



Dirk A Danley Jr
Senior Planner
Lee County Community Development
1500 Monroe St.
Fort Myers, FL 33902

December 5, 2022

**Re: Alico Crossroads
DCI2022-00005 – Major MPD
Additional Information Letter**

Mr. Danley,

In follow up to our prior conversations and your meeting with TR Transportation on November 22nd, please see the attached revised Schedule of Deviations and parking demand study in support of the added deviation request.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

DeLisi, Inc.

A handwritten signature in blue ink, appearing to read "Daniel DeLisi".

Daniel DeLisi, AICP
President

1. Deviation from LDC Section 10-329 (d)(4) which requires banks of excavations to be sloped at a ratio not greater than 6:1 slope to allow for 4:1 lake bank slopes.

The proposed slope stabilization measure is a 4:1 bank slope stabilized with sod ground cover. The proposed project's surface water management system design will preclude the majority of surface water flows generated within the site from flowing across the lake bank. The majority of site areas upstream of the lake top-of-bank will be directed to proposed catch basins, which then convey flows to the lake via proposed storm water piping/culverts.

Additionally, in lieu of herbaceous littoral plantings within the proposed lake, the lake bank will be planted with native wetland trees. These trees and their root systems will provide for additional stabilization of the lake bank.

Accordingly, based on the limitation of surface water flows across the proposed lake bank, the 4:1 slopes stabilized with sod ground cover and the native wetland trees to be planted within/adjacent to the lake bank will provide adequate stabilization to prevent recurring erosion or stabilization issues. The proposed design will be signed/sealed accordingly by the project's Engineer of Record at time of development permitting, and will be certified by the Engineer of Record post-construction.

2. Deviation from LDC Section 10-418(2)d which requires littoral areas to be planted with herbaceous plant material to allow for the planting of no herbaceous plants on the littorals area on the water management lake.

3. Deviation from LDC Section 10-418(2)d.3 which requires that only 25% of the herbaceous plants on littoral areas can be converted to wetland trees to allow for the conversion of 100 percent of the required littoral plantings to wetland trees.

Deviations 4 and 5 are needed in order to comply with water quality standards in the Lee Plan while at the same time protect against creating wildlife attractors in proximity to airport operations. The proposed lake within the project's development area is within 10,000 feet of airport operations. In accordance with FAA guidelines lake area must not contain littoral plantings that may attract birds and contribute to the risk of bird strikes with airplanes. The proposed conversion of littoral plants to wetland plants will help maintain water quality requirements of Lee County and the SFWMD while also minimizing risk of bird strikes with airplanes.

4. Deviation from Section 34-2020(a), which requires that multi-family units provide 2 spaces per unit plus an additional 10% for guest parking, to allow for a total parking requirement of 1.75 spaces per unit.

The total code required parking equates to 1,045 for Master Concept Plan A and 935 spaces under Master Concept Plan B. The deviation request is for a reduction to a requirement of 1.75 spaces per unit or a total of 832 spaces for Master Concept Plan A and 744 for Master

Concept Plan B. According to the attached parking demand study produced by TR Transportation, the total parking need for the proposed use is 1.63 space per unit. The proposed reduction to 1.75 spaces per unit still allows for the inclusion of 57 additional spaces for Master Concept Plan A over the demand for parking that is needed. Additional un-used parking creates additional impervious paved surface area which increases stormwater runoff and potential pollutants.

The reduction of the parking requirement to eliminate unused paved areas is a significant enhancement to the Master Concept plan and has no negative impact on the health, safety or welfare of the general public. As demonstrated in the attached parking demand study, the request is justified based on the actual need for parking for the multi-family use.



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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

PARKING DEMAND STUDY

FOR

MULTI-FAMILY RESIDENTIAL PARKING DEMAND STUDY ALICO CROSSROADS

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

December 5, 2022



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I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a parking demand study for multi-family residential units in Lee County, Florida. The parking study was conducted in order to support a parking deviation request for the Alico Crossroads CPD zoning amendment located on Three Oaks Parkway north of Alico Road in Lee County, Florida.

The parking demand study was performed in order to support a parking deviation request for multi-family residential uses, specifically for the project known as Alico Crossroads CPD, located on the east side of Three Oaks Parkway just north of Alico Road. The specific request is for relief to the parking requirements for multi-family residential uses as outlined in Section 34-2020, Table 34-2020(a) of the Lee County Land Development Code. This table states that multi-family projects should provide **two spaces for every unit** and then in Note (1), it states that ***“In addition to the spaces required, additional parking spaces equal to ten percent of the total required must be provided to accommodate guest parking in a common parking area.”*** In addition to the spaces required for the multi-family dwelling units, Lee County requires that additional parking be provided for the Clubhouse. These requirements are also outlined in Table 34-2020(a) and state that **four (4) spaces for every 1,000 square feet of total floor area** must be provided.

The Alico Crossroads CPD is proposed to have a total of 475 dwelling units with a amenity uses. The comprehensive parking demand study conducted by TR Transportation Consultants of similar multi-family apartment communities in Lee County determined that the maximum parking demand experienced was **1.63 spaces per unit** (inclusive of guest and clubhouse parking). For the Alico Crossroads CPD with 475 units proposed, this would require a total of 775 parking spaces to meet the demand.



II. METHODOLOGY

The methodology of the parking study was discussed with Lee County Development Services staff and is consistent with the methodology described in the Institute of Transportation Engineer's (ITE) report titled *Parking Generation*, 5th Edition. This study was a supplement to a previous study conducted in 2020 as part of the Carissa Minor RPD zoning application (DCI2020-00013) and the Daniels Falls property, which was going to file for a parking deviation but instead filed for a change in Future Land Use to go into the Mixed Use Overlay, which permits a reduction in parking that met the clients needs. For the Carissa Minor RPD application a methodology memorandum was submitted to Lee County staff and a study was prepared and submitted for staff to review. Comments were issued by Lee County as part of that application but were never addressed by the applicant and the request for a parking deviation as part of DCI2020-00013 was dropped. This study is intended to supplement and add to the data collection effort, following the same methodology as was used in the 2020 study. An updated methodology meeting was held with Lee County staff on February 2, 2022 for the Daniels Falls project and then another updated Methodology was held with Staff on November 22, 2022. Based on those discussion, three (3) additional sites were selected to survey and the three sites surveyed in 2020 were surveyed again in 2022.

The Parking Demand Study included collecting parking data at six (6) existing multi-family residential rental communities in Lee County. The study sites were selected based on the similarity in market rents to what will be in place at the Alico Crossroads CPD community, the demographics of the properties and the date of construction of the properties. The selected sites are all "A" properties and all are market level rents. All of the communities have an occupancy level of greater than 90%. The following provides a summary of the three (3) new sites that were surveyed as well as the three sites that were re-surveyed part of this updated study



Springs at Six Mile Cypress (Re-Surveyed Site)

The Springs at Six Mile Cypress is located at 5560 Six Mile Commercial Court, which is on Six Mile Cypress Parkway between U.S. 41 and Metro Parkway in Lee County. This community has 288 units in buildings containing two stories. There is a total of 494 surface parking spaces on the property. There are a total of 37 single car garages on the property. At the time of the survey, 20 of the garages were leased. There are a total of 103 Studio/One Bedroom units, 129 Two Bedroom units and 56 Three Bedroom units for a total of 529 Bedrooms on the property. The occupancy of this property at the time of the parking study was 93%. The location of this site is illustrated on **Figure 1** located in the Appendix of this report.

Longitude 81 (Re-Surveyed Site)

The Longitude 81 is located at 11221 Everblades Parkway, which is on the west side of Ben Hill Griffin Parkway in front of the Hertz Arena in Estero, Florida. This community has 260 units in buildings containing two stories. There is a total of 552 surface parking spaces on the property. There are a total of 24 single car garages on the property. At the time of the survey, the number of garages that were leased was not provided by Property Management. Therefore, to be conservative, it was assumed that 75% of the garages, or 21 garages, were leased at the time of the survey. There are a total of 126 Studio/One Bedroom units, 108 Two Bedroom units and 22 Three Bedroom units for a total of 408 Bedrooms on the property. The occupancy of this property at the time of the parking study was 94%. The location of this site is illustrated on **Figure 2** located in the Appendix of this report.

The Venetian (Re-Surveyed Site)

The Venetian is located at 4051 Regata Way, which is on the north side of Winkler Avenue between Colonial Boulevard and Veronica Shoemaker Boulevard in the City of Fort Myers, Florida. This community has 436 units in buildings containing two and three stories. There is a total of 692 surface parking spaces on the property. There are a total of 125 single car garages on the property. At the time of the survey, 75 of the garages were leased. There are a total of 204 Studio/One Bedroom units, 192 Two Bedroom units and 40 Three Bedroom units for a total of 708 Bedrooms on the property. The occupancy of



this property at the time of the parking study was 91%. The location of this site is illustrated on **Figure 3** located in the Appendix of this report.

Decorum

Decorum is located at 9851 Decorum Drive in the City of Fort Myers, which is on the east side of Six Mile Cypress Parkway approximately one (1) mile south of Colonial Boulevard. This community has 435 units in buildings containing four stories. There is a total of 682 surface parking spaces on the property. There are a total of 161 single car garages on the property. At the time of the survey, 139 of the garages were leased. There are a total of 144 Studio/One Bedroom units, 243 Two Bedroom units and 48 Three Bedroom units for a total of 774 Bedrooms on the property. The occupancy of this property at the time of the parking study was 93%. The location of this site is illustrated on **Figure 4** located in the Appendix of this report.

Vive

Vive is located at 3100 Champion Ring Road in the City of Fort Myers, which is located in the Forum development north of Colonial Boulevard and south of S.R. 82 just east of I-75. This community has 288 units in buildings containing four stories. There is a total of 504 surface parking spaces on the property. There are a total of 52 single car garages on the property. At the time of the survey, 42 of the garages were leased. There are a total of 144 Studio/One Bedroom units, 128 Two Bedroom units and 16 Three Bedroom units for a total of 448 Bedrooms on the property. The occupancy of this property at the time of the parking study was 92%. The location of this site is illustrated on **Figure 5** located in the Appendix of this report.

Springs at Cape Coral

Springs at Cape Coral is located at 2800 Yellow Creek Loop in the City of Cape Coral, which is located on the south side of Pine Island Road (SR 78) approximately $\frac{3}{4}$ of a mile west of U.S. 41. This community has 292 units in buildings containing two stories. There is a total of 529 surface parking spaces on the property. There are a total of 36 single car garages on the property. At the time of the survey, 26 of the garages were leased. There are a total of 130 Studio/One Bedroom units, 140 Two Bedroom units and 22 Three



Bedroom units for a total of 476 Bedrooms on the property. The occupancy of this property at the time of the parking study was 93%. The location of this site is illustrated on **Figure 6** located in the Appendix of this report.

The surveys were conducted in March and April of 2022. The occupancy counts at the three new sites (Decorum, Vive and Springs at Cape Coral) were completed on five different days and each survey was conducted near or after midnight on each occasion. The three sites that were previously surveyed in early 2020 (Springs at Six Mile, The Venetian, Longitude 81) were surveyed for a total of seven (7) days on or after midnight on each occasion. The total number of vehicles parked in a surface parking space on the property were surveyed once on surveyed evening. The data collection was consistent with the methodologies outlined in the ITE *Parking Generation Manual*, 5th Edition.

The raw data sheets from the parking occupancy study for each property are included in the Appendix of this report for reference. The raw data sheets indicate the date and time of each survey, the **TOTAL** number of vehicles parked on the property, the number of those vehicles that were parked in a marked handicap space, the number of vehicles parked in marked Visitor spaces (if any were identified), number vehicles parked in marked loading areas and the number of vehicles parked at the Clubhouse.



III. RESULTS

The peak parking occupancy was surveyed at each property and is summarized in **Table 1**. Table 1 identifies the number of units and the parking demand rate based on the number of units. This rate includes guest parking, handicap parking, clubhouse parking and garage parking. This is based on the **HIGHEST** number of parking spaces/garages occupied at the time of the survey. The data sheets contained in the Appendix of this report illustrate the parking demand rate based on both the **HIGHEST** demand as well as the **AVERAGE** demand that was observed at each of the six properties. Also reflected in Table 1 is the **AVERAGE of the HIGHEST** parking demand rate based on the number of units. This parking rate again includes **ALL** parking spaces on the property, including guest spaces (if identified), clubhouse spaces, handicap spaces and occupied garage spaces. It should be noted that **75%** of the number of “leased” garage spaces were assumed to have a vehicle parked inside of that garage for purposes of this study, even though field observations did not verify if the garage was indeed occupied by a vehicle. Based on discussions with the Property Managers, it is not uncommon for the tenant to lease the garage and use it as a storage unit rather than for a vehicle. The Manager at the Venetian indicated that the majority of the garages were utilized for storage units and not to park vehicles and the Manager of Longitude 81 indicated that only 6 to 7 garages out of the 24 total garages actually are used for vehicle parking. So assuming that 75% of the leased garages were occupied by a parked vehicle represents a “worst case” in terms of the parking analysis.



Table 1
Multi-Family Parking Demand Study
Highest Parking Demand Based on Number of Units

Property	Number of Units	Highest Number of Occupied Spaces	Spaces Per Units
Springs @ Six Mile	288	393	1.36
Longitude 81	260	400	1.54
Venetian	436	650	1.49
Decorum	435	761	1.75
Vive	288	510	1.77
Springs @ Cape Coral	292	544	1.86
AVERAGE			1.63

Table 2 identifies the number of BEDROOMS and the parking demand based on the number of BEDROOMS. As in Table 1, the number of occupied spaces includes guest parking, handicap parking, clubhouse parking and garage parking.

Table 2
Multi-Family Parking Demand Study
Highest Parking Demand Based on Number of Bedrooms

Property	Number of Bedrooms	Highest Number of Occupied Spaces	Spaces Per Bedroom
Springs @ Six Mile	529	393	0.74
Longitude 81	408	400	0.98
Venetian	708	650	0.92
Decorum	774	761	0.98
Vive	448	510	1.14
Springs at Cape Coral	476	544	1.14
AVERAGE			0.93



IV. PARKING DEMAND FOR ALICO CROSSROADS CPD MPD

Based on the calculations noted above, the proposed 475 units at Alico Crossroads would have a **parking demand of 775 spaces** based on the number of units. The owner has not yet determined the exact unit mix at this time so determining a parking demand based on the bedroom count is not feasible at this time.

The applicant is requesting a parking deviation to provide a parking rate of **1.75 spaces per unit, or a total of 832 spaces on the subject site**. This is inclusive of all guest parking and clubhouse parking.

V. COMARISON TO ITE PARKING GENERATION, 5th EDITION

A comparison of the surveyed data was also made with the data contained in the most recent ITE *Parking Generation Manual*, 5th Edition. Data sets from both Land Use Code 220 – Multi-Family Housing (Low-Rise) and Land Use Code 221 – Multi-Family Housing (Mid-Rise) were compared to the survey data. The applicable sheets from the ITE *Parking Generation Manual* for both of these Land Use Codes are included in the Appendix of this report for reference where the Average Parking Demand Rate as well as any Fitted Curve Equation are identified. It should be noted that only that data sets that were identified as being “*General Urban/Suburban with NO nearby rail transit*” were included.

Table 3 identifies the Average Parking Rates per Dwelling Unit and per Bedroom for each of these Land Use Codes. The Average Trip Rates were identified for both Monday through Friday data sets as well as for Saturday. Due to the lack of data points, the information for Sunday was excluded (only 1 study site). The bottom line of Table 3 illustrates the parking demand for the Alico Crossroads CPD based on the ITE data and the intensity of uses being proposed (475 units). This is represented by applying the highest parking rate illustrated for that time period.



Table 3
Multi-Family Parking Demand Study
ITE Parking Generation Manual, 5th Edition

Land Use Code	Average Trip Rate per Dwelling Unit		Average Trip Rate Per Bedroom	
	M-F	Sat	M-F	Sat
LUC 220 – Low Rise Multi-Family	1.21	1.31	0.66	0.80
LUC 221 – Mid-Rise Multi- Family	1.31	1.22	0.75	0.77
Highest Parking Needed for Alico Crossroads CPD	623	623	Unknown At This Time	

475 DU proposed at Alico Crossroads

Therefore, based on the ITE *Parking Generation Manual*, 5th Edition, the Alico Crossroads CPD should provide at least 623 parking spaces to meet the anticipated parking demand. The requested deviation is to supply 832 total parking spaces, which is approximately 34% higher than the parking demand identified in the ITE report. The parking rates contained in the ITE Report are also very consistent with the data surveyed at the sites in Lee County.

VI. STAFF COMMENTS FROM 2020 REPORT

Lee County Development Services staff issued comments on the initial parking demand study submitted as part of DCI2020-00013 (Carissa Minor RPD) in a letter dated February 5, 2021. Some of the comments were questioning the impacts of the Covid-19 pandemic and the timing of the parking study. For that reason, the three site that were surveyed as part of that report were re-surveyed as part of this updated report.

Another comment specifically asked for supporting information related to a deviation from the LDC section related to the parking requirements for the Clubhouse use. As stated in this report, there is no differentiation in the parking surveys between residents, guests and Clubhouse uses. Based on the ITE Parking Generation Manual, after midnight



is when this use typically experiences the highest parking demand, when the Clubhouse is closed. During normal clubhouse operating hours, which is typically 9:00 A.M. to 6:00 P.M, seven days a week, the ITE Report indicates the HIGHEST percentage of parking demand to be 83%, well below the 100% demand experienced after midnight. Therefore, based on the demand study submitted, a deviation from the LDC section for the parking requirements for the Clubhouse use is clearly supported.

The reviewer in Comment #2 on Page 2 of the February 5, 2021 letter is trying to correlate the ITE *Trip Generation Manual* to the parking demands of the multi-family use. Based on the parking surveys conducted, there is little correlation between the ITE Trip Generation Study and the ITE Parking Generation Study. This report focuses on the Parking Demand for a Class A multi-family apartment community in Lee County. Properties that have two-stories versus properties that have four-story buildings have similar parking characteristics and that can be seen from the data collected and summarized in **Table 2**.

Comment # 3 in the letter references the proximity of The Venetian site to Hodges University. Hodges University is a small commuter college that is located just east of the subject site. However, the small on-site enrollment of this school would not have any substantial impact on the parking demands of this apartment community. The majority of students enrolled at Hodges University do not walk to campus. It is a commuter school by nature and most students that take classes on-site arrive by automobile, even those close-by due to the weather conditions of Southwest Florida.

The data from the ITE Parking Generation Report for Sunday was discarded since it was only for one (1) site and is not considered to be sufficient enough data in order to form any opinions regarding the parking demand during this time period for this use.

Comment #5 has many comments related to collected “traffic” data. This report is not collecting traffic data, but rather parking data. The data collected in this report is in no way impacted by the previous pandemic.



The remaining comments in the February letter were more general in nature and do not warrant additional responses. All sites for multi-family uses are near to employment and educational centers, that is why the Developers choose to build their product where they do because of the close proximity to work, schools, services, transportation facilities, etc. The sites selected for this survey are a good representation of the sites throughout Lee County and the data clearly demonstrates that a parking ratio of 1.75 can be supported.



VII. CONCLUSION

The parking demand study by TR Transportation Consultants at six (6) total sites in Lee County over a period of thirty-six (36) days supports a deviation request from the Lee County Land Development Code parking requirements for multi-family residential uses (Section 34-2020). The data collected reflects an average peak parking demand of 1.63 spaces per dwelling unit, or 0.93 spaces per bedroom. The requested deviation is asking for a parking ratio of 1.75 spaces per unit, all inclusive of dwelling units, guest parking and clubhouse parking, for a total parking count of 832 parking spaces provided, or approximately 7% greater than the anticipated demand.

The number of spaces being requested (832) is also approximately 34% higher than what the most recent edition of the ITE *Parking Generation Manual* recommends as the peak demand for the number of units and anticipated bedrooms for this community.

Therefore, based on the data submitted, a deviation request to reduce the required parking on the Alico Crossroads CPD is clearly supported by the studies conducted by TR Transportation Consultants as well as the data contained in the ITE Parking Generation Manual, 5th Edition.

APPENDIX

PARKING STUDY METHODOLOGY



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TRAFFIC ENGINEERING
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SIGNAL SYSTEMS/DESIGN

MEMORANDUM

TO: Mr. Marcus Evans, P.E.
Lee County Development Services

FROM: Ted B. Treesh, PTP
President

DATE: March 3, 2020

RE: Parking Demand Study for Multi-Family Apartments
Lee County, Florida

TR Transportation Consultants, Inc. is proposing to conduct a parking demand study for multi-family residential dwelling units, specifically apartment communities, in Lee County, Florida to determine a parking demand ratio based on survey of existing multi-family properties. This memorandum discusses the methodology that will be used to collect the data and prepare the analysis that will be submitted to County staff for review.

A total of three (3) sites will be selected to conduct the parking occupancy study. The three sites will all be within Lee County. The three sites will be comparable in terms of size, community type (apartment rental community), and amenities. Although a final selection of the sites has not yet been determined, after permission from the property owner has been received and prior to the surveys being conducted, the sites that have been selected will be provided to Lee County staff.

The parking occupancy will be surveyed at each of the three sites during three separate weekday and once on a weekend (Sunday Evening/Monday Morning). Each site will be visited between the hours of midnight and 5:00 A.M. to conduct the occupancy count. The number of vehicles parked on the property will be inventoried and recorded in tabular format. The total number of marked parking spaces will also be determined through a field visit as well as referencing any site plans that are on file with Lee County (if available).

The occupancy of each site location that will be surveyed will be provided as well. It is our goal to survey properties that have an occupancy greater than 90%.



Mr. Marcus Evans, P.E.
Parking Demand Study
Multi-Family Apartment Communities
March 3, 2020
Page 2

The total number of enclosed garage spaces will also be attempted to be obtained from the property management staff. If that data is available, the number of garages that are leased will also be obtained and property management staff will be consulted to determine the percentage of garages that are leased are actually used for vehicle parking versus as a storage unit for the tenant. If this data isn't available, a reasonable assumption will be made as to the number of garages that are leased that are used for actual vehicle parking.

If the garage lease data is not made available by the property management staff, then the number of garage spaces will be removed from the overall available parking supply and the demand will only be compared to the supply of parking spaces that are not enclosed in garages.

All vehicles parked on the property will be surveyed, including spaces located at the clubhouse, visitor spaces and other designated parking spaces. Vehicles parked in an unmarked parking space will also be included in the occupancy data.

In general, the properties that are selected will not be near or influenced by Florida Gulf Coast University. All units on the property will be market rate rents. The units will be broken down by the number of bedrooms as well.

A parking ratio will be developed based on the total number of units on the property.

A sample data collection sheet is provided for reference.

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

Attachments

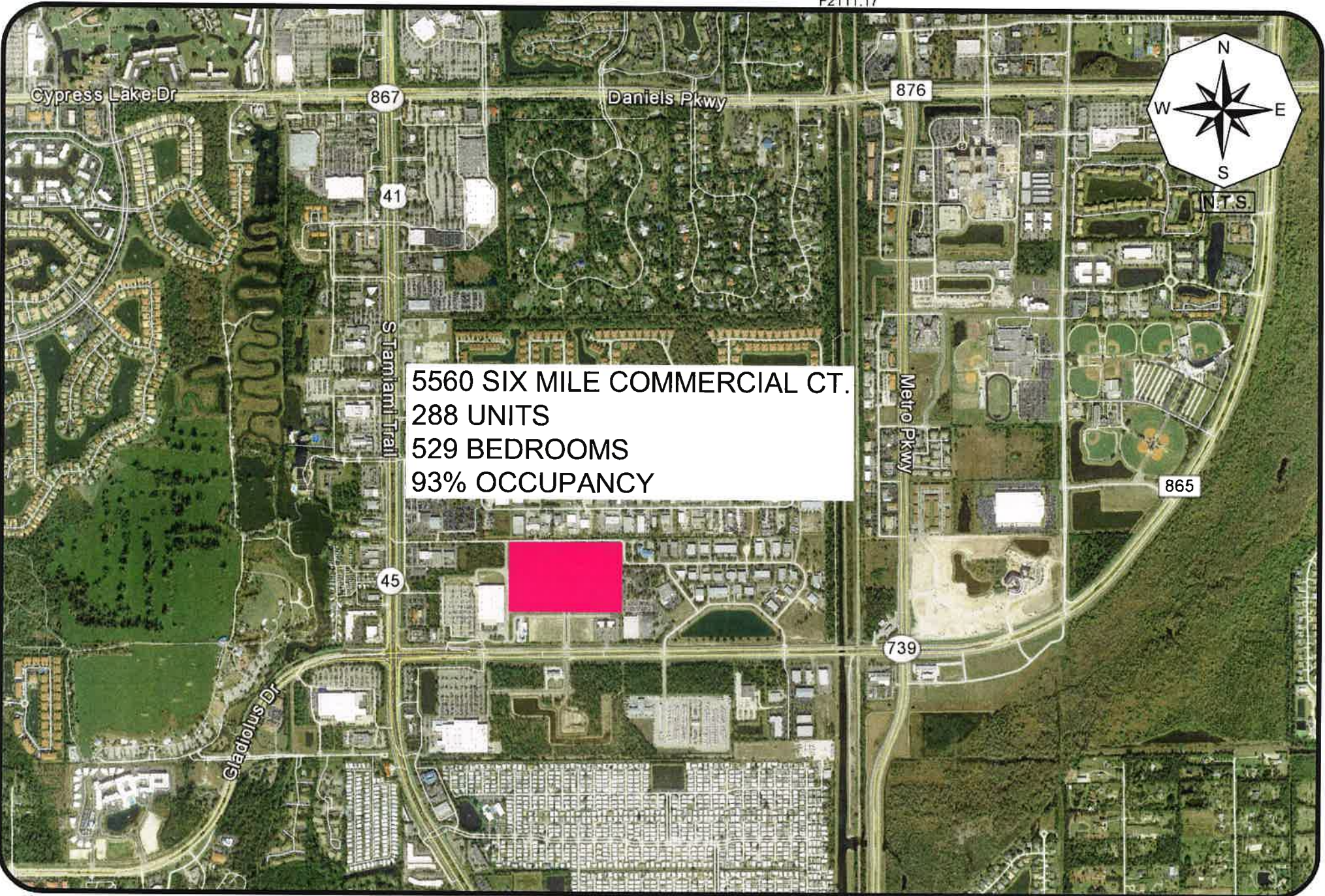
SITE LOCATION MAPS
FIGURES 1 – 6

F2111.17



N.T.S.

5560 SIX MILE COMMERCIAL CT.
288 UNITS
529 BEDROOMS
93% OCCUPANCY



F2111.17



NTS

3 Oaks Pkwy

Estero Pkwy

Ben Hill Griffin Pkwy



11221 EVERBLADES PKWY.
260 UNITS
408 BEDROOMS
94% OCCUPANCY

850 Corkscrew Rd

Three Oaks Pkwy

F2111.17



4051 REGATA WAY
436 UNITS
708 BEDROOMS
91% OCCUPANCY

865

Ortiz Ave

N.T.S.

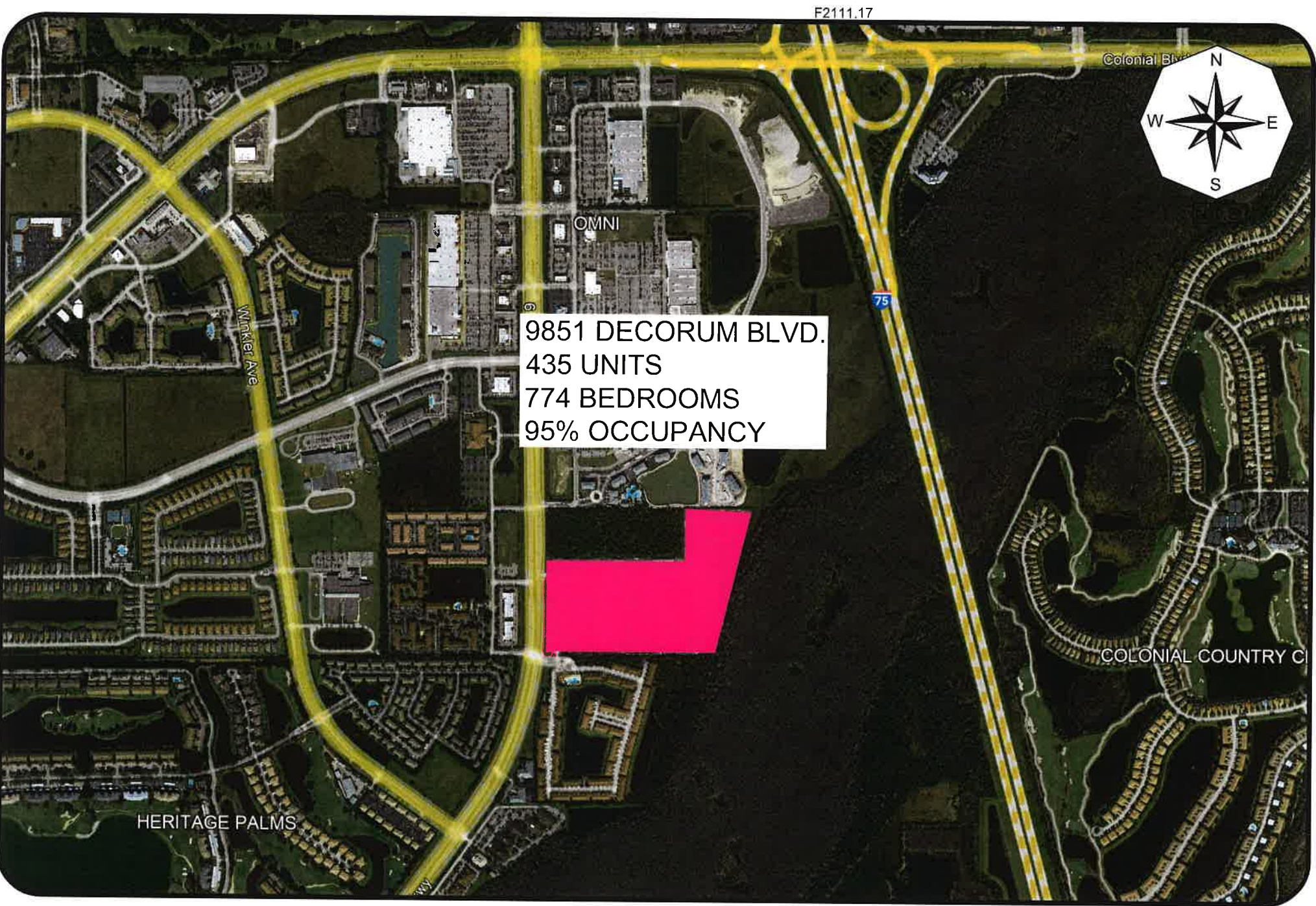
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Ben C Pratt / 6 Mile Cypress Pkwy

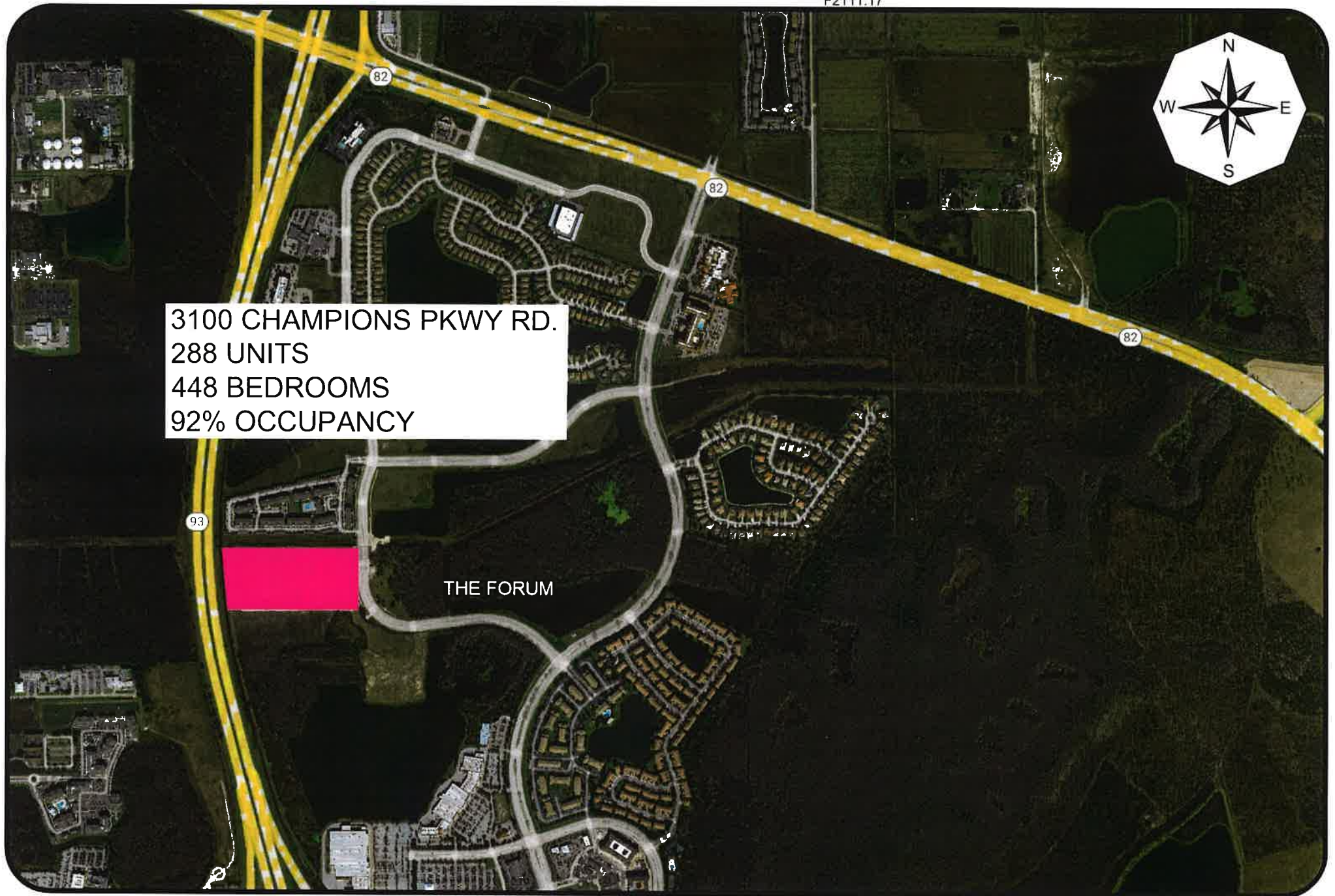
884

Winkler Ave

Colonial Blvd







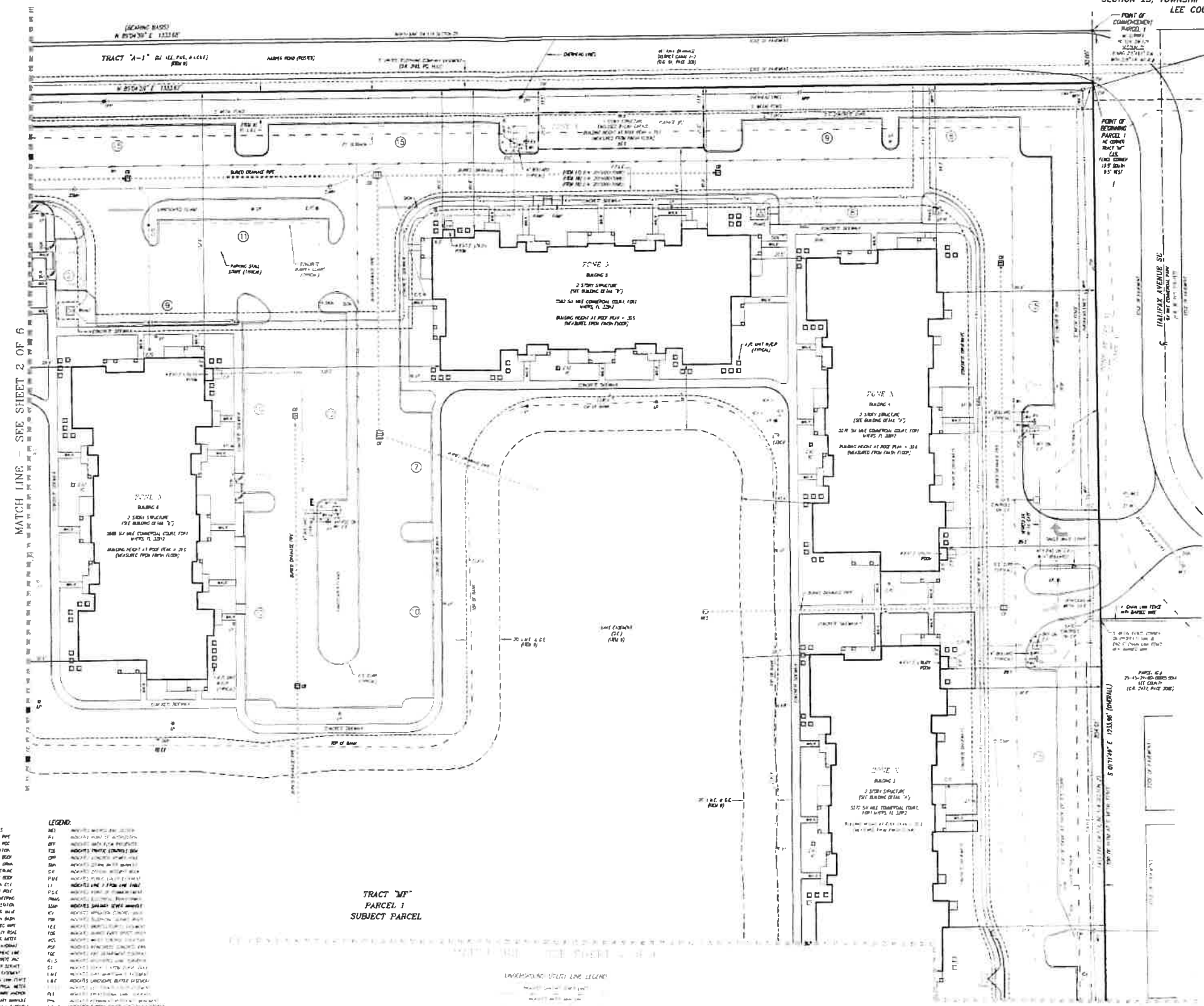
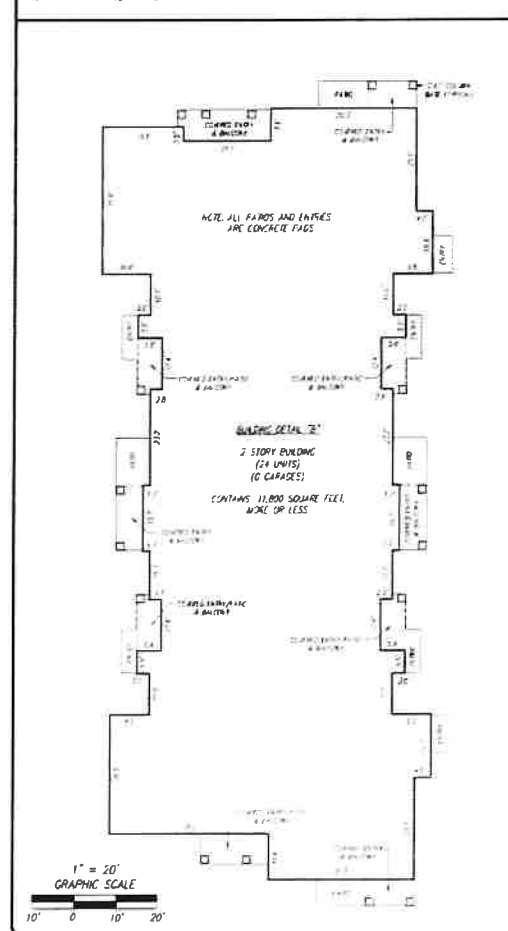
SITE PLANS FOR THE SIX STUDY SITES

SURVEY PLAT

ALTA/NSPS LAND TITLE SURVEY									
TRACT "MF" AT SIX MILE CROSSING									
LEE COUNTY, FLORIDA									
DATE	PROJECT	DRAWN	CHECKED	SCALE	SHEET	OF	FILE NO.		

SEE SHEET 1 OF 6 FOR OVERALL BOUNDARY GEOMETRY, LEGAL DESCRIPTION, AND SURVEYOR'S NOTES

SURVEY PLAT



TRACT "MF"
PARCEL 1
SUBJECT PARCEL

SEE SHEET 1 OF 6 FOR OVERALL BOUNDARY GEOMETRY, LEGAL DESCRIPTION, AND SURVEYOR'S NOTES

BANKS
ENGINEERING
Civil, Mechanical, Electrical, & Sanitary Engineering

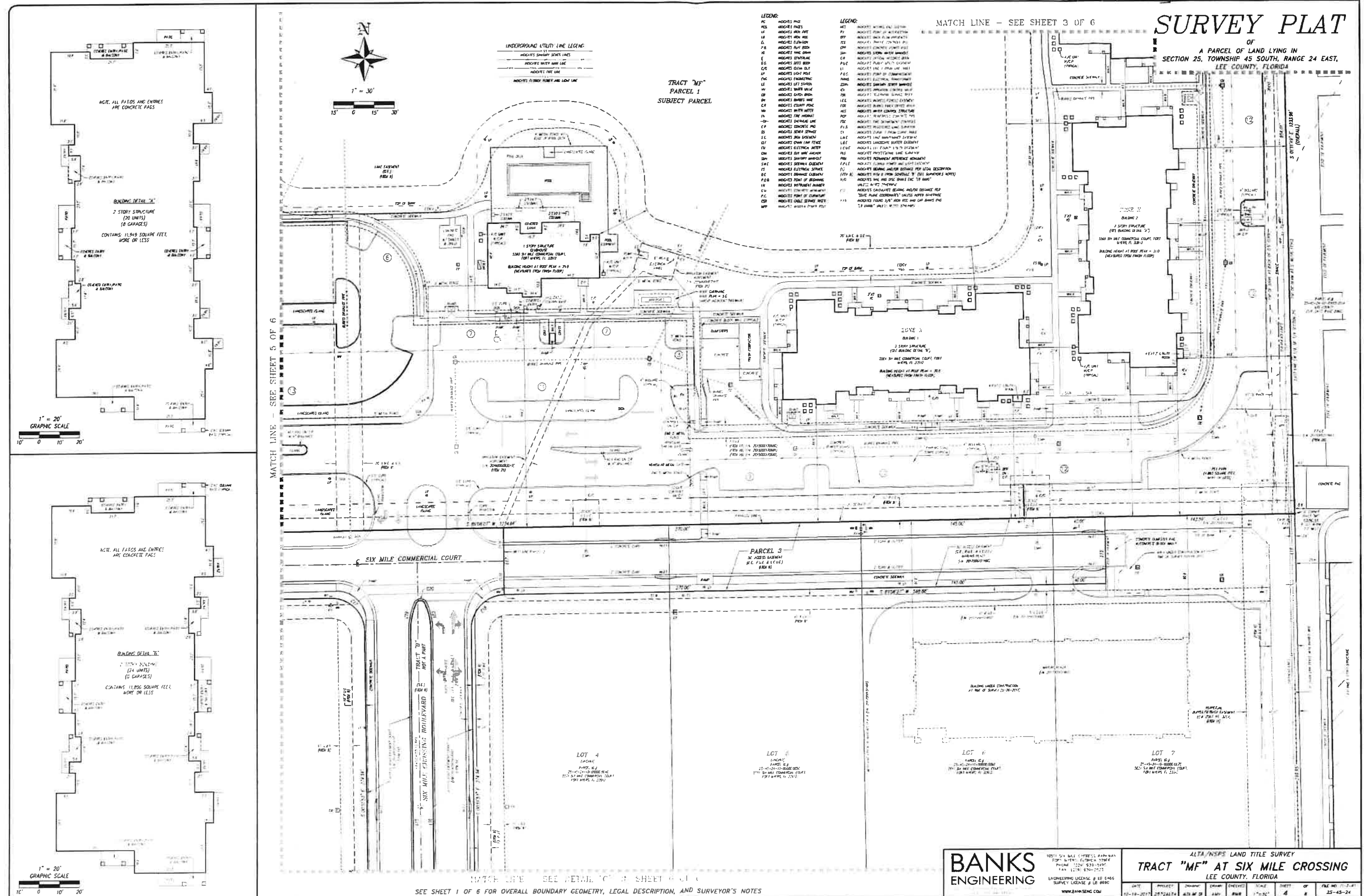
10511 SW MALE CYPRESS PARKWAY
FORT MYERS, FLORIDA 33906
PHONE: (239) 929-5490
FAX: (239) 929-5877

ENGINEERING LICENSE # CE 648
SURVEY LICENSE # LE 0800

ALTA/NSPS LAND TITLE SURVEY
TRACT "MF" AT SIX MILE CROSSING
LEE COUNTY, FLORIDA

DATE	PROJECT	DRAWING	DETAILS	METHOD	SCALE	SHEET	OF	PLT NO.
10-10-2017	23 GRADES	ALL OF 23	1:50	PLAN	1" = 50'	2	1	23-43-24

Springs @ Six Mile



SURVEY PLAT

UNDERGROUND UTILITY LINE LEGEND:

INDICATES WATER SERVICE LINE

INDICATES FIRE LINE

INDICATES F. GROUND PROBE AND LIGHT LINE

[illegible]

ALTA/NSPS LAND TITLE SURVEY
TRACT "MF" AT SIX MILE CROSSING
LEE COUNTY, FLORIDA

[illegible]

SEE SHEET 1 OF 6 FOR OVERALL BOUNDARY GEOMETRY, LEGAL DESCRIPTION, AND SURVEYOR'S NOTES

Longitude 81

Barraco and Associates, Inc. CIVIL ENGINEERING - LAND SURVEYING LAND PLANNING - LANDSCAPE DESIGN www.barraco.net 2271 MCGREGOR BLVD SUITE 100 PORT OFFICE DRAWER 2800 FORT MYERS FLORIDA 33902-2800 PHONE (238) 461-3170 FAX (238) 461-3169 FLORIDA CERTIFICATES OF AUTHORIZATION ENGINEERING 7995 - SURVEYING LB-6940	
PREPARED FOR	
Continental 305 FUND LLC	
W134 N8675 EXECUTIVE PARKWAY MENOMONEE FALLS, WI 53052	
PHONE (262) 502-5500 FAX (262) 502-5522	
WWW.CPROPERTIES.COM	
PROJECT DESCRIPTION	
SPRINGS AT ESTERO APARTMENTS	
PART OF SECTION 26 TOWNSHIP 46 SOUTH, RANGE 25 EAST LEE COUNTY, FLORIDA	
ENGINEER OF RECORD	
TUDOR B GAVIN, P.E. FOR THE FIRM: FLORIDA P.E. NO. 72475 - TBM@BARRACO.NET	
DRAWING APPROVED BY: TBM C:\COMP\PROJECT 2214 \BARRACO AND ASSOCIATES INC. DATE: 11-06-2014 PROJECT NO.: 2214-000000 DATE APPROVED:	
FILE NAME	2214-00 DWG
LOCAT ON	J:\2214\DWG\DO
PLOT DATE	TUEJ 11-6-2014 - 3:48 PM
PLOT BY	JOHN KUANT
CROSS REFERENCED DRAWINGS	
EXISTING = 2212 RACE DWG FUTURE = 2213 RACE DWG SITE PLAN = 2214 RACE DWG	
PLAN REVISIONS	
NO.	DESCRIPTION
1	ADD PROJECT SIGNAGE 11-06-2014
PLAN STATUS	
MINOR CHANGE SUBMITTAL DATE 11-06-2014	
MASTER SITE LAYOUT, SIGNING, AND PHASING PLAN	
PROJECT NUMBER	SHEET NUMBER
23229	C2.0

VENETIAN

SITE DATA:

PARCEL FOLIO AC# 20-44-25-P2-00063 0030 22-44-25-P2-00064 0000

SITE ADDRESS 4251 WINKLER AVE. FT MYERS FL 33616

JURISDICTION CITY OF FT MYERS

PROPOSED USE MULTIFAMILY RESIDENTIAL

TOTAL SITE AREA 1.021 046 S.F. (23.44 ACRES)

EXISTING SITE:

EXISTING BUILDING AREA 4,500 S.F. (0.10 AC)

EXISTING VUA 176,416 S.F. (4.06 AC)

EXISTING OPEN WATER (60%) 102,802 S.F. (2.36 AC)

EXISTING TOTAL IMPERVIOUS AREA 283,720 S.F. (6.51 AC)

EXISTING GREEN SPACE:

EXISTING OPEN WATER (20%) 711,626 S.F. (16.34 AC)

EXISTING TOTAL OPEN SPACE 25,700 S.F. (0.59 AC)

PROPOSED SITE:

PROPOSED BUILDING AREA 196,295 S.F. (4.55 AC)

PROPOSED GARAGE AREA 26,886 S.F. (0.66 AC)

PROPOSED VUA 291,727 S.F. (6.70 AC)

PROPOSED OPEN WATER (60%) 102,802 S.F. (2.36 AC)

PROPOSED TOTAL IMPERVIOUS AREA 621,792 S.F. (14.27 AC) (61%)

PROPOSED GREEN SPACE:

PROPOSED OPEN WATER (20%) 273,554 S.F. (6.58 AC)

PROPOSED TOTAL OPEN SPACE 25,700 S.F. (0.59 AC)

MAX ALLOWABLE IMPERVIOUS AREA(%) 65%

MAX ALLOWABLE DENSITY 25 UNITS/AC

MAX ALLOWABLE UNITS 586 UNITS

PROPOSED UNITS 436 UNITS

HYDRANT CLEAR SPACE REQ

FRONT-SIDE 7.5 FT

REAR 4 FT

REQUIRED PARKING SPACES 614

+ 15 SPACES X 1 BEDROOM UNITS

+ 20 SPACES X 2+ BEDROOM UNITS

+ 1.0 GUEST SPACE PER 15 UNITS

+ 1.0 SPACES PER 300 SF CLUBHOUSE

PROVIDED STANDARD SPACES 673

PROVIDED GARAGE SPACES 122

PROVIDED ADA SPACES 19 (MIN 2% OF PROVIDED SPACES)

PROVIDED TOTAL SPACES 814

REQUIRED BICYCLE PARKING 1 PER 15 PARKING STALLS, MAX 50

PROVIDED BICYCLE PARKING 28

TYPICAL PARKING STALL SIZE 10 FT X 18 FT

ADA STALL SIZE 12 FT X 18 FT

EXISTING ZONING CG (GENERAL COMMERCIAL)

ADJACENT ZONING

NORTH PUD (PLANNED UNIT DEVELOPMENT)

EAST CG (GENERAL COMMERCIAL)

SOUTH CG (GENERAL COMMERCIAL)

WEST CG (GENERAL COMMERCIAL)

RS-6 (SINGLE FAMILY - 6)

FUTURE LAND USE CG (GENERAL COMMERCIAL)

BUILDING SETBACK REQUIREMENTS

REAR 10 FT

SIDE (STREET) 20 FT

FRONT (WINKLER AVE) 80 FT

SIDE (INTERIOR) 7 FT

LANDSCAPE BUFFER REQUIREMENTS

NORTH TYPE B 15 FT

EAST TYPE B 15 FT

SOUTH TYPE B 15 FT

WEST TYPE B 15 FT

MAXIMUM ALLOWABLE FAR 0.45

PROPOSED FAR 0.16

MAXIMUM BUILDING HEIGHT 70 FT OR 5 STORIES

PROPOSED BUILDING HEIGHT 43'-4 9/16" 3 STORIES

SITE NOTES:

1. ALL DIMENSIONS SHOWN ARE SHOWN TO FACE OF CURB UNLESS OTHERWISE NOTED. ALL DIMENSIONS SHOWN TO BACK OF CURB.

2. ALL RADI DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED. ALL LANDSCAPE ISLANDS ARE 8' WIDE (FACE OF CURB TO FACE OF CURB) UNLESS OTHERWISE INDICATED ON THE PLAN.

3. ALL PAVEMENT MARKINGS AND SIGNAGE SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, LATEST EDITION, AND CITY OF FORT MYERS LAND DEVELOPMENT CODE.

4. THE PROPERTY SHOWN HEREIN APPEARS TO FALL WITHIN FLOOD ZONE "X" AND "AE" (BASE FLOOD ELEVATION: 17' NAVD83). AS SHOWN ON THE FLOOD INSURANCE RATE MAP (FIRM) 13010C021P. MAP REVISED 06/26/2022. NATIONAL FLOOD INSURANCE PROGRAM (FEDERAL EMERGENCY MANAGEMENT AGENCY).

5. FREE STANDING SIGNAGE SHOWN ONLY FOR REPRESENTATIONAL PURPOSES AND SHALL BE PERMITTED SEPARATELY.

6. A RIGHT OF WAY PERMIT WILL BE REQUIRED FOR ALL WORK WITHIN THE PUBLIC RIGHT OF WAY. SPECIFIC REGULATIONS OR CONDITIONS WILL BE IMPOSED AT THE TIME OF PERMIT APPLICATION.

7. CONSTRUCTION PLAN APPROVAL DOES NOT EXEMPT THE CONTRACTOR FROM OBTAINING THE REQUIRED BUILDING, ELECTRICAL, PLUMBING AND MECHANICAL PERMITS. THESE INCLUDE BUT ARE NOT LIMITED TO ANY STRUCTURE, SIGN, WALL, ENCLOSURE OR COVERING, ETC.

8. IN THE EVENT THE PROJECT IS TERMINATED PRIOR TO CONSTRUCTION COMPLETION, THE PROJECT SHALL BE BROUGHT TO GRADE, CEASED AND ALL DEBRIS AND MATERIALS SHALL BE HAULED OFF-SITE AND CUMPAED AT A STATE OF FLORIDA APPROVED FACILITY.

9. ANY DAMAGED SIDEWALK OR CURB WITHIN THE FOOT C&W SHALL BE REMOVED AND REPLACED.

10. ALL DISTURBED AREAS WITHIN THE FOOT C&W SHALL BE CRODDED.

11. STANDARD INDICES REFER TO THE LATEST VERSION OF FDOT "ROADWAY AND TRAFFIC DESIGN STANDARD".

12. ALL CURB RAMP TO COMPLY WITH CITY OF FORT MYERS DETAIL T-23.

ADA ACCESSIBILITY NOTES:

1. ALL HANDICAPPED PARKING SPACES AND ACCESSIBLE ADJACENT TO THE HANDICAPPED PARKING SPACES SHALL HAVE A MINIMUM OF 24' CLEARANCE IN ALL DIRECTIONS (THIS INCLUDES RUNNING SLOPE AND CROSS SLOPE).

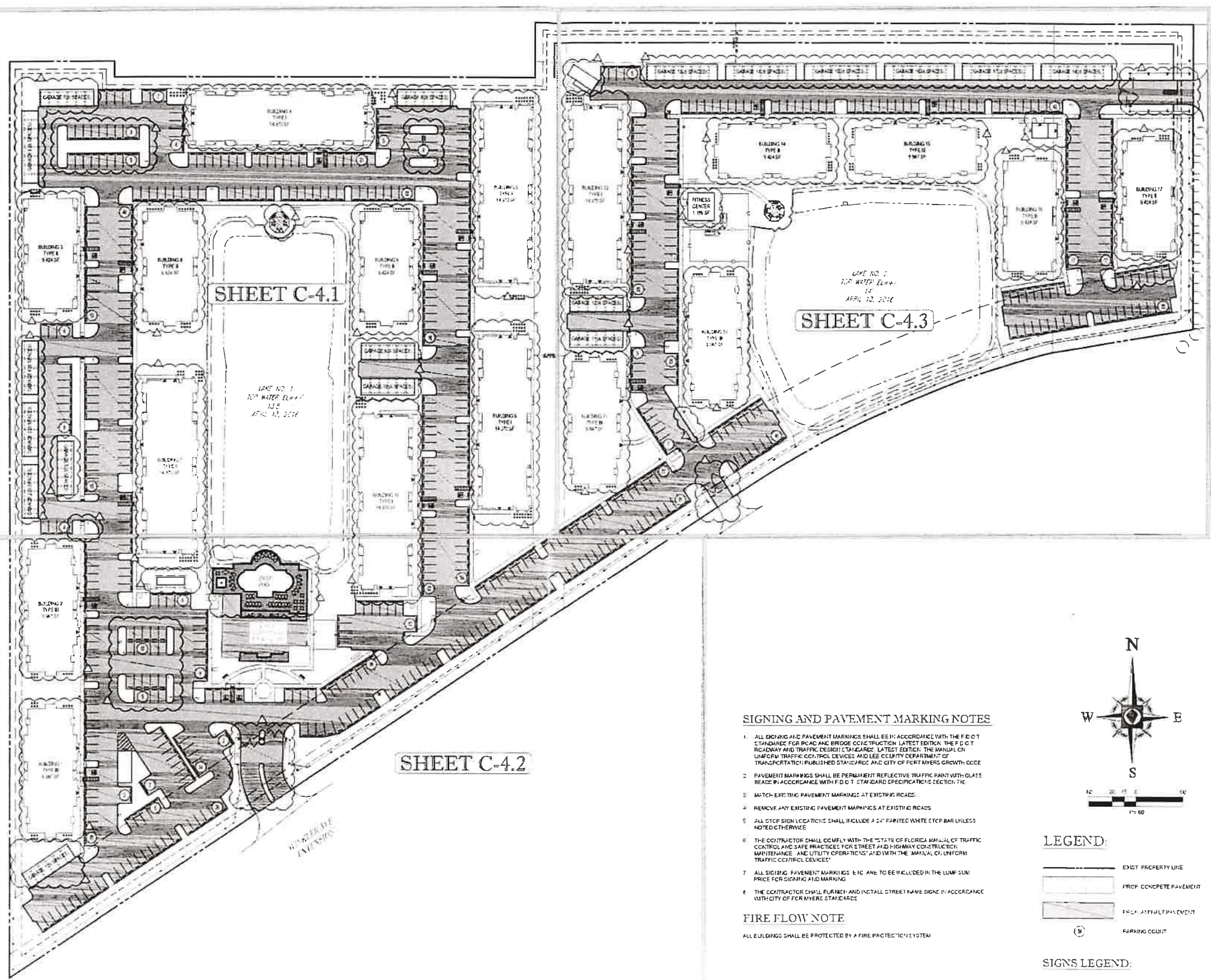
2. AN ACCESSIBLE ROUTE FROM THE PUBLIC STREET OR SIDEWALK TO ALL BUILDING ENTRANCES MUST BE PROVIDED. THIS ACCESSIBLE ROUTE SHALL BE A MINIMUM OF 60" WIDE. THE RUNNING SLOPE OF AN ACCESSIBLE ROUTE SHALL NOT EXCEED 2% AND THE CROSS SLOPE SHALL NOT EXCEED 2%.

3. SLOPES EXCEEDING 2% SHALL REQUIRE A RAMP AND MUST CONFORM TO THE REQUIREMENTS FOR RAMP DESIGN (HANDRAILS, CURBS, LANDINGS, ETC). RAMP SHALL EXCEED AT 1:12 RUNNING SLOPE OR 2% CROSS SLOPE.

4. IN THE CASE THAT A NEW SIDEWALK WILL BE CONSTRUCTED IN THE ROW OF A SITE THE RUNNING SLOPE OF THE SIDEWALK SHALL NOT EXCEED 2% AND THE CROSS SLOPE SHALL NOT EXCEED 2%. THE STANDARD APPLIES TO CROSS WALKS IN THE DRIVEWAY AS WELL AND WILL REQUIRE SPECIAL ATTENTION DURING STAKING TO MAKE SURE THE CROSS SLOPE IS MET IN THE DRIVEWAY.

5. IT SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO PROTECT THE HANDICAPPED PARKING SPACES AND ACCESSIBLE ROUTE.

6. ANY REQUIREMENTS LISTED ABOVE THAT CANNOT BE MET SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION IMMEDIATELY. ANYTHING NOT BUILT TO THE ABOVE STANDARDS WILL REQUIRE REMOVAL AND REPLACEMENT OF THE NON-COMPLIANT AREA AT THE CONTRACTOR'S EXPENSE.



BOHLER ENGINEERING

10000 BOHLER DRIVE, SUITE 200, TAMPA, FL 33624
PH: (813) 812-4100
FAX: (813) 812-4101
WWW.BOHLENGE.COM

REVISIONS

REV	DATE	COMMENT	BY
1	06/16/16	REVISED TO PREVIOUSLY APPROVED SITE PLAN	THS
2	08/25/16	REVISED UTILITIES PER CITY COMMENTS	THS
3	10/11/16	REVISED PER CITY COMMENTS	THS

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG

PERMIT SET

PROJECT: SITE DEVELOPMENT PLANS FOR VENETIAN

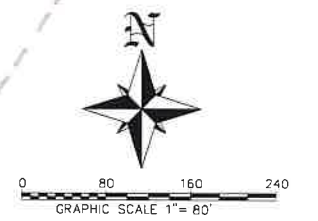
LOCATION OF SITE: 4251 WINKLER AVENUE, FORT MYERS, FL 33616

BOHLER ENGINEERING

3420 NORTHDAL BLVD., SUITE 300B, TAMPA, FL 33624
PH: (813) 812-4100
FAX: (813) 812-4101
FLORIDA BUSINESS CERT. OF AUTH. NO. 20784

OVERALL SITE PLAN LAYOUT

SHEET C-4

BEN C. PRATT
SIX MILE CYPRESS PARKWAY

FLOODWAY ZONE A6

DECORUM

PREPARED FOR:				BANKS ENGINEERING Professional Engineers, Planners, & Interior Surveyors Serving The State Of Florida		12011 SIX MILE CYPRESS PARKWAY FORT MYERS, FLORIDA 33908 PHONE: (239) 939-5450 FAX: (239) 939-2523 ENGINEERING LICENSE # EB 6469 SURVEY LICENSE # LB 1650 WWW.BANKSENG.COM		MASTER SITE PLAN CYPRESS PARKWAY APARTMENTS CITY OF FORT MYERS, FLORIDA																													
SIX MILE APARTMENTS, LLC. ONE TEXAS STATION CT STE 200 TIMONIUM, MD. 21093		12/08/2017 REVISED PER CPM COMMENTS DATED 11/16/2017		NO. 1		DATE		10/23/2017		PROJECT		B*6B		DRAWING		_SP		DESIGN		KWK		DRAWN		JLS		CHECKED		KWK		SCALE		1"=80'		SHEET		05	



JOHNSON ENGINEERING INC.
2133 JOHNSON STREET
FORT MYERS, FLORIDA 33901
PHONE (239) 334-0448
FAX (239) 354-3661
E.O. 14176 & L.E. 14172



VIVE
ENCORE APARTMENTS
CITY OF FORT MYERS, FLORIDA

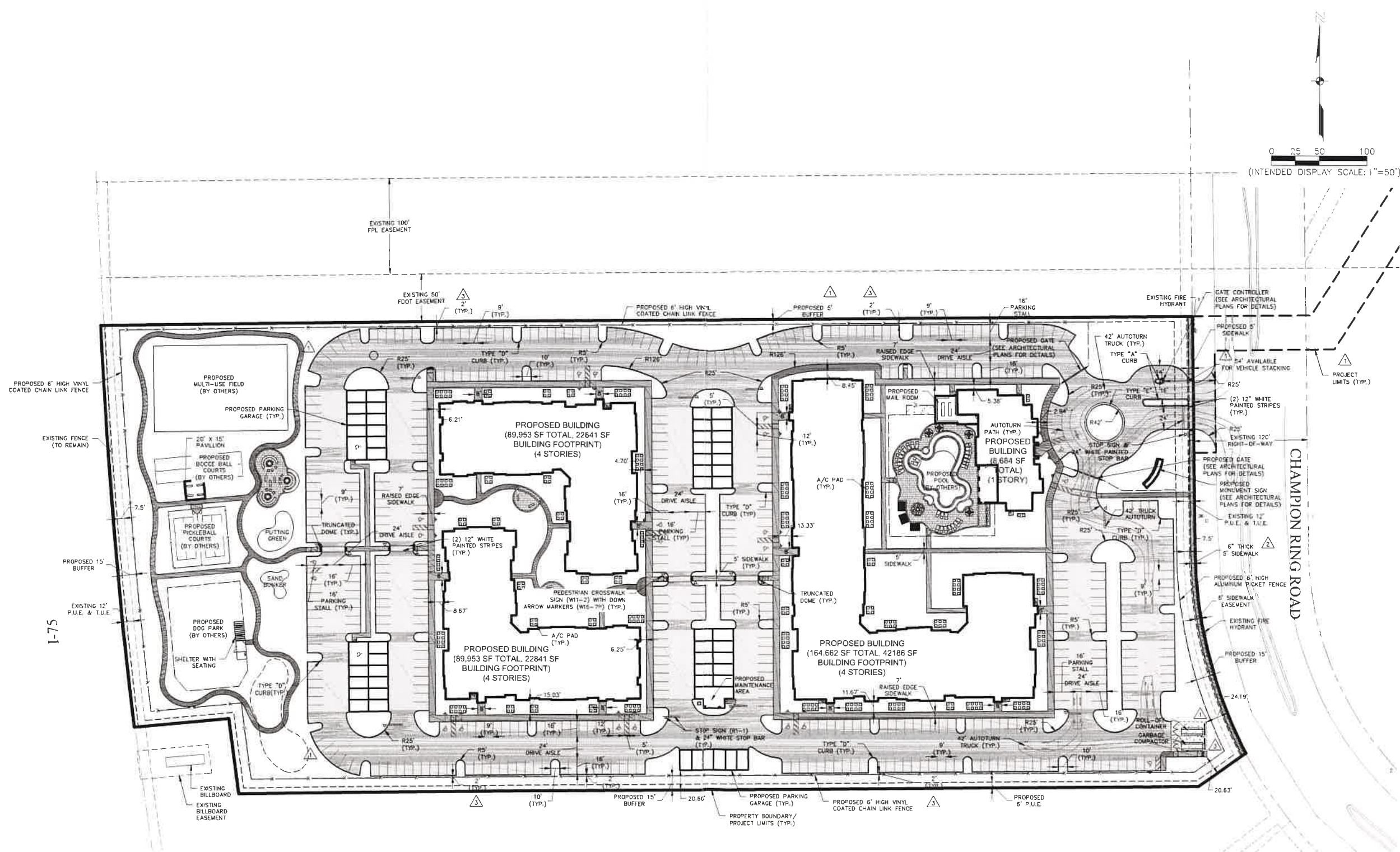
NO.	DATE	DESCRIPTION
1	04/19/2019	FINAL PLAN
2	05/19/2019	OWNER REQUESTED REVISIONS
3	10/19/2019	FINAL PLAN

DATE: APRIL 2019
PROJECT NO.: 2016122C-000
FILE NO.: 27-44-25
SCALE: As Shown

SITE PLAN

SHEET NUMBER

C05



REVISION NOTES:

- SOLID WASTE CALCULATIONS UPDATED TO 75% RECYCLING
- PARKING CALCULATIONS UPDATED FOR 10% VISITOR SPACES
- SETBACK DIMENSIONS TO THE GARBAGE COMPACTORS
- DIMENSIONS FROM EOP TO NORTH PROPERTY LINE
- SIDEWALK EASEMENT
- ENTRANCE AND ISLAND DIMENSIONS
- ADDED ROLL-OFF CONTAINER

SETBACKS:
PER CITY OF FORT MYERS LDC SEC. 118-2.1
FRONT - 15'
SIDE - 7'
REAR - 10'

BUFFERS:
PER CITY OF FORT MYERS LDC SEC. 138-4:
NORTH - 5'
EAST - 15'
WEST - 15'
SOUTH - 15'



SOLID WASTE CALCULATIONS

CFM SOLID WASTE DESIGN CRITERIA:
1.0 CY / UNIT / MONTH

RECYCLING: 75%
SOLID WASTE: 25%

- 288 UNITS @ 1.0 CY / MONTH = 288 CY / MONTH
- 288 CY / 4 WEEKS / MONTH = 72 CY / WEEK

RECYCLING (75%) 54 CY/WEEK
SOLID WASTE (25%) 18 CY/WEEK

- COMPACTORS REDUCE SOLID WASTE VOLUME BY 75%:
18 CY * 25% = 5 CY COMPACTED SOLID WASTE PER WEEK



- ONE 30 CUBIC YARD COMPACTOR FOR GARBAGE AND ONE 40 CUBIC YARD ROLL-OFF CONTAINER FOR RECYCLING PROPOSED.



PARKING CALCULATIONS

PER CITY OF FORT MYERS CODE SEC. 134.3.5,
PARKING SPACES REQUIRED:

- 144 - 1 BEDROOM UNITS X 1.5 SPACES PER UNIT = 216 SPACES
- 128 - 2 BEDROOM UNITS X 2 SPACES PER UNIT = 256 SPACES
- 16 - 3 BEDROOM UNITS X 2 SPACES PER UNIT = 32 SPACES
- 504 X 10% REQ. REQUIRED UNITS FOR VISITOR PARKING = 51 SPACES

TOTAL SPACES REQUIRED = 555
SPACES PROVIDED:

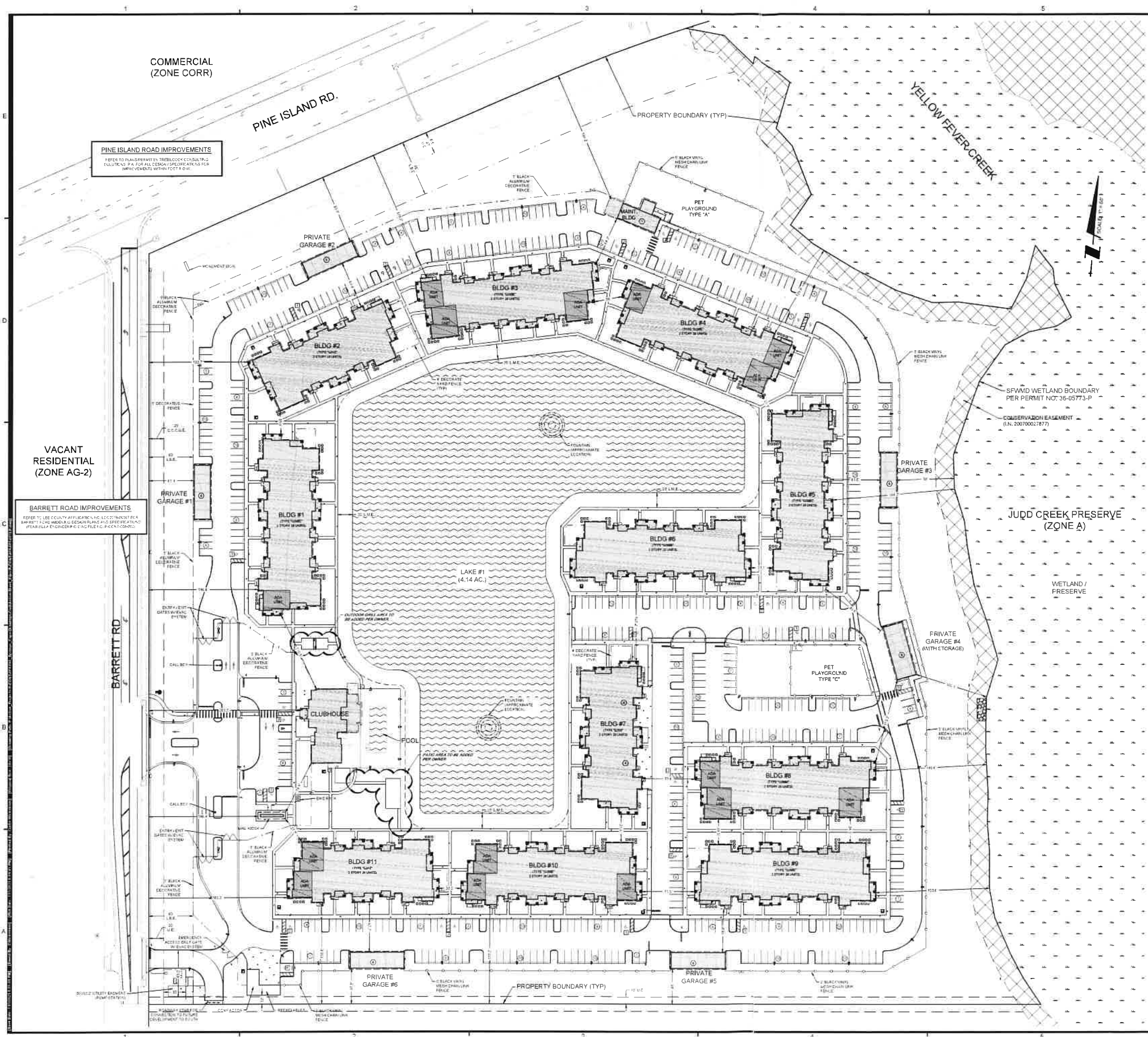
- 482 REGULAR SPACES
- 22 REGULAR HANDICAP SPACES
- 50 GARAGE SPACES
- 2 HANDICAP GARAGE SPACES

TOTAL SPACES PROVIDED = 556

LEGEND	
	PROPOSED ASPHALT
	PROPOSED CONCRETE

Unit Type	SF	Unit Ct.
STUDIO/1 BA	633	56
1BR/1BA	784	32
1BR/1BA	892	8
1BR/1BA	825	48
2BR/2BA	1,376	312
2BR/2BA	1,335	16
3BR/2BA	1,572	16
TOTAL	285,496	288

LAND COVERAGE TABLE				
	EXISTING (AC)		PROPOSED (AC)	
BUILDING	0	0%	2.53	20%
IMPERVIOUS	0	0%	5.37	42%
PERVIOUS	12.80	100%	4.91	38%
TOTAL	12.80	100%	12.80	100%



LEGEND

PARKING SUMMARY

RESIDENTIAL PARKING REQUIRED		
	UNITS	SPACES
EFFICIENCY (STUDIO) =	42	15
1 BEDROOM =	88	32
2 BEDROOM =	140	55
3 BEDROOM =	22	12
TOTAL RESIDENTIAL PARKING REQUIRED =		114 SPACES
PARKING TOTALS		
TOTAL PARKING REQUIRED FOR PROJECT =		552.0 SPACES
TOTAL SURFACE PARKING PROVIDED =		551
TOTAL ACCESSIBLE PARKING PROVIDED =		26
TOTAL GARAGE PARKING PROVIDED =		49
TOTAL PARKING PROVIDED FOR PROJECT =		626 SPACES

PARKING LEGEND

- REGULAR PARKING
- ACCESSIBLE PARKING
- GARAGE PARKING

ACCESSIBLE PARKING REQUIREMENTS

TOTAL PARKING PROVIDED	REQUIRED ACCESSIBLE	PROVIDED ACCESSIBLE
577	12	26

DENSITY TABLE

TOTAL UNITS	PROJECT AREA (AC)	PROPOSED DENSITY (UNITS/ACRE)
252	25.42	9.91

UNIT TYPE MATRIX

UNIT TYPE	FLOOR AREA	BEDROOMS	UNITS IN '100'S	UNITS IN '01.46'S	UNITS IN '01.74'S
81	305	0 BEDROOM	1	2	2
82	345	0 BEDROOM	2	2	2
100	350	1 BEDROOM	2	2	2
101	361	1 BEDROOM	2	2	2
102	371	1 BEDROOM	2	2	2
103	381	1 BEDROOM	2	2	2
104	391	1 BEDROOM	2	2	2
105	401	1 BEDROOM	2	2	2
106	411	1 BEDROOM	2	2	2
107	421	1 BEDROOM	2	2	2
108	431	1 BEDROOM	2	2	2
109	441	1 BEDROOM	2	2	2
110	451	1 BEDROOM	2	2	2
111	461	1 BEDROOM	2	2	2
112	471	1 BEDROOM	2	2	2
113	481	1 BEDROOM	2	2	2
114	491	1 BEDROOM	2	2	2
115	501	1 BEDROOM	2	2	2
116	511	1 BEDROOM	2	2	2
117	521	1 BEDROOM	2	2	2
118	531	1 BEDROOM	2	2	2
119	541	1 BEDROOM	2	2	2
120	551	1 BEDROOM	2	2	2
121	561	1 BEDROOM	2	2	2
122	571	1 BEDROOM	2	2	2
123	581	1 BEDROOM	2	2	2
124	591	1 BEDROOM	2	2	2
125	601	1 BEDROOM	2	2	2
126	611	1 BEDROOM	2	2	2
127	621	1 BEDROOM	2	2	2
128	631	1 BEDROOM	2	2	2
129	641	1 BEDROOM	2	2	2
130	651	1 BEDROOM	2	2	2
131	661	1 BEDROOM	2	2	2
132	671	1 BEDROOM	2	2	2
133	681	1 BEDROOM	2	2	2
134	691	1 BEDROOM	2	2	2
135	701	1 BEDROOM	2	2	2
136	711	1 BEDROOM	2	2	2
137	721	1 BEDROOM	2	2	2
138	731	1 BEDROOM	2	2	2
139	741	1 BEDROOM	2	2	2
140	751	1 BEDROOM	2	2	2
141	761	1 BEDROOM	2	2	2
142	771	1 BEDROOM	2	2	2
143	781	1 BEDROOM	2	2	2
144	791	1 BEDROOM	2	2	2
145	801	1 BEDROOM	2	2	2
146	811	1 BEDROOM	2	2	2
147	821	1 BEDROOM	2	2	2
148	831	1 BEDROOM	2	2	2
149	841	1 BEDROOM	2	2	2
150	851	1 BEDROOM	2	2	2
151	861	1 BEDROOM	2	2	2
152	871	1 BEDROOM	2	2	2
153	881	1 BEDROOM	2	2	2
154	891	1 BEDROOM	2	2	2
155	901	1 BEDROOM	2	2	2
156	911	1 BEDROOM	2	2	2
157	921	1 BEDROOM	2	2	2
158	931	1 BEDROOM	2	2	2
159	941	1 BEDROOM	2	2	2
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162	971	1 BEDROOM	2	2	2
163	981	1 BEDROOM	2	2	2
164	991	1 BEDROOM	2	2	2
165	1001	1 BEDROOM	2	2	2
166	1011	1 BEDROOM	2	2	2
167	1021	1 BEDROOM	2	2	2
168	1031	1 BEDROOM	2	2	2
169	1041	1 BEDROOM	2	2	2
170	1051	1 BEDROOM	2	2	2
171	1061	1 BEDROOM	2	2	2
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173	1081	1 BEDROOM	2	2	2
174	1091	1 BEDROOM	2	2	2
175	1101	1 BEDROOM	2	2	2
176	1111	1 BEDROOM	2	2	2
177	1121	1 BEDROOM	2	2	2
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191	1261	1 BEDROOM	2	2	2
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193	1281	1 BEDROOM	2	2	2
194	1291	1 BEDROOM	2	2	2
195	1301	1 BEDROOM	2	2	2
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203	1381	1 BEDROOM	2	2	2
204	1391	1 BEDROOM	2	2	2
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259	1941	1 BEDROOM	2	2	2
260	1951	1 BEDROOM	2	2	2
261	1961	1 BEDROOM	2	2	2
262	1971	1 BEDROOM	2	2	2
263	1981	1 BEDROOM	2	2	2
264	1991	1 BEDROOM	2	2	2
265	2001	1 BEDROOM	2	2	2
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267	2021	1 BEDROOM	2	2	2
268	2031	1 BEDROOM	2	2	2
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276	2111	1 BEDROOM	2	2	2
277	2121	1 BEDROOM	2	2	2
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284	2191	1 BEDROOM	2	2	2
285	2201	1 BEDROOM	2	2	2
286	2211	1 BEDROOM	2	2	2
287	2221	1 BEDROOM	2	2	2
288	2231	1 BEDROOM	2	2	2
289	2241	1 BEDROOM	2	2	2
290	2251	1 BEDROOM	2	2	2
291	2261	1 BEDROOM	2	2	2
292	2271	1 BEDROOM	2	2	2
293	2281	1 BEDROOM	2	2	2
294	2291	1 BEDROOM	2	2	2
295	2301	1 BEDROOM	2	2	2
296	2311	1 BEDROOM	2	2	2
297	2321	1 BEDROOM	2	2	2
298	2331	1 BEDROOM	2	2	2
299	2341	1 BEDROOM	2	2	2
300	2351	1 BEDROOM	2	2	2
301	2361	1 BEDROOM	2	2	2
302	2371	1 BEDROOM	2	2	2
303	2381	1 BEDROOM	2	2	2
304	2391	1 BEDROOM	2	2	2
305	2401	1 BEDROOM	2	2	2
306	2411	1 BEDROOM	2	2	2
307	2421	1 BEDROOM	2	2	2
308	2431	1 BEDROOM	2	2	2
309	2441	1 BEDROOM	2	2	2
310	2451	1 BEDROOM	2	2	2
311	2461	1 BEDROOM	2	2	2
312	2471	1 BEDROOM	2	2	2
313	2481	1 BEDROOM	2	2	2
314	2491	1 BEDROOM	2	2	2
315	2501	1 BEDROOM	2	2	2
316	2511	1 BEDROOM	2	2	2
317	2521	1 BEDROOM	2	2	2
318	2531	1 BEDROOM	2	2	2
319	2541	1 BEDROOM	2	2	2
320	2551	1 BEDROOM	2	2	2
321	2561	1 BEDROOM	2	2	2
322	2571	1 BEDROOM	2	2	2
323	2581	1 BEDROOM	2	2	2
324	2591	1 BEDROOM	2	2	2
325	2601	1 BEDROOM	2	2	2
326	2611	1 BEDROOM	2	2	2
327	2621	1 BEDROOM	2	2	2
328	2631	1 BEDROOM	2	2	2
329	2641	1 BEDROOM	2	2	2
330	2651	1 BEDROOM	2	2	2
331	2661	1 BEDROOM	2	2	2
332	2671	1 BEDROOM	2	2	2
333	2681	1 BEDROOM	2	2	2
334	2691	1 BEDROOM	2	2	2
335	2701	1 BEDROOM	2	2	2
336					

LAND DEVELOPMENT CODE SECTION
34-2020

Sec. 34-2020. - Required parking spaces.

All uses are required to provide off-street parking based on the single-use development requirement unless the use is located in a development that qualifies as a multiple-use development, in which case, the minimum required spaces for multiple-use developments may be used. Use of the multiple-use development minimum parking regulations is optional.

Parking for uses not specifically mentioned in this section must meet the minimum parking requirement for the use most similar to that being requested.

(a) *Residential uses.* Residential uses permitted under this chapter are subject to the following minimum requirements:

TABLE 34-2020(a). REQUIRED PARKING SPACES FOR RESIDENTIAL USES

Use		Special Notes or Regulations	Minimum Required Spaces for Single-Use Development	Minimum Required Spaces for Multiple-Use Development
1.	Single-family, duplex, two-family attached and mobile home units		2 spaces per unit	—
2.	Townhouses	Note (1)	2 spaces per unit	—
3.	Multiple-family and timeshare units	Notes (1) & (3)	2 spaces per unit	—
4.	Assisted living facilities	Note (2), <u>34-1414(c)</u> et seq. & <u>34-1494</u> et seq.	0.54 spaces per unit	0.41 spaces per unit
5.	Continuing care facilities	Note (2), <u>34-1414(c)</u> et seq. & <u>34-1494</u> et seq.	1.12 spaces per unit	1 space per unit
6.	Independent (self-care) living facilities, including group quarters, health care (groups I & II), social services (groups III & IV) and other similar uses	Note (2), <u>34-1414(c)</u> et seq. & <u>34-1494</u> et seq.	1 space per unit	0.59 spaces per unit

7.	Clubhouse and ancillary uses within a residential community without a golf course	Note (4)	4 spaces per 1,000 square feet of total floor area	3.5 spaces per 1,000 square feet of total floor area
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Notes:

- (1) In addition to the spaces required, additional parking spaces equal to ten percent of the total required must be provided to accommodate guest parking in a common parking lot.
 - (2) Where the living units are maintained under single management and the residents are not capable or permitted to own or operate private vehicles on the same premises, the Director may authorize up to a 75 percent reduction in required parking spaces if sufficient parking is provided for employees and visitors.
 - (3) If vehicles back directly onto an internal roadway or access way, the driveway must be designed so that:
 1. The driveway connects to a private internal local road or access way with a design and posted speed limit of 25 miles per hour, or less;
 2. The visual clear zone sight distance (considering vehicles that may be parked nearby) is a minimum of 200 feet and in conformance with the visibility triangle criteria of section 34-3131;
 3. Traffic calming devices are provided per Lee County Administrative Code AC-11-14; and
 4. The length of the driveway, as measured from the garage structure or the end of the stacked parking space farthest from the street or access way must be a minimum of 22 feet to the edge of a private street right-of-way or easement line OR 27 feet to the edge of pavement of an access way. However, this section is not to be interpreted to allow buildings or structures closer to a street right-of-way or easement than permitted by section 34-2192.
 - (4) May include administrative office or other ancillary uses to the clubhouse such as a gyms and/or meeting rooms.
- (b) *Non-residential uses.* Non-residential uses permitted under this chapter are subject to the following minimum requirements:

TABLE 34-2020(b). REQUIRED PARKING SPACES FOR NON-RESIDENTIAL USES

Use	Special Notes or Regulations	Minimum Required Spaces for Single-Use Development	Minimum Required Spaces for Multiple-Use Development
Airports, landing strips and heliports.		Determined by the Director	—

Offices, excluding medical. (Including but not limited to: business services group I, contractors and builders, insurance companies, nonstore retailers, personal services group IV, social services group I, and other similar offices.)		1 space per 300 square feet of total floor area	1 space per 350 square feet of total floor area
Offices, medical and health care facilities group III.		4.5 spaces per 1000 square feet of total floor area	4 spaces per 1000 square feet of total floor area
Places of worship.	Note (14); <u>34-2051</u> et seq.	1 space per 3 seats	1 space per 5 seats
Recreation facilities, indoor.	Note (1)	4 spaces per 1000 square feet of total floor area	3.5 spaces per 1000 square feet of total floor area
Recreation facilities, outdoor, commercial.		Determined by the Director.	—
Religious facility.	Notes (1) & (14); <u>34-2051</u> et seq.	1 space per 3 seats	—
Restaurants.	Notes (8), (9) & (10)	14 spaces per 1,000 square feet of total floor area; outdoor seating area is calculated at same rate	12.5 spaces per 1,000 square feet of total floor area; outdoor seating area is calculated at same rate
Restaurants, fast food.	Note (9)	13 spaces per 1000 square feet of total floor area; outdoor seating area is calculated at same rate	—

PARKING DEMAND STUDY SUMMARY

PARKING DEMAND SURVEY SUMMARY

THE VENETIAN

Parking Demand Per Unit

High: 1.49 spaces/unit
Average: 1.44 spaces/unit

Parking Demand Per Bedroom

High: 0.92 spaces/BR
Average: 0.89 spaces/BR

LONGITUDE81

Parking Demand Per Unit

High: 1.54 spaces/unit
Average: 1.47 spaces/unit

Parking Demand Per Bedroom

High: 0.98 spaces/BR
Average: 0.94 spaces/BR

SPRINGS AT SIX MILE CYPRESS

Parking Demand Per Unit

High: 1.36 spaces/unit
Average: 1.32 spaces/unit

Parking Demand Per Bedroom

High: 0.74 spaces/BR
Average: 0.72 spaces/BR

DECORUM

Parking Demand Per Unit

High: 1.75 spaces/unit
Average: 1.69 spaces/unit

Parking Demand Per Bedroom

High: 0.98 spaces/BR
Average: 0.95 spaces/BR

VIVE

Parking Demand Per Unit

High: 1.77 spaces/unit
Average: 1.63 spaces/unit

Parking Demand Per Bedroom

High: 1.14 spaces/BR
Average: 1.05 spaces/BR

SPRINGS AT CAPE CORAL

Parking Demand Per Unit

High: 1.86 spaces/unit
Average: 1.79 spaces/unit

Parking Demand Per Bedroom

High: 1.14 spaces/BR
Average: 1.10 spaces/BR

AVERAGE OF ALL SIX SURVEY SITES

High: 1.63 spaces/unit
Average: 1.56 spaces/unit

High: 0.98 spaces/BR
Average: 0.94 spaces/BR

AVERAGE OF ALL NINE SURVEY SITES

High: 1.55 spaces/unit
Average: 1.49 spaces/unit

High: 0.93 spaces/BR
Average: 0.90 spaces/BR

**PARKING DEMAND SUMMARY AND
RAW DATA SHEETS FOR
SPRINGS AT SIX MILE**

Springs at Six Mile Cypress 2022

Date	Day	Time	Total Spaces Occupied	Assumed Garage Occupancy	Total Parking Demand	
4/24	Sun	12:15 AM	340	19	359	
4/25	Mon	12:38 AM	358	19	377	
4/26	Tues	2:26 AM	361	19	380	
4/27	Wed	1:10 AM	373	19	392	
4/28	Thur	2:52 AM	367	19	386	
4/29	Fri	2:43 AM	374	19	393	High
4/30	Sat	2:20 AM	361	19	380	
Total Enclosed Garages:		37			381	Average
Garages Leased:		25				
75% Occupied:		19				
Total Surface Parking Spaces:			494			
Surface + Garages:			531			

Total Unit Count: 288 **Occupancy at Time of Survey - 95%**

One Bedrooms	103
Two Bedrooms	129
Three Bedrooms	56

Total Bedrooms 529

PARKING DEMAND CALCULATION

Parking Demand Per Unit

High: 1.36 spaces/unit
Average: 1.32 spaces/unit

Parking Demand Per Bedroom

High: 0.74 spaces/BR
Average: 0.72 spaces/BR

PARKING OCCUPANCY STUDY

Property Name: _____

Property Address: _____

The Springs at Six Mile

Date of Survey: _____

04/24/2022

Time of Survey: _____

12:15 A.M.

Total number of Vehciles Parked on-site _____

340

PARKING OCCUPANCY STUDY

Property Name: Springs at Six mile

Property Address: _____

Date of Survey: 04/25/2022

Time of Survey: 12:38 A.M.

Total number of Vehciles Parked on-site 358

PARKING OCCUPANCY STUDYProperty Name: The Springs

Property Address: _____

Date of Survey: April 26thTime of Survey: 2:26 pm

Total number of Vehciles Parked on-site

361

PARKING OCCUPANCY STUDY

Property Name: Springs at Six mile

Property Address: _____

Date of Survey: 04/27/2022

Time of Survey: 1:00 A.M.

Total number of Vehciles Parked on-site 373

PARKING OCCUPANCY STUDY

Property Name:

The Springs

Property Address:

Date of Survey:

04/28/2022

Time of Survey:

2:52 Am

Total number of Vehciles Parked on-site

367

PARKING OCCUPANCY STUDY

Property Name:

The Springs

Property Address:

Date of Survey:

04/29/22

Time of Survey:

2:43 AM

Total number of Vehciles Parked on-site

374

PARKING OCCUPANCY STUDY

Property Name: Springs at six mile

Property Address: _____

Date of Survey: 04/30/2022

Time of Survey: 2:20 A.M.

Total number of Vehciles Parked on-site 361

**PARKING DEMAND SUMMARY AND
RAW DATA SHEETS FOR
LONGITUDE 81**

Longitude81 2022

Date	Day	Time	Total Spaces Occupied	Assumed Garage Occupancy	Total Parking Demand	
4/24	Sun	12:00 AM	326	17	343	
4/25	Mon	12:12 AM	367	17	384	
4/26	Tues	1:56 AM	378	17	395	
4/27	Wed	1:30 AM	383	17	400	High
4/28	Thur	2:25 AM	381	17	398	
4/29	Fri	2:07 AM	366	17	383	
4/30	Sat	2:50 AM	356	17	373	
Total Enclosed Garages:		24			382	Average
Garages Leased:		23				
75% Occupied:		17				
Total Surface Parking Spaces:			561			
Surface + Garages:			585			

Total Unit Count: 260 **Occupancy at Time of Survey - 98%**

One Bedrooms	126
Two Bedrooms	108
Three Bedrooms	22

Total Bedrooms 408

PARKING DEMAND CALCULATION

Parking Demand Per Unit

High: 1.54 spaces/unit
Average: 1.47 spaces/unit

Parking Demand Per Bedroom

High: 0.98 spaces/BR
Average: 0.94 spaces/BR

PARKING OCCUPANCY STUDY

Property Name: Longitude 81

Property Address: _____

Date of Survey: 04/²⁴~~23~~/2022

Time of Survey: 12:00 A.M.

Total number of Vehciles Parked on-site 326

PARKING OCCUPANCY STUDY

Property Name: Longitude 81

Property Address: _____

Date of Survey: 04/25/2022

Time of Survey: 12:12 A.M.

Total number of Vehcles Parked on-site 367

PARKING OCCUPANCY STUDY

Property Name: Longitude°

Property Address: ~~Appl 26th~~

Date of Survey: April 26th

Time of Survey: 1:56 A.M.

Total number of Vehcles Parked on-site 378

PARKING OCCUPANCY STUDY

Property Name: Longitude 81

Property Address: _____

Date of Survey: 04/27/2022

Time of Survey: 1:30 A.m.

Total number of Vehciles Parked on-site 383

PARKING OCCUPANCY STUDY

Property Name: Longitude 81

Property Address: _____

Date of Survey: 04/28/22

Time of Survey: 2:25 AM

Total number of Vehcles Parked on-site 381

PARKING OCCUPANCY STUDY

Property Name: Longitude⁸

Property Address: _____

Date of Survey: 04/29/22

Time of Survey: 2:07 AM

Total number of Vehciles Parked on-site 366

PARKING OCCUPANCY STUDY

Property Name: Longitude 81

Property Address: _____

Date of Survey: 04/30/2022

Time of Survey: 2:50 A.M.

Total number of Vehciles Parked on-site

356

**PARKING DEMAND SUMMARY AND
RAW DATA SHEETS FOR
VENETIAN**

The Venetian 2022

Date	Day	Time	Total Spaces Occupied	Assumed Garage Occupancy	Total Parking Demand	
4/24	Sun	12:40 AM	558	62	620	
4/25	Mon	1:06 AM	560	62	622	
4/26	Tues	3:13 AM	566	62	628	
4/27	Wed	2:00 AM	588	62	650	
4/28	Thur	3:47 AM	575	62	637	
4/29	Fri	3:09 AM	563	62	625	
4/30	Sat	2:00 AM	565	62	627	
Total Enclosed Garages:		125			630	Average
% Garages Leased:		65%				
Garages Leased:		82				
75% Occupied:		62				
Total Surface Parking Spaces:			692			
Surface + Garages:			817			

Total Unit Count: 436 **Occupancy at Time of Survey - 95%**

One Bedrooms	204
Two Bedrooms	192
Three Bedrooms	40

Total Bedrooms 708

PARKING DEMAND CALCULATION

Parking Demand Per Unit

High: 1.49 spaces/unit
Average: 1.44 spaces/unit

Parking Demand Per Bedroom

High: 0.92 spaces/BR
Average: 0.89 spaces/BR

PARKING OCCUPANCY STUDY

Property Name: ve netian

Property Address: _____

Date of Survey: 04/24/2022

Time of Survey: 12:40 A.M.

Total number of Vehciles Parked on-site 558

PARKING OCCUPANCY STUDY

Property Name: Venetian

Property Address: _____

Date of Survey: 04/25/2022

Time of Survey: 1:06 A.M.

Total number of Vehciles Parked on-site 560

PARKING OCCUPANCY STUDY

Property Name: Venetian

Property Address: _____

Date of Survey: April 26th

Time of Survey: 3:13 A.M.

Total number of Vehciles Parked on-site 566

PARKING OCCUPANCY STUDYProperty Name: Venetian

Property Address: _____

Date of Survey: 04/27/2022Time of Survey: 2:00 A.M.

Total number of Vehciles Parked on-site

588

PARKING OCCUPANCY STUDY

Property Name: Venetian

Property Address: _____

Date of Survey: 04/28/22

Time of Survey: 3:47 AM

Total number of Vehciles Parked on-site 575

PARKING OCCUPANCY STUDY

Property Name: Vendian

Property Address: _____

Date of Survey: 04/29/22

Time of Survey: 3:09 AM

Total number of Vehciles Parked on-site 563

PARKING OCCUPANCY STUDY

Property Name: Venetian

Property Address: _____

Date of Survey: 04/30/2022

Time of Survey: 2:00 A.M.

Total number of Vehciles Parked on-site

565

**PARKING DEMAND SUMMARY AND
RAW DATA SHEETS FOR
DECORUM**

Decorum 2022

Date	Day	Time	Total Spaces Occupied	Assumed Garage Occupancy	Total Parking Demand	
3/24	Thur	11:45 PM	636	104	740	
3/28	Mon	12:30 AM	641	104	745	
3/29	Tues	11:45 PM	637	104	741	
3/31	Thur	11:00 PM	594	104	698	
4/3	Sun	11:50 PM	657	104	761	High

Total Enclosed Garages: 161 **737** Average

Garages Leased: 139

75% Occupied: 104

Total Surface Parking Spaces: 682

Surface + Garages: 843

Total Unit Count: 435

Occupancy at Time of Survey - 93%

One Bedrooms 144

Two Bedrooms 243

Three Bedrooms 48

Total Bedrooms 774

PARKING DEMAND CALCULATION

Parking Demand Per Unit

High: 1.75 spaces/unit
Average: 1.69 spaces/unit

Parking Demand Per Bedroom

High: 0.98 spaces/BR
Average: 0.95 spaces/BR

PARKING OCCUPANCY STUDY

Property Name: Decorum

Property Address: 9851 6 Mile Cypress Pkwy

Date of Survey: 03/24/2022 (Fri)

Time of Survey: 11:45 pm

Total number of Vehciles Parked on-site 636

PARKING OCCUPANCY STUDY

Property Name: Decorum

Property Address: 9851 6 mile Cypress pkwy

Date of Survey: 03/28/22 (Sun/Mon)

Time of Survey: 12:30 AM

Total number of Vehciles Parked on-site 641

PARKING OCCUPANCY STUDY

Property Name:

Decorum

Property Address:

9851 6 Mile Cypress Pkwy

Date of Survey:

3/29/22 (Tues)

Time of Survey:

11:45

Total number of Vehciles Parked on-site

637

PARKING OCCUPANCY STUDY

Property Name:

Decorum

Property Address:

9251 6 Mile Cypress Pkwy

Date of Survey:

3/31/22 (Thur)

Time of Survey:

11:00

Total number of Vehciles Parked on-site

594

PARKING OCCUPANCY STUDY

Property Name: Decorum

Property Address: 9851 6 mile cypress Pkwy

Date of Survey: 4/3/22 (Sun.)

Time of Survey: 11:50 PM

Total number of Vehciles Parked on-site 657

**PARKING DEMAND SUMMARY AND
RAW DATA SHEETS FOR
VIVE**

**Vive
2022**

Date	Day	Time	Total Spaces Occupied	Assumed Garage Occupancy	Total Parking Demand	
3/25	Sat	12:15 AM	412	32	444	
3/28	Mon	12:00 AM	438	32	470	
3/30	Wed	12:15 AM	432	32	464	
3/31	Thur	11:20 PM	422	32	454	
4/4	Mon	12:10 AM	478	32	510	High

Total Enclosed Garages: 52 **468** Average

Garages Leased: 42

75% Occupied: 32

Total Surface Parking Spaces: 504

Surface + Garages: 556

Total Unit Count: 288

Occupancy at Time of Survey - 92%

One Bedrooms 144

Two Bedrooms 128

Three Bedrooms 16

Total Bedrooms 448

PARKING DEMAND CALCULATION

Parking Demand Per Unit

High: 1.77 spaces/unit
Average: 1.63 spaces/unit

Parking Demand Per Bedroom

High: 1.14 spaces/BR
Average: 1.05 spaces/BR

PARKING OCCUPANCY STUDY

Property Name: Vire

Property Address: 3200 champion Ring Rd

Date of Survey: 03/25/22 (SAT)

Time of Survey: 12:15 AM

Total number of Vehciles Parked on-site 412

PARKING OCCUPANCY STUDY

Property Name: Vive

Property Address: 3200 Champion Ring Rd

Date of Survey: 03/28/22 (Mon.)

Time of Survey: 12:00 AM

Total number of Vehciles Parked on-site 438

PARKING OCCUPANCY STUDY

Property Name: Vive

Property Address: 3200 Champions Ring Rd

Date of Survey: 3/30/22 (Wed)

Time of Survey: 12:15 am

Total number of Vehciles Parked on-site 432

PARKING OCCUPANCY STUDY

Property Name: Vive

Property Address: 3200 Champron Ring Rd

Date of Survey: 3/31/22 (Thur)

Time of Survey: 11:20 pm

Total number of Vehciles Parked on-site 422

PARKING OCCUPANCY STUDY

Property Name:

Wtrej

Property Address:

3200 Champion Ring Rd

Date of Survey:

4/4/22 (Sun/Mon)

Time of Survey:

12:10 PM

Total number of Vehciles Parked on-site

478

**PARKING DEMAND SUMMARY AND
RAW DATA SHEETS FOR
SPRINGS AT CAPE CORAL**

Springs at Cape Coral 2022

Date	Day	Time	Total Spaces Occupied	Assumed Garage Occupancy	Total Parking Demand	
3/25	Fri	12:50 AM	494	20	514	
3/27	Sun	11:40 PM	503	20	523	
3/30	Wed	12:45 AM	501	20	521	
4/1	Fri	12:01 AM	488	20	508	
4/4	Mon	12:45 AM	524	20	544	High

Total Enclosed Garages: 36 **522** Average

Garages Leased: 26

75% Occupied: 20

Total Surface Parking Spaces: 529

Surface + Garages: 565

Total Unit Count: 292

Occupancy at Time of Survey - 93%

One Bedrooms 130

Two Bedrooms 140

Three Bedrooms 22

Total Bedrooms 476

PARKING DEMAND CALCULATION

Parking Demand Per Unit

High: 1.86 spaces/unit

Average: 1.79 spaces/unit

Parking Demand Per Bedroom

High: 1.14 spaces/BR

Average: 1.10 spaces/BR

PARKING OCCUPANCY STUDY

Property Name:

Springs at Cape Coral

Property Address:

1394 Barrett Rd

Date of Survey:

03/25/22 (Sat)

Time of Survey:

12:50 AM

Total number of Vehciles Parked on-site

494

PARKING OCCUPANCY STUDY

Property Name: Springs at Cape Coral

Property Address: 1394 Barrett Rd

Date of Survey: 03/27/22 (Sun)

Time of Survey: 11:40 PM

Total number of Vehciles Parked on-site 503

PARKING OCCUPANCY STUDY

Property Name:

Springs at Cape Coral

Property Address:

1394 Barrett Rd

Date of Survey:

3/30/22 (WED)

Time of Survey:

12:45 am

Total number of Vehciles Parked on-site

501

PARKING OCCUPANCY STUDY

Property Name:

Springs at Cape Coral

Property Address:

1344 Barrett Rd

Date of Survey:

4/1/22 (Fri)

Time of Survey:

12:00

Total number of Vehciles Parked on-site

428

PARKING OCCUPANCY STUDY

Property Name: Springs at Cape Coral

Property Address: 1394 Barrett Rd

Date of Survey: 4/4/22 (Sun/Mon)

Time of Survey: 12:45 AM

Total number of Vehciles Parked on-site 524

**ITE PARKING GENERATION
MANUAL, 5th EDITION**

**ITE PARKING GENERATION
MANUAL, 5th EDITION
LUC 220 – MULTI-FAMILY LOW RISE**

Land Use: 220 Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with one or two levels (floors) of residence. Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), and affordable housing (Land Use 223) are related land uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand (1) on a weekday (10 study sites) and a Saturday (11 study sites) in a general urban/suburban setting and (2) on a weekday (three study sites) and a Saturday (three study sites) in a dense multi-use urban setting.

Hour Beginning	Percent of Peak Parking Demand			
	General Urban/Suburban		Dense Multi-Use Urban	
	Weekday	Saturday	Weekday	Saturday
12:00–4:00 a.m.	100	93	86	100
5:00 a.m.	97	100	100	94
6:00 a.m.	90	98	94	91
7:00 a.m.	77	96	81	85
8:00 a.m.	56	92	58	79
9:00 a.m.	45	80	56	76
10:00 a.m.	40	78	53	71
11:00 a.m.	37	71	58	74
12:00 p.m.	36	68	56	68
1:00 p.m.	36	66	53	68
2:00 p.m.	37	65	47	68
3:00 p.m.	43	68	56	56
4:00 p.m.	45	70	53	59
5:00 p.m.	55	73	61	53
6:00 p.m.	66	77	81	50
7:00 p.m.	73	81	67	56
8:00 p.m.	77	82	61	65
9:00 p.m.	86	86	64	74
10:00 p.m.	92	87	75	85
11:00 p.m.	97	92	86	91

Additional Data

In prior editions of *Parking Generation*, the low-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of parking demand data found no clear differences in parking demand between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

The average parking supply ratios for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Ratio	
		Per Dwelling Unit	Per Bedroom
Dense Multi-Use Urban	Within ½ mile of rail transit	0.6 (12 sites)	0.4 (10 sites)
	Not within ½ mile of rail transit	0.9 (18 sites)	0.6 (18 sites)
General Urban/Suburban	Within ½ mile of rail transit	1.5 (10 sites)	0.9 (10 sites)
	Not within ½ mile of rail transit	1.7 (52 sites)	1.0 (52 sites)

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, District of Columbia, Maryland, Massachusetts, Oregon, Pennsylvania, Texas, Washington, and Wisconsin.

It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e. number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.

Source Numbers

72, 124, 152, 154, 209, 215, 216, 218, 219, 255, 257, 314, 414, 419, 432, 437, 505, 512, 533, 535, 536, 537, 544, 545, 577, 578, 579, 580, 584, 585, 587

Multifamily Housing (Low-Rise) (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 6:00 a.m.

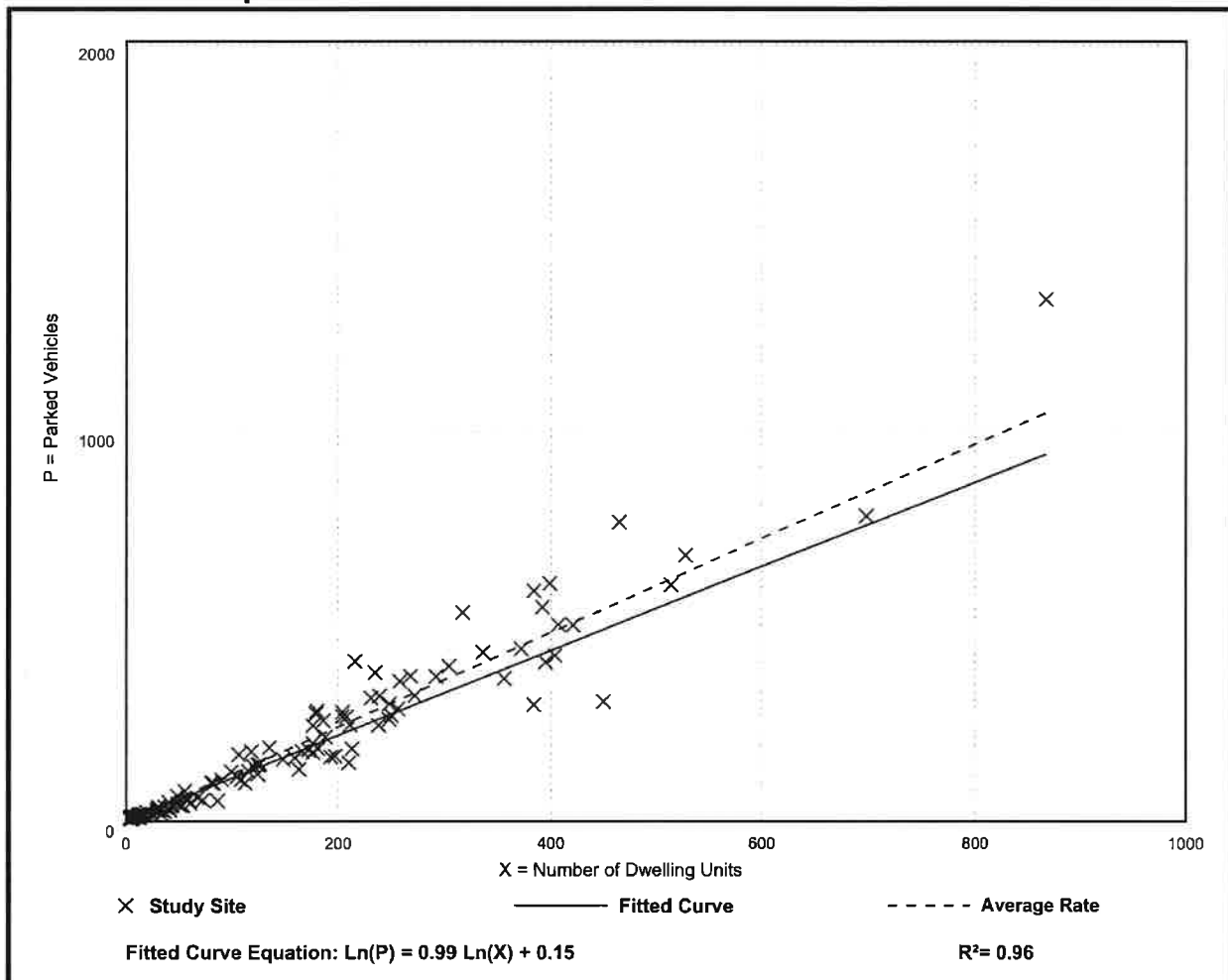
Number of Studies: 119

Avg. Num. of Dwelling Units: 156

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.21	0.58 - 2.50	1.03 / 1.52	1.16 - 1.26	0.27 (22%)

Data Plot and Equation



Multifamily Housing (Low-Rise) (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Saturday

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.

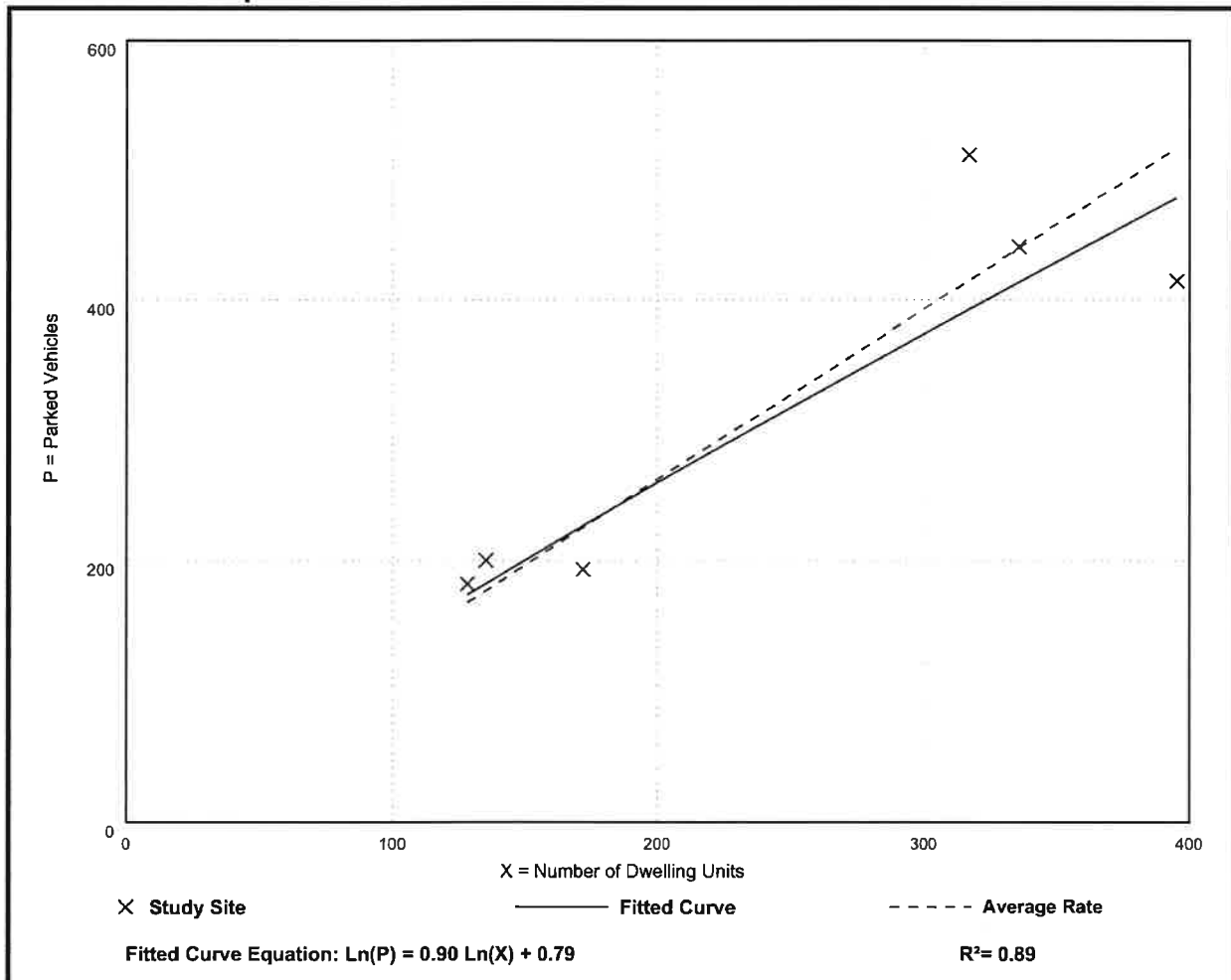
Number of Studies: 6

Avg. Num. of Dwelling Units: 247

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.31	1.05 - 1.62	1.18 / 1.61	***	0.23 (18%)

Data Plot and Equation



Multifamily Housing (Low-Rise) (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Sunday

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.

Number of Studies: 1

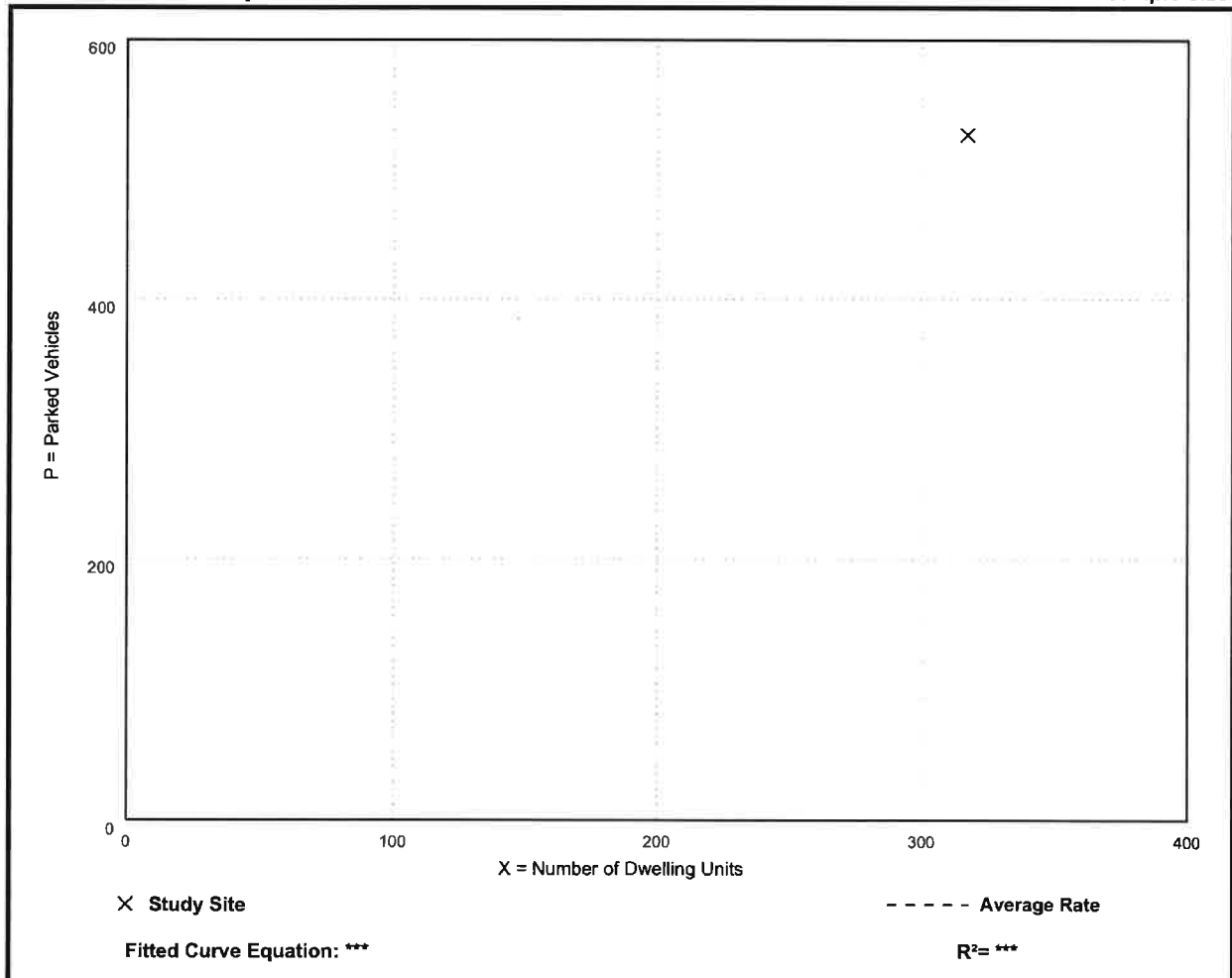
Avg. Num. of Dwelling Units: 317

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.66	1.66 - 1.66	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise) (220)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 6:00 a.m.

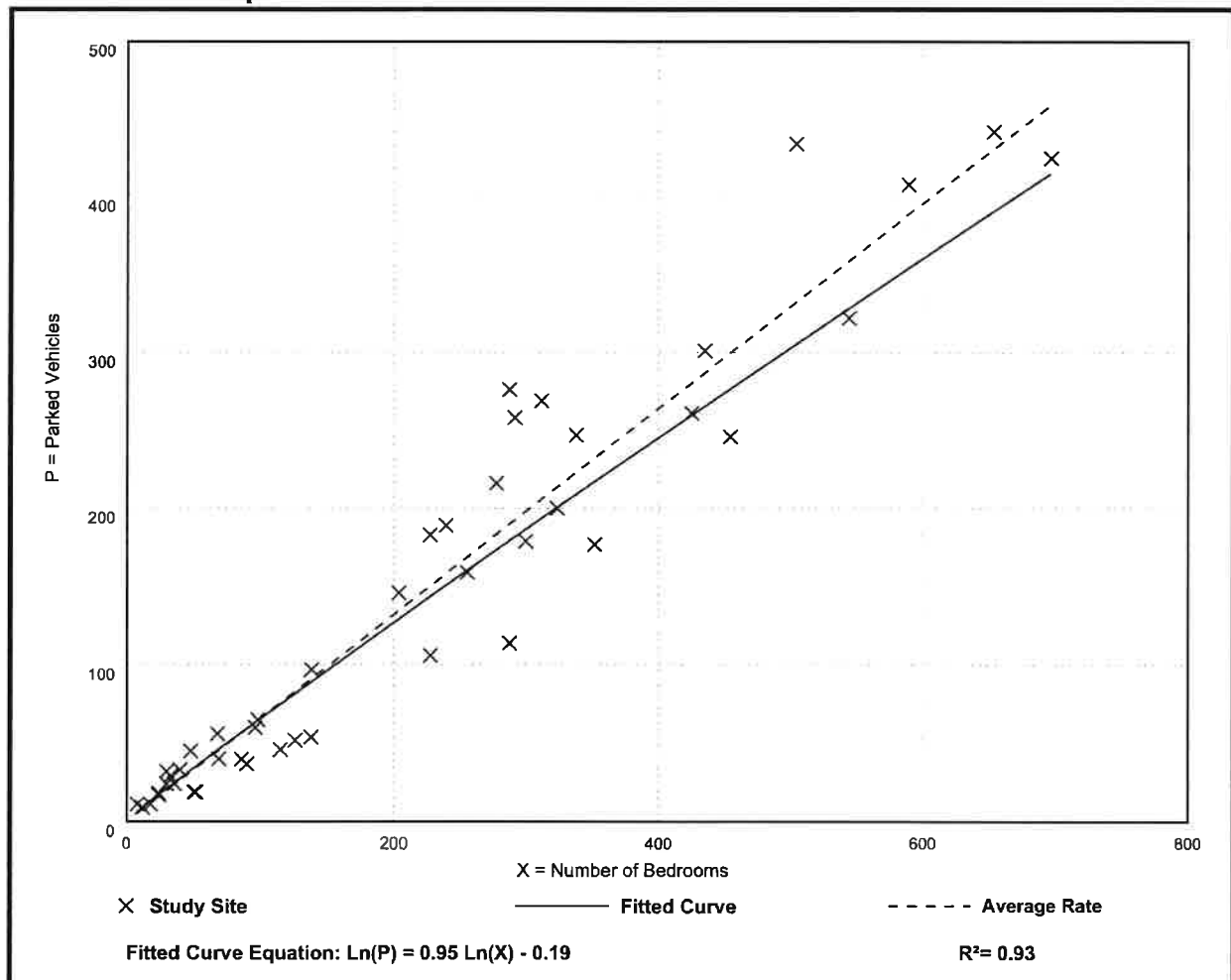
Number of Studies: 45

Avg. Num. of Bedrooms: 215

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.66	0.37 - 1.38	0.61 / 0.86	0.62 - 0.70	0.15 (23%)

Data Plot and Equation



Multifamily Housing (Low-Rise) (220)

Peak Period Parking Demand vs: Bedrooms

On a: Saturday

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.

Number of Studies: 5

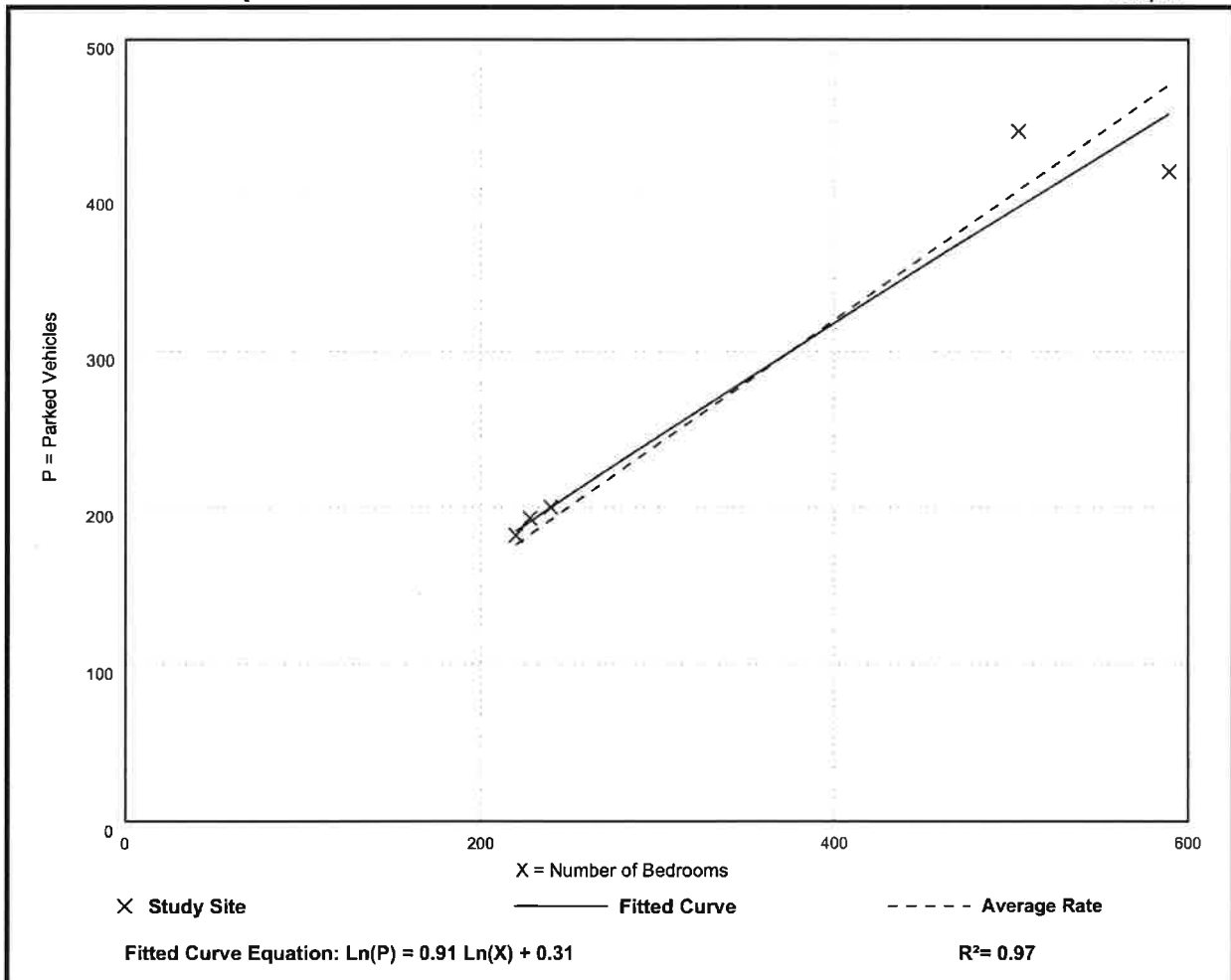
Avg. Num. of Bedrooms: 356

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.80	0.70 - 0.88	0.82 / 0.88	***	0.08 (10%)

Data Plot and Equation

Caution – Small Sample Size



**ITE PARKING GENERATION
MANUAL, 5th EDITION
LUC 221 – MULTI-FAMILY MID RISE**

Land Use: 221 Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with between three and 10 levels (floors) of residence. Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), and affordable housing (Land Use 223) are related land uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (one general urban/suburban study site), a Saturday (two general urban/suburban study sites), and a Sunday (one dense multi-use urban study site).

Hour Beginning	Percent of Peak Parking Demand		
	Weekday	Saturday	Sunday
12:00–4:00 a.m.	100	100	100
5:00 a.m.	94	99	–
6:00 a.m.	83	97	–
7:00 a.m.	71	95	–
8:00 a.m.	61	88	–
9:00 a.m.	55	83	–
10:00 a.m.	54	75	–
11:00 a.m.	53	71	–
12:00 p.m.	50	68	–
1:00 p.m.	49	66	33
2:00 p.m.	49	70	40
3:00 p.m.	50	69	27
4:00 p.m.	58	72	13
5:00 p.m.	64	74	33
6:00 p.m.	67	74	60
7:00 p.m.	70	73	67
8:00 p.m.	76	75	47
9:00 p.m.	83	78	53
10:00 p.m.	90	82	73
11:00 p.m.	93	88	93

Additional Data

In prior editions of *Parking Generation*, the mid-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of parking demand data found no clear differences in parking demand between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

The average parking supply ratios for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Ratio	
		Per Dwelling Unit	Per Bedroom
Center City Core	Within ½ mile of rail transit	1.1 (15 sites)	1.0 (12 sites)
Dense Multi-Use Urban	Within ½ mile of rail transit	1.2 (39 sites)	0.9 (34 sites)
	Not within ½ mile of rail transit	1.2 (65 sites)	0.8 (56 sites)
General Urban/Suburban	Within ½ mile of rail transit	1.5 (25 sites)	0.8 (12 sites)
	Not within ½ mile of rail transit	1.7 (62 sites)	1.0 (39 sites)

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, District of Columbia, Maryland, Massachusetts, New Jersey, New York, Oregon, Virginia, Washington, and Wisconsin.

It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.

Source Numbers

21, 209, 247, 255, 277, 401, 402, 419, 505, 512, 522, 533, 535, 536, 537, 538, 545, 546, 547, 575, 576, 577, 579, 580, 581, 583, 584, 585, 587

Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

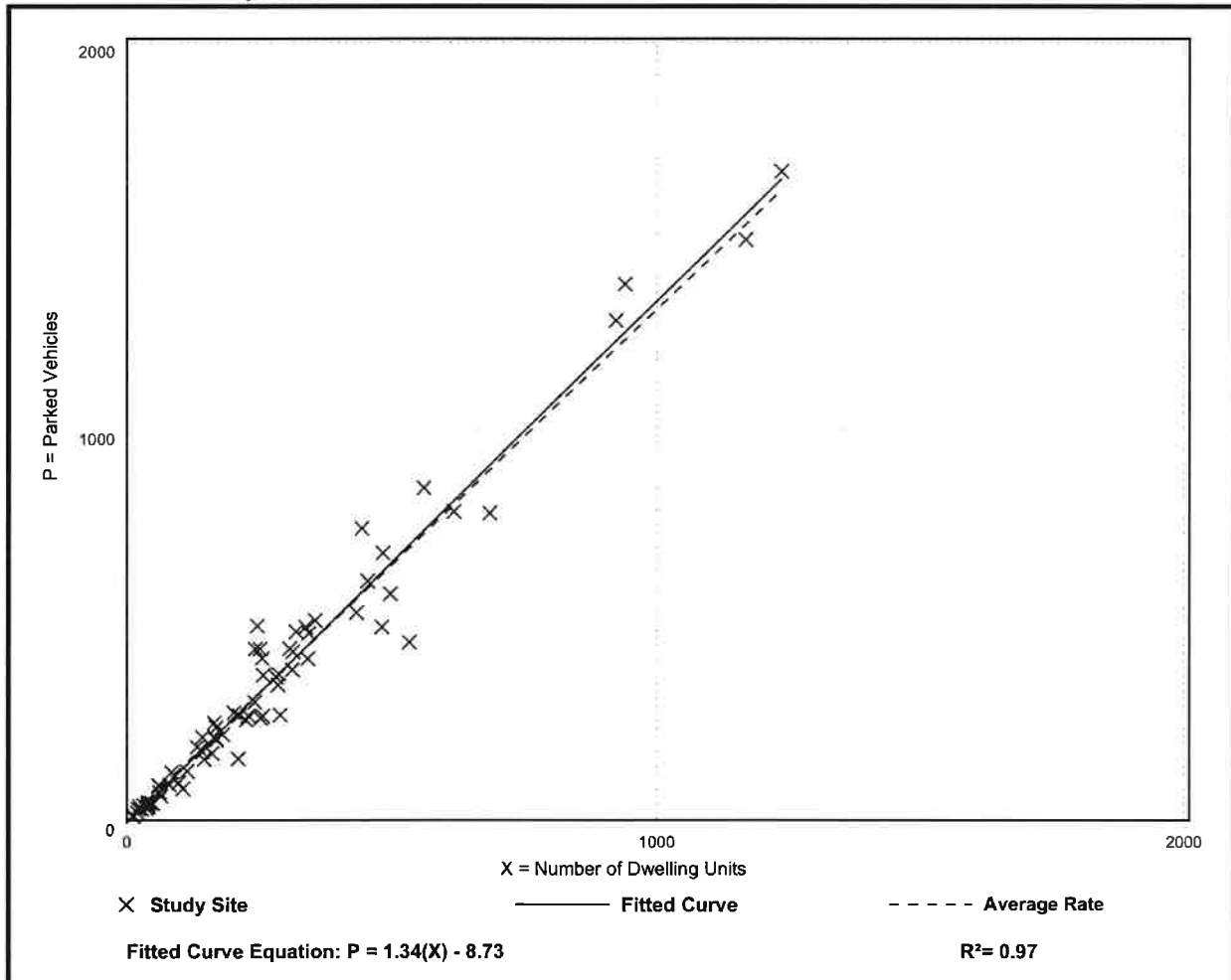
Number of Studies: 73

Avg. Num. of Dwelling Units: 261

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.31	0.75 - 2.03	1.13 / 1.47	1.26 - 1.36	0.22 (17%)

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Saturday

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.

Number of Studies: 3

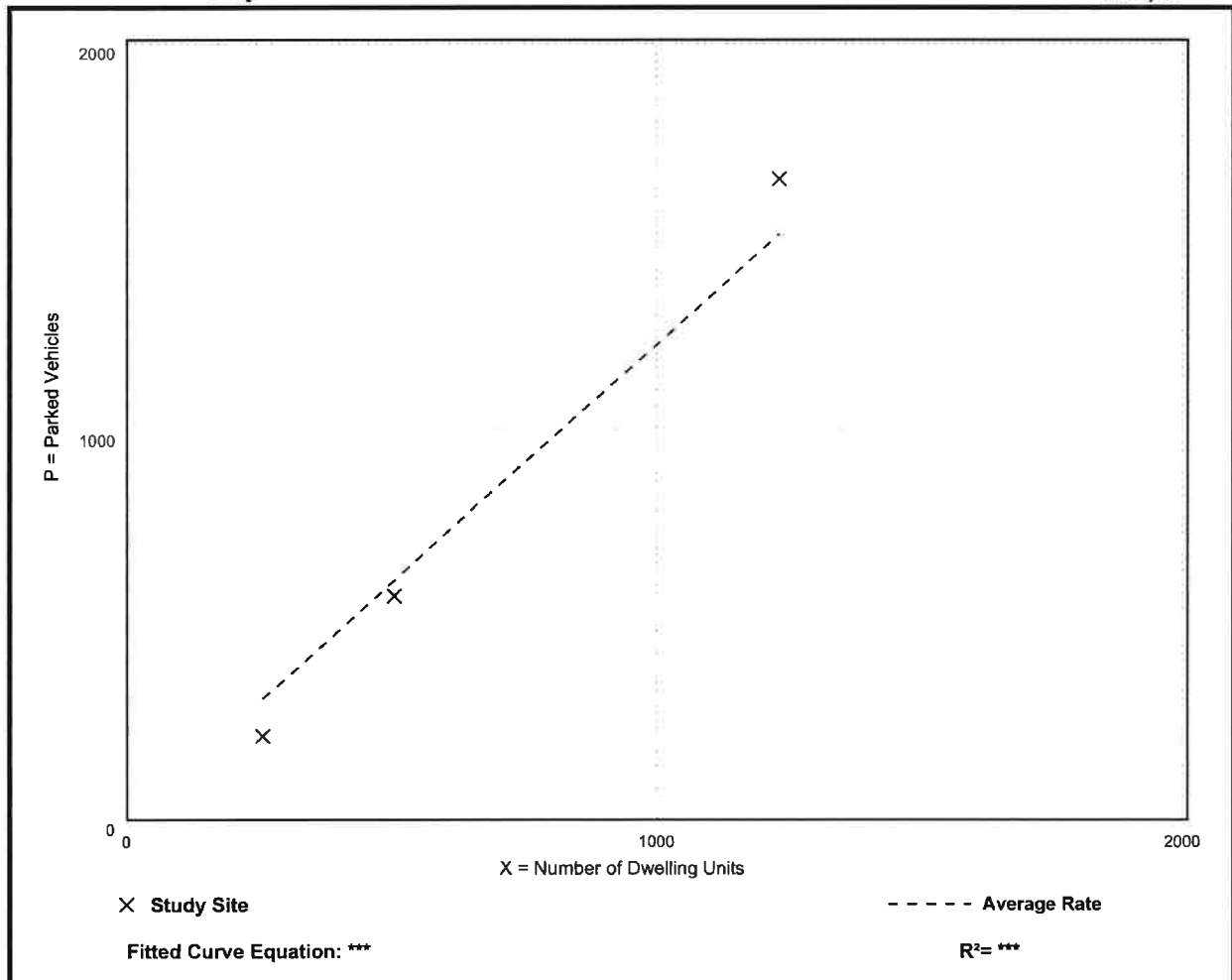
Avg. Num. of Dwelling Units: 665

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.22	0.84 - 1.33	0.94 / 1.33	***	0.20 (16%)

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Sunday

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.

Number of Studies: 1

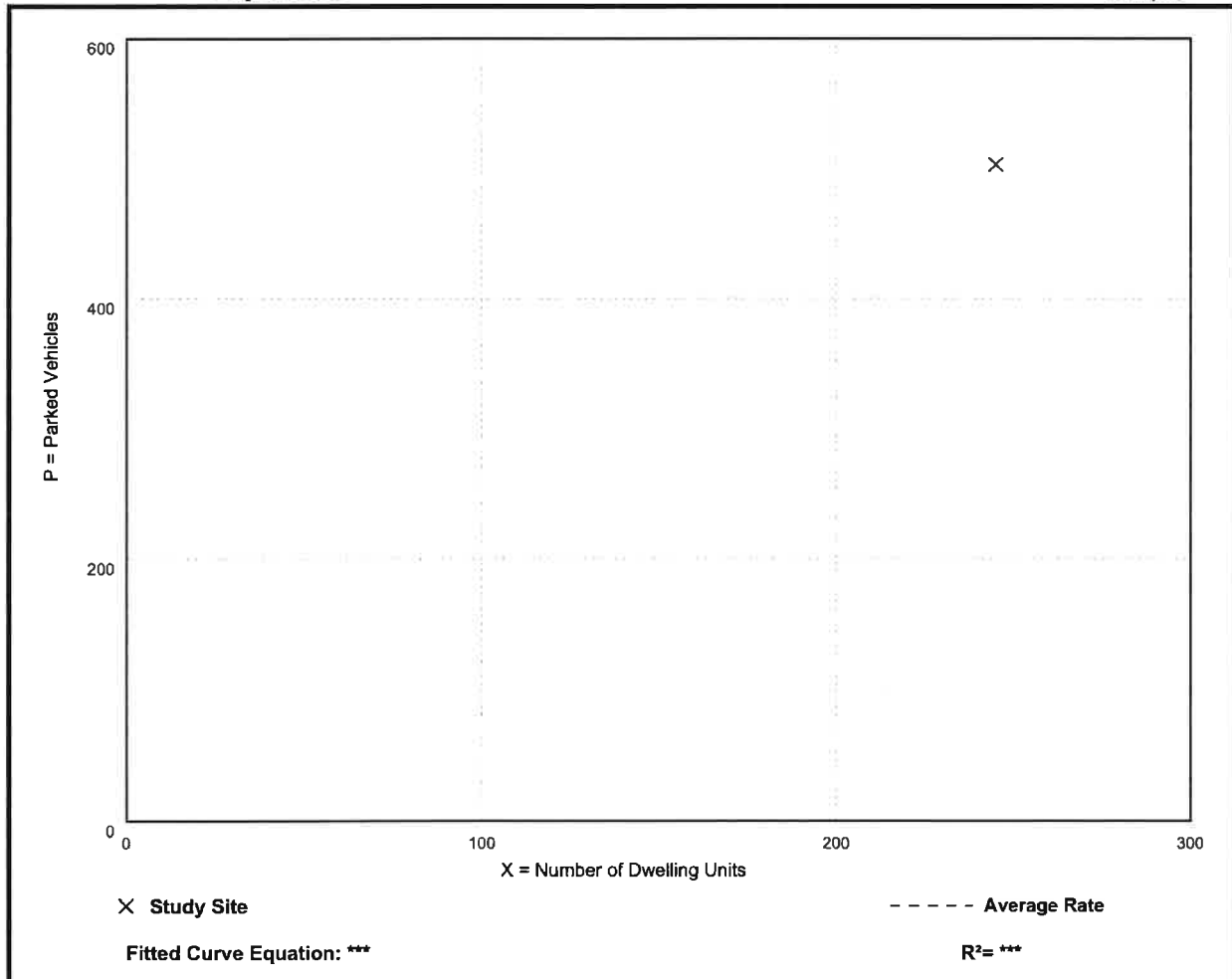
Avg. Num. of Dwelling Units: 245

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.05	2.05 - 2.05	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

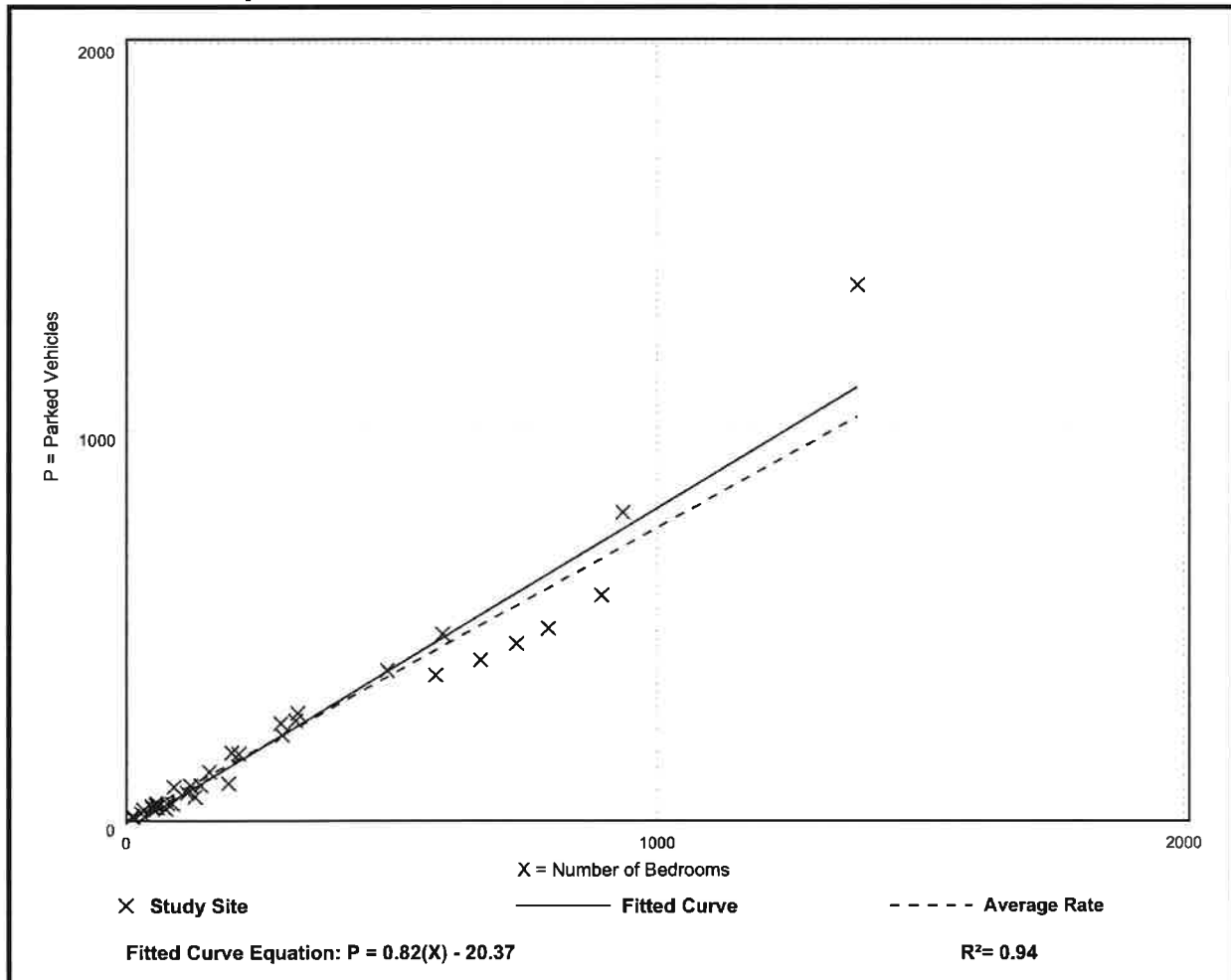
Number of Studies: 35

Avg. Num. of Bedrooms: 294

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.75	0.41 - 1.00	0.65 / 0.87	0.70 - 0.80	0.15 (20%)

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Bedrooms

On a: **Saturday**

Setting/Location: **General Urban/Suburban (no nearby rail transit)**

Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.

Number of Studies: 1

Avg. Num. of Bedrooms: 749

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.77	0.77 - 0.77	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size

