



Grady Minor

Civil Engineers • Land Surveyors • Planners • Landscape Architects

Alico Lin Flex Space
Formosa Commerce Center IPD
Schedule of Deviations Requested and Justification
Revised January 2023

Deviation 1: A deviation from Land Development Code Section 10-285, connection separation, which requires minimum separation along a local roadway to be 125 feet in a future suburban area to instead allow a connection separation of 84.4 feet for the connection to the South along Lee Road and 81.7 feet for the connection to the northwest along Lee Road.

JUSTIFICATION: The Lee Road Extension is an access and utility easement under Lee County OR 4512, Page 3861-3971. It is not anticipated the reduction will cause adverse effects. Please note the access and utility easement extension serves only the uses along that road as it is not a through road nor does it connect to other roads. There is a cul-de-sac for turnaround at the end of the roadway which leads vehicles back out the way they came from Alico Road.

The property to the south is a Robb and Stucky distribution building. Currently only the southern half of the building, noted as phase 1, is constructed. Leaving a large portion of the property to the south vacant. Specifically, the area for the closest driveway connection in question for this deviation. Even at buildout it is not anticipated there will be adverse effects.

Based on the Traffic Impact Statement performed for this project it was determined that Alico Lin Flex Space will not have significant or negative impacts upon the surrounding road network. In fact, the proposed land use will have a de minimis impact on the adjacent road network (less than 1% impact on any road's adopted capacity standard).

The property to the northwest is one of the ingress/egress routes to the recent Amazon facility. It was reviewed to see if the drive for the subject property could line up with that drive. As with the existing projects along Lee Road the "front" as you drive along Lee Road is facing the south versus the north. It was reviewed to see if the entire site could be pushed north to better line up that access drive, but due to the existing FPLE in the rear of the property the site cannot be pushed back to the north. It was also reviewed to see if the entire site can be flipped to better facilitate lining up the drives, but that would place the back of house area facing south towards Alico. Due to the nature of the flex space units the structure is required to be in the middle of the site with a drive aisle on each side in order to support main entrance on the south and back of house area on the north, therefore adjusting the drive aisles and building was not able to be achieved. The north is a back of house area with the garages and rear drive. It is requested to have patrons enter off Lee Road to the frontage of the units which is on the south side of the project as proposed.

Please also note there is also still an active Development Order on the site for a mulch facility under DOS2020-00069 for which upon approval of this revised DO will replace. Based on

our knowledge that Development Order for the Mulch facility that is active on the site was approved prior to the northwestern access. The separation between those two would not line up and would be 34.6 feet of separation. This project proposes the one southern ingress/egress as shown on the third exhibit which splits the difference for separation between the north and south at 81 feet and 84 feet which although is not the 125 feet appears to be a better product than what would have been developed.

To the best of our knowledge and Engineering judgement this request is made of sound engineering practice, it is no less consistent with the health, safety, and welfare of abutting landowners and the general public, and the granting of this administrative amendment is not inconsistent with the intention of the Lee Plan or of the zoning resolution.