

**2001/2002 REGULAR LEE PLAN AMENDMENTS
TRANSMITTAL HEARING**

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Commission Chambers, 2120 Main Street
September 5, 2002
9:30 A.M.
AGENDA

1. Call to order; Certification of Affidavit of Publication

2. Proposed Community Plans

A. CPA2001-18

Amend the Future Land Use Element of the Lee Plan, text and Future Land Use Map series to incorporate the recommendations of the Greater Pine Island Community Planning effort, establish a new Vision Statement, establish a revised Goal 14, amend subsequent Policies specific to Greater Pine Island, amend Objective 1.4 "Non-Urban Areas" by establishing a new "Coastal Rural" future land use category and amend the Future Land Use Map series to reclassify from "Outlying Suburban" to "Coastal Rural" 157 acres of agricultural land between Bokeelia and September Estates and to reclassify all "Rural" designated land to "Coastal Rural."

3. Lee Plan Amendments Transmittal Administrative Agenda

A. CPA 2001-11

Amend the Future Land Use Element, Policy 1.2.2, the Airport Commerce descriptor policy, to broaden the allowable uses and to establish relationships and criteria for those uses.

B. CPA 2001-12

Modify Policy 1.3.8 to create specific access management plans for Alico Road, Bonita Beach Road, and Luckett Road in the vicinity of I-75 (follow-up to PAT 99-27). In addition, include access management maps in the Future Land Use Map series.

C. CPA 2001-16

Amend the Future Land Use Element and the Transportation Element in accordance with the following:

Land Use Element Objective 2.1

By the year 2003 Lee County shall evaluate the adequacy of the County Road 951/Bonita Grande extension corridor's access prohibitions and specifically examine shifting the Section 18 prohibition line southward. This evaluation will be based upon growth management and environmental impact considerations including their secondary in cumulative effects on wildlife, wetlands, water management systems and urban sprawl potential. The evaluation will include analyzing the feasibility of combining an access prohibition line with a Bonita Grande Extension Urban Service Line.

The County will not accept right-of-way donations in exchange for access connections for any County Road 951/Bonita Grande Extension corridor.

Transportation Element Objective 21.1

By the year 2003 Lee County shall evaluate alternate corridor alignments for the County Road 951/Bonita Grande extension from the South Lee County line to Corkscrew Road. The alternate corridor alignment evaluation process shall place equal emphasis on traffic carrying capacity, wetland and other environmental impacts, surface water management considerations and the potential for urban sprawl and related costs. The alternative corridor evaluation shall at a minimum include but not be limited to the following alternate corridor alignments.

- 1) The CR951 Extension north from Bonita Beach Road corridor;
- 2) The CR951 to Bonita Beach Road west to Bonita Grande Road north corridor;
- 3) The CR951 Extension north from Bonita Beach Road as a no access high-speed toll road from Bonita Beach Road to Corkscrew Road corridor.

D. CPA 2001-32

Amend the Intergovernmental Coordination Element and the Community Facilities Element to bring the elements into compliance with the provisions of F.S. Chapter 163.3177.

4. Items to be Tabled to Future Amendment Cycles and/or the Evaluation And Appraisal Report

A. CPA 2001-13

Evaluate and amend the Future Land Use Map Series, Map 1, the Future Land Use Map in the general area surrounding the interchange of Interstate 75 and State Road 80, Palm Beach Boulevard.

B. CPA 2001-14

Amend the Future Land Use Map series, Map 1, by updating the mapped Public Facilities future land use category by adding and/or removing lands to more accurately identify publicly owned lands.

C. CPA 2001-17

Amend the Future Land Use Element by recommending policies which incorporate findings on the compatibility of oil-related activities with the environment and urban uses as directed by Policy 10.2.1.

D. CPA 2001-19

Amend Goal 16, Private Recreational Facilities in the DR/GR, and its subsequent objectives and policies to clarify golf course utility issues.

E. CPA 2001-20

Amend Goal 17, Buckingham, of the Future Land Use Element by adding language that allows the extension of water and sewer lines to serve government facilities.

- F. CPA 2001-21**
Amend the Future Land Use Map Series, Map 8, to reflect new technical data provided by the Division of Natural Resources.
- G. CPA 2001-26**
Evaluate and amend the Community Facilities Element, Potable Water and Sanitary Sewer Sub-Elements to clarify the county's position on providing service outside of the adopted service areas.
- H. CPA 2001-29**
Amend the Conservation and Coastal Management Element by revising Goal 74, Coastal Resource Protection, to apply on a county-wide basis rather than being limited to the coastal planning area. In addition amend Policy 1.5.1 of the Future Land Use Element to include a reference to Goal 74.
- I. CPA 2001-30**
Amend the Conservation and Coastal Management Element in accordance with Natural Resources staff's evaluation of the Comprehensive Conservation and Management Plan for the Greater Charlotte Harbor Watershed.

5. Adjourn

These meetings are open to the public and all interested parties are encouraged to attend. Interested parties may appear and be heard with respect to all proposed actions. Pursuant to Florida Statutes Section 163.3184(7), persons participating in the Comprehensive Plan Amendment process, who provide their name and address on the record, will receive a courtesy informational statement from the Department of Community Affairs prior to the publication of the Notice of Intent to find a plan amendment in compliance.

If a person decides to appeal any decision made by the board, agency or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Further information may be obtained by contacting the Lee County Division of Planning at 479-8585.

In accordance with the Americans with Disabilities Act, reasonable accommodations will be made upon request. If you are in need of a reasonable accommodation, please contact Janet Miller at 479-8585 Extension 5910.

**CPA2001-12-M/T
BoCC SPONSORED
AMENDMENT
TO THE**

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

LPA Public Hearing Document
for the
August 26th, 2002 Public Hearing

*Lee County Planning Division
1500 Monroe Street
P.O. Box 398
Fort Myers, FL 33902-0398
(941) 479-8585*

August 21, 2002

**LEE COUNTY
DIVISION OF PLANNING
STAFF REPORT FOR
COMPREHENSIVE PLAN AMENDMENT
CPA2001-12-M/T**

Text Amendment

Map Amendment

✓	This Document Contains the Following Reviews:
✓	Staff Review
	Local Planning Agency Review and Recommendation
	Board of County Commissioners Hearing for Transmittal
	Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report
	Board of County Commissioners Hearing for Adoption

STAFF REPORT PREPARATION DATE: July 1, 2002

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

LEE COUNTY BOARD OF COUNTY COMMISSIONERS
REPRESENTED BY LEE COUNTY DIVISION OF PLANNING AND LEE COUNTY
DEPARTMENT OF TRANSPORTATION

2. REQUEST:

Modify Policy 1.3.8 to create specific access management plans for Alico Road, Bonita Beach Road, and Lockett Road in the vicinity of I-75 (follow-up to PAT 99-27). In addition, include access management maps in the Future Land Use Map series.

B. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY:

1. RECOMMENDATION: Planning and DOT staff recommends that the Board of County Commissioners transmit the proposed amendment as provided under Part II, Section C, the Staff Recommendation portion of this report.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- Since 1998, the Lee Plan has included Policy 1.3.8 that specifies the spacing criteria for driveway connections and median openings on County roads in the area near the interchanges of Interstate 75 (Alico Road, Bonita Beach Road, Corkscrew Road and Lockett Road).
- The standards are intended to be more restrictive than general arterial standards, reflecting the critical need for operational efficiency around the interstate interchanges.
- The standards are defined as 880 feet to the first connection (driveway) and 1760 feet to the first median opening, as measured from the end of the longest ramp.
- Shortly after adoption it became clear that the generalized standards didn't adequately reflect the existing conditions and already-granted development approvals for these roads.
- PAT 99-27 was adopted by the Board in November, 2000, amending Policy 1.3.8 to identify a specific access management plan for Corkscrew Road that better reflected the existing and approved conditions around that interchange.
- Similar access management plans need to be developed and adopted for the interchange areas of Alico Road, Bonita Beach Road and Lockett Road.
- Besides the text revisions in Policy 1.3.8, maps of the access management plan for Corkscrew Road were developed as supporting information for PAT 99-27, but they were not officially incorporated into the Lee Plan.
- Similar maps will be developed as part of the access management plans for the other three roads.
- Incorporation of the access management plan maps into the Future Land Use Map series would better help interested parties understand the plan requirements.

C. BACKGROUND INFORMATION

Policy 1.3.8 addresses the access management standards for the County-maintained roads that connect to I-75, and now includes a specific access management plan for Corkscrew Road. The policy is reproduced below:

***POLICY 1.3.8:** The following access control standards will apply to the interstate interchange areas of Lockett Road, Alico Road, Corkscrew Road, and Bonita Beach Road. Access control issues for Daniels Parkway west of I-75 are governed by the controlled access resolution adopted by the Board of County Commissioners on October 4, 1989, as may be amended from time to time. The other interchange areas are state roads where access is controlled by the Florida Department of Transportation under the provisions of Rule 14-97.003, FAC. The standard is a strict requirement during the rezoning and development order processes for cases after the effective date of this policy.*

Access Control Standards for Lockett Road, Alico Road and Bonita Beach Road

1. The distance to the first connection will be at least 880 feet, provided such location is outside the federal limited access right-of-way line. A connection is generally defined as a driveway or roadway, limited to right-in/right-out movements, but can include a directional median opening. This distance will be measured from the end of the upstream interchange ramp or the beginning of the downstream interchange ramp, whichever is farther from the centerline of the interstate. A single connection per property not meeting this connection spacing standard may be provided, pursuant to the connection permit process, if no reasonable access to the property exists and if permitting authority review of the connection permit application provided by the applicant determines that the connection does not create a safety, operational or weaving hazard.
2. The minimum distance to the first full movement median opening will be at least 1760 feet as measured from the end of the upstream interchange ramp or the beginning of the downstream interchange ramp, whichever is farther from the centerline of the interstate.
3. Connections and median openings consistent with the above spacing standards may still be denied in the location requested when the Lee County Traffic Engineer determines, based on the engineering and traffic information provided in the permit application, that the safety or operation of the interchange or the limited access highway would be adversely affected. (Added by Ordinance No. 98-09, Relocated by Ordinance No. 99-18)
4. Connections and median openings existing prior to 1998 that do not meet the standards are allowed to remain (unless they need to be closed for operational safety reasons), but cannot expand movements, except in the case of County roadway extensions.

Access Control Standards for Corkscrew Road

The access on Corkscrew Road is limited to the following movements and locations, from west to east and excluding the area within the interstate limited access right-of-way:

STATION	DISTANCE ⁽¹⁾	MEDIAN OPENING?	MOVEMENT	CONNECTION
172+84	n/a	Yes	All	Three Oaks Parkway
179+44	660 ft.	Yes	EB to NB Left-in ⁽²⁾ Rt-in/Rt-out from N&S	Corkscrew Crossings (#1)
185+29	585 ft.	Yes	All	Corkscrew Crossings (#2)
187+83	254 ft.	No	Rt-in/Rt-out from N ⁽³⁾	Pic-N-Run Entrance
190+34	253 ft.	Yes	EB to NB Left-in Rt-in/Rt-out from N	Estero Int. Com. Park (#3)
194+29	395 ft.	Yes	WB to SB Left-in NB to WB Left-out Rt-in/Rt-out from S	Corkscrew Woodlands
221+47	n/a	Yes	U-turns only	None
230+14	867 ft.	Yes	EB to NB Left -in Rt-in/Rt-out from N&S ⁽⁴⁾	Miromar Outlet Mall
236+73	660 ft.	Yes	All	Ben Hill Griffin Pkwy.

⁽¹⁾Distance measured from next connection to the west.

⁽²⁾A WB to SB left-in may be allowed at this location if necessary.

⁽³⁾The previously-approved driveway for the Pic-N-Run may remain provided there is not other access; however, if Pic-N-Run establishes a connection to the frontage road system and other access locations, the driveway must be removed.

*⁽⁴⁾The Right-in/Right-out from the south already exists at Station 230+65. This connection may be shifted west to any point between Stations 226+30 and 230+65 if proven not to be a traffic safety hazard.
(Relocated and Amended by Ordinance No. 00-22)*

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

The decision to initially amend Policy 1.3.8 to only incorporate a specific access management plan for Corkscrew Road was based primarily on the need for rapid action in the face of on-going development requests along that road. The expectation was that more specific access management plans for Alico Road, Bonita Beach Road and Luckett Road would be developed at a later date. The development of the Corkscrew Road plan was done in consultation with the affected property owners, and the plan development for the other roads should include a similar opportunity for property owner input. The inventory, plan development and public involvement aspects of this process make it very time consuming. At this time, an access management plan has been developed for Alico Road and provided to all of the adjacent property owners for comment. While the plan for Luckett Road has been drafted there has been no public comment opportunity as yet, and the Bonita Beach Road plan is still in the process of being drafted by the design consultant for the six-lane widening from Imperial Street to I-75. Therefore this amendment will only focus on the changes related to the Alico Road plan, and future amendments will be necessary to address Bonita Beach Road and Luckett Road.

As was done with the Corkscrew Road plan, staff began the process by using a stationing system to precisely locate the existing intersections on Alico Road on either side of the interchange, and then reviewed existing zoning and development order approvals to identify already-granted accesses. The 880-foot and 1760-foot locations specified in the original policy were also located for reference. We also referred to the County's design plans for six-laning Alico Road, which go from US 41 to Three Oaks Parkway, and FDOT's PD&E Study for expansion of the Alico/I-75 interchange, which includes six-laning Alico Road from Three Oaks Parkway to Ben Hill Griffin Parkway. From that information we developed an access management plan from Oriole Road to Ben Hill Griffin Parkway, excluding the portion within the state's limited access right-of-way for the interchange. The access locations are identified by station number with the allowable movements, proposed as a text addition to Policy 1.3.8 and identified on the attached maps.

Working from west to east, the first intersection is at Oriole Road, which is proposed to be a full movement median opening that will likely be signalized with the County's widening of Alico Road. A three-legged intersection today, there is a developer proposal to extend the road north, making it a four-legged intersection in the future.

The next proposed connection is at Station 170+54.54, for the Alico Interchange Park DRI. The DRI approval includes a regional mall site south of Alico Road and west of Three Oaks Parkway, and this connection was proposed and approved as part of the DRI review. Staff was reluctant to allow more than right-in/right-out at this intersection, because of the proximity to the future signalized intersection of Oriole

Road to the west and the existing signalized intersection at Three Oaks Parkway to the east. However, the DRI analysis indicated that the level of traffic associated with the development with the inclusion of the mall would overwhelm the Alico/Three Oaks intersection, so this median opening was approved to allow some relief. Since the approval was based on the assumed impacts of the regional mall, if the mall is ultimately located elsewhere, then a right-in/right-out may be adequate. Staff has added note (2) to make that clear, and the plan purposely doesn't identify an expansion of movements for access to the property to the north, which doesn't have an existing development approval and will have access to Three Oaks Parkway.

The next intersection is Three Oaks Parkway, proposed to remain as a full access intersection with the planned extension to the north.

Continuing east past the interchange's limited access right-of-way, the next connection would be at what is referred to today as the Coca Cola entrance. While full movement is allowed at that location today, the plan calls for right-in/right-out connections to the Coke plant to the north and the University Plaza CPD to the south, with the median opening limited to an eastbound-to-northbound left-in. An opposing left-in to the south property may be allowed if it can be shown to work, as indicated in note (3). This configuration was based on the analysis done as part of FDOT's PD&E study for the expanded interchange, which recognized that Ben Hill Griffin Parkway will become a major entrance for the Southwest Florida International Airport's new midfield terminal. That will create a tremendous demand for eastbound-to-northbound left turns from Alico Road to Ben Hill Griffin Parkway, and that expected level of traffic (combined with other traffic accessing Florida Gulf Coast University and other area development) and proximity dictates the need to limit the median opening movements at the Coca Cola entrance. Both the Coca Cola plant and adjacent development on the north side and the University Plaza on the south side will also have access through internal road connections to Ben Hill Griffin Parkway.

Finally, the last intersection identified in the access management plan is the full access intersection with Ben Hill Griffin Parkway, which exists to the south and will soon be extended to the north as part of the midfield terminal project.

Besides adding the specific access management plan details for Alico Road to Policy 1.3.8, staff is also proposing an addition in the main paragraph that would essentially be a caveat that applies to all four roads covered under the policy. Even though staff is specifying allowable turning movements where there are median openings as part of the individual access management plans, the County Attorney's Office has rendered an opinion that the County continues to have the right to modify or eliminate those allowable movements if it proves necessary to protect the public's health, safety and welfare. Those kind of operational issues are a valid exercise of the government's police power, and cannot be contracted away in access management plans, controlled access resolutions, zoning resolutions, land transfer agreements or other documents. As a valid exercise of the police powers, such actions to limit movements in the future would be non-compensable, according to the County Attorney's interpretation of current case law. To make this situation clear, staff is proposing to add two sentences, which read as follows: "*The specified turning movements are not to be construed as conveying a property right or creating any expectation that they will be a permanent feature. The County reserves the right to modify or further restrict movements as it deems necessary to address operational and safety issues.*"

In order to allow the affected property owners an opportunity for input, staff mailed a copy of the text changes and maps to each of the adjacent land owners on February 4, 2002. The cover letter provided some explanation of the policy development and proposed changes and asked for comments back by March 4, 2002. We only received one response, from property trustee Paul H. Freeman, but he identified a concern for both himself and the property trustee across the street, Harold Horowitz. The concern related to the connection at Station 170.54.54, for the Alico Interchange Park DRI. Mr. Freeman was satisfied with the movements allowed to and from his property to the south, but questioned why the same movements weren't also shown for Mr. Horowitz's property to the north. As explained above, staff would have preferred to not have any median opening at that location because of the proximity to signalized intersections to the east and west (995 feet and 720 feet, respectfully). Any full movement median opening has the potential to be signalized, and if this location was also signalized it would create spacing problems. Spacing problems in turn lead to safety and capacity problems. However, we were trying to be consistent with previous approvals, and the expected traffic from the Alico Interchange Park DRI with a regional mall appeared to warrant the allowed movements. We did note that the movements could be further limited if the regional mall is not part of the picture at that location. There is no current development approval for Mr. Horowitz's property and he will have the ability to access Three Oaks Parkway, so we purposely did not identify an access at this location to the north.

There is one additional issue to consider in relation to these access management plans. When the Corkscrew Road plan was proposed as part of PAT 99-27, maps showing the connection locations and allowable movements were attached to the staff write-up, just as they are for this proposal. However, only the text changes to Policy 1.3.8 were incorporated into the Lee Plan. In order to assist people in reviewing and determining the requirements of the specific access management plans, staff proposes that the maps also be included in the Lee Plan, as part of the Future Land Use Map series.

B. CONCLUSIONS

As a follow-up to PAT 99-27, which added a specific access management plan for Corkscrew Road to Policy 1.3.8, similar plans also need to be defined and added for Alico Road, Bonita Beach Road and Luckett Road. At this time, staff is only proposing to add the specific access management plan for Alico Road, which has been developed in recognition of existing conditions and previous development approvals, and has been provided to all of the affected property owners for comment. Future amendments will be necessary to incorporate plans for Bonita Beach Road and Luckett Road as they are completed. The maps associated with each specific access plan should also be included in the Lee Plan, as part of the Future Land Use Map series.

C. STAFF RECOMMENDATION

Planning staff recommends that the Board of County Commissioners transmit the proposed plan amendment. The proposed text changes are as follows, with additions underlined and deletions in strike-through format:

POLICY 1.3.8: *The following access control standards will apply to the interstate interchange areas of Luckett Road, Alico Road, Corkscrew Road, and Bonita Beach Road. The specified turning movements are not to be construed as conveying a property right or creating any expectation that they will be a permanent feature. The County reserves the right to modify or further restrict movements as it deems necessary to address operational and safety issues. Access control issues for Daniels Parkway west of I-75 are governed by the controlled access*

resolution adopted by the Board of County Commissioners on October 4, 1989, as may be amended from time to time. The other interchange areas are state roads where access is controlled by the Florida Department of Transportation under the provisions of Rule 14-97.003, FAC. The standard is a strict requirement during the rezoning and development order processes for cases after the effective date of this policy.

Access Control Standards for Luckett Road, ~~Alico Road~~ and Bonita Beach Road

1. The distance to the first connection will be at least 880 feet, provided such location is outside the federal limited access right-of-way line. A connection is generally defined as a driveway or roadway, limited to right-in/right-out movements, but can include a directional median opening. This distance will be measured from the end of the upstream interchange ramp or the beginning of the downstream interchange ramp, whichever is farther from the centerline of the interstate. A single connection per property not meeting this connection spacing standard may be provided, pursuant to the connection permit process, if no reasonable access to the property exists and if permitting authority review of the connection permit application provided by the applicant determines that the connection does not create a safety, operational or weaving hazard.
2. The minimum distance to the first full movement median opening will be at least 1760 feet as measured from the end of the upstream interchange ramp or the beginning of the downstream interchange ramp, whichever is farther from the centerline of the interstate.
3. Connections and median openings consistent with the above spacing standards may still be denied in the location requested when the Lee County Traffic Engineer determines, based on the engineering and traffic information provided in the permit application, that the safety or operation of the interchange or the limited access highway would be adversely affected. (Added by Ordinance No. 98-09, Relocated by Ordinance No. 99-18)
4. Connections and median openings existing prior to 1998 that do not meet the standards are allowed to remain (unless they need to be closed for operational safety reasons), but cannot expand movements, except in the case of County roadway extensions.

Access Control Standards for Alico Road

The access on Alico Road is limited to the following movements and locations, from west to east and excluding the area within the interstate limited access right-of-way:

<u>STATION</u>	<u>DISTANCE⁽¹⁾</u>	<u>MEDIAN OPENING?</u>	<u>MOVEMENT</u>	<u>CONNECTION</u>
<u>160+59.33</u>	<u>n/a</u>	<u>Yes</u>	<u>All</u>	<u>Oriole Road</u>
<u>170+54.54</u>	<u>995.21 ft.</u>	<u>Yes⁽²⁾</u>	<u>Rt-in/Rt-out from S WB to SB Left-in NB to WB Left-out⁽²⁾</u>	<u>Alico Int. Park DRI</u>
<u>177+74.54</u>	<u>720 ft.</u>	<u>Yes</u>	<u>All</u>	<u>Three Oaks Parkway</u>
<u>222+81</u>	<u>n/a</u>	<u>Yes</u>	<u>EB to NB Left-in⁽³⁾ Rt-in/Rt-out from N& S</u>	<u>Coca-Cola Bottling Co. (N) University Plaza (S)</u>
<u>234+44</u>	<u>1163 ft.</u>	<u>Yes</u>	<u>All</u>	<u>Ben Hill Griffin Pkwy.</u>

⁽¹⁾Distance measured from next connection to the west.

⁽²⁾This access point may be further limited if a regional mall is not developed at the southwest corner of Alico Road/Three Oaks Parkway.

(3) A WB to SB left-in may be allowed if sufficient right-of-way is provided and an analysis demonstrating acceptable operation is submitted to and approved by LCDOT.

Access Control Standards for Corkscrew Road

The access on Corkscrew Road is limited to the following movements and locations, from west to east and excluding the area within the interstate limited access right-of-way:

<i>STATION</i>	<i>DISTANCE⁽¹⁾</i>	<i>MEDIAN OPENING?</i>	<i>MOVEMENT</i>	<i>CONNECTION</i>
172+84	n/a	Yes	All	Three Oaks Parkway
179+44	660 ft.	Yes	EB to NB Left-in ⁽²⁾ Rt-in/Rt-out from N&S	Corkscrew Crossings (#1)
185+29	585 ft.	Yes	All	Corkscrew Crossings (#2)
187+83	254 ft.	No	Rt-in/Rt-out from N ⁽³⁾	Pic-N-Run Entrance
190+34	253 ft.	Yes	EB to NB Left-in Rt-in/Rt-out from N	Esterio Int. Com. Park (#3)
194+29	395 ft.	Yes	WB to SB Left-in NB to WB Left-out Rt-in/Rt-out from S	Corkscrew Woodlands
221+47	n/a	Yes	U-turns only	None
230+14	867 ft.	Yes	EB to NB Left -in Rt-in/Rt-out from N&S ⁽⁴⁾	Miromar Outlet Mall
236+73	660 ft.	Yes	All	Ben Hill Griffin Pkwy.

(1) Distance measured from next connection to the west.

(2) A WB to SB left-in may be allowed at this location if necessary.

(3) The previously-approved driveway for the Pic-N-Run may remain provided there is not other access; however, if Pic-N-Run establishes a connection to the frontage road system and other access locations, the driveway must be removed.

(4) The Right-in/Right-out from the south already exists at Station 230+65. This connection may be shifted west to any point between Stations 226+30 and 230+65 if proven not to be a traffic safety hazard.

(Relocated and Amended by Ordinance No. 00-22)

The maps for the access plan for Corkscrew Road that were attached to PAT 99-27 and the maps for Alico Road that are attached to this package are included in the amendment proposal, to be made part of the Future Land Use Map series.

**PART III - LOCAL PLANNING AGENCY
REVIEW AND RECOMMENDATION**

DATE OF PUBLIC HEARING: July 22, 2002 & August 26, 2002

A. LOCAL PLANNING AGENCY REVIEW

July 22, 2002 LPA Review

At the July meeting, staff asked the LPA to table the item until the August meeting. Staff had heard again from Mr. Freeman, the one property owner who had commented on the access plan for Alico Road, about his desire for a full connection north and south between Oriole Road and Three Oaks Parkway. Mr. Freeman wanted time to hire a traffic consultant to evaluate his proposal and convince staff to support it. As of the mail-out date for the August LPA meeting, staff had only heard from Mr. Freeman once, two days before, and he was still working on hiring a consultant. Staff's report remains unchanged from the July version, with the exception of the addition of this explanation and the access plan maps for Corkscrew Road, which have previously been approved by the LPA and BOCC, but are now proposed to be made part of the Future Land Use Map series.

August 26, 2002 LPA Review

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. RECOMMENDATION:

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

C. VOTE:

NOEL ANDRESS	_____
MATT BIXLER	_____
SUSAN BROOKMAN	_____
RONALD INGE	_____
GORDON REIGELMAN	_____
ROBERT SHELDON	_____
GREG STUART	_____

**PART IV - BOARD OF COUNTY COMMISSIONERS
HEARING FOR TRANSMITTAL OF PROPOSED AMENDMENT**

DATE OF TRANSMITTAL HEARING: _____

A. BOARD REVIEW:

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

1. BOARD ACTION:

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

C. VOTE:

JOHN ALBION

ANDREW COY

BOB JANES

RAY JUDAH

DOUG ST. CERNY

**PART V - DEPARTMENT OF COMMUNITY AFFAIRS OBJECTIONS,
RECOMMENDATIONS, AND COMMENTS (ORC) REPORT**

DATE OF ORC REPORT: _____

A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS

B. STAFF RESPONSE

**PART VI - BOARD OF COUNTY COMMISSIONERS
HEARING FOR ADOPTION OF PROPOSED AMENDMENT**

DATE OF ADOPTION HEARING: _____

A. BOARD REVIEW:

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

1. BOARD ACTION:

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

C. VOTE:

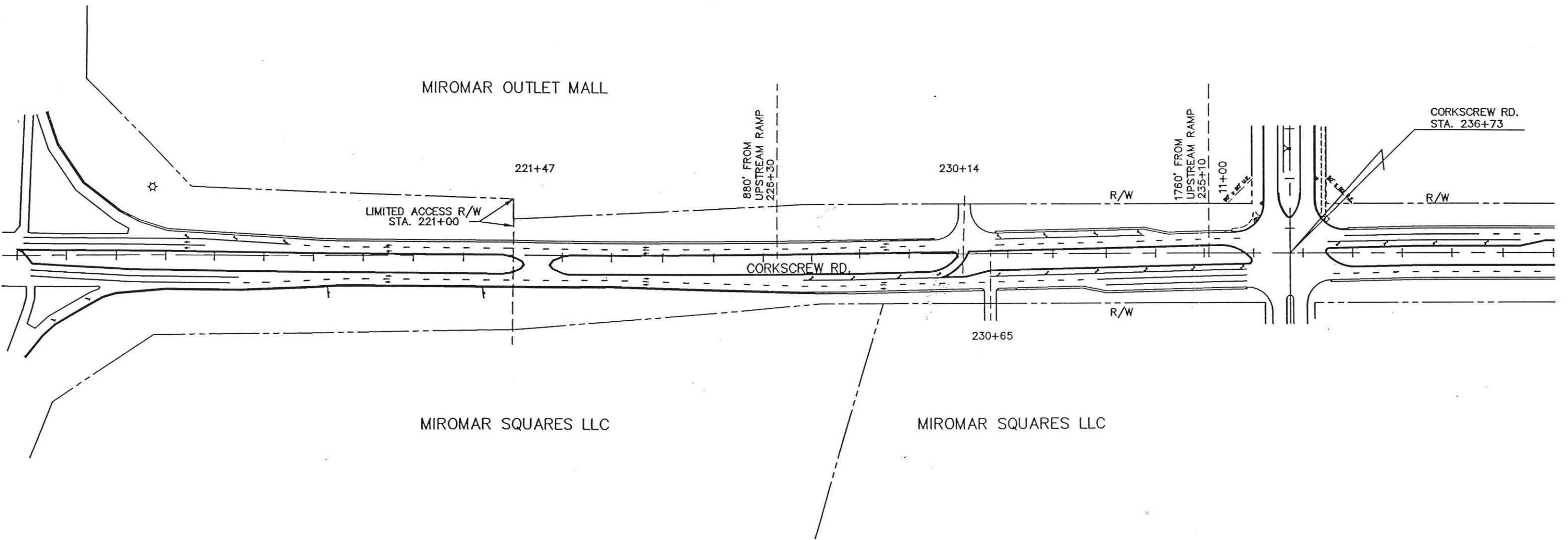
JOHN ALBION

ANDREW COY

BOB JANES

RAY JUDAH

DOUG ST. CERNY



APPROVED BY: _____
 REGISTERED PROFESSIONAL ENGINEER
 FLORIDA CERTIFICATE NO. _____
 DATE: _____

NO.	DATE	BY	REVISIONS - DESCRIPTION

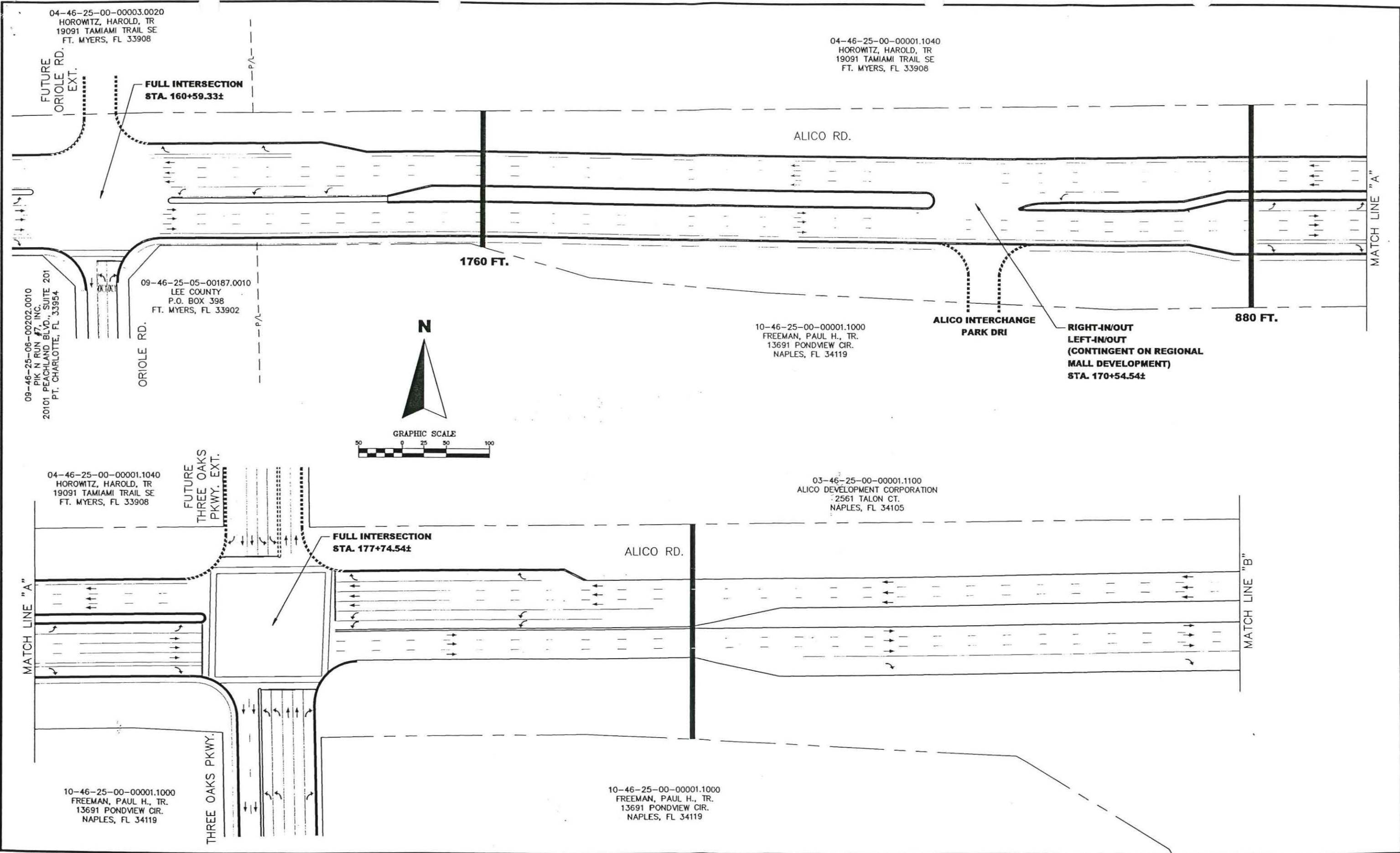
DESIGNED: M.A.R. DATE: 1/00 HORIZ. SCALE: 1"=200'
 DRAWN: M.T.G. DATE: 1/00 VERT. SCALE: _____
 CHECKED: M.A.R. DATE: 1/00 FILE NAME: 000033801
 PROJECT NO.: 6713 DATE: 1/00 DESK NO.: 67001

PUBLIC WORKS ADMINISTRATION

 1600 MONROE STREET FORT MYERS, FLORIDA 33901
 841-470-8000
 DEPARTMENT OF TRANSPORTATION

**CORKSCREW ROAD
 ACCESS PLAN**
 I-75 TO BEN HILL GRIFFIN PARKWAY

SHEET
 1
 of
 1
 SHEETS



NO.	DATE	BY	REVISIONS - DESCRIPTION

DESIGNED: L.W.	DATE: 1/02	HORIZ. SCALE: 1"=50'
DRAWN: L.L.C.	DATE: 1/02	1"=100' (11"x17")
CHECKED: L.W.	DATE: 1/02	VERT. SCALE: N/A
PROJ. NO.:	FILE: 010482902	N/A (11"x17")

APPROVED BY: _____

REGISTERED PROFESSIONAL ENGINEER
FLORIDA CERTIFICATE NO. _____

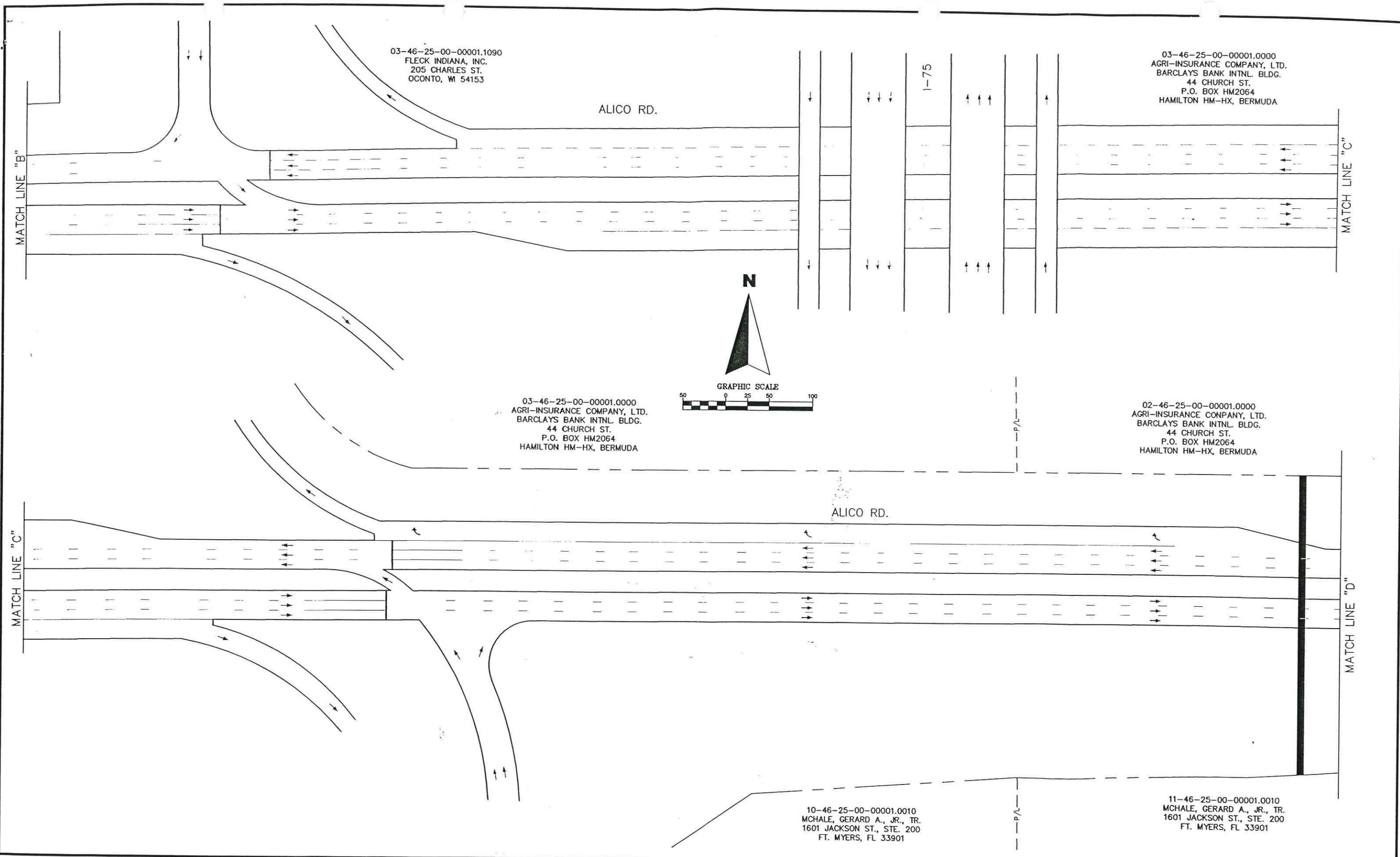
DATE: _____

PUBLIC WORKS
LEE COUNTY
SOUTHWEST
FLORIDA
1500 MONROE STREET
(941) 479-8900 www.lee-county.com/publicworks/dotfiles.htm

DEPARTMENT
of
TRANSPORTATION
FORT MYERS, FLORIDA 33901

ALICO ROAD
ORIOLE RD. TO I-75


ACCESS PLAN



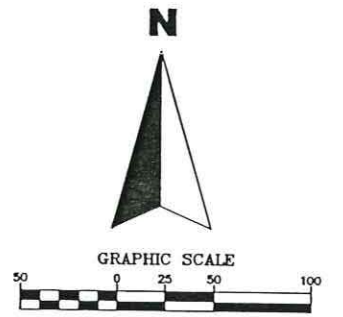
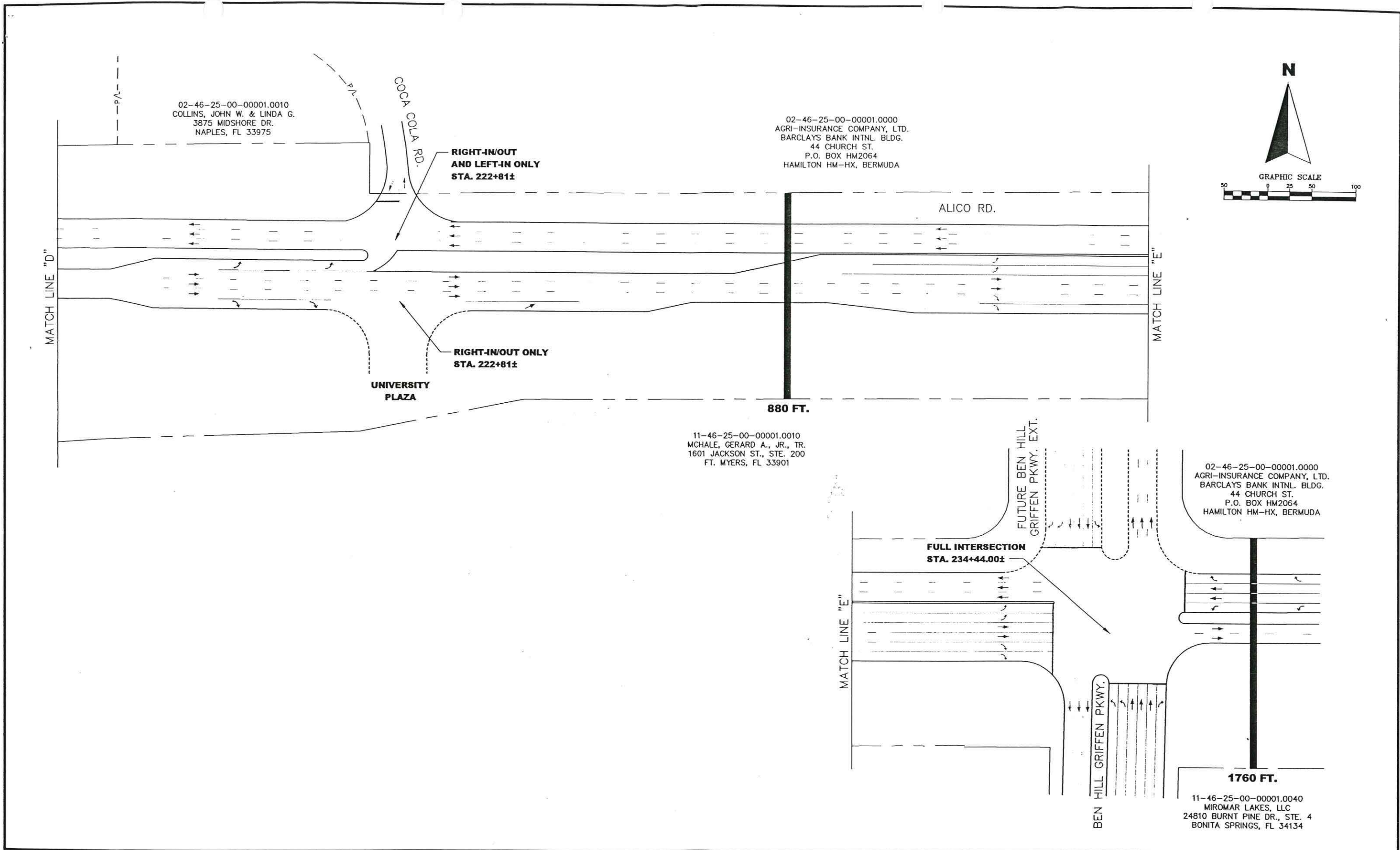
NO.	DATE	BY	REVISIONS - DESCRIPTION

DESIGNED: L.W. DATE: 1/02 HORIZ. SCALE: 1"=50'
 DRAWN: L.L.C. DATE: 1/02 1"=100' (11"x17")
 CHECKED: L.W. DATE: 1/02 VERT. SCALE: N/A
 PROJ. NO.: FILE: 010482903 N/A (11"x17")

APPROVED BY:
 REGISTERED PROFESSIONAL ENGINEER
 FLORIDA CERTIFICATE NO. _____
 DATE: _____

 PUBLIC WORKS
 LEE COUNTY DEPARTMENT
 SOUTHWEST of
 FLORIDA TRANSPORTATION
 1500 MONROE STREET FORT MYERS, FLORIDA 33901
 (941) 478-8900 www.lee-county.com/publicworks/dot/usa.htm

ALICO ROAD
AT I-75
 ACCESS PLAN



NO.	DATE	BY	REVISIONS - DESCRIPTION

DESIGNED: L.W.	DATE: 1/02	HORIZ. SCALE: 1"=50'
DRAWN: L.L.C.	DATE: 1/02	1"=100' (11"x17')
CHECKED: L.W.	DATE: 1/02	VERT. SCALE: N/A
PROJ. NO.:	FILE: 010482904	N/A (11"x17')

APPROVED BY:

REGISTERED PROFESSIONAL ENGINEER
FLORIDA CERTIFICATE NO. _____

DATE: _____

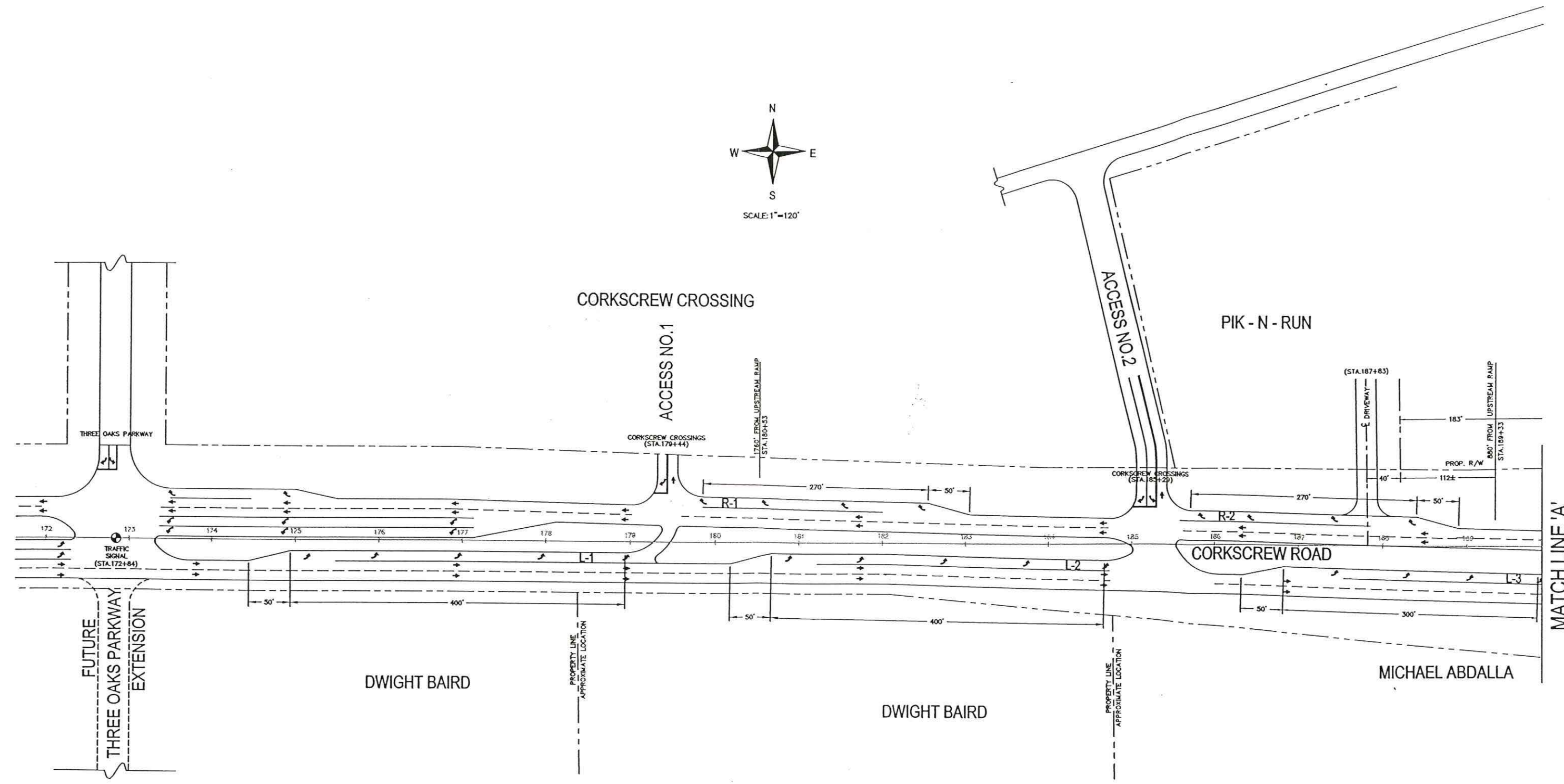
PUBLIC WORKS
LEE COUNTY
SOUTHWEST
FLORIDA

1500 MONROE STREET
(941) 478-8900 www.lee-county.com/publicworks/dot/le.htm

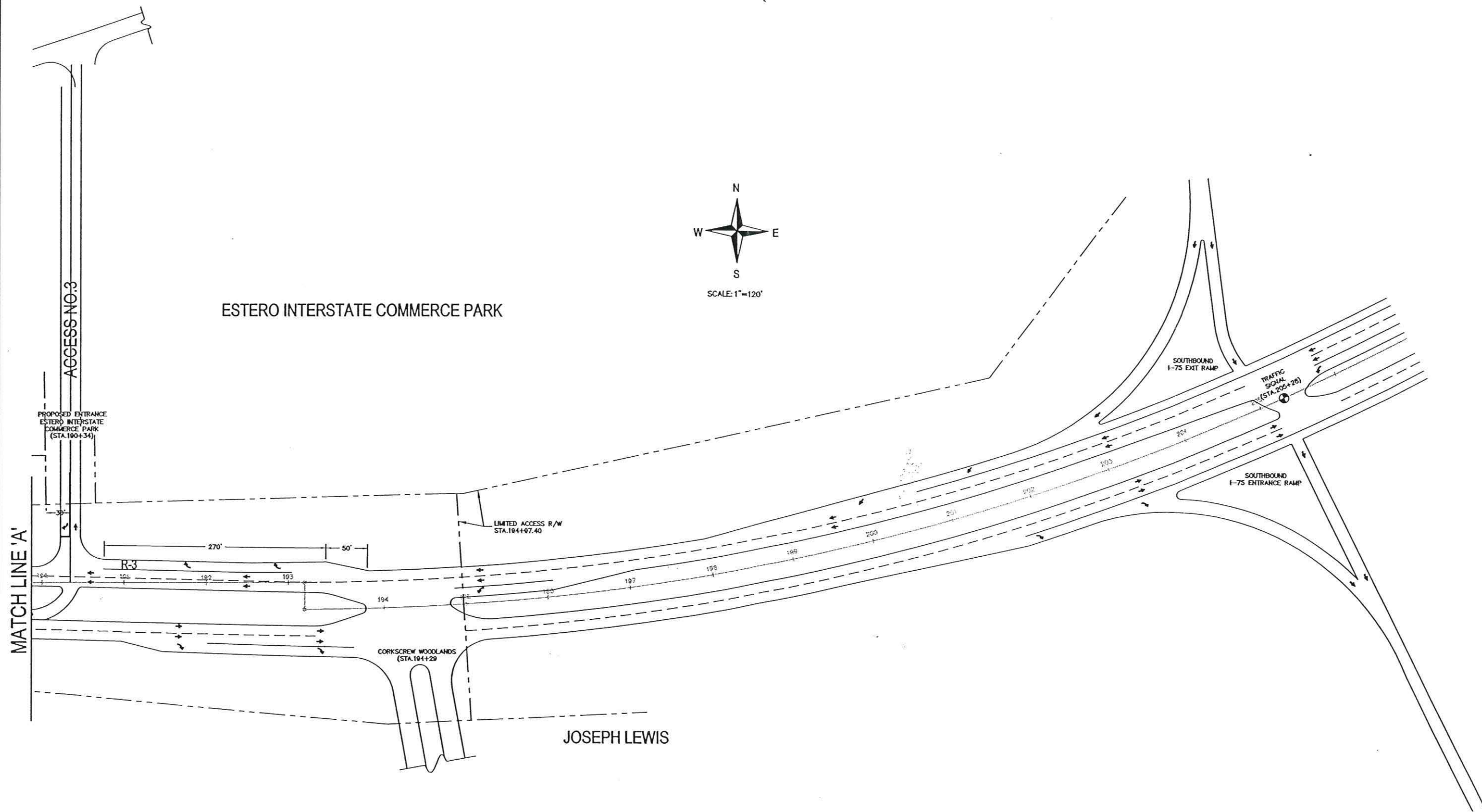
DEPARTMENT
of
TRANSPORTATION

FORT MYERS, FLORIDA 33901

ALICO ROAD
I-75 TO BEN HILL GRIFFEN PARKWAY
ACCESS PLAN



JOB NO. 990623 FILE:	REVISIONS						DESIGNED BY	NAME	DATE	DRAWN	NAME	DATE	APPROVED BY:	METRO TRANSPORTION GROUP, INC. A/K/A SOUTHWEST TRANSPORTATION ENGINEERING, INC. 1542 COLONIAL BLVD., SUITE 30 FORT MYERS, FLORIDA 33907 (811) 278-3000	CORKSCREW ROAD ACCESS PLAN THREE OAKS PARKWAY TO I-75
	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	T.B.T.	3/21/00	A.J.R.	3/21/00					
							CHECKED BY	J.M.B.	3/21/00	CHECKED					
						SUPERVISED BY:									



JOB NO: 990623
FILE:

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DESIGNED BY	T.B.T.	DATE	3/21/00	DRAWN	A.J.R.	DATE	3/21/00
CHECKED BY	J.M.B.	DATE	3/21/00	CHECKED			
SUPERVISED BY:							

APPROVED BY:

METRO TRANSPORTION GROUP, INC.
A/X/A SOUTHWEST
TRANSPORTATION ENGINEERING, INC.
1542 COLONIAL BLVD., SUITE 30
FORT MYERS, FLORIDA 33907
(841) 270-3080

CORKSCREW ROAD ACCESS PLAN
THREE OAKS PARKWAY TO I-75