CPA2022-00019





COMMUNITY DEVELOPMENT

June 16, 2023

Mr. Joseph Sarracino, Planner Lee County Department of Community Development 1500 Monroe Street, 2nd Floor Fort Myers, FL 33901

RE: Cary+Duke+Povia Map Amendment CPA2022-00019 – Resubmittal 2

Dear Mr. Sarracino,

It is my pleasure to submit to you the attached revised documents related to the map amendment request for the Cary+Duke+Povia RPD. Please see the following responses to your comments received on May 19, 2023.

The following information has been provided to assist in your review of the petition:

- 1. Comment Letter Responses;
- 2. Revised Exhibits M11 & M18 Lee Plan Analysis (marked-up and clean copies included);
- 3. Exhibit M12 Topographic Map;
- 4. Exhibit M12 Flood Insurance Rate Map;
- 5. Revised Exhibit M15 Traffic Circulation Analysis; and
- 6. Revised Exhibit M20 Community Plan Requirements (to be provided June 21, 2023).

The following is a list of Staff's comments with the Applicant's responses in **bold**.

HISTORIC RESOURCES COMMENTS

 The updated project narrative and attached MCP do not include a reference to the archaeological sites as stated in the response to comment 13 of the previous insufficiency letter. Please include these references as stated.

Response: The archaeological sites have been added to the MCP related to the Cary+Duke+Povia RPD (DCI2022-00067) as requested, and will be included in that application's next submittal.

LEVEL OF SERVICE ANALYSIS COMMENTS

2. The letter of service availability from Lee County Emergency Medical Service states that service availability to the subject property is inadequate. Please address.

Response: Please see the revised analysis related to Objective 2.2 and Policy 95.1.3 in Exhibits M11 & M18 – Lee Plan Analysis.

3. The letter of service availability from Bayshore Fire Rescue states that service availability to the subject property is inadequate. Please address.

Response: Please see the revised analysis related to Objective 2.2 and Policy 95.1.3 in Exhibits M11 & M18 – Lee Plan Analysis.

LEE PLAN ANALYSIS COMMENTS

4. Analysis of Objective 2.2 states that the letters of availability demonstrate sufficient capacity to provide public services; however, two of the letters of availability state that service to the subject property is inadequate. Please update the analysis to address this.

Response: Please see the revised analysis related to Objective 2.2 and Policy 95.1.3 in Exhibits M11 & M18 – Lee Plan Analysis.

- 5. The North Olga community meeting does not appear to meet the standards of Policy 17.3.3, Policy 17.3.4, and Policy 27.1 .8. Please address the following:
 - a. The Bayshore Fire Department at 17350 Nalle Road, North Fort Myers, FL, is located outside of the boundaries of the North Olga Community Plan Area.
 - b. Please provide more information and documentation of the decision to reschedule the January 19 public information meeting. Was the decision to reschedule the meeting made by the applicant or by the community?

Response: Please see the revised Exhibit M20 – Community Plan Requirements. Another advertised public information meeting has been scheduled within the North Olga Planning Area boundary for June 20, 2023, at the Cracker Shack Café, 18672 SR 31, North Fort Myers, FL 33920, which is located within the North Olga Community Plan Area. The meeting summary and a revised Exhibit M20 – Community Plan Requirements will be provided after the meeting is held.

The January 19th meeting was rescheduled at the community's request. Panel leadership requested the change by phone on January 18th after the panel's internal email notification to members was not released on time. The rescheduled date of January 26th was chosen by the panel.

TRANSPORTATION ANALYSIS COMMENTS

6. For N. River Rd (east of SR 31 and east of the site), which is a county-maintained arterial with a speed limit of over 40 mph, please update Tables 1A and 3A using the Level of Service Thresholds from the "Generalized Peak Hour Directional Service Volume tables for Urbanized Areas (dated April 2016)."

Response: North River Road to the east of SR 31 is considered as an uninterrupted flow roadway since there are no signals along this roadway. Therefore, the LOS thresholds for SR 31 were obtained from the "uninterrupted flow highway" category within the Generalized Peak Hour Directional Volume Table. The LOS thresholds used for this road are consistent with the previously approved traffic studies prepared for Greenwell SR 31 (CPA2021-00015) and Owl Creek (CPA2020-00004). Therefore, no revisions are necessary based on this comment.

 In Table 2A, the project traffic distribution for N. River Rd (east of SR 31) should be 90%, and for N. River Rd (east of the site) should be 10%. Also, please use the PM peak hour IN traffic value (596) in the calculation for the "PK DIR PM PROJ TRAFFIC" column.

Response: Acknowledged. Table 2A has been revised per this comment. See revised TIS report.

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SR 31 (south of SR 78), SR 78 (west of SR 31), and SR 80 (west of SR 31 and east of SR 31) are located in suburban areas. Therefore, please update Table 3A accordingly using the Level of Service Thresholds from FDOT's Generalized Peak Hour Directional Volumes, Table 8.

Response: The LOS thresholds used for these roadways are consistent with the LOS thresholds illustrated within the FDOT's District One LOS Spreadsheet that is included in the Appendix of this TIS report. As shown in FDOT's LOS report, these roadways are classified within "Urbanized Areas". Hence, FDOT's Table 7 was used. Therefore, no revisions are necessary based on this comment.

9. In Table 4A, the project traffic distribution for N. River Rd (east of SR 31) should be 90%, and for N. River Rd (east of the site) should be 10%.

Response: Acknowledged. Table 4A has been revised per this comment. See revised TIS report.

 Please provide a Traffic Impact Statement including information regarding the Traffic Circulation Analysis.

Response: A traffic impact statement has been provided consistent with the County's traffic study guidelines for CPA applications. No other analysis is necessary at this time beyond the long-range and short-range link LOS analysis. A more detailed traffic study will be prepared with the rezoning request and at the time the project applies for a local Development Order application.

ENVIRONMENTAL ANALYSIS COMMENTS

11. Please provide topographic map depicting the property boundaries.

Response: Please see the attached Exhibit M12 - Topographic Map prepared by JR Evans Engineering.

12. Please provide a map delineating the property boundaries on the most recent Flood Insurance Rate Map.

Response: Please see the attached Exhibit M12 – Flood Insurance Rate Map prepared by JR Evans Engineering.

We appreciate staff's time and consideration of the above information. Please contact me with any questions or concerns at (239) 319-0026 or <u>jfrantz@rviplanning.com</u>.

Sincerely,

RVI Planning + Landscape Architecture

Jeremy Frantz, AICP Project Director

RVi Cary+Duke+Povia Map Amendment Lee Plan Analysis & State and Regional Policy Plan Exhibits M11 & M18

I. Lee Plan Analysis

The following is an analysis of how the proposed amendment is consistent with the goals, policies, and objectives of the Lee Plan.

POLICY 1.4.1: The Rural future land use category are areas that are to remain predominantly rural – that is, low density residential, agricultural uses, and minimal non-residential land uses that are needed to serve the rural community. Natural resource extraction may be permitted in accordance with Policy 10.1.4. These areas are not to be programmed to receive urban-type capital improvements, and they can anticipate a continued level of public services below that of the urban areas. Maximum density in the Rural future land use category is one dwelling unit per acre (1 du/acre). See Policy 123.2.17 for a potential density incentive resulting from preservation and/or restoration of Rare and Unique Upland Habitat.

The Property is located in the Rural and Wetlands Future Land Use Category (FLUC). Unique to the Rural FLUC, the addition of the Property into the Future Water and Sewer Service Areas creates the opportunity to generate additional dwelling units through the Planned Development process as anticipated in this Policy and Policy 123.2.17.

The companion zoning request (DCI2022-00067) is limited to residential dwellings at 1.39 du/acre which is consistent with a base density of 1 du/acre and additional dwelling units generated through the preservation, restoration, and creation of rare and unique uplands, as allowed in Policy 123.2.17. Therefore, the proposed uses and density are entirely consistent with the above policy and other related Rural FLUC policies governing use of these lands.

POLICY 1.5.1: Permitted land uses in Wetlands consist of very low density residential uses and recreational uses that will not adversely affect the ecological functions of wetlands. All development in Wetlands must be consistent with Goal 124. The maximum density is one dwelling unit per twenty acres (1 du/20 acre) except as otherwise provided in Table 1(a) and Chapter XIII.

The attached proposed density calculations for the Cary+Duke+Povia RPD utilize a density calculation for impacted wetlands of 1 du/20 acres. Preserved wetlands utilize a density calculation of 1 unit per acre consistent with Table 1(a) Note 8. Therefore, the proposed CPA and RPD are consistent with this policy.

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. This policy will be implemented as follows:

1. For each Planning District the County will maintain a parcel based database of existing land use.

2. Project reviews for development orders must include a review of the capacity, in acres, that will be consumed by buildout of the development order. No development order, or extension of a development order, will be issued or approved if the acreage for a land use, when added to the acreage contained in the updated existing land use database, exceeds the limitation established by Table 1(b) regardless of other project approvals in that Planning District.

3. When updating the Lee Plan's planning horizon, a comprehensive evaluation of the Planning Districts Map and Acreage Allocation Table will be conducted.

This proposed amendment does not change the Future Land Use Designation of the Property. Table 1(b) currently allocates a maximum of 1,948 acres for residential development in the Rural Future Land Use Category within District 1 Northeast Lee County. According to the Planning Department, 636 acres remain for residential acreage. The companion zoning request (DCI2022-00067) includes 368 acres of residential development. Therefore, sufficient acreage is allocated for the proposed development.

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

The companion zoning request (DCI2022-00067) will allow for a compact development pattern in an area intended for low-density development and will maintain a rural community character, in direct compliance with this and other policies in the Lee Plan. As outlined in detail within the application, the project provides for compatibility with the surrounding low-density residential development and agricultural uses. Development within the project is clustered primarily within existing uplands and provides for 60 percent open space, representing a compact development footprint, while also maintaining a rural residential density. The recently approved Owl Creek RPD extended the utility service areas to the western boundary of the subject property. As a result, this RPD makes efficient use of this planned extension of infrastructure and eliminates development patterns dependent on well and septic.

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 §163.3164, Fla. Stat.) will be granted only when consistent with the provisions of §163.3202(2)(g) and § 163.3180, Fla. Stat. and the concurrency requirements in the LDC.

The Property is contiguous to developed or developing properties in the Northeast Lee County community, representing logical and efficient growth within the Rural FLUC. The attached letters of availability demonstrate there is sufficient capacity in <u>all regulatory LOS facilities</u> to provide public services to support the proposed density. Additionally, the attached Public Infrastructure Map demonstrates the Property is in the vicinity of adequate public facilities and public investment. Therefore, the proposed amendment and rezoning fully <u>complies comply</u> with the above policy's intent to direct new growth to areas of the County where adequate public facilities exist or are assured and where compact development patterns can be created.

OBJECTIVE 4.1: WATER, SEWER, AND ENVIRONMENTAL STANDARDS. Consider water, sewer, and environmental standards during the rezoning process. Ensure the standards are met prior to issuing a local development order.

STANDARD 4.1.1: WATER.

3. The developer must provide proof that the prior commitments of the water utility, plus the projected need of the developer, do not exceed the supply and facility capacity of the utility.

A letter of availability dated 11/28/2022 was provided by Lee County Utilities identifying the facility's capacity for the development of projected water and sewer demand.

4. All waterline extensions to new development will be designed to provide minimum fire flows, as well as adequate domestic services as required by Fla. Admin. Code R. 62-555.

The proposed waterline extensions shall be designed to meet minimum fire flows and provide adequate domestic service water flows as required by the Florida Administrative Code.

6. If a development lies outside any service area as described above, the developer may:

- request that the service area of Lee County Utilities or an adjacent water utility be extended to incorporate the property;
- establish a community water system for the development; or

• develop at an intensity that does not require a community water system.

The Property is immediately adjacent to the Lee County Utilities Service Area and while the companion rezoning application proposes a density below 2.5 dwelling units per acre, the incorporation of the Property into Map 4A facilitates benefits to the natural resources in the area. The proposed community design provides for a compact form of development which provides significant preservation, creation and restoration of rare and unique uplands, and wetland and floodplain preservation while also removing the potential for up to 788 private wells.

STANDARD 4.1.2: SEWER.

4. If a new development is located in a certificated or franchised service area, or Lee County Utilities' future sanitary sewer service area (see Map 4-B), and the utility cannot provide the service, or cannot provide the service except at a clearly unreasonable cost to the developer, the developer may establish on a temporary basis a self-provided sanitary sewer facility for the development, to be abated when the utility extends service to the site. The developer may also petition the appropriate regulatory agency to contract the service area of the utility in order that another utility may be invited to provide the service.

5. If a development lies outside any service area as described above, the developer may:

- request that the service area of Lee County Utilities or an adjacent sewer utility be expanded to incorporate the property;
- establish a self-provided sanitary sewer system for the development;
- develop at an intensity that does not require sanitary sewer service; or
- if no more than 5000 gallons of effluent per day per parcel is produced, an individual sewage disposal system per Fla. Admin. Code R. 64E-6 may be utilized, contingent on approval by all relevant authorities.

The Property is outside the current service area and while the companion rezoning application proposes a density below 2.5 dwelling units per acre, the incorporation of the Property into Map 4B facilitates benefits to the natural resources in the area. The proposed community design provides for a compact form of development which provides significant preservation, creation and restoration of rare and unique uplands, and wetland and floodplain preservation while also removing the potential for up to 788 septic systems.

The Applicant has also explored the potential to connect to alternative providers. The Property is also in the vicinity of the FGUA franchise area, however, the utility cannot provide service except at a clearly unreasonable cost to the applicant. Therefore, connection to the LCU system for sanitary sewer is the most costeffective option for the applicant. 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.

While portions of the Property are located in the Coastal High Hazard Area (CHHA), the proposed RPD preserves the floodway and floodplain surrounding Trout Creek. The proposed RPD protects against impacts from coastal flooding by providing storage within the surface water management system and the protection of 420 acres of wetland and upland preservation. The RPD does not propose to exceed allowable maximum density permitted by the underlying FLUCs. Additionally, impacts to hurricane shelters will be addressed through the impact mitigation requirements in LDC Section 2-485 at the time of local development order.

POLICY 17.3.2: One public information meeting is required for privately-initiated applications that propose a text change within a community plan or revises a map designation within a community plan area boundary. The meeting must be conducted before the application can be found complete.

POLICY 17.3.3: Public information meetings required pursuant to the provisions of this subelement must be held within the established community plan area boundary that is affected by the amendment.

Pursuant to Policies 17.3.2, 17.3.3, and 27.1.8, two public information meetings were held related to this request and the companion zoning request (DCI2022-00067). The first meeting was held in North Olga on January 26, 2023, and the meeting summary has been added to the revised Exhibit M20. The second meeting was held in Alva on March 14, 2023. A summary of these meetings is attached with Exhibit M20.

POLICY 53.1.8: The costs of new or augmented potable water infrastructure that is developed by Lee County will be borne by those who benefit from the improved supply.

POLICY 53.1.9: New development will pay through appropriate financial mechanisms its fair share of the costs of providing standard potable water for that development.

The proposed expansion of potable water service will be through developer funded improvements. The cost extend infrastructure to the Property will not be borne by Lee County.

OBJECTIVE 60.1: SURFACE WATER. Develop a surface water management program that is multi-objective in scope, geographically based on basin boundaries, and incorporates the requirements of applicable adopted Basin Management Action Plans.

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

A surface water management system is proposed which will provide water quality treatment before discharging into Trout Creek.

POLICY 60.1.2: Incorporate, utilize, and where practicable restore natural surface water flowways and associated habitats.

The companion zoning request (DCI2022-00067) includes significant preservation areas which will maintain existing flowways and associated habitats to the maximum extent practicable.

POLICY 61.1.6: When and where available, reuse water should be the first option for meeting irrigation needs of a development. Where reuse water is not available, surface water or low-quality groundwater should be utilized for irrigation. All other potential water sources must be eliminated prior to selecting potable water as the sole source for meeting the irrigation needs of a development. New developments will coordinate with County staff regarding the source of irrigation water.

Surface water will be used for all irrigation of landscaping within the community. The proposed community will not use potable water provided as a result of this amendment for irrigation purposes.

POLICY 95.1.3: LOS standards will be the basis for planning and provision of required public facilities and services within Lee County. Regulatory LOS standards will be the basis for determining the adequacy of public facilities for the purposes of permitting new development. Compliance with non-regulatory LOS standards will not be a requirement for continued development permitting, but will be used for facility planning purposes. The LOS will be the basis for facility design, for setting impact fees, and (where applicable) for the operation of the Concurrency Management System (CMS)

The attached letters of availability demonstrate adequate public facilities for all regulatory LOS standards. As noted in this policy, only regulatory LOS standards are used for determining adequacy of public facilities for the purposes of permitting new development. The Applicant along with the County will continue to monitor fire and EMS LOS as the project proceeds through the permitting process and utilize this information for facility planning purposes.

POLICY 95.3.3: Financing of public facilities and services will utilize appropriate revenue sources. The cost for the provision and expansion of services and facilities will be borne primarily by those who benefit, using funding mechanisms such as

impact fees, special taxing or benefit districts, community development districts, dedication of land and facilities, in-lieu-of fees, and capital construction, operation, and maintenance funds.

The proposed extension of water and sanitary sewer services to the Property will be privately funded by the development.

POLICY 101.1.4: Require that comprehensive plan amendments which increase density within the Coastal High Hazard Area or on islands meet one of the following criteria in accordance with § 163.3178(8), Fla. Stat.:

- 1. Will not result in an out of County hurricane evacuation time that exceeds 16 hours for a Category 5 storm event (Level E storm surge threat); or
- 2. Will maintain a 12 hour evacuation time to shelter for a Category 5 storm event (Level E storm surge threat) and ensure shelter space is available to accommodate the additional population; or
- 3. Will provide appropriate mitigation as determined by Lee County Department of Public Safety, to satisfy both criteria above, which may include the payment of money or construction of hurricane shelters and transportation facilities.

Impacts to hurricane evacuation times will be addressed through the impact mitigation requirements in LDC Section 2-485(c) at the time of local development order.

OBJECTIVE 124.1: Protect and conserve the natural functions of wetlands and wetland systems by maintaining wetland protection regulations.

POLICY 124.1.1: Ensure that development in wetlands is limited to very low density residential uses and uses of a recreational, open space, or conservation nature that are compatible with wetland functions. The maximum density in the Wetlands category is one unit per 20 acres, except that one single family residence will be permitted on lots meeting the standards in Chapter XIII, and except that owners of wetlands adjacent to Intensive Development, General Interchange, Central Urban, Urban Community, Suburban, New Community, Outlying Suburban, and Sub-Outlying Suburban areas may transfer densities to developable contiguous uplands under common ownership (see Table 1(a)).

The proposed development is limited to very low density residential uses. Density is calculated at 1 du/20 acres in all wetlands proposed to be impacted in accordance with table 1(a). Densities from preserved wetlands are transferred to developable contiguous uplands under common ownership at 1 dwelling unit per acre, consistent with the maximum allowable density for the adjacent Rural Future Land Use Category as identified in this policy and Table 1(a) Note 8.

POLICY 124.1.2: The County's wetlands protection regulations will be consistent with the following:

2. No development in wetlands regulated by the State of Florida may be commenced without the appropriate state agency permit or authorization. Development orders and development permits authorizing development within wetlands or lands located within the Wetlands future land use category may be issued subject to a condition that construction may not commence until issuance of the required state permits.

Wetland limits were reviewed and approved on a portion of the Property by SFWMD as part of Application No. 080519-3 on September 3 and 5, 2008, however, the ERP was eventually withdrawn. A condition is proposed in the companion rezoning request which requires that construction may not commence until an ERP is obtained to authorize any impacts to wetlands proposed by the MCP.

6. The density on wetlands that have been impacted, or will be impacted, in accordance with a state agency permit will be calculated at a density of one dwelling unit per 20 acres. Nonresidential uses on wetlands that have been impacted, or will be impacted, in accordance with a state agency permit must be consistent with the non-residential uses permitted in the immediately adjacent, least intense, upland future land use category.

Density is calculated at 1 du/20 acres in all wetlands proposed to be impacted in accordance with table 1(a). Densities from preserved wetlands are transferred to developable contiguous uplands under common ownership at 1 dwelling unit per acre, consistent with the maximum allowable density for the adjacent Rural Future Land Use Category as identified in this policy and Table 1(a) Note 8.

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

Incorporation of the Property into Map 4A and Map 4B removes the potential for groundwater withdrawals and potential impacts from up to 788 private wells and septic systems.

II. State Comprehensive Plan Consistency

The Community Planning Act of 2011 (HB7207) removed the requirement to address consistency with the local comprehensive plan and state comprehensive plan, however, the proposed amendment is consistent with the State Comprehensive Land Use Plan's intent to ensure the protection of natural resources. Specifically, the amendment is consistent with the following guiding policies:

187.201 (15) Land Use.

(a) Goal.—In recognition of the importance of preserving the natural resources and enhancing the quality of life of the state, development shall be directed to those areas

which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and service capacity to accommodate growth in an environmentally acceptable manner.

- (b) Policies.—
 - 1. Promote state programs, investments, and development and redevelopment activities which encourage efficient development and occur in areas which will have the capacity to service new population and commerce.
 - 2. Develop a system of incentives and disincentives which encourages a separation of urban and rural land uses while protecting water supplies, resource development, and fish and wildlife habitats.

As identified in the attached letter of availability there is service capacity in place to serve the project in terms of potable water and sanitary sewer service. The proposed amendment does not affect the capacity to serve solid waste, law enforcement, fire, parks, and school services for the development.

No changes to the current, Rural Future Land Use Category of the subject property are proposed and the proposed density is consistent with the allowable density in the Lee Plan. Therefore, the proposed extension of water and sewer services supports rural land uses while also reducing the need for individual well and septic systems for the Cary+Duke+Povia RPD.

187.201 (17) PUBLIC FACILITIES .---

(a) Goal.—Florida shall protect the substantial investments in public facilities that already exist and shall plan for and finance new facilities to serve residents in a timely, orderly, and efficient manner.

- (b) Policies.-
 - 1. Provide incentives for developing land in a way that maximizes the uses of existing public facilities.
 - 3. Allocate the costs of new public facilities on the basis of the benefits received by existing and future residents.

The proposed extension of services will provide service to residents concurrently with new development. Additional planned extensions of service are planned for the adjacent Owl Creek Reserve RPD to the west of the subject property. The extension also supports the companion rezoning request which will allow for the creation of additional dwelling units through a clustered community design with significant preservation areas on site.

The proposed extension of water and sewer services to the Cary+Duke+Povia RPD will be privately funded by the developer.

III. Regional Policy Plan Consistency

The proposed amendment is consistent with the Southwest Florida Regional Policy Plan (SWFRPP) as follows:

Water Resources

Goal 3: Water Management Districts and local governments must have programs based on scientific modeling to protect surface water, potable water wells, wellfields and contributing areas from contamination.

The proposed map amendment will result in a reduction in the number of private wells servicing the potable water needs in this area allowing for more frequent maintenance and monitoring of water quality and quantity to protect against surface water contamination.

RVi Cary+Duke+Povia Map Amendment Lee Plan Analysis & State and Regional Policy Plan Exhibits M11 & M18

I. Lee Plan Analysis

The following is an analysis of how the proposed amendment is consistent with the goals, policies, and objectives of the Lee Plan.

POLICY 1.4.1: The Rural future land use category are areas that are to remain predominantly rural – that is, low density residential, agricultural uses, and minimal non-residential land uses that are needed to serve the rural community. Natural resource extraction may be permitted in accordance with Policy 10.1.4. These areas are not to be programmed to receive urban-type capital improvements, and they can anticipate a continued level of public services below that of the urban areas. Maximum density in the Rural future land use category is one dwelling unit per acre (1 du/acre). See Policy 123.2.17 for a potential density incentive resulting from preservation and/or restoration of Rare and Unique Upland Habitat.

The Property is located in the Rural and Wetlands Future Land Use Category (FLUC). Unique to the Rural FLUC, the addition of the Property into the Future Water and Sewer Service Areas creates the opportunity to generate additional dwelling units through the Planned Development process as anticipated in this Policy and Policy 123.2.17.

The companion zoning request (DCI2022-00067) is limited to residential dwellings at 1.39 du/acre which is consistent with a base density of 1 du/acre and additional dwelling units generated through the preservation, restoration, and creation of rare and unique uplands, as allowed in Policy 123.2.17. Therefore, the proposed uses and density are entirely consistent with the above policy and other related Rural FLUC policies governing use of these lands.

POLICY 1.5.1: Permitted land uses in Wetlands consist of very low density residential uses and recreational uses that will not adversely affect the ecological functions of wetlands. All development in Wetlands must be consistent with Goal 124. The maximum density is one dwelling unit per twenty acres (1 du/20 acre) except as otherwise provided in Table 1(a) and Chapter XIII.

The attached proposed density calculations for the Cary+Duke+Povia RPD utilize a density calculation for impacted wetlands of 1 du/20 acres. Preserved wetlands utilize a density calculation of 1 unit per acre consistent with Table 1(a) Note 8. Therefore, the proposed CPA and RPD are consistent with this policy.

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. This policy will be implemented as follows:

1. For each Planning District the County will maintain a parcel based database of existing land use.

2. Project reviews for development orders must include a review of the capacity, in acres, that will be consumed by buildout of the development order. No development order, or extension of a development order, will be issued or approved if the acreage for a land use, when added to the acreage contained in the updated existing land use database, exceeds the limitation established by Table 1(b) regardless of other project approvals in that Planning District.

3. When updating the Lee Plan's planning horizon, a comprehensive evaluation of the Planning Districts Map and Acreage Allocation Table will be conducted.

This proposed amendment does not change the Future Land Use Designation of the Property. Table 1(b) currently allocates a maximum of 1,948 acres for residential development in the Rural Future Land Use Category within District 1 Northeast Lee County. According to the Planning Department, 636 acres remain for residential acreage. The companion zoning request (DCI2022-00067) includes 368 acres of residential development. Therefore, sufficient acreage is allocated for the proposed development.

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

The companion zoning request (DCI2022-00067) will allow for a compact development pattern in an area intended for low-density development and will maintain a rural community character, in direct compliance with this and other policies in the Lee Plan. As outlined in detail within the application, the project provides for compatibility with the surrounding low-density residential development and agricultural uses. Development within the project is clustered primarily within existing uplands and provides for 60 percent open space, representing a compact development footprint, while also maintaining a rural residential density. The recently approved Owl Creek RPD extended the utility service areas to the western boundary of the subject property. As a result, this RPD makes efficient use of this planned extension of infrastructure and eliminates development patterns dependent on well and septic.

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 §163.3164, Fla. Stat.) will be granted only when consistent with the provisions of §163.3202(2)(g) and § 163.3180, Fla. Stat. and the concurrency requirements in the LDC.

The Property is contiguous to developed or developing properties in the Northeast Lee County community, representing logical and efficient growth within the Rural FLUC. The attached letters of availability demonstrate there is sufficient capacity in all regulatory LOS facilities to provide public services to support the proposed density. Additionally, the attached Public Infrastructure Map demonstrates the Property is in the vicinity of adequate public facilities and public investment. Therefore, the proposed amendment and rezoning fully comply with the above policy's intent to direct new growth to areas of the County where adequate public facilities exist or are assured and where compact development patterns can be created.

OBJECTIVE 4.1: WATER, SEWER, AND ENVIRONMENTAL STANDARDS. Consider water, sewer, and environmental standards during the rezoning process. Ensure the standards are met prior to issuing a local development order.

STANDARD 4.1.1: WATER.

3. The developer must provide proof that the prior commitments of the water utility, plus the projected need of the developer, do not exceed the supply and facility capacity of the utility.

A letter of availability dated 11/28/2022 was provided by Lee County Utilities identifying the facility's capacity for the development of projected water and sewer demand.

4. All waterline extensions to new development will be designed to provide minimum fire flows, as well as adequate domestic services as required by Fla. Admin. Code R. 62-555.

The proposed waterline extensions shall be designed to meet minimum fire flows and provide adequate domestic service water flows as required by the Florida Administrative Code.

6. If a development lies outside any service area as described above, the developer may:

- request that the service area of Lee County Utilities or an adjacent water utility be extended to incorporate the property;
- establish a community water system for the development; or

• develop at an intensity that does not require a community water system.

The Property is immediately adjacent to the Lee County Utilities Service Area and while the companion rezoning application proposes a density below 2.5 dwelling units per acre, the incorporation of the Property into Map 4A facilitates benefits to the natural resources in the area. The proposed community design provides for a compact form of development which provides significant preservation, creation and restoration of rare and unique uplands, and wetland and floodplain preservation while also removing the potential for up to 788 private wells.

STANDARD 4.1.2: SEWER.

4. If a new development is located in a certificated or franchised service area, or Lee County Utilities' future sanitary sewer service area (see Map 4-B), and the utility cannot provide the service, or cannot provide the service except at a clearly unreasonable cost to the developer, the developer may establish on a temporary basis a self-provided sanitary sewer facility for the development, to be abated when the utility extends service to the site. The developer may also petition the appropriate regulatory agency to contract the service area of the utility in order that another utility may be invited to provide the service.

5. If a development lies outside any service area as described above, the developer may:

- request that the service area of Lee County Utilities or an adjacent sewer utility be expanded to incorporate the property;
- establish a self-provided sanitary sewer system for the development;
- develop at an intensity that does not require sanitary sewer service; or
- if no more than 5000 gallons of effluent per day per parcel is produced, an individual sewage disposal system per Fla. Admin. Code R. 64E-6 may be utilized, contingent on approval by all relevant authorities.

The Property is outside the current service area and while the companion rezoning application proposes a density below 2.5 dwelling units per acre, the incorporation of the Property into Map 4B facilitates benefits to the natural resources in the area. The proposed community design provides for a compact form of development which provides significant preservation, creation and restoration of rare and unique uplands, and wetland and floodplain preservation while also removing the potential for up to 788 septic systems.

The Applicant has also explored the potential to connect to alternative providers. The Property is also in the vicinity of the FGUA franchise area, however, the utility cannot provide service except at a clearly unreasonable cost to the applicant. Therefore, connection to the LCU system for sanitary sewer is the most costeffective option for the applicant. 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.

While portions of the Property are located in the Coastal High Hazard Area (CHHA), the proposed RPD preserves the floodway and floodplain surrounding Trout Creek. The proposed RPD protects against impacts from coastal flooding by providing storage within the surface water management system and the protection of 420 acres of wetland and upland preservation. The RPD does not propose to exceed allowable maximum density permitted by the underlying FLUCs. Additionally, impacts to hurricane shelters will be addressed through the impact mitigation requirements in LDC Section 2-485 at the time of local development order.

POLICY 17.3.2: One public information meeting is required for privately-initiated applications that propose a text change within a community plan or revises a map designation within a community plan area boundary. The meeting must be conducted before the application can be found complete.

POLICY 17.3.3: Public information meetings required pursuant to the provisions of this subelement must be held within the established community plan area boundary that is affected by the amendment.

Pursuant to Policies 17.3.2, 17.3.3, and 27.1.8, two public information meetings were held related to this request and the companion zoning request (DCI2022-00067). The first meeting was held in North Olga on January 26, 2023, and the meeting summary has been added to the revised Exhibit M20. The second meeting was held in Alva on March 14, 2023. A summary of these meetings is attached with Exhibit M20.

POLICY 53.1.8: The costs of new or augmented potable water infrastructure that is developed by Lee County will be borne by those who benefit from the improved supply.

POLICY 53.1.9: New development will pay through appropriate financial mechanisms its fair share of the costs of providing standard potable water for that development.

The proposed expansion of potable water service will be through developer funded improvements. The cost extend infrastructure to the Property will not be borne by Lee County.

OBJECTIVE 60.1: SURFACE WATER. Develop a surface water management program that is multi-objective in scope, geographically based on basin boundaries, and incorporates the requirements of applicable adopted Basin Management Action Plans.

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

A surface water management system is proposed which will provide water quality treatment before discharging into Trout Creek.

POLICY 60.1.2: Incorporate, utilize, and where practicable restore natural surface water flowways and associated habitats.

The companion zoning request (DCI2022-00067) includes significant preservation areas which will maintain existing flowways and associated habitats to the maximum extent practicable.

POLICY 61.1.6: When and where available, reuse water should be the first option for meeting irrigation needs of a development. Where reuse water is not available, surface water or low-quality groundwater should be utilized for irrigation. All other potential water sources must be eliminated prior to selecting potable water as the sole source for meeting the irrigation needs of a development. New developments will coordinate with County staff regarding the source of irrigation water.

Surface water will be used for all irrigation of landscaping within the community. The proposed community will not use potable water provided as a result of this amendment for irrigation purposes.

POLICY 95.1.3: LOS standards will be the basis for planning and provision of required public facilities and services within Lee County. Regulatory LOS standards will be the basis for determining the adequacy of public facilities for the purposes of permitting new development. Compliance with non-regulatory LOS standards will not be a requirement for continued development permitting, but will be used for facility planning purposes. The LOS will be the basis for facility design, for setting impact fees, and (where applicable) for the operation of the Concurrency Management System (CMS)

The attached letters of availability demonstrate adequate public facilities for all regulatory LOS standards. As noted in this policy, only regulatory LOS standards are used for determining adequacy of public facilities for the purposes of permitting new development. The Applicant along with the County will continue to monitor fire and EMS LOS as the project proceeds through the permitting process and utilize this information for facility planning purposes.

POLICY 95.3.3: Financing of public facilities and services will utilize appropriate revenue sources. The cost for the provision and expansion of services and facilities will be borne primarily by those who benefit, using funding mechanisms such as

impact fees, special taxing or benefit districts, community development districts, dedication of land and facilities, in-lieu-of fees, and capital construction, operation, and maintenance funds.

The proposed extension of water and sanitary sewer services to the Property will be privately funded by the development.

POLICY 101.1.4: Require that comprehensive plan amendments which increase density within the Coastal High Hazard Area or on islands meet one of the following criteria in accordance with § 163.3178(8), Fla. Stat.:

- 1. Will not result in an out of County hurricane evacuation time that exceeds 16 hours for a Category 5 storm event (Level E storm surge threat); or
- 2. Will maintain a 12 hour evacuation time to shelter for a Category 5 storm event (Level E storm surge threat) and ensure shelter space is available to accommodate the additional population; or
- 3. Will provide appropriate mitigation as determined by Lee County Department of Public Safety, to satisfy both criteria above, which may include the payment of money or construction of hurricane shelters and transportation facilities.

Impacts to hurricane evacuation times will be addressed through the impact mitigation requirements in LDC Section 2-485(c) at the time of local development order.

OBJECTIVE 124.1: Protect and conserve the natural functions of wetlands and wetland systems by maintaining wetland protection regulations.

POLICY 124.1.1: Ensure that development in wetlands is limited to very low density residential uses and uses of a recreational, open space, or conservation nature that are compatible with wetland functions. The maximum density in the Wetlands category is one unit per 20 acres, except that one single family residence will be permitted on lots meeting the standards in Chapter XIII, and except that owners of wetlands adjacent to Intensive Development, General Interchange, Central Urban, Urban Community, Suburban, New Community, Outlying Suburban, and Sub-Outlying Suburban areas may transfer densities to developable contiguous uplands under common ownership (see Table 1(a)).

The proposed development is limited to very low density residential uses. Density is calculated at 1 du/20 acres in all wetlands proposed to be impacted in accordance with table 1(a). Densities from preserved wetlands are transferred to developable contiguous uplands under common ownership at 1 dwelling unit per acre, consistent with the maximum allowable density for the adjacent Rural Future Land Use Category as identified in this policy and Table 1(a) Note 8.

POLICY 124.1.2: The County's wetlands protection regulations will be consistent with the following:

2. No development in wetlands regulated by the State of Florida may be commenced without the appropriate state agency permit or authorization. Development orders and development permits authorizing development within wetlands or lands located within the Wetlands future land use category may be issued subject to a condition that construction may not commence until issuance of the required state permits.

Wetland limits were reviewed and approved on a portion of the Property by SFWMD as part of Application No. 080519-3 on September 3 and 5, 2008, however, the ERP was eventually withdrawn. A condition is proposed in the companion rezoning request which requires that construction may not commence until an ERP is obtained to authorize any impacts to wetlands proposed by the MCP.

6. The density on wetlands that have been impacted, or will be impacted, in accordance with a state agency permit will be calculated at a density of one dwelling unit per 20 acres. Nonresidential uses on wetlands that have been impacted, or will be impacted, in accordance with a state agency permit must be consistent with the non-residential uses permitted in the immediately adjacent, least intense, upland future land use category.

Density is calculated at 1 du/20 acres in all wetlands proposed to be impacted in accordance with table 1(a). Densities from preserved wetlands are transferred to developable contiguous uplands under common ownership at 1 dwelling unit per acre, consistent with the maximum allowable density for the adjacent Rural Future Land Use Category as identified in this policy and Table 1(a) Note 8.

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

Incorporation of the Property into Map 4A and Map 4B removes the potential for groundwater withdrawals and potential impacts from up to 788 private wells and septic systems.

II. State Comprehensive Plan Consistency

The Community Planning Act of 2011 (HB7207) removed the requirement to address consistency with the local comprehensive plan and state comprehensive plan, however, the proposed amendment is consistent with the State Comprehensive Land Use Plan's intent to ensure the protection of natural resources. Specifically, the amendment is consistent with the following guiding policies:

187.201 (15) Land Use.

(a) Goal.—In recognition of the importance of preserving the natural resources and enhancing the quality of life of the state, development shall be directed to those areas

which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and service capacity to accommodate growth in an environmentally acceptable manner.

- (b) Policies.—
 - 1. Promote state programs, investments, and development and redevelopment activities which encourage efficient development and occur in areas which will have the capacity to service new population and commerce.
 - 2. Develop a system of incentives and disincentives which encourages a separation of urban and rural land uses while protecting water supplies, resource development, and fish and wildlife habitats.

As identified in the attached letter of availability there is service capacity in place to serve the project in terms of potable water and sanitary sewer service. The proposed amendment does not affect the capacity to serve solid waste, law enforcement, fire, parks, and school services for the development.

No changes to the current, Rural Future Land Use Category of the subject property are proposed and the proposed density is consistent with the allowable density in the Lee Plan. Therefore, the proposed extension of water and sewer services supports rural land uses while also reducing the need for individual well and septic systems for the Cary+Duke+Povia RPD.

187.201 (17) PUBLIC FACILITIES .--

(a) Goal.—Florida shall protect the substantial investments in public facilities that already exist and shall plan for and finance new facilities to serve residents in a timely, orderly, and efficient manner.

- (b) Policies.-
 - 1. Provide incentives for developing land in a way that maximizes the uses of existing public facilities.
 - 3. Allocate the costs of new public facilities on the basis of the benefits received by existing and future residents.

The proposed extension of services will provide service to residents concurrently with new development. Additional planned extensions of service are planned for the adjacent Owl Creek Reserve RPD to the west of the subject property. The extension also supports the companion rezoning request which will allow for the creation of additional dwelling units through a clustered community design with significant preservation areas on site.

The proposed extension of water and sewer services to the Cary+Duke+Povia RPD will be privately funded by the developer.

III. Regional Policy Plan Consistency

The proposed amendment is consistent with the Southwest Florida Regional Policy Plan (SWFRPP) as follows:

Water Resources

Goal 3: Water Management Districts and local governments must have programs based on scientific modeling to protect surface water, potable water wells, wellfields and contributing areas from contamination.

The proposed map amendment will result in a reduction in the number of private wells servicing the potable water needs in this area allowing for more frequent maintenance and monitoring of water quality and quantity to protect against surface water contamination.





TOPOGRAPIC MAP

CARY+DUKE+POVIA





FEMA FLOOD MAP

CARY+DUKE+POVIA

00911-00 E1201 - TOPO MAP.DWG May 24, 2023



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

MEMORANDUM

- TO: Mr. Jack Weber Neal Communities
- FROM: Yury Bykau, P.E. Senior Project Manager
- DATE: Revised: June 15, 2023
- RE: Cary+Duke+Povia Comprehensive Plan Amendment Lee County, Florida

TR Transportation Consultants, Inc. has completed a traffic circulation analysis for the proposed Comprehensive Plan for the property located along the south side of North River Road approximately 1 mile east of SR 31 in Lee County, Florida. Based on the discussion with RVi Planning, the subject site will be subject to a Comprehensive Plan Amendment that will allow the site to be added to the Future Water and Sewer Services Maps 4A and 4B.

The transportation related impacts of the proposed Amendment to the Lee Plan were evaluated pursuant to the criteria in the application document. This included an evaluation of the long-range impact (20-year horizon) and short-range impact (5-year horizon) the proposed amendment would have on the existing and future roadway infrastructure.

Under the existing Rural Land Use Category (FLU), approximately 788 acres of property can be developed with up to 788 residential dwelling units at a density of 1 dwelling unit per acre, plus additional incentive density of up to 1 dwelling unit per acre under Policy 123.2.17. The applicant proposes 1,099 dwelling units in the concurrently filed Residential Planned Development application. The Applicant is proposing a Comprehensive Plan Amendment on the subject property to add the 788 acres to Future Water and Sewer Services Maps 4A and 4B.



Table 1 summarizes the residential intensities that could be developed under the existing land use designation and residential intensities as a result of the incentive density per Policy 123.2.17.

Table 1

Land Uses Cary+Duke+Povia										
Existing/ Proposed	Land Use Category	Intensity								
Existing	Rural	788 Dwelling Units								
Proposed W/ Incentive Density	Rural	1,099 Dwelling Units								

The trip generation for the with and without incentive density scenarios was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled *Trip Generation Manual*, 11th Edition. Land Use Code 210 (Single-Family Detached Housing) was utilized for the trip generation purposes of the residential uses. Using this land use ensures that the analysis is completed based on the worst-case trip generation scenario. **Table 2** and **Table 3** outline the anticipated weekday AM and PM peak hour and daily trip generation based on the existing and proposed future land use categories, respectively. The trip generation equations utilized are attached to this Memorandum for reference.

	Ti	rip Genera Cary+I	ition – Peri Duke+Povi	mitted a			
I and Usa	Weekd	ay A.M. Pe	ak Hour	Weekd	Daily		
Land Use	In	Out	Total	In	Out	Total	(2-way)
Single-Family Residential (788 Units)	122	365	487	436	256	692	6,741

Table 2

	T	T rip Genera Cary+I	able 3 1tion – Pro Duke+Povi	posed a			
Land Use	Weekda	ay A.M. Pe	ak Hour	Weekd	Daily		
Lanu Ose	In	Out	Total	In	Out	Total	(2-way)
Single-Family Residential (1,099 Units)	165	495	660	596	350	946	9,154



Table 4 indicates the trip generation difference between the proposed Map Amendment and existing land use category (Table 2 vs Table 3). The resultant trip change in Table 4 indicates that the trip generation will be <u>increased</u> in the AM and PM peak hour conditions as a result of the proposed amendment.

A		Cary+I	Juke+Povi	a			
T and The	Weekda	y A.M. Pe	eak Hour	Weekda	Daily		
Land Use	In	Out	Total	In	Out	Total	(2-way)
Proposed Incentive Density	165	495	660	596	350	946	9,154
Existing Land Use Designation	-122	-365	-487	-436	-256	-692	-6,741
Resultant Trip Change	+43	+130	+173	+160	+94	+254	+2,413

Table 4
Trip Generation – Resultant Trip Change (Table 2 vs Table 3)
Construction in the second sec

Long Range Impacts (20-year horizon)

The Lee County Metropolitan Planning Organization's (MPO) 2045 Long Range Transportation Plan was reviewed to determine if any future roadway improvements were planned in the vicinity of the subject site. Based on the review, roadway improvements within the vicinity of the subject site shown on the 2045 Financially Feasible Plan were the widening of SR 31 to a six-lane facility from SR 80 to Charlotte County and widening of SR 78 to a four-lane facility from SR 31 to I-75. Note, the Lee County 2045 Needs Plans also indicates widening of SR 80 to a six-lane facility from SR 31 to Buckingham Road. Improvements that are shown on the Needs Plan are not included in this analysis. The Lee County 2045 Highway Cost Feasible Plan and 2045 Needs Plan maps are attached to this Memorandum for reference.

The Lee County Metropolitan Planning Organization's (MPO) long range transportation travel model was also reviewed in order to determine the impacts the amendment would have on the surrounding area. The base 2045 loaded network volumes were determined for the roadways within the study area and then the PM peak hour trips to be generated by additional trips in Table 3 were added to the projected 2045 volumes. The Level of Service for the surrounding roadways was then evaluated. The Level of Service threshold volumes were derived based on the attached *Lee County Generalized Peak Hour Directional Service Volumes*, Table 3 and Table 9.

The results of the analysis indicate that the addition of the trips as a result of the proposed incentive density to the projected 2045 volumes will not cause any roadway links, except for SR 31 between SR 78 and North River Road, to fall below the recommended minimum acceptable Level of Service thresholds as recommended in Policy 37.1.1 of the Lee County Comprehensive Plan. The adopted Level of Service for SR 31 between SR



78 and North River Road is LOS" C". With the project traffic scenario, this roadway is anticipated to operate at a LOS "D". However, Transportation concurrency is non-regulatory per Florida Statutes Section 163.3180 and Lee Plan Policy 95.1.3, which provides "Compliance with non-regulatory LOS standards will not be a requirement for continued development permitting, but will be used for facility planning purposes." Note, SR 80 east of SR 31 was shown to operate at a poor Level of Service in the 2045 background (without project traffic) conditions. As previously mentioned, SR 80 is shown to be widened to a six-lane facility on the Lee County's 2045 Needs Plan, which would alleviate this projected background deficiency. Therefore, no changes to the adopted long range transportation plan are required as result of the proposed Map Amendments. Attached Table 1A and Table 2A reflect the Level of Service analysis based on the 2045 conditions.

Short Term Impacts Analysis (2026)

The 2021/2022-2025/2026 Lee County Transportation Capital Improvement Plan and the 2022-2026 Florida Department of Transportation Adopted Work Program were reviewed to determine the short term impacts the proposed Map Amendment would have on the surrounding roadways. Based on the review, SR 31 is funded to be widened to a four-lane facility from SR 78 to Cook Brown Road by Babcock Ranch. The construction for this improvement is scheduled to start in late 2023. There are no other programmed improvements in the vicinity of the subject site. Note, FDOT is currently conducting PD&E studies on SR 31 from SR 80 to SR 78 as well as on SR 78 from I-75 to SR 31 to evaluate future widening of these roadways to four-lane facilities.

Table 3A and Table 4A attached to this report indicate the projected 5-year planning Level of Service on the surrounding roadways based on the additional trips shown in Table 5. The existing peak hour, peak season, peak direction traffic volumes on the various roadway links maintained by Lee County were obtained from the most recent *Lee County Public Facilities Level of Service and Concurrency Report*. The existing peak hour, peak season, peak direction traffic volumes for state maintained roadways were derived by factoring the latest AADT volumes by appropriate K & D factors obtained from FDOT's *Florida Traffic Online* webpage.

The existing peak hour, peak season, peak direction traffic volumes were then factored by the appropriate annual growth rates in order to obtain the 2026 background traffic conditions on the area roadway network. The growth rates for each roadway were calculated based on historical traffic data obtained from the FDOT's *Florida Traffic Online* webpage as well as the traffic data from the latest *Lee County Traffic Count Database System (TCDS)*. Based on the project traffic distribution illustrated within Table 4A, the roadway link data was analyzed for the year 2026 without the proposed amendment and year 2026 with the proposed amendment. Traffic data obtained from the aforementioned Lee County and FDOT resources is attached to this Memorandum for reference.



The results of the analysis indicate that the addition of the trips as a result of the proposed incentive density to the projected 2026 volumes will only cause SR 31 from SR 78 to SR 80 to fall below the minimum acceptable Level of Service standards. However, as previously mentioned FDOT is currently conducting PD&E Study on SR 31 to widen this roadway segment to a four-lane facility, which would alleviate this projected deficiency. The proposed Map Amendment does not cause any other roadways in the short-range analysis to fall below the minimum acceptable Level of Service standards. Therefore, based on this analysis no modifications will be necessary to the Lee County or FDOT short term capital improvement programs. Capacity analysis will be evaluated again at the time the project will seek rezoning and local Development Order approvals.

Conclusion

The proposed Comprehensive Plan Amendment is for a property located along the south side of North River Road approximately 1 mile east of SR 31 in Lee County, Florida. The proposed Map Amendment on the subject property will add the site to the Future Water and Sewer Service Maps 4A and 4B.

The results of the long-range link Level of Service analysis indicated that the addition of the trips as a result of the proposed incentive density to the projected 2045 volumes will not cause cause any roadway links, except for SR 31 between SR 78 and North River Road, to fall below the recommended minimum acceptable Level of Service thresholds as recommended in Policy 37.1.1 of the Lee County Comprehensive Plan. The adopted Level of Service for SR 31 between SR 78 and North River Road is LOS" C". With the project traffic scenario, this roadway is anticipated to operate at a LOS "D". However, Transportation concurrency is non-regulatory per Florida Statutes Section 163.3180 and Lee Plan Policy 95.1.3, which provides "Compliance with non-regulatory LOS standards will not be a requirement for continued development permitting, but will be used for facility planning purposes."

The results of the short-range link Level of Service analysis indicated that the addition of the trips as a result of the proposed incentive density to the projected 2026 volumes will only cause SR 31 from SR 78 to SR 80 to fall below the minimum acceptable Level of Service standards. However, as previously mentioned FDOT is currently conducting PD&E Study on SR 31 to widen this roadway segment to a four-lane facility, which would alleviate this projected deficiency. The proposed Map Amendment does not cause any other roadways to fall below the minimum acceptable Level of Service standards. Capacity analysis will be evaluated again at the time the project will seek rezoning and local Development Order approvals.

No modifications are necessary to the Short Term Capital Improvement Plan or the Long Range Transportation Plan to support the proposed Amendment. In addition, the proposed amendment will not significantly alter the socio-economic data forecasts that were utilized in the development of the Long Range Transportation Plan.

Attachments

K:\2022\10 October\18 Cary+Duke North River Rd - Lee County Rezone\CPA TIS\Sufficiency\6-15-2023 Memorandum.doc

TABLES 1A & 2A 2045 LOS ANALYSIS

TABLE 1A LEVEL OF SERVICE THRESHOLDS 2045 LONG RANGE TRANSPORTATION ANALYSIS - CARY+DUKE+POVIA CPA

				GE	ENERALIZE	ED SERVIC	E VOLUM	ES
		2045 E	+ C NETWORK LANES	LOS A	LOS B	LOS C	LOS D	LOS E
ROADWAY	ROADWAY SEGMENT	<u># Lanes</u>	Roadway Designation	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME
N. River Rd	E. of SR 31	2LU	Uninterrupted Flow Highway	130	420	850	1,210	1,640
	E. of Site	2LU	Uninterrupted Flow Highway	130	420	850	1,210	1,640
SR 31	N. of North River Rd.	6LD	Uninterrupted Flow Highway	0	2,300	3,320	4,240	4,830
	S. of North River Rd	6LD	Uninterrupted Flow Highway	0	2,300	3,320	4,240	4,830
	S. of SR 78	6LD	Arterial	0	0	3,087	3,171	3,171
SR 78 (Bayshore Rd)	W. of SR 31	4LD	Arterial	0	0	2,005	2,100	2,100
SR 80 (Palm Beach Blvd)	W. of SR 31	6LD	Arterial	0	0	3,087	3,171	3,171
	E. of SR 31	4LD	Arterial	0	0	2,005	2,100	2,100

- Denotes the LOS Standard for each roadway segment

* Level of Service Thresholds for Lee County roadways were taken from the Generalized Peak Hour Directional Service Volume tables for Urbanized Areas (dated April 2016) * Level of Service Thresholds for State mantained roadways were taken from FDOT's Generalized Peak Hour Directional Volumes, Table 7 and Table 9.

TABLE 2A 2045 ROADWAY LINK LEVEL OF SERVICE CALCULATIONS CARY+DUKE+POVIA CPA

TOTAL PM PEAK HOUR P	PROJECT TRAFFIC =	946	VPH	IN=	596	OUT=	350							
		2045 FSUTMS	COUNTY PCS /	AADT BACKGROUND	K-100	100TH HIGHEST HOUR PK DIR	D	PM PK HR PEAK	PEAK D	2045 DIRECTION	PROJECT	PK DIR PM PROJ	2045 BACKGF PEAK TRAFFIC V	OUND PLUS PROJ DIRECTION
ROADWAY	ROADWAY SEGMENT	AADT	FDOT SITE #	TRAFFIC	FACTOR	2-WAY VOLUME	FACTOR	DIRECTION	VOLUME	LOS	DIST.	TRAFFIC	VOLUME	LOS
N. River Rd	E. of SR 31	12,426	124650	12,426	0.095	1,180	0.535	EAST	631	C	90%	536	1.167	D
	E. of Site	11,371	124650	11,371	0.095	1,080	0.535	EAST	578	С	10%	60	638	c
SR 31	N. of North River Rd.	69,826	120273	69,826	0.095	6,633	0.523	SOUTH	3,164	С	20%	119	3.283	C
	S. of North River Rd.	59,332	121001	59,332	0.095	5,637	0.528	NORTH	2,976	С	70%	417	3,393	D
	S. of SR 78	54,311	120030	54,311	0.090	4,888	0.528	SOUTH	2,307	С	50%	298	2,605	c
SR 78 (Bayshore Rd)	W. of SR 31	30,972	121002	30,972	0.090	2,787	0.528	EAST	1,472	С	20%	119	1,591	с
SR 80 (Paim Beach Bivd)	W. of SR 31 E. of SR 31	53,399 50,780	126005 120085	53,399 50,780	0.090 0.090	4,806 4,570	0.528 0.528	EAST EAST	2,538 2,413	C F	35% 10%	209 60	2,747 2,473	C F

* The K-100 and D factors were obtained from Florida Traffic Online resource.

TABLES 3A & 4A 5-YEAR LOS ANALYSIS

TABLE 3A LEVEL OF SERVICE THRESHOLDS CARY+DUKE+POVIA CPA

				GE	ENERALIZE	ED SERVIC	EVOLUM	ES
				LOS A	LOS B	LOS C	LOS D	LOS E
ROADWAY	ROADWAY SEGMENT	# LANES	ROADWAY DESIGNATION	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME
N. River Rd	E. of SR 31	2LU	Uninterrupted Flow Highway	130	420	850	1,210	1,640
	E. of Site	2LU	Uninterrupted Flow Highway	130	420	850	1,210	1,640
SR 31	N. of North River Rd.	4LD	Uninterrupted Flow Highway	0	1,530	2,210	2,820	3,220
	S. of North River Rd.	4LD	Uninterrupted Flow Highway	0	1,530	2,210	2,820	3,220
	S. of SR 78	2LU	Arterial	0	0	915	970	970
SR 78 (Bayshore Rd)	W. of SR 31	2LU	Arterial	0	0	872	924	924
SR 80 (Palm Beach Blvd)	W. of SR 31	6LD	Arterial	0	0	3,087	3,171	3,171
	E. of SR 31	4LD	Arterial	0	0	2,005	2,100	2,100



- Denotes the LOS Standard for each roadway segment

* Level of Service Thresholds for Lee County arterials/collectors taken from the Generalized Peak Hour Directional Service Volume tables for Urbanized Areas (dated April 2016) * Level of Service Thresholds for State mantained roadways were taken from FDOT's Generalized Peak Hour Directional Volumes, Table 7 and Table 9.

TABLE 4A LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS CARY+DUKE+POVIA CPA

TOTAL PROJECT TRAFFIC AM =	660	VPH	IN =	165	OUT=	495	FDOT Sta. # K D
TOTAL PROJECT TRAFFIC PM =	946	VPH	IN=	596	OUT=	350	120273 0.095 0.523
							121001 0 095 0 528
							120030 0.090 0.528
							121002 0.090 0.528
							126005 0 090 0 528
							120085 0.090 0.528

							2021	202	6					2026			2026	£.	
							PK HR	PK HR PK	SEASON		PERCENT			BCKGR	ND		BCKGR	ND	
		LCDOT PCS OR	BASE YR	2021	YRS OF	ANNUAL	PK SEASON	PEAK DIR	ECTION	V/C	PROJECT	AM PROJ	PM PROJ	+ AM PR	OJ	V/C	+ PM PF	KO1	V/C
ROADWAY	ROADWAY SEGMENT	FDOT SITE #	ADT	ADT	GROWTH. ¹	RATE	PEAK DIR.2	VOLUME	LOS	Ratio	TRAFFIC	TRAFFIC	TRAFFIC	VOLUME	LOS	Ratio	VOLUME	LOS	Ratio
N River Rd	E of SR 31	348	2,693	3,400	8	2.96%	145	168	в	0.14	90%	446	536	613	С	0.51	704	C	0.58
	E. of Site	348	2,693	3,400	8	2.96%	145	168	в	0.14	10%	50	60	217	в	0.18	227	в	0.19
SR 31	N. of North River Rd.	120273	5,719	11,660	15	4.86%	579	735	в	0.23	20%	99	119	834	в	0.26	854	в	0.27
	S. of North River Rd.	121001	11,100	16,000	15	2.47%	803	907	в	0 28	70%	347	417	1,253	в	0.39	1.324	в	0.41
	S. of SR 78	120030	12,500	15,900	15	2 00%	756	834	С	0.86	50%	248	298	1,082	F	1.12	1,132	F	1.17
SR 78 (Bayshore Rd)	W. of SR 31	121002	8,400	12,400	15	2.63%	589	671	с	073	20%	99	119	770	с	0.83	790	с	0 86
SR 80 (Palm Beach Blvd)	W. of SR 31	126005	26,004	34,000	13	2 08%	1,616	1,791	С	0.56	35%	173	209	1,964	С	0.62	2,000	С	0 63
	E of SR 31	120085	36,000	43,000	15	2.00%	2,043	2,256	F	1.07	10%	50	60	2,306	F	1.10	2.316	F	1 10

1 AGR for roadways was calculated based the historical traffic data obtained from Florida Traffic Online webpage and Lee County Traffic Count Database System (TCDS)

2 Current peak hour peak season peak direction traffic volumes for all County roadways were obtained from the 2022 Lee County Public Facilities Level of Service and Concurrency Report.

2 Current peak hour peak season peak direction traffic volumes for state mantained roadways were obtained by adjusting the 2021 AADT by the appropriate K and D factors

LEE COUNTY GENERALIZED SERVICE VOLUME TABLE

Lee County
Generalized Peak Hour Directional Service Volumes
Urbanized Areas

April 2016	April 2016 c:\input5												
Uninterrupted Flow Highway													
Level of Service													
Lane	Divided	A	В	С	D	E							
1	Undivided	130	420	850	1,210	1,640							
2	2 Divided 1,060 1,810 2,560 3,240 3,590												
3	Divided	1,600	2,720	3,840	4,860	5,380							
Arterials Class I (40 mph or higher posted speed limit) Level of Service													
Lane	Divided	A	В	С	D	E							
1	Undivided	*	140	800	860	860							
2	Divided	*	250	1,840	1,960	1,960							
3	Divided	*	400	2,840	2,940	2,940							
4	Divided	*	540	3,830	3,940	3,940							
Class II (35 mph or slower posted speed limit) Level of Service													
Lane	Divided	A	В	С	D	E							
1	Undivided	*	*	330	710	780							
2	Divided	*	*	710	1,590	1,660							
3	Divided	*	*	1,150	2,450	2,500							
4	Divided	*	*	1,580	3,310	3,340							
		Controll	ed Access I Level of Ser	F acilities vice									
Lane	Divided	A	В	С	D	E							
1	Undivided	*	160	880	940	940							
2	Divided	*	270	1,970	2,100	2,100							
3	Divided	*	430	3,050	3,180	3,180							
Collectors Level of Service													
Lane	Divided	A	В	С	D	E							
1	1 Undivided * * 310 660 740												
1 Divided * * 330 700 780													
2	2 Undivided * * 730 1,440 1,520												
2	2 Divided * * 770 1,510 1,600												
Note: the service volumes for I-75 (freeway), bicycle mode, pedestrian mode, and bus mode should be from FDOT's most current version of LOS Handbook													

FDOT GENERALIZED PEAK HOUR DIRECTIONAL VOUMES TABLE 7 & TABLE 9

TABLE 7

Generalized Peak Hour Directional Volumes for Florida's

Urbanized Areas

January 2020

					UIDa	mzcu Arc	.05				January 20
	INTERS	Wened In	DW FAC	LITTLES			UNINTE	SAUCTER	FLOW P	ACIUMES	
	STATE SI	GNALIZ	LED ART	TERIALS	5	1		FREE	WAYS		
	Class I (40 n	nph or high	her posted	speed limi	t)	1		Core Ur	banized		
Lanes	Median	В	C	D	E	Lanes	в В	C	2	D	E
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	**	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
		3 X				6	6,380	8.9	90	11,510	12,760
	Class II (35 r	nph or slov	wer posted	speed lim	it)			222 (2)	121 12		
Lanes	Median	В	C	D	E		_	Urba	nized	1000	-
1	Undivided	T _	370	/50	800	Lanes	В	C		D	E
2	Divided	1	/30	1,630	1,700	2	2,270	3,1	00	3,890	4,230
5	Divided	т ц	1,170	2,520	2,560	5	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
	N CLA C				-		_			195 × 13 1	
	Non-State Si	gnanzed F	Coadway A	Adjustme r	its		F	reeway A	djustmen	its	
	(Alter	by the indicat	ed percent)	lics			Auxiliary			Ramp	
	Non-State	Signalized I	Roadways	- 10%			+1.000			+ 5%	
							1,000			1 3 70	
	Median	& Turn L	ane Adjus	sive A	diustment	τ	ININTERR	UPTED	FLOW	HIGHWA	YS
Lanes	Median	Left Lanes	Right I	anes	Factors	Lanes	Median	В	С	D	E
1	Divided	Yes	No)	+5%	1	Undivided	580	890	1,200	1,610
1	Undivided	No	No)	-20%	2	Divided	1,800	2,600	3,280	3,730
Multi	Undivided	Yes	No)	-5%	3	Divided	2,700	3,900	4,920	5,600
Multi	Undivided	No	No)	-25%			8	Ċ.		
-		-	Ye	S	+ 5%		Uninterrupt	ed Flow H	lighway	Adiustmen	ts
			5.722			Lanes	Median	Exclusive	left lanes	Adjustme	ent factors
	One-V	Vay Facili	ty Adjusti	nent		1	Divided	Y	es	+:	5%
	Multiply t	he correspon	ding direction	onal		Multi	Undivided	Y	es	-5	5%
	VO	lumes in this	table by 1.2			Multi	Undivided	N	Ío	-2	5%
	(Multiply v (Multiply v directional roadwa Paved	BICYCLE whicle volum ay lanes to de volum	C MODE ² es shown bel etermine two- nes.)	ow by numbe way maximu	er of im service	¹ Values s are for the constitute computer planning corridor o based on	hown are presented e automobile/truck e a standard and sho models from which applications. The ts or intersection desig planning applicatio	as peak hour of modes unless s build be used on h this table is d able and derivin on, where more ns of the HCM	firectional vo pecifically st ly for general erived should ng computer r refined techn and the Tran	lumes for levels ated. This table of planning applica be used for mor nodels should no iques exist. Calc sit Capacity and	of service and loes not ations. The e specific t be used for ulations are Quality of
Shoul	der/Bicycle	P	0	P	-	Service N	fanual.			501 N. 700. - 100 100.	
Lane	Coverage	B	150	200	E 1 000	² Level of	service for the bicy	cle and pedest	rian modes ir	this table is bas	ed on
5	J-49%	110	150	390	1,000	number o	f vehicles, not num	ber of bicyclist	s or pedestria	ns using the faci	lity.
2	0-84%	110	340	1,000	>1,000	³ Buses pe	r hour shown are onl	ly for the peak h	our in the sing	le direction of the	higher traffic
8.	5-100%	470	1,000	>1,000	ττ	flow.					
().(PE	DESTRIA	N MODE	2		* Cannot	be achieved using t	table input valu	e defaults.		
dire	ctional roadway la	anes to deterr volum	below by nu nine two-way nes.)	mber of maximum s	service	** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities hav been reached. For the bicycle mode, the level of service letter grade (including F) is r					
Sidewa	lk Coverage	В	С	D	Е	achievabl value defi	e because there is n aults	o maximum ve	hicle volume	threshold using	table input
()-49%	*	*	140	480	Course					
5	0-84%	*	80	440	800	Florida D	epartment of Trans	portation			
85	5-100%	200	540	880	>1.000	Systems 1	mplementation Off	ice			
	DUCMON	E (Balant	aled Et	Dent 13	.,	mips.//wv	w.idoi.gowpiannii	R/systems/			
	BUS MOD	in peak have	in peak direct	tion)							
011	(Buses	in peak nour	in peak direc	uon)							
Sidewa	IK Coverage	В	C	D	E						
C	0-84%	>5	≥4	≥3	≥2						
85	-100%	>4	>3	>2	>1						

TABLE 9

Generalized Peak Hour Directional Volumes for Florida's

Rural Undeveloped Areas and

Developed Areas Less Than 5,000 Population¹

											January 202
ALL S	INTERA	IUPTED F	LOW FAC	aumes			UNINTE	RRUPTED	FLOW F	ACILITIES	
	STATE SI	GNALIZ	ZED AR	TERIAL	S			FREE	WAYS		
Lanes	Median	В	С	D	E	Lanes	В	(3	D	Е
1	Undivided	*	670	740	**	2	2,010	2,7	70	3,270	3.650
2	Divided	*	1,530	1,580	**	3	2,820	3.9	90	4,770	5,470
3	Divided	*	2,360	2,400	**	4	3,630	5,2	20	6,260	7,300
	Non-State Si (Alte I Non-State	gnalized I r correspondi by the indicat Signalized	Roadway ing state volu ted percent) Roadways	Adjustmo imes - 10%	ents		F	Treeway A Auxilia + 1	djustmen ry Lane ,000	ts	
	Median	& Turn L	ane Adju	stments	Adjustment	τ	UNINTERR	UPTED	FLOW I	HGHWA	YS
Lanes	Median	Left Lanes	s Right	Lanes	Factors						~~
1	Divided	Yes	N	0	+5%	1	N.C. 12	Rural Un	developed		12002
1	Undivided	No	N	0	-20%	Lanes	Median	В	С	D	E
Multi Multi	Undivided	Yes	N	0	-5%	1	Undivided	240	450	730	1,490
-	-	-	Y	es.	+ 5%	2	Divided	1,630	2,350	2,910	3,280
					1 370	3	Divided	2,450	3,530	4,360	4,920
	One-V	Vay Facili	ty Adjust	ment				Develop	ed Areas		
	Multiply t	ne correspon	iding directi	onal		Lanes	Median	В	С	D	E
	vo	lumes in this	s table by 1.	2		1	Undivided	540	820	1,110	1,490
						2	Divided	1.530	2.210	2.820	3.220
						3	Divided	2,300	3,320	4,240	4,830
	Incentional Ioauwa	volum	ies.)	-way maxin	num service	Lanes	Uninterrupt Median	ed Flow H	Highway A	Adjustment:	S pt factors
0	Paved	urai Unu	everoped			Eddle3	wiedłan	V	es lon lanes	Aujusuite +5	0/
Shoul	l uvou					61 L	Divided		03	1.5	
Lane	der/Bicycle					I Multi	Divided Undivided	Ŷ	es	-54	70 %
	der/Bicycle Coverage	в	С	D	F	I Multi Multi	Divided Undivided Undivided	Y	'es lo	-5° -25	% %
	der/Bicycle Coverage	В *	C 70	D	E	I Multi Multi	Divided Undivided Undivided	Y	'es lo	-5º -25	% %
	der/Bicycle Coverage 0-49% 50-84%	B *	C 70	D 110	E 170	I Multi Multi 'Values s	Divided Undivided Undivided	Y N as peak hour o	es lo directional volu	-59 -25 umes for levels of	% %
s	der/Bicycle Coverage 0-49% 50-84%	B * 60	C 70 120 210	D 110 180	E 170 580	I Multi Multi 'Values si are for the constitute	Divided Undivided Undivided hown are presented a automobile/truck a standard and sho	Y as peak hour of modes unless s build be used on	es lo directional volu specifically statily for general	-5° -25 unes for levels of ted. This table do planning applicat	% % f service and wes not ions. The
8	der/Bicycle Coverage 0-49% 50-84% 85-100%	B * 60 140	C 70 120 210	D 110 180 1,000	E 170 580 >1,000	I Multi Multi 'Values s are for the constitute computer	Divided Undivided Undivided hown are presented automobile/truck a standard and sho models from which	As peak hour of modes unless s uild be used on this table is d	es No directional volu specifically stat ly for general lerived should	-54 -25 unes for levels of ted. This table do planning applicat be used for more	% % f service and wes not ions. The specific
5	der/Bicycle Coverage 0-49% 50-84% 85-100%	B * 60 140 Develope	C 70 120 210 d Areas	D 110 180 1,000	E 170 580 >1,000	I Multi Multi 'Values si are for the constitute computer planning a corridor o	Divided Undivided Undivided hown are presented a automobile/truck a standard and sho models from whici applications. The ta intersection design	A as peak hour of modes unless s build be used on this table is d able and derivin on, where more	es lo directional volu specifically stat ly for general lerived should ng computer m refined techni	-5% -25 unes for levels of ted. This table do planning applicat be used for more odels should not ques exist. Calcu	% % f service and wes not ions. The specific be used for lations are
8	der/Bicycle Coverage 0-49% 50-84% 85-100% Paved	B * 60 140 Develope	C 70 120 210 d Areas	D 110 180 1,000	E 170 580 >1,000	I Multi Multi 'Values s are for the constitute computer planning : corridor of based on Section 4	Divided Undivided Undivided hown are presented a automobile/truck a standard and sho models from whicl applications. The ta intersection desig planning applicatio formal	Y as peak hour of modes unless s uild be used on this table is d able and derivin m, where more ns of the HCM	es lo directional volu specifically stat ly for general lerived should ng computer m refined techni and the Trans	-5% -25 urnes for levels of ted. This table do planning applicat be used for more odels should not ques exist. Calcu it Capacity and Q	% % f service and wes not ions. The specific be used for lations are Quality of
ہ Shoul	der/Bicycle Coverage 0-49% 50-84% 85-100% Paved der/Bicycle	B * 60 140 Develope	C 70 120 210 d Areas	D 110 180 1,000	E 170 580 >1,000	I Multi Multi 'Values si are for the constitute computer planning corridor of based on Service M	Divided Undivided Undivided hown are presented a automobile/truck a standard and sho models from whici applications. The ta or intersection desig planning application fanual.	As peak hour of modes unless s und be used on this table is d bble and derivin m, where more ns of the HCM	es lo directional volu specifically stat ly for general lerived should reg computer m refined techni and the Trans	-54 -25 urnes for levels of ted. This table do planning applicat be used for more odels should not ques exist. Calcu it Capacity and Q	% % f service and wes not ions. The specific be used for lations are Quality of
should Lane	der/Bicycle Coverage 0-49% 50-84% 85-100% Paved der/Bicycle Coverage 0.4000	B * 60 140 Develope	C 70 120 210 d Areas	D 110 180 1,000	E 170 580 >1,000 E	I Multi Multi 'Values si are for the constitute computer planning : corridor of based on Service M ² Level of of ushiele	Divided Undivided Undivided hown are presented e automobile/truck as standard and sho models from which applications. The te or intersection desig planning application fanual.	As peak hour of modes unless s und be used on this table is d able and derivin m, where more ns of the HCM yele and pedess	es lo directional volu specifically stat ly for general lerived should ng computer m refined techni and the Trans trian modes in	-54 -25 unes for levels of ted. This table do planning applicat be used for more odels should not ques exist. Calcu it Capacity and C this table is based the facility.	% % % fservice and wes not ions. The specific be used for lations are yuality of d on number
l Shoul Lane	der/Bicycle Coverage 0-49% 50-84% 85-100% Paved der/Bicycle Coverage 0-49% 50-84%	B * 60 140 Develope	C 70 120 210 d Areas C 120	D 110 180 1,000 D 260	E 170 580 >1,000 E 840	1 Multi Multi 'Values si are for the constitute computer planning : corridor of based on Service M 2 Level of of vehicle	Divided Undivided Undivided undivided hown are presented e automobile/truck a standard and sho models from whicl applications. The te or intersection desig planning applicatio fanual, service for the biccy is, not number of bi	As peak hour of modes unless s mud be used on this table is d able and derivin m, where more ms of the HCM vcle and pedess cyclists or ped	es No directional volu specifically stat ly for general lerived should ng computer m refined techni and the Trans trian modes in estrians using	-54 -25 unes for levels of ted. This table do planning applicat be used for more odels should not ques exist. Calcu it Capacity and Q this table is based the facility.	% % % fservice and wes not ions. The specific be used for lations are yuality of d on number
l Shoul Lane	der/Bicycle Coverage 0-49% 50-84% 85-100% Paved der/Bicycle Coverage 0-49% 50-84%	B * 60 140 Develope B * 100	C 70 120 210 d Areas C 120 240	D 110 180 1,000 D 260 720	E 170 580 >1,000 E 840 1,000	I Multi Multi 'Values si are for the constitute computer planning : corridor 00 based on Service N ² Level of of vehicle * Cannot	Divided Undivided Undivided undivided hown are presented e automobile/truck a standard and sho models from whicl applications. The te or intersection design planning applicatio fanual, service for the bicy s, not number of bi- be achieved using to	A speak hour of modes unless s uild be used on this table is d able and derivin m, where more ns of the HCM ycle and pedess cyclists or ped able input value	es lo directional volu specifically stat ly for general lerived should ng computer m refined techni and the Trans trian modes in estrians using ue defaults.	-59 -25 unes for levels of ted. This table do planning applicat be used for more odels should not ques exist. Calcu it Capacity and Q this table is based the facility.	% % % f service and wes not ions. The specific be used for lations are Quality of d on number
shoul Lane	der/Bicycle Coverage 0-49% 50-84% 85-100% Paved der/Bicycle Coverage 0-49% 50-84% 85-100%	B * 60 140 Develope B * 100 320	C 70 120 210 d Areas C 120 240 1,000	D 110 180 1,000 D 260 720 >1,000	E 170 580 >1,000 E 840 1,000 **	I Multi Multi 'Values si are for thi constitute computer planning i corridor of based on Service M ² Level of of vehicle * Cannot ** Not ap	Divided Undivided Undivided hown are presented e automobile/truck a standard and sho models from whicl applications. The te intersection desig planning applicatio fanual. service for the bicc is, not number of bi be achieved using to plicable for that he	A speak hour of modes unless a ual be used on this table is d uble and derivin a, where more ns of the HCM ycle and pedesi cyclists or ped table input valu	es lo directional volu specifically stat ly for general lerived should ng computer m refined techni and the Trans trian modes in estrians using the defaults.	-5% -25 umes for levels of ted. This table do planning applicat be used for more odels should not ques exist. Calcu it Capacity and C this table is based the facility.	% % % fservice and wes not ions. The specific be used for lations are Quality of d on number
l Should Lane	der/Bicycle Coverage 0-49% 50-84% 85-100% Paved der/Bicycle Coverage 0-49% 50-84% 85-100% PEI	B * 60 140 Develope B * 100 320 DESTRIA	C 70 120 210 d Areas C 120 240 1,000	D 110 180 1,000 D 260 720 >1,000 E ²	E 170 580 >1,000 E 840 1,000 **	I Multi Multi 'Values si are for thi constitute computer planning : corridor of based on Service M ² Level of of vehicle * Cannot ** Not ap yolumes g been reaci	Divided Undivided Undivided hown are presented e automobile/truck a standard and she models from which applications. The tr intersection desig planning applicatio fanual. service for the bicy is, not number of bi be achieved using to preater than level of hed. For the bicycle	A speak hour of modes unless a build be used on this table is d bble and derivin m, where more ns of the HCM ycle and pedes cyclists or ped able input value real is service la f service b bec service b bec service b the level mode, the level mode, the level mode, the level mode, the level mode, the level service b bec provided by the level mode, the level	es lo directional volu specifically stat ly for general lerived should ng computer m refined techni and the Trans trian modes in estrians using l the defaults. etter grade. For ome F because et of service le lo fervice le	-54 -25 unes for levels of ted. This table do planning applicat be used for more odels should not ques exist. Calcu it Capacity and Q this table is based the facility.	% % % f service and wes not ions. The specific be used for lations are Quality of d on number mode, acities have ling, F) is not
) Should Lane 8 (Mu	der/Bicycle Coverage 0-49% 50-84% 85-100% Paved der/Bicycle Coverage 0-49% 50-84% 85-100% PEI ultiply vehicle vol	B * 60 140 Develope B * 100 320 DESTRIA umes shown	C 70 120 210 d Areas C 120 240 1,000 N MOD below by m	D 110 180 1,000 D 260 720 >1,000 E ² imber of	E 170 580 >1,000 E 840 1,000 **	I Multi Multi 'Values si are for thi constitute computer planning, i corridor o based on Service M ² Level of of vehicle * Cannot ** Not ap volumes g been reaci achievabl	Divided Undivided Undivided undivided hown are presented e automobile/truck a standard and she models from which applications. The tr intersection desig planning applicatio fanual. "service for the bicy is, not number of bi be achieved using t plicable for that level preater than level of hed. For the bicycle e because there is n	A speak hour of modes unless a build be used on this table is d bble and derivin m, where more ns of the HCM vele and pedes cyclists or ped able input value reservice b bec f service b bec service b the leve o maximum volume o mode o mod	es lo directional volu specifically stal ly for general lerived should ng computer m refined techni and the Trans trian modes in estrians using the defaults. etter grade. For ome F because et of service le chicle volume t	-54 -25 -25 -25 -25 -25 -25 -25 -25 -25 -25	% % % % f service and wes not ions. The specific be used for lations are Quality of d on number mode, acities have ling F) is not uble input
l Should Lane 8 (Mu direc	der/Bicycle Coverage 0-49% 50-84% 85-100% Paved der/Bicycle Coverage 0-49% 50-84% 85-100% PEI iltiply vehicle vol ctional roadway la	B * 60 140 Develope B * 100 320 DESTRIA umes shown unes to deterr	C 70 120 210 d Areas C 120 240 1,000 N MOD below by nu nine two-wa	D 110 180 1,000 D 260 720 >1,000 E ² imber of y maximum	E 170 580 >1,000 E 840 1,000 **	I Multi Multi 'Values si are for thi constitute computer planning i corridor o based on Service M ² Level of of vehicle * Cannot ** Not ap volumes g been reac achievabli value defi	Divided Undivided Undivided undivided hown are presented e automobile/truck a standard and she models from which applications. The tr intersection desig planning application fanual. Service for the bicy is, not number of bi be achieved using t plicable for that level preater than level of hed. For the bicycke because there is n aults.	A speak hour of modes unless a vald be used on this table is d able and derivin a, where more ns of the HCM vele and pedess cyclists or ped able input valu vel of service la f service D bec service D bec service b the leve o maximum vo	es lo directional volu specifically stat lerived should ng computer m refined techni and the Trans trian modes in estrians using the defaults. etter grade. For ome F because et of service le chicle volume to	-54 -25 -25 -25 -25 -25 -25 -25 -25 -25 -25	% % % % f service and wes not ions. The specific be used for lations are Quality of d on number mode, acities have ling F) is not uble input
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TRAFFIC DATA FDOT FLORIDA TRAFFIC ONLINE

COUNTY: 12 - LEE

SITE: 4650 - NORTH RIVER ROAD, EAST OF S.R. 31

YEAR	AADT	DI	RECTION 1	1 DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2021	3600 T	\mathbf{E}	1800	W	1800	9.50	53.50	13.60
2020	3400 S	E	1700	W	1700	9.50	53.80	12.50
2019	3400 F	E	1700	W	1700	9.50	54.90	12.50
2018	3200 C	E	1600	W	1600	9.50	55.20	12.50
2017	3200 T	E	1600	W	1600	9.50	54.90	12.20
2016	3000 S	\mathbf{E}	1500	W	1500	9.50	54.80	15.00
2015	2800 F	E	1400	W	1400	9.50	55.50	15.00
2014	2600 C	E	1300	W	1300	9.50	55.20	15.00
2013	1000 S		0		0	9.50	55.00	12.20
2012	1000 F		0		0	9.50	55.30	11.50
2011	1000 C	\mathbf{E}	0	W	0	9.50	55.20	11.70

COUNTY: 12 - LEE

SITE: 0273 - SR-31,202' NORTH OF FOXHILL ROAD, LEE CO.

YEAR	AADT	DIR	ECTION 1	DI	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	11660 C	N	5695	S	5965	9.50	52 30	21 20
2020	9182 C	N	4508	S	4674	9.50	52.70	23 40
2019	9292 C	N	4645	S	4647	9.50	52.10	25 30
2018	7959 C	N	4032	S	3927	9.50	54.10	26.90
2017	7337 C	N	3712	S	3625	9.50	53.40	28 20
2016	6620 C	N	3338	S	3282	9.50	53.90	26.60
2015	5216 C	N	2618	S	2598	9.50	55.60	28.00
2014	4653 C	N	2325	S	2328	9.50	55.60	27.00
2013	4195 C	N	2099	S	2096	9.50	55,90	29 00
2012	4217 C	N	2149	S	2068	9.50	56.40	26 90
2011	4126 C	N	2094	S	2032	9.50	55.10	25.60
2010	4034 C	N	2041	S	1993	9.79	54 46	26.00
2009	3964 C	N	1994	S	1970	9 81	52 26	25.10
2008	4232 C	N	2124	S	2108	9 88	55 53	23.10
2007	6039 C	N	3027	S	3012	10 95	51 84	43 50
2006	5719 C	N	2850	S	2869	10.95	51.84	43.50

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

COUNTY: 12 - LEE

SITE:	1001 - SR	31,	SOUTH	I OF CR	78/NORI	CH F	RIVER ROAD	(LC393)		
YEAR	AADT		DIF	RECTION	1 [DIRE	ECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	16000	С	N	8000	S	3	8000	9.50	52.80	23.30
2020	11000	С	N	5500	S	5	5500	9.50	53.70	23.40
2019	11000	C	N	5500	S	5	5500	9.50	54.00	25.30
2018	9400	C	N	4700	S	5	4700	9.50	55.20	26.90
2017	8800	C	N	4500	S	3	4300	9.50	54.40	20.20
2016	8600	F	N	4200	S	3	4400	9.50	57.70	20.20
2015	7800	C	N	3800	S	3	4000	9.50	57.50	20.20
2014	7200	F	N	3600	S	;	3600	9.50	56.80	20 50
2013	7000	С	N	3500	S	5	3500	9.50	56.50	20.50
2012	7500	C	N	3800	S	;	3700	9.50	54.20	22.60
2011	7300	F	N	3700	S	5	3600	9.50	56.20	17 60
2010	7300	С	N	3700	S	5	3600	9.91	56.34	17 60
2009	7100	C	N	3600	S	5	3500	9.98	55.90	19 70
2008	7700	C	N	3900	S	5	3800	10.16	57.01	23 50
2007	9200	C	N	4600	S	;	4600	10.16	54.76	32.60
2006	11100	C	N	5500	S		5600	8.81	55.95	43.90

COUNTY: 12 - LEE

SITE: 0030 - SR 31, NORTH OF SR 80/PALM BEACH BOULEVARD LC391

YEAR	AADT		DIF	RECTION 1	DII	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021 2020	15900 13800	C C	N N	7900	S	8000	9.00	52.80	14.20
2019	13500	C	N	6600	S	6900	9.00	54.00	20.80
2017	11200	C	N	5500	S	5700	9.00	54.40	18.60
2016	10100	E. C	N N	5500	S	5600 5100	9.00 9.00	57.70 57.50	12.50 12.50
2014 2013	8700 8500	F C	N N	4300 4200	S S	4400 4300	9.00 9.00	56.80 56.50	14.90 14.90
2012 2011	8700 8500	C F	N N	4400 4200	S	4300 4300	9.00	54.20	13.80
2010	8500	CC	N	4200	S	4300	9.91	56.34	13.70
2008	8500	C	N	4200	S	4300	10.16	57.01	12.80
2006	12500	c	N	6100	S	6400	10.16	54.76	10.80

COUNTY: 12 - LEE

SITE: 1002 - SR 78/BAYSHORE ROAD, SOUTHWEST OF SR 31

YEAR	AADT	DI	RECTION 1	DII	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	12400 C	E	6400	W	6000	9.00	52 80	21 80
2020	11000 C	E	5700	W	5300	9.00	53.70	18,90
2019	10600 C	E	5500	W	5100	9.00	54.00	22.00
2018	9600 C	E	5000	W	4600	9.00	55.20	21.60
2017	9200 C	E	4600	W	4600	9.00	54.40	13.00
2016	8600 F	E	4300	W	4300	9.00	57.70	13.00
2015	7800 C	E	3900	W	3900	9.00	57.50	13.00
2014	7300 F	E	3700	W	3600	9.00	56.80	14.00
2013	7100 C	E	3600	W	3500	9.00	56.50	14.00
2012	7500 C	E	3800	W	3700	9.00	54.20	16.40
2011	6800 F	E	3500	W	3300	9.00	56.20	14.90
2010	6800 C	E	3500	W	3300	9.91	56.34	14.90
2009	6900 C	E	3500	W	3400	9.98	55.90	17.00
2008	7500 C	E	3800	W	3700	10.16	57.01	19.30
2007	8400 C	E	4300	W	4100	10.16	54.76	23.30
2006	8400 C	E	4300	W	4100	10.23	54.38	21.60

COUNTY: 12 - LEE

SITE: 6005 - SR 80/PALM BEACH BLVD, 0.25 MI W OF SR 31. PTMS 104, LCPR 05

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	34000 T	0	0	9.00	52.80	11.70
2020	33500 S	0	0	9 00	53 70	11 50
2019	35000 F	Ō	õ	9.00	54 00	12.20
2018	35091 C	ŏ	ő	9.00	64 90	12.50
2017	34000 F	Ō	õ	9.00	64.90	11.10
2016	32970 C	E 16326	W 16644	9.00	64.90	10 40
2015	30167 C	E 14945	W 15222	9.00	63.20	11 00
2014	27785 C	E 13885	W 13900	9.00	62.60	5.90
2013	26228 C	E 12981	W 13247	9.00	61.80	9.50
2012	25563 C	E 12791	W 12772	9.00	61.60	10.80
2011	26888 C	E 13397	W 13491	9.00	61.60	12.40
2010	26743 C	E 13334	W 13409	9.89	61.01	8,90
2009	25939 C	E 12914	W 13025	9.90	62.73	9,60
2008	26004 C	E 12909	W 13095	10.24	63.18	9.20

COUNTY: 12 - LEE

SITE:	0085 - SR	80/PALM	BEACH BLVD,	EAST	' OF SR 31		LC360		
YEAR	AADT	D	IRECTION 1	DI	RECTION 2	*K	FACTOR	D FACTOR	T FACTOR
2021 2020 2019 2018 2017 2016 2015 2014 2013	43000 36500 33500 33500 33500 32000 29500 28500	L E E E E E E E E E E E E E E E E E E E	21500 18000 16500 16500 16500 17500 16000 15000 14500		21500 18500 18500 17000 17000 17500 16000 14500 14000		9.00 9.00 9.00 9.00 9.00 9.00 9.00 9.00	52.80 53.70 54.00 55.20 54.40 57.70 57.50 56.80 56.50	7.50 8.30 9.00 9.30 8.20 9.00 9.20 9.20
2012 2011 2010 2009 2008 2007 2006	28500 29500 29500 30000 34000 36000	C F C C C C C	14500 14500 14500 14500 15000 17000 18000	ស ស ស ស ស ស	14000 15000 15000 15000 15000 17000 18000		9.00 9.00 9.91 9.98 10.16 10.16 10.23	54.20 56.20 56.34 55.90 57.01 54.76 54.38	9.20 9.40 9.50 8.10 8.50 11.00

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

TRAFFIC DATA FROM LEE COUNTY TRAFFIC COUNT DATABASE SYSTEM





Traffic Count Database System (TCDS)

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NT PPV	NT PHV Il Growth 3% 3% 3% 4% 4%	PM PPV D W Annu	PM PHV	MD PPV VOLUM Year 2021 2019 2017 2015 2013 2011 2006	MD PHV Total 3,996 3,746 3,534 3,744 3,262 3,758 3,599 2,492	Int 15 15 15 15 15 15 15 15 15 15 15 15 15	301 1-5 of AM PHV	0 3 ->> 	2,90 2,69 > 1 Mode Mode AAD VT Date u 4/22/2 d 4/21/2 d 4/21/2 d 4/21/2 d 4/21/2 d 4/21/2 d 4/21/2 d 2/13/2 d 2/13/2	017 015 013 013 013 013 014 014 014 014 014 014 014 014 014 014	Image: second				
NT PPV	NT PHV Il Growth 3% 3% 4% 4% 1% 0%	PM PPV D 💋 Annua	PM PHV	MD PPV VOLUM Year 2021 2019 2017 2015 2013 2011 2006 2005	MD PHV Total 3,996 3,746 3,534 3,744 3,262 3,758 3,599 3,487 2,422	Int 15 15 15 15 15 15 15 15 15 15	301 1-5 of AM PHV	0 3 3 1 1 2021 2021 2021 2021 2019 0019 0019	2,90 2,69 > 1 Mode Mode AAD VT Date u 4/22/2 d 4/21/2 e 4/20/2 u 2/14/2 d 2/13/2 e 2/12/2 u 2/12/2 d 4/27/2 d 4/26/2	017 015 013 013 013 013 014 015 015 015 015 015 015 017 015 017 017 017 017 017 015 017 015 015 015 015 015 015 015 015 015 015	<< Iravel E /OLUM % % % % % % % % % % % % %				
NT PPV	NT PHV Il Growth 3% 3% 3% 4% 5% 0% 5%	PM PPV D 🕊 Annu:	PM PHV	MD PPV VOLUM Year 2021 2019 2017 2015 2013 2011 2006 2005 2004	MD PHV Total 3,996 3,746 3,534 3,744 3,262 3,758 3,599 3,487 3,433 2,220	INT INT INT IS IS IS IS IS IS IS IS IS IS	301 1-5 of AM PHV	0 3 3 1 el T 2021 2021 2021 2019 0019 0017 2017 0017	2,90 2,69 >	017 015 013 (del par Th COU Th We Tu Th We Tu	<< Fravel C /OLUM % % % % % % % % % % % % %				
NT PP\	NT PHV Il Growth 3% 3% 3% 4% 5% 4% 1% 0% 5% 8%	PM PPV D 💔 Annu	PM PHV	MD PPV VOLUM Year 2021 2019 2017 2015 2013 2011 2006 2005 2004 2003	MD PHV Total 3,996 3,746 3,534 3,744 3,262 3,758 3,599 3,487 3,433 3,233	I1 AM PPV Int 15 15 15 15 15 15 15 15 15 15 15 15 15	301 1-5 of AM PHV	0 3 3 1 el T 2021 2021 2021 2019 019 019 017 2017 015	2,90 2,69 >	017 015 013 013 013 013 001 001 001 001 001 001	Image: second				
	NT PHV	PM PPV D W Annua	PM PHV	MD PPV VOLUN Year	MD PHV	10 10 11 AM PPV	301 1-5 of / AM PHV	0 3 >> /	2,90 2,69 > ! : Mode Mod AAD VT Date	017 015 013 i mano del ar	↓<< ↓ Travel E ↓ VOLUM				

LEE COUNTY PUBLIC FACILITIES LEVEL OF SERVICE AND CONCURRENCY REPORT

Table 21 b): Link-Level Service Volumes and LOS Table

			LEE COUNTY ROAD LIN	k volumes (County-	and S	State-Mainta	ined	Roady	vays)			e Tr	
Link No.	NAME	ROADWAY	LINK	F. Class	ROAD	PE	RFORMANCE STANDARD	i Hi	2021 10 Ghest I	OTH Kour	RU	URE FO	RECAST 6)	liates
		FROM	TO		TYPE	LOS	DIRECTIONAL	LOS	VOL	v/c	105	VOL	V/C	INC
13900	JOEL BLVD	18TH ST	SR 80	P. Art	2LN	E	1,010	C	482	0.48	D	506	0.50	
14000	JOHN MORRIS RD	BUNCHE BEACH	SUSIMERUN RO	Mir. Co	2014	E	360	C	52	0.07	C	72	0.05	old count projection
14100	JOHN MORRIS RD	SU'VIMERLIN RD	ICNA RD	Maj Col	2LN	E	360	C	255	0.30	Ç	269	0.31	
14200	KELLY RD	McGREGOR BLVD	SAW CARLOS BLVD	Maj. Co:	2LN	E	350	C	254	0.31	¢	277	0.32	
14300	KELLY RD	SAN CARLOS BUVD	PINE RIDGE RD	Niej Col	2UN	E	360	C	105	0.12	C	120	0.14	old count projection(2010)
14500	LAUREL DR	BUS 41	BREEZE DR	May Col	2LN	E	360	C	334	0.45	C	404	0.47	
14600	LEE BLVD	SR 82	ALVIN AVE	P.Art	6LD	£	2,840	В	2,084	0.75	B	2,190	0.77	
14700	LEE BLVD	ALVIN AVE	GUNNERY RD	P. Art	6LD	٤	2,840	В	1,957	0.69	8	2,136	0.75	
14800	LEE BLVD	GUNNERY RD	HOMESTEAD RD	P. Art	6LD	E	2,840	8	2,093	0.74	B	2,200	0.77	
14900	LEE BLVD	HOMESTEAD RD	WILLIAMS AVE	P. Art	4LD	Ε	1,980	8	898	0.45	B	943	0.48	
14930	LEE BLVD	WILLIAMS AVE	LEELAND HEIGHTS	P. Art	2LN	E	1,020	С	898	0.88	C	943	0.92	
15000	LEE RD	SAN CARLOS BLVD	ALICO RD	Maj. Col	2UN	Ε	860	C	544	0.63	D	614	0.71	old count projection(2015)
15100	LEELAND HEIGHTS	HOMESTEAD RD	JOEL BLVD	P. Art	4LN	3	1,800	В	832	0.46	8	867	0.48	
15200	LEONARD BLVD	GUNNERY RD	WESTGATE BLVD	Ni Art	2UN	E	860	D	753	0.39	D	319	0.35	
15300	LITTLETON RD	CORBETT RD	US 41	Maj. Col	2LN	E	860	C	528	0.61	C	555	0.65	
15400	LITTLETON RD	US 41	BUS 41	Maj. Col	2UN	E	860	C	437	0.51	C	459	0.53	
15500	LUCKETT RD	ORTIZ AVE	1-75	M Art	2LN	Ε	880	8	317	0.36	8	392	0.45	4 Ln design & ROW
15600	LUCKETT RD	1-75	COUNTRY LAKES OR	Maj Co:	2UN	Ε	860	3	285	0.33	C	299	0.35	
15700	MAPLE DR*	SUMMERLY RD	2ND AVE	Min. Col	2UN	E	860	C	77	0.09	C	59	0.10	old count projection
15800	McGREGOR BLVD	SANIJƏEL T PLAZA	HARBOR DR	P. Art	4LD	Ε	1,960	8	1,173	0.60	8	1,233	0.63	Producting to conduct Action of the second
15900	McGREGOR BLVD	HARBOR DR	SUMMERLIN RD	P. Art	4LD	E	1,960	9	1,180	0.60	9	1,240	0.63	
16000	McGREGOR BLVD	SUMMERLIN RD	KELLY RD	M Art	4LD	E	1,960	A	927	0.47	A	983	0.50	
16100	McGREGOR BLVD	KELLY RD	GLADIOLUS DR	M. Art	4LD	E	1,960	A	927	0.47	A	975	0.50	
16200	McGREGOR BLVD (SR SE	OLD MCGREGOR /GLADIOLUS DR	IONA LOOP RD	State	4LD	D	2,100	C	1,465	0.70	C	1,635	0.78	
16300	McGREGOR BLVD (SR &	TIONA LOOP RD	PINE RIDGE RD	State	4LD	D	2,100	C	1,465	0.70	С	1,635	0.78	
16400	McGREGOR BLVD (SR 86	PINE RIDGE RD	CYPRESS LAKE DR	State	410	D	2,100	C	1,674	0.80	C	1,873	0.89	
16500	McGREGOR BLVD (SR 86	CYPRESS LAKE DR	COLLEGE PKWY	State	41D	D	2,100	C	1,574	0.80	С	1,873	0.89	
16600	McGREGOR BLVD ISR BE	COLLEGE PKWY	WINKLER RD	State	ZLN	D	924	C	726	0.79	C	797	0.85	Constrained
16700	McGREGOR BLVD (SR 86	T WINKLER RD	TANGLEWOOD BLVD	State	ZLN	D	970	1	1,039	1.07	11	1,143	1.18	Constrained
16800	McGREGOR BLVD (SR 88	TANGLEWOOD BLVD	COLONIAL BLVD	State	ZLN	D	970		1,039	1.07	1	1,143	1.18	Constrained
16900	METRO PKWY (SR 739)	SOX MILE PKWY	DANIELS PKWY	State	ഖ	D	3,171	C	1,136	0.36	C	1,492	0.47	
17000	METRO PKWY (SR 739)	DANIELS PKWY	CRYSTAL DR	State	4LD	D	2,100	C	1,184	0.56	C	1,445	0.69	
17100	METRO PKWY (SR 739)	CRYSTAL DR	DANLEY DR	State	4LD	D	2,100	C	1,665	0.79	D	2,092	1.00	
17200	METRO PKWY (SR 739)	DANLEY DR	COLONIAL BLVD	State	4LD	Đ	2,100	C	1,665	0.79	D	2,092	1.00	
	MICHAEL RIPPE PKWY	US41	SOX MILES PKWY	State	GLD	D	3,171	C	1,397	0.44	C	1,875	0.59	
17600	MILWAUKEE BLVD	ALABAMA BLVD	BELL BLVD	Maj. Col	2LN	E	860	C	168	0.20	C	175	0.20	
17700	MILWAUKEE BLVD	BELL BLVD	COLUMBUS BLVD	Min, Col	2UN	E	860	C	158	0.20	C	181	0.21	
17800	MCCDY RD	HANCOCK B, PKWY	PONDELLA RD	Min, Col	2LN	Ε	\$60	C	182	0.21	C	205	0.24	old count projection(2009)
17900	NALLE GRADE RD	SLATER RD	NALLE RD	Min, Coi	2LN	£	360	C	59	0.03	C	72	0.08	
18000	NALLE RD	SR 76	NALLE GRADE RD	Min. Col	2LN	E	360	С	123	0.15	C	147	0.17	*
18100	NEAL RD	CRANGE RIVER ELVD	BUCKINGHAM RD	Min. Col	2LN	E	860	C	130	0.15	C	137	0.16	
18200	NORTH RIVER RD	SR 31	FRANKUN LOCK RD	M. Art	2LN	E	1,140	A	145	0.13	8	264	0.23	
18300	NORTH RIVER RD	FRANKLIN LOCK RD	BROADWAY RD	M. Art	2LN	E	1,140	A	145	0.13	8	285	0.25	
18400	NORTH RIVER RD	BROADWAY RD	COUNTY LINE	M. Art	2LN	E	1,140	A	100	0.09	A	133	0.12	
18900	CLGA RD*	SR SO W	SR SO E	Min Cel	2UN	E	660	С	82	0.10	C	95	0.11	old count projection
19100	CRANGE GROVE BLVD	CLUB ENTR.	HANCOCK B, PKWY	Vin, Cel	2UN	E	860	C	393	0.45	C	488	0.57	old count/2009)
19200	CRANGE GROVE BLVD	HANCOCK 8, PKWY	PONDELLA RD	Min Co!	4LN	E	1,790	C	528	0.19	C	555	0.31	
19300	ORANGE RIVER BLVD	SR 80	STALEY RD	Mai. Col	2LN	E	1.000	D	477	0.48	D	502	0.50	

Table 21 b) 4 of 7

County-Maintained Collector Roadway - Unincorporated Lee County

County-Maintained Collector Roadway - Incorporated Lee County

State-Maintained Arterial Roadway - Unincorporated Lee County County Maintained Controlled Access Aterial Facility

County-Maintained Arterial Roadway - Unincorporated Lee County

County-Maintained Arterial Roadway - Incorporated Lee County

County Maintained Expressway

LEE COUNTY MPO 2045 COST FEASIBLE HIGHWAY PLAN



LEE COUNTY MPO 2045 NEEDS PLAN



2045 E+C NETWORK VOLUMES





FDOT DISTRICT ONE LOS SPREADSHEET

	State		Summer of the second		P-REAL PROPERTY			451	Edistin	Carl and			1.77	IDOT	County	eus	13.4	Year 2021					25951
antim	Read	Read	From	From	10	Τe	Section	515	6 Control	Turn Hernal	Fested	Ares	Vacility	1.05	105	1.05	Asserting	Dirided	(Berry Law)	Let 1	al gha	Then	12101-2
Ro	No	Name		MIP		M49.	Receptor	24	Gen	Claudification	Spied	Ine	Line	Sid	Sid	Sid.	Class	(Way	adation of the		1	1.
12020000	58 50	MAIN ST	US 41 (Cleveland Ava)	0 000	SR 82/Manroe St	0 105	0 405		C5	Procepti contental-other	30	UA	A	D	D	E	1	t	:1)	INT	117	1	-0-
12020030	JR 30 WE	15T 5T	SR 739/US 41 Bus (Forcha St)	0 035	SR SJ/Sealered St	1.04-0	1 205		C3C	Financial rates al-other	30	U.a.	*	p	D	E	2	C.		WT .	:17		
10000000	52 80	PALM BEACH BLVD	5R \$0/5eaboard St	1 000	CR SOB (Orba Ave)	4 3 64	2 695		CIC	Provopal Astenuel-other	45	UA		D	D	E	1	P	235	ivi	117	1	
Ligitor.	5R 53	PALM BEACH BLVD	CR 50B (Qine and	4304	1-73	3 340	1.152		010	Principal Autorial-other	43	Ua		D	D		1	p	200	WT.	11.2		20.00
11, 20,6	52.80	PALM BEACH BLVD	1.75	5 546	SR 31 - Arcana Rdi	5:40	: 703	515	030	Process al contental other	55	U.S.	~	n	D		1 V	P	3W	N1	13		
11012032	53 52	PALM BEACH SLVD	SR M (micedia Rd)	5 249	CR 50A/Buckingham Rd/Old Olga	10.741	2 492	515	CNC	Principal suternal-scher	40	UA.	2	Ð	D			E	AV.	11	3.7	4	
11010000	52 50	PALM BEACH BLVD	CR SOA/Buckingham Rd/Old Olga	10 741	Harber Creek Rd	13 305	2 567	515	C2	Provipal Asterial-other	55	UA	H	D	D			D	211	WL.	112		: : 50
12020000	53 50	PALM BEACH BLVD	Hickey Creek Rd	13 305	CR 554 (loel Blvd)	15 227	-4.919	515	C2	Procipal Asternal-other	55	ADA-	н	с	с			D	211		113		1210
12020030	57.50	PAL: (BEACH BLVD	C2 554 (Joel Blvd)	15 22-	Fiendry County Law	20 340	2.13	sts	C	Proscipal Arterial other	(a	PDA) H	đ	÷.			F	233	117	333		
12020102	57 50 EB	SR SO/2ND ST/SEABOARD ST	SE 739 (Fowlet St)	0 397	SR 53 (Palm Beach Blvd)	1 560	51165	题	cit	Principal Asterial-other	it 33	UA	A	D	D	E	2	r	485	117	07		. 950
12090000	52 75	PINE ISLAND RD	CR ~65/CR \$94/Barnt Store Rd	5 407	Chiquata Blvd	T 514	2 047	100	C30	Pancipal Asterial-other	50	EUA	房人	D	D	c		D	215	IVI	117	-	01
2000000	53 75	PINE ISLACID RD	Chiquita Bh d	7 514	Sauta Barbaca Bivd	a 737	2.343	-	- 23.2	Puncip al Astensal-other	N	ĽA	A	D	D	2	1	C	- 200	WL.	333	4	
120-0000	52 "5	PINE ISLAND RD	Santa Baibara Bird	9 757	Del Prado Bhrd	12 061	2 304		030	Provide Asterial other	35	UA	A	D	D	с		D	215	IVL	112		2 .00
12000000	5R 75	PINE ISLAND RD	Del Prado Blvd	12 001	Hancock Creek Blvd/NE 24th Ave	13 245	1 157		C.SC	Functional Automal-other	55	UA	٨	D	D	c		D	zw	117	WE	4	2100
120-2000	52 75	PINE ISLAND RD	Hancock Casek Brd/NE 24th Ave	13 245	SR 45/US 41 (Cleveland Ave)	14 741	1 403		C3C	Principal Asterial-other	55	UA	A	D	D		1	D	2337	IVZ	117	- 010	2.00
12000000	53.75	PINE BLACID RD	SR 43/US 41 (Cleveland Ave)	14 741	SR 739/US 41 Bus	13 232	1.17		C3C	Faussigal Automal-other	+3	UA	A	D	D		3	C	-	:11	13	4	
1154002	52 75	EA15HOPE 2D	5R 739/C5 41 Bus	15 535	Liew Post Rd/Hat Rd	17 015	1 157		CBR	Prussyal Arternal other	50	UA	•	D	G			D	zw.	IVL	17	1	1 125
100.000	37 80	KA15HORE RD	New Post Ed/Hait Ed	17.015	Coor Rd/Slates Rd	15 235	1 220	_	212	Procipal Autorial-other	57	UA	A	a	D		1	D	-240	UL.	333	+	
120-2000	52.75	BA15HOPE 2D	Coon R.1/Slater Rd	15 235	W of Pulichett Plazy	11 JT0	2 744		c:	Principal outerial other	50	Ua	А	D	D		3	D	217	171	117	1	1.00
12060000	58.75	BA15HORE RD	W of Pritchett Place	21 179	SR 31	24 404	3 225		C3R	Moros Astanal	50	UA	A	p	D		1	U	2W	WL	WR	2	=24
12090000	52.31	ARCADIA RD	5R 50	0 000	Old Rodao Da	1 0-40	1 -10	STS	C2	Manor Asterial	40	UA	A	D	D		1	D	211	WL	NZ	2	970
12040000	58.31	ARCADIA RD	Old Rodeo Dr	1.040	Charlotes County Lane	4 084	3 044	SIS	C2	Pumppal Attental-other	60	RDA	н	с	с			U	zw.	111	113	1	520
12100000	SR STo	DANIELS PKIN	W of 1-75	- 247	E of Rest Alea		0 513		1050	Farrigal Artarial other	50	UA	A	D	D		1	D	235	IVL	112	2	3771
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TRIP GENERATION EQUATIONS

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units On a: Weekday

Setting/Location: General Urban/Suburban

- Number of Studies: 174
- Avg. Num. of Dwelling Units: 246

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units On a: Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. Setting/Location: General Urban/Suburban Number of Studies: 192

Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation





Single-Family Detached Housing (210)

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:	208
Avg. Num. of Dwelling Units:	248
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation

