## Jessica Harrelson

**From:** jharrelson@pen-eng.com
**Subject:** FW: Edisto Lake Apartments

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**From:** Jack Straw <jstraw@pacificacompanies.com>
**Sent:** Thursday, February 22, 2024 5:52 PM
**To:** Neale Montgomery <NealeMontgomery@Paveselaw.com>
**Cc:** Kathryn Kelly <kathryn@heightsfoundation.org>; Joshua Fruth <jfruth@pen-eng.com>
**Subject:** RE: Edisto Lake Apartments

Hi Neale,

Thank you for sending this over. I've discussed with ownership and unfortunately we will need to decline pursuing this.

Regards,
**Jack Straw**
**Project Manager, Entitlements**
**Pacifica Companies**
**jstraw@pacificacompanies.com**
**C: 619-889-0583**

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**From:** Neale Montgomery <NealeMontgomery@Paveselaw.com>
**Sent:** Tuesday, February 20, 2024 6:33 AM
**To:** Jack Straw <jstraw@pacificacompanies.com>
**Cc:** Kathryn Kelly <kathryn@heightsfoundation.org>; Joshua Fruth <jfruth@pen-eng.com>
**Subject:** RE: Edisto Lake Apartments

You don't often get email from nealemontgomery@paveselaw.com. Learn why this is important

**Good morning Mr. Straw,**

**When we spoke you inquired as to what the next steps would be to provide for the interconnection. It would be necessary to identify a connection point that provides for sufficient stacking so that access to the projects will not adversely impact Pine Ridge Road. It will also require a cross access easement that would legally allow the trips from the proposed school to utilize the connection (Richwood Drive) to Pine Ridge.**

**The applicant would have to take several steps to provide for the interconnection.**

1. **The applicant would have to amend the pending zoning to include the interconnection on the Master Concept plan.**
2. **The applicant would also have to include the interconnection on an application for a development order. It is my understanding that the current connection from the apartment complex to Pine Ridge Road does not include drainage for the road. Thus, any changes to the road would require the inclusion of proper drainage consistent**

**with today's requirements. I included Joshua Fruth on this email. Joshua is the engineer for the project, and he can better describe what would be required.**

3. **The proposed development will have to obtain an Environmental Resource Permit (ERP). This permit addresses surface water management, wetland, and species issues, if any. The improvements to Richwood Drive would need to be included in the ERP application.**
4. **Any applications for improvements to Richwood Drive would require an authorization from the owner to permit the property to be included in the application.**
5. **There are adjustments that will be required along Edisto Way because a drainage swale along the road has not been maintained and a wall was improperly built over the drainage swale.**

**I hope this information is the type of information you were seeking. Please let me know as soon as you can whether this is something the ownership would consider or whether this is something ownership is not interested in pursuing.**

PAVESE LAW FIRM

**Neale Montgomery** (Bio)
*Partner*
1833 Hendry Street (33901)
Post Office Drawer 1507 Fort Myers, FL 33902
Direct 239.336.6235 Fax 239.332.2243
nealemontgomery@paveselaw.com
Visit our website: www.paveselaw.com

---

**From:** Jack Straw <jstraw@pacificacompanies.com>
**Sent:** Monday, February 12, 2024 2:17 PM
**To:** Neale Montgomery <NealeMontgomery@Paveselaw.com>
**Subject:** Edisto Lake Apartments

Hi Neale,

I'm reaching out in response to the letter we received from Pavese Law Firm about the Edisto Lake Apartments. I was hoping to speak with you and get a little more background on the letter. You were listed as a contact in the letter so I'd to see if you have time for a phone call today if possible.

Please let me know what time would work best for you. I can be reached at 619-889-0583.

Regards,
**Jack Straw**
**Project Manager, Entitlements**
**Pacifica Companies**
**jstraw@pacificacompanies.com**
**C: 619-889-0583**

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PENINSULA ENGINEERING

# HEIGHTS CAREER TECHNICAL SCHOOL
## Deviations and Justifications

The Crosslands PD currently includes the below approved deviations, per Resolution Z-86-081, as amended:

Existing Deviations

1. **Minimum setback from a structure to a water body of 25', to 10' (measured at top of bank).**
*This is an existing deviation that allowed structures within the Crosslands RPD to be constructed within 10' of the lake. This deviation does not apply to the proposed Heights Career Technical School CPD. There are no water bodies proposed on the site or adjacent to the site. Refer to the attachments – Original PD Master Plan and List of Deviations for reference.*

2. Withdrawn

3. **Minimum excavation setbacks to a private property line of 100', to 25'.**
*This is an existing deviation that allowed excavation activities to be located within 25' of the Crosslands RPD property line, instead of 100'. This deviation does not apply to the proposed Heights Career Technical School CPD. There are no excavation activities proposed on the site or adjacent to the site. Refer to the attachments – Original PD Master Plan and List of Deviations for reference.*

4. **Minimum excavation setbacks to a quarter section line of 60', to 0' for the north-south line in Section 32.**
*This is an existing deviation that allowed excavation within the Cross RPD to be located over a quarter section line and was an existing condition at time of the original approval. This deviation does not apply to the proposed Heights Career Technical School CPD. There are no excavation activities proposed within the CPD. Refer to the attachments – Original PD Master Plan and List of Deviations for reference.*

5. **Requirement that street access be provided to adjoining property, to eliminate a connection to the adjoining local road system.**
*This is an existing deviation that allowed the Crosslands RPD to not connect to properties to the east and south. Staff found additional access could potentially impact the elementary school. This deviation does not apply to the proposed Heights Career Technical School CPD. Refer to the attachments – Original PD Master Plan and List of Deviations for reference.*

6. **Requirement that the minimum intersection spacing of 660' along arterial streets, to allow a separation of 630'.**
*This is an existing deviation that approved the minimum intersection spacing on Gladiolus Drive, between the project's entrance (now Edisto Way) and Pine Ridge Road to be 630' instead of the required 660'. This is an existing condition and there no changes to the subject entrance proposed. This deviation/existing condition is shown on the CPD Master Plan.*


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7. **Minimum setbacks from roads, streets, and drives of 80' from the centerline of Pine Ridge Road, to 75'.**
*This is an existing deviation that allowed a structure within the northwestern area of the Crosslands RPD to be located within 75' of the Pine Ridge Road centerline instead of 80'. This deviation does not apply to the proposed Heights Career Technical School CPD. Current code required setbacks have been utilized for the design of the CPD. Refer to the attachments – Original PD Master Plan and List of Deviations for reference.*

8. **Minimum perimeter setbacks for incompatible developments from 25', to 20' on the south and east property lines.**
*This is an existing deviation that allowed perimeter setbacks along the eastern and southern property lines, within the Crosslands RPD, to be 20' instead of 25'. This deviation does not apply to the proposed Heights Career Technical School CPD. Refer to the attachments – Original PD Master Plan and List of Deviations for reference.*

9. **Deviation from the requirement of a minimum 60' setback from a structure to a quarter line section, to allow a 0' setback.**
*This is an existing deviation that allowed one structure to be placed over the quarter section line within the Crosslands RPD. This deviation does not apply to the Heights Career Technical School CPD. Refer to the attachments – Original PD Master Plan and List of Deviations for reference.*

This PD Amendment is seeking approval of three additional deviations, as outlined below:

<u>New Deviation Requests</u>

10. **Deviation #10 seeks relief from LDC Section 10-285, Table 1 "Connection Separation," which requires a 330' separation for motor vehicles located along major collectors within Future Urban designated areas, to instead allow a ±195' separation for the proposed motor vehicle connection on Pine Ridge Road from Richwood Drive**.

*Justification: Lee County issued a Final Plan Approval letter, dated May 10, 1990, to the developer of the residential development, known as Edisto Lake Apartments, indicating that the residential development's Final Plan was in substantial compliance with the Master Concept Plan and conditions of the rezoning. The eight-page plan attached to the Final Plan Approval does not illustrate an interconnect between the residential and commercial properties of the Crosslands PD, nor does the Final Plan Approval mention the need to provide a connection between the two properties. As depicted on the eight-page plan, access to the commercial property is shown as a direct connection along Pine Ridge Road and Gladiolus Drive.*

*A letter, prepared by Pavese Law Firm, was mailed to the owner of the Edisto Lake Apartments (Pacifica Edisto Lake, LLC) requesting an interconnect. A representative of the owner, Jack Straw, contacted Ms. Kelly and Ms. Montgomery. Mr. Straw asked for additional information on the steps needed to accommodate the connection. An email was provided that identified the required steps and said email is attached hereto. Subsequently, Mr. Straw provided an email wherein he indicated that the owner has no interest in accommodating an interconnection.*


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*Two (2) points of ingress/egress have been considered for the subject commercially zoned property since the initial rezoning, per Resolution Z-86-1. The property has an existing accessway off Gladiolus Drive (Edisto Way), via a right-in/right-out-only intersection. Edisto Way is a shared access with the adjacent residential development; refer to the Ingress, Egress, Utility, and Signage Easement (OR Book 2584/Page 2781). The subject property does not have legal access to connect to Richwood Drive to the north, which is a private road serving a residential community. One access along Gladiolus Drive is not sufficient to serve the proposed development. It is in the best interest of public safety to allow the connection, as proposed, along Pine Ridge Road.*

*The proposed Pine Ridge Road ingress/egress location will aid in eliminating potential traffic congestion and will allow for sufficient traffic movement. The Pine Ridge Road access is imperative to the site's design, which will allow the site to function safely by providing adequate access not only for students and employees but also for emergency and service vehicles. The subject property is the last remaining, undeveloped property along the subject low-volume segment of Pine Ridge Road. The reduction in connection separation will have no negative impact on public health, safety, or welfare.*

*Please also refer to the attached Traffic Memo providing additional justification for the deviation request.*

11. **Deviation #11 seeks relief from LDC Section 10-416(d)4 "Buffer Types," which requires Type 'C' buffers provide a solid wall, berm or wall/berm combination not less than eight feet in height as measured from the finished grade of the project site, to instead allow a solid wall/retaining wall combination not less than eight feet in height as measured from existing grade of the project site. See Sheet 3 of the Master Concept Plan.**

*Justification: Due to current FEMA requirements, the proposed finished floor elevation of the project site is ±11-feet. Existing elevations of the subject property, as well as adjacent properties, range from ±3.5'-±4.5'; consequently, a retaining wall will be constructed around most of the site's perimeter to eliminate the possibility of erosion.*

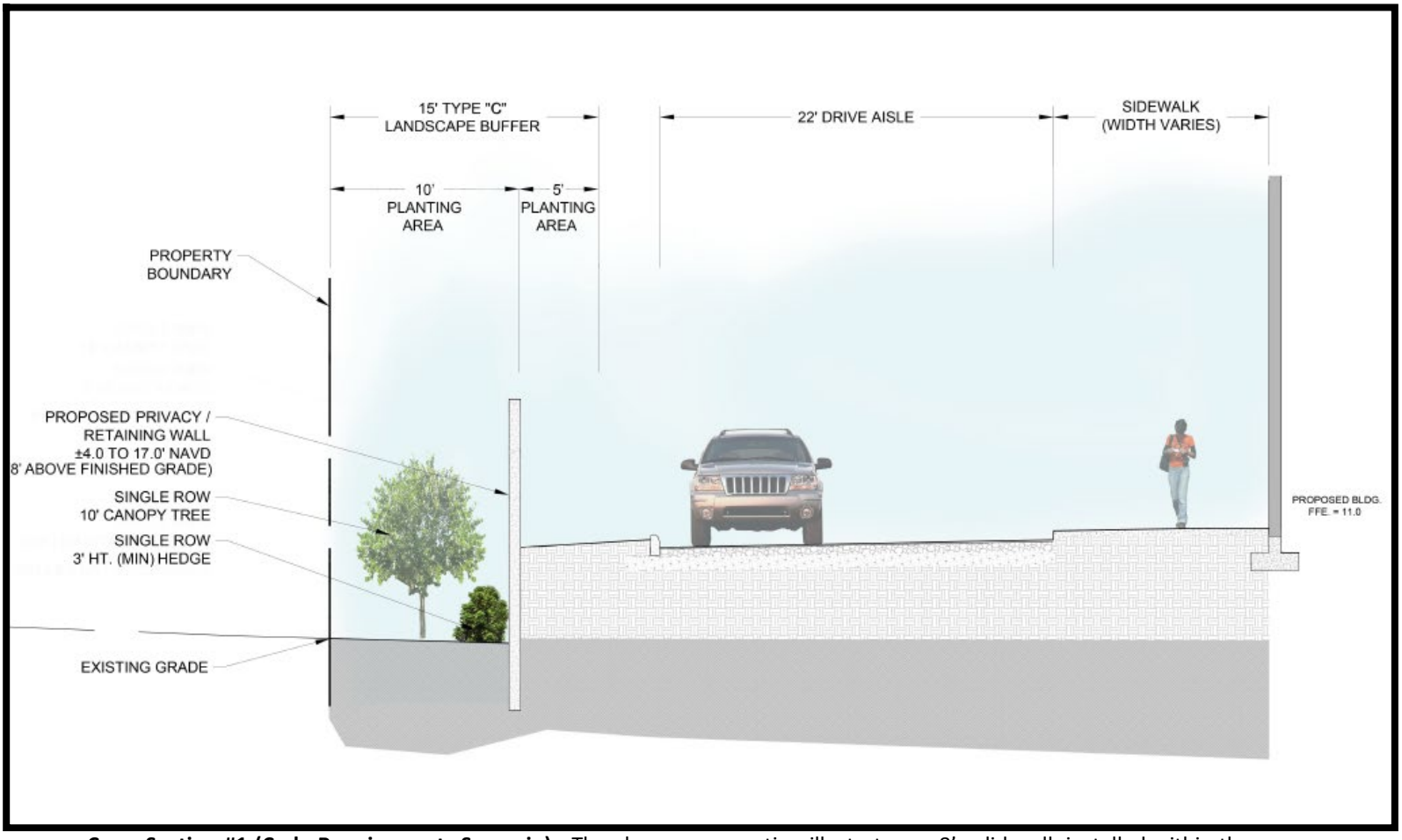
*Per LDC requirements, Type 'C' buffers must contain a solid wall, berm, or wall/berm combination, not less than 8' in height, as measured from the finished grade of the project site. Code requirements for the measurement of the wall creates a site-specific hardship due to the proposed finished floor elevation of the project site (±11') and how it relates to the elevations of adjacent properties (±3.5'-±4.5'). Should the wall be installed per code requirements, this would result in a retaining wall/solid wall combination with a total height of ±13' from existing grade; see Cross Section #1 below illustrating the required wall installed per code requirements.*

*The approval of this deviation will allow a retaining wall/solid wall combination, not less than 8' in height, measured from the existing grade of the project site. Additional plant material and enhanced landscaping, as outlined in Deviation #12, will be installed within the buffer to sufficiently screen the development from adjacent residential uses. The enhanced landscape buffers, along with the proposed retaining wall/solid wall combination measured from existing grade, create a more visually appealing development; see Cross Section #2 below illustrating the required wall measured from existing grade and*


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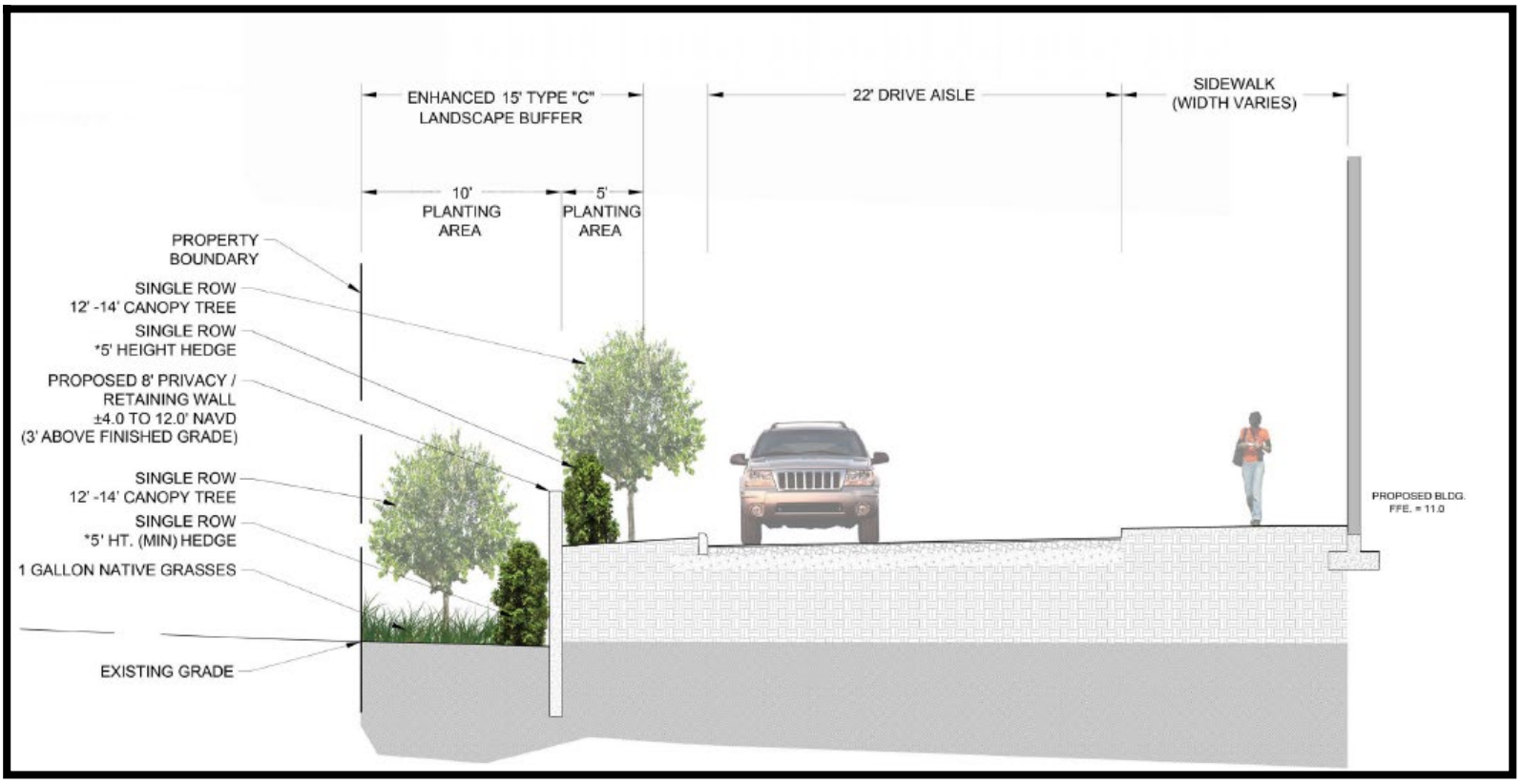
*additional plant materials proposed. The approval of this deviation will have no negative impact on public health, safety or welfare.*




**Cross Section #1 (Code Requirements Scenario)**: The above cross-section illustrates an 8' solid wall, installed within the Type 'C' buffer, and measured from the finished elevation of the project site (resulting in a retaining wall/solid wall combination with an overall height of ±13'). The required code minimum Type 'C' buffer plantings are shown on the exterior side of the wall, facing adjacent residential development.


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**Cross Section #2**: The above cross-section illustrates the 8' solid wall/retaining wall combination, installed within an enhanced Type 'C' buffer, measured from the existing elevation of the project site.



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**12.** **Deviation #12 seeks relief from LDC Section 10-420(f) "Plant Material Standards," which requires the height of all trees, palms and shrubs located within buffers to be measured from the parking lot grade of the project site, to instead allow the height of trees, palms and shrubs within the buffer, forward the solid wall/retaining wall, to be measured from final grade in which they are planted, subject to the cross sections shown on Sheets 2 and 3 of the Master Concept Plan and the following provisions:**

**a. Within the Type 'C' buffers, where the site is adjacent to residential development and a retaining wall is constructed, a single row of shrubs 5' in height and spaced 4' on center and single row of native canopy trees 12'-14' in height at five (5) trees per 100 linear feet shall be planted at the finished grade of the project site, and a single row of shrubs planted at 5' in height and maintained at a minimum of 7' in height shall be planted and spaced 4' on center within the existing grade buffer adjacent to the retaining wall. An additional row of native canopy trees 12'-14' in height at five (5) trees per 100 linear feet shall be planted within the existing grade planting area adjacent to the retaining wall, these additional trees shall count towards the General Tree requirement.**

**b. Within the Type 'D' buffers, where the site is adjacent to rights-of-way and a retaining wall is constructed, four (4) canopy trees at 12' in height and five (5) Cabbage Palms with a minimum 10' clear trunk shall be planted at existing and finished grade per 100 linear feet. Alternatively, five (5) Royal Palms with a minimum 10' clear trunk may be planted at existing and finished grade per 100 linear feet along the intersection of Gladiolus Drive and Pine Ridge Road. The required double hedge row may be split so that one hedge row is planted at existing grade (external side of the wall) and one hedge row is planted at finished grade (interior side of the wall).**

**c. One (1) gallon native grasses and groundcovers shall be provided at 36" on center within the existing grade portions of the Type 'C' and Type 'D' buffers.**

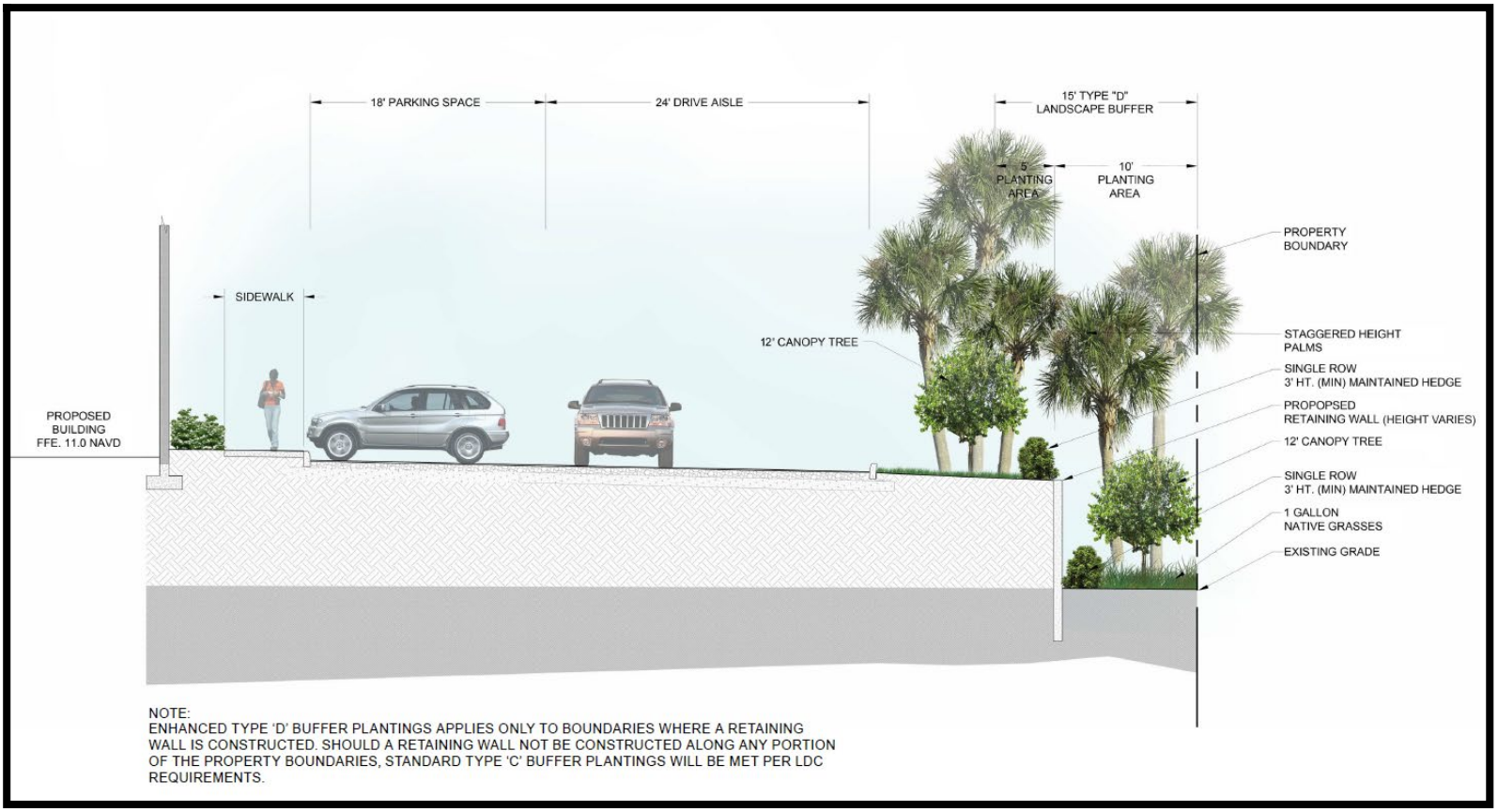
**d. Additional plantings apply only to boundaries where a retaining wall or retaining wall/solid wall combination are constructed. Should a retaining wall not be constructed along any portion of the property boundaries, standards buffer plantings will be installed per LDC requirements.**

*Justification: Due to FEMA requirements, the proposed finished floor elevation of the site is ±11-feet. Existing elevations range from ±3.5 '- 4.5'; consequently, a retaining wall is needed around most of the project site's perimeter to eliminate the possiblity of erosion. A split buffer is planned, with a 10' planting area at existing grade to sufficiently screen the retaining wall/solid wall and a 5' planting area at the project site's finished elevation to sufficiently screen the development.*

*The proposed location of plant material to be installed and the additional plantings, along with the retaining wall/solid wall, will provide an adequate visual buffer and sufficient screening from abutting residential development and rights-of-ways. The approval of this deviation creates a more visually appealing development. Refer to Cross Sections #3 and #4 below.*


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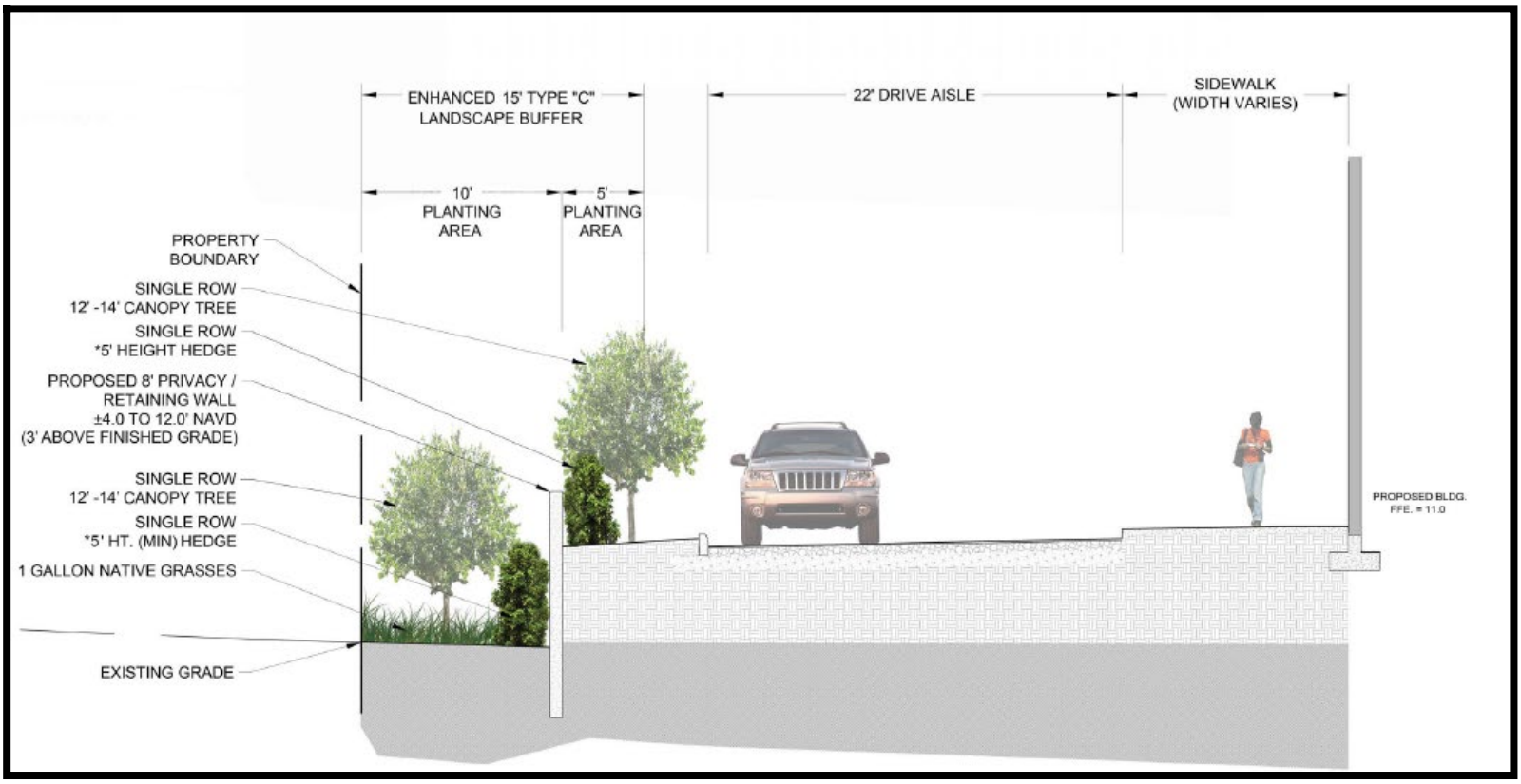
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**Cross Section #3**: The above cross-section illustrates a Type 'D' buffer where a retaining wall is constructed.


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**Cross Section #4:** The above cross-section illustrates a Type 'C' buffer where a retaining wall/solid wall combination is constructed.


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CONNECTION SEPARATION DEVIATION BACKUP MATERIALS

1. 1990 FINAL PLAN APPROVAL

2. LETTER TO PACIFICA EDISTO LAKE, LLC

3. EMAIL CORRESPONDENCE FROM EDISTO LAKE, LL REPRESENTATIVE

4. TRAFFIC MEMO & TURNLANE EXHIBIT


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DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024

COUNTY

BOARD OF COUNTY COMMISSIONERS

P.O. Box 398
Fort Myers, Florida 33902-0398
(813) 334-2166
335-2272
*Writer's Direct Dial Number*

John E. Manning
*District One*

Douglas R. St. Cerny
*District Two*

Ray Judah
*District Three*

Bill Fussell
*District Four*

Donald Slisher
*District Five*

Marsha Segal-George
*County Administrator*

James G. Yaeger
*County Attorney*

R. Scott Barker
*County Hearing Examiner*

May 10, 1990

Mr. Michael Roeder
Humphrey & Knott
1625 Hendry Street
Fort Myers, Florida 33901

Re: Final Plan Approval for Crosslands RPD/CPD
(Richwood Lake Estates), File #86-6-7 DCI

file w/86-6-7-(A) DCI

Dear Mr. Roeder:

This letter is to inform you that the eight-page Final Plan entitled "Richwood Lake Estates" dated February, 1990 (job number 90-01, sheets 1 and 3 of 7 last revised April, 1990, stamped received April 27, 1990) is in substantial compliance with the Master Concept Plan and conditions of the rezoning granted by the Board of County Commissioners on March 23, 1987 (Resolution Z-86-81).

Please note that certain conditions of Resolution Z-86-81 will need to be met prior to the issuance of a development order for this development and by copy of this letter, staff is advising Development Review of this matter.

This approval does not relieve this development from compliance with state or local regulations for the development of this property, except as specifically granted in the resolution (Resolution Z-86-81). This approval only grants final plan approval and does not indicate that a development order has been or will be approved.

(7525Z)

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024



Please feel free to contact me if you have any questions on this matter.

Sincerely,

DEPARTMENT OF COMMUNITY DEVELOPMENT

Alvin "Chip" Block

Alvin "Chip" Block, Senior Planner
Zoning Division

ACB

attachment

cc: Zoning File, 86-6-87 DCI
DCI File
Paul Bangs
Hal McNemar

(7525Z)

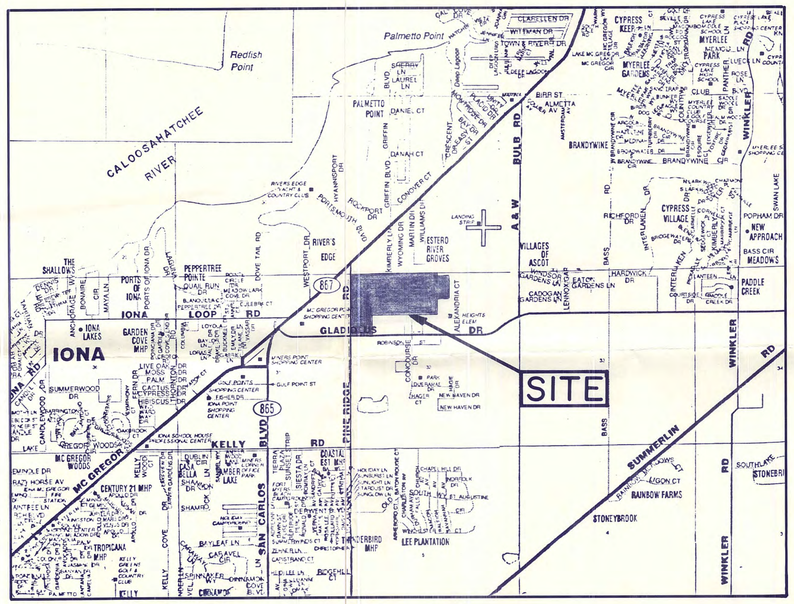
DCI2023-00033 Lee County ePlan
Additional info dated 03-01-2024

RECEIVED
APR 27 1990
ZONING COUNTER

# RICHWOOD LAKE ESTATES

## DRAWING INDEX

1. MASTER PLAN
2.-7. BUILDINGS, PARKING, ROADS, UTILITIES




NORTH

**SITE LOCATION MAP**
N.T.S.

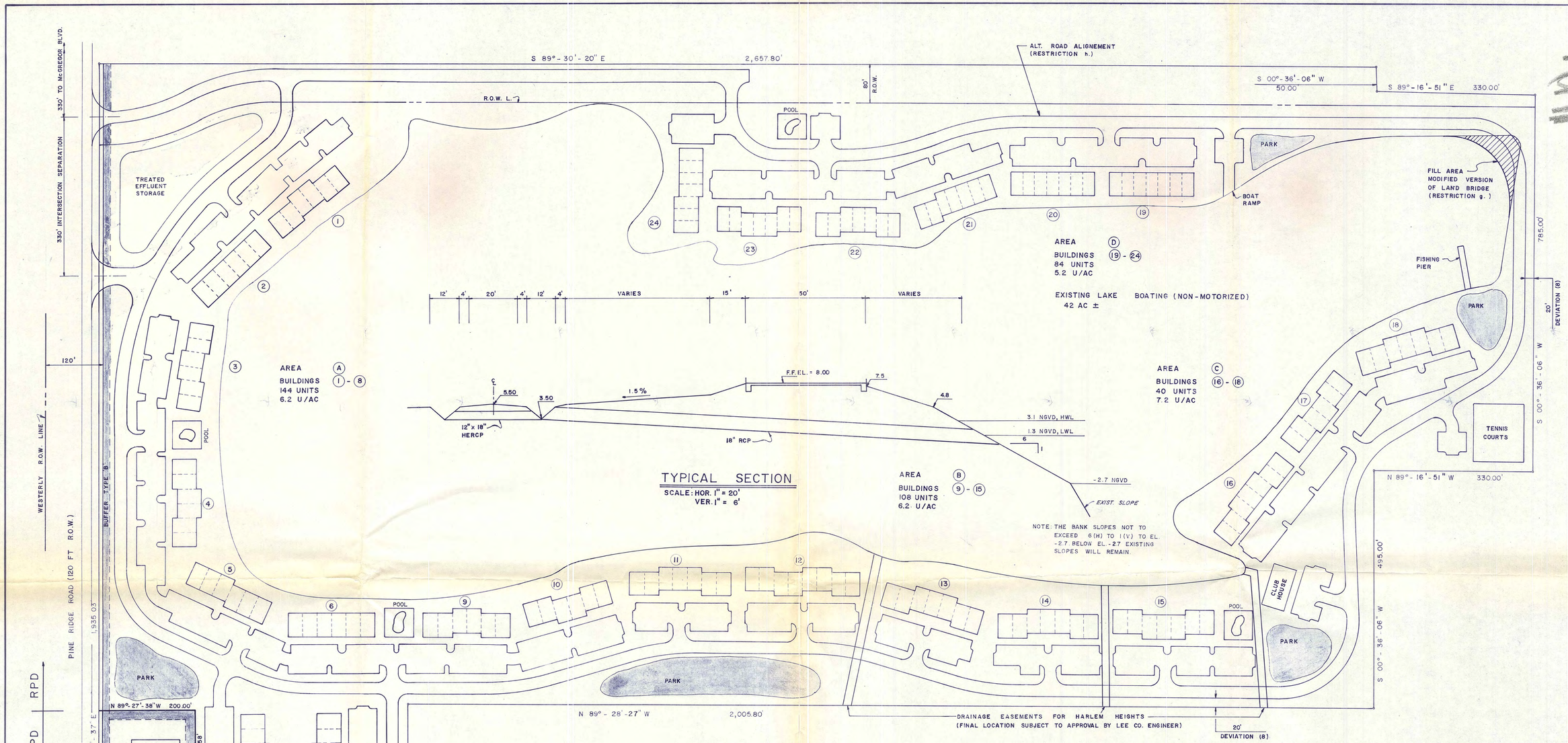
DEVELOPER:
CROSSLAND DEVELOPMENT CORP.
1301 SIXTH AVENUE WEST
BRADENTON, FLORIDA 34205

APPROVED
Final Plan Approval
for Residential Planned Development
Zoning Case # 86-6-7 DCI
Subject to conditions in Resolution Z-86-81
Date May 19, 1990

ENGINEER:
POKORNY ENGINEERING
CONSULTING ENGINEERS
1342 COLONIAL BOULEVARD, SUITE 21
FT. MYERS, FLORIDA 33907
(813) 936-7888

DCI2023-00033 Lee County ePlan

Additional info dated 03-01-2024




GENERAL NOTES:

1. Resolution #Z-86-81
2. Height of building limits
   Residential 45 feet
   Commercial 35 feet
3. Designated park areas are for parks, recreational facilities, playgrounds etc.
4. All water retention in the 42 acre lake. No other surface water management facilities.

The Commercial Planned Development section of the Master Concept Plan shall allow for all uses permitted in the CC District except for convenience stores.

RECLAMATION PLAN

1. A row of nursery grown trees of no less than one gallon size to be planted, at twenty-five feet on center or containerized seedlings to be planted, at ten feet on center, generally along the transitional area of the bank slope. Massing of trees would be acceptable as long as the minimum number of trees are provided.
2. A row of nursery grown plants to be planted, at ten feet on center, generally along the littoral or transitional areas of the bank slopes. Massing of plants would be acceptable as long as the minimum number of plants are provided.

Species of trees and plants are to be selected only from the following lists.

TREES*

| COMMON NAME | SCIENTIFIC NAME |
|---|---|
| Cypress | Taxodium spp. |
| Willow | Salix caroliniana |
| Dahoon Holly | Ilex cassine |
| Red Maple | Acer rubrum |
| Laurel Oak | Quercus laurifolia |
| Water Oak | Quercus nigra |
| Pop Ash | Fraxinus caroliniana |

PLANTS*

| COMMON NAME | SCIENTIFIC NAME |
|---|---|
| Buttonbush | Cephalanthus occidentalis |
| Coastal Arrowhead | Sagittaria spp. |
| Pickerelweed | Pontederia lanceolata |
| Saw Grass | Cladium jamaicensis |
| Leather Fern | Acrostichum danaeaefolium |
| Cordgrass | Spartina bakeri |
| Wax Myrtle | Myrica cerifera |

*No one species may exceed thirty (30) percent of the total plants planted along the lake.

Maintenance provision of one year must be provided to control invasion of exotic vegetation. Applicant must guarantee 80% survivability of planted trees and plants for no less than three years.

| Bldg. No. | No. of Stories | No. of Units |
|---|---|---|
| 1 | 3 | 18 |
| 2 | 3 | 18 |
| 3 | 3 | 18 |
| 4 | 3 | 18 |
| 5 | 3 | 18 |
| 6 | 3 | 18 |
| 7 | 3 | 18 |
| 8 | 3 | 18 |
| 9 | 3 | 18 |
| 10 | 3 | 18 |
| 11 | 2 | 14 |
| 12 | 2 | 16 |
| 13 | 2 | 14 |
| 14 | 2 | 14 |
| 15 | 2 | 14 |
| 16 | 2 | 14 |
| 17 | 2 | 12 |
| 18 | 2 | 14 |
| 19 | 2 | 14 |
| 20 | 2 | 14 |
| 21 | 2 | 14 |
| 22 | 2 | 14 |
| 23 | 2 | 14 |
| 24 | 2 | 14 |

PAUL E. POKORNY, P.E.
FLORIDA REG. No. 34904
DATE: APRIL 2, 1990

REVISIONS:
APRIL, 1990

JOB No.: 90-01
DATE: FEBRUARY, 1990
DRAWN BY: G.J.S.
CHECKED BY: P.T.P.

POKORNY ENGINEERING
CONSULTING ENGINEERS
1342 COLONIAL BOULEVARD, SUITE 21
FT. MYERS, FLORIDA 33907
(813) 936-7888

# RICHWOOD LAKE ESTATES
FORT MYERS — FLORIDA

DEVELOPER:
CROSSLAND DEVELOPMENT CORP.
1301 SIXTH AVENUE WEST, BRADENTON, FL 34205

MASTER PLAN

SHEET
1 OF 7

DCI2023-00033 Lee County ePlan

Additional info dated 03-01-2024

SHEET MATCH

7 OF 7 LINE

LEGEND

STORM DRAIN
SANITARY SEWER W/ MANHOLE
WATER MAIN W/ FIRE HYDRANT

N

SCALE: 1" = 40'

MANHOLE 18
INV. = -4.85

FH

282 LF

MANHOLE 17
INV. = -5.98

12" x 18"

7 SP
6 SP
8 SP
7 SP
9 SP
10 SP
8 SP
9 SP
10 SP

18"

BLDG. 1
3 STORY
18 UNITS

BLDG. 2
3 STORY
18 UNITS

FH

R.O.W. L.

PUMPING STATION (IRRIGATION)

383 LF

TREATED EFFLUENT STORAGE

MANHOLE 16
INV. = -7.51

280 LF

12" x 18"

LAKE

SHORE LINE

BLDG. 3
3 STORY
18 UNITS

POOL

BLDG. 4
3 STORY
18 UNITS

18"

7 SP
8 SP
9 SP
8 SP
8 SP
2 SP
7 SP
8 SP
6 SP
6 SP
7 SP
6 SP

FH

8" POTABLE WATER

MANHOLE 14
INV. = -9.72

FH

8" SANITARY SEWER
272 LF

272 LF

12" x 18"

MANHOLE 15
INV. = -8.63

4" IRRIGATION WATER

FUTURE R.O.W.

15' BUFFER TYPE 'B'

8' SIDEWALK

R.O.W. WIDENING

EXIST. R.O.W.

EXIST. SS FORCE MAIN

LINE 3 OF 7

MATCH SHEET

PINE RIDGE ROAD (2 LANE)

PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 34904
DATE: APR 24 1990

REVISIONS:

JOB No.: 90-01
DATE: FEBRUARY, 1990
DRAWN BY: G.J.S.
CHECKED BY: P.T.P.

POKORNY ENGINEERING
CONSULTING ENGINEERS
1342 COLONIAL BOULEVARD, SUITE 21
FT. MYERS, FLORIDA 33907
(813) 936-7888

RICHWOOD LAKE ESTATES
FORT MYERS ____ FLORIDA

DEVELOPER:
CROSSLAND DEVELOPMENT CORP.
1301 SIXTH AVENUE WEST, BRADENTON, FL 34205

BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
2 OF 7

DCI2023-00033 Lee County ePlan

Additional info dated 03-01-2024

LEGEND

STORM DRAIN
SANITARY SEWER W/ MANHOLE
WATER MAIN W/ FIRE HYDRANT

N

SCALE: 1" = 40'

SHEET MATCH

4 OF 7 LINE

2 OF 7 LINE

SHEET MATCH

LAKE

SHORE LINE

POOL

BLDG. 6
3 STORY
18 UNITS

BLDG. 5
3 STORY
18 UNITS

BLDG. 7
3 STORY
18 UNITS

BLDG. 8
3 STORY
18 UNITS

PARK

16,580 SF RETAIL

6,400 SF OFFICE

TENNIS COURTS

18" 12" 18" 12" x 18" 12" x 18"

MANHOLE 4
INV. = -9.04

MANHOLE 26
INV = 1.00

200 LF

MANHOLE 3
INV. = -10.03

MANHOLE 25
INV. = 1.00

257 LF

MANHOLE 2
INV. = -10.49

MANHOLE 1
INV. = -11.42
LIFT STATION

MANHOLE 3
INV. = -1.47

MANHOLE 2
INV. = -0.50

MANHOLE 1
INV. = -1.00

242 LF

376 LF

232 LF

248 LF

115 LF

30 LF

10" x 8" REDUCER

FH

3 SP 4 SP 6 SP 7 SP 8 SP 9 SP 10 SP 13 SP

8" POTABLE WATER
8" SANITARY SEWER
4" IRRIGATION WATER

10" POTABLE WATER

FORCE MAIN

20' BUFFER TYPE 'D'

15' BUFFER TYPE 'B'

8' SIDEWALK

R.O.W. WIDENING

FUTURE R.O.W.

EXIST. R.O.W.

EXIST. SS FORCE MAIN

EXIST. 8" WM

EXIST. 16" WM

GLADIOLUS DRIVE (2 LANE)

PINE RIDGE ROAD (2 LANE)

PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 34904
DATE: APR 2 1990

REVISIONS:
APRIL, 1990

JOB No.: 90-01
DATE: FEBRUARY, 1990
DRAWN BY: G.J.S.
CHECKED BY: P.T.P.

POKORNY ENGINEERING
CONSULTING ENGINEERS
1342 COLONIAL BOULEVARD, SUITE 21
FT. MYERS, FLORIDA 33907
(813) 936-7888

RICHWOOD LAKE ESTATES
FORT MYERS — FLORIDA
DEVELOPER:
CROSSLAND DEVELOPMENT CORP.
1301 SIXTH AVENUE WEST, BRADENTON, FL 34205

BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
3 OF 7

DCI2023-00033 Lee County ePlan

Additional info dated 03-01-2024

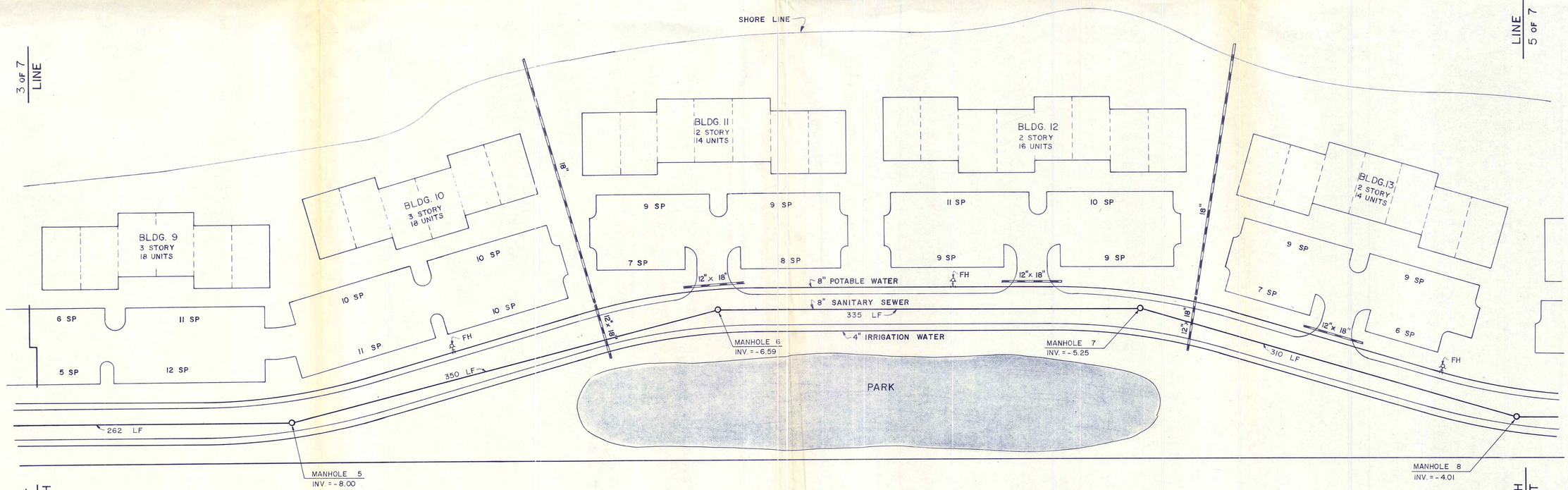
LAKE

LEGEND

STORM DRAIN
SANITARY SEWER W/ MANHOLE
WATER MAIN W/ FIRE HYDRANT

N

SCALE: 1" = 40'




PAUL T. POKORNY, P.E.
FLORIDA REG. No. 34904
DATE: APRIL 9, 1990

REVISIONS:

JOB No.: 90-01
DATE: FEBRUARY, 1990
DRAWN BY: G.J.S.
CHECKED BY: P.T.P.

POKORNY ENGINEERING
CONSULTING ENGINEERS
1342 COLONIAL BOULEVARD, SUITE 21
FT. MYERS, FLORIDA 33907
(813) 936-7888

RICHWOOD LAKE ESTATES
FORT MYERS — FLORIDA

DEVELOPER:
CROSSLAND DEVELOPMENT CORP.
1301 SIXTH AVENUE WEST, BRADENTON, FL 34205

BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
4 OF 7

DCI2023-00033 Lee County ePlan

Additional info dated 03-01-2024

N

SCALE: 1" = 40'

LEGEND

STORM DRAIN
SANITARY SEWER W/ MANHOLE
WATER MAIN W/ FIRE HYDRANT

SHEET MATCH

6 OF 7 LINE

4 OF 7 LINE

SHEET MATCH

LAKE

SHORE LINE

BLDG. 18
12 STORY
14 UNITS

BLDG. 17
12 STORY
12 UNITS

BLDG. 16
12 STORY
14 UNITS

BLDG. 14
12 STORY
14 UNITS

BLDG. 15
12 STORY
14 UNITS

CLUB HOUSE

POOL

PARK

TENNIS COURTS

FH

10 SP
9 SP
13 SP
7 SP
8 SP
4 SP
3 SP

19"
18"
24"
12" x 18"

MANHOLE 13
INV. = 1.00

MANHOLE 12
INV. = 0.50

MANHOLE 11
INV. = - 0.75

MANHOLE 10
INV. = - 1.35

MANHOLE 9
INV. = - 2.68

125 LF
313 LF
145 LF
333 LF

8" POTABLE WATER
8" SANITARY SEWER
4" IRRIGATION WATER

PAUL T. POKORNY, P.E.
FLORIDA REG. No. 34904
DATE: APR 24 1990

REVISIONS:

JOB No.: 90-01
DATE: FEBRUARY, 1990
DRAWN BY: G.J.S.
CHECKED BY: P.T.P.

POKORNY ENGINEERING
CONSULTING ENGINEERS
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FT. MYERS, FLORIDA 33907
(813) 936-7888

RICHWOOD LAKE ESTATES
FORT MYERS FLORIDA

DEVELOPER:
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BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
5 OF 7

DCI2023-00033 Lee County ePlan
Additional info dated 03-01-2024

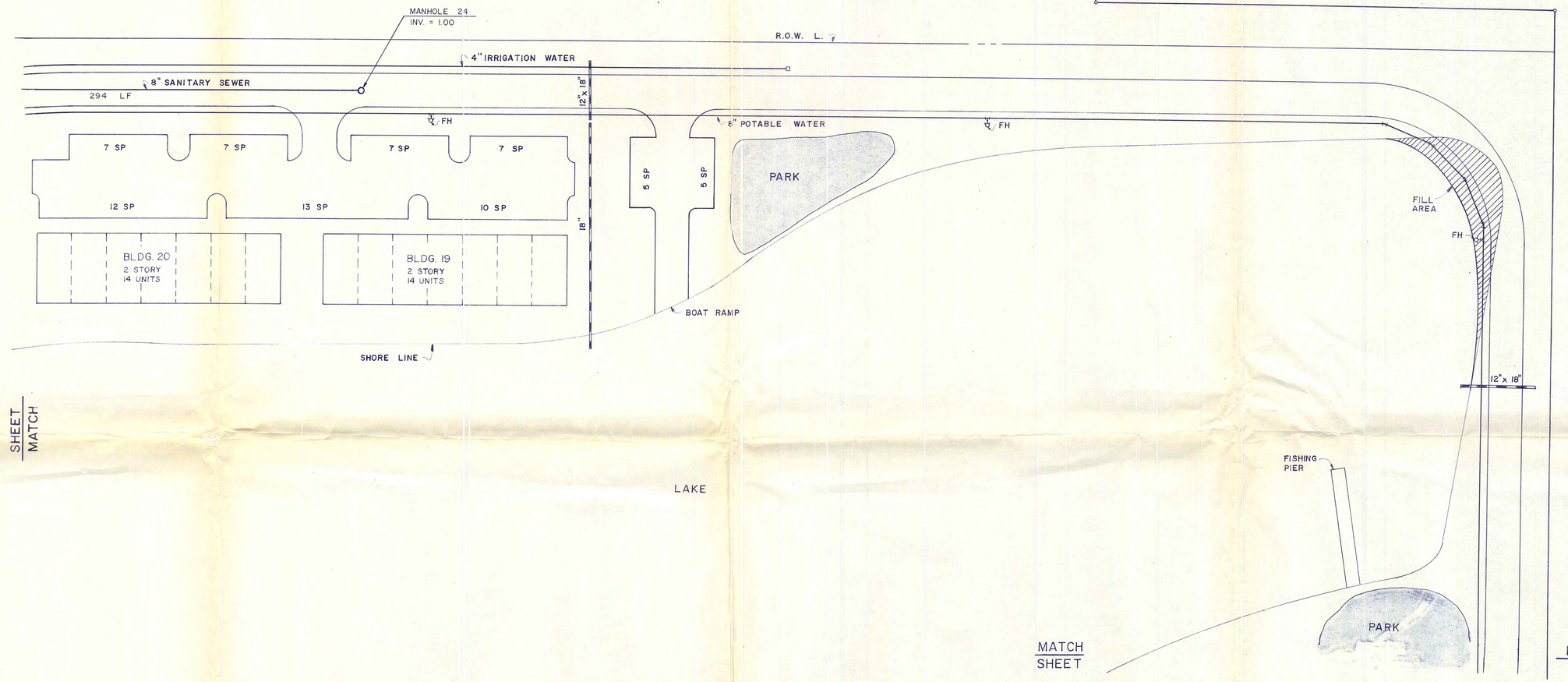
7 OF 7
LINE

LEGEND

STORM DRAIN
SANITARY SEWER W/ MANHOLE
WATER MAIN W/ FIRE HYDRANT

N

SCALE: 1" = 40'




SHEET
MATCH

MATCH
SHEET

LINE
5 OF 7

PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 34904
DATE: APRIL 4, 1990

REVISIONS:

JOB No.: 90-01
DATE: FEBRUARY, 1990
DRAWN BY: G.J.S.
CHECKED BY: P.T.P.

POKORNY ENGINEERING
CONSULTING ENGINEERS
1342 COLONIAL BOULEVARD, SUITE 21
FT. MYERS, FLORIDA 33907
(813) 936-7888

RICHWOOD LAKE ESTATES
FORT MYERS — FLORIDA

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BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
6 OF 7

DCI2023-00033. Lee County ePlan
Additional info dated 03-01-2024

2 OF 7 LINE

SHEET MATCH

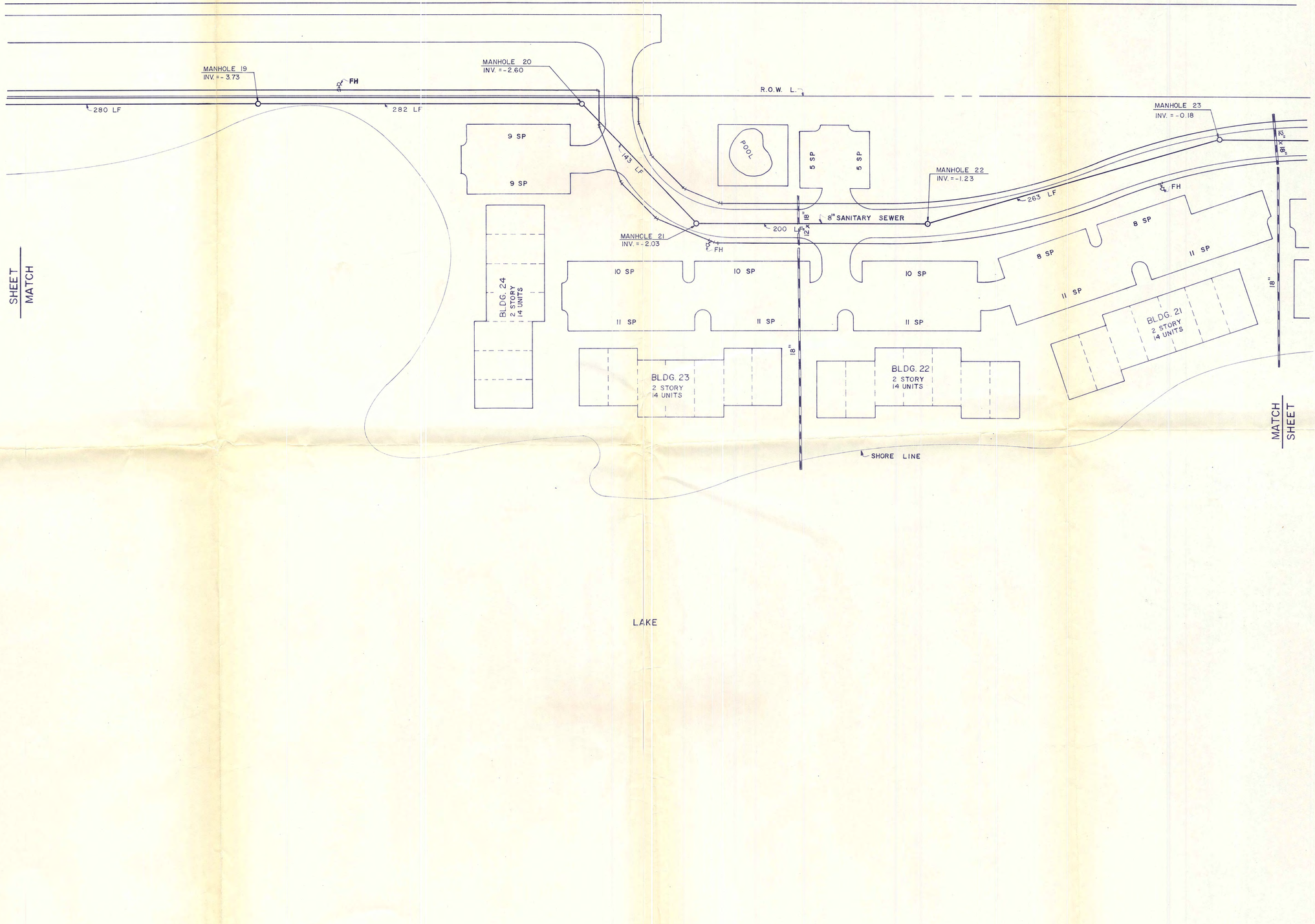
LEGEND

STORM DRAIN
SANITARY SEWER W/ MANHOLE
WATER MAIN W/ FIRE HYDRANT

N

SCALE: 1" = 40'

LINE 6 OF 7




MATCH SHEET

PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 34904
DATE: APR 2, 1990

REVISIONS:

JOB No.: 90-01
DATE: FEBRUARY, 1990
DRAWN BY: G.J.S.
CHECKED BY: P.T.P.

POKORNY ENGINEERING
CONSULTING ENGINEERS
1342 COLONIAL BOULEVARD, SUITE 21
FT. MYERS, FLORIDA 33907
(813) 936-7888

RICHWOOD LAKE ESTATES
FORT MYERS — FLORIDA

DEVELOPER:
CROSSLAND DEVELOPMENT CORP.
1301 SIXTH AVENUE WEST, BRADENTON, FL 34205

BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
7 OF 7

PAVESE LAW FIRM
est. 1949

NEALE MONTGOMERY
*Partner*
Direct dial: (239) 336-6235
Email: NealeMontgomery@paveselaw.com

1833 Hendry Street, Fort Myers, Florida 33901 | P.O. Box 1507, Fort Myers, Florida 33902 | (239) 334-2195 | Fax (239) 332-2243

January 26, 2024

Pacifica Edisto Lake, LLC
1775 Hancock Street, Suite 200
San Diego, CA 92110

**RE: Edisto Lake Apartments**
**15251 Pine Ride Rd, Fort Myers, FL 33908**

Dear Mr. Israni,

The Lee County property appraiser's office indicates that Pacifica Edisto Lake, LLC is the owner of a project commonly known as Edisto Lake Apartments. The property was zoned by Resolution Z-86-81, which was amended by Resolution Z- 087-103. The zoning resolution includes a site plan which depicts a connection to a parcel of property located south of your property at the intersection of Pine Ridge Road and Gladiolus Drive. The approved site plan provides for one access point on Pine Ridge Road that served what was then one entire parcel. The Master Concept Plan did not depict the property to the south as a separate parcel with direct access to Pine Ridge Road.

The Lee County Department of Transportation is concerned about having an additional access point on Pine Ridge Road to provide reasonable access for the development of the property to the south. The county is particularly concerned about this in light of the approved Site plan that includes both properties and which includes an interconnect. The county submits that an appropriate interconnection and use of the approved Pine Ridge access point should be provided in accordance with the approved site plan. The zoning resolution approved the site plan in condition c and the statement that Site Plan Z-86-81 is attached to the zoning resolution and incorporated into the zoning resolution. The findings said that sufficient safeguards were provided to protect the public interest. The county would submit that the failure to provide the interconnect as required on the approved site plan is not in the best interest of the county public health, safety, and welfare.

I am writing to determine what steps you suggest to ensure that both properties are developed in accordance with the approved site plan. Please advise as to how the adjacent property owner can secure the necessary ingress and egress easement to comply with the approved zoning. The zoning resolutions that apply to both properties are attached hereto for your consideration. You can reach out to Ms. Kathryn Kelly 15570 Hagie Drive, Fort Myers, FL 33908, (239)482-7706, or you can communicate directly with me.

Your consideration of this matter is greatly appreciated.

Sincerely,

Neale Montgomery

NM/olr

Cc: Kathryn Kelly *(via e-mail: kathryn@heightsfoundation.org)*
Jillian Scholler *(via e-mail: JScholler@leegov.com)*

DCI2023-00033 Lee County ePlan
Additional info dated 03-01-2024

OFF REC 1928 PG 1909

RESOLUTI. NUMBER Z-86-81

2302373

37.50 Billed

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS

OF LEE COUNTY, FLORIDA

RECORD VERIFIED - CHARLIE GREEN, CLERK
BY: H. FERNSTROM, D.C.

WHEREAS, Crossland Communities has properly filed an application for a rezoning from AG (with a special exception for general excavation) to Residential Planned Development (90.9 acres) and Commercial Planned Development (4.977 acres), to permit a mixed-use residential and commercial development with 376 dwelling units not to exceed 45 feet in height, and 23,000 square feet of retail commercial and professional space not to exceed 35 feet in height, on 95.9 acres of land. The proposed development will also include accessory recreational uses, model and sales center and an on-site sewage treatment system.

NOTE:

If approved, the Master Concept Plan will deviate from the following Lee County standards:

(1) Minimum setback from a structure to a water body of 25 feet (202.15.B), to 10 feet (measured at top of bank);

(2) WITHDRAWN;

(3) Minimum excavation setbacks to a private property line of 100 feet (517.G.2.a.2), to 25 feet (existing condition);

(4) Minimum excavation setbacks to a quarter section line of 60 feet (517.G.2.a.3), to 0 feet for the north-south line in Section 32 (existing condition);

(5) Requirement that street access be provided to adjoining property (DSO.C.3.e. and f.), to eliminate a connection to the adjoining local road system;

(6) Requirement that the minimum intersection spacing be 660 feet along arterial streets (DSO.C.3.h.), to allow a separation of 630 feet;

(7) Minimum setbacks from roads, streets, and drives of 80 feet from the centerline of Pine Ridge Road (202.15.B.2), to 75 feet; and

(8) Minimum perimeter setbacks for noncompatible developments from 25 feet (431.C.2), to 20 feet on the south and east property lines.

WHEREAS, the subject property is located at the northeast corner of Gladiolus Drive and Pine Ridge Road near Miner's Corner, described more particularly as:

LEGAL DESCRIPTION: In Section 32, Township 45 South, Range 24 East, Lee County, Florida:

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024



COMMERCIAL PARCEL

Commencing at the northwest corner of Section 32, Township 45 South, Range 24 East, being a point on the centerline of Pine Ridge Road; thence S 89° 30' 20" East, a distance of 25.00 feet, along the North Section Line of said Section 32, to an intersection with the easterly right-of-way line of said Pine Ridge Road; thence S 00° 14' 37" W, a distance of 1,339.37 feet, along said easterly right-of-way line, to the Point of Beginning;

Thence continue S 00° 14' 37" W, along said easterly right-of-way line, a distance of 595.67 feet to an intersection with the northerly right-of-way line of Gladiolus Drive (S.R. 865); thence S 89° 15' 04" E, along said northerly right-of-way line, a distance of 642.73 feet; thence N 00° 19' 55" E, a distance of 200.00 feet; thence N 89° 19' 13" W, a distance of 343.11 feet; thence N 00° 17' 05" E, a distance of 100.41 feet; thence N 89° 21' 17" W, a distance of 100.14 feet; thence N 00° 16' 16" E, a distance of 296.58 feet; thence N 89° 27' 38" W, a distance of 200.00 feet to the Point of Beginning.

Said parcel contains 4.977 acres, more or less.

Said parcel subject to any and all easements and/or restrictions of record.

RESIDENTIAL PARCEL

The north one-half (N½) of the northwest one-quarter, (NW¼) and the northwest one-quarter (NW¼) of the southwest one-quarter (SW¼) of the northwest one-quarter (NW¼) of Section 32, Township 45 South, Range 24 East, less right-of-way for Pine Ridge Road and Gladiolus Drive (S.R. 865);

Together with Lots 1, 2, and the north half of Lot 3, Block A, of Harlem Heights Subdivision as recorded in Plat Book 8, Page 76 of the Public Records of Lee County, Florida,

LESS the following described parcel:

Commencing at the northwest corner of Section 32, Township 45 South, Range 24 East, being a point on the centerline of Pine Ridge Road; thence S 89° 30' 20" E, a distance of 25.00 feet, along the North Section Line of said Section 32, to an intersection with the easterly right-of-way line of said Pine Ridge Road; thence S 00° 14' 37" W, a distance of 1,339.37 feet, along said easterly right-of-way line, to the Point of Beginning;

Thence continue S 00° 14' 37" W, along said easterly right-of-way line, a distance of 595.67 feet to an intersection with the northerly right-of-way line of Gladiolus Drive (S.R. 865); thence S 89° 15' 04" E, along said northerly right-of-way line, a distance of 642.73 feet; thence N 00° 19' 55" E, a distance of 200.00 feet; thence N 89° 19' 13" W, a distance of 343.11 feet; thence N 00° 17' 05" E, a distance of 100.41 feet; thence N 89° 21' 17" W, a distance of 100.14 feet; thence N 00° 16' 16" E, a distance of 296.58 feet; thence N 89° 27' 38" W, a distance of 200.00 feet to the Point of Beginning.

Said parcel contains 3,960,611.6 square feet, being 90.9 acres, more or less.

Said parcel subject to any and all easements and/or restrictions of record.

Basis for bearings is the West Line of the NW¼ of Section 32, Township 45 South, Range 24 East, being N 00° 14' 37" E (Assumed).

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024



WHEREAS, the applicant has indicated the property's current STRAP numbers are: 32-45-24-00-000-02-0000;

32-45-24-00-000-01-0000;

32-45-24-00-000-0A-0010; and

WHEREAS, proper authorization has been given to Humphrey, Jones & Myers, P.A., by Bernard A. Wagner, General Partner of Richwood Lakes Estates, Ltd. and Senior Vice President of Crossland Communities, the fee simple owner of the subject parcel, to act as agent to pursue this zoning application; and

WHEREAS, a public hearing was legally and properly advertised and held before the Lee County Planning and Zoning Commission, with full consideration of all the evidence available to the Planning and Zoning Commission; and

WHEREAS, the Lee County Planning and Zoning Commission fully reviewed the matter and recommended approval with conditions, based on the analysis contained in the Staff Report of July 30, 1986, the memorandum from Michael Kloehn dated August 27, 1986, and the testimony given at the September 2, 1986, Planning and Zoning Commission Hearing; and

WHEREAS, a public hearing was legally and properly advertised and held before the Lee County Board of County Commissioners; and

WHEREAS, in the legislative process the Lee County Board of County Commissioners gave full and complete consideration to the recommendations of the staff, the Planning and Zoning Commission, the documents on file with the county, and the testimony of all interested persons:

LEGISLATIVE HISTORY:

An application was filed by Richwood Lakes Estates (case #85-3-3 DCI) for a rezoning from AG to CN, from AG to RM-8, or in the alternative to Preliminary P.U.D., which was denied without prejudice on September 9, 1985. That site plan was changed to reflect suggestions presented at those hearings. Specifically, the lands fronting McGregor Boulevard were deleted from the application and the density was reduced.

After two continuances of the public hearings on this case (6-2-86 and 8-4-86) due to traffic and density issues, the Planning and Zoning Commission on September 2, 1986 found the request consistent with the Lee Plan and recommended approval of the requested rezoning from AG (with special exception for general excavation) to R.P.D. and C.P.D. to permit a mixed-use residential and commercial development with 347 dwelling units not to exceed 45 feet in height; and 23,000 square feet of retail commercial and professional space not to exceed 35 feet in height, with a variance from the required setback from roads, streets, and drives to allow a 75-foot setback from the centerline of Pine Ridge Road, and a variance from the perimeter setback requirement for incompatible developments to allow 20 feet on the south, east, and north, along with 20 conditions as recommended by staff in their report dated July 30, 1986, with a change

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024



in condition ccording to the memorandum d August 27, 1986 from Mike Kloenn to the Planning and Zoning Commission.

The request was heard by the Board of County Commissioners on March 23, 1987, after having been postponed from January 26, 1987, and continued from February 9, 1987 and February 23, 1987. The Board moved to approve the requested rezoning with units distributed as per site plan "G" and including all staff conditions and further restricting convenience stores in the C.P.D. section of the plan (an amendment by Commissioner Wallace to the main motion).

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS, that the Board of County Commissioners does hereby APPROVE a rezoning request from AG (with a special exception for general excavation) to Residential Planned Development (90.9 acres) and Commercial Planned Development (4.977 acres), to permit a mixed-use residential and commercial development with 376 dwelling units not to exceed 45 feet in height with units to be distributed as depicted on exhibit G, and 23,000 square feet of retail commercial and professional space not to exceed 35 feet in height, on 95.9 acres of land. The proposed development will also include accessory recreational uses, model and sales center and an on-site sewage treatment system. The following deviations were approved as shown on the Master Concept Plan:

(1) A deviation from the minimum setback from a structure to a waterbody to allow 10 feet (measured at top of bank) is hereby APPROVED;

(2) WITHDRAWN;

(3) A deviation from the minimum excavation setback to a private property line to allow 25 feet (existing condition) is hereby APPROVED;

(4) A deviation from the minimum excavation setback to a quarter section line to allow zero (0) feet for the north-south line in Section 32 (existing condition) is hereby APPROVED;

(5) A deviation from the requirement that street access be provided to adjoining property to eliminate a connection to the adjoining local road system is hereby APPROVED;

(6) A deviation from the requirement that the minimum intersection spacing be 660 feet along arterial streets to allow a separation of 630 feet is hereby APPROVED;

(7) A deviation from the minimum setbacks from roads, streets, and drives of 80 feet from the centerline of Pine Ridge Road to allow 75 feet is hereby APPROVED; and

(8) A deviation from the minimum perimeter setbacks for non-compatible developments to allow 20 feet on the south and east property lines is hereby APPROVED.

The following restriction shall apply:

The Commercial Planned Development section of the Master Concept Plan shall allow for all uses permitted in the CC District except for convenience stores.

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024



Approval is subject to the following conditions:

a. Prior to final plan approval, the developer shall have made acceptable provisions for offsetting any added net public costs or premature commitment of public funds need to provide appropriate levels of fire protection services for the development. In particular, the applicant shall make all necessary arrangements with the Iona-McGregor Fire District to offset a proportionate share of the costs of any land, buildings, and/or equipment required to provide adequate fire protection service to the development.

b. Prior to final plan approval, the applicant shall modify the Master Concept Plan to show that the 16,580 square feet of commercial uses on the site shall be limited to those uses found in the Community Commercial zoning category.

c. The Master Concept Plan identified as A Conceptual Site Design for Richwood Lake Estates by Crossland Development and Aim Engineering and Surveying, dated July 23, 1986 and revised 8-22-86 is APPROVED as modified herein.

d. Deviations (1), and (3) through (8) are hereby APPROVED to the extent shown on the Master Concept Plan, and as described in these conditions. (Deviation (2) has been withdrawn).

e. The applicant shall donate (as shown on the Master Concept Plan) five drainage easements to Lee County at the northern terminus of North Church, No name, Codie, Wall and Johnson Streets in Harlem Heights.

f. Prior to the issuance of building permits, the applicant shall vacate the north-south street right-of-way which runs through the eastern portion of the subject property.

g. The applicant shall construct the land bridges located in the eastern portion of the previously excavated lake to the satisfaction of the County Engineer.

h. Prior to final plan approval, the applicant shall obtain an agreement from the adjacent property owner which allows the construction of the temporary cul-de-sac at the northeastern corner of the site. If such an agreement cannot be obtained, the applicant shall amend the Master Concept Plan to show an alternative road alignment. This alternative road alignment shall be subject to approval of the County Engineer and the Director of the Department of Community Development.

i. Prior to final plan approval, the applicant shall amend the Master Concept Plan to show the allocation of units on the subject property to be consistent with Exhibit G in this report.

Site Plan Z-86-81 is attached hereto and incorporated herein by reference, as a reduced copy of the Master Concept Plan. Exhibit "G" is also attached hereto and incorporated herein by reference, as a depiction of the approved distribution of units.

The following findings of fact were made in conjunction with this approval of RPD and CPD zoning:

a. The proposed uses are appropriate at the subject location;

b. Sufficient safeguards to the public interest are provided by the recommended conditions to the Master Concept Plan and by other applicable regulations;

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024



c. All conditions found on the Master Concept Plan and recommended by staff are reasonably related to the impacts on the public's interest created by or expected from the proposed development;

d. The deviations being recommended for approval enhance the achievement of the objectives of the planned development; and

e. The general intent of these regulations, to protect the public health, safety, and welfare, is preserved and promoted.

The foregoing Resolution was adopted by the Lee County Board of County Commissioners upon a motion by Commissioner Slisher, amended by Commissioner Wallace, and seconded by Commissioner Fussell and, upon being put to a vote, the result was as follows:

| | |
|---|---|
| Porter J. Goss | Absent |
| Charles L. Bigelow, Jr. | Absent |
| Mary Ann Wallace | Nay |
| Bill Fussell | Aye |
| Donald D. Slisher | Aye |

DULY PASSED AND ADOPTED this 23rd day of March, A.D., 1987.

ATTEST:
CHARLIE GREEN, CLERK

BY: Mary Armentrout
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

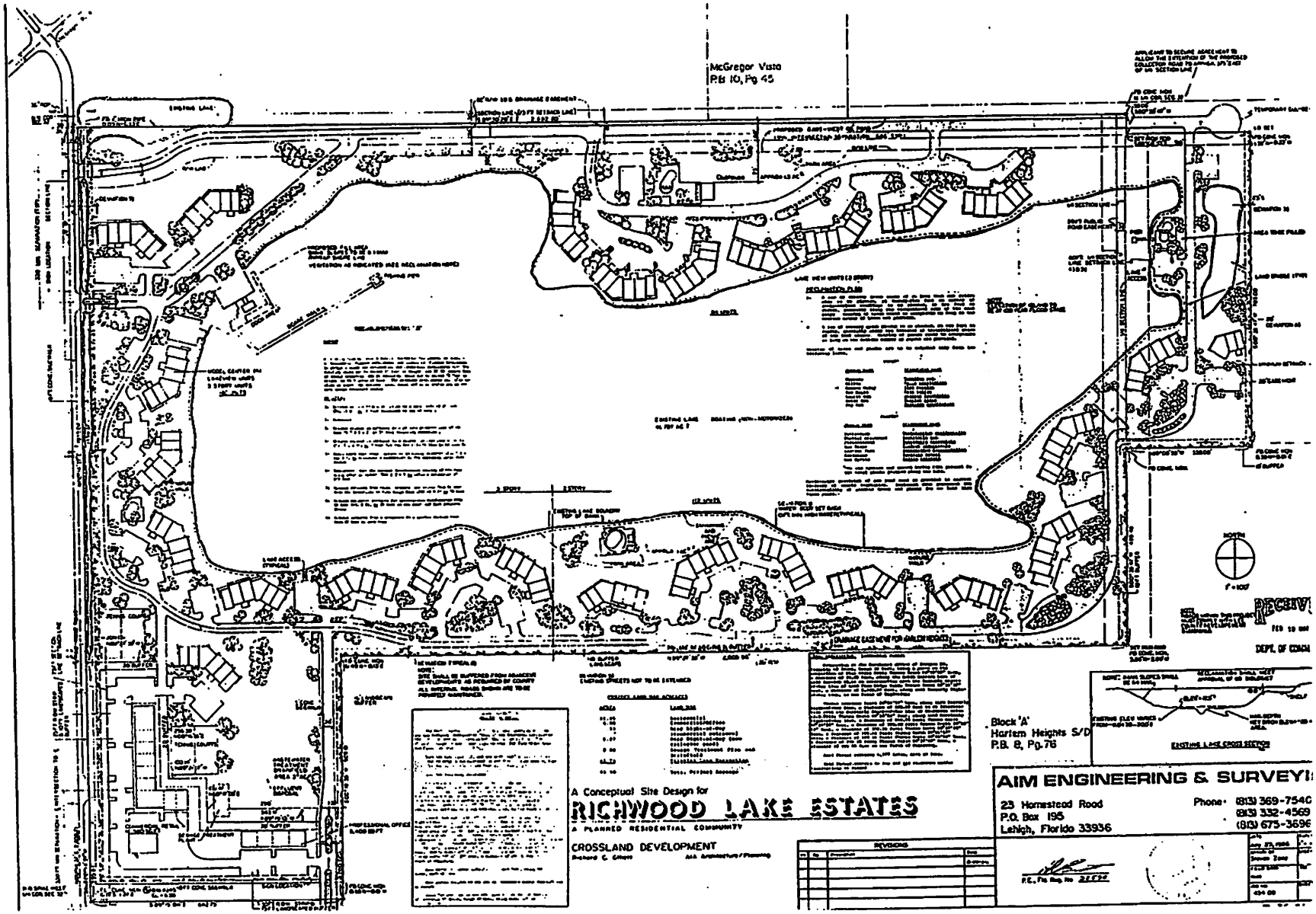
BY: [signature]
Vice Chairman

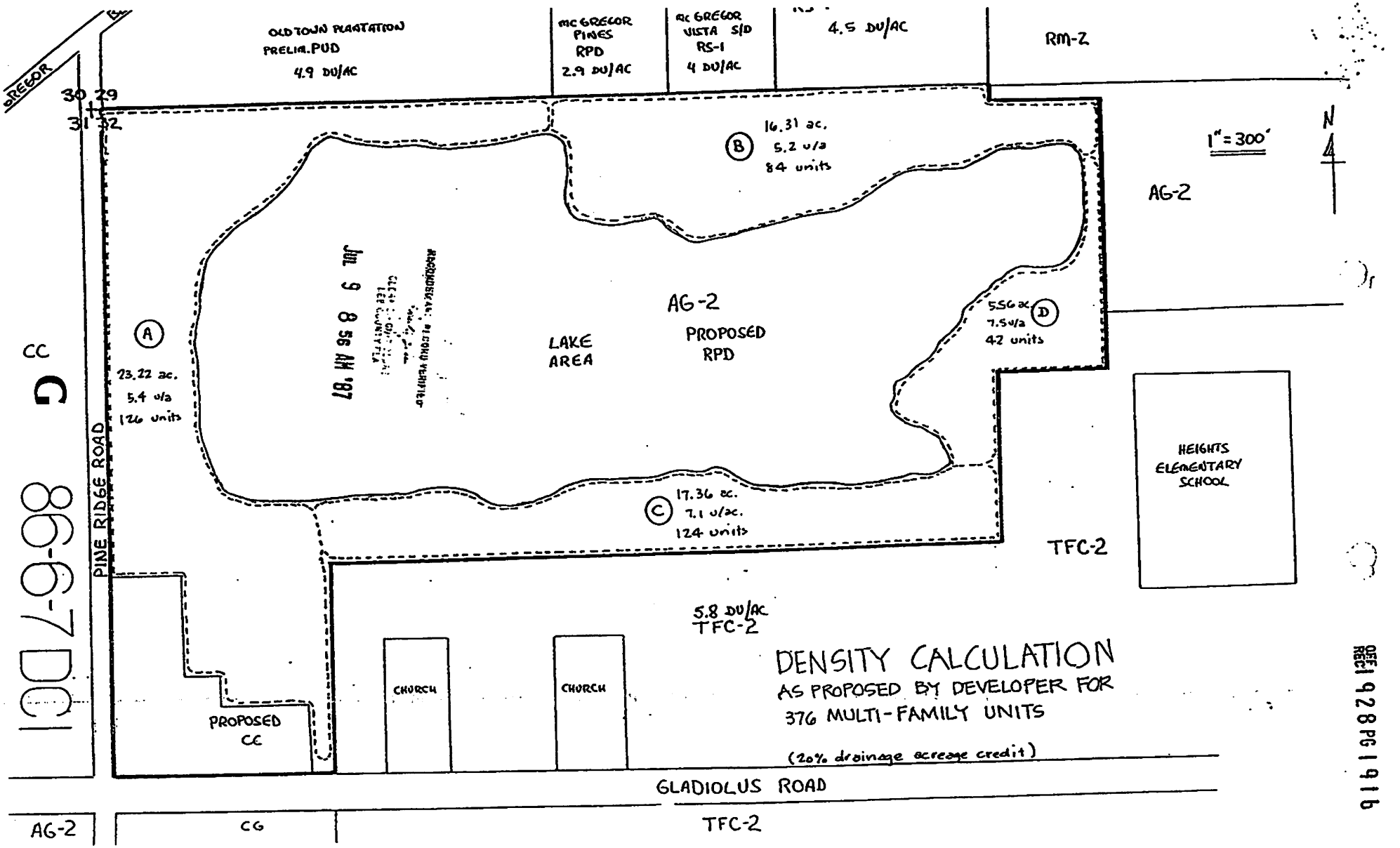
Approved as to form by:

[signature]
County Attorney's Office

FILED
JUL 1 1987
CLERK CIRCUIT COURT
BY M Armentrout D.C.

OFF REC 1928 PG 1915




OLD TOWN PLANTATION
PRELIM. PUD
4.9 DU/AC
MC GREGOR PINES
RPD
2.9 DU/AC
MC GREGOR VISTA S/D
RS-1
4 DU/AC
4.5 DU/AC
RM-2
30 29
31 32
16.31 ac.
5.2 u/a
84 units
B
1" = 300'
N
AG-2
AG-2
PROPOSED
RPD
LAKE
AREA
5.56 ac.
7.5 u/a
42 units
D
A
23.22 ac.
5.4 u/a
126 units
CC
PINE RIDGE ROAD
17.36 ac.
7.1 u/ac.
124 units
C
TFC-2
HEIGHTS
ELEMENTARY
SCHOOL
5.8 DU/AC
TFC-2
DENSITY CALCULATION
AS PROPOSED BY DEVELOPER FOR
376 MULTI-FAMILY UNITS
(20% drainage acreage credit)
PROPOSED
CC
CHURCH
CHURCH
GLADIOLUS ROAD
AG-2
CG
TFC-2
DCI-9-98
Jul 9 8 56 AM '87

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024

15.00 BILLED

2312058 RESOLUTION NUMBER Z-87-103

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS

OF LEE COUNTY, FLORIDA

OFF REC 1932 PG 1011

RECORD FURNISHED BY: H. FERNSTROM, D.C.

WHEREAS, Crosslands Communities has properly filed an application for an amendment to the RPD and CPD approval granted in Resolution Z-86-81 to add the following deviation:

9) Deviation from the requirement of a minimum 60 foot setback from a structure to a quarter section line, to allow a 0 foot setback.

WHEREAS, the subject property is located at the northeast corner of Gladiolus Drive and Pine Ridge Road, described more particularly as:

LEGAL DESCRIPTION: In Section 32, Township 45 South, Range 24 East, Lee County, Florida:

COMMERCIAL PARCEL

Commencing at the northwest corner of Section 32, Township 45 South, Range 24 East, being a point on the centerline of Pine Ridge Road; thence S 89° 30' 20" East, a distance of 25.00 feet, along the North Section Line of said Section 32, to an intersection with the easterly right-of-way line of said Pine Ridge Road; thence S 00° 14' 37" W, a distance of 1,339.37 feet, along said easterly right-of-way line, to the Point of Beginning;

Thence continue S 00° 14' 37" W, along said easterly right-of-way line, a distance of 595.67 feet to an intersection with the northerly right-of-way line of Gladiolus Drive (S.R. 865); thence S 89° 15' 04" E, along said northerly right-of-way line, a distance of 642.73 feet; thence N 00° 19' 55" E, a distance of 200.00 feet; thence N 89° 19' 13" W, a distance of 343.11 feet; thence N 00° 17' 05" E, a distance of 100.41 feet; thence N 89° 21' 17" W, a distance of 100.14 feet; thence N 00° 16' 16" E, a distance of 296.58 feet; thence N 89° 27' 38" W, a distance of 200.00 feet to the Point of Beginning.

Said parcel contains 4.977 acres, more or less.

Said parcel subject to any and all easements and/or restrictions of record.

RESIDENTIAL PARCEL

The north one-half (N½) of the northwest one-quarter, (NW¼) and the northwest one-quarter (NW¼) of the southwest one-quarter (SW¼) of the northwest one-quarter (NW¼) of Section 32, Township 45 South, Range 24 East, less right-of-way for Pine Ridge Road and Gladiolus Drive (S.R. 865);

Together with Lots 1, 2, and the north half of Lot 3, Block A, of Harlem Heights Subdivision as recorded in Plat Book 8, Page 76 of the Public Records of Lee County, Florida,

LESS the following described parcel:

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Commencing at the rthwest corner of Section 32, wnship 45 South, Range 24 East, being a point on the centerline of Pine Ridge Road; thence S 89° 30' 20" E, a distance of 25.00 feet, along the North Section Line of said Section 32, to an intersection with the easterly right-of-way line of said Pine Ridge Road; thence S 00° 14' 37" W, a distance of 1,339.37 feet, along said easterly right-of-way line, to the Point of Beginning;

Thence continue S 00° 14' 37" W, along said easterly right-of-way line, a distance of 595.67 feet to an intersection with the northerly right-of-way line of Gladiolus Drive (S.R. 865); thence S 89° 15' 04" E, along said northerly right-of-way line, a distance of 642.73 feet; thence N 00° 19' 55" E, a distance of 200.00 feet; thence N 89° 19' 13" W, a distance of 343.11 feet; thence N 00° 17' 05" E, a distance of 100.41 feet; thence N 89° 21' 17" W, a distance of 100.14 feet; thence N 00° 16' 16" E, a distance of 296.58 feet; thence N 89° 27' 38" W, a distance of 200.00 feet to the Point of Beginning.

Said parcel contains 3,960,611.6 square feet, being 90.9 acres, more or less.

Said parcel subject to any and all easements and/or restrictions of record.

Basis for bearings is the West Line of the NW¼ of Section 32, Township 45 South, Range 24 East, being N 00° 14' 37" E (Assumed).

OFF REC 1932PG1012

WHEREAS, the applicant has indicated the property's current STRAP numbers are: 32-45-24-00-00002.0000;
32-45-24-00-00001.0000;
32-45-24-01-0000A.0010; and

WHEREAS, proper authorization has been given to the law firm of Humphrey, Jones & Myers, P.A., by Bernard A. Wagner, the fee simple owner of the subject parcel, to act as agent to pursue this zoning application; and

WHEREAS, a public hearing was legally and properly advertised and held before the Lee County Planning and Zoning Commission, with full consideration of all the evidence available to the Planning and Zoning Commission; and

WHEREAS, the Lee County Planning and Zoning Commission fully reviewed the matter and recommended approval, based on the analysis contained in the Staff Report of May 27, 1987, and the testimony given at the June 1, 1987, Planning and Zoning Commission Hearing; and

WHEREAS, a public hearing was legally and properly advertised and held before the Lee County Board of County Commissioners; and

WHEREAS, in the legislative process the Lee County Board of County Commissioners gave full and complete consideration to the recommendations of the staff, the Planning and Zoning Commission, the documents on file with the county, and the testimony of all interested persons:

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS, that the Board of County Commissioners does hereby GRANT the requested addition of deviation 9) as follows:

Deviation from the requirement of a minimum 60 foot setback from a structure to a quarter section line, to allow a 0 foot setback.

The foregoing Resolution was adopted by the Lee County Board of County Commissioners upon a motion by Commissioner Wallace, and seconded by Commissioner Bigelow and, upon being put to a vote, the result was as follows:

| | |
|---|---|
| Porter J. Goss | ABSENT |
| Charles L. Bigelow, Jr. | AYE |
| Mary Ann Wallace | AYE |
| Bill Fussell | ABSENT |
| Donald D. Slisher | AYE |

DULY PASSED AND ADOPTED this 13th day of July, A.D., 1987.

ATTEST:
CHARLIE GREEN, CLERK

BY: Chris Thomas
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

BY: Bill Fussell
Chairman

Approved as to form by:

County Attorney's Office

FILED
JUL 23 1987
CLERK CIRCUIT COURT
BY Chris Thomas D.C.

RECORDED IN OFF REC 1 92 240 1013

JUL 29 9 08 AM '87

## Jessica Harrelson

**From:** jharrelson@pen-eng.com
**Subject:** FW: Edisto Lake Apartments

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**From:** Jack Straw <jstraw@pacificacompanies.com>
**Sent:** Thursday, February 22, 2024 5:52 PM
**To:** Neale Montgomery <NealeMontgomery@Paveselaw.com>
**Cc:** Kathryn Kelly <kathryn@heightsfoundation.org>; Joshua Fruth <jfruth@pen-eng.com>
**Subject:** RE: Edisto Lake Apartments

Hi Neale,

Thank you for sending this over. I've discussed with ownership and unfortunately we will need to decline pursuing this.

Regards,
**Jack Straw**
**Project Manager, Entitlements**
**Pacifica Companies**
**jstraw@pacificacompanies.com**
**C: 619-889-0583**

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**From:** Neale Montgomery <NealeMontgomery@Paveselaw.com>
**Sent:** Tuesday, February 20, 2024 6:33 AM
**To:** Jack Straw <jstraw@pacificacompanies.com>
**Cc:** Kathryn Kelly <kathryn@heightsfoundation.org>; Joshua Fruth <jfruth@pen-eng.com>
**Subject:** RE: Edisto Lake Apartments

You don't often get email from nealemontgomery@paveselaw.com. Learn why this is important

**Good morning Mr. Straw,**

**When we spoke you inquired as to what the next steps would be to provide for the interconnection. It would be necessary to identify a connection point that provides for sufficient stacking so that access to the projects will not adversely impact Pine Ridge Road. It will also require a cross access easement that would legally allow the trips from the proposed school to utilize the connection (Richwood Drive) to Pine Ridge.**

**The applicant would have to take several steps to provide for the interconnection.**

1. **The applicant would have to amend the pending zoning to include the interconnection on the Master Concept plan.**
2. **The applicant would also have to include the interconnection on an application for a development order. It is my understanding that the current connection from the apartment complex to Pine Ridge Road does not include drainage for the road. Thus, any changes to the road would require the inclusion of proper drainage consistent**

**with today's requirements. I included Joshua Fruth on this email. Joshua is the engineer for the project, and he can better describe what would be required.**

3. **The proposed development will have to obtain an Environmental Resource Permit (ERP). This permit addresses surface water management, wetland, and species issues, if any. The improvements to Richwood Drive would need to be included in the ERP application.**
4. **Any applications for improvements to Richwood Drive would require an authorization from the owner to permit the property to be included in the application.**
5. **There are adjustments that will be required along Edisto Way because a drainage swale along the road has not been maintained and a wall was improperly built over the drainage swale.**

**I hope this information is the type of information you were seeking. Please let me know as soon as you can whether this is something the ownership would consider or whether this is something ownership is not interested in pursuing.**

PAVESE LAW FIRM

**Neale Montgomery** (Bio)
*Partner*
1833 Hendry Street (33901)
Post Office Drawer 1507 Fort Myers, FL 33902
Direct 239.336.6235 Fax 239.332.2243
nealemontgomery@paveselaw.com
Visit our website: www.paveselaw.com

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**From:** Jack Straw <jstraw@pacificacompanies.com>
**Sent:** Monday, February 12, 2024 2:17 PM
**To:** Neale Montgomery <NealeMontgomery@Paveselaw.com>
**Subject:** Edisto Lake Apartments

Hi Neale,

I'm reaching out in response to the letter we received from Pavese Law Firm about the Edisto Lake Apartments. I was hoping to speak with you and get a little more background on the letter. You were listed as a contact in the letter so I'd to see if you have time for a phone call today if possible.

Please let me know what time would work best for you. I can be reached at 619-889-0583.

Regards,
**Jack Straw**
**Project Manager, Entitlements**
**Pacifica Companies**
**jstraw@pacificacompanies.com**
**C: 619-889-0583**

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TR TRANSPORTATION CONSULTANTS, INC

2726 OAK RIDGE COURT, SUITE 503
FORT MYERS, FL 33901-9356
OFFICE 239.278.3090
FAX 239.278.1906

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

# MEMORANDUM

TO: Ms. Jessican Harrelson
Peninsula Engineering

FROM: Ted Treesh, PTP
President

DATE: February 26, 2024

RE: Heights Career Technical School
Lee County, Florida

TR Transportation Consultants, Inc. provides the following information in support of the Deviation request from Section 10-285 from the Lee County Land Development Code (LDC) regarding Connection Separation for access along major Collector roadways within Future Urban designated areas. The proposed Master Concept Plan for the Heights Career Technical School is requesting a Deviation from this Section of the LDC to permit an access drive on Pine Ridge Road to serve the proposed school that is proposed on the northeast corner of Pine Ridge Road and Gladiolus Drive. The traffic study prepared for the rezoning application (DCI2023-00033) includes the trip generation and assignments of the site traffic to the site access drives and adjacent intersections. The TIS will be referenced throughout this memo and sections are included as attachments to this document as references.

The proposed access drive on Pine Ridge Road is proposed to be located approximately 440 feet north of Gladiolus Drive and approximately 205 feet south of Richwood Drive, which serves as the access drive to the apartment community that surrounds the subject site that is subject to the rezoning application. The Heights Career Technical School does not have legal access to Richwood Drive through any easement rights. The second access for the site will be to Gladiolus Drive via an existing right-in/right-out access, which is shared with the apartment community through an existing access easement that is located on the subject property.

**PROPOSED USE**

The Heights Career Technical School will have serve the local community as a technical school for local students to learn various trades. The classes will be offered at various times of the day so the peak hour impacts of the facility will not be that of a typical

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school. The Traffic Impact Study submitted for the rezoning application indicated that the peak hour trip generation for the proposed use would have an enrollment of approximately 165 students and the peak hour trip generation would be under 100 peak hour trips. The main access is proposed to Pine Ridge Road with the secondary access intended for Gladiolus Drive.

## EXISTING & PROPOSED TRAFFIC CONDITIONS

A weekday peak hour turning movement count was conducted at the intersection of Gladiolus Drive and Pine Ridge Road to determine the peak hour travel characteristics of this intersection and to evaluate the potential of the southbound queuing characteristics both in the existing conditions and the proposed build-out conditions with the School in place. The raw turning movement count data was adjusted to peak season conditions based on the FDOT peak season adjustment factor based on the online peak season data from the FDOT Traffic Online Resource information. The traffic data was then adjusted to reflect the projected 2027 build-out conditions with the School traffic volumes added to the intersection.

The traffic analysis program ***SYNCHRO©*** was then utilized to evaluate the queuing characteristics of the southbound approach of Pine Ridge Road based on the traffic signal operations of the intersection. The raw turning movement count data and the spreadsheet reflecting the ***Development of Future Background Turning Movement Volumes*** is attached to this memorandum for reference outlining the development of the intersection turning movement volumes utilized in the analysis.

**Table 1** below reflects the summary of the 95$^{th}$ percentile queue results of the southbound approach of Pine Ridge Road at Gladiolus Drive during the weekday A.M. and P.M. peak hours during the three analysis periods. The three periods analyze included the 2024 Peak Season Existing Conditions, the projected 2027 Background Peak Season Conditions and the projected 2027 Background + Project Trips Peak Season Conditions. There are two lanes approaching the signal on Pine Ridge Road at Gladiolus Drive, a left turn lane, which measures approximately 375 feet in overall length, and a southbound through/right turn lane. The queues in both of these lanes was measured in the analysis.

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**Table 1**
**Queue Analysis**
**Gladiolus Drive @ Pine Ridge Road**

| Scenario | SB Left Turn Volume | SB Left Turn Queue (Feet) | SB Through/Right Lane Queue (Feet) |
|---|---|---|---|
| 2024 AM Peak Existing | 73 | 74' | 185' |
| 2024 PM Peak Existing | 94 | 79' | 121' |
| 2027 AM Peak Background | 75 | 75' | 190' |
| 2027 PM Peak Background | 97 | 81' | 125' |
| 2027 AM Peak W/Project | 79 | 80' | 198' |
| 2027 PM Peak W/Project | 105 | 87' | 131' |

The existing southbound left turn lane is approximately 375 feet in length. Therefore, there is no issue of the left turn lane queue reaching the maximum queue length with the school in operation. The southbound through movement queue is the longest queue on the approach, reaching just short of 200 feet in 2027 with the project. This queue is still approximately 220 feet south of the proposed access location to the school site on Pine Ridge Road, thus not causing any issues with conflicts between the queues on Pine Ridge Road and the access drive location. There is still more than sufficient distance on Pine Ridge Road to accommodate a longer queue should traffic continue to grow in this area. However, based on historical traffic counts in this area, traffic growth along Pine Ridge Road has remained stagnant since 2005.

The addition of the site access drive to Pine Ridge Road will not cause an operational or safety issue along this segment of Pine Ridge Road. The access being requested will only permit left-in movements. The left-out movement will be restricted. The southbound queues along Pine Ridge Road are not projected to extend within 200 feet of this access drive location. The property owner to the north will not grant cross access to the north. If this access to Pine Ridge Road were not to be approved, with only one access to Gladiolus Drive, any traffic arriving from the north or south on Pine Ridge Road or from the west on Gladiolus Drive will be required to do a U-turn on Gladiolus Drive, which is a very difficult maneuver due to the existing cross-section of Gladiolus Drive and the narrow median width of the roadway.

If the access connection on Pine Ridge Road were approved but only limited to a right-in/right-out movement only, any traffic arriving from the north would also be required to do a U-turn movement either at the signalized intersection of Pine Ridge Road and Gladiolus Drive, which there is insufficient room to do so from the southbound direction, or turn left onto Gladiolus Drive and try and attempt to complete a U-turn on Gladiolus Drive in the eastbound direction, which again is very difficult to complete due to the narrow cross-section of the roadway.

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Providing a southbound directional left-in at the proposed site access drive on Pine Ridge Road to serve the proposed vocational school will not cause a operational and safety issue at this location. The queueing and operational analysis indicates that the queues at the Gladiolus Drive and Pine Ridge Road intersection will not extend north into the influence area of this intersection in 2027 with the project in place. The growth rates of background traffic along Pine Ridge Road have been stagnant over the last 20 years. The technical school is a low peak hour generator that does not generate a significant amount of peak hour traffic. The class sizes are small and are offered throughout the day and evenings, thus spreading the trips over the various times of the day, unlike a traditional school that begins and ends at the same time.

Attachments

K:\2021\12 December\14 10940 Gladiolus Dr Rezoning\Deviation\2-26-2024 Deviation Memo.doc

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# SYNCHRO SUMMARY SHEETS

# 2024 EXISTING CONDITIONS

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 381 | 46 | 127 | 431 | 73 | 32 | 73 | 64 | 73 | 135 | 44 |
| Future Volume (vph) | 40 | 381 | 46 | 127 | 431 | 73 | 32 | 73 | 64 | 73 | 135 | 44 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 435 | 400 | | 0 | 300 | | 0 | 375 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.978 | | | 0.930 | | | 0.963 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3539 | 1599 | 1770 | 3466 | 0 | 1770 | 1726 | 0 | 1736 | 1746 | 0 |
| Flt Permitted | 0.445 | | | 0.445 | | | 0.566 | | | 0.442 | | |
| Satd. Flow (perm) | 837 | 3539 | 1599 | 829 | 3466 | 0 | 1054 | 1726 | 0 | 807 | 1746 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 173 | | 18 | | | 35 | | | 14 | |
| Link Speed (mph) | | 40 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 392 | | | 523 | | | 787 | | | 984 | |
| Travel Time (s) | | 6.7 | | | 11.9 | | | 17.9 | | | 22.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 1% | 2% | 1% | 2% | 2% | 1% | 2% | 1% | 4% | 4% | 6% | 1% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 44 | 419 | 51 | 140 | 474 | 80 | 35 | 80 | 70 | 80 | 148 | 48 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 44 | 419 | 51 | 140 | 554 | 0 | 35 | 150 | 0 | 80 | 196 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | | 11.0 | 24.0 | | 11.0 | 24.0 | |
| Total Split (s) | 15.0 | 44.0 | 44.0 | 23.0 | 52.0 | | 13.0 | 36.0 | | 17.0 | 40.0 | |
| Total Split (%) | 12.5% | 36.7% | 36.7% | 19.2% | 43.3% | | 10.8% | 30.0% | | 14.2% | 33.3% | |
| Maximum Green (s) | 9.0 | 38.0 | 38.0 | 17.0 | 46.0 | | 8.0 | 31.0 | | 12.0 | 35.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

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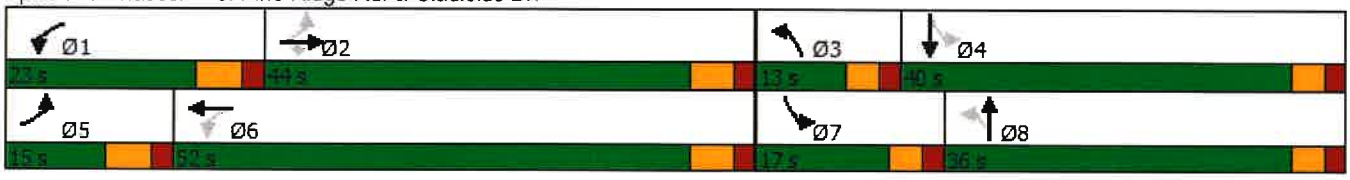


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | Max | Max | None | Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 48.3 | 41.6 | 41.6 | 54.9 | 49.3 | | 18.3 | 12.9 | | 22.8 | 17.2 | |
| Actuated g/C Ratio | 0.53 | 0.45 | 0.45 | 0.60 | 0.54 | | 0.20 | 0.14 | | 0.25 | 0.19 | |
| v/c Ratio | 0.09 | 0.26 | 0.06 | 0.24 | 0.30 | | 0.13 | 0.55 | | 0.28 | 0.58 | |
| Control Delay | 9.9 | 18.0 | 0.2 | 10.2 | 14.8 | | 26.3 | 37.7 | | 28.1 | 40.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 9.9 | 18.0 | 0.2 | 10.2 | 14.8 | | 26.3 | 37.7 | | 28.1 | 40.7 | |
| LOS | A | B | A | B | B | | C | D | | C | D | |
| Approach Delay | | 15.6 | | | 13.9 | | | 35.6 | | | 37.1 | |
| Approach LOS | | B | | | B | | | D | | | D | |
| Queue Length 50th (ft) | 10 | 81 | 0 | 34 | 104 | | 16 | 66 | | 37 | 107 | |
| Queue Length 95th (ft) | 28 | 140 | 0 | 73 | 170 | | 40 | 134 | | 74 | 185 | |
| Internal Link Dist (ft) | | 312 | | | 443 | | | 707 | | | 904 | |
| Turn Bay Length (ft) | 400 | | 435 | 400 | | | 300 | | | 375 | | |
| Base Capacity (vph) | 558 | 1604 | 819 | 689 | 1870 | | 281 | 618 | | 339 | 689 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.08 | 0.26 | 0.06 | 0.20 | 0.30 | | 0.12 | 0.24 | | 0.24 | 0.28 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 91.8
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 20.7 Intersection LOS: C
Intersection Capacity Utilization 50.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Pine Ridge Rd. & Gladiolus Dr.



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 52 | 636 | 46 | 106 | 512 | 74 | 67 | 163 | 221 | 94 | 97 | 45 |
| Future Volume (vph) | 52 | 636 | 46 | 106 | 512 | 74 | 67 | 163 | 221 | 94 | 97 | 45 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 435 | 400 | | 0 | 300 | | 0 | 375 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.981 | | | 0.914 | | | 0.953 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3539 | 1599 | 1770 | 3476 | 0 | 1770 | 1690 | 0 | 1736 | 1734 | 0 |
| Flt Permitted | 0.363 | | | 0.249 | | | 0.658 | | | 0.169 | | |
| Satd. Flow (perm) | 683 | 3539 | 1599 | 464 | 3476 | 0 | 1226 | 1690 | 0 | 309 | 1734 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 118 | | 14 | | | 63 | | | 22 | |
| Link Speed (mph) | | 40 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 392 | | | 523 | | | 787 | | | 984 | |
| Travel Time (s) | | 6.7 | | | 11.9 | | | 17.9 | | | 22.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 1% | 2% | 1% | 2% | 2% | 1% | 2% | 1% | 4% | 4% | 6% | 1% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 57 | 699 | 51 | 116 | 563 | 81 | 74 | 179 | 243 | 103 | 107 | 49 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 57 | 699 | 51 | 116 | 644 | 0 | 74 | 422 | 0 | 103 | 156 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | | 11.0 | 24.0 | | 11.0 | 24.0 | |
| Total Split (s) | 11.0 | 44.0 | 44.0 | 15.0 | 48.0 | | 11.0 | 48.0 | | 13.0 | 50.0 | |
| Total Split (%) | 9.2% | 36.7% | 36.7% | 12.5% | 40.0% | | 9.2% | 40.0% | | 10.8% | 41.7% | |
| Maximum Green (s) | 5.0 | 38.0 | 38.0 | 9.0 | 42.0 | | 6.0 | 43.0 | | 8.0 | 45.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

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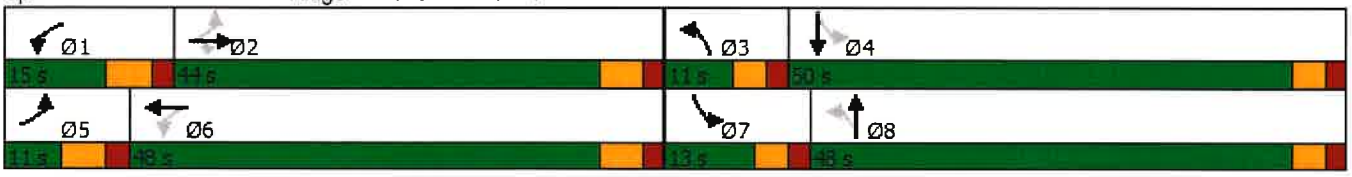


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | Max | Max | None | Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 43.6 | 38.6 | 38.6 | 51.0 | 44.3 | | 34.3 | 28.3 | | 38.8 | 32.6 | |
| Actuated g/C Ratio | 0.41 | 0.37 | 0.37 | 0.49 | 0.42 | | 0.33 | 0.27 | | 0.37 | 0.31 | |
| v/c Ratio | 0.17 | 0.54 | 0.08 | 0.35 | 0.44 | | 0.17 | 0.84 | | 0.47 | 0.28 | |
| Control Delay | 17.8 | 29.7 | 0.2 | 19.2 | 24.5 | | 20.7 | 46.2 | | 27.1 | 25.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 17.8 | 29.7 | 0.2 | 19.2 | 24.5 | | 20.7 | 46.2 | | 27.1 | 25.1 | |
| LOS | B | C | A | B | C | | C | D | | C | C | |
| Approach Delay | | 27.0 | | | 23.7 | | | 42.4 | | | 25.9 | |
| Approach LOS | | C | | | C | | | D | | | C | |
| Queue Length 50th (ft) | 19 | 194 | 0 | 40 | 160 | | 31 | 233 | | 44 | 70 | |
| Queue Length 95th (ft) | 50 | 303 | 0 | 90 | 258 | | 60 | 349 | | 79 | 121 | |
| Internal Link Dist (ft) | | 312 | | | 443 | | | 707 | | | 904 | |
| Turn Bay Length (ft) | 400 | | 435 | 400 | | | 300 | | | 375 | | |
| Base Capacity (vph) | 336 | 1298 | 661 | 339 | 1473 | | 432 | 733 | | 223 | 761 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.17 | 0.54 | 0.08 | 0.34 | 0.44 | | 0.17 | 0.58 | | 0.46 | 0.20 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 105.1
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 29.1 Intersection LOS: C
Intersection Capacity Utilization 69.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Pine Ridge Rd. & Gladiolus Dr.



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# 2027 BACKGROUND CONDITIONS

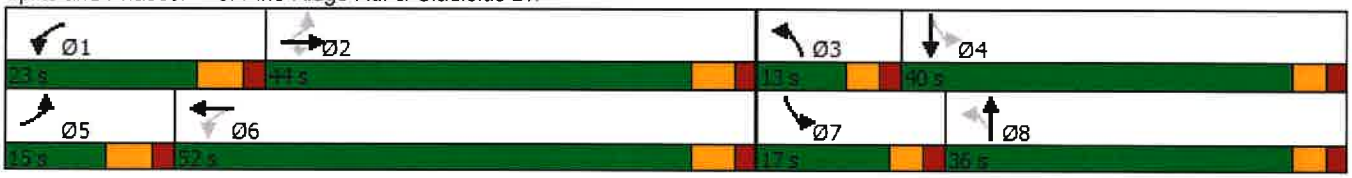
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 41 | 393 | 47 | 134 | 444 | 75 | 33 | 75 | 66 | 75 | 139 | 45 |
| Future Volume (vph) | 41 | 393 | 47 | 134 | 444 | 75 | 33 | 75 | 66 | 75 | 139 | 45 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 435 | 400 | | 0 | 300 | | 0 | 375 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.978 | | | 0.929 | | | 0.964 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3539 | 1599 | 1770 | 3466 | 0 | 1770 | 1724 | 0 | 1736 | 1748 | 0 |
| Flt Permitted | 0.438 | | | 0.434 | | | 0.554 | | | 0.430 | | |
| Satd. Flow (perm) | 824 | 3539 | 1599 | 808 | 3466 | 0 | 1032 | 1724 | 0 | 786 | 1748 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 173 | | 18 | | | 36 | | | 14 | |
| Link Speed (mph) | | 40 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 392 | | | 523 | | | 787 | | | 984 | |
| Travel Time (s) | | 6.7 | | | 11.9 | | | 17.9 | | | 22.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 1% | 2% | 1% | 2% | 2% | 1% | 2% | 1% | 4% | 4% | 6% | 1% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 45 | 432 | 52 | 147 | 488 | 82 | 36 | 82 | 73 | 82 | 153 | 49 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 45 | 432 | 52 | 147 | 570 | 0 | 36 | 155 | 0 | 82 | 202 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | | 11.0 | 24.0 | | 11.0 | 24.0 | |
| Total Split (s) | 15.0 | 44.0 | 44.0 | 23.0 | 52.0 | | 13.0 | 36.0 | | 17.0 | 40.0 | |
| Total Split (%) | 12.5% | 36.7% | 36.7% | 19.2% | 43.3% | | 10.8% | 30.0% | | 14.2% | 33.3% | |
| Maximum Green (s) | 9.0 | 38.0 | 38.0 | 17.0 | 46.0 | | 8.0 | 31.0 | | 12.0 | 35.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 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 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | Max | Max | None | Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 48.2 | 41.4 | 41.4 | 55.1 | 49.4 | | 18.6 | 13.2 | | 23.2 | 17.5 | |
| Actuated g/C Ratio | 0.52 | 0.45 | 0.45 | 0.60 | 0.54 | | 0.20 | 0.14 | | 0.25 | 0.19 | |
| v/c Ratio | 0.09 | 0.27 | 0.06 | 0.25 | 0.31 | | 0.14 | 0.56 | | 0.28 | 0.59 | |
| Control Delay | 10.1 | 18.5 | 0.1 | 10.5 | 15.1 | | 26.3 | 37.9 | | 28.1 | 40.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 10.1 | 18.5 | 0.1 | 10.5 | 15.1 | | 26.3 | 37.9 | | 28.1 | 40.9 | |
| LOS | B | B | A | B | B | | C | D | | C | D | |
| Approach Delay | | 16.0 | | | 14.2 | | | 35.7 | | | 37.2 | |
| Approach LOS | | B | | | B | | | D | | | D | |
| Queue Length 50th (ft) | 10 | 85 | 0 | 36 | 108 | | 16 | 69 | | 38 | 111 | |
| Queue Length 95th (ft) | 29 | 146 | 0 | 78 | 176 | | 40 | 139 | | 75 | 190 | |
| Internal Link Dist (ft) | | 312 | | | 443 | | | 707 | | | 904 | |
| Turn Bay Length (ft) | 400 | | 435 | 400 | | | 300 | | | 375 | | |
| Base Capacity (vph) | 548 | 1591 | 814 | 677 | 1864 | | 281 | 616 | | 338 | 687 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.08 | 0.27 | 0.06 | 0.22 | 0.31 | | 0.13 | 0.25 | | 0.24 | 0.29 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 92.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 20.9 Intersection LOS: C
Intersection Capacity Utilization 51.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Pine Ridge Rd. & Gladiolus Dr.



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| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 54 | 655 | 47 | 109 | 528 | 76 | 69 | 168 | 228 | 97 | 100 | 46 |
| Future Volume (vph) | 54 | 655 | 47 | 109 | 528 | 76 | 69 | 168 | 228 | 97 | 100 | 46 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 435 | 400 | | 0 | 300 | | 0 | 375 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.981 | | | 0.914 | | | 0.952 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3539 | 1599 | 1770 | 3476 | 0 | 1770 | 1690 | 0 | 1736 | 1732 | 0 |
| Flt Permitted | 0.348 | | | 0.235 | | | 0.655 | | | 0.159 | | |
| Satd. Flow (perm) | 655 | 3539 | 1599 | 438 | 3476 | 0 | 1220 | 1690 | 0 | 290 | 1732 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 118 | | 15 | | | 63 | | | 22 | |
| Link Speed (mph) | | 40 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 392 | | | 523 | | | 787 | | | 984 | |
| Travel Time (s) | | 6.7 | | | 11.9 | | | 17.9 | | | 22.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 1% | 2% | 1% | 2% | 2% | 1% | 2% | 1% | 4% | 4% | 6% | 1% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 59 | 720 | 52 | 120 | 580 | 84 | 76 | 185 | 251 | 107 | 110 | 51 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 59 | 720 | 52 | 120 | 664 | 0 | 76 | 436 | 0 | 107 | 161 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | | 11.0 | 24.0 | | 11.0 | 24.0 | |
| Total Split (s) | 11.0 | 44.0 | 44.0 | 15.0 | 48.0 | | 11.0 | 48.0 | | 13.0 | 50.0 | |
| Total Split (%) | 9.2% | 36.7% | 36.7% | 12.5% | 40.0% | | 9.2% | 40.0% | | 10.8% | 41.7% | |
| Maximum Green (s) | 5.0 | 38.0 | 38.0 | 9.0 | 42.0 | | 6.0 | 43.0 | | 8.0 | 45.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

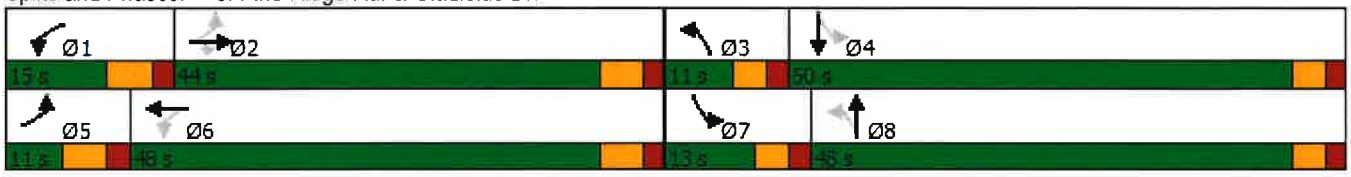
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| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | Max | Max | None | Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 43.6 | 38.5 | 38.5 | 51.1 | 44.3 | | 35.4 | 29.4 | | 39.9 | 33.7 | |
| Actuated g/C Ratio | 0.41 | 0.36 | 0.36 | 0.48 | 0.42 | | 0.33 | 0.28 | | 0.38 | 0.32 | |
| v/c Ratio | 0.18 | 0.56 | 0.08 | 0.38 | 0.46 | | 0.17 | 0.85 | | 0.50 | 0.28 | |
| Control Delay | 18.4 | 30.7 | 0.2 | 20.2 | 25.3 | | 20.5 | 46.8 | | 28.0 | 25.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 18.4 | 30.7 | 0.2 | 20.2 | 25.3 | | 20.5 | 46.8 | | 28.0 | 25.1 | |
| LOS | B | C | A | C | C | | C | D | | C | C | |
| Approach Delay | | 28.0 | | | 24.5 | | | 42.9 | | | 26.2 | |
| Approach LOS | | C | | | C | | | D | | | C | |
| Queue Length 50th (ft) | 20 | 205 | 0 | 42 | 170 | | 32 | 244 | | 46 | 72 | |
| Queue Length 95th (ft) | 52 | 318 | 0 | 94 | 270 | | 61 | 365 | | 81 | 125 | |
| Internal Link Dist (ft) | | 312 | | | 443 | | | 707 | | | 904 | |
| Turn Bay Length (ft) | 400 | | 435 | 400 | | | 300 | | | 375 | | |
| Base Capacity (vph) | 322 | 1283 | 655 | 325 | 1459 | | 438 | 727 | | 218 | 752 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.18 | 0.56 | 0.08 | 0.37 | 0.46 | | 0.17 | 0.60 | | 0.49 | 0.21 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 120 | | | |
| Actuated Cycle Length: 106.2 | | | |
| Natural Cycle: 70 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.85 | | | |
| Intersection Signal Delay: 29.8 | | Intersection LOS: C | |
| Intersection Capacity Utilization 70.7% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: Pine Ridge Rd. & Gladiolus Dr.



DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024

# 2027 WITH PROJECT CONDITIONS

Lanes, Volumes, Timings
3: Pine Ridge Rd. & Gladiolus Dr.

Weekday 2027 AM With Project Peak Season
Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 393 | 47 | 134 | 445 | 75 | 33 | 86 | 66 | 79 | 141 | 48 |
| Future Volume (vph) | 60 | 393 | 47 | 134 | 445 | 75 | 33 | 86 | 66 | 79 | 141 | 48 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 435 | 400 | | 0 | 300 | | 0 | 375 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.978 | | | 0.935 | | | 0.962 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3539 | 1599 | 1770 | 3466 | 0 | 1770 | 1736 | 0 | 1736 | 1745 | 0 |
| Flt Permitted | 0.431 | | | 0.448 | | | 0.540 | | | 0.400 | | |
| Satd. Flow (perm) | 811 | 3539 | 1599 | 835 | 3466 | 0 | 1006 | 1736 | 0 | 731 | 1745 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 173 | | 18 | | | 31 | | | 14 | |
| Link Speed (mph) | | 40 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 392 | | | 523 | | | 787 | | | 984 | |
| Travel Time (s) | | 6.7 | | | 11.9 | | | 17.9 | | | 22.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 1% | 2% | 1% | 2% | 2% | 1% | 2% | 1% | 4% | 4% | 6% | 1% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 66 | 432 | 52 | 147 | 489 | 82 | 36 | 95 | 73 | 87 | 155 | 53 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 66 | 432 | 52 | 147 | 571 | 0 | 36 | 168 | 0 | 87 | 208 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | | 11.0 | 24.0 | | 11.0 | 24.0 | |
| Total Split (s) | 15.0 | 44.0 | 44.0 | 23.0 | 52.0 | | 13.0 | 36.0 | | 17.0 | 40.0 | |
| Total Split (%) | 12.5% | 36.7% | 36.7% | 19.2% | 43.3% | | 10.8% | 30.0% | | 14.2% | 33.3% | |
| Maximum Green (s) | 9.0 | 38.0 | 38.0 | 17.0 | 46.0 | | 8.0 | 31.0 | | 12.0 | 35.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

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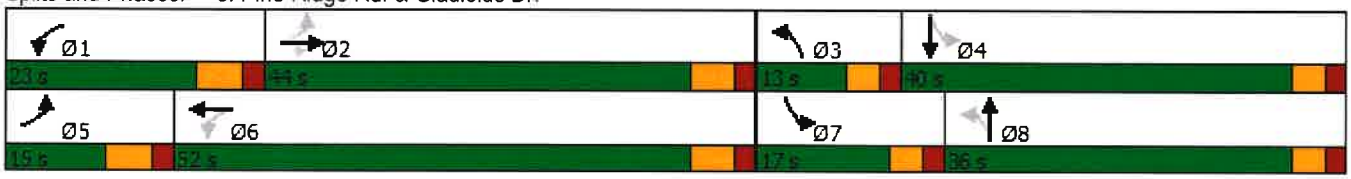


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | Max | Max | None | Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 50.5 | 43.2 | 43.2 | 55.6 | 48.2 | | 19.1 | 13.7 | | 23.9 | 18.1 | |
| Actuated g/C Ratio | 0.53 | 0.46 | 0.46 | 0.59 | 0.51 | | 0.20 | 0.14 | | 0.25 | 0.19 | |
| v/c Ratio | 0.13 | 0.27 | 0.06 | 0.25 | 0.32 | | 0.14 | 0.61 | | 0.31 | 0.60 | |
| Control Delay | 10.4 | 18.5 | 0.1 | 10.6 | 16.7 | | 26.8 | 42.1 | | 29.2 | 42.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 10.4 | 18.5 | 0.1 | 10.6 | 16.7 | | 26.8 | 42.1 | | 29.2 | 42.0 | |
| LOS | B | B | A | B | B | | C | D | | C | D | |
| Approach Delay | | 15.8 | | | 15.5 | | | 39.4 | | | 38.2 | |
| Approach LOS | | B | | | B | | | D | | | D | |
| Queue Length 50th (ft) | 16 | 86 | 0 | 37 | 111 | | 16 | 81 | | 41 | 116 | |
| Queue Length 95th (ft) | 40 | 148 | 0 | 79 | 181 | | 40 | 155 | | 80 | 198 | |
| Internal Link Dist (ft) | | 312 | | | 443 | | | 707 | | | 904 | |
| Turn Bay Length (ft) | 400 | | 435 | 400 | | | 300 | | | 375 | | |
| Base Capacity (vph) | 543 | 1615 | 823 | 687 | 1772 | | 275 | 601 | | 326 | 668 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.12 | 0.27 | 0.06 | 0.21 | 0.32 | | 0.13 | 0.28 | | 0.27 | 0.31 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 94.7
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 22.1 Intersection LOS: C
Intersection Capacity Utilization 51.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Pine Ridge Rd. & Gladiolus Dr.



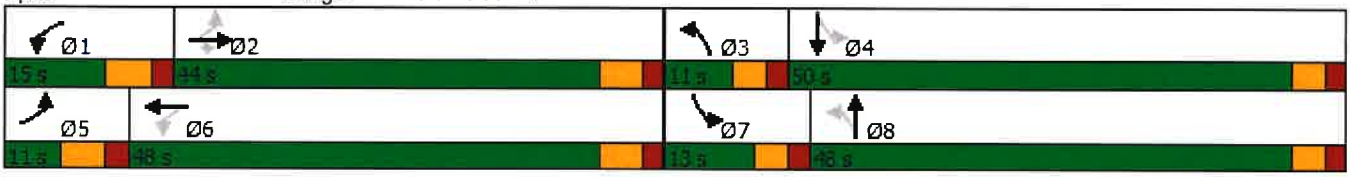
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 64 | 655 | 47 | 113 | 530 | 76 | 69 | 174 | 228 | 105 | 104 | 51 |
| Future Volume (vph) | 64 | 655 | 47 | 113 | 530 | 76 | 69 | 174 | 228 | 105 | 104 | 51 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 435 | 400 | | 0 | 300 | | 0 | 375 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.981 | | | 0.915 | | | 0.951 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3539 | 1599 | 1770 | 3476 | 0 | 1770 | 1693 | 0 | 1736 | 1732 | 0 |
| Flt Permitted | 0.346 | | | 0.234 | | | 0.650 | | | 0.158 | | |
| Satd. Flow (perm) | 651 | 3539 | 1599 | 436 | 3476 | 0 | 1211 | 1693 | 0 | 289 | 1732 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 118 | | 15 | | | 61 | | | 24 | |
| Link Speed (mph) | | 40 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 392 | | | 523 | | | 787 | | | 984 | |
| Travel Time (s) | | 6.7 | | | 11.9 | | | 17.9 | | | 22.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 1% | 2% | 1% | 2% | 2% | 1% | 2% | 1% | 4% | 4% | 6% | 1% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 70 | 720 | 52 | 124 | 582 | 84 | 76 | 191 | 251 | 115 | 114 | 56 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 70 | 720 | 52 | 124 | 666 | 0 | 76 | 442 | 0 | 115 | 170 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | | 11.0 | 24.0 | | 11.0 | 24.0 | |
| Total Split (s) | 11.0 | 44.0 | 44.0 | 15.0 | 48.0 | | 11.0 | 48.0 | | 13.0 | 50.0 | |
| Total Split (%) | 9.2% | 36.7% | 36.7% | 12.5% | 40.0% | | 9.2% | 40.0% | | 10.8% | 41.7% | |
| Maximum Green (s) | 5.0 | 38.0 | 38.0 | 9.0 | 42.0 | | 6.0 | 43.0 | | 8.0 | 45.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 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 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | Max | Max | None | Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 43.6 | 38.5 | 38.5 | 51.1 | 44.3 | | 35.9 | 29.8 | | 40.5 | 34.3 | |
| Actuated g/C Ratio | 0.41 | 0.36 | 0.36 | 0.48 | 0.41 | | 0.34 | 0.28 | | 0.38 | 0.32 | |
| v/c Ratio | 0.22 | 0.56 | 0.08 | 0.40 | 0.46 | | 0.17 | 0.86 | | 0.53 | 0.30 | |
| Control Delay | 19.0 | 31.0 | 0.2 | 20.6 | 25.5 | | 20.4 | 47.6 | | 29.0 | 25.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 19.0 | 31.0 | 0.2 | 20.6 | 25.5 | | 20.4 | 47.6 | | 29.0 | 25.0 | |
| LOS | B | C | A | C | C | | C | D | | C | C | |
| Approach Delay | | 28.1 | | | 24.8 | | | 43.6 | | | 26.6 | |
| Approach LOS | | C | | | C | | | D | | | C | |
| Queue Length 50th (ft) | 24 | 207 | 0 | 44 | 172 | | 32 | 251 | | 50 | 77 | |
| Queue Length 95th (ft) | 60 | 318 | 0 | 97 | 272 | | 61 | 373 | | 87 | 131 | |
| Internal Link Dist (ft) | | 312 | | | 443 | | | 707 | | | 904 | |
| Turn Bay Length (ft) | 400 | | 435 | 400 | | | 300 | | | 375 | | |
| Base Capacity (vph) | 319 | 1276 | 651 | 323 | 1452 | | 438 | 723 | | 219 | 749 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.22 | 0.56 | 0.08 | 0.38 | 0.46 | | 0.17 | 0.61 | | 0.53 | 0.23 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 106.8
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 30.2 Intersection LOS: C
Intersection Capacity Utilization 71.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Pine Ridge Rd. & Gladiolus Dr.



DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024

# TURNING MOVEMENT COUNTS

# Gladiolus Dr @ Pine Ridge Rd
## Fort Myers FL
## Tuesday, February 20, 2024

| Time | Southbound Pine Ridge Rd | | | | | | Westbound Gladiolus Dr | | | | | | Northbound Pine Ridge Rd | | | | | | Eastbound Gladiolus Dr | | | | | | VEHICLE TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | |
| 7:00 AM | 0 | 22 | 38 | 7 | 0 | *67* | 0 | 24 | 74 | 14 | 0 | *112* | 0 | 2 | 20 | 9 | 0 | *31* | 0 | 8 | 70 | 4 | 0 | *82* | **292** |
| 7:15 AM | 0 | 22 | 37 | 6 | 1 | *65* | 0 | 13 | 88 | 11 | 0 | *112* | 0 | 6 | 27 | 24 | 0 | *57* | 0 | 6 | 108 | 6 | 0 | *120* | **354** |
| 7:30 AM | 0 | 20 | 40 | 11 | 0 | *71* | 0 | 30 | 100 | 28 | 1 | *158* | 0 | 3 | 21 | 15 | 0 | *39* | 0 | 8 | 100 | 7 | 0 | *115* | **383** |
| 7:45 AM | 0 | 28 | 35 | 7 | 2 | *70* | 0 | 43 | 120 | 27 | 0 | *190* | 0 | 4 | 16 | 16 | 1 | *36* | 0 | 8 | 99 | 6 | 0 | *113* | **409** |
| Hourly Total | 0 | 92 | 150 | 31 | 3 | *273* | 0 | 110 | 382 | 80 | 1 | *572* | 0 | 15 | 84 | 64 | 1 | *163* | 0 | 30 | 377 | 23 | 0 | *430* | **1438** |
| 8:00 AM | 0 | 17 | 33 | 7 | 0 | *57* | 0 | 29 | 114 | 19 | 0 | *162* | 0 | 9 | 16 | 12 | 0 | *37* | 0 | 7 | 87 | 12 | 0 | *106* | **362** |
| 8:15 AM | 0 | 19 | 33 | 7 | 1 | *59* | 0 | 33 | 84 | 15 | 0 | *132* | 0 | 7 | 11 | 17 | 0 | *35* | 0 | 13 | 96 | 10 | 1 | *119* | **345** |
| 8:30 AM | 0 | 21 | 42 | 17 | 2 | *80* | 0 | 38 | 114 | 20 | 2 | *172* | 0 | 12 | 27 | 22 | 1 | *61* | 0 | 10 | 90 | 13 | 2 | *113* | **426** |
| 8:45 AM | 0 | 17 | 30 | 14 | 0 | *61* | 0 | 30 | 128 | 20 | 0 | *178* | 0 | 5 | 20 | 14 | 0 | *39* | 0 | 11 | 116 | 12 | 0 | *139* | **417** |
| Hourly Total | 0 | 74 | 138 | 45 | 3 | *257* | 0 | 130 | 440 | 74 | 2 | *644* | 0 | 33 | 74 | 65 | 1 | *172* | 0 | 41 | 389 | 47 | 3 | *477* | **1550** |
| **TOTAL** | **0** | **166** | **288** | **76** | **6** | ***530*** | **0** | **240** | **822** | **154** | **3** | ***1216*** | **0** | **48** | **158** | **129** | **2** | ***335*** | **0** | **71** | **766** | **70** | **3** | ***907*** | **2988** |
| **Cars** | 0 | 161 | 278 | 75 | 2 | *514* | 0 | 237 | 781 | 137 | 3 | *1155* | 0 | 46 | 139 | 121 | 1 | *306* | 0 | 69 | 745 | 70 | 0 | *884* | **2859** |
| **Heavy Vehicles** | 0 | 5 | 10 | 1 | 4 | *16* | 0 | 3 | 41 | 17 | 0 | *61* | 0 | 2 | 19 | 8 | 1 | *29* | 0 | 2 | 21 | 0 | 3 | *23* | **129** |
| **Heavy Vehicle %** | 0.00% | 3.01% | 3.47% | 1.32% | 66.67% | *3.02%* | 0.00% | 1.25% | 4.99% | 11.04% | 0.00% | *5.02%* | 0.00% | 4.17% | 12.03% | 6.20% | 50.00% | *8.66%* | 0.00% | 2.82% | 2.74% | 0.00% | 100.00% | *2.54%* | **4.32%** |

# Gladiolus Dr @ Pine Ridge Rd
## Fort Myers FL
## Tuesday, February 20, 2024
### AM Peak Hour

| Time | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Eastbound | | | | | | VEHICLE TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | |
| 8:00 AM | 0 | 17 | 33 | 7 | 0 | *57* | 0 | 29 | 114 | 19 | 0 | *162* | 0 | 9 | 16 | 12 | 0 | *37* | 0 | 7 | 87 | 12 | 0 | *106* | **362** |
| 8:15 AM | 0 | 19 | 33 | 7 | 1 | *59* | 0 | 33 | 84 | 15 | 0 | *132* | 0 | 7 | 11 | 17 | 0 | *35* | 0 | 13 | 96 | 10 | 1 | *119* | **345** |
| 8:30 AM | 0 | 21 | 42 | 17 | 2 | *80* | 0 | 38 | 114 | 20 | 2 | *172* | 0 | 12 | 27 | 22 | 1 | *61* | 0 | 10 | 90 | 13 | 2 | *113* | **426** |
| 8:45 AM | 0 | 17 | 30 | 14 | 0 | *61* | 0 | 30 | 128 | 20 | 0 | *178* | 0 | 5 | 20 | 14 | 0 | *39* | 0 | 11 | 116 | 12 | 0 | *139* | **417** |
| Peak Hour Total | 0 | 74 | 138 | 45 | 3 | *257* | 0 | 130 | 440 | 74 | 2 | *644* | 0 | 33 | 74 | 65 | 1 | *172* | 0 | 41 | 389 | 47 | 3 | *477* | **1550** |
| PHF | 0.000 | 0.881 | 0.821 | 0.662 | 0.375 | *0.803* | 0.000 | 0.855 | 0.859 | 0.925 | 0.250 | *0.904* | 0.000 | 0.688 | 0.685 | 0.739 | 0.250 | *0.705* | 0.000 | 0.788 | 0.838 | 0.904 | 0.375 | *0.858* | **0.910** |

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# Gladiolus Dr @ Pine Ridge Rd
## Fort Myers FL
## Tuesday, February 20, 2024

| Time | Southbound Pine Ridge Rd | | | | | | Westbound Gladiolus Dr | | | | | | Northbound Pine Ridge Rd | | | | | | Eastbound Gladiolus Dr | | | | | | VEHICLE TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | |
| 4:00 PM | 0 | 20 | 23 | 7 | 2 | *50* | 0 | 29 | 141 | 21 | 0 | *191* | 0 | 8 | 34 | 71 | 0 | *113* | 0 | 6 | 187 | 14 | 1 | *207* | **561** |
| 4:15 PM | 0 | 16 | 29 | 15 | 2 | *60* | 0 | 31 | 112 | 23 | 1 | *166* | 0 | 18 | 50 | 52 | 0 | *120* | 0 | 12 | 184 | 16 | 2 | *212* | **558** |
| 4:30 PM | 0 | 34 | 20 | 10 | 3 | *64* | 0 | 23 | 140 | 17 | 6 | *180* | 0 | 19 | 38 | 47 | 0 | *104* | 0 | 11 | 144 | 3 | 0 | *158* | **506** |
| 4:45 PM | 0 | 20 | 18 | 13 | 1 | *51* | 0 | 29 | 143 | 22 | 0 | *194* | 0 | 17 | 32 | 57 | 1 | *106* | 0 | 14 | 143 | 10 | 1 | *167* | **518** |
| Hourly Total | 0 | 90 | 90 | 45 | 8 | *225* | 0 | 112 | 536 | 83 | 7 | *731* | 0 | 62 | 154 | 227 | 1 | *443* | 0 | 43 | 658 | 43 | 4 | *744* | **2143** |
| 5:00 PM | 0 | 26 | 32 | 8 | 0 | *66* | 0 | 25 | 127 | 14 | 0 | *166* | 0 | 14 | 46 | 70 | 0 | *130* | 0 | 16 | 178 | 18 | 1 | *212* | **574** |
| 5:15 PM | 0 | 24 | 22 | 13 | 1 | *59* | 0 | 26 | 125 | 15 | 0 | *166* | 0 | 8 | 30 | 48 | 0 | *86* | 0 | 12 | 165 | 10 | 1 | *187* | **498** |
| 5:30 PM | 0 | 22 | 21 | 14 | 2 | *57* | 0 | 22 | 108 | 17 | 0 | *147* | 0 | 17 | 24 | 45 | 1 | *86* | 0 | 14 | 122 | 9 | 1 | *145* | **435** |
| 5:45 PM | 0 | 11 | 27 | 13 | 0 | *51* | 0 | 14 | 135 | 14 | 0 | *163* | 0 | 7 | 21 | 29 | 1 | *57* | 0 | 15 | 122 | 11 | 0 | *148* | **419** |
| Hourly Total | 0 | 83 | 102 | 48 | 3 | *233* | 0 | 87 | 495 | 60 | 0 | *642* | 0 | 46 | 121 | 192 | 2 | *359* | 0 | 57 | 587 | 48 | 3 | *692* | **1926** |
| **TOTAL** | **0** | **173** | **192** | **93** | **11** | ***458*** | **0** | **199** | **1031** | **143** | **7** | ***1373*** | **0** | **108** | **275** | **419** | **3** | ***802*** | **0** | **100** | **1245** | **91** | **7** | ***1436*** | **4069** |
| **Cars** | 0 | 166 | 180 | 93 | 7 | *439* | 0 | 193 | 1015 | 141 | 5 | *1349* | 0 | 106 | 274 | 415 | 1 | *795* | 0 | 98 | 1218 | 90 | 3 | *1406* | **3989** |
| **Heavy Vehicles** | 0 | 7 | 12 | 0 | 4 | *19* | 0 | 6 | 16 | 2 | 2 | *24* | 0 | 2 | 1 | 4 | 2 | *7* | 0 | 2 | 27 | 1 | 4 | *30* | **80** |
| **Heavy Vehicle %** | 0.00% | 4.05% | 6.25% | 0.00% | 36.36% | *4.15%* | 0.00% | 3.02% | 1.55% | 1.40% | 28.57% | *1.75%* | 0.00% | 1.85% | 0.36% | 0.95% | 66.67% | *0.87%* | 0.00% | 2.00% | 2.17% | 1.10% | 57.14% | *2.09%* | **1.97%** |

# Gladiolus Dr @ Pine Ridge Rd
## Fort Myers FL
## Tuesday, February 20, 2024
### PM Peak Hour

| Time | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Eastbound | | | | | | VEHICLE TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | |
| 4:15 PM | 0 | 16 | 29 | 15 | 2 | *60* | 0 | 31 | 112 | 23 | 1 | *166* | 0 | 18 | 50 | 52 | 0 | *120* | 0 | 12 | 184 | 16 | 2 | *212* | **558** |
| 4:30 PM | 0 | 34 | 20 | 10 | 3 | *64* | 0 | 23 | 140 | 17 | 6 | *180* | 0 | 19 | 38 | 47 | 0 | *104* | 0 | 11 | 144 | 3 | 0 | *158* | **506** |
| 4:45 PM | 0 | 20 | 18 | 13 | 1 | *51* | 0 | 29 | 143 | 22 | 0 | *194* | 0 | 17 | 32 | 57 | 1 | *106* | 0 | 14 | 143 | 10 | 1 | *167* | **518** |
| 5:00 PM | 0 | 26 | 32 | 8 | 0 | *66* | 0 | 25 | 127 | 14 | 0 | *166* | 0 | 14 | 46 | 70 | 0 | *130* | 0 | 16 | 178 | 18 | 1 | *212* | **574** |
| Peak Hour Total | 0 | 96 | 99 | 46 | 6 | *241* | 0 | 108 | 522 | 76 | 7 | *706* | 0 | 68 | 166 | 226 | 1 | *460* | 0 | 53 | 649 | 47 | 4 | *749* | **2156** |
| PHF | 0.000 | 0.706 | 0.773 | 0.767 | 0.500 | *0.913* | 0.000 | 0.871 | 0.913 | 0.826 | 0.292 | *0.910* | 0.000 | 0.895 | 0.830 | 0.807 | 0.250 | *0.885* | 0.000 | 0.828 | 0.882 | 0.653 | 0.500 | *0.883* | **0.939** |

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Additional info dated 03-01-2024

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024

# DEVELOPMENT OF FUTURE YEAR BACKGROUND TURNING VOLUMES

DCI2023-00033 Lee County ePlan

Additional info dated 03-01-2024

# Development of Future Year Background Turning Volumes

| | |
|---|---|
| Intersection | **Gladiolus Drive @ Pine Ridge Road** |
| Count Date | February 20, 2024 |
| Build-Out Year | 2027 |

**AM Peak Hour**

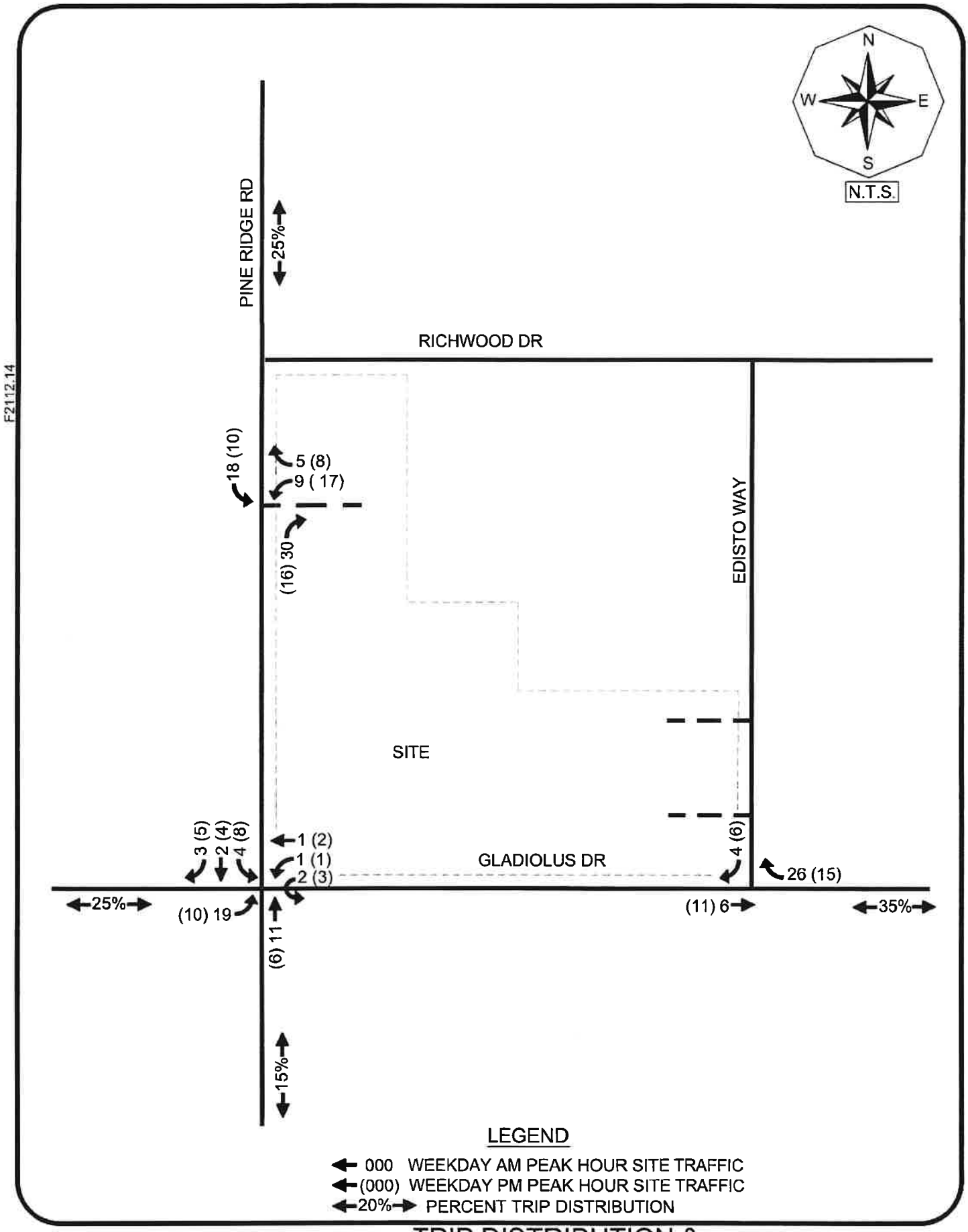
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RAW Turning Movement Counts | 33 | 74 | 65 | 74 | 138 | 45 | 41 | 389 | 47 | 130 | 440 | 74 |
| Peak Season Correction Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Current Peak Season Volumes | 32 | 73 | 64 | 73 | 135 | 44 | 40 | 381 | 46 | 127 | 431 | 73 |
| Growth Rate | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% |
| Years to Build-out | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 2027 Background Turning Volumes | **33** | **75** | **66** | **75** | **139** | **45** | **41** | **393** | **47** | **131** | **444** | **75** |
| Project Turning Volumes | | 11 | | 4 | 2 | 3 | 19 | | | 3 | 1 | |
| 2027 Background + Project | **33** | **86** | **66** | **79** | **141** | **48** | **60** | **393** | **47** | **134** | **445** | **75** |

**PM Peak Hour**

| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RAW Turning Movement Counts | 68 | 166 | 226 | 96 | 99 | 46 | 53 | 649 | 47 | 108 | 522 | 76 |
| Peak Season Correction Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Current Peak Season Volumes | 67 | 163 | 221 | 94 | 97 | 45 | 52 | 636 | 46 | 106 | 512 | 74 |
| Growth Rate | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% |
| Years to Build-out | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 2027 Background Turning Volumes | **69** | **168** | **228** | **97** | **100** | **46** | **54** | **655** | **47** | **109** | **528** | **76** |
| Project Turning Volumes | | 6 | | 8 | 4 | 5 | 10 | | | 4 | 2 | |
| 2027 Background + Project | **69** | **174** | **228** | **105** | **104** | **51** | **64** | **655** | **47** | **113** | **530** | **76** |

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# PROJECT TRAFFIC VOLUMES FROM TRAFFIC STUDY




TRANSPORTATION CONSULTANTS, INC

# TRIP DISTRIBUTION & SITE TRAFFIC ASSIGNMENT
## HEIGHTS CAREER TECHNICAL CENTER

Figure 2

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024

# FDOT PEAK SEASON ADJUSTMENT FACTOR

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 1200 LEE COUNTYWIDE

MOCF: 0.92

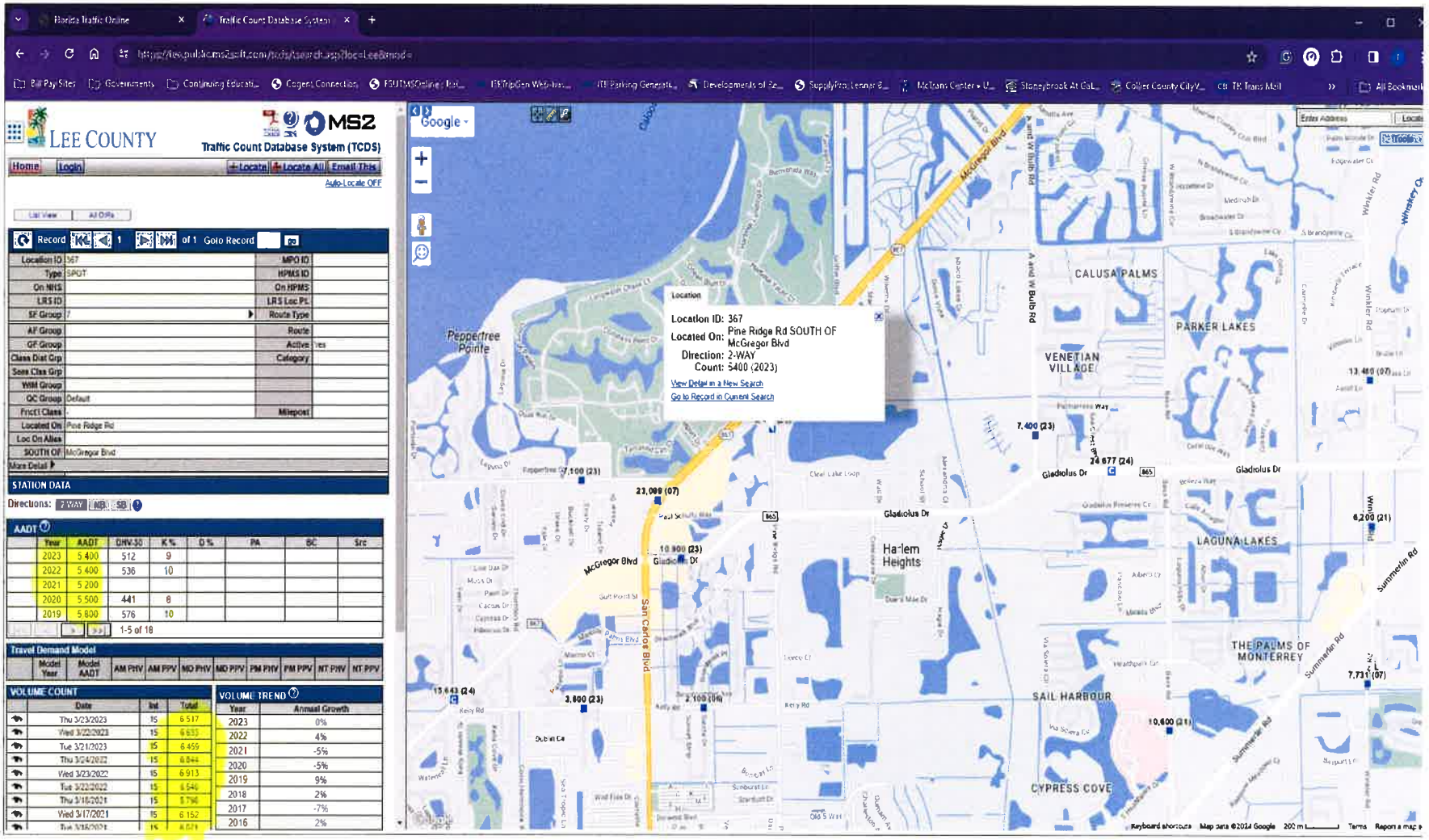
| WEEK | DATES | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2022 - 01/01/2022 | 1.02 | 1.11 |
| 2 | 01/02/2022 - 01/08/2022 | 1.00 | 1.09 |
| 3 | 01/09/2022 - 01/15/2022 | 0.99 | 1.08 |
| 4 | 01/16/2022 - 01/22/2022 | 0.97 | 1.05 |
| * 5 | 01/23/2022 - 01/29/2022 | 0.95 | 1.03 |
| * 6 | 01/30/2022 - 02/05/2022 | 0.94 | 1.02 |
| * 7 | 02/06/2022 - 02/12/2022 | 0.92 | 1.00 |
| * 8 | 02/13/2022 - 02/19/2022 | 0.90 | 0.98 |
| * 9 | 02/20/2022 - 02/26/2022 | 0.90 | 0.98 |
| *10 | 02/27/2022 - 03/05/2022 | 0.90 | 0.98 |
| *11 | 03/06/2022 - 03/12/2022 | 0.90 | 0.98 |
| *12 | 03/13/2022 - 03/19/2022 | 0.90 | 0.98 |
| *13 | 03/20/2022 - 03/26/2022 | 0.91 | 0.99 |
| *14 | 03/27/2022 - 04/02/2022 | 0.92 | 1.00 |
| *15 | 04/03/2022 - 04/09/2022 | 0.93 | 1.01 |
| *16 | 04/10/2022 - 04/16/2022 | 0.94 | 1.02 |
| *17 | 04/17/2022 - 04/23/2022 | 0.95 | 1.03 |
| 18 | 04/24/2022 - 04/30/2022 | 0.96 | 1.04 |
| 19 | 05/01/2022 - 05/07/2022 | 0.98 | 1.07 |
| 20 | 05/08/2022 - 05/14/2022 | 0.99 | 1.08 |
| 21 | 05/15/2022 - 05/21/2022 | 1.00 | 1.09 |
| 22 | 05/22/2022 - 05/28/2022 | 1.02 | 1.11 |
| 23 | 05/29/2022 - 06/04/2022 | 1.03 | 1.12 |
| 24 | 06/05/2022 - 06/11/2022 | 1.05 | 1.14 |
| 25 | 06/12/2022 - 06/18/2022 | 1.06 | 1.15 |
| 26 | 06/19/2022 - 06/25/2022 | 1.06 | 1.15 |
| 27 | 06/26/2022 - 07/02/2022 | 1.06 | 1.15 |
| 28 | 07/03/2022 - 07/09/2022 | 1.06 | 1.15 |
| 29 | 07/10/2022 - 07/16/2022 | 1.06 | 1.15 |
| 30 | 07/17/2022 - 07/23/2022 | 1.06 | 1.15 |
| 31 | 07/24/2022 - 07/30/2022 | 1.06 | 1.15 |
| 32 | 07/31/2022 - 08/06/2022 | 1.06 | 1.15 |
| 33 | 08/07/2022 - 08/13/2022 | 1.07 | 1.16 |
| 34 | 08/14/2022 - 08/20/2022 | 1.07 | 1.16 |
| 35 | 08/21/2022 - 08/27/2022 | 1.09 | 1.18 |
| 36 | 08/28/2022 - 09/03/2022 | 1.11 | 1.21 |
| 37 | 09/04/2022 - 09/10/2022 | 1.13 | 1.23 |
| 38 | 09/11/2022 - 09/17/2022 | 1.15 | 1.25 |
| 39 | 09/18/2022 - 09/24/2022 | 1.12 | 1.22 |
| 40 | 09/25/2022 - 10/01/2022 | 1.09 | 1.18 |
| 41 | 10/02/2022 - 10/08/2022 | 1.07 | 1.16 |
| 42 | 10/09/2022 - 10/15/2022 | 1.04 | 1.13 |
| 43 | 10/16/2022 - 10/22/2022 | 1.03 | 1.12 |
| 44 | 10/23/2022 - 10/29/2022 | 1.03 | 1.12 |
| 45 | 10/30/2022 - 11/05/2022 | 1.02 | 1.11 |
| 46 | 11/06/2022 - 11/12/2022 | 1.02 | 1.11 |
| 47 | 11/13/2022 - 11/19/2022 | 1.01 | 1.10 |
| 48 | 11/20/2022 - 11/26/2022 | 1.01 | 1.10 |
| 49 | 11/27/2022 - 12/03/2022 | 1.01 | 1.10 |
| 50 | 12/04/2022 - 12/10/2022 | 1.01 | 1.10 |
| 51 | 12/11/2022 - 12/17/2022 | 1.02 | 1.11 |
| 52 | 12/18/2022 - 12/24/2022 | 1.00 | 1.09 |
| 53 | 12/25/2022 - 12/31/2022 | 0.99 | 1.08 |

* PEAK SEASON

23-FEB-2023 09:11:18 830UPD 1_1200_PKSEASON.TXT

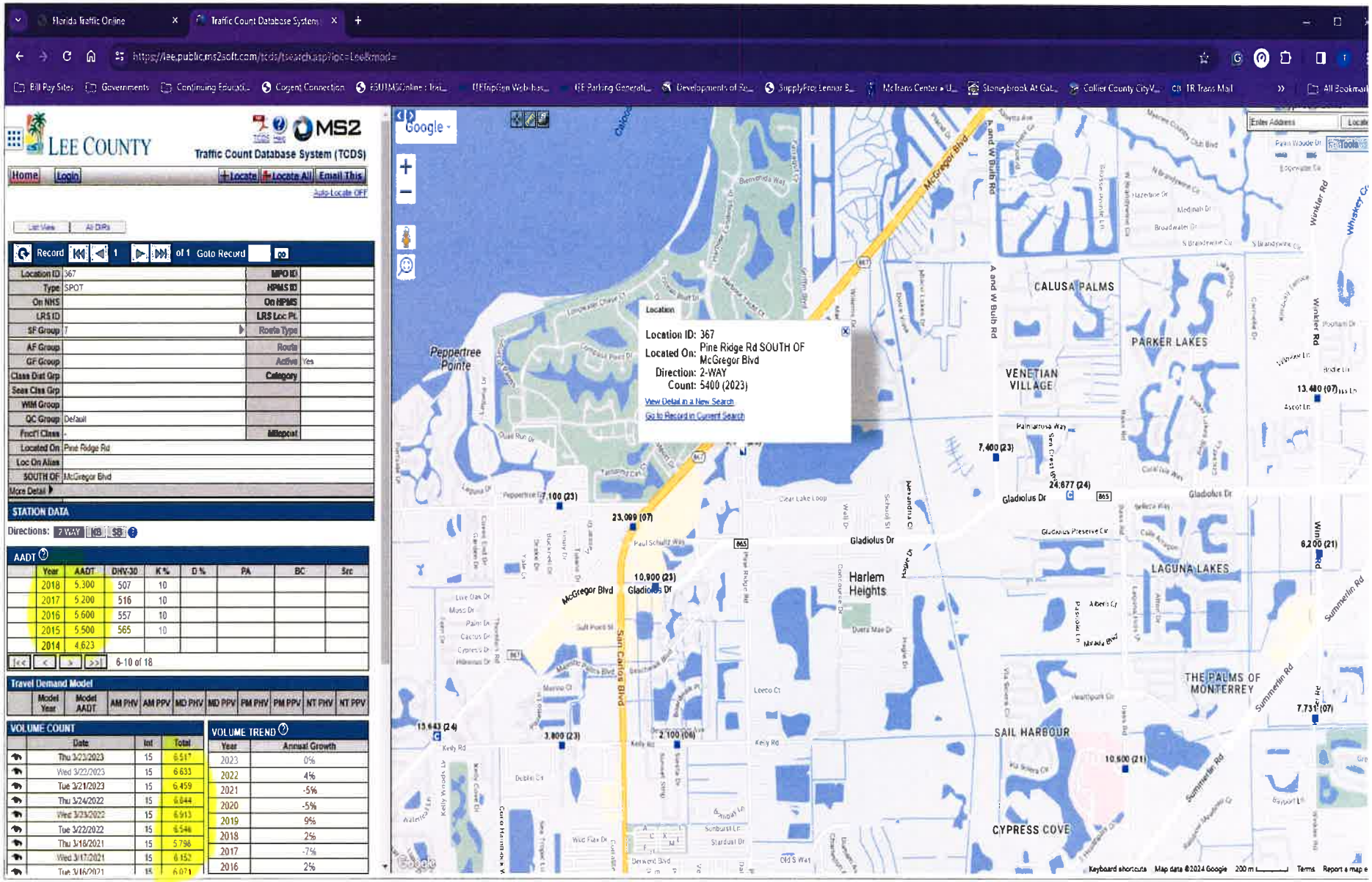
DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024

# LEE COUNTY & FDOT HISTORCAL TRAFFIC COUNT DATA FOR PINE RIDGE ROAD




DCI2023-00033 Lee County ePlan
Additional info dated 03-01-2024

DCI2023-00033 Lee County ePlan
Additional info dated 03-01-2024



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

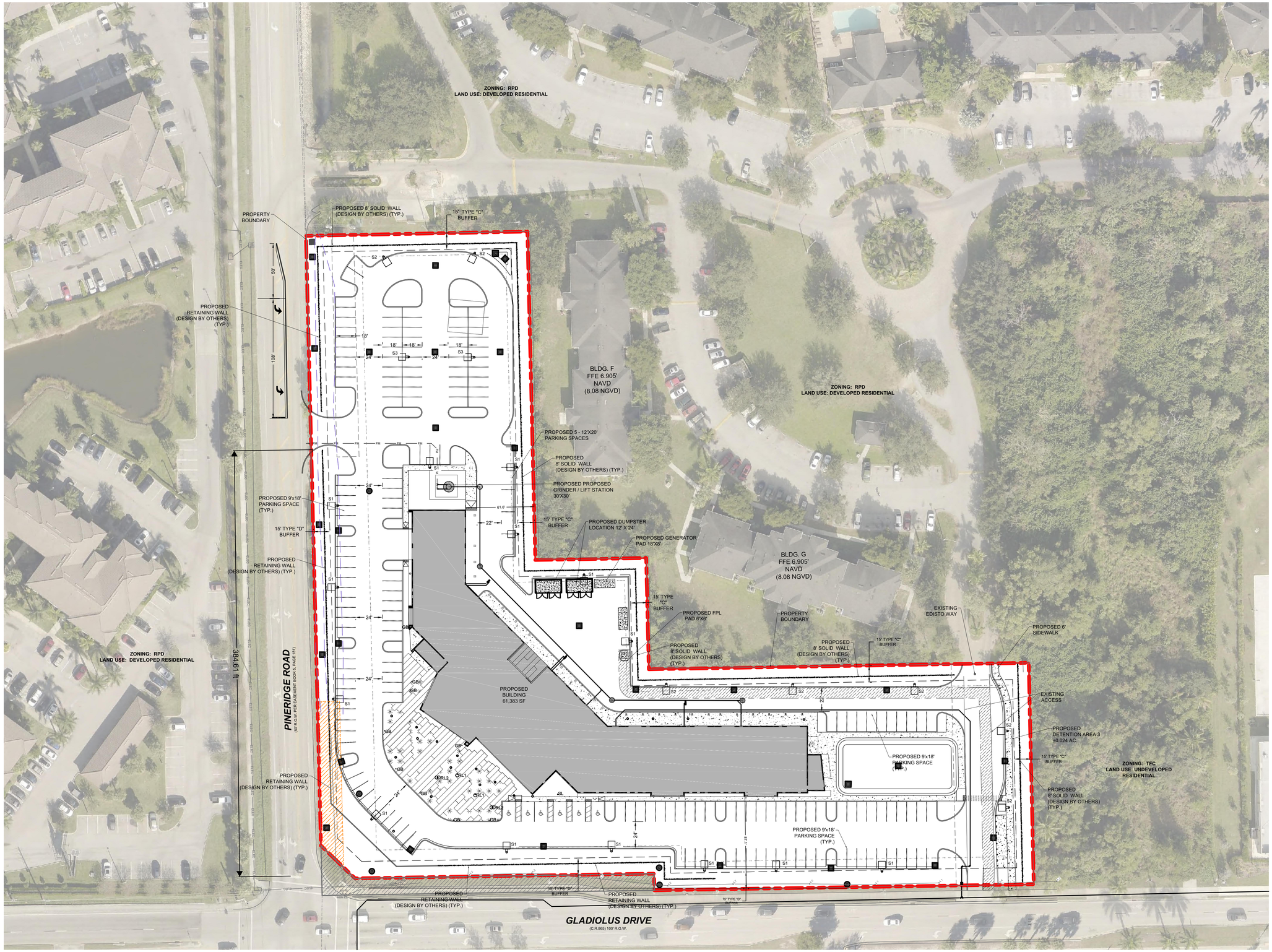
COUNTY: 12 - LEE

SITE: 4152 - PINE RIDGE ROAD, NORTH OF SUMMERLIN ROAD

| YEAR | AADT | DIRECTION 1 | | DIRECTION 2 | | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|---|---|
| 2022 | 6700 X | | 0 | | 0 | 9.00 | 53.90 | 6.40 |
| 2021 | 6400 X | | 0 | | 0 | 9.00 | 53.50 | 4.10 |
| 2020 | 6000 E | | 0 | | 0 | 9.00 | 59.30 | 6.00 |
| 2019 | 6000 F | N | | S | | 9.00 | 59.60 | 6.00 |
| 2018 | 5500 C | N | 2700 | S | 2800 | 9.00 | 53.30 | 6.00 |
| 2017 | 6100 E | N | | S | | 9.00 | 59.80 | 3.60 |
| 2016 | 6100 S | N | 3000 | S | 3100 | 9.00 | 55.70 | 5.60 |
| 2015 | 5900 F | N | 2900 | S | 3000 | 9.00 | 55.50 | 5.60 |
| 2014 | 5700 C | N | 2800 | S | 2900 | 9.00 | 55.20 | 5.60 |
| 2013 | 4300 S | | 0 | | 0 | 9.00 | 55.00 | 5.20 |
| 2012 | 4300 F | | 0 | | 0 | 9.00 | 55.30 | 3.00 |
| 2011 | 4300 C | N | 0 | S | 0 | 9.00 | 55.20 | 3.50 |

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

DCI2023-00033 Lee County ePlan
Additional info dated 03-01-2024


ZONING: RPD
LAND USE: DEVELOPED RESIDENTIAL
PROPERTY BOUNDARY
PROPOSED 8' SOLID WALL (DESIGN BY OTHERS) (TYP.)
15' TYPE "C" BUFFER
PROPOSED RETAINING WALL (DESIGN BY OTHERS) (TYP.)
50'
108'
18'
24'
S1
S2
S3
BLDG. F
FFE 6.905'
NAVD
(8.08 NGVD)
ZONING: RPD
LAND USE: DEVELOPED RESIDENTIAL
PROPOSED 5 - 12'X20' PARKING SPACES
PROPOSED 8' SOLID WALL (DESIGN BY OTHERS) (TYP.)
PROPOSED PROPOSED GRINDER / LIFT STATION 30'X30'
61.6'
22'
PROPOSED 9'x18' PARKING SPACE (TYP.)
15' TYPE "D" BUFFER
15' TYPE "C" BUFFER
PROPOSED DUMPSTER LOCATION 12' X 24'
PROPOSED GENERATOR PAD 18'X8'
BLDG. G
FFE.6.905'
NAVD
(8.08 NGVD)
15' TYPE "C" BUFFER
PROPOSED FPL PAD 6'X6'
PROPERTY BOUNDARY
EXISTING EDISTO WAY
PROPOSED 6' SIDEWALK
PROPOSED 8'SOLID WALL (DESIGN BY OTHERS) (TYP.)
PROPOSED 8' SOLID WALL (DESIGN BY OTHERS) (TYP.)
15' TYPE "C" BUFFER
ZONING: RPD
LAND USE: DEVELOPED RESIDENTIAL
384.61' ft
PINERIDGE ROAD
(50' R.O.W. PER EASEMENT BOOK 6, PAGE 181)
PROPOSED BUILDING 61,383 SF
EXISTING ACCESS
PROPOSED DETENTION AREA 3 ±0.024 AC.
15' TYPE "C" BUFFER
PROPOSED 9'x18' PARKING SPACE (TYP.)
ZONING: TFC
LAND USE: UNDEVELOPED RESIDENTIAL
PROPOSED 8' SOLID WALL (DESIGN BY OTHERS) (TYP.)
PROPOSED 9'x18' PARKING SPACE (TYP.)
PROPOSED RETAINING WALL (DESIGN BY OTHERS) (TYP.)
15' TYPE "D" BUFFER
PROPOSED RETAINING WALL (DESIGN BY OTHERS) (TYP.)
15' TYPE "D" BUFFER
GLADIOLUS DRIVE
(C.R.865) 100' R.O.W.

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024

COUNTY

BOARD OF COUNTY COMMISSIONERS

P.O. Box 398
Fort Myers, Florida 33902-0398
(813) 334-2166
335-2272
*Writer's Direct Dial Number*

John E. Manning
*District One*

Douglas R. St. Cerny
*District Two*

Ray Judah
*District Three*

Bill Fussell
*District Four*

Donald Slisher
*District Five*

Marsha Segal-George
*County Administrator*

James G. Yaeger
*County Attorney*

R. Scott Barker
*County Hearing Examiner*

May 10, 1990

Mr. Michael Roeder
Humphrey & Knott
1625 Hendry Street
Fort Myers, Florida 33901

Re: Final Plan Approval for Crosslands RPD/CPD
(Richwood Lake Estates), File #86-6-7 DCI

file w/86-6-7-(A) DCI

Dear Mr. Roeder:

This letter is to inform you that the eight-page Final Plan entitled "Richwood Lake Estates" dated February, 1990 (job number 90-01, sheets 1 and 3 of 7 last revised April, 1990, stamped received April 27, 1990) is in substantial compliance with the Master Concept Plan and conditions of the rezoning granted by the Board of County Commissioners on March 23, 1987 (Resolution Z-86-81).

Please note that certain conditions of Resolution Z-86-81 will need to be met prior to the issuance of a development order for this development and by copy of this letter, staff is advising Development Review of this matter.

This approval does not relieve this development from compliance with state or local regulations for the development of this property, except as specifically granted in the resolution (Resolution Z-86-81). This approval only grants final plan approval and does not indicate that a development order has been or will be approved.

(7525Z)

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024



Please feel free to contact me if you have any questions on this matter.

Sincerely,

DEPARTMENT OF COMMUNITY DEVELOPMENT

Alvin "Chip" Block

Alvin "Chip" Block, Senior Planner
Zoning Division

ACB

attachment

cc: Zoning File, 86-6-87 DCI
DCI File
Paul Bangs
Hal McNemar

(7525Z)

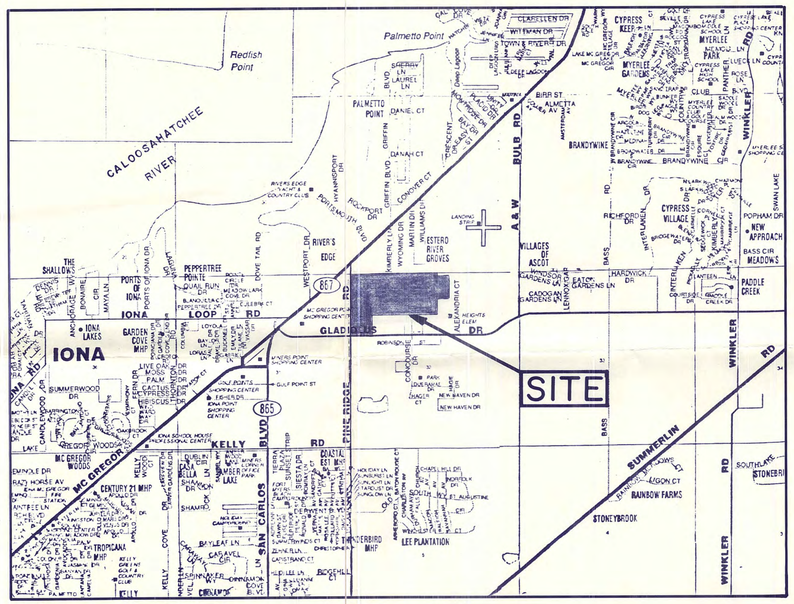
DCI2023-00033 Lee County ePlan
Additional info dated 03-01-2024

RECEIVED
APR 27 1990
ZONING COUNTER

# RICHWOOD LAKE ESTATES

## DRAWING INDEX

1. MASTER PLAN
2.-7. BUILDINGS, PARKING, ROADS, UTILITIES




NORTH

**SITE LOCATION MAP**
N.T.S.

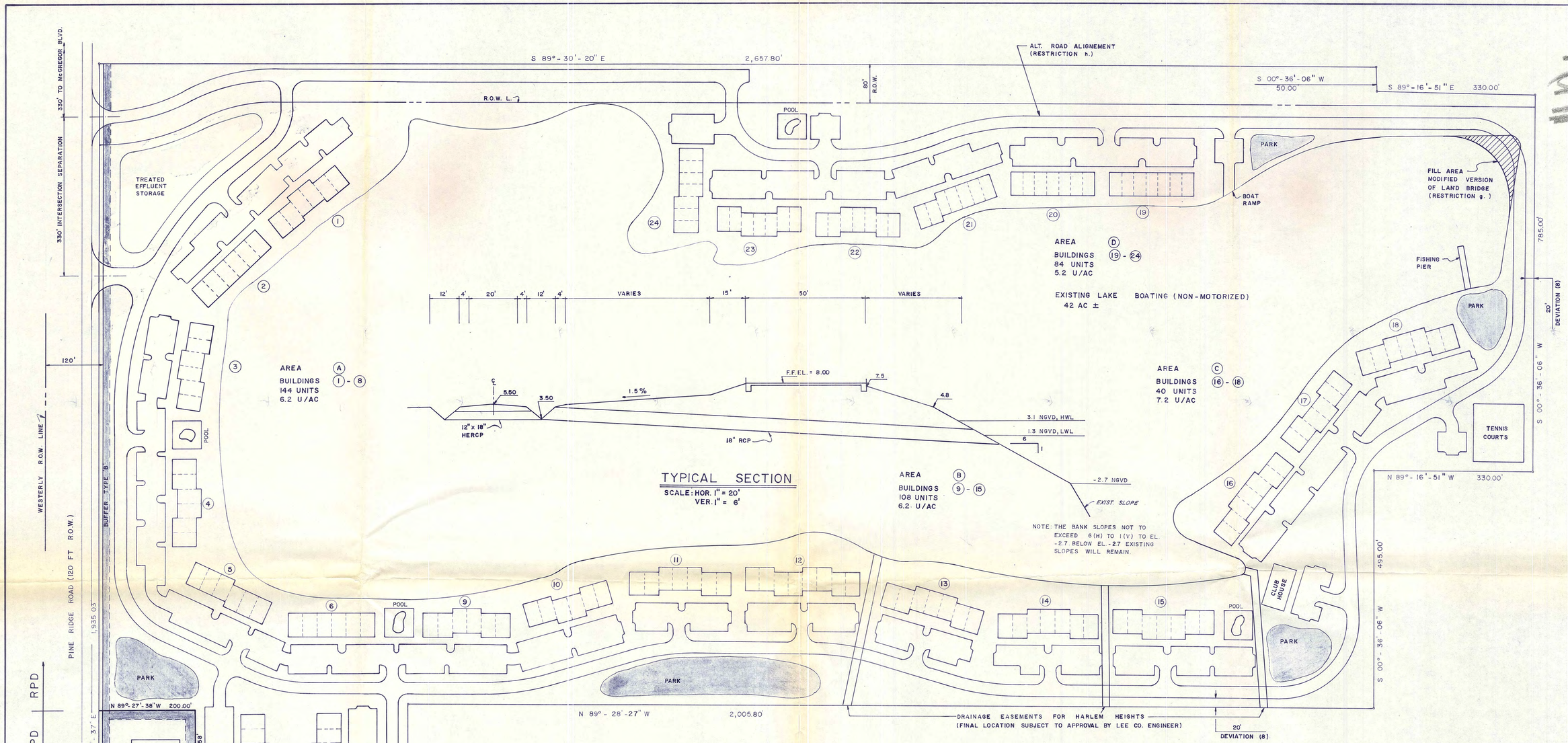
DEVELOPER:
CROSSLAND DEVELOPMENT CORP.
1301 SIXTH AVENUE WEST
BRADENTON, FLORIDA 34205

APPROVED
Final Plan Approval
for Residential Planned Development
Zoning Case # 86-6-7 DCI
Subject to conditions in Resolution Z-86-81
Date May 19, 1990

ENGINEER:
POKORNY ENGINEERING
CONSULTING ENGINEERS
1342 COLONIAL BOULEVARD, SUITE 21
FT. MYERS, FLORIDA 33907
(813) 936-7888

DCI2023-00033 Lee County ePlan

Additional info dated 03-01-2024




GENERAL NOTES:

1. Resolution #Z-86-81
2. Height of building limits
   Residential 45 feet
   Commercial 35 feet
3. Designated park areas are for parks, recreational facilities, playgrounds etc.
4. All water retention in the 42 acre lake. No other surface water management facilities.

The Commercial Planned Development section of the Master Concept Plan shall allow for all uses permitted in the CC District except for convenience stores.

RECLAMATION PLAN

1. A row of nursery grown trees of no less than one gallon size to be planted, at twenty-five feet on center or containerized seedlings to be planted, at ten feet on center, generally along the transitional area of the bank slope. Massing of trees would be acceptable as long as the minimum number of trees are provided.
2. A row of nursery grown plants to be planted, at ten feet on center, generally along the littoral or transitional areas of the bank slopes. Massing of plants would be acceptable as long as the minimum number of plants are provided.

Species of trees and plants are to be selected only from the following lists.

TREES*

| COMMON NAME | SCIENTIFIC NAME |
|---|---|
| Cypress | Taxodium spp. |
| Willow | Salix caroliniana |
| Dahoon Holly | Ilex cassine |
| Red Maple | Acer rubrum |
| Laurel Oak | Quercus laurifolia |
| Water Oak | Quercus nigra |
| Pop Ash | Fraxinus caroliniana |

PLANTS*

| COMMON NAME | SCIENTIFIC NAME |
|---|---|
| Buttonbush | Cephalanthus occidentalis |
| Coastal Arrowhead | Sagittaria spp. |
| Pickerelweed | Pontederia lanceolata |
| Saw Grass | Cladium jamaicensis |
| Leather Fern | Acrostichum danaeaefolium |
| Cordgrass | Spartina bakeri |
| Wax Myrtle | Myrica cerifera |

*No one species may exceed thirty (30) percent of the total plants planted along the lake.

Maintenance provision of one year must be provided to control invasion of exotic vegetation. Applicant must guarantee 80% survivability of planted trees and plants for no less than three years.

| Bldg. No. | No. of Stories | No. of Units |
|---|---|---|
| 1 | 3 | 18 |
| 2 | 3 | 18 |
| 3 | 3 | 18 |
| 4 | 3 | 18 |
| 5 | 3 | 18 |
| 6 | 3 | 18 |
| 7 | 3 | 18 |
| 8 | 3 | 18 |
| 9 | 3 | 18 |
| 10 | 3 | 18 |
| 11 | 2 | 14 |
| 12 | 2 | 16 |
| 13 | 2 | 14 |
| 14 | 2 | 14 |
| 15 | 2 | 14 |
| 16 | 2 | 14 |
| 17 | 2 | 12 |
| 18 | 2 | 14 |
| 19 | 2 | 14 |
| 20 | 2 | 14 |
| 21 | 2 | 14 |
| 22 | 2 | 14 |
| 23 | 2 | 14 |
| 24 | 2 | 14 |

PAUL E. POKORNY, P.E.
FLORIDA REG. No. 34904
DATE: APRIL 2, 1990

REVISIONS:
APRIL, 1990

JOB No.: 90-01
DATE: FEBRUARY, 1990
DRAWN BY: G.J.S.
CHECKED BY: P.T.P.

POKORNY ENGINEERING
CONSULTING ENGINEERS
1342 COLONIAL BOULEVARD, SUITE 21
FT. MYERS, FLORIDA 33907
(813) 936-7888

# RICHWOOD LAKE ESTATES
FORT MYERS — FLORIDA

DEVELOPER:
CROSSLAND DEVELOPMENT CORP.
1301 SIXTH AVENUE WEST, BRADENTON, FL 34205

MASTER PLAN

SHEET
1 OF 7

DCI2023-00033 Lee County ePlan

Additional info dated 03-01-2024

SHEET MATCH

7 OF 7 LINE

LEGEND

STORM DRAIN
SANITARY SEWER W/ MANHOLE
WATER MAIN W/ FIRE HYDRANT

N

SCALE: 1" = 40'

MANHOLE 18
INV. = -4.85

FH

282 LF

MANHOLE 17
INV. = -5.98

12" x 18"

7 SP
6 SP
8 SP
7 SP
9 SP
10 SP
8 SP
9 SP
10 SP

18"

BLDG. 1
3 STORY
18 UNITS

BLDG. 2
3 STORY
18 UNITS

FH

R.O.W. L.

PUMPING STATION (IRRIGATION)

383 LF

TREATED EFFLUENT STORAGE

MANHOLE 16
INV. = -7.51

280 LF

12" x 18"

LAKE

SHORE LINE

BLDG. 3
3 STORY
18 UNITS

POOL

BLDG. 4
3 STORY
18 UNITS

18"

7 SP
8 SP
9 SP
8 SP
8 SP
2 SP
7 SP
8 SP
6 SP
6 SP
7 SP
6 SP

FH

8" POTABLE WATER

MANHOLE 14
INV. = -9.72

FH

8" SANITARY SEWER
272 LF

272 LF

12" x 18"

MANHOLE 15
INV. = -8.63

4" IRRIGATION WATER

FUTURE R.O.W.

15' BUFFER TYPE 'B'

8' SIDEWALK

R.O.W. WIDENING

EXIST. R.O.W.

EXIST. SS FORCE MAIN

LINE 3 OF 7

MATCH SHEET

PINE RIDGE ROAD (2 LANE)

PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 34904
DATE: APR 24 1990

REVISIONS:

JOB No.: 90-01
DATE: FEBRUARY, 1990
DRAWN BY: G.J.S.
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CONSULTING ENGINEERS
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FT. MYERS, FLORIDA 33907
(813) 936-7888

RICHWOOD LAKE ESTATES
FORT MYERS ____ FLORIDA

DEVELOPER:
CROSSLAND DEVELOPMENT CORP.
1301 SIXTH AVENUE WEST, BRADENTON, FL 34205

BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
2 OF 7

DCI2023-00033 Lee County ePlan

Additional info dated 03-01-2024

LEGEND

STORM DRAIN
SANITARY SEWER W/ MANHOLE
WATER MAIN W/ FIRE HYDRANT

N

SCALE: 1" = 40'

SHEET MATCH

4 OF 7 LINE

2 OF 7 LINE

SHEET MATCH

LAKE

SHORE LINE

POOL

BLDG. 6
3 STORY
18 UNITS

BLDG. 5
3 STORY
18 UNITS

BLDG. 7
3 STORY
18 UNITS

BLDG. 8
3 STORY
18 UNITS

PARK

16,580 SF RETAIL

6,400 SF OFFICE

TENNIS COURTS

18" 12" 18" 12" x 18" 12" x 18"

MANHOLE 4
INV. = -9.04

MANHOLE 26
INV = 1.00

200 LF

MANHOLE 3
INV. = -10.03

MANHOLE 25
INV. = 1.00

257 LF

MANHOLE 2
INV. = -10.49

MANHOLE 1
INV. = -11.42
LIFT STATION

MANHOLE 3
INV. = -1.47

MANHOLE 2
INV. = -0.50

MANHOLE 1
INV. = -1.00

242 LF

376 LF

232 LF

248 LF

115 LF

30 LF

10" x 8" REDUCER

FH

3 SP 4 SP 6 SP 7 SP 8 SP 9 SP 10 SP 13 SP

8" POTABLE WATER
8" SANITARY SEWER
4" IRRIGATION WATER

10" POTABLE WATER

FORCE MAIN

20' BUFFER TYPE 'D'

15' BUFFER TYPE 'B'

8' SIDEWALK

R.O.W. WIDENING

FUTURE R.O.W.

EXIST. R.O.W.

EXIST. SS FORCE MAIN

EXIST. 8" WM

EXIST. 16" WM

GLADIOLUS DRIVE (2 LANE)

PINE RIDGE ROAD (2 LANE)

PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 34904
DATE: APR 2 1990

REVISIONS:
APRIL, 1990

JOB No.: 90-01
DATE: FEBRUARY, 1990
DRAWN BY: G.J.S.
CHECKED BY: P.T.P.

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(813) 936-7888

RICHWOOD LAKE ESTATES
FORT MYERS — FLORIDA
DEVELOPER:
CROSSLAND DEVELOPMENT CORP.
1301 SIXTH AVENUE WEST, BRADENTON, FL 34205

BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
3 OF 7

DCI2023-00033 Lee County ePlan

Additional info dated 03-01-2024

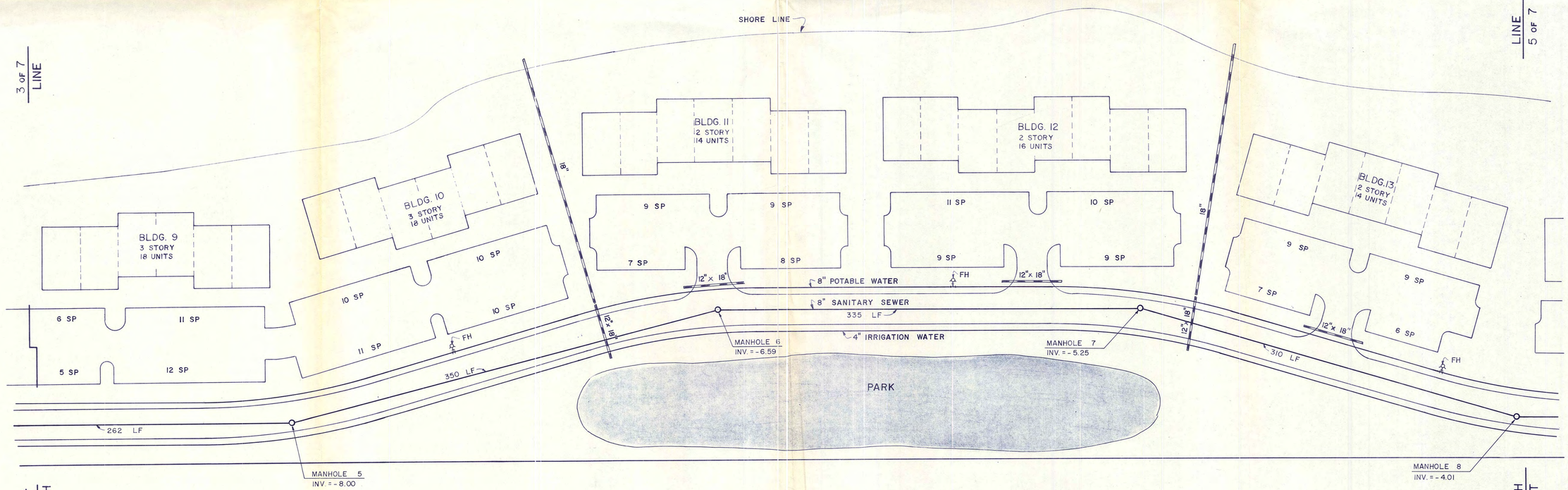
LAKE

LEGEND

STORM DRAIN
SANITARY SEWER W/ MANHOLE
WATER MAIN W/ FIRE HYDRANT

N

SCALE: 1" = 40'




PAUL T. POKORNY, P.E.
FLORIDA REG. No. 34904
DATE: APRIL 9, 1990

REVISIONS:

JOB No.: 90-01
DATE: FEBRUARY, 1990
DRAWN BY: G.J.S.
CHECKED BY: P.T.P.

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RICHWOOD LAKE ESTATES
FORT MYERS — FLORIDA

DEVELOPER:
CROSSLAND DEVELOPMENT CORP.
1301 SIXTH AVENUE WEST, BRADENTON, FL 34205

BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
4 OF 7

DCI2023-00033 Lee County ePlan

Additional info dated 03-01-2024

N

SCALE: 1" = 40'

LEGEND

STORM DRAIN
SANITARY SEWER W/ MANHOLE
WATER MAIN W/ FIRE HYDRANT

SHEET MATCH

6 OF 7 LINE

4 OF 7 LINE

SHEET MATCH

LAKE

SHORE LINE

BLDG. 18
12 STORY
14 UNITS

BLDG. 17
12 STORY
12 UNITS

BLDG. 16
12 STORY
14 UNITS

BLDG. 14
12 STORY
14 UNITS

BLDG. 15
12 STORY
14 UNITS

CLUB HOUSE

POOL

PARK

TENNIS COURTS

FH

10 SP
9 SP
13 SP
7 SP
8 SP
4 SP
3 SP

19"
18"
24"
12" x 18"

MANHOLE 13
INV. = 1.00

MANHOLE 12
INV. = 0.50

MANHOLE 11
INV. = - 0.75

MANHOLE 10
INV. = - 1.35

MANHOLE 9
INV. = - 2.68

125 LF
313 LF
145 LF
333 LF

8" POTABLE WATER
8" SANITARY SEWER
4" IRRIGATION WATER

PAUL T. POKORNY, P.E.
FLORIDA REG. No. 34904
DATE: APR 24 1990

REVISIONS:

JOB No.: 90-01
DATE: FEBRUARY, 1990
DRAWN BY: G.J.S.
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RICHWOOD LAKE ESTATES
FORT MYERS FLORIDA

DEVELOPER:
CROSSLAND DEVELOPMENT CORP.
1301 SIXTH AVENUE WEST, BRADENTON, FL 34205

BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
5 OF 7

DCI2023-00033 Lee County ePlan
Additional info dated 03-01-2024

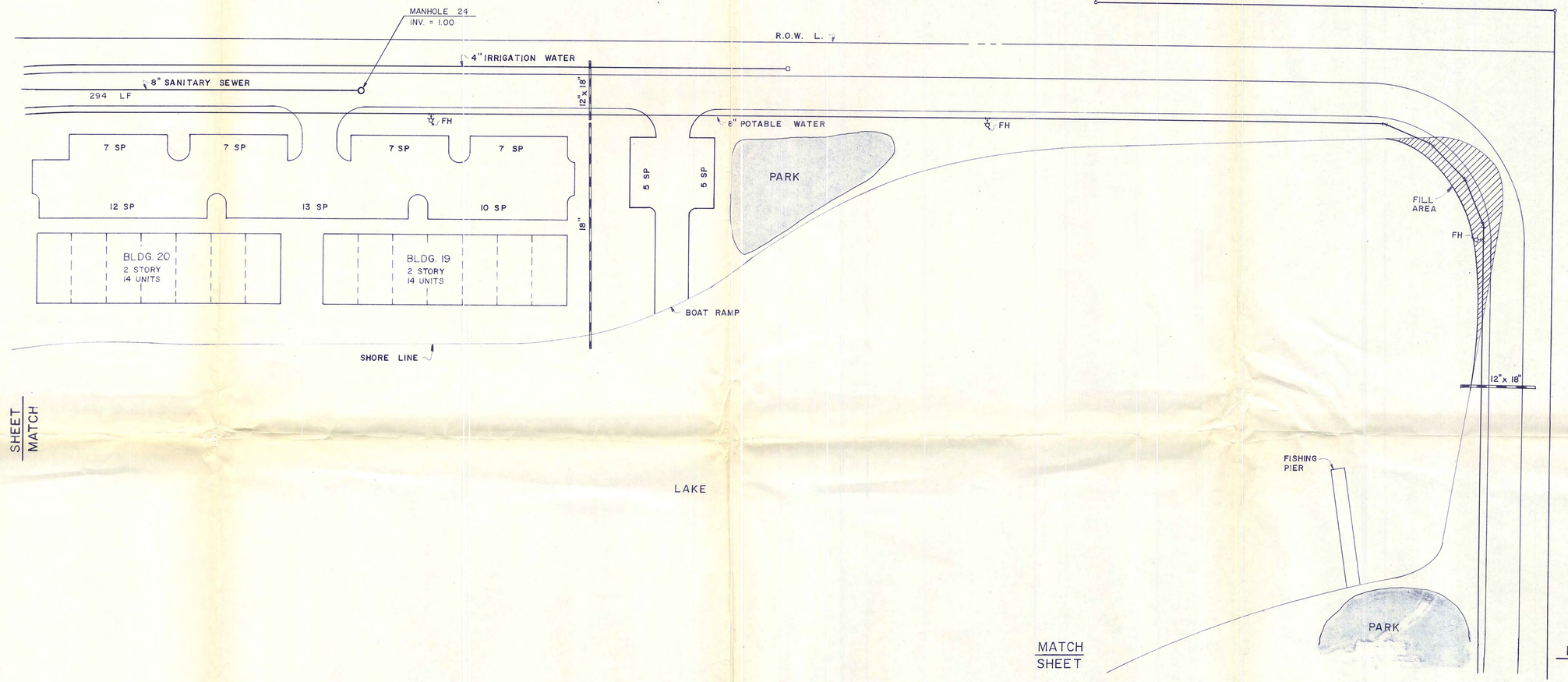
7 OF 7
LINE

LEGEND

STORM DRAIN
SANITARY SEWER W/ MANHOLE
WATER MAIN W/ FIRE HYDRANT

N

SCALE: 1" = 40'




SHEET
MATCH

MATCH
SHEET

LINE
5 OF 7

PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 34904
DATE: APRIL 4, 1990

REVISIONS:

JOB No.: 90-01
DATE: FEBRUARY, 1990
DRAWN BY: G.J.S.
CHECKED BY: P.T.P.

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FT. MYERS, FLORIDA 33907
(813) 936-7888

RICHWOOD LAKE ESTATES
FORT MYERS — FLORIDA

DEVELOPER:
CROSSLAND DEVELOPMENT CORP.
1301 SIXTH AVENUE WEST, BRADENTON, FL 34205

BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
6 OF 7

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Additional info dated 03-01-2024

2 OF 7 LINE

SHEET MATCH

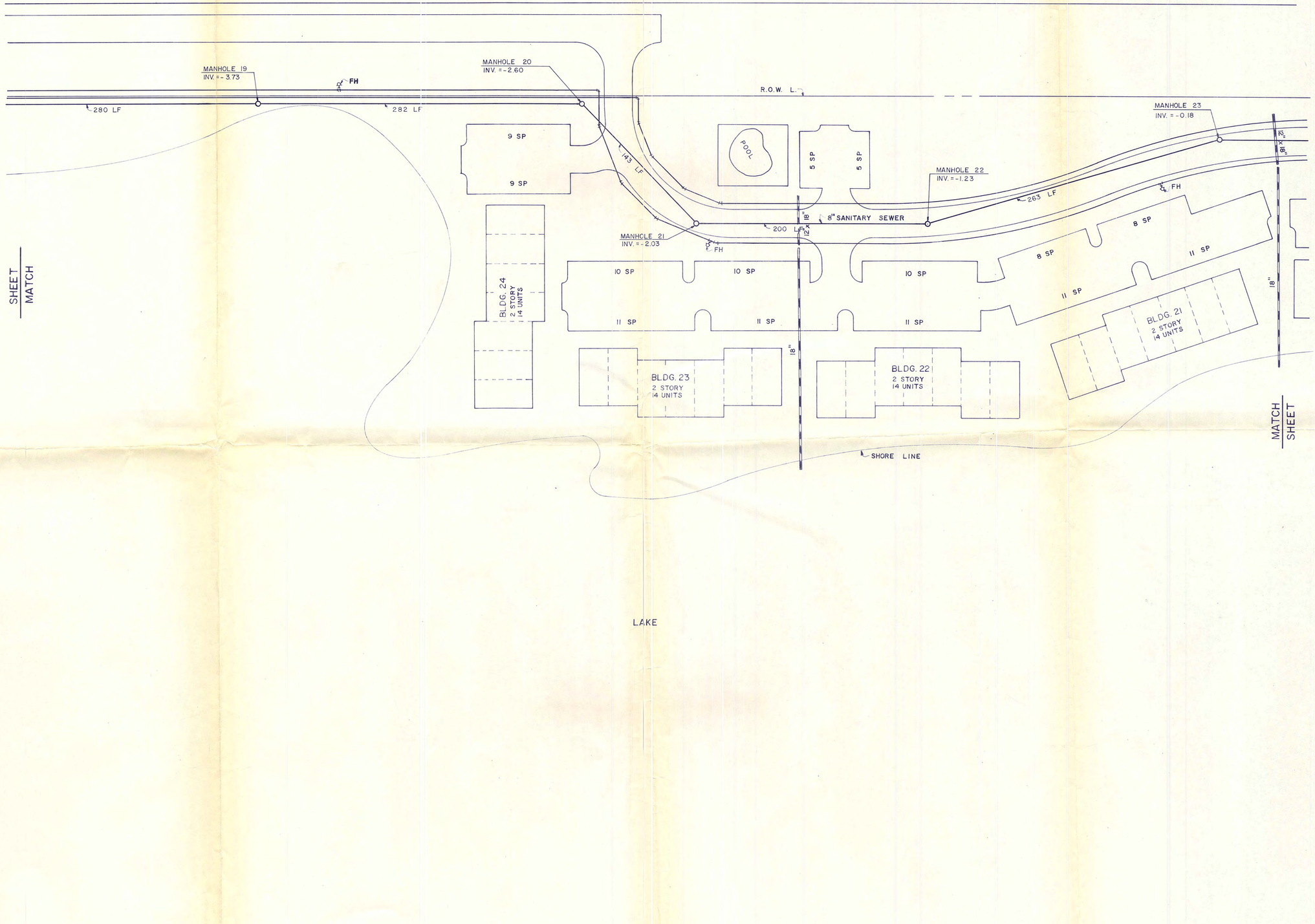
LEGEND

STORM DRAIN
SANITARY SEWER W/ MANHOLE
WATER MAIN W/ FIRE HYDRANT

N

SCALE: 1" = 40'

LINE 6 OF 7




MATCH SHEET

PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 34904
DATE: APR 2, 1990

REVISIONS:

JOB No.: 90-01
DATE: FEBRUARY, 1990
DRAWN BY: G.J.S.
CHECKED BY: P.T.P.

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CONSULTING ENGINEERS
1342 COLONIAL BOULEVARD, SUITE 21
FT. MYERS, FLORIDA 33907
(813) 936-7888

RICHWOOD LAKE ESTATES
FORT MYERS — FLORIDA

DEVELOPER:
CROSSLAND DEVELOPMENT CORP.
1301 SIXTH AVENUE WEST, BRADENTON, FL 34205

BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
7 OF 7

TR TRANSPORTATION CONSULTANTS, INC

2726 OAK RIDGE COURT, SUITE 503
FORT MYERS, FL 33901-9356
OFFICE 239.278.3090
FAX 239.278.1906

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

# MEMORANDUM

TO: Ms. Jessican Harrelson
Peninsula Engineering

FROM: Ted Treesh, PTP
President

DATE: February 26, 2024

RE: Heights Career Technical School
Lee County, Florida

TR Transportation Consultants, Inc. provides the following information in support of the Deviation request from Section 10-285 from the Lee County Land Development Code (LDC) regarding Connection Separation for access along major Collector roadways within Future Urban designated areas. The proposed Master Concept Plan for the Heights Career Technical School is requesting a Deviation from this Section of the LDC to permit an access drive on Pine Ridge Road to serve the proposed school that is proposed on the northeast corner of Pine Ridge Road and Gladiolus Drive. The traffic study prepared for the rezoning application (DCI2023-00033) includes the trip generation and assignments of the site traffic to the site access drives and adjacent intersections. The TIS will be referenced throughout this memo and sections are included as attachments to this document as references.

The proposed access drive on Pine Ridge Road is proposed to be located approximately 440 feet north of Gladiolus Drive and approximately 205 feet south of Richwood Drive, which serves as the access drive to the apartment community that surrounds the subject site that is subject to the rezoning application. The Heights Career Technical School does not have legal access to Richwood Drive through any easement rights. The second access for the site will be to Gladiolus Drive via an existing right-in/right-out access, which is shared with the apartment community through an existing access easement that is located on the subject property.

**PROPOSED USE**

The Heights Career Technical School will have serve the local community as a technical school for local students to learn various trades. The classes will be offered at various times of the day so the peak hour impacts of the facility will not be that of a typical

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024



school. The Traffic Impact Study submitted for the rezoning application indicated that the peak hour trip generation for the proposed use would have an enrollment of approximately 165 students and the peak hour trip generation would be under 100 peak hour trips. The main access is proposed to Pine Ridge Road with the secondary access intended for Gladiolus Drive.

## EXISTING & PROPOSED TRAFFIC CONDITIONS

A weekday peak hour turning movement count was conducted at the intersection of Gladiolus Drive and Pine Ridge Road to determine the peak hour travel characteristics of this intersection and to evaluate the potential of the southbound queuing characteristics both in the existing conditions and the proposed build-out conditions with the School in place. The raw turning movement count data was adjusted to peak season conditions based on the FDOT peak season adjustment factor based on the online peak season data from the FDOT Traffic Online Resource information. The traffic data was then adjusted to reflect the projected 2027 build-out conditions with the School traffic volumes added to the intersection.

The traffic analysis program ***SYNCHRO©*** was then utilized to evaluate the queuing characteristics of the southbound approach of Pine Ridge Road based on the traffic signal operations of the intersection. The raw turning movement count data and the spreadsheet reflecting the ***Development of Future Background Turning Movement Volumes*** is attached to this memorandum for reference outlining the development of the intersection turning movement volumes utilized in the analysis.

**Table 1** below reflects the summary of the 95$^{th}$ percentile queue results of the southbound approach of Pine Ridge Road at Gladiolus Drive during the weekday A.M. and P.M. peak hours during the three analysis periods. The three periods analyze included the 2024 Peak Season Existing Conditions, the projected 2027 Background Peak Season Conditions and the projected 2027 Background + Project Trips Peak Season Conditions. There are two lanes approaching the signal on Pine Ridge Road at Gladiolus Drive, a left turn lane, which measures approximately 375 feet in overall length, and a southbound through/right turn lane. The queues in both of these lanes was measured in the analysis.

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024



**Table 1**
**Queue Analysis**
**Gladiolus Drive @ Pine Ridge Road**

| Scenario | SB Left Turn Volume | SB Left Turn Queue (Feet) | SB Through/Right Lane Queue (Feet) |
|---|---|---|---|
| 2024 AM Peak Existing | 73 | 74' | 185' |
| 2024 PM Peak Existing | 94 | 79' | 121' |
| 2027 AM Peak Background | 75 | 75' | 190' |
| 2027 PM Peak Background | 97 | 81' | 125' |
| 2027 AM Peak W/Project | 79 | 80' | 198' |
| 2027 PM Peak W/Project | 105 | 87' | 131' |

The existing southbound left turn lane is approximately 375 feet in length. Therefore, there is no issue of the left turn lane queue reaching the maximum queue length with the school in operation. The southbound through movement queue is the longest queue on the approach, reaching just short of 200 feet in 2027 with the project. This queue is still approximately 220 feet south of the proposed access location to the school site on Pine Ridge Road, thus not causing any issues with conflicts between the queues on Pine Ridge Road and the access drive location. There is still more than sufficient distance on Pine Ridge Road to accommodate a longer queue should traffic continue to grow in this area. However, based on historical traffic counts in this area, traffic growth along Pine Ridge Road has remained stagnant since 2005.

The addition of the site access drive to Pine Ridge Road will not cause an operational or safety issue along this segment of Pine Ridge Road. The access being requested will only permit left-in movements. The left-out movement will be restricted. The southbound queues along Pine Ridge Road are not projected to extend within 200 feet of this access drive location. The property owner to the north will not grant cross access to the north. If this access to Pine Ridge Road were not to be approved, with only one access to Gladiolus Drive, any traffic arriving from the north or south on Pine Ridge Road or from the west on Gladiolus Drive will be required to do a U-turn on Gladiolus Drive, which is a very difficult maneuver due to the existing cross-section of Gladiolus Drive and the narrow median width of the roadway.

If the access connection on Pine Ridge Road were approved but only limited to a right-in/right-out movement only, any traffic arriving from the north would also be required to do a U-turn movement either at the signalized intersection of Pine Ridge Road and Gladiolus Drive, which there is insufficient room to do so from the southbound direction, or turn left onto Gladiolus Drive and try and attempt to complete a U-turn on Gladiolus Drive in the eastbound direction, which again is very difficult to complete due to the narrow cross-section of the roadway.

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024



Providing a southbound directional left-in at the proposed site access drive on Pine Ridge Road to serve the proposed vocational school will not cause a operational and safety issue at this location. The queueing and operational analysis indicates that the queues at the Gladiolus Drive and Pine Ridge Road intersection will not extend north into the influence area of this intersection in 2027 with the project in place. The growth rates of background traffic along Pine Ridge Road have been stagnant over the last 20 years. The technical school is a low peak hour generator that does not generate a significant amount of peak hour traffic. The class sizes are small and are offered throughout the day and evenings, thus spreading the trips over the various times of the day, unlike a traditional school that begins and ends at the same time.

Attachments

K:\2021\12 December\14 10940 Gladiolus Dr Rezoning\Deviation\2-26-2024 Deviation Memo.doc

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024

# SYNCHRO SUMMARY SHEETS

# 2024 EXISTING CONDITIONS

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 381 | 46 | 127 | 431 | 73 | 32 | 73 | 64 | 73 | 135 | 44 |
| Future Volume (vph) | 40 | 381 | 46 | 127 | 431 | 73 | 32 | 73 | 64 | 73 | 135 | 44 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 435 | 400 | | 0 | 300 | | 0 | 375 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.978 | | | 0.930 | | | 0.963 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3539 | 1599 | 1770 | 3466 | 0 | 1770 | 1726 | 0 | 1736 | 1746 | 0 |
| Flt Permitted | 0.445 | | | 0.445 | | | 0.566 | | | 0.442 | | |
| Satd. Flow (perm) | 837 | 3539 | 1599 | 829 | 3466 | 0 | 1054 | 1726 | 0 | 807 | 1746 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 173 | | 18 | | | 35 | | | 14 | |
| Link Speed (mph) | | 40 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 392 | | | 523 | | | 787 | | | 984 | |
| Travel Time (s) | | 6.7 | | | 11.9 | | | 17.9 | | | 22.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 1% | 2% | 1% | 2% | 2% | 1% | 2% | 1% | 4% | 4% | 6% | 1% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 44 | 419 | 51 | 140 | 474 | 80 | 35 | 80 | 70 | 80 | 148 | 48 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 44 | 419 | 51 | 140 | 554 | 0 | 35 | 150 | 0 | 80 | 196 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | | 11.0 | 24.0 | | 11.0 | 24.0 | |
| Total Split (s) | 15.0 | 44.0 | 44.0 | 23.0 | 52.0 | | 13.0 | 36.0 | | 17.0 | 40.0 | |
| Total Split (%) | 12.5% | 36.7% | 36.7% | 19.2% | 43.3% | | 10.8% | 30.0% | | 14.2% | 33.3% | |
| Maximum Green (s) | 9.0 | 38.0 | 38.0 | 17.0 | 46.0 | | 8.0 | 31.0 | | 12.0 | 35.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

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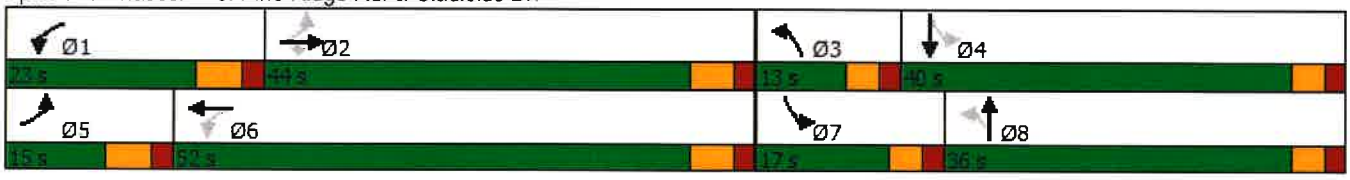


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | Max | Max | None | Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 48.3 | 41.6 | 41.6 | 54.9 | 49.3 | | 18.3 | 12.9 | | 22.8 | 17.2 | |
| Actuated g/C Ratio | 0.53 | 0.45 | 0.45 | 0.60 | 0.54 | | 0.20 | 0.14 | | 0.25 | 0.19 | |
| v/c Ratio | 0.09 | 0.26 | 0.06 | 0.24 | 0.30 | | 0.13 | 0.55 | | 0.28 | 0.58 | |
| Control Delay | 9.9 | 18.0 | 0.2 | 10.2 | 14.8 | | 26.3 | 37.7 | | 28.1 | 40.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 9.9 | 18.0 | 0.2 | 10.2 | 14.8 | | 26.3 | 37.7 | | 28.1 | 40.7 | |
| LOS | A | B | A | B | B | | C | D | | C | D | |
| Approach Delay | | 15.6 | | | 13.9 | | | 35.6 | | | 37.1 | |
| Approach LOS | | B | | | B | | | D | | | D | |
| Queue Length 50th (ft) | 10 | 81 | 0 | 34 | 104 | | 16 | 66 | | 37 | 107 | |
| Queue Length 95th (ft) | 28 | 140 | 0 | 73 | 170 | | 40 | 134 | | 74 | 185 | |
| Internal Link Dist (ft) | | 312 | | | 443 | | | 707 | | | 904 | |
| Turn Bay Length (ft) | 400 | | 435 | 400 | | | 300 | | | 375 | | |
| Base Capacity (vph) | 558 | 1604 | 819 | 689 | 1870 | | 281 | 618 | | 339 | 689 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.08 | 0.26 | 0.06 | 0.20 | 0.30 | | 0.12 | 0.24 | | 0.24 | 0.28 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 91.8
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 20.7 Intersection LOS: C
Intersection Capacity Utilization 50.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Pine Ridge Rd. & Gladiolus Dr.



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 52 | 636 | 46 | 106 | 512 | 74 | 67 | 163 | 221 | 94 | 97 | 45 |
| Future Volume (vph) | 52 | 636 | 46 | 106 | 512 | 74 | 67 | 163 | 221 | 94 | 97 | 45 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 435 | 400 | | 0 | 300 | | 0 | 375 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.981 | | | 0.914 | | | 0.953 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3539 | 1599 | 1770 | 3476 | 0 | 1770 | 1690 | 0 | 1736 | 1734 | 0 |
| Flt Permitted | 0.363 | | | 0.249 | | | 0.658 | | | 0.169 | | |
| Satd. Flow (perm) | 683 | 3539 | 1599 | 464 | 3476 | 0 | 1226 | 1690 | 0 | 309 | 1734 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 118 | | 14 | | | 63 | | | 22 | |
| Link Speed (mph) | | 40 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 392 | | | 523 | | | 787 | | | 984 | |
| Travel Time (s) | | 6.7 | | | 11.9 | | | 17.9 | | | 22.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 1% | 2% | 1% | 2% | 2% | 1% | 2% | 1% | 4% | 4% | 6% | 1% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 57 | 699 | 51 | 116 | 563 | 81 | 74 | 179 | 243 | 103 | 107 | 49 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 57 | 699 | 51 | 116 | 644 | 0 | 74 | 422 | 0 | 103 | 156 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | | 11.0 | 24.0 | | 11.0 | 24.0 | |
| Total Split (s) | 11.0 | 44.0 | 44.0 | 15.0 | 48.0 | | 11.0 | 48.0 | | 13.0 | 50.0 | |
| Total Split (%) | 9.2% | 36.7% | 36.7% | 12.5% | 40.0% | | 9.2% | 40.0% | | 10.8% | 41.7% | |
| Maximum Green (s) | 5.0 | 38.0 | 38.0 | 9.0 | 42.0 | | 6.0 | 43.0 | | 8.0 | 45.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

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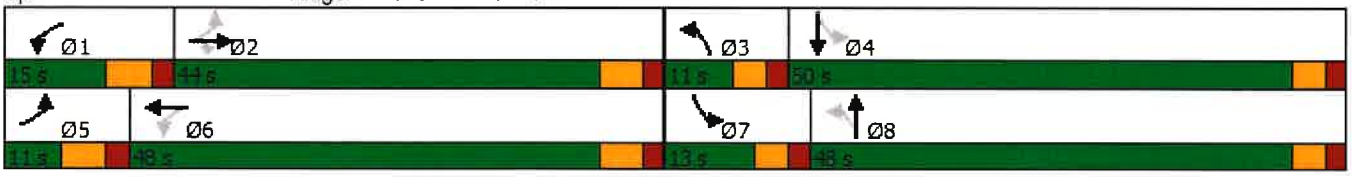


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | Max | Max | None | Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 43.6 | 38.6 | 38.6 | 51.0 | 44.3 | | 34.3 | 28.3 | | 38.8 | 32.6 | |
| Actuated g/C Ratio | 0.41 | 0.37 | 0.37 | 0.49 | 0.42 | | 0.33 | 0.27 | | 0.37 | 0.31 | |
| v/c Ratio | 0.17 | 0.54 | 0.08 | 0.35 | 0.44 | | 0.17 | 0.84 | | 0.47 | 0.28 | |
| Control Delay | 17.8 | 29.7 | 0.2 | 19.2 | 24.5 | | 20.7 | 46.2 | | 27.1 | 25.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 17.8 | 29.7 | 0.2 | 19.2 | 24.5 | | 20.7 | 46.2 | | 27.1 | 25.1 | |
| LOS | B | C | A | B | C | | C | D | | C | C | |
| Approach Delay | | 27.0 | | | 23.7 | | | 42.4 | | | 25.9 | |
| Approach LOS | | C | | | C | | | D | | | C | |
| Queue Length 50th (ft) | 19 | 194 | 0 | 40 | 160 | | 31 | 233 | | 44 | 70 | |
| Queue Length 95th (ft) | 50 | 303 | 0 | 90 | 258 | | 60 | 349 | | 79 | 121 | |
| Internal Link Dist (ft) | | 312 | | | 443 | | | 707 | | | 904 | |
| Turn Bay Length (ft) | 400 | | 435 | 400 | | | 300 | | | 375 | | |
| Base Capacity (vph) | 336 | 1298 | 661 | 339 | 1473 | | 432 | 733 | | 223 | 761 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.17 | 0.54 | 0.08 | 0.34 | 0.44 | | 0.17 | 0.58 | | 0.46 | 0.20 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 105.1
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 29.1 Intersection LOS: C
Intersection Capacity Utilization 69.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Pine Ridge Rd. & Gladiolus Dr.



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# 2027 BACKGROUND CONDITIONS

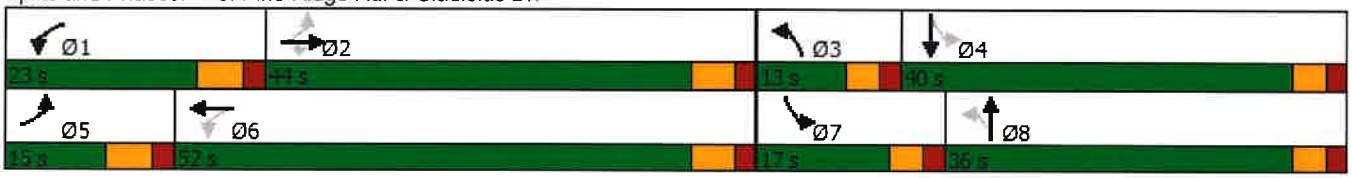
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 41 | 393 | 47 | 134 | 444 | 75 | 33 | 75 | 66 | 75 | 139 | 45 |
| Future Volume (vph) | 41 | 393 | 47 | 134 | 444 | 75 | 33 | 75 | 66 | 75 | 139 | 45 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 435 | 400 | | 0 | 300 | | 0 | 375 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.978 | | | 0.929 | | | 0.964 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3539 | 1599 | 1770 | 3466 | 0 | 1770 | 1724 | 0 | 1736 | 1748 | 0 |
| Flt Permitted | 0.438 | | | 0.434 | | | 0.554 | | | 0.430 | | |
| Satd. Flow (perm) | 824 | 3539 | 1599 | 808 | 3466 | 0 | 1032 | 1724 | 0 | 786 | 1748 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 173 | | 18 | | | 36 | | | 14 | |
| Link Speed (mph) | | 40 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 392 | | | 523 | | | 787 | | | 984 | |
| Travel Time (s) | | 6.7 | | | 11.9 | | | 17.9 | | | 22.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 1% | 2% | 1% | 2% | 2% | 1% | 2% | 1% | 4% | 4% | 6% | 1% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 45 | 432 | 52 | 147 | 488 | 82 | 36 | 82 | 73 | 82 | 153 | 49 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 45 | 432 | 52 | 147 | 570 | 0 | 36 | 155 | 0 | 82 | 202 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | | 11.0 | 24.0 | | 11.0 | 24.0 | |
| Total Split (s) | 15.0 | 44.0 | 44.0 | 23.0 | 52.0 | | 13.0 | 36.0 | | 17.0 | 40.0 | |
| Total Split (%) | 12.5% | 36.7% | 36.7% | 19.2% | 43.3% | | 10.8% | 30.0% | | 14.2% | 33.3% | |
| Maximum Green (s) | 9.0 | 38.0 | 38.0 | 17.0 | 46.0 | | 8.0 | 31.0 | | 12.0 | 35.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 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 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | Max | Max | None | Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 48.2 | 41.4 | 41.4 | 55.1 | 49.4 | | 18.6 | 13.2 | | 23.2 | 17.5 | |
| Actuated g/C Ratio | 0.52 | 0.45 | 0.45 | 0.60 | 0.54 | | 0.20 | 0.14 | | 0.25 | 0.19 | |
| v/c Ratio | 0.09 | 0.27 | 0.06 | 0.25 | 0.31 | | 0.14 | 0.56 | | 0.28 | 0.59 | |
| Control Delay | 10.1 | 18.5 | 0.1 | 10.5 | 15.1 | | 26.3 | 37.9 | | 28.1 | 40.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 10.1 | 18.5 | 0.1 | 10.5 | 15.1 | | 26.3 | 37.9 | | 28.1 | 40.9 | |
| LOS | B | B | A | B | B | | C | D | | C | D | |
| Approach Delay | | 16.0 | | | 14.2 | | | 35.7 | | | 37.2 | |
| Approach LOS | | B | | | B | | | D | | | D | |
| Queue Length 50th (ft) | 10 | 85 | 0 | 36 | 108 | | 16 | 69 | | 38 | 111 | |
| Queue Length 95th (ft) | 29 | 146 | 0 | 78 | 176 | | 40 | 139 | | 75 | 190 | |
| Internal Link Dist (ft) | | 312 | | | 443 | | | 707 | | | 904 | |
| Turn Bay Length (ft) | 400 | | 435 | 400 | | | 300 | | | 375 | | |
| Base Capacity (vph) | 548 | 1591 | 814 | 677 | 1864 | | 281 | 616 | | 338 | 687 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.08 | 0.27 | 0.06 | 0.22 | 0.31 | | 0.13 | 0.25 | | 0.24 | 0.29 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 92.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 20.9 Intersection LOS: C
Intersection Capacity Utilization 51.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Pine Ridge Rd. & Gladiolus Dr.



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| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 54 | 655 | 47 | 109 | 528 | 76 | 69 | 168 | 228 | 97 | 100 | 46 |
| Future Volume (vph) | 54 | 655 | 47 | 109 | 528 | 76 | 69 | 168 | 228 | 97 | 100 | 46 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 435 | 400 | | 0 | 300 | | 0 | 375 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.981 | | | 0.914 | | | 0.952 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3539 | 1599 | 1770 | 3476 | 0 | 1770 | 1690 | 0 | 1736 | 1732 | 0 |
| Flt Permitted | 0.348 | | | 0.235 | | | 0.655 | | | 0.159 | | |
| Satd. Flow (perm) | 655 | 3539 | 1599 | 438 | 3476 | 0 | 1220 | 1690 | 0 | 290 | 1732 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 118 | | 15 | | | 63 | | | 22 | |
| Link Speed (mph) | | 40 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 392 | | | 523 | | | 787 | | | 984 | |
| Travel Time (s) | | 6.7 | | | 11.9 | | | 17.9 | | | 22.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 1% | 2% | 1% | 2% | 2% | 1% | 2% | 1% | 4% | 4% | 6% | 1% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 59 | 720 | 52 | 120 | 580 | 84 | 76 | 185 | 251 | 107 | 110 | 51 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 59 | 720 | 52 | 120 | 664 | 0 | 76 | 436 | 0 | 107 | 161 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | | 11.0 | 24.0 | | 11.0 | 24.0 | |
| Total Split (s) | 11.0 | 44.0 | 44.0 | 15.0 | 48.0 | | 11.0 | 48.0 | | 13.0 | 50.0 | |
| Total Split (%) | 9.2% | 36.7% | 36.7% | 12.5% | 40.0% | | 9.2% | 40.0% | | 10.8% | 41.7% | |
| Maximum Green (s) | 5.0 | 38.0 | 38.0 | 9.0 | 42.0 | | 6.0 | 43.0 | | 8.0 | 45.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

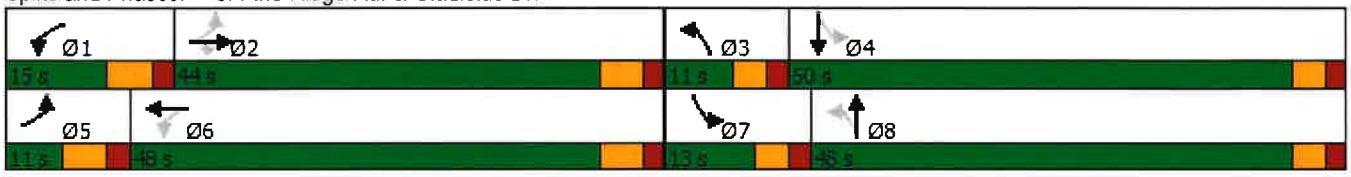
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| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | Max | Max | None | Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 43.6 | 38.5 | 38.5 | 51.1 | 44.3 | | 35.4 | 29.4 | | 39.9 | 33.7 | |
| Actuated g/C Ratio | 0.41 | 0.36 | 0.36 | 0.48 | 0.42 | | 0.33 | 0.28 | | 0.38 | 0.32 | |
| v/c Ratio | 0.18 | 0.56 | 0.08 | 0.38 | 0.46 | | 0.17 | 0.85 | | 0.50 | 0.28 | |
| Control Delay | 18.4 | 30.7 | 0.2 | 20.2 | 25.3 | | 20.5 | 46.8 | | 28.0 | 25.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 18.4 | 30.7 | 0.2 | 20.2 | 25.3 | | 20.5 | 46.8 | | 28.0 | 25.1 | |
| LOS | B | C | A | C | C | | C | D | | C | C | |
| Approach Delay | | 28.0 | | | 24.5 | | | 42.9 | | | 26.2 | |
| Approach LOS | | C | | | C | | | D | | | C | |
| Queue Length 50th (ft) | 20 | 205 | 0 | 42 | 170 | | 32 | 244 | | 46 | 72 | |
| Queue Length 95th (ft) | 52 | 318 | 0 | 94 | 270 | | 61 | 365 | | 81 | 125 | |
| Internal Link Dist (ft) | | 312 | | | 443 | | | 707 | | | 904 | |
| Turn Bay Length (ft) | 400 | | 435 | 400 | | | 300 | | | 375 | | |
| Base Capacity (vph) | 322 | 1283 | 655 | 325 | 1459 | | 438 | 727 | | 218 | 752 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.18 | 0.56 | 0.08 | 0.37 | 0.46 | | 0.17 | 0.60 | | 0.49 | 0.21 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 120 | | | |
| Actuated Cycle Length: 106.2 | | | |
| Natural Cycle: 70 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.85 | | | |
| Intersection Signal Delay: 29.8 | | Intersection LOS: C | |
| Intersection Capacity Utilization 70.7% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: Pine Ridge Rd. & Gladiolus Dr.



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# 2027 WITH PROJECT CONDITIONS

Lanes, Volumes, Timings
3: Pine Ridge Rd. & Gladiolus Dr.

Weekday 2027 AM With Project Peak Season
Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 393 | 47 | 134 | 445 | 75 | 33 | 86 | 66 | 79 | 141 | 48 |
| Future Volume (vph) | 60 | 393 | 47 | 134 | 445 | 75 | 33 | 86 | 66 | 79 | 141 | 48 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 435 | 400 | | 0 | 300 | | 0 | 375 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.978 | | | 0.935 | | | 0.962 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3539 | 1599 | 1770 | 3466 | 0 | 1770 | 1736 | 0 | 1736 | 1745 | 0 |
| Flt Permitted | 0.431 | | | 0.448 | | | 0.540 | | | 0.400 | | |
| Satd. Flow (perm) | 811 | 3539 | 1599 | 835 | 3466 | 0 | 1006 | 1736 | 0 | 731 | 1745 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 173 | | 18 | | | 31 | | | 14 | |
| Link Speed (mph) | | 40 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 392 | | | 523 | | | 787 | | | 984 | |
| Travel Time (s) | | 6.7 | | | 11.9 | | | 17.9 | | | 22.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 1% | 2% | 1% | 2% | 2% | 1% | 2% | 1% | 4% | 4% | 6% | 1% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 66 | 432 | 52 | 147 | 489 | 82 | 36 | 95 | 73 | 87 | 155 | 53 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 66 | 432 | 52 | 147 | 571 | 0 | 36 | 168 | 0 | 87 | 208 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | | 11.0 | 24.0 | | 11.0 | 24.0 | |
| Total Split (s) | 15.0 | 44.0 | 44.0 | 23.0 | 52.0 | | 13.0 | 36.0 | | 17.0 | 40.0 | |
| Total Split (%) | 12.5% | 36.7% | 36.7% | 19.2% | 43.3% | | 10.8% | 30.0% | | 14.2% | 33.3% | |
| Maximum Green (s) | 9.0 | 38.0 | 38.0 | 17.0 | 46.0 | | 8.0 | 31.0 | | 12.0 | 35.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

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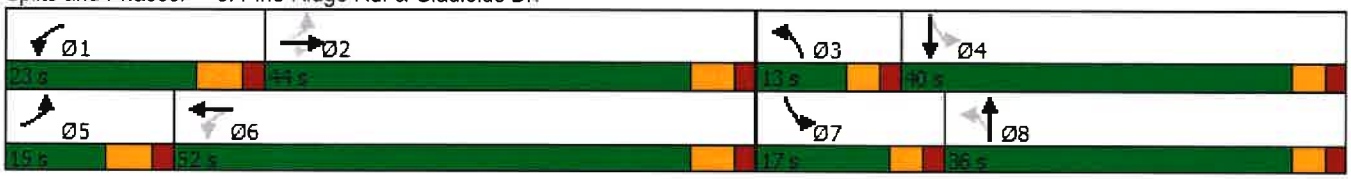


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | Max | Max | None | Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 50.5 | 43.2 | 43.2 | 55.6 | 48.2 | | 19.1 | 13.7 | | 23.9 | 18.1 | |
| Actuated g/C Ratio | 0.53 | 0.46 | 0.46 | 0.59 | 0.51 | | 0.20 | 0.14 | | 0.25 | 0.19 | |
| v/c Ratio | 0.13 | 0.27 | 0.06 | 0.25 | 0.32 | | 0.14 | 0.61 | | 0.31 | 0.60 | |
| Control Delay | 10.4 | 18.5 | 0.1 | 10.6 | 16.7 | | 26.8 | 42.1 | | 29.2 | 42.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 10.4 | 18.5 | 0.1 | 10.6 | 16.7 | | 26.8 | 42.1 | | 29.2 | 42.0 | |
| LOS | B | B | A | B | B | | C | D | | C | D | |
| Approach Delay | | 15.8 | | | 15.5 | | | 39.4 | | | 38.2 | |
| Approach LOS | | B | | | B | | | D | | | D | |
| Queue Length 50th (ft) | 16 | 86 | 0 | 37 | 111 | | 16 | 81 | | 41 | 116 | |
| Queue Length 95th (ft) | 40 | 148 | 0 | 79 | 181 | | 40 | 155 | | 80 | 198 | |
| Internal Link Dist (ft) | | 312 | | | 443 | | | 707 | | | 904 | |
| Turn Bay Length (ft) | 400 | | 435 | 400 | | | 300 | | | 375 | | |
| Base Capacity (vph) | 543 | 1615 | 823 | 687 | 1772 | | 275 | 601 | | 326 | 668 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.12 | 0.27 | 0.06 | 0.21 | 0.32 | | 0.13 | 0.28 | | 0.27 | 0.31 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 94.7
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 22.1 Intersection LOS: C
Intersection Capacity Utilization 51.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Pine Ridge Rd. & Gladiolus Dr.



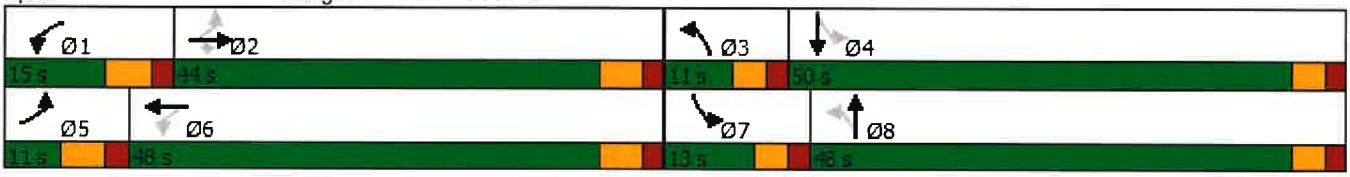
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 64 | 655 | 47 | 113 | 530 | 76 | 69 | 174 | 228 | 105 | 104 | 51 |
| Future Volume (vph) | 64 | 655 | 47 | 113 | 530 | 76 | 69 | 174 | 228 | 105 | 104 | 51 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 435 | 400 | | 0 | 300 | | 0 | 375 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.981 | | | 0.915 | | | 0.951 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3539 | 1599 | 1770 | 3476 | 0 | 1770 | 1693 | 0 | 1736 | 1732 | 0 |
| Flt Permitted | 0.346 | | | 0.234 | | | 0.650 | | | 0.158 | | |
| Satd. Flow (perm) | 651 | 3539 | 1599 | 436 | 3476 | 0 | 1211 | 1693 | 0 | 289 | 1732 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 118 | | 15 | | | 61 | | | 24 | |
| Link Speed (mph) | | 40 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 392 | | | 523 | | | 787 | | | 984 | |
| Travel Time (s) | | 6.7 | | | 11.9 | | | 17.9 | | | 22.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 1% | 2% | 1% | 2% | 2% | 1% | 2% | 1% | 4% | 4% | 6% | 1% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 70 | 720 | 52 | 124 | 582 | 84 | 76 | 191 | 251 | 115 | 114 | 56 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 70 | 720 | 52 | 124 | 666 | 0 | 76 | 442 | 0 | 115 | 170 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | | 11.0 | 24.0 | | 11.0 | 24.0 | |
| Total Split (s) | 11.0 | 44.0 | 44.0 | 15.0 | 48.0 | | 11.0 | 48.0 | | 13.0 | 50.0 | |
| Total Split (%) | 9.2% | 36.7% | 36.7% | 12.5% | 40.0% | | 9.2% | 40.0% | | 10.8% | 41.7% | |
| Maximum Green (s) | 5.0 | 38.0 | 38.0 | 9.0 | 42.0 | | 6.0 | 43.0 | | 8.0 | 45.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 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 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | Max | Max | None | Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 43.6 | 38.5 | 38.5 | 51.1 | 44.3 | | 35.9 | 29.8 | | 40.5 | 34.3 | |
| Actuated g/C Ratio | 0.41 | 0.36 | 0.36 | 0.48 | 0.41 | | 0.34 | 0.28 | | 0.38 | 0.32 | |
| v/c Ratio | 0.22 | 0.56 | 0.08 | 0.40 | 0.46 | | 0.17 | 0.86 | | 0.53 | 0.30 | |
| Control Delay | 19.0 | 31.0 | 0.2 | 20.6 | 25.5 | | 20.4 | 47.6 | | 29.0 | 25.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 19.0 | 31.0 | 0.2 | 20.6 | 25.5 | | 20.4 | 47.6 | | 29.0 | 25.0 | |
| LOS | B | C | A | C | C | | C | D | | C | C | |
| Approach Delay | | 28.1 | | | 24.8 | | | 43.6 | | | 26.6 | |
| Approach LOS | | C | | | C | | | D | | | C | |
| Queue Length 50th (ft) | 24 | 207 | 0 | 44 | 172 | | 32 | 251 | | 50 | 77 | |
| Queue Length 95th (ft) | 60 | 318 | 0 | 97 | 272 | | 61 | 373 | | 87 | 131 | |
| Internal Link Dist (ft) | | 312 | | | 443 | | | 707 | | | 904 | |
| Turn Bay Length (ft) | 400 | | 435 | 400 | | | 300 | | | 375 | | |
| Base Capacity (vph) | 319 | 1276 | 651 | 323 | 1452 | | 438 | 723 | | 219 | 749 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.22 | 0.56 | 0.08 | 0.38 | 0.46 | | 0.17 | 0.61 | | 0.53 | 0.23 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 106.8
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 30.2 Intersection LOS: C
Intersection Capacity Utilization 71.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Pine Ridge Rd. & Gladiolus Dr.



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# TURNING MOVEMENT COUNTS

# Gladiolus Dr @ Pine Ridge Rd
## Fort Myers FL
## Tuesday, February 20, 2024

| Time | Southbound Pine Ridge Rd | | | | | | Westbound Gladiolus Dr | | | | | | Northbound Pine Ridge Rd | | | | | | Eastbound Gladiolus Dr | | | | | | VEHICLE TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | |
| 7:00 AM | 0 | 22 | 38 | 7 | 0 | *67* | 0 | 24 | 74 | 14 | 0 | *112* | 0 | 2 | 20 | 9 | 0 | *31* | 0 | 8 | 70 | 4 | 0 | *82* | **292** |
| 7:15 AM | 0 | 22 | 37 | 6 | 1 | *65* | 0 | 13 | 88 | 11 | 0 | *112* | 0 | 6 | 27 | 24 | 0 | *57* | 0 | 6 | 108 | 6 | 0 | *120* | **354** |
| 7:30 AM | 0 | 20 | 40 | 11 | 0 | *71* | 0 | 30 | 100 | 28 | 1 | *158* | 0 | 3 | 21 | 15 | 0 | *39* | 0 | 8 | 100 | 7 | 0 | *115* | **383** |
| 7:45 AM | 0 | 28 | 35 | 7 | 2 | *70* | 0 | 43 | 120 | 27 | 0 | *190* | 0 | 4 | 16 | 16 | 1 | *36* | 0 | 8 | 99 | 6 | 0 | *113* | **409** |
| Hourly Total | 0 | 92 | 150 | 31 | 3 | *273* | 0 | 110 | 382 | 80 | 1 | *572* | 0 | 15 | 84 | 64 | 1 | *163* | 0 | 30 | 377 | 23 | 0 | *430* | **1438** |
| 8:00 AM | 0 | 17 | 33 | 7 | 0 | *57* | 0 | 29 | 114 | 19 | 0 | *162* | 0 | 9 | 16 | 12 | 0 | *37* | 0 | 7 | 87 | 12 | 0 | *106* | **362** |
| 8:15 AM | 0 | 19 | 33 | 7 | 1 | *59* | 0 | 33 | 84 | 15 | 0 | *132* | 0 | 7 | 11 | 17 | 0 | *35* | 0 | 13 | 96 | 10 | 1 | *119* | **345** |
| 8:30 AM | 0 | 21 | 42 | 17 | 2 | *80* | 0 | 38 | 114 | 20 | 2 | *172* | 0 | 12 | 27 | 22 | 1 | *61* | 0 | 10 | 90 | 13 | 2 | *113* | **426** |
| 8:45 AM | 0 | 17 | 30 | 14 | 0 | *61* | 0 | 30 | 128 | 20 | 0 | *178* | 0 | 5 | 20 | 14 | 0 | *39* | 0 | 11 | 116 | 12 | 0 | *139* | **417** |
| Hourly Total | 0 | 74 | 138 | 45 | 3 | *257* | 0 | 130 | 440 | 74 | 2 | *644* | 0 | 33 | 74 | 65 | 1 | *172* | 0 | 41 | 389 | 47 | 3 | *477* | **1550** |
| **TOTAL** | **0** | **166** | **288** | **76** | **6** | ***530*** | **0** | **240** | **822** | **154** | **3** | ***1216*** | **0** | **48** | **158** | **129** | **2** | ***335*** | **0** | **71** | **766** | **70** | **3** | ***907*** | **2988** |
| **Cars** | 0 | 161 | 278 | 75 | 2 | *514* | 0 | 237 | 781 | 137 | 3 | *1155* | 0 | 46 | 139 | 121 | 1 | *306* | 0 | 69 | 745 | 70 | 0 | *884* | **2859** |
| **Heavy Vehicles** | 0 | 5 | 10 | 1 | 4 | *16* | 0 | 3 | 41 | 17 | 0 | *61* | 0 | 2 | 19 | 8 | 1 | *29* | 0 | 2 | 21 | 0 | 3 | *23* | **129** |
| **Heavy Vehicle %** | 0.00% | 3.01% | 3.47% | 1.32% | 66.67% | *3.02%* | 0.00% | 1.25% | 4.99% | 11.04% | 0.00% | *5.02%* | 0.00% | 4.17% | 12.03% | 6.20% | 50.00% | *8.66%* | 0.00% | 2.82% | 2.74% | 0.00% | 100.00% | *2.54%* | **4.32%** |

# Gladiolus Dr @ Pine Ridge Rd
## Fort Myers FL
## Tuesday, February 20, 2024
### AM Peak Hour

| Time | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Eastbound | | | | | | VEHICLE TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | |
| 8:00 AM | 0 | 17 | 33 | 7 | 0 | *57* | 0 | 29 | 114 | 19 | 0 | *162* | 0 | 9 | 16 | 12 | 0 | *37* | 0 | 7 | 87 | 12 | 0 | *106* | **362** |
| 8:15 AM | 0 | 19 | 33 | 7 | 1 | *59* | 0 | 33 | 84 | 15 | 0 | *132* | 0 | 7 | 11 | 17 | 0 | *35* | 0 | 13 | 96 | 10 | 1 | *119* | **345** |
| 8:30 AM | 0 | 21 | 42 | 17 | 2 | *80* | 0 | 38 | 114 | 20 | 2 | *172* | 0 | 12 | 27 | 22 | 1 | *61* | 0 | 10 | 90 | 13 | 2 | *113* | **426** |
| 8:45 AM | 0 | 17 | 30 | 14 | 0 | *61* | 0 | 30 | 128 | 20 | 0 | *178* | 0 | 5 | 20 | 14 | 0 | *39* | 0 | 11 | 116 | 12 | 0 | *139* | **417** |
| Peak Hour Total | 0 | 74 | 138 | 45 | 3 | *257* | 0 | 130 | 440 | 74 | 2 | *644* | 0 | 33 | 74 | 65 | 1 | *172* | 0 | 41 | 389 | 47 | 3 | *477* | **1550** |
| PHF | 0.000 | 0.881 | 0.821 | 0.662 | 0.375 | *0.803* | 0.000 | 0.855 | 0.859 | 0.925 | 0.250 | *0.904* | 0.000 | 0.688 | 0.685 | 0.739 | 0.250 | *0.705* | 0.000 | 0.788 | 0.838 | 0.904 | 0.375 | *0.858* | **0.910** |

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# Gladiolus Dr @ Pine Ridge Rd
## Fort Myers FL
## Tuesday, February 20, 2024

| Time | Southbound Pine Ridge Rd | | | | | | Westbound Gladiolus Dr | | | | | | Northbound Pine Ridge Rd | | | | | | Eastbound Gladiolus Dr | | | | | | VEHICLE TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | |
| 4:00 PM | 0 | 20 | 23 | 7 | 2 | *50* | 0 | 29 | 141 | 21 | 0 | *191* | 0 | 8 | 34 | 71 | 0 | *113* | 0 | 6 | 187 | 14 | 1 | *207* | **561** |
| 4:15 PM | 0 | 16 | 29 | 15 | 2 | *60* | 0 | 31 | 112 | 23 | 1 | *166* | 0 | 18 | 50 | 52 | 0 | *120* | 0 | 12 | 184 | 16 | 2 | *212* | **558** |
| 4:30 PM | 0 | 34 | 20 | 10 | 3 | *64* | 0 | 23 | 140 | 17 | 6 | *180* | 0 | 19 | 38 | 47 | 0 | *104* | 0 | 11 | 144 | 3 | 0 | *158* | **506** |
| 4:45 PM | 0 | 20 | 18 | 13 | 1 | *51* | 0 | 29 | 143 | 22 | 0 | *194* | 0 | 17 | 32 | 57 | 1 | *106* | 0 | 14 | 143 | 10 | 1 | *167* | **518** |
| Hourly Total | 0 | 90 | 90 | 45 | 8 | *225* | 0 | 112 | 536 | 83 | 7 | *731* | 0 | 62 | 154 | 227 | 1 | *443* | 0 | 43 | 658 | 43 | 4 | *744* | **2143** |
| 5:00 PM | 0 | 26 | 32 | 8 | 0 | *66* | 0 | 25 | 127 | 14 | 0 | *166* | 0 | 14 | 46 | 70 | 0 | *130* | 0 | 16 | 178 | 18 | 1 | *212* | **574** |
| 5:15 PM | 0 | 24 | 22 | 13 | 1 | *59* | 0 | 26 | 125 | 15 | 0 | *166* | 0 | 8 | 30 | 48 | 0 | *86* | 0 | 12 | 165 | 10 | 1 | *187* | **498** |
| 5:30 PM | 0 | 22 | 21 | 14 | 2 | *57* | 0 | 22 | 108 | 17 | 0 | *147* | 0 | 17 | 24 | 45 | 1 | *86* | 0 | 14 | 122 | 9 | 1 | *145* | **435** |
| 5:45 PM | 0 | 11 | 27 | 13 | 0 | *51* | 0 | 14 | 135 | 14 | 0 | *163* | 0 | 7 | 21 | 29 | 1 | *57* | 0 | 15 | 122 | 11 | 0 | *148* | **419** |
| Hourly Total | 0 | 83 | 102 | 48 | 3 | *233* | 0 | 87 | 495 | 60 | 0 | *642* | 0 | 46 | 121 | 192 | 2 | *359* | 0 | 57 | 587 | 48 | 3 | *692* | **1926** |
| **TOTAL** | **0** | **173** | **192** | **93** | **11** | ***458*** | **0** | **199** | **1031** | **143** | **7** | ***1373*** | **0** | **108** | **275** | **419** | **3** | ***802*** | **0** | **100** | **1245** | **91** | **7** | ***1436*** | **4069** |
| **Cars** | 0 | 166 | 180 | 93 | 7 | *439* | 0 | 193 | 1015 | 141 | 5 | *1349* | 0 | 106 | 274 | 415 | 1 | *795* | 0 | 98 | 1218 | 90 | 3 | *1406* | **3989** |
| **Heavy Vehicles** | 0 | 7 | 12 | 0 | 4 | *19* | 0 | 6 | 16 | 2 | 2 | *24* | 0 | 2 | 1 | 4 | 2 | *7* | 0 | 2 | 27 | 1 | 4 | *30* | **80** |
| **Heavy Vehicle %** | 0.00% | 4.05% | 6.25% | 0.00% | 36.36% | *4.15%* | 0.00% | 3.02% | 1.55% | 1.40% | 28.57% | *1.75%* | 0.00% | 1.85% | 0.36% | 0.95% | 66.67% | *0.87%* | 0.00% | 2.00% | 2.17% | 1.10% | 57.14% | *2.09%* | **1.97%** |

# Gladiolus Dr @ Pine Ridge Rd
## Fort Myers FL
## Tuesday, February 20, 2024
### PM Peak Hour

| Time | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Eastbound | | | | | | VEHICLE TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | *Vehicle Approach Total* | |
| 4:15 PM | 0 | 16 | 29 | 15 | 2 | *60* | 0 | 31 | 112 | 23 | 1 | *166* | 0 | 18 | 50 | 52 | 0 | *120* | 0 | 12 | 184 | 16 | 2 | *212* | **558** |
| 4:30 PM | 0 | 34 | 20 | 10 | 3 | *64* | 0 | 23 | 140 | 17 | 6 | *180* | 0 | 19 | 38 | 47 | 0 | *104* | 0 | 11 | 144 | 3 | 0 | *158* | **506** |
| 4:45 PM | 0 | 20 | 18 | 13 | 1 | *51* | 0 | 29 | 143 | 22 | 0 | *194* | 0 | 17 | 32 | 57 | 1 | *106* | 0 | 14 | 143 | 10 | 1 | *167* | **518** |
| 5:00 PM | 0 | 26 | 32 | 8 | 0 | *66* | 0 | 25 | 127 | 14 | 0 | *166* | 0 | 14 | 46 | 70 | 0 | *130* | 0 | 16 | 178 | 18 | 1 | *212* | **574** |
| Peak Hour Total | 0 | 96 | 99 | 46 | 6 | *241* | 0 | 108 | 522 | 76 | 7 | *706* | 0 | 68 | 166 | 226 | 1 | *460* | 0 | 53 | 649 | 47 | 4 | *749* | **2156** |
| PHF | 0.000 | 0.706 | 0.773 | 0.767 | 0.500 | *0.913* | 0.000 | 0.871 | 0.913 | 0.826 | 0.292 | *0.910* | 0.000 | 0.895 | 0.830 | 0.807 | 0.250 | *0.885* | 0.000 | 0.828 | 0.882 | 0.653 | 0.500 | *0.883* | **0.939** |

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Additional info dated 03-01-2024

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024

# DEVELOPMENT OF FUTURE YEAR BACKGROUND TURNING VOLUMES

DCI2023-00033 Lee County ePlan

Additional info dated 03-01-2024

# Development of Future Year Background Turning Volumes

| | |
|---|---|
| Intersection | **Gladiolus Drive @ Pine Ridge Road** |
| Count Date | February 20, 2024 |
| Build-Out Year | 2027 |

**AM Peak Hour**

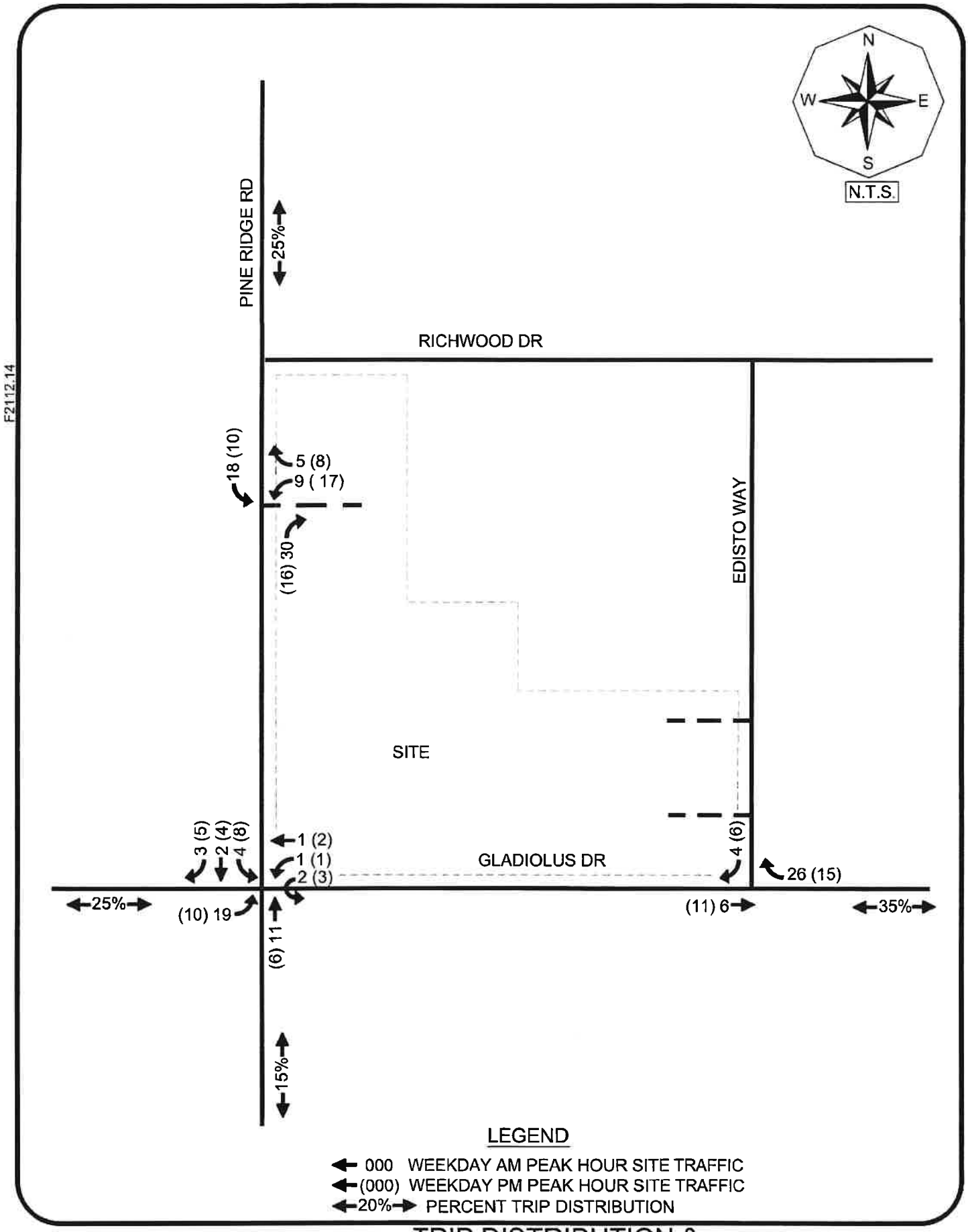
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RAW Turning Movement Counts | 33 | 74 | 65 | 74 | 138 | 45 | 41 | 389 | 47 | 130 | 440 | 74 |
| Peak Season Correction Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Current Peak Season Volumes | 32 | 73 | 64 | 73 | 135 | 44 | 40 | 381 | 46 | 127 | 431 | 73 |
| Growth Rate | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% |
| Years to Build-out | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 2027 Background Turning Volumes | **33** | **75** | **66** | **75** | **139** | **45** | **41** | **393** | **47** | **131** | **444** | **75** |
| Project Turning Volumes | | 11 | | 4 | 2 | 3 | 19 | | | 3 | 1 | |
| 2027 Background + Project | **33** | **86** | **66** | **79** | **141** | **48** | **60** | **393** | **47** | **134** | **445** | **75** |

**PM Peak Hour**

| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RAW Turning Movement Counts | 68 | 166 | 226 | 96 | 99 | 46 | 53 | 649 | 47 | 108 | 522 | 76 |
| Peak Season Correction Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Current Peak Season Volumes | 67 | 163 | 221 | 94 | 97 | 45 | 52 | 636 | 46 | 106 | 512 | 74 |
| Growth Rate | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% |
| Years to Build-out | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 2027 Background Turning Volumes | **69** | **168** | **228** | **97** | **100** | **46** | **54** | **655** | **47** | **109** | **528** | **76** |
| Project Turning Volumes | | 6 | | 8 | 4 | 5 | 10 | | | 4 | 2 | |
| 2027 Background + Project | **69** | **174** | **228** | **105** | **104** | **51** | **64** | **655** | **47** | **113** | **530** | **76** |

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024

# PROJECT TRAFFIC VOLUMES FROM TRAFFIC STUDY




TRANSPORTATION CONSULTANTS, INC

# TRIP DISTRIBUTION & SITE TRAFFIC ASSIGNMENT
## HEIGHTS CAREER TECHNICAL CENTER

Figure 2

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024

# FDOT PEAK SEASON ADJUSTMENT FACTOR

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 1200 LEE COUNTYWIDE

MOCF: 0.92

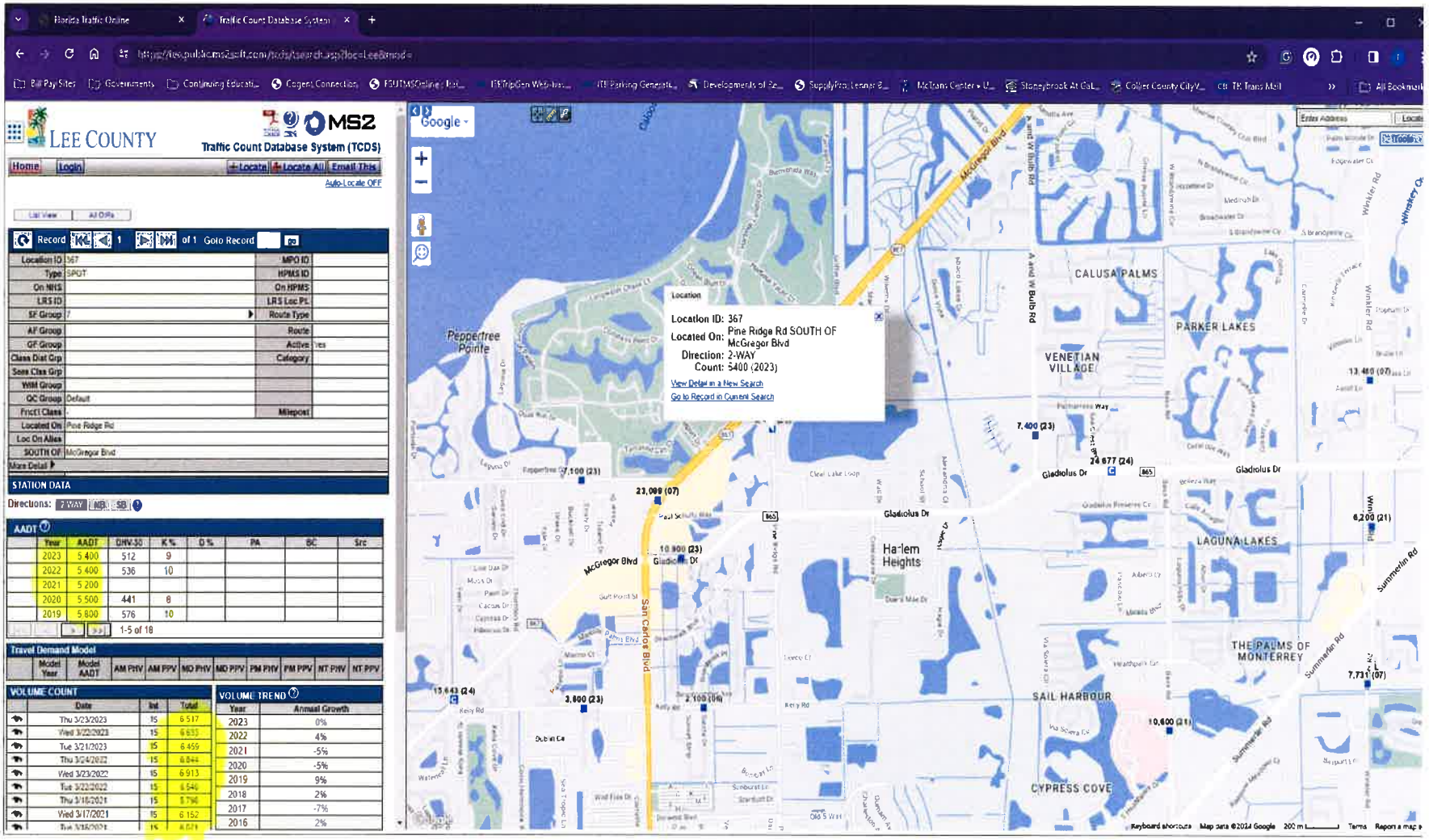
| WEEK | DATES | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2022 - 01/01/2022 | 1.02 | 1.11 |
| 2 | 01/02/2022 - 01/08/2022 | 1.00 | 1.09 |
| 3 | 01/09/2022 - 01/15/2022 | 0.99 | 1.08 |
| 4 | 01/16/2022 - 01/22/2022 | 0.97 | 1.05 |
| * 5 | 01/23/2022 - 01/29/2022 | 0.95 | 1.03 |
| * 6 | 01/30/2022 - 02/05/2022 | 0.94 | 1.02 |
| * 7 | 02/06/2022 - 02/12/2022 | 0.92 | 1.00 |
| * 8 | 02/13/2022 - 02/19/2022 | 0.90 | 0.98 |
| * 9 | 02/20/2022 - 02/26/2022 | 0.90 | 0.98 |
| *10 | 02/27/2022 - 03/05/2022 | 0.90 | 0.98 |
| *11 | 03/06/2022 - 03/12/2022 | 0.90 | 0.98 |
| *12 | 03/13/2022 - 03/19/2022 | 0.90 | 0.98 |
| *13 | 03/20/2022 - 03/26/2022 | 0.91 | 0.99 |
| *14 | 03/27/2022 - 04/02/2022 | 0.92 | 1.00 |
| *15 | 04/03/2022 - 04/09/2022 | 0.93 | 1.01 |
| *16 | 04/10/2022 - 04/16/2022 | 0.94 | 1.02 |
| *17 | 04/17/2022 - 04/23/2022 | 0.95 | 1.03 |
| 18 | 04/24/2022 - 04/30/2022 | 0.96 | 1.04 |
| 19 | 05/01/2022 - 05/07/2022 | 0.98 | 1.07 |
| 20 | 05/08/2022 - 05/14/2022 | 0.99 | 1.08 |
| 21 | 05/15/2022 - 05/21/2022 | 1.00 | 1.09 |
| 22 | 05/22/2022 - 05/28/2022 | 1.02 | 1.11 |
| 23 | 05/29/2022 - 06/04/2022 | 1.03 | 1.12 |
| 24 | 06/05/2022 - 06/11/2022 | 1.05 | 1.14 |
| 25 | 06/12/2022 - 06/18/2022 | 1.06 | 1.15 |
| 26 | 06/19/2022 - 06/25/2022 | 1.06 | 1.15 |
| 27 | 06/26/2022 - 07/02/2022 | 1.06 | 1.15 |
| 28 | 07/03/2022 - 07/09/2022 | 1.06 | 1.15 |
| 29 | 07/10/2022 - 07/16/2022 | 1.06 | 1.15 |
| 30 | 07/17/2022 - 07/23/2022 | 1.06 | 1.15 |
| 31 | 07/24/2022 - 07/30/2022 | 1.06 | 1.15 |
| 32 | 07/31/2022 - 08/06/2022 | 1.06 | 1.15 |
| 33 | 08/07/2022 - 08/13/2022 | 1.07 | 1.16 |
| 34 | 08/14/2022 - 08/20/2022 | 1.07 | 1.16 |
| 35 | 08/21/2022 - 08/27/2022 | 1.09 | 1.18 |
| 36 | 08/28/2022 - 09/03/2022 | 1.11 | 1.21 |
| 37 | 09/04/2022 - 09/10/2022 | 1.13 | 1.23 |
| 38 | 09/11/2022 - 09/17/2022 | 1.15 | 1.25 |
| 39 | 09/18/2022 - 09/24/2022 | 1.12 | 1.22 |
| 40 | 09/25/2022 - 10/01/2022 | 1.09 | 1.18 |
| 41 | 10/02/2022 - 10/08/2022 | 1.07 | 1.16 |
| 42 | 10/09/2022 - 10/15/2022 | 1.04 | 1.13 |
| 43 | 10/16/2022 - 10/22/2022 | 1.03 | 1.12 |
| 44 | 10/23/2022 - 10/29/2022 | 1.03 | 1.12 |
| 45 | 10/30/2022 - 11/05/2022 | 1.02 | 1.11 |
| 46 | 11/06/2022 - 11/12/2022 | 1.02 | 1.11 |
| 47 | 11/13/2022 - 11/19/2022 | 1.01 | 1.10 |
| 48 | 11/20/2022 - 11/26/2022 | 1.01 | 1.10 |
| 49 | 11/27/2022 - 12/03/2022 | 1.01 | 1.10 |
| 50 | 12/04/2022 - 12/10/2022 | 1.01 | 1.10 |
| 51 | 12/11/2022 - 12/17/2022 | 1.02 | 1.11 |
| 52 | 12/18/2022 - 12/24/2022 | 1.00 | 1.09 |
| 53 | 12/25/2022 - 12/31/2022 | 0.99 | 1.08 |

* PEAK SEASON

23-FEB-2023 09:11:18 830UPD 1_1200_PKSEASON.TXT

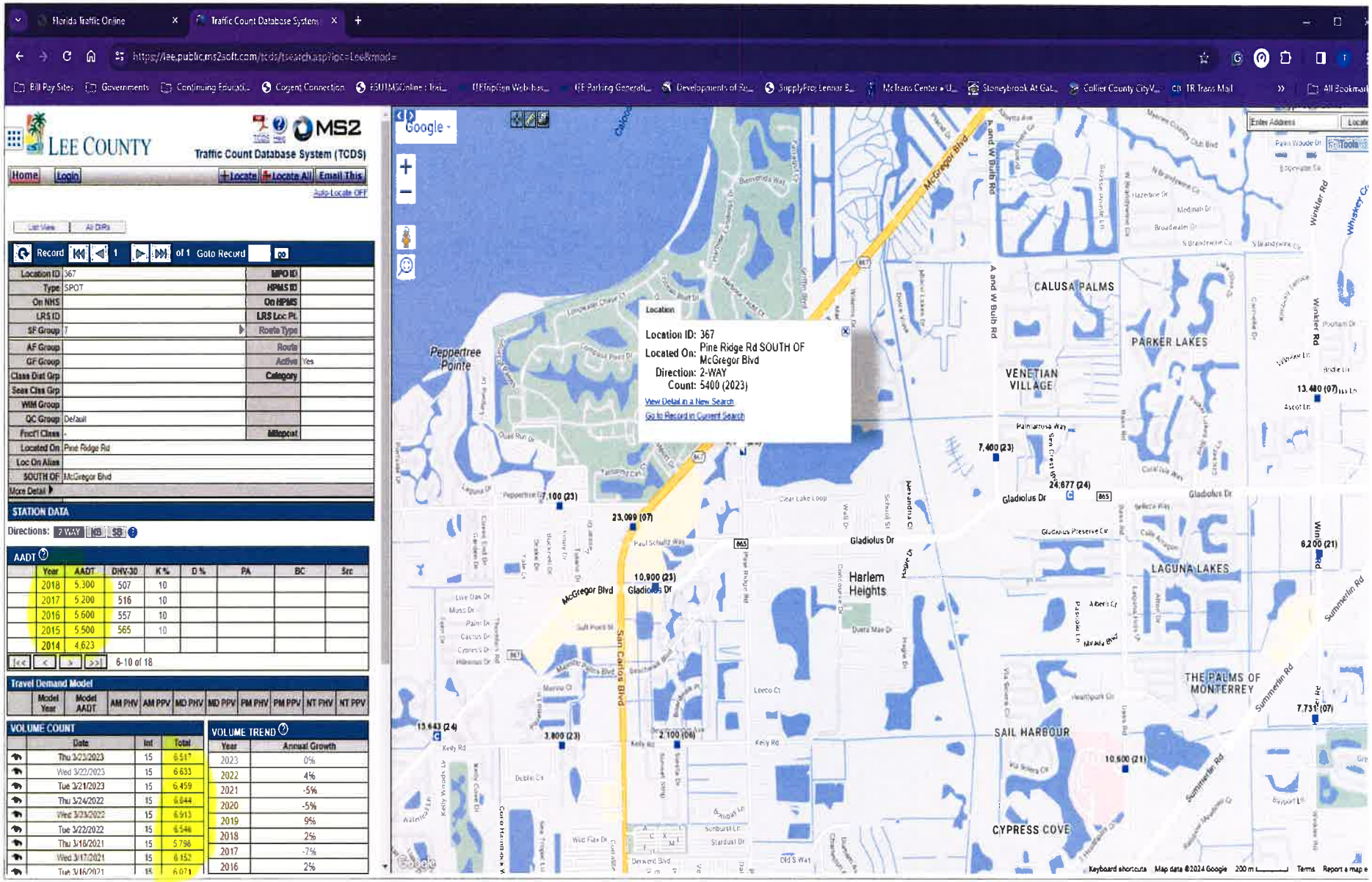
DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024

# LEE COUNTY & FDOT HISTORCAL TRAFFIC COUNT DATA FOR PINE RIDGE ROAD




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Additional info dated 03-01-2024

DCI2023-00033 Lee County ePlan
Additional info dated 03-01-2024



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

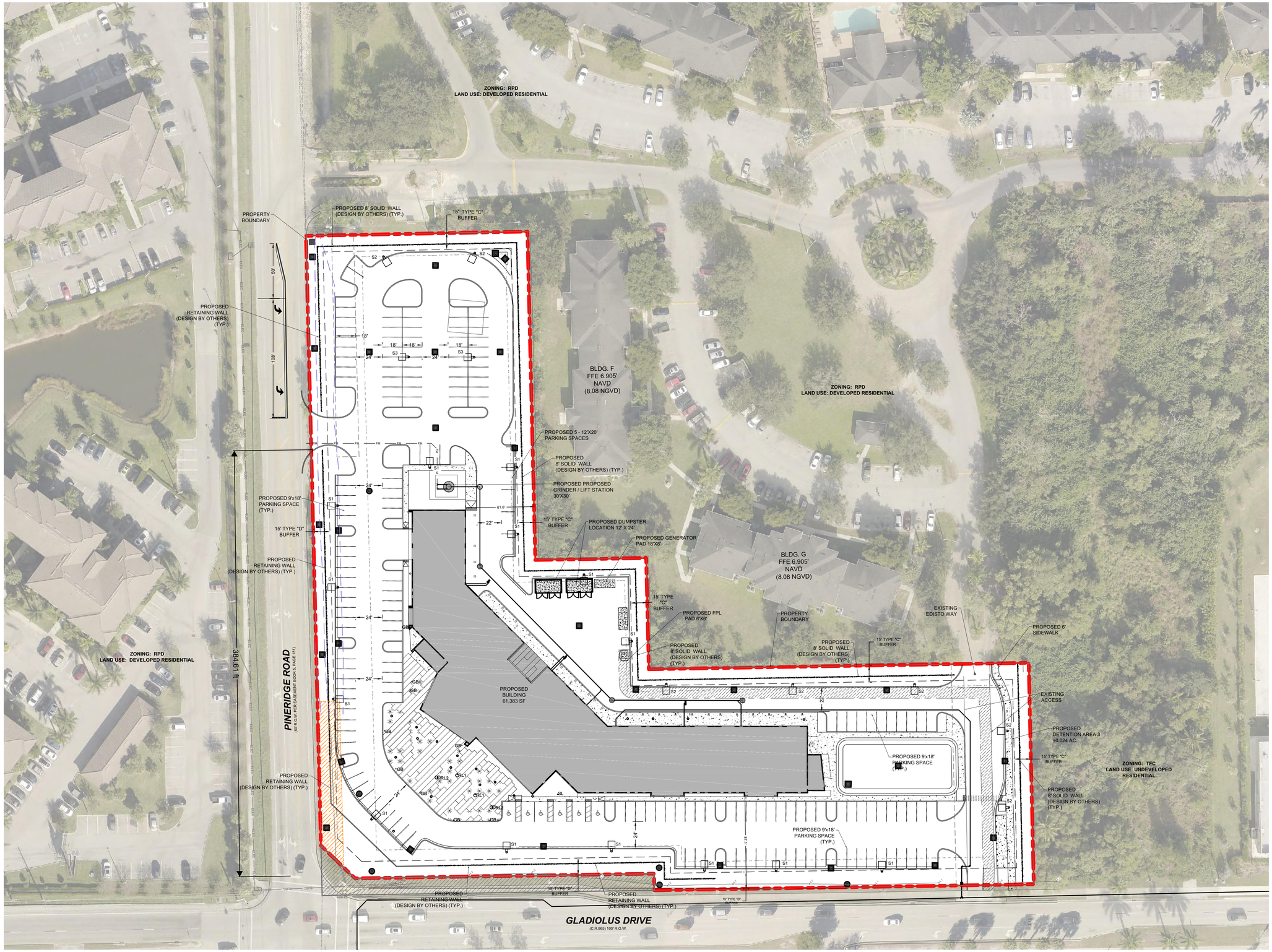
COUNTY: 12 - LEE

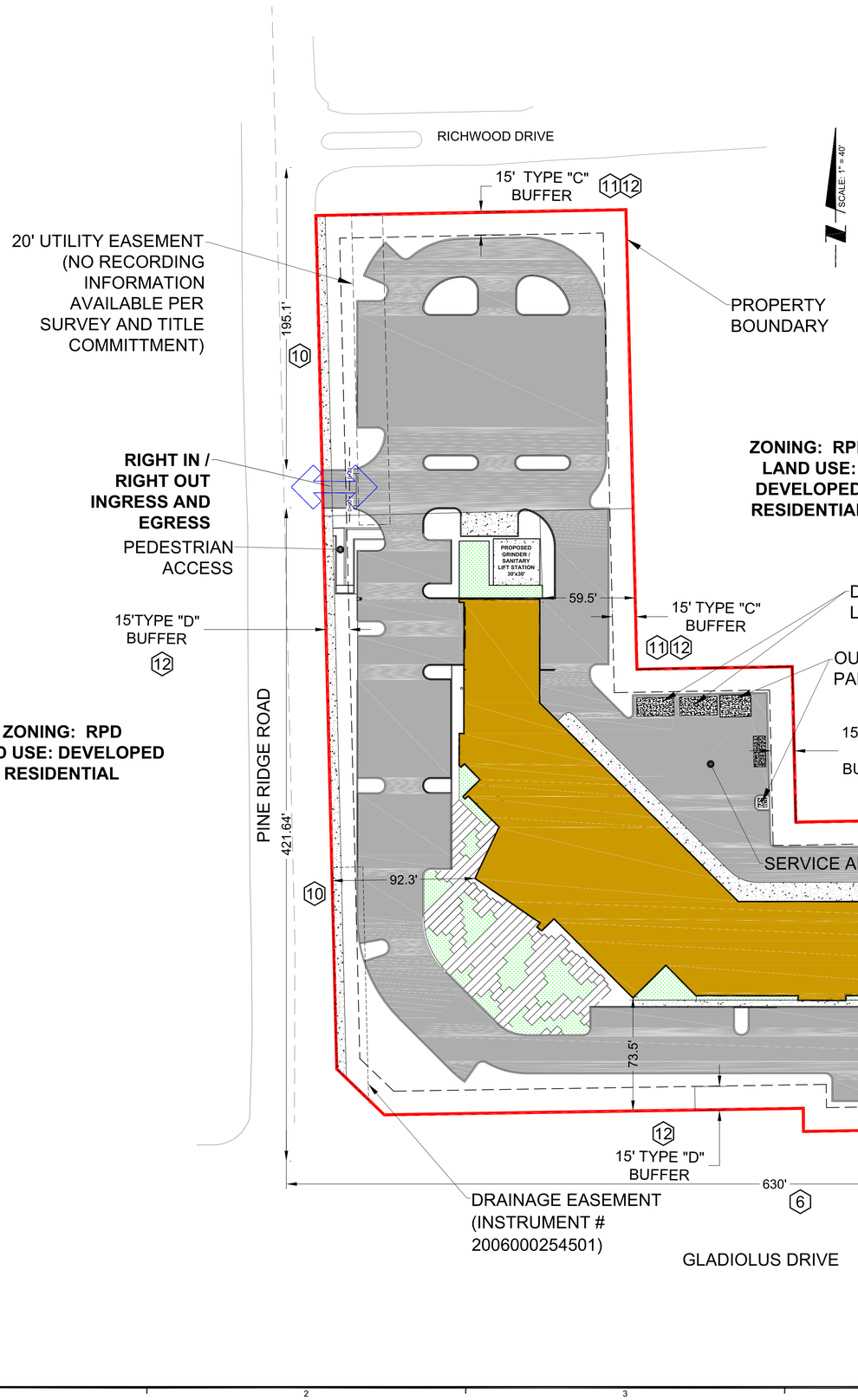
SITE: 4152 - PINE RIDGE ROAD, NORTH OF SUMMERLIN ROAD

| YEAR | AADT | DIRECTION 1 | | DIRECTION 2 | | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|---|---|
| 2022 | 6700 X | | 0 | | 0 | 9.00 | 53.90 | 6.40 |
| 2021 | 6400 X | | 0 | | 0 | 9.00 | 53.50 | 4.10 |
| 2020 | 6000 E | | 0 | | 0 | 9.00 | 59.30 | 6.00 |
| 2019 | 6000 F | N | | S | | 9.00 | 59.60 | 6.00 |
| 2018 | 5500 C | N | 2700 | S | 2800 | 9.00 | 53.30 | 6.00 |
| 2017 | 6100 E | N | | S | | 9.00 | 59.80 | 3.60 |
| 2016 | 6100 S | N | 3000 | S | 3100 | 9.00 | 55.70 | 5.60 |
| 2015 | 5900 F | N | 2900 | S | 3000 | 9.00 | 55.50 | 5.60 |
| 2014 | 5700 C | N | 2800 | S | 2900 | 9.00 | 55.20 | 5.60 |
| 2013 | 4300 S | | 0 | | 0 | 9.00 | 55.00 | 5.20 |
| 2012 | 4300 F | | 0 | | 0 | 9.00 | 55.30 | 3.00 |
| 2011 | 4300 C | N | 0 | S | 0 | 9.00 | 55.20 | 3.50 |

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

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ZONING: RPD
LAND USE: DEVELOPED RESIDENTIAL
PROPERTY BOUNDARY
PROPOSED 8' SOLID WALL (DESIGN BY OTHERS) (TYP.)
15' TYPE "C" BUFFER
PROPOSED RETAINING WALL (DESIGN BY OTHERS) (TYP.)
50'
108'
18'
24'
S1
S2
S3
BLDG. F
FFE 6.905'
NAVD
(8.08 NGVD)
ZONING: RPD
LAND USE: DEVELOPED RESIDENTIAL
PROPOSED 5 - 12'X20' PARKING SPACES
PROPOSED 8' SOLID WALL (DESIGN BY OTHERS) (TYP.)
PROPOSED PROPOSED GRINDER / LIFT STATION 30'X30'
61.6'
22'
PROPOSED 9'x18' PARKING SPACE (TYP.)
15' TYPE "D" BUFFER
15' TYPE "C" BUFFER
PROPOSED DUMPSTER LOCATION 12' X 24'
PROPOSED GENERATOR PAD 18'X8'
BLDG. G
FFE.6.905'
NAVD
(8.08 NGVD)
15' TYPE "C" BUFFER
PROPOSED FPL PAD 6'X6'
PROPERTY BOUNDARY
EXISTING EDISTO WAY
PROPOSED 6' SIDEWALK
PROPOSED 8'SOLID WALL (DESIGN BY OTHERS) (TYP.)
PROPOSED 8' SOLID WALL (DESIGN BY OTHERS) (TYP.)
15' TYPE "C" BUFFER
ZONING: RPD
LAND USE: DEVELOPED RESIDENTIAL
384.61' ft
PINERIDGE ROAD
(50' R.O.W. PER EASEMENT BOOK 6, PAGE 181)
PROPOSED BUILDING 61,383 SF
EXISTING ACCESS
PROPOSED DETENTION AREA 3 ±0.024 AC.
15' TYPE "C" BUFFER
PROPOSED 9'x18' PARKING SPACE (TYP.)
ZONING: TFC
LAND USE: UNDEVELOPED RESIDENTIAL
PROPOSED 8' SOLID WALL (DESIGN BY OTHERS) (TYP.)
PROPOSED 9'x18' PARKING SPACE (TYP.)
PROPOSED RETAINING WALL (DESIGN BY OTHERS) (TYP.)
15' TYPE "D" BUFFER
PROPOSED RETAINING WALL (DESIGN BY OTHERS) (TYP.)
15' TYPE "D" BUFFER
GLADIOLUS DRIVE
(C.R.865) 100' R.O.W.




**ZONING: RPD**
**LAND USE: DEVELOPED RESIDENTIAL**

**ZONING: RPD**
**LAND USE: DEVELOPED RESIDENTIAL**

**ZONING: TFC-2**
**LAND USE: UNDEVELOPED RESIDENTIAL**

| MINIMUM SETBACK | | |
|---|---|---|
| | REQUIRED | PROVIDED |
| STREET-RICHWOOD DRIVE (PRIVATE) | 20.0' | 47.7' |
| STREET- GLADIOLUS DRIVE FRONT YARD (ARTERIAL) | 25.0' | 84.3' |
| STREET-PINE RIDGE ROAD (COLLECTOR) | 25.0' | 93.0' |
| SIDE YARD | 15.0' | 186.3' |

PARKING SPACE REQUIREMENTS:

PER LDC SECTION 34-2020, TABLE B, VOCATIONAL INSTITUTIONS ARE REQUIREDTO PROVIDE ONE PARKING SPACE PER EMPLOYEE PLUS STUDENT PARKING AS THE DIRECTOR SEEMS NECESSARY. MAXIMUM NUMBER OF EMPLOYEES = 30 / MAXIMUM NUMBER OF STUDENTS = 165 TOTAL SPACES PROVIDED = 189 SPACES

PLANNING NOTES:

| | |
|---|---|
| CURRENT/PROPOSED ZONING: | CROSSLANDS CPD |
| CURRENT LAND USE: | UNDEVELOPED |
| PROPOSED LAND USE: | INSTITUTIONAL |
| FUTURE LAND USE: | URBAN COMMUNITY |
| PROJECT ACREAGE: | 4.88-ACRES |
| MAXIMUM INTENSITY: | 66,500 SF |
| MAXIMUM BUILDING HEIGHT: | 50' |

## LEGEND

- ASPHALT PAVEMENT
- PROPOSED BUILDING
- PROPOSED SIDEWALK
- PROPOSED BUILDING FOUNDATION PLANTINGS
- PROPERTY BOUNDARY
- INGRESS / EGRESS ACCESS
- RIGHT IN / RIGHT OUT - INGRESS / EGRESS ACCESS

## OPEN SPACE CALCULATIONS

PROPERTY AREA: 4.88 AC

REQUIRED OPEN SPACE CALCULATION:
- 30% OF PROPERTY AREA
- 4.88 AC. X 30%
- TOTAL REQUIRED OPEN SPACE: 1.46 AC

PROVIDED OPEN SPACE CALCUATION:
(30% OF REQUIRED OPEN SPACE
- TOTAL OPEN SPACE PROVIDED: 1.51 AC

## DEVIATIONS

10 CONNECTION SEPERATION

6 EXISTING DEVIATION AND EXISTING CONDITION (INTERSECTION SPACING)

11 WALL MEASUREMENT

12 PLANT MATERIAL STANDARDS

PENINSULA ENGINEERING
• CIVIL ENGINEERING • LANDSCAPE ARCHITECTURE
• PLANNING AND ZONING • SURVEYING
• ENVIRONMENTAL SERVICES • LAND DEVELOPMENT
2600 Golden Gate Pkwy 239.403.6700
Naples, FL 34105 Pen-Eng.com

PROJECT:

# HEIGHTS CAREER TECHNICAL SCHOOL AT CROSSLANDS CPD

TITLE:

MASTER CONCEPT PLAN

CLIENT:

THE HEIGHTS LAND COMPAN, Y INC.

REVISIONS:

| No: | Revision: | Date: |
|---|---|---|

NOTES:

PROFESSIONAL SEALS:
PROFESSIONAL ENGINEER: ##
FLORIDA LICENSE NUMBER: ##

Florida Engineering Certificate of Authorization #28275
Florida Landscape Certificate of Authorization #LC26000632

DATUM NOTE:
ALL ELEVATIONS ARE BASED ON NAVD 88 (NORTH AMERICAN VERTICAL DATUM OF 1988).

| | |
|---|---|
| SEC: -- TWP: -- RGE: -- | |
| City: FORT MYERS | County: LEE |
| Designed by: | J FRUTH |
| Drawn by: | S CARLISLE |
| Date: | FEBRUARY 2024 |
| Horizontal Scale: | 1" = 40' |
| Vertical Scale: | N.T.S. |
| Project Number: | P-HVC-001-002 |
| File Name: | MCP.dwg |
| Sheet ID: | EX-01 |
| Sheet Number: | 1 of 1 |

PAVESE LAW FIRM
est. 1949

NEALE MONTGOMERY
*Partner*
Direct dial: (239) 336-6235
Email: NealeMontgomery@paveselaw.com

1833 Hendry Street, Fort Myers, Florida 33901 | P.O. Box 1507, Fort Myers, Florida 33902 | (239) 334-2195 | Fax (239) 332-2243

January 26, 2024

Pacifica Edisto Lake, LLC
1775 Hancock Street, Suite 200
San Diego, CA 92110

**RE: Edisto Lake Apartments**
**15251 Pine Ride Rd, Fort Myers, FL 33908**

Dear Mr. Israni,

The Lee County property appraiser's office indicates that Pacifica Edisto Lake, LLC is the owner of a project commonly known as Edisto Lake Apartments. The property was zoned by Resolution Z-86-81, which was amended by Resolution Z- 087-103. The zoning resolution includes a site plan which depicts a connection to a parcel of property located south of your property at the intersection of Pine Ridge Road and Gladiolus Drive. The approved site plan provides for one access point on Pine Ridge Road that served what was then one entire parcel. The Master Concept Plan did not depict the property to the south as a separate parcel with direct access to Pine Ridge Road.

The Lee County Department of Transportation is concerned about having an additional access point on Pine Ridge Road to provide reasonable access for the development of the property to the south. The county is particularly concerned about this in light of the approved Site plan that includes both properties and which includes an interconnect. The county submits that an appropriate interconnection and use of the approved Pine Ridge access point should be provided in accordance with the approved site plan. The zoning resolution approved the site plan in condition c and the statement that Site Plan Z-86-81 is attached to the zoning resolution and incorporated into the zoning resolution. The findings said that sufficient safeguards were provided to protect the public interest. The county would submit that the failure to provide the interconnect as required on the approved site plan is not in the best interest of the county public health, safety, and welfare.

I am writing to determine what steps you suggest to ensure that both properties are developed in accordance with the approved site plan. Please advise as to how the adjacent property owner can secure the necessary ingress and egress easement to comply with the approved zoning. The zoning resolutions that apply to both properties are attached hereto for your consideration. You can reach out to Ms. Kathryn Kelly 15570 Hagie Drive, Fort Myers, FL 33908, (239)482-7706, or you can communicate directly with me.

Your consideration of this matter is greatly appreciated.

Sincerely,

Neale Montgomery

NM/olr

Cc: Kathryn Kelly *(via e-mail: kathryn@heightsfoundation.org)*
Jillian Scholler *(via e-mail: JScholler@leegov.com)*

DCI2023-00033 Lee County ePlan
Additional info dated 03-01-2024

OFF REC 1928 PG 1909

RESOLUTI. NUMBER Z-86-81

2302373

37.50 Billed

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS

OF LEE COUNTY, FLORIDA

RECORD VERIFIED - CHARLIE GREEN, CLERK
BY: H. FERNSTROM, D.C.

WHEREAS, Crossland Communities has properly filed an application for a rezoning from AG (with a special exception for general excavation) to Residential Planned Development (90.9 acres) and Commercial Planned Development (4.977 acres), to permit a mixed-use residential and commercial development with 376 dwelling units not to exceed 45 feet in height, and 23,000 square feet of retail commercial and professional space not to exceed 35 feet in height, on 95.9 acres of land. The proposed development will also include accessory recreational uses, model and sales center and an on-site sewage treatment system.

NOTE:

If approved, the Master Concept Plan will deviate from the following Lee County standards:

(1) Minimum setback from a structure to a water body of 25 feet (202.15.B), to 10 feet (measured at top of bank);

(2) WITHDRAWN;

(3) Minimum excavation setbacks to a private property line of 100 feet (517.G.2.a.2), to 25 feet (existing condition);

(4) Minimum excavation setbacks to a quarter section line of 60 feet (517.G.2.a.3), to 0 feet for the north-south line in Section 32 (existing condition);

(5) Requirement that street access be provided to adjoining property (DSO.C.3.e. and f.), to eliminate a connection to the adjoining local road system;

(6) Requirement that the minimum intersection spacing be 660 feet along arterial streets (DSO.C.3.h.), to allow a separation of 630 feet;

(7) Minimum setbacks from roads, streets, and drives of 80 feet from the centerline of Pine Ridge Road (202.15.B.2), to 75 feet; and

(8) Minimum perimeter setbacks for noncompatible developments from 25 feet (431.C.2), to 20 feet on the south and east property lines.

WHEREAS, the subject property is located at the northeast corner of Gladiolus Drive and Pine Ridge Road near Miner's Corner, described more particularly as:

LEGAL DESCRIPTION: In Section 32, Township 45 South, Range 24 East, Lee County, Florida:

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024



COMMERCIAL PARCEL

Commencing at the northwest corner of Section 32, Township 45 South, Range 24 East, being a point on the centerline of Pine Ridge Road; thence S 89° 30' 20" East, a distance of 25.00 feet, along the North Section Line of said Section 32, to an intersection with the easterly right-of-way line of said Pine Ridge Road; thence S 00° 14' 37" W, a distance of 1,339.37 feet, along said easterly right-of-way line, to the Point of Beginning;

Thence continue S 00° 14' 37" W, along said easterly right-of-way line, a distance of 595.67 feet to an intersection with the northerly right-of-way line of Gladiolus Drive (S.R. 865); thence S 89° 15' 04" E, along said northerly right-of-way line, a distance of 642.73 feet; thence N 00° 19' 55" E, a distance of 200.00 feet; thence N 89° 19' 13" W, a distance of 343.11 feet; thence N 00° 17' 05" E, a distance of 100.41 feet; thence N 89° 21' 17" W, a distance of 100.14 feet; thence N 00° 16' 16" E, a distance of 296.58 feet; thence N 89° 27' 38" W, a distance of 200.00 feet to the Point of Beginning.

Said parcel contains 4.977 acres, more or less.

Said parcel subject to any and all easements and/or restrictions of record.

RESIDENTIAL PARCEL

The north one-half (N½) of the northwest one-quarter, (NW¼) and the northwest one-quarter (NW¼) of the southwest one-quarter (SW¼) of the northwest one-quarter (NW¼) of Section 32, Township 45 South, Range 24 East, less right-of-way for Pine Ridge Road and Gladiolus Drive (S.R. 865);

Together with Lots 1, 2, and the north half of Lot 3, Block A, of Harlem Heights Subdivision as recorded in Plat Book 8, Page 76 of the Public Records of Lee County, Florida,

LESS the following described parcel:

Commencing at the northwest corner of Section 32, Township 45 South, Range 24 East, being a point on the centerline of Pine Ridge Road; thence S 89° 30' 20" E, a distance of 25.00 feet, along the North Section Line of said Section 32, to an intersection with the easterly right-of-way line of said Pine Ridge Road; thence S 00° 14' 37" W, a distance of 1,339.37 feet, along said easterly right-of-way line, to the Point of Beginning;

Thence continue S 00° 14' 37" W, along said easterly right-of-way line, a distance of 595.67 feet to an intersection with the northerly right-of-way line of Gladiolus Drive (S.R. 865); thence S 89° 15' 04" E, along said northerly right-of-way line, a distance of 642.73 feet; thence N 00° 19' 55" E, a distance of 200.00 feet; thence N 89° 19' 13" W, a distance of 343.11 feet; thence N 00° 17' 05" E, a distance of 100.41 feet; thence N 89° 21' 17" W, a distance of 100.14 feet; thence N 00° 16' 16" E, a distance of 296.58 feet; thence N 89° 27' 38" W, a distance of 200.00 feet to the Point of Beginning.

Said parcel contains 3,960,611.6 square feet, being 90.9 acres, more or less.

Said parcel subject to any and all easements and/or restrictions of record.

Basis for bearings is the West Line of the NW¼ of Section 32, Township 45 South, Range 24 East, being N 00° 14' 37" E (Assumed).

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WHEREAS, the applicant has indicated the property's current STRAP numbers are: 32-45-24-00-000-02-0000;

32-45-24-00-000-01-0000;

32-45-24-00-000-0A-0010; and

WHEREAS, proper authorization has been given to Humphrey, Jones & Myers, P.A., by Bernard A. Wagner, General Partner of Richwood Lakes Estates, Ltd. and Senior Vice President of Crossland Communities, the fee simple owner of the subject parcel, to act as agent to pursue this zoning application; and

WHEREAS, a public hearing was legally and properly advertised and held before the Lee County Planning and Zoning Commission, with full consideration of all the evidence available to the Planning and Zoning Commission; and

WHEREAS, the Lee County Planning and Zoning Commission fully reviewed the matter and recommended approval with conditions, based on the analysis contained in the Staff Report of July 30, 1986, the memorandum from Michael Kloehn dated August 27, 1986, and the testimony given at the September 2, 1986, Planning and Zoning Commission Hearing; and

WHEREAS, a public hearing was legally and properly advertised and held before the Lee County Board of County Commissioners; and

WHEREAS, in the legislative process the Lee County Board of County Commissioners gave full and complete consideration to the recommendations of the staff, the Planning and Zoning Commission, the documents on file with the county, and the testimony of all interested persons:

LEGISLATIVE HISTORY:

An application was filed by Richwood Lakes Estates (case #85-3-3 DCI) for a rezoning from AG to CN, from AG to RM-8, or in the alternative to Preliminary P.U.D., which was denied without prejudice on September 9, 1985. That site plan was changed to reflect suggestions presented at those hearings. Specifically, the lands fronting McGregor Boulevard were deleted from the application and the density was reduced.

After two continuances of the public hearings on this case (6-2-86 and 8-4-86) due to traffic and density issues, the Planning and Zoning Commission on September 2, 1986 found the request consistent with the Lee Plan and recommended approval of the requested rezoning from AG (with special exception for general excavation) to R.P.D. and C.P.D. to permit a mixed-use residential and commercial development with 347 dwelling units not to exceed 45 feet in height; and 23,000 square feet of retail commercial and professional space not to exceed 35 feet in height, with a variance from the required setback from roads, streets, and drives to allow a 75-foot setback from the centerline of Pine Ridge Road, and a variance from the perimeter setback requirement for incompatible developments to allow 20 feet on the south, east, and north, along with 20 conditions as recommended by staff in their report dated July 30, 1986, with a change

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in condition ccording to the memorandum d August 27, 1986 from Mike Kloenn to the Planning and Zoning Commission.

The request was heard by the Board of County Commissioners on March 23, 1987, after having been postponed from January 26, 1987, and continued from February 9, 1987 and February 23, 1987. The Board moved to approve the requested rezoning with units distributed as per site plan "G" and including all staff conditions and further restricting convenience stores in the C.P.D. section of the plan (an amendment by Commissioner Wallace to the main motion).

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS, that the Board of County Commissioners does hereby APPROVE a rezoning request from AG (with a special exception for general excavation) to Residential Planned Development (90.9 acres) and Commercial Planned Development (4.977 acres), to permit a mixed-use residential and commercial development with 376 dwelling units not to exceed 45 feet in height with units to be distributed as depicted on exhibit G, and 23,000 square feet of retail commercial and professional space not to exceed 35 feet in height, on 95.9 acres of land. The proposed development will also include accessory recreational uses, model and sales center and an on-site sewage treatment system. The following deviations were approved as shown on the Master Concept Plan:

(1) A deviation from the minimum setback from a structure to a waterbody to allow 10 feet (measured at top of bank) is hereby APPROVED;

(2) WITHDRAWN;

(3) A deviation from the minimum excavation setback to a private property line to allow 25 feet (existing condition) is hereby APPROVED;

(4) A deviation from the minimum excavation setback to a quarter section line to allow zero (0) feet for the north-south line in Section 32 (existing condition) is hereby APPROVED;

(5) A deviation from the requirement that street access be provided to adjoining property to eliminate a connection to the adjoining local road system is hereby APPROVED;

(6) A deviation from the requirement that the minimum intersection spacing be 660 feet along arterial streets to allow a separation of 630 feet is hereby APPROVED;

(7) A deviation from the minimum setbacks from roads, streets, and drives of 80 feet from the centerline of Pine Ridge Road to allow 75 feet is hereby APPROVED; and

(8) A deviation from the minimum perimeter setbacks for non-compatible developments to allow 20 feet on the south and east property lines is hereby APPROVED.

The following restriction shall apply:

The Commercial Planned Development section of the Master Concept Plan shall allow for all uses permitted in the CC District except for convenience stores.

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Approval is subject to the following conditions:

a. Prior to final plan approval, the developer shall have made acceptable provisions for offsetting any added net public costs or premature commitment of public funds need to provide appropriate levels of fire protection services for the development. In particular, the applicant shall make all necessary arrangements with the Iona-McGregor Fire District to offset a proportionate share of the costs of any land, buildings, and/or equipment required to provide adequate fire protection service to the development.

b. Prior to final plan approval, the applicant shall modify the Master Concept Plan to show that the 16,580 square feet of commercial uses on the site shall be limited to those uses found in the Community Commercial zoning category.

c. The Master Concept Plan identified as A Conceptual Site Design for Richwood Lake Estates by Crossland Development and Aim Engineering and Surveying, dated July 23, 1986 and revised 8-22-86 is APPROVED as modified herein.

d. Deviations (1), and (3) through (8) are hereby APPROVED to the extent shown on the Master Concept Plan, and as described in these conditions. (Deviation (2) has been withdrawn).

e. The applicant shall donate (as shown on the Master Concept Plan) five drainage easements to Lee County at the northern terminus of North Church, No name, Codie, Wall and Johnson Streets in Harlem Heights.

f. Prior to the issuance of building permits, the applicant shall vacate the north-south street right-of-way which runs through the eastern portion of the subject property.

g. The applicant shall construct the land bridges located in the eastern portion of the previously excavated lake to the satisfaction of the County Engineer.

h. Prior to final plan approval, the applicant shall obtain an agreement from the adjacent property owner which allows the construction of the temporary cul-de-sac at the northeastern corner of the site. If such an agreement cannot be obtained, the applicant shall amend the Master Concept Plan to show an alternative road alignment. This alternative road alignment shall be subject to approval of the County Engineer and the Director of the Department of Community Development.

i. Prior to final plan approval, the applicant shall amend the Master Concept Plan to show the allocation of units on the subject property to be consistent with Exhibit G in this report.

Site Plan Z-86-81 is attached hereto and incorporated herein by reference, as a reduced copy of the Master Concept Plan. Exhibit "G" is also attached hereto and incorporated herein by reference, as a depiction of the approved distribution of units.

The following findings of fact were made in conjunction with this approval of RPD and CPD zoning:

a. The proposed uses are appropriate at the subject location;

b. Sufficient safeguards to the public interest are provided by the recommended conditions to the Master Concept Plan and by other applicable regulations;

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c. All conditions found on the Master Concept Plan and recommended by staff are reasonably related to the impacts on the public's interest created by or expected from the proposed development;

d. The deviations being recommended for approval enhance the achievement of the objectives of the planned development; and

e. The general intent of these regulations, to protect the public health, safety, and welfare, is preserved and promoted.

The foregoing Resolution was adopted by the Lee County Board of County Commissioners upon a motion by Commissioner Slisher, amended by Commissioner Wallace, and seconded by Commissioner Fussell and, upon being put to a vote, the result was as follows:

| | |
|---|---|
| Porter J. Goss | Absent |
| Charles L. Bigelow, Jr. | Absent |
| Mary Ann Wallace | Nay |
| Bill Fussell | Aye |
| Donald D. Slisher | Aye |

DULY PASSED AND ADOPTED this 23rd day of March, A.D., 1987.

ATTEST:
CHARLIE GREEN, CLERK

BY: Mary Armentrout
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

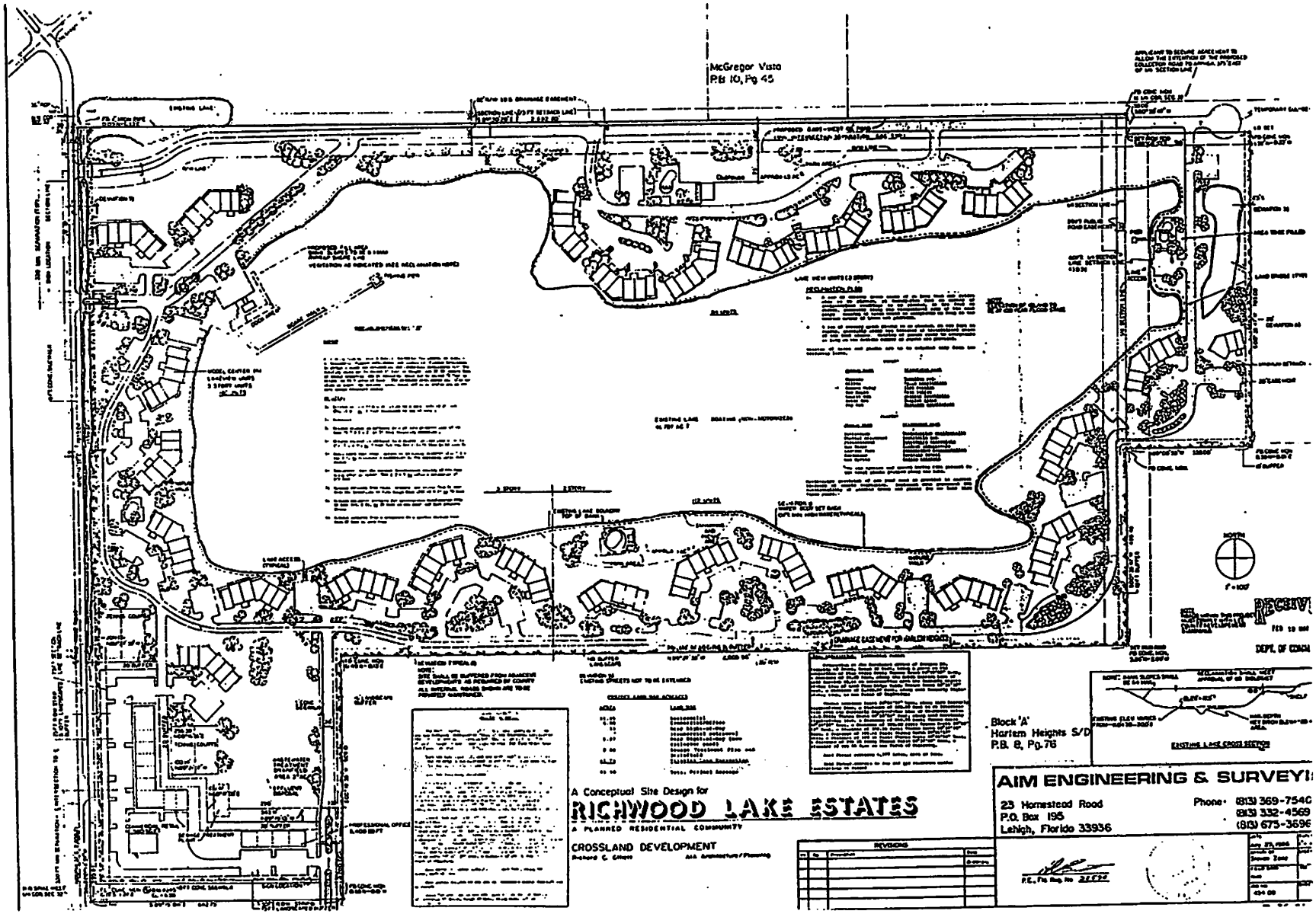
BY: [signature]
Vice Chairman

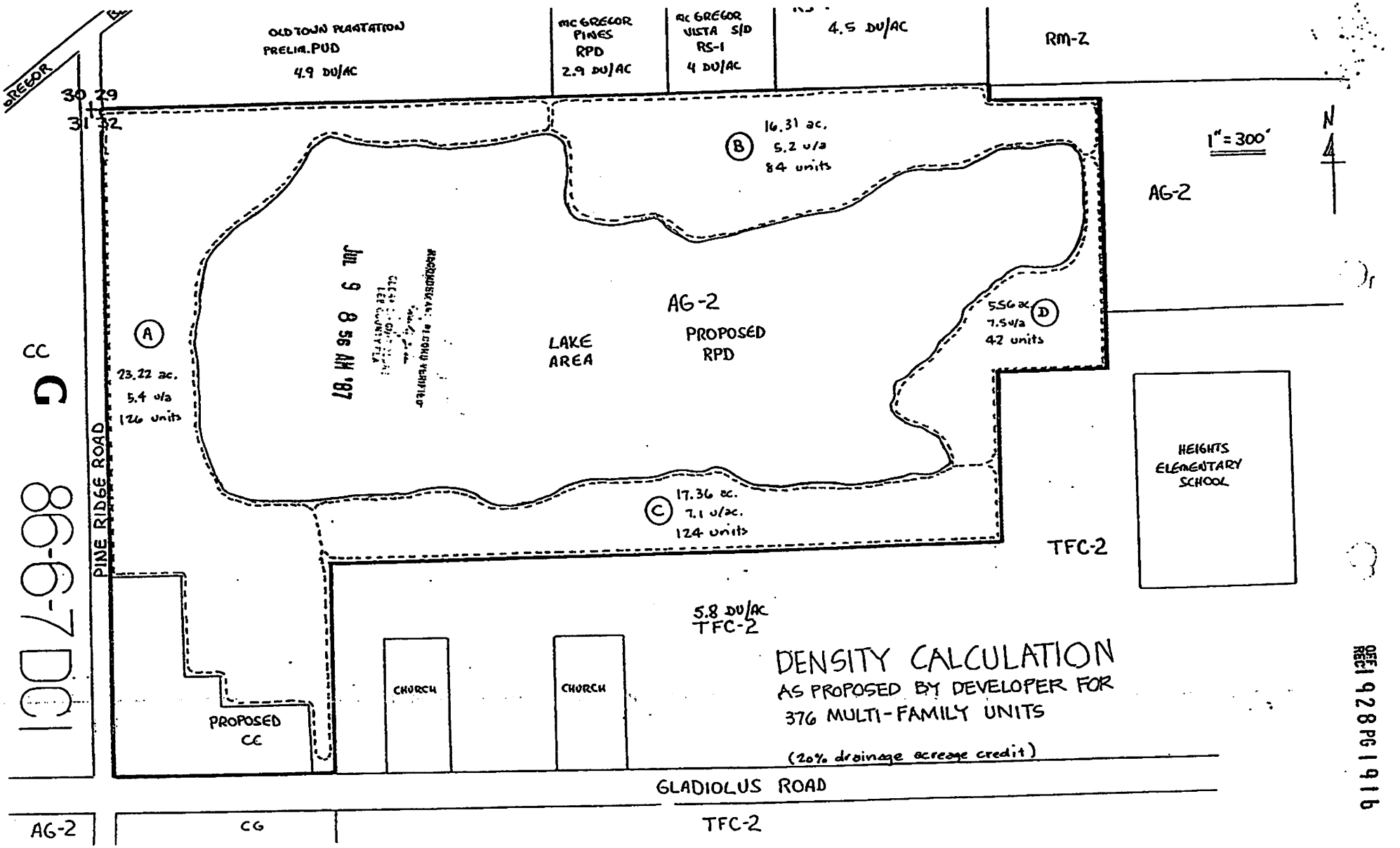
Approved as to form by:

[signature]
County Attorney's Office

FILED
JUL 1 1987
CLERK CIRCUIT COURT
BY M Armentrout D.C.

OFF REC 1928 PG 1915




OLD TOWN PLANTATION
PRELIM. PUD
4.9 DU/AC
MC GREGOR PINES
RPD
2.9 DU/AC
MC GREGOR VISTA S/D
RS-1
4 DU/AC
4.5 DU/AC
RM-2
30 29
31 32
16.31 ac.
5.2 u/a
84 units
B
1" = 300'
N
AG-2
AG-2
PROPOSED
RPD
LAKE
AREA
5.56 ac.
7.5 u/a
42 units
D
A
23.22 ac.
5.4 u/a
126 units
CC
PINE RIDGE ROAD
17.36 ac.
7.1 u/ac.
124 units
C
TFC-2
HEIGHTS
ELEMENTARY
SCHOOL
5.8 DU/AC
TFC-2
DENSITY CALCULATION
AS PROPOSED BY DEVELOPER FOR
376 MULTI-FAMILY UNITS
(20% drainage acreage credit)
PROPOSED
CC
CHURCH
CHURCH
GLADIOLUS ROAD
AG-2
CG
TFC-2
DCI-9-98
Jul 9 8 56 AM '87

DCI2023-00033 Lee County ePlan Additional info dated 03-01-2024

15.00 BILLED

2312058 RESOLUTION NUMBER Z-87-103

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS

OF LEE COUNTY, FLORIDA

OFF REC 1932 PG 1011

RECORD FURNISHED BY: H. FERNSTROM, D.C.

WHEREAS, Crosslands Communities has properly filed an application for an amendment to the RPD and CPD approval granted in Resolution Z-86-81 to add the following deviation:

9) Deviation from the requirement of a minimum 60 foot setback from a structure to a quarter section line, to allow a 0 foot setback.

WHEREAS, the subject property is located at the northeast corner of Gladiolus Drive and Pine Ridge Road, described more particularly as:

LEGAL DESCRIPTION: In Section 32, Township 45 South, Range 24 East, Lee County, Florida:

COMMERCIAL PARCEL

Commencing at the northwest corner of Section 32, Township 45 South, Range 24 East, being a point on the centerline of Pine Ridge Road; thence S 89° 30' 20" East, a distance of 25.00 feet, along the North Section Line of said Section 32, to an intersection with the easterly right-of-way line of said Pine Ridge Road; thence S 00° 14' 37" W, a distance of 1,339.37 feet, along said easterly right-of-way line, to the Point of Beginning;

Thence continue S 00° 14' 37" W, along said easterly right-of-way line, a distance of 595.67 feet to an intersection with the northerly right-of-way line of Gladiolus Drive (S.R. 865); thence S 89° 15' 04" E, along said northerly right-of-way line, a distance of 642.73 feet; thence N 00° 19' 55" E, a distance of 200.00 feet; thence N 89° 19' 13" W, a distance of 343.11 feet; thence N 00° 17' 05" E, a distance of 100.41 feet; thence N 89° 21' 17" W, a distance of 100.14 feet; thence N 00° 16' 16" E, a distance of 296.58 feet; thence N 89° 27' 38" W, a distance of 200.00 feet to the Point of Beginning.

Said parcel contains 4.977 acres, more or less.

Said parcel subject to any and all easements and/or restrictions of record.

RESIDENTIAL PARCEL

The north one-half (N½) of the northwest one-quarter, (NW¼) and the northwest one-quarter (NW¼) of the southwest one-quarter (SW¼) of the northwest one-quarter (NW¼) of Section 32, Township 45 South, Range 24 East, less right-of-way for Pine Ridge Road and Gladiolus Drive (S.R. 865);

Together with Lots 1, 2, and the north half of Lot 3, Block A, of Harlem Heights Subdivision as recorded in Plat Book 8, Page 76 of the Public Records of Lee County, Florida,

LESS the following described parcel:

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Commencing at the rthwest corner of Section 32, wnship 45 South, Range 24 East, being a point on the centerline of Pine Ridge Road; thence S 89° 30' 20" E, a distance of 25.00 feet, along the North Section Line of said Section 32, to an intersection with the easterly right-of-way line of said Pine Ridge Road; thence S 00° 14' 37" W, a distance of 1,339.37 feet, along said easterly right-of-way line, to the Point of Beginning;

Thence continue S 00° 14' 37" W, along said easterly right-of-way line, a distance of 595.67 feet to an intersection with the northerly right-of-way line of Gladiolus Drive (S.R. 865); thence S 89° 15' 04" E, along said northerly right-of-way line, a distance of 642.73 feet; thence N 00° 19' 55" E, a distance of 200.00 feet; thence N 89° 19' 13" W, a distance of 343.11 feet; thence N 00° 17' 05" E, a distance of 100.41 feet; thence N 89° 21' 17" W, a distance of 100.14 feet; thence N 00° 16' 16" E, a distance of 296.58 feet; thence N 89° 27' 38" W, a distance of 200.00 feet to the Point of Beginning.

Said parcel contains 3,960,611.6 square feet, being 90.9 acres, more or less.

Said parcel subject to any and all easements and/or restrictions of record.

Basis for bearings is the West Line of the NW¼ of Section 32, Township 45 South, Range 24 East, being N 00° 14' 37" E (Assumed).

OFF REC 1932PG1012

WHEREAS, the applicant has indicated the property's current STRAP numbers are: 32-45-24-00-00002.0000;
32-45-24-00-00001.0000;
32-45-24-01-0000A.0010; and

WHEREAS, proper authorization has been given to the law firm of Humphrey, Jones & Myers, P.A., by Bernard A. Wagner, the fee simple owner of the subject parcel, to act as agent to pursue this zoning application; and

WHEREAS, a public hearing was legally and properly advertised and held before the Lee County Planning and Zoning Commission, with full consideration of all the evidence available to the Planning and Zoning Commission; and

WHEREAS, the Lee County Planning and Zoning Commission fully reviewed the matter and recommended approval, based on the analysis contained in the Staff Report of May 27, 1987, and the testimony given at the June 1, 1987, Planning and Zoning Commission Hearing; and

WHEREAS, a public hearing was legally and properly advertised and held before the Lee County Board of County Commissioners; and

WHEREAS, in the legislative process the Lee County Board of County Commissioners gave full and complete consideration to the recommendations of the staff, the Planning and Zoning Commission, the documents on file with the county, and the testimony of all interested persons:

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS, that the Board of County Commissioners does hereby GRANT the requested addition of deviation 9) as follows:

Deviation from the requirement of a minimum 60 foot setback from a structure to a quarter section line, to allow a 0 foot setback.

The foregoing Resolution was adopted by the Lee County Board of County Commissioners upon a motion by Commissioner Wallace, and seconded by Commissioner Bigelow and, upon being put to a vote, the result was as follows:

| | |
|---|---|
| Porter J. Goss | ABSENT |
| Charles L. Bigelow, Jr. | AYE |
| Mary Ann Wallace | AYE |
| Bill Fussell | ABSENT |
| Donald D. Slisher | AYE |

DULY PASSED AND ADOPTED this 13th day of July, A.D., 1987.

ATTEST:
CHARLIE GREEN, CLERK

BY: Chris Thomas
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

BY: Bill Fussell
Chairman

Approved as to form by:

County Attorney's Office

FILED
JUL 23 1987
CLERK CIRCUIT COURT
BY Chris Thomas D.C.

RECORDED IN OFF REC 1 92 240 1013

JUL 29 9 08 AM '87