.874 2.014	Constrained
24900 25000 25100 25200 25300 25400 25500 25500 25600	STRINGPELLOW KD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD	PINELAND RD McGREGOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR	NAINSI KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOV SCOUT	2LN 4LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD	E E E E E E E E E	1,060 1,980 3,000 3,000 3,000 1,900 2,880 2,880 2,880	C A A A A C B B B B B	551 1,243 1,243 1,919 1,919 1,919 1,454 1,783 1,916	D A A A C B B B B B	648 1.306 1.306 2,149 2,016 1.552 1,874 2,014	Constrained
24900 25000 25100 25200 25200 25300 25500 25500 25500 25500 25500 25500	STRINGPELLOW KD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD	PINELAND RD McGREGOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT	NALISSI KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR	2LN 4LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD	E E E E E E E E E E E E E	1,060 1,980 3,000 3,000 3,000 1,900 2,880 2,880 2,880 2,880 1,820	C A A A A C B B B B B D	551 1,243 1,243 1,919 1,919 1,919 1,454 1,783 1,916 1,916	D A A A A C B B B B B B D	648 1.306 1.306 2.149 2.016 1.552 1.874 2.014 2.014 1.324	Constrained
24900 25000 25100 25200 25200 25300 25500 25500 25600 25600 25600 25900	STRINGPELLOW KD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD SUMMERLIN RD	PINELAND RD McGREGOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR	NALISSI KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR COLONIAL BLVD	2LN 4LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6	E E E E E E E E E E E E E E E E E E E	1,060 1,980 3,000 3,000 3,000 1,900 2,880 2,880 2,880 2,880 1,820	C A A A A C B B B B B D D	551 1,243 1,243 1,919 1,919 1,919 1,919 1,454 1,783 1,916 1,916 1,260 1,260	D A A A A C B B B B B D D	5,12 648 1,306 1,306 2,149 2,016 2,016 1,552 1,874 2,014 2,014 1,324 1,324	Constrained
24900 25000 25100 25200 25300 25300 25500 25500 25500 25700 25900 25900	STRINGPELLOW KD SUMMERLIN RD SUMMERLIN RD	PINELAND RD McGREGOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR BELL BLVD	NALISSI KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR COLONIAL BLVD COLUNBUS BLVD	2LN 4LD 4LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6	E E E E E E E E E E E E E E E E E E E	1,060 1,980 3,000 3,000 3,000 1,900 2,880 2,880 2,880 1,820 1,820 860	C A A A A A C B B B B B D C	551 1,243 1,243 1,919 1,919 1,919 1,454 1,783 1,916 1,916 1,260 4,260 42	D A A A A C B B B B B D D C	5,32 648 1,306 1,306 2,149 2,016 2,016 1,552 1,874 2,014 2,014 2,014 1,324 1,324 53	Constrained
21900 21900 25000 25000 25200 25500 25500 25500 25500 25600 25900 26000 26000	STRINGPELLOW RD SUMMERLIN RD	PINELAND RD MCGRECOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR BELL BLVD SR 82	NALISSI KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR COLONIAL BLVD COLUNBUS BLVD 23RD ST SW	2LN 4LD 4LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6	E E E E E E E E E E E E E E E E E E E	1,060 1,980 3,000 3,000 3,000 1,900 2,880 2,880 2,880 1,820 1,820 860 1,010	C A A A A C B B B B B B D D C C C	551 1,243 1,243 1,919 1,919 1,919 1,454 1,783 1,916 1,916 1,916 1,260 4,260 4,2 369	D A A A A A A B B B B B D D C C	648 1,306 1,306 2,149 2,016 1,552 1,874 2,014 2,014 1,324 1,324 53 388	Constrained
24900 25000 25100 25200 25200 25500 25500 25500 25500 25500 25500 25900 26000 26100 26150	STRINGPELLOW RD SUMMERLIN RD SUNSHINE BL/D SUNSHINE BL/D	PINELAND RD MCGRECOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR BELL BLVD SR 82 23RD ST SW	NALIS SI KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR COLONIAL BLVD COLUMBUS BLVD 23RD ST SW LEE BLVD	2LN 4LD 4LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 4LD 4LD 4LD 2LN 2LN		1,060 1,980 3,000 3,000 3,000 1,900 2,880 2,880 2,880 1,820 1,820 860 1,010 1,010	C A A A A A C B B B B B B D D C C C C	551 1,243 1,243 1,919 1,919 1,919 1,454 1,783 1,916 1,916 1,916 1,260 42 42 369 369	D A A A A A A C B B B B B D D C C C C	648 1,306 1,306 2,149 2,016 1,552 1,874 2,014 1,324 1,324 1,324 53 388 388	Constrained
24900 25000 25100 25200 25200 25500 25500 25500 25500 25500 25500 25900 26000 26100 26150 26150	STRINGPELLOW RD SUMMERLIN RD SUNSHINE BL/D SUNSHINE BL/D SUNSHINE BL/D	PINELAND RD MCGRECOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR BELL BLVD SR 82 2;3RD ST SW LEE BLVD	NALISSI KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR COLONIAL BLVD COLUMBUS BLVD 23RD ST SW LEE BLVD W 12TH ST	2LN 4LD 4LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 4LD 4LD 2LN 2LN 2LN 2LN		1,060 1,980 3,000 3,000 3,000 1,900 2,880 2,880 2,880 1,820 1,820 860 1,010 1,010 1,010	C A A A A A C B B B B B D C C C C C D	551 1,243 1,243 1,919 1,919 1,419 1,454 1,783 1,916 1,916 1,916 1,260 42 42 369 369 596	D A A A A C B B B B D C C C C C C D	5,32 648 1,306 2,149 2,016 2,016 1,552 1,874 2,014 2,014 2,014 1,324 1,324 53 3,88 388 626	Constrained
21,000 22,000 25,000 25,000 25,200 25,400 25,400 25,500 25,500 25,500 25,500 25,500 26,000 26,000 26,100 25,100 25,000 26,0000 26,0000 26,0000 26,0000 26,0000 26,0000000000	STRINGPELLOW RD SUMMERLIN RD SUNSHINE BL/D SUNSHINE BL/D SUNSHINE BL/D	PINELAND RD MCGRECOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR BELL BLVD SR 82 23RD ST SW LEE BLVD W 12TH ST	NALIS SI KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR COLONIAL BLVD COLUMBUS BLVD 23RD ST SW LEE BLVD W 12TH ST W 75TH ST	2LN 4LD 4LD 6LD 6LD 4LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 4LD 2LN 2LN 2LN 2LN 2LN	E E E E E E E E E E E E E E E E E E E	1,060 1,980 3,000 3,000 1,980 2,880 2,880 2,880 1,900 2,880 1,900 1,900 1,900 1,900 1,910 1,010 1,010 860	C A A A A A C B B B B B D C C C C C C D D	551 1,243 1,243 1,919 1,919 1,919 1,454 1,783 1,916 1,916 1,916 1,260 42 42 369 369 596 623	D A A A A C B B B B B D C C C C C C D D	6,12 6,48 1,306 2,149 2,016 2,016 1,552 1,874 2,014 2,014 2,014 1,324 1,324 1,324 53 3,88 3,88 3,88 6,85 6,55	Constrained
24900 25000 25100 25200 25200 25300 25500 25500 25500 25700 25700 25700 25900 26000 26100 26100 26100 26100	STRINGPELLOW RD SUMMERLIN RD SUNSHE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD	PINELAND RD MCGRECOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR BELL BLVD SR 82 23RD ST SW LEE BLVD W 12TH ST GUNNERY RD	NALIS SI KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOV SCOUT MATHEWS DR COLONIAL BLVD COLUMBUS BLVD 23 RD ST SW LEE BLVD W 12TH ST W 75TH ST SUNSHINE BLVD	2LN 4LD 4LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 4LD 4LD 2LN 2LN 2LN 2LN 2LN 2LN	E E E E E E E E E E E E E E E E E E E	1,060 1,980 3,000 3,000 1,900 2,880 2,880 2,880 1,820 1,820 1,820 1,820 1,010 1,010 860 860	C A A A A C B B B B B D C C C C C C D D D	551 1,243 1,243 1,919 1,919 1,454 1,916 1,916 1,916 1,916 1,260 42 369 369 369 596 623 650	D A A A C B B B B B D C C C C C C D D D D	6,12 6,48 1,306 2,149 2,016 2,016 1,552 1,874 2,014 2,014 2,014 2,014 1,324 1,324 1,324 53 3,868 3,868 3,868 6,555 6,683	Constrained
24900 25000 25100 25200 25200 25500 25500 25500 25500 25600 25900 26000 26000 26100 26100 26100 26100 26100	STRINGPELLOW RD SUMMERLIN RD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD	PINELAND RD MCGRECOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR BELL BLVD SR 82 2;3RD ST SW LEE BLVD W 12TH ST GUNNERY RD COCONUT RD	NALIS SI KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOV SCOUT MATHEWS DR COLONIAL BLVD COLUMBUS BLVD 23RD ST SW LEE BLVD W 12TH ST W 12TH ST SUNSHINE BLVD ESTERO PKWY	2LN 4LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6		1,060 1,980 3,000 3,000 3,000 1,900 2,880 2,880 2,880 1,820 1,820 1,820 1,010 1,010 1,010 860 860 1,940	C A A A A C B B B B B C C C C C C C C D D D B	551 1,243 1,243 1,919 1,919 1,419 1,919 1,454 1,910 1,260 1,260 42 369 369 369 369 369 596 623 650 1,230	D A A A C B B B B B D C C C C C C D D D B	648 648 1.306 1.306 2,149 2,016 2,016 1.552 1,874 2,014 2,014 2,014 1,324 1,324 53 368 368 368 368 368 368 368 36	Constrained
24900 25000 25100 25200 25200 25500 25500 25500 25500 25600 26000 26000 26100 26100 26100 26100 26100 26100 26500	STRINGPELLOW RD SUMMERLIN RD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD	PINELAND RD MCGREGOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR BELL BLVD SR 82 23RD ST SW LEE BLVD W 12TH ST GUNNERY RD COCONUT RD ESTERO PKWY	NALIS SI KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOV SCOUT MATHEWS DR COLONIAL BLVD 23 RD ST SW LEE BLVD W 12TH ST W 75TH ST SUNSHINE BLVD ESTERO PKWY SAN CARLOS BLVD	2LN 4LD 4LD 6LD 9LN 2LN 4LD 4LD		1,060 1,980 3,000 3,000 3,000 1,900 2,880 2,880 2,880 1,820 1,820 860 1,010 1,010 860 860 1,940	C A A A A C B B B B B D C C C C C C C C C D D D D	551 1,243 1,243 1,919 1,919 1,919 1,919 1,919 1,919 1,919 1,916 1,260 42 369 369 369 369 369 596 623 650 1,230 623	D A A A A C B B B B D C C C C C C D D D D B B B B	6,12 6,48 6,48 1,306 2,149 2,016 2,016 1,552 1,874 2,014 1,324 2,014 1,324 1,324 53 3,88 3,88 3,88 6,26 6,55 6,55 6,53 1,413 7,24	Constrained
21000 24900 25000 25100 25200 25200 25500 25500 25500 25600 26000 26100 26100 26100 26100 26100 26100 26100 26500 26500	STRINGPELLOW RD SUMMERLIN RD SUNSHINE BLVD SUNSHINE BLVD	PINELAND RD MCGREGOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR BELL BLVD SR 82 23RD ST SW LEE BLVD W 12TH ST GUNNERY RD COCONUT RD ESTERO PKWY SAN CARLOS BLVD	NALIS SI KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOV SCOUT MATHEWS DR COLONIAL BLVD COLUMBUS BLVD 23RD ST SW LEE BLVD W 12TH ST WY 75TH ST SUNSHINE BLVD ESTERO PKWY SAN CARLOS BLVD MUCO RD	2LN 4LD 4LD 6LD 4LD 2LN 4LD 4LD 4LD		1,060 1,980 1,980 3,000 3,000 3,000 1,900 2,880 2,880 2,880 1,820 1,820 1,820 860 1,010 1,010 1,010 860 860 1,010 1,040 1	C A A A A A A C B B B B B B D D C C C C C C C C D D D D	551 1,243 1,243 1,919 1,019 1,019 1,458 1,916 1,916 1,916 1,260 42 3,69 3,69 3,69 3,69 5,96 6,50 1,230 6,50 1,230	D A A A A A C C B B B B B D C C C C C C C C C D D D D	6,12 6,48 1,306 1,306 2,149 2,016 2,016 1,552 1,874 2,014 2,014 2,014 2,014 2,014 1,324 1,324 1,324 1,324 1,324 1,328 3,88 3,88 3,88 3,88 3,88 5,55 6,83 1,413 7,24 2,74 1,324	Constrained
24900 24900 25000 25100 25200 25300 25500 25500 25500 25500 25500 26000 26100 26100 26100 26100 26100 26400 26400 26500 26600 26600	STRINGPELLOW RD SUMMERLIN RD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD SUNSHINE BLVD ST THREE OAKS PKWY THREE OAKS PKWY	PINELAND RD MCGREGOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR BELL BLVD SR 82 23RD ST SW LEE BLVD W 12TH ST GUNNERY RD COCONUT RD ESTERO PKWY SAN CARLOS BLVD SR 80	NATIONAL KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR COLONIAL BLVD COLUMBUS BLVD 23RD ST SW LEE BLVD W 12TH ST W75TH ST SUNSHINE BLVD ESTERO PKWY SAN CARLOS BLVD ALICO RD ORTIZ AVE	2LN 4LD 4LD 6LD 4LD 2LN		1,060 1,980 1,980 3,000 3,000 3,000 2,880 2,880 2,880 1,820 1,820 1,820 860 1,010 1,010 1,010 1,010 1,010 860 860 1,940 1,940 860	C A A A A A C B B B B B B D D C C C C C C C C C D D D D	551 1,243 1,243 1,919 1,019 1,919 1,454 1,919 1,454 1,916 1,916 1,916 1,916 1,260 42 3,69 3,69 3,69 3,69 3,69 3,69 3,650 1,230 6,623 1,63	A A A A A C C B B B B B C C C C C C C C	6,12 6,48 6,48 1,306 1,306 2,149 2,016 2,016 1,552 1,874 2,014 2,014 2,014 2,014 2,014 1,324 1,324 1,324 1,324 1,324 1,324 53 3,88 3,88 3,88 6,26 6,55 6,85 3,88 6,25 6,55 6,85 1,413 7,24 9,76 1,71	Constrained
24900 24900 25000 25000 25200 25200 25500 25500 25500 25600 26500 26400 26400 26400 26400 26400 26500 26600 26600 26600 26600 26600	STRINGPELLOW RD SUMMERLIN RD SUMSHINE BLVD SUNSHINE SUNSHINE BLVD	PINELAND RD MCGREGOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR BELL BLVD SR 82 23RD ST SW LEE BLVD W 12TH ST GUNNERY RD COCONUT RD ESTERO PKWY SAN CARLOS BLVD SR 80 ORTIZ AVE	NATIONAL KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR COLONIAL BLVD COLUMBUS BLVD 23RD ST SW LEE BLVD W 12TH ST SUNSHINE BLVD ESTERO PKWY SAN CARLOS BLVD ALICO RD ORTIZ AVE STALEY RD	2LN 4LD 4LD 6LD 4LD 2LN 3LN		1,060 1,980 3,000 3,000 3,000 2,880 2,880 2,880 1,820 1,820 1,620 1,010 1,010 1,010 1,010 1,010 860 860 1,940 1,940 1,940 1,940 860	C A A A A A C B B B B B D D C C C C C C C D D D D D	551 1,243 1,243 1,919 1,919 1,919 1,454 1,783 1,916 1,916 1,916 1,916 1,916 1,916 1,916 1,916 1,916 1,916 1,916 1,916 1,916 1,916 1,916 1,919 1,454 1,919 1,916 1,916 1,916 1,916 1,916 1,916 1,926 1,937 1,937 1,	A A A A A A A A B B B B B D C C C C C C C C C D D D D D	6,12 6,48 6,48 1,306 1,306 2,149 2,016 2,016 1,552 1,874 2,014 1,324 1,324 1,324 1,324 1,324 1,324 1,324 1,324 53 388 388 626 655 683 1,413 724 975 171 716	Constrained
24900 24900 25000 25000 25300 25300 25500 25500 25600 25600 26000 26100 26100 26100 26100 26100 26100 26100 26000 26400 26500 26600 26600 26600 26600 26600 26600 26600	STRINGPELLOW RD SUMMERLIN RD SUMSHINE BLVD SUNSHINE BLVD	PINELAND RD MCGRECOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR BELL BLVD SR 82 23RD ST SW LEE BLVD W 12TH ST GUNNERY RD COCONUT RD ESTERO PKWY SR 80 ORTIZ AVE TERMIMAL ACCESS RD	NATIS SI KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR COLDIAL BLVD COLDIAL BLVD 23RD ST SW LEE BLVD W 12TH ST W 75TH ST SUNSHINE BLVD ESTERO PKWY SAN CARLOS BLVD ALICO SD ORTIZ AVE STALEY RD DANIELS PKWY	2LN 4LD 4LD 6LD 4LD 2LN 4LD 4LD 2LN 2LN 4LD 4LD 4LN		1,060 1,980 3,000 3,000 3,000 1,900 2,880 2,880 2,880 1,820 1,820 1,620 1,010 1,010 1,010 1,010 1,010 860 860 1,940 1,940 860 860 1,940 1,940 860 860 1,980	C A A A A A C B B B B B D D C C C C C C D D D D D B A A A C C C A C C A A A A A A A A A A	551 1,243 1,243 1,919 1,919 1,919 1,454 1,916 1,926 1,926 1,937 1,93	A A A A A A A A B B B B B B D C C C C C C C C C C C D D D D	6,12 6,48 1,306 1,306 2,016 2,016 2,016 1,552 1,874 2,014 2,014 2,014 1,324 53 388 388 626 655 683 1,413 724 975 171 716 1,510	Constrained
24900 24900 25000 25000 25200 25300 25500 25500 25600 25600 26100 26100 26100 26100 26100 26100 26100 26100 26000 26500 26500 26600 26600 26600 26600 26600 26600 26600 26600 26600 26600 26600 26700 26700	STRINGPELLOW RD SUMMERLIN RD SUMSHINE BLVD SUNSHINE BLVD SUSSHINE BLVD	PINELAND RD MCGRECOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR BELL BLVD SR 82 23RD ST SW LEE BLVD W 12TH ST GUNNERY RD COCONUT RD ESTERO PKWY SAN CARLOS (ILVI) SR 80 ORTIZ AVE TERMIMAL ACCESS RD DANIELS PKWY	NATIS SI KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR COLONIAL BLVD COLUNBUS BLVD 23RD ST SW LEE BLVD W 12TH ST W 75TH ST SUNSHINE BLVD ESTERO PKWY SAN CARLOS BLVD ALICO RD ORTIZ AVE STALEY RD DANIELS PKWY AMBERWOOD RD	2LN 4LD 4LD 6LD 4LD 2LN 4LD 4LD 2LN 2LN 4LD 4LD 4LD		1,060 1,980 3,000 3,000 3,000 1,900 2,880 2,880 2,880 1,820 1,820 1,010 1,010 1,010 1,010 1,010 860 860 1,940 1,940 1,940 1,980 1,980	C A A A A A C B B B B B D D C C C C C D D D D D D D	551 1,243 1,243 1,919 1,919 1,919 1,454 1,783 1,916 1,260 42 369 369 596 623 650 1,260 1,260 1,260 1,260 1,260 1,260 1,260 1,270 163 203 1,272 880	D A A A A A A A B B B B D D C C C C C D D D B B B B B C C D D A A A	6,12 6,48 1,306 1,306 2,016 2,016 2,014 2,014 2,014 1,324 1,324 53 388 388 626 655 683 1,413 724 975 171 716 1,510 924	Constrained
21000 24900 25000 25000 25200 25200 25500 25500 25500 25600 26600 26100 26100 26100 26100 26100 26100 26100 26000 26000 26500 26600 26600 26600 26600 26600 26600 26600 26700 26800	STRINGPELLOW RD SUMMERLIN RD SUMSHER BLVD SUNSHINE SUNSHINE BLVD SUNSHINE SUNSHINE SUN	PINELAND RD MCGRECOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR BELL BLVD SR 82 23RD ST SW LEE BLVD W 12TH ST GUNNERY RD COCONUT RD ESTERO PKWY SAN CARLOS BLVD SR 80 ORTIZ AVE TERMIMAL ACCESS RD DANIELS PKWY AMBERWOOD RD	NALIS SI KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR COLONIAL BLVD COLONIAL BLVD COLONIAL BLVD COLONIAL BLVD ESTERO PKWY SAN CARLOS BLVD MICORD ORTIZ AVE STALEY RD DANIELS PKWY AMBERWOOD RD COLONIAL BLVD	2LN 4LD 4LD 6LD 4LD 2LN 2LN 2LN 2LN 2LN 2LN 4LD 4LD 4LD 2LN 2LN 2LN 4LD 4LD 2LN 2LN 4LD 4LD 4LD 4LD 4LD 4LD 4LD 4LD		1,060 1,980 3,000 3,000 3,000 1,900 2,880 2,880 2,880 1,820 1,820 1,820 1,010 1,010 1,010 1,010 860 4,940 1,940 1,940 1,940 1,980 1,980 1,980	C A A A A A C B B B B D D C C C C C C D D D D B A A C C C A A A A A A A A A A A A A A	551 1,243 1,243 1,919 1,919 1,454 1,783 1,916 1,916 1,916 1,260 42 42 369 596 623 650 3,230 623 650 3,230 623 623 623 623 623 623 623 623 623 623	A A A A A A C B B B B D D C C C C C C C C C C C C D D D D	6,12 6,48 1,306 1,306 2,016 2,016 2,016 1,552 1,874 2,014 2,014 1,324 53 388 626 6553 683 1,413 724 975 171 716 1,510 924	Constrained
24900 25000 25000 25100 25300 25500 25500 25500 25500 25600 26000 26100 26100 26100 26100 26100 26500 26500 26500 26500 26600 26600 26600 26600 26700 26800 27000 27030	STRINGPELLOW KD SUMMERLIN RD SUMMERLIN RD SUMSHINE BLVD SUNSHINE BLVD	PINELAND RD MCGRECOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR BELL BLVD SR 52 23RD ST SW LEE BLVD W 12TH ST GUNNERY RD COCONUT RD ESTERO PKWY SAN CARLOS BLVD SR 80 ORTIZ AVE TERMIMAL ACCESS RD DANIELS PKWY AMBERWOOD RD OLD 41	NATIS 31 KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR COLONIAL BLVD 23RD ST SW LEE BLVD W 12TH ST W 75TH ST SUNSHINE BLVD ESTERO PKWY SAN CARLOS BLVD ALICO RD ORTIZ AVE STALEY RD DANIELS PKWY AMBERWOOD RD COLONIAL BLVD	2LN 4LD 6LD 4LD 2LN 2LN 2LN 2LN 2LN 2LN 4LD 4LD 4LD 2LN 2LN 2LN 4LD 6LD		1,060 1,980 3,000 3,000 3,000 1,900 2,880 2,880 2,880 1,900 1,900 1,900 1,900 1,010 1,010 1,010 860 860 1,940 1,980 1,980 1,940 1,940 1,980 1,980 1,940 1,940 1,980 1,980 1,940 1,940 1,980 1,980 1,940 1,940 1,980 1,980 1,940 1,980	C A A A A A C C B B B B D D C C C C C C C C C C C C	551 1,243 1,243 1,919 1,919 1,454 1,783 1,916 1,260 1,260 42 369 596 623 650 1,230 623 650 1,230 623 0,13 1,613 203 1,272 880 880 2,662	D A A A A A C B B D D C C C D D D B B C C D D C C A A A A A A	6,32 648 1,306 1,306 2,016 2,016 2,016 1,552 1,874 2,014 2,014 2,014 1,324 1,324 53 388 388 626 655 683 1,413 724 976 1,510 924 2,712	Constrained
24900 25000 25000 25100 25300 25500 25500 25500 25500 25600 25900 26000 26100 26100 26100 26100 26100 26500 26500 26500 26500 26600 26600 26900 26900 27030 27030	STRINGPELLOW KD SUMMERLIN RD SUMMERLIN RD SUNSHINE BL/D SUNSHINE BL/D	PINELAND RD MCGRECOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR BELL BLVD SR 82 23RD ST SW LEE BLVD W 12TH ST GUNNERY RD COCONUT RD ESTERO PKWY SAN CARLOS BLVD SR 80 ORTIZ AVE TERMIMAL ACCESS RD DANIELS PKWY AMBERWOOD RD OLD 41 CORKSCREW RD	NATIS SI KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR COLONIAL BLVD COLUMBUS BLVD 23RD ST SW LEE BLVD W 12TH ST W 75TH ST SUNSHINE BLVD ESTERO PKWY SAN CARLOS BLVD ALICO RD ORTIZ AVE STALEY RD DANIELS PKWY AMBERWOOD RD COLONIAL BLVD	2LN 4LD 4LD 6LD 4LD 2LN 2LN 2LN 2LN 2LN 4LD 4LD 2LN 4LD 4LD 4LD 4LD 6LD 6LD	E E E E E E E E E E E E E E E E E E E	1,060 1,980 3,000 3,000 3,000 3,000 1,900 2,880 2,880 2,880 1,820 1,820 1,820 1,820 1,820 1,820 1,010 1,010 1,010 1,010 860 860 1,940 1,940 1,940 1,940 1,980 1,980 1,980 3,471 3,471	C A A A A A A C C B B B B B D D C C C C C C C D D D D	551 1,243 1,243 1,919 1,919 1,454 1,916 1,916 1,260 1,260 42 369 596 623 650 1,230 623 650 1,230 623 623 1,230 623 1,230 623 1,272 880 880 880 2,662 2,422	D A A A A A A A A A A A A A B B B D C C D D D B B C D D A A A A A A A	6,48 6,48 1,306 1,306 2,149 2,016 2,016 1,552 1,874 2,014 2,014 2,014 1,324 53 388 626 655 683 1,413 724 975 171 716 1,510 924 2,712 2,485	Constrained
2-1000 24900 25000 25000 25200 25200 25500 25500 25500 25500 25500 25600 26600 26100 26100 26100 26100 26100 26000 26500 26600 26600 26600 26600 26600 26700 26900 27000 27000 27000	STRINGPELLOW KD SUMMERLIN RD SUMMERLIN RD SUNSHINE BLVD SUNSHINE SUNSHINE SUNSHINE SUNSHINE SUNSHINE	PINELAND RD MCGRECOR BLVD KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR BELL BLVD SR 82 23RD ST SW LEE BLVD W 12TH ST GUNNERY RD COCONUT RD ESTERO PKWY SAN CARLOS BLVD SR 80 ORTL2 AVE TERMIMAL ACCESS RD DANIELS PKWY AMBERWOOD RD OLD 41 CORKSCREW RD SANDAEL BLVD	NATIS ST KELLY COVE RD SAN CARLOS BLVD PINE RIDGE RD BASS RD GLADIOLUS DR CYPRESS LAKE DR COLLEGE PKWY PARK MEADOW DR BOY SCOUT MATHEWS DR COLONIAL BLVD COLUMBUS BLVD 23RD ST SW LEE BLVD W 12TH ST W 75TH ST SUNSHINE BLVD ESTERO PKWY SAN CARLOS BLVD ALICO RD COLONIAL BLVD COLONIAL BLVD COLONIAL SF WY AMBERWOOD RD COLONIAL BLVD COLONIAL BLVD COLONIAL BLVD	2LN 4LD 4LD 6LD 4LD 2LN 2LN 2LN 2LN 4LD 4LD 2LN 4LD 4LD 4LD 6LD 6LD	E E E E E E E E E E E E E E E E E E E	1,060 1,980 3,000 3,000 3,000 1,900 2,880 2,880 2,880 1,900 1,900 1,900 1,900 1,900 1,010 860 1,910 1,940 1,940 1,940 1,940 1,940 1,940 1,980 1,980 1,980 3,471 3,171 3,171	C A A A A A A C B B B B B D D C C C C C C C C C C A A A C C C C C	551 1,243 1,243 1,919 1,919 1,919 1,919 1,919 1,916 1,260 42 369 369 369 596 623 650 1,230 623 623 623 1,230 623 1,230 623 1,230 623 1,230 623 1,230 623 203 1,272 880 880 2,662 2,422 2,623	D A A A A A A A A A A A A A B B B D C C D D D D C D A A A A A A A	5,12 6,48 1,306 1,306 2,149 2,016 2,016 1,552 1,874 2,014 1,324 53 388 626 655 663 1,413 724 975 171 716 1,510 924 2,712 2,485 2,686	Constrained

TRAFFIC DATA FROM THE LEE COUNTY TRAFFIC COUNT REPORT

Updated 2/24/21	Daily Traffic Volume (AADT)											
STREET	LOCATION	Sta- tion #	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
ALABAMA RD	S OF HOMESTEAD RD	200	8800	11100	9000	9300	10300	11000		10200	10700	7900
ALICO RD	E OF US 41	204	21800	21700	23400	19900	21900	24100	22100	22800	24200	25600
ALICO RD	E OF LEE RD	207										
ALICO RD	W OF 1 - 75	10	25800	27200	29100	38400	41100	43600	44800	47900	49800	41900
ALICO RD	E OF I - 75	53	26200	26000	26900	28400	25600	24300	24600	26200	24200	20200
ALICO RD	E OF BEN HILL GRIFFIN PKWAY	205				7500		8500		8900		
BASS RD	N OF SUMMERLIN RD	216	8200		8400		8200		11500		11400	

Updated 2/24/21		Daily Traffic Volume (AADT)										
STREET	LOCATION	Sta- tion #	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
SUNSHINE BLVD	N OF IMMOKALEE RD	413			3900	4000		3900		3300		
SUNSHINE BLVD	S OF LEE BLVD	406			6100	7100		7500		7500		8500
SUNSHINE BLVD	N OF LEE BLVD (CR 884)	412			10300	8300		10100		12100		14000
TERMINAL ACCESS RD	E OF TREELINE AVE	<u>59</u>	24000	23300	23500	26400				27100	28500	18400
THREE OAKS PKWY	S OF CORKSCREW RD	525	16100	18700	18800		20900	21800	25100	20800	23900	
THREE OAKS PKWY	N OF CORKSCREW RD	415	14700	20200	19900							-
THREE OAKS PKWY	S OF ESTERO PKWY	72			16000	16600	16500	16800	17900		21700	18000
THREE OAKS PKWY	S OF ALICO RD	414	9500	12700	13700	11800	12300	13100	14100	12300		13600
TICE ST	W OF ORTIZ AV	417										
TICE ST	W OF 175	416				3000		3500		3800		3400
TREELINE AVE	S OF PELICAN COLONY BLVD	62	7300	8200	8900	9700	10800	11600	11800	13100	13700	11600
TREELINE AVE	N OF AIRPORT TERMINAL	<u>61</u>	23600	23800	24500	25500	23800	25000	23800	23400	22700	14600
12 ST W	E OF GUNNERY RD	472					4100				5200	
23RD ST SW	E OF GUNNERY RD	469			10200	11000		11800	12700	13200		16400

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





2027 FSUTMS TRAFFIC DATA PROVIDED BY LEE COUNTY



TRIP GENERATION EQUATIONS

Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units On a: Weekday

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



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

Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs:	Dwelling Units
On a:	Weekday,
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Number of Studies:	60
Avg. Num. of Dwelling Units:	208
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



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



Vehicle Trip Ends vs: Rooms On a: Weekday

General Urban/Suburban
6
146
50% entering, 50% exiting

Vehicle Trip Generation per Room

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

Data Plot and Equation





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

Vehicle Trip Generation per Room

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

Data Plot and Equation



H (3	otel 10)
Vehicle Trip Ends vs:	Rooms
On a:	Weekday,
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Number of Studies:	28
Avg. Num. of Rooms:	183
Directional Distribution:	51% entering, 49% exiting
Vehicle Trip Generation per Room	

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

Data Plot and Equation



General Office Building (710)

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

Setting/Location: General Urban/Suburban

Number of Studies:	66
Avg. 1000 Sq. Ft. GFA:	171
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



General Office Building (710)

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

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average RateRange of RatesStandard Deviation1.160.37 - 4.230.47

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs:	1000 Sq. Ft. GFA
On a:	Weekday,
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Number of Studies:	32
Avg. 1000 Sq. Ft. GFA:	114
Directional Distribution:	16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Shopping Center (820)

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

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

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate 37.75 Range of Rates 7,42 - 207.98

Standard Deviation 16.41

Data Plot and Equation



Shopping Center (820)

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

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Range of Rates	Standard Deviation
0.18 - 23.74	0.87
	Range of Rates 0.18 - 23.74

Data Plot and Equation



Shopping Center (820)

Vehicle Trip Ends vs:1000 Sq. Ft. GLAOn a:Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.Setting/Location:General Urban/SuburbanNumber of Studies:261Avg. 1000 Sq. Ft. GLA:327Directional Distribution:48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average RateRange of RatesStandard Deviation3.810.74 - 18.692.04

Data Plot and Equation





LEE PLAN ANALYSIS - M11

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

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

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

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

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

It is important to note that similar to the Commercial Industrial Interchange land use category, the General Interchange land use category allows for light industrial uses. While neither the existing zoning or the proposed zoning seeks industrial uses, the proposed change to the future land use category will have no effect on the amount of industrial acreage within Lee County.

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

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

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

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

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

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

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

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

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

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

STANDARD 4.1.1; WATER.

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

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

STANDARD 4.1.2: SEWER.

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

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

STANDARD 4.1.4: ENVIRONMENTAL FACTORS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The northwest corner of the subject property is located in Airport Noise Zone C, outside of the area where noise sensitive uses are prohibited. Most of the property is located outside of any airport noise zone. The proposed development wil comply with all other land use regulations ensuring compatibility with airport operations.
POLICY 47.2.4: In the interest of the safety of air commerce, the County will not approve a temporary or permanent structure which is an obstruction to air navigation and affects the safe and efficient use of navigable airspace or the operation of planned or existing air navigation and communication facilities; or, does not comply with placement, lighting and marking standards established by the Port Authority, Florida Statutes, or FAA rules and regulations.

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

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

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

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

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

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

The subject property is part of the overall Stormwater Management System for McGarvey Research Park. The overall system is permitted by South Florida Water Management District under Permit # 36-05268-P and provides the required water quality treatment prior to discharge. The restricted water quality and quantity discharge rates detain water within the stormwater system which reduce nutrients and suspended solids prior to discharge offsite. Commercial area provide a minimum of $\frac{1}{2}$ " dry pre-treatment prior to discharge into the master stormwater system. **POLICY 125.1.3:** The design, construction, and maintenance of artificial drainage systems must provide for retention or detention areas and vegetated swale systems that minimize nutrient loading and pollution of freshwater and estuarine systems.

The subject property is part of the overall Stormwater Management System for McGarvey Research Park. The overall system is permitted by South Florida Water Management District under Permit # 36-05268-P and provides the required water quality treatment prior to discharge. The restricted water quality and quantity discharge rates detain water within the stormwater system which reduce nutrients and suspended solids prior to discharge offsite. Commercial area provide a minimum of $\frac{1}{2}$ " dry pre-treatment prior to discharge into the master stormwater system which then provides the remaining water quality treatment.

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

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

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

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



INTRODUCTION

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

SITE CONDITIONS

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

VEGETATIVE CLASSIFICATIONS

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

FLUCCS	DESCRIPTION DESCRIPTION DESCRIPTION DESCRIPTION	
211		
411E3	11E3 Pine Flatwoods Invaded by Exotics (51 – 75%)	
411E4	1E4 Pine Flatwoods Invaded by Exotics (76 – 90%)	
422	Brazilian Pepper	1.41
510D	Ditches	2.31
	Total	46.71

Table 1. Acreage Summary by FLUCCS Code

FLUCCS Code 211, Improved Pastures

The majority of the property is well maintained cattle pasture. The pasture is dominated by Bahia grass (*Paspalum notatum*). Additional species present include smutgrass (*Sporobolus indicus*), whitehead broom (*Spermacoce verticillata*), chocolate weed (*Melochia* sp.), flatsedges (*Cyperus* spp.), rustweed (*Polypremum procumbens*), goatweed (*Scoparia dulcis*), and cogongrass (*Imperata cylindrica*). SECTION: 3 TOWNSHIP: 46 S RANGE: 25 E



FLUCCS Code 411E3, Pine Flatwoods Invaded by Exotics (51 – 75%)

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

FLUCCS Code 411E4, Pine Flatwoods Invaded by Exotics (76 – 90%)

The canopy in these areas consists of melaleuca and scattered slash pine. Dense Brazilian pepper dominates the midstory. Ground cover consists of scattered patches of saw palmetto, bare ground, grape vine (*Vitis* sp.), and greenbrier (*Smilax* sp.).

FLUCCS Code 422, Brazilian Pepper

Areas of dense Brazilian pepper are present along the edges of the improved pasture.

FLUCCS Code 510D, Ditches

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

SURVEY METHOD

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

Species listed as endangered, threatened, or species of special concern by the Florida Fish and Wildlife Conservation Commission (FWC) or the United States Fish and Wildlife Service (FWS) that could potentially occur on the subject parcel according to the Lee County Protected Species Ordinance are shown in Table 2. This list from the Lee County Protected Species Ordinance is general in nature, contains species that were subsequently delisted by the state, does not necessarily reflect existing conditions within or adjacent to the 46.71± acre property, and is provided for general informational purposes only. The bald eagle (*Haliaeetus leucocephalus*) (which has been delisted by the FWC and FWS but is still protected by other regulations), the Florida black bear (*Ursus americanus floridanus*) (delisted in 2012 and still protected by the Florida Black Bear Management Plan), and the Florida bonneted bat (*Eumops floridanus*) (which was listed by the FWS after Ordinance No. 89-34 was adopted by Lee County) were also included in the survey.

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

FLUCCS CODE	Percent Survey Coverage	Species Name	Present	Absent
211	80	Florida Sandhill Crane (<i>Grus canadensis</i> <i>pratensis</i>) Florida Panther (<i>Felis concolor coryi</i>)		1
411E3 411E4	80	 Gopher Frog (<i>Rana areolata</i>)* Eastern Indigo Snake (<i>Drymarchon corais couperi</i>) Gopher Tortoise (<i>Gopherus polyphemus</i>) Red-cockaded Woodpecker (<i>Picoides borealis</i>) Southeastern American Kestrel (<i>Falco sparverius paulus</i>) Big Cypress Fox Squirrel (<i>Sciurus niger avicennia</i>) Florida Black Bear (<i>Ursus americanus floridanus</i>)* Florida Panther (<i>Felis concolor coryi</i>) Beautiful Pawpaw (<i>Deeringothamnus pulchellus</i>) Fakahatchee Burmannia (<i>Burmannia flava</i>) Florida Coontie (<i>Zamia floridana</i>) Satinleaf (<i>Chrysophyllum olivaeforme</i>) 		x x x x x x x x x x x x x x x x x x x
422	80	None		

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

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

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

SURVEY RESULTS

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

Y:\STOCK-26\PSA.docx

SECTION: 3 TOWNSHIP: 46 S RANGE: 25 E







Daniel DeLisi

P. .

From: Sent: To: Subject: Attachments: Vovsi, Eman M. <Eman.Vovsi@DOS.MyFlorida.com> Thursday, September 9, 2021 8:29 AM Daniel DeLisi RE: Letter on Historic Resources Template 102.pdf

Completed; no cultural resources detected Regards,

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

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

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

EMAIL RECEIVED FROM EXTERNAL SOURCE

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

Greetings,

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

Best regards.

Daniel DeLisi, AICP DeLisi, Inc. <u>dan@delisi-inc.com</u> <u>www.delisi-inc.com</u>





STATE POLICY PLAN Exhibit T9

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



REGIONAL POLICY PLAN EXHIBIT T10

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