DELISI
Land Use Planning & Water Policy

Elizabeth A. Workman, Principal Planner
Lee County Community Development
1500 Monroe St.
Fort Myers, FL 33902

January 10, 2023

Re: Sunniland Town Center CPD
DCI2023-00010
Sufficiency #3 Re-Submittal

Ms. Workman,

In response to the comment letter dated December 13, 2023, enclosed are the following items for your review:

1. Sketch and Description
2. Schedule of Uses
3. Proposed amendments to Z-06-090
4. Request Statement
5. Revised TIS

Note, the applicant is proposing removal of the condition limiting hours of operation as it causes difficulty in attracting the very uses that the Lehigh community has expressly stated they desire most – sit down restaurants. The review of compatibility in the Request Statement has been expanded to address this. In addition, the property development regulations in the resolution are being amended to be more consistent with how compatibility is evaluated, and the Land Development Code is written.

In addition to the above items which are attached as part of this resubmittal, written responses to the comments from the Second Sufficiency letter are provided below:

LEGAL:
1. Per Sec. 34-202(a)(5) please provide a legal description and sketch in accordance with the requirements of Lee County LDC §34-202(a)(5). The legal description includes a less and except parcel within Parcel 2. The MCP includes this area as part of the project. Please revise the legal description to remove the "less and except" parcel.

Please see the attached legal description.

ZONING:

2. Please revise the Schedule of Uses to remove Supermarket which is not a use listed in LDC Section 34-934. Food Stores, Group I include Groceries, Meat and Poultry markets, and Produce markets (see LDC Section 34-622(16).

Please see the attached revised Schedule of Uses.

ENVIRONMENTAL SCIENCES:

COURTESY COMMENTS:

3. The applicant has withdrawn deviation #1; however, the deviation triangle is still present on the MCP. Please remove the deviation triangle prior to hearing.

Noted.

4. Staff is recommending hand removal only within preservation areas. Mechanical will be permitted in restoration areas of 75 percent or more exotic vegetation.

Noted.

5. The applicant is proposing to relocate the Gopher tortoises offsite. Please note that bucket trapping will be required in the indigenous preserve areas.

Noted.

TRAFFIC IMPACT STATEMENT:

6. Kindly ensure that Table 1A and Table 2A are updated to reflect accurate information for Sunniland Blvd and 12th St W. These roadways are county-maintained major collectors, each featuring two lanes. To obtain precise values, please refer to the "Lee County Generalized Peak Hour Directional Service Volumes - Urbanized Areas (2016)" table.

Please see the attached revised TIS.

7. New trips generated from 100,000 SF self-storage must be included in the calculation of Table 4 and Table 7. Perform any relevant changes in the report to comply with this requirement.

Please see the attached revised TIS.

8. Show the numerical comparison of the trip generated from the proposed two scenarios and use the worst case in the TIS analysis.

This comparison is included in the TIS in Table 7. The worst-case scenario is the proposed zoning, which is the trip generation that was utilized in the analysis.

If there are any questions, please do not hesitate to call me.

Sincerely,

DeLisi, Inc.

Daniel DeLisi, AICP
President

DELISI
Land Use Planning & Water Policy

SUNNILAND TOWN CENTER CPD
PLANNED DEVELOPMENT AMENDMENT REQUEST STATEMENT
JANUARY 10, 2024

Introduction

The Sunniland Commercial Planned Development is located along the north side of Lee Boulevard approximately ½ mile west of Sunshine Boulevard in Lehigh Acres (see attached aerial map). The subject property is in the Mixed-Use Overlay and the Central Urban Future Land Use category in the Lee County Comprehensive Plan. The proposed amendment requests the following changes to Z-006-090:

1. Approval of 265,000 square feet of commercial floor area and 100,000 square feet or self-storage (mini warehouse), or 100,000 square feet of commercial, 100,000 square feet of self-storage and 300 multi-family residential units, which would be located on the portion of the property east of Sunniland Blvd.
2. Changes to the Schedule of uses to remove the oil well, update the uses based on allowable uses in LDC Section 34-933, and add other commercial uses compatible with the area understanding that there is a specific buffer requirement in Lehigh acres and the community plan was completed subsequent to the original zoning.
3. Removal of Condition #6 based on the changing conditions in the areas, adoption of the Mixed Use Overlay, and desires of the Lehigh Acres Community.
4. Removal of Condition #12 as it is no longer applicable to the site plan.
5. Amend Condition #15 to be consistent with more recently adopted requirements in the Mixed-Use Overlay.
6. Removal of Condition #16 as it is no longer applicable.

Entitlement History

The subject property was originally zoned as a Commercial Planned Development in 2006 (Z-06-090). The current zoning allows for a mix of office and retail uses with a total commercial area of 232,000 square feet on two separate parcels bisected by the Sunniland Boulevard right of way, which runs north-south through the subject property. The parcel on the east side of the Sunniland right of way contained an operating oil well, which was permitted under Z-06-090. That oil well has since ceased operating and in accordance with Condition # 16 the oil well was plugged and capped. On June 5th, 2023 the Florida Department of Environmental Protection conducted a site visit to confirm that the well has ceased operation and has been plugged and abandoned.

Surrounding Uses and Compatibility

The subject property is located in Lehigh Acres, an area with primarily platted single family lots. The subject property is uniquely located in an area separated from adjacent single-family lots except for the west side of the property, which is separated by a 50-foot-wide canal easement. To the west, adjacent to where the western most outparcel will be along Lee Boulevard, is a LAMSID owned preserve area, with the residential uses, mostly vacant immediately adjacent to the subject property, starting north of 5th Street. To the north of the property is a 100-foot canal managed by the Lehigh Acres Municipal Service Improvement District (LAMSID). To the south of the property is Lee Boulevard, a 100+ foot arterial roadway, and to the east is the Sunshine Elementary School.

Buffers

In addition to the separation of uses as outlined above, the project will provide buffers in accordance with land development code section 10-425 and section 33-1405(c). On the north side of the of the development, the applicant is locating preserve and stormwater, which will enhance any buffer or separation, in addition to the LAMSID canal, as noted above. To the south, along Lee Boulevard, LDC 10-425 requires a 5-foot buffer with 5 trees per 100 linear feet. To the west, the MCP shows a type B buffer adjacent to the LAMSID property and a more intense buffer adjacent to the residential uses consistent with LDC Section 33-1405(c). The residential uses to the west are further separated from the subject property by a 50 foot wide canal easement.

Impact on Public Services

The subject property is located in an urban future land use category, within the Mixed Use Overlay, and has urban services available to the site.

As detailed in Section 34-145(d)(4)a. 1 and 2. of the Land Development Code, the attached application demonstrates the following:

a) Lee Plan Consistency

The proposed rezoning is consistent with the Lee Plan. An analysis of how the proposed rezoning is consistent with the following Lee Plan policies is described below:

> ***POLICY 1.1.3:*** *The Central Urban future land use category can best be characterized as the "urban core" of the County. These areas are already the most heavily settled and have, or will have, the greatest range and highest levels of public services. Residential,*

commercial, public and quasi-public, and limited light industrial land uses will continue to predominate in the Central Urban future land use category. Future development in this category is encouraged to be mixed use, as described in Objective 11.1, where appropriate. The standard density range is from four dwelling units per acre (4 du/acre) to ten dwelling units per acre (10 du/acre), with a maximum total density of fifteen dwelling units per acre (15 du/acre). The maximum total density may be increased to twenty dwelling units per acre (20 du/acre) utilizing Greater Pine Island Transfer of Development Units.

The attached zoning amendment application proposes a redesign of the existing commercial planned development. The total requested entitlement is for 365,000 square feet of Commercial floor, of which 100,000 square feet is self-storage/mini-warehouse area, or an option for 300 multi-family units that would substitute 165,000 square feet of the requested 265,000 square feet of commercial on the eastern parcel. The 300 multi-family residential units are within the standard density range of 10 dwelling units per acre permitted within the mixed-use overlay.

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

The proposed zoning amendment request represents an opportunity for commercial development within Lehigh Acres. Both residential and non-residential options provide for much needed commercial development. The residential option allows for multi-family residential development, a land use that helps to diversify the housing stock in Lehigh Acres. The subject property is located within an urban area along an arterial road. Public services are available to the subject property as evidenced by the existing zoning approval and the attached application. Development is occurring contiguous to the north and on nearby properties in all directions. Locating residential on the subject property will minimize urban sprawl by allowing for multi-family residential development adjacent, in close proximity and with easy access to commercial uses while adding a diversity of housing types in the neighborhood. Employees of the adjacent school would be able to find housing within walking distance of their employment.

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

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

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

The subject property is located in an urban area of Lee County with existing development on all sides of the property. Public facilities exist, and capacity is available to serve the proposed development.

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

The subject property is located along Lee Boulevard in Lehigh Acres. The property is immediately adjacent to the west side of Sunshine Elementary School and ¼ mile to the west of Palm Acres Charter Highschool. Several other Elementary, middle and high schools are located within two miles of the subject property. Fire stations #103 and #104 are both within 2 miles of the subject property and the 110 bus route runs along Lee Boulevard in front of the property.

> ***STANDARD 4.1.1: WATER.***
> *1. Any new residential development that exceeds 2.5 dwelling units per gross acre, and any new single commercial or industrial development in excess of 30,000 square feet of gross leasable (floor) area per parcel, must connect to a public water system (or a "community" water system as that is defined by Chapter 62-550, F.A.C.).*

Potable water service is available to the subject property. Future development will require connection to a central water system.

> ***STANDARD 4.1.2: SEWER.***
> *1. Any new residential development that exceeds 2.5 dwelling units per gross acre, and any new single commercial or industrial development that generates more than 5,000 gallons of sewage per day, must connect to a sanitary sewer system.*

Sanitary sewer service is available to the subject property. Future development will require connection to a central wastewater system.

> ***STANDARD 4.1.4: ENVIRONMENTAL FACTORS.***

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

An environmental assessment for the property was prepared and submitted. An indigenous preserve area is being located at the northern end of the property that is consistent with Lee County indigenous preservation requirements. Also attached is a preservation management plan, consistent with Standard 4.1.4. There are two wetlands onsite that are jurisdictional to the South Florida Water Management District but should not be federally jurisdictional. These two wetlands are dominated by willow and have infestation by Brazilian pepper. These areas have been disturbed over the last few decades by the construction of Lee and Sunniland Boulevards in the 1970s as well as partial site clearing around 1990. These two low quality wetlands will likely need to be impacted to allow for the development of the parcels. Wetland mitigation will be provided at an appropriate wetland mitigation bank, ensuring that Standard 4.1.4 is met.

> ***GOAL 5: RESIDENTIAL LAND USES.*** *To accommodate the projected population of Lee County in the year 2045 in appropriate locations, guided by the Future Land Use Map, and in attractive and safe neighborhoods with a variety of price ranges and housing types.*

The proposed rezoning will implement Goal 5 by locating additional opportunities for residential multi-family development, providing a diversity of housing opportunities in Lehigh Acres.

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

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

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

The subject property is located in an area where the proposed uses will be a positive addition to the existing mix of uses. The proposed multi-family development is adjacent to and in close proximity to employment and shopping centers and is accessible to mass transit and bicycle facilities. Bus Route 110 runs along Lee Boulevard along the south side of the subject property. Lee Boulevard also has a sidewalk that runs along the north and south sides of the road, providing pedestrian connections to the bust stops to both the east and west of the subject property.

The subject property will include needed retail development providing excellent integration with the potential multi-family uses and the surrounding residential. There are several other retail shopping centers and office buildings in close proximity along Lee Boulevard providing services to the potential residential use.

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

The subject property is already zoned commercial planned development. The proposed rezoning will not have a negative impact on any existing or future residential areas. The proposed rezoning relocates some of the preserve area to the northern end of the site, creating a greater separation and buffer with the residential uses north of the subject property. The only other residential area is to the west of the subject property where buffers and setbacks in accordance with the Lehigh Acres Community Plan will be provided, as outlined in LDC Section 33-1405(c).

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

The existing zoning currently allows for commercial development and will continue to provide for commercial development. The proposed zoning amendment will allow residential uses and a redesign of the commercial, compatible with the surrounding existing and planned commercial and residential development.

> ***POLICY 6.1.5:*** *The land development regulations will require that commercial development be designed to protect the traffic-carrying capacity of roads and streets.*

The proposed zoning amendment is in an area where capacity exists on the adjacent roadway network. As shown in the attached Transportation Impact Statement, this proposed amendment will not cause a failing level of service on the roadway network.

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

The proposed rezoning represents a change to the existing CPD to provide for the option of a mixed-use development with multi-family residential, retail and office uses. The addition of the multi-family residential development within the context of the surrounding land uses will provide a housing opportunity in close proximity to schools, shopping and employment centers, and create a mixed-use environment that decreases trip lengths and diversify housing options in Lehigh Acres.

> ***OBJECTIVE 11.2: MIXED USE OVERLAY.*** *The County will maintain an Overlay in the future land use map series identifying locations appropriate for mixed use located in proximity to: public transit routes; education facilities; recreation opportunities; and, existing residential, shopping and employment centers. Mixed Use, Traditional Neighborhood, and Transit Oriented development patterns are encouraged and preferred within the Mixed Use Overlay.*

The master concept plan includes an option for residential development and is located in the mixed-use overlay. The subject property is adjacent to a school and in very close proximity to several schools, transit, shopping and employment uses. Being within the mixed-use overlay, there is an assumed desire to create more of an integration between the proposed commercial uses on site and the surrounding residential uses rather than a separation, and an emphasis on promoting increased intensities of development on site. This is implemented through the County's reduced buffer guidelines within the Mixed-use overlay and reduced open space/indigenous preserve requirements.

> **POLICY 11.2.7:** *Development, redevelopment, and infill development located within the Mixed Use Overlay may use the area of non-residential uses in their density calculations.*

The master concept plan includes an option for residential development limited to 300 dwelling units. Using a density calculation, consistent with Policy 11.2.7, the proposed residential is within the density limits of the Central Urban Future Land Use category.

> **POLICY 25.6.1:** *Commercial uses are permitted on lands in the Lehigh Commercial Overlay once commercial zoning has been approved. Land in the Lehigh Commercial Overlay may also be used for schools, parks, and other public facilities; churches and*

> *synagogues; and residential uses that provide housing alternatives to the typical 1/4 to 1/2 acre subdivision lots. Creation of new single-family lots smaller than one acre is not permitted due to the oversupply of standard subdivision lots. If cumulative new residential development takes place on more than 1% of this land per year, Lee County will take steps to provide additional commercial land in Lehigh Acres to offset the loss. Lee County will take steps to reduce any emerging surplus of commercial land in Lehigh Acres if cumulative new commercial development exceeds an average floor area ratio of 1.0 (the ratio of interior floor space to total lot area).*

The subject property is within the Lehigh Commercial Overlay. The option for mixed use development on the subject property is consistent with Policy 25.6.1 as the proposed planned development will provide for "**residential uses that provide housing alternatives to the typical 1/4 to 1/2 acre subdivision lots.**" The remainder of the development is commercial and also consistent with Policy 25.6.1.

> **OBJECTIVE 25.10: NATURAL RESOURCES.** *To preserve, protect, and, where possible, enhance the physical integrity, ecological values, and natural beauty of Lehigh Acres Community Plan area, by maintaining the diverse and healthy native vegetation, and wildlife resources.*

The proposed CPD amendment is providing indigenous areas in sufficient acreage to meet the total area required by code. This is being done through a deviation request to allow for the replanting and restoration of indigenous areas on site. In this way, the project can achieve both the required indigenous preserve area and the residents' desire to have a well-functioning commercial center that provides the needs of the Lehigh Acres community.

> **POLICY 25.10.1:** *Lee County will encourage on-site preservation of indigenous plant communities and listed species habitat. Any required mitigation will be of similar habitat, and provided, whenever possible, within the Lehigh Acres Community Plan area. Development must also be consistent with Goal 77 and Objective 77.3.*

The project meets Lee Plan 25.10.1. to the extent practicable. The project includes the preservation of 1.2 acres of existing indigenous upland habitat and the restoration of 2.3 acres as indigenous upland habitat. Given the need for the project to have frontage on Lee Boulevard and adequate space for the multi-family or commercial development on Anchor Parcel 2 to be successful, it is not feasible to preserve more indigenous habitat.

A deviation has been requested to provide indigenous preserve in the form of restoration. Therefore, the project is still providing "on-site preservation" as opposed to off-site mitigation as allowed by Policy 25.10.1.

> **POLICY 25.10.2:** *Lee County will work with various agencies to identify existing wetlands that are worth saving or restoring within the Lehigh Acres Community Plan area.*

The subject property contains 2 isolated willow wetland areas totaling 3.28 acres. These wetlands were disturbed, impacted, and isolated by the construction of the roads that now surround them. They are infested with exotic vegetation, hydrologically isolated, and bordered by roads which have significantly lowered their functional value as wetlands. In accordance with the protected species survey and the indigenous management plan the most appropriate preservation area onsite is the singular contiguous upland area at the northern end of the site which will be restored to functional native habitat.

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

The site is currently bordered by swales on the east and west sides and the Angelfish Canal on the north side which influences the groundwater onsite today. There will be coordination with LAMSID during permitting and the control elevation for the onsite detention areas will be based on the control elevations of the adjacent canal. This will ensure that the groundwater for the site will not be altered from what it is today.

> ***POLICY 60.4.1:*** *Encourage new developments to design surface water management systems with Best Management Practices including, but not limited to, filtration marshes, grassed swales planted with native or Florida Friendly Landscaping vegetation, retention/detention lakes with enlarged littoral zones, preserved or restored wetlands, and meandering flow-ways.*

The stormwater design for the site will use a combination of dry and wet detention and Best Management Practices. The lakes will contain littoral plantings and the dry detention areas will be planted in Bahia Sod that will not require irrigation.

> ***POLICY 61.3.1:*** *Provide sufficient performance and design standards to require post-development runoff to approximate the total characteristics of the natural flow prior to development.*

The site is located in the Orange River Basin as determined in "Allowable Discharge Values for Projects within the South Florida Water Management District" which assigns maximum discharge rates. The maximum allowable rate for projects in this basin is 55 CSM for the 25-year 3 Day Storm Event. The post development runoff will be limited to this rate.

> ***POLICY 61.3.6:*** *Require developments to provide surface water management systems, acceptable programs for operation and maintenance, and post-development runoff*

conditions that reflect the natural surface water flow rate, direction, quality, hydroperiod, and drainage basin.

This site has been previously developed as there are existing roads, therefore there is no natural flow. In the developed condition, the surface water will continue to flow to the Angelfish Canal as it does today. The addition of dry and wet detention areas will improve the water quality prior to discharge offsite.

POLICY 61.3.8: *The banks of wet retention and detention areas must be sloped to promote growth of vegetation and safeguard against accidents.*

The maximum slopes for dry detention areas will be 3:1 and the banks for wet detention will be 6:1, consistent with the LDC.

POLICY 61.3.11: *Runoff must be routed through retention or detention areas and vegetated swales in order to reduce flow velocity, allow for percolation, and trap and remove suspended solids and pollutants.*

The design will include dry and wet detention areas.

POLICY 61.3.13: *Installation of erosion control devices for development activities adjacent to waterbodies, water courses, and wetlands will be required. Such control devices must be maintained to ensure operational effectiveness.*

Erosion control will be used during construction to protect the adjacent swales and canals. The banks will be sodded to prevent erosion after construction.

POLICY 123.8.1: *Protect Gopher Tortoise burrows wherever they are found. If unavoidable conflicts make on-site protection infeasible, off-site mitigation may be provided in accordance with FWC requirements.*

The gopher tortoise burrows onsite cannot be avoided by the development of the site due to their location across the site. Given the proposed development plan and existing surrounding roads and canals, it is in the best interest of the onsite gopher tortoises to be relocated to a FWC approved offsite recipient site. If it were possible to preserve more indigenous habitat onsite that contains several gopher tortoise burrows, it would be in the tortoises' best interest to be relocated offsite for the same reasons described above. It would not be responsible, from a wildlife management perspective, to attempt to keep gopher tortoises in a 3.5 acre area on this site with constant commercial activity surrounding any preserve. In accordance with Policy 123.8.1, this constitutes an "unavoidable conflict making onsite preservation infeasible". Therefore, the gopher tortoises will be excavated and relocated to a FWC approved recipient site per FWC rules and policies.

> ***POLICY 124.1.2:*** *The County's wetlands protection regulations will be consistent with the following:*
>
> *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. Non-residential 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.*

The proposed amendment will impact all 3.28 acres of poor-quality wetlands on site. These wetland areas are highly disturbed. The proposed residential density assumes impacts will occur to all wetland areas and these areas are not included in the density calculation.

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

The residential concept will diversify the housing types in the local area by providing for higher density multi-family units in an area with predominantly single-family development.

b) *The application is compliant with the Land Development Code and other applicable codes or regulations;*

The proposed amendment is compliant with all county codes and regulations and the deviations previously granted.

c) *The request is compatible with surrounding existing and planned land uses;*

As stated above, the subject property is in the Central Urban Future Land Use category, the Mixed-Use Overlay and the Lehigh Acres Commercial Overlay. Taken together the Lee Plan and the Lehigh Acres Community Plan has designated the subject property for either commercial development or mixed-use development, both of which are being proposed. The subject property is set back and separated from the property to the north by a 100-foot LAMSID canal, and will include additional buffering ensuring compatibility with uses to the north. To the west are residential lots, most of which are vacant. The code required buffering is adequate to ensure compatibility with the future residential development to the west. To the east of the subject property is an elementary school separated by a canal and buffered with a fence and to the south is Lee Boulevard, south of which is a mix of commercial and residentially zoned property. The proposed

development does not create any compatibility issues with the uses to both the east and south.

d) Access to the property is sufficient to provide for the proposed use;

The subject property is located along Lee Boulevard, an arterial road in Lehigh Acres. Sunshine Blvd. bisects the subject property. As demonstrated on the attached master concept plan, access is sufficient to accommodate the proposed development.

e) The expected impacts on transportation facilities will be addressed by existing County regulations and conditions of approval;

The proposed zoning amendment represents a very minimal increase in trips over the current approval. As demonstrated by the attached Transportation Impact Statement, the expected impacts on transportation facilities do not cause any roadway segments to operate below level of service. Site related impacts will be addressed by existing county regulations.

f) Will not adversely affect environmentally critical or sensitive areas and natural resources;

The proposed amendment will have no impact on environmentally sensitive resources in Lee County. The subject property is mostly cleared and contains vegetation of limited value. The applicant is proposing an indigenous preserve at the northern end of the site, consistent with Lee County regulations which will serve to protect and enhance on site vegetative communities and also buffer residential uses to the north.

g) Will be served by urban services, defined in the Lee Plan.

As evidenced by the adjacent development, , urban services as defined by the Lee Plan are available to the subject site.

2.a) The proposed use or mix of uses is appropriate at the proposed location.

The proposed commercial planned development is consistent with the Central Urban future land use category, the Mixed-Use Overlay and the Lehigh Acres Commercial Overlay. The proposed use has excellent road access, is adjacent to similar uses and provides an opportunity to develop diverse housing options in close proximity to urban services and employment centers. The proposed use is therefore appropriate for the subject property.

Summary:

Based on compliance with these, and other regulations, we respectfully contend that this zoning amendment application will not place an undue burden upon existing transportation or planned infrastructure facilities. Similarly, the proposed use is appropriate at the subject location, and is compatible with existing uses in the surrounding area. For these reasons, the requested re-zoning should be approved.

Schedule of Uses

~~Parcel 1~~ ~~(West of Sunniland Boulevard)~~
~~Accessory Uses and Structures~~
~~Administrative Offices~~
~~ATM~~
~~Banks and Financial Institutions, Groups I & II~~
~~Broadcast Studio, commercial radio and television~~
~~Business Services, Group I~~
~~Computer and Data Processing Services~~
~~Consumption on Premises (COP)~~
~~Convenience Food and Beverage, up to 24 fuel pumps~~
~~Drive-thru for any permitted use~~
~~Drugstore, Pharmacy~~
~~Essential Services~~
~~Excavation, water retention~~
~~Fences, walls~~
~~Food Stores: Groups I & II~~
~~Insurance Companies~~
~~Medical Office~~
~~Package Store - limited to 2 for the entire CPD~~
~~Parcel and Express Services~~
~~Post Office~~
~~Real Estate Sale Office~~
~~Restaurants: Groups I, II & III~~
~~Restaurants, fast food~~
~~Signs in accordance with Chapter 30~~

~~Parcel 2~~ ~~(East of Sunniland Boulevard)~~
Accessory Uses and structures
Administrative Offices
Animal Clinic or kennel
ATM
Auto Parts Store
Automobile Repair and Service, Group 1
Automobile Service Station
Banks and Financial Institutions: Groups I & II
Bait and Takle Shop
Bar or Cocktail Lounge
Boat Parts Store
Broadcast Studio, commercial radio and television
Business Services: Groups I & II
Car Wash
Cleaning and Maintenance Services (no repairs)
Clothing Stores
Clubs: commercial, fraternal & private
~~Computer and Data Processing Services~~
Consumption on Premises (COP) (Outdoor seating limited to the outparcels along Lee Boulevard)

Contractors and builders, Groups I and II
Convenience Food and Beverage, up to 24 fuel pumps
Cultural Facilities
Day Care Center, child or adult
Department Store
Drive-thru for any permitted use
Drugstore, Pharmacy
Dwelling units, Multi-family (Parcel 2 only)
EMS, Fire or Sheriff's station
Entrance Gates and Gatehouse (Parcel 2 only)
Essential Services
Excavation, water retention
Fences, walls
Food Stores: Groups I & II
Funeral Home -no cremation
~~Gas & Oil Extraction - existing well only~~
Gift and Souvenir Shop
Hardware Store
Healthcare Facilities, Groups I-IV
Hobby, Toy and Game Shops
Home Occupation
Household and Office Furnishings, Groups I, II & III
Insurance Companies
Laundromat
Laundry or Dry Cleaning Services, Group I
Lawn and Garden Supply Stores
Library
Medical Office
Motion Picture Production Facility
Nightclubs
Non-store retailers
~~Parcel and Express Services~~
Package Store - limited to ~~1~~2 for the entire CPD
Paint, Glass and Wallpaper
Parking Lot, Accessory
Personal Services: Groups I, II & III
Pet Services
Pet Shop
Pharmacy
Place of Worship
Printing and Publishing
Private Recreation, on-site (for Parcel 2 only, in conjunction with multi-family use)
Post Office
Real Estate Sale Office
Recreational Facilities, Commercial, Group I
Religious Facilities
Rental and Leasing Facilities: Groups I & II
Repair Shops: Groups I & II
Research and Development Laboratories, Group II
Restaurants: Groups I, II & III

Restaurants, fast food
Schools, Commercial, non-commercial
Signs in accordance with Chapter 30
Social Services, Group I
Specialty Retail: Groups I, II, III & IV
Storage, Indoor
Theater, Indoor
Transportation Services, Group II
Used Merchandise Stores, Group I
Variety Store
Vehicle and Equipment Dealers, Group II
Warehouse, Mini

Amended Conditions

SECTION B. CONDITIONS:

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

1. The development of this project must be consistent with the 1-page Master Concept Plan (MCP) entitled "Sunniland Town Center, Master Concept Plan," dated (insert revision date) ~~07/10/06, last revised 3/26/07, date stamped "Received Mar 28 2007 Community Development,"~~ except as modified by the conditions below. This development must comply with all requirements of the LDC at time of local development order approval, except as may be granted by deviation as part of this planned development. If changes to the MCP are subsequently pursued, appropriate approvals will be necessary.

   A maximum of ~~232,000~~265,000 square feet of commercial and 100,000 square feet of Self Storage/Mini Warehouse uses are permitted, or 100,000 square feet of commercial use, 100,000 square feet of Self Storage/Mini Warehouse and 300 residential units.

2. The following Limits apply to the project and uses:

   b. Site Development Regulations

Minimum Lot Width:	200 feet
Minimum Lot Depth:	200 feet
Minimum Lot Area:	2.5 acres
Outparcels:	
Minimum Lot Width	100 feet
Minimum Lot Depth	100 feet
Minimum Lot Area	10,000 square feet
Maximum Lot Coverage:	45 percent
Maximum Residential Building Height	~~35~~ 45 feet ~~or two stories~~
Maximum Commercial Building Height	35 feet
Minimum Building Separation	20 feet
Setbacks:	
Development Perimeter	25 feet
Street:	25 feet
Side:	20 feet
Rear:	20 feet
Waterbody	25 feet

3. The subject property may only be subdivided subsequent to recording of a plat of the property in the Official Records of Lee County, Florida.

4. Where vehicular asphalt is within 125 feet of a residential zoned property the applicant must install an enhanced Type "D" buffer. This buffer must be planted with a double-staggered hedge row with a minimum 24-inch height at the time of planting and maintained at no less than 48-inches high. The buffer must also be planted with five trees every 100 linear feet with a clear trunk height of 12 feet. At least 50 percent of the required buffer trees must be Live Oaks.

5. ~~A single package store is permitted within the proposed development. The~~Any Package Store must be located greater than 500 feet away from the property line of Sunshine Elementary School.

~~6. Consumption on Premises (COP) in conjunction with a Group III Restaurant is approved, but limited to the following conditions:~~

~~A. Hours of operation for indoor seating are approved between the hours of 10:00 A.M. and 12:00 P.M., Monday through Sunday.~~

~~B. Hours of Operation for outdoor seating are approved between the hours of 10:00 A.M. and 10:00 P.M., Monday through Sunday. Outdoor entertainment is limited to piped~~

~~music during the same hours of operation for consumption on premises. Music must remain at or below a normal conversation level.~~

7. The reduced setback area for the water management lakes, as outlined in Deviation 1, must be planted with a landscaped buffer and will provide berms, guardrails or other acceptable materials in this area to provide for the protection of wayward vehicles.

8. Prior to the issuance of the certificate of completion for Parcel 1 and Parcel 2, a 5-foot wide sidewalk must be installed along that side of Sunniland Boulevard. The sidewalk must extend along the project''s entire frontage on Sunniland Boulevard. This is a site-related improvement and not eligible for Road Impact Fee Credits.

9. Approval of this zoning request does not address mitigation of the project''s vehicular or pedestrian traffic impacts. Additional conditions consistent with the LDC may be required to obtain a local development order.

10. ~~10.~~ Approval of this zoning request does not guarantee local development order approval. Future development order approvals must satisfy the requirements of the Lee County Comprehensive Plan Planning Communities Map and Acreage Allocation Table, Map 16 and Table 1(b), be reviewed for, and found consistent with, the retail commercial standards for site area, including range of gross floor area, location, tenant mix and general function, as well as all other Lee County Comprehensive Plan provisions.

~~10.~~11. Approval of this rezoning does not constitute a finding that the proposed project meets the concurrency requirements set forth in LDC Chapter 2 and the Lee County Comprehensive Plan. The developer is required to demonstrate compliance with all concurrency requirements prior to issuance of a local development order.

~~11.~~12. ~~Traffic calming devices, acceptable to Lee County Development Services, must be installed along the parking aisle which extends between 5th Street West and Sunniland Boulevard. The Applicant will identify to Lee County Development Services the traffic calming devises it proposes to employ for this purpose at the time of request for the development order for the first parcel that contains, or is adjacent to, the subject parking aisle.~~

~~12.~~13. Bike racks must be installed on each commercial parcel located on both the east and west sides of Sunniland Boulevard. A bike rack must be installed on each commercial parcel prior to the issuance of the first Certificate of Occupancy for the business on each respective parcel.

~~13.~~14. Prior to local development order approval, a detailed gopher tortoise management plan must be submitted for the Division of Environmental Sciences Staff review and approval. This management plan must include details of the existing vegetative cover, any enhancements that are needed including the planting of gopher tortoise forage vegetation, and the type of permanent protective barriers to be provided between the commercial development and the gopher tortoise preserve. The development order plans must delineate a gopher tortoise preserve in substantial compliance with the area shown on the MCP.

~~14.~~15. Prior to local development order approval, the landscape plans must include the delineation of: ~~(1) thirty percent (30%) or 10~~ 7.0 acres of open space; ~~(2) 2.29 acres of native tree preservation areas and 2.27 acres of gopher tortoise habitat in substantial compliance with the MCP; and (3) a South Florida Slash Pine (minimum 20-foot height) in the southeast gopher tortoise preserve~~and 3.5 acres of indigenous preserve, consistent with the Master Concept Plan.

~~15. The on-site oil well must be plugged or capped within six months of the permanent cessation of oil production activities, and during that six-month period the wellhead must be fenced (with a chainlink fence) in such a manner so as to preclude access to the wellhead by unauthorized individuals.~~

SECTION C. DEVIATIONS:

~~1. Deviation (1) seeks relief from the §10-329(d)(1)a.2. requirement to provide a minimum waterbody setback of 50 feet from an existing right-of-way line for a collector or arterial~~

~~road, to allow a setback of 35 feet. This deviation is APPROVED, SUBJECT TO Condition 7 above.~~

Withdrawn

2. Deviation (2) seeks relief from the §10-416(d)(6) requirement to provide a 25-foot-wide buffer with a wall when vehicular pavement is proposed within 125 feet of a residentially zoned parcel, to allow a 15-foot wide Type "D" buffer along the ~~southeastern~~ western portion of the subject property. This deviation is APPROVED, SUBJECT TO Condition 4 above.

3. Deviation (3) seeks relief from **LDC Section 10-415(b)**, which requires that large developments with existing indigenous native vegetation communities must provide 50 percent of their open space percentage requirement through the onsite preservation of existing native vegetation communities, to allow for the indigenous preservation to be met through the combination of preservation of on-site indigenous areas and the restoration of areas that do not meet the definition of indigenous vegetation.

BANKS ENGINEERING

Professional Engineers, Planners & Land Surveyors

DESCRIPTION
OF
A TRACT OR PARCEL OF LAND LYING IN
SECTION 26, TOWNSHIP 44 SOUTH, RANGE 26 EAST,
LEE COUNTY, FLORIDA

A TRACT OR PARCEL OF LAND SITUATED IN THE STATE OF FLORIDA, COUNTY OF LEE, LYING IN SECTION 26, TOWNSHIP 44 SOUTH, RANGE 26 EAST, BEING PORTIONS OF THE VACATED REPLAT OF TRACT 4 UNIT 6, LEHIGH ACRES AS RECORDED IN PLAT BOOK 26, PAGE 155, VACATED PER OFFICIAL RECORDS BOOK 2710, PAGE 3442, OF THE PUBLIC RECORDS OF LEE COUNTY FLORIDA, AND BEING FURTHER BOUND AND DESCRIBED AS FOLLOWS:

PARCEL 1

BEGINNING AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF LEE BOULEVARD (C.R. 884 / S-82B – 106 FEET WIDE) AND THE WEST RIGHT OF WAY LINE OF SUNNILAND BOULEVARD (100 FEET WIDE); THENCE N 00°11'05" E ALONG SAID WEST RIGHT OF-WAY LINE FOR 1,027.48 FEET; THENCE N 05°50'38" W ALONG SAID WEST RIGHT-OF-WAY LINE FOR 164.56 FEET TO AN INTERSECTION WITH THE SOUTH RIGHT-OF-WAY LINE OF A CANAL; THENCE N 89°55'09" W ALONG SAID SOUTH RIGHT-OF-WAY LINE FOR 384.98 FEET TO AN INTERSECTION WITH THE EAST RIGHT-OF-WAY LINE OF A CANAL; THENCE S 00°11'05" W ALONG SAID EAST RIGHT-OF-WAY LINE FOR 1,196.06 FEET TO AN INTERSECTION WITH SAID NORTH RIGHT-OF-WAY LINE OF LEE BOULEVARD; THENCE N 89°23'01" E ALONG SAID NORTH RIGHT-OF-WAY LINE FOR 402.30 FEET TO THE **POINT OF BEGINNING**.

AND

PARCEL 2

BEGINNING AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF LEE BOULEVARD (C.R. 884 / S-82B – 106 FEET WIDE) AND THE EAST RIGHT-OF-WAY LINE OF SUNNILAND BOULEVARD (100 FEET WIDE); THENCE N 00°11'05" E ALONG SAID EAST RIGHT-OF-WAY LINE FOR 1,031.38 FEET; THENCE N 05°50'38" W ALONG SAID EAST RIGHT-OF-WAY LINE FOR 159.42 FEET TO AN INTERSECTION WITH THE SOUTH RIGHT-OF-WAY LINE OF A CANAL; THENCE S 89°55'09" E ALONG SAID SOUTH RIGHT-OF-WAY LINE FOR 835.96 FEET TO AN INTERSECTION WITH THE WEST RIGHT-OF-WAY LINE OF A CANAL; THENCE S 00°09'42" W ALONG SAID WEST RIGHT-OF-WAY LINE FOR 1,179.97 FEET TO AN INTERSECTION WITH SAID NORTH RIGHT-OF-WAY LINE OF LEE BOULEVARD; THENCE S 89°23'01" W ALONG SAID NORTH RIGHT-OF-WAY LINE FOR 819.77 FEET TO THE **POINT OF BEGINNING**.

SUBJECT PARCEL CONTAINS: 33.31 ACRES, MORE OR LESS.

SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS AND RIGHTS-OF-WAY OF RECORD.

BEARINGS AND DISTANCES, UNLESS OTHERWISE NOTED, ARE BASED ON THE "STATE PLANE COORDINATE SYSTEM" FLORIDA ZONE WEST NAD 83/2011 (CORS), WHEREIN THE NORTH RIGHT-OF-WAY LINE OF LEE BOULEVARD BEARS N 89°23'01" E. THE SCALE FACTOR IS 0.99994666.

DESCRIPTION PREPARED: 05-10-2023
DESCRIPTION REVISED: 01-09-2024

Digitally signed by Allen M Vose III
Date: 2024.01.09 12:00:01 -05'00'

ALLEN M. VOSE III, P.S.M.
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA CERTIFICATION NO. 7191
DATE SIGNED 01-09-2024

ALLEN M. VOSE, III
LICENSE NUMBER
No. 7191
STATE OF
FLORIDA
Professional Surveyor and Mapper

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• SERVING THE STATE OF FLORIDA •

10511 Six Mile Cypress Parkway • Suite 101 • Fort Myers, Florida 33966
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SURVEY LICENSE # LB 6690

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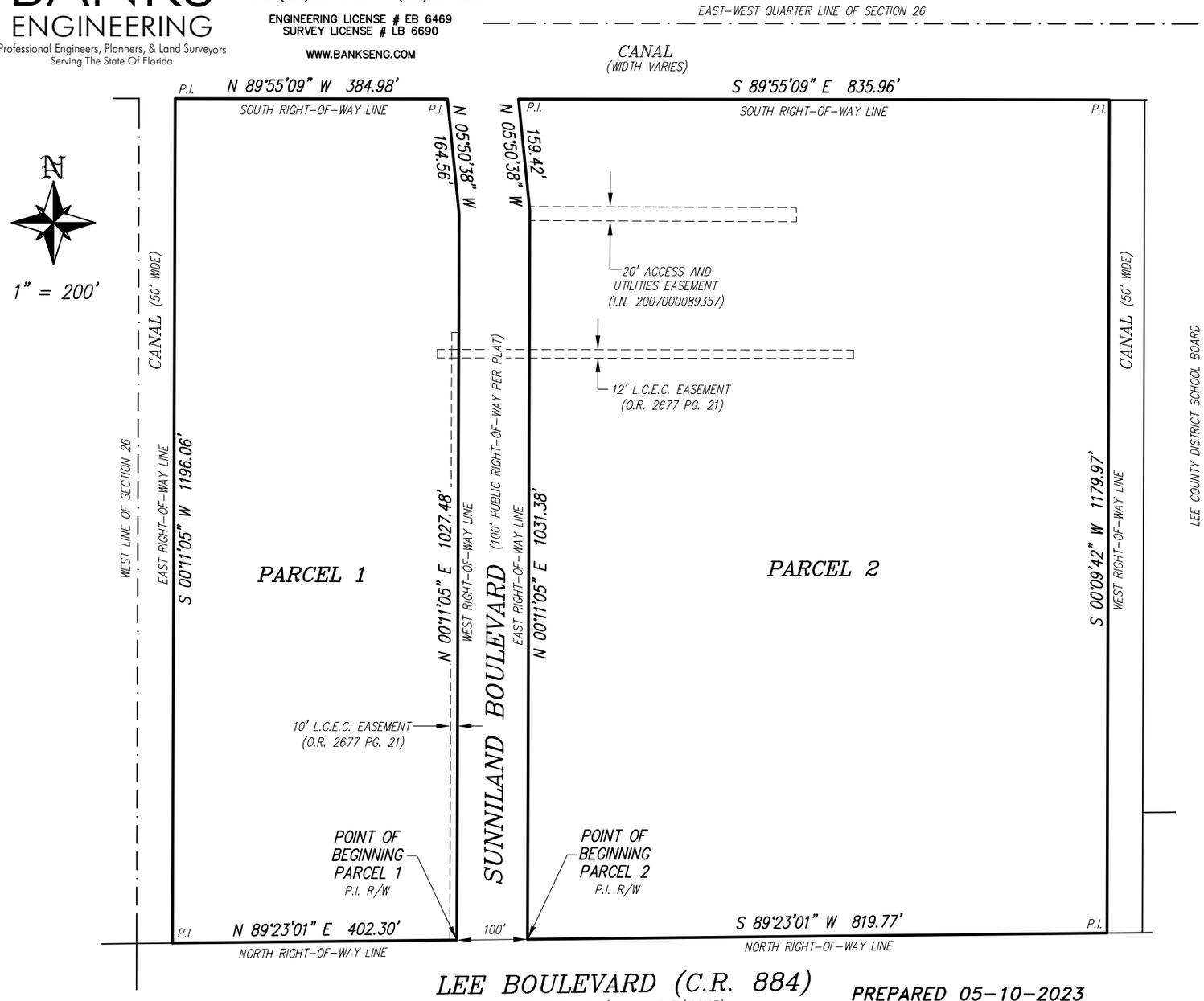
SKETCH OF DESCRIPTION

OF

A TRACT OR PARCEL OF LAND LYING IN
SECTION 26, TOWNSHIP 44 SOUTH, RANGE 26 EAST,
LEE COUNTY, FLORIDA



NOTES:

1.) SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS AND RIGHTS-OF-WAY OF RECORD.

2.) BEARINGS AND DISTANCES, UNLESS OTHERWISE NOTED, ARE BASED ON THE "STATE PLANE COORDINATE SYSTEM" FLORIDA ZONE WEST NAD 83/2011 (CORS), WHEREIN THE NORTH RIGHT-OF-WAY LINE OF LEE BOULEVARD BEARS N 89°23'01" E. THE SCALE FACTOR IS 0.99994666.

3.) ALL DISTANCES SHOWN ARE IN FEET AND DECIMALS THEREOF.

4.) SUBJECT PARCEL CONTAINS: 33.31 ACRES, MORE OR LESS.

LEGEND:

PG.	INDICATES PAGE
C.R.	INDICATES COUNTY ROAD
R/W	INDICATES RIGHT-OF-WAY
C.R.	INDICATES COUNTRY ROAD
O.R.	INDICATES OFFICIAL RECORDS
LB	INDICATES LICENSED BUSINESS
I.N.	INDICATES INSTRUMENT NUMBER
P.I.	INDICATES POINT OF INTERSECTION
L.C.E.C.	INDICATES LEE COUNTY ELECTRIC CO-OPERATIVE
P.S.M.	INDICATES PROFESSIONAL SURVEYOR AND MAPPER
CORS	INDICATES CONTINUOUSLY OPERATING REFERENCE STATION

SEE SHEET 1 OF 2 FOR COMPLETE METES AND BOUNDS DESCRIPTION.

THIS SKETCH OF DESCRIPTION IS NOT A BOUNDARY SURVEY

Digitally signed by Allen M Vose III
Date: 2024.01.09 12:00:21 -05'00'

ALLEN M. VOSE III
LICENSE NUMBER
7191
STATE OF FLORIDA
PROFESSIONAL SURVEYOR & MAPPER

ALLEN M. VOSE III, P.S.M.
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA CERTIFICATION NO. 7191
- DATE SIGNED: 01-09-2024
- THIS SKETCH OF DESCRIPTION IS NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

S:\JOBS\88XX\8844\SURVEYING\DESCRIPTIONS\8844 SUNNILAND REV LGL.DOC
S:\JOBS\88XX\8844\SURVEYING\DESCRIPTIONS\8844 SUNNILAND REV SKT.DWG

PREPARED 05-10-2023
REVISED 01-09-2024
SHEET 2 OF 2

DCI2023-00010 Lee County ePlan Additional Info Dated 01-12-2024

TR TRANSPORTATION CONSULTANTS, INC

2726 OAK RIDGE COURT, SUITE 503
FORT MYERS, FL 33901-9356
OFFICE 239.278.3090
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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT STATEMENT

FOR

SUNNILAND CPD
LEHIGH ACRES

(PROJECT NO. F2301.04)

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

REVISED:
January 4, 2024

DCI2023-00010 Lee County ePlan Additional Info Dated 01-12-2024

TRANSPORTATION CONSULTANTS, INC

CONTENTS

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II. EXISTING CONDITIONS

III. PROPOSED DEVELOPMENT

IV. TRIP GENERATION

V. TRIP DISTRIBUTION

VI. FUTURE TRAFFIC CONDITIONS

VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS

VIII. CONCLUSION

TR TRANSPORTATION CONSULTANTS, INC

I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking rezoning approval. The proposed development is located on the north side of Lee Boulevard on both the east and west side of Sunniland Boulevard just over ½ mile west of Sunshine Boulevard in the Lehigh Acres area of Lee County, Florida. The approximate location of the subject site is illustrated on **Figure 1**.

The subject site is currently zoned CPD and is governed by Zoning Resolution Z-06-090, which approved up to 232,000 square feet of commercial retail and office uses on the approximately 33.3 acres site in 2007. The site is currently vacant today and has an operational oil well located on the eastern parcel that is not part of this zoning application. The subject site is in the Mixed Use Overlay and Central Urban Future Land Use category in the Lee County Comprehensive Plan. The applicant is requesting to rezone the subject site to allow approval of two Master Concept Plans. The first Master Concept Plan would permit the development of up to 265,000 square feet of commercial floor area and 100,000 square feet of self-storage use and the second Master Concept Plan would permit the development of a combination of 100,000 square feet of commercial floor area, 100,000 square feet of self-storage uses and up to 300 multi-family residential dwelling units. Access to the site will be provided from Sunniland Boulevard and from 5th Street SW, which bisects the western parcel and will be extended into the eastern parcel as a "reverse frontage road" to serve future commercial outparcels fronting Lee Boulevard. No direct access to Lee Boulevard is proposed at this time from this CPD.

This report examines the impact of the development on the surrounding roadways and intersections. Trip generation and assignments to the various site access drives were completed and an analysis conducted to determine the impacts of the development on the surrounding streets and intersections.

F2301.04/UPDATE SEPT 2023

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PROJECT LOCATION MAP
SUNNILAND

Figure 1

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II. EXISTING CONDITIONS

The subject site is currently vacant. Lee Boulevard borders the subject site to the south, a canal borders the site to the north, a canal and Sunshine Elementary School border the site to the east and residential uses border the site to the west.

Lee Boulevard (CR 884) is an east/west six lane divided arterial that borders the site to the south. The intersection of Lee Boulevard with Sunniland Boulevard is currently unsignalized. Lee Boulevard has a posted speed limit of 45 mph and is under the jurisdiction of the Lee County Department of Transportation.

Sunniland Boulevard is a north/south two lane Collector roadway that extends north from Lee Boulevard to the Buckingham Airfield. Sunniland Boulevard has a posted speed limit of 35 mph and is under the jurisdiction of the Lee County Department of Transportation.

5th Street SW is an east/west Local roadway that extends west from Sunniland Boulevard through the western portion of the parcel. 5th Street SW has no posted speed limit and within the boundaries of the PUD is under private maintenance.

III. PROPOSED DEVELOPMENT

The proposed rezoning is requesting two Master Concept Plans. One plan would permit the site to be developed with commercial and retail uses with up to 265,000 square feet and up to 100,000 square feet of self-storage use. The second Master Concept Plan would be a Mixed Use plan that would permit up to 100,000 square feet of commercial uses, 100,000 square feet of self-storage use and up to 300 multi-family residential dwelling units on the parcel east of Sunniland Boulevard. **Table 1** summarizes the land uses utilized for the purposes of this analysis.

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Table 1
Land Uses
Sunniland CPD

Land Use	MCP #1	MCP #2
Retail	265,000 square feet	100,000 square feet
Self-Storage	100,000 square feet	100,000 square feet
Multi-Family	0	300 Units

As currently proposed, the site will have access to Sunniland Boulevard via two site access connections, as well to 5th Street W. and via and extension of 5th Street W. to the east of Sunniland Boulevard.

IV. TRIP GENERATION

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled ***Trip Generation Manual***, 11th Edition. Land Use Code 820 (Shopping Center >150k) was utilized for the commercial uses since this takes into account the integrated commercial uses on the site. Land Use Code 151 (Mini-Warehouse) was used for the Self-Storage use. Even though the Schedule of Uses may have individual commercial uses that may generate higher peak hour trips than some other uses, such as gas stations/convenience stores, fast food with drive-through, utilizing the shopping center land use code takes into account the integration of uses with common access and parking that typically occurs within a cohesive commercial retail development and is recommended for use to develop trip generation estimates by ITE. A trip generation comparison is contained in the Appendix of this report that compares the two proposed Master Concept Plans identified in Table 1. Once trip reductions are accounted for based on pass-by, the Master Concept Plan option with the retail and self-storage uses generates the greatest amount of trips on the adjacent roadway system and was the option utilized for the remainder of this analysis to evaluate the impacts on the adjacent roadway network and intersections. The trip generation equations utilized from these land uses are attached to the Appendix for reference. **Table**

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2 outlines the anticipated weekday A.M. and P.M. peak hour and daily trip generation of the Sunniland CPD as currently proposed.

Table 2
Trip Generation – Total Trips
Sunniland CPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Retail (265,000 Sq. Ft.)	180	110	290	546	592	1,138	12,783
Self-Storage (100,000 Sq. Ft.)	5	4	9	7	8	15	145
Total	185	114	299	553	600	1,153	12,928

The trips shown for the uses in Table 2 will not all be new trips to the adjacent roadway system. For shopping centers, Lee County only permits a maximum reduction in trips due to "pass-by" of thirty percent (30%). Therefore, thirty percent (30%) pass-by reduction was utilized for the proposed retail uses. **Table 3** summarizes the "pass-by" percentage of the proposed uses. **Table 4** summarizes the development traffic and the breakdown between the new trips the development is anticipated to generate and the "pass-by" trips the development is anticipated to attract. It should be noted that the driveway volumes are not reduced as a result of the "pass-by" reduction, only the traffic added to the surrounding streets and intersections.

Table 3
Pass-by Trip Reduction Factors
Sunniland CPD

Land Use	Percentage Trip Reduction
Shopping Center (LUC 820)	30% A.M. / P.M. & Daily

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Table 4
Trip Generation – Net New Trips
Sunniland CPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	185	114	299	553	600	1,153	12,928
Less LUC 820 Pass-by	-44	-44	-88	-171	-171	-342	-3,835
Net New Trips	**141**	**70**	**211**	**382**	**429**	**811**	**9,093**

A comparison was also completed of the trip generation of the approved zoning based on Resolution Z-06-090. As previously stated, the zoning resolution approved up to 232,000 square feet of commercial uses on the subject site. No residential uses were approved in the Resolution. **Table 5** illustrates the trip generation based on ITE Land Use Code 820, similar to what was utilized above in Table 4 for the proposed uses. **Table 6** then reflects the number of net new trips the approved zoning could generate after the 30% pass-by trip reduction is applied.

Table 5
Trip Generation – Existing Zoning Z-06-090
Sunniland CPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Retail (232,000 Sq. Ft.)	168	102	270	497	537	1,034	11,921

Table 6
Trip Generation – Net New Trips – Existing Zoning Z-06-090
Sunniland CPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	168	102	270	497	537	1,034	11,921
Less LUC 820 Pass-by	-40	-40	-80	-155	-155	-310	-3,576
Net New Trips	**128**	**62**	**190**	**342**	**382**	**724**	**8,345**

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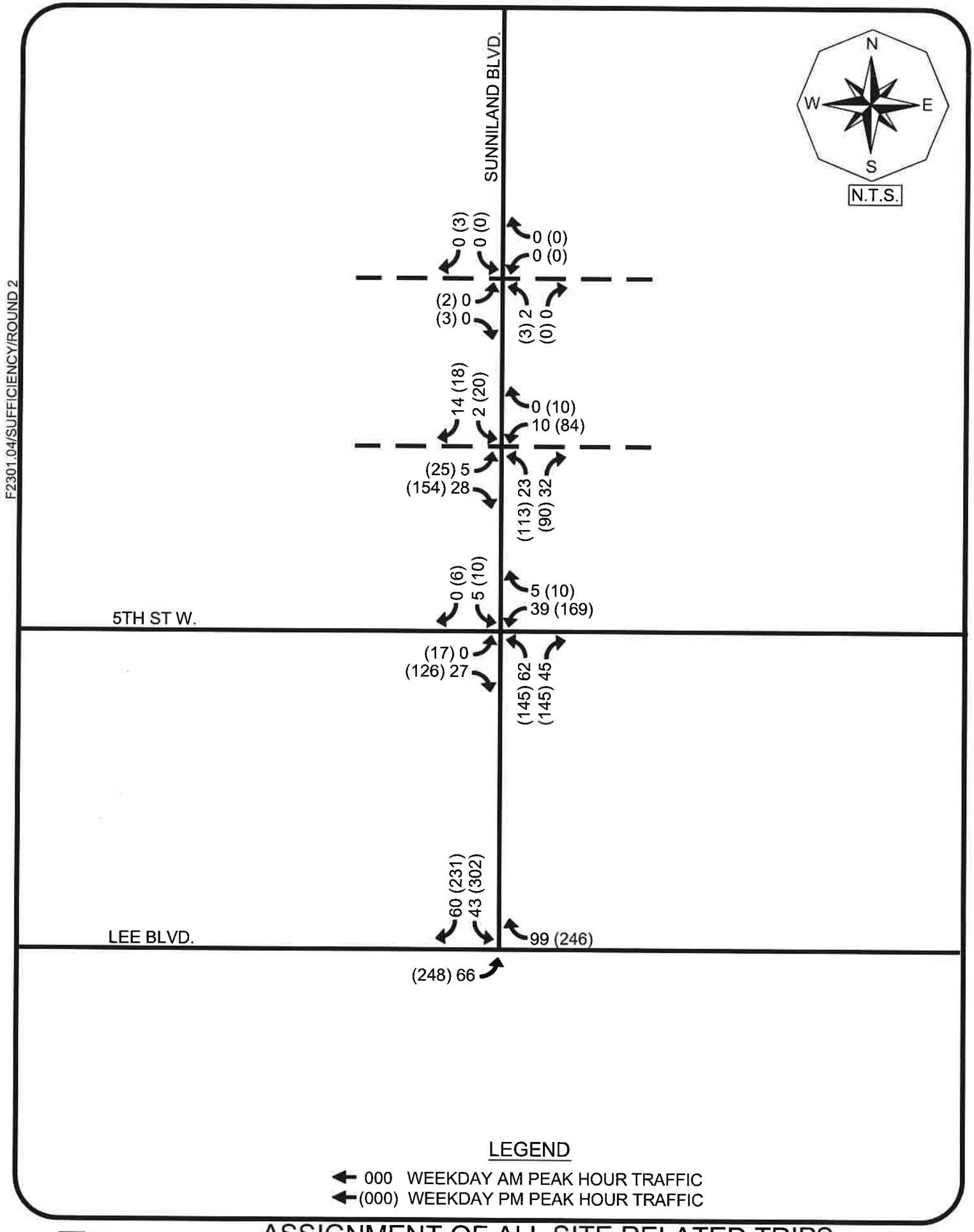
Table 7 then illustrates the increase in net new trips that could be anticipated based on the rezoning of the site going from 232,000 square feet of commercial uses to 265,000 square feet of commercial uses and 100,000 square feet of self-storage use.

Table 7
Trip Generation Comparison – Approved Zoning to Proposed CPD
Sunniland CPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Proposed CPD Net New Trips	141	70	211	382	429	811	9,093
Existing Center Net New Trips	-128	-62	-190	-342	-382	-724	-8,345
Difference	**13**	**8**	**21**	**40**	**47**	**87**	**748**

V. TRIP DISTRIBUTION

The Net New trips from Table 4 the proposed development is anticipated to generate were then assigned to the surrounding roadway network. The net new trips anticipated to be added to the surrounding roadway network were assigned based upon the routes drivers are anticipated to utilize to approach the subject site. The actual driveway volumes that were assigned to the site access drive intersections based on the development of the site were the Total Trips illustrated in Table 2. **Figure A-1**, included in the Appendix of this report, illustrates the percent project traffic distribution and assignment of the ***Net New project trips*** which are illustrated in Table 4. **Figure A-2**, included in the Appendix of this report, illustrates the percent project traffic distribution and assignment of ***Pass-By trips***, which are also illustrated in Table 4. **Figure 2** illustrates the resulting assignment of all project related trips (Net New + Pass-By).



LEGEND

← 000 WEEKDAY AM PEAK HOUR TRAFFIC
←(000) WEEKDAY PM PEAK HOUR TRAFFIC

TR TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT OF ALL SITE RELATED TRIPS NET NEW + PASS-BY TRIPS SUNNILAND

Figure 2

TRANSPORTATION CONSULTANTS, INC

In order to determine which roadway segments surrounding the site may be significantly impacted as outlined in the Lee County Traffic Impact Statement Guidelines, **Table 1A**, in the Appendix, was created. This table indicates which roadway links will accommodate greater than 10% of the Peak Hour Level of Service "C" volumes. The Level of Service threshold volumes were obtained from the **Lee County Generalized Peak Hour Directional Service Volume Tables** (June, 2016). Based on Table 1A, there are no roadway segments in the study area that will be impacted by greater than 10% of the Level of Service "C" volumes as a result of the proposed development. A copy of the Generalized Service Volume Table is located in the Appendix of this report for reference.

VI. FUTURE TRAFFIC CONDITIONS

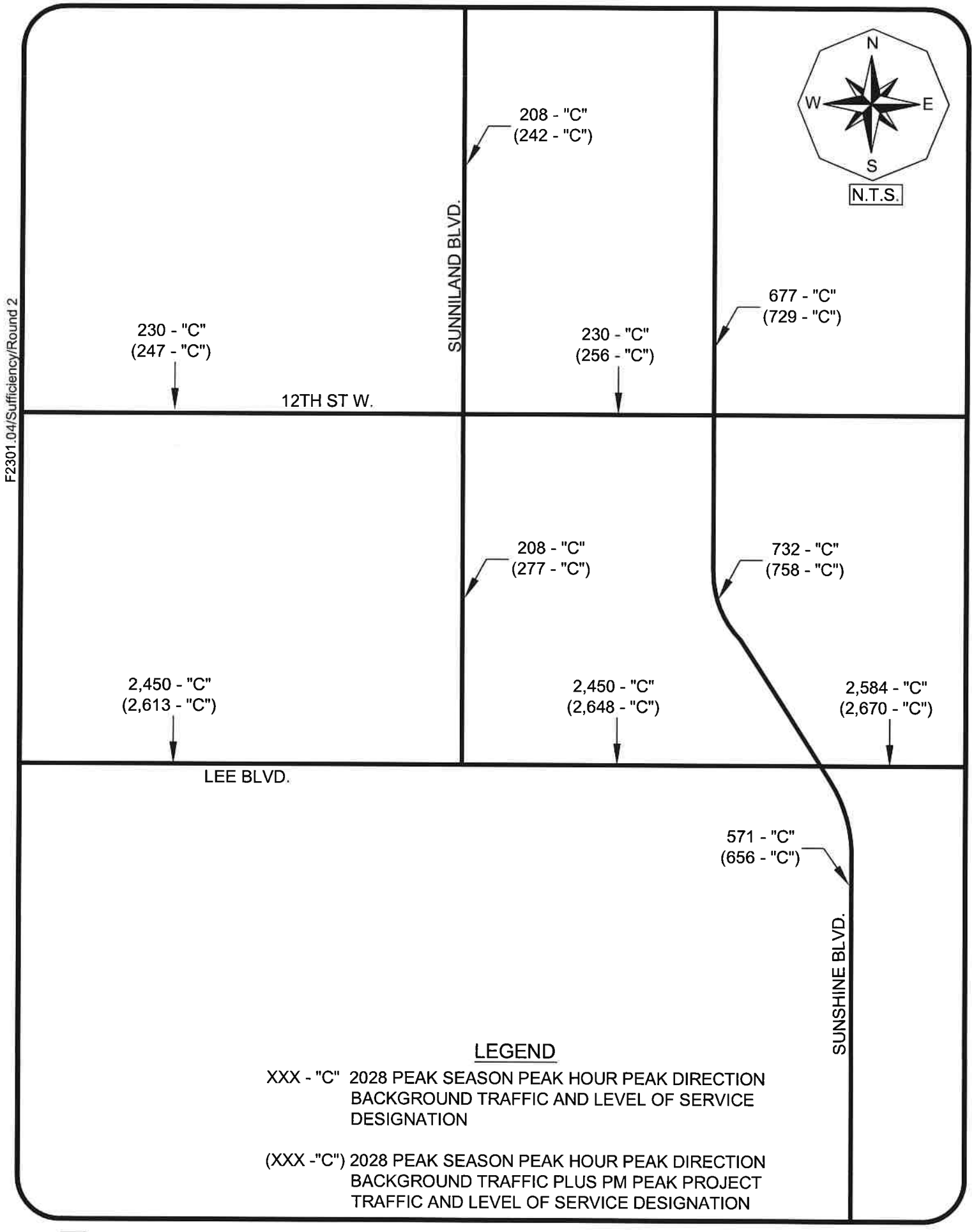
A horizon year analysis of 2028 was selected as the analysis year to evaluate the future impacts this project will have on the surrounding roadway network. Based on this horizon year, a growth rate was applied to the existing traffic conditions for all roadway links in the study area. The growth rates were obtained through comparisons of annual daily traffic count data obtained from the FDOT ***Traffic Information Online*** resource for 2021 traffic data in the study area. Based on the project traffic distribution illustrated on Figure A-1, the link data was analyzed for the year 2028 without the development and year 2028 with the development.

Table 2A in the Appendix of the report indicates the methodology utilized to obtain the year 2028 build-out traffic volumes as well as the growth rate utilized for each roadway segment. The base year traffic volumes were obtained from the 2022 ***Lee County Public Facilities Level of Service and Concurrency Report***.

Figure 3 indicates the year 2028 peak hour – peak direction traffic volumes and Level of Service for the various roadway links within the study area. Noted on Figure 3 is the peak hour – peak direction volume and Level of Service of each link should no development occur on the subject site and the peak hour – peak direction volume and Level of Service for the weekday A.M. and P.M. peak hours with the development traffic added to the roadways. This figure is derived from Table 2A contained in the Appendix.

VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS

Adverse impacts are defined as a degradation of the Level of Service beyond the adopted Level of Service Thresholds for those links as indicated in Table 1A. In comparing the links' functional classification and calculated 2028 traffic volumes to the Service Volume Tables, the only roadway segment shown to operate at a poor Leve of Service was Gunnery Road both north and south of Lee Boulevard. These segments of Gunnery Road were shown to operate at a poor Level of Service in 2028 ***PRIOR*** to adding any project trips to these roadway segments and were not caused by the trips from this project. Again, this project does not have a significant impact (adding more than 10% of Level of Service "C" service volumes) on any roadway segment in the Study Area. All other roadway segments in the Study Area were shown to operate at an acceptable Level of Service. Thus, the existing roadway network can accommodate the additional new vehicle trips the subject site is anticipated to generate.



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2028 LEVEL OF SERVICE ANALYSIS
SUNNILAND

Figure 3

TR TRANSPORTATION CONSULTANTS, INC

An intersection analysis was conducted utilizing the latest version of the Highway Capacity Software (HCS) program as well as the ***SYNCHRO***© analysis software to determine the operational characteristics of the site access drive intersections as well as the intersection of Lee Boulevard with Sunniland Boulevard. The analysis was based on the projected 2028 weekday AM and PM peak hour traffic conditions both with and without the project traffic. Traffic counts were conducted between hours of 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M. The turning movement counts were then adjusted to reflect peak season conditions based on the Peak Season Factor as published by the Florida Department of Transportation. The existing traffic volumes were then increased by a growth rate factor to determine the projected 2028 background turning movement volumes. The volumes utilized for the intersection analysis can be found in the Appendix of this report in the ***Development of Future Year Background Turning Movement Volumes*** spreadsheets.

The analysis of the Lee Boulevard intersection indicates that this intersection may need to be signalized at some point in the future to accommodate the turning demand at this location. This will be determined at the Development Order stage of the project.

Based upon the results of the capacity analysis conducted at the site access drives along Sunniland Boulevard and the intersection of 5th Street W., these intersections were shown to operate at an acceptable Level of Service in 2028 with the project trips added in the weekday AM and PM peak hour conditions. Turn lanes at these intersections will be evaluated at the time the project seeks a Local Development Order application and the requirements of the Lee County Turn Lane Policy will be followed.

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IX. CONCLUSION

The proposed Sunniland CPD is located on the north side of Lee Boulevard on both the east and west side of Sunniland Boulevard in Lehigh Acres area of Lee County, Florida. The CPD rezoning request will permit either a total of 265,000 square feet of commercial retail uses and 100,000 square feet of self-storage use or up to 100,000 square feet of commercial uses, 100,000 square feet of self-storage use and up to 300 multi-family dwelling units. The Level of Service analysis conducted as part of this report indicates Lee Boulevard, Sunniland Boulevard, Sunshine Boulevard and 12th Street West all operate at LOS "C" in 2028 with the project. Gunnery Road, both north and south of Lee Boulevard, was shown to operate at a poor Level of Service in 2028 before the project trips were added to the roadway. Therefore, this roadway segment is considered as a pre-existing transportation deficiency. The zoning amendment as proposed is consistent with the goals and objectives of the Lee County Comprehensive Plan and Goal 32 in that there is sufficient roadway capacity projected to accommodate the anticipated development.

Intersection analysis was conducted at the unsignalized intersection of Lee Boulevard and Sunniland Boulevard based upon the projected 2028 AM and PM peak hour traffic conditions. Based on the HCS and ***SYNCHRO***© results of the capacity analysis, this intersection may need to be signalized in the future to accommodate the traffic demand from this development. This will be part of the Development Order application discussion with Lee County as the project moves forward. Intersection analysis was also conducted at the 5th Street W. intersection as well as at the two site access drive intersections proposed along Sunniland Boulevard and these intersections will operate acceptably as unsignalized intersections.

APPENDIX

DCI2023-00010 Lee County ePlan Additional Info Dated 01-12-2024

TABLES 1A & 2A

TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
SUNNILAND

Revised 1-4-2024

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 211 VPH IN= 141 OUT= 70

TOTAL PM PEAK HOUR PROJECT TRAFFIC = 811 VPH IN= 382 OUT= 429

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PERCENT PROJECT TRAFFIC	PROJECT TRAFFIC	PROJ/ LOS C
Lee Blvd.	W. of Gunnery Rd.	6LD	0	400	2840	2940	2940	24%	103	3.6%
	W. of Sunniland	6LD	0	400	2840	2940	2940	38%	163	5.7%
	W. of Sunshine Blvd	8LD	0	400	2840	2940	2940	46%	197	6.9%
	E. of Sunshine Blvd	6LD	0	400	2840	2940	2940	20%	86	3.0%
Sunshine Blvd.	N. of 12 St. W	2LN	0	140	800	860	860	12%	51	6.4%
	N. of Lee Blvd.	2LN	0	140	800	860	860	6%	26	3.2%
	S. of Lee Blvd.	2LN	0	140	800	860	860	20%	86	10.7%
Gunnery Rd.	N. of Lee Blvd.	2LN	0	140	800	860	860	6%	26	3.2%
	S. of Lee Blvd.	4LD	0	250	1,840	1,960	1,960	12%	51	2.8%
Sunniland Blvd.	N. of Lee Blvd.	2LN	0	0	310	660	740	16%	69	22.1%
	N. of 12th W.	2LN	0	0	310	660	740	8%	34	11.1%
12st W.	W. of Sunniland Blvd.	2LN	0	0	310	660	740	4%	17	5.5%
	E. of Sunniland Blvd.	2LN	0	0	310	660	740	6%	26	8.3%

* The Level of Service thresholds were for all roadways were obtained from the Lee County Generalized Service Volume Table.

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TABLE 2A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
SUNNILAND

Revised 1-4-2024

TOTAL PROJECT TRAFFIC AM = 211 VPH IN = 141 OUT= 70

TOTAL PROJECT TRAFFIC PM = 811 VPH IN= 382 OUT= 429

ROADWAY	SEGMENT	SITE/ STATION	BASE YR ADT	LATEST ADT	YRS OF GROWTH.[1]	ANNUAL RATE	2021 PK HR PK SEASON PEAK DIR.[2]	2028 PK HR PK SEASON PEAK DIRECTION VOLUME	LOS	V/C Ratio	PERCENT PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	2028 BCKGRND + AM PROJ VOLUME	LOS	V/C Ratio	2028 BCKGRND + PM PROJ VOLUME	LOS	V/C Ratio
Lee Blvd.	W. of Gunnery Rd.	126022	33,740	39,500	7	2.28%	1,957	2,291	C	0.78	24%	34	103	2,325	C	0.79	2,394	C	0.81
	W. of Sunniland	126022	33,740	39,500	7	2.28%	2,093	2,450	C	0.83	38%	54	163	2,504	C	0.85	2,613	C	0.89
	W. of Sunshine Blvd	126022	33,740	39,500	7	2.28%	2,093	2,450	C	0.83	46%	65	197	2,515	C	0.86	2,648	C	0.90
	E. of Sunshine Blvd	120097	40,500	50,000	7	3.06%	2,093	2,584	C	0.88	20%	28	86	2,612	C	0.89	2,670	C	0.91
Sunshine Blvd.	N. of 12 St. W	120173	11,300	12,500	6	1.70%	602	677	C	0.79	12%	17	51	694	C	0.81	729	C	0.85
	N. of Lee Blvd.	120137	11,300	12,500	6	1.70%	651	732	C	0.85	6%	8	26	741	C	0.86	758	C	0.88
	S. of Lee Blvd.	124182	5,400	7,800	7	5.39%	395	571	C	0.66	20%	28	86	599	C	0.70	656	C	0.76
Gunnery Rd.	N. of Lee Blvd.	124104	12,800	16,900	7	4.05%	777	1,026	F	1.19	6%	8	26	1,034	F	1.20	1,052	F	1.22
	S. of Lee Blvd.	290	19,200	26,100	6	5.25%	1,427	2,042	F	1.04	12%	17	51	2,059	F	1.05	2,093	F	1.07
Sunniland Blvd.	N. of Lee Blvd.					1.70%	185	208	C	0.28	16%	23	69	231	C	0.31	277	C	0.37
	N. of 12th W.					1.70%	185	208	C	0.28	8%	11	34	219	C	0.30	242	C	0.33
12th St W	W. of Sunniland Blvd.	120057	63,000	90,000	8	4.56%	230	230	C	0.31	4%	6	17	236	C	0.32	247	C	0.33
	E. of Sunniland Blvd.	120057	63,000	90,000	8	4.56%	230	230	C	0.31	6%	8	26	238	C	0.32	256	C	0.35

[1] Annual Growth Rate was calculated utilizing AADT data from 2021 FDOT Traffic Online & Lee County Traffic Count Reports.

[2] 2021 peak hour peak season peak direction traffic volumes were obtained from the 2022 Lee County Public Facilities Level of Service and Concurrency Report.
The peak hour, peak direction volume for Sunniland Blvd. was taken from turning movement count conducted by TR Transportation Consultants at Lee Blvd. on 1/18/2023

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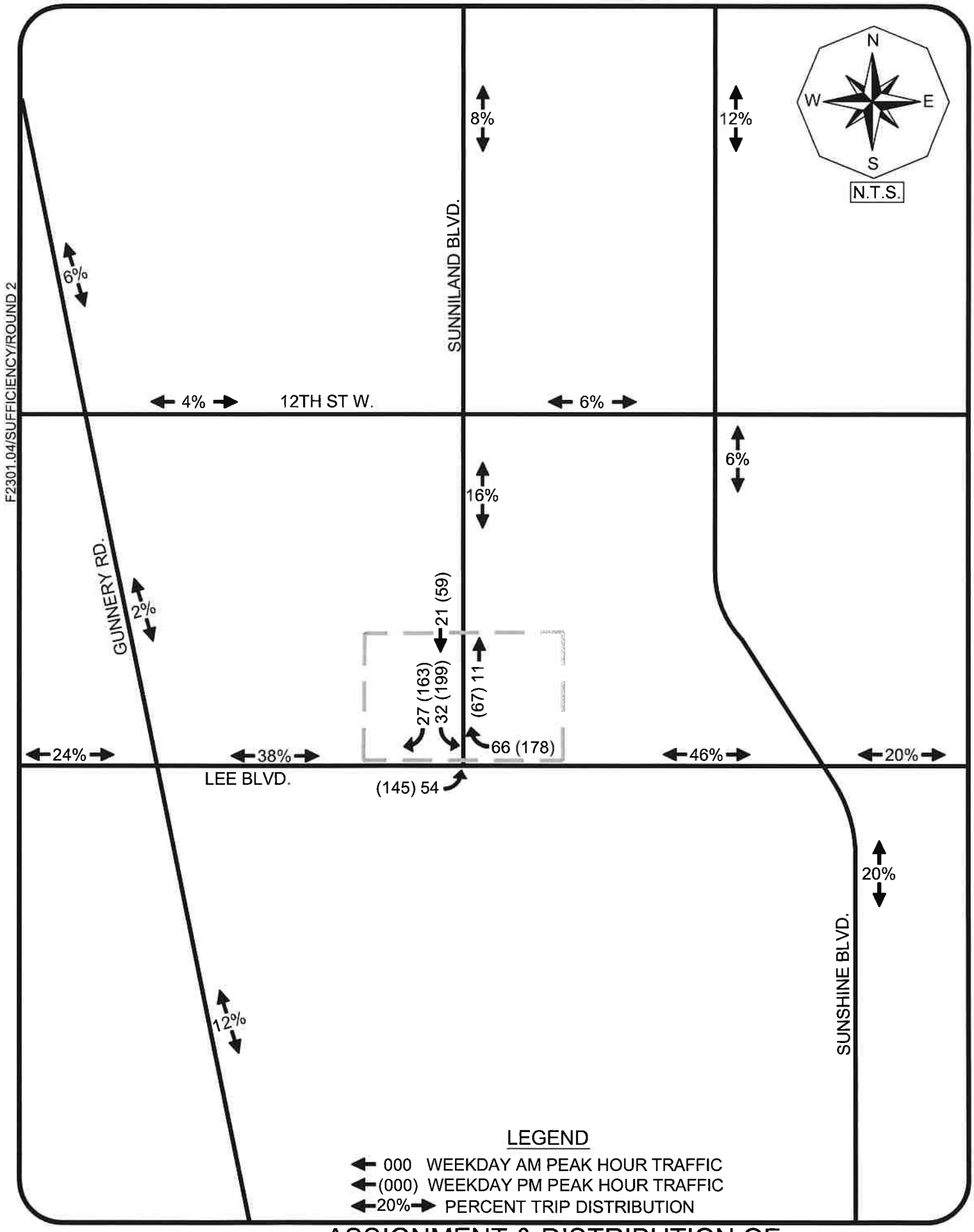
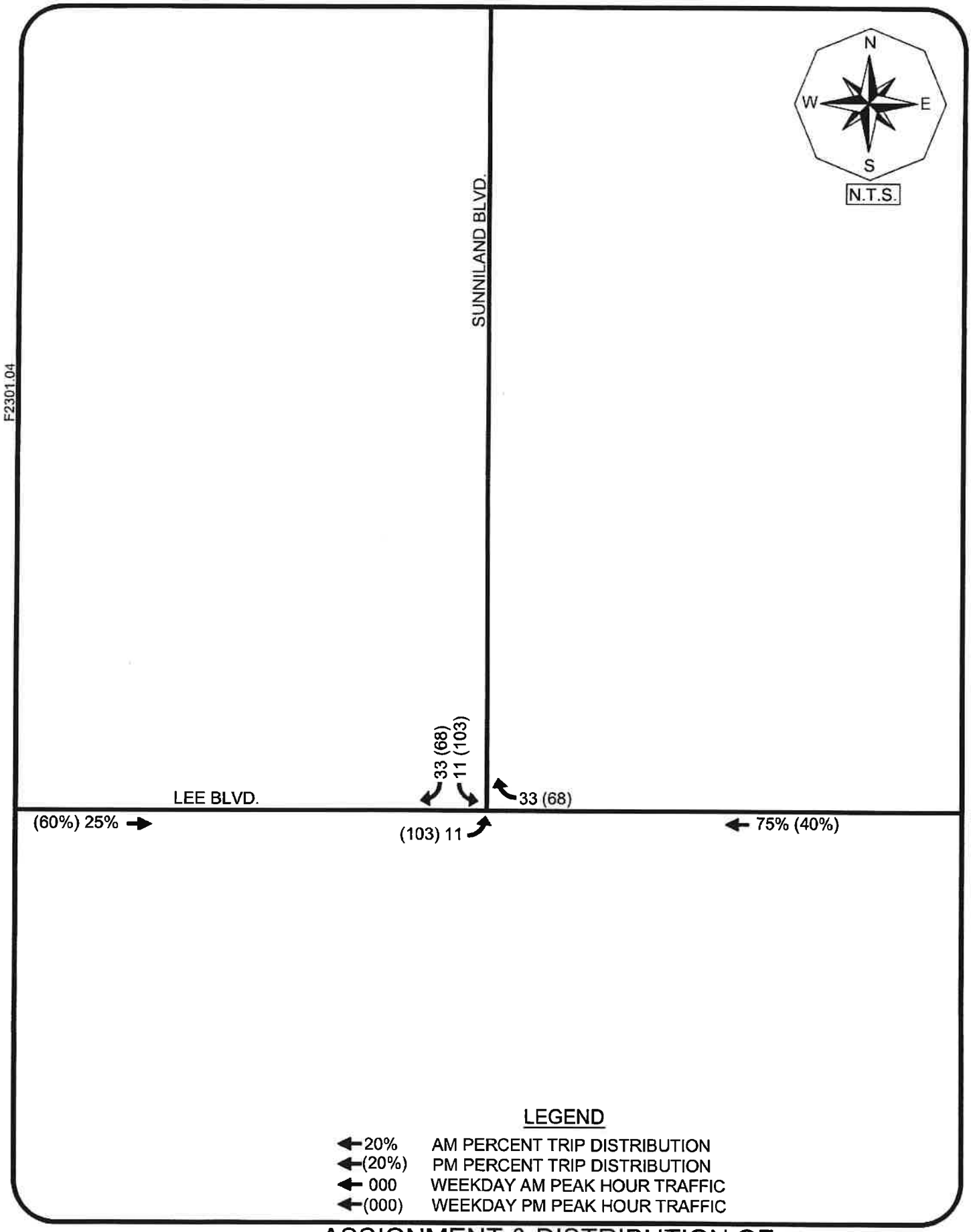
SUPPLEMENTAL FIGURES A-1 & A-2



TR TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT & DISTRIBUTION OF NET NEW PROJECT TRIPS SUNNILAND

Figure A-1



TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT & DISTRIBUTION OF PASS-BY PROJECT TRIPS SUNNILAND

Figure A-2

DCI2023-00010 Lee County ePlan Additional Info Dated 01-12-2024

LEE COUNTY PUBLIC FACILITIES LEVEL OF SERVICE AND CONCURRENCY REPORT

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

Table 21 b) 3 of 7

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)

Link No.	NAME	ROADWAY LINK FROM	ROADWAY LINK TO	F. Class	ROAD TYPE	PERFORMANCE STANDARD LOS	PERFORMANCE STANDARD DIRECTIONAL CAPACITY	2021 100TH HIGHEST HOUR LOS	2021 100TH HIGHEST HOUR VOL	2021 100TH HIGHEST HOUR V/C	FUTURE FORECAST (2026) LOS	FUTURE FORECAST (2026) VOL	FUTURE FORECAST (2026) V/C	Notes
14450	ESTERO PKWY	THREE OAKS PKWY	BEN HILL GRIFFIN PKWY	M. Art	4LD	E	2,000	B	629	0.31	B	661	0.33	*
10200	EVERGREEN RD	US 41	BUS 41	Maj. Col	2LN	E	860	C	100	0.12	C	116	0.13	old count projection
10300	FIDDLESTICKS BLVD	GUARDHOUSE	DANIELS PKWY	Maj. Col	2LN	E	860	C	340	0.40	C	358	0.42	
10400	FOWLER ST	US 41	N AIRPORT RD	P. Art	6LD	E	2,300	D	1,308	0.57	D	1,375	0.60	
10500	FOWLER ST	N AIRPORT RD	COLONIAL BLVD	P. Art	6LD	E	2,300	D	1,565	0.68	D	1,644	0.71	
10800	GASPARILLA BLVD	FIFTH ST	COUNTY LINE	Maj. Col	2LN	E	860	C	231	0.27	C	258	0.30	Constrained*
	GATEWAY BLVD	GATEWAY LAKES BLVD	SR82	M. Art	2LN	E	860	C	505	0.59	C	531	0.62	Old Count
	GATEWAY BLVD	DANIELS PKWY	GATEWAY LAKES BLVD	M. Art	4LD	E	1,790	C	1,233	0.69	C	1,296	0.72	
10900	GLADIOLUS DR	McGREGOR BLVD	PINE RIDGE RD	P. Art	4LD	E	1,840	C	528	0.29	C	555	0.30	
11000	GLADIOLUS DR	PINE RIDGE RD	BASS RD	P. Art	4LD	E	1,840	C	1,149	0.62	C	1,284	0.70	
11100	GLADIOLUS DR	BASS RD	WINKLER RD	P. Art	6LD	E	2,780	C	1,149	0.41	C	1,208	0.43	
11200	GLADIOLUS DR	WINKLER RD	SUMMERLIN RD	P. Art	6LD	E	2,780	B	1,149	0.41	B	1,208	0.43	
11300	GLADIOLUS DR	SUMMERLIN RD	US 41	P. Art	6LD	E	2,780	C	2,227	0.80	C	2,340	0.84	
11400	GREENBRIAR BLVD	RICHMOND AVE	JOEL BLVD	Min. Col	2LN	E	860	C	72	0.08	C	76	0.09	*
11500	GUNNERY RD	SR 82	LEE BLVD	P. Art	4LD	E	1,920	B	1,427	0.74	B	1,522	0.79	
11600	GUNNERY RD	LEE BLVD	BUCKINGHAM RD	P. Art	2LN	E	1,020	C	777	0.76	C	912	0.89	
11700	HANCOCK BRIDGE PKWY	DEL PRADO BLVD	NE 24TH AVE	P. Art	4LD	E	1,880	B	1,082	0.58	B	1,138	0.61	
11800	HANCOCK BRIDGE PKWY	NE 24TH AVE	ORANGE GROVE BLVD	P. Art	4LD	E	1,880	B	1,362	0.72	B	1,432	0.76	
11900	HANCOCK BRIDGE PKWY	ORANGE GROVE BLVD	MOODY RD	P. Art	4LD	E	1,880	B	1,356	0.72	B	1,425	0.76	
12000	HANCOCK BRIDGE PKWY	MOODY RD	US 41	P. Art	4LD	E	1,880	B	1,356	0.72	B	1,425	0.76	
12100	HART RD	SR 78	TUCKER LANE	Min. Col	2LN	E	860	C	337	0.39	C	354	0.41	*
12200	HICKORY BLVD	BONITA BEACH RD	McLAUGHLIN BLVD	M. Art	2LN	E	890	E	554	0.62	E	582	0.65	Constrained*
12300	HICKORY BLVD	McLAUGHLIN BLVD	MELODY LANE	M. Art	2LN	E	890	E	554	0.62	E	582	0.65	Constrained*
12400	HICKORY BLVD	MELODY LANE	ESTERO BLVD	M. Art	2LN	E	890	E	554	0.62	E	582	0.65	Constrained*
12480	HOMESTEAD RD	SR 82	MILWAUKEE BLVD	M. Art	2LN	E	1,010	D	517	0.51	E	687	0.68	*
12490	HOMESTEAD RD	MILWAUKEE BLVD	SUNRISE BLVD	M. Art	2LN	E	1,010	D	517	0.51	E	687	0.68	*
12500	HOMESTEAD RD	SUNRISE BLVD	LEELAND HEIGHTS	M. Art	4LN	E	1,960	C	517	0.26	C	687	0.35	4 lane under construction
12600	HOMESTEAD RD	LEELAND HEIGHTS	LEE BLVD	M. Art	4LN	E	1,960	D	1,249	0.64	D	1,345	0.69	
31800	I-75	BONITA BEACH RD	CORKSCREW RD	State	6LF	D	5,620	D	5,608	1.00	F	6,508	1.16	
31900	I-75	CORKSCREW RD	ALICO RD	State	6LF	D	5,620	F	5,816	1.03	F	6,656	1.18	State Performance Standard is D
32000	I-75	ALICO RD	DANIELS PKWY	State	6LF	D	6,620	E	6,038	0.91	E	6,636	1.00	State Performance Standard is D
32100	I-75	DANIELS PKWY	COLONIAL BLVD	State	6LF	D	5,620	D	5,063	0.90	F	5,849	1.04	State Performance Standard is D
32300	I-75	M.L.K.(SR 82)	LUCKETT RD	State	6LF	D	5,620	D	5,297	0.94	F	5,947	1.06	State Performance Standard is D
32400	I-75	LUCKETT RD	SR 80	State	6LF	D	6,620	C	5,063	0.76	C	5,627	0.85	
32500	I-75	SR 80	SR 78	State	6LF	D	6,620	B	3,557	0.54	B	3,993	0.60	
32600	I-75	SR 78	COUNTY LINE	State	6LF	C	4,670	B	3,241	0.69	C	3,572	0.76	
	I-75	COLONIAL BLVD	M.L.K.(SR 82)	State	6LF	D	5,620	C	4,788	0.85	D	4,936	0.88	
12700	IDLEWILD ST	METRO PKWY	RANCHETTE RD	Maj. Col	2LN	E	860	C	201	0.23	C	212	0.25	
13000	IMMOKALEE RD (SR 82)	E OF COLONIAL BLVD	GATEWAY BLVD	State	6LD	D	3,171	C	1,892	0.60	C	2,444	0.77	
13100	IMMOKALEE RD (SR 82)	GATEWAY BLVD	GUNNERY RD	State	6LD	D	3,171	C	1,362	0.43	C	1,779	0.56	
13200	IMMOKALEE RD (SR 82)	GUNNERY RD	ALABAMA RD	State	6LD	D	4,920	B	1,326	0.27	B	1,619	0.33	
13300	IMMOKALEE RD (SR 82)	ALABAMA RD	BELL BLVD	State	4LD	D	3,280	B	750	0.23	B	926	0.28	
13400	IMMOKALEE RD (SR 82)	BELL BLVD	COUNTY LINE	State	4LD	D	3,280	B	707	0.22	B	871	0.27	
13500	IMPERIAL PKWY	COLLIER COUNTY LINE	BONITA BEACH RD	P. Art	4LD	E	1,920	B	1,080	0.56	B	1,135	0.59	
13550	IMPERIAL PKWY	E TERRY ST	COCONUT RD	Controlled xs	4LD	E	1,920	B	730	0.38	B	767	0.40	
13600	IONA RD	DAVIS RD	McGREGOR BLVD	Maj. Col	2LN	E	860	C	384	0.45	C	463	0.54	*
13700	ISLAND PARK RD	PARK RD	US 41	Maj. Col	2LN	E	860	C	79	0.09	C	210	0.24	
13800	JOEL BLVD	ALEX GRAHAM BELL BLVD	18TH ST	P. Art	4LN	E	2,120	B	614	0.29	B	824	0.39	Joel Blvd CPD

County-Maintained Collector Roadway - Unincorporated Lee County

County-Maintained Collector Roadway - Incorporated Lee County

County-Maintained Arterial Roadway - Unincorporated Lee County

County-Maintained Arterial Roadway - Incorporated Lee County

State-Maintained Arterial Roadway - Unincorporated Lee County

County Maintained Controlled Access Aterial Facility

County Maintained Expressway

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

Table 21 b) 4 of 7

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)

Link No.	NAME	ROADWAY LINK FROM	ROADWAY LINK TO	F. Class	ROAD TYPE	PERFORMANCE STANDARD LOS	PERFORMANCE STANDARD DIRECTIONAL CAPACITY	2021 100TH HIGHEST HOUR LOS	2021 100TH HIGHEST HOUR VOL	2021 100TH HIGHEST HOUR V/C	FUTURE FORECAST (2026) LOS	FUTURE FORECAST (2026) VOL	FUTURE FORECAST (2026) V/C	Notes
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	SUMMERLIN RD	Min. Col	2LN	E	860	C	62	0.07	C	72	0.08	old count projection
14100	JOHN MORRIS RD	SUMMERLIN RD	IONA RD	Maj. Col	2LN	E	860	C	256	0.30	C	269	0.31	*
14200	KELLY RD	McGREGOR BLVD	SAN CARLOS BLVD	Maj. Col	2LN	E	860	C	264	0.31	C	277	0.32	
14300	KELLY RD	SAN CARLOS BLVD	PINE RIDGE RD	Maj. Col	2LN	E	860	C	106	0.12	C	120	0.14	old count projection(2010)
14500	LAUREL DR	BUS 41	BREEZE DR	Maj. Col	2LN	E	860	C	384	0.45	C	404	0.47	
14600	LEE BLVD	SR 82	ALVIN AVE	P. Art	6LD	E	2,840	B	2,084	0.73	B	2,190	0.77	
14700	LEE BLVD	ALVIN AVE	GUNNERY RD	P. Art	6LD	E	2,840	B	1,957	0.69	B	2,136	0.75	
14800	LEE BLVD	GUNNERY RD	HOMESTEAD RD	P. Art	6LD	E	2,840	B	2,093	0.74	B	2,200	0.77	
14900	LEE BLVD	HOMESTEAD RD	WILLIAMS AVE	P. Art	4LD	E	1,980	B	898	0.45	B	943	0.48	
14930	LEE BLVD	WILLIAMS AVE	LEELAND HEIGHTS	P. Art	2LN	E	1,020	C	898	0.88	C	943	0.92	
15000	LEE RD	SAN CARLOS BLVD	ALICO RD	Maj. Col	2LN	E	860	C	544	0.63	D	614	0.71	old count projection(2015)
15100	LEELAND HEIGHTS	HOMESTEAD RD	JOEL BLVD	P. Art	4LN	E	1,800	B	832	0.46	B	867	0.48	*
15200	LEONARD BLVD	GUNNERY RD	WESTGATE BLVD	M. Art	2LN	E	860	D	763	0.89	D	819	0.95	
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	2LN	E	860	C	437	0.51	C	459	0.53	
15500	LUCKETT RD	ORTIZ AVE	I-75	M. Art	2LN	E	880	B	317	0.36	B	392	0.45	4 Ln design & ROW
15600	LUCKETT RD	I-75	COUNTRY LAKES DR	Maj. Col	2LN	E	860	B	285	0.33	C	299	0.35	
15700	MAPLE DR*	SUMMERLIN RD	2ND AVE	Min. Col	2LN	E	860	C	77	0.09	C	89	0.10	old count projection
15800	McGREGOR BLVD	SANIBEL T PLAZA	HARBOR DR	P. Art	4LD	E	1,960	B	1,173	0.60	B	1,233	0.63	
15900	McGREGOR BLVD	HARBOR DR	SUMMERLIN RD	P. Art	4LD	E	1,960	B	1,180	0.60	B	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 867)	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 867)	IONA LOOP RD	PINE RIDGE RD	State	4LD	D	2,100	C	1,465	0.70	C	1,635	0.78	
16400	McGREGOR BLVD (SR 867)	PINE RIDGE RD	CYPRESS LAKE DR	State	4LD	D	2,100	C	1,674	0.80	C	1,873	0.89	
16500	McGREGOR BLVD (SR 867)	CYPRESS LAKE DR	COLLEGE PKWY	State	4LD	D	2,100	C	1,674	0.80	C	1,873	0.89	
16600	McGREGOR BLVD (SR 867)	COLLEGE PKWY	WINKLER RD	State	2LN	D	924	C	726	0.79	C	797	0.86	Constrained
16700	McGREGOR BLVD (SR 867)	WINKLER RD	TANGLEWOOD BLVD	State	2LN	D	970	F	1,039	1.07	F	1,143	1.18	Constrained
16800	McGREGOR BLVD (SR 867)	TANGLEWOOD BLVD	COLONIAL BLVD	State	2LN	D	970	F	1,039	1.07	F	1,143	1.18	Constrained
16900	METRO PKWY (SR 739)	SIX MILE PKWY	DANIELS PKWY	State	6LD	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	1,446	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	D	2,100	C	1,665	0.79	D	2,092	1.00	
	MICHAEL RIPPE PKWY	US41	SIX MILES PKWY	State	6LD	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	176	0.20	*
17700	MILWAUKEE BLVD	BELL BLVD	COLUMBUS BLVD	Min. Col	2LN	E	860	C	168	0.20	C	181	0.21	*
17800	MOODY RD	HANCOCK B. PKWY	PONDELLA RD	Min. Col	2LN	E	860	C	182	0.21	C	206	0.24	old count projection(2009)
17900	NALLE GRADE RD	SLATER RD	NALLE RD	Min. Col	2LN	E	860	C	69	0.08	C	72	0.08	
18000	NALLE RD	SR 78	NALLE GRADE RD	Min. Col	2LN	E	860	C	128	0.15	C	147	0.17	*
18100	NEAL RD	ORANGE RIVER BLVD	BUCKINGHAM RD	Min. Col	2LN	E	860	C	130	0.15	C	137	0.16	*
18200	NORTH RIVER RD	SR 31	FRANKLIN LOCK RD	M. Art	2LN	E	1,140	A	145	0.13	B	264	0.23	
18300	NORTH RIVER RD	FRANKLIN LOCK RD	BROADWAY RD	M. Art	2LN	E	1,140	A	145	0.13	B	286	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	OLGA RD*	SR 80 W	SR 80 E	Min. Col	2LN	E	860	C	82	0.10	C	95	0.11	old count projection
19100	ORANGE GROVE BLVD	CLUB ENTR.	HANCOCK B. PKWY	Min. Col	2LN	E	860	C	393	0.46	C	488	0.57	old count(2009)
19200	ORANGE GROVE BLVD	HANCOCK B. PKWY	PONDELLA RD	Min. Col	4LN	E	1,790	C	528	0.29	C	555	0.31	
19300	ORANGE RIVER BLVD	SR 80	STALEY RD	Maj. Col	2LN	E	1,000	D	477	0.48	D	502	0.50	

County-Maintained Collector Roadway - Unincorporated Lee County

County-Maintained Collector Roadway - Incorporated Lee County

County-Maintained Arterial Roadway - Unincorporated Lee County

County-Maintained Arterial Roadway - Incorporated Lee County

State-Maintained Arterial Roadway - Unincorporated Lee County

County Maintained Controlled Access Aterial Facility

County Maintained Expressway

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

Table 21 b) 7 of 7

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)

Link No.	NAME	ROADWAY LINK FROM	ROADWAY LINK TO	F. Class	ROAD TYPE	PERFORMANCE STANDARD LOS	PERFORMANCE STANDARD DIRECTIONAL CAPACITY	2021 100TH HIGHEST HOUR LOS	2021 100TH HIGHEST HOUR VOL	2021 100TH HIGHEST HOUR V/C	FUTURE FORECAST (2026) LOS	FUTURE FORECAST (2026) VOL	FUTURE FORECAST (2026) V/C	Notes
30300	US 41 (S TAMIAMI TR)	BRIARCLIFF RD	SIX MILE PKWY	State	6LD	D	3,171	C	3,002	0.95	F	3,356	1.06	
30400	US 41 (S TAMIAMI TR)	SIX MILE PKWY	DANIELS PKWY	State	6LD	D	3,171	C	2,509	0.79	C	2,807	0.89	
27200	VETERANS MEM. PKWY	SR 78	CHIQUITA	Controlled xs	4LD	D	2,040	A	1,000	0.49	A	1,051	0.52	
27300	VETERANS MEM. PKWY	CHIQUITA	SKYLINE	Xprswy	4LD	D	2,040	A	1,195	0.59	A	1,256	0.62	
27400	VETERANS MEM. PKWY	SKYLINE	SANTA BARBARA BLVD	Xprswy	6LD	D	3,080	A	2,103	0.68	B	2,210	0.72	*
27500	VETERANS MEM. PKWY	SANTA BARBARA BLVD	COUNTRY CLUB BLVD	Xprswy	6LD	D	3,080	B	2,968	0.96	F	3,119	1.01	
27600	VETERANS MEM. PKWY	COUNTRY CLUB BLVD	MIDPOINT BRDG TOLL P	Xprswy	6LD	D	3,080	B	2,772	0.90	B	2,913	0.95	
27700	VETERANS MEM. PKWY	MIDPOINT BRDG TOLL P	McGREGOR BLVD	Xprswy	4LB	D	4,000	D	2,964	0.74	D	3,115	0.78	
29100	W. 12TH ST	GUNNERY RD	SUNSHINE BLVD	Maj. Col	2LN	E	860	C	230	0.27	C	241	0.28	*
29200	W. 12TH ST	SUNSHINE BLVD	WILLIAMS AVE	Maj. Col	2LN	E	860	C	76	0.09	C	168	0.20	old count projection(2010)
29300	W. 12TH ST	WILLIAMS AVE	JOEL BLVD	Maj. Col	2LN	E	860	C	92	0.11	C	104	0.12	old count projection(2010)
29400	W. 14TH ST	SUNSHINE BLVD	RICHMOND AVE	Min. Col	2LN	E	860	C	48	0.06	C	54	0.06	old count projection(2010)
29000	W. 6TH ST	WILLIAMS AVE	JOEL BLVD	Maj. Col	2LN	E	860	C	181	0.21	C	190	0.22	
26400	W23RD ST	GUNNERY RD	SUNSHINE BLVD	M. Art	2LN	E	860	D	763	0.89	D	802	0.93	
15200	WESTGATE BLVD	GUNNERY RD	LEE BLVD	M. Art	2LN	E	860	D	567	0.66	D	623	0.72	
27900	WHISKEY CREEK DR	COLLEGE PKWY	SAUTERN DR	Maj. Col	2LD	E	910	C	298	0.33	C	313	0.34	
28000	WHISKEY CREEK DR	SAUTERN DR	McGREGOR BLVD	Maj. Col	2LD	E	910	C	298	0.33	C	313	0.34	
28200	WILLIAMS AVE	LEE BLVD	W. 6TH ST	Maj. Col	2LN	E	860	D	747	0.87	D	785	0.91	
28300	WINKLER RD	STOCKBRIDGE DR	SUMMERLIN RD	Maj. Col	2LN	E	860	C	461	0.54	C	537	0.62	old count(2010)
28400	WINKLER RD	SUMMERLIN RD	GLADIOLUS DR	M. Art	4LD	E	1,520	C	276	0.18	C	290	0.19	
28500	WINKLER RD	GLADIOLUS DR	BRANDYWINE CIR	M. Art	2LN	E	880	B	593	0.67	B	625	0.71	Year 2010 data
28600	WINKLER RD	BRANDYWINE CIR	CYPRESS LAKE DR	M. Art	2LN	E	880	B	418	0.48	B	439	0.50	
28700	WINKLER RD	CYPRESS LAKE DR	COLLEGE PKWY	M. Art	4LD	E	1,780	D	746	0.42	D	784	0.44	
28800	WINKLER RD	COLLEGE PKWY	McGREGOR BLVD	M. Art	2LN	E	800	B	350	0.44	B	395	0.49	old count projection(Year 2010)
28900	WOODLAND BLVD	US 41	AUSTIN ST	Maj. Col	2LN	E	860	C	266	0.31	C	300	0.35	old count projection(2010)

* Previous Year Data

County-Maintained Collector Roadway - Unincorporated Lee County

County-Maintained Collector Roadway - Incorporated Lee County

County-Maintained Arterial Roadway - Unincorporated Lee County

County-Maintained Arterial Roadway - Incorporated Lee County

State-Maintained Arterial Roadway - Unincorporated Lee County

County Maintained Controlled Access Aterial Facility

County Maintained Expressway

DCI2023-00010 Lee County ePlan Additional Info Dated 01-12-2024

TURNING MOVEMENT COUNTS

LEE BLVD. @ SUNNILAND BLVD.

Lee Blvd @ Sunniland Blvd 1-18-23 AM

File Name: Lee Blvd @ Sunniland Blvd 1-18-23 AM
Location:

Cars and Peds

Site Code:
Study Date: 01/18/2023

	Sunniland Blvd Southbound						Lee Blvd Westbound						Northbound						Lee Blvd Eastbound						
Time	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Int Total
07:00		29	0	3	0	32		18	408	0	0	426						0		0	238	5	0	243	701
07:15		26	0	7	0	33		11	441	0	0	452						0		0	226	10	1	237	722
07:30		12	0	3	0	15		15	485	0	0	500						0		0	244	13	0	257	772
07:45		19	0	9	0	28		12	419	0	1	432						0		0	295	13	0	308	768
Total	0	86	0	22	0	108	0	56	1753	0	1	1810	0	0	0	0	0	0	0	0	1003	41	1	1045	2963
08:00		25	0	8	0	33		8	437	0	1	446						0		0	259	16	0	275	754
08:15		15	0	9	0	24		12	398	0	0	410						0		0	312	36	0	348	782
08:30		34	0	4	0	38		15	434	0	0	449						0		0	272	19	0	291	778
08:45		36	0	7	0	43		18	384	0	0	402						0		0	268	20	0	288	733
Total	0	110	0	28	0	138	0	53	1653	0	1	1707	0	0	0	0	0	0	0	0	1111	91	0	1202	3047
Grand Total	0	196	0	50	0	246	0	109	3406	0	2	3517	0	0	0	0	0	0	0	0	2114	132	1	2247	6010
Appr %		79.7	0	20.3	0			3.1	96.8	0	0.1			-2	-2	-2	-2			0	94.1	5.9	0		
Total %		3.3	0	0.8	0			1.8	56.7	0	0			0	0	0	0			0	35.2	2.2	0		
AM Pk Hr		07:45	07:45	07:45	07:45	07:45		07:45	07:45	07:45	07:45	07:45		07:45	07:45	07:45	07:45	07:45		07:45	07:45	07:45	07:45	07:45	07:45
AM Pk Vol		93	0	30	0	123		47	1688	0	2	1737		0	0	0	0	0		0	1138	84	0	1222	3082
AM PHF		0.684	NaN	0.833	NaN	0.809		0.783	0.966	NaN	0.500	0.967		NaN	NaN	NaN	NaN	NaN		NaN	0.912	0.583	NaN	0.878	0.985

DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

Lee Blvd @ Sunniland Blvd 1-18-23 AM

File Name: Lee Blvd @ Sunniland Blvd 1-18-23 AM
Location:

All Vehicles

Site Code:
Study Date: 01/18/2023

	Sunniland Blvd Southbound					Lee Blvd Westbound					Northbound					Lee Blvd Eastbound					
Time	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Int Total
07:00	29	0	3	0	32	18	408	0	0	426	0	0	0	0	0	0	238	5	0	243	701
07:15	26	0	7	0	33	11	441	0	0	452	0	0	0	0	0	0	226	10	1	237	722
07:30	12	0	3	0	15	15	485	0	0	500	0	0	0	0	0	0	244	13	0	257	772
07:45	19	0	9	0	28	12	419	0	1	432	0	0	0	0	0	0	295	13	0	308	768
Total	86	0	22	0	108	56	1753	0	1	1810	0	0	0	0	0	0	1003	41	1	1045	2963
08:00	25	0	8	0	33	8	437	0	1	446	0	0	0	0	0	0	259	16	0	275	754
08:15	15	0	9	0	24	12	398	0	0	410	0	0	0	0	0	0	312	36	0	348	782
08:30	34	0	4	0	38	15	434	0	0	449	0	0	0	0	0	0	272	19	0	291	778
08:45	36	0	7	0	43	18	384	0	0	402	0	0	0	0	0	0	268	20	0	288	733
Total	110	0	28	0	138	53	1653	0	1	1707	0	0	0	0	0	0	1111	91	0	1202	3047
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	196	0	50	0	246	109	3406	0	2	3517	0	0	0	0	0	0	2114	132	1	2247	6010
Appr %	79.7	00.0	20.3	00.0		03.1	96.8	00.0	00.1		NaN	NaN	NaN	NaN		00.0	94.1	05.9	00.0		
Total %	03.3	00.0	00.8	00.0		01.8	56.7	00.0	00.0		00.0	00.0	00.0	00.0		00.0	35.2	02.2	00.0		
% Trucks	00.0	-	00.0	-	00.0	00.0	00.0	-	00.0	00.0	-	-	-	-	-	-	00.0	00.0	00.0	00.0	00.0
AM Pk Hr	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45
AM Pk Vol	93	0	30	0	123	47	1688	0	2	1737	0	0	0	0	0	0	1138	84	0	1222	3082
AM PHF	0.684	NaN	0.833	NaN	0.809	0.783	0.966	NaN	0.500	0.967	NaN	NaN	NaN	NaN	NaN	NaN	0.912	0.583	NaN	0.878	0.985

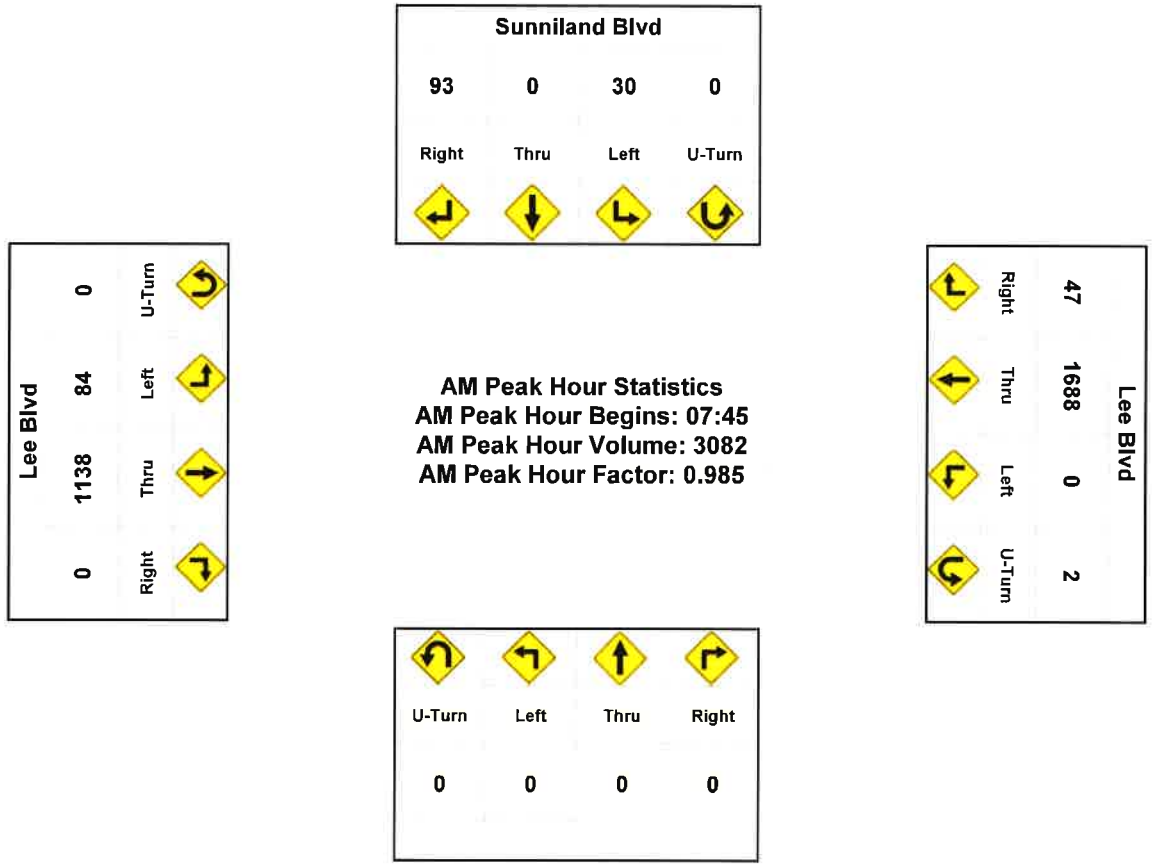
DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

Lee Blvd @ Sunniland Blvd 1-18-23 AM

File Name: Lee Blvd @ Sunniland Blvd 1-18-23 AM
Location:

All Vehicles

Site Code:
Study Date: 01/18/2023



AM Peak Hour Statistics
AM Peak Hour Begins: 07:45
AM Peak Hour Volume: 3082
AM Peak Hour Factor: 0.985

CountingCars.com

DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

Lee Blvd @ Sunniland Blvd 1-18-23 PM

File Name: Lee Blvd @ Sunniland Blvd 1-18-23 PM
Location:

Cars and Peds

Site Code:
Study Date: 01/18/2023

	Sunniland Blvd Southbound						Lee Blvd Westbound						Northbound						Lee Blvd Eastbound						
Time	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Int Total
16:00		25	0	5	0	30		14	342	0	0	356						0		0	478	32	0	510	896
16:15		33	0	11	0	44		17	297	0	1	315						0		0	494	34	0	528	887
16:30		27	0	7	0	34		14	352	0	0	366						0		0	492	33	0	525	925
16:45		25	0	9	0	34		18	310	0	0	328						0		0	447	23	1	471	833
Total	0	110	0	32	0	142	0	63	1301	0	1	1365	0	0	0	0	0	0	0	0	1911	122	1	2034	3541
17:00		23	0	12	0	35		20	355	0	0	375						0		0	464	18	0	482	892
17:15		20	0	10	0	30		21	297	0	0	318						0		0	499	28	0	527	875
17:30		20	0	6	0	26		13	379	0	0	392						0		0	484	25	0	509	927
17:45		19	0	11	0	30		24	310	0	0	334						0		0	483	21	0	504	868
Total	0	82	0	39	0	121	0	78	1341	0	0	1419	0	0	0	0	0	0	0	0	1930	92	0	2022	3562
Grand Total	0	192	0	71	0	263	0	141	2642	0	1	2784	0	0	0	0	0	0	0	0	3841	214	1	4056	7103
Appr %		73	0	27	0			5.1	94.9	0	0			-2	-2	-2	-2			0	94.7	5.3	0		
Total %		2.7	0	1	0			2	37.2	0	0			0	0	0	0			0	54.1	3	0		
PM Pk Hr		17:00	17:00	17:00	17:00	17:00		17:00	17:00	17:00	17:00	17:00		17:00	17:00	17:00	17:00	17:00		17:00	17:00	17:00	17:00	17:00	17:00
PM Pk Vol		82	0	39	0	121		78	1341	0	0	1419		0	0	0	0	0		0	1930	92	0	2022	3562
PM PHF		0.891	NaN	0.813	NaN	0.864		0.813	0.885	NaN	NaN	0.905		NaN	NaN	NaN	NaN	NaN		NaN	0.967	0.821	NaN	0.959	0.961

CountingCars.com

DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

Lee Blvd @ Sunniland Blvd 1-18-23 PM

File Name: Lee Blvd @ Sunniland Blvd 1-18-23 PM
Location:

All Vehicles

Site Code:
Study Date: 01/18/2023

	Sunniland Blvd Southbound					Lee Blvd Westbound					Northbound					Lee Blvd Eastbound					
Time	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Int Total
16:00	25	0	5	0	30	14	342	0	0	356	0	0	0	0	0	0	478	32	0	510	896
16:15	33	0	11	0	44	17	297	0	1	315	0	0	0	0	0	0	494	34	0	528	887
16:30	27	0	7	0	34	14	352	0	0	366	0	0	0	0	0	0	492	33	0	525	925
16:45	25	0	9	0	34	18	310	0	0	328	0	0	0	0	0	0	447	23	1	471	833
Total	110	0	32	0	142	63	1301	0	1	1365	0	0	0	0	0	0	1911	122	1	2034	3541
17:00	23	0	12	0	35	20	355	0	0	375	0	0	0	0	0	0	464	18	0	482	892
17:15	20	0	10	0	30	21	297	0	0	318	0	0	0	0	0	0	499	28	0	527	875
17:30	20	0	6	0	26	13	379	0	0	392	0	0	0	0	0	0	484	25	0	509	927
17:45	19	0	11	0	30	24	310	0	0	334	0	0	0	0	0	0	483	21	0	504	868
Total	82	0	39	0	121	78	1341	0	0	1419	0	0	0	0	0	0	1930	92	0	2022	3562
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	192	0	71	0	263	141	2642	0	1	2784	0	0	0	0	0	0	3841	214	1	4056	7103
Appr %	73.0	00.0	27.0	00.0		05.1	94.9	00.0	00.0		NaN	NaN	NaN	NaN		00.0	94.7	05.3	00.0		
Total %	02.7	00.0	01.0	00.0		02.0	37.2	00.0	00.0		00.0	00.0	00.0	00.0		00.0	54.1	03.0	00.0		
% Trucks	00.0	-	00.0	-	00.0	00.0	00.0	-	00.0	00.0	-	-	-	-	-	-	00.0	00.0	00.0	00.0	00.0
PM Pk Hr	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00
PM Pk Vol	82	0	39	0	121	78	1341	0	0	1419	0	0	0	0	0	0	1930	92	0	2022	3562
PM PHF	0.891	NaN	0.813	NaN	0.864	0.813	0.885	NaN	NaN	0.905	NaN	NaN	NaN	NaN	NaN	NaN	0.967	0.821	NaN	0.959	0.961

CountingCars.com

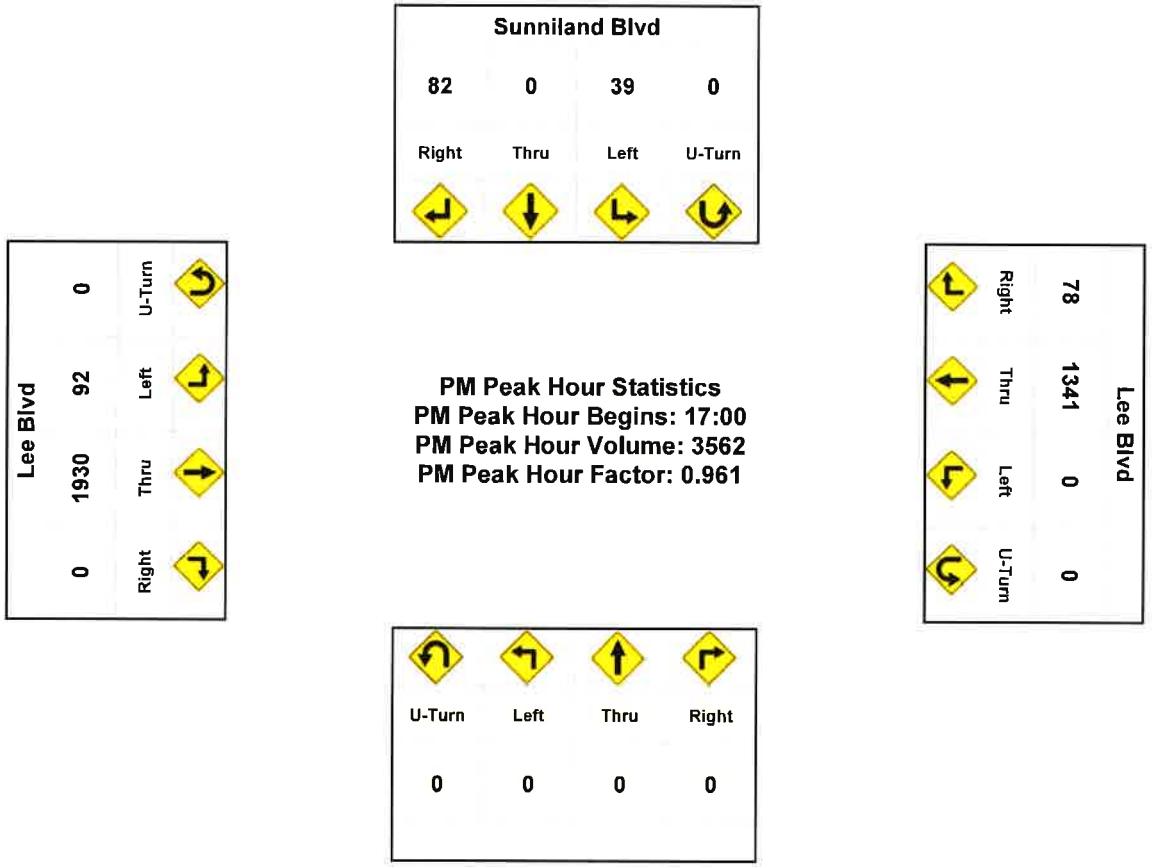
DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

Lee Blvd @ Sunniland Blvd 1-18-23 PM

File Name: Lee Blvd @ Sunniland Blvd 1-18-23 PM
Location:

All Vehicles

Site Code:
Study Date: 01/18/2023



CountingCars.com

DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

DCI2023-00010 Lee County ePlan Additional Info Dated 01-12-2024

TURNING MOVEMNET COUNTS

SUNNILAND BLVD. @ 5TH Ave. W.

Sunniland Blvd @ 5th Ave W 1-18-23 AM

File Name: Sunniland Blvd @ 5th Ave W 1-18-23 AM
Location:

Cars and Peds

Site Code:
Study Date: 01/18/2023

	Sunniland Blvd Southbound						Westbound						Sunniland Blvd Northbound						Fifth Ave W Eastbound						
Time	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Int Total
07:00		2	36	0		38		0	0	0		0		0	24	1		25		0	0	4		4	67
07:15		1	26	0		27		0	0	0		0		0	21	1		22		2	0	2		4	53
07:30		1	16	0		17		0	0	0		0		0	21	0		21		1	0	5		6	44
07:45		0	25	0		25		0	0	0		0		0	25	0		25		5	0	4		9	59
Total	0	4	103	0	0	107	0	0	0	0	0	0	0	0	91	2	0	93	0	8	0	15	0	23	223
08:00		1	28	0		29		0	0	0		0		0	22	0		22		2	0	3		5	56
08:15		5	23	0		28		0	0	0		0		0	45	0		45		0	0	8		8	81
08:30		1	33	0		34		0	0	0		0		0	32	0		32		3	0	8		11	77
08:45		7	41	0		48		0	0	0		0		0	35	0		35		2	0	4		6	89
Total	0	14	125	0	0	139	0	0	0	0	0	0	0	0	134	0	0	134	0	7	0	23	0	30	303
Grand Total	0	18	228	0	0	246	0	0	0	0	0	0	0	0	225	2	0	227	0	15	0	38	0	53	526
Appr %		7.3	92.7	0	0			-2	-2	-2	-2			0	99.1	0.9	0			28.3	0	71.7	0		
Total %		3.4	43.3	0	0			0	0	0	0			0	42.8	0.4	0			2.9	0	7.2	0		
AM Pk Hr		08:00	08:00	08:00	08:00	08:00		08:00	08:00	08:00	08:00	08:00		08:00	08:00	08:00	08:00	08:00		08:00	08:00	08:00	08:00	08:00	08:00
AM Pk Vol		14	125	0	0	139		0	0	0	0	0		0	134	0	0	134		7	0	23	0	30	303
AM PHF		0.500	0.762	NaN	NaN	0.724		NaN	NaN	NaN	NaN	NaN		NaN	0.744	NaN	NaN	0.744		0.583	NaN	0.719	NaN	0.682	0.851

DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

Sunniland Blvd @ 5th Ave W 1-18-23 AM

File Name: Sunniland Blvd @ 5th Ave W 1-18-23 AM
Location:

All Vehicles

Site Code:
Study Date: 01/18/2023

	Sunniland Blvd Southbound					Westbound					Sunniland Blvd Northbound					Fifth Ave W Eastbound					
Time	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Int Total
07:00	2	36	0	0	38	0	0	0	0	0	0	24	1	0	25	0	0	4	0	4	67
07:15	1	26	0	0	27	0	0	0	0	0	0	21	1	0	22	2	0	2	0	4	53
07:30	1	16	0	0	17	0	0	0	0	0	0	21	0	0	21	1	0	5	0	6	44
07:45	0	25	0	0	25	0	0	0	0	0	0	25	0	0	25	5	0	4	0	9	59
Total	4	103	0	0	107	0	0	0	0	0	0	91	2	0	93	8	0	15	0	23	223
08:00	1	28	0	0	29	0	0	0	0	0	0	22	0	0	22	2	0	3	0	5	56
08:15	5	23	0	0	28	0	0	0	0	0	0	45	0	0	45	0	0	8	0	8	81
08:30	1	33	0	0	34	0	0	0	0	0	0	32	0	0	32	3	0	8	0	11	77
08:45	7	41	0	0	48	0	0	0	0	0	0	35	0	0	35	2	0	4	0	6	89
Total	14	125	0	0	139	0	0	0	0	0	0	134	0	0	134	7	0	23	0	30	303
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	18	228	0	0	246	0	0	0	0	0	0	225	2	0	227	15	0	38	0	53	526
Appr %	07.3	92.7	00.0	00.0		NaN	NaN	NaN	NaN		00.0	99.1	00.9	00.0		28.3	00.0	71.7	00.0		
Total %	03.4	43.3	00.0	00.0		00.0	00.0	00.0	00.0		00.0	42.8	00.4	00.0		02.9	00.0	07.2	00.0		
% Trucks	00.0	00.0	-	-	00.0	-	-	-	-	-	-	00.0	00.0	-	00.0	00.0	-	00.0	-	00.0	00.0
AM Pk Hr	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00
AM Pk Vol	14	125	0	0	139	0	0	0	0	0	0	134	0	0	134	7	0	23	0	30	303
AM PHF	0.500	0.762	NaN	NaN	0.724	NaN	NaN	NaN	NaN	NaN	NaN	0.744	NaN	NaN	0.744	0.583	NaN	0.719	NaN	0.682	0.851

CountingCars.com

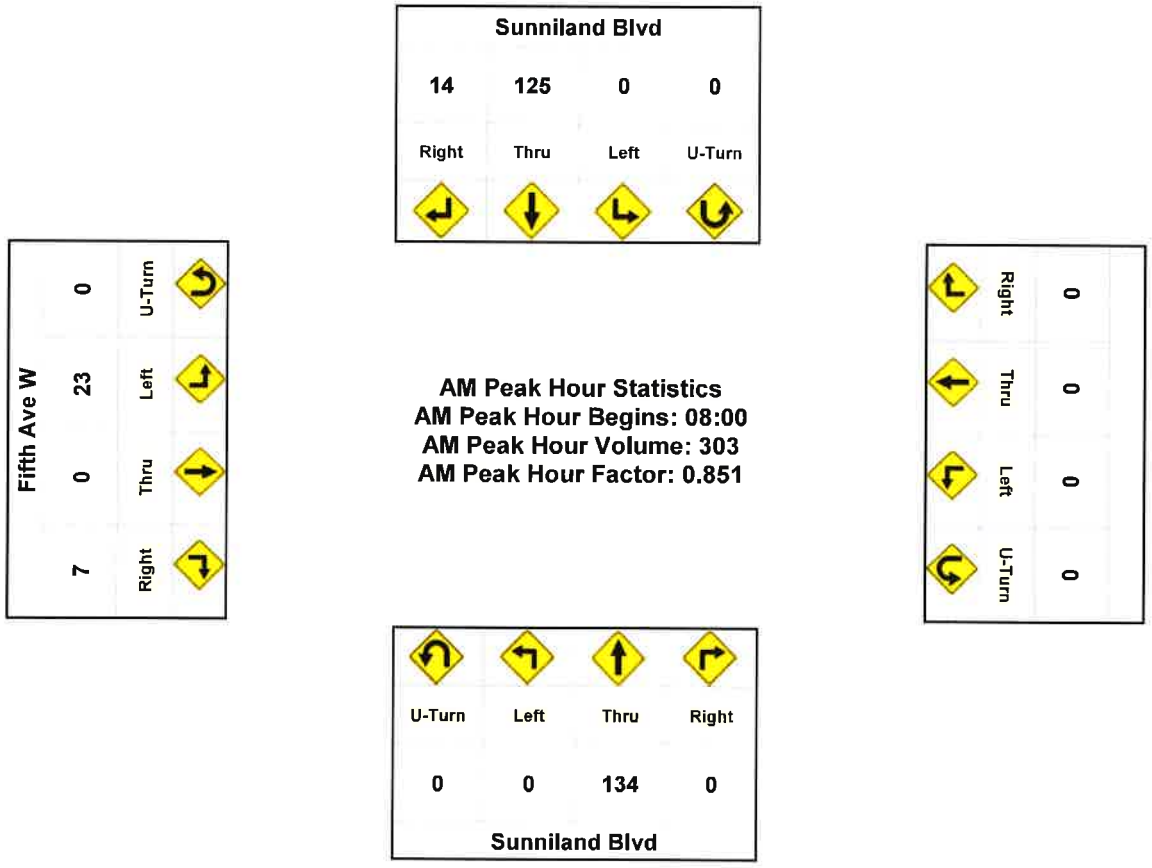
DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

Sunniland Blvd @ 5th Ave W 1-18-23 AM

File Name: Sunniland Blvd @ 5th Ave W 1-18-23 AM
Location:

All Vehicles

Site Code:
Study Date: 01/18/2023



AM Peak Hour Statistics
AM Peak Hour Begins: 08:00
AM Peak Hour Volume: 303
AM Peak Hour Factor: 0.851

CountingCars.com

DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

Sunniland Blvd @ 5th Ave W 1-18-23 PM

File Name: Sunniland Blvd @ 5th Ave W 1-18-23 PM
Location:

Cars and Peds

Site Code:
Study Date: 01/18/2023

	Sunniland Blvd Southbound						Westbound						Sunniland Blvd Northbound						5th Ave W Eastbound						
Time	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Int Total
16:00		1	35	0		36						0		0	47	0		47		3	0	5		8	91
16:15		9	32	0		41						0		0	45	0		45		3	0	12		15	101
16:30		5	31	0		36						0		0	43	0		43		4	0	9		13	92
16:45		3	33	0		36						0		0	42	1		43		4	0	7		11	90
Total	0	18	131	0	0	149	0	0	0	0	0	0	0	0	177	1	0	178	0	14	0	33	0	47	374
17:00		3	36	0		39						0		0	37	1		38		2	0	5		7	84
17:15		2	23	0		25						0		0	46	1		47		5	0	10		15	87
17:30		3	26	0		29						0		0	32	0		32		3	0	11		14	75
17:45		2	22	0		24						0		0	38	0		38		8	0	8		16	78
Total	0	10	107	0	0	117	0	0	0	0	0	0	0	0	153	2	0	155	0	18	0	34	0	52	324
Grand Total	0	28	238	0	0	266	0	0	0	0	0	0	0	0	330	3	0	333	0	32	0	67	0	99	698
Appr %		10.5	89.5	0	0			-2	-2	-2	-2			0	99.1	0.9	0			32.3	0	67.7	0		
Total %		4	34.1	0	0			0	0	0	0			0	47.3	0.4	0			4.6	0	9.6	0		
PM Pk Hr		16:00	16:00	16:00	16:00	16:00		16:00	16:00	16:00	16:00	16:00		16:00	16:00	16:00	16:00	16:00		16:00	16:00	16:00	16:00	16:00	16:00
PM Pk Vol		18	131	0	0	149		0	0	0	0	0		0	177	1	0	178		14	0	33	0	47	374
PM PHF		0.500	0.936	NaN	NaN	0.909		NaN	NaN	NaN	NaN	NaN		NaN	0.941	0.250	NaN	0.947		0.875	NaN	0.688	NaN	0.783	0.926

CountingCars.com

DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

Sunniland Blvd @ 5th Ave W 1-18-23 PM

File Name: Sunniland Blvd @ 5th Ave W 1-18-23 PM
Location:

All Vehicles

Site Code:
Study Date: 01/18/2023

	Sunniland Blvd Southbound					Westbound					Sunniland Blvd Northbound					5th Ave W Eastbound					
Time	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Int Total
16:00	1	35	0	0	36	0	0	0	0	0	0	47	0	0	47	3	0	5	0	8	91
16:15	9	32	0	0	41	0	0	0	0	0	0	45	0	0	45	3	0	12	0	15	101
16:30	5	31	0	0	36	0	0	0	0	0	0	43	0	0	43	4	0	9	0	13	92
16:45	3	33	0	0	36	0	0	0	0	0	0	42	1	0	43	4	0	7	0	11	90
Total	18	131	0	0	149	0	0	0	0	0	0	177	1	0	178	14	0	33	0	47	374
17:00	3	36	0	0	39	0	0	0	0	0	0	37	1	0	38	2	0	5	0	7	84
17:15	2	23	0	0	25	0	0	0	0	0	0	46	1	0	47	5	0	10	0	15	87
17:30	3	26	0	0	29	0	0	0	0	0	0	32	0	0	32	3	0	11	0	14	75
17:45	2	22	0	0	24	0	0	0	0	0	0	38	0	0	38	8	0	8	0	16	78
Total	10	107	0	0	117	0	0	0	0	0	0	153	2	0	155	18	0	34	0	52	324
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	28	238	0	0	266	0	0	0	0	0	0	330	3	0	333	32	0	67	0	99	698
Appr %	10.5	89.5	00.0	00.0		NaN	NaN	NaN	NaN		00.0	99.1	00.9	00.0		32.3	00.0	67.7	00.0		
Total %	04.0	34.1	00.0	00.0		00.0	00.0	00.0	00.0		00.0	47.3	00.4	00.0		04.6	00.0	09.6	00.0		
% Trucks	00.0	00.0	-	-	00.0	-	-	-	-	-	-	00.0	00.0	-	00.0	00.0	-	00.0	-	00.0	00.0
PM Pk Hr	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
PM Pk Vol	18	131	0	0	149	0	0	0	0	0	0	177	1	0	178	14	0	33	0	47	374
PM PHF	0.500	0.936	NaN	NaN	0.909	NaN	NaN	NaN	NaN	NaN	NaN	0.941	0.250	NaN	0.947	0.875	NaN	0.688	NaN	0.783	0.926

CountingCars.com

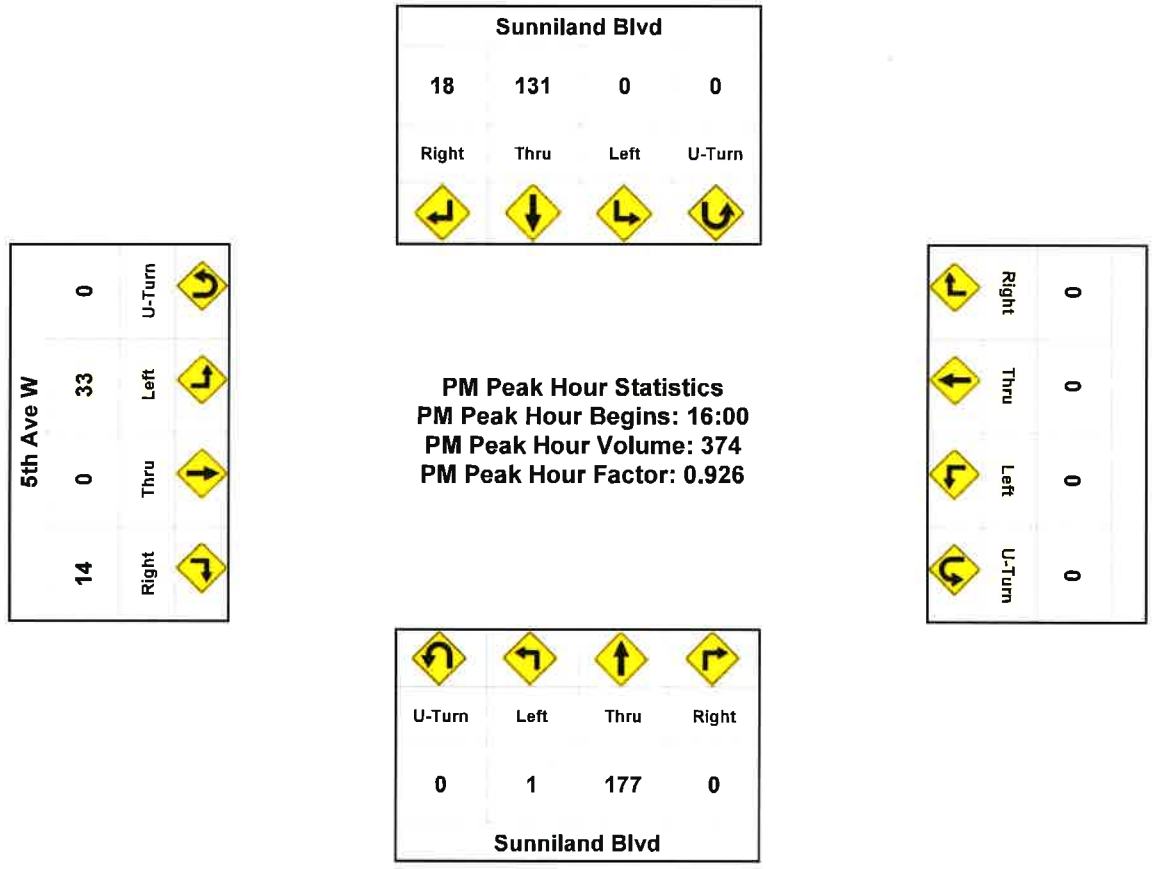
DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

Sunniland Blvd @ 5th Ave W 1-18-23 PM

File Name: Sunniland Blvd @ 5th Ave W 1-18-23 PM
Location:

All Vehicles

Site Code:
Study Date: 01/18/2023



CountingCars.com

DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

DCI2023-00010 Lee County ePlan Additional Info Dated 01-12-2024

DEVELOMENT OF FUTURE YEAR BACKGROUND TURNING VOLUMES

DCI2023-00010 Lee County ePlan

Development of Future Year Background Turning Volumes

Intersection	**Lee Blvd. @ Sunniland Blvd.**
Count Date	January 18, 2023
Build-Out Year	2028

AM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	0	0	30	0	93	84	1,138	0	2	1,688	47
Peak Season Correction Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Current Peak Season Volumes	0	0	0	33	0	101	92	1,240	0	2	1,840	51
Growth Rate	0.00%	2.00%	0.00%	0.00%	2.00%	0.00%	0.00%	2.28%	0.00%	0.00%	2.28%	0.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2028 Background Turning Volumes	**0**	**0**	**0**	**33**	**0**	**101**	**92**	**1,388**	**0**	**2**	**2,060**	**51**
Project Turning Volumes				43		60	66					99
2028 Background + Project	**0**	**0**	**0**	**76**	**0**	**161**	**158**	**1,388**	**0**	**2**	**2,060**	**150**

PM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	0	0	39	0	82	92	1,930	0	0	1,341	78
Peak Season Correction Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Current Peak Season Volumes	0	0	0	43	0	89	100	2,104	0	0	1,462	85
Growth Rate	0.00%	2.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2028 Background Turning Volumes	**0**	**0**	**0**	**43**	**0**	**89**	**100**	**2,104**	**0**	**0**	**1,462**	**85**
Project Turning Volumes				302		231	248					246
2028 Background + Project	**0**	**0**	**0**	**345**	**0**	**320**	**348**	**2,104**	**0**	**0**	**1,462**	**331**

Additional Info Dated 01-12-2024

DCI2023-00010 Lee County ePlan Additional Info Dated 01-12-2024

FDOT PEAK SEASON ADJUSTMENT FACTOR

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: COUNTY
CATEGORY: 1247 LEHIGH ACRES

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2021 - 01/02/2021	0.95	0.99
2	01/03/2021 - 01/09/2021	1.01	1.05
3	01/10/2021 - 01/16/2021	1.07	1.11
4	01/17/2021 - 01/23/2021	1.05	1.09
5	01/24/2021 - 01/30/2021	1.04	1.08
6	01/31/2021 - 02/06/2021	1.02	1.06
7	02/07/2021 - 02/13/2021	1.01	1.05
8	02/14/2021 - 02/20/2021	1.00	1.04
9	02/21/2021 - 02/27/2021	0.99	1.03
10	02/28/2021 - 03/06/2021	0.98	1.02
11	03/07/2021 - 03/13/2021	0.97	1.01
12	03/14/2021 - 03/20/2021	0.96	1.00
13	03/21/2021 - 03/27/2021	0.96	1.00
14	03/28/2021 - 04/03/2021	0.97	1.01
15	04/04/2021 - 04/10/2021	0.98	1.02
16	04/11/2021 - 04/17/2021	0.98	1.02
17	04/18/2021 - 04/24/2021	0.99	1.03
18	04/25/2021 - 05/01/2021	0.99	1.03
19	05/02/2021 - 05/08/2021	1.00	1.04
20	05/09/2021 - 05/15/2021	1.00	1.04
21	05/16/2021 - 05/22/2021	1.01	1.05
22	05/23/2021 - 05/29/2021	1.01	1.05
23	05/30/2021 - 06/05/2021	1.02	1.06
24	06/06/2021 - 06/12/2021	1.02	1.06
25	06/13/2021 - 06/19/2021	1.02	1.06
26	06/20/2021 - 06/26/2021	1.03	1.07
27	06/27/2021 - 07/03/2021	1.04	1.08
28	07/04/2021 - 07/10/2021	1.05	1.09
29	07/11/2021 - 07/17/2021	1.06	1.10
30	07/18/2021 - 07/24/2021	1.06	1.10
31	07/25/2021 - 07/31/2021	1.06	1.10
32	08/01/2021 - 08/07/2021	1.06	1.10
33	08/08/2021 - 08/14/2021	1.06	1.10
34	08/15/2021 - 08/21/2021	1.06	1.10
35	08/22/2021 - 08/28/2021	1.05	1.09
36	08/29/2021 - 09/04/2021	1.05	1.09
37	09/05/2021 - 09/11/2021	1.04	1.08
38	09/12/2021 - 09/18/2021	1.04	1.08
39	09/19/2021 - 09/25/2021	1.02	1.06
*40	09/26/2021 - 10/02/2021	1.00	1.04
*41	10/03/2021 - 10/09/2021	0.98	1.02
*42	10/10/2021 - 10/16/2021	0.97	1.01
*43	10/17/2021 - 10/23/2021	0.96	1.00
*44	10/24/2021 - 10/30/2021	0.96	1.00
*45	10/31/2021 - 11/06/2021	0.96	1.00
*46	11/07/2021 - 11/13/2021	0.95	0.99
*47	11/14/2021 - 11/20/2021	0.95	0.99
*48	11/21/2021 - 11/27/2021	0.95	0.99
*49	11/28/2021 - 12/04/2021	0.95	0.99
*50	12/05/2021 - 12/11/2021	0.95	0.99
*51	12/12/2021 - 12/18/2021	0.95	0.99
*52	12/19/2021 - 12/25/2021	1.01	1.05
53	12/26/2021 - 12/31/2021	1.07	1.11

* PEAK SEASON

11-MAR-2022 14:24:14 830UPD 1_1247_PKSEASON.TXT

DCI2023-00010 Lee County ePlan Additional Info Dated 01-12-2024

INTERSECTION LEVEL OF SERVICE

SUMMARY SHEETS

LEE BLVD. @ SUNNILAND BLVD.

HCS Two-Way Stop-Control Report

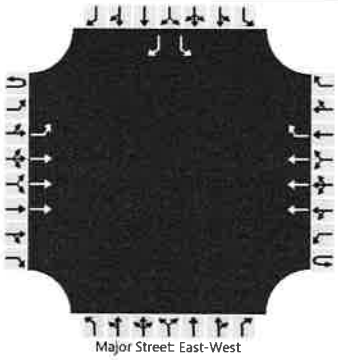
General Information

Analyst	tbt
Agency/Co.	TR Transportation Consult
Date Performed	2/21/2023
Analysis Year	2028
Time Analyzed	Wkdy AM Pk Hr Background
Intersection Orientation	East-West
Project Description	Sunniland CPD

Site Information

Intersection	Lee Blvd. @ Sunniland Blvd.
Jurisdiction	Lee County
East/West Street	Lee Blvd.
North/South Street	Sunniland Blvd.
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	3	1		0	0	0		1	0	1
Configuration		L	T				T	R						L		R
Volume (veh/h)	0	92	1388				2060	61						33		101
Percent Heavy Vehicles (%)	3	1												1		1
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.32												5.72		7.12
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.11												3.81		3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		100												36		110
Capacity, c (veh/h)		88												0		174
v/c Ratio		1.13														0.63
95% Queue Length, Q_{95} (veh)		6.9														3.6
Control Delay (s/veh)		221.8														55.8
Level of Service (LOS)		F														F
Approach Delay (s/veh)		13.8														
Approach LOS		F														

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HCS Two-Way Stop-Control Report

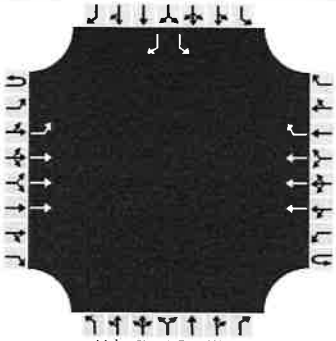
General Information

Analyst	tbt
Agency/Co.	TR Transportation Consult
Date Performed	2/21/2023
Analysis Year	2028
Time Analyzed	Wkdy PM Pk Hr Background
Intersection Orientation	East-West
Project Description	Sunniland CPD

Site Information

Intersection	Lee Blvd. @ Sunniland Blvd.
Jurisdiction	Lee County
East/West Street	Lee Blvd.
North/South Street	Sunniland Blvd.
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	3	1		0	0	0		1	0	1
Configuration		L	T				T	R						L		R
Volume (veh/h)	0	100	2104				1462	85						43		89
Percent Heavy Vehicles (%)	3	1												1		1
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.32												5.72		7.12
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.11												3.81		3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		109												47		97
Capacity, c (veh/h)		183												54		286
v/c Ratio		0.59												0.87		0.34
95% Queue Length, Q_{95} (veh)		3.3												3.8		1.4
Control Delay (s/veh)		50.0												208.2		23.9
Level of Service (LOS)		E												F		C
Approach Delay (s/veh)		2.3												84.0		
Approach LOS		A												F		

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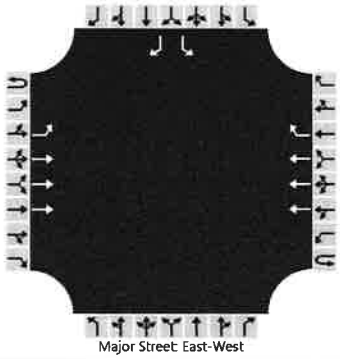
HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	tbt	Intersection	Lee Blvd. @ Sunniland Blvd.
Agency/Co.	TR Transportation Consult	Jurisdiction	Lee County
Date Performed	1/9/2024	East/West Street	Lee Blvd.
Analysis Year	2028	North/South Street	Sunniland Blvd.
Time Analyzed	Weekday AM Peak Hr	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Sunniland CPD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	3	1		0	0	0		1	0	1
Configuration		L	T				T	R						L		R
Volume (veh/h)	0	158	1388				2060	150						76		161
Percent Heavy Vehicles (%)	3	1												1		1
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.32												5.72		7.12
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.11												3.81		3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		172												83		175
Capacity, c (veh/h)		79												0		174
v/c Ratio		2.18														1.01
95% Queue Length, Q_{95} (veh)		15.7														8.2
Control Delay (s/veh)		654.0														124.1
Level of Service (LOS)		F														F
Approach Delay (s/veh)	66.8															
Approach LOS	F															

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HCS Two-Way Stop-Control Report

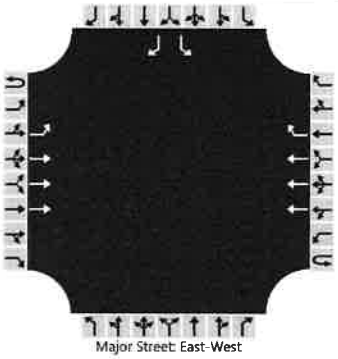
General Information

Analyst	tbt
Agency/Co.	TR Transportation Consult
Date Performed	1/9/2024
Analysis Year	2028
Time Analyzed	Weekday PM Peak Hr
Intersection Orientation	East-West
Project Description	Sunniland CPD

Site Information

Intersection	Lee Blvd. @ Sunniland Blvd.
Jurisdiction	Lee County
East/West Street	Lee Blvd.
North/South Street	Sunniland Blvd.
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	3	1		0	0	0		1	0	1
Configuration		L	T				T	R						L		R
Volume (veh/h)	0	348	2104				1462	331						345		320
Percent Heavy Vehicles (%)	3	1												1		1
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.32												5.72		7.12
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.11												3.81		3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		378												375		348
Capacity, c (veh/h)		134												0		286
v/c Ratio		2.82														1.22
95% Queue Length, Q_{95} (veh)		34.6														16.0
Control Delay (s/veh)		888.5														163.3
Level of Service (LOS)		F														F
Approach Delay (s/veh)		126.1														
Approach LOS		F														

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Lanes, Volumes, Timings
3: Lee Blvd. & Sunniland Blvd.

2028 AM Peak Hour W/Project
01/09/2024

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	158	1388	2060	150	76	161
Future Volume (vph)	158	1388	2060	150	76	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	330			350	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	5036	5036	1599	1787	1599
Flt Permitted	0.056				0.950	
Satd. Flow (perm)	105	5036	5036	1599	1787	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				163		4
Link Speed (mph)		45	45		35	
Link Distance (ft)		799	823		815	
Travel Time (s)		12.1	12.5		15.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	172	1509	2239	163	83	175
Shared Lane Traffic (%)						
Lane Group Flow (vph)	172	1509	2239	163	83	175
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	24.5	24.5	24.5	25.0	12.0
Total Split (s)	22.0	94.0	72.0	72.0	26.0	22.0
Total Split (%)	18.3%	78.3%	60.0%	60.0%	21.7%	18.3%
Maximum Green (s)	15.0	87.5	65.5	65.5	19.0	15.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	2.5	2.5	2.5	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	6.5	6.5	7.0	7.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0

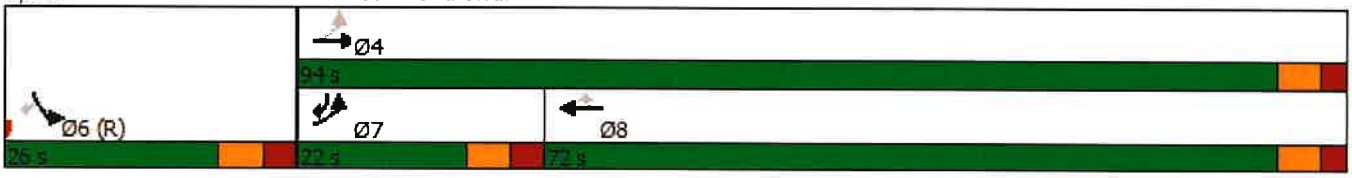
DCI2023-00010 Lee County ePlan Additional Info Dated 01-12-2024

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	C-Max	None
Walk Time (s)		7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0	0	0	
Act Effct Green (s)	85.1	85.6	64.9	64.9	20.9	41.6
Actuated g/C Ratio	0.71	0.71	0.54	0.54	0.17	0.35
v/c Ratio	0.65	0.42	0.82	0.17	0.27	0.31
Control Delay	36.3	7.3	25.9	2.4	46.9	30.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	7.3	25.9	2.4	46.9	30.3
LOS	D	A	C	A	D	C
Approach Delay		10.3	24.3		35.6	
Approach LOS		B	C		D	
Queue Length 50th (ft)	73	145	497	0	57	97
Queue Length 95th (ft)	149	169	565	31	107	158
Internal Link Dist (ft)		719	743		735	
Turn Bay Length (ft)	330			350	250	
Base Capacity (vph)	284	3672	2755	948	311	574
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.41	0.81	0.17	0.27	0.30

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 19.6 Intersection LOS: B
Intersection Capacity Utilization 69.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Lee Blvd. & Sunniland Blvd.



Lanes, Volumes, Timings
3: Lee Blvd. & Sunniland Blvd.

2028 PM Peak Hour W/Project
01/09/2024

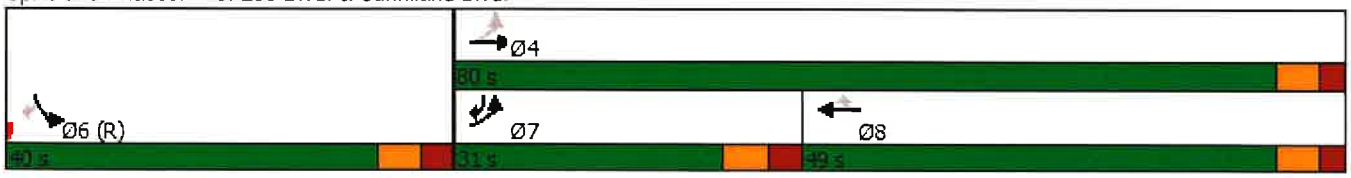
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	348	2104	1462	331	345	320
Future Volume (vph)	348	2104	1462	331	345	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	330			350	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	5036	5036	1599	1787	1599
Flt Permitted	0.081				0.950	
Satd. Flow (perm)	152	5036	5036	1599	1787	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				360		2
Link Speed (mph)		45	45		35	
Link Distance (ft)		799	823		815	
Travel Time (s)		12.1	12.5		15.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	378	2287	1589	360	375	348
Shared Lane Traffic (%)						
Lane Group Flow (vph)	378	2287	1589	360	375	348
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	24.5	24.5	24.5	25.0	12.0
Total Split (s)	31.0	80.0	49.0	49.0	40.0	31.0
Total Split (%)	25.8%	66.7%	40.8%	40.8%	33.3%	25.8%
Maximum Green (s)	24.0	73.5	42.5	42.5	33.0	24.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	2.5	2.5	2.5	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	6.5	6.5	7.0	7.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	C-Max	None
Walk Time (s)		7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0	0	0	
Act Effct Green (s)	72.3	72.8	42.5	42.5	33.7	64.0
Actuated g/C Ratio	0.60	0.61	0.35	0.35	0.28	0.53
v/c Ratio	0.92	0.75	0.89	0.45	0.75	0.41
Control Delay	63.1	18.9	44.2	4.7	50.2	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.1	18.9	44.2	4.7	50.2	18.4
LOS	E	B	D	A	D	B
Approach Delay		25.1	36.9		34.9	
Approach LOS		C	D		C	
Queue Length 50th (ft)	234	431	422	0	267	154
Queue Length 95th (ft)	#415	490	489	63	#387	226
Internal Link Dist (ft)		719	743		735	
Turn Bay Length (ft)	330			350	250	
Base Capacity (vph)	418	3084	1783	798	501	862
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.74	0.89	0.45	0.75	0.40

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 30.7 Intersection LOS: C
Intersection Capacity Utilization 83.7% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Lee Blvd. & Sunniland Blvd.



SUNNILAND BLVD. @ 5TH AVE. W.

HCS Two-Way Stop-Control Report

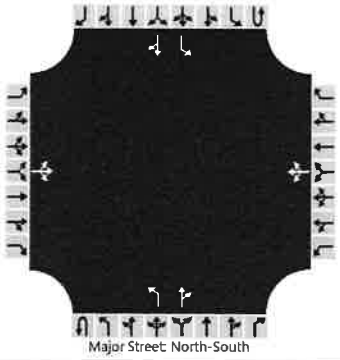
General Information

Analyst	tbt
Agency/Co.	TR Transportation Consult
Date Performed	1/9/2024
Analysis Year	2028
Time Analyzed	Weekday AM Peak Hr
Intersection Orientation	North-South
Project Description	Sunniland CPD

Site Information

Intersection	Sunniland Blvd. @ 5th St. W
Jurisdiction	Lee County
East/West Street	5th St. W
North/South Street	Sunniland Blvd.
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		24	0	34		39	0	5		62	186	45		5	176	14
Percent Heavy Vehicles (%)		0	0	0		0	1	0		0				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.51	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.01	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			63				48			67				5		
Capacity, c (veh/h)			585				407			1377				1326		
v/c Ratio			0.11				0.12			0.05				0.00		
95% Queue Length, Q_{95} (veh)			0.4				0.4			0.2				0.0		
Control Delay (s/veh)			11.9				15.0			7.7				7.7		
Level of Service (LOS)			B				C			A				A		
Approach Delay (s/veh)		11.9				15.0				1.6				0.2		
Approach LOS		B				C				A				A		

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HCS Two-Way Stop-Control Report

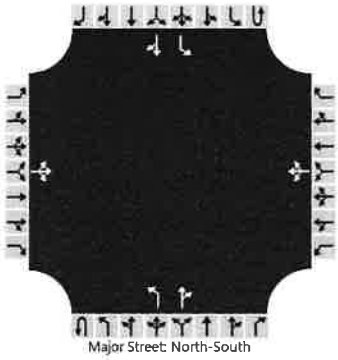
General Information

Analyst	tbt
Agency/Co.	TR Transportation Consult
Date Performed	1/9/2024
Analysis Year	2028
Time Analyzed	Weekday PM Peak Hr
Intersection Orientation	North-South
Project Description	Sunniland CPD

Site Information

Intersection	Sunniland Blvd. @ 5th St. W
Jurisdiction	Lee County
East/West Street	5th St. W
North/South Street	Sunniland Blvd.
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		50	0	140		169	0	10		146	432	145		10	383	24
Percent Heavy Vehicles (%)		0	0	0		0	1	0		0				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.51	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.01	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			207				195			159				11		
Capacity, c (veh/h)			284				81			1128				964		
v/c Ratio			0.73				2.39			0.14				0.01		
95% Queue Length, Q_{95} (veh)			5.2				18.2			0.5				0.0		
Control Delay (s/veh)			45.1				742.4			8.7				8.8		
Level of Service (LOS)			E				F			A				A		
Approach Delay (s/veh)		45.1				742.4				1.8				0.2		
Approach LOS		E				F				A				A		

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DCI2023-00010 Lee County ePlan Additional Info Dated 01-12-2024

SUNNILAND BLVD. @ S. SITE ACCESS

HCS Two-Way Stop-Control Report

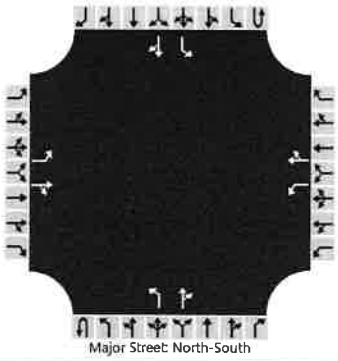
General Information

Analyst	tbt
Agency/Co.	TR Transportation Consult
Date Performed	1/9/2024
Analysis Year	2028
Time Analyzed	Weekday AM Peak Hr
Intersection Orientation	North-South
Project Description	Sunniland CPD

Site Information

Intersection	Sunniland Blvd. @ South Site Access
Jurisdiction	Lee County
East/West Street	South Site Access
North/South Street	Sunniland Blvd.
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	1	0	0	1	1	0
Configuration		L		TR		L		TR		L		TR		L		TR
Volume (veh/h)		5	0	28		10	0	0		23	159	32		2	129	14
Percent Heavy Vehicles (%)		0	0	0		0	1	0		0				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.51	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.01	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5		30		11		0		25				2		
Capacity, c (veh/h)		560		904		529		0		1437				1375		
v/c Ratio		0.01		0.03		0.02				0.02				0.00		
95% Queue Length, Q_{95} (veh)		0.0		0.1		0.1				0.1				0.0		
Control Delay (s/veh)		11.5		9.1		12.0				7.5				7.6		
Level of Service (LOS)		B		A		B				A				A		
Approach Delay (s/veh)		9.5								0.8				0.1		
Approach LOS		A								A				A		

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HCS Two-Way Stop-Control Report

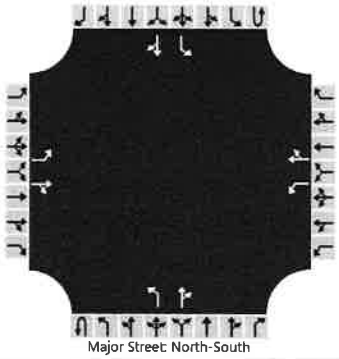
General Information

Analyst	tbt
Agency/Co.	TR Transportation Consult
Date Performed	1/9/2024
Analysis Year	2028
Time Analyzed	Weekday PM Peak Hr
Intersection Orientation	North-South
Project Description	Sunniland CPD

Site Information

Intersection	Sunniland Blvd. @ South Site Access
Jurisdiction	Lee County
East/West Street	South Site Access
North/South Street	Sunniland Blvd.
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	1	0	0	1	1	0
Configuration		L		TR		L		TR		L		TR		L		TR
Volume (veh/h)		25	0	154		84	0	10		113	404	90		20	149	18
Percent Heavy Vehicles (%)		0	0	0		0	1	0		0				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.51	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.01	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		27		167		91		11		123				22		
Capacity, c (veh/h)		211		877		154		584		1406				1041		
v/c Ratio		0.13		0.19		0.59		0.02		0.09				0.02		
95% Queue Length, Q_{95} (veh)		0.4		0.7		3.1		0.1		0.3				0.1		
Control Delay (s/veh)		24.6		10.1		57.9		11.3		7.8				8.5		
Level of Service (LOS)		C		B		F		B		A				A		
Approach Delay (s/veh)		12.1				52.9				1.5				0.9		
Approach LOS		B				F				A				A		

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DCI2023-00010 Lee County ePlan Additional Info Dated 01-12-2024

SUNNILAND BLVD. @ N. SITE ACCESS

HCS Two-Way Stop-Control Report

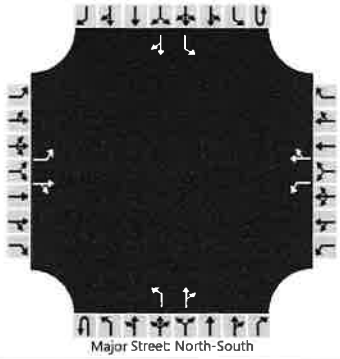
General Information

Analyst	tbt
Agency/Co.	TR Transportation Consult
Date Performed	1/9/2024
Analysis Year	2028
Time Analyzed	Weekday AM Peak Hr
Intersection Orientation	North-South
Project Description	Sunniland CPD

Site Information

Intersection	Sunniland Blvd. @ North Site Access
Jurisdiction	Lee County
East/West Street	North Site Access
North/South Street	Sunniland Blvd.
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	1	0	0	1	1	0
Configuration		L		TR		L		TR		L		TR		L		TR
Volume (veh/h)		0	0	0		0	0	0		2	163	2		0	143	0
Percent Heavy Vehicles (%)		0	0	0		0	1	0		0				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.51	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.01	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0		0		0		0		2				0		
Capacity, c (veh/h)		619		0		619		0		1437				1408		
v/c Ratio		0.00				0.00				0.00				0.00		
95% Queue Length, Q_{95} (veh)		0.0				0.0				0.0				0.0		
Control Delay (s/veh)		10.8				10.8				7.5				7.6		
Level of Service (LOS)		B				B				A				A		
Approach Delay (s/veh)										0.1				0.0		
Approach LOS										A				A		

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HCS Two-Way Stop-Control Report

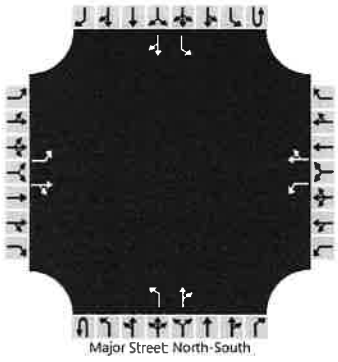
General Information

Analyst	tbt
Agency/Co.	TR Transportation Consult
Date Performed	1/9/2024
Analysis Year	2028
Time Analyzed	Weekday PM Peak Hr
Intersection Orientation	North-South
Project Description	Sunniland CPD

Site Information

Intersection	Sunniland Blvd. @ North Site Access
Jurisdiction	Lee County
East/West Street	North Site Access
North/South Street	Sunniland Blvd.
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	1	0	0	1	1	0
Configuration		L		TR		L		TR		L		TR		L		TR
Volume (veh/h)		2	0	3		0	0	0		3	446	0		0	191	3
Percent Heavy Vehicles (%)		0	0	0		0	1	0		0				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.51	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.01	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2		3		0		0		3				0		
Capacity, c (veh/h)		355		836		353		0		1372				1089		
v/c Ratio		0.01		0.00		0.00				0.00				0.00		
95% Queue Length, Q_{95} (veh)		0.0		0.0		0.0				0.0				0.0		
Control Delay (s/veh)		15.2		9.3		15.2				7.6				8.3		
Level of Service (LOS)		C		A		C				A				A		
Approach Delay (s/veh)		11.7								0.1				0.0		
Approach LOS		B								A				A		

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DCI2023-00010 Lee County ePlan Additional Info Dated 01-12-2024

LEE COUNTY GENERALIZED PEAK HOUR DIRECTIONAL SERVICE VOLUMES

Lee County
Generalized Peak Hour Directional Service Volumes
Urbanized Areas

April 2016 c:\input5

Uninterrupted Flow Highway
Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	130	420	850	1,210	1,640
2	Divided	1,060	1,810	2,560	3,240	3,590
3	Divided	1,600	2,720	3,840	4,860	5,380

Arterials
Class I (40 mph or higher posted speed limit)
Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	140	800	860	860
2	Divided	*	250	1,840	1,960	1,960
3	Divided	*	400	2,840	2,940	2,940
4	Divided	*	540	3,830	3,940	3,940

Class II (35 mph or slower posted speed limit)
Level of Service

Lane	Divided	A	B	C	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

Controlled Access Facilities
Level of Service

Lane	Divided	A	B	C	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	B	C	D	E
1	Undivided	*	*	310	660	740
1	Divided	*	*	330	700	780
2	Undivided	*	*	730	1,440	1,520
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.

TRAFFIC DATA

FDOT FLORIDA TRAFFIC ONLINE

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0122 - 12TH ST W, BTWN GUNNERY RD AND SUNSHINE BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	5100 X	0	0	9.00	53.50	5.40
2020	4800 E	0	0	9.00		5.40
2019	4800 E	E 0	W 0	9.00		5.40
2018	4700 C	E 2300	W 2400	9.00	53.30	6.00
2017	4800 S	E 2200	W 2600	9.00	55.40	4.90
2016	4500 F	E 2100	W 2400	9.00	63.90	4.90
2015	4300 C	E 2000	W 2300	9.00	55.50	4.90

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

DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0097 - LEE BLVD/CR 884, E OF SUNSHINE BLVD LC 312

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	50000 X	0	0	9.00	53.50	4.20
2020	47000 E	0	0	9.00	53.40	4.20
2019	47000 E	E 0	W 0	9.00	53.80	4.20
2018	46500 C	E 23500	W 23000	9.00	53.30	4.60
2017	46000 S	E 23500	W 22500	9.00	55.40	4.40
2016	43000 F	E 22000	W 21000	9.00	63.90	4.40
2015	41000 C	E 21000	W 20000	9.00	65.10	4.40
2014	40500 S	E 20500	W 20000	9.00	65.20	3.20
2013	38500 F	E 19500	W 19000	9.00	58.60	3.20
2012	37500 C	E 19000	W 18500	9.00	56.00	3.20
2011	36500 C	E 19000	W 17500	9.00	56.40	2.80
2010	40500 S	E 20500	W 20000	9.55	57.50	4.00
2009	38500 F	E 19500	W 19000	9.27	57.21	4.00
2008	38500 C	E 19500	W 19000	9.21	58.32	4.00

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

DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6022 - LEE BLVD/CR 884, 75 ' W OF HARRY AVE, PTMS 2022, LCPR 22

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	39500 T	0	0	9.00	53.50	5.10
2020	39000 S	0	0	9.00	53.40	5.00
2019	40000 F	0	0	9.00	53.80	4.50
2018	39817 C	0	0	9.00	63.90	4.80
2017	37500 F	0	0	9.00	63.90	4.60
2016	37719 C	E 18443	W 19276	9.00	63.90	4.80
2015	35450 C	E 17379	W 18071	9.00	65.10	5.80
2014	33740 C	E 16612	W 17128	9.00	65.20	3.90
2013	31079 C	E 15342	W 15737	9.00	65.50	3.00
2012	29292 C	E 14473	W 14819	9.00	61.70	4.30
2011	28509 C	E 14062	W 14447	9.00	59.20	4.60
2010	28740 C	E 14173	W 14567	8.94	60.01	4.40
2009	20300 F	E 0	W 0	9.27	57.21	4.90
2008	20975 C	E 11919	W 9056	9.21	58.32	3.90

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

DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4104 - GUNNERY RD, NORTH OF LEE BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	16900 C	N 8000	S 8900	9.00	53.50	7.70
2020	17500 E	N 0	S 0	9.00	53.40	6.00
2019	17000 F	N	S	9.00	53.80	10.10
2018	16400 C	N 7900	S 8500	9.00	53.30	10.10
2017	15100 T	N 7300	S 7800	9.00	55.40	10.50
2016	14100 S	N 6800	S 7300	9.00	63.90	5.80
2015	13400 F	N 6500	S 6900	9.00	55.50	5.80
2014	12800 C	N 6200	S 6600	9.00	55.20	5.80
2013	17300 S	N 8600	S 8700	9.00	55.00	10.50
2012	17300 F	N 8600	S 8700	9.00	55.30	11.50
2011	17400 C	N 8600	S 8800	9.00	55.20	11.70

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

DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4182 - SUNSHINE BLVD., NORTH OF S.R. 82

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	7800 X	0	0	9.00	53.50	7.60
2020	7400 E	0	0	9.00	59.30	7.30
2019	7400 F	N	S	9.00	59.60	7.30
2018	7100 C	N 3700	S 3400	9.00	53.30	7.30
2017	6300 T	N 3300	S 3000	9.00	55.40	7.30
2016	5900 S	N 3100	S 2800	9.00	63.90	4.90
2015	5600 F	N 2900	S 2700	9.00	55.50	4.90
2014	5400 C	N 2800	S 2600	9.00	55.20	4.90
2013	4100 S	0	0	9.00	55.00	6.50
2012	4100 F	0	0	9.00	55.30	7.40
2011	4100 C	N 0	S 0	9.00	55.20	9.10

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

DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0173 - SUNSHINE BLVD N, N OF 12TH ST W

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2021	12500 X		0		0	9.00	53.50	7.60
2020	12000 E		0		0	9.00	7.70	
2019	12500 C	N	0	S	0	9.00	9.50	
2018	11700 C	N	6000	S	5700	9.00	53.30	9.40
2017	12700 S	N	6200	S	6500	9.00	55.40	7.30
2016	11900 F	N	5800	S	6100	9.00	63.90	6.00
2015	11300 C	N	5500	S	5800	9.00	55.50	7.70

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

DCI2023-00010 Lee County ePlan
Additional Info Dated 01-12-2024

DCI2023-00010 Lee County ePlan Additional Info Dated 01-12-2024

TRIP GENERATION EQUATIONS

Mini-Warehouse
(151)

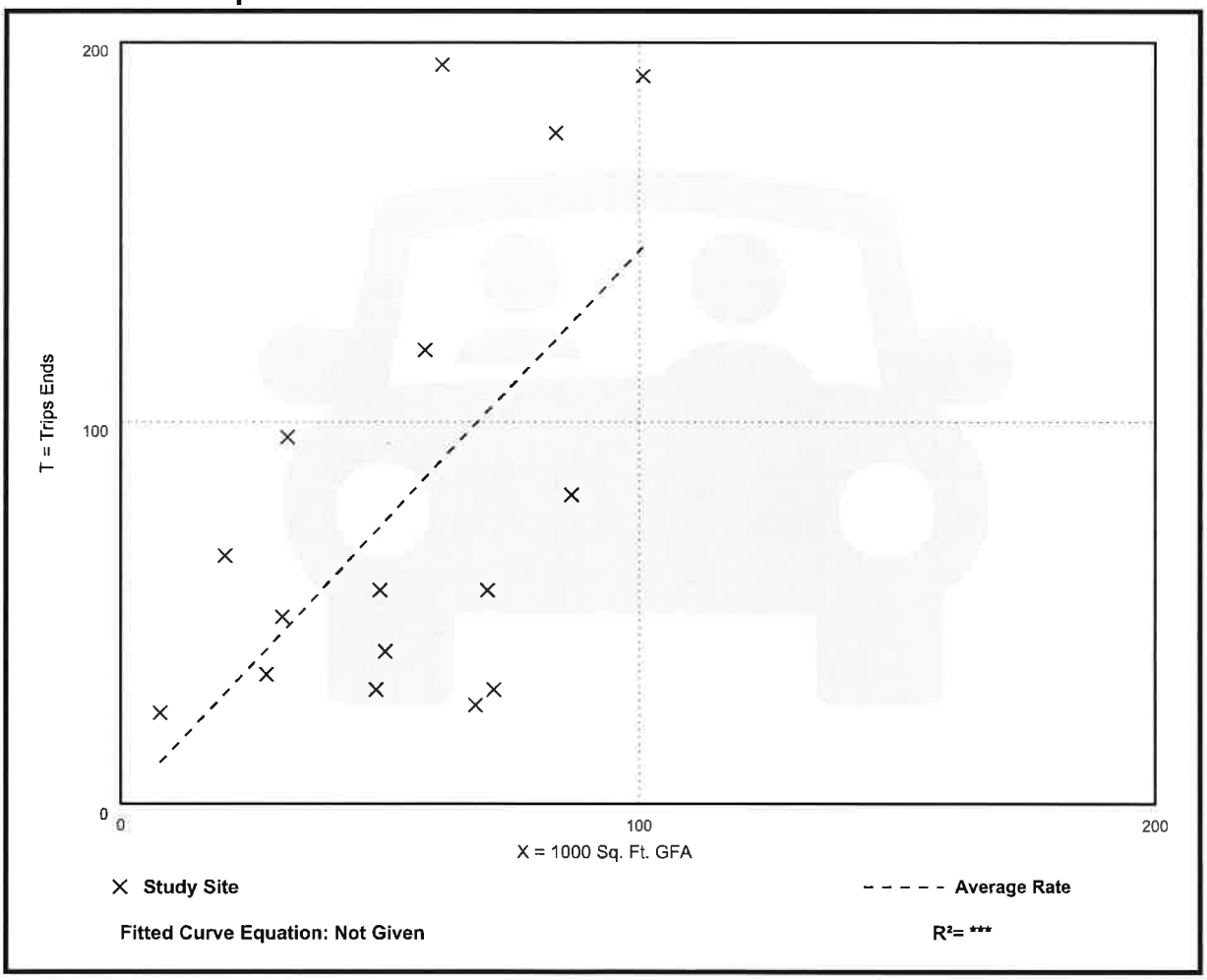
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 55
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.45	0.38 - 3.25	0.92

Data Plot and Equation



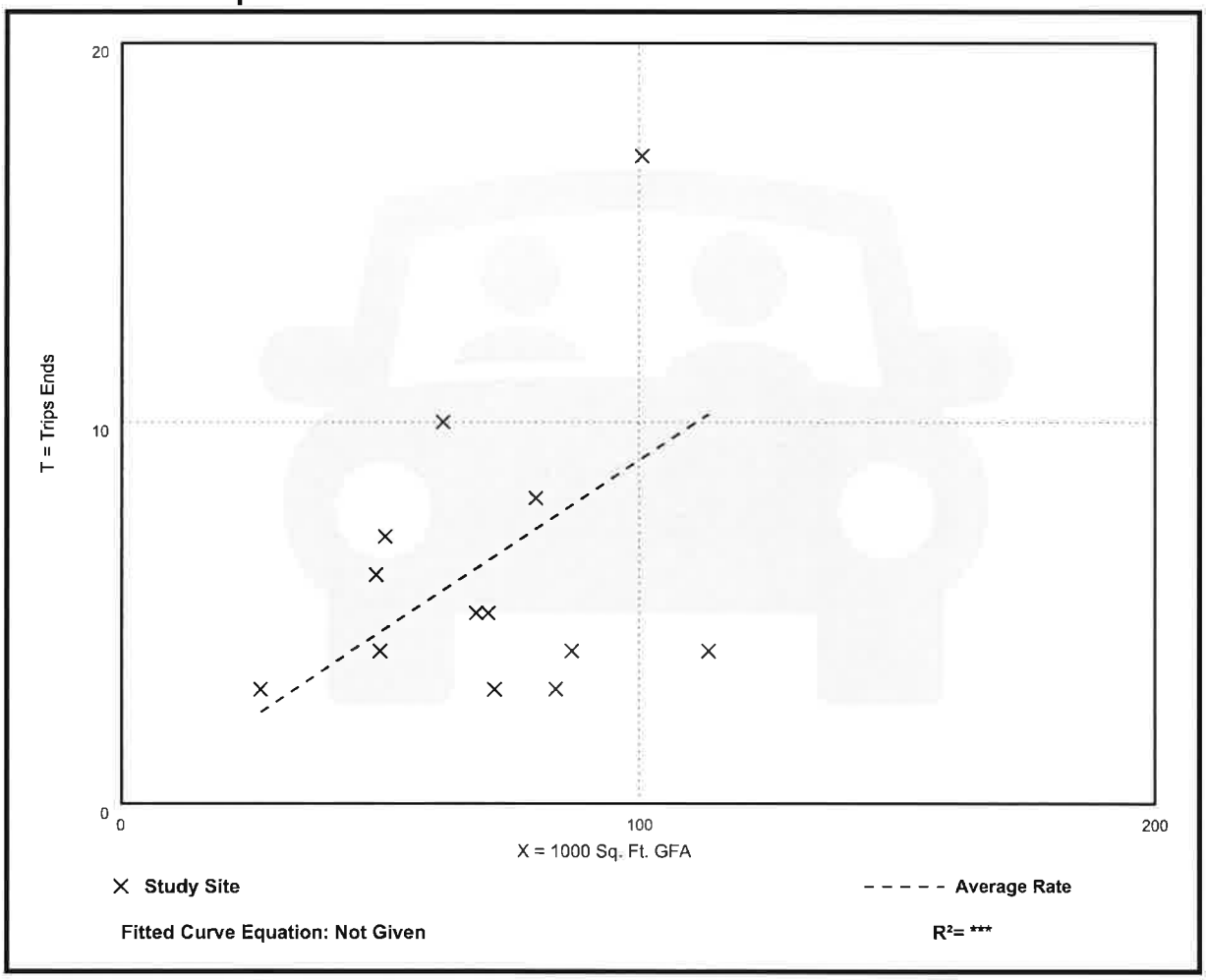
Mini-Warehouse
(151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
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: 13
Avg. 1000 Sq. Ft. GFA: 70
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.09	0.04 - 0.17	0.05

Data Plot and Equation



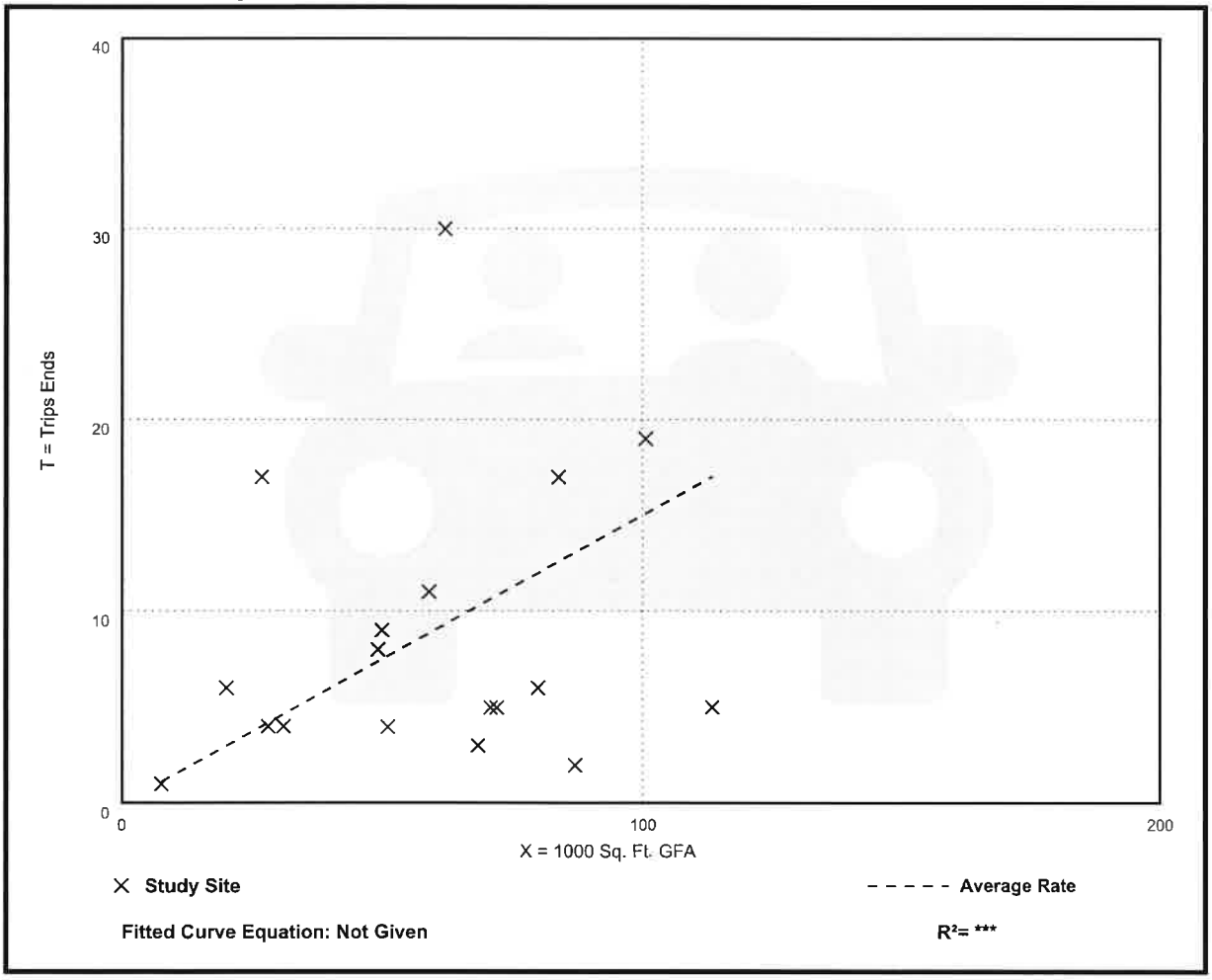
Mini-Warehouse
(151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 59
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.02 - 0.64	0.14

Data Plot and Equation



DCI2023-00010 Lee County ePlan Additional Info Dated 01-12-2024

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

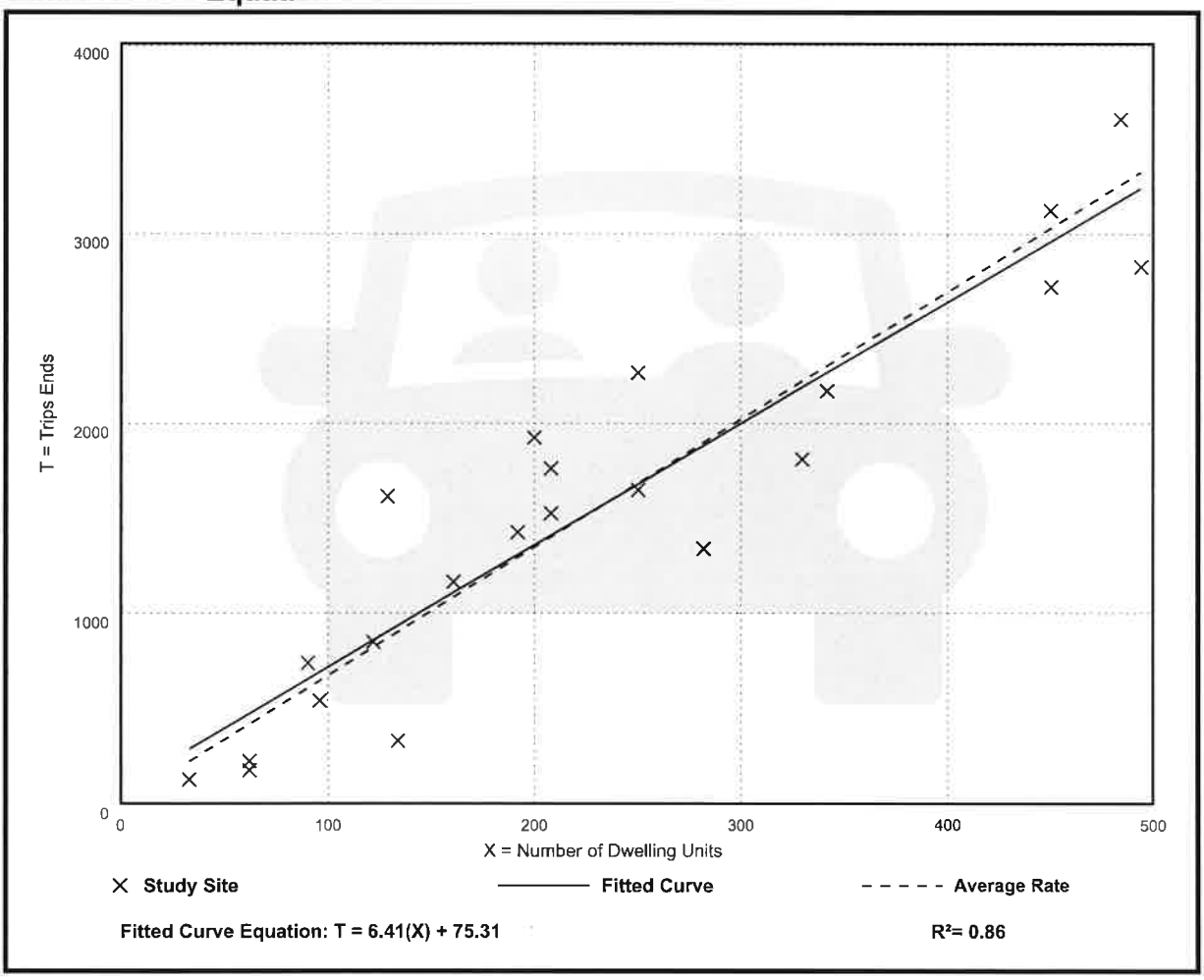
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

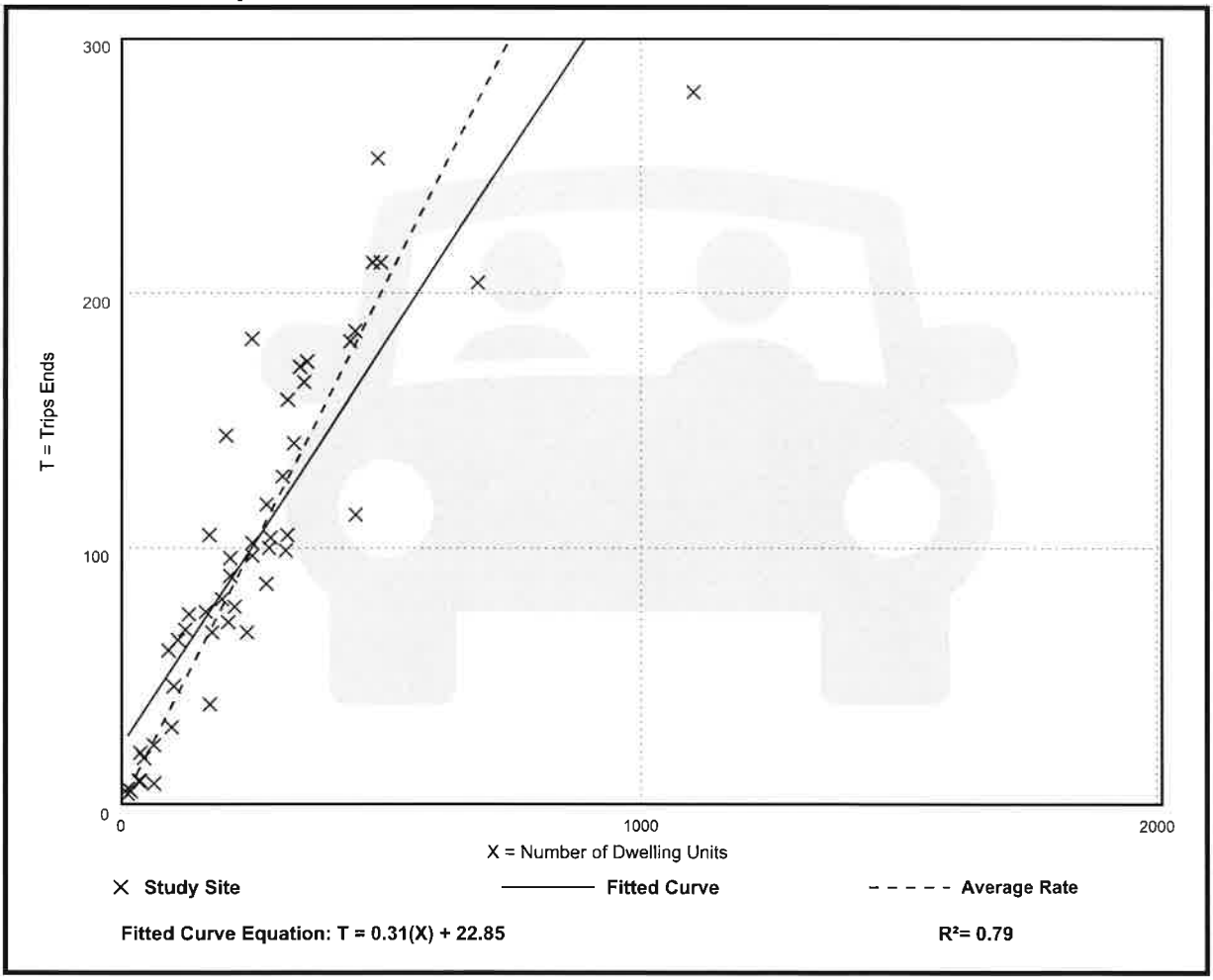
Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

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: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Fitted Curve Equation: T = 0.31(X) + 22.85

R^2= 0.79

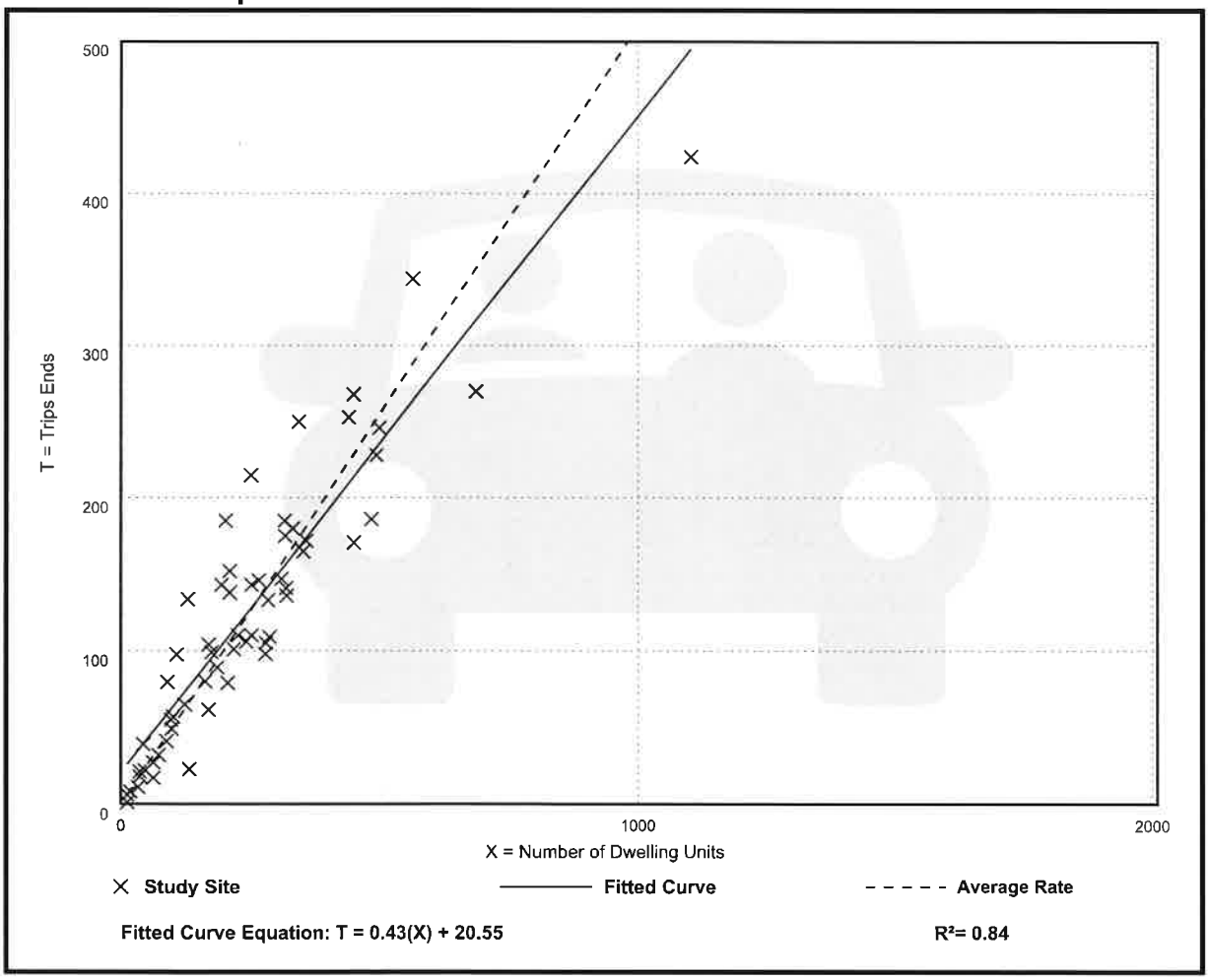
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Fitted Curve Equation: T = 0.43(X) + 20.55

R^2= 0.84

Shopping Center (>150k)
(820)

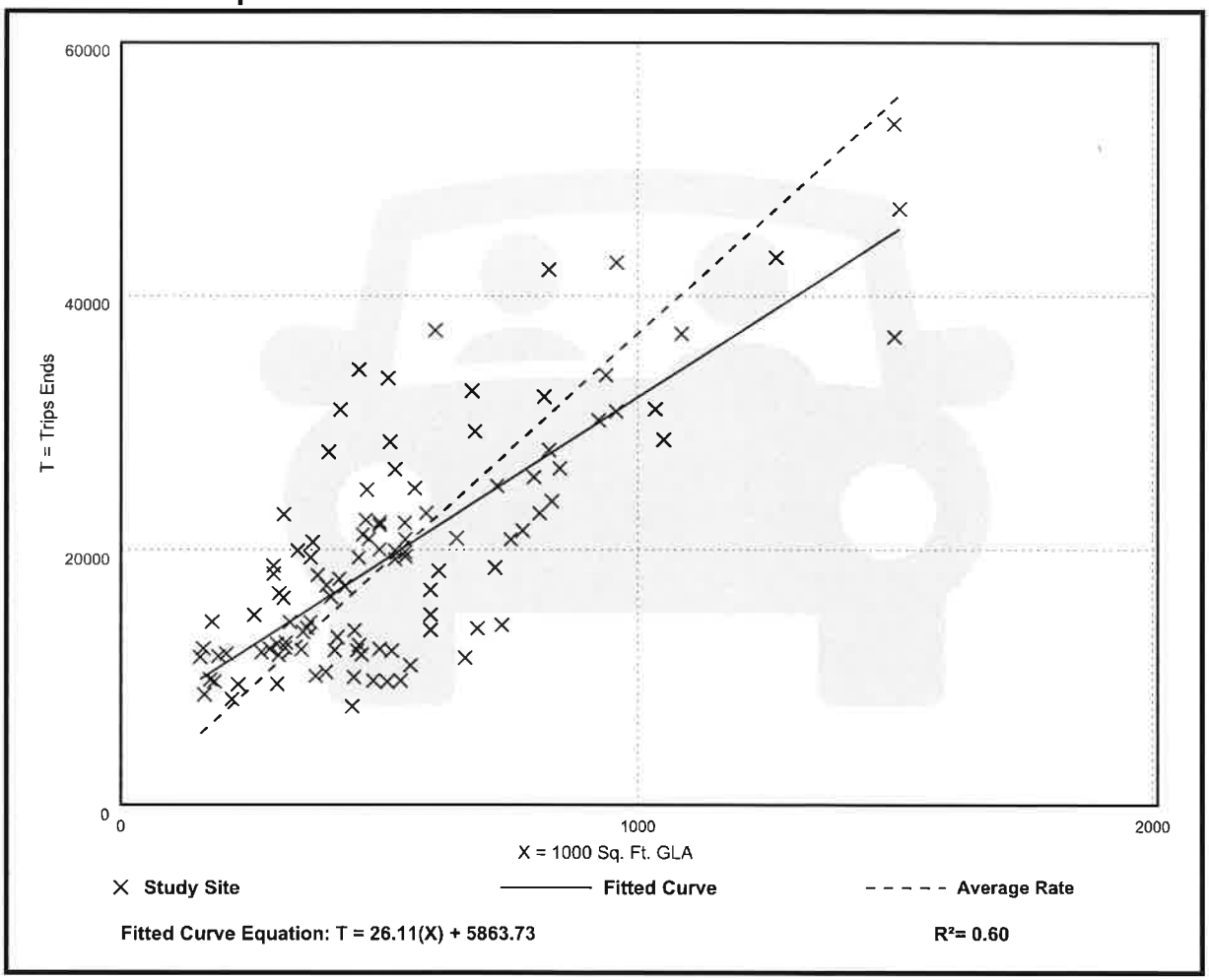
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



Fitted Curve Equation: T = 26.11(X) + 5863.73

R^2= 0.60

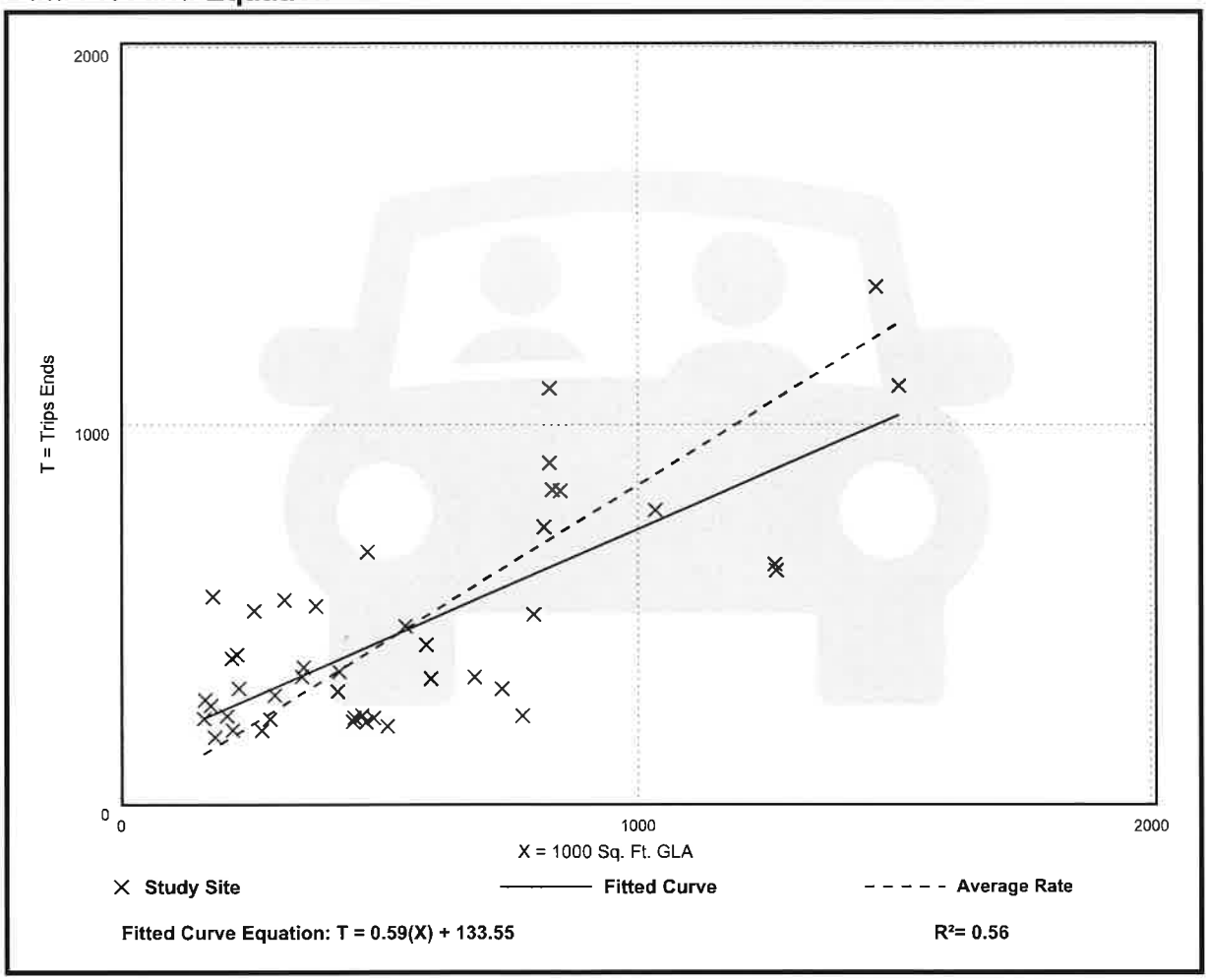
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 44
Avg. 1000 Sq. Ft. GLA: 546
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



Fitted Curve Equation: T = 0.59(X) + 133.55

R^2= 0.56

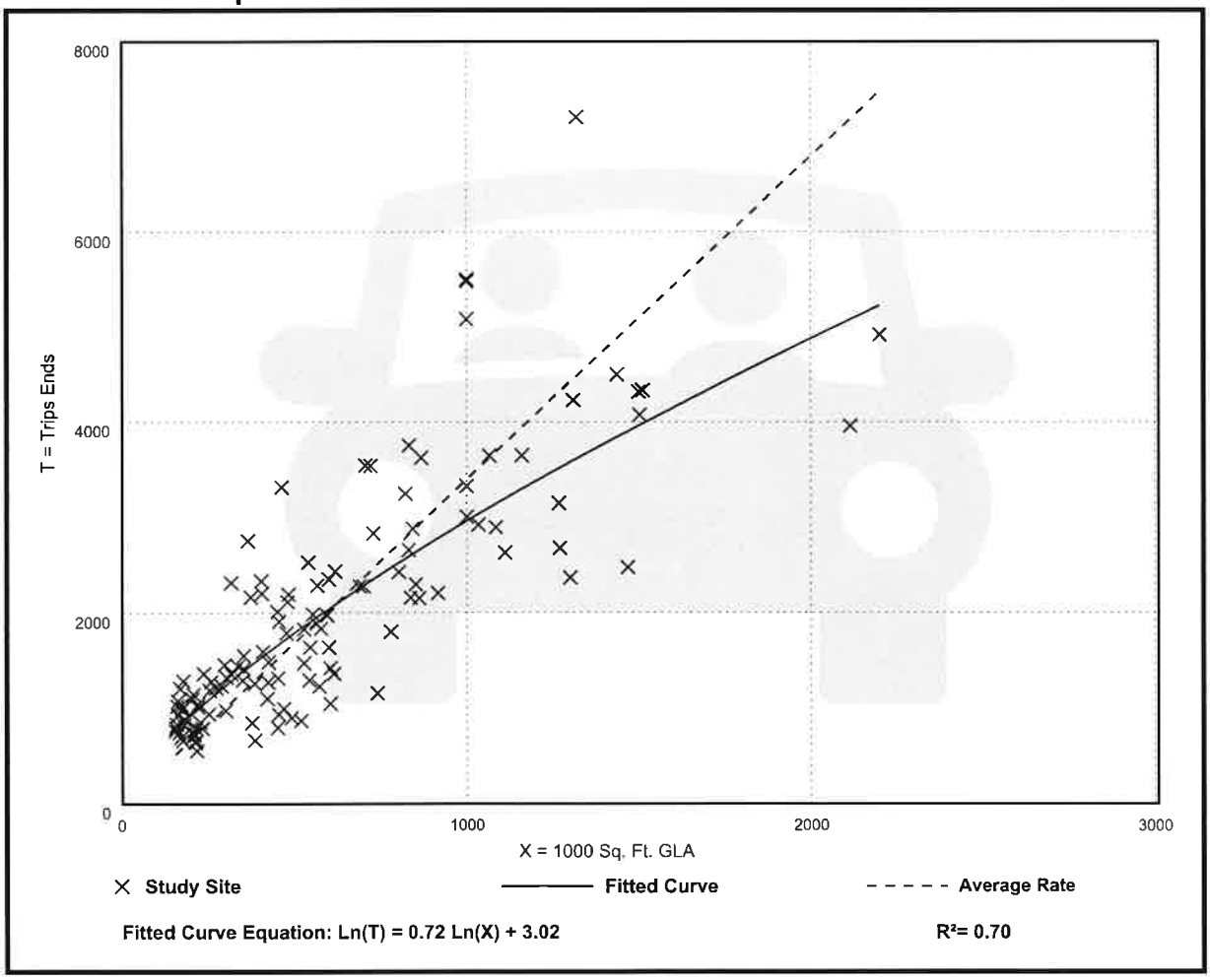
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
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: 126
Avg. 1000 Sq. Ft. GLA: 581
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.72 Ln(X) + 3.02

R^2= 0.70