**Lee County, Florida**
**DEPARTMENT OF COMMUNITY DEVELOPMENT**
**ZONING SECTION**
**STAFF REPORT**

**CASE NUMBER: DCI2023-00033**
**TYPE OF CASE: Commercial Planned Development Amendment**
**CASE NAME: Heights Career Technical School**
**TOTAL ACREAGE AFFECTED BY REQUEST: 4.88+/- acres**
**SUFFICIENCY DATE: January 4, 2024**
**HEARING EXAMINER DATE: March 28, 2024 (Deferred from February 29, 2024)**

**REQUEST:**
Peninsula Engineering, on behalf of Heights Land Company Inc, has filed an application to amend the Crosslands Commercial Planned Development (CPD) initially approved by Resolution Z-86-081, and amended by Resolution Z-87-103, to allow an increase in commercial retail intensity from 23,000 square feet to 66,500 square feet, and an increase in building height from 35 feet to 50 feet, on a project known as Heights Career Technical School.

Subsequent to staff finding the case sufficient and the advertised public notification of the scheduled hearing, the applicant requested to amend the building height request from 50 feet to 36 feet, in consideration of compatibility with surrounding neighborhoods. The staff recommendation and conditions of approval take into account this modification.

The subject property is located at 10940 Gladiolus Drive, east of Pine Ridge Road, and west of Edisto Way, and consists of one STRAP number (32-45-24-00-00002.0010). The property is within the Urban Community Future Land Use Category and the Coastal High Hazard Area as established by the Lee County Comprehensive Plan (the Lee Plan). The legal description for this property may be found as Attachment B.

The applicant has requested three (3) deviations from Land Development Code (LDC) requirements related to connection separation, buffer requirements, and plant material standards (Attachment I). Staff has recommended approval of deviations with conditions.

**SUMMARY:**
Staff recommends **APPROVAL** of the applicant's request, with Conditions found in Attachment F.

**PARCEL HISTORY:**
Approximately 95.9+/-acres of land, including the subject property, were rezoned from Agricultural (AG-2), to Residential Planned Development (RPD) (90.9 acres) and Commercial Planned Development (CPD) (4.977 acres) by Resolution Z-86-81, to permit a mixed-use residential and commercial development. The RPD would include 376 dwelling units not to exceed 45 feet in height, accessory recreational uses, model and sales center, and an on-site sewage treatment system, and requested eight (8) deviations from the LDC. The CPD would include 23,000 square feet of retail commercial and professional space not to exceed 35 feet in height. Subsequent Resolution Z-87-103 would amend the required minimum 60-foot section line setback, to allow a 0-foot setback. Administrative Deviation 95-01-232.02A approved three (3) additional deviations from roadway design requirements (see Attachment D).

The subject property is an undeveloped property located southwest of the Crosslands Residential Planned Development (RPD), also zoned within Resolution Z-86-081. To the west of the subject property, across Pine Ridge Road, is the Blue Stone Residential Planned Development (RPD), and to the east, across Edisto Way, are conventionally zoned Residential Two-Family Conservation District (TFC-2) properties. To the south of the subject property, across Gladiolus Drive, are General Commercial (CG) and Light Industrial (IL) zoned districts.

**ANALYSIS:**
LDC Section 34-145 establishes the review criteria for requests for amendments to a planned development. Before recommending approval, the Hearing Examiner must find the request:

a) Complies with the Lee Plan;
b) Meets the Land Development Code and other applicable County regulations or qualifies for deviations;
c) Is compatible with existing and planned uses in the surrounding area;
d) Will provide access sufficient to support the proposed development intensity;
e) The expected impacts on transportation facilities will be addressed by existing County regulations and conditions of approval;
f) Will not adversely affect environmentally critical or sensitive areas and natural resources; and
g) Will be served by urban services, defined in the Lee Plan, if located in a future urban area category.

For Planned Development rezoning requests, the Hearing Examiner must also find:

a) The proposed use or mix of uses is appropriate at the proposed location;
b) The recommended conditions provide sufficient safeguards to the public interest and are reasonably related to the impacts on the public's interest expected from the proposed development; and
c) That each requested deviation:
    1) Enhances the achievement of the objectives of the planned development; and
    2) Preserves and promotes the general intent of this Code to protect the public health, safety, and welfare.

The applicant has provided a request statement addressing the motive of rezoning and analysis of the decision-making criteria (see Attachment G). The following sections provide staff's analysis of the request, as measured by the review criteria.

*a. Lee Plan Compliance*

The parcel is located in the Urban Community Future Land Use Category, described by **Policy 1.1.4** of the Lee Plan. The policy states, *"As in the Central Urban future land use category, predominant land uses in this category will be residential, commercial, public and quasi-public, and limited light industrial with future development encouraged to be mixed use, as described in Objective 11.1, where appropriate."* As part of the future urban and suburban areas pursuant to **Objective 1.1**, the project site is in a designated area for varying intensities that provide for a full range of urban activities. Commercial uses are permitted in the Urban Community future land use category, and the proposed amendment to the Commercial Planned Development (CPD) to allow an increase in commercial retail intensity is consistent with the

surrounding commercial and residential community consistent with the objective. Staff finds the proposed amendment to the Commercial Planned Development (CPD) consistent with **Policy 1.1.4** of the Lee Plan.

**Objective 2.1** of the Lee Plan promotes contiguous and compact growth to contain urban sprawl. The proposed amendment will allow development of an infill project that serves the surrounding community. **Objective 2.2** and **Policy 2.2.1** discuss new growth in future urban areas where adequate public facilities exist or are assured. The property is located within an existing CPD that lies at the intersection of county-maintained, major collector Pine Ridge Road, and county-maintained, arterial Gladiolus Drive. Existing infrastructure of water and sewer is in place, and utilities are available to the site. Adequate public facilities including fire, police, EMS, solid waste, and public schools serve the property. Staff finds the request consistent with **Objective 2.1, Objective 2.2, and Policy 2.2.1** of the Lee Plan.

The applicant has provided a Letter of Availability from the Lee County Utilities stating potable water and sanitary sewer lines are in operation adjacent to the property, and presently has sufficient capacity to provide service based on the estimated flow demand provided at time of submittal (see Attachment R) fulfilling requirements of **Standard 4.1.1: Water, and Standard 4.1.2: Sewer** of the Lee Plan. Staff finds the request is consistent with **Standard 4.1.1 and 4.1.2** of the Lee Plan.

**Objective 5.1** states all development approvals for residential, commercial, and industrial land uses must be consistent with certain criteria, and the general standards under Goal 4. The subject property resides within a Commercial Planned Development, abutting a residential neighborhood that was rezoned concurrently. **Policy 5.1.5** requires protection to existing and future residential areas from any encroachment of uses that are potentially destructive to the character and integrity of the residential environment. The Land Development Code provides buffer, setback, screening, and architectural requirements to minimize negative impacts associated with commercial uses abutting a residential neighborhood. The applicant has provided additional plant material, enhanced landscaping, and a proposed retaining wall/solid wall combination to be installed within the buffer to sufficiently screen the development from the adjacent residential uses and provide for additional compatibility (Attachment E). The development does not encroach into the surrounding residential neighborhoods. Staff finds the request, as conditioned, consistent with **Objective 5.1** and **Policy 5.1.5.**

**Goal 6** of Lee Plan is to permit orderly and well-planned commercial development at appropriate locations within the County. The subject property is an existing undeveloped Commercial Planned Development (CPD), and the proposed amendment will allow development of an infill project.

Pursuant to **Policy 6.1.1**, the applicant provided the required Traffic Impact Statement (TIS), (Attachment P), that stated the Level of Service analysis conducted indicated all roadways operate above the minimum adopted Level of Service both with and without the proposed development, and no roadway capacity improvements will be warranted as a result. An additional traffic study (Attachment T) was provided by the applicant to support Deviation 10 for connection separation, discussed later in this report. A Master Concept Plan detailing landscaping, screening, and buffering was provided (see Attachment E), ensuring compatibility with the adjacent land uses and surrounding neighborhoods. The subject property is in the Urban Community Future Land Use category, which is characterized by a mixture of relatively intense commercial uses and has available and adequate services and facilities to service the proposed project. The applicant provided the required Environmental Assessment & Protected Species Survey (Attachment

J) indicating no listed species are observed on the property, and the site design depicts open space that exceeds the 30 percent minimum requirement for a large development.

As previously stated, the property lies within an existing Commercial Planned Development (CPD) with commercial uses entitled mirroring permitted uses in the Community Commercial (CC) zoning district, including commercial schools fulfilling **Policy 6.1.4.** As previously stated, a TIS was provided indicating the proposed use would not impact the carrying capacity of the roads and streets, pursuant to **Policy 6.1.5.**

Staff finds the request consistent with **Lee Plan Goal 6, Policy 6.1.1, 6.1.4, and 6.1.5.**

**Objective 67.3** states "The County will seek to have the siting of all new schools follow these policies aimed at land use and transportation compatibility". As previously demonstrated, the subject property is zoned for Commercial Planned Development (CPD) with schools being an established use, fulfilling **Policy 67.3.13.** The location of the property allows for a geographically diversified neighborhood school campus that will provide educational services to the Harlem Heights community, and the applicant provided the required TIS supporting the proposed project and the transportation compatibility. Staff finds the request consistent with **Lee Plan Objective 67.3 and Policies 67.3.13.**

Consistent with **LDC Section 10-415 and 34-414**, the applicant has designed the site to exceed the 30 percent minimum open space requirement for a large development. Open space is met through enhanced landscape areas, buffers, and dry detention areas. County Environmental Staff has recommended the condition that prior to issuance of the first development order, the development order plans must depict 1.51 acres of open space for the commercial tract, as depicted on the Master Concept Plan (Attachment E). The site does not contain any indigenous communities or trees, and per the provided Environmental Assessment & Protected Species Survey (Attachment J), no listed species were observed on the project site, fulfilling **Objective 77.3 and Policy 77.3.1** of the Lee Plan. Staff finds the request consistent with **Lee Plan Objective 77.3 and Policy 77.3.1.**

The subject property is located within the Coastal High Hazard Area as established by the Lee Plan. **Policy 101.1.1** requires that "…development within the Coastal High Hazard Area be compatible with natural systems, such as, water retention and purification, wildlife habitat, primary productivity, and defense against coastal flooding." The applicant has indicated all development will meet local and state requirements at the time of development. The proposed project was designed for development within uplands, per the provided FLUCCS Map (Attachment K), fulfilling **Policy 101.3.2.** Staff finds the request consistent with **Lee Plan Policies 101.1.1 and Policy 101.3.2.**

The proposed project will provide a variety of educational programs to the Harlem Heights neighborhood, promoting community, economic development, and diversification, fulfilling **Objective 158.5**. The goal of the vocational school is to provide occupational training and education through higher learning, pursuant to **Policy 158.5.2 and Policy 158.3.** Staff finds the request consistent with **Lee Plan Objective 158.5 and Policies 158.5.2 and 158.3.**

*b. Meets this Code and other applicable County regulations or qualifies for deviations;*

The applicant has acknowledged that at the time of development, Land Development Code and other applicable county regulations will be required and considered. The applicant has requested and justified the following three (3) deviations for the planned development request (Attachment I) in addition to

the previous twelve (12) deviations from Resolution Z-86-081, Resolution Z-87-103, and Administrative Deviation 95-01-232.02A:

*Deviation 13* seeks relief from LDC Section 10-285, Table 1 Connection Separation, which requires a 330-foot separation for motor vehicles located along major collectors within Future Urban designated areas, to allow a 195-foot separation for the proposed motor vehicle connection on Pine Ridge Road from Richwood Drive. The property has an existing access off Gladiolus Drive on Edisto Way along the eastern subject property line. Edisto Way is a shared access way governed by an access easement with the adjacent residential development and does not provide sufficient access for the proposed development. The proposed Pine Ridge Road ingress/egress location will provide additional and adequate access to the project site and will allow the public and emergency services to function safely. Initially, the Lee County Department of Transportation (LCDOT) did not endorse the proposed access from Pine Ridge Road, due to the presence of an existing stub-out from Richwood Drive to the north of the subject property. However, Richwood Drive is a non-county-maintained road that provides access to the abutting residential community, and legal access is not allowable from the subject property. Due to LDCOT concerns, the applicant provided post-sufficiency documentation from Pacifica Edisto Lake, LLC, the owner of Edisto Lake Apartments north of the subject property, stating they do not wish to pursue an interconnection (Attachment Q). The applicant provided a turn-lane exhibit (Attachment R), and a Final Plan Approval Letter (Attachment S) issued by Lee County on May 10, 1990, to the Edisto Lake Apartments that depicts access to the commercial parcel from Pine Ridge Road, making the current access request in substantial compliance with the 1990 Final Plan Approval. The access is proposed via right-in/right-out only access along Pine Ridge Road and via right-in/right-out only access along Gladiolus Drive. Further, the applicant provided an additional traffic study, which concluded that no operational or safety issues along this segment of Pine Ridge Road would be created from the access (Attachment T). LCDOT provided a traffic-related analysis (Attachment U) in support of Deviation 10. The reduction in connection separation will have no negative impact on public health, safety, or welfare.

Staff recommends approval of the deviation subject to the following condition:

- Development intensity is limited to new trips generated by a 165-student Junior/Community College use based upon the Institute of Transportation Engineers (ITE) Trip Generation Manual in effect at time of local development order.

*Deviation 14* seeks relief from LDC Section 10-416(d)(4) Buffer Types, which requires Type C buffers provide a solid wall, berm or wall and berm combination, not less than eight feet in height as measured from the finished grade of the project site, to allow a solid wall/retaining wall combination not less than eight feet in height measured from the existing grade of the project. Figure 1: Code Required Scenario Along Multi-Family Residential provides a cross section illustration of an 8-foot wall, installed within the Type C buffer, and measured from the finished elevation of the project site in compliance with the LDC. The required code minimum Type C buffer planting is shown on the exterior side of the wall, facing the adjacent residential development. In compliance with the LDC requirement, the wall would be approximately 13 feet in height as measured from the abutting property and would not enhance the visuals of the site to the adjacent property.

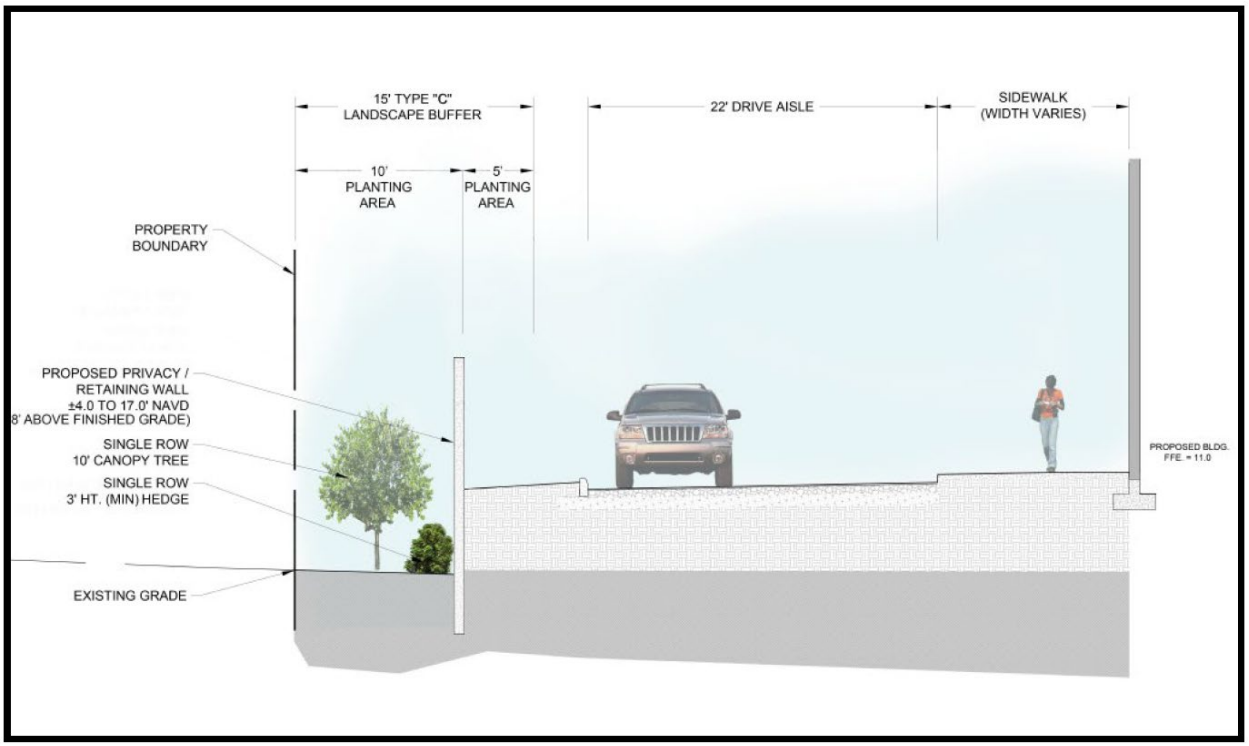



**Figure 1: Code Required Scenario Along Multi-Family Residential from Peninsula Engineering (see Staff Report Attachment G)**

The approval of this deviation will allow a retaining wall/solid wall combination, not less than 8 feet in height, measured from the existing grade of the project site. Additional plant material and enhanced landscaping, as outlined in Deviation 15, 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. Figure 2: Deviation 14 Cross-section Illustration Along Multi-Family Residential illustrates the 8-foot solid wall/retaining wall combination, installed within an enhanced Type C buffer, measured from the existing elevation of the project site, and is incorporated into the Master Concept Plan on Sheet 3.

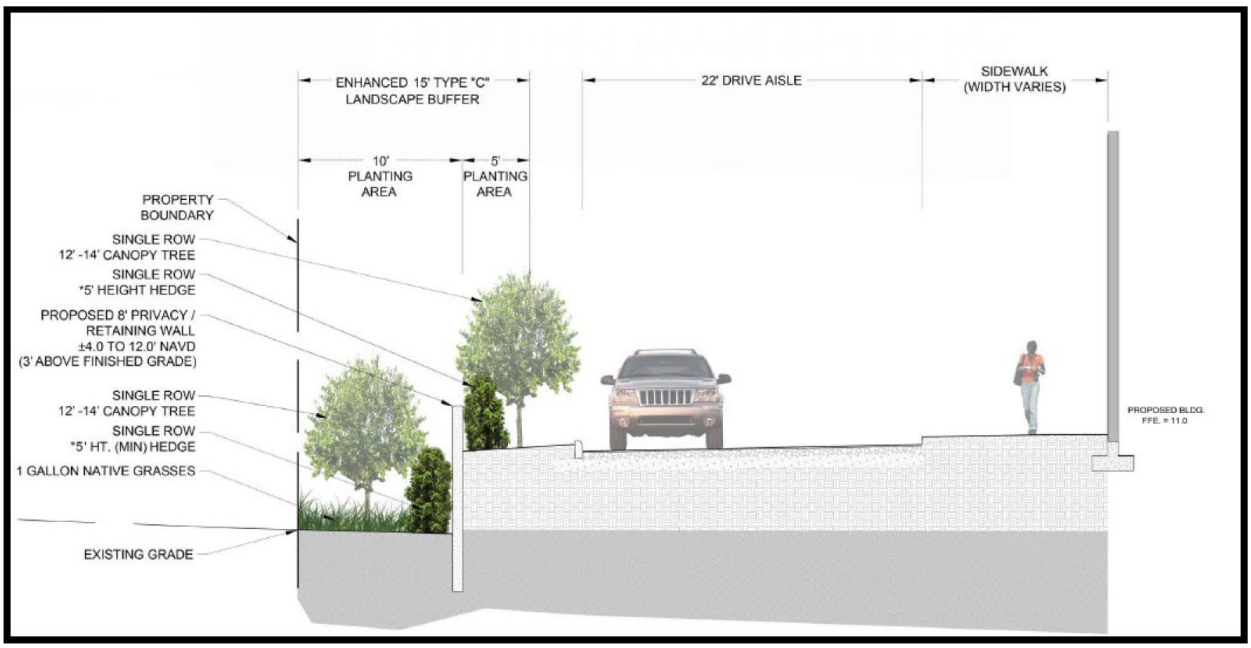



**Figure 2: Deviation 14 Cross-section Illustration Along Multi-Family Residential from Peninsula Engineering (see Attachment E, sheet 3)**

Staff recommends approval of the deviation subject to the following condition:

- Prior to the issuance of the first development order, plans must demonstrate the proposed wall abutting the multi-family development to the northeast be no less than 3 feet in height as measured from finished grade.

*Deviation 15* seeks relief from LDC Section 10-420(f) Buffer planting heights, 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 allow the height of trees, palms, and shrubs within the buffer to be measured from the final grade in which they are planted, subject to 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 feet in height, spaced 4 feet on center and a single row of native canopy trees 12 to 14 feet in height at five (5) trees per 100 linear feet must be planted at the finished grade of the project site, and a single row of shrubs planted at 5 feet in height and maintained at a minimum of 7 feet in height must be planted and spaced 4 feet on center within the existing grade buffer adjacent to the retaining wall. An additional row of native canopy trees 12 to 14 feet in height with five (5) trees per 100 linear feet must be planted within the existing grade planting area adjacent to the retaining wall, these additional trees may count towards the general tree requirement pursuant to LDC Section 10-416.
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 feet in height and five (5) Cabbage Palms with a minimum 10' clear trunk must be planted at existing and finished grade per 100 linear feet. Alternatively, five (5) Royal Palms with a minimum 10-foot clear trunk per 100 linear feet may be planted at existing and finished grade 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).

The deviation is being requested due to the need for the development to comply with FEMA requirements, which requires elevation of the site to 11+/-feet where existing elevations range from 3.5+/- to 4.5+/- feet. Planting trees at the height of the finished grade would make it difficult to locate for buffer material and cause financial burden to the applicant.

Staff recommends approval of the deviation subject to the following conditions:

- Prior to issuance of the first development order, the plans must demonstrate no palms within the buffer abutting the multi-family residential.
- Prior to issuance of the first development order, the plans must be in substantial compliance with the cross-sections on the Master Concept Plan sheets 2 and 3.
- One (1) gallon native grasses and groundcovers must be provided at 36 inches on center within the existing grade portions of the Type 'C' and Type 'D' buffers.
- 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, standard buffer plantings will be installed per LDC requirements.

*c. Is compatible with existing and planned uses in the surrounding area;*

As previously mentioned, the subject property is part of an existing Commercial Planned Development (CPD), where established uses include schools. The proposed amendment will allow development of an infill project.

*d. Will provide access sufficient to support the proposed development intensity;*

The proposed project has existing shared access with the Residential Planned Development on Edisto Way to the east, and a proposed access on Pine Ridge Road to the west.

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

The applicant provided the required Traffic Impact Statement (TIS), (Attachment P), that stated the Level of Service analysis conducted indicated all roadways operate above the minimum adopted Level of Service both with and without the proposed development, and no roadway capacity improvements will be warranted as a result. The report indicated turn lane improvements at the site access drive intersections will be evaluated at time of development order. Further, the applicant provided an additional traffic study, which concluded that no operational or safety issues along the segment of Pine Ridge Road would be created from the access on the roadway (Attachment T). LCDOT staff recommended a condition that "Development intensity is limited to new trips generated by a 165-student Junior/Community College use based upon the Institute of Transportation Engineers (ITE) Trip Generation Manual in effect at time of local development order (Attachment U)."

*f. Will not adversely affect environmentally critical or sensitive areas and natural resources:*

The subject property is not located in a flow-way and does not contain wetlands. The applicant provided the required Protected Species Survey that includes the Florida Land Use Cover and Classification System (FLUCCS) map depicting meandering pedestrian transects methodology used to survey the project and a detailed FLUCCS for the project area (Attachment K). No listed species were observed. The subject property is cleared, routinely mowed, and has been surrounded by development, providing sufficient evidence that environmentally sensitive areas are unlikely to exist on the subject property. The applicant's provided Master Concept Plan (Attachment E) depicts a proposed 0.13+/- acre detention area to the east of the building adjacent to Edisto Way. County environmental staff provided a report (Attachment O) analyzing the request, and made the following findings:

Open Space

The project meets the large commercial development definition (Land Development Code Section 10-1). LDC Section 10-415(a) requires the applicant to provide 30 percent open space for large commercial developments. The applicant has provided a Master Concept Plan (MCP) that depicts 1.51 acres of open space and exceeds the minimum 30 percent required open space for commercial developments.

Staff recommends the following open space condition to ensure that 1.51 acres of open space is provided:

- Prior to the issuance of the first development order, the development order plans must depict 1.51 acres of open space for the commercial tract.

Indigenous Open Space Preservation

The Land Development Code requires that large projects must provide 50 percent of the open space percentage requirement through onsite preservation of existing native vegetation communities (LDC Section 10-415(b)). The applicant has demonstrated that a large majority of the site has been mowed and maintained. Therefore, no indigenous habitat is located on the project site.

Buffers

The proposed development abuts rights-of-way to the west and south, and residential to the east and north. The required buffers are as follows:

North - The north property line abuts multi-family residential, as well as a Richwood Drive. LDC Section 10-416(d) requires a 30-foot Type F buffer or a 15-foot Type C buffer when a commercial use abuts a multifamily use. The applicant has requested a deviation for an alternate 15-foot Type C buffer. Staff has recommended approval of the deviation, subject to conditions (see Attachment F). The applicant is meeting the intent of the buffer per LDC Section 10-416(d).

West – The west property line abuts Pine Ridge Road. LDC Section 10-416(d) requires commercial developments to provide a 15-foot type D buffer when the property abuts a right-of-way. The applicant has requested a deviation for an alternate 15-foot Type D buffer. Staff has recommended approval of the deviation, subject to conditions (see Attachment F). The applicant is meeting the intent of the buffer per LDC Section 10-416(d).

East - The east property line abuts multi-family residential. LDC Section 10-416(d) requires a 30-foot Type F buffer or a 15-foot Type C buffer when a commercial use abuts a multifamily use. The applicant has requested a deviation for an alternate 15-foot Type C buffer. Staff has recommended approval of the deviation, subject to conditions (see Attachment F). The applicant is meeting the intent of the buffer, per LDC Section 10-416(d).

South - The south property line abuts Gladiolus Drive. LDC Section 10-416(d) requires commercial developments to provide a 15-foot type D buffer when the property abuts a right-of-way. The applicant has requested a deviation for an alternate 15-foot Type D buffer. Staff has recommended approval of the deviation, subject to conditions (see Attachment F). The applicant is meeting the intent of the buffer per LDC Section 10-416(d).

*g. Will be served by urban services, defined in the Lee Plan, if located in a Future Urban area category.*

The parcel is located in the Urban Community Future Land Use Category, described by **Policy 1.1.4** of the Lee Plan. The policy states, *"As in the Central Urban future land use category, predominant land uses in this category will be residential, commercial, public and quasi-public, and limited light industrial with future development encouraged to be mixed use, as described in Objective 11.1, where appropriate."* As part of the future urban and suburban areas pursuant to **Objective 1.1**, the project site is in a designated area for varying intensities that provide for a full range of urban activities. The following services are available to accommodate the request:

*Utilities*

The applicant has provided a Letter of Availability from the Lee County Utilities stating potable water and sanitary sewer lines are in operation adjacent to the property, and sufficient capacity exists to provide service based on the estimated flow demand provided at time of submittal (see Attachment V). The applicant has indicated the proposed development will connect to existing potable water and sanitary sewer lines that are in current operation adjacent to the property.

*Fire and Medic*

Iona-McGregor Fire Department, Station 75, and EMS Medic 27, are located at 15650-680 Pine Ridge Road, is approximately 0.29 miles away.

*Sheriff*

Lee County Sheriff's Office, located at 15650-680 Pine Ridge Road, is approximately 0.29 miles away.

*Transit*

Lee Tran Route 50 services this segment of Gladiolus Drive. There is an existing bus stop on Gladiolus Drive (Stop #11131) abutting the subject property. Lee Tran Route 50 provides service from Southwest Florida International Airport to Ft. Myers Beach Park and Ride on San Carlos Boulevard.

*Public Schools*

The property is within the Lee County School District South Zone, District Area 1.

For Planned Developments:
Staff has reviewed the request and finds:

a) *The proposed use or mix of uses is appropriate at the proposed location;*

The CPD has already been established and has been determined to be an appropriate mix of uses at this location. The proposed amendment allowing an increase to the permitted commercial floor area and building height to accommodate the future development of the Heights Career Technical School will enhance the use of the property and provide additional service to the community.

b) *The recommended conditions provide sufficient safeguards to the public interest and are reasonably related to the impacts on the public's interest expected from the proposed development; and*

The CPD has established conditions that provide sufficient safeguards to the public interest, and the recommended conditions associated with the applicant's request are reasonably related to the impacts on the public's interest. Enhanced buffers and landscaping have been conditioned to sufficiently screen the development from adjacent residential uses, and the proposed retaining wall/solid wall combination measured from existing grade will create a more visually appealing development.

c) *That each requested deviation:*
   1) *Enhances the achievement of the objectives of the planned development; and*
   2) *Preserves and promotes the general intent of this Code to protect the public health, safety and welfare.*

The applicant has requested three (3) additional deviations from Land Development Code (LDC) requirements (Attachment I).

Staff recommends approval of all three deviations with Conditions set forth in Attachment F, finding that the deviations meet the criteria for approval.

CONCLUSION

The requested amendment to allow an increase in commercial retail intensity from 23,000 square feet to 66,500 square feet and increase the building height from 35 feet to 36 feet, is consistent with the Lee Plan and Land Development Code. The proposed amendment remains consistent with the existing Commercial Planned Development and surrounding residential development within the Urban Community future land use as established by Lee Plan. Staff has concluded that the amendment will not result in negative impacts to urban services, infrastructure, or surrounding property. The subject property is sufficiently served by urban services. The request will not impact any wetland preserves, or flood hazard areas; or adversely affect environmentally critical or sensitive areas or natural resources. The amendment allows for support of existing mixed uses and is appropriate for the location, and the established CPD and proposed request contains sufficient safeguards to the public interest. Three additional deviations are being requested from the Land Development Code, and all existing deviations will remain in effect. Therefore, staff recommends **APPROVAL** of the applicant's request, as conditioned in Attachment F.

**ATTACHMENTS**

Attachment A – Lee County Expert Witness Information
Attachment B – Sketch & Legal Description
Attachment C – Case Maps
Attachment D – Resolution Z-86-081, Resolution Z-87-103, and Administrative Deviation 95-01-232.02A
Attachment E – Master Concept Plan Composite
Attachment F – Proposed Conditions
Attachment G – Applicant's Narrative
Attachment H – Schedule of Uses
Attachment I – Schedule of Deviations and Justifications
Attachment J – Environmental Assessment & Protected Species Survey
Attachment K – FLUCCS Map
Attachment L – Soils Maps
Attachment M – Existing & Historic Flowways Map
Attachment N – Rare & Unique Upland Habitat Map
Attachment O – Environmental Staff Report
Attachment P – Traffic Impact Statement
Attachment Q – Edisto Apartments Correspondence
Attachment R – Turn Lane Exhibit
Attachment S – Lee County 1990 Final Plan Approval Letter
Attachment T – Traffic Memo for Deviation 10
Attachment U – DOT Traffic-Related Analysis
Attachment V – Lee County Utilities Letter of Availability

ATTACHMENT A

**LEE COUNTY STAFF EXPERT WITNESS INFORMATION**
**PROVIDED PURSUANT TO AC-2-6, SECTION 2.2.b(5)(F)3.**

**Case Number:** **DCI2023-00033**
**Project Name:** **Heights Career Technical School**
**Hearing Examiner Date:** **March 28, 2024**

MarySue Groth, Senior Planner, Zoning, 1500 Monroe Street, Fort Myers, FL 33901

- Previously qualified as an expert witness by the Lee County Hearing Examiner. Current resume is on file with the Hearing Examiner.
- Seeking to be qualified as an expert witness in the Lee County Land Development Code, Lee Plan, and Environmental Sciences.
- Report and documents are submitted with the Staff Report for this case. Additional documents that may be relied upon and used as evidence during the hearing include: the Lee County Land Development Code, the Lee Plan, and documentation submitted by the applicant as part of the subject application.

Brian Roberts, Planner, Planning, 1500 Monroe Street, Fort Myers, FL 33901

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Ally Hall, P.E., Plan Reviewer, Development Services, 1500 Monroe Street, Fort Myers, FL 33901

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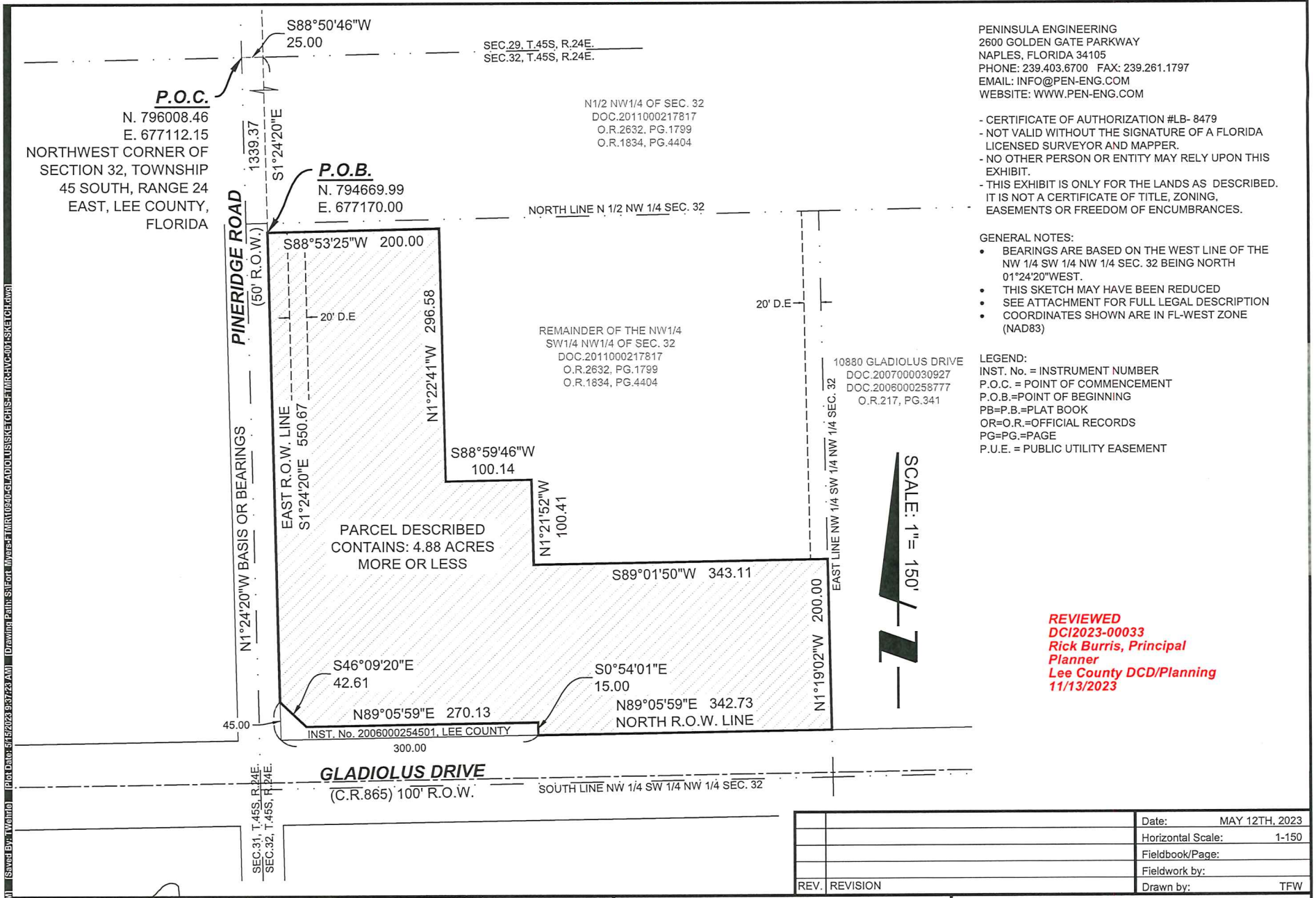
Marcus Evans, P.E., Engineer, Infrastructure Planning, 1500 Monroe Street, Fort Myers, FL 33901

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Nic DeFilippo, Senior Environmental Planner, Planning, 1500 Monroe Street, Fort Myers, FL 33901

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# Exhibit A





PENINSULA ENGINEERING
2600 GOLDEN GATE PARKWAY
NAPLES, FLORIDA 34105
PHONE: 239.403.6700 FAX: 239.261.1797
EMAIL: INFO@PEN-ENG.COM
WEBSITE: WWW.PEN-ENG.COM


- CERTIFICATE OF AUTHORIZATION #LB- 8479
- NOT VALID WITHOUT THE SIGNATURE OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
- NO OTHER PERSON OR ENTITY MAY RELY UPON THIS EXHIBIT.
- THIS EXHIBIT IS ONLY FOR THE LANDS AS DESCRIBED. IT IS NOT A CERTIFICATE OF TITLE, ZONING, EASEMENTS OR FREEDOM OF ENCUMBRANCES.

GENERAL NOTES:

- BEARINGS ARE BASED ON THE WEST LINE OF THE NW 1/4 SW 1/4 NW 1/4 SEC. 32 BEING NORTH 01°24'20"WEST.
- THIS SKETCH MAY HAVE BEEN REDUCED
- SEE ATTACHMENT FOR FULL LEGAL DESCRIPTION
- COORDINATES SHOWN ARE IN FL-WEST ZONE (NAD83)

LEGEND:
INST. No. = INSTRUMENT NUMBER
P.O.C. = POINT OF COMMENCEMENT
P.O.B.=POINT OF BEGINNING
PB=P.B.=PLAT BOOK
OR=O.R.=OFFICIAL RECORDS
PG=PG.=PAGE
P.U.E. = PUBLIC UTILITY EASEMENT

***REVIEWED***
***DCI2023-00033***
***Rick Burris, Principal Planner***
***Lee County DCD/Planning***
***11/13/2023***

ATTACHMENT B

| REV. | REVISION | Date: MAY 12TH, 2023 |
|---|---|---|
| | | Horizontal Scale: 1-150 |
| | | Fieldbook/Page: |
| | | Fieldwork by: |
| | | Drawn by: TFW |

APPROVED:

LANCE T MILLER, P.S.M. #LS5627

TITLE:

## SKETCH OF DESCRIPTION

OF PART OF SECTION 32, TOWNSHIP 45 SOUTH, RANGE 24 EAST, LEE COUNTY, FLORIDA

PENINSULA ENGINEERING

CLIENT: PENINSULA ENGINEERING

PROJECT NO. P-HVC-001

SHEET #: SK - 01

DRAWING NO.: S-FTMR-HVC-001-SKETCH.dwg


Save Date: 5/15/2023 9:35:52 AM | Saved By: TVelnte | Plot Date: 5/15/2023 9:37:23 AM | Drawing Path: S:\For Livres-FTMR\1040-GLADIOLUS\SKETCH\S-FTMR-HVC-001SKETCH.dwg

PENINSULA ENGINEERING

# LEGAL DESCRIPTION

OF PART OF SECTION 32, TOWNSHIP 45 SOUTH, RANGE 24 EAST,
LEE COUNTY, FLORIDA.

COMMENCING AT THE NORTHWEST CORNER OF SECTION 32, TOWNSHIP 45 SOUTH, RANGE 24 EAST, LEE COUNTY, FLORIDA;
THENCE ALONG THE NORTH LINE OF SAID SECTION 32 NORTH 88°50'46" EAST 25.00 FEET TO THE INTERSECTION WITH THE EAST RIGHT OF WAY LINE OF PINERIDGE ROAD BEING A FIFTY FOOT WIDE ROAD CENTERED ON THE WEST LINE OF SAID SECTION 32;
THENCE ALONG SAID EAST RIGHT OF WAY LINE SOUTH 01°24'20" EAST 1,339.37 FEET TO THE POINT OF BEGINNING;
THENCE LEAVING SAID LINE NORTH 88°53'25" EAST 200.00 FEET;
THENCE SOUTH 01°22'41" EAST 296.58 FEET;
THENCE NORTH 88°59'46" EAST 100.14 FEET;
THENCE SOUTH 01°21'52" EAST 100.41 FEET;
THENCE NORTH 89°01'50" EAST 343.11 FEET;
THENCE SOUTH 01°19'02" EAST 200.00 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF COUNTY ROAD 865 KNOWN AS GLADIOLUS DRIVE;
THENCE ALONG SAID NORTH RIGHT OF WAY LINE SOUTH 89°05'59" WEST 342.73 FEET TO THE SOUTHEAST CORNER OF A PARCEL OF LAND AS DESCRIBED IN INSTRUMENT NUMBER 2006000254501 OF THE OFFICIAL RECORDS OF LEE COUNTY, FLORIDA;
THENCE ALONG SAID PARCEL OF LAND FOR THE FOLLOWING THREE (3) DESCRIBED COURSES:

1. NORTH 00°54'01" WEST 15.00 FEET;
2. SOUTH 89°05'59" WEST 270.13 FEET;
3. NORTH 46°09'20" WEST 42.61 FEET TO A POINT ON THE AFOREMENTIONED EAST RIGHT OF WAY LINE;

THENCE ALONG SAID EAST RIGHT OF WAY LINE NORTH 01°24'20" WEST 550.67 FEET TO THE POINT OF BEGINNING.

CONTAINING 4.88 ACRES MORE OR LESS.
SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.
BEARINGS ARE BASED ON THE WEST LINE OF THE NW 1/4 SW 1/4 NW 1/4 SEC. 32 BEING NORTH 01°24'20"WEST.

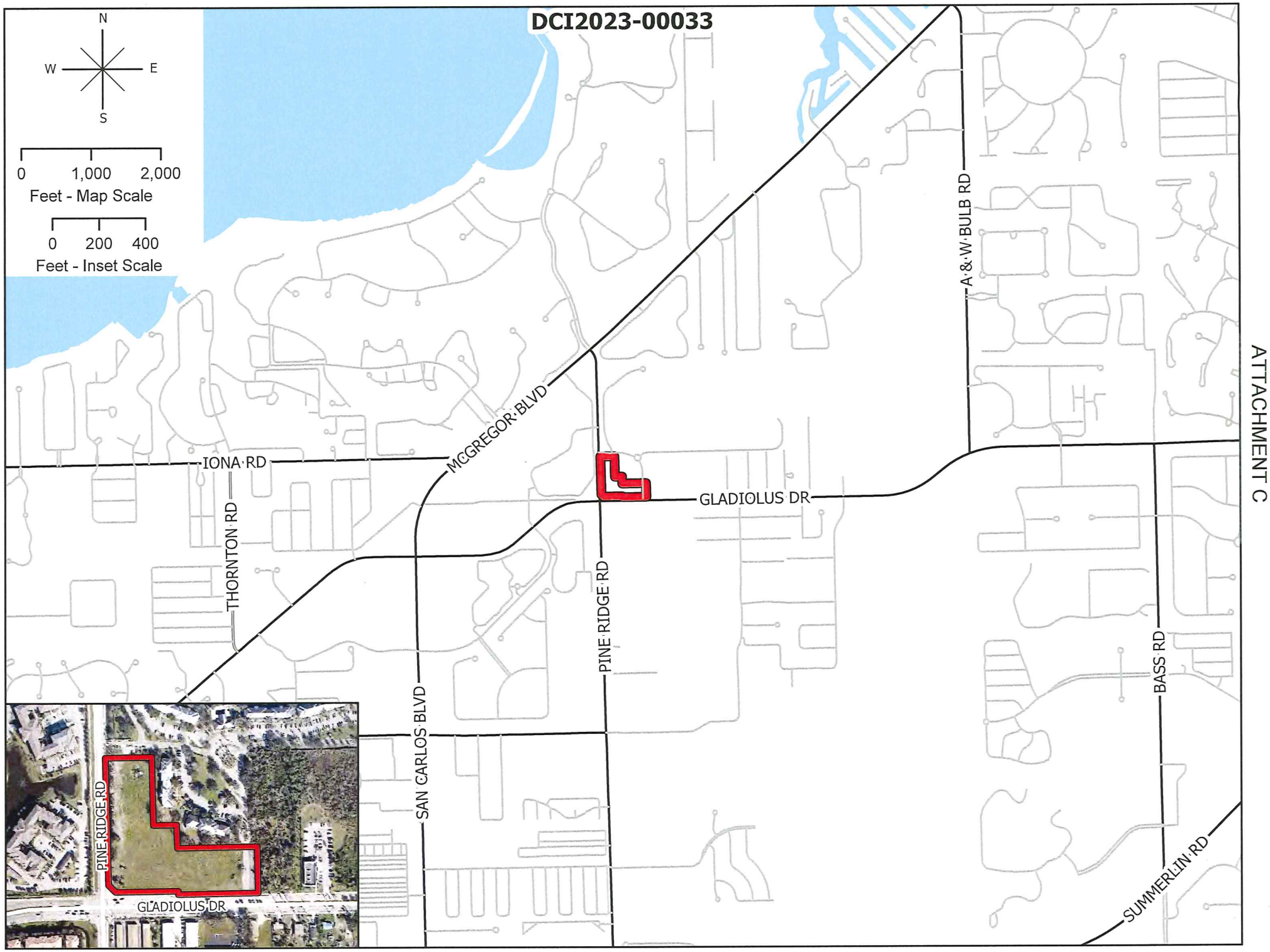
*LANCE T MILLER, P.S.M. #LS5627*
*CERTIFICATE OF AUTHORIZATION #LB-8479*

*MAY 12TH, 2023*
*DATE OF SURVEY*

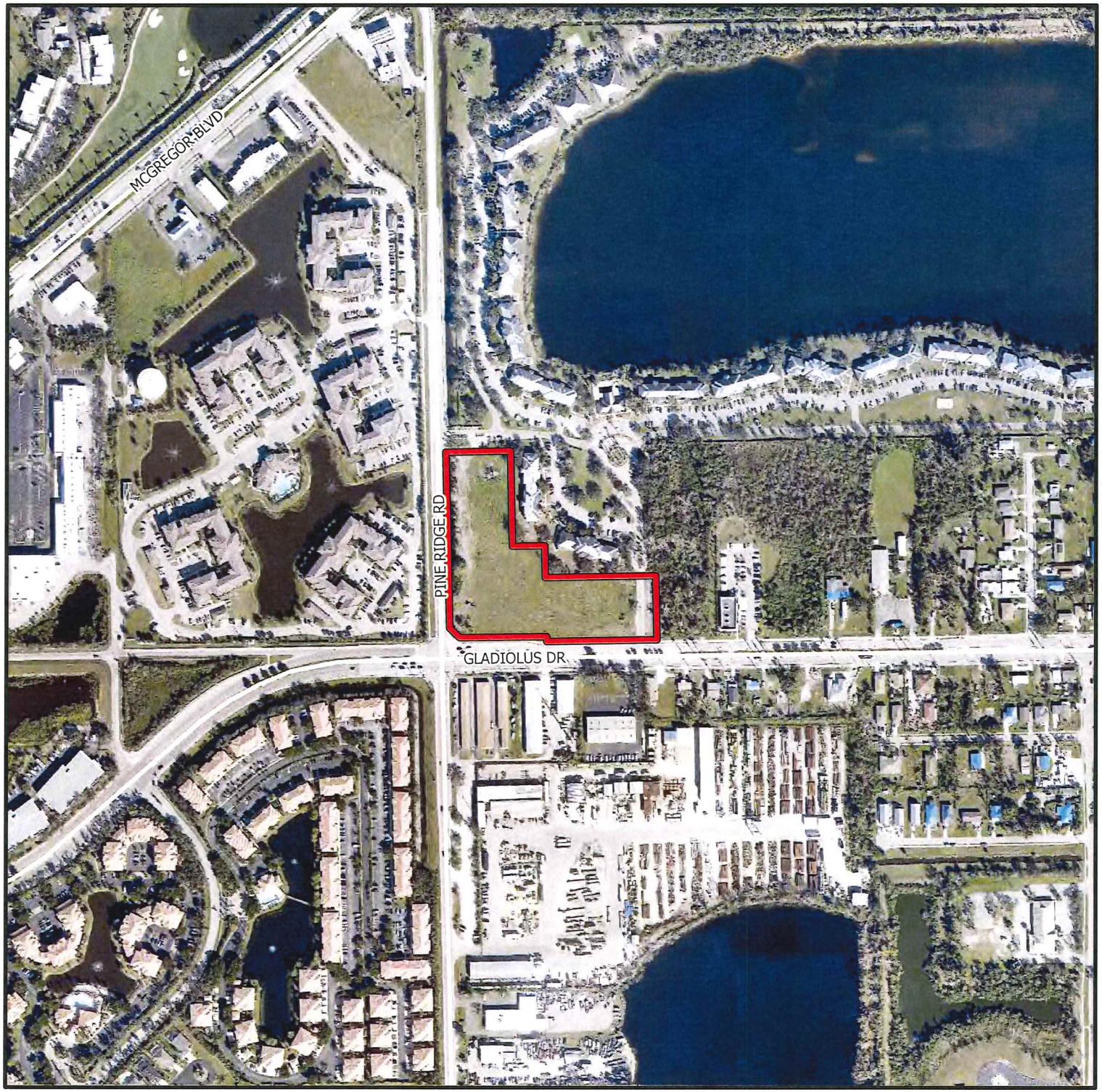
*REFERENCE: S:\Fort_Myers-FTMR\10940-GLADIOLUS\SKETCH\S-FTMR-HVC-001-SKETCH.dwg*

***REVIEWED***
***DCI2023-00033***
***Rick Burris, Principal Planner***
***Lee County DCD/Planning***
***11/13/2023***

2600 Golden Gate Parkway, Naples, Florida, 34105 Office 239.403.6700 Fax 239.261.1797
Fla Engineer CA 28275 Fla Landscape CA LC26000632 Fla Surveyor/Mapper LB8479




ATTACHMENT C




# DCI2023-00033

## Aerial

Subject Property

N
W E
S

0 300 600 900

Feet

Lee County
Southwest Florida




# DCI2023-00033

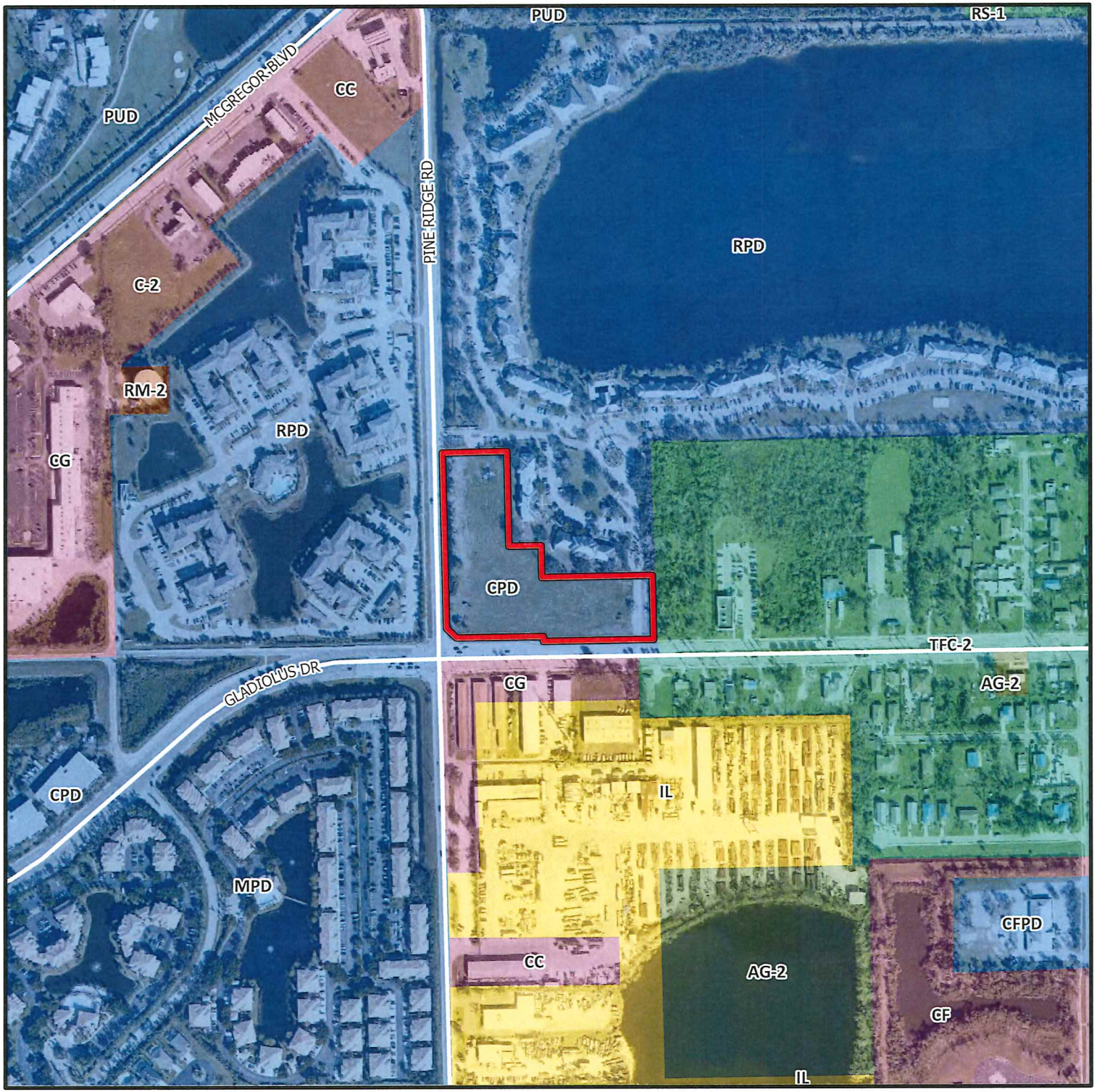
## Future Land Use

- Subject Property
- Central Urban
- Urban Community
- Suburban
- Public Facilities
- Conservation Lands - Upland

N
W E
S

0 300 600 900
Feet

Lee County
Southwest Florida




# DCI2023-00033

## Zoning

Subject Property

N
W
E
S

0 300 600 900

Feet

Lee County
Southwest Florida

ATTACHMENT D

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, DC

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:

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).

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

in condition according to the memorandum dated 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.

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;

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 Armenhout
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

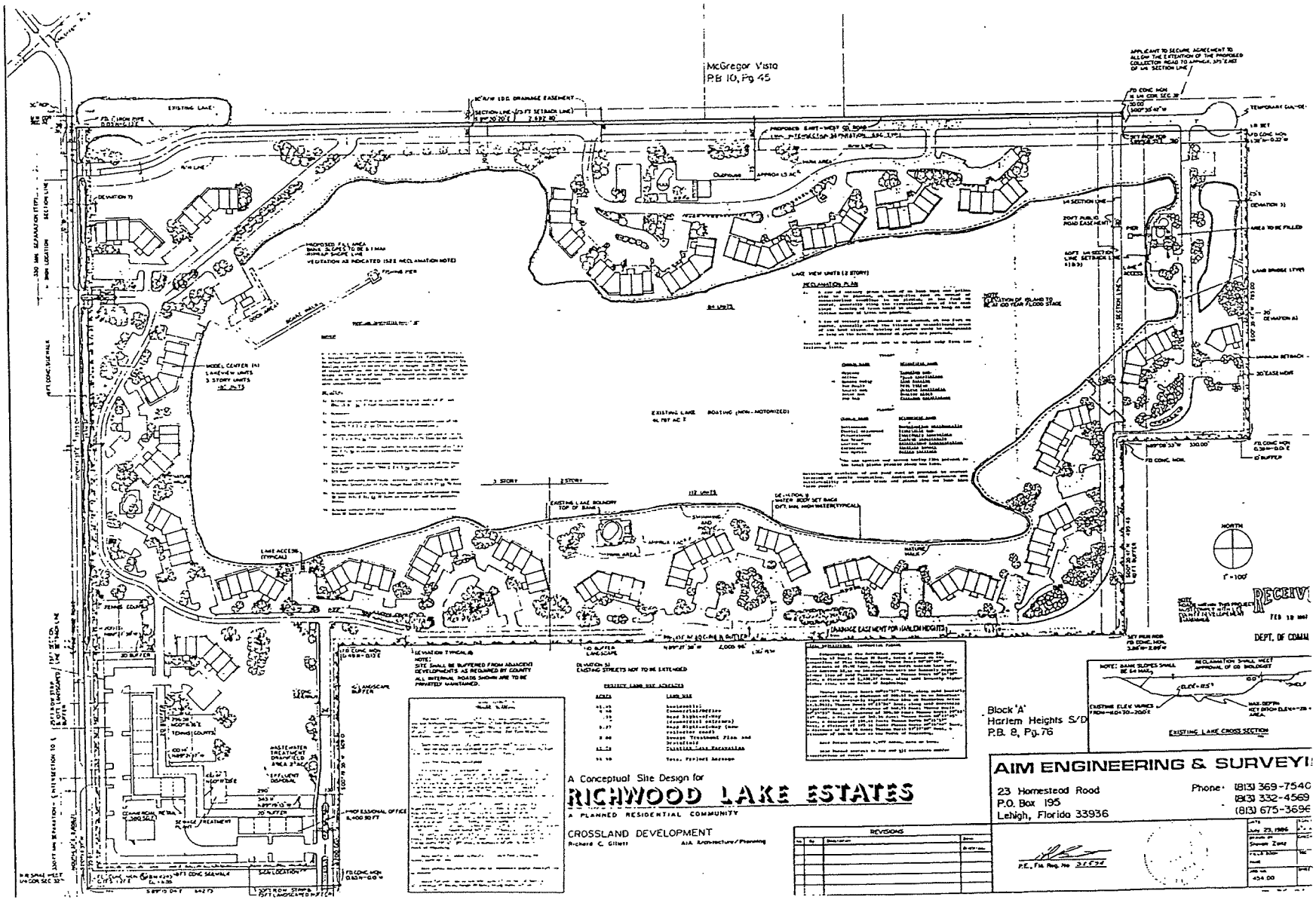
BY: Donald D. Slisher
Vice Chairman

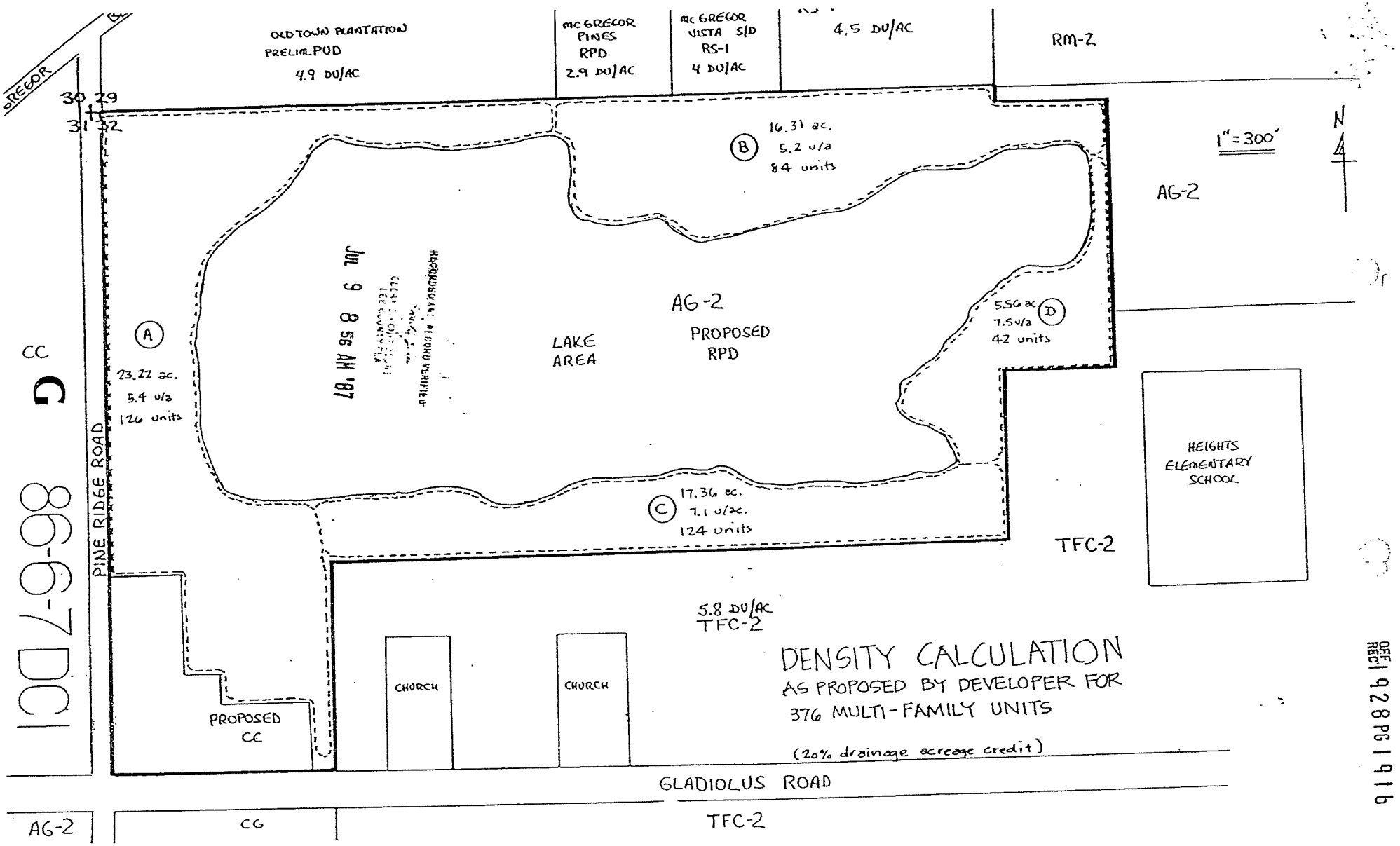
Approved as to form by:

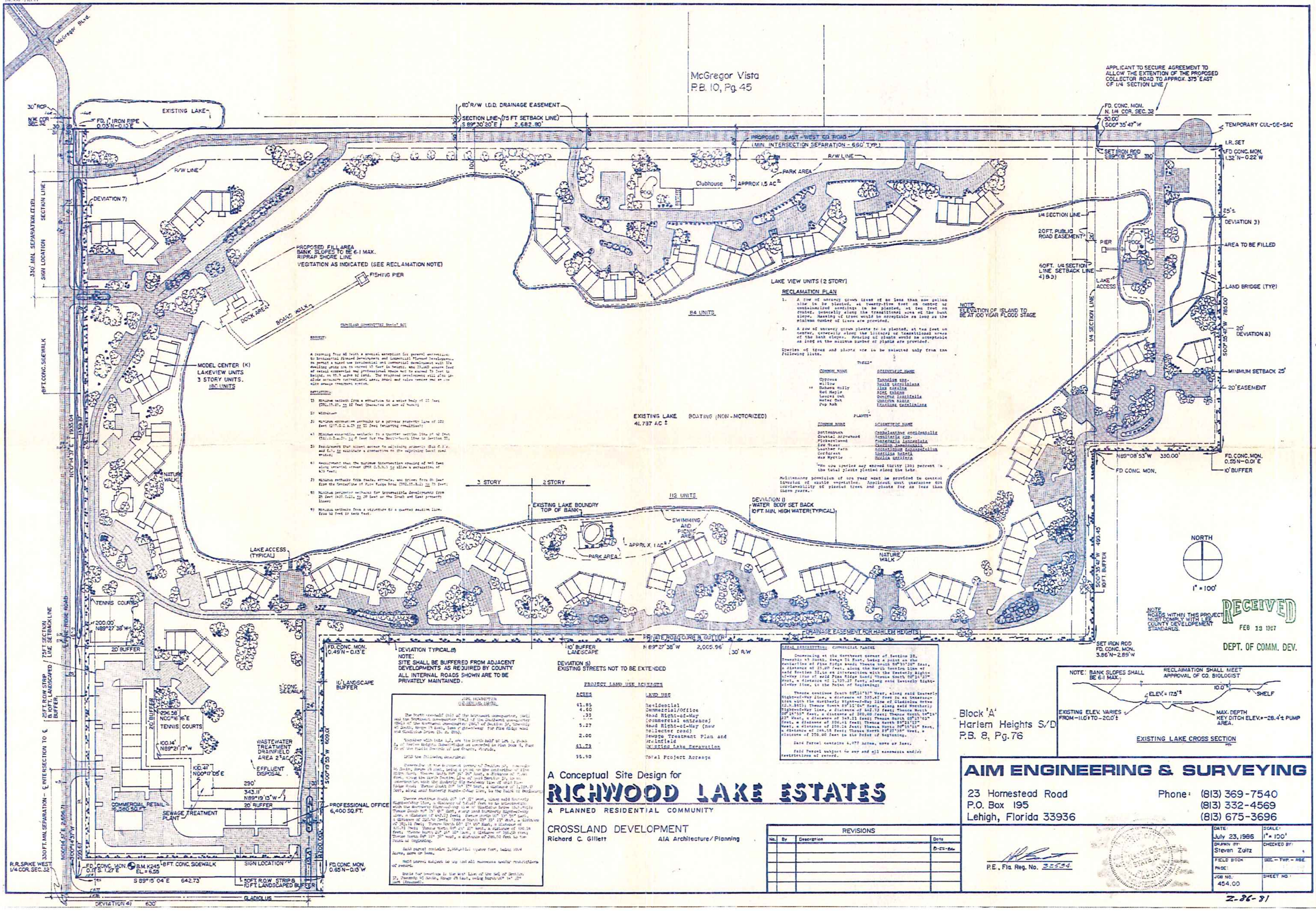
County Attorney's Office

FILED
JUL 1 1987
CLERK CIRCUIT COURT
BY M Armenhout 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
1"=300'
N
AG-2
B
16.31 ac.
5.2 u/a
84 units
AG-2
LAKE AREA
PROPOSED RPD
A
23.22 ac.
5.4 u/a
126 units
C
17.36 ac.
7.1 u/ac.
124 units
D
5.56 ac.
7.5 u/a
42 units
HEIGHTS ELEMENTARY SCHOOL
TFC-2
5.8 DU/AC
TFC-2
PINE RIDGE ROAD
CC
PROPOSED CC
CHURCH
CHURCH
GLADIOLUS ROAD
AG-2
CG
TFC-2
DENSITY CALCULATION
AS PROPOSED BY DEVELOPER FOR
376 MULTI-FAMILY UNITS
(20% drainage acreage credit)
G
86-67-CC
ORB 9 PG 191



McGregor Vista
P.B. 10, Pg. 45
McGregor Blvd.
EXISTING LAKE
30" RCP
FD. 1" IRON PIPE 0.03'N-0.12'E
80' R/W I.D.D. DRAINAGE EASEMENT
SECTION LINE (75 FT SETBACK LINE)
S 89°30'20"E 2,682.80'
PROPOSED EAST-WEST CO ROAD
(MIN. INTERSECTION SEPARATION - 660' TYP.)
R/W LINE
PARK AREA
Clubhouse
APPROX 1.5 AC
APPLICANT TO SECURE AGREEMENT TO ALLOW THE EXTENTION OF THE PROPOSED COLLECTOR ROAD TO APPROX. 375' EAST OF 1/4 SECTION LINE
FD. CONC. MON. N. 1/4 COR. SEC. 32
S00°35'47"W
TEMPORARY CUL-DE-SAC
I.R. SET
FD CONC. MON. 1.32'N-0.22'W
SET IRON ROD
1/4 SECTION LINE
20 FT. PUBLIC ROAD EASEMENT
PIER
60 FT. 1/4 SECTION LINE SETBACK LINE 4) & 5)
LAKE ACCESS
DEVIATION 3)
AREA TO BE FILLED
LAND BRIDGE (TYP)
DEVIATION 8)
MINIMUM SETBACK 25'
20' EASEMENT
DEVIATION 7)
330' MIN. SEPARATION (TYP.)
SECTION LINE
SIGN LOCATION
PROPOSED FILL AREA BANK SLOPES TO BE 6-1 MAX. RIPRAP SHORE LINE
VEGITATION AS INDICATED (SEE RECLAMATION NOTE)
FISHING PIER
DOCK AREA
BOARD WALK
LAKE VIEW UNITS (2 STORY)
84 UNITS
NOTE: ELEVATION OF ISLAND TO BE AT 100 YEAR FLOOD STAGE
RECLAMATION PLAN
MODEL CENTER (K) LAKEVIEW UNITS 3 STORY UNITS 180 UNITS
8 FT. CONC. SIDEWALK
EXISTING LAKE 41.787 AC ±
BOATING (NON-MOTORIZED)
3 STORY
2 STORY
NATURE WALK
EXISTING LAKE BOUNDRY TOP OF BANK
112 UNITS
DEVIATION 1) WATER BODY SET BACK 10 FT. MIN. HIGH WATER (TYPICAL)
SWIMMING AND PICNIC AREA
APPROX. 1 AC
PARK AREA
LAKE ACCESS (TYPICAL)
N89°08'53"W 330.00'
FD CONC. MON.
FD. CONC. MON. 0.55'N-0.01'E
10' BUFFER
NORTH
1" = 100'
NOTE: ROADS WITHIN THIS PROJECT MUST COMPLY WITH LEE COUNTY DEVELOPMENT STANDARDS.
RECEIVED
FEB 13 1987
DEPT. OF COMM. DEV.
TENNIS COURTS
200.00' N89°27'38"W
20' BUFFER
PRIVATE ROAD CURB & GUTTER
DRAINAGE EASEMENT FOR HARLEM HEIGHTS
SET IRON ROD FD. CONC. MON. 3.86'N-2.89'W
FD. CONC. MON. 0.49'N-0.13'E
DEVIATION TYPICAL 6)
NOTE: SITE SHALL BE BUFFERED FROM ADJACENT DEVELOPMENTS AS REQUIRED BY COUNTY. ALL INTERNAL ROADS SHOWN ARE TO BE PRIVATELY MAINTAINED.
10' BUFFER LANDSCAPE
N 89°27'38"W 2,005.96'
30' R/W
DEVIATION 5) EXISTING STREETS NOT TO BE EXTENDED
PROJECT LAND USE ACREAGES
ACRES | LAND USE
41.85 | Residential
4.60 | Commercial/Office
.32 | Road Right-of-Way (commercial entrance)
5.27 | Road Right-of-Way (new collector road)
2.00 | Sewage Treatment Plan and Drainfield
41.79 | Existing Lake Excavation
95.90 | Total Project Acreage
NOTE: BANK SLOPES SHALL BE 6:1 MAX.
RECLAMATION SHALL MEET APPROVAL OF CO. BIOLOGIST
ELEV. = 17.5'±
SHELF
EXISTING ELEV. VARIES FROM -11.0' TO -20.0'±
MAX. DEPTH KEY DITCH ELEV. = -28.4'± PUMP AREA
EXISTING LAKE CROSS SECTION
Block 'A' Harlem Heights S/D P.B. 8, Pg. 76
10' LANDSCAPE BUFFER
CONC. SIDEWALK
WASTEWATER TREATMENT DRAINFIELD AREA 2 AC.
EFFLUENT DISPOSAL
COMMERCIAL RETAIL
SEWAGE TREATMENT PLANT
PROFESSIONAL OFFICE 6,400 SQ. FT.
290'
343.11'
N89°19'13"W
20' BUFFER
296.58' N00°16'15"E
100.14' N89°21'17"W
100.47' N00°17'05"E
75 FT. SECTION LINE SETBACK LINE
25 FT. ROW STRIP & 10 FT. LANDSCAPED BUFFER
330 FT. MIN. SEPARATION - E. INTERSECTION TO E.
R.R. SPIKE WEST 1/4 COR. SEC. 32
FD. CONC. MON. 0.17'S 1.27'E
B.M. K245 EL. = 6.55
8 FT. CONC. SIDEWALK
SIGN LOCATION
FD. CONC. MON. 0.65'N-0.13'W
S 89°15'04"E 642.73'
50 FT. R.O.W. STRIP & 10 FT. LANDSCAPED BUFFER
GLADIOLUS
DEVIATION 4) 630'
PINE RIDGE ROAD
A Conceptual Site Design for
RICHWOOD LAKE ESTATES
A PLANNED RESIDENTIAL COMMUNITY
CROSSLAND DEVELOPMENT
Richard C. Gillett
AIA Architecture/Planning
REVISIONS
No. | By | Description | Date
AIM ENGINEERING & SURVEYING
23 Homestead Road
P.O. Box 195
Lehigh, Florida 33936
Phone: (813) 369-7540
(813) 332-4569
(813) 675-3696
P.E., Fla. Reg. No. 32534
DATE: July 23, 1986
SCALE: 1" = 100'
DRAWN BY: Steven Zoltz
CHECKED BY:
FIELD BOOK
SEC. - TWP. - RGE.
PAGE:
JOB NO. 454.00
SHEET NO.
Z-86-81

15-00
BILLED



RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS

OF LEE COUNTY, FLORIDA

OFF REC 1932 PG 1011

RECORD VERIFIED 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:

Commencing at the rthwest corner of Section 32, vnship 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

OFF REC 1932 PG 1013

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

Jul 29 9 08 AM '87

RECORDED AND RECORD VERIFIED
CLERK CIRCUIT COURT
LEE COUNTY, FLA

**DSO ADMINISTRATIVE DEVIATION**
**LEE COUNTY, FLORIDA**

WHEREAS, Amad R. Kareh, P.E. has filed an application in behalf of Richwood Lake Estates, Limited for approval of an administrative deviation from technical requirements of the Land Development Code (Development Standards Ordinance) for property located at Edisto Lake Apartments, described more particularly as:

LEGAL DESCRIPTION

The land is described as follows:

The North ½ of the Northwest ¼ AND the Northwest ¼ of the Southwest ¼ of the Northwest ¼, Section 32, Township 45 South, Range 24 East, Lee County, Florida.

TOGETHER WITH Lots 1 and 2 and the North ½ of Lot 3, all in Block "A", HARLEM HEIGHTS, as recorded in Plat Book 8, at Page 76, Public Records of Lee County, Florida.

LESS AND EXCEPT THE FOLLOWING 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°14'36" 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; 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.

TOGETHER WITH appurtenant, perpetual nonexclusive easement for ingress, egress, utilities and signage pursuant to declaration of ingress, egress, utility and signage easement recorded in O.R. Book 2293, Page 3969, of the Public Records of Lee County, Florida; and

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

WHEREAS, the property is zoned RPD; and

WHEREAS, an application for an administrative deviation from technical requirements of the Land Development Code (Development Standards Ordinance) has been filed pursuant to Ordinance 92-44, as amended; and

WHEREAS, Lee County Ordinance No. 92-44, as amended, provides for administrative deviation from certain technical requirements of the Land Development Code (Development Standards Ordinance) for matters involving streets, access streets, intersections, rights-of-way, drainage swales, public water, public sewer, water mains, mass transit facilities, and similar matters not related to a change in use of the property in question; and

WHEREAS, deviation is requested in the RPD district as provided by Lee County Ordinance 92-44, as amended, from Lee County Land Development Code (Development Standards Ordinance) as follows:

1. L.D.C. Section 10-296(b) Table 2 to provide an alternative road cross section in the form of a "rotary" intersection as shown on sheet #5 of 17.

2: L.D.C. Section 10-296(k) to provide an alternative turn-around in lieu of a cul-de-sac termination of a private local road.

3: L.D.C. Section 10-296(b) Table 2 to provide an alternative road cross section in the form of a "mono slope" pavement on Clear Lake Loop, a proposed privately maintained road, as shown on sheet #5 of 17; and

WHEREAS, the subject application, engineer's representations, and sealed engineering plans have been reviewed by the Lee County Division of Development Services with the assistance of Lee County Division of Codes and Building Services Fire Review Section in accordance with applicable regulations for compliance with all terms of the administrative deviation approval; and

WHEREAS, the following findings of fact are offered:

a) That the proposed alternative to provide an alternative road cross section in the form of a "rotary" intersection as shown on sheet #5 of 17 is based on sound engineering practice.

b) That the proposed alternative to provide an alternative turn-around in lieu of a cul-de-sac termination of a private local road is based on sound engineering practice.

c) That the proposed alternative to provide an alternative road cross section in the form of a "mono slope" pavement on Clear Lake Loop, a proposed privately maintained road, as shown on sheet #5 of 17 is based on sound engineering practice.

d) That said proposed alternative is consistent with the health, safety, and welfare of abutting land owners and the general public than the standard from which the deviation was requested.

e) The granting of the deviation is not inconsistent with any specific directive of the Board of County Commissioners, any other ordinance, or any Lee Plan Provision.

NOW, THEREFORE, IT IS HEREBY DETERMINED that the application for an Administrative Deviation in the RPD zoning district from the Lee County Land Development Code (Development Standards Ordinance), Section as follows:

a) That the proposed alternative to provide an alternative road cross section in the form of a "rotary" intersection as shown on sheet #5 of 17 in a new development is based on sound engineering practice; and

b) That the proposed alternative to provide an alternative turn-around in lieu of a cul-de-sac termination of a private local road in a new development is based on sound engineering practice; and

c) That the proposed alternative to provide an alternative road cross section in the form of a "mono slope" pavement on Clear Lake Loop, a proposed privately maintained road, as shown on sheet #5 of 17 in a new development is based on sound engineering practice; and

is APPROVED, limited by the following conditions:

a) That approval is subject to the basic conceptual site plan, date stamped March 15, 1995, submitted for this administrative deviation (copy attached); and

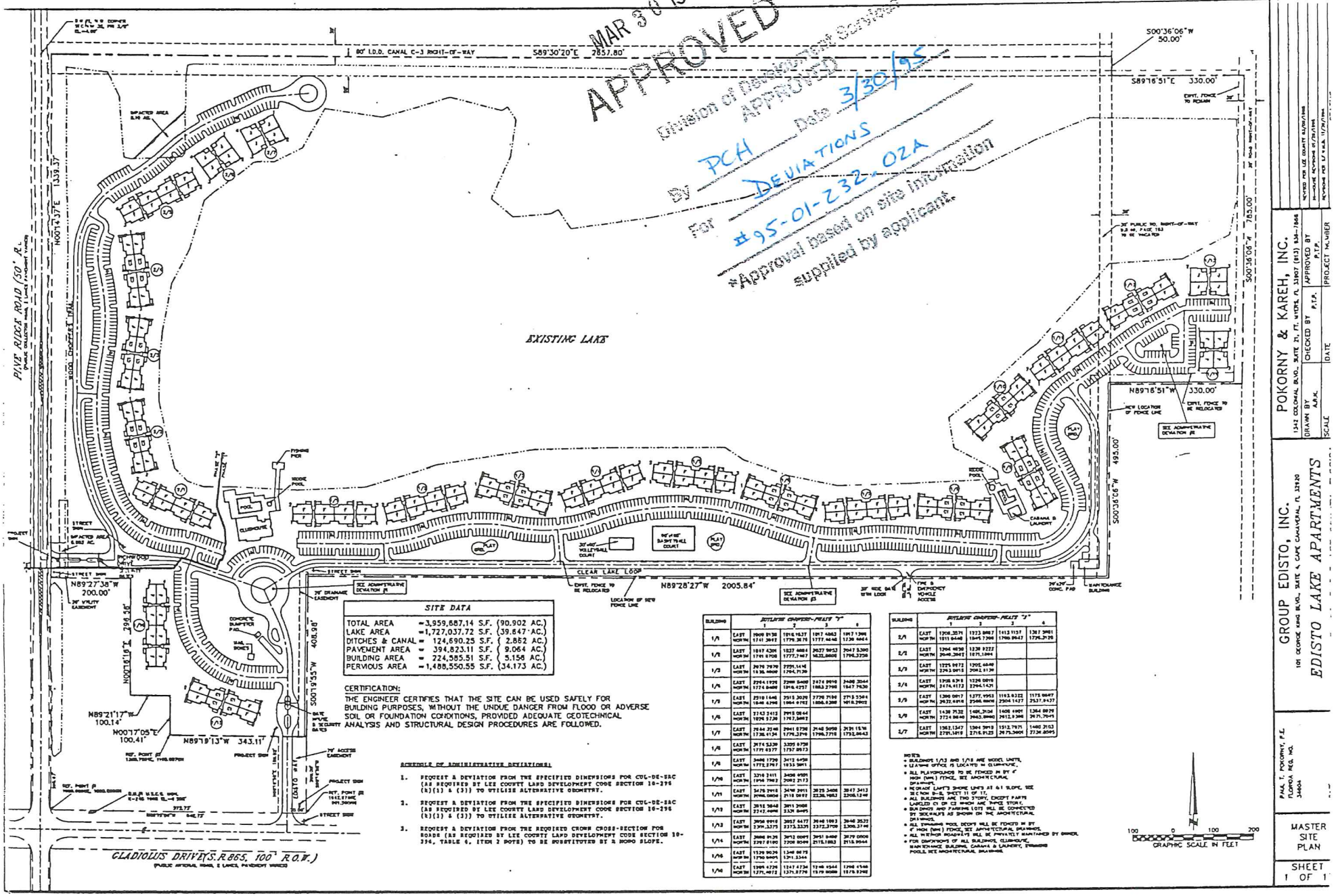
b) That approval is subject to review and approval by the Division of Development Services at the time of Development Order approval for lands herein described; and

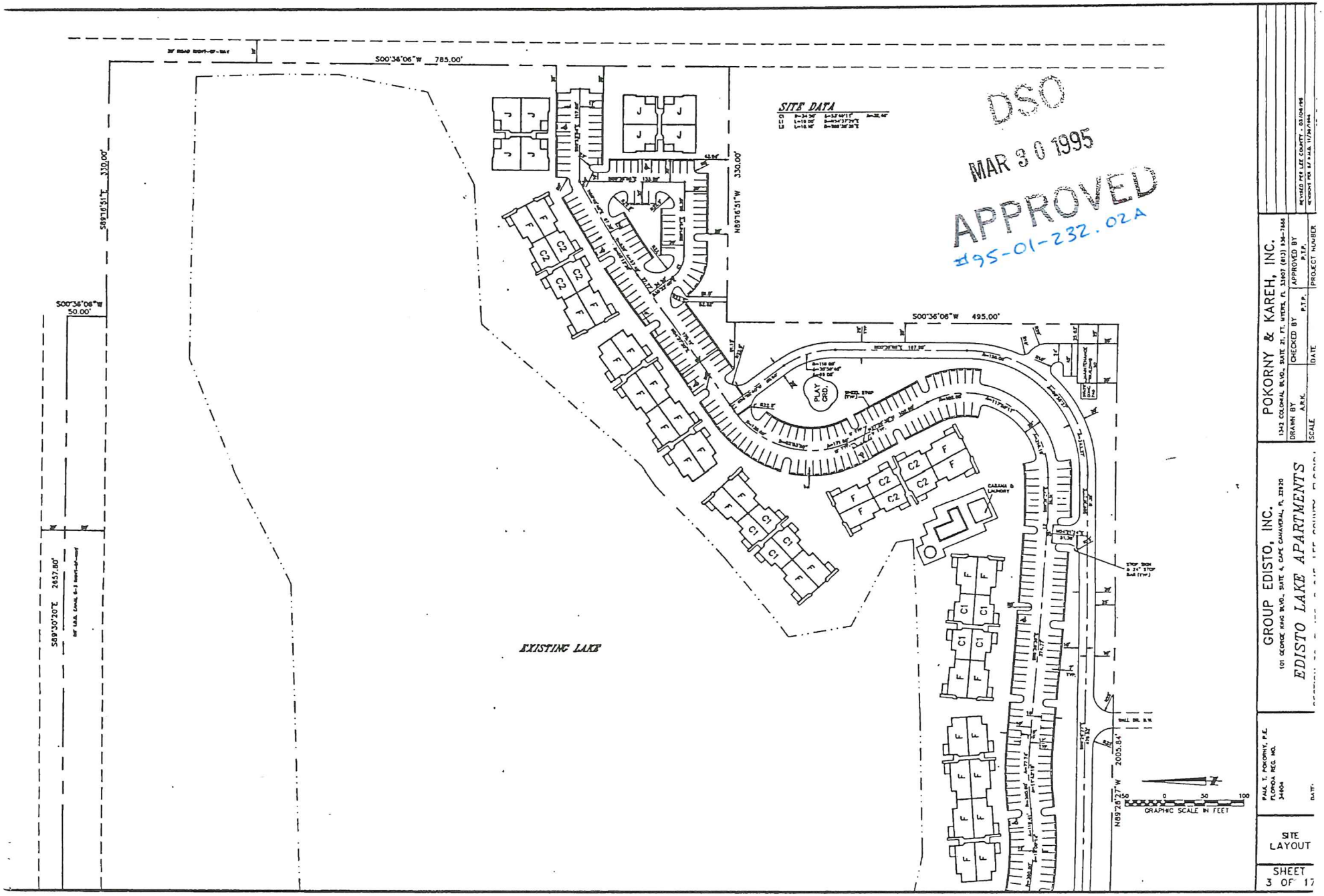
c) That approval is limited to lands herein described.

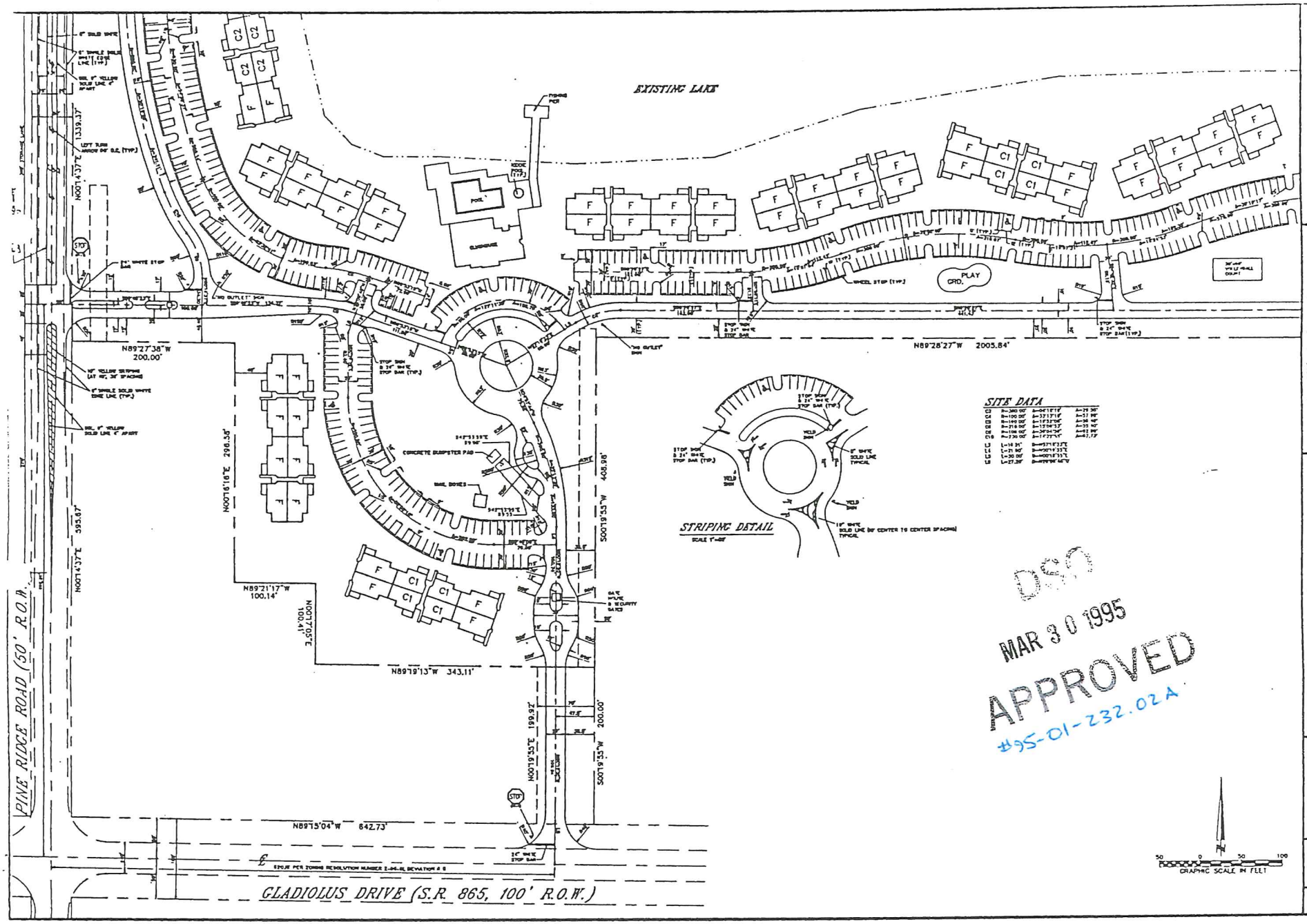
DULY SIGNED this Thirtieth (30th) day of March, A.D., 1995.

By: Walter J. McCarthy

Walter J. McCarthy, P.E., Director
Zoning & Development Services


DSD
MAR 30 1995
APPROVED
Division of Development Services
APPROVED
Date 3/30/95
By PCH
For DEVIATIONS
#95-01-232.02A
*Approval based on site information supplied by applicant.
80' I.D.D. CANAL C-3 RIGHT-OF-WAY
S89°30'20"E 2857.80'
S00°36'06"W 50.00'
S89°18'51"E 330.00'
EXPT. FENCE TO REMAIN
S00°36'06"W 785.00'
EXISTING LAKE
PINE RIDGE ROAD (50' R.)
N00°14'37"E 1339.37'
N89°18'51"W 330.00'
EXPT. FENCE TO BE RELOCATED
NEW LOCATION OF FENCE LINE
S00°36'06"W 495.00'
CLEAR LAKE LOOP
N89°28'27"W 2005.84'
LOCATION OF NEW FENCE LINE
N89°27'38"W 200.00'
24' UTILITY EASEMENT
N00°16'19"E 394.36'
406.98'
S00°19'55"W
N89°21'17"W 100.14'
N00°17'05"E 100.41'
N89°19'13"W 343.11'
24' ACCESS EASEMENT
PROJECT SIGN
CLADIOLUS DRIVE(S.R.865, 100' R.O.W.)
(PUBLIC ARTERIAL ROAD, 6 LANES, PAVEMENT WIDTH)
SEE ADMINISTRATIVE DEVIATION #1
SEE ADMINISTRATIVE DEVIATION #2
SEE ADMINISTRATIVE DEVIATION #3
CLUBHOUSE
POOL
TENNIS COURTS
VOLLEYBALL COURT
BASKETBALL COURT
CABANA & LAUNDRY
MAINTENANCE BUILDING
CONCRETE SIDEWALK
STREET SIGN
SITE DATA
TOTAL AREA = 3,959,687.14 S.F. (90.902 AC.)
LAKE AREA = 1,727,037.72 S.F. (39.647 AC.)
DITCHES & CANAL = 124,690.25 S.F. ( 2.862 AC.)
PAVEMENT AREA = 394,823.11 S.F. ( 9.064 AC.)
BUILDING AREA = 224,585.51 S.F. ( 5.156 AC.)
PERVIOUS AREA = 1,488,550.55 S.F. (34.173 AC.)
CERTIFICATION:
THE ENGINEER CERTIFIES THAT THE SITE CAN BE USED SAFELY FOR BUILDING PURPOSES, WITHOUT THE UNDUE DANGER FROM FLOOD OR ADVERSE SOIL OR FOUNDATION CONDITIONS, PROVIDED ADEQUATE GEOTECHNICAL ANALYSIS AND STRUCTURAL DESIGN PROCEDURES ARE FOLLOWED.
SCHEDULE OF ADMINISTRATIVE DEVIATIONS:
1. REQUEST A DEVIATION FROM THE SPECIFIED DIMENSIONS FOR CUL-DE-SAC (AS REQUIRED BY LEE COUNTY LAND DEVELOPMENT CODE SECTION 10-296 (A)(1) & (3)) TO UTILIZE ALTERNATIVE GEOMETRY.
2. REQUEST A DEVIATION FROM THE SPECIFIED DIMENSIONS FOR CUL-DE-SAC (AS REQUIRED BY LEE COUNTY LAND DEVELOPMENT CODE SECTION 10-296 (A)(1) & (3)) TO UTILIZE ALTERNATIVE GEOMETRY.
3. REQUEST A DEVIATION FROM THE REQUIRED CROWN CROSS-SECTION FOR ROADS (AS REQUIRED BY LEE COUNTY LAND DEVELOPMENT CODE SECTION 10-296, TABLE 6, ITEM 2 NOTE) TO BE SUBSTITUTED BY A CROWN SLOPE.
BUILDING | BUILDING CENTER-POINT "Y" (1 2 3 4)
1/1 EAST 1909.9136 1916.1637 1917.4863 1917.1388
NORTH 1741.3992 1779.3875 1777.4648 1730.4664
1/2 EAST 1847.4301 1837.4684 2037.9953 2047.5390
NORTH 1791.5705 1777.2987 1622.8808 1794.3258
1/3 EAST 2070.7979 2729.1416
NORTH 1838.9909 1794.7139
1/4 EAST 2284.1925 2288.8480 2674.8918 2688.3044
NORTH 1774.8488 1816.4257 1883.2798 1847.7830
1/5 EAST 2510.1648 2513.3029 2729.7184 2713.3361
NORTH 1848.4298 1864.8782 1806.8388 1816.2902
1/6 EAST 2743.2412 2915.0844
NORTH 1829.5728 1767.8483
1/7 EAST 2844.2748 2941.8738 2148.5058 3131.1516
NORTH 1736.4134 1774.3798 1796.7718 1752.0643
1/8 EAST 3014.5339 3209.6728
NORTH 1779.9277 1757.8973
1/9 EAST 3486.1729 3412.6458
NORTH 1772.2767 1935.3911
1/10 EAST 3310.2411 3408.9595
NORTH 1958.7982 2082.3173
1/11 EAST 3428.2918 3498.3911 2838.3488 2847.3412
NORTH 2006.0604 2118.0612 2238.9863 2268.1248
1/12 EAST 3858.5848 3811.3988
NORTH 2242.4898 2328.8495
1/13 EAST 3958.8918 3857.6477 3848.1983 3848.2527
NORTH 2398.3375 2373.3329 2372.2708 2368.2748
1/14 EAST 3888.9128 3812.0893 3951.8488 3879.0808
NORTH 2287.8100 2208.8088 2115.1883 2118.8644
1/15 EAST 3529.8834 3348.8878
NORTH 2250.8895 2291.3344
1/16 EAST 3288.4228 3247.4734 3248.4548 3298.8548
NORTH 2271.4012 2271.8778 2378.8088 2378.3282
BUILDING | BUILDING CENTER-POINT "Y" (1 2 3 4)
2/1 EAST 1308.3571 1323.8882 1413.1137 1367.3981
NORTH 1811.8648 1845.7308 1788.8647 1778.3178
2/2 EAST 1284.4838 1238.9227
NORTH 2048.2982 1871.1884
2/3 EAST 1225.9872 1205.6848
NORTH 2262.8913 2082.8138
2/4 EAST 1258.6918 1226.0818
NORTH 2474.8172 2296.1429
2/5 EAST 1288.0817 1277.9963 1183.8223 1172.8847
NORTH 2632.6818 2568.8808 2504.1627 2537.8437
2/6 EAST 1438.7132 1408.3124 1408.1901 1264.8828
NORTH 2724.8840 2662.8980 2612.8388 2671.7049
2/7 EAST 1362.1347 1384.3913 1312.7971 1480.3103
NORTH 2791.1818 2716.9125 2675.2604 2734.8095
NOTES:
• BUILDINGS 1/13 AND 1/15 ARE MODEL UNITS.
• LEASING OFFICE IS LOCATED IN CLUBHOUSE.
• ALL PLAYGROUNDS TO BE FENCED IN BY 4' HIGH (MIN.) FENCE, SEE ARCHITECTURAL DRAWINGS.
• MINIMUM LAKE'S SHORE LINES AT 6:1 SLOPE, SEE SECTION B-B, SHEET 11 OF 11.
• ALL BUILDINGS ARE TWO STORY, EXCEPT PARTS LABELED (1) OR (2) WHICH ARE THREE STORY.
• SIDEWALKS AND PARKING LOTS WILL BE CONNECTED BY SIDEWALKS AS SHOWN ON THE ARCHITECTURAL DRAWINGS.
• ALL SWIMMING POOL DECKS WILL BE FENCED IN BY 4' HIGH (MIN.) FENCE, SEE ARCHITECTURAL DRAWINGS.
• ALL INTERIOR ROADWAYS WILL BE PRIVATELY MAINTAINED BY OWNER.
• FOR DIMENSIONS OF ALL BUILDINGS, CLUBHOUSE, MAINTENANCE BUILDING, CABANA & LAUNDRY, SWIMMING POOLS SEE ARCHITECTURAL DRAWINGS.
N
100 0 100 200
GRAPHIC SCALE IN FEET
POKORNY & KAREH, INC.
1241 COLONIAL BLVD., SUITE 21, FT. MYERS, FL 33907 (813) 334-7868
DRAWN BY A.K.K.
CHECKED BY P.T.P.
APPROVED BY P.T.P.
DATE
SCALE
PROJECT NUMBER
REVISED PER LEE COUNTY 10/20/1995
REVISIONS PER LETTER 11/29/1995
GROUP EDISTO, INC.
101 GEORGE KING BLVD., SUITE 4, CAPE CANAVERAL, FL 32920
EDISTO LAKE APARTMENTS
PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 34604
MASTER SITE PLAN
SHEET 1 OF 1


S00°36'06"W 785.00'
S89°16'51"E 330.00'
S00°36'06"W 50.00'
S89°30'20"E 2657.80'
SITE DATA
N89°16'51"W 330.00'
S00°36'06"W 495.00'
PLAY GRD.
CABANA CLUBHOUSE
EXISTING LAKE
N89°28'27"W 2005.84'
GRAPHIC SCALE IN FEET
0
50
100
APPROVED
MAR 30 1995
#95-01-232.02A
POKORNY & KAREH, INC.
1342 COLONIAL BLVD., SUITE 21, FT. MYERS, FL. 33907 (813) 936-7444
DRAWN BY A.R.K.
CHECKED BY P.T.P.
APPROVED BY P.T.P.
SCALE
DATE
PROJECT NUMBER
GROUP EDISTO, INC.
101 GEORGE KING BLVD., SUITE 4, CAPE CANAVERAL, FL. 32920
EDISTO LAKE APARTMENTS
PAUL T. POKORNY, P.E.
FLORIDA REG. NO.
34404
DATE
SITE LAYOUT
SHEET 3 OF 17


EXISTING LAKE
POOL
CLUBHOUSE
PLAY GRD.
PINE RIDGE ROAD (50' R.O.W.)
GLADIOLUS DRIVE (S.R. 865, 100' R.O.W.)
N89°27'38"W 200.00'
N89°28'27"W 2005.84'
N00°14'37"E 1339.33'
N00°16'18"E 298.35'
N00°14'37"E 393.67'
N89°21'17"W 100.14'
N00°17'05"E 100.41'
N89°19'13"W 343.11'
S00°19'55"W 408.98'
N00°19'55"E 199.92'
S00°19'55"W 200.00'
N89°15'04"W 642.73'
CONCRETE DUMPSTER PAD
MAIL BOXES
STRIPING DETAIL
SITE DATA
GRAPHIC SCALE IN FEET
MAR 30 1995
APPROVED
#95-01-232.02A
POKORNY & KAREH, INC.
1341 COLONIAL BLVD., SUITE 21, FT. MYERS, FL 33907 (813) 936-7866
GROUP EDISTO, INC.
101 GEORGE KING BLVD., SUITE 4, CAPE CANAVERAL, FL 32920
EDISTO LAKE APARTMENTS
SITE LAYOUT
SHEET 5 OF

GENERAL NOTES:

1. Information and topographic information and outlines from a survey performed by P. J. Hayes Associates, Inc., dated December 8, 1994
2. The project is located in F.I.R.M. Flood Zone X(C), according to F.I.R.M. (Panel 0125 C, Last Revised December 4, 1992), with a base flood elevation of 8.00 mean sea level (m.s.l.), (Elevations 1 & 2, 1929 datum).
3. Elevations shown will be coordinated with finish grade, development elevations, and roof ridge lines, (Elevations 1 & 2, 1929 datum).
4. Development is located in the Zone Depressional Pine Flatwoods and Cypress Strand Association, (Table 3, Section 3.04.02).
5. Irrigation will be from existing lake with Lee County Utilities as a backup. Existing water capacity to remain for this project.
6. Information on the existing water and sewer services located on & adjoining this project was taken from Bradford Surveying of Lee County Utilities and Florida Cities Water Company.
7. For minimum spacial depth of all utility lines, see utility plans, profiles, and details sheets.
8. Minimum of 10' vertical and 10' horizontal clearance between water lines and storm lines.
9. Coastal setback lines do not apply to this project.
10. There are no existing buildings on this parcel.
11. Utilities:
   Water: Florida Cities Water Co., 7391 College Parkway
   Sewer: Lee County Utilities, 2617 Altamont Avenue
   (Potential: Lee County Utilities, 2617 Altamont Avenue (Future))
   Electricity: Florida Power & Light Co., 1926 Victoria Avenue
   Telephone: General Telephone - Florida, 1520 Lee Street
   Refuse Collection: Gulf Disposal Inc., Ft. Myers
12. The estimated wet season water table elevation average is 2.4 NGVD.
13. There will be no potential impacts to streams and surface waters.
14. There are no offsite flowing wells on this site.
15. All fencing installation (if any) located within the development will be chosen, and the site shall be maintained free from invasive species.
16. All elevations are shown on the national geodetic vertical datum of 1929 (NGVD 29).
17. Site soil classification: Soil 8, Gallambush fine sand, unit 10, (Immokalee Sand, Lee soil 24, Lake fine sand, depressional phases, soil survey of Lee County, Florida).
18. The property does not lie within an archaeological sensitivity zone.
19. Small temporary berms may be used to keep flooding, if necessary.
20. Existing trees may be removed to accommodate proposed development.
21. All perimeter swales to be grassed as shown with sod, mulch, or appropriate cover.
22. All fencing, if any, shall be maintained free from vegetation.
23. 4" mine white painted stripes, 24" wide painted arrows, or appropriate signing, standard manufactured sign (ftp 75 or ftp 76) to be installed with handle 4" mine painted stripes, 1 - 6" white and 1 - 4" blue.
24. Stormwater management will be handled by on site wet and dry detention facilities. Refer to detailed calculations and paved parking water management district (preliminary permit, pre 0001) information. Refer to paving, grading and drainage plans for proposed drainage flow directions. The owner will be responsible for the operation and maintenance of the proposed system.
25. For information regarding environmental impact, see ecc environmental services, inc., enclosed with development order application.

CLASSIFICATION:

| | |
|---|---|
| TOTAL SITE | 30.961 AC. |
| BUILDING AREA | 3.122 AC. (10.07%) |
| PAVEMENT AREA | 7.954 AC. (25.77%) |
| TOTAL IMPERVIOUS | 11.076 AC. (35.84%) |
| LAKE AREA | 13.647 AC. (44.07%) |
| OPEN SPACE & OTHER | 6.238 AC. (20.13%) |
| PERVIOUS AREA | 19.885 AC. (64.16%) |

OPEN SPACE CALCULATIONS:

Required open space = (40%) 9 (30.961 AC) = 8.385.696 S.F.
Open space on Lake = 4.180.536 S.F.
Rest of Lots = 4.205.160 S.F. (96% OF 4.361.696 S.F.)
Total provided = 8.385.519 S.F.

SURFACE WATER MANAGEMENT

Q-10YR 1-DAY FLOOD EVENT ELEVATION = 8.37
Minimum controlling elevation of Stormwater Ponds = 8.30

25-YEAR 3-DAY FLOOD EVENT ELEVATION = 8.54
Maximum zone elevation = 9.33

100-YEAR 3-DAY FLOOD EVENT ELEVATION = 8.95
Minimum finished floor elevation = 9.00

Required Quality Volume = 3.10 AC-FT OF DETENTION

Provided Quality Volume = 99.25 AC-FT OF DETENTION

The owner will be responsible for the operation and maintenance of the on-site water management system.

PRESENT LAND USE CLASSIFICATION

The following list is the following code below:

| | |
|---|---|
| 100 | Vacant Land in Transition Without Positive Indications of Activity |
| 110 | Residential |
| 120 | Land Less than 10 Acres |
| 121 | Land Larger than 10 Acres, but Less than 100 Acres |
| 141 | Recreational Areas (Artificially Created) |

For Florida Land Use, Cover and Forms Classification System (FLUCFCS).

PROPOSED LAND USE CLASSIFICATION

120 - Residential, medium density

BUFFERING AND LANDSCAPING NOTES:

1. Between five percent (5%) of the total number of required trees have to existing and landscaping shall be indigenous varieties
2. Fifty percent (50%) of the total number of required shrubs have to existing and landscaping shall be indigenous varieties
3. Trees used in landscaping and any trees five (5) feet (minimum (if small native palms are used) and twelve (12) feet (minimum (if any) caliper measured six (6) inches above the base of the bole thereof.
4. Palm trees may not be used as planting canopy trees.
5. Non-invasive exotics (10%) of all required plants (both tree and shrubs) used in landscaping areas shall be exclusive variations as defined by the zoning
6. Live ground cover shall be planted in such a manner as to present a planned appearance and substantially completed coverage within one (1) year after planting.
7. Each existing indigenous native tree preserved which has a trunk diameter of four (4) inches or greater measured at four and one half (4½) feet above the ground level, shall receive a credit of five (5) trees against the general landscape requirements. False credit for each tree preserved in these areas. Credits shall not be given if such trees are in poor condition or are diseased.
8. All invasive vegetation (as listed in section 10-418.2 of the Lee County Land Development Code), developed, existing, shall be removed.
9. All landscape material shall be installed in a workmanlike manner according to accepted planting procedures with adequate soil and water to promote healthy growth.

PLANT LIST -

| KEY | BOTANICAL/ SCIENTIFIC NAME | MIN. HGT. | MIN. SPREAD DIA. | MIN. CALIPER AT INSTALLATION |
|---|---|---|---|---|
| SHADE TREES | | | | |
| QUER PINNA (NATIVE) | PINUS ELLIOTTII VAR. DENSA | 8 FT. | 1" AT 3' DEV. | 3 FT. |
| LIVE OAK (NATIVE) | QUERCUS VIRGINIANA | 8 FT. | 1" AT 3' DEV. | 3 FT. |
| LAUREL OAK (NATIVE) | QUERCUS LAURIFOLIA | 8 FT. | 1" AT 3' DEV. | 3 FT. |
| WATER OAK (NATIVE) | QUERCUS NIGRA | 8 FT. | 1" AT 3' DEV. | 3 FT. |
| RED MAPLE (NATIVE) | ACER RUBRUM | 8 FT. | 1" AT 3' DEV. | 3 FT. |
| CABBAGE PALM (NATIVE) | SABAL PALMETTO | 8 FT. | 1" AT 3' DEV. | 3 FT. |
| LOBLOLLY PIN (NON NATIVE) | PINUS TAEDA "LOBLOLLY" | 8 FT. | 1" AT 3' DEV. | 3 FT. |
| JACARANDA (NON NATIVE) | JACARANDA MIMOSAEFOLIA | 8 FT. | 1" AT 3' DEV. | 3 FT. |
| SHRUBS | | | | |
| COMMON NAME | BOTANICAL/SCIENTIFIC NAME | | | MIN. HEIGHT AT PLANTING |
| SAMPSON HILL HOLLY | ILEX X "SAMPSON" | | | 36 IN. |
| WILD COFFEE (NATIVE) | PSYCHOTRIA NERVOSA | | | 36 IN. |
| BUTTONWOOD (NATIVE) | CEPHALANTHUS OCCIDENTALIS | | | 36 IN. |
| PRIVETS (NATIVE) | MYRSINE GUIANENSIS | | | 36 IN. |
| PRIVETS (NON NATIVE) | IT COULD BE EITHER JAPONICUS OR CORIACEUS | | | 36 IN. |
| SWEETBAY (NATIVE) | MAGNOLIA VIRGINIANA | | | 36 IN. |
| LAUREL CHERRY (NON NATIVE) | PRUNUS CAROLINIANA | | | 36 IN. |

ALL PLANTS SHALL BE FROM THE PLANT LIST ABOVE AND SHALL MEET THE MINIMUM REQUIREMENTS OF SECTION 10-420, OF THE LEE COUNTY LAND DEVELOPMENT CODE, DEVELOPMENT STANDARDS, CHAPTER 10, ARTICLE III, DIVISION 6.

BERMITED TREES WILL BE PROVIDED TO MEET THE MINIMUM REQUIREMENTS OF SECTION 10-415.2.2. OF THE LEE COUNTY LAND DEVELOPMENT CODE, DEVELOPMENT STANDARDS, CHAPTER 10, ARTICLE III, DIVISION 6.

SHRUBS WILL BE PROVIDED TO MEET THE MINIMUM REQUIREMENTS OF SECTION 10-415.2.3. OF THE LEE COUNTY LAND DEVELOPMENT CODE, DEVELOPMENT STANDARDS, CHAPTER 10, ARTICLE III, DIVISION 6.

MAINTENANCE PLAN FOR EXOTIC VEGETATION

1. The Lee County Land Development Code, Development Standards, Chapter 10, Article III, Division 6, Section 10-416 c., a removal of invasive exotics - invasive exotics include: Australian Pine, Cajuput, Brazilian Pepper, Downy Rose Myrtle, Java/Wax Jambu (Jambo's Tree), Kimoni Wood, Melaleuca, Queensland Umbrella Tree, Climbing Fern, Shoe Flower, Coral Vine, Simpleleaf Pink Trumpetvine (Pink Allamanda), Skunk Vine, Strawberry Guava, Surinam Cherry, Tropical Soda Apple and Wild Taro shall be systematically removed from both sites and this shall be accomplished prior to final certificate of occupancy.
2. In the event that any of the above mentioned invasive exotics and pests be found on this site that are not shown on the plan supplied, they shall be removed.
3. Removal of such invasive exotics shall be accomplished with hand equipment or other appropriate means
4. In order to prevent regrowth of any invasive exotics, this site will be treated periodically with herbicides as deemed best this site should be done without any invasive exotics - this will be the responsibility of the owners. If regrowth of any invasive exotic occurs, the owner will have them removed with the appropriate means to be used.
5. The maintenance program shall be in effect perpetually.

LANDSCAPING REQUIREMENTS:

BUFFER TYPES AND AMOUNTS

FOR APPROVED BUFFER CONCEPT PLAN

BUFFER A, WEST, TYPE "A" BUFFER (WIDTH 5')
Required trees = 462'/100 = 5 trees
Provided trees = 462'/100 = 5 trees

BUFFER B, SOUTH, TYPE "A" BUFFER (WIDTH 15')
Required trees = 2,044'/100 = 21 trees
Provided trees = 2,044'/100 = 21 trees

BUFFER C, EAST, TYPE "A" BUFFER (WIDTH 15')
Required trees = 693'/100 = 7 trees
Provided trees = 693'/100 = 10 trees

BUFFER D, NORTH, TYPE "A" BUFFER (WIDTH 15')
Required trees = 1,340'/100 = 14 trees
Provided trees = 1,340'/100 = 14 trees

BUFFER E, NORTH, TYPE "A" BUFFER (WIDTH 15')
Required trees = 1,340'/100 = 14 trees
Provided trees = 1,340'/100 = 14 trees

BUFFER F, NORTH, TYPE "A" BUFFER (WIDTH 15')
Required trees = 1,340'/100 = 14 trees
Provided trees = 1,340'/100 = 14 trees

BUFFER G, 0.04', NO BUFFER REQUIRED.

BUFFER H, 0.04', NO BUFFER REQUIRED.

TOTAL: 215 trees (116 trees 1; 16 trees 2)
540 shrubs (43 trees 1; 111 trees 2)

GENERAL LANDSCAPING TREE REQUIREMENTS

Retail Trees = (1/3000 SF) 8 (2,954,421) = 1,290 trees
Additional trees =
(1/20 SF) 8 (2,129 LF Adjoining Single Family) = 107 trees
Total Retail Trees = 1,472 trees

Phase 1 - 736 trees, Phase 2 - 693 trees

INTERNAL LANDSCAPING OF PARKING AREA

Total Pavement = (10%) 8 (367,500 SF) = 36,717 S.F.
Planting = 38,304 S.F.
Required Shrubs = (1/20 SF) 8 (38,217 SF) = 191 shrubs

Phase 1 - 96 trees, Phase 2 - 45 trees

CONSTRUCTION NOTES:

1. Locations of underground utility mains are approximate; the locations are taken from presumably reliable sources, and are not guaranteed.
2. The contractor should notify all utility companies to field locate their utilities prior to construction.
3. All pavement construction to be meet or exceed layers applicable Lee County Utilities pavement specifications, annual specifications and / or plan, existing site, current specifications.
4. - 5. All utilities shall be installed to be of final position and location and elevation prior to construction.
6. The contractor to be familiar the location of record site and complete as-built drawings showing all improvements, locations and elevations.
7. All activities and effects involved shall fully comply with planning statute 90-96 "Florida Safety Act", and the cost of compliance is to be included in the base bid.
8. The Engineer shall indicate on the bid form the cost associated with compliance.
9. Contractor to obtain all site permits, different permits and bonds applicable fees prior to commencement of activities work.
10. The contractor shall submit shop drawings for all components of the water, sewer, and drainage systems prior to installation.

PARKING

MULTIPLE - FAMILY BUILDINGS:

Two-bedroomed (1,75 spaces per unit)
Three or more bedrooms (2 spaces per unit)
Plus (10) of the total required number to accommodate guest parking
For Private Lake maintenance road, Section Chapter 34, Article VII, Division 12, Section 10 - 3620 1.a & b.a

| | | |
|---|---|---|
| (24 units @ 1.75 = 42) | = | 252 spaces |
| (24 units @ 2 = 48) | = | 288 spaces |
| Total Required | = | 540 spaces |
| Total Provided | = | 546 spaces |

Patios = 16 handicapped spaces and provided, 22 spaces and provided

TRAFFIC LOAD (SEE SEPARATE TRAFFIC REPORT)

Land Use Code 230 (Apartment)

| | |
|---|---|
| Average Weekday Trip Ends | 2,227 |
| A.M. Weekday Peak Hour | 181 |
| P.M. Weekday Peak Hour | 230 |
| Average Saturday Trip Ends | 1,824 |
| Saturday Peak Hour | 152 |
| Average Sunday Trip Ends | 1,247 |
| Sunday Peak Hour | 141 |

Land Use Volumes are 50% of the above totals.

FIRE FLOW CALCULATIONS

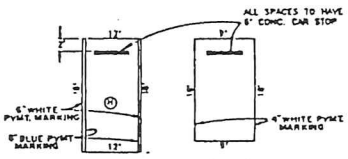
Required: GF = 1.0 (C) (A)
C = Coefficient based on construction type, for Ordinary Type V = 1.0
A = The area of the largest building unfinished by the number of floors or in 2 consecutive floors =
8 F (3,240) 8 2 = 6,480 (3,231) 8 2 = 25,962 S F
GF = 1.0 (3,231/733.833) = 1,393 G.P.M.
FF = GF x (Required Occupancy Coefficient = 0.75 for Light Occupancy)
FF = 1,393 8 0.75 = 1,045 G.P.M.

Available Flow = 2,321 @ 8 psi, @ 20 P.S.I. Residual, Because the Sprinklered

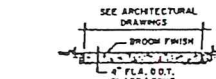
In addition, all buildings, except the maintenance building and the clubhouse/leasing building, are protected by automatic fire sprinkler systems.

OFF-SITE PAVEMENT WIDENING NOTES:

1. ALL MATERIALS AND CONSTRUCTION MUST BE ACCORDING TO F.D.O.T. CRITERIA.
2. CONSTRUCT MITERED END SECTIONS PER STANDARD INDEX 273.
3. MITERED END FORMS MUST BE INSPECTED BY THE ENGINEER PRIOR TO PLACING ANY CONCRETE.
4. ALL CONSTRUCTION AND/OR MAINTENANCE IN THE COUNTY'S RIGHT-OF-WAY SHALL CONFORM TO THE FEDERAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE FLORIDA DEPARTMENT OF TRANSPORTATION'S ROADWAY AND TRAFFIC DESIGN STANDARDS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
5. CONTRACTOR IS RESPONSIBLE FOR NOTIFYING OWNERS OF ALL EXISTING AERIAL OR BURIED UTILITIES IN THE VICINITY OF THE PROPOSED IMPROVEMENTS AND RESOLVING ANY CONFLICT BEFORE CONSTRUCTION BEGINS.
6. MARKING SHOULD BE ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION DESIGN STANDARDS INDEX NO. 17346.
7. EXISTING MARKING - IN CONFLICT WITH THE NEW MARKING - WILL BE REMOVED (ERADICATED) COMPLETELY.
8. EXISTING MARKING TO BE REPLACED IN KIND WHERE IT IS NEEDED.
9. REFLECTIVE PAVEMENT MARKERS - WHERE NEEDED - SHOULD BE PLACED ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION DESIGN STANDARDS INDEX NO. 17353.

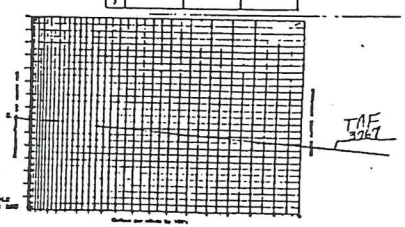



PARKING SPACE DETAIL
N.T.S.

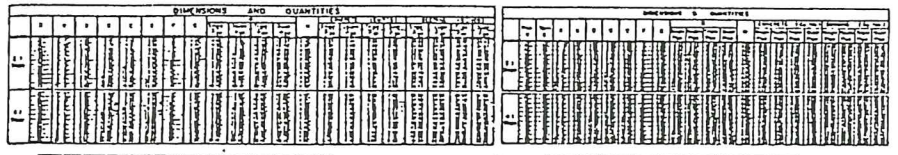


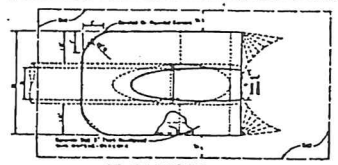

NOTE:
SUBGRADE SHALL BE SAND, COMPACTED TO A FIRM EVEN SURFACE, TRUE TO GRADE AND CROSS SECTION, AND SHALL BE MOIST WHEN CONCRETE IS PLACED.

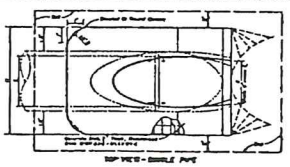
SIDEWALK DETAIL

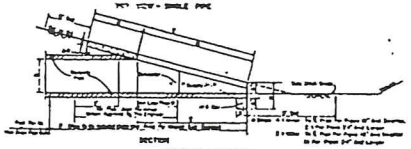



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APPROVED
#95-01-232.02A

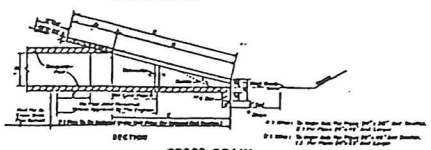




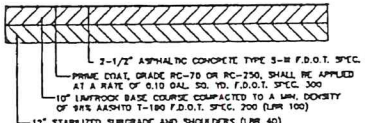




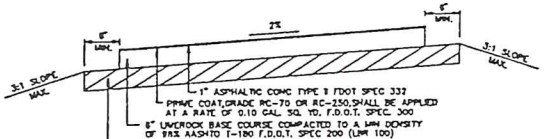
CROSS DRAIN
MITERED END SECTION
SINGLE AND MULTIPLE ROUND CONCRETE PIPE



CROSS DRAIN
MITERED END SECTION
SINGLE AND MULTIPLE ELLIPTICAL CONC PIPE




DRIVEWAY APRON PAVEMENT SECTION
(BETWEEN GLADIOLUS DRIVE R.O.W. LINE & EXIST. EDGE OF PAVEMENT)
SCALE: N.T.S.




INTERIOR LOCAL ROAD PAVEMENT SECTION
SCALE: N.T.S.

POKORNY & KAREH, INC.
1341 COLONIAL BLVD., SUITE 21, FT. MYERS, FL 33907 (813) 936-7566
DRAWN BY: A.M.A. | CHECKED BY: P.J.P. | APPROVED BY: P.J.P. | PROJECT NUMBER
SCALE: | DATE:
REVISED PER LEE COUNTY REQUIREMENTS - 3/7/95

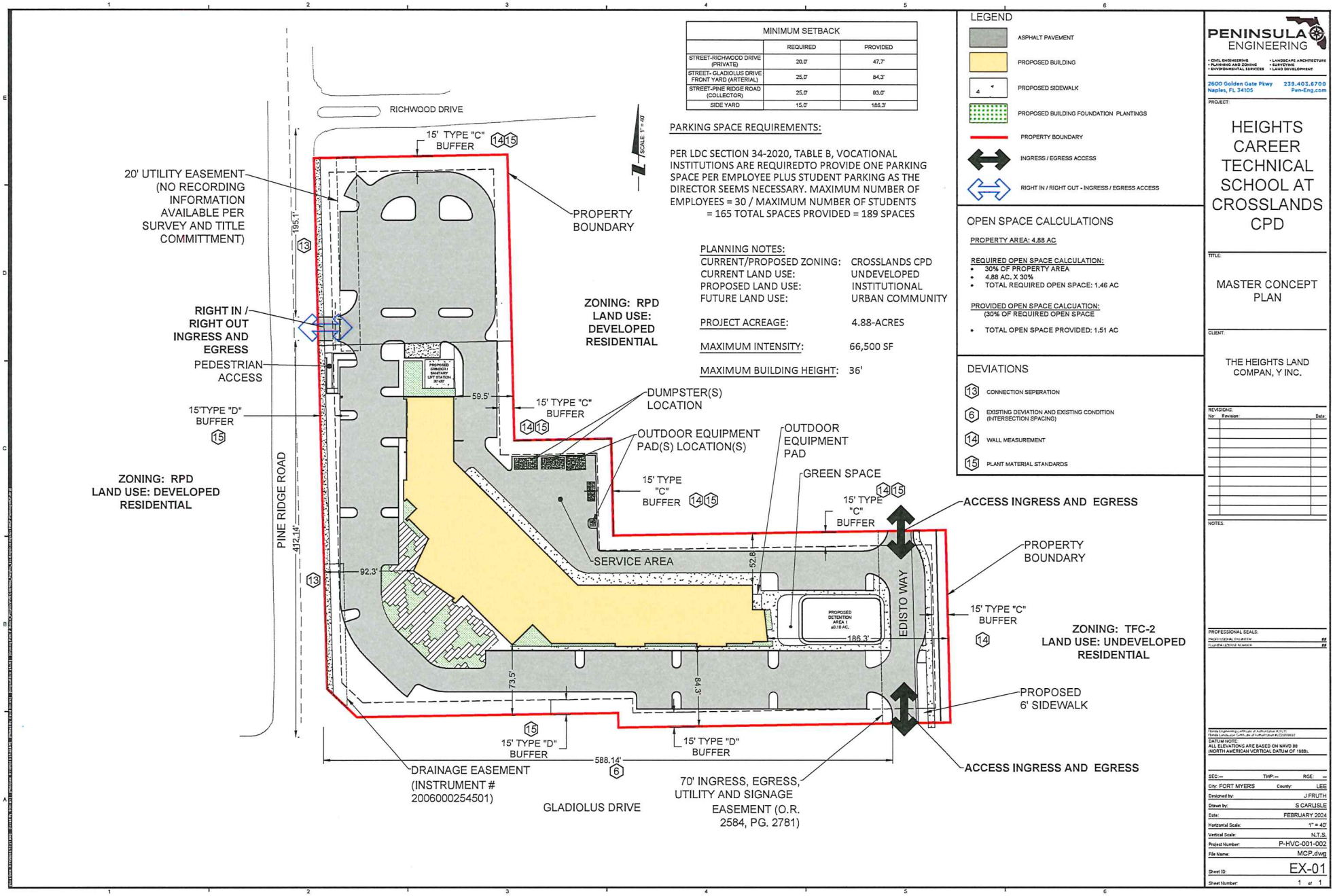
GROUP EDISTO, INC.
101 GEORGE KING BLVD., SUITE 4, CAPE CORAL, FL 33920
EDISTO LAKE APARTMENTS

PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 34904

CONSTRUCTION DETAILS & NOTES

SHEET 10 OF 17

ATTACHMENT E




| 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: | 36' |

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

- 13 CONNECTION SEPERATION
- 6 EXISTING DEVIATION AND EXISTING CONDITION (INTERSECTION SPACING)
- 14 WALL MEASUREMENT
- 15 PLANT MATERIAL STANDARDS


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


PROJECT:

# HEIGHTS CAREER TECHNICAL SCHOOL AT CROSSLANDS CPD

TITLE:

MASTER CONCEPT PLAN

CLIENT:

THE HEIGHTS LAND COMPAN, Y INC.

REVISIONS:

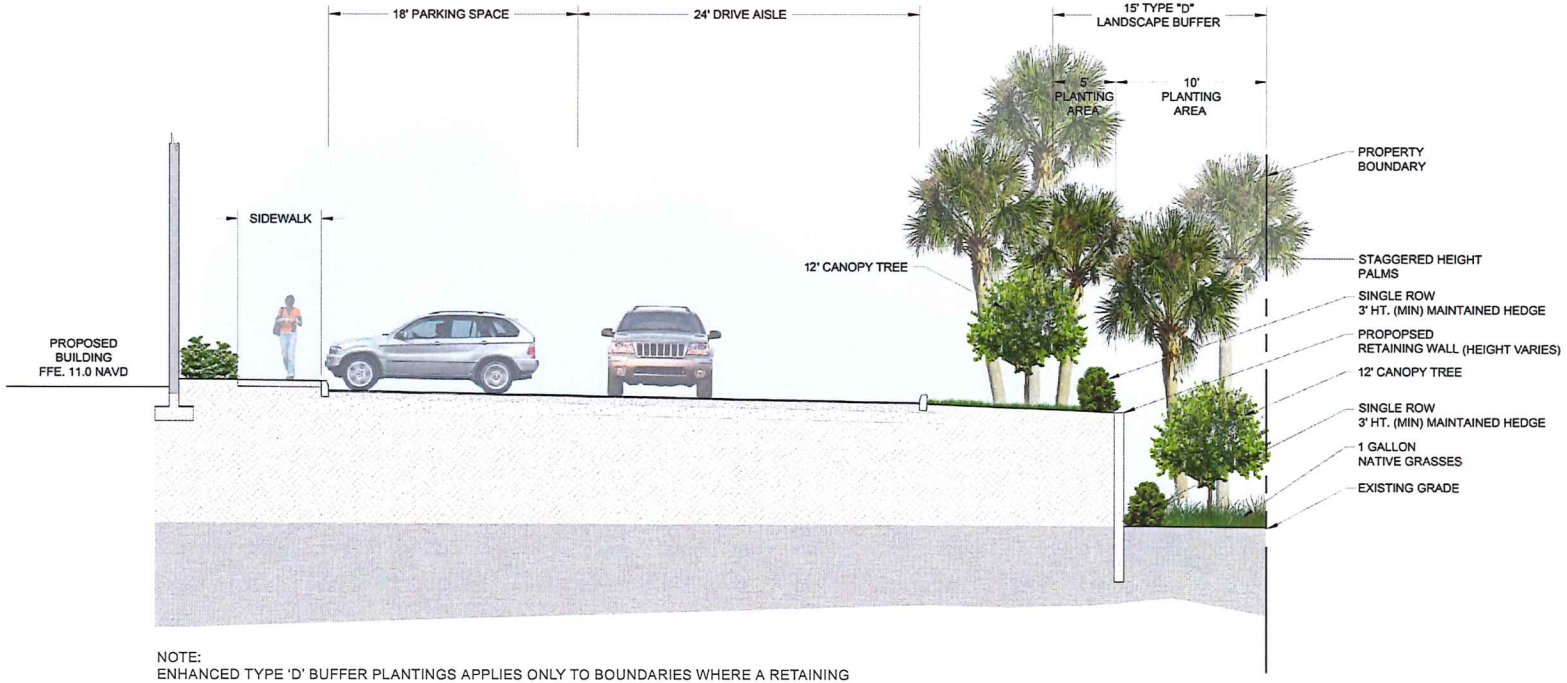
| No: | Revision: | Date: |
|---|---|---|

NOTES:

PROFESSIONAL SEALS:

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 |



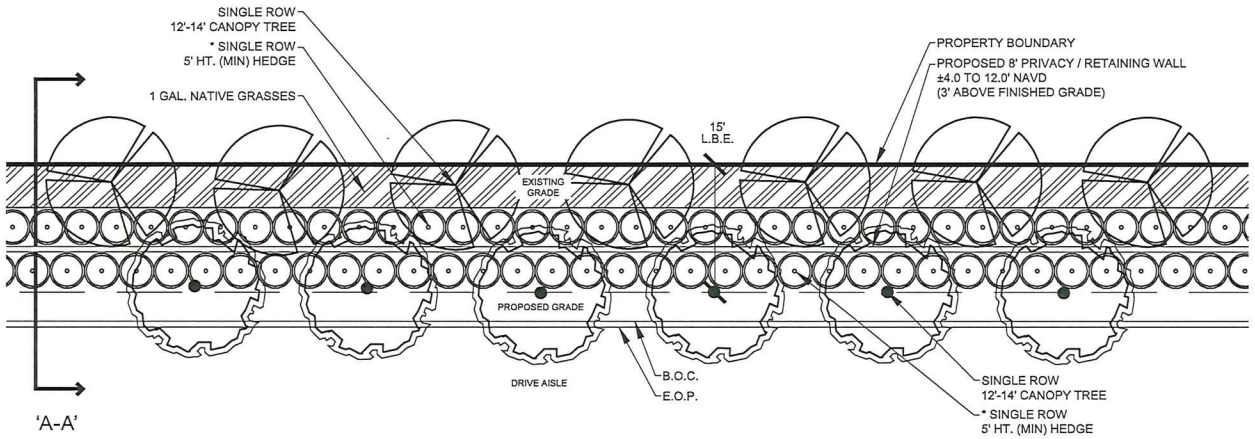

NOTE:
ENHANCED TYPE 'D' BUFFER PLANTINGS APPLIES ONLY TO BOUNDARIES WHERE A RETAINING WALL IS CONSTRUCTED. SHOULD A RETAINING WALL NOT BE CONSTRUCTED ALONG ANY PORTION OF THE PROPERTY BOUNDARIES, STANDARD TYPE 'C' BUFFER PLANTINGS WILL BE MET PER LDC REQUIREMENTS.

RVi
12140 Bonita Beach Road
Suite 303
Bonita Springs, Florida 34135
Tel: 239.495.3727
www.rvisigning.com

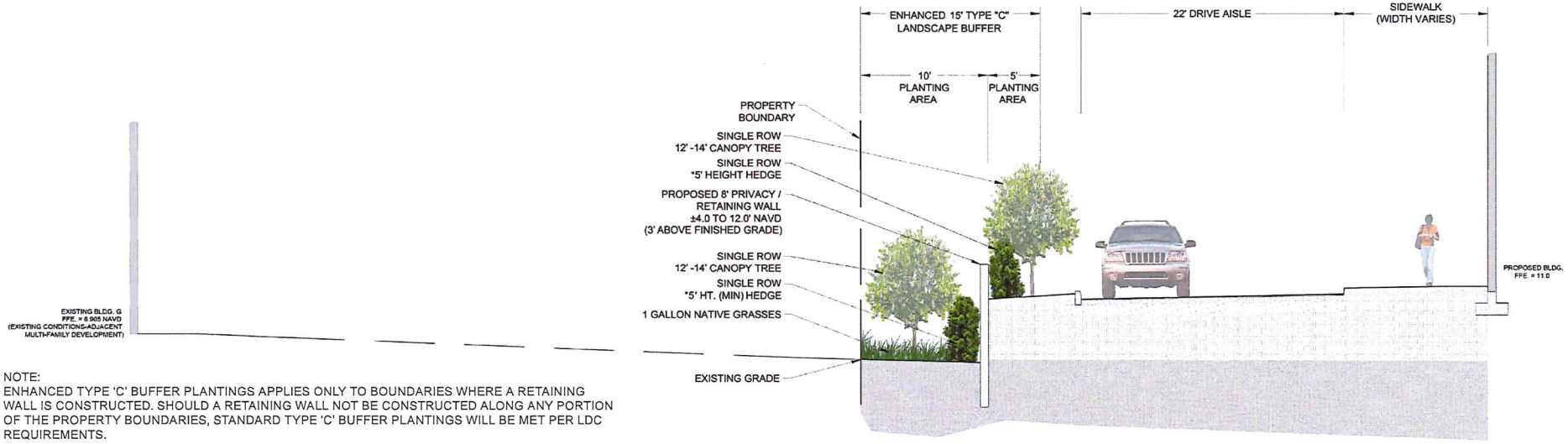
# HEIGHTS CAREER TECH SCHOOL • TYPE 'D' BUFFER - SOUTH & WEST PROPERTY BOUNDARY - (DEVIATION 14)

Lee County, FL
December 5, 2023
# 22005110

0 1' 2'
SCALE: 1/4" = 1'-0"
For illustrative purposes only. Subject to change without notice.



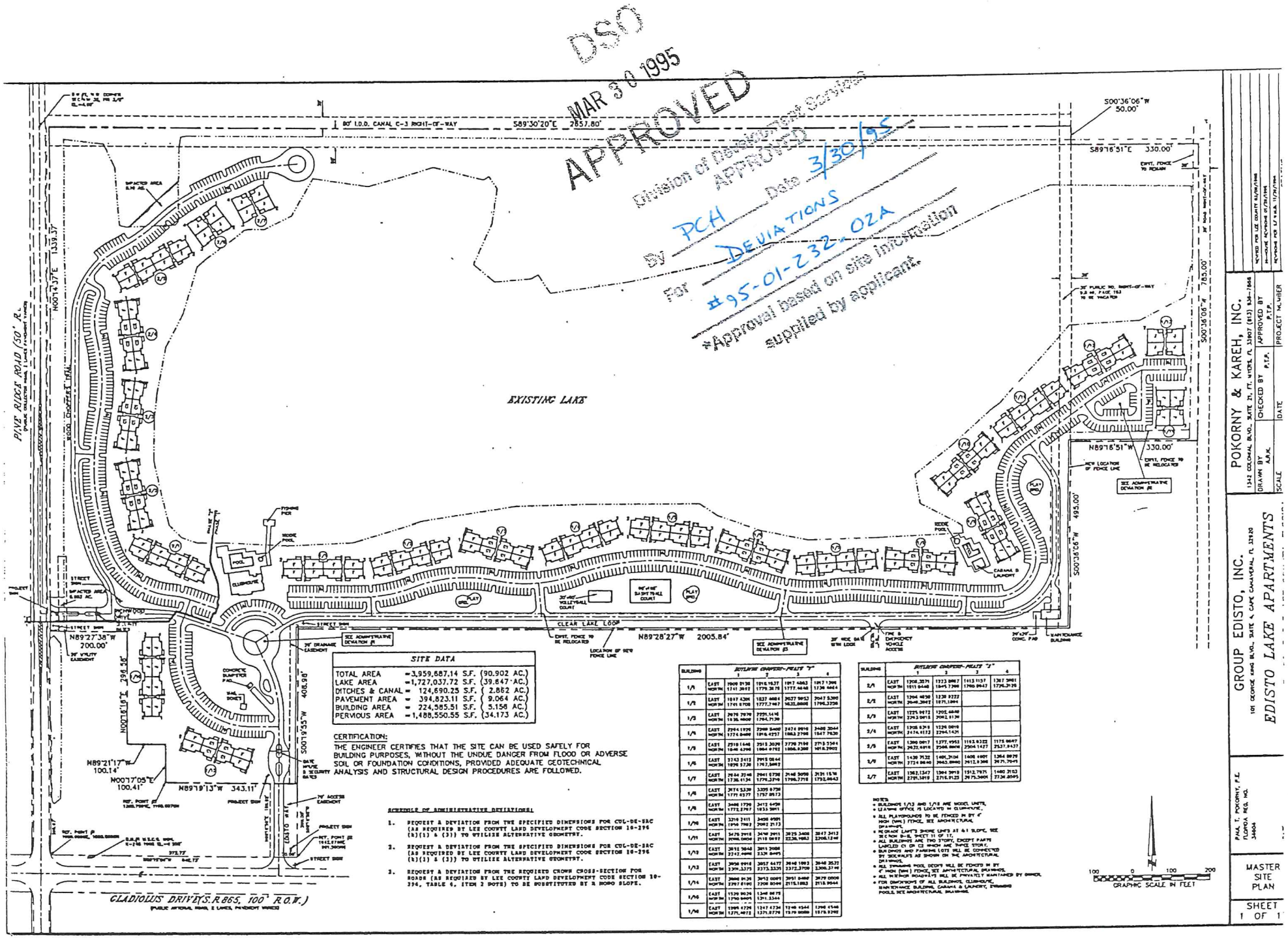

**100' TYPICAL - PLAN VIEW**




NOTE:
ENHANCED TYPE 'C' BUFFER PLANTINGS APPLIES ONLY TO BOUNDARIES WHERE A RETAINING WALL IS CONSTRUCTED. SHOULD A RETAINING WALL NOT BE CONSTRUCTED ALONG ANY PORTION OF THE PROPERTY BOUNDARIES, STANDARD TYPE 'C' BUFFER PLANTINGS WILL BE MET PER LDC REQUIREMENTS.

*HEDGE AT EXISTING GRADE AND PROPOSED GRADE TO BE MAINTAINED AT 7' HEIGHT.

**SECTION VIEW - 'A-A'**




| SITE DATA | |
|---|---|
| TOTAL AREA | =3,959,687.14 S.F. (90.902 AC.) |
| LAKE AREA | =1,727,037.72 S.F. (39.647 AC.) |
| DITCHES & CANAL | = 124,690.25 S.F. ( 2.862 AC.) |
| PAVEMENT AREA | = 394,823.11 S.F. ( 9.064 AC.) |
| BUILDING AREA | = 224,585.51 S.F. ( 5.156 AC.) |
| PERVIOUS AREA | =1,488,550.55 S.F. (34.173 AC.) |

CERTIFICATION:
THE ENGINEER CERTIFIES THAT THE SITE CAN BE USED SAFELY FOR BUILDING PURPOSES, WITHOUT THE UNDUE DANGER FROM FLOOD OR ADVERSE SOIL OR FOUNDATION CONDITIONS, PROVIDED ADEQUATE GEOTECHNICAL ANALYSIS AND STRUCTURAL DESIGN PROCEDURES ARE FOLLOWED.

SCHEDULE OF ADMINISTRATIVE DEVIATIONS:

1. REQUEST A DEVIATION FROM THE SPECIFIED DIMENSIONS FOR CUL-DE-SAC (AS REQUIRED BY LEE COUNTY LAND DEVELOPMENT CODE SECTION 10-296 (k)(1) & (3)) TO UTILIZE ALTERNATIVE GEOMETRY.
2. REQUEST A DEVIATION FROM THE SPECIFIED DIMENSIONS FOR CUL-DE-SAC (AS REQUIRED BY LEE COUNTY LAND DEVELOPMENT CODE SECTION 10-296 (k)(1) & (3)) TO UTILIZE ALTERNATIVE GEOMETRY.
3. REQUEST A DEVIATION FROM THE REQUIRED CROWN CROSS-SECTION FOR ROADS (AS REQUIRED BY LEE COUNTY LAND DEVELOPMENT CODE SECTION 10-296, TABLE 6, ITEM 2 NOTE) TO BE SUBSTITUTED BY A ROAD SLOPE.

| BUILDING | OUTSIDE CHAMFER-POINT "P" 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| 1/A | EAST 1909.8138 / NORTH 1741.3692 | 1916.1637 / 1779.3675 | 1917.4063 / 1777.4648 | 1917.1398 / 1738.4664 |
| 1/B | EAST 1847.4386 / NORTH 1741.8708 | 1837.4884 / 1777.7467 | 2027.5852 / 1632.8808 | 2047.5380 / 1598.3756 |
| 1/C | EAST 2978.7878 / NORTH 1838.9808 | 2721.1416 / 1766.7139 | | |
| 1/D | EAST 2944.1928 / NORTH 1774.8480 | 2788.8400 / 1916.4257 | 2674.0910 / 1883.2788 | 2680.2044 / 1847.7830 |
| 1/E | EAST 2918.1648 / NORTH 1848.4298 | 2913.3029 / 1864.9762 | 2778.7198 / 1856.8388 | 2713.3264 / 1818.2905 |
| 1/F | EAST 3743.2413 / NORTH 1828.3128 | 2995.0844 / 1767.8893 | | |
| 1/G | EAST 2944.2248 / NORTH 1728.4134 | 2941.5738 / 1779.2398 | 2948.3898 / 1798.7718 | 2931.1598 / 1793.8843 |
| 1/H | EAST 3674.5338 / NORTH 1771.6377 | 3309.8738 / 1757.8913 | | |
| 1/I | EAST 3448.1729 / NORTH 1772.2787 | 3412.6458 / 1833.3811 | | |
| 1/J | EAST 3218.2411 / NORTH 1898.7983 | 3408.6989 / 2082.2123 | | |
| 1/K | EAST 3478.2918 / NORTH 2098.0604 | 3498.2911 / 2118.0892 | 3823.3408 / 2236.9883 | 3847.3412 / 2268.1248 |
| 1/L | EAST 3812.3848 / NORTH 2242.4888 | 3811.2888 / 2329.8485 | | |
| 1/M | EAST 3958.9918 / NORTH 2399.3375 | 3857.4477 / 2373.3339 | 3848.1983 / 2372.3708 | 3848.2532 / 2308.3748 |
| 1/N | EAST 3888.8128 / NORTH 2287.8180 | 3892.8091 / 2208.8048 | 3891.8488 / 2115.1882 | 3879.0808 / 2018.8044 |
| 1/O | EAST 1529.8824 / NORTH 1790.8805 | 1348.8878 / 1391.2344 | | |
| 1/P | EAST 1909.4228 / NORTH 1271.4672 | 1347.6734 / 1371.8778 | 1348.4544 / 1519.8888 | 1298.4548 / 1518.5780 |

| BUILDING | OUTSIDE CHAMFER-POINT "P" 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| 2/A | EAST 1708.3871 / NORTH 1011.8448 | 1723.8887 / 1845.7388 | 1412.1137 / 1780.8943 | 1387.3981 / 1794.3928 |
| 2/B | EAST 1394.4838 / NORTH 2648.2842 | 1238.9223 / 1875.1384 | | |
| 2/C | EAST 1225.9972 / NORTH 2243.8918 | 1202.6648 / 2082.8138 | | |
| 2/D | EAST 1308.8765 / NORTH 2474.8172 | 1229.0818 / 2296.1431 | | |
| 2/E | EAST 1308.0817 / NORTH 2432.5818 | 1377.9583 / 2568.8808 | 1152.8222 / 2304.1427 | 1178.8847 / 2537.8427 |
| 2/F | EAST 1438.7132 / NORTH 2724.8848 | 1408.3104 / 2863.8940 | 1408.4881 / 2612.8388 | 1384.8828 / 2671.7845 |
| 2/G | EAST 1382.1347 / NORTH 2791.5818 | 1384.3918 / 2716.8125 | 1512.7871 / 2975.3604 | 1480.3183 / 2736.8585 |

NOTES:
- BUILDINGS 1/13 AND 1/14 ARE MODEL UNITS.
- LEASING OFFICE IS LOCATED IN CLUBHOUSE.
- ALL PLAYGROUNDS TO BE FENCED IN BY 6' HIGH (MIN.) FENCE, SEE ARCHITECTURAL DRAWINGS.
- ALL GRADE LEVEL SLOPES ARE 4:1 SLOPE, SEE SECTION B-B, SHEET 11 OF 17.
- ALL BUILDINGS ARE TWO STORY, EXCEPT PARTS LABELED (1) OR (2) WHICH ARE THREE STORY.
- BUILDINGS AND PARKING LOTS WILL BE CONSTRUCTED AT ELEVATIONS AS SHOWN ON THE ARCHITECTURAL DRAWINGS.
- ALL SWIMMING POOL DECKS WILL BE FENCED IN BY 4' HIGH (MIN.) FENCE, SEE ARCHITECTURAL DRAWINGS.
- ALL INTERIOR ROADWAYS WILL BE PRIVATELY MAINTAINED BY OWNER.
- FOR DEFINITIONS OF ALL BUILDINGS, CLUBHOUSE, MAINTENANCE BUILDING, CABANA & LAUNDRY, SWIMMING POOLS, SEE ARCHITECTURAL DRAWINGS.

P.M.A. T. POKORNY, P.E.
FLORIDA REG. NO. 34604

GROUP EDISTO, INC.
101 GEORGE KING BLVD., SUITE 4, CAPE CANAVERAL, FL 32920

EDISTO LAKE APARTMENTS

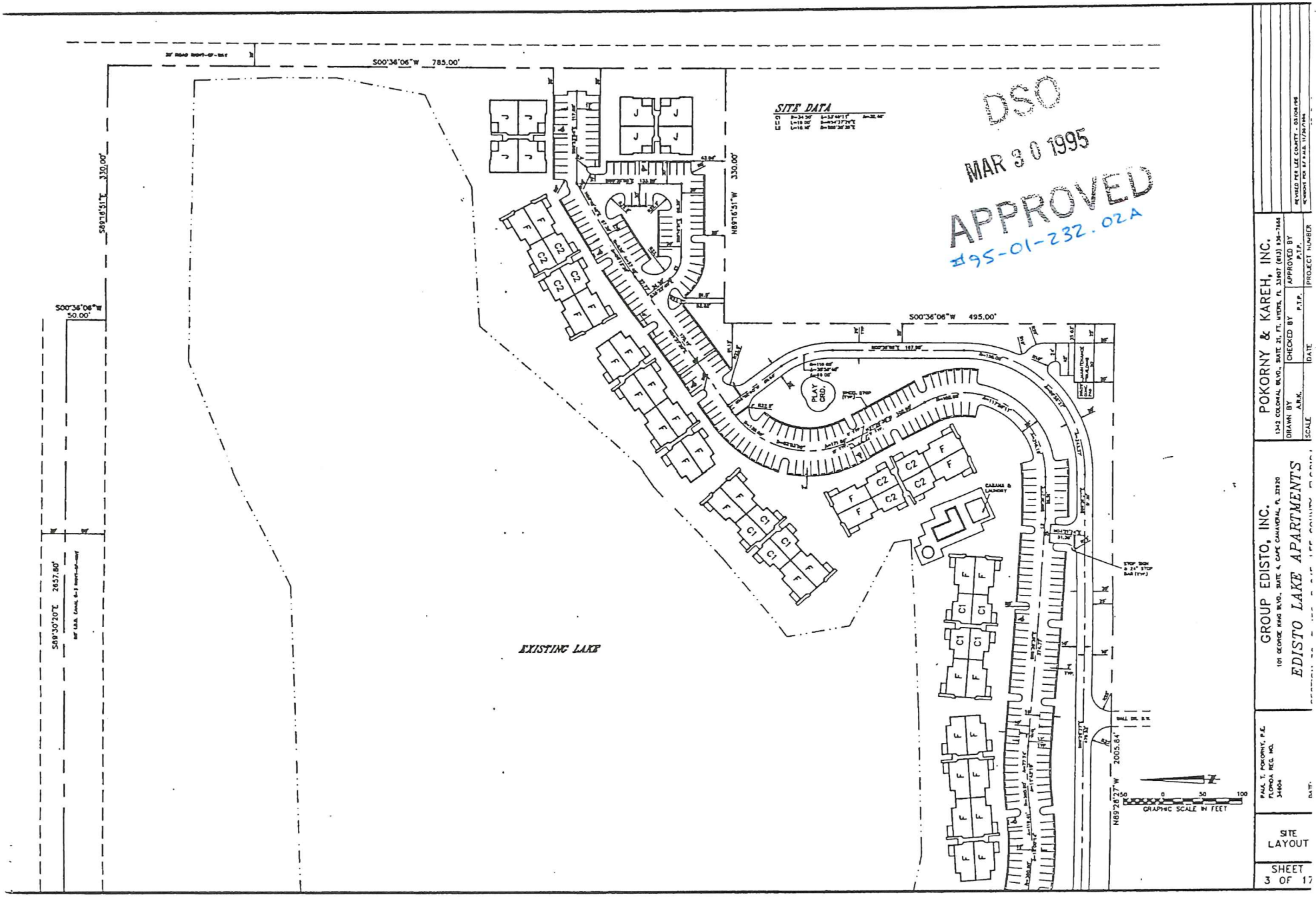
POKORNY & KAREH, INC.
1342 COLONIAL BLVD., SUITE 21, FT. MYERS, FL 33907 (813) 936-7868

| DRAWN BY | CHECKED BY | APPROVED BY | PROJECT NUMBER |
|---|---|---|---|
| A.M.K. | P.T.P. | P.T.P. | |
| SCALE | DATE | | |

| REVISED PER LEE COUNTY COMMENTS | |
|---|---|
| REVISED PER LEE COUNTY COMMENTS | |
| REVISIONS PER ADMINISTRATIVE DEVIATIONS | |
| REVISIONS PER LEE COUNTY COMMENTS | |

MASTER SITE PLAN

SHEET 1 OF 1




POKORNY & KAREH, INC.
1342 COLONIAL BLVD., SUITE 21, FT. MYERS, FL. 33907 (813) 936-7666

| DRAWN BY | CHECKED BY | APPROVED BY |
|---|---|---|
| A.R.K. | P.T.P. | P.T.P. |
| SCALE | DATE | PROJECT NUMBER |

REVISED PER LEE COUNTY - 03/06/95
REVISED PER LEE COUNTY - 02/24/95

GROUP EDISTO, INC.
101 GEORGE KING BLVD., SUITE 4, CAPE CANAVERAL, FL. 32920

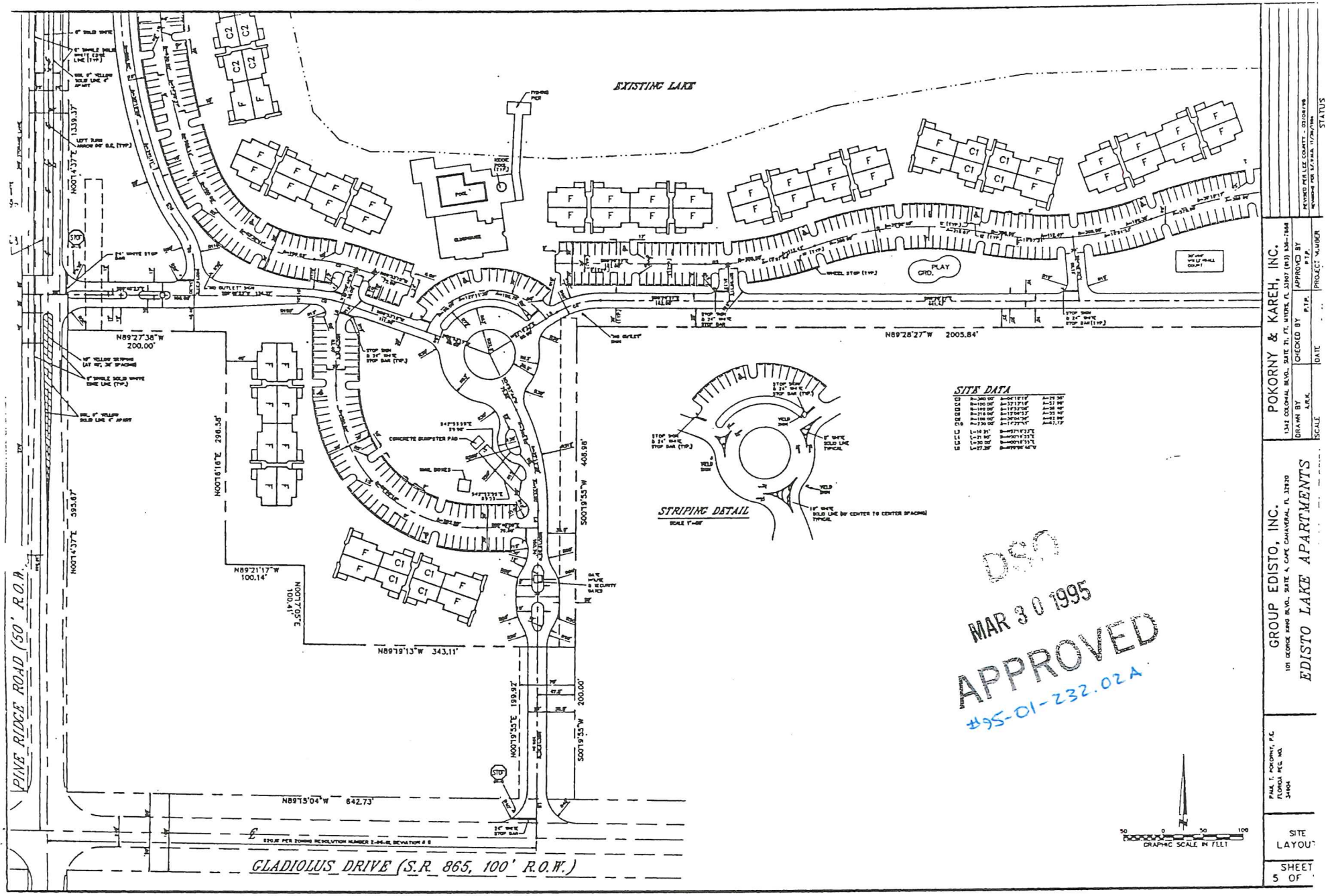
EDISTO LAKE APARTMENTS

PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 34604

DATE:

SITE LAYOUT

SHEET 3 OF 17




MAR 30 1995

APPROVED

#95-01-232.02A

POKORNY & KAREH, INC.
1341 COLONIAL BLVD., SUITE 21, FT. MYERS, FL 33907 (813) 334-7866

DRAWN BY A.R.K. | CHECKED BY P.T.P. | APPROVED BY P.T.P. | PROJECT NUMBER

SCALE | DATE

REVISED PER LEE COUNTY - 05/04/95
REVISED PER SAWA 11/24/94

STATUS

GROUP EDISTO, INC.
101 GEORGE KING BLVD., SUITE 4, CAPE CHARLES, FL 33930

EDISTO LAKE APARTMENTS

PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 34904

SITE LAYOUT

SHEET 5 OF

GENERAL NOTES:

1. Boundary and topographic information was obtained from a survey performed by J. C. Brown Associates, Inc., dated December 5, 1994.
2. The project is located in F.I.R.M. Flood Zone AE6, Determined by F.I.R.M. Panel 125124 0125 C, last revised December 5, 1991, with a base flood elevation of 8.0 ft NGVD. Finished floor elevation is 9.00 feet.
3. Utilities noted will be coordinated with and shown per the Lee County Development Code, Administrative Procedure 13-86 and the Lee County Land Development Code, Ordinance 86-36, Chapter 10, Section 10-261, Paragraph 3, Adopted 10-1-91. Supplemented.
4. Development is located in the Iona Wastewater Fire Protection and Rescue Service District, 13561 Hinkley Road.
5. Information will be via existing Lake North, Lee County Utilities Sanitary System and Domestic Capacity to Provide for This Project.
6. Information on the existing water and sewer facilities located on & adjoining the project was taken from Detailed Supplied by Lee County Utilities and Planning, Cities Water Company.
7. For existing detail depth of all utility lines, see utility plans, profiles, and detailed sections.
8. Minimum of 10' vertical and 10' horizontal clearance between water lines and sewer lines.
9. Coastal distance lines do not apply to this parcel.
10. There are no existing buildings on this parcel.
11. Utilities:
   Water: Florida Cities Water Co., 5401 Collier Parkway
   Sewer: Lee County Utilities, 2617 Altamont Avenue
   Irrigation: Lee County Utilities, 2617 Altamont Avenue
   Electricity: Florida Power & Light Co., 3125 Victoria Avenue
   Telephone: Sprint United Telephone - Florida, 1130 Lee Street
   Refuse Collection: Gulf Disposal Inc., Unit, 47 Expt.
12. The estimated wet season water table elevation average is 6.5 NGVD.
13. There will be no potential impacts to exotic and invasive species.
14. There are no aboveground flammable fuels on this site.
15. All exotic vegetation (if any) located within the development will be removed, and the site shall be maintained free from invasive species.
16. All elevations are shown on the national geodetic vertical datum of 1929 (NGVD 29).
17. Site soil classification: Soils 6, Hallandale fine sand, unit 19, immokalee sand, unit unit 34, Isles fine sand, unit 38, (source, soil survey of Lee County, Florida).
18. The property does not lie within an archaeological sensitivity zone.
19. There presently does not exist or are planned any plantings, flowering or shading shrubs.
20. All existing trees to be removed or moved site shown, except those left with native vegetation.
21. This property does not fall within the Department Florida Regional Ecosystem Notification Boundary.
22. 4" wide white striping vertical at turning stacks, 24 manufactured reading, standard specifications sign (ITY 25 MM PPZ 20) to be installed with double 4" wide painted striping, 2 - 4" wide and 1 - 1" wide.
23. Permanent measurement will be placed at or site not and not obstruct facilities. Open to detailed calculations and shown plans with manufacturer directions (physical) activity. See note information. Refer to driving, grading and drainage plans and stormwater pollution plan discussion. The county will be responsible for the detection and maintenance of the drainage system.
24. Information regarding environmental issues, per ECI Environmental Services, Inc. Purchase enclosed site development order conditions.

LEGEND:

| | |
|---|---|
| TOTAL SITE | 98.982 AC. |
| BUILDING AREA | 2.152 AC. (02.07%) |
| PAVEMENT AREA | 3.956 AC. (03.97%) |
| WATER/RETENTION | 24.739 AC. (22.41%) |
| LAKE AREA | 35.647 AC. (33.11%) |
| SETBACKS & OPENS. | 3.952 AC. (03.11%) |
| VEGETATED AREA | 28.575 AC. (29.19%) |

DENSITY AND SPACE CALCULATIONS:

Permitted open space = (98%) X (5,951,047) = 1,303,230 S.F.
Open space on land = 1,392,330 S.F.
Area of Lake = 335,043 S.F. (25% of 1,340,171 S.F.)
Total provided = 1,964,510 S.F.

SURFACE WATER MANAGEMENT:

5-YEAR 1-DAY FLOOD EVENT ELEVATION = 7.57
Minimum controlling elevation of Perimeter Berms = 9.50

25-YEAR 3-DAY FLOOD EVENT ELEVATION = 6.54
Proposed Road Elevation = 5.15

100-YEAR 3-DAY FLOOD EVENT ELEVATION = 6.99
Proposed Finished Floor Elevation = 8.00

Proposed quality volume = 3.70 AC-FT OF DETENTION

Proposed quality volume = 99.25 AC-FT OF DETENTION

The above will be perpetuated and the responsibility and maintenance of the 100-site water management system.

PRESENT LAND USE CLASSIFICATION

The Proposed Lies in the following code boxes:

115 - Strip Land in Transition Without Positive Indications of Intensive Activity
120 - Extensive
123 - Land Less than 10 Acres
311 - Low Density (Less 10 Acres), Not Less Than 100 Acres
411 - Predominately Marine (Artificially Created)

For planting land use, cover and ponds classification system (Fnai,1985).

PROPOSED LAND USE CLASSIFICATION

120 - Residential, Medium Density

BUFFERING AND LANDSCAPING NOTES:

1. Seventy five percent (75%) of the total number of required trees must be internal and landscaping shall be indigenous varieties
2. Fifty percent (50%) of the total number of required shrubs must be internal and landscaping shall be indigenous varieties
3. Trees used in landscaping and buffering shall be native and have a minimum of 12 full matured branches. Minimum 12 feet tall and 6 inches in caliper at the base of the palm fronds.
4. Palm trees may not be used as planting count trees.
5. Sod-bermuda perfect (100%) of all required plants (Shrub trees and perimeter) used in landscaping areas shall be different varieties as defined by the zoning
6. The developer and landscape to ensure of diverse configuration
7. Live oaks County shall be planted in such a manner as to present a pleasing appearance and substantially completed landscape within one (1) year after planting.
8. Each existing individual native tree preserved which has a trunk diameter of four (4) inches or greater measured at four and one half feet (4½) feet above the ground, shall receive credit for five (5) native species of tree (1) tree credit for the minimum landscape requirements. Palms and pines (1 tree per 50 feet from property lines, 1 tree per 25 feet). Shall receive 5 credit or two (2) credits. Existing trees may be used to reduce the required tree count in buffer areas if such trees remain in their entire width, length and meet the other minimum requirements of section 10-416.d. of the Lee County Land Development Code, Development Standards, Chapter 10, Article III, Division 6. For the preserved trees to be counted towards credit, they shall be associated with landscaping which is not less than one (1) foot in diameter and directly street trees (including the existing trees).
9. All exotic vegetation (as listed in section 10-416.d of the Lee County Land Development Code, Development Standards, Chapter 10, Article III, Division 6.) "if any" located within the development shall be removed.
10. Maintenance and preservation of the open space areas will be the responsibility of the owners.
11. All landscape material shall be installed in a thoroughly horticulturally correct manner according to section 10-417.b. of the Lee County Land Development Code, Development Standards, Chapter 10, Article III, Division 6.

PLANT LIST -

| TREES (Common Name) | BOTANICAL/ SCIENTIFIC NAME | SIZ. HGT. | SIZ. SPREAD DIA. | SIZ. CANOPY DIA. @ INSTALLATION |
|---|---|---|---|---|
| SHADE TREES: | | | | |
| Slash Pine | Pinus | 6 FT. | 1" AT 3" DBT. | 3 FT. |
| (native) | Pilsetris Var. Dives | | | |
| Live Oak | Quercus Virginiana | 6 FT. | 1" AT 3" DBT. | 3 FT. |
| (native) | Quercus Virginiana | | | |
| Laurel Oak | Quercus Laurifolia | 6 FT. | 1" AT 3" DBT. | 3 FT. |
| (native) | Quercus Laurifolia | | | |
| Water Oak | Quercus Nigra | 6 FT. | 1" AT 3" DBT. | 3 FT. |
| (native) | Quercus Nigra | | | |
| Bay Myrtle | | | | |
| (native) | Acer Rubrum | 6 FT. | 1" AT 3" DBT. | 3 FT. |
| Chinese Tallo | | | | |
| (native) | Small Palmetto | 6 FT. | 1" AT 3" DBT. | 3 FT. |
| Laurel Fig | | | | |
| (Ficus Retusa) (native) | Ficus Retusa "Nitida" | 6 FT. | 1" AT 3" DBT. | 3 FT. |
| Jacaranda | | | | |
| (non native) | Jacaranda Mimosaefolia | 6 FT. | 1" AT 3" DBT. | 3 FT. |

| SHRUBS (Common Name) | BOTANICAL/SCIENTIFIC NAME | MIN. HEIGHT AT PLANTING |
|---|---|---|
| Wax Myrtle | | |
| (native) | Myrica Cerifera | 36 IN. |
| Wild Coffee (native) | Psychotria Nervosa | 36 IN. |
| Buttonwood (native) | Cephalanthus Occidentalis | 36 IN. |
| Privets (native) | Ligustrum Japonicum | 36 IN. |
| Hollies (non native) | Ilex Cornuta-Burfordii | 36 IN. |
| Indian Hawthorn | | |
| (non native) | Rhaphiolepis Indica | 36 IN. |
| Walnut Jasmine | | |
| (non native) | Nerium Oleander | 36 IN. |

All plants shall be from the plant list above and shall meet the minimum requirements of section 10-411. of the Lee County Land Development Code, Development Standards, Chapter 10, Article III, Division 6.

Irrigation shall be provided to meet the minimum requirements of section 10-416.d.1. of the Lee County Land Development Code, Development Standards, Chapter 10, Article III, Division 6.

Irrigation shall be provided to meet the minimum requirements of section 10-416.d.2. of the Lee County Land Development Code, Development Standards, Chapter 10, Article III, Division 6.

MAINTENANCE PLAN FOR EXOTIC VEGETATION

1. The Lee County Land Development Code, Development Standards, Chapter 10, Article III, Division 6, Section 10-416 e. - Removal of Invasive Exotics - Invasive Exotics Include: Australian Pine, Casuarina, Brazilian Pepper (Schinus terebinthifolius), Melaleuca (Melaleuca leucadendra), Earleaf Acacia (Acacia auriculiformis), Downy Rose Myrtle, Java Plum (Syzygium cumini), Shoebutton Ardisia (Ardisia elliptica), Lather Leaf (Colubrina asiatica), Wedelia (Wedelia trilobata), Kudzu (Pueraria lobata), Climbing Fern (Lygodium spp.), Skunk Vine (Paederia foetida), Old World Climbing Fern (Lygodium microphyllum), Cogon Grass (Imperata cylindrica), Torpedo Grass (Panicum repens), and Water Hyacinth (Eichhornia crassipes). All invasive exotic plants listed on this site that are not shown on the plan provided, must be removed.
2. In the event that any of the above mentioned invasive species are found on this site that are not shown on the plan provided, they too be removed.
3. Removal of such invasive exotics shall be accomplished using only equipment or other appropriate means.
4. In order to prevent recurrence of any invasive species, this site will be treated periodically with herbicide to ensure that these five species will not become evident and invasive exotics. This will be the responsibility of the owner. If recurrence of any invasive exotic occurs, the owner will have them removed with the approaching means to be used.
5. The maintenance program shall be in effect perpetually.

LANDSCAPING CALCULATIONS:

Buffer Types and Widths

Per Approved Zoning Concept Plan

Side 1), 960', Type "A" Buffer (Table 1)
Required Trees = 960'/100 = 10 Trees
Required Shrubs = 960'*10/100 = 96 Shrubs

Side 2), 2,040', Type "A" Buffer (Table 1)
Required Trees = 2,040'/100 = 20 Trees
Required Shrubs = 2,040'*10/100 = 204 Shrubs

Side 3), 655', Type "A" Buffer (Table 1)
Required Trees = 655'/100 = 7 Trees
Required Shrubs = 655'*10/100 = 66 Shrubs

Side 4), 780', Type "A" Buffer (Table 1)
Required Trees = 780'/100 = 8 Trees
Required Shrubs = 780'*10/100 = 78 Shrubs

Side 5), 765', Type "A" Buffer (Table 1)
Required Trees = 765'/100 = 8 Trees
Required Shrubs = 765'*10/100 = 77 Shrubs

Side 6), 2,040', No Buffer Required.

Side 7), 1,340', Type "A" Buffer (Table 1)
Required Trees = 1,340'/100 = 14 Trees
Required Shrubs = 1,340'*10/100 = 134 Shrubs

Side 8), 840', No Buffer Required.

Total: 255 Trees (256 Table 1, 26 Trees 3)
960 Shrubs (961 Table 1, 191 Trees 3)

General Landscaping Tree Requirements

Vehicle Trees = (1/3000 SF) X (2,950,021) = 1,398 Trees
Additional Trees =
(1/20 LF) X (24,125 LF Adjoining Single Family) = 227 Trees
Total Required Trees = 1,417 Trees

Phase 1 - 736 Trees, Phase 2 - 655 Trees

Internal Landscaping of Parking Areas

Total Required = (10%) X (343,206 SF) = 34,317 S.F.
Provided = 35,394 S.F.
Existing Canopy Trees = (1/250 SF) X (30,317 SF) = 121 Trees

Phase 1 - 76 Trees, Phase 2 - 45 Trees

Construction Notes:

1. Locations of underground utilities shown are approximate; the locations are taken from presumably reliable sources, but are not guaranteed.
2. The contractor should notify all utility companies 24 hours before construction to have all utilities located prior to construction.
3. All pertinent construction is to meet or exceed latest applicable Lee County Utilities department operations manual requirements and / or Florida Fitted Water company specifications.
4. All utilities shown as existing are to be field verified prior to construction.
5. The contractor is to provide the location of ground mine connectable assembly drawings during all improvements. Locations and elevations.
6. All sidewalks and ramps shall comply with the "Florida Safety Act", and the code of compliance in 10 to 20 inches in old. not old. The sidewalk shall indicate on the site plans the cost associated with compliance.
7. Contractor to obtain all and permits, payment permits and other applicable permits prior to commencement of activities road.
8. The contractor shall specify prior beginning the all components of the water, sewers, gas sanitary systems prior to installation.

PARKING

Multiple - Family Buildings:

Two-bedrooms (2.5 spaces per unit)
Three or more bedrooms (2 spaces per unit)
Plus 1/4 of the total required amount to accommodate guest parking
Off-Street Land Development Code, Section - Chapter 34, Article VII, Division 12, Section 34 - 2020 1.a 1.b.

| | | |
|---|---|---|
| 176 units @ 2 1/2 = 440 | = | 440 spaces |
| 176 units @ 1/4 = 44 | = | 44 spaces |
| Total required | = | 484 spaces |
| Total provided | = | 484 spaces |

Parking = 11 clubhouse spaces and provided, 73 spaces and provided

Traffic (per ITE, 5th generation, one edition)

Land Use Code 220 (Apartment)

| | |
|---|---|
| Average weekday trip ends | 2,337 |
| A.M. weekday peak hours | 183 |
| P.M. weekday peak hours | 238 |
| Average saturday trip ends | 2,193 |
| Saturday peak hours | 163 |
| Average sunday trip ends | 2,147 |
| Sunday peak hours | 161 |

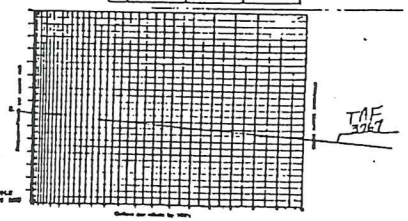
Off-site roadway and 50% of the above totals.

Fire flow calculations

Required: GPM = 18 (C) √A
C = Coefficient based on construction type, for Ordinary Type V = 1.5
A = The area of the largest building multiplied by the number of floors up to 3 consecutive floors =
6 SF (1,744) F 2 + 6 SF (1,311) F 3 = 22,002 S F
GPM = 18 (1.5) √22,002 = 2,675 G.P.M.
FF = GPM X (Hazard Occupancy Coefficient = 0.75 for Light Hazard Occupancy)
FF = 2,675 X 0.75 = 1,981 G.P.M.

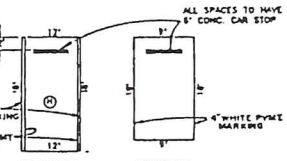
Available Flow = 2,500 G P M, @ 20 P S I. Residual, Pressure not to Exceed Requirement

In addition, all buildings, except the maintenance building and the clubhouse/community building, are protected by automatic fire sprinkler systems.




OFF-SITE PAVEMENT WIDENING NOTES:

1. ALL MATERIALS AND CONSTRUCTION MUST BE ACCORDING TO F.D.O.T. CRITERIA.
2. CONSTRUCT MITERED END SECTIONS PER STANDARD INDEX 273.
3. MITERED END FORMS MUST BE INSPECTED BY THE ENGINEER PRIOR TO PLACING ANY CONCRETE.
4. ALL CONSTRUCTION AND/OR MAINTENANCE IN THE COUNTY'S RIGHT-OF-WAY SHALL CONFORM TO THE FEDERAL MANUAL OR UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE FLORIDA DEPARTMENT OF TRANSPORTATION'S ROADWAY AND TRAFFIC DESIGN STANDARDS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
5. CONTRACTOR IS RESPONSIBLE FOR NOTIFYING OWNERS OF ALL EXISTING AERIAL OR BURIED UTILITIES IN THE VICINITY OF THE PROPOSED IMPROVEMENTS AND RESOLVING ANY CONFLICT BEFORE CONSTRUCTION BEGINS.
6. MARKING SHOULD BE ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION DESIGN STANDARDS INDEX NO. 17346.
7. EXISTING MARKING - IN CONFLICT WITH THE NEW MARKING - WILL BE REMOVED (ERADICATED) COMPLETELY.
8. EXISTING MARKING TO BE REPLACED IN KIND WHERE IT IS NEEDED.
9. REFLECTIVE PAVEMENT MARKERS - WHERE NEEDED - SHOULD BE PLACED ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION DESIGN STANDARDS INDEX NO. 17331.



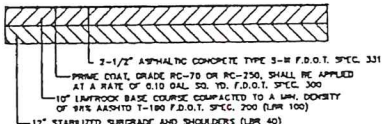

PARKING SPACE DETAIL
N.T.S.



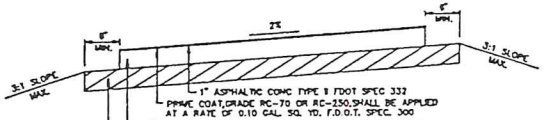

NOTE:
SUBGRADE SHALL BE SAND, COMPACTED TO A FIRM EVEN SURFACE, TRUE TO GRADE AND CROSS SECTION, AND SHALL BE MOIST WHEN CONCRETE IS PLACED.

SIDEWALK DETAIL

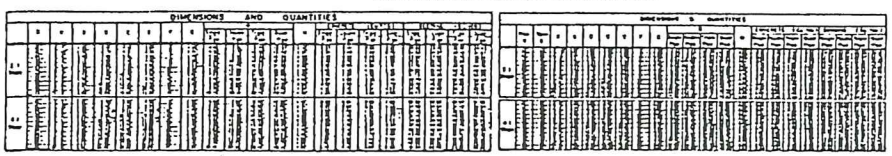
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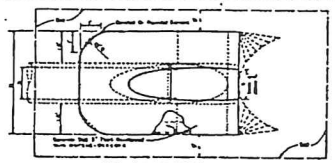



DRIVEWAY APRON PAVEMENT SECTION
(BETWEEN GLADIOLUS DRIVE R.O.W. LINE & EXIST. EDGE OF PAVEMENT)
SCALE: N.T.S.

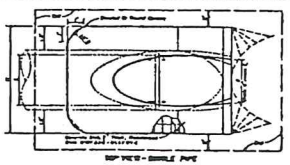



INTERIOR LOCAL ROAD PAVEMENT SECTION
SCALE: N.T.S.



CROSS DRAIN
MITERED END SECTION
SINGLE AND MULTIPLE ROUND CONCRETE PIPE



CROSS DRAIN
MITERED END SECTION
SINGLE AND MULTIPLE ELLIPTICAL CONC. PIPE

POKORNY & KAREH, INC.
1343 COLONIAL BLVD., SUITE 21, FT. MYERS, FL 33907 (813) 936-7366
DRAWN BY: A.K.A. | CHECKED BY: P.T.P. | APPROVED BY: P.T.P. | PROJECT NUMBER
SCALE: | DATE:

GROUP EDISTO, INC.
101 ZEDRICK KING BLVD., SUITE 4, CAPE CANAVERAL, FL 32920

EDISTO LAKE APARTMENTS

REVISED PER LEE COUNTY REQUIREMENTS - 3/17/95

PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 34804

CONSTRUCTION DETAILS & NOTES

SHEET 10 OF 17

Heights Career Technical School – DCI2023-00033

Attachment C – Conditions and Deviations

A. CONDITIONS

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

1. Master Concept Plan/Development Parameters

MCP. The development of the CPD must be consistent with the three-page MCP entitled "Heights Career Technical School at Crosslands CPD" dated March 2024, except as modified by the conditions below. The Residential Planned Development (RPD) must be consistent with the Master Concept Plan entitled "Master Site Plan, Edisto Lake Apartments" stamped approved by the Division of Development Services on March 30, 1995. Resolutions Z-86-081, Z-87-103, and Administrative Deviation 95-01-232.02A are hereby amended and superseded in strikethrough and underline format herein.

Land Development Code and Lee Plan. Development must comply with the LDC and Lee Plan at time of development order approval, except as may be granted by deviation herein. Subsequent changes may require additional zoning approval.

Development Parameters. The RPD is limited to 376 dwelling units not to exceed 35 feet in height, on 90.9 acres. The development will also include accessory recreational uses, model and sales center, and an on-site sewage treatment system. ~~The CPD is limited to 23,000 square feet of retail commercial and professional space not to exceed 35 feet in height.~~ The CPD is limited to a 66,500 square feet of commercial floor area, with a maximum building height of 36 feet, on 4.977 acres.

Prior Approvals. These conditions and deviations codify and supersede Resolution Z-86-081, Resolution Z-87-103, and Administrative Deviation 95-01-232.02A.

2. Uses and Site Development Regulations

a. Schedule of Uses

RPD
Accessory Uses and Structures
Administrative Office
Dwelling Units – Multiple Family, Townhouse, Duplex
Entrance Gates, Gates Houses
Excavation, Water Retention
Fences and Walls
Model Home, Sales Center
Recreational Facilities – Private, Onsite
Signs

CPD

Administrative Offices
Animal Clinics
ATM (automatic teller machine)
Auto parts store
Automobile repair and service, Group I
Automobile service station
Bait and tackle shop
Banks and financial establishments, Group I and II
Boats: Boat parts store, Boat ramp, Boat rental
Broadcast studio, commercial radio, and television
Business services, Group I
Caretaker's residence
Car wash
Cleaning and maintenance services
Clothing stores, general
Clubs: Commercial, Fraternal, Membership Organization, Private
Contractors and builders, Groups I and II
Day care center, adult, child
Department store
Drive-through facility for any permitted use
Drugstore, pharmacy
Entrance gates and gatehouse
EMS, fire or sheriff's station
Essential services
Essential service facilities, Group I
Excavation: Water retention
Flea market: Indoor
Food stores, Group I and II
Funeral home or mortuary: No cremation
Hardware store
Healthcare facility, Group III
Hobby, toy, and game shops
Household and office furnishings, Group I and II
Laundromat
Laundry or dry cleaning, Group I
Lawn and garden supply
Library
Medical office
Nonstore retailers
Package store
Paint, glass, and wallpaper
Parks, Group I
Parking lot: Accessory, Park-and-ride, Temporary
Personal services, Group I, II, III, and IV
Pet services
Pet shop
Pharmacy

Place of worship
Recreation, facilities: Commercial, Group I; Private, on-site
Religious facilities
Rental or leasing establishments, Group I, II, and III
Repair shops, Group I and II
Research and development laboratories, Group II
Restaurant, fast food
Restaurants, Group I, II, III, and IV
Schools, Commercial and Noncommercial
Self-service fuel pumps
Signs in accordance with Chapter 30
Social services, Group I
Specialty retail shops, Group I, II, III, and IV
Storage: Indoor, Open
Studios
Supermarket
Theater: Indoor
Transportation services, Group II
Used merchandise stores, Group I, II, and III
Variety store
Vehicle and equipment dealers, Group II

b. Site Development Regulations

RPD
Boundary setback 20 feet
Waterbody setback 10 feet (See Deviation 1)

CPD

| | |
|---|---|
| Minimum Lot Size (Corner Lots): | 20,000 SF |
| Minimum Lot Depth: | 100 feet |
| Minimum Lot Width: | 100 feet |
| Maximum Building Height: | 36 feet |
| Maximum Lot Coverage: | 40 percent |
| Minimum Open Space: | 1.51 acres (see Condition 2) |

Minimum Setbacks:

| | |
|---|---|
| Street, Gladiolus Drive (arterial): | 25 feet |
| Street, Richwood Drive (private): | 20 feet |
| Street, Pine Ridge Road (Collector): | 25 feet |
| Side Yard: | 15 feet |

c. Conditions

RPD – The following conditions were approved by Resolution Z-86-081 and have been determined by County staff to be satisfied, or no longer applicable.

~~1. 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.~~

~~2. Prior to final plan approval, the applicant shall modify the Master concept Plan to show the Commercial School on the site.~~

~~3. 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 22-86 is APPROVED as modified herein.~~

~~4. Deviations (11, 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).~~

~~5. 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.~~

~~6. 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.~~

~~7. The applicant shall construct the land bridges located in the eastern portion of the previously excavated lake to the satisfaction of the County Engineer.~~

~~8. 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.~~

~~9. 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.~~

2. CPD
    1. Environmental conditions
        a. The development order plans must depict 1.51 acres of open space for the commercial tract.

        b. The plans must demonstrate the proposed wall abutting to the multi-family development, no less than 3 feet as measured above finished grade.

        c. The plans must demonstrate no palms within the buffer abutting multi-family residential. Plans must be in substantial compliance with the cross-section entitled

Enhanced Type "C" buffer – north and east property (Sheet 3 of the MCP). The applicant must plant trees at 12-14 feet in height, and shrubs at 48 inches at the time of installation for all buffers. Shrubs must be maintained at 60 inches.

2. Transportation condition
   d. Development intensity is limited to new trips generated by a 165-student Junior/Community College use based upon the Institute of Transportation Engineers (ITE) Trip Generation Manual in effect at time of local development order.

B. DEVIATIONS

1. Waterbody setback: Deviation 1 seeks relief from LDC Section 34-845 which requires the minimum setback from a structure to a waterbody of 25 feet, to allow for a 10-foot waterbody setback from a structure to a water body (measured at top of bank).
   (Staff Note: Existing deviation from Resolution Z-86-081)

2. Withdrawn
   (Staff Note: Existing withdrawn deviation from Resolution Z-86-081)

3. Excavation setback: Deviation 3 seeks relief from LDC Section 10-329(d)(3) which requires a setback for an excavation from a private property line of 50 feet, to allow an excavation setback of 25 feet as shown on the MCP.
   (Staff Note: Existing deviation from Resolution Z-86-081)

4. Withdrawn. Minimum excavation setbacks to a quarter section line of 60 feet, to 0 feet for the north-south line in Section 32.
   (Staff Note: Deviation 4 withdrawn as minimum excavation setbacks to a quarter section line are not required in the current Land Development Code standards).

5. Withdrawn. Requirement that street access be provided to adjoining property, to eliminate a connection to the adjoining local road system.
   (Staff Note: Deviation 5 withdrawn as street access land development requirements per LDC Section 10-295 are where deemed necessary by the Director of Development Services.)

6. Connection separation: Deviation 6 seeks relief from LDC Section 10-285 connection separation, which requires a minimum intersection spacing of 660 feet along principal arterial streets, to allow a separation of 588 feet along Gladiolus Drive.
   (Staff Note: Existing deviation from Resolution Z-86-081)

7. Withdrawn. Minimum setbacks from roads, streets, and drives of 80 feet from the centerline of Pine Ridge Road, to 75 feet.
   (Staff Note: Deviation 7 withdrawn as minimum setbacks from roads, streets, and drives from centerlines are not required in the current Land Development Code standards).

8. Withdrawn. Minimum perimeter setbacks for incompatible developments from 25 feet to 20 feet on the south and east property lines.
   (Staff Note: Deviation 8 withdrawn as minimum perimeter setbacks for incompatible developments are not required in the current Land Development Code standards).

9. Withdrawn. Deviation from the requirement of a minimum 60-foot setback from a structure to quarter section line, to allow a 0-foot setback.
   (Staff Note: Deviation 9, which was approved by Resolution Z-87-103, is withdrawn as minimum excavation setbacks to a quarter section line are not required in the current Land Development Code standards).

10. Intersection Design: Deviation 10 seeks relief from LDC Section 10-296(j) which requires streets to be designed to intersect as nearly as possible at right angles, to allow alternative cross section in the form of a "rotary" intersection.
    (Staff Note: Existing deviation from Administrative Deviation 95-01-232.02A)

11. Cul-de-sacs: Deviation 11 seeks relief from LDC Section 10-296(k) which requires dead-end streets, designed to be so permanently, must be closed at one end by a circular turn around for vehicles, to allow an alternative turn-around in lieu of a cul-de-sac termination of a private local road.
    (Staff Note: Existing deviation from Administrative Deviation 95-01-232.02A)

12. Grading and centerline gradients: Deviation 12 seeks relief from LDC Section 10-296(d)(2) which states that grading and centerline gradients are per plans and profiles approved by the Director of the Department of Development Services for privately maintained roads, to allow an alternative road cross section in the form of a "mono slope" pavement on Clear Lake Loop.
    (Staff Note: Existing deviation from Administrative Deviation 95-01-232.02A)

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

    This deviation is APPROVED.

14. Buffer types: 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 and berm combination, not less than eight feet in height as measured from the finished grade of the project site, to allow a solid wall/retaining wall combination not less than eight feet in height measured from the existing grade of the project.

    This deviation is APPROVED subject to Condition 1.b.

15. Buffer planting heights: Deviation 12 seeks relief from LDC Section 10-420(f) Buffer planting heights, 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 allow the height of trees, palms, and shrubs within the buffer to be measured from the final grade in which they are planted, subject to 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 feet in height, spaced 4 feet on center and a single row of native canopy trees 12 to 14 feet in height at five (5) trees per 100 linear

feet must be planted at the finished grade of the project site, and a single row of shrubs planted at 5 feet in height and maintained at a minimum of 7 feet in height must be planted and spaced 4 feet on center within the existing grade buffer adjacent to the retaining wall. An additional row of native canopy trees 12 to 14 feet in height with five (5) trees per 100 linear feet must be planted within the existing grade planting area adjacent to the retaining wall, these additional trees may count towards the general tree requirement pursuant to LDC Section 10-416.

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 feet in height and five (5) Cabbage Palms with a minimum 10-foot clear trunk must be planted at existing and finished grade per 100 linear feet. Alternatively, five (5) Royal Palms with a minimum 10-foot clear trunk per 100 linear feet may be planted at existing and finished grade 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).

This deviation is APPROVED subject to the following conditions:

1. Prior to issuance of the first development order, the plans must demonstrate no palms within the buffer abutting the multi-family residential.

2. Prior to issuance of the first development order, the plans must be in substantial compliance with the cross-sections on the Master Concept Plan sheets 2 and 3.

3. One (1) gallon native grasses and groundcovers must be provided at 36 inches on center within the existing grade portions of the Type 'C' and Type 'D' buffers.

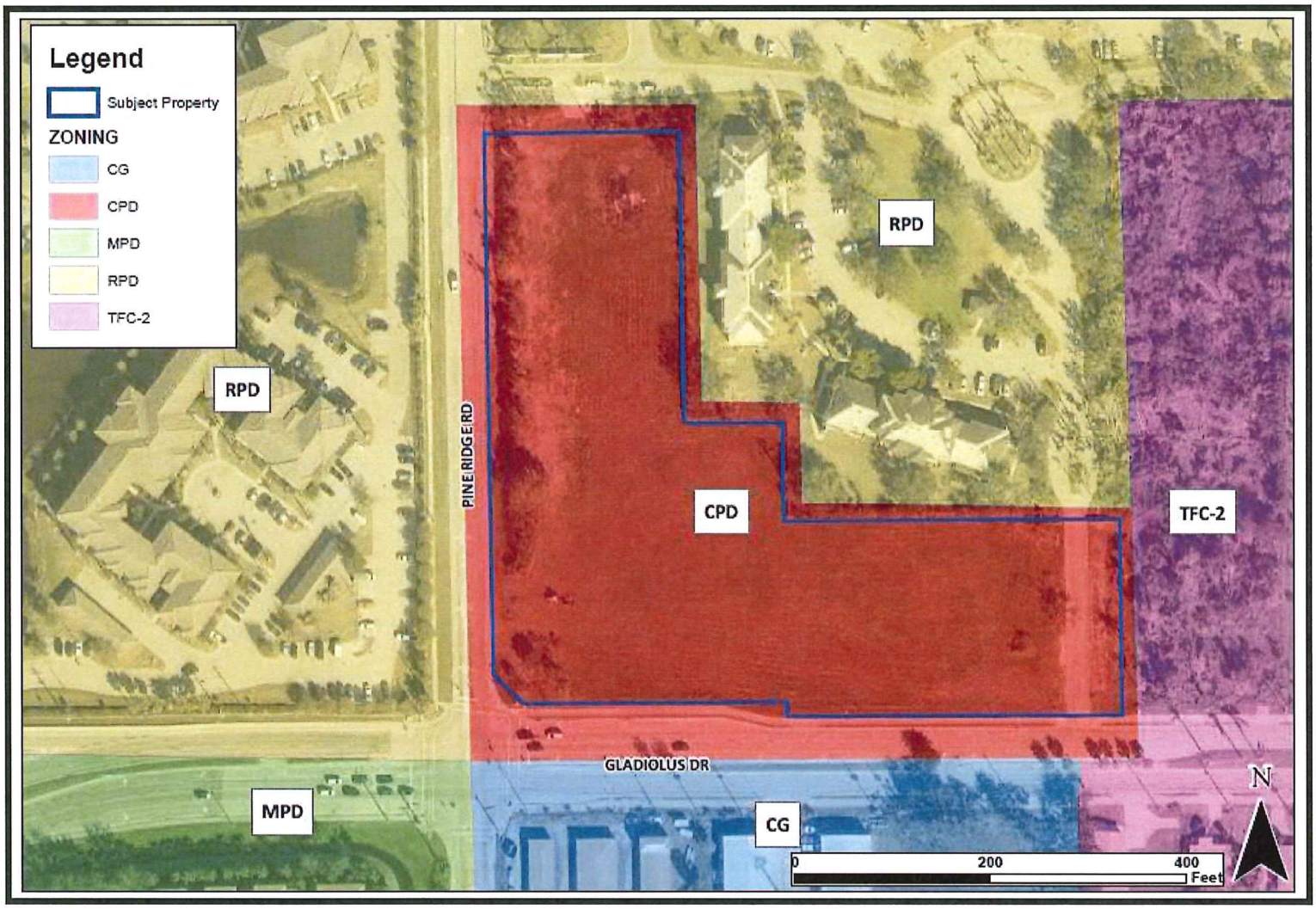
4. Additional plantings apply only to boundaries where a retaining wall or retaining wall/solid wall combination are constructed. Should a retaining wall not be constructed along any portion of the property boundaries, standard buffer plantings will be installed per LDC requirements.

PENINSULA ENGINEERING

# HEIGHTS CAREER TECHNICAL SCHOOL
# REQUEST STATEMENT

**Property Information**

The Crosslands Commercial Planned Development (CPD) currently encompasses one undeveloped parcel consisting of ±4.88-acres. The property is located at the northeast corner of Pine Ridge Road and Gladiolus Drive, within unincorporated Lee County. The site is designated Urban Community per the Future Land Use Map of the Lee Plan.

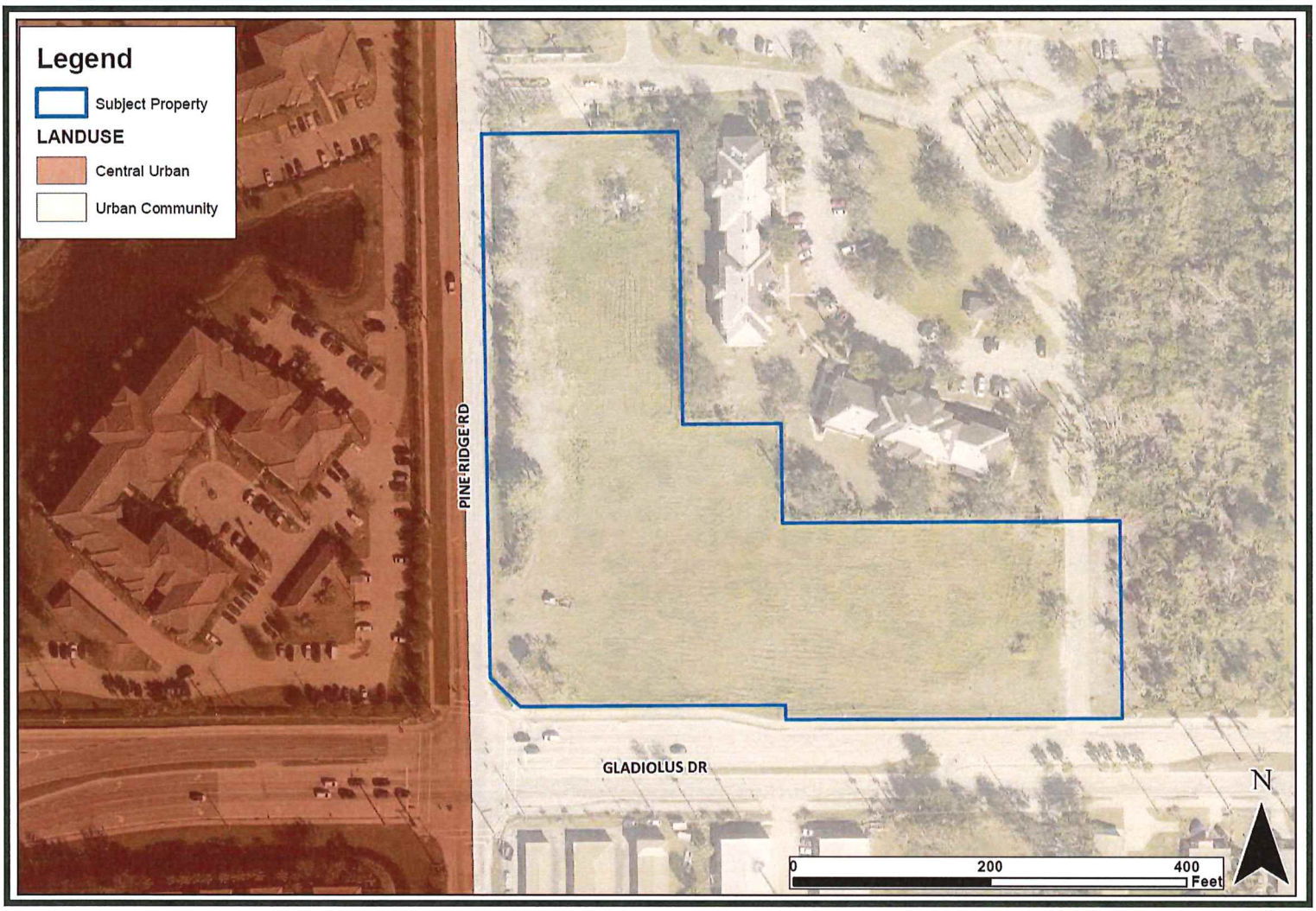



**Zoning Map**



2600 Golden Gate Parkway, Naples, Florida, 34105 Office 239.403.6700 Fax 239.261.1797

Fla Engineer CA 28275 Fla Landscape CA LC26000632 Fla Surveyor/Mapper LB8479




**Future Land Use Map**

**Details of Request**

The applicant is seeking to amend the Commercial Planned Development (CPD), by increasing the maximum permitted commercial floor area and building height to accommodate the future development of the Heights Career Technical School. The proposed vocational school will provide learning opportunities to area residents, helping to promote the mission of the Heights Foundation, to "Support Education and Wellness, Promote Family and Community Development and Provide Benefits of Enrichment of the Arts". The requested increase in both floor area and building height will allow the vocational school to be constructed and programmed to meet the current and growing educational needs of the community.


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Fla Engineer CA 28275 Fla Landscape CA LC26000632 Fla Surveyor/Mapper LB8479

In summary, the PD Amendment seeks approval of the following:

- An increase in maximum permitted commercial floor area from 23,000 SF to 66,500 SF.
- An increase in maximum building height from 35' to 50'.
- Elimination of exisitng commercial land uses, except 'Commercial Schools'.
- Addition of a deviation from LDC Section 10-285, "Connection Separations"; *refer to the supplmental Deviations and Justifications document*
- Addition of a deviation from LDC Section 10-416(d) "Buffer Types/Wall Measurement"; *refer to the supplmental Deviations and Justifications document*
- Addition of a deviation from LDC Section 10-420(f) "Plant Material Standards"; *refer to the supplmental Deviations and Justifications document*
- Amended Master Plan.

The subject property was rezoned from AG to the Crosslands CPD, per Resolution 86-81, which permits a maximum of 23,000 SF of commercial uses and a maximum building height of 35 feet. The CPD currently allows all permitted land uses within the Community Commercial (CC) zoning district, except convenience stores. This PD Amendment seeks to eliminate all permitted uses, except 'Commercial Schools' on the subject property.

The site is bounded by rights-of-way along the northern, western and southern property lines and is adjacent to multi-family residential development/residential zoning along the east. The proposed development has been designed to comply with development regulations set forth for the Community Commercial zoning district. Furthermore, the project has been planned to be compatible with adjacent residential uses and will complement the surounding neighborhood.

**DEVELOPMENT STANDARDS**

| | |
|---|---|
| Minimum Lot Size (Corner Lots) | 20,000 SF |
| Minimim Lot Width | 100' |
| Minimum Lot Depth | 100' |
| Maximum Building Height | 50'* |
| Maximum Lot Coverage | 40% |
| **Minimum Setbacks*** | |
| Street- Gladiolus Drive (Arterial) | 25' |
| Street- Richwood Drive (Private) | 20' |
| Street- Pine Ridge Road (Collector) | 25' |
| Side Yard | 15' |

*The requested 50' building height is consistent with the Future Land Use Element of the Lee Plan.


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**Landscaping & Open Space**

The CPD complies with LDC Sections 10-415 and 34-414, providing a minimum of 30% of open space. The site does not contain indigenous native communities or native trees; consequently, open space requirements are met through landscaped areas, buffers and dry detention areas.

Landscape buffers include a 15' Type 'D' buffer adjacent to rights-of-way (Pine Ridge Road and Gladiolus Drive) and 15' Type 'C' buffers along remaining boundaries. The Type 'C' buffers include an 8' solid wall/retaining wall combination and additional plantings to mitigate potential impacts to adjacent residential uses.

**Parking and Pedestrian Pathways**

Per LDC Section 34-2020, Table B, Vocational Institutions are required to provide one parking space per employee, plus student parking as the Director seems necessary. The Heights Career Technical School will have a maximum of 30 employees and a maximum of 165 students, with alternating class times and schedules. The development will comply with LDC parking requirements and will meet actual parking demands.

The development has been designed to accommodate pedestrian movement through the site. In addition, a pedestrian walkway has been designed along the easternmost boundary of the site, adjacent to Edisto Way. This has been planned to promote safety of school-aged children that currently walk from within the abutting residential development to the existing public school bus stop located at the Edisto Way/ Gladiolus Drive intersection.

**Utilities**

The subject property is located within the Lee County Utilities Future Service Area, as depicted on Maps 4A and 4B of the Lee County Comprehensive Plan. The proposed development will connect to existing potable water and sanitary sewer lines that are in current operation adjacent to the property. Lee County Utilities currently has sufficient capacity to provide both water and sewer to the site; *see the Potable Water and Wastewater Availability letter.*

**Traffic**

The Traffic Impact Statement, prepared by TR Transportation Consultants, Inc., concludes that all applicable roadways will operate above their minimum adopted Levels of Service with and without the proposed project and there is sufficient roadway capacity to accommodate the development.


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**Stormwater**

The Project site is mostly flat with an average existing grade of approximately 3.8 ft-NAVD. The existing and historical drainage appears to drain towards the west along the existing property line / Pine Ridge Road swale (no easement). The Project proposes to maintain the existing and historical drainage by discharging into the existing Pine Ridge Road swale via a proposed control structure with eventual outfall into the Deep Lagoon Canal. Prior to discharge into the Pine Ridge Road swale, the Project will provide water quality and attenuation (includes an additional 50% of required water quality treatment volume). The control elevation for the site is 2.0 ft-NAVD (based on existing SFWMD permits near the site). The proposed stormwater management system will consist of open dry retention space where space is available and vaulted retention where space is limited (underground chambers that create voids for storage and treatment of stormwater). Floodplain compensation should not be required because of the known tidal conditions of the discharge location. With this known condition, the Project would not account for compensating storage on-site. Accounting for recent updates to FEMA mapping, the Project proposes a finished floor elevation of 11 ft-NAVD (FEMA + 1').

**Lee Plan Consistency**

**Policy 1.1.4 - The Urban Community future land use category are areas characterized by a mixture of relatively intense commercial and residential uses. The residential development in these areas will be at slightly lower densities then other future urban categories described in this plan. As vacant properties within this category are developed, the existing base of public services will need to be maintained which may include expanding and strengthening them accordingly. As in the Central Urban future land use category, predominant land uses in this category will be residential, commercial, public and quasi-public, and limited light industrial with future development encouraged to be mixed use, as described in Objective 11.1, where appropriate. The standard density range is from one dwelling unit per acre (1 du/acre) to six dwelling units per acre (6 du/acre), with a maximum total density of ten dwelling units per acre (10 du/acre). The maximum total density may be increased to fifteen dwelling units per acre (15 du/acre) utilizing Greater Pine Island Transfer of Development Units**

The site is designated Urban Community and will be developed with a vocational school that will provide educational services and programs. The request is consistent with Policy 1.1.4 of the Lee Plan.

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

The site is the last undeveloped property along the subject segment of Pine Ridge Road, within an urbanized area of Lee County, and is considered infill development. Existing infrastructure is in place to accommdate the proposed development and the project does not contribute to urban sprawl. The request is consistent with Objective 2.1 of the Lee Plan.


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

The proposed development will have direct access to Gladiolus Drive and Pine Ridge Road. The adjacent roadway network has sufficient capacity to accommdate the proposed development. Public facilities and services are currently in place to serve the project. The site has been designed to be compatible with surrounding land uses. The development will not have a negative impact on public health, safety or welfare.

**Objective 4.1 Water, Sewer and Environmental Standards. Consider water, sewer and environmental standards during the rezoning process. Ensure the standards are met prior to issuing a local development order.**

The subject property is located within the Lee County Utilities Future Service Area, as depicted on Maps 4A and 4B of the Lee County Comprehensive Plan. The proposed development will connect to existing potable water and sanitary sewer lines in current operation adjacent to the property. Lee County Utilities currently has sufficient capacity to provide both water and sewer to the site; see the Potable Water and Wastewater Availability letter. An Environmental Assesssment was conducted and concludes there are no environmentally sensive lands on-site, no listed species on-site and the property has historically been cleared of native vegetation. All Lee County and/or state permit requirements will be met, as necessary, during the permitting process.

**Policy 6.1.1: All applications for commercial development will be reviewed and evaulated as to:**

1. **Traffic and access impacts (rezoning and development orders);**
2. **Landscaping and detailed site planning (development orders);**
3. **Screening and buffering (PD rezoning and development orders);**
4. **Availability and adequacy of services and facilities (rezoning and development orders);**
5. **Impact on adjacent land uses and surrounding neighborhoods (rezoning);**
6. **Proxmity to other simliar centers (rezoning); and**
7. **Environmental considerations (rezoning and development orders).**

The PD Amendment request involves a well-planned commercial development at an appropriate location within the County. The application addresses each above criteria, as necessary and required.

**Policy 6.1.6: The land development regulations will require that commercial development provide adequate and appropriate landscaping, open space, and buffering. Such development is encouraged to be architecturally designed so as to enhance the appearance of structures and parking areas and blend with the character of existing or planned surrounding land uses.**

Acknowledged. The site has been designed to provide appropriate landscaping, open space and buffering. The development will be designed to be aesthetically pleasing to complement the surrounding neighborhood.


2600 Golden Gate Parkway, Naples, Florida, 34105 Office 239.403.6700 Fax 239.261.1797

Fla Engineer CA 28275 Fla Landscape CA LC26000632 Fla Surveyor/Mapper LB8479

**Policy 67.3.13: The County will promote smaller, geographically-diversified neighborhood school campuses, which are incorporated into relevant community plans.**

The CPD proposes a smaller, geographically-diversified neighborhood school campus, that will provide educational services to the Harlem Heights community.

**Objective 77.3: New developments must use innovative open space design to preserve existing native vegetation, provide visual relief, and buffer adjacent uses and proposed and/or existing rightsof-way. This objective and subsequent policies are to be implemented through the zoning process**

The CPD complies with LDC Section 10-415 and 34-414, providing a minimum 30% of open space. The site does not contain any indigenous native communities or native trees; consequently, open space requirements are met through landscaped areas, buffers and dry detention areas.

**Policy 101.1.1: Require that development within the Coastal High Hazard Area be compatible with natural systems, such as, water retention and purification, wildlife habitat, primary productivity, and defense against coastal flooding.**

The development will meet all local and state requirements, as necessary, regarding construction within the Coastal High Hazard Area.

**Policy 101.3.2: Restrict development in the Coastal High Hazard Area to uplands except as needed for the provision of public facilities.**

The development is located within uplands. Refer to the FLUCCS Map.

**Objective 158.5: Lee County will encourage the expansion and development of educational facilities that complement economic development and diversification.**

The proposed vocational school will provide a variety of educational programs to the Harlem Heights neighborhood, and promotes community and economic development and diversification. The goal of the vocational school is to advance economic self-sufficiency through occupational training and education.

**Policy 158.5.2: Lee County will promote the development of programs and facilities through the Lee County School District, Florida Southwestern State College, Florida Gulf Coast University, and any existing and/or future institutions of higher learning, including business and commerce, health services, technologies, and education careers.**

The proposed vocational school will provide a variety of higher learning opportunities and educational programs and should therefore be promoted by Lee County.

**Policy 158.3: Lee County will encourage the Lee County School District, Florida Southwestern State College, Florida Gulf Coast University, and any future institutions of higher learning, to develop cooperative and integrated curriculums that enhance and increase the productivity of the local work force and attract industries and skilled workers.**


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Fla Engineer CA 28275 Fla Landscape CA LC26000632 Fla Surveyor/Mapper LB8479

The proposed vocational school will provide a variety of higher learning and educational programs, which will enhance and increase the productivity of the local work force. The proposed vocational school will promote community and economic development and diversification and will advance economic self-sufficiency through occupational training and education.

**Conclusion**

The Amendment request includes an intensification of a use currently permitted by the Crosslands CPD. The development has been designed to be compatible with adjacent uses and complement the surrounding neighborhood. The request is consistent with the Lee County Land Development Code and the Lee Plan.


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ATTACHMENT H

PENINSULA ENGINEERING

# HEIGHTS CAREER TECHNICAL SCHOOL CPD
# SCHEDULE OF USES

The CPD is limited to the below permitted land use:

- Schools, Commercial

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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.*

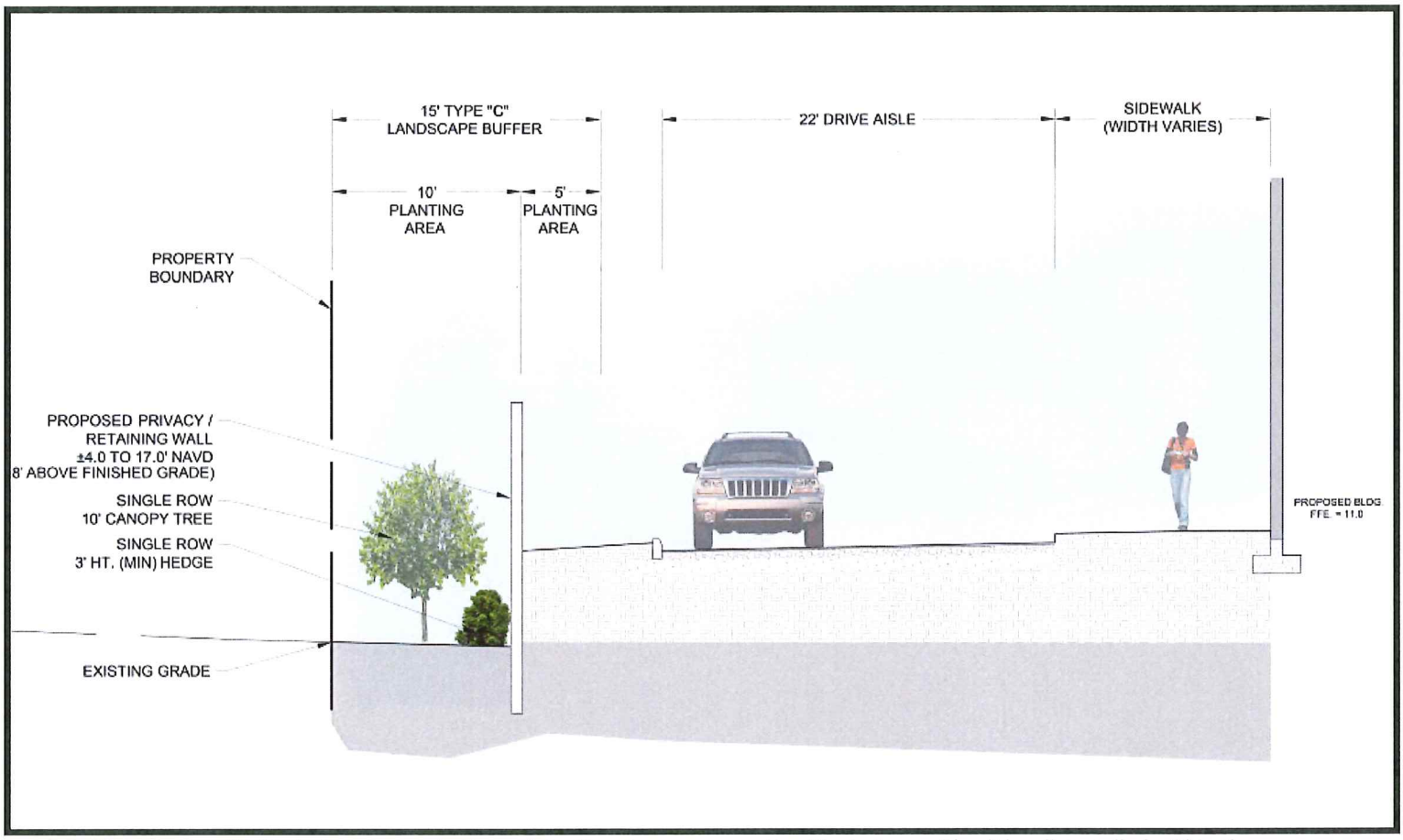
*Per LDC requirements, Type 'C' buffers must contain a solid wall, berm, or wall/berm combination, not less than 8' in height, as measured from the finished grade of the project site. Code requirements for the measurement of the wall creates a site-specific hardship due to the proposed finished floor 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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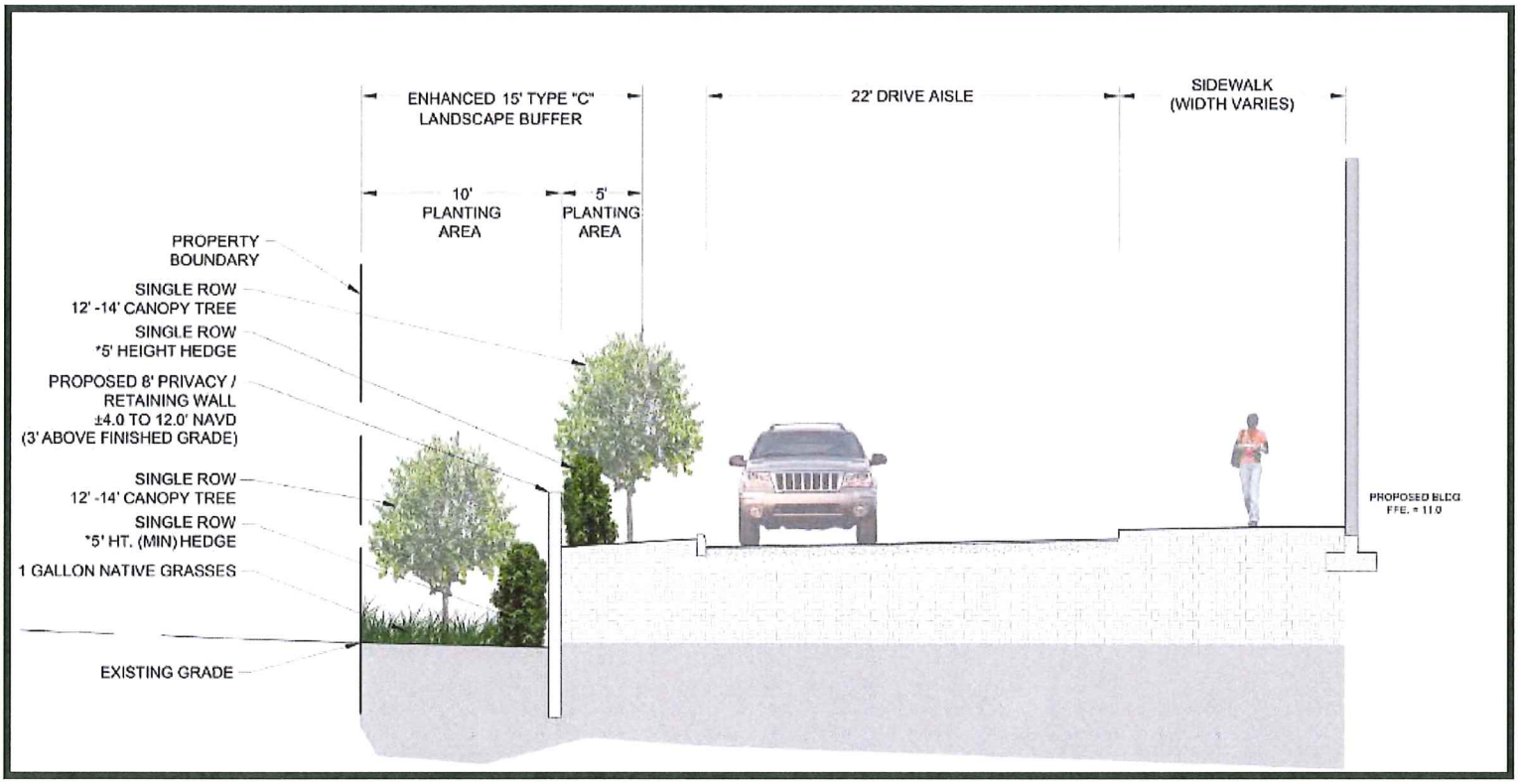
*additional plant materials proposed. The approval of this deviation will have no negative impact on public health, safety or welfare.*




**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:**

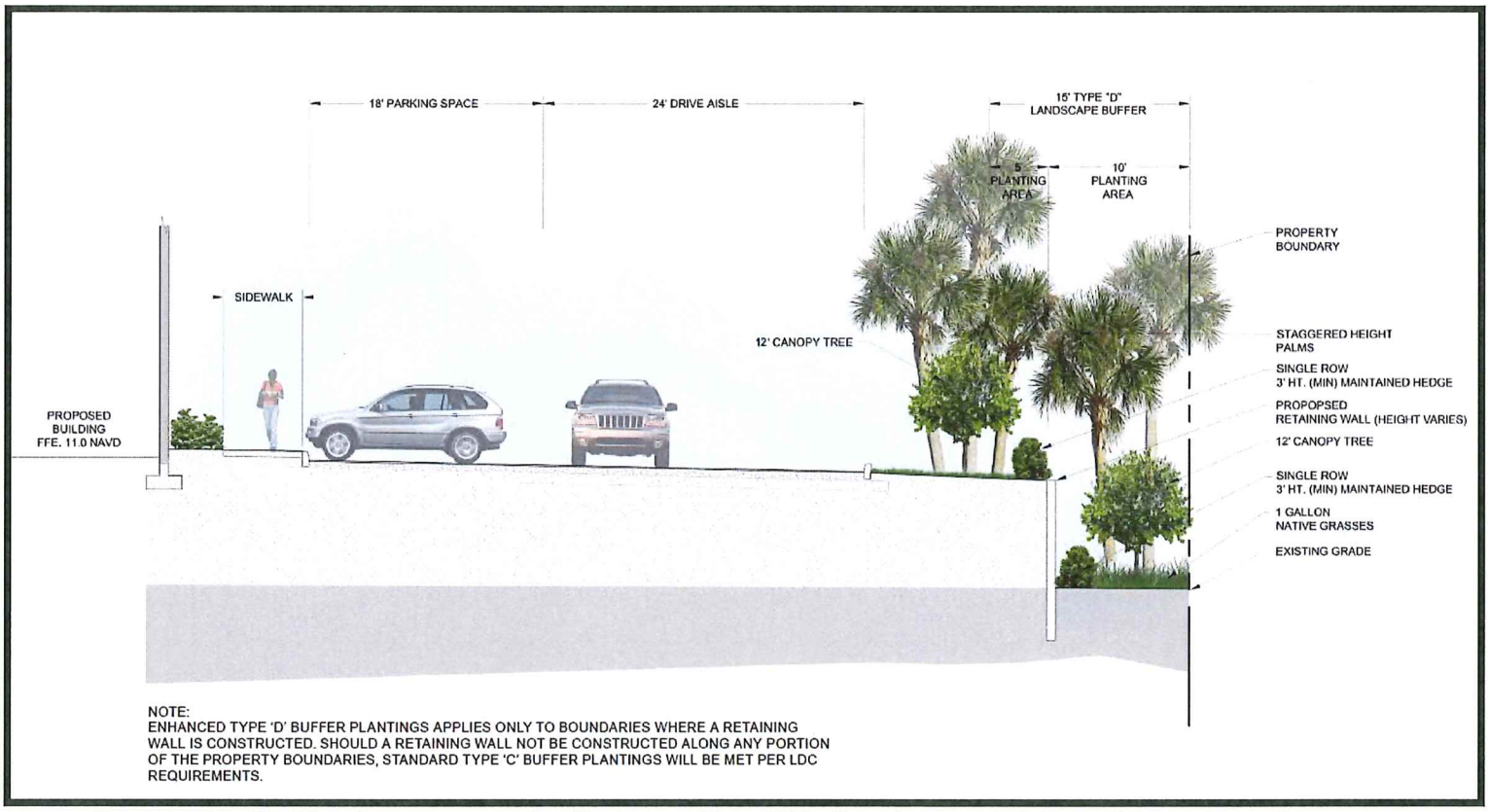
   a. **Within the Type 'C' buffers, where the site is adjacent to residential development and a retaining wall is constructed, a single row of shrubs 5' in height and spaced 4' on center and single row of native canopy trees 12'-14' in height at five (5) trees per 100 linear feet shall be planted at the 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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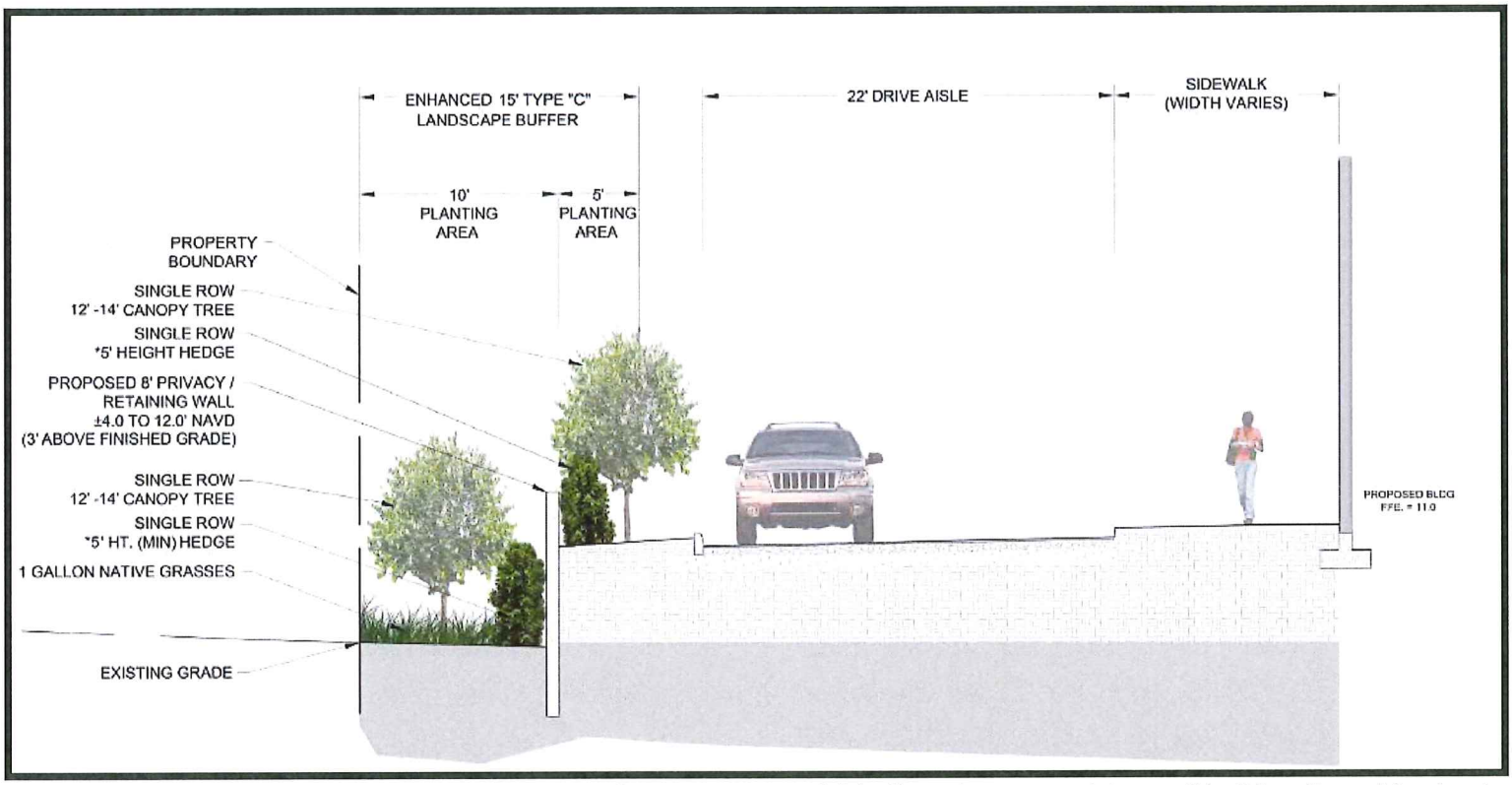
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**Cross Section #3**: The above cross-section illustrates a Type 'D' buffer where a retaining wall is constructed.


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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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PENINSULA ENGINEERING

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


2600 Golden Gate Parkway, Naples, Florida, 34105 Office 239.403.6700 Fax 239.261.1797

Fla Engineer CA 28275 Fla Landscape CA LC26000632 Fla Surveyor/Mapper LB8479

Lee COUNTY

BOARD OF COUNTY COMMISSIONERS

P.O. Box 398
Fort Myers, Florida 33902-0398
(813) 334-2166
335-2272

*Writer's Direct Dial Number*

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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

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)

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

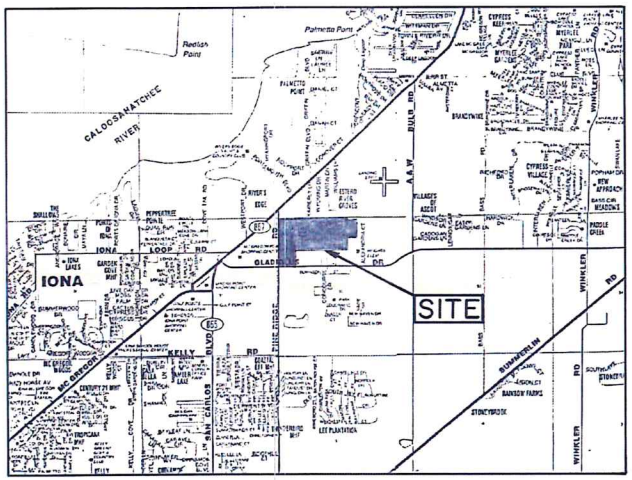
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RECEIVED
APR 27 1990
ZONING COUNTER

# RICHWOOD LAKE ESTATES

## DRAWING INDEX

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

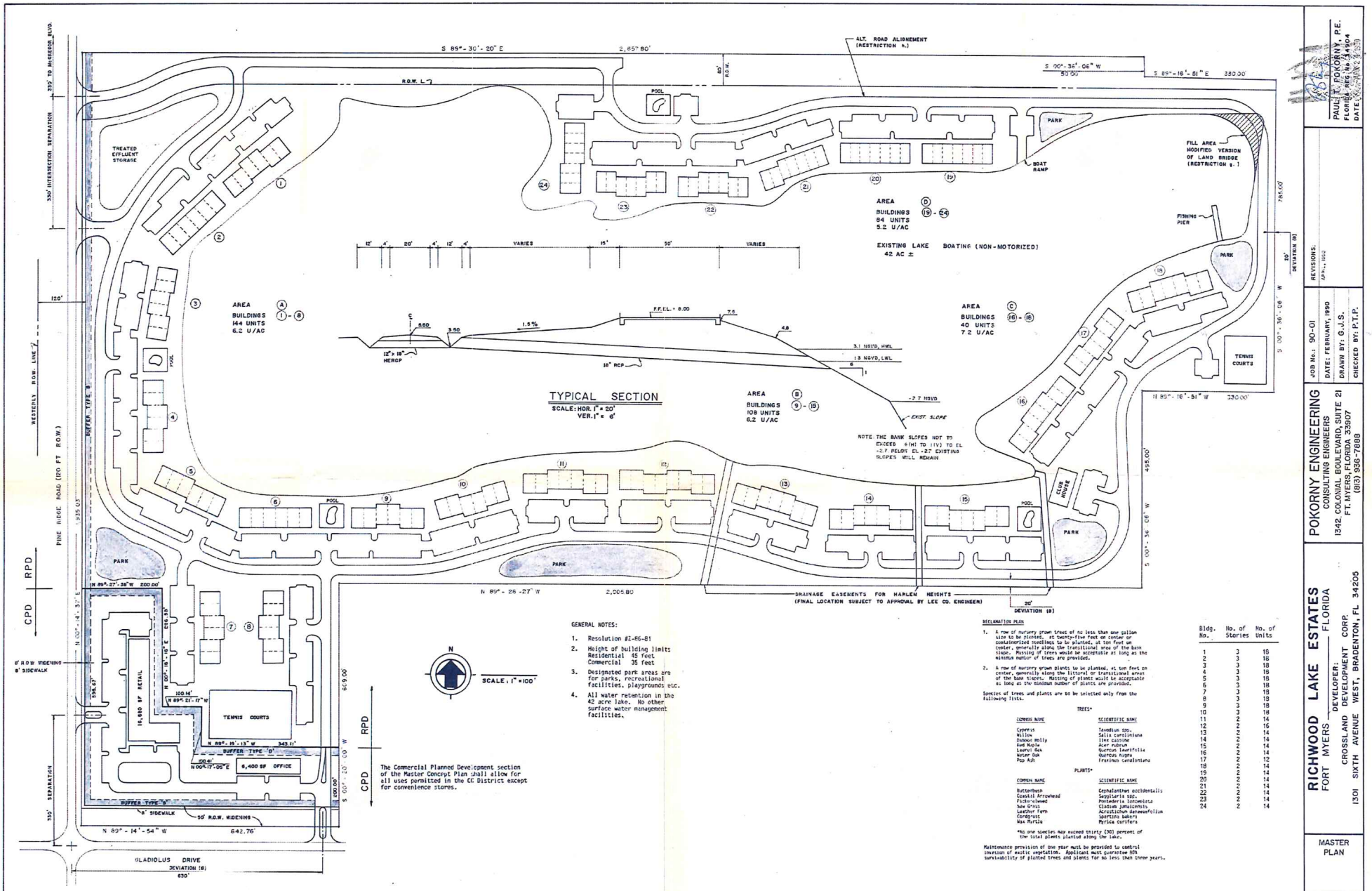



NORTH
SITE LOCATION MAP
N.T.S.

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

APPROVED
Final Plan Approval
for Residential Planned Development
Zoning Case # 84-7 PUD
Subject to conditions in Resolution Z-88-81
Date May 17, 1990

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




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.

DECLARATION 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 J. POKORNY, P.E.
FLORIDA REG. No. 34904
DATE: 2/26/86

REVISIONS.
4/24/86

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

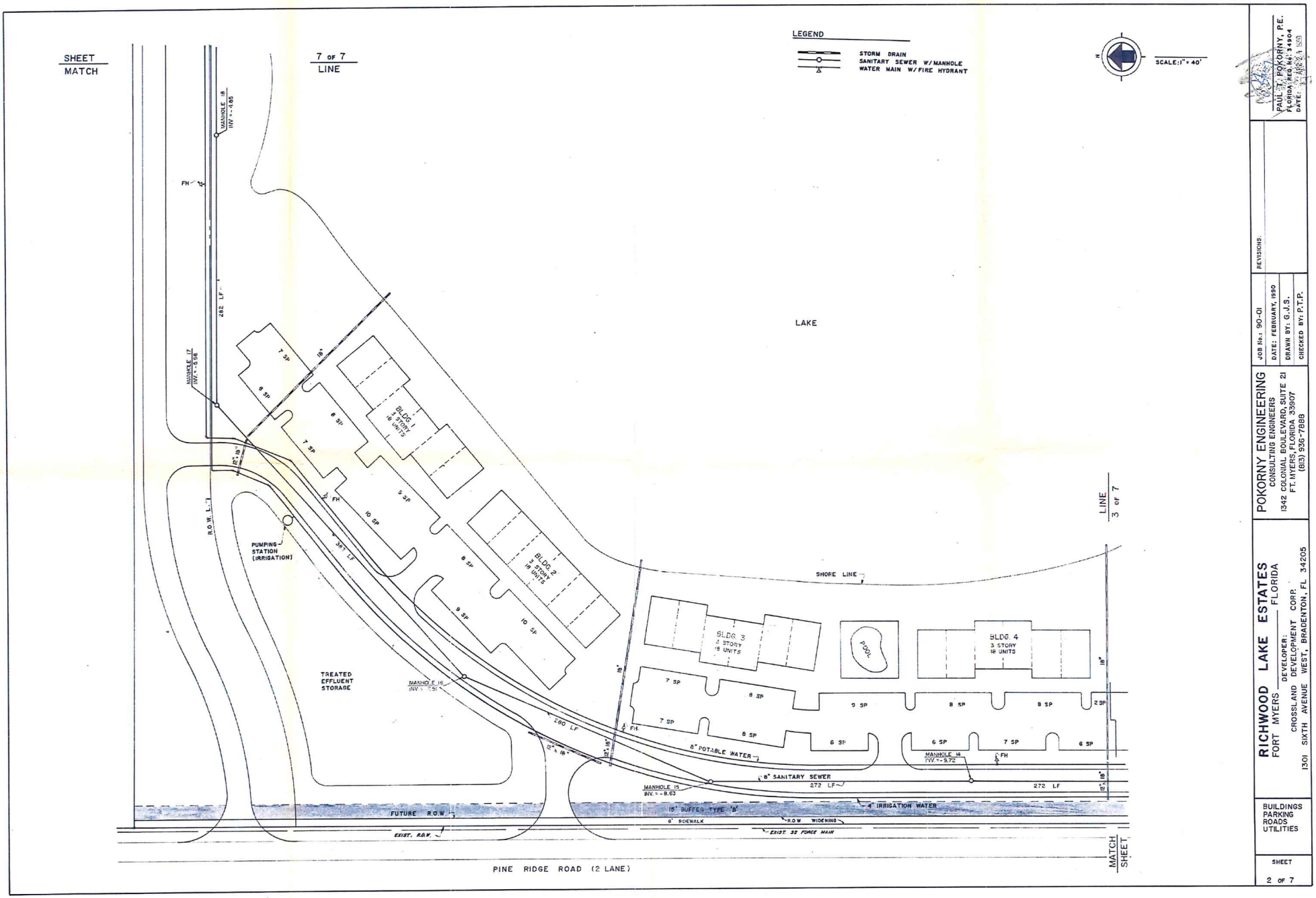
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CONSULTING ENGINEERS
1342 COLONIAL BOULEVARD, SUITE 21
FT. MYERS, FLORIDA 33907
(813) 936-7888

# RICHWOOD LAKE ESTATES
FORT MYERS — FLORIDA

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

MASTER PLAN

SHEET
1 OF 7




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

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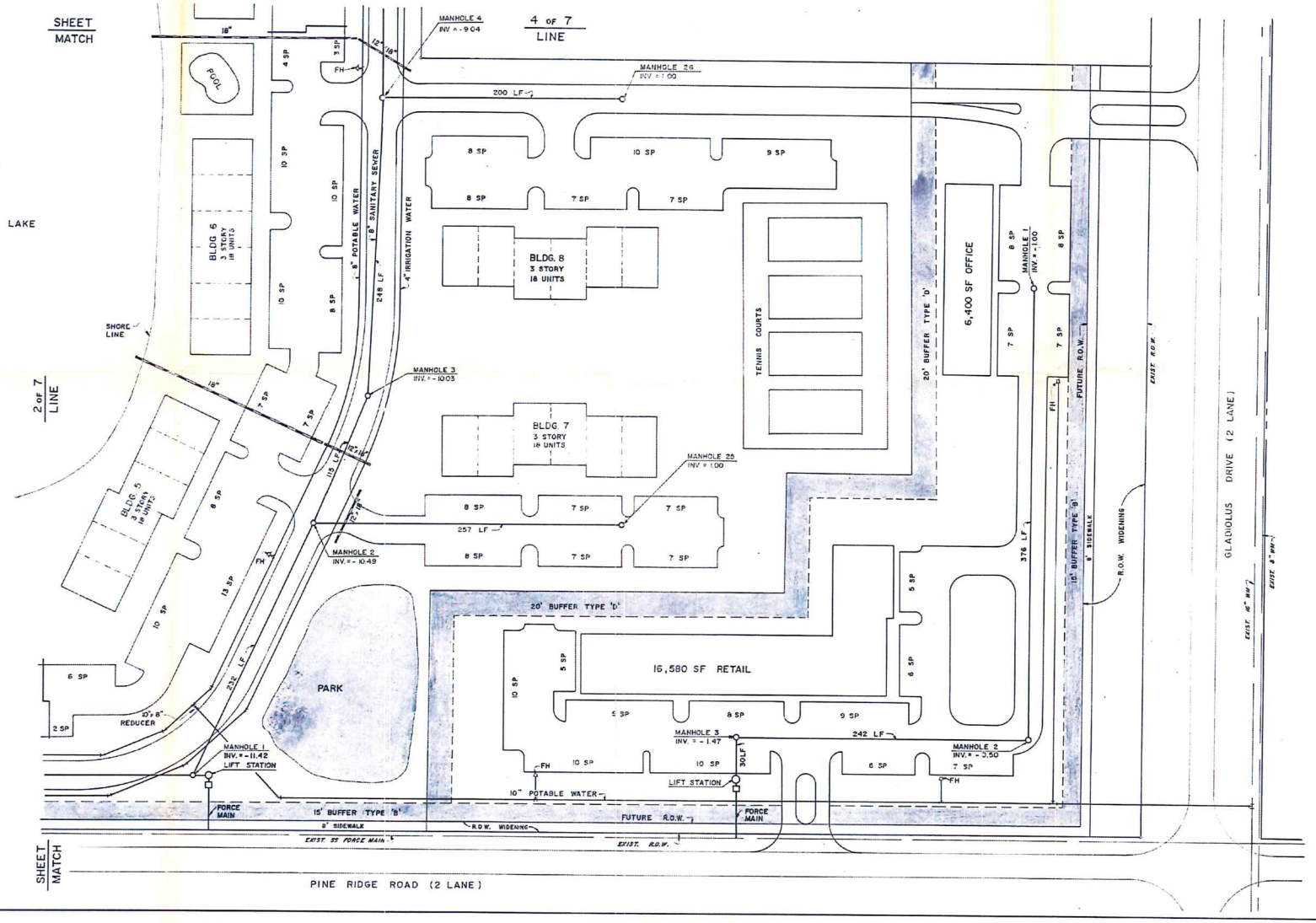
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DATE: FEBRUARY, 1990
DRAWN BY: G.J.S.
CHECKED BY: P.T.P.

REVISIONS:

PAUL T. POKORNY, P.E.
FLORIDA REG. No.: 34904
DATE: 2/16/90

BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
2 OF 7




PAUL T. POKORNY, P.E.
FLORIDA REG. No.: 34984
DATE: APR 2 1990

REVISIONS:
APRIL, 1990

JOB No.: 90-01
DATE: FEBRUARY, 1990
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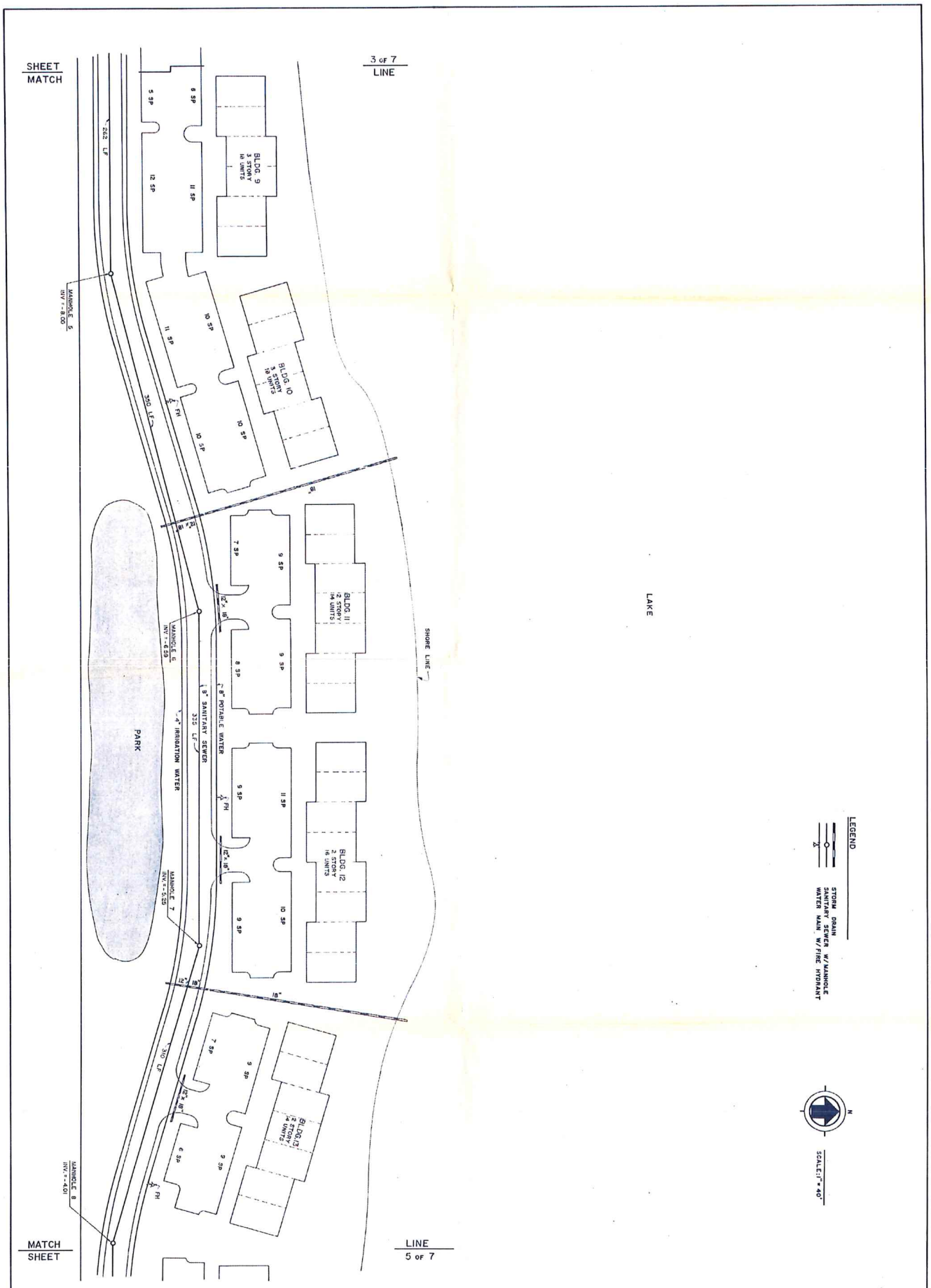
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# RICHWOOD LAKE ESTATES
FORT MYERS — FLORIDA

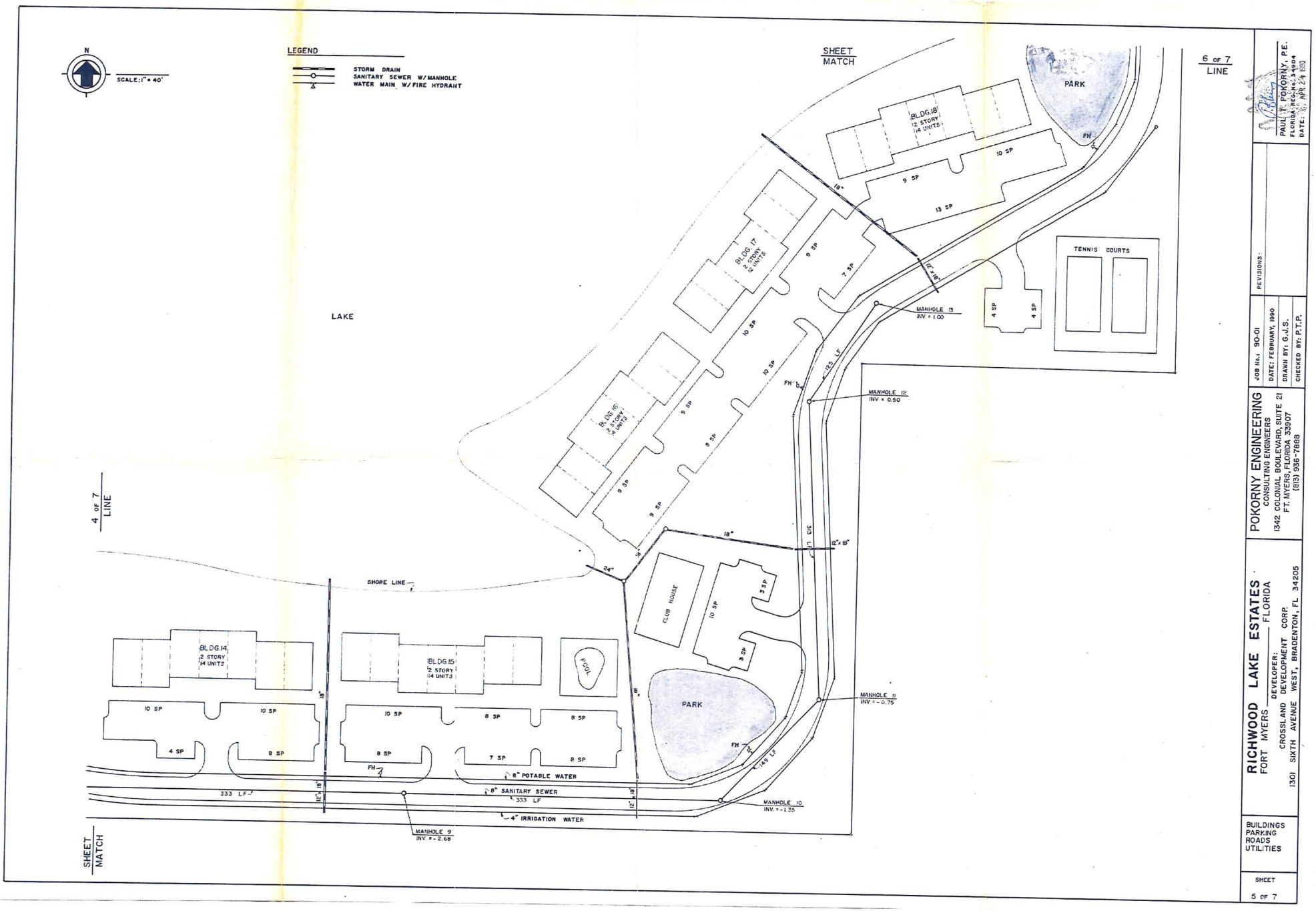
DEVELOPER:
CROSSLAND DEVELOPMENT CORP.
1301 SIXTH AVENUE WEST, BRADENTON, FL 34205

BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
3 OF 7




| | | | | | |
|---|---|---|---|---|---|
| SHEET 4 OF 7 | BUILDINGS PARKING ROADS UTILITIES | **RICHWOOD LAKE ESTATES** FORT MYERS — FLORIDA DEVELOPER: CROSSLAND DEVELOPMENT CORP. 1301 SIXTH AVENUE WEST, BRADENTON, FL 34205 | POKORNY ENGINEERING CONSULTING ENGINEERS 1342 COLONIAL BOULEVARD, SUITE 21 FT. MYERS, FLORIDA 33907 (813) 936-7888 | JOB No.: 90-01<br>DATE: FEBRUARY, 1990<br>DRAWN BY: G.J.S.<br>CHECKED BY: P.T.P. | REVISIONS. | PAUL T. POKORNY, P.E. FLORIDA REG. No. 34904 DATE: APR 24 1990 |




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

POKORNY ENGINEERING
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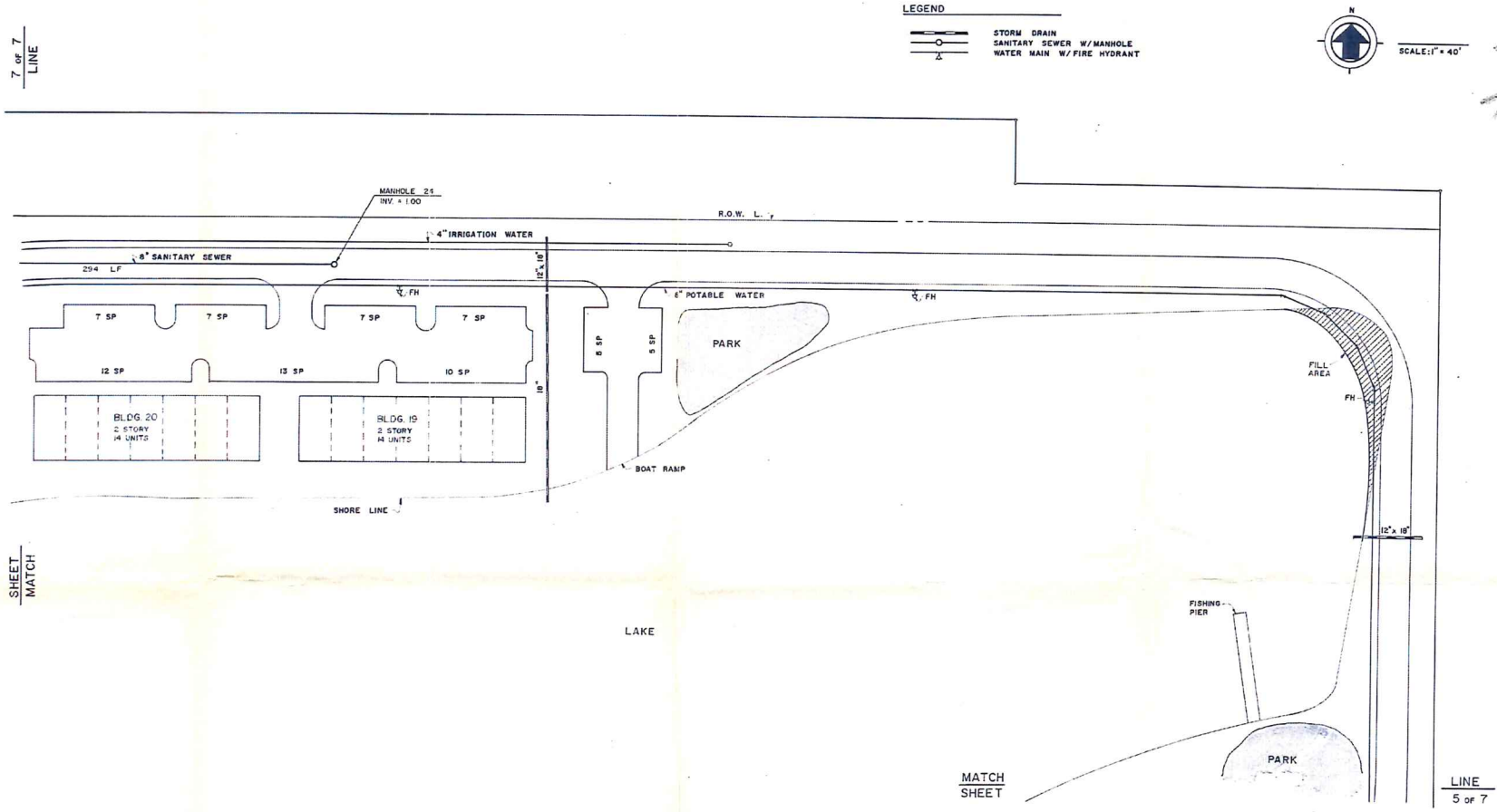
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REVISIONS:

PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 21804
DATE: APR 24 1990

BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
5 OF 7




PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 34104
DATE: MAY 3, 1990

REVISIONS:

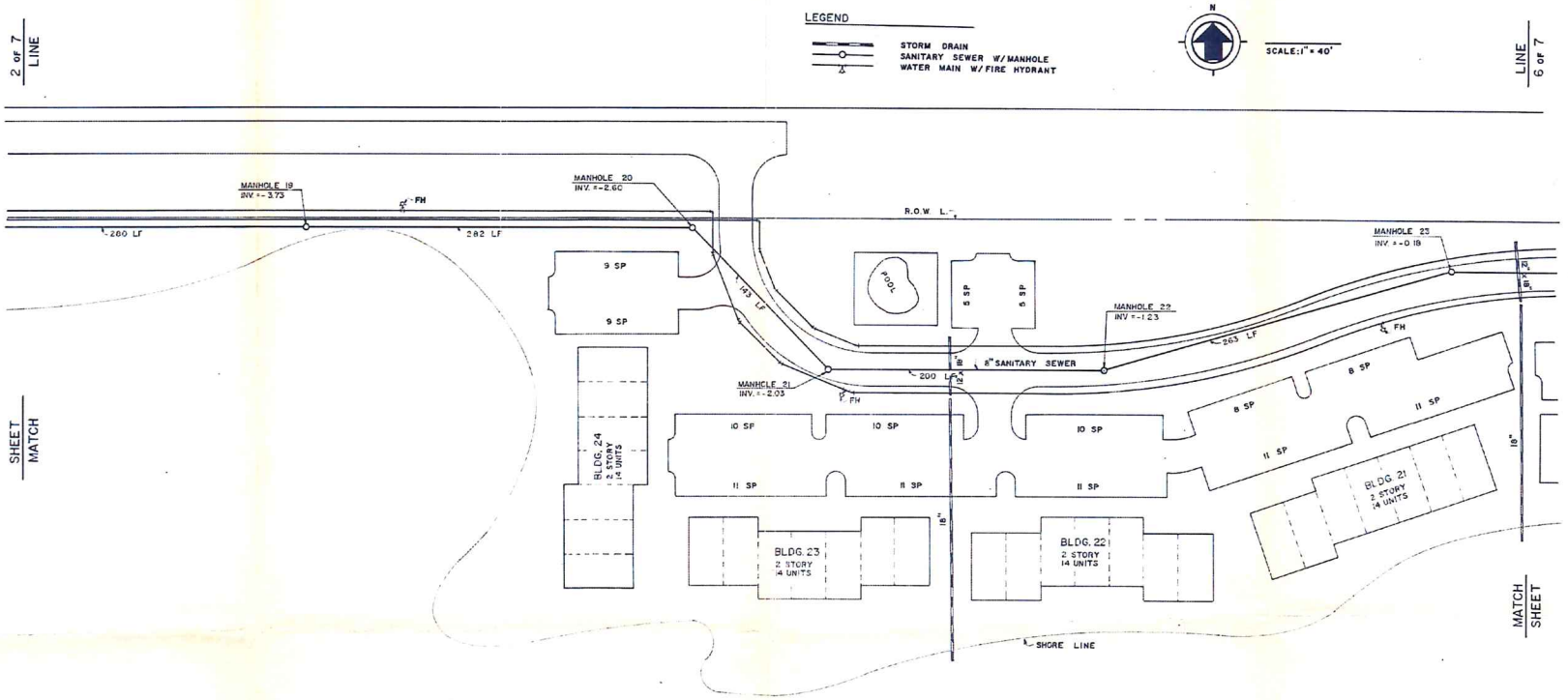
JOB No.: 90-01
DATE: FEBRUARY, 1990
DRAWN BY: G.J.S.
CHECKED BY: P.T.P.

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
6 OF 7




RICHWOOD LAKE ESTATES
FORT MYERS FLORIDA

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

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

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

REVISIONS:

PAUL T. POKORNY, P.E.
FLORIDA REG. No. 34904
DATE: APR 2 4 1990

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 Schollar *(via e-mail: JScholler@leegov.com)*

37.50
Billed

OFF REC 1928 PG 1909

RESOLUTI.. NUMBER Z-86-81

2302373

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:

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 northherly 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).

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

in condition according to the memorandum dated 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.

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;

c. All conditions as 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

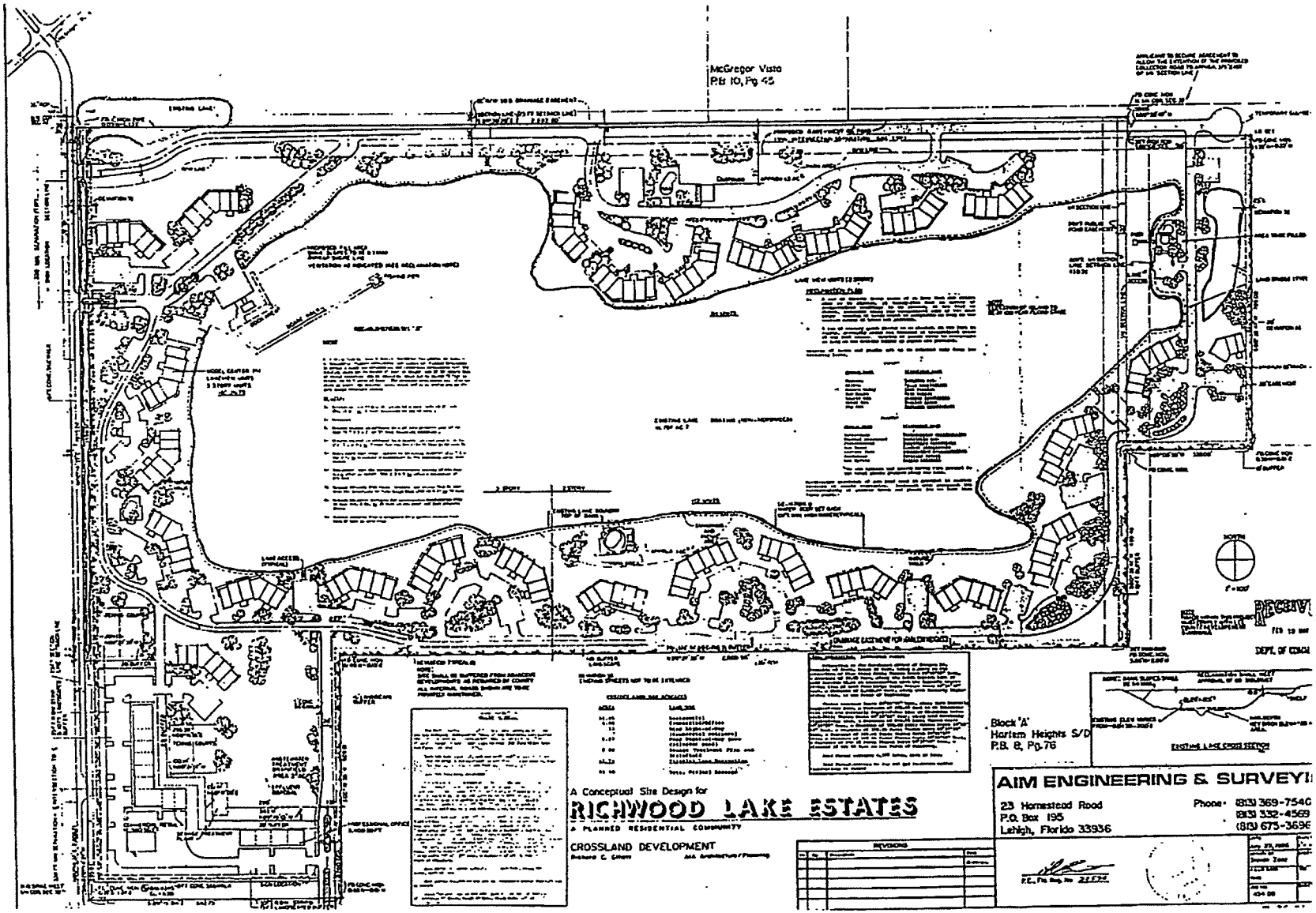
BY: [signature]
Vice Chairman

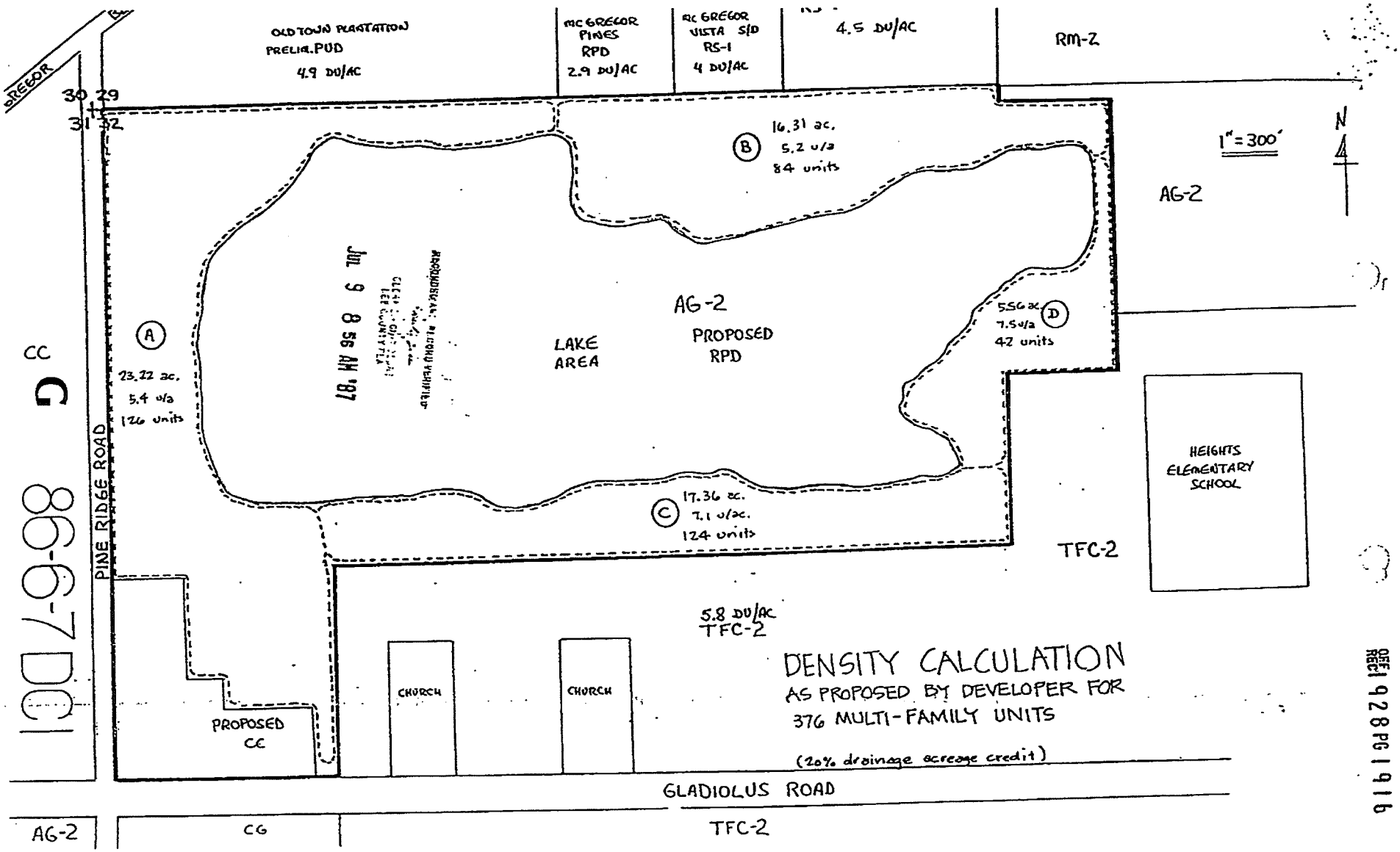
Approved as to form by:

[signature]
County Attorney's Office

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

OFF REC 1928 PG 1915






Jul 9 8 58 AM '97

96-67-91

ORB 6288 PG 1916

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 FROM: 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:

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 | 932 PG 1012

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.

RESOLUTION NUMBER Z-87-103
(2863Z)
(2972L)

HEARING NUMBER 86-6-7(a) DCI

## Jessica Harrelson

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

**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**

PACIFICA
COMPANIES
Shaping real estate globally... since 1978

**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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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

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.

**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.

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

# SYNCHRO SUMMARY SHEETS

# 2024 EXISTING CONDITIONS

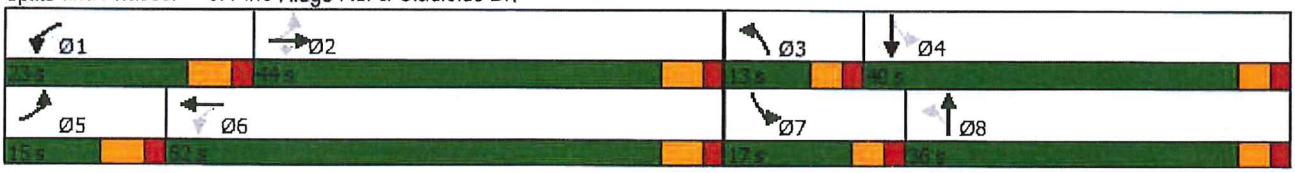
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 381 | 46 | 127 | 431 | 73 | 32 | 73 | 64 | 73 | 135 | 44 |
| Future Volume (vph) | 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 | |

| 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.



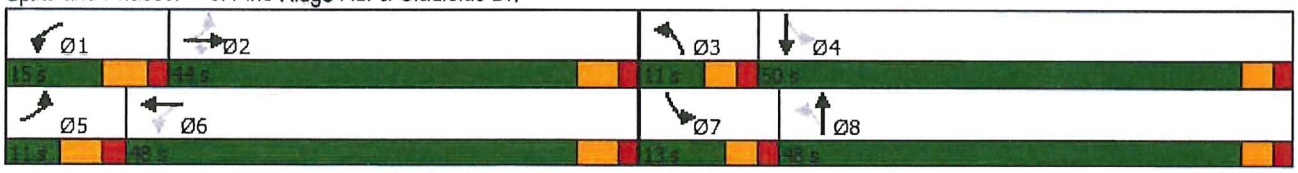
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 52 | 636 | 46 | 106 | 512 | 74 | 67 | 163 | 221 | 94 | 97 | 45 |
| Future Volume (vph) | 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 | |

| 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.



# 2027 BACKGROUND CONDITIONS

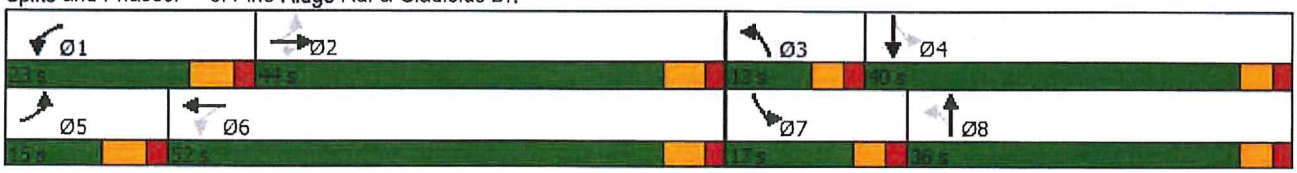
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 41 | 393 | 47 | 134 | 444 | 75 | 33 | 75 | 66 | 75 | 139 | 45 |
| Future Volume (vph) | 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.



| 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 | |

| 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.



# 2027 WITH PROJECT CONDITIONS

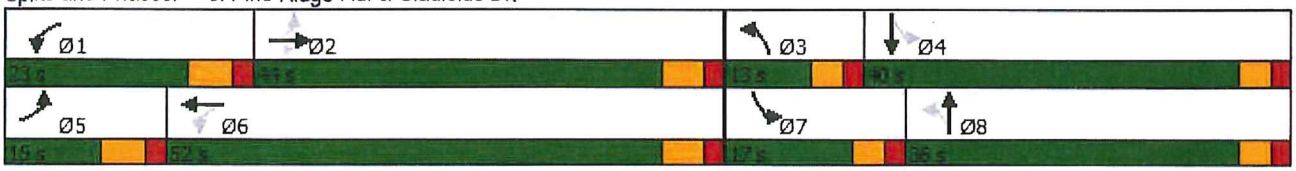
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 393 | 47 | 134 | 445 | 75 | 33 | 86 | 66 | 79 | 141 | 48 |
| Future Volume (vph) | 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 | |

| 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.



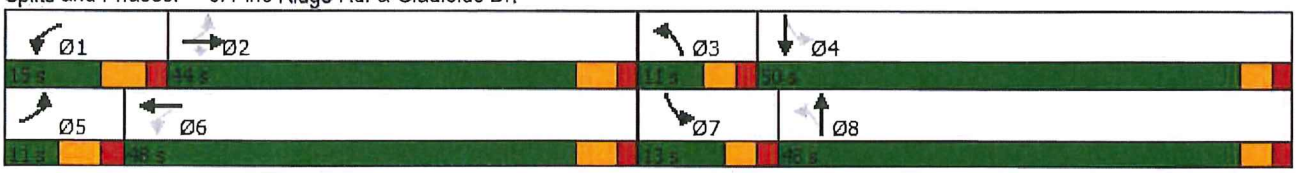
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 64 | 655 | 47 | 113 | 530 | 76 | 69 | 174 | 228 | 105 | 104 | 51 |
| Future Volume (vph) | 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.



# 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 | 84 | 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 |

## 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 |

# DEVELOPMENT OF FUTURE YEAR BACKGROUND TURNING VOLUMES

# Development of Future Year Background Turning Volumes

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

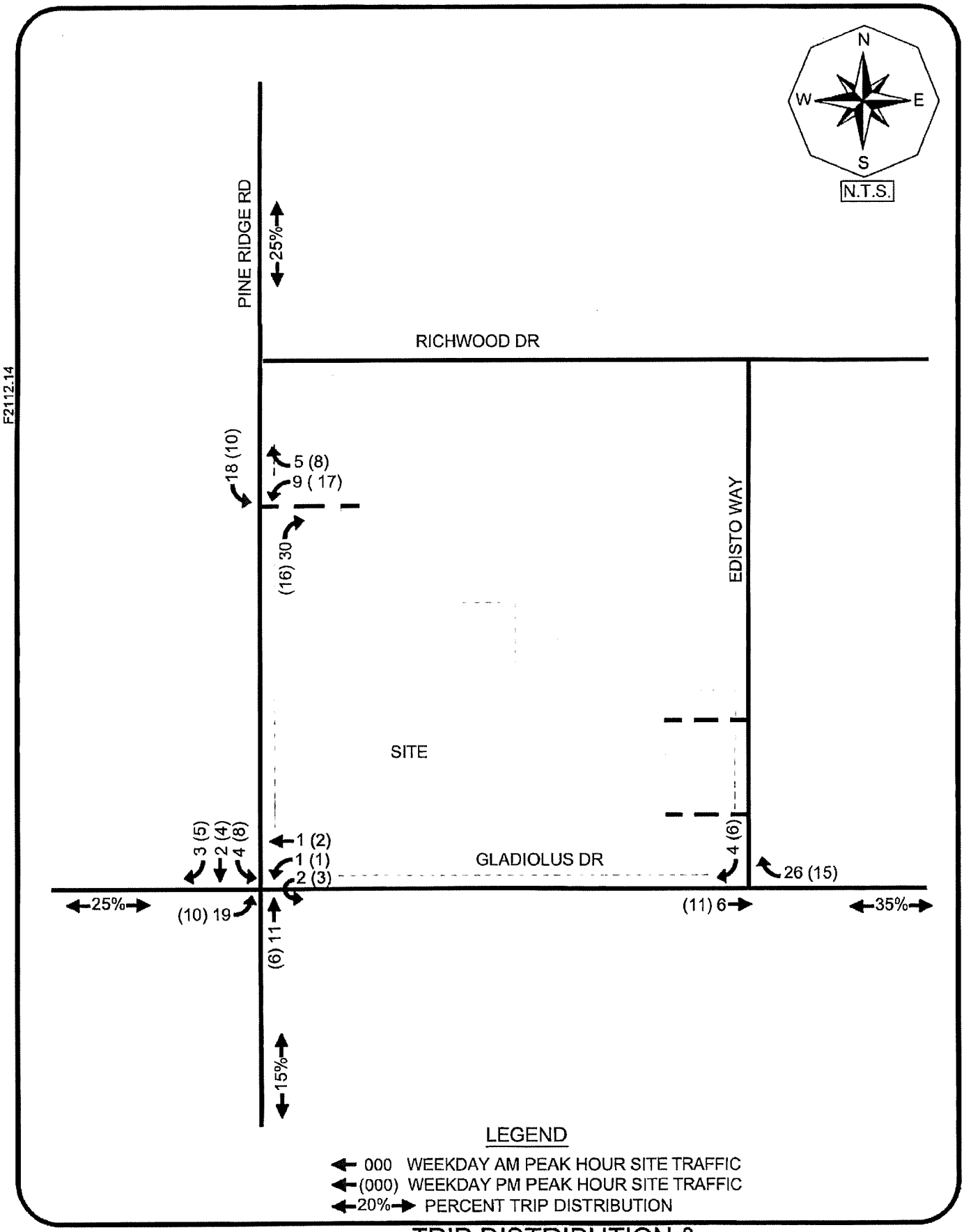
**AM Peak Hour**

| | 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** |

# PROJECT TRAFFIC VOLUMES FROM TRAFFIC STUDY




TR TRANSPORTATION CONSULTANTS, INC

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

Figure 2

# FDOT PEAK SEASON ADJUSTMENT FACTOR

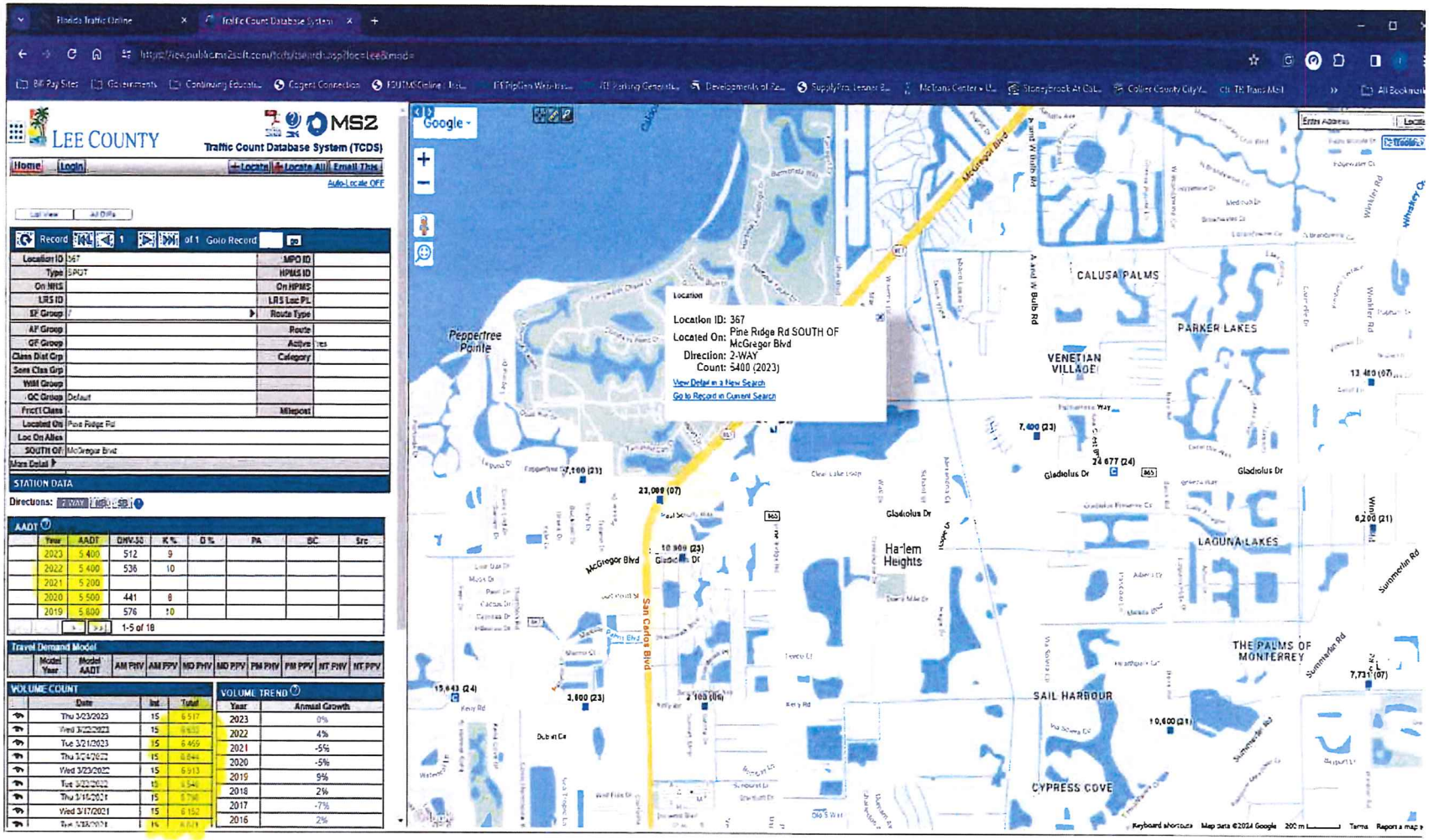
2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1200 LEE COUNTYWIDE

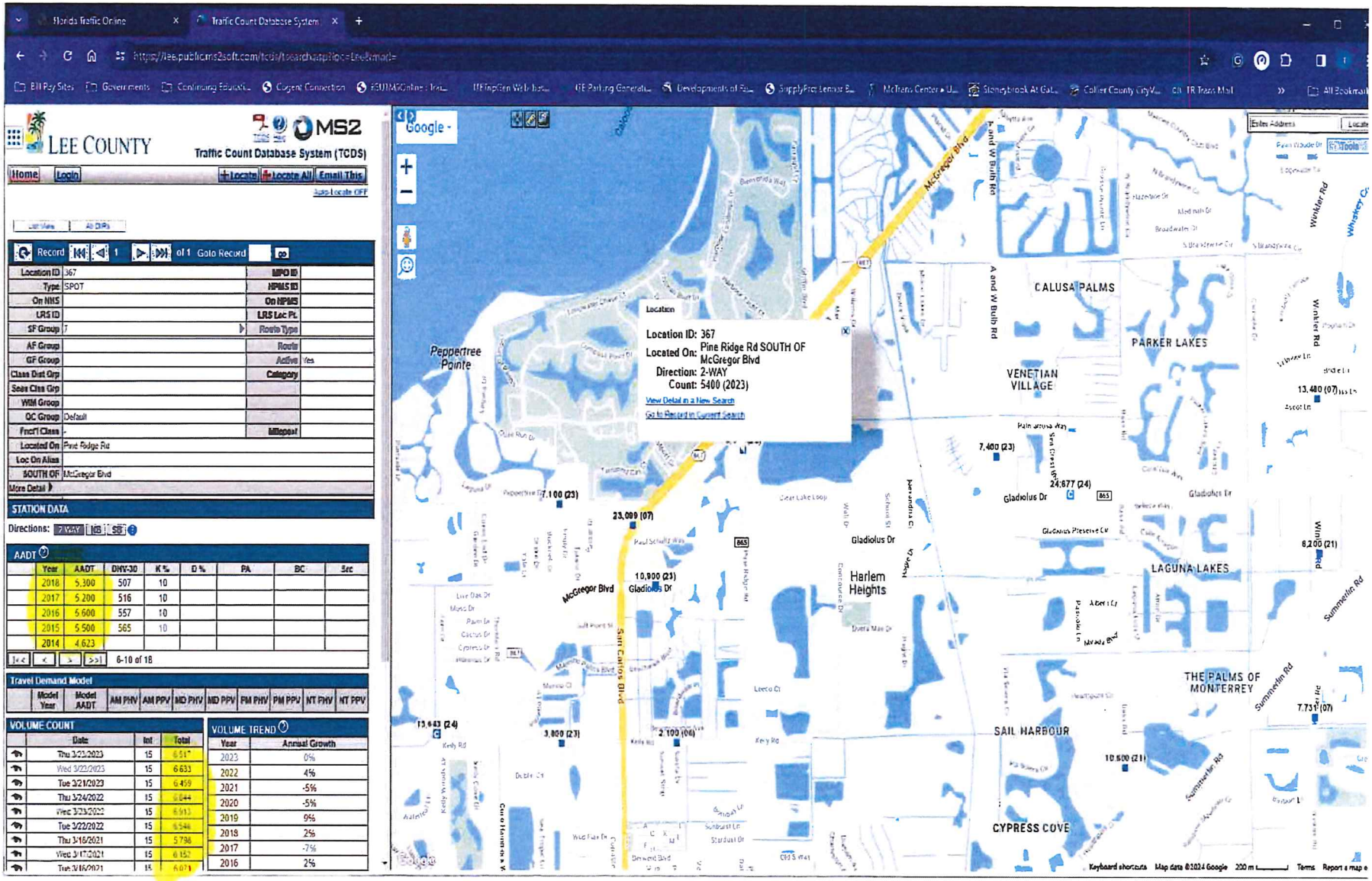
MOCF: 0.92

| 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

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


LEE COUNTY
MS2
Traffic Count Database System (TCDS)
Home
Login
Locate
Locate All
Email This
Auto-Locate OFF
Record 1 of 1 Goto Record go
Location ID 367
Type SPOT
On NHS
LRS ID
SF Group 7
AF Group
GF Group
Class Dist Grp
Sens Clas Grp
WIM Group
QC Group Default
Fric'l Class
Located On Pine Ridge Rd
Loc On Alias
SOUTH Of McGregor Blvd
More Detail
MPO ID
HPMS ID
On HPMS
LRS Loc Pt.
Route Type
Route
Active Yes
Category
Milepost
STATION DATA
Directions:
AADT
Year AADT DHV-30 K % D % PA BC Src
2023 5,400 512 9
2022 5,400 536 10
2021 5,200
2020 5,500 441 8
2019 5,800 576 10
1-5 of 18
Travel Demand Model
Model Year Model AADT AM PHV AM PPV MD PHV MD PPV PM PHV PM PPV NT PHV NT PPV
VOLUME COUNT
Date Int Total
Thu 3/23/2023 15 6,517
Wed 3/22/2023 15 6,633
Tue 3/21/2023 15 6,469
Thu 3/24/2022 15 6,846
Wed 3/23/2022 15 6,913
Tue 3/22/2022 15 6,540
Thu 3/18/2021 15 6,798
Wed 3/17/2021 15 6,152
VOLUME TREND
Year Annual Growth
2023 0%
2022 4%
2021 -5%
2020 -5%
2019 9%
2018 2%
2017 -7%
2016 2%
Google
Location
Location ID: 367
Located On: Pine Ridge Rd SOUTH OF McGregor Blvd
Direction: 2-WAY
Count: 5400 (2023)
View Detail in a New Search
Go to Record in Current Search
Peppertree Pointe
McGregor Blvd
Gladiolus Dr
San Carlos Blvd
Harlem Heights
CALUSA PALMS
PARKER LAKES
VENETIAN VILLAGE
LAGUNA LAKES
THE PALMS OF MONTERREY
SAIL HARBOUR
CYPRESS COVE
Summerlin Rd
Whiskey Ck
7,400 (23)
24,677 (24)
23,000 (07)
10,900 (23)
3,800 (23)
2,100 (06)
15,643 (24)
10,600 (21)
7,731 (07)
13,400 (07)
6,200 (21)
Keyboard shortcuts Map data ©2024 Google 200 m Terms Report a map e


Florida Traffic Online
Traffic Count Database System
LEE COUNTY
MS2
Traffic Count Database System (TCDS)
Home
Login
Locate
Locate All
Email This
Auto-Locate OFF
Record 1 of 1 Goto Record
Location ID 367
Type SPOT
On NHS
LRS ID
SF Group 7
AF Group
GF Group
Class Dist Grp
Seas Clss Grp
WIM Group
QC Group Default
FnctI Class -
Located On Pine Ridge Rd
Loc On Alias
SOUTH OF McGregor Blvd
More Detail
MPO ID
NPMS ID
On NPMS
LRS Loc Pt.
Route Type
Route
Active Yes
Category
Milepost
STATION DATA
Directions: 2-WAY NB SB
AADT
Year AADT DHV-30 K % D % PA BC Src
2018 5,300 507 10
2017 5,200 516 10
2016 5,600 557 10
2015 5,500 565 10
2014 4,623
6-10 of 18
Travel Demand Model
Model Year Model AADT AM PHV AM PPV MD PHV MD PPV PM PHV PM PPV NT PHV NT PPV
VOLUME COUNT
Date Int Total
Thu 3/23/2023 15 6,511
Wed 3/22/2023 15 6,633
Tue 3/21/2023 15 6,459
Thu 3/24/2022 15 6,044
Wed 3/23/2022 15 6,911
Tue 3/22/2022 15 6,546
Thu 3/18/2021 15 5,798
Wed 3/17/2021 15 6,152
Tue 3/16/2021 15 6,078
VOLUME TREND
Year Annual Growth
2023 0%
2022 4%
2021 -5%
2020 -5%
2019 9%
2018 2%
2017 -7%
2016 2%
Google
Location
Location ID: 367
Located On: Pine Ridge Rd SOUTH OF McGregor Blvd
Direction: 2-WAY
Count: 5400 (2023)
View Detail in a New Search
Go to Record in Current Search
Peppertree Pointe
McGregor Blvd
A and W Bulb Rd
CALUSA PALMS
PARKER LAKES
VENETIAN VILLAGE
Gladiolus Dr
Harlem Heights
Sanibel Blvd
Summerlin Rd
LAGUNA LAKES
THE PALMS OF MONTERREY
SAIL HARBOUR
CYPRESS COVE
Kelly Rd
Winkler Rd
7,100 (23)
23,000 (07)
10,900 (23)
24,677 (24)
7,400 (23)
13,480 (07)
8,200 (21)
7,731 (07)
13,643 (24)
3,800 (23)
2,100 (06)
10,500 (21)
Keyboard shortcuts Map data ©2024 Google 200 m Terms Report a map e

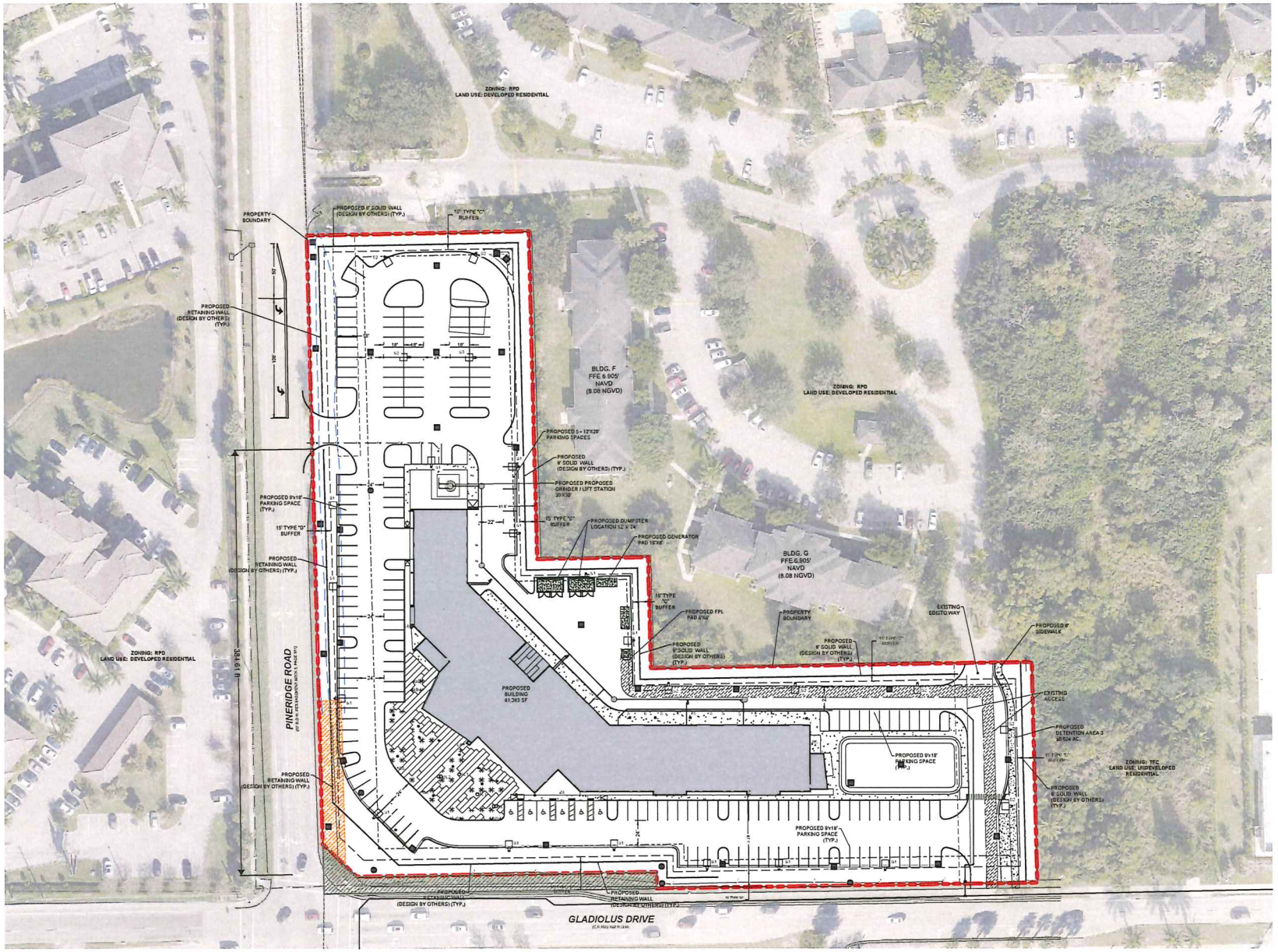
FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

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


ZONING: RPD
LAND USE: DEVELOPED RESIDENTIAL
PROPERTY BOUNDARY
PROPOSED 6' SOLID WALL (DESIGN BY OTHERS) (TYP.)
10' TYPE "C" BUFFER
PROPOSED RETAINING WALL (DESIGN BY OTHERS) (TYP.)
BLDG. F
FFE 8.905'
NAVD
(8.08 NGVD)
ZONING: RPD
LAND USE: DEVELOPED RESIDENTIAL
PROPOSED 5 - 12'X20' PARKING SPACES
PROPOSED 6' SOLID WALL (DESIGN BY OTHERS) (TYP.)
PROPOSED PROPOSED GRINDER / LIFT STATION 20'X20'
PROPOSED 9'x18' PARKING SPACE (TYP.)
15' TYPE "D" BUFFER
PROPOSED DUMPSTER LOCATION 12' X 24'
PROPOSED GENERATOR PAD 10'X8'
BLDG. G
FFE 8.905'
NAVD
(8.08 NGVD)
15' TYPE "C" BUFFER
PROPOSED FPL PAD 8'X8'
PROPOSED 6' SOLID WALL (DESIGN BY OTHERS) (TYP.)
PROPERTY BOUNDARY
EXISTING EDISTO WAY
PROPOSED 6' SIDEWALK
PROPOSED 6' SOLID WALL (DESIGN BY OTHERS) (TYP.)
10' TYPE "C" BUFFER
ZONING: RPD
LAND USE: DEVELOPED RESIDENTIAL
PINERIDGE ROAD
384.61 ft
PROPOSED BUILDING 61,393 SF
EXISTING ACCESS
PROPOSED DETENTION AREA 3 @ 0.24 AC.
PROPOSED 9'x18' PARKING SPACE (TYP.)
15' TYPE "C" BUFFER
ZONING: TFC
LAND USE: UNDEVELOPED RESIDENTIAL
PROPOSED 6' SOLID WALL (DESIGN BY OTHERS) (TYP.)
PROPOSED 9'x18' PARKING SPACE (TYP.)
PROPOSED RETAINING WALL (DESIGN BY OTHERS) (TYP.)
PROPOSED RETAINING WALL (DESIGN BY OTHERS) (TYP.)
GLADIOLUS DRIVE

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

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.

**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.

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

# SYNCHRO SUMMARY SHEETS

# 2024 EXISTING CONDITIONS

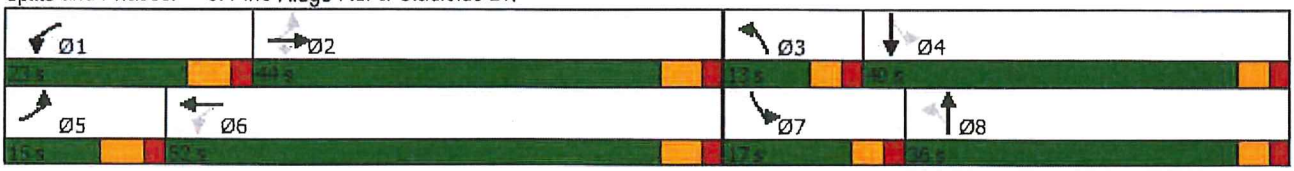
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 381 | 46 | 127 | 431 | 73 | 32 | 73 | 64 | 73 | 135 | 44 |
| Future Volume (vph) | 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 | |

| 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 | |

| 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.



# 2027 BACKGROUND CONDITIONS



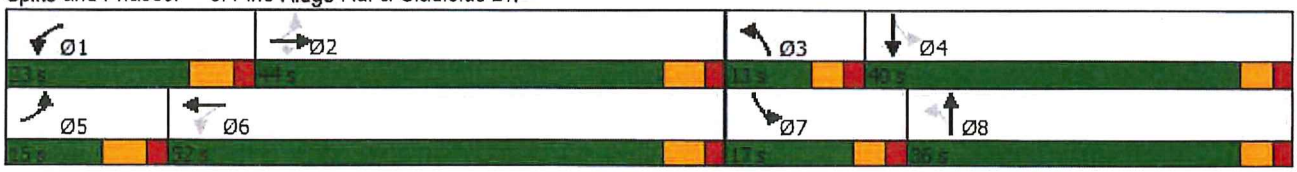
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 41 | 393 | 47 | 134 | 444 | 75 | 33 | 75 | 66 | 75 | 139 | 45 |
| Future Volume (vph) | 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.



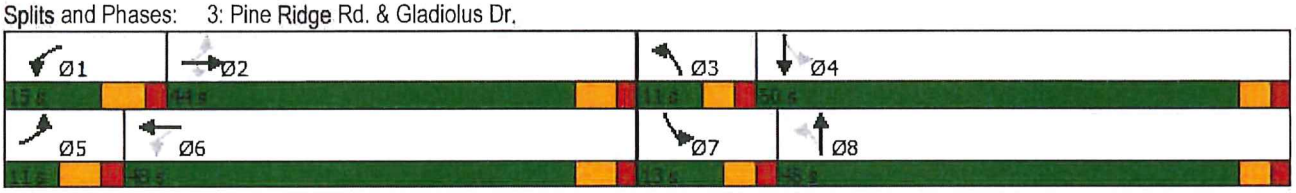
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 54 | 655 | 47 | 109 | 528 | 76 | 69 | 168 | 228 | 97 | 100 | 46 |
| Future Volume (vph) | 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 | |

| 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.



# 2027 WITH PROJECT CONDITIONS

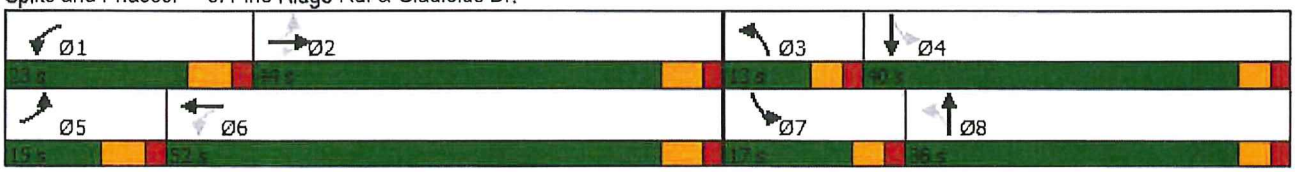
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 393 | 47 | 134 | 445 | 75 | 33 | 86 | 66 | 79 | 141 | 48 |
| Future Volume (vph) | 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 | |

| 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.



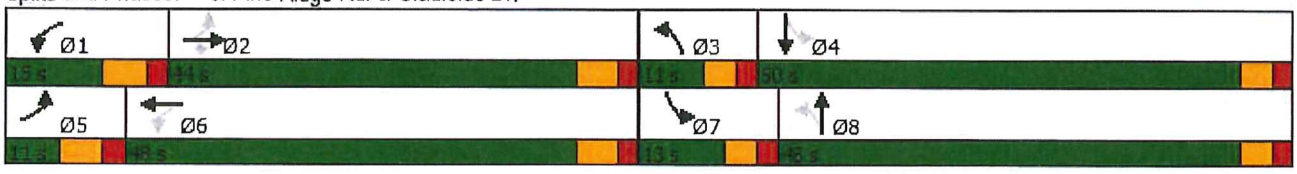
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 64 | 655 | 47 | 113 | 530 | 76 | 69 | 174 | 228 | 105 | 104 | 51 |
| Future Volume (vph) | 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.



# 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 | 18 | 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 | 84 | 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 |

## 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 | 8 | *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 | 8 | *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 |

# DEVELOPMENT OF FUTURE YEAR BACKGROUND TURNING VOLUMES

# Development of Future Year Background Turning Volumes

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

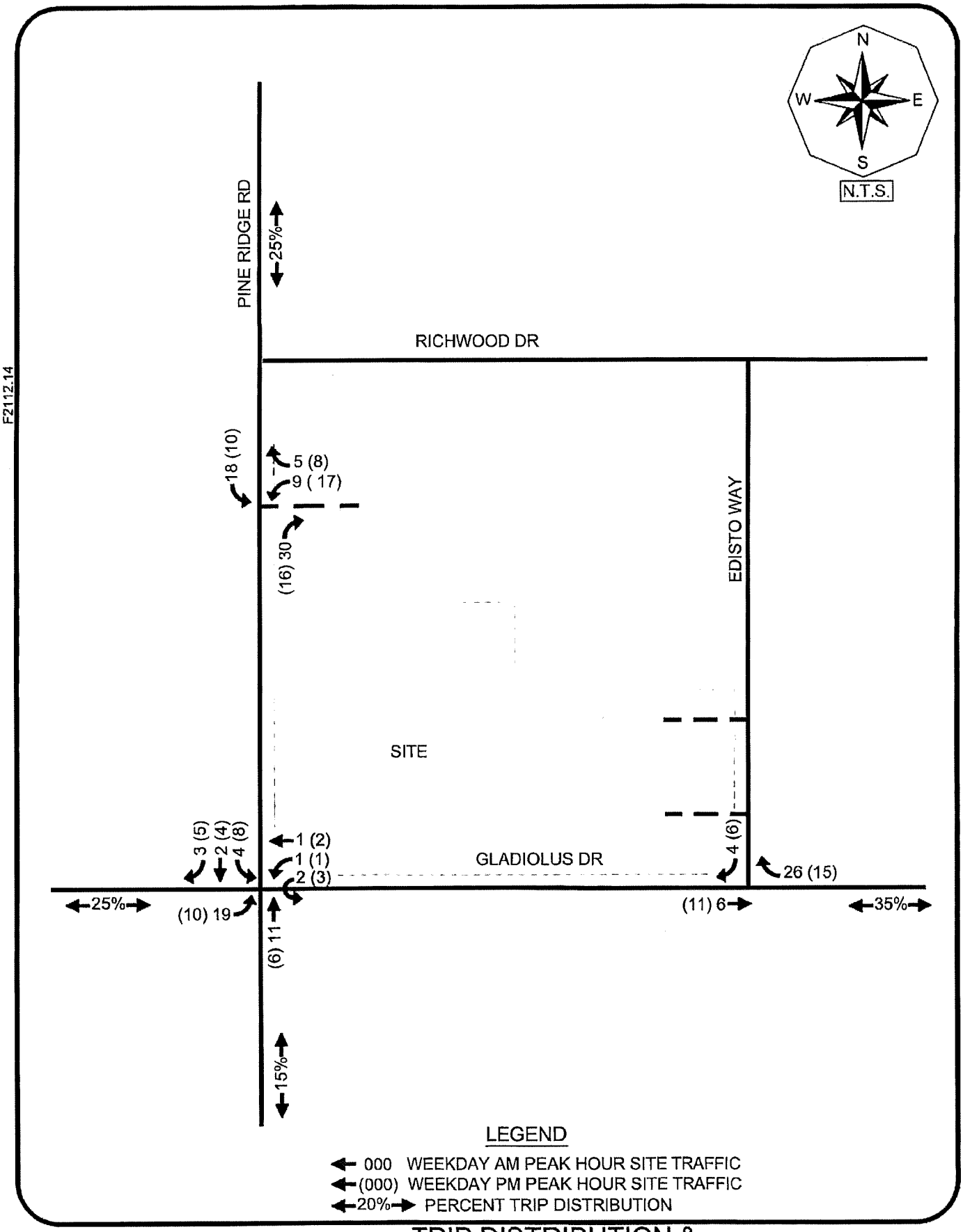
**AM Peak Hour**

| | 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** |

# PROJECT TRAFFIC VOLUMES FROM TRAFFIC STUDY




TR TRANSPORTATION CONSULTANTS, INC

TRIP DISTRIBUTION &
SITE TRAFFIC ASSIGNMENT
HEIGHTS CAREER TECHNICAL CENTER Figure 2

# FDOT PEAK SEASON ADJUSTMENT FACTOR

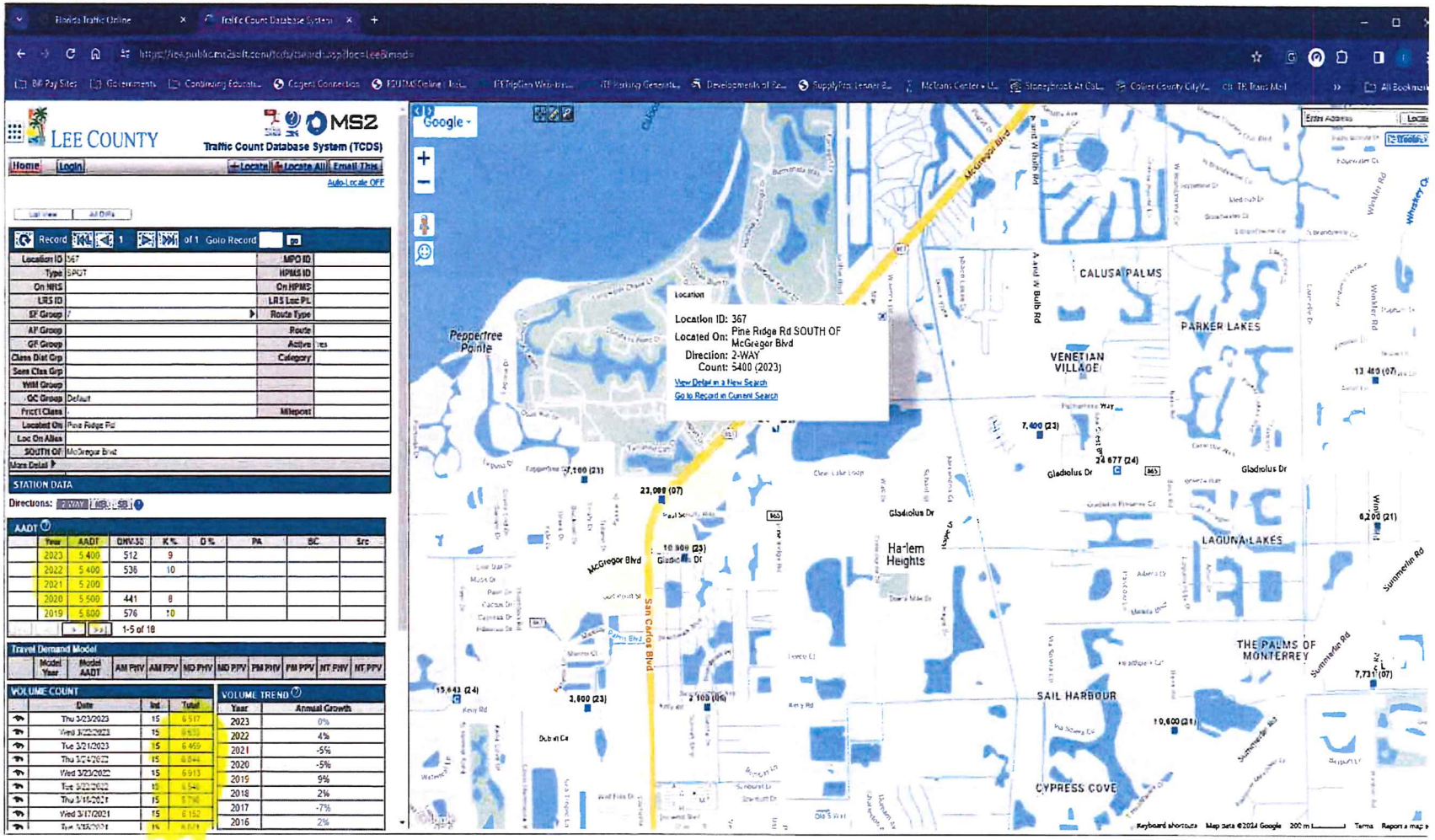
2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1200 LEE COUNTYWIDE

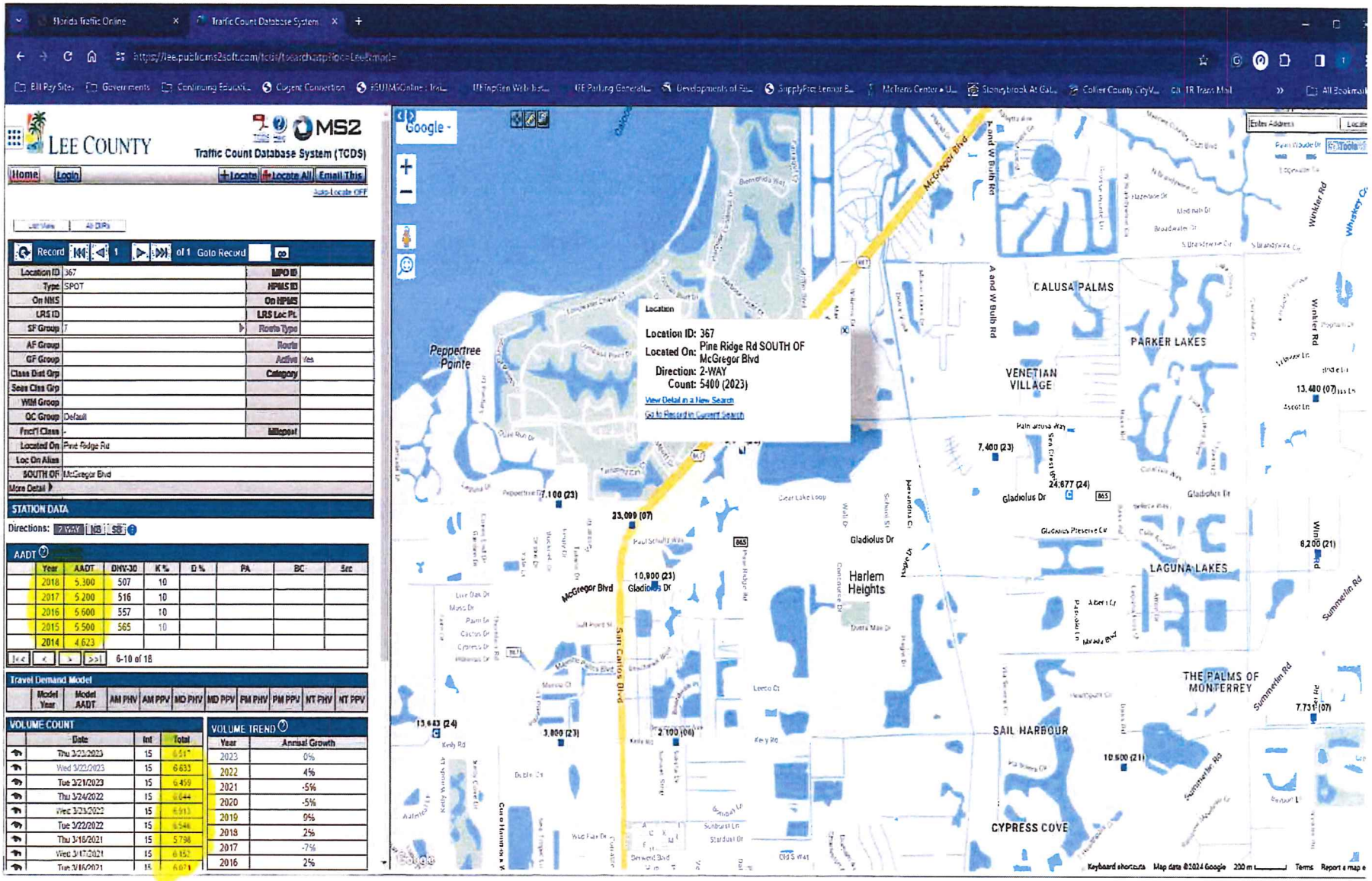
MOCF: 0.92

| 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

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


LEE COUNTY
MS2
Traffic Count Database System (TCDS)
Home
Login
Locate
Locate All
Email This
Auto-Locate OFF
Record 1 of 1 Goto Record
Location ID 367
Type SPOT
On NHS
LRS ID
SF Group 7
AF Group
GF Group
Class Dist Grp
Sens Class Grp
WIM Group
QC Group Default
Fnct'l Class
Located On Pine Ridge Rd
Loc On Alias
SOUTH OF McGregor Blvd
More Detail
MPO ID
HPMS ID
On HPMS
LRS Loc Pt.
Route Type
Route
Active Yes
Category
Milepost
STATION DATA
Directions: 2-WAY NB SB
AADT
Year AADT DHV-30 K % D % PA BC Src
2023 5,400 512 9
2022 5,400 536 10
2021 5,200
2020 5,500 441 8
2019 5,800 576 10
1-5 of 18
Travel Demand Model
Model Year Model AADT AM PHV AM FPV MD PHV MD FPV PM PHV PM FPV NT PHV NT FPV
VOLUME COUNT
Date Int. Total
Thu 3/23/2023 15 6,517
Wed 3/22/2023 15 6,535
Tue 3/21/2023 15 6,469
Thu 3/24/2022 15 6,844
Wed 3/23/2022 15 6,913
Tue 3/22/2022 15 6,540
Thu 3/18/2021 15 5,796
Wed 3/17/2021 15 6,152
VOLUME TREND
Year Annual Growth
2023 0%
2022 4%
2021 -5%
2020 -5%
2019 9%
2018 2%
2017 -7%
2016 2%
Google
Location
Location ID: 367
Located On: Pine Ridge Rd SOUTH OF McGregor Blvd
Direction: 2-WAY
Count: 5400 (2023)
View Detail in a New Search
Go to Record in Current Search
Peppertree Pointe
CALUSA PALMS
PARKER LAKES
VENETIAN VILLAGE
Harlem Heights
LAGUNA LAKES
THE PALMS OF MONTERREY
SAIL HARBOUR
CYPRESS COVE
McGregor Blvd
San Carlos Blvd
Gladiolus Dr
Summerlin Rd
Winkler Rd
Whiskey Ck
Keyboard shortcuts Map data ©2024 Google 200 m Terms Report a map


Florida Traffic Online
Traffic Count Database System
LEE COUNTY
MS2
Traffic Count Database System (TCDS)
Home
Login
+Locate
Locate All
Email This
Auto-Locate OFF
Record 1 of 1 Goto Record
Location ID 367
Type SPOT
On NHS
LRS ID
SF Group 7
AF Group
GF Group
Class Dist Grp
Seas Clas Grp
WIM Group
QC Group Default
Fnct'l Class -
Located On Pine Ridge Rd
Loc On Alias
SOUTH OF McGregor Blvd
More Detail
MPO ID
HPMS ID
On HPMS
LRS Loc Pt.
Route Type
Route
Active Yes
Category
Milepost
STATION DATA
Directions: 2-WAY NB SB
AADT
Year AADT DHV-30 K % D % PA BC Src
2018 5,300 507 10
2017 5,200 516 10
2016 5,600 557 10
2015 5,500 565 10
2014 4,623
6-10 of 18
Travel Demand Model
Model Year Model AADT AM PHV AM PPV MD PHV MD PPV PM PHV PM PPV NT PHV NT PPV
VOLUME COUNT
Date Int Total
Thu 3/23/2023 15 6,511
Wed 3/22/2023 15 6,633
Tue 3/21/2023 15 6,459
Thu 3/24/2022 15 6,644
Wed 3/23/2022 15 6,913
Tue 3/22/2022 15 6,546
Thu 3/18/2021 15 5,798
Wed 3/17/2021 15 6,152
Tue 3/16/2021 15 6,071
VOLUME TREND
Year Annual Growth
2023 0%
2022 4%
2021 -5%
2020 -5%
2019 9%
2018 2%
2017 -7%
2016 2%
Google
Location
Location ID: 367
Located On: Pine Ridge Rd SOUTH OF McGregor Blvd
Direction: 2-WAY
Count: 5400 (2023)
View Detail in a New Search
Go to Record in Current Search
Peppertree Pointe
McGregor Blvd
A and W Bulb Rd
CALUSA PALMS
PARKER LAKES
VENETIAN VILLAGE
Gladiolus Dr
Harlem Heights
LAGUNA LAKES
THE PALMS OF MONTERREY
SAIL HARBOUR
CYPRESS COVE
Summerlin Rd
Winkler Rd
Whiskey Cr
Palm Acres Dr
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

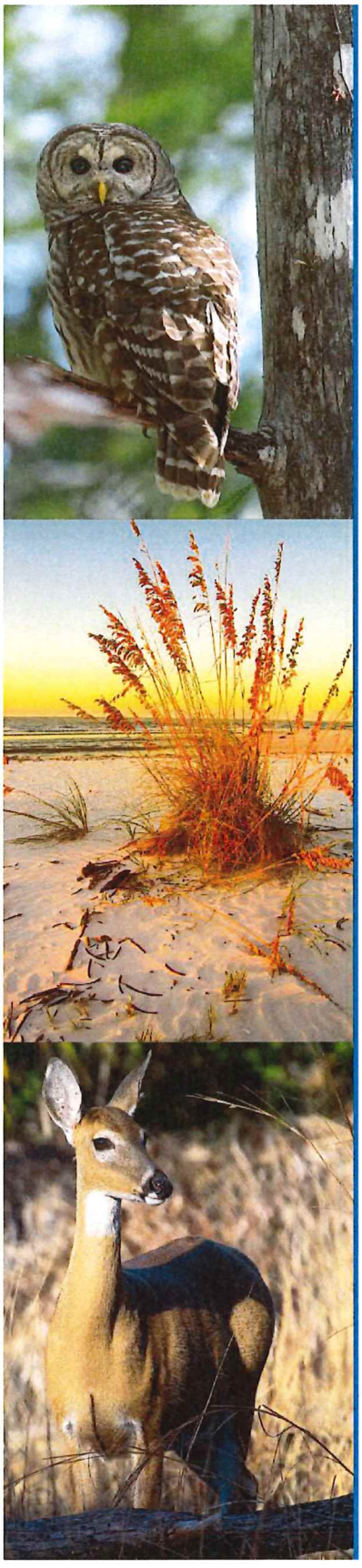
COUNTY: 12 - LEE

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

ATTACHMENT J



# HEIGHTS CAREER-TECHNICAL SCHOOL

## Environmental Data for PD Amendment

SECTION 34, TOWNSHIP 45 SOUTH, RANGE 24 EAST
LEE COUNTY, FLORIDA

Prepared For:

Peninsula Engineering
2600 Golden Gate Parkway
Naples, FL 34105

Prepared By:

Earth Tech Environmental, LLC
10600 Jolea Avenue
Bonita Springs, FL 34135
239.304.0030
www.eteflorida.com

June 2023

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**ENVIRONMENTAL REQUIREMENTS** ..... **4**

## EXHIBITS

Figure 1 Site Location Map

Figure 2 USGS Quadrangle Map

Figure 3 Other Surface Water (OSW) Location Map

Figure 4 NRCS Soils Map

Figure 5 FLUCCS MAP

## APPENDICES

Appendix A Full Size Exhibits

Appendix B Protected Species Survey

## INTRODUCTION

The purpose of this document is to satisfy the Environmental Requirements for Lee County in regard to a Planned Development (PD) for Heights Career-Technical School (Subject Property).

## PROPERTY LOCATION

The Subject Property for this report consists of one (1) parcel (Strap # 34-45-24-00-00002.0010). The Subject Property is located on the corner of Pine Ridge Road and Gladiolus Drive in Lee County, Florida. According to the boundary provided by Lee County Property Appraiser, the Subject Property totals approximately 4.88 acres. See Figure 1 below for a location map.

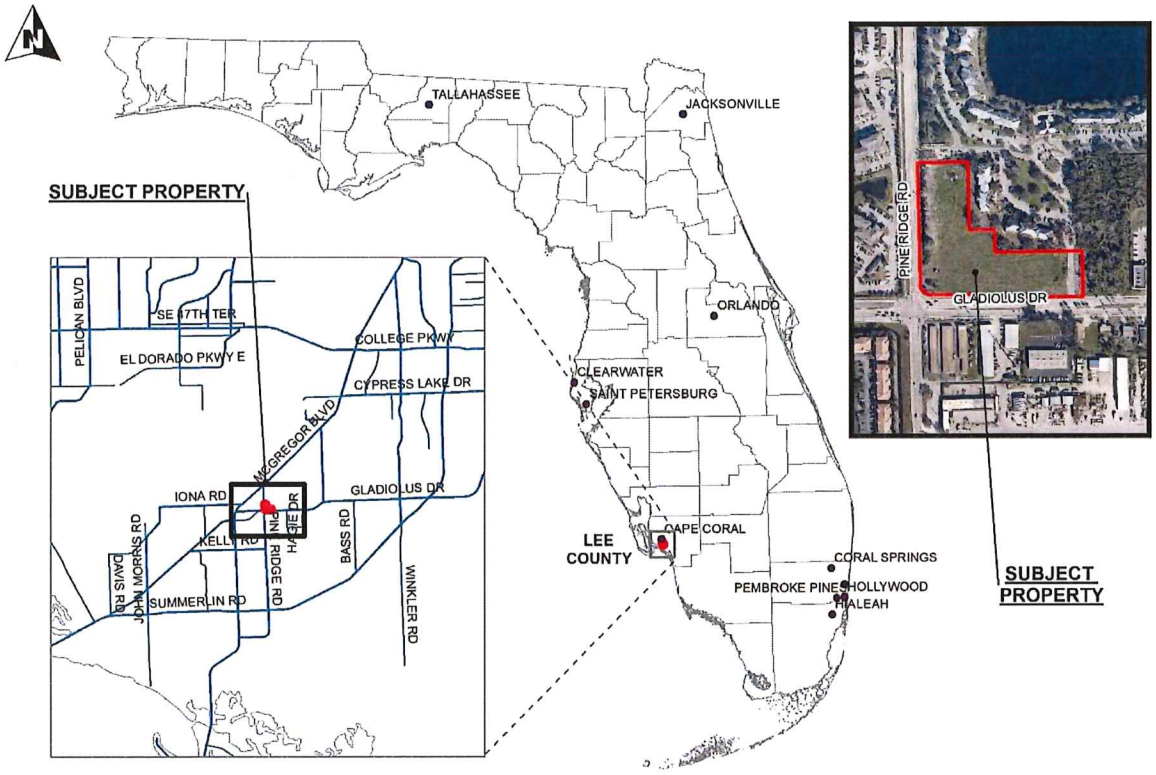



***Figure 1.*** *Site Location Map*

## ENVIRONMENTAL REQUIREMENTS

**A. TOPGRAPHY: Describe the range of surface elevations of the property. Attach a county topographic map (if available) or a USGS quadrangle map showing the subject property. [34-373(a)(4)b.iv.].**

*Site elevations range from 15' to 19' NAVD. See Figure 2 below for USGS Quadrangle Map.*

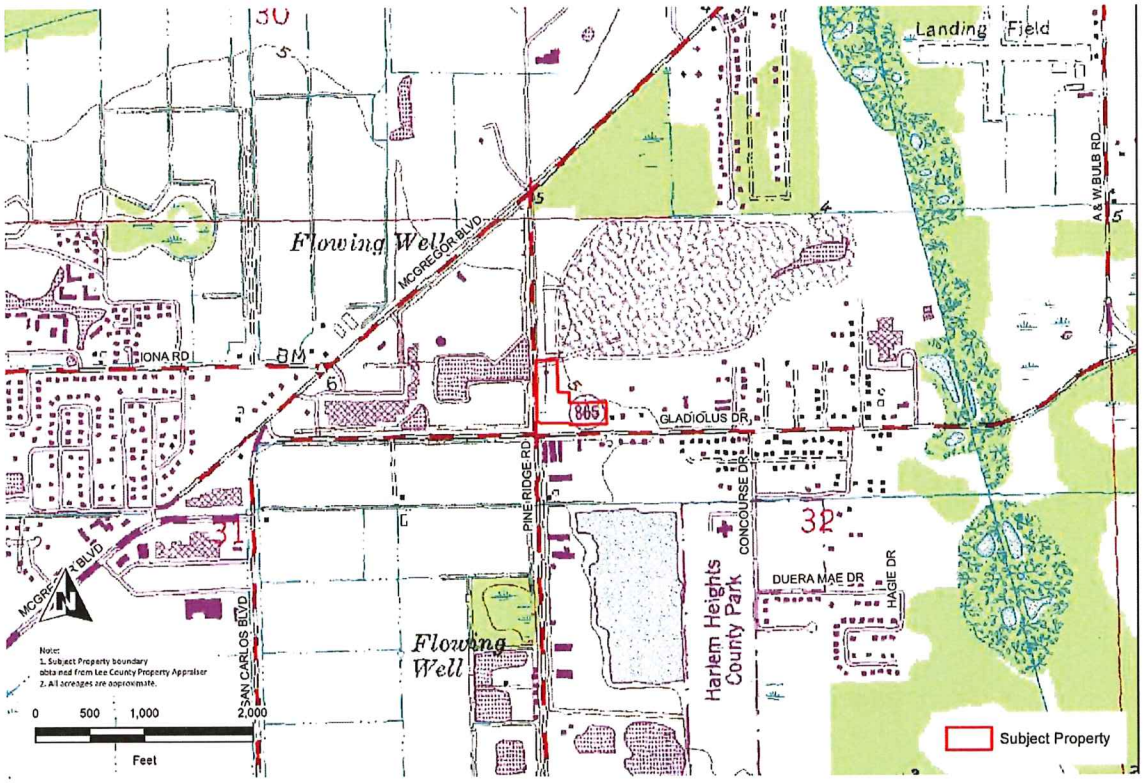



***Figure 2.*** *USGS Quadrangle Map*

**B. SENSITIVE LANDS: Identify any environmentally sensitive lands, including, but not limited to, wetlands (as defined in the LEE Plan Section XII), flowways, creek beds, sand dunes, other unique land forms [see LEE Plan Policy 77.1.1 (2)] or listed species occupied habitat [see LCDLDC Section 10-473(f)].**

*See Figure 3 below for Other Surface Water (OSW) Location Map. The rest of the Subject Property has been disturbed and is mechanically maintained. A protected species survey is included in Appendix B.*

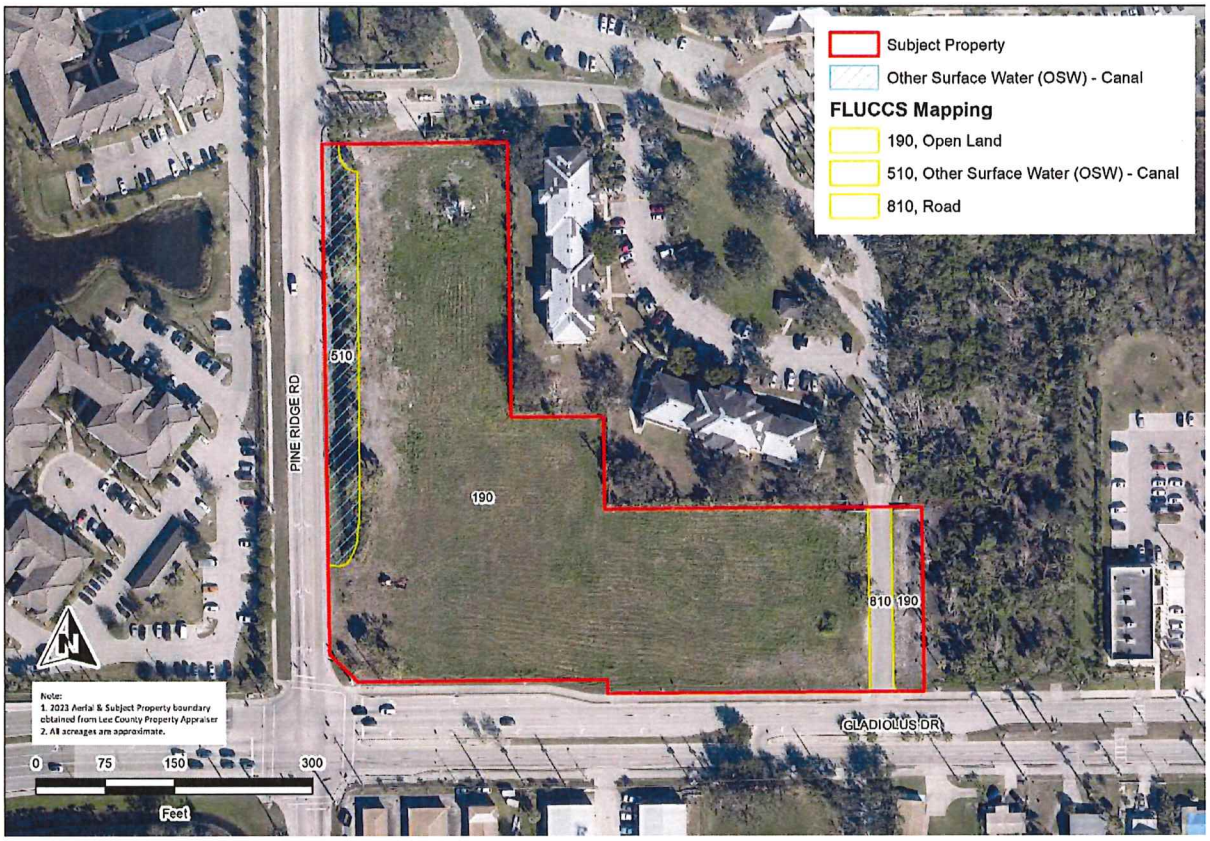



***Figure 3.*** *Other Surface Water (OSW) Location Map*

**C. PRESERVATION/CONSERVATION OF NATURAL FEATURES: Describe how the lands listed in PART 6.B. above will be protected by the completed project.**

*There are no native FLUCCS communities on the Subject Property, therefore there will be no preservation of natural resources.*

**D. SHORELINE STABILIZATION: If the project is located adjacent to navigable natural waters, describe the method of shoreline stabilization, if any, being proposed:**

*Not applicable.*

**E. SOILS MAP: Attach maps drawn at the same scale as the Master Concept Plan marked or overprinted to show the soils classified in accordance with the USDA/SCS System. [34-373(a)(4)b.i.]**

*See Figure 4 below for NRCS Soils Map.*

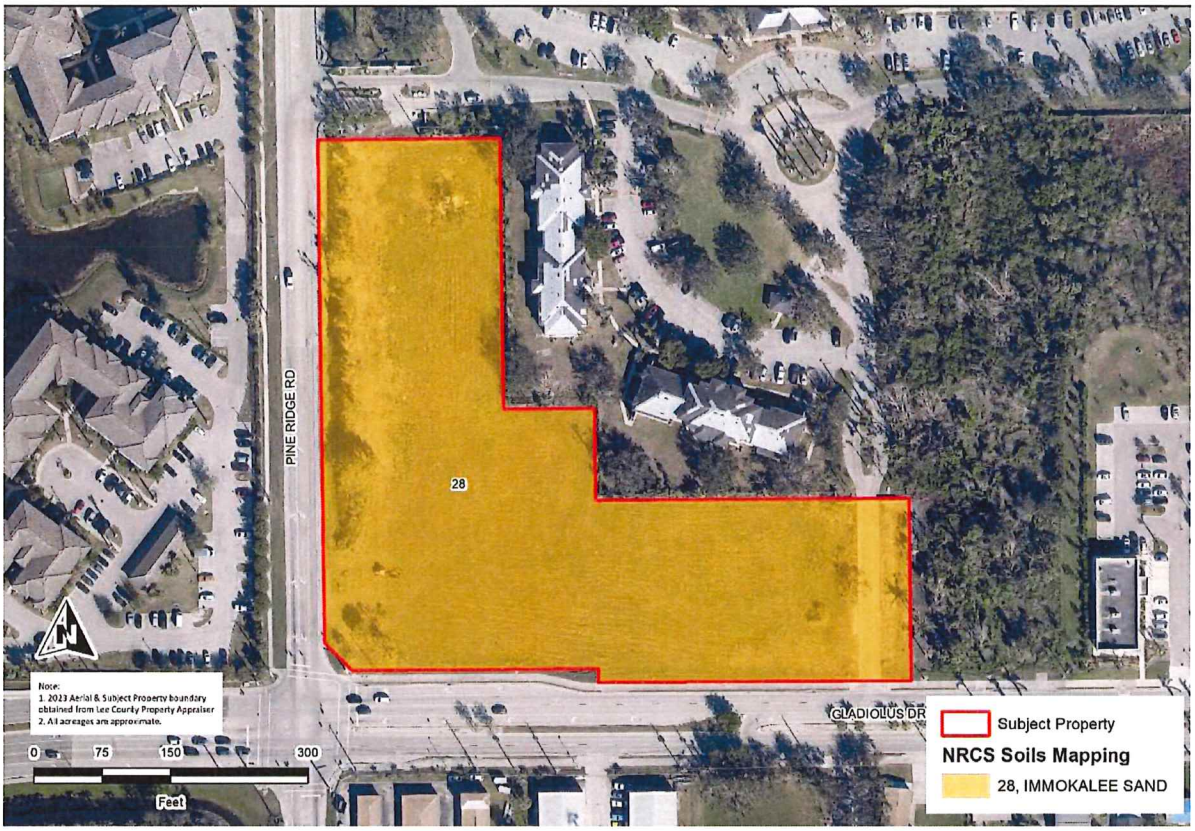



***Figure 4.*** *NRCS Soils Map*

**F. FLUCCS MAP: A Florida Land Use, Cover and Classification System (FLUCCS) map, at the same scale as the Master Concept Plan, prepared by an environmental consultant. The FLUCCS map must clearly delineate any Federal and State jurisdictional wetlands and other surface waters, including the total acreage of Federal and State wetlands. [34-373(a)(4)b.v.]**

*See Figure 5 below for FLUCCS Map.*




***Figure 5.*** *FLUCCS Map*

**G. RARE & UNIQUE UPLAND HABITAT MAP: Maps drawn at the same scale as the Master Concept Plan marked or overprinted to show significant areas of rare and unique upland habitat as defined in the LEE Plan Section XII. [34-373(a)(4)b.iii.]**

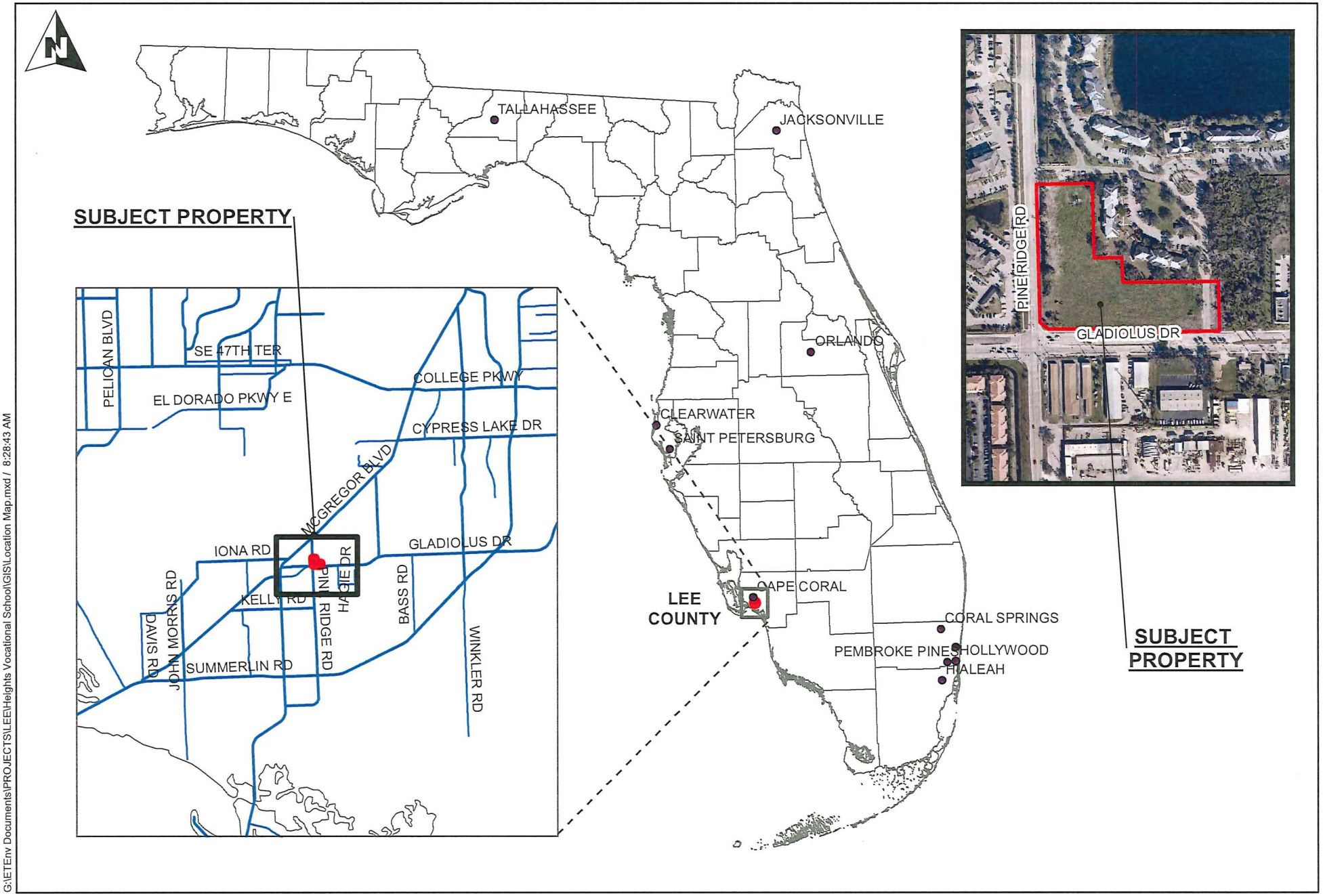
*Not applicable.*

**H. EXISTING AND HISTORIC FLOW-WAYS MAP: Map(s) drawn at the same scale as the Master Concept Plan marked or overprinted to show and historic flow-ways. [34-373(a)(4)b.v.]**

*Not applicable.*

# APPENDIX A

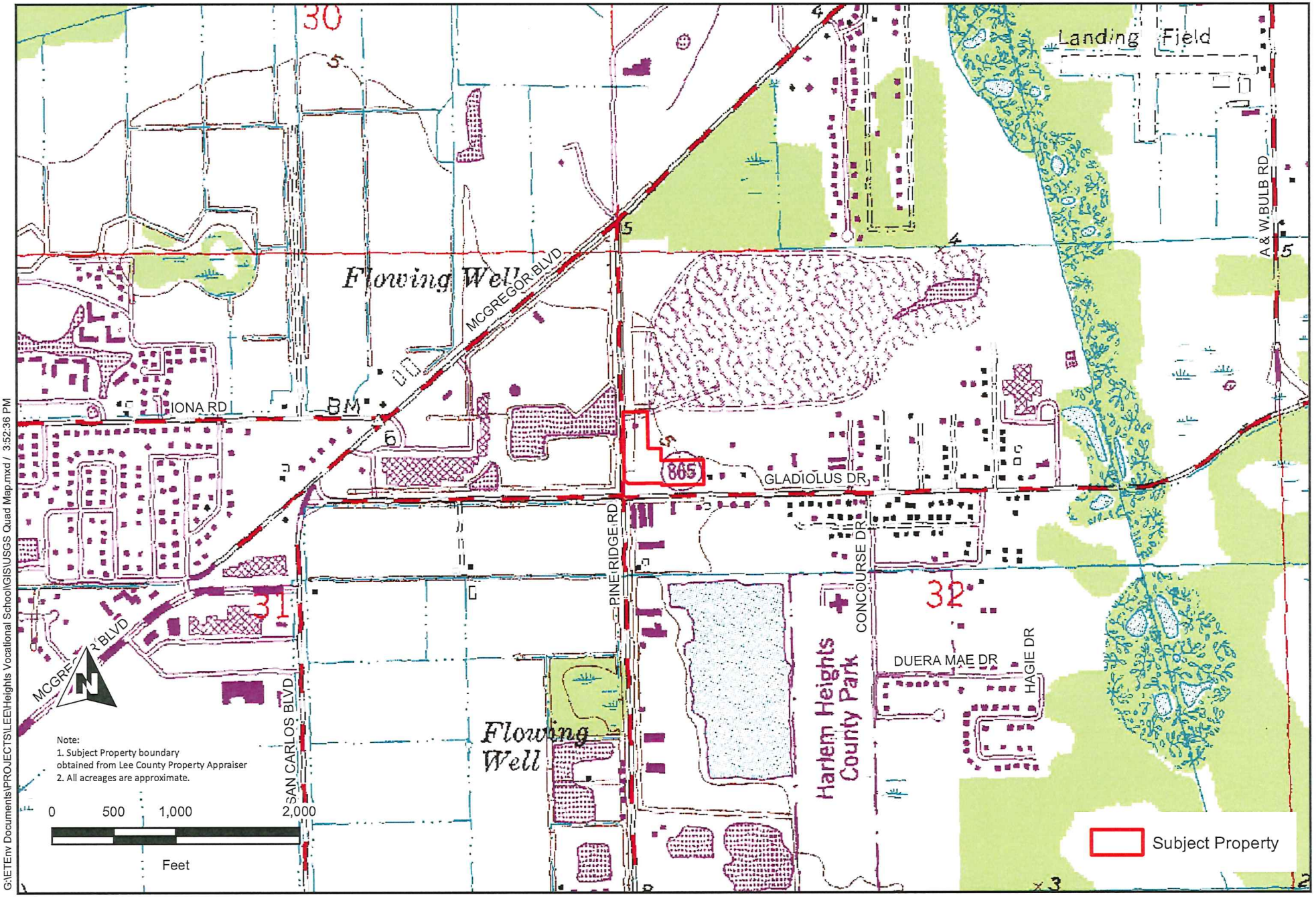
# FULL SIZE EXHIBITS




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| Project | Map Type | Date |
|---|---|---|
| Heights Career-Technical School - 34-45-24-00-00002.0010<br>Lee County, FL | Location Map | 06/08/23 |

EARTH TECH ENVIRONMENTAL, LLC 10600 JOLEA AVENUE BONITA SPRINGS, FLORIDA 34135 PHONE (239) 304-0030 FAX (239) 324-0054 WWW.ETEFLORIDA.COM




G:\ETEnv Documents\PROJECTS\LEE\Heights Vocational School\GIS\USGS Quad Map.mxd / 3:52:36 PM

| Project | Map Type | Date |
|---|---|---|
| Heights Career-Technical School - 34-45-24-00-00002.0010<br>Lee County, FL | USGS Quad Map | 06/08/23 |

EARTH TECH ENVIRONMENTAL

EARTH TECH ENVIRONMENTAL, LLC 10600 JOLEA AVENUE BONITA SPRINGS, FLORIDA 34135 PHONE (239) 304-0030 FAX (239) 324-0054 WWW.ETEFLORIDA.COM

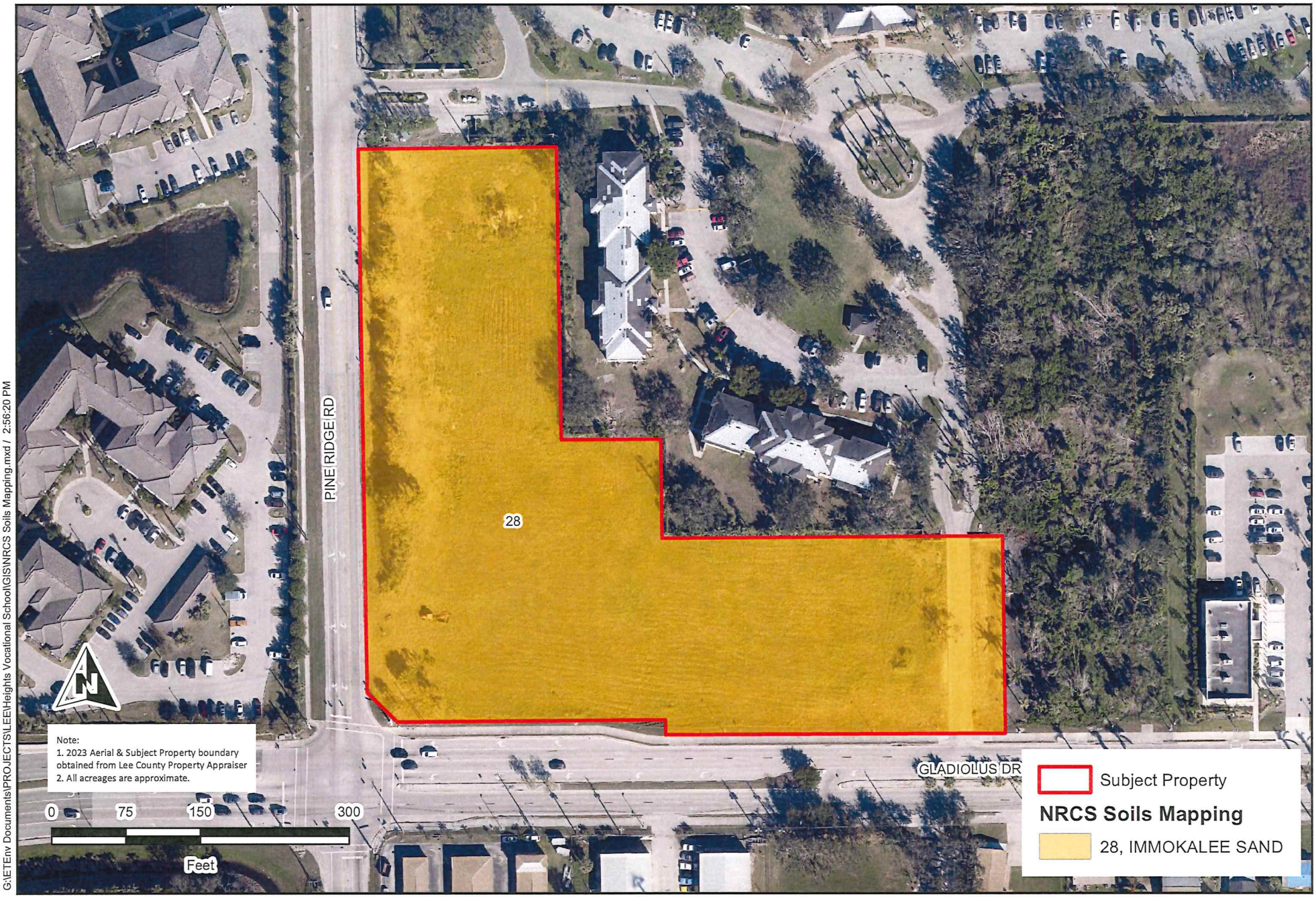



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| Project | Map Type | Date |
|---|---|---|
| Heights Career-Technical School - 34-45-24-00-00002.0010<br>Lee County, FL | Other Surface Water (OSW) Location Map | 06/08/23 |

EARTH TECH ENVIRONMENTAL

EARTH TECH ENVIRONMENTAL, LLC 10600 JOLEA AVENUE BONITA SPRINGS, FLORIDA 34135 PHONE (239) 304-0030 FAX (239) 324-0054 WWW.ETEFLORIDA.COM




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| Project | Map Type | Date |
|---|---|---|
| Heights Career-Technical School - 34-45-24-00-00002.0010<br>Lee County, FL | NRCS Soils Map | 06/08/23 |

EARTH TECH ENVIRONMENTAL

EARTH TECH ENVIRONMENTAL, LLC 10600 JOLEA AVENUE BONITA SPRINGS, FLORIDA 34135 PHONE (239) 304-0030 FAX (239) 324-0054 WWW.ETEFLORIDA.COM




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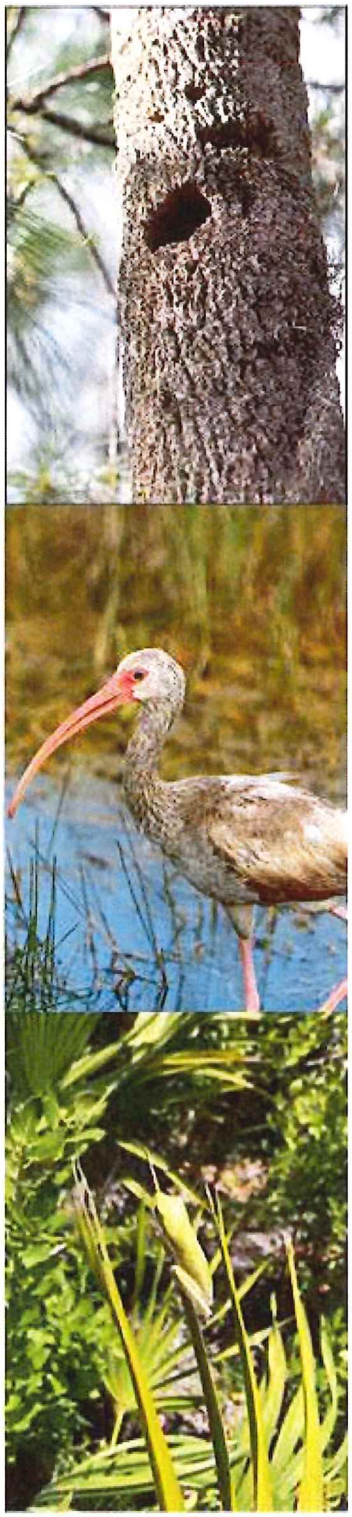
| Project | Map Type | Date |
|---|---|---|
| Heights Career-Technical School - 34-45-24-00-00002.0010<br>Lee County, FL | FLUCCS Map | 06/08/23 |

EARTH TECH ENVIRONMENTAL

EARTH TECH ENVIRONMENTAL, LLC 10600 JOLEA AVENUE BONITA SPRINGS, FLORIDA 34135 PHONE (239) 304-0030 FAX (239) 324-0054 WWW.ETEFLORIDA.COM

# APPENDIX B

# PROTECTED SPECIES SURVEY



# HEIGHTS CAREER-TECHNICAL SCHOOL

## Protected Species Survey

SECTION 34, TOWNSHIP 45, RANGE 24 EAST
LEE COUNTY, FLORIDA

Prepared For:

Peninsula Engineering
2600 Golden Gate Parkway
Naples, FL 34105

Prepared By:

Earth Tech Environmental, LLC
10600 Jolea Avenue
Bonita Springs, FL 34135
239.304.0030
www.eteflorida.com

April 2023

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3.0 SPECIES SURVEY MATERIALS & METHODS ..... 3

4.0 EXISTING SITE CONDITIONS ..... 4

5.0 RESULTS ..... 8

6.0 REFERENCES ..... 15


**EXHIBITS**


Figure 1 Site Location Map

Figure 2 Aerial Map

Figure 3 FLUCCS Map with Aerial

Figure 4 FLUCCS Map

Figure 5 Transect Map & Field Results

Figure 6 Florida Bonneted Bat Consultation Area

Figure 7 Wood Stork Information

Figure 8 Florida Panther Information

Figure 9 Florida Black Bear Information

Figure 10 Bald Eagle Map

## 1.0 INTRODUCTION

Earth Tech Environmental (ETE) conducted a search for listed species on the property referred to as Heights Career-Technical School (Subject Property). This assessment was conducted by ETE on April 26th, 2023, to evaluate the Subject Property for the potential presence of listed species of concern based on the determined Florida Land Use Cover and Forms Classification System (FLUCCS) vegetation.

## 2.0 PROPERTY LOCATION

The Subject Property consists of one single parcel (Strap # 34-45-24-00-00002.0010) and is located on the corner of Pine Ridge Road and Gladiolus Drive in Lee County, Florida (Figures 1 & 2). According to the boundary provided by Lee County Property Appraiser, the Subject Property totals approximately 4.88 acres.

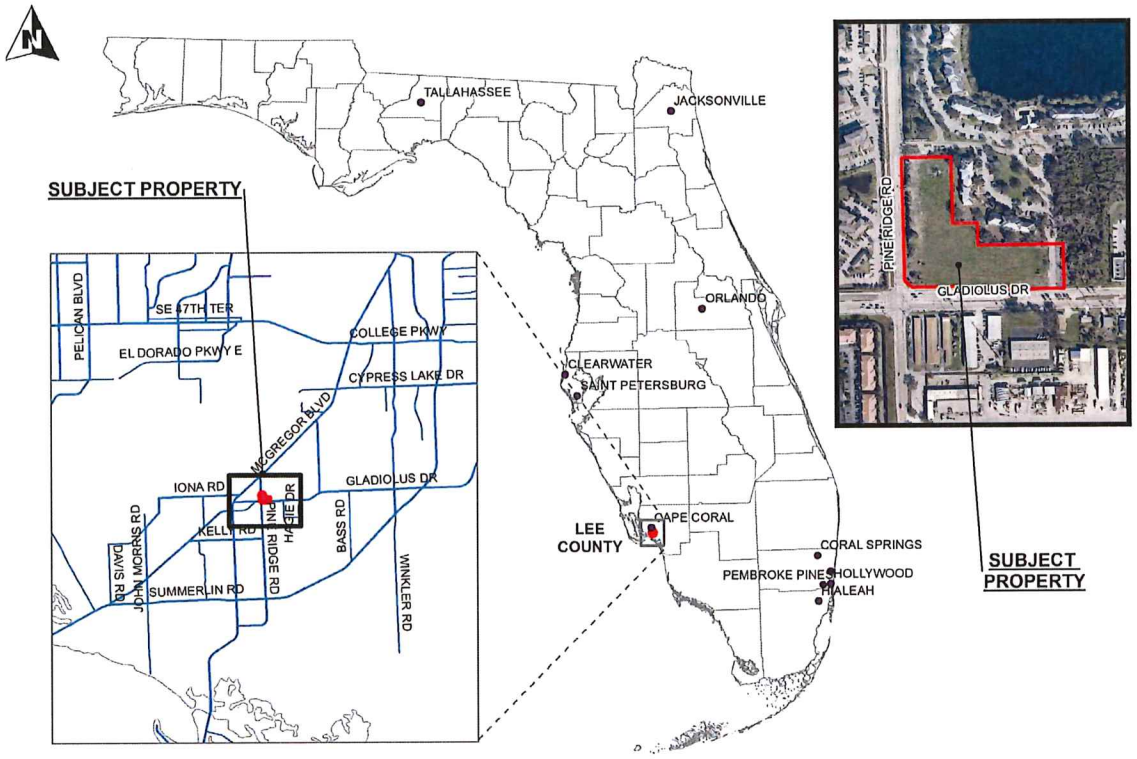



***Figure 1.*** *Site Location Map*

## 3.0 SPECIES SURVEY MATERIALS & METHODS

The species survey was conducted in accordance with the Lee County Administrative Code AC-13-10, specifically using the Endangered Species Survey Methodology (ESSM) as outlined by Southern Biomes and approved by Lee County in compliance with Lee County Administrative Code AC-13-10. As outlined in the methodology, existing vegetation communities or land uses on the Subject Property were delineated on the most recent aerial photograph available (Lee County 2023) using the Florida Land Use, Cover and Forms Classification System (FLUCCS). FLUCCS mapping for this property is detailed below in Figures 3 & 4. The resulting FLUCCS codes were cross-referenced with a list of protected plant and animal species. The lists were obtained from three publications:

- "Florida's Endangered Species, Threatened Species & Species of Special Concern-Official Lists", December 2022.
- "Lee County Protected Species List." May 10, 2022.
- "Notes on Florida's Endangered and Threatened Plants", Florida Department of Agriculture and Consumer Services, 2010.

The result is a composite table that contains the names of the protected species which have the highest probability of occurring in each particular FLUCCS community. See Table 3 of this report for the species list that applies to the FLUCCS communities associated with the Subject Property.

In the field, each FLUCCS community is searched for listed species or signs of listed species. A meandering strip census survey methodology was utilized as described by the ESSM. This is accomplished using a series of meandering pedestrian transects spaced approximately 25-feet apart to achieve approximately 80% overall coverage, throughout each vegetation community (see Figure 5). If necessary, transect integrity is maintained using a handheld GPS in track mode. Signs or sightings of all species are recorded, and any associated burrows, dens, or cavities are flagged in the field and marked by GPS.

Based on the habitat types found on the Subject Property (see Table 3), particular attention was paid to the presence or absence of listed species such as gopher tortoises, Florida burrowing owl, and Florida bonneted bat (cavities).

Approximately two (2) man-hours were logged on the Subject Property during this species survey (see Table 1).

**TABLE 1. FIELD TIME SPENT ON THE SUBJECT PROPERTY**

| DATE | START TIME | END TIME | NO. ECOLOGISTS | MAN HOURS | TASK |
|---|---|---|---|---|---|
| April 26th, 2023 | 1:30 am | 2:30 pm | 2 | 2 | Species Survey Fieldwork |

## 4.0 EXISTING SITE CONDITIONS

Temperatures during the fieldwork for this survey were in the mid 80's with partly cloudy skies.

The Subject Property is currently vacant and undeveloped other than a concrete pad located in the northern portion of the property. The Subject Property looks to have been cleared of most canopy trees and the ground cover is mechanically maintained. Due to the clearing, moderate exotic recruitment has occurred on the ground, mid-story, and canopy levels throughout the property. A road, Edisto Way, runs north-to-south through the eastern portion of the Subject Property. A canal considered an Other Surface Water (OSW) runs almost the entire length of the western boundary.

The Subject Property has the following surrounding land uses:

| | |
|---|---|
| North: | Residential |
| East: | Gladiolus Drive/Commercial |
| South: | Commercial |
| West: | Pine Ridge Road/Residential |




***Figure 2.*** *Aerial Map*

Table 2 lists the FLUCCS communities located on the Subject Property. The community descriptions correspond to the FLUCCS maps below (Figures 3 and 4). See Florida Land Use, Cover and Forms Classification System (Department of Transportation, Surveying & Mapping Geographic Mapping Section, 1999) for definitions.

The Florida Invasive Species Council's (FISC) list of invasive species contains Category I and Category II species that may be found on the Subject Property. Category I species are invasive exotics that are altering native plant communities by displacing native species, changing community structures or ecological functions, or hybridizing with natives. Category II species are invasive exotics that are increasing in abundance or frequency but have not yet altered Florida plant communities. A significant factor in mapping vegetative associations and local habitats is the invasion of these species such as Brazilian pepper, earleaf acacia, melaleuca, Caesarweed, and air potato. Levels of exotic density were mapped by using field observations and photo interpretation as shown in Figure 3. Modifiers, or "E" designators, are appended to the FLUCCS codes to indicate the approximate density of exotics in the canopy and/or sub-canopy.

| TABLE 2. FLUCCS COMMUNITIES AND CORRESPONDING ACREAGES | | |
|---|---|---|
| **FLUCCS CODE** | **DESCRIPTION** | **ACREAGE** |
| 190 | Open Land | 4.40 |
| 510 | Other Surface Water (OSW) – Canal | 0.36 |
| 814 | Road | 0.12 |
| | **Site Total:** | **4.88** |

E1 = Exotics <25% of total cover
E2 = Exotics 26-50% of total cover
E3 = Exotics 51-75% of total cover
E4 = Exotics >75% of total cover




***Figure 3.*** *FLUCCS Map with Aerial*

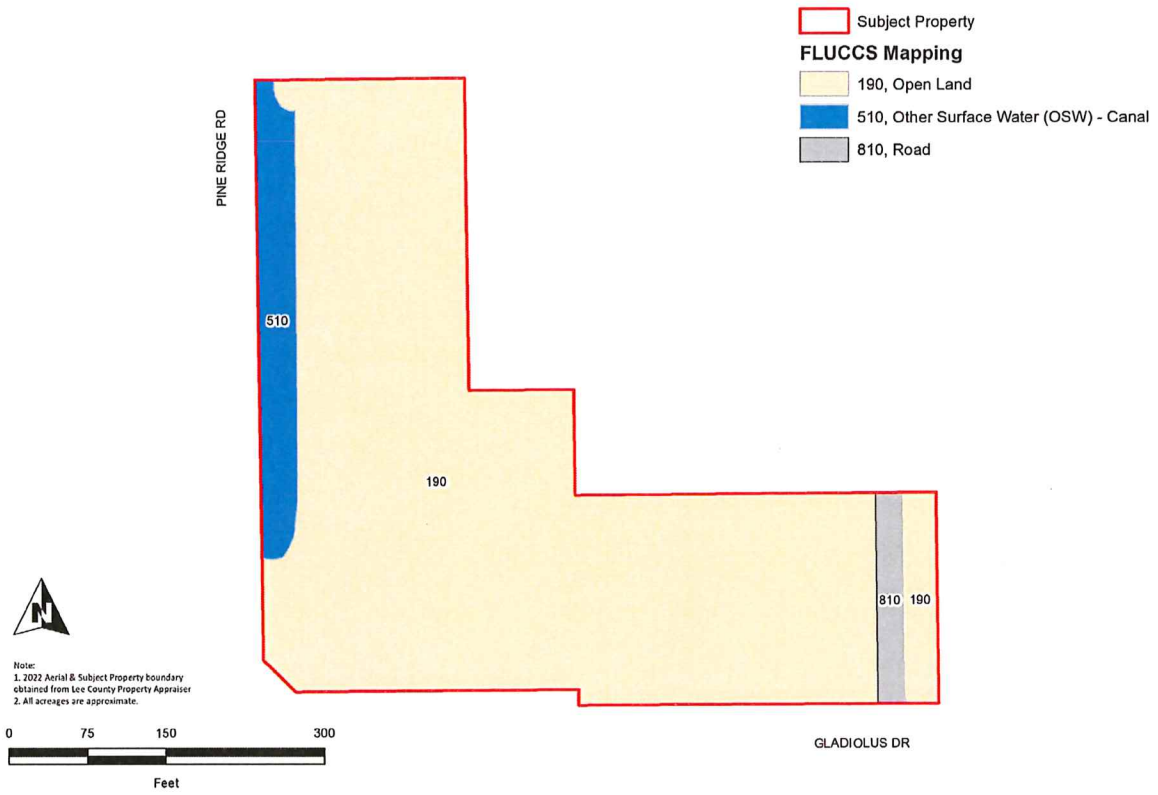



***Figure 4.*** *FLUCCS Map*

* = Exotic vegetation species

FLUCCS 190, Open Land

This community is found on the majority of the Subject Property. Canopy is void of vegetation except for several slash pine (*Pinus elliottii*), cabbage palm (Sabal palmetto), *earleaf acacia (*Acacia auriculiformis),* and woman's tongue *(Albizia lebbeck)* along the canal on the western portion of the Subject Property. Mid-story is nearly void as well, with some cabbage palm and *Brazilian pepper (*Schinus terebinthifolia*). Ground cover consists of Paspalum (*Paspalum spp.*), beaksedge (*Rhynchospora spp.*), beggarticks (*Bidens alba*), common ragweed (*Ambrosia artemisiifolia*), *smutgrass (*Sporobolus indicus*), and small patches of swamp flatsedge (*Cyperus ligularis*) and *giant reed (*Arundo donax*).

FLUCCS 510, Other Surface Water (OSW) - Canal

This community is found along the western boundary of the Subject Property

FLUCCS 814, Road

Edisto Way runs through the eastern portion of the Subject Property.

The various protected species which may occur in the corresponding FLUCCS communities are shown below in Table 3.

**TABLE 3. PROTECTED SPECIES LIST ACCORDING TO FLUCCS CATEGORY**

| FLUCCS | POTENTIAL LISTED SPECIES | SCIENTIFIC NAME | DESIGNATED STATUS | |
|---|---|---|---|---|
| | | | FWC OR FDACS | USFWS |
| **190** | Florida Burrowing Owl | *Athene cunicularia* | T | MBTA |
| | Gopher Tortoise | *Gopherus polyphemus* | T | - |
| **510** | American Alligator | *Alligator mississippiensis* | SSC | T(S/A) |
| | Everglades Mink | *Neovison vison evergladensis* | T | - |
| | Little Blue Heron | *Egretta caerulea* | T | - |
| | Reddish Egret | *Egretta rufescens* | T | - |
| | Roseate Spoonbill | *Platalea ajaja* | T | - |
| | Tricolored Heron | *Egretta tricolor* | T | - |
| | Wood Stork | *Mycteria americana* | T | T |
| **814** | NONE | - | - | - |

*Abbreviations*

*Agencies:*
*FDACS = Florida Department of Agriculture and Consumer Services*
*FWC = Florida Fish & Wildlife Conservation Commission*
*FWS = United States Fish and Wildlife Service*

*Status:*
*CE = Commercially Exploited*
*MBTA = Migratory Bird Treaty Act*
*SSC = Species of Special Concern*
*T = Threatened*

## 5.0 RESULTS

All relevant species observed on the Subject Property are detailed in Table 4 and any protected species observed are specifically noted. No species on the Lee County Protected Species List were observed. See Figure 5 below for transect and field results.

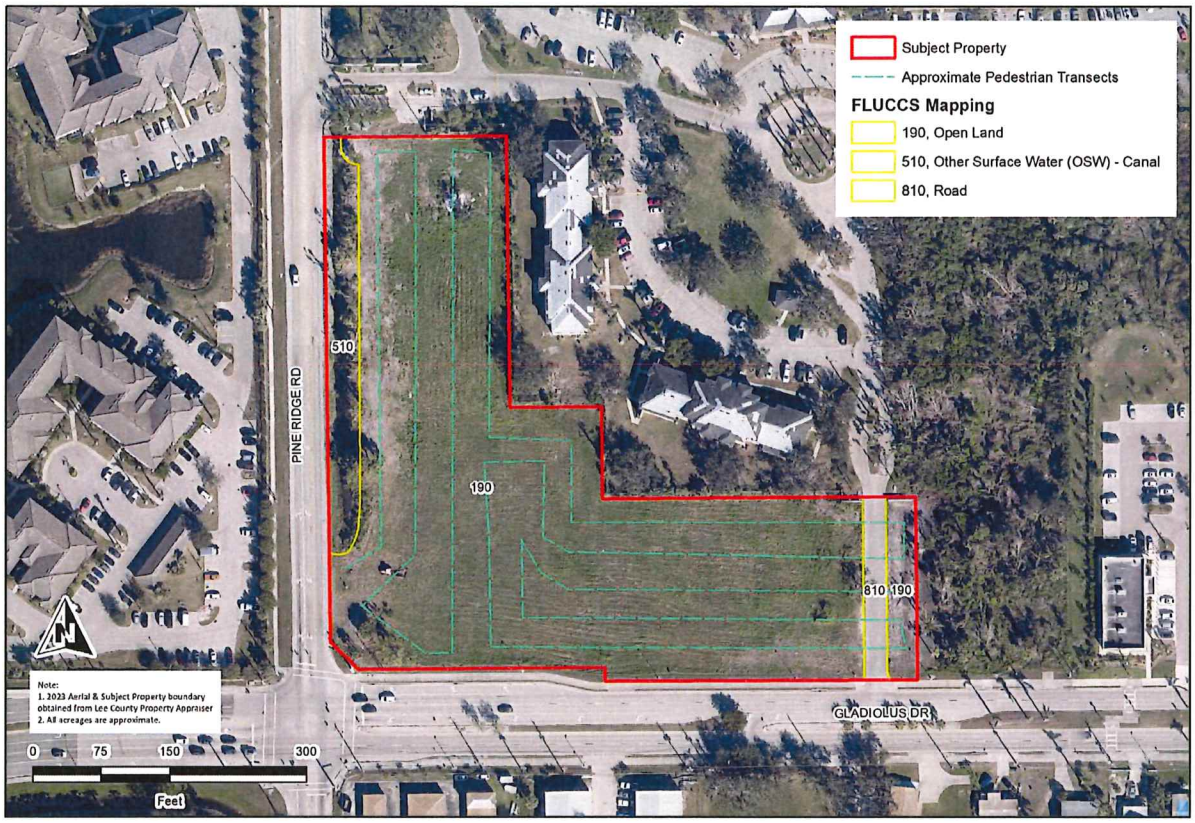



***Figure 5.*** *Transect Map & Field Results*

**TABLE 4. SPECIES OBSERVED ON THE SUBJECT PROPERTY**

| COMMON NAME | SCIENTIFIC NAME | OBSERVATIONS | LISTED SPECIES? | STATUS |
|---|---|---|---|---|
| **BIRDS** | | | | |
| Cattle Egret | *Bubulcus ibis* | DV | No | MBTA |
| Common Mockingbird | *Mimus polyglottos* | DV | No | MBTA |
| European Starling | *Sturnus vularis* | DV | No | - |
| Tree Swallow | *Tachycineta bicolor* | DV | No | MBTA |
| **REPTILES** | | | | |
| Brown Anole | *Anolis sagrei* | DV | No | - |

☐ = protected species

*Observations:*
*DV = Direct Visual*

*Status:*
*MBTA = (protected under) Migratory Bird Treaty Act*

The Subject Property does have community types in which additional protected species could potentially reside. During permitting, the following protected species concerns may be raised by the agencies:

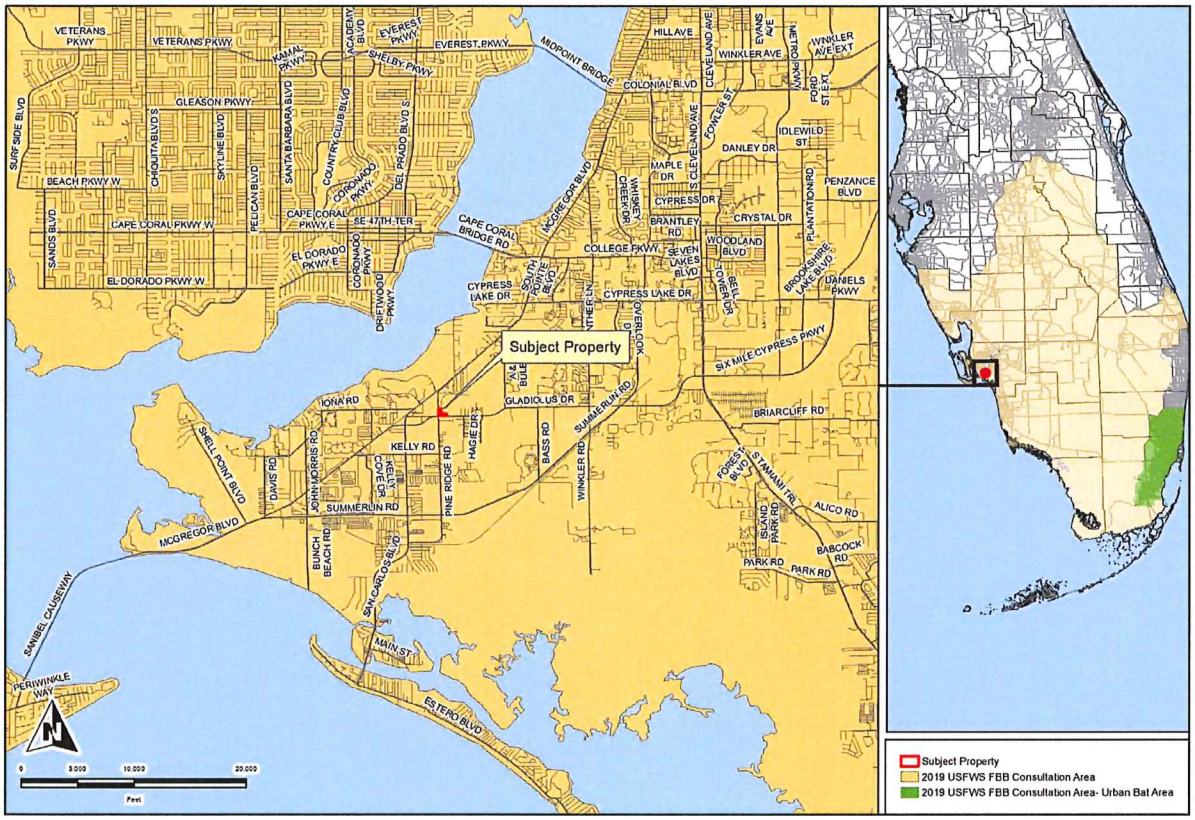



***Figure 6.*** *Florida Bonneted Bat Consultation Area*

<u>Florida Bonneted Bat (*Eumops floridana*)</u>

The Subject Property falls within the United States Fish & Wildlife Service's (USFWS) Florida Bonneted Bat Consultation Area (see Figure 6 above). During the species survey, no tree cavities were observed on the Subject Property. Considering the low-quality roosting habitat, and that the Subject Property is surrounded by residential development on all sides, technical assistance with USFWS will likely not be required for Florida bonneted bat.

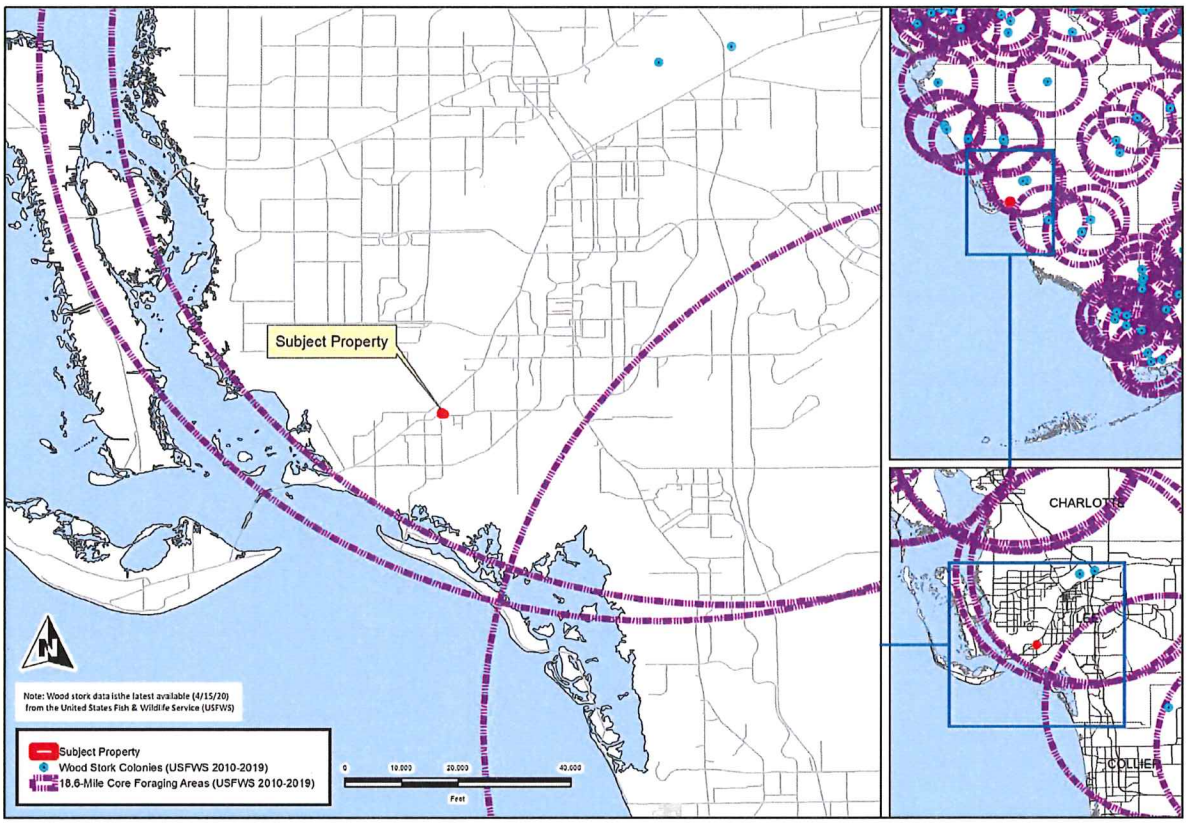



***Figure 7.*** *Wood Stork Information*

Wood Stork (*Mycteria amaericana*)

The Subject Property falls within the core foraging area (estimated at 18.60 miles) of at least two (2) wood stork colonies in Lee County (see Figure 7). Due to the lack of significant standing water on most of the property, wood stork nesting and/or foraging is unlikely on the property; therefore, technical assistance with USFWS will likely not be necessary for wood stork.

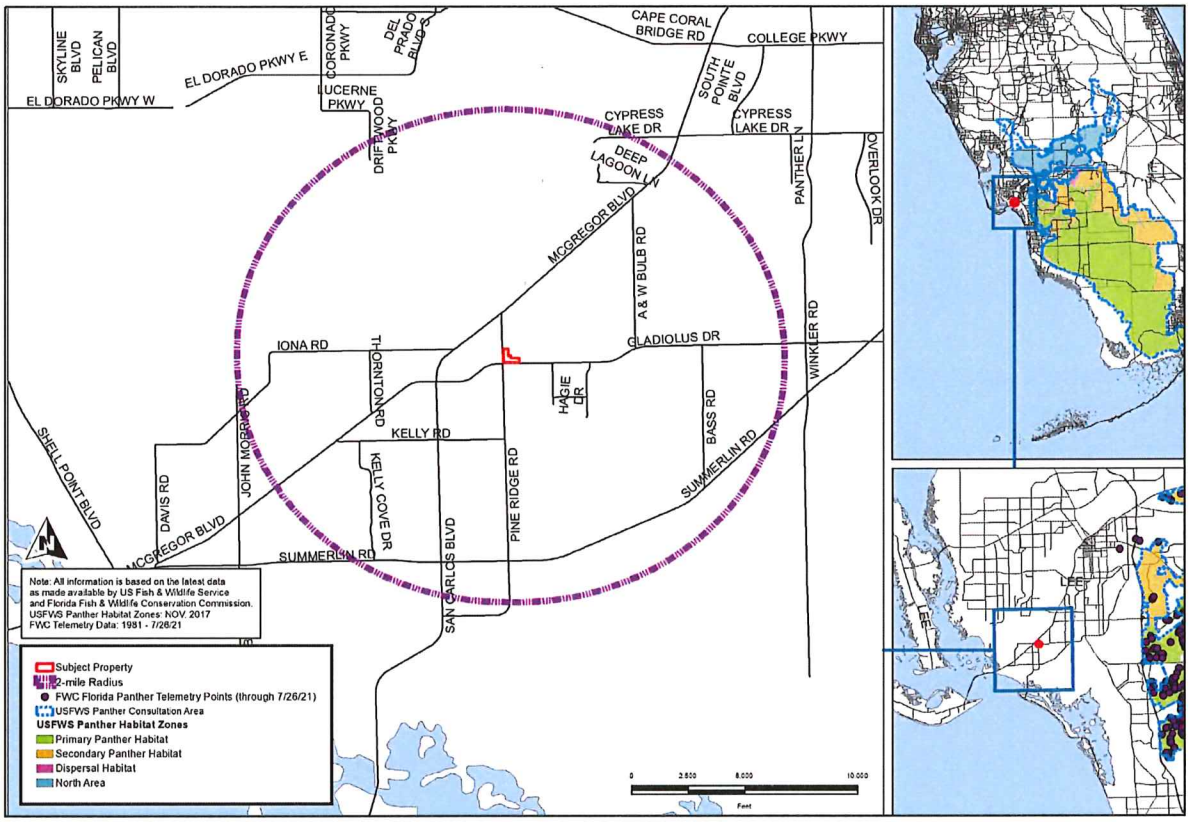



***Figure 8.*** *Florida Panther Information*

Florida Panther (*Felis concolor coryi*)

The Subject Property does not fall within the USFWS Florida Panther Habitat or Consultation Zones. See Figure 8 for Florida panther information as it relates to the Subject Property. Panther utilization on the property would be unlikely as it is relatively small, isolated and surrounded by development. Technical assistance from the USFWS should not be necessary for the Florida panther.

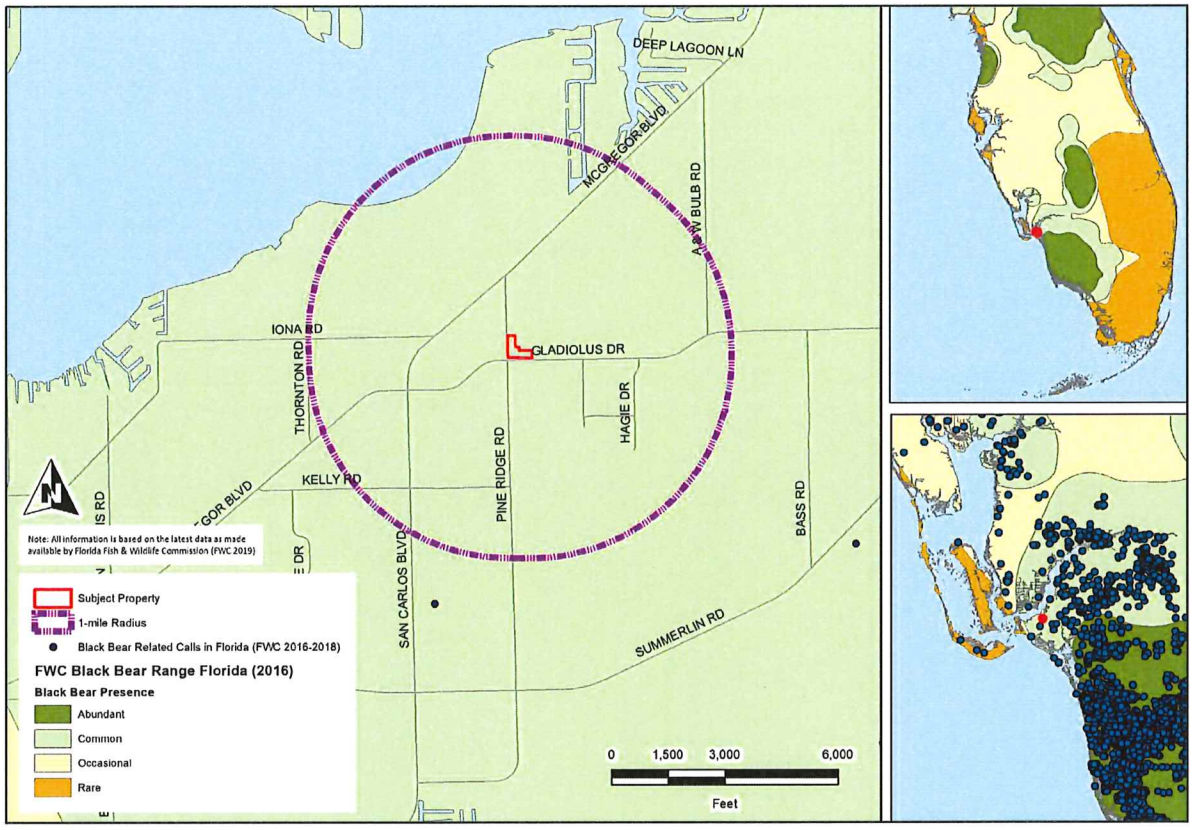



***Figure 9.*** *Florida Black Bear Information*

Florida Black Bear (*Ursus americanus floridanus*)

The Subject Property falls within the Florida Fish & Wildlife Conservation Commission's (FWC) "Common" mapped range for Florida black bear. No black bear related phone calls have been documented within 1.0-mile of the Subject Property, though FWC stopped tagging and tracking black bears in 2018. See Figure 9 for black bear mappings as they relate to the Subject Property. The property is surrounded by development and roadways; as such, the County likely will not require conservation measures for Florida black bear.

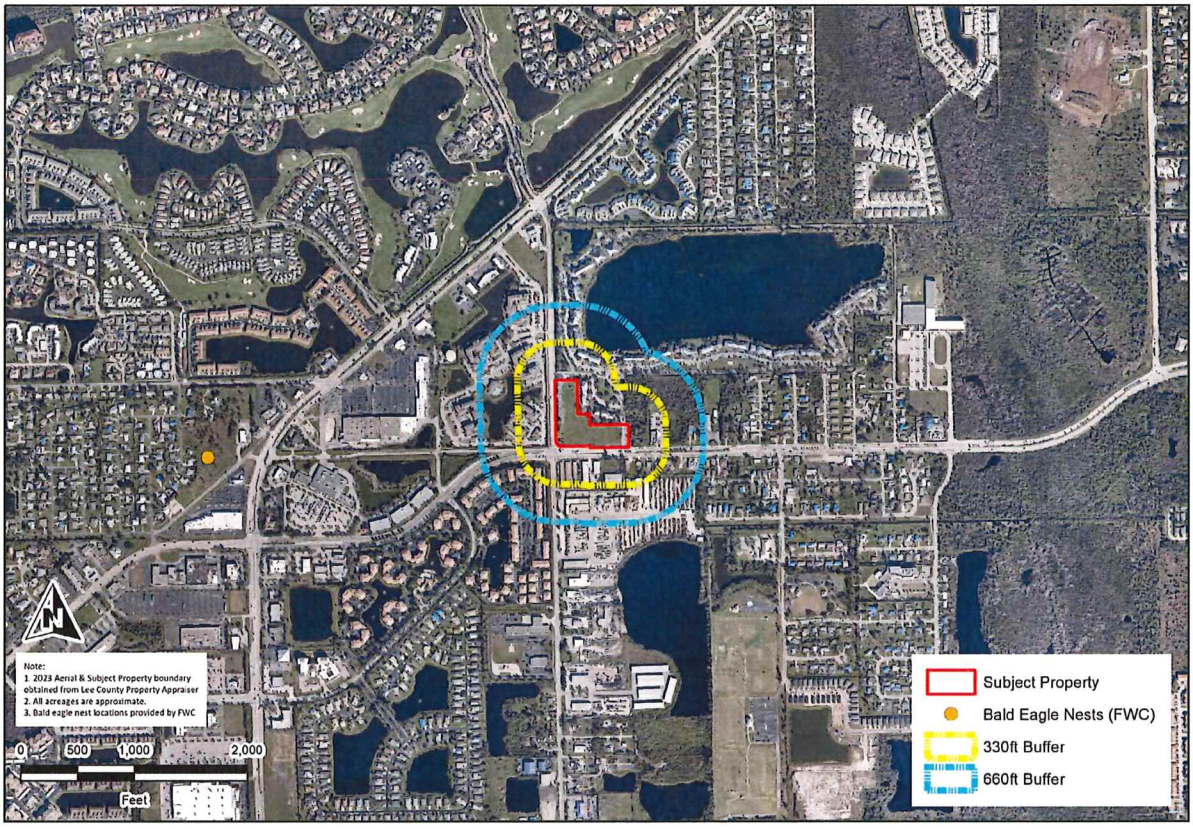



***Figure 10.*** *Bald Eagle Map*

Bald Eagle (*Haliaeetus leucocephalus*)

The Subject Property does not fall within 330-feet or 660-feet (USFWS Protection Zones) of any FWC-documented bald eagle nest (see Figure 10). Technical assistance from USFWS will likely not be necessary for bald eagle.

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ATTACHMENT K



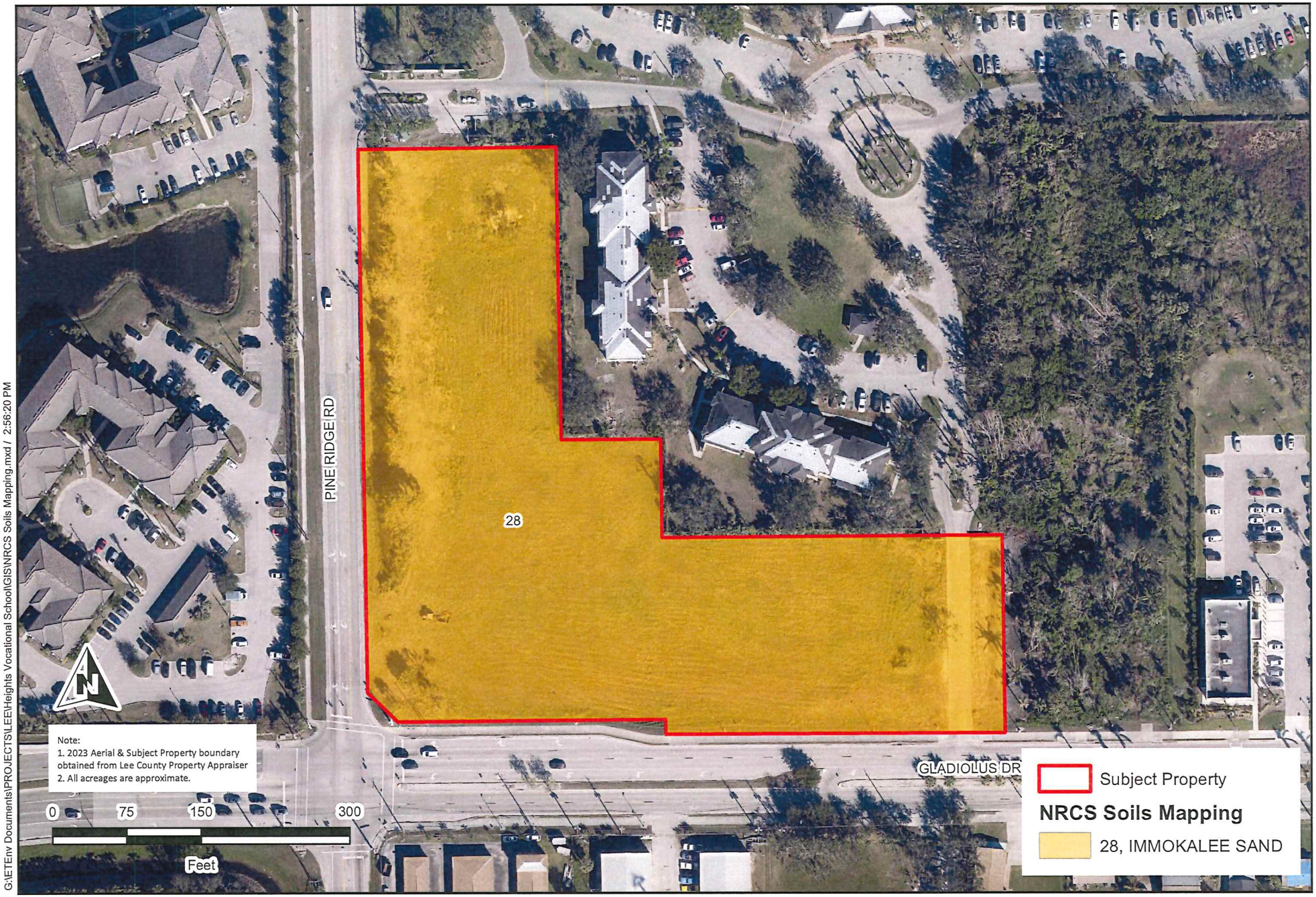

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| Project | Map Type | Date |
|---|---|---|
| Heights Career-Technical School - 34-45-24-00-00002.0010<br>Lee County, FL | Other Surface Water (OSW) Location Map | 06/08/23 |

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ATTACHMENT L




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| Project | Map Type | Date |
|---|---|---|
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ATTACHMENT M

PENINSULA ENGINEERING
2600 Golden Gate Parkway
Naples, FL 34105

PROJECT:
HEIGHTS CAREER TECHNICAL SCHOOL

LOCATION:
GLADIOLUS DR/PINE RIDGE RD

CLIENT:
RG ARCHITECTS

EXHIBIT DESC:
EXISTING & HISTORIC FLOWWAYS MAP

NOTES:
SOURCES: LEE COUNTY GEOGRAPHIC INFORMATION SYSTEMS (2023)

Date Saved: 5/23/2023 P:\Active_Projects\P-HVC-001\001_Heights_Voc-Planning\Planning\GIS\2023-05-23_Flowways_Map.mxd

ATTACHMENT N




PENINSULA ENGINEERING
2600 Golden Gate Parkway
Naples, FL 34105

PROJECT:
**HEIGHTS CAREER TECHNICAL SCHOOL**

LOCATION:
**GLADIOLUS DR/PINE RIDGE RD**

CLIENT:
**RG ARCHITECTS**

EXHIBIT DESC:
**RARE & UNIQUE UPLAND HABITAT MAP**

NOTES:
**SOURCES: LEE COUNTY GEOGRAPHIC INFORMATION SYSTEMS (2023)**

Date Saved: 5/23/2023 P:\Active_Projects\P-HVC-001\001_Heights_Voc-Planning\Planning\GIS\2023-05-23_Rare_Unique_Upland_Habitat.mxd

ATTACHMENT O

Lee County, Florida
DEPARTMENT OF COMMUNITY DEVELOPMENT
ENVIRONMENTAL STAFF REPORT

CASE NUMBER: DCI2023-00033
TYPE OF CASE: Commercial Planned Development
CASE NAME: Heights Career Technical School
TOTAL ACREAGE: 4.88 Acres
SUFFICIENCY DATE: January 4, 2024
HEARING EXAMINER DATE: March 28, 2024

**Request**
The applicant is requesting to amend the Commercial Planned Development (CPD) to modify the site plan, schedule of uses, and to allow 66,500 square feet of commercial floor area. The property is located in Fort Myers, north of Gladiolus Drive and east of Pine Ridge Road. According to the Lee Plan, the parcel is within the Urban Community Future Land Use Category. The proposed development is within the Coastal High Hazard Area.

**Existing Conditions**
As mentioned, the property is located in Fort Myers, north of Gladiolus Drive and east of Pine Ridge Road. The applicant has submitted a Protected Species Survey that includes the Florida Land Use Cover and Classification System (FLUCCS) map depicting the meandering pedestrian transects methodology used to survey the project and a detailed FLUCCS for the project area (see Exhibit A). No listed species were observed.

**Open Space**
The project meets the large commercial development definition (Land Development Code 10-1). LDC 10-415(a) requires the applicant to provide 30% open space for large commercial developments. The applicant has provided a Master Concept Plan (MCP) that depicts 1.51 acres of open space and exceeds the minimum 30% required open space for commercial developments.

Staff recommends the following open space condition to ensure that 1.51 acres of open space is provided:

> ***Prior to the issuance of the first development order, the development order plans must depict 1.51 acres of open space for the commercial tract.***

**Indigenous Open Space Preservation**
The Land Development Code requires that large projects must provide 50 percent of the open space percentage requirement through onsite preservation of existing native vegetation communities (LDC 10-415(b)). The applicant has demonstrated that a large majority of the site has been mowed and maintained. Therefore, no indigenous habitat is located on the project site.

**Buffers**
The proposed development abuts a rights-of-ways to the west and south, and residential to the east and north. The required buffers are as follows:

North - The north property line abuts multi-family residential, as well as a Richwood Drive. LDC 10-416(d) requires a 30-foot Type F buffer or a 15-foot Type C buffer when a commercial use abuts a multifamily use. The applicant has requested a deviation for an alternate 15-foot Type C buffer. Staff has recommended the deviation, subject to conditions (see listed deviations below). The applicant is meeting the intent of the buffer per LDC 10-416(d).

West – The west property line abuts Pine Ridge Road. LDC 10-416(d) requires commercial developments to provide a 15-foot type D buffer when the property abuts a right-of-way. The applicant has requested a deviation for an alternate 15-foot Type D buffer. Staff has recommended the deviation, subject to conditions (see listed deviations below). The applicant is meeting the intent of the buffer per LDC 10-416(d).

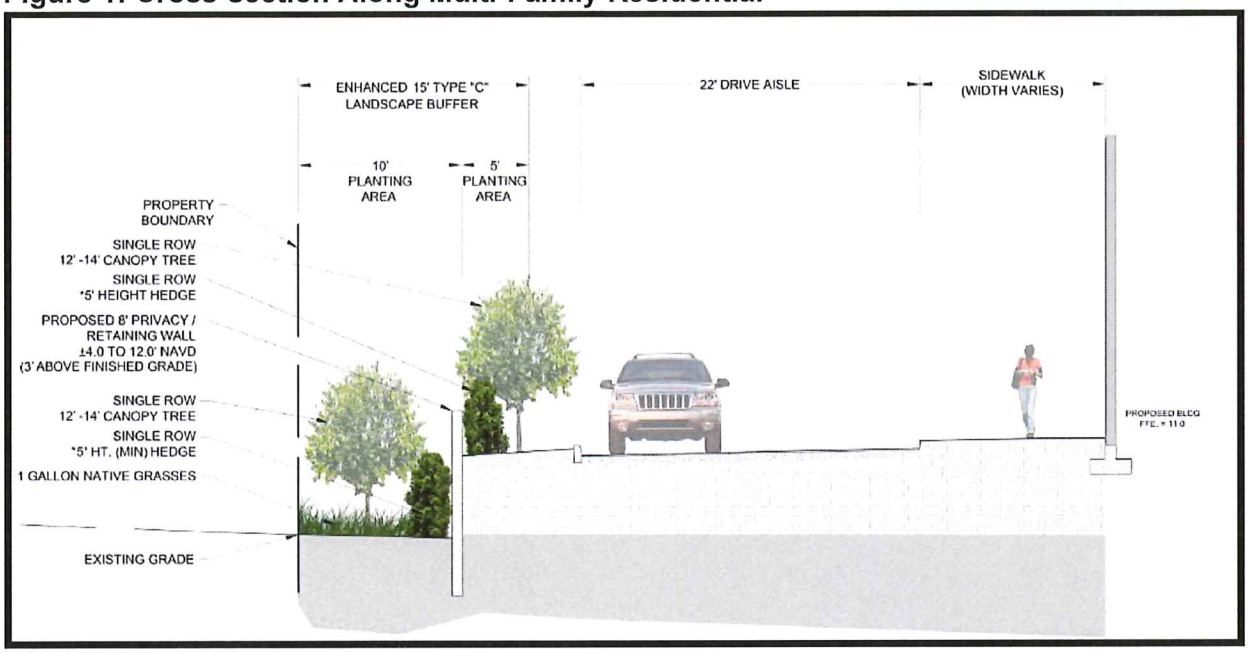
East - The east property line abuts multi-family residential. LDC 10-416(d) requires a 30-foot Type F buffer or a 15-foot Type C buffer when a commercial use abuts a multifamily use. The applicant has requested a deviation for an alternate 15-foot Type C buffer. Staff has recommended the deviation, subject to conditions (see listed deviations below). The applicant is meeting the intent of the buffer per LDC 10-416(d).

South - The southeast property line abuts Gladiolus Drive. LDC 10-416(d) requires commercial developments to provide a 15-foot type D buffer when the property abuts a right-of-way. The applicant has requested a deviation for an alternate 15-foot Type D buffer. Staff has recommended the deviation, subject to conditions (see listed deviations below). The applicant is meeting the intent of the buffer per LDC 10-416(d).

**Deviations**

Deviation 11 seeks relief from LDC Section 10-416(d)4, 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. The applicant has stated, "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." If the applicant was to provide the wall, it would be approximately 17 feet in height, and would not enhance the visuals of the site to the adjacent property. 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.

**Figure 1: Cross-section Along Multi-Family Residential**




Staff recommends approval of the following deviation, subject to the following:

***Prior to the issuance of the first development order, plans must demonstrate the proposed wall adjacent to the multi-family development, no less than 3-feet as measured above finished grade.***

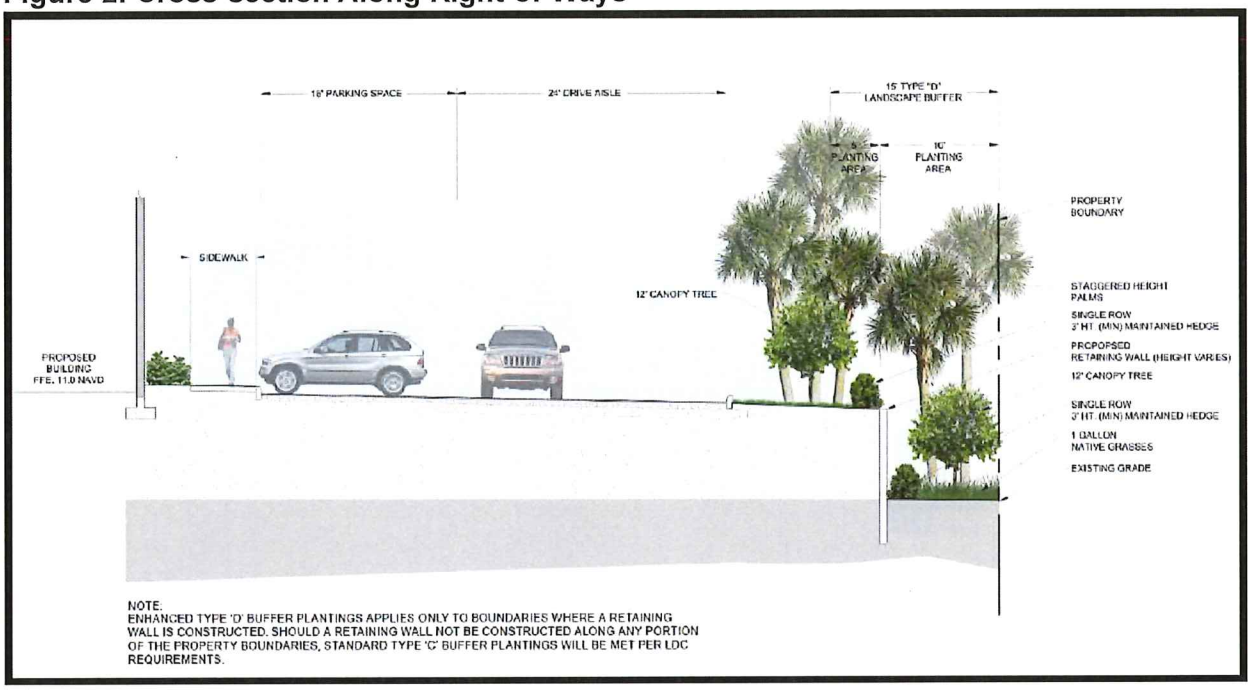
Deviation 12 seeks relief from LDC Section 10-420(f), which requires the height of all trees, palms and shrubs located within buffers to be measured from the parking lot grade of the project site, to instead allow the height of trees, palms and shrubs within the buffer, to be measured from final grade in which they are planted, subject to the following:

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.
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. The required double hedge row may be split so that one hedge row is planted at existing grade.
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.

The deviations are being requested due to FEMA requirements; the proposed finished floor elevation of the site is ±11-feet and existing elevations range from ±3.5'- 4.5'. Planting trees at

the height of the finished grade would be difficult to locate for buffer material as well as expensive.

**Figure 2: Cross-section Along Right-of-Ways**




Staff recommends approval of the following deviation, subject to the following:

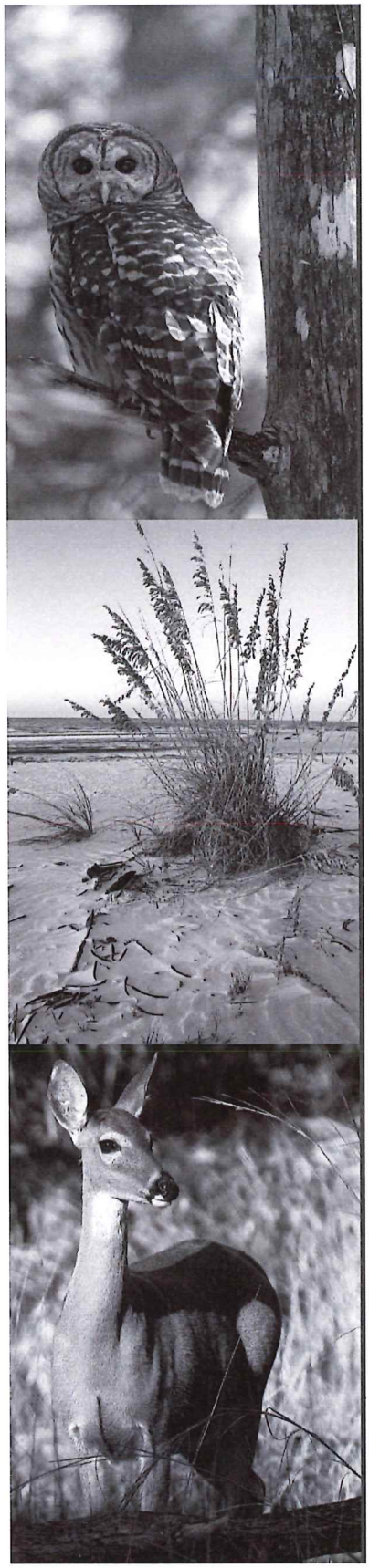
***Prior to the issuance of the first development order, plans must demonstrate no palms within the buffer abutting multi-family residential.***

***Prior to the issuance of the first development order, plans must be in substantial compliance with the cross-section on pages 7 and 8 of Exhibit B.***

***The applicant must plant trees at 12-14 feet in height, and shrubs at 48" at the time of installation for all buffers. Shrubs must be maintained at 60".***

**Exhibits**
A – Protected Species Report/ FLUCCS Map
B –Schedule of Deviation Cross-Sections

**EXHIBIT A**



# HEIGHTS CAREER-TECHNICAL SCHOOL

## Environmental Data for PD Amendment

SECTION 34, TOWNSHIP 45 SOUTH, RANGE 24 EAST
LEE COUNTY, FLORIDA

Prepared For:

Peninsula Engineering
2600 Golden Gate Parkway
Naples, FL 34105

Prepared By:

Earth Tech Environmental, LLC
10600 Jolea Avenue
Bonita Springs, FL 34135
239.304.0030
www.eteflorida.com

June 2023

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**ENVIRONMENTAL REQUIREMENTS** ..... 4

## EXHIBITS

Figure 1 Site Location Map

Figure 2 USGS Quadrangle Map

Figure 3 Other Surface Water (OSW) Location Map

Figure 4 NRCS Soils Map

Figure 5 FLUCCS MAP

## APPENDICES

Appendix A Full Size Exhibits

Appendix B Protected Species Survey

## INTRODUCTION

The purpose of this document is to satisfy the Environmental Requirements for Lee County in regard to a Planned Development (PD) for Heights Career-Technical School (Subject Property).

## PROPERTY LOCATION

The Subject Property for this report consists of one (1) parcel (Strap # 34-45-24-00-00002.0010). The Subject Property is located on the corner of Pine Ridge Road and Gladiolus Drive in Lee County, Florida. According to the boundary provided by Lee County Property Appraiser, the Subject Property totals approximately 4.88 acres. See Figure 1 below for a location map.

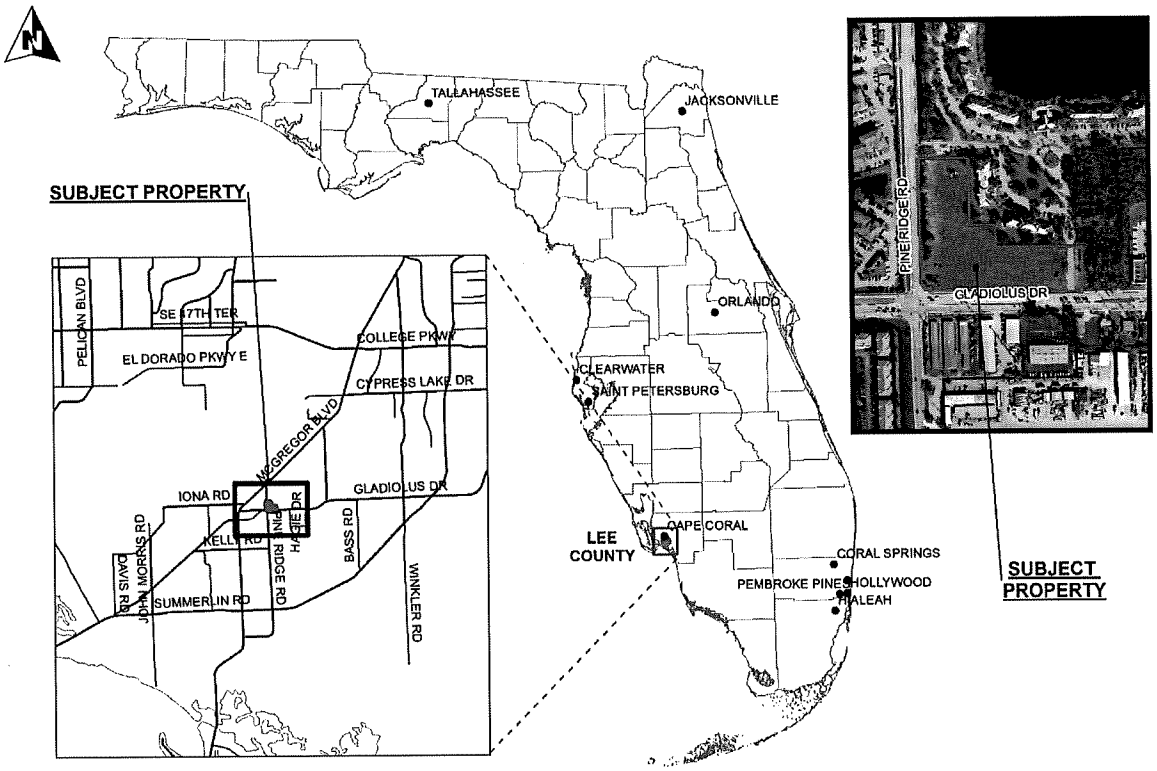



***Figure 1.*** *Site Location Map*

## ENVIRONMENTAL REQUIREMENTS

**A. TOPGRAPHY: Describe the range of surface elevations of the property. Attach a county topographic map (if available) or a USGS quadrangle map showing the subject property. [34-373(a)(4)b.iv.].**

*Site elevations range from 15' to 19' NAVD. See Figure 2 below for USGS Quadrangle Map.*

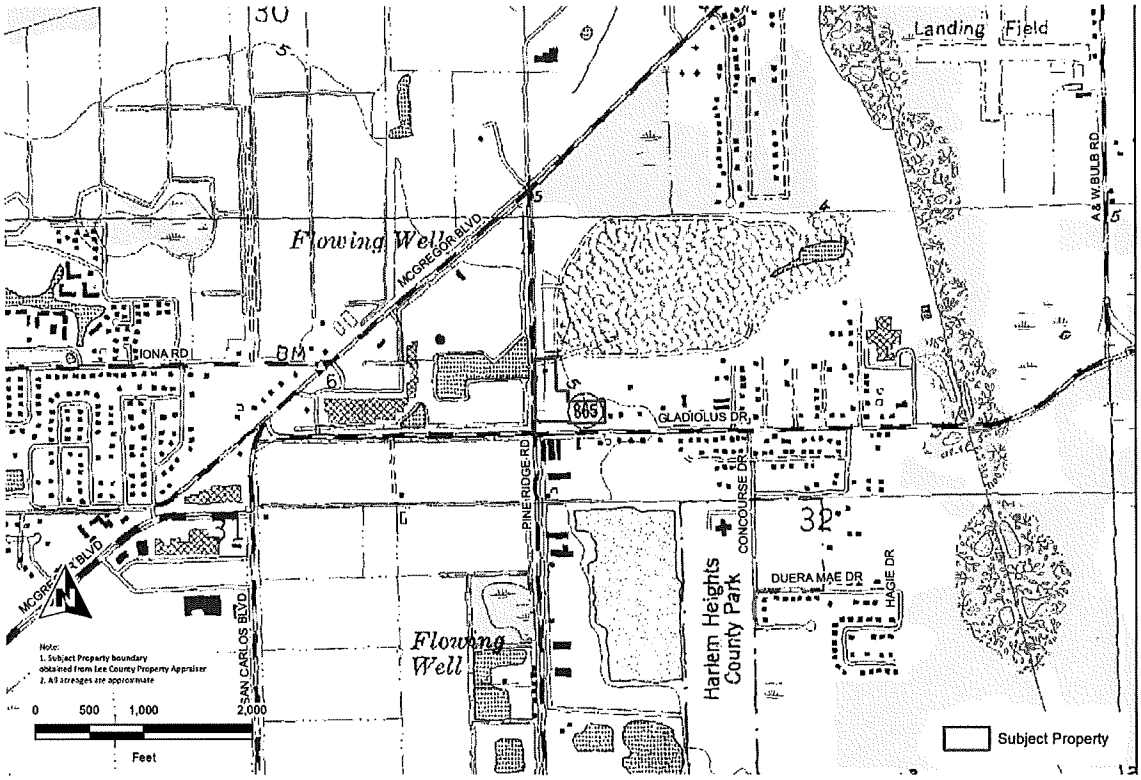



***Figure 2.*** *USGS Quadrangle Map*

**B. SENSITIVE LANDS: Identify any environmentally sensitive lands, including, but not limited to, wetlands (as defined in the LEE Plan Section XII), flowways, creek beds, sand dunes, other unique land forms [see LEE Plan Policy 77.1.1 (2)] or listed species occupied habitat [see LCDLDC Section 10-473(f)].**

*See Figure 3 below for Other Surface Water (OSW) Location Map. The rest of the Subject Property has been disturbed and is mechanically maintained. A protected species survey is included in Appendix B.*




***Figure 3.*** *Other Surface Water (OSW) Location Map*

**C. PRESERVATION/CONSERVATION OF NATURAL FEATURES: Describe how the lands listed in PART 6.B. above will be protected by the completed project.**

*There are no native FLUCCS communities on the Subject Property, therefore there will be no preservation of natural resources.*

**D. SHORELINE STABILIZATION: If the project is located adjacent to navigable natural waters, describe the method of shoreline stabilization, if any, being proposed:**

*Not applicable.*

**E. SOILS MAP: Attach maps drawn at the same scale as the Master Concept Plan marked or overprinted to show the soils classified in accordance with the USDA/SCS System. [34-373(a)(4)b.i.]**

*See Figure 4 below for NRCS Soils Map.*




***Figure 4.*** *NRCS Soils Map*

**F. FLUCCS MAP: A Florida Land Use, Cover and Classification System (FLUCCS) map, at the same scale as the Master Concept Plan, prepared by an environmental consultant. The FLUCCS map must clearly delineate any Federal and State jurisdictional wetlands and other surface waters, including the total acreage of Federal and State wetlands. [34-373(a)(4)b.v.]**

*See Figure 5 below for FLUCCS Map.*




***Figure 5.*** *FLUCCS Map*

**G. RARE & UNIQUE UPLAND HABITAT MAP: Maps drawn at the same scale as the Master Concept Plan marked or overprinted to show significant areas of rare and unique upland habitat as defined in the LEE Plan Section XII. [34-373(a)(4)b.iii.]**

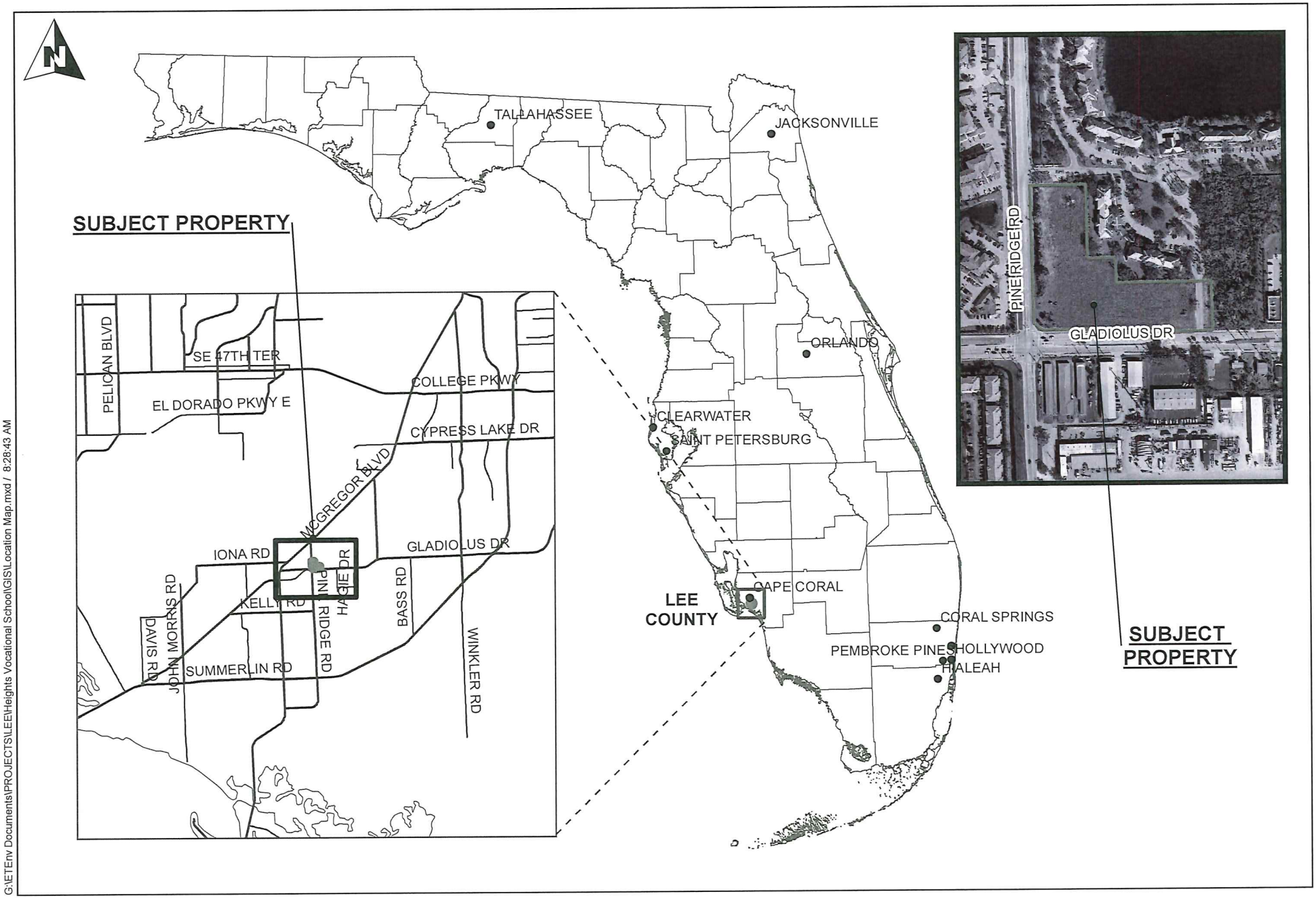
*Not applicable.*

**H. EXISTING AND HISTORIC FLOW-WAYS MAP: Map(s) drawn at the same scale as the Master Concept Plan marked or overprinted to show and historic flow-ways. [34-373(a)(4)b.v.]**

*Not applicable.*

# APPENDIX A

# FULL SIZE EXHIBITS

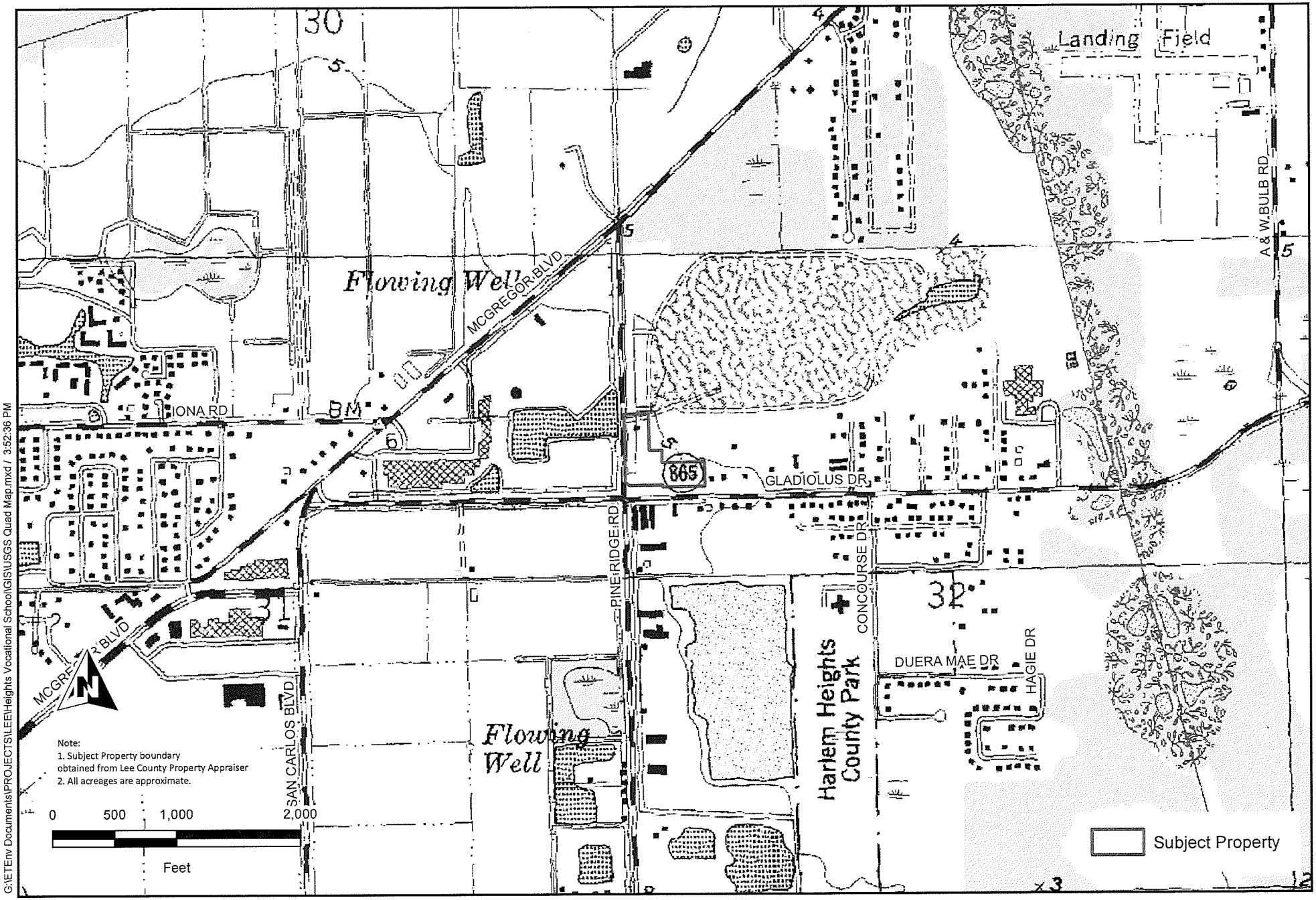



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| Project | Map Type | Date |
|---|---|---|
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| Project | Map Type | Date |
|---|---|---|
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| Heights Career-Technical School - 34-45-24-00-00002.0010<br>Lee County, FL | NRCS Soils Map | 06/08/23 |

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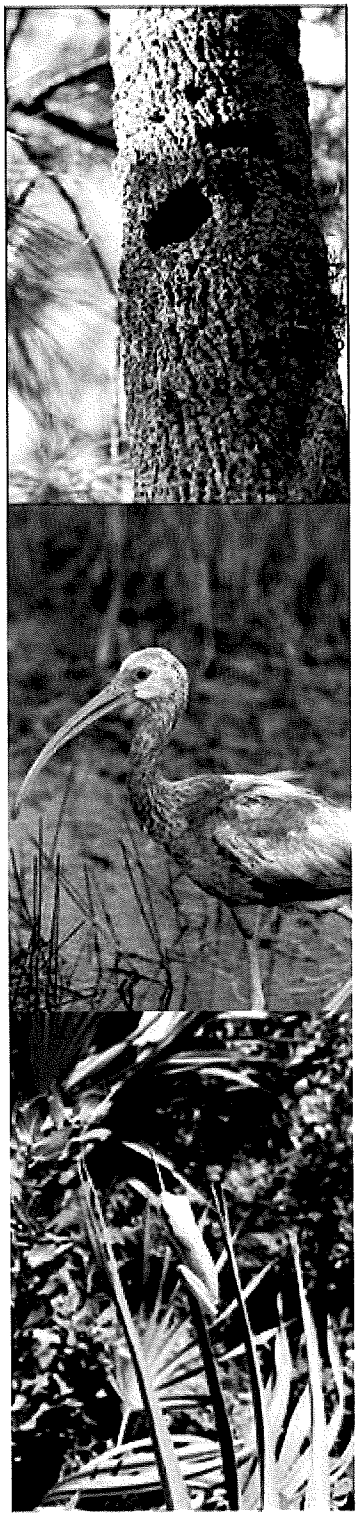
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# APPENDIX B

# PROTECTED SPECIES SURVEY



# HEIGHTS CAREER-TECHNICAL SCHOOL

## Protected Species Survey

SECTION 34, TOWNSHIP 45, RANGE 24 EAST
LEE COUNTY, FLORIDA

Prepared For:

Peninsula Engineering
2600 Golden Gate Parkway
Naples, FL 34105

Prepared By:

Earth Tech Environmental, LLC
10600 Jolea Avenue
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www.eteflorida.com

April 2023

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Figure 1 Site Location Map

Figure 2 Aerial Map

Figure 3 FLUCCS Map with Aerial

Figure 4 FLUCCS Map

Figure 5 Transect Map & Field Results

Figure 6 Florida Bonneted Bat Consultation Area

Figure 7 Wood Stork Information

Figure 8 Florida Panther Information

Figure 9 Florida Black Bear Information

Figure 10 Bald Eagle Map

## 1.0 INTRODUCTION

Earth Tech Environmental (ETE) conducted a search for listed species on the property referred to as Heights Career-Technical School (Subject Property). This assessment was conducted by ETE on April 26th, 2023, to evaluate the Subject Property for the potential presence of listed species of concern based on the determined Florida Land Use Cover and Forms Classification System (FLUCCS) vegetation.

## 2.0 PROPERTY LOCATION

The Subject Property consists of one single parcel (Strap # 34-45-24-00-00002.0010) and is located on the corner of Pine Ridge Road and Gladiolus Drive in Lee County, Florida (Figures 1 & 2). According to the boundary provided by Lee County Property Appraiser, the Subject Property totals approximately 4.88 acres.

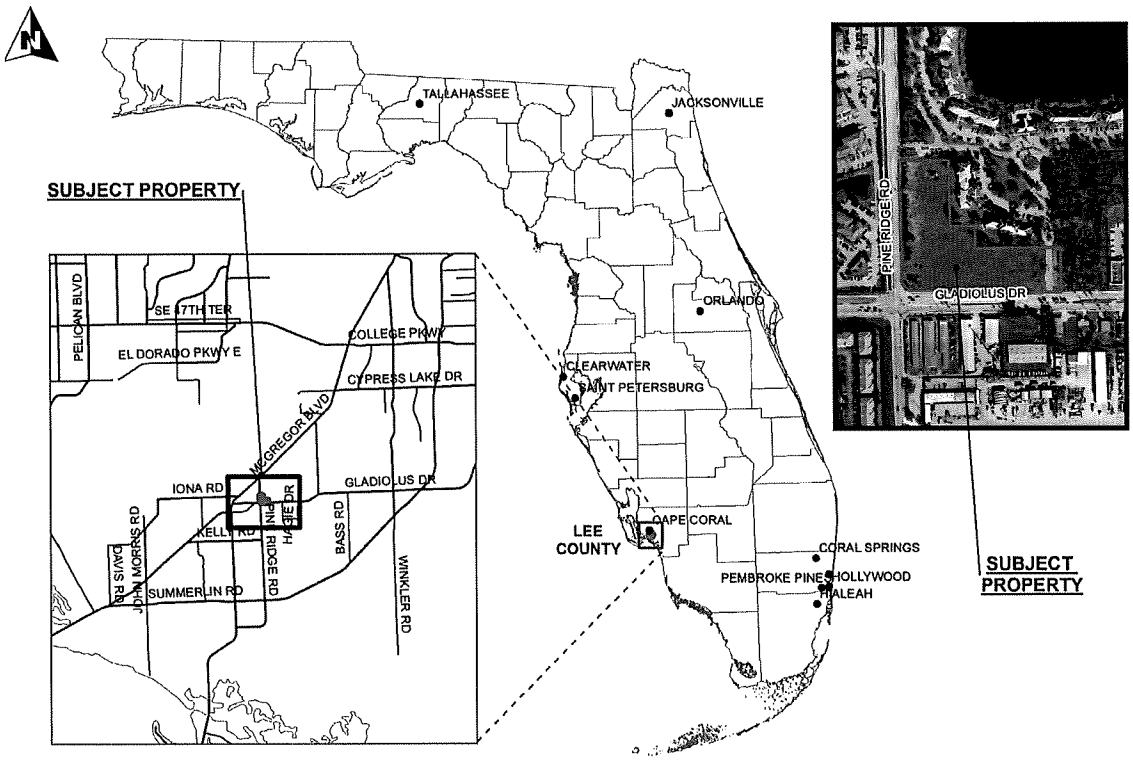



***Figure 1.*** *Site Location Map*

## 3.0 SPECIES SURVEY MATERIALS & METHODS

The species survey was conducted in accordance with the Lee County Administrative Code AC-13-10, specifically using the Endangered Species Survey Methodology (ESSM) as outlined by Southern Biomes and approved by Lee County in compliance with Lee County Administrative Code AC-13-10. As outlined in the methodology, existing vegetation communities or land uses on the Subject Property were delineated on the most recent aerial photograph available (Lee County 2023) using the Florida Land Use, Cover and Forms Classification System (FLUCCS). FLUCCS mapping for this property is detailed below in Figures 3 & 4. The resulting FLUCCS codes were cross-referenced with a list of protected plant and animal species. The lists were obtained from three publications:

- "Florida's Endangered Species, Threatened Species & Species of Special Concern-Official Lists", December 2022.
- "Lee County Protected Species List." May 10, 2022.
- "Notes on Florida's Endangered and Threatened Plants", Florida Department of Agriculture and Consumer Services, 2010.

The result is a composite table that contains the names of the protected species which have the highest probability of occurring in each particular FLUCCS community. See Table 3 of this report for the species list that applies to the FLUCCS communities associated with the Subject Property.

In the field, each FLUCCS community is searched for listed species or signs of listed species. A meandering strip census survey methodology was utilized as described by the ESSM. This is accomplished using a series of meandering pedestrian transects spaced approximately 25-feet apart to achieve approximately 80% overall coverage, throughout each vegetation community (see Figure 5). If necessary, transect integrity is maintained using a handheld GPS in track mode. Signs or sightings of all species are recorded, and any associated burrows, dens, or cavities are flagged in the field and marked by GPS.

Based on the habitat types found on the Subject Property (see Table 3), particular attention was paid to the presence or absence of listed species such as gopher tortoises, Florida burrowing owl, and Florida bonneted bat (cavities).

Approximately two (2) man-hours were logged on the Subject Property during this species survey (see Table 1).

**TABLE 1. FIELD TIME SPENT ON THE SUBJECT PROPERTY**

| DATE | START TIME | END TIME | NO. ECOLOGISTS | MAN HOURS | TASK |
|---|---|---|---|---|---|
| April 26th, 2023 | 1:30 am | 2:30 pm | 2 | 2 | Species Survey Fieldwork |

## 4.0 EXISTING SITE CONDITIONS

Temperatures during the fieldwork for this survey were in the mid 80's with partly cloudy skies.

The Subject Property is currently vacant and undeveloped other than a concrete pad located in the northern portion of the property. The Subject Property looks to have been cleared of most canopy trees and the ground cover is mechanically maintained. Due to the clearing, moderate exotic recruitment has occurred on the ground, mid-story, and canopy levels throughout the property. A road, Edisto Way, runs north-to-south through the eastern portion of the Subject Property. A canal considered an Other Surface Water (OSW) runs almost the entire length of the western boundary.

The Subject Property has the following surrounding land uses:

| | |
|---|---|
| North: | Residential |
| East: | Gladiolus Drive/Commercial |
| South: | Commercial |
| West: | Pine Ridge Road/Residential |

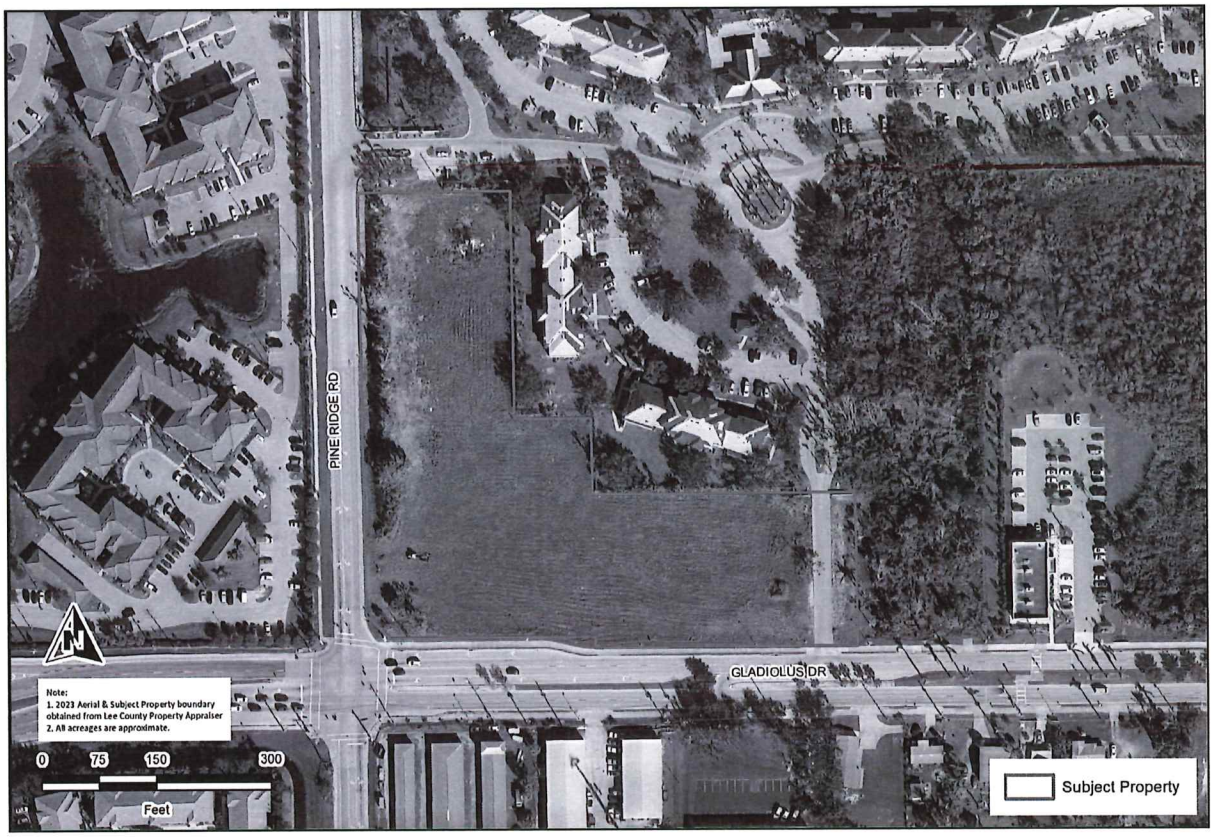



***Figure 2.*** *Aerial Map*

Table 2 lists the FLUCCS communities located on the Subject Property. The community descriptions correspond to the FLUCCS maps below (Figures 3 and 4). See Florida Land Use, Cover and Forms Classification System (Department of Transportation, Surveying & Mapping Geographic Mapping Section, 1999) for definitions.

The Florida Invasive Species Council's (FISC) list of invasive species contains Category I and Category II species that may be found on the Subject Property. Category I species are invasive exotics that are altering native plant communities by displacing native species, changing community structures or ecological functions, or hybridizing with natives. Category II species are invasive exotics that are increasing in abundance or frequency but have not yet altered Florida plant communities. A significant factor in mapping vegetative associations and local habitats is the invasion of these species such as Brazilian pepper, earleaf acacia, melaleuca, Caesarweed, and air potato. Levels of exotic density were mapped by using field observations and photo interpretation as shown in Figure 3. Modifiers, or "E" designators, are appended to the FLUCCS codes to indicate the approximate density of exotics in the canopy and/or sub-canopy.

| TABLE 2. FLUCCS COMMUNITIES AND CORRESPONDING ACREAGES | | |
|---|---|---|
| **FLUCCS CODE** | **DESCRIPTION** | **ACREAGE** |
| 190 | Open Land | 4.40 |
| 510 | Other Surface Water (OSW) – Canal | 0.36 |
| 814 | Road | 0.12 |
| | **Site Total:** | **4.88** |

E1 = Exotics <25% of total cover
E2 = Exotics 26-50% of total cover
E3 = Exotics 51-75% of total cover
E4 = Exotics >75% of total cover




***Figure 3.*** *FLUCCS Map with Aerial*

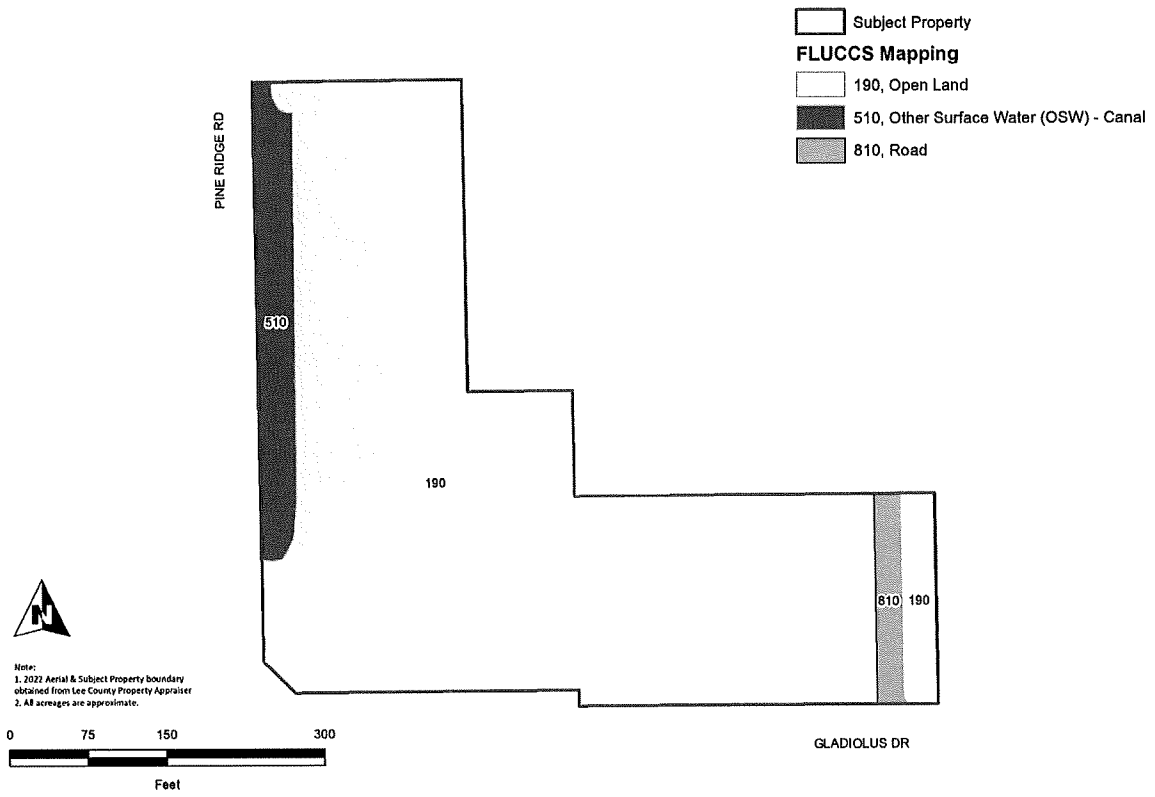



***Figure 4.*** *FLUCCS Map*

* = Exotic vegetation species

FLUCCS 190, Open Land

This community is found on the majority of the Subject Property. Canopy is void of vegetation except for several slash pine (*Pinus elliottii*), cabbage palm (Sabal palmetto), *earleaf acacia (*Acacia auriculiformis),* and woman's tongue *(Albizia lebbeck)* along the canal on the western portion of the Subject Property. Mid-story is nearly void as well, with some cabbage palm and *Brazilian pepper (*Schinus terebinthifolia*). Ground cover consists of Paspalum (*Paspalum spp.*), beaksedge (*Rhynchospora spp.*), beggarticks (*Bidens alba*), common ragweed (*Ambrosia artemisiifolia*), *smutgrass (*Sporobolus indicus*), and small patches of swamp flatsedge (*Cyperus ligularis*) and *giant reed (*Arundo donax*).

FLUCCS 510, Other Surface Water (OSW) - Canal

This community is found along the western boundary of the Subject Property

FLUCCS 814, Road

Edisto Way runs through the eastern portion of the Subject Property.

The various protected species which may occur in the corresponding FLUCCS communities are shown below in Table 3.

**TABLE 3. PROTECTED SPECIES LIST ACCORDING TO FLUCCS CATEGORY**

| FLUCCS | POTENTIAL LISTED SPECIES | SCIENTIFIC NAME | DESIGNATED STATUS | |
|---|---|---|---|---|
| | | | FWC OR FDACS | USFWS |
| 190 | Florida Burrowing Owl | *Athene cunicularia* | T | MBTA |
| | Gopher Tortoise | *Gopherus polyphemus* | T | - |
| 510 | American Alligator | *Alligator mississippiensis* | SSC | T(S/A) |
| | Everglades Mink | *Neovison vison evergladensis* | T | - |
| | Little Blue Heron | *Egretta caerulea* | T | - |
| | Reddish Egret | *Egretta rufescens* | T | - |
| | Roseate Spoonbill | *Platalea ajaja* | T | - |
| | Tricolored Heron | *Egretta tricolor* | T | - |
| | Wood Stork | *Mycteria americana* | T | T |
| 814 | NONE | - | - | - |

*Abbreviations*

*Agencies:*
*FDACS = Florida Department of Agriculture and Consumer Services*
*FWC = Florida Fish & Wildlife Conservation Commission*
*FWS = United States Fish and Wildlife Service*

*Status:*
*CE = Commercially Exploited*
*MBTA = Migratory Bird Treaty Act*
*SSC = Species of Special Concern*
*T = Threatened*

## 5.0 RESULTS

All relevant species observed on the Subject Property are detailed in Table 4 and any protected species observed are specifically noted. No species on the Lee County Protected Species List were observed. See Figure 5 below for transect and field results.

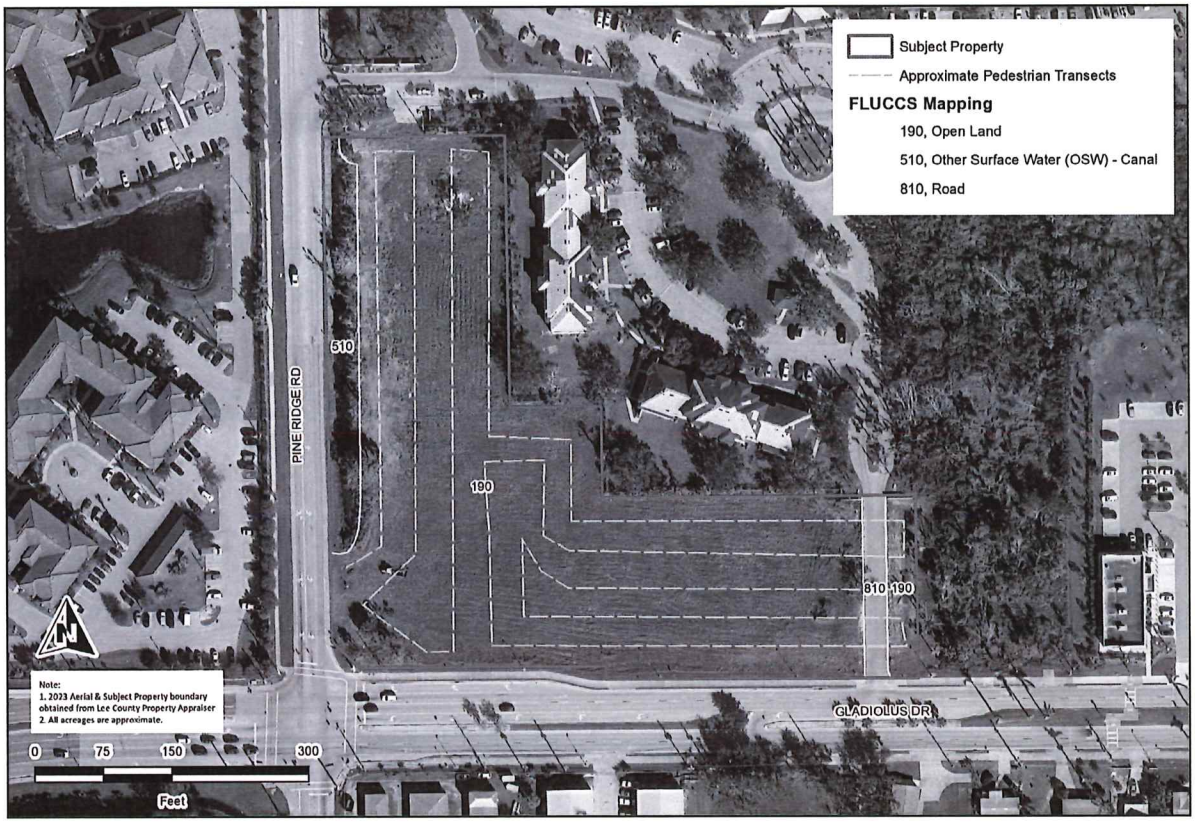



***Figure 5.*** *Transect Map & Field Results*

| TABLE 4. SPECIES OBSERVED ON THE SUBJECT PROPERTY | | | | |
|---|---|---|---|---|
| **COMMON NAME** | **SCIENTIFIC NAME** | **OBSERVATIONS** | **LISTED SPECIES?** | **STATUS** |
| **BIRDS** | | | | |
| Cattle Egret | *Bubulcus ibis* | DV | No | MBTA |
| Common Mockingbird | *Mimus polyglottos* | DV | No | MBTA |
| European Starling | *Sturnus vularis* | DV | No | - |
| Tree Swallow | *Tachycineta bicolor* | DV | No | MBTA |
| **REPTILES** | | | | |
| Brown Anole | *Anolis sagrei* | DV | No | - |

☐ = protected species

*Observations:*
*DV = Direct Visual*

*Status:*
*MBTA = (protected under) Migratory Bird Treaty Act*

The Subject Property does have community types in which additional protected species could potentially reside. During permitting, the following protected species concerns may be raised by the agencies:

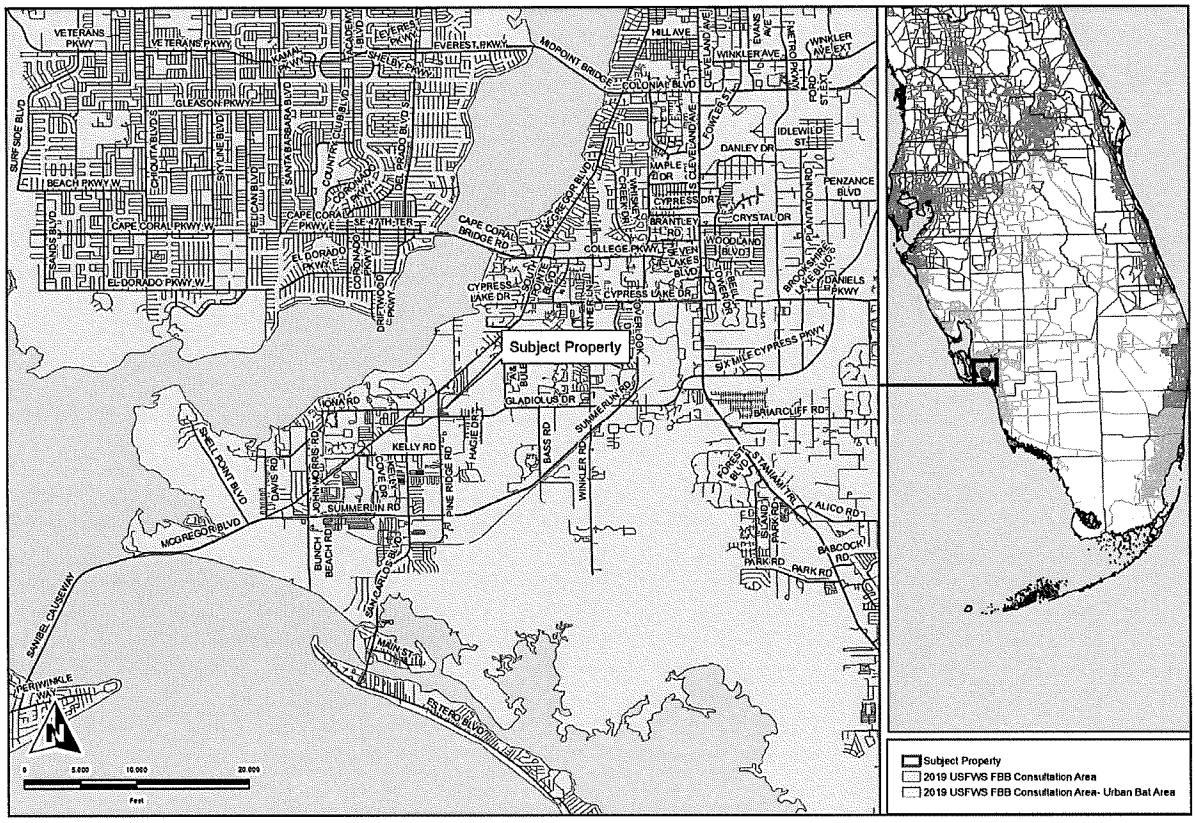



***Figure 6.*** *Florida Bonneted Bat Consultation Area*

Florida Bonneted Bat (*Eumops floridana*)

The Subject Property falls within the United States Fish & Wildlife Service's (USFWS) Florida Bonneted Bat Consultation Area (see Figure 6 above). During the species survey, no tree cavities were observed on the Subject Property. Considering the low-quality roosting habitat, and that the Subject Property is surrounded by residential development on all sides, technical assistance with USFWS will likely not be required for Florida bonneted bat.

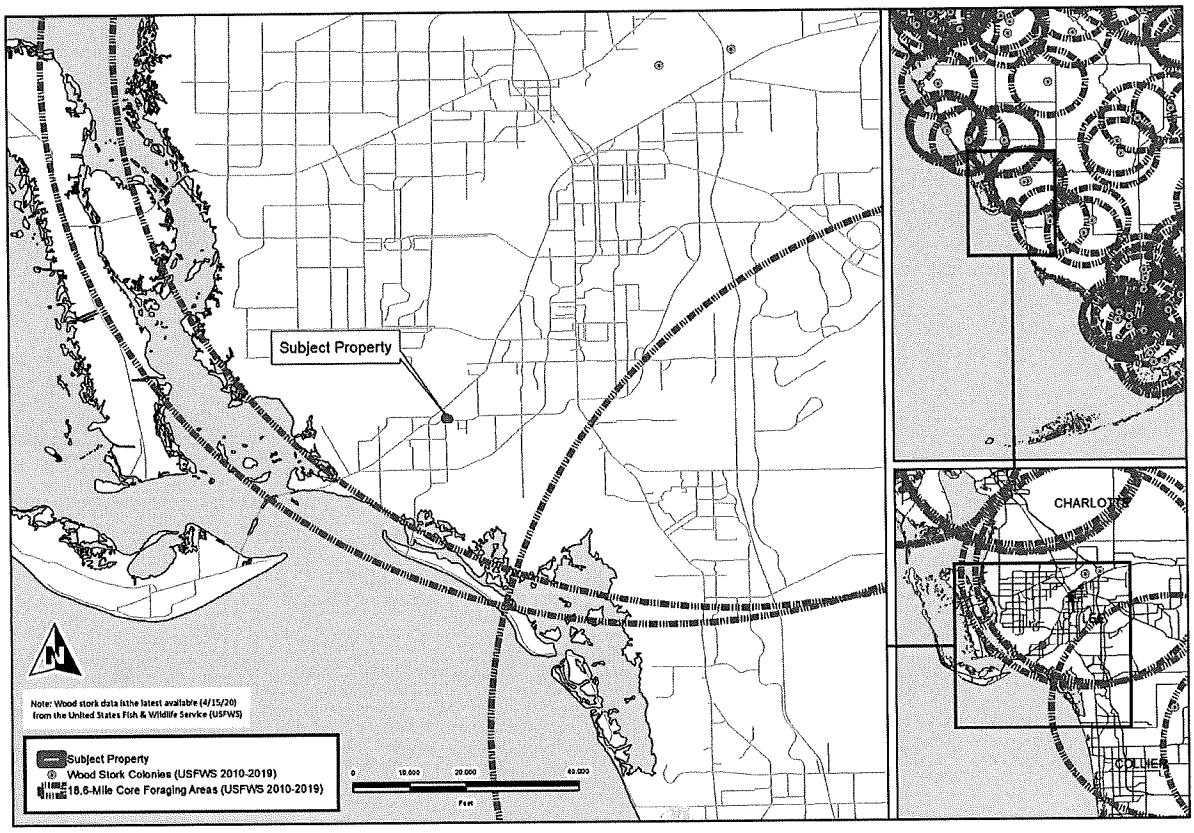



***Figure 7.*** *Wood Stork Information*

Wood Stork (*Mycteria amaericana*)

The Subject Property falls within the core foraging area (estimated at 18.60 miles) of at least two (2) wood stork colonies in Lee County (see Figure 7). Due to the lack of significant standing water on most of the property, wood stork nesting and/or foraging is unlikely on the property; therefore, technical assistance with USFWS will likely not be necessary for wood stork.

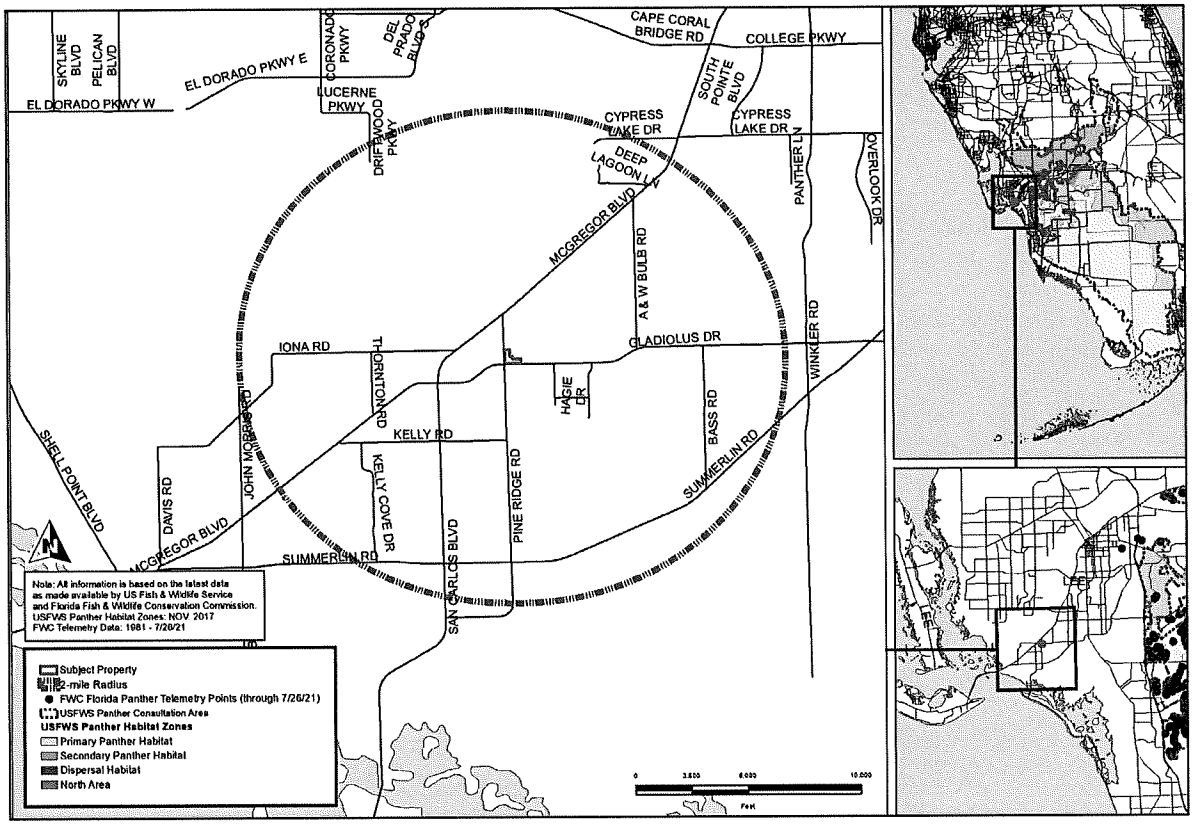



***Figure 8.*** *Florida Panther Information*

Florida Panther (*Felis concolor coryi*)

The Subject Property does not fall within the USFWS Florida Panther Habitat or Consultation Zones. See Figure 8 for Florida panther information as it relates to the Subject Property. Panther utilization on the property would be unlikely as it is relatively small, isolated and surrounded by development. Technical assistance from the USFWS should not be necessary for the Florida panther.

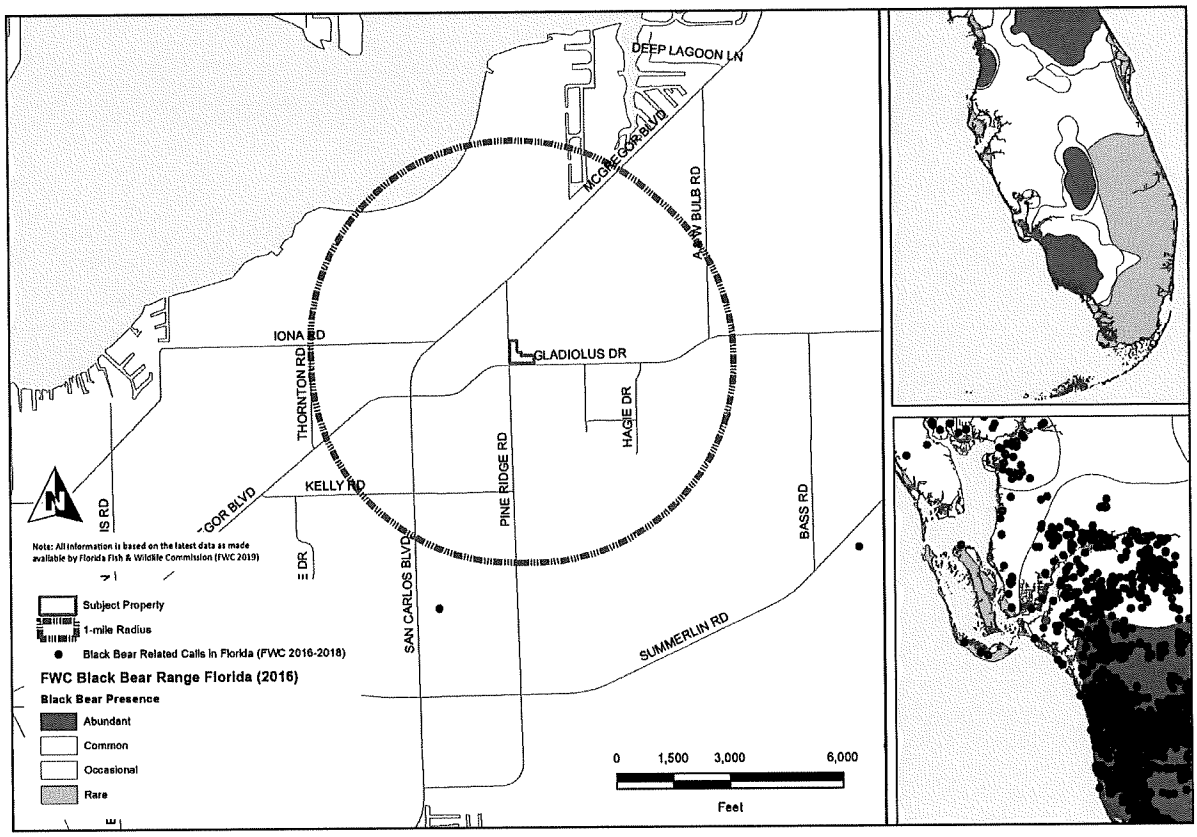



***Figure 9.*** *Florida Black Bear Information*

Florida Black Bear (*Ursus americanus floridanus*)

The Subject Property falls within the Florida Fish & Wildlife Conservation Commission's (FWC) "Common" mapped range for Florida black bear. No black bear related phone calls have been documented within 1.0-mile of the Subject Property, though FWC stopped tagging and tracking black bears in 2018. See Figure 9 for black bear mappings as they relate to the Subject Property. The property is surrounded by development and roadways; as such, the County likely will not require conservation measures for Florida black bear.

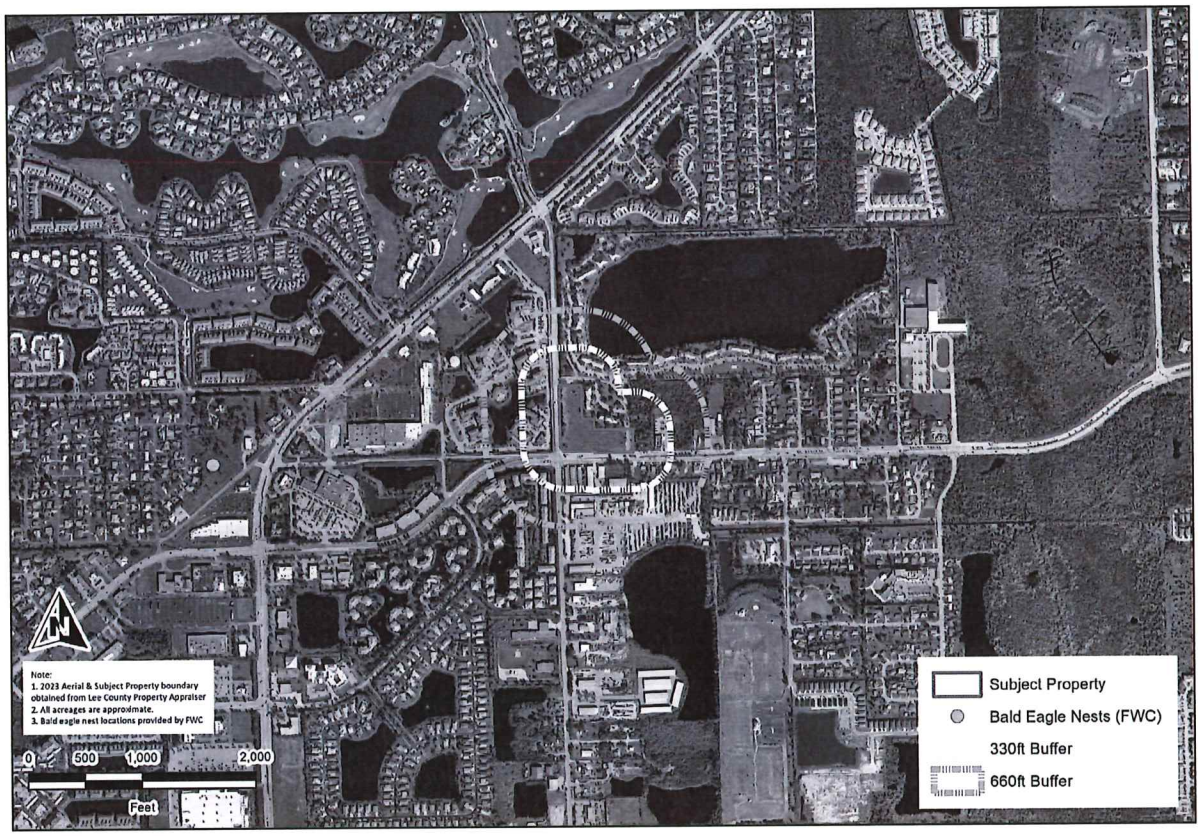



***Figure 10.*** *Bald Eagle Map*

Bald Eagle (*Haliaeetus leucocephalus*)

The Subject Property does not fall within 330-feet or 660-feet (USFWS Protection Zones) of any FWC-documented bald eagle nest (see Figure 10). Technical assistance from USFWS will likely not be necessary for bald eagle.

## 6.0 REFERENCES

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**EXHIBIT B**

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: 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.*


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*The proposed Pine Ridge Road ingress/egress location will aide 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.*

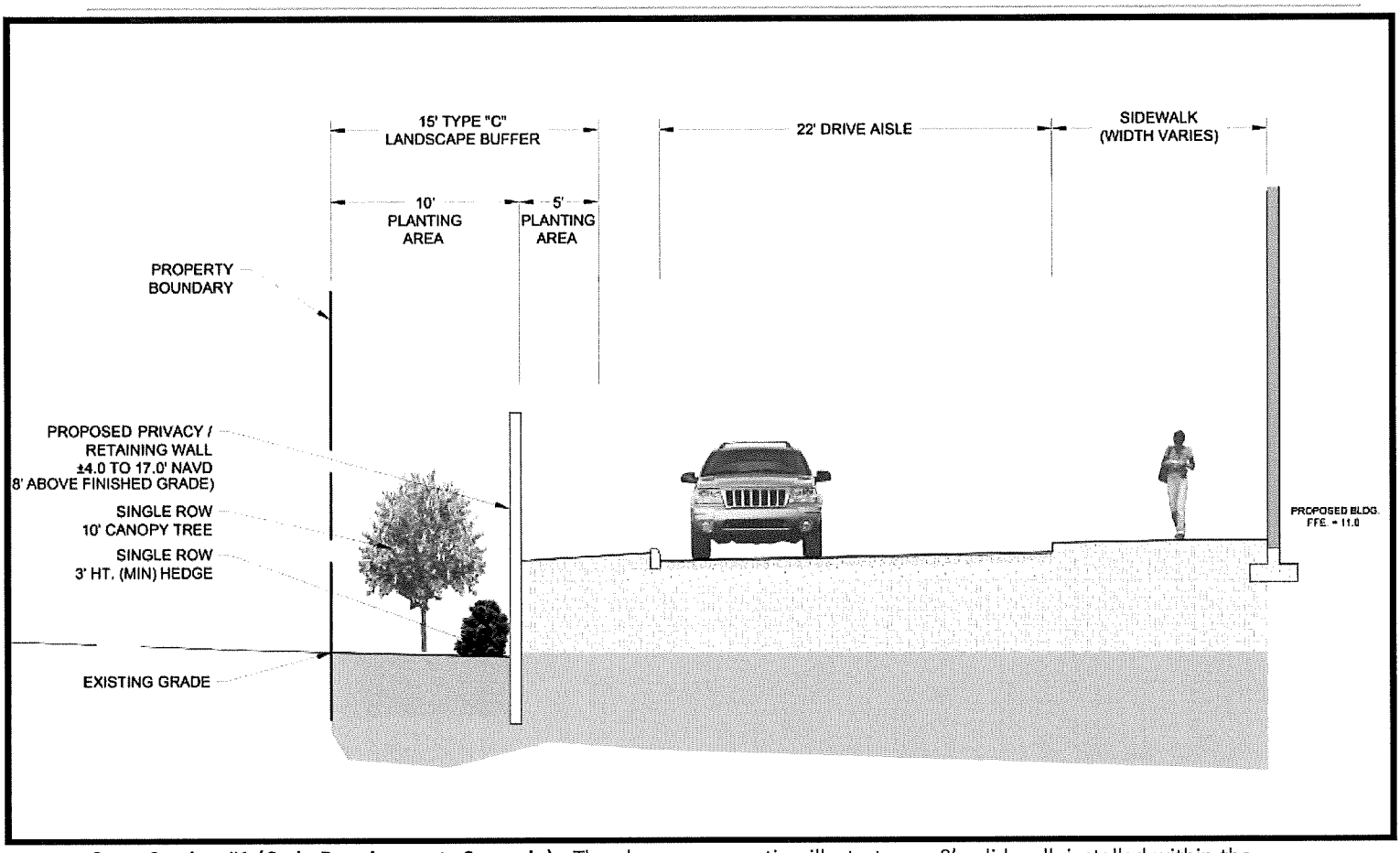
11. **Deviation #11 seeks relief from LDC Section 10-416(d)4 "Buffer Types," which requires Type 'C' buffers provide a solid wall, berm or wall/berm combination not less than eight feet in height as measured from the finished grade of the project site, to instead allow a solid wall/retaining wall combination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

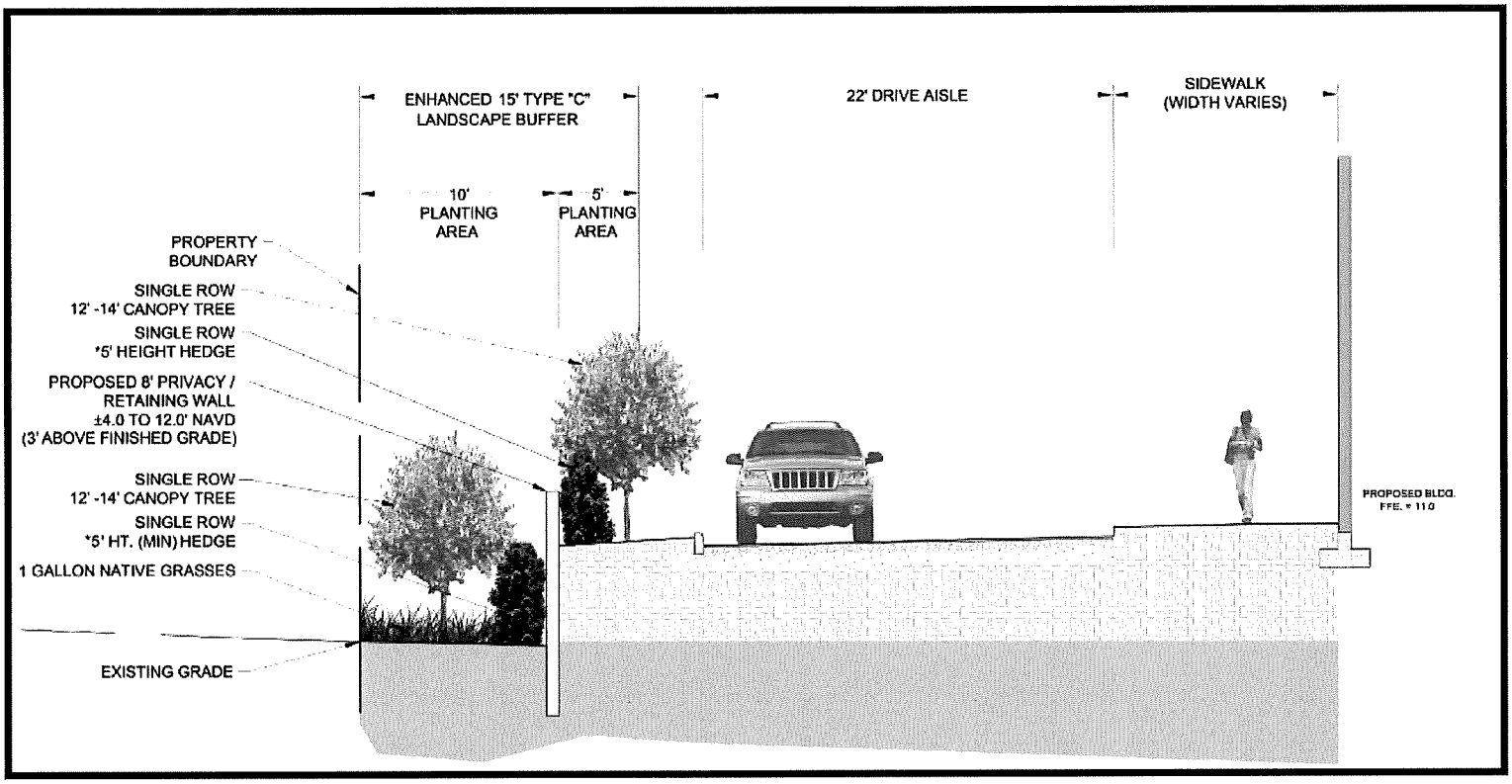
*The approval of this deviation will allow a retaining wall/solid wall combination, not less than 8' in height, measured from the existing grade of the project site. Additional plant material and enhanced landscaping, as outlined in Deviation #12, will be installed within the buffer to sufficiently screen 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 additional plant materials proposed. The approval of this deviation will have no negative impact on public health, safety or welfare.*


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**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:**

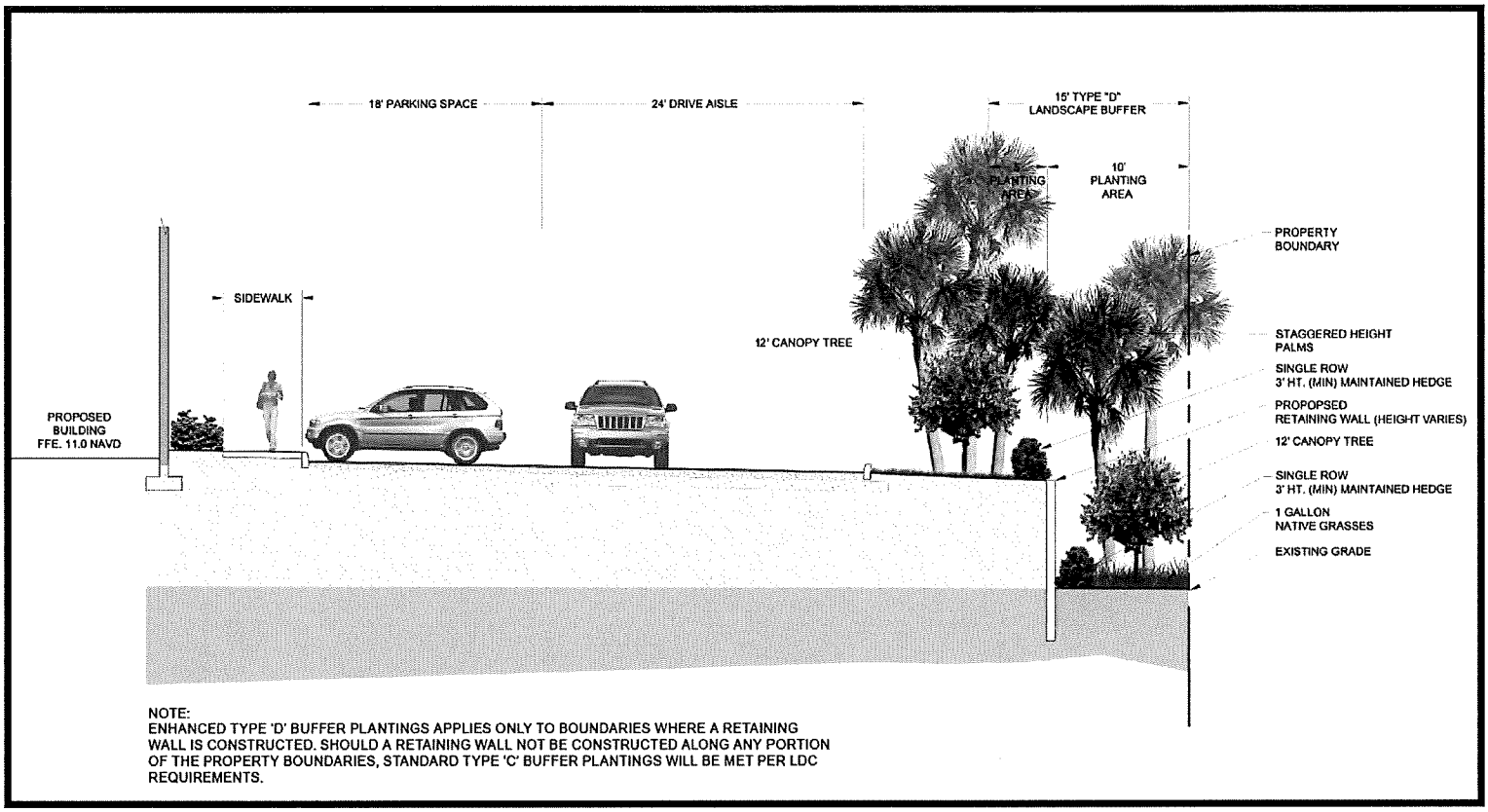
   a. **Within the Type 'C' buffers, where the site is adjacent to residential development and a retaining wall is constructed, a single row of shrubs 5' in height and spaced 4' on center and single row of native canopy trees 12'-14' in height at five (5) trees per 100 linear feet shall be planted at the 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.*


2600 Golden Gate Parkway, Naples, Florida, 34105 Office 239.403.6700 Fax 239.261.1797

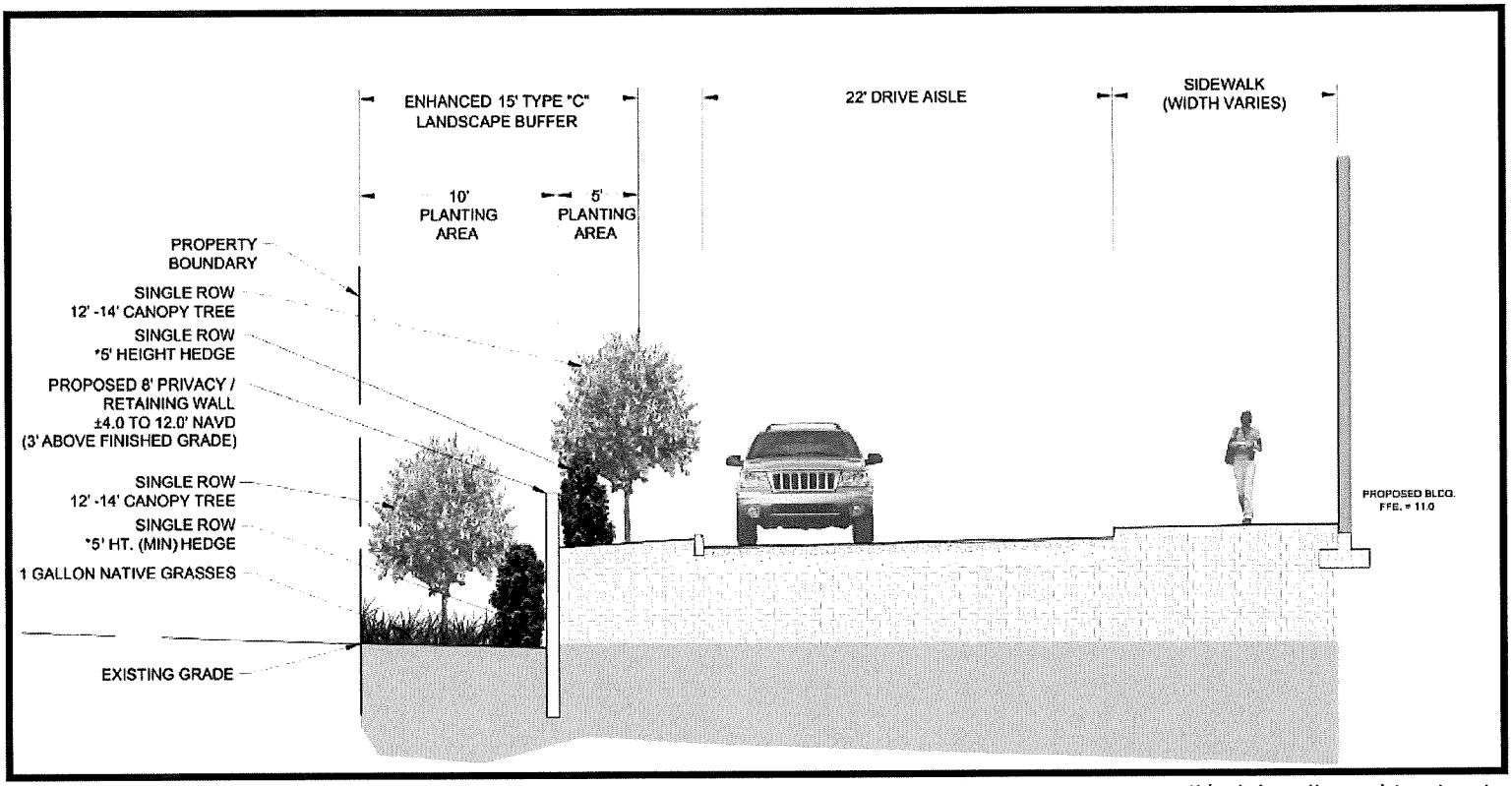
Fla Engineer CA 28275 Fla Landscape CA LC26000632 Fla Surveyor/Mapper LB8479




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


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Fla Engineer CA 28275 Fla Landscape CA LC26000632 Fla Surveyor/Mapper LB8479




**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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Fla Engineer CA 28275 Fla Landscape CA LC26000632 Fla Surveyor/Mapper LB8479

PENINSULA ENGINEERING

# ORIGINAL PD MASTER PLAN

# AND

# LIST OF ORIGINAL DEVIATIONS


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Fla Engineer CA 28275 Fla Landscape CA LC26000632 Fla Surveyor/Mapper LB8479

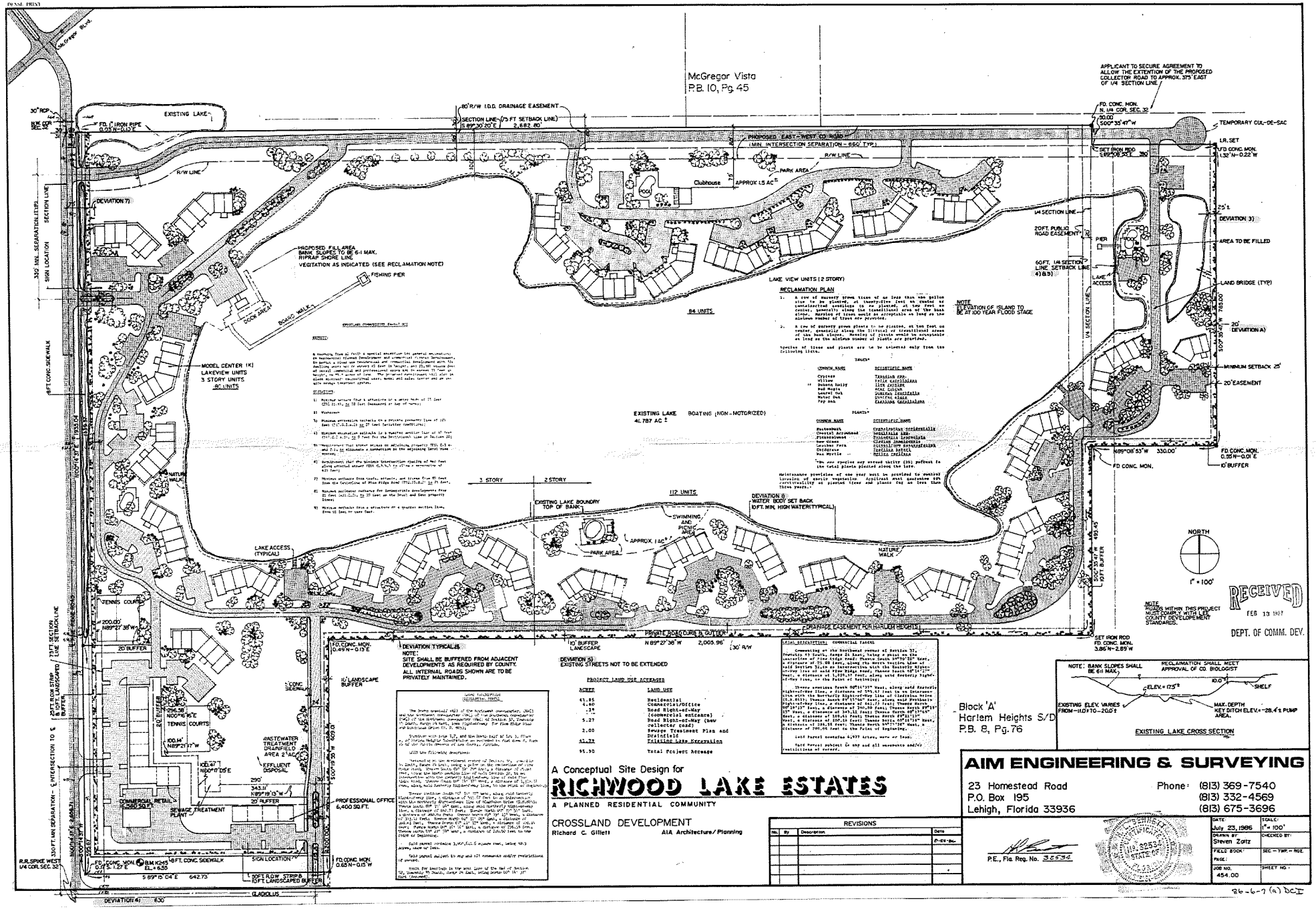
Staff recommends approval of the following deviation, subject to the following:

***Prior to the issuance of the first development order, plans must demonstrate the proposed no cabbage palms within the buffer abutting multi-family residential.***

***Prior to the issuance of the first development order, plans must be in substantial compliance with the cross-section on pages 7 and 8 of Exhibit B.***

***The applicant must plant trees at 12-14 feet in height, and shrubs at 48" at the time of installation for all buffers. Shrubs must be maintained at 60".***

**Exhibits**
A – Protected Species Report/ FLUCCS Map
B –Schedule of Deviation Cross-Sections


McGregor Vista
P.B. 10, Pg. 45
APPLICANT TO SECURE AGREEMENT TO ALLOW THE EXTENTION OF THE PROPOSED COLLECTOR ROAD TO APPROX. 375' EAST OF 1/4 SECTION LINE
PROPOSED EAST-WEST CO. ROAD
(MIN. INTERSECTION SEPARATION - 660' TYP.)
80' R/W I.D.D. DRAINAGE EASEMENT
SECTION LINE (75 FT. SETBACK LINE)
S 89°20'20"E 2,682.80'
EXISTING LAKE
TEMPORARY CUL-DE-SAC
Clubhouse
APPROX 1.5 AC ±
PARK AREA
DEVIATION 7)
DEVIATION 3)
AREA TO BE FILLED
LAND BRIDGE (TYP)
PROPOSED FILL AREA
BANK SLOPES TO BE 6:1 MAX.
RIPRAP SHORE LINE
VEGETATION AS INDICATED (SEE RECLAMATION NOTE)
FISHING PIER
BOARD WALK
DOCK AREA
LAKE VIEW UNITS (2 STORY)
84 UNITS
RECLAMATION PLAN
NOTE
ELEVATION OF ISLAND TO BE AT 100 YEAR FLOOD STAGE
MODEL CENTER (K)
LAKEVIEW UNITS
3 STORY UNITS
80 UNITS
EXISTING LAKE
41.787 AC ±
BOATING (NON-MOTORIZED)
3 STORY
2 STORY
112 UNITS
EXISTING LAKE BOUNDRY
TOP OF BANK
DEVIATION 8)
WATER BODY SET BACK
(0 FT. MIN. HIGH WATER) TYPICAL)
SWIMMING AND PICNIC AREA
APPROX. 1 AC ±
PARK AREA
NATURE WALK
LAKE ACCESS (TYPICAL)
TENNIS COURTS
20' BUFFER
10' LANDSCAPE BUFFER
WASTEWATER TREATMENT DRAINFIELD AREA 2 AC ±
EFFLUENT DISPOSAL
SEWAGE TREATMENT PLANT
COMMERCIAL RETAIL 6,000 SQ.FT.
PROFESSIONAL OFFICE 6,400 SQ.FT.
SIGN LOCATION
6FT. CONC. SIDEWALK
50FT. ROW STRIP W/ 10FT LANDSCAPED BUFFER
DEVIATION 4)
GLADIOLUS
PRIVATE ROADWAYS & GUTTER
DRAINAGE EASEMENT FOR HARLEM HEIGHTS
10' BUFFER LANDSCAPE
30' R/W
DEVIATION 9)
EXISTING STREETS NOT TO BE EXTENDED
DEVIATION TYPICALS
NOTE:
SITE SHALL BE BUFFERED FROM ADJACENT DEVELOPMENTS AS REQUIRED BY COUNTY. ALL INTERNAL ROADS SHOWN ARE TO BE PRIVATELY MAINTAINED.
PROJECT LAND USE ACREAGES
ACRES LAND USE
41.85 Residential
6.40 Commercial/Office
.39 Road Right-of-Way (commercial entrance)
5.27 Road Right-of-Way (new collector road)
2.00 Sewage Treatment Plan and Drainfield
41.72 Existing Lake Excavation
95.30 Total Project Acreage
LEGAL DESCRIPTION: COMMERCIAL PARCEL
LEGAL DESCRIPTION (RESIDENTIAL PARCEL)
NOTE: BANK SLOPES SHALL BE 6:1 MAX.
RECLAMATION SHALL MEET APPROVAL OF CO. BIOLOGIST
ELEV. = 175'
10.0'
SHELF
EXISTING ELEV. VARIES FROM -11.0'±TO -20.0'±
MAX. DEPTH KEY DITCH ELEV. = -28.4'± PUMP AREA.
EXISTING LAKE CROSS SECTION
NORTH
1" = 100'
NOTE
ROADS WITHIN THIS PROJECT MUST COMPLY WITH LEE COUNTY DEVELOPMENT STANDARDS.
RECEIVED
FEB 13 1987
DEPT. OF COMM. DEV.
Block 'A'
Harlem Heights S/D
P.B. 8, Pg. 76
A Conceptual Site Design for
RICHWOOD LAKE ESTATES
A PLANNED RESIDENTIAL COMMUNITY
CROSSLAND DEVELOPMENT
Richard C. Gillett
AIA Architecture / Planning
REVISIONS
No. By Description Date
AIM ENGINEERING & SURVEYING
23 Homestead Road
P.O. Box 195
Lehigh, Florida 33936
Phone: (813) 369-7540
(813) 332-4569
(813) 675-3696
P.E., Fla. Reg. No. 35534
DATE: July 23, 1986
SCALE: 1" = 100'
DRAWN BY: Steven Zoltz
CHECKED BY:
FIELD BOOK:
SEC - TWP. - RGE.
PAGE:
JOB NO. 454.00
SHEET NO.:
86-6-7 (a) DCI

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.

7. Deviations

The formal zoning request in this case lists eight provisions (1 through 8) where the Master Concept Plan, if adopted, conflicts with the existing standards for Lee County. An additional provision is listed on the Master Concept Plan, but was not advertised. This provision cannot be acted upon at this time, but will have to be brought back to the Board at a later date. The other provisions are discussed below:

Deviation (1) would allow structures to be constructed within 10 feet (measured at the top of the bank) of the lake. Given the nature of this site, staff offers NO OBJECTION to the request.

Deviation (2) has been withdrawn.

Deviation (3) would allow the excavation to be located within 25 feet of the site property line, instead of the required 100 feet. Since this is an existing condition, staff offers NO OBJECTION to the request.

Deviation (4) would allow an excavation to be located over a quarter section line instead of setting back the required 60 feet. Since this is an existing condition, staff offers NO OBJECTION.

Deviation (5) would allow the project not to interconnect to the properties to the east and south. Staff believes that the project has sufficient access as proposed on the Master Concept Plan. Since the additional access would impact the elementary school, staff would not recommend interconnecting the project. Staff offers NO OBJECTION to the request.

Deviation (6) would allow the minimum intersection spacing on Gladiolus Drive between the project's southern entrance and Pine Ridge Road to be 630 feet, instead of the required 660 feet. Staff offers NO OBJECTION to the request.

Deviation (7) would allow a structure in the northwestern area of the site to be located within 75 feet of Pine Ridge Road instead of the required 80 feet. Staff offers NO OBJECTION to the request.

Deviation (8) would allow the perimeter setbacks along the eastern and southern property line to be 20 feet instead of 25 feet. Since the developable land around the lake is narrow and since a buffer is provided, staff offers NO OBJECTION to the request.

Findings of Fact

Staff also recommends APPROVAL of the following findings of fact:

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;

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.

C. D.C.I. (Administrative Review Staff) Recommendation:

1. Department of Transportation and Engineering: The department had made comments concerning roadway improvements which should be required for this project. See attachment I for full report.

2. Department of Community Services: Currently the Zoning Ordinance has no neighborhood park requirement for multiple family housing. Since the Crossland RPD site plan (dated July 23, 1986, revised 8-22-86) does not indicate a conventional subdivision for single family, two family, or mobile homes; Community Service has no comments on this request.

3. Department of Housing and Grants: Richwood Lake Estates, Ltd. Development should be required to donate five drainage easements to Lee County at the North Terminus of North Church, No Name, Codie, Wall and Johnson Streets in Harlem Heights so that necessry street paving work may proceed in Harlem Heights. The drainage easements would discharge into an existing vegetated swale which ultimately discharges to the I.D.D. C-3 canal.

4. Department of Public Safety: See attachment E

ATTACHMENT P

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

# TRAFFIC IMPACT STATEMENT

FOR

# HEIGHTS CAREER TECHNICAL SCHOOL REZONING

**(PROJECT NO. F2112.14)**

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

**July 26, 2023**

TR TRANSPORTATION CONSULTANTS, INC

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II. EXISTING CONDITIONS

III. PROPOSED DEVELOPMENT

IV. TRIP GENERATION

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VI. FUTURE TRAFFIC CONDITIONS

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VIII. CONCLUSION

TR TRANSPORTATION CONSULTANTS, INC

## I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking rezoning approval. The proposed development is located at the northeast corner of Gladiolus Drive and Pine Ridge Road in Lee County, Florida. The approximate location of the subject site is illustrated on **Figure 1**.

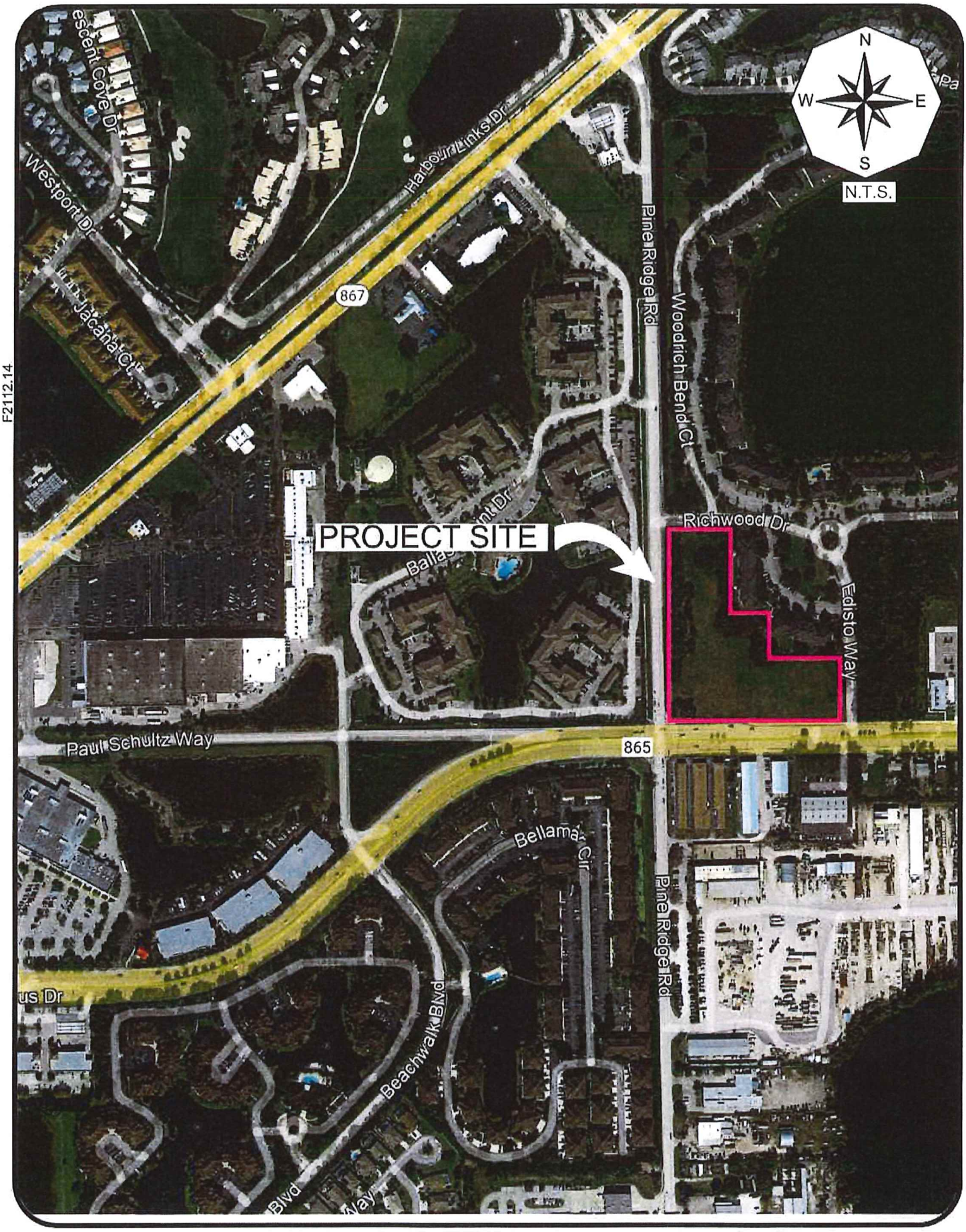
The approximate 4.9-acre site is currently zoned Commercial Planned Development (CPD) and is governed by Zoning Resolutions No. Z-86-081 and No. Z-87-103, which allow the site to be developed with up to 23,000 square feet of retail commercial uses. The applicant is proposing to rezone the subject site to Commercial Planned Development (CPD) to permit the development of a Heights Career Technical School with an anticipated enrollment of up to 165 students. It is important to note that the existing CPD allows for a school use but limits the overall floor area to only 23,000 square feet as well as containing additional height restrictions. Access to the subject site is proposed to Pine Ridge Road via a single connection and to Edisto Way that subsequently intersects Gladiolus Drive via a right-in/right-out only intersection.

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

## II. EXISTING CONDITIONS

The subject site is currently vacant. The overall site is generally bordered by Pine Ridge Road to the west, Gladiolus Drive to the south, Edisto Way to the east, and by residential uses to the north.

F2112.14




TR TRANSPORTATION CONSULTANTS, INC

PROJECT LOCATION MAP
HEIGHTS CAREER TECHNICAL SCHOOL Figure 1

**Pine Ridge Road** is a north/south two-lane individed major collector the borders the subject site to the west. Pine Ridge Road has a posted speed limit of 45 mph and is under the jurisdiction of the Lee County Department of Transportation.

**Gladiolus Drive** is an east/west four-lane divided arterial the borders the subject site to the south. Gladiolus Drive has a posted speed limit of 35 mph to the east of Pine Ridge Road and 45 mph to the west. Gladiolus Drive is under the jurisdiction of the Lee County Department of Transportation.

**Edisto Way** is a two-lane undivided local roadway the borders the subject site to the east. Edisto Way has a posted speed limit of 8.5 mph and is privately maintained.

## III. PROPOSED DEVELOPMENT

The applicant is proposing to rezone the subject site to Commercial Planned Development (CPD) to permit the development of a Heights Career Technical School with an anticipated enrollment of up to 165 students. It is important to note that the current CPD allows for up to 23,000 square feet of commercial retail uses included in the Community Commercial (CC) zoning district (except for convenience stores). Those uses include food stores, restaurants (groups 1-4) as well as fast-food restaurants, all of which would generate more trips than the proposed Technical School. **Table 1** summarizes the land uses utilized for the purposes of this analysis.

**Table 1**
**Land Use**
**Heights Career Technical School**

| Land Use | Size |
|---|---|
| Technical School | 165 Students |

Access to the subject site is proposed to Pine Ridge Road via a single connection and to Edisto Way that subsequently intersects Gladiolus Drive via a right-in/right-out only intersection.

## IV. TRIP GENERATION

The trip generation for the proposed school was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled ***Trip Generation Manual***, 11th Edition. Land Use Code 540 (Junior/Community College) was deemed best to utilize for the trip generation purposes of the proposed school use. The trip generation equations utilized from this land use are attached to the Appendix for reference. **Table 2** outlines the anticipated weekday A.M. and P.M. peak hour and daily trip generation of the development as currently proposed.

**Table 2**
**Trip Generation**
**Heights Career Technical School**

| Land Use | Weekday A.M. Peak Hour | | | Weekday P.M. Peak Hour | | | Daily (2-way) |
|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | |
| Technical School (165 Students) | 74 | 18 | 92 | 41 | 31 | 72 | 805 |

As previously mentioned, the current CPD allows for up to 23,000 square feet of commercial retail uses included in the Community Commercial (CC) zoning district (except for convenience stores). Those uses include food stores, restaurants (groups 1-4) as well as fast-food restaurants, all of which would generate more trips than the proposed Technical School.

## V. TRIP DISTRIBUTION

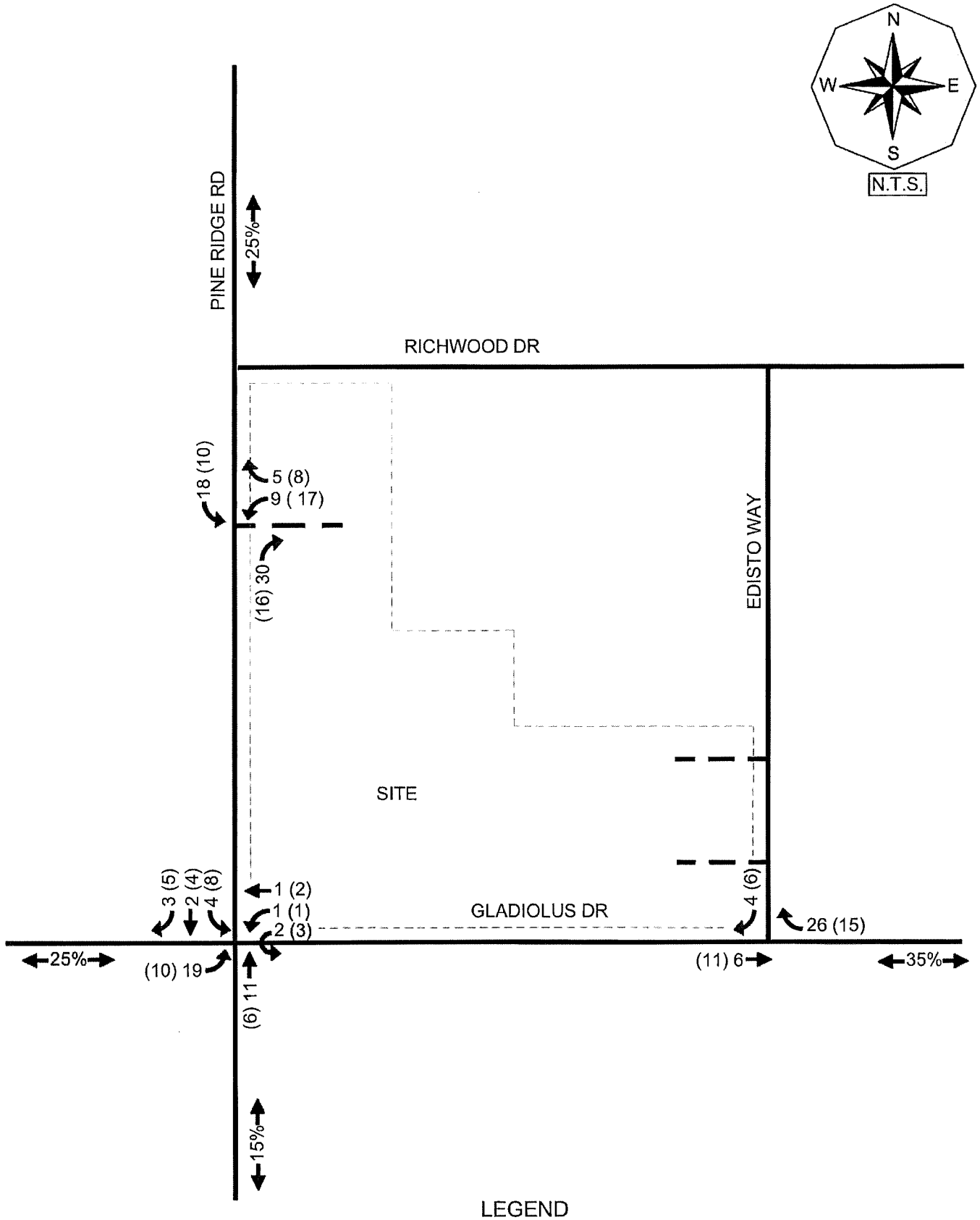
The trips as a result of the proposed development shown in Table 2 were then assigned to the surrounding roadway system based on the anticipated routes the drivers will utilize to approach the site. Based on current and projected population in the area and other existing or planned competing/complementary uses in the area, a distribution of the site traffic was formulated. The anticipated trip distribution of the development traffic is shown on **Figure 2**. Also shown on Figure 2 is the site traffic assignment to the proposed site access drives.

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

## VI. FUTURE TRAFFIC CONDITIONS

A horizon year analysis of 2027 was selected as the analysis year to evaluate the future impacts this project will have on the surrounding roadway network. Based on this horizon year, a growth rate was applied to the existing traffic conditions for all roadway links in the study area. The growth rates were obtained through comparisons of annual traffic data obtained from 2022 ***Lee County Traffic Count Report***. Based on the project distribution illustrated on Figure 2, the link data was analyzed for the year 2027 without the development and year 2027 with the development.

F2112.14




LEGEND

← 000 WEEKDAY AM PEAK HOUR SITE TRAFFIC
←(000) WEEKDAY PM PEAK HOUR SITE TRAFFIC
←20%→ PERCENT TRIP DISTRIBUTION

TR TRANSPORTATION CONSULTANTS, INC

# TRIP DISTRIBUTION & SITE TRAFFIC ASSIGNMENT HEIGHTS CAREER TECHNICAL CENTER

Figure 2

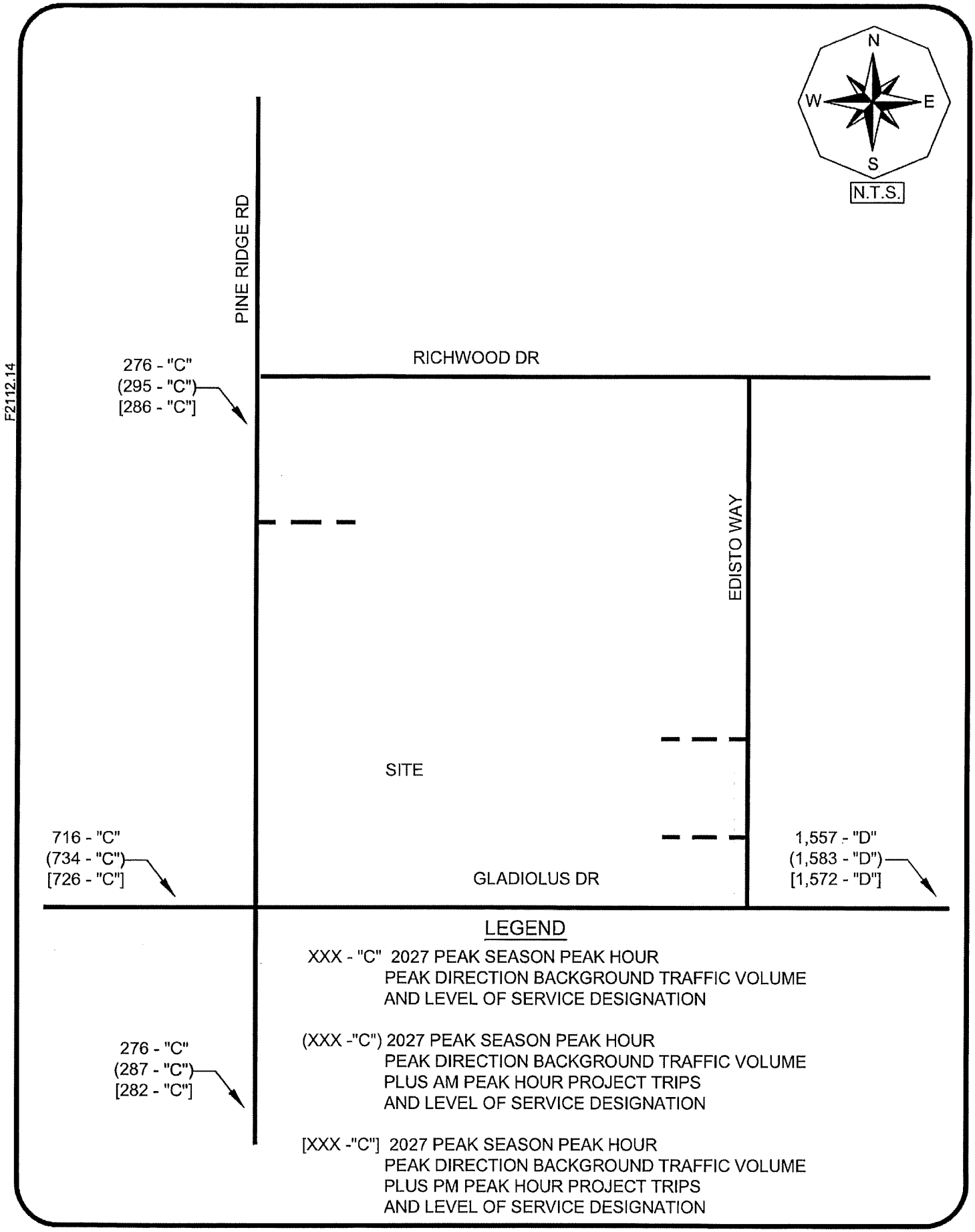
**Table 2A** in the Appendix of the report indicates the methodology utilized to obtain the year 2027 build-out traffic volumes as well as the growth rate utilized for each roadway segment. The base year traffic volumes were obtained from the 2022 ***Lee County Public Facilities Level of Service and Concurrency Report.***

**Figure 3** indicates the year 2027 peak hour – peak direction traffic volumes and Level of Service for the various roadway links within the study area. Noted on Figure 3 is the peak hour – peak direction volume and Level of Service of each link should no development occur on the subject site and the peak hour – peak direction volume and Level of Service for the weekday A.M. and P.M. peak hours with the development traffic added to the roadways. This figure is derived from Table 2A contained in the Appendix.

## VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS

Adverse impacts are defined as a degradation of the Level of Service beyond the adopted Level of Service Thresholds for those links as indicated in Table 1A. In comparing the links' functional classification and calculated 2027 traffic volumes to the Service Volume Tables, it was determined that all analyzed roadways are projected to operate above the minimum adopted Level of Service in 2027 both with and without the proposed development. Therefore, roadway capacity improvements will not be warranted as a result of the additional traffic to be generated by the proposed development.

Turn lane improvements at the site access drive intersections will be evaluated at the time the project seeks a Local Development Order approval.




F2112.14

TR TRANSPORTATION CONSULTANTS, INC

PROJECTED 2027 LEVEL OF SERVICE ANALYSIS
HEIGHTS CAREER TECHNICAL CENTER Figure 3

## VIII. CONCLUSION

The proposed development is located at the northeast corner of Gladiolus Drive and Pine Ridge Road in Lee County, Florida. The Level of Service analysis conducted as part of this report indicates all roadways to operate above the minimum adopted Level of Service in 2027 both with and without the proposed development. Therefore, roadway capacity improvements will not be warranted as a result of the additional traffic to be generated by the proposed development. The zoning amendment as proposed is consistent with the goals and objectives of the Lee County Comprehensive Plan in that there is sufficient roadway capacity projected to accommodate the anticipated development.

Turn lane improvements at the site access drive intersections will be evaluated at the time the project seeks a Local Development Order approval.

# APPENDIX

# TABLE 1A & 2A

# TABLE 1A
# PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
# HIEGHTS CAREER TECHNICAL SCHOOL

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 92 VPH IN= 74 OUT= 18

TOTAL PM PEAK HOUR PROJECT TRAFFIC = 72 VPH IN= 41 OUT= 31

| ROADWAY | SEGMENT | ROADWAY CLASS | LOS A VOLUME | LOS B VOLUME | LOS C VOLUME | LOS D VOLUME | LOS E VOLUME | PERCENT PROJECT TRAFFIC | PROJECT TRAFFIC | PROJ/ LOS C |
|---|---|---|---|---|---|---|---|---|---|---|
| Gladiolus Dr | W. of Pine Ridge Rd | 4LD | 0 | 250 | 1,840 | 1,960 | 1,960 | 25% | 19 | 1.0% |
| | E. of Site | 4LD | 0 | 0 | 710 | 1,590 | 1,660 | 35% | 26 | 3.6% |
| Pine Ridge Rd | N. of Site | 2LU | 0 | 0 | 310 | 660 | 740 | 25% | 19 | 6.0% |
| | S. of Gladiolus Dr | 2LU | 0 | 0 | 310 | 660 | 740 | 15% | 11 | 3.6% |

* Level of Service thresholds were obtained from the Lee County Generalized Peak Hour Directional Service Volumes tables (April, 2016).

# TABLE 2A
# LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
# HIEGHTS CAREER TECHNICAL SCHOOL

| | | | | | | |
|---|---|---|---|---|---|---|
| TOTAL PROJECT TRAFFIC AM = | 92 | VPH | IN = | 74 | OUT= | 18 |
| TOTAL PROJECT TRAFFIC PM = | 72 | VPH | IN= | 41 | OUT= | 31 |

| ROADWAY | SEGMENT | PCS# | BASE YR ADT | LATEST ADT | YRS OF GROWTH | ANNUAL RATE | 2021 PK HR PK SEASON PEAK DIR.[1] | 2027 PK HR PK SEASON PEAK DIRECTION VOLUME | LOS | PERCENT PROJECT TRAFFIC | AM PROJ TRAFFIC | PM PROJ TRAFFIC | 2027 BCKGRND + AM PROJ VOLUME | LOS | 2027 BCKGRND + PM PROJ VOLUME | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Gladiolus Dr | W. of Pine Ridge Rd | 284 | 7,600 | 11,400 | 8 | 5.20% | 528 | 716 | C | 25% | 19 | 10 | 734 | C | 726 | C |
| | E. of Site | 284 | 7,600 | 11,400 | 8 | 5.20% | 1,149 | 1,557 | D | 35% | 26 | 14 | 1,583 | D | 1,572 | D |
| Pine Ridge Rd | N. of Site | 367 | 5,600 | 5,400 | 9 | 2.00% | 245 | 276 | C | 25% | 19 | 10 | 295 | C | 286 | C |
| | S. of Gladiolus Dr | 367 | 5,600 | 5,400 | 9 | 2.00% | 245 | 276 | C | 15% | 11 | 6 | 287 | C | 282 | C |

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

* AGR was calculated based the historical traffic data obtained from 2022 Lee County Traffic Count Report.

A minimum growth rate of 2% was used for roadways with low or negative growth rates.

# LEE COUNTY GENERALIZED PEAK HOUR DIRECTIONAL SERVICE VOLUMES TABLE

**Lee County**
**Generalized Peak Hour Directional Service Volumes**
**Urbanized Areas**

April 2016 c:\input5

**Uninterrupted Flow Highway**

Level of Service

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

**Arterials**

Class I (40 mph or higher posted speed limit)

Level of Service

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

Class II (35 mph or slower posted speed limit)

Level of Service

| Lane | Divided | A | B | C | D | E |
|---|---|---|---|---|---|---|
| 1 | Undivided | * | * | 330 | 710 | 780 |
| 2 | Divided | * | * | 710 | 1,590 | 1,660 |
| 3 | Divided | * | * | 1,150 | 2,450 | 2,500 |
| 4 | Divided | * | * | 1,580 | 3,310 | 3,340 |

**Controlled Access Facilities**

Level of Service

| Lane | Divided | A | B | C | D | E |
|---|---|---|---|---|---|---|
| 1 | Undivided | * | 160 | 880 | 940 | 940 |
| 2 | Divided | * | 270 | 1,970 | 2,100 | 2,100 |
| 3 | Divided | * | 430 | 3,050 | 3,180 | 3,180 |

**Collectors**

Level of Service

| Lane | Divided | A | B | C | D | E |
|---|---|---|---|---|---|---|
| 1 | Undivided | * | * | 310 | 660 | 740 |
| 1 | Divided | * | * | 330 | 700 | 780 |
| 2 | Undivided | * | * | 730 | 1,440 | 1,520 |
| 2 | Divided | * | * | 770 | 1,510 | 1,600 |

Note: the service volumes for I-75 (freeway), bicycle mode, pedestrian mode, and bus mode should be from FDOT's most current version of LOS Handbook.

# TRAFFIC DATA FROM THE LEE COUNTY PUBLIC FACILITIES LEVEL OF SERVICE AND CONCURRENCY REPORT

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

Table 21 b) 3 of 7

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

County-Maintained Collector Roadway - Unincorporated Lee County

County-Maintained Collector Roadway - Incorporated Lee County

County-Maintained Arterial Roadway - Unincorporated Lee County

County-Maintained Arterial Roadway - Incorporated Lee County

State-Maintained Arterial Roadway - Unincorporated Lee County

County Maintained Controlled Access Aterial Facility

County Maintained Expressway

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

Table 21 b) 5 of 7

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

| Link No. | NAME | ROADWAY LINK FROM | ROADWAY LINK TO | F. Class | ROAD TYPE | PERFORMANCE STANDARD LOS | PERFORMANCE STANDARD DIRECTIONAL CAPACITY | 2021 100TH HIGHEST HOUR LOS | 2021 100TH HIGHEST HOUR VOL | 2021 100TH HIGHEST HOUR V/C | FUTURE FORECAST (2026) LOS | FUTURE FORECAST (2026) VOL | FUTURE FORECAST (2026) V/C | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19400 | ORANGE RIVER BLVD | STALEY RD | BUCKINGHAM RD | Maj. Col | 2LN | E | 1,000 | D | 477 | 0.48 | D | 511 | 0.51 | |
| 19500 | ORIOLE RD | SAN CARLOS BLVD | ALICO RD | Maj. Col | 2LN | E | 860 | C | 129 | 0.15 | C | 136 | 0.16 | |
| 19600 | ORTIZ AVE | COLONIAL BLVD | SR 82 | Controlled xs | 2LN | E | 900 | B | 716 | 0.80 | B | 753 | 0.84 | |
| 19700 | ORTIZ AVE | SR 82 | LUCKETT RD | P. Art | 2LN | E | 900 | B | 745 | 0.83 | B | 784 | 0.87 | 4 Ln design & ROW |
| 19800 | ORTIZ AVE | LUCKETT RD | SR 80 | P. Art | 2LN | E | 900 | B | 309 | 0.34 | B | 325 | 0.36 | 4 Ln design & ROW |
| 19900 | PALM BEACH BLVD (SR 8 | PROSPECT AVE | ORTIZ AVE | State | 4LD | D | 2,100 | C | 1,089 | 0.52 | C | 1,240 | 0.59 | |
| 20000 | PALM BEACH BLVD (SR 8 | ORTIZ AVE | I-75 | State | 6LD | D | 3,171 | C | 1,242 | 0.39 | C | 1,391 | 0.44 | |
| 20100 | PALM BEACH BLVD (SR 8 | I-75 | SR 31 | State | 6LD | D | 3,171 | C | 1,616 | 0.51 | C | 2,001 | 0.63 | |
| 20200 | PALM BEACH BLVD (SR 8 | SR 31 | BUCKINGHAM RD | State | 4LD | D | 2,100 | D | 2,043 | 0.97 | | 2,495 | 1.19 | |
| 20300 | PALM BEACH BLVD (SR 8 | BUCKINGHAM RD | WERNER DR | State | 4LD | D | 3,280 | B | 1,426 | 0.43 | C | 1,802 | 0.55 | |
| 20330 | PALM BEACH BLVD (SR 8 | WERNER DR | JOEL BLVD | State | 4LD | C | 2,210 | B | 1,179 | 0.53 | C | 1,531 | 0.69 | |
| 20400 | PALM BEACH BLVD (SR 8 | JOEL BLVD | HENDRY CO. LINE | State | 4LD | C | 2,210 | B | 1,053 | 0.48 | B | 1,343 | 0.61 | |
| 20500 | PALOMINO LN | DANIELS PKWY | PENZANCE BLVD | Min. Col | 2LN | E | 860 | C | 380 | 0.44 | C | 403 | 0.47 | |
| 20600 | PARK MEADOWS DR | SUMMERLIN RD | US 41 | Maj. Col | 2LN | E | 860 | C | 205 | 0.24 | C | 216 | 0.25 | |
| 20800 | PENZANCE BLVD | RANCHETTE RD | SIX MILE PKWY | Maj. Col | 2LN | E | 860 | C | 148 | 0.17 | C | 160 | 0.19 | |
| 20900 | PINE ISLAND RD | STRINGFELLOW RD | BURNT STORE RD | P. Art | 2LN | E | 950 | E | 594 | 0.63 | E | 644 | 0.68 | Constrained |
| 21400 | PINE ISLAND RD (SR 78) | CITY LIMITS E OF BARRETT RD | US 41 | State | 4LD | D | 2,100 | C | 1,821 | 0.87 | | 2,171 | 1.03 | |
| 21500 | PINE ISLAND RD (SR 78) | US 41 | BUS 41 | State | 4LD | D | 2,100 | C | 1,590 | 0.76 | C | 1,754 | 0.84 | |
| 21600 | PINE RIDGE RD | SAN CARLOS BLVD | SUMMERLIN RD | Maj. Col | 2LN | E | 860 | C | 515 | 0.60 | D | 587 | 0.68 | * |
| 21700 | PINE RIDGE RD | SUMMERLIN RD | GLADIOLUS DR | Maj. Col | 2LN | E | 860 | C | 245 | 0.28 | C | 405 | 0.47 | Heritage Isle* |
| 21800 | PINE RIDGE RD | GLADIOLUS DR | McGREGOR BLVD | Maj. Col | 2LN | E | 860 | C | 245 | 0.29 | C | 257 | 0.30 | |
| 21900 | PLANTATION RD | SIX MILE PKWY | DANIELS PKWY | M. Art | 2LN | E | 860 | C | 267 | 0.31 | C | 369 | 0.43 | Intermed Park |
| 22000 | PLANTATION RD | DANIELS PKWY | IDLEWILD ST | M. Art | 2LN | E | 860 | D | 692 | 0.80 | D | 728 | 0.85 | FDOT Metro Pkwy 6-laning |
| 22050 | PLANTATION RD | IDLEWILD ST | COLONIAL BLVD | M. Art | 4LN | E | 1,790 | C | 687 | 0.38 | C | 722 | 0.40 | |
| 22100 | PONDELLA RD | SR 78 | ORANGE GROVE BLVD | P. Art | 4LD | E | 1,890 | B | 1,012 | 0.54 | B | 1,063 | 0.56 | * |
| 22200 | PONDELLA RD | ORANGE GROVE BLVD | US 41 | P. Art | 4LD | E | 1,890 | B | 1,405 | 0.74 | B | 1,480 | 0.78 | |
| 22300 | PONDELLA RD | US 41 | BUS 41 | P. Art | 4LD | E | 1,890 | B | 1,052 | 0.56 | B | 1,105 | 0.58 | |
| 22400 | PRITCHETT PKWY | SR 78 | RICH RD | Maj. Col | 2LN | E | 860 | C | 73 | 0.08 | C | 541 | 0.63 | old count, Stoneybrook North(2009) |
| 22500 | RANCHETTE RD | PENZANCE BLVD | IDLEWILD ST | Maj. Col | 2LN | E | 860 | C | 93 | 0.11 | C | 98 | 0.11 | |
| 22600 | RICH RD | SLATER RD | PRITCHETT PKWY | Maj. Col | 2LN | E | 860 | C | 55 | 0.06 | C | 62 | 0.07 | old count projection(2009) |
| 22700 | RICHMOND AVE | LEELAND HEIGHTS | E 12TH ST | Maj. Col | 2LN | E | 860 | C | 82 | 0.10 | C | 94 | 0.11 | |
| 22800 | RICHMOND AVE | E 12TH ST | GREENBRIAR BLVD | Maj. Col | 2LN | E | 860 | C | 82 | 0.10 | C | 86 | 0.10 | |
| 23230 | SAN CARLOS BLVD | US 41 | THREE OAKS PKWY | Maj. Col | 2LN | E | 860 | C | 401 | 0.47 | C | 422 | 0.49 | * |
| 23000 | SAN CARLOS BLVD (SR 8 | MANTANZAS PASS B. | MAIN ST | State | 2LD | D | 970 | | 1,051 | 1.08 | | 1,176 | 1.21 | Constrained |
| 23100 | SAN CARLOS BLVD (SR 8 | MAIN ST | SUMMERLIN RD | State | 4LD | D | 2,100 | C | 1,051 | 0.50 | C | 1,176 | 0.56 | PD&E Study |
| 23180 | SAN CARLOS BLVD (SR 8 | SUMMERLIN RD | KELLY RD | State | 2LD | D | 970 | C | 772 | 0.80 | C | 795 | 0.82 | |
| 23200 | SAN CARLOS BLVD (SR 8 | KELLY RD | GLADIOLUS DR | State | 4LD | D | 2,100 | C | 772 | 0.37 | C | 795 | 0.38 | |
| 23260 | SANIBEL BLVD | US 41 | LEE RD | Maj. Col | 2LN | E | 860 | C | 489 | 0.57 | C | 514 | 0.60 | |
| 23300 | SANIBEL CAUSEWAY | SANIBEL SHORELINE | TOLL PLAZA | P. Art | 2LN | E | 1,140 | E | 987 | 0.87 | E | 1,037 | 0.91 | |
| 23400 | SHELL POINT BLVD | McGREGOR BLVD | PALM ACRES | Maj. Col | 2LN | E | 860 | C | 231 | 0.27 | C | 243 | 0.28 | * |
| 23600 | SIX MILE CYPRESS | METRO PKWY | DANIELS PKWY | Controlled xs | 4LD | E | 2,000 | B | 1,371 | 0.69 | B | 1,441 | 0.72 | Unincorporated LC |
| 23700 | SIX MILE CYPRESS | DANIELS PKWY | WINKLER EXT. | Controlled xs | 4LD | E | 1,900 | B | 951 | 0.50 | B | 1,154 | 0.61 | Unincorporated LC |
| 23800 | SIX MILE CYPRESS | WINKLER EXT. | CHALLENGER BLVD | Controlled xs | 4LD | E | 1,900 | B | 1,061 | 0.56 | B | 1,115 | 0.59 | Incorporated LC |
| 23900 | SIX MILE CYPRESS | CHALLENGER BLVD | COLONIAL BLVD | Controlled xs | 6LD | E | 2,860 | A | 1,061 | 0.37 | A | 1,115 | 0.39 | Incorporated LC |
| 23500 | SIX MILE PKWY (SR 739) | US 41 | METRO PKWY | State | 4LD | D | 2,100 | C | 1,941 | 0.92 | | 2,243 | 1.07 | |
| 24000 | SLATER RD | SR 78 | NALLE GRADE RD | M. Art | 2LN | E | 1,010 | C | 376 | 0.37 | C | 395 | 0.39 | * |
| 24100 | SOUTH POINTE BLVD | CYPRESS LAKE DR | COLLEGE PKWY | Maj. Col | 2LD | E | 910 | D | 602 | 0.66 | D | 633 | 0.70 | * |
| 24200 | SR 31 (ARCADIA RD) | SR 80 | SR 78 | State | 2LN | D | 970 | C | 763 | 0.79 | | 989 | 1.02 | PD&E/SEIR Study |

County-Maintained Collector Roadway - Unincorporated Lee County

County-Maintained Collector Roadway - Incorporated Lee County

County-Maintained Arterial Roadway - Unincorporated Lee County

County-Maintained Arterial Roadway - Incorporated Lee County

State-Maintained Arterial Roadway - Unincorporated Lee County

County Maintained Controlled Access Aterial Facility

County Maintained Expressway

# TRAFFIC DATA FROM THE LEE COUNTY TRAFFIC COUNT REPORT

| Updated 5/3/2023 | | Daily Traffic Volume (AADT) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STREET | LOCATION | Station # | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
| GASPARILLA BLVD | S OF CHARLOTTE CO. LINE | 510 | | 6500 | | | | | | | | |
| GATEWAY BLVD | S OF GRIFFIN | 536 | | | | | | | 22460 | | | |
| GILCHRIST AVE | S OF 4TH STREET W | 535 | | | | | | | | | 13500 | |
| GLADIOLUS DR | E OF SAN CARLOS BLVD | 284 | 7600 | | 13100 | | 13100 | | 11000 | | 11400 | |
| GLADIOLUS DR | E OF A&W BULB RD | 39 | 19800 | 20500 | 21900 | 22600 | 23000 | 22500 | 23200 | 19800 | 21900 | 23000 |
| GLADIOLUS DR | W OF US 41 | 46 | 37600 | 38900 | 40600 | 42000 | 42700 | 41500 | 43200 | 39000 | 44900 | 46200 |
| GRIFFIN DR | S OF SR 82 | 534 | | | | | | | 8000 | | | |
| GUNNERY RD | N OF IMMOKALEE RD | 290 | 17600 | 18300 | 19100 | 21500 | 20400 | | | 26300 | 25800 | 26100 |
| GUNNERY RD | N OF LEE BLVD (CR 884) | 289 | 13600 | 13600 | 15100 | 14800 | 15500 | 15800 | 15700 | 16700 | | 15700 |
| HANCOCK BRIDGE PKWY | W OF BEAU DR | 17 | 18400 | 20600 | 21500 | 22000 | 22200 | 23700 | 22900 | 19700 | 21100 | 21900 |
| HANCOCK BRIDGE PKWY | W OF MOODY RD | 291 | | | | | | | | | | |
| HANCOCK BRIDGE PKWY | E OF ORANGE GROVE BLVD | 116 | | | | | | | | 15900 | | 22000 |
| HANCOCK BRIDGE PKWY | W OF ORANGE GROVE BLVD | 292 | 20900 | 20900 | 20900 | 23800 | 21300 | 23800 | 23700 | 21400 | 22700 | |
| HANCOCK BRIDGE PKWY | W OF NE 24 AVE | 293 | | | | | | | | | | |
| HANCOCK BRIDGE PKWY | W OF NE 24 AVE | 115 | | | | | | | | | | 19900 |
| HART RD | N OF BAYSHORE RD (SR 78) | 298 | 6000 | | 6500 | | 6800 | | | | | |
| HOMESTEAD RD | @ WESTMINSTER RD | 6 | 24000 | 24800 | 26200 | 27000 | 27100 | 27500 | 26100 | 20000 | 26400 | 28400 |
| HOMESTEAD RD | S OF ARTHUR RD | 451 | 10100 | 10400 | 11600 | 11800 | 11700 | | | | | 11600 |
| HOMESTEAD RD | N OF IMMOKOLEE RD | 456 | | | | | | | 1900 | | | |
| IMMOKALEE RD (SR 82) | W OF COLONIAL BLVD | 90 | | | 25900 | 28800 | | | 30700 | 29900 | | |
| IMMOKALEE RD (SR 82) | E OF GUNNERY RD | 21 | 23800 | 25100 | 26700 | 28000 | 26100 | | 28000 | 27600 | 36500 | 40400 |

| Updated 5/3/2023 | | Daily Traffic Volume (AADT) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STREET | LOCATION | Station # | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
| ORANGE RIVER BLVD | S OF PALM BEACH BLVD | 353 | 7300 | 5800 | 8100 | 8400 | 8600 | 8800 | 9700 | 10400 | | 8300 |
| ORTIZ AVE | N OF COLONIAL BLVD | 354 | 16400 | 15000 | | 16300 | | 15500 | | 14600 | | 20600 |
| ORTIZ AVE | N OF M.L.K. BLVD (SR 82) | 355 | 10400 | 14300 | | 20600 | | 15200 | | | | 17500 |
| ORTIZ AVE | N OF TICE ST | 356 | 6400 | 6800 | 6800 | 7400 | 7000 | 7100 | 7100 | 6200 | | 7500 |
| PALM BEACH BLVD (SR 80) | W OF SHOEMAKER BLVD | 117 | | | | | | | | 14900 | 18600 | 19300 |
| PALM BEACH BLVD (SR 80) | W OF SR 31 | 5 | 26400 | 27600 | 30100 | 32900 | 33700 | 35200 | 36700 | 34000 | 39200 | |
| PALM BEACH BLVD (SR 80) | W OF BUCKINGHAM RD | 118 | | | | | | | | 26500 | 34700 | 36500 |
| PALOMINO RD | N OF DANIELS | 501 | | 6700 | | 8200 | | 8900 | | 8600 | | 8300 |
| PAUL J DOHERTY PKWY | S OF DANIELS PKWY | 51 | 1600 | 1800 | | | | | | | | |
| PINE ISLAND RD | @ MATLACHA PASS | 3 | 10600 | 10800 | 11400 | 11500 | 11500 | 11600 | 11800 | 11300 | | |
| PINE ISLAND RD (SR 78) | E OF PONDELLA RD | 49 | 23100 | 25000 | 26800 | 28000 | 29100 | 29900 | 29700 | 27400 | 30000 | 30800 |
| PINE ISLAND RD (SR 78) | EAST OF MERCHANTS CROSSING | 108 | | | 26100 | 28500 | 30400 | 30100 | 29300 | 28300 | 29600 | 27000 |
| PINE ISLAND RD (SR 78) | E OF SW 19TH AVE | 57 | | | 13300 | 13700 | 14400 | 14200 | 13400 | | 18600 | 20400 |
| PINE ISLAND RD (SR 78) | W OF NICHOLAS BLVD | 113 | | | | | | | | 30300 | 36900 | 39000 |
| PINE RIDGE RD | N OF SUMMERLIN RD | 368 | 5000 | | 5600 | | 5600 | | | | | |
| PINE RIDGE RD | S OF McGREGOR BLVD | 367 | 5600 | 4600 | 5500 | 5600 | 5200 | 5300 | 5800 | 5500 | | 5400 |
| PLANTATION RD | S OF COLONIAL BLVD | 328 | 11500 | | 11000 | 14300 | 13100 | 12700 | 14900 | 8400 | 12100 | |
| PLANTATION RD | N OF DANIELS PKWY | 370 | | 12400 | | 14200 | | 11900 | | 12200 | | 11700 |
| PLANTATION RD | N OF SIX MILE CYPRESS | 521 | | 5500 | | 6400 | | 5100 | | 4700 | | 5700 |
| PONDELLA RD | E OF PINE ISLAND RD | 373 | | | 12000 | | 14900 | | | | 18200 | |

# Z-86-081

37.50 Billed

OFF REC 1928 PG 1909

RESOLUTI.. NUMBER Z-86-81

2302373

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS

OF LEE COUNTY, FLORIDA

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.

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

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:

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 northherly 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).

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

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.

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;

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

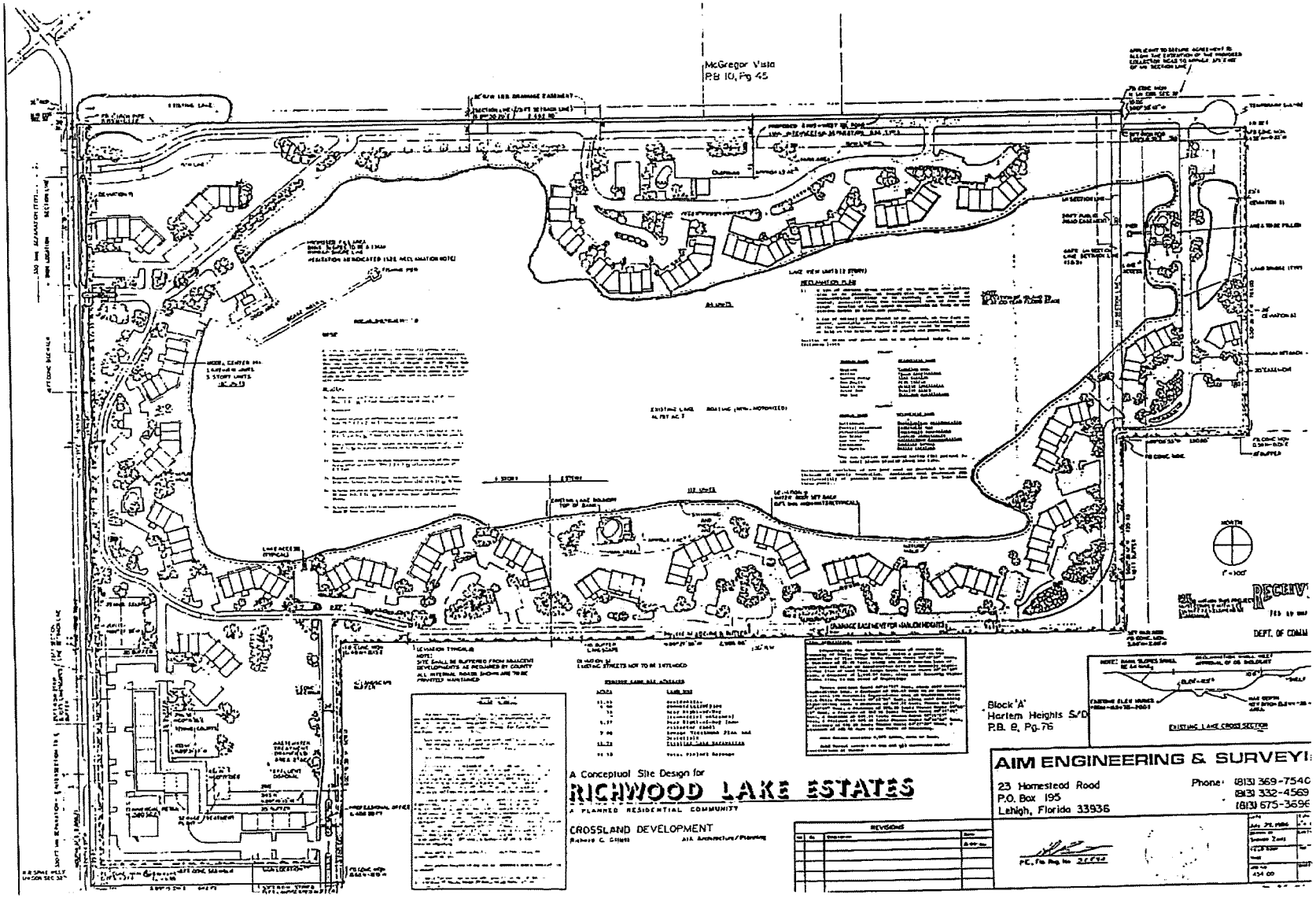
BY: [signature]
Vice Chairman

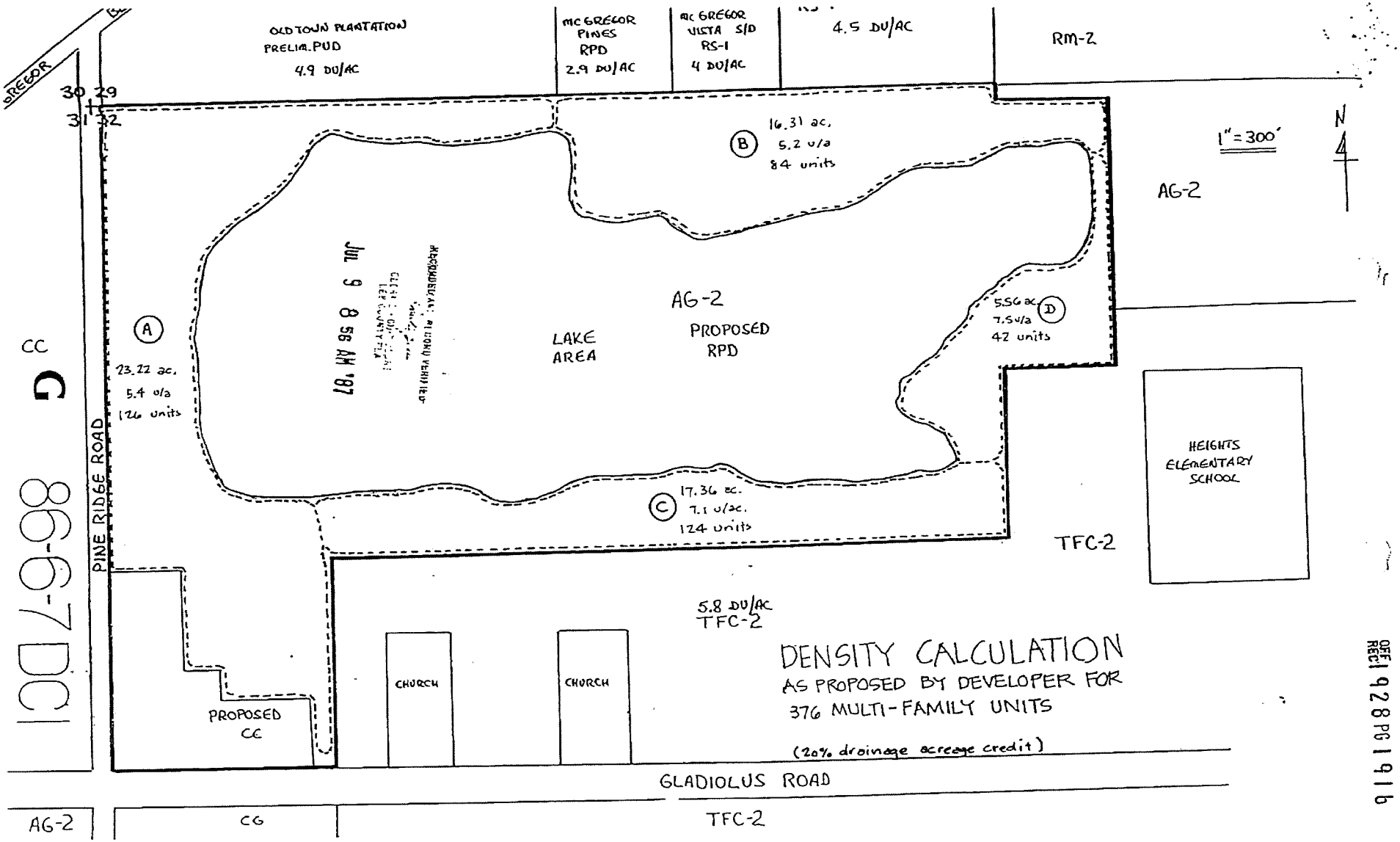
Approved as to form by:

[signature]
County Attorney's Office

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

OFFI
REC 928 PG 1915




OLD TOWN PLANTATION
PRELIM. PUD
4.9 DU/AC
McGREGOR PINES
RPD
2.9 DU/AC
McGREGOR 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
LAKE AREA
PROPOSED RPD
5.56 ac.
7.5 u/a
42 units
D
A
23.22 ac.
5.4 u/a
126 units
CC
PINE RIDGE ROAD
HEIGHTS ELEMENTARY SCHOOL
17.36 ac.
7.1 u/ac.
124 units
C
TFC-2
5.8 DU/AC
TFC-2
CHURCH
CHURCH
PROPOSED CC
DENSITY CALCULATION
AS PROPOSED BY DEVELOPER FOR
376 MULTI-FAMILY UNITS
(20% drainage acreage credit)
GLADIOLUS ROAD
AG-2
CG
TFC-2
ICD-67-98
OFF. REC. 928 PG 1916

# Z-87-103

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 FEE 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:

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 . OLVED BY THE BOARD OF COUNTY ( IISSIONERS, 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

OFF REC 1932 PG 1013

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

RECORDED AND RECORD VERIFIED
CLERK CIRCUIT COURT
LEE COUNTY, FLA
JUL 29 9 08 AM '87

# TRIP GENERATION EQUATIONS

# Junior/Community College
# (540)

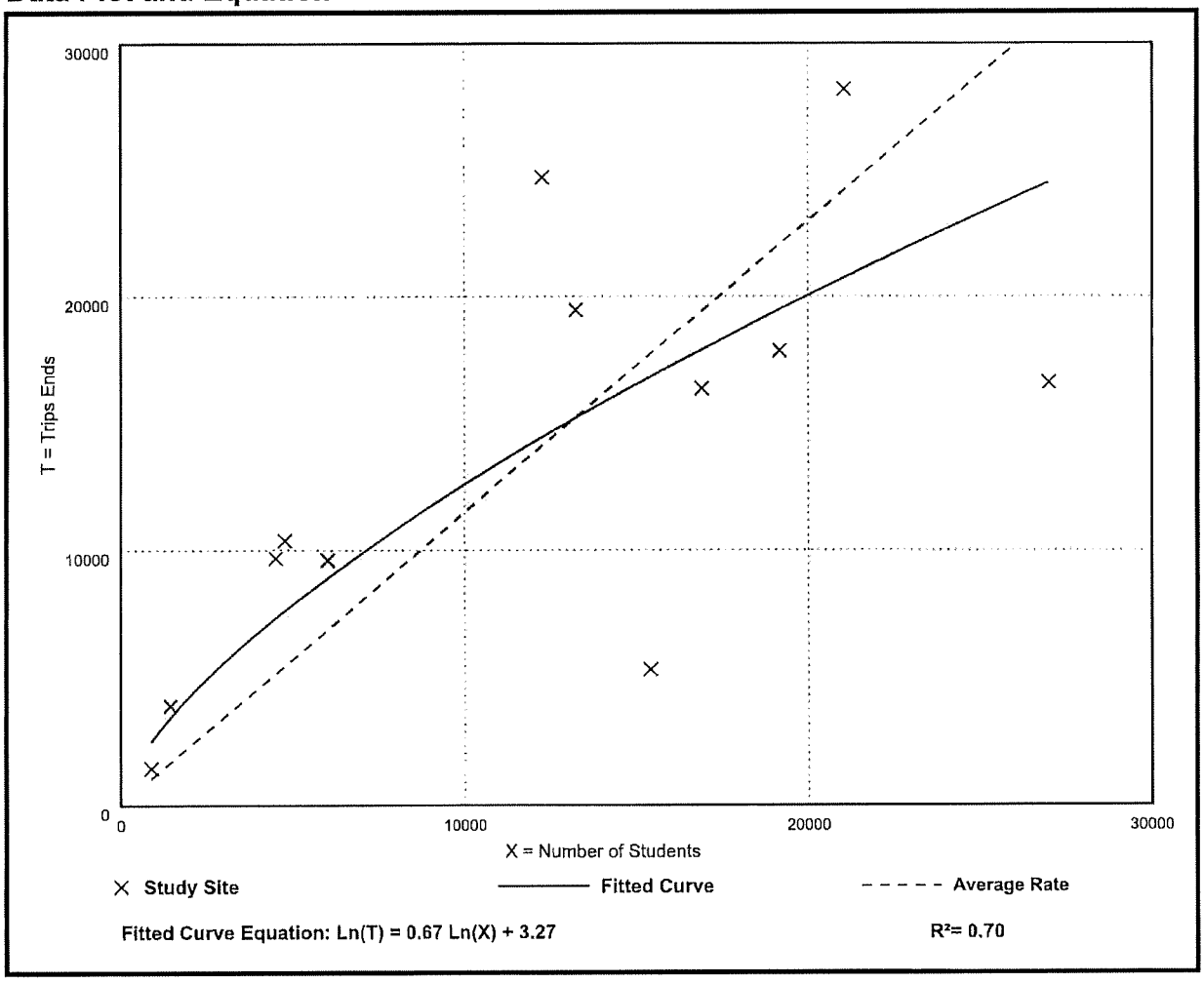
**Vehicle Trip Ends vs: Students**
**On a: Weekday**

**Setting/Location: General Urban/Suburban**
Number of Studies: 12
Avg. Num. of Students: 11874
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 1.15 | 0.34 - 2.70 | 0.59 |

## Data Plot and Equation




**Fitted Curve Equation: Ln(T) = 0.67 Ln(X) + 3.27**

**$R^2$= 0.70**

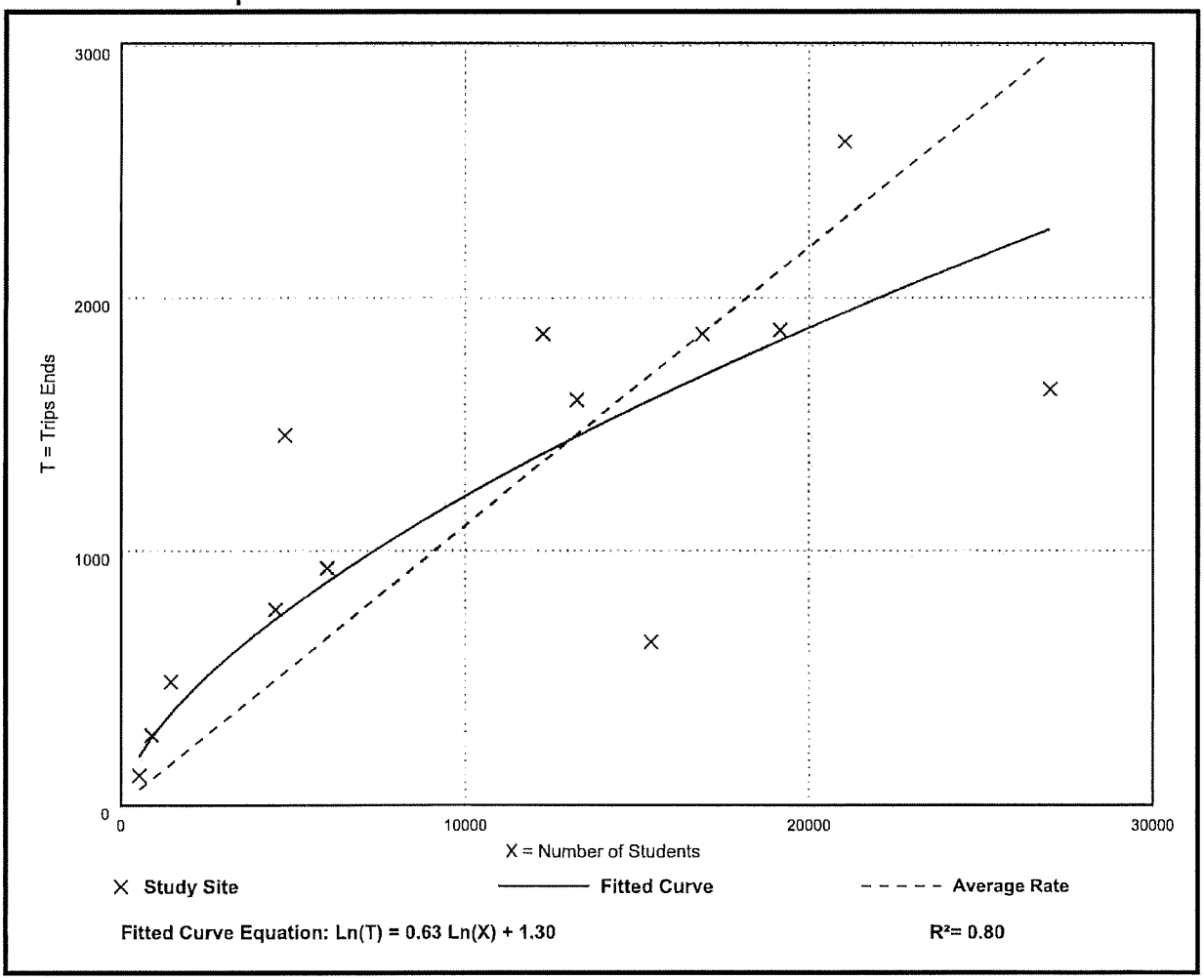
# Junior/Community College
# (540)

**Vehicle Trip Ends vs: Students**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 13
Avg. Num. of Students: 11002
Directional Distribution: 81% entering, 19% exiting

## Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.11 | 0.04 - 0.33 | 0.06 |

## Data Plot and Equation



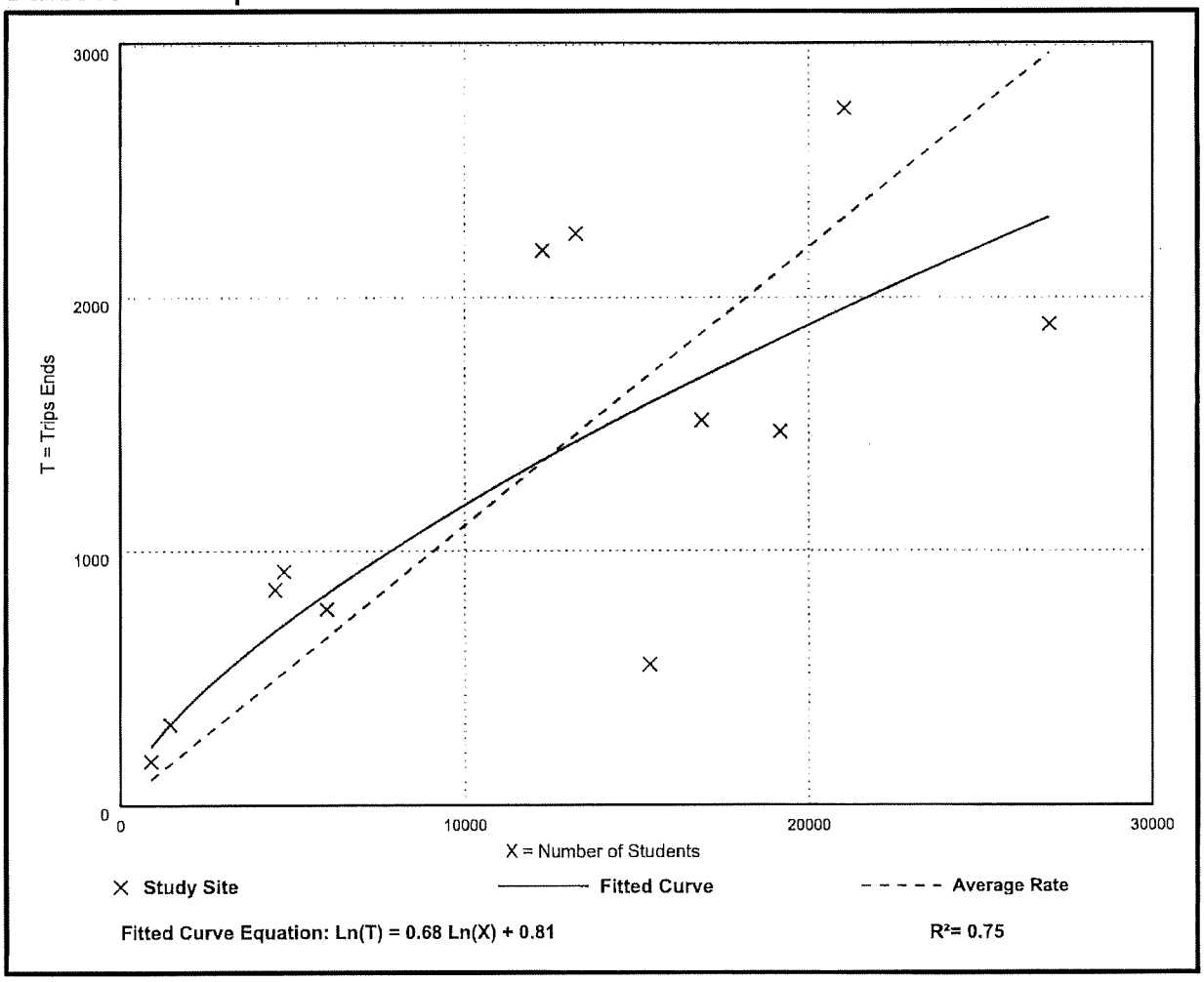
# Junior/Community College
# (540)

**Vehicle Trip Ends vs: Students**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 12
Avg. Num. of Students: 11874
Directional Distribution: 56% entering, 44% exiting

## Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.11 | 0.04 - 0.22 | 0.05 |

## Data Plot and Equation



ATTACHMENT Q

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 Schollar *(via e-mail: JScholler@leegov.com)*

37.50 Billed

OFF REC 1928 PG 1909

RESOLUTI. NUMBER Z-86-81

2302373

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:

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).

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

in condition according to the memorandum dated 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.

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;

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

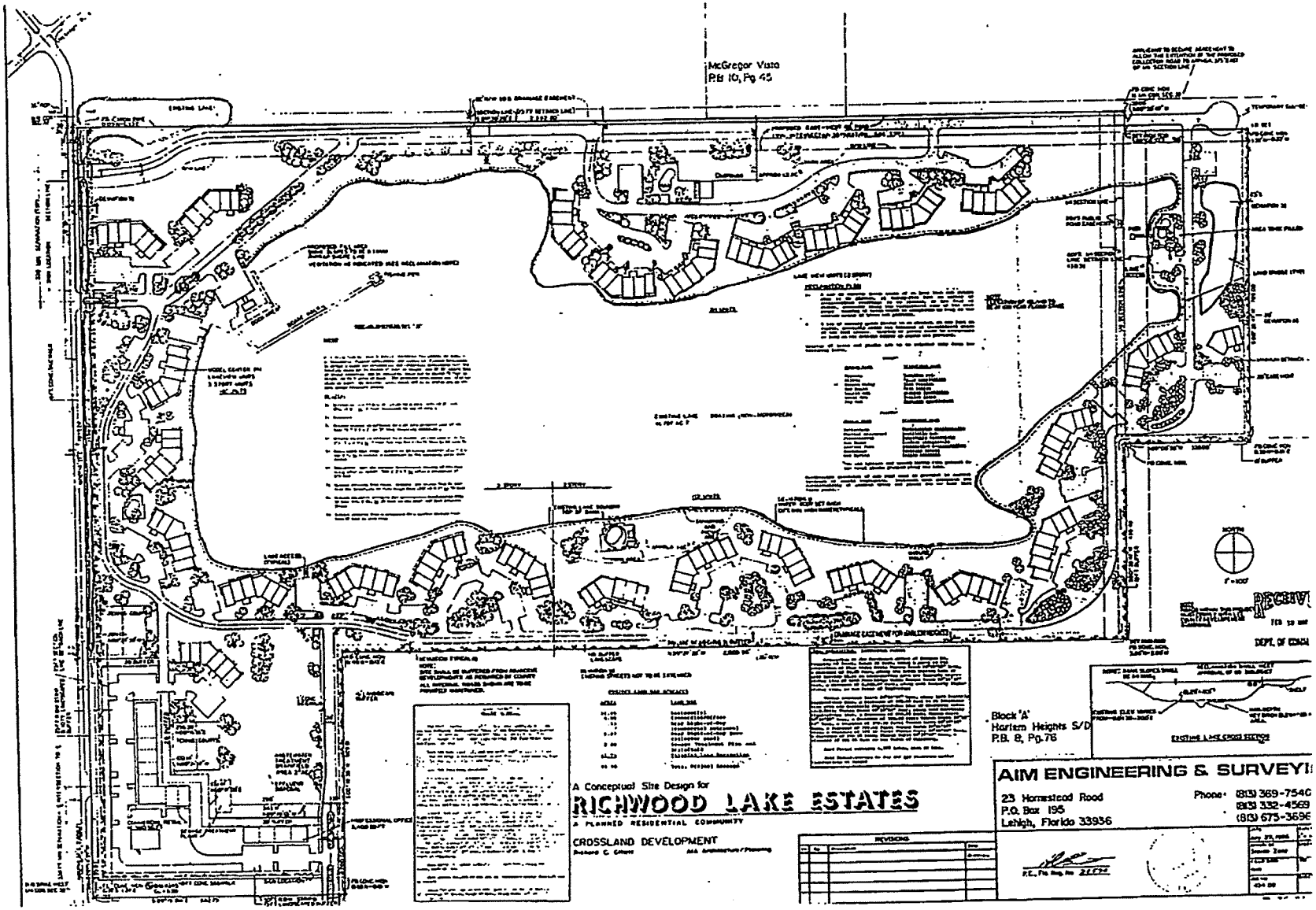
BY: [signature]
Vice Chairman

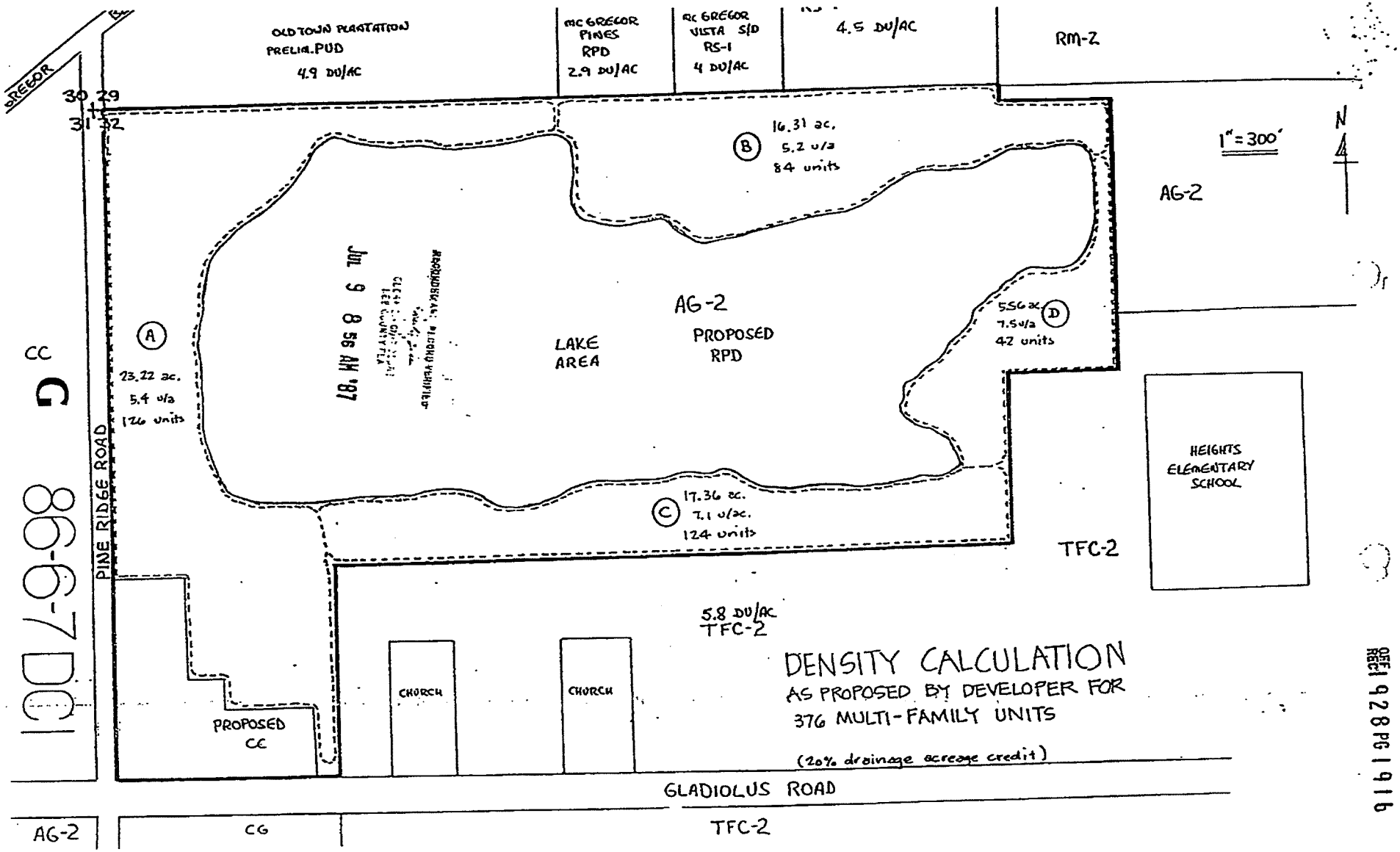
Approved as to form by:

[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
MCGREGOR
30 29
31 32
1" = 300'
N
AG-2
B
16.31 ac.
5.2 u/a
84 units
AG-2
LAKE AREA
PROPOSED RPD
A
23.22 ac.
5.4 u/a
126 units
D
5.56 ac.
7.5 u/a
42 units
HEIGHTS ELEMENTARY SCHOOL
C
17.36 ac.
7.1 u/ac.
124 units
TFC-2
PINE RIDGE ROAD
CC
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
Jul 9 8 56 AM '87
MARGARET A. HARDEN
CLERK COUNTY CT.
LEE COUNTY FLA.
DEPUTY CLERK
ORIG 7-9-87 G
REC 1928 PG 1916

15.00 BILLED

2312058 RESOLUTION NUMBER Z-87-103

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS

OF LEE COUNTY, FLORIDA

REC 1 9 32 PG 1011

RECORD VERIFIED 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:

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).

DEF REC | 932 PG 1012

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 29 1987
CLERK CIRCUIT COURT
BY Chris Thomas D.C.

RESOLUTION NUMBER Z-87-103
(2863Z)
(2972L)

HEARING NUMBER 86-6-7(a) DCI

## Jessica Harrelson

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

**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**
PACIFICA
COMPANIES
Shaping real estate globally... since 1978

**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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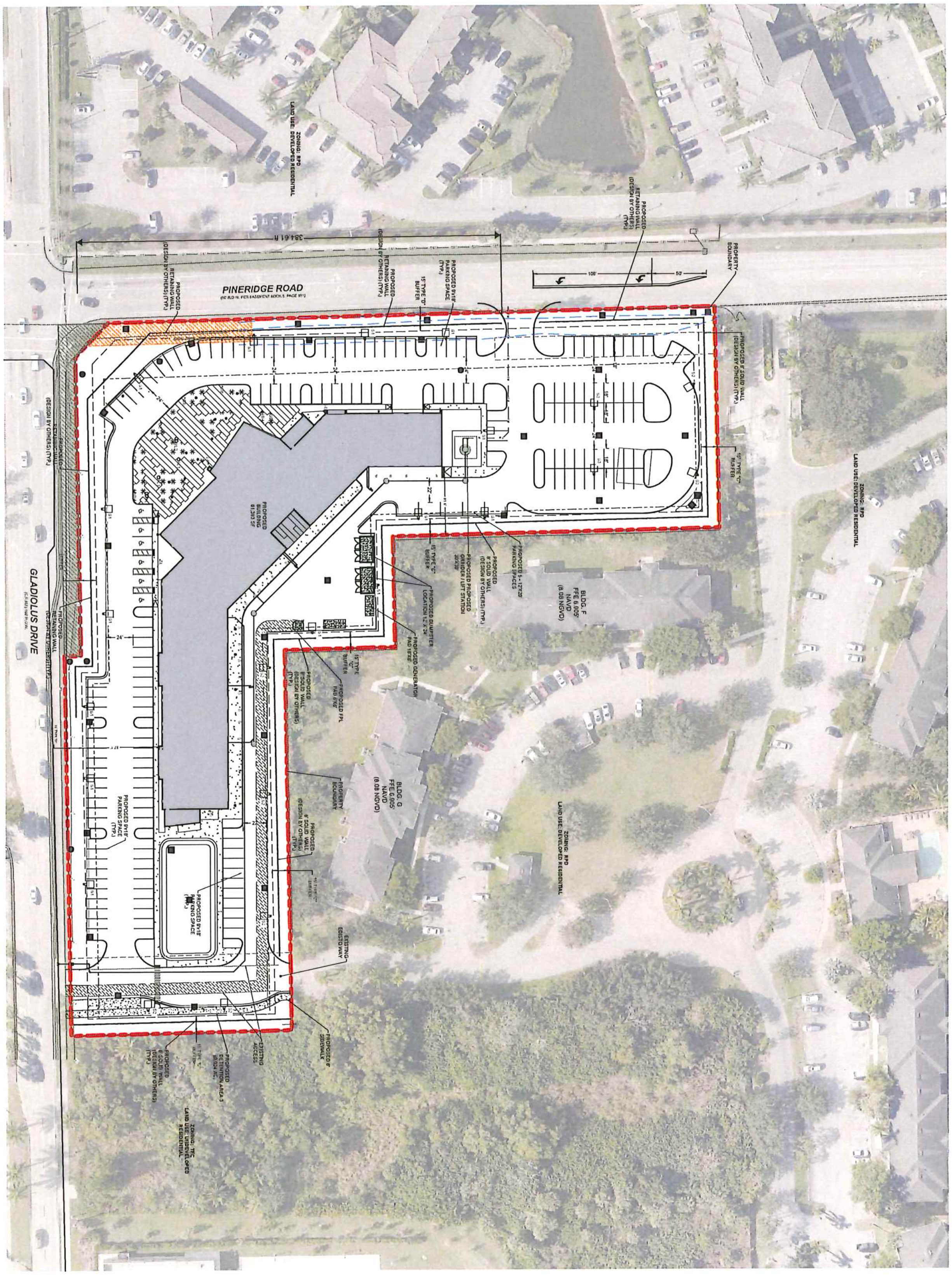
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# ATTACHMENT R



ATTACHMENT S

Lee 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

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)

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, 86-6-8 DCI
DCI File
Paul Bangs
Hal McNemar

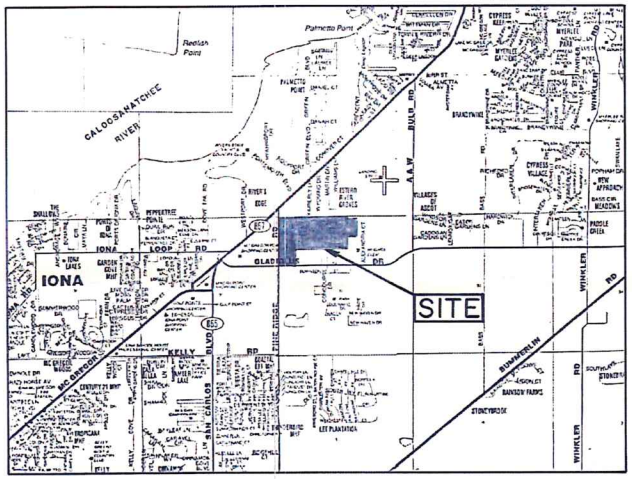
(7525Z)

RECEIVED
APR 27 1990
ZONING COUNTER

# RICHWOOD LAKE ESTATES

## DRAWING INDEX

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



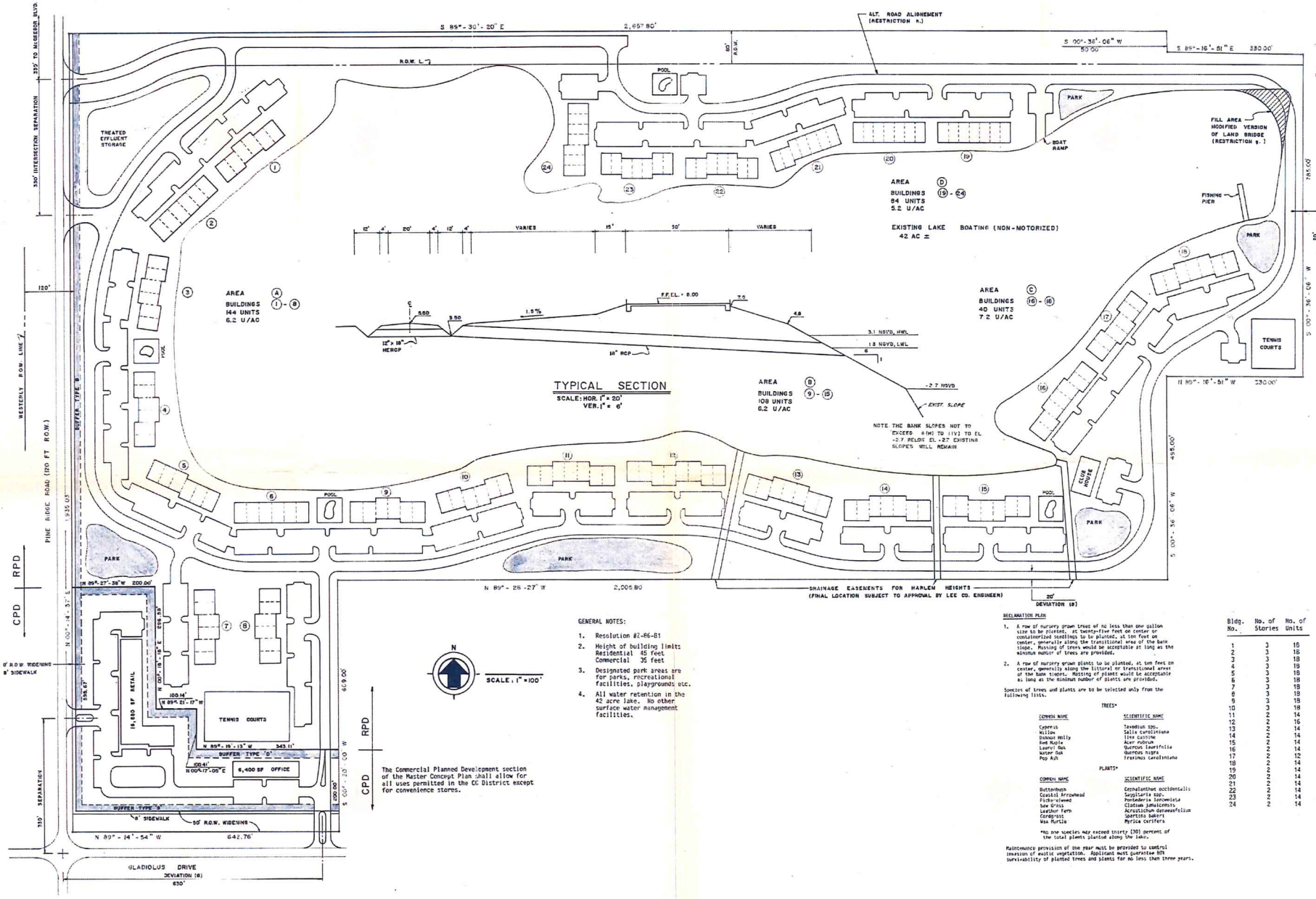

NORTH

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 # DCI-89-7 DCE
Subject to conditions in Resolution Z-89-91
Date May 15, 1990

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




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

GENERAL NOTES:

1. Resolution #2-86-81
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.

DECLARATION 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 at 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 |
| Sea 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 T. POKORNY, P.E.
FLORIDA REG. No. 34904
DATE: 5/6/90

REVISIONS:
APR., 1990

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

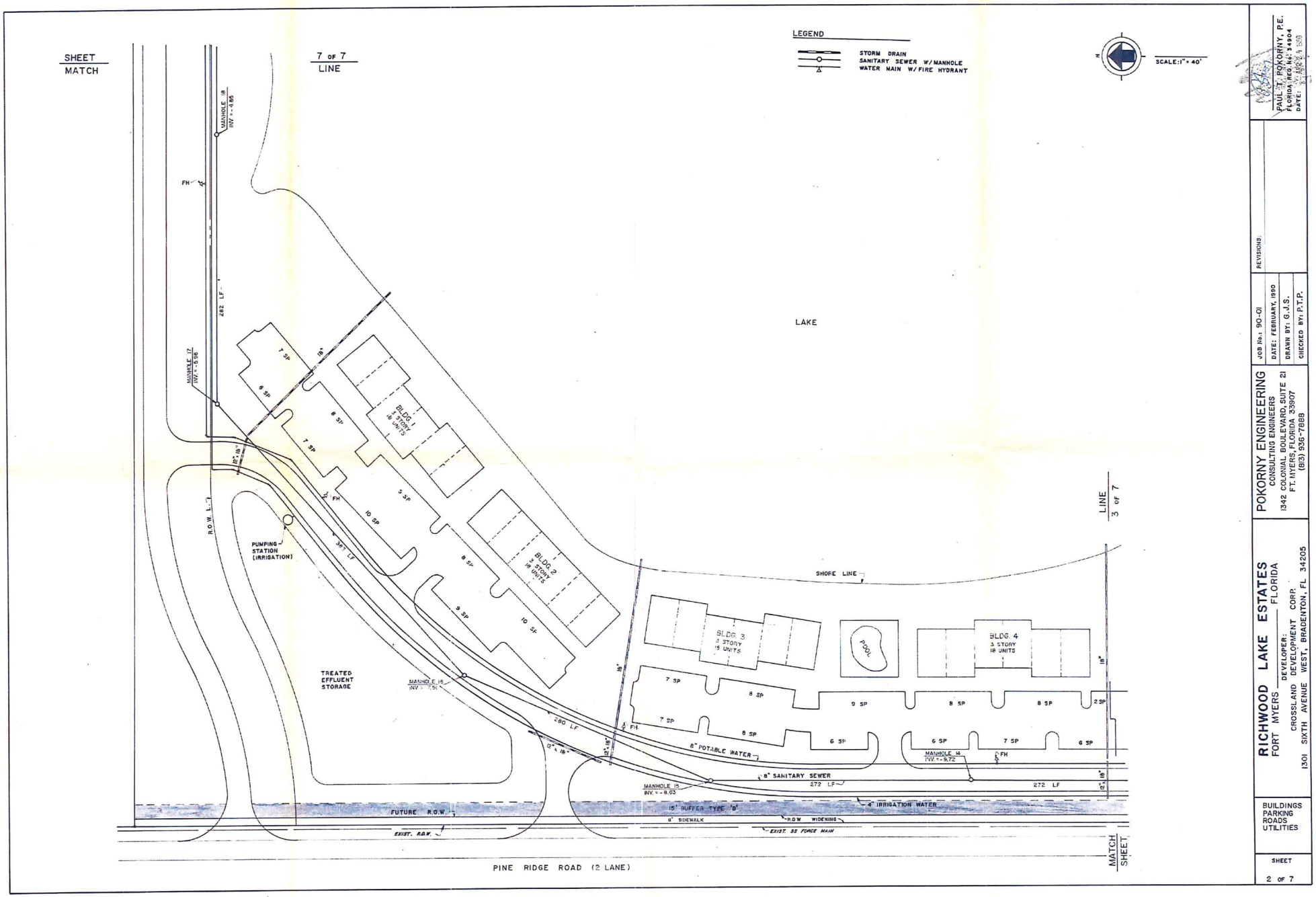
POKORNY ENGINEERING
CONSULTING ENGINEERS
1342 COLONIAL BOULEVARD, SUITE 21
FT. MYERS, FLORIDA 33907
(813) 936-7688

# RICHWOOD LAKE ESTATES
FORT MYERS FLORIDA

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

MASTER PLAN

SHEET
1 OF 7




PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 34904
DATE: 2/19/90

REVISIONS:

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

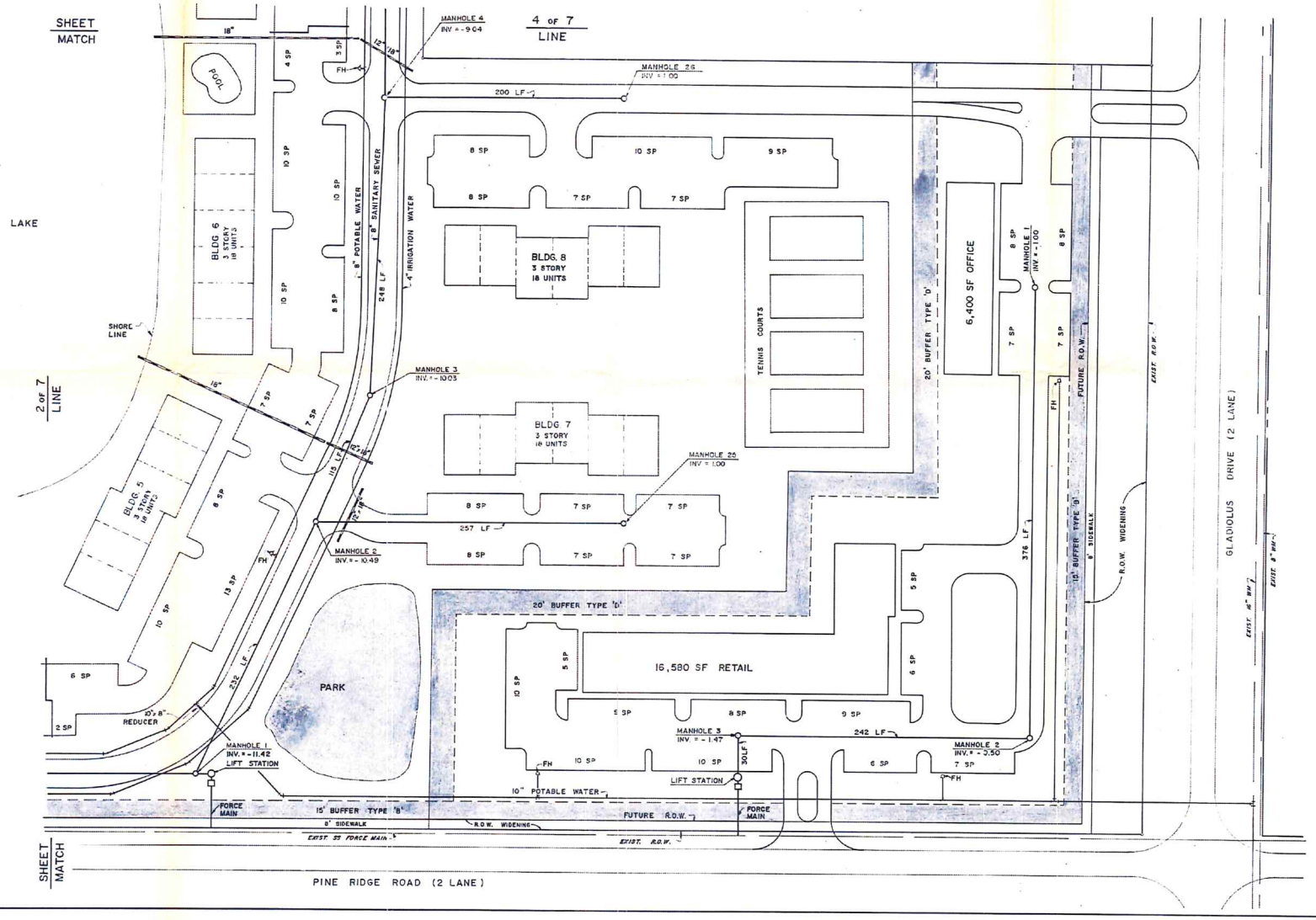
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CONSULTING ENGINEERS
1342 COLONIAL BOULEVARD, SUITE 21
FT. MYERS, FLORIDA 33907
(813) 936-7889

# 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




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

POKORNY ENGINEERING
CONSULTING ENGINEERS
1342 COLONIAL BOULEVARD, SUITE 21
FT. MYERS, FLORIDA 33907
(813) 936-7898

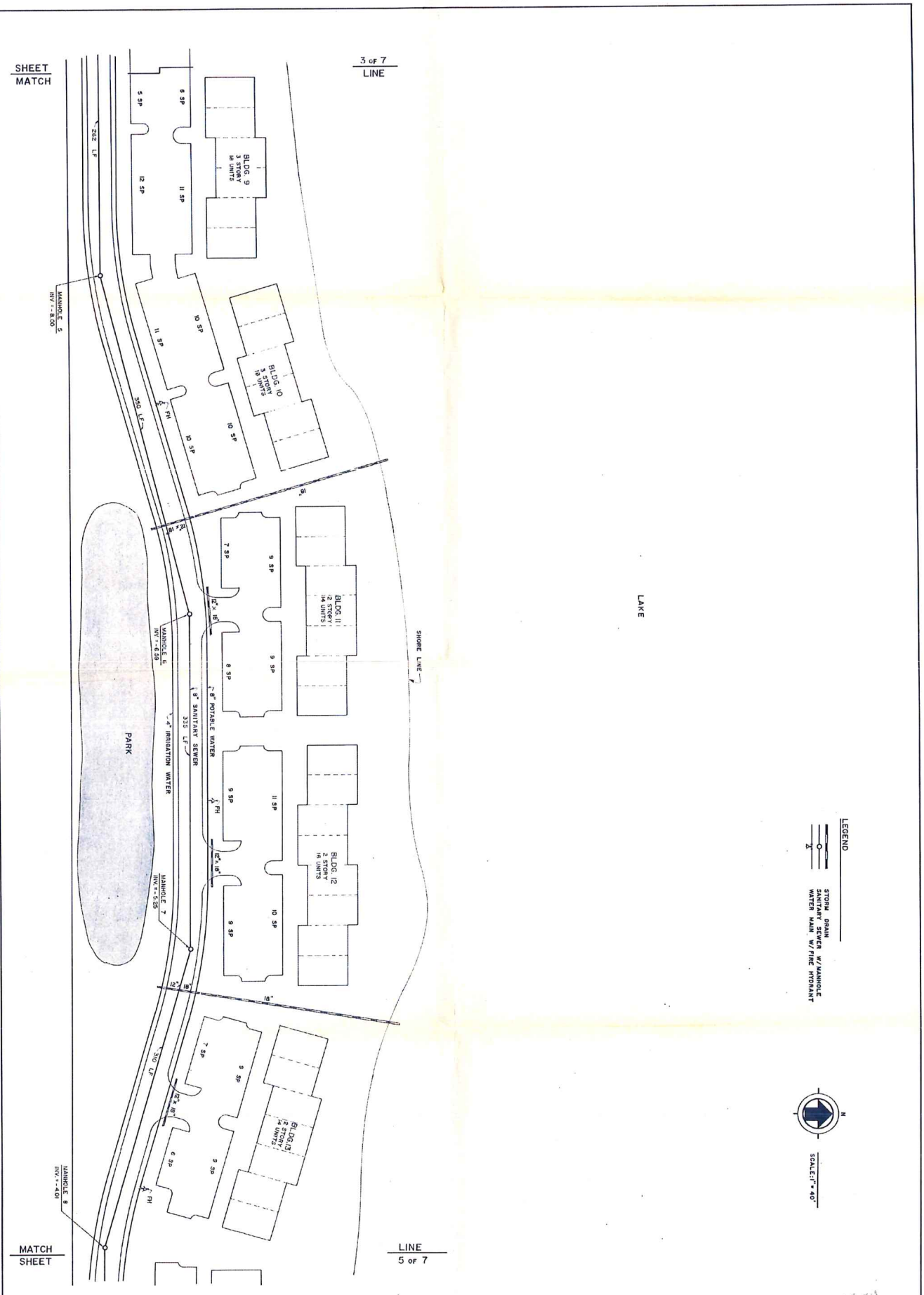
JOB No.: 90-01
DATE: FEBRUARY, 1990
DRAWN BY: G.J.S.
CHECKED BY: P.T.P.

REVISIONS:
APRIL, 1990

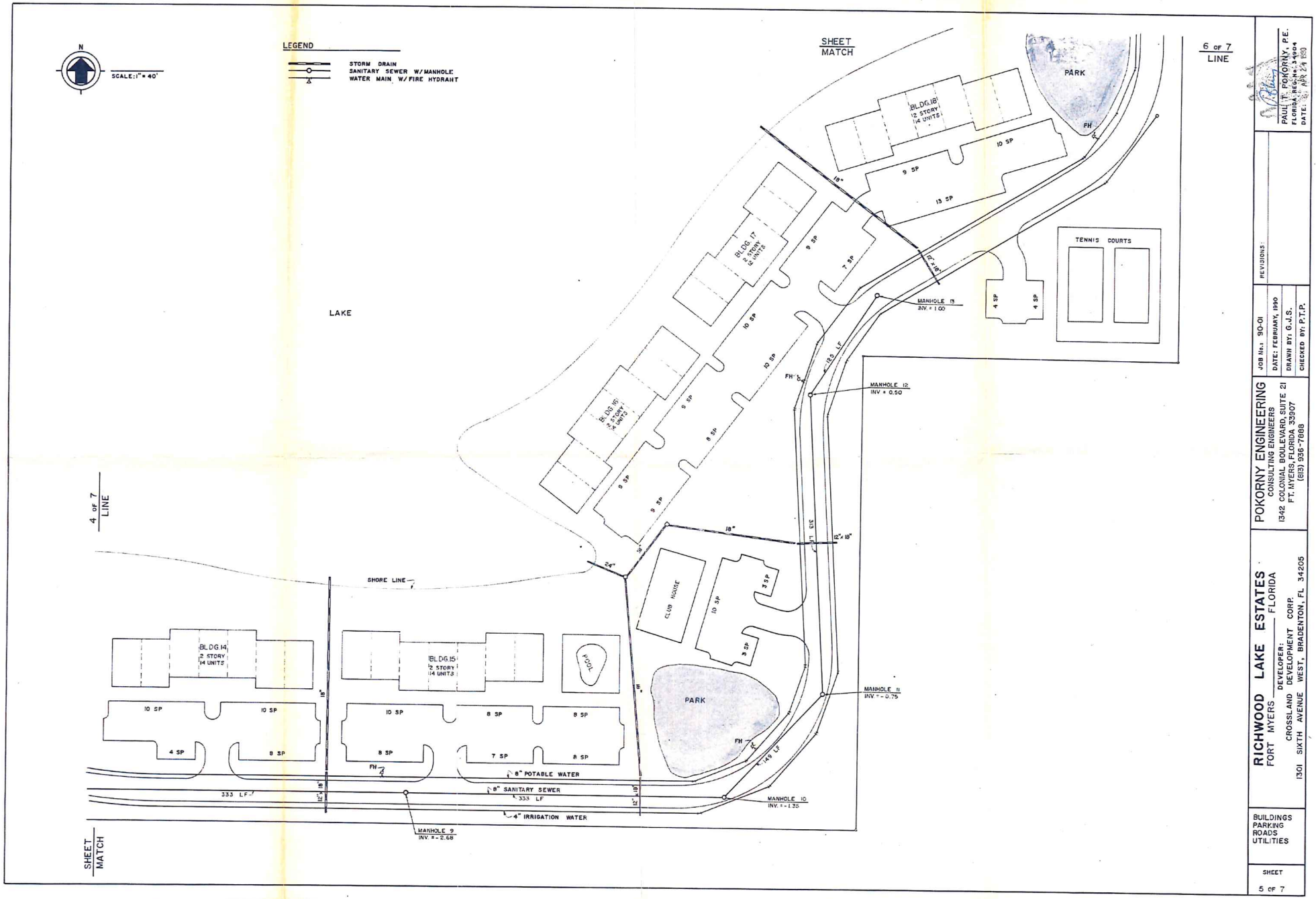
PAUL T. POKORNY, P.E.
FLORIDA REG. No. 34504
DATE: APR 2 9 1990

BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
3 OF 7




| | | | | | | |
|---|---|---|---|---|---|---|
| SHEET 4 OF 7 | BUILDINGS PARKING ROADS UTILITIES | **RICHWOOD LAKE ESTATES** FORT MYERS _____ FLORIDA DEVELOPER: CROSSLAND DEVELOPMENT CORP. 1301 SIXTH AVENUE WEST, BRADENTON, FL 34205 | POKORNY ENGINEERING CONSULTING ENGINEERS 1342 COLONIAL BOULEVARD, SUITE 21 FT. MYERS, FLORIDA 33907 (813) 936-7888 | JOB No.: 90-01<br>DATE: FEBRUARY, 1990<br>DRAWN BY: G.J.S.<br>CHECKED BY: P.T.P. | REVISIONS: | PAUL T. POKORNY, P.E. FLORIDA REG. No. 34904 DATE: APR 24 1990 |




PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 19004
DATE: APR 24 1990

REVISIONS:

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

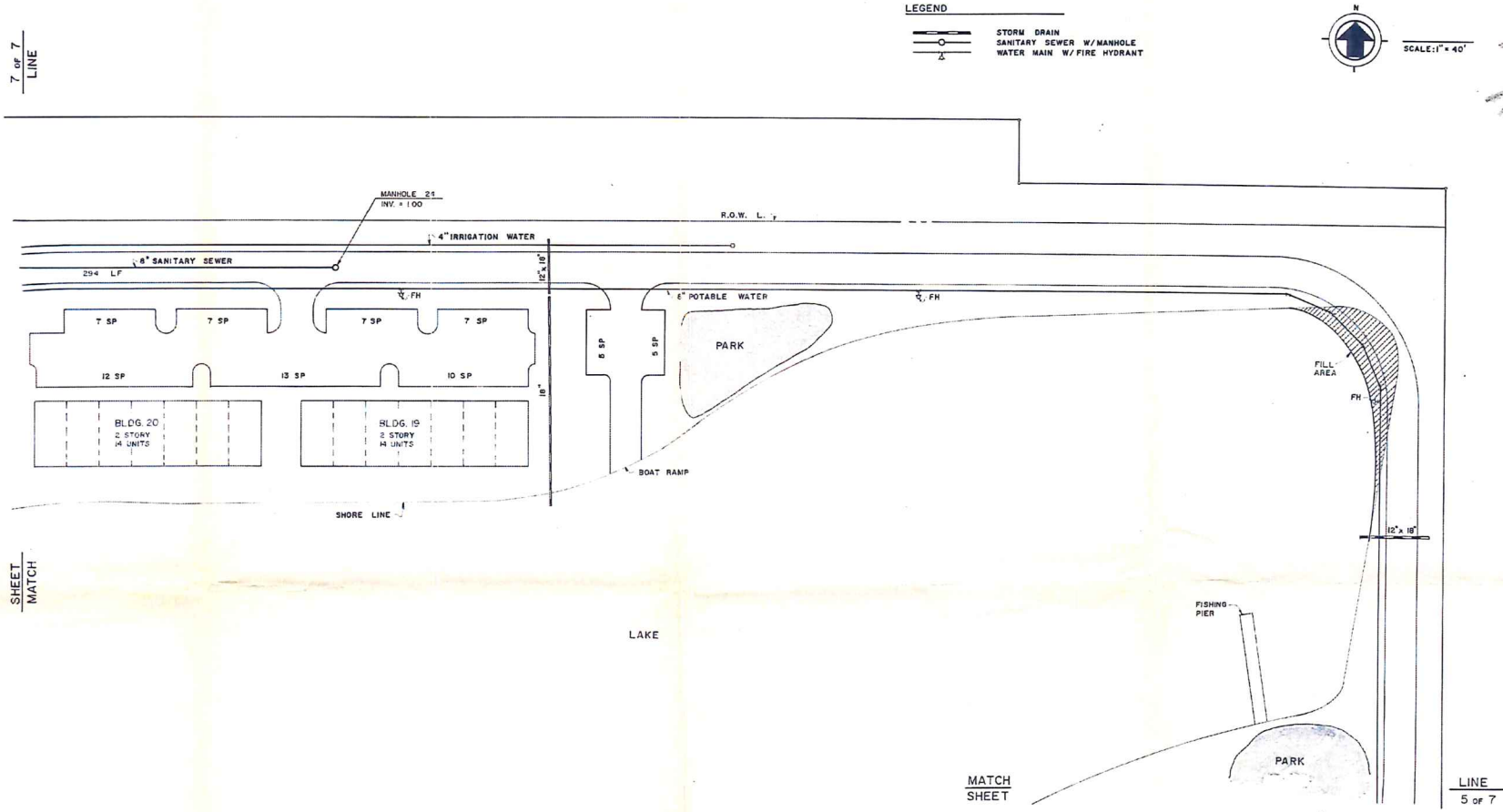
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CONSULTING ENGINEERS
1342 COLONIAL BOULEVARD, SUITE 21
FT. MYERS, FLORIDA 33907
(813) 936-7888

# RICHWOOD LAKE ESTATES
FORT MYERS — FLORIDA

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

BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
5 OF 7




PAUL T. POKORNY, P.E.
FLORIDA REG. NO. 44464
DATE: 1/8/91 & 1/9/91

REVISIONS:

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

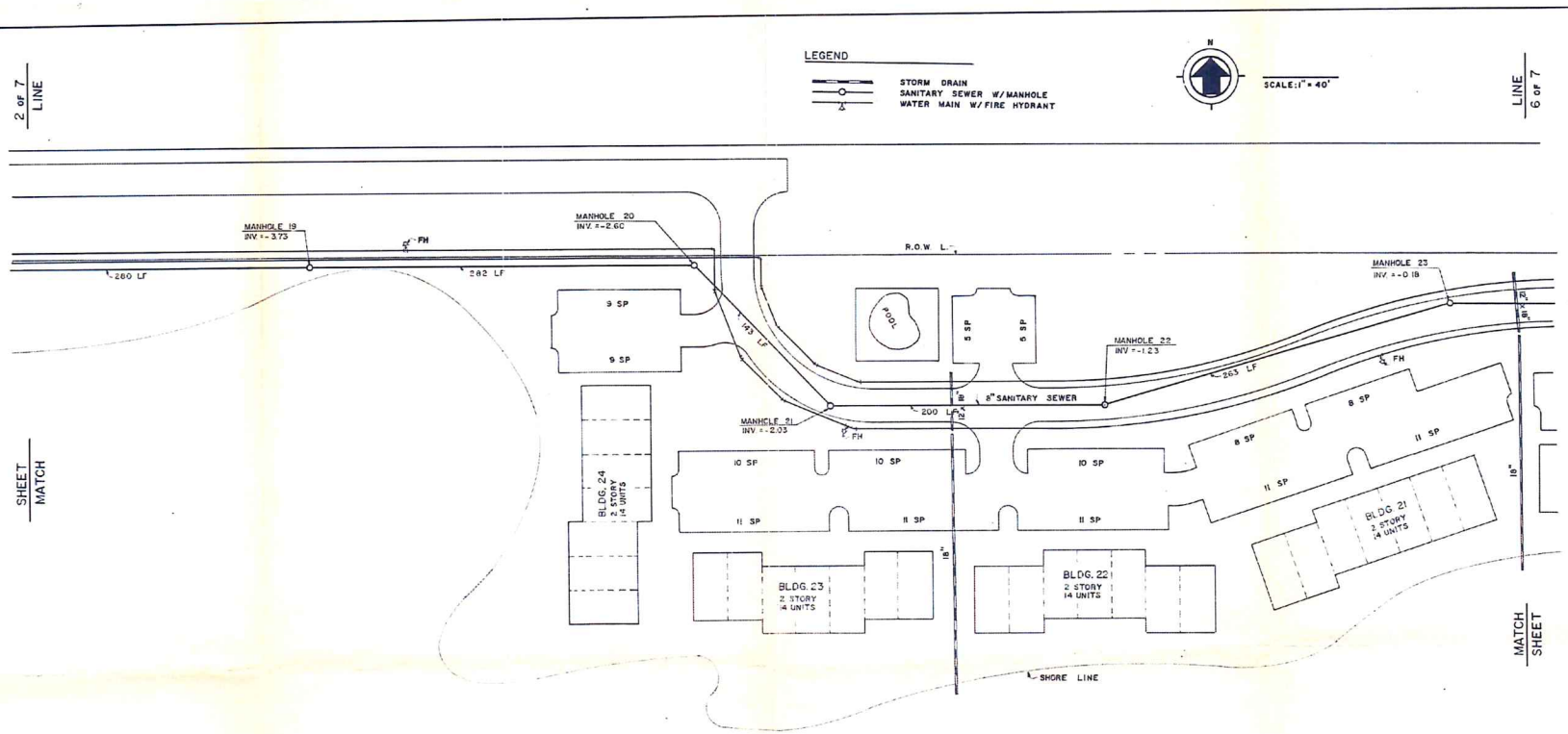
POKORNY ENGINEERING
CONSULTING ENGINEERS
1342 COLONIAL BOULEVARD, SUITE 21
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**RICHWOOD LAKE ESTATES**
FORT MYERS — FLORIDA

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

BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
6 OF 7




RICHWOOD LAKE ESTATES
FORT MYERS — FLORIDA

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

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

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

REVISIONS:

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

BUILDINGS
PARKING
ROADS
UTILITIES

SHEET
7 OF 7

ATTACHMENT T

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

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.

**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.

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

# SYNCHRO SUMMARY SHEETS

# 2024 EXISTING CONDITIONS



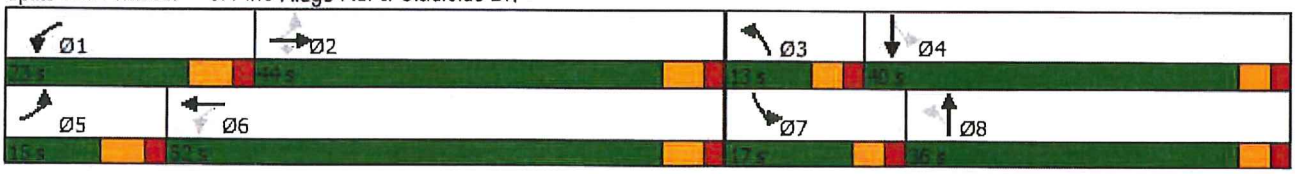
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 381 | 46 | 127 | 431 | 73 | 32 | 73 | 64 | 73 | 135 | 44 |
| Future Volume (vph) | 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 | |

| 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 | |

| 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.



# 2027 BACKGROUND CONDITIONS

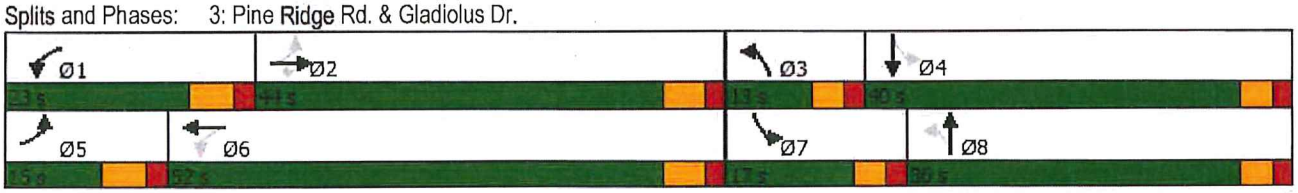
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 41 | 393 | 47 | 134 | 444 | 75 | 33 | 75 | 66 | 75 | 139 | 45 |
| Future Volume (vph) | 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.



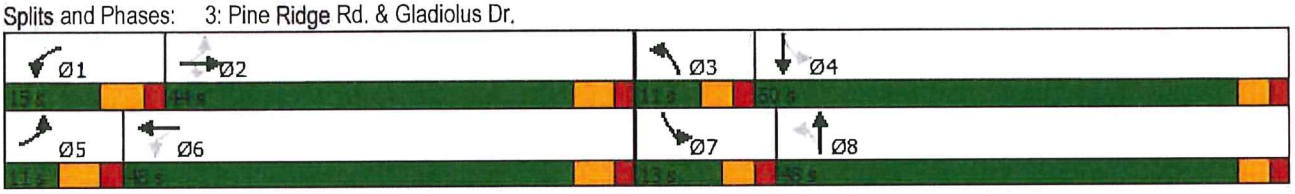
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 54 | 655 | 47 | 109 | 528 | 76 | 69 | 168 | 228 | 97 | 100 | 46 |
| Future Volume (vph) | 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 | |

| 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.



# 2027 WITH PROJECT CONDITIONS

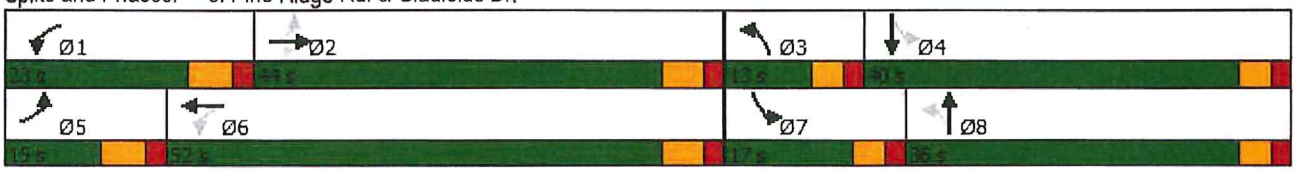
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 393 | 47 | 134 | 445 | 75 | 33 | 86 | 66 | 79 | 141 | 48 |
| Future Volume (vph) | 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 | |

| 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.



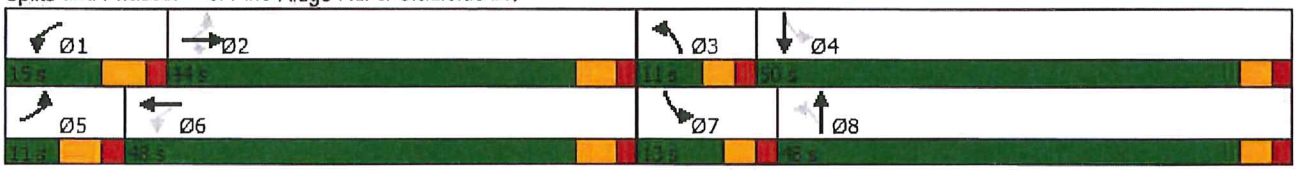
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 64 | 655 | 47 | 113 | 530 | 76 | 69 | 174 | 228 | 105 | 104 | 51 |
| Future Volume (vph) | 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.



# 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 | 6 | 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 | 26 | 1 | *158* | 0 | 3 | 21 | 15 | 0 | *39* | 0 | 6 | 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 | 6 | 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 |

# 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 | 8 | *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 | 28 | 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 | 8 | *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 |

# DEVELOPMENT OF FUTURE YEAR BACKGROUND TURNING VOLUMES

# Development of Future Year Background Turning Volumes

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

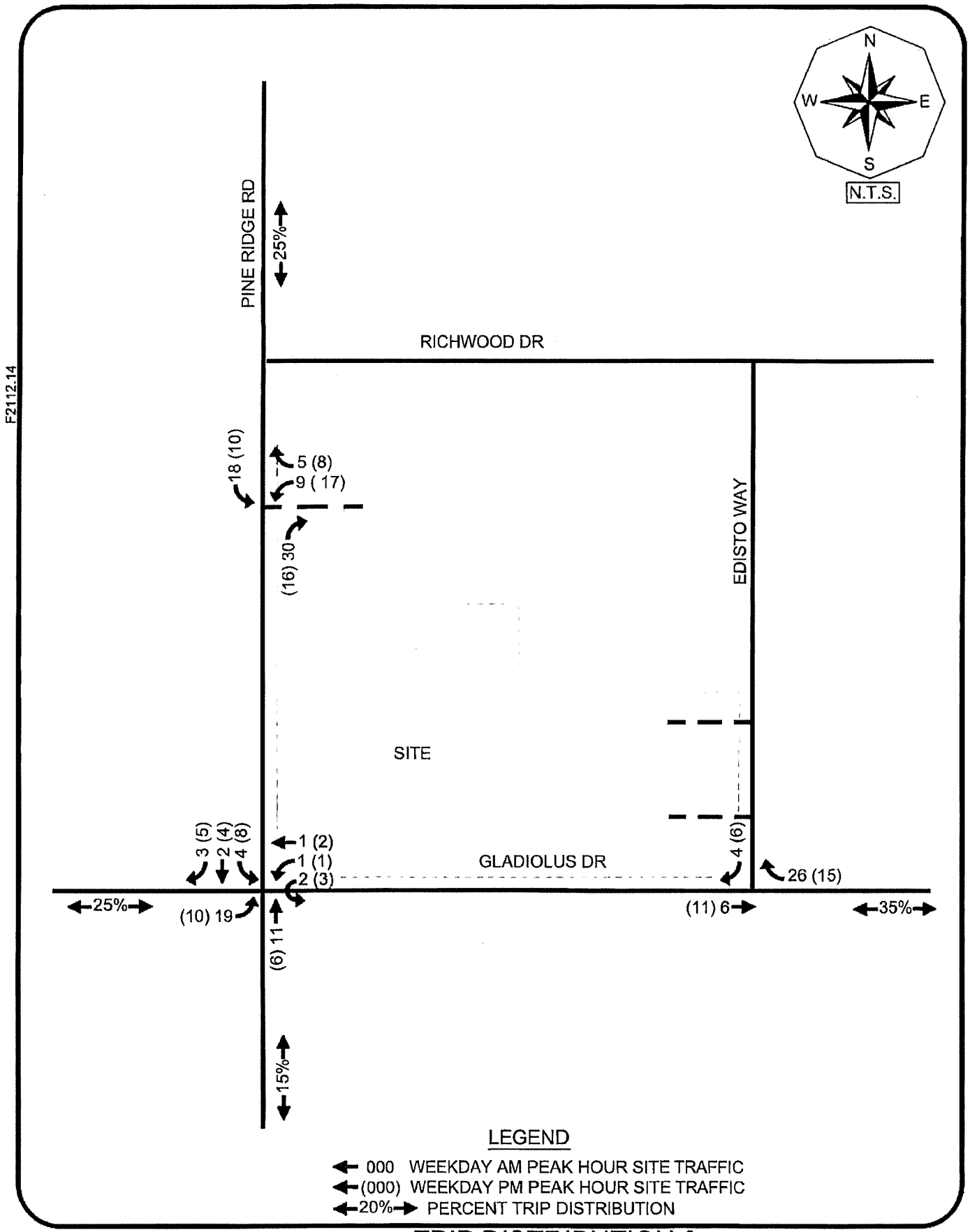
**AM Peak Hour**

| | 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** |

# PROJECT TRAFFIC VOLUMES FROM TRAFFIC STUDY




TR TRANSPORTATION CONSULTANTS, INC

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

Figure 2

# FDOT PEAK SEASON ADJUSTMENT FACTOR

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

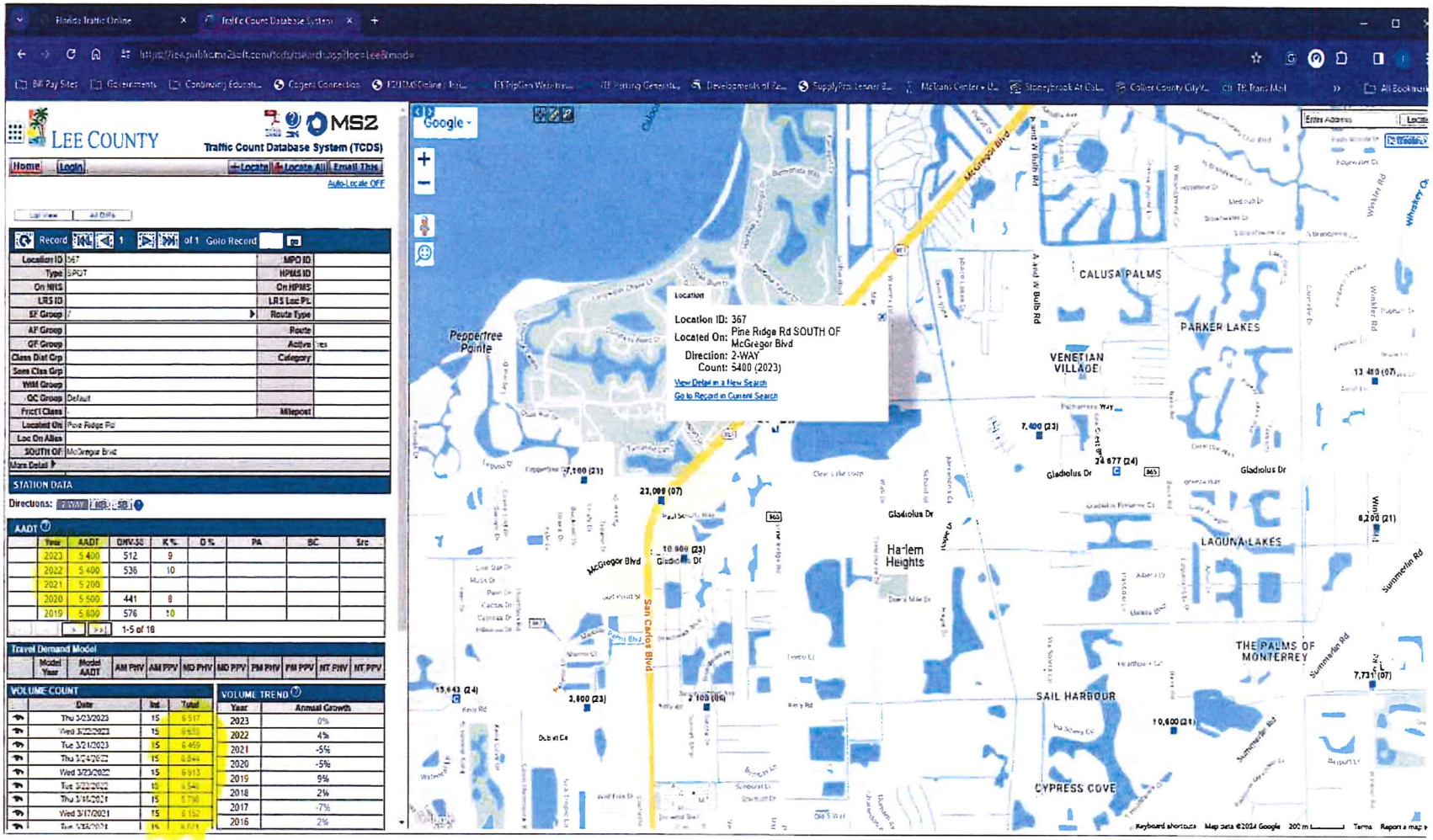
CATEGORY: 1200 LEE COUNTYWIDE

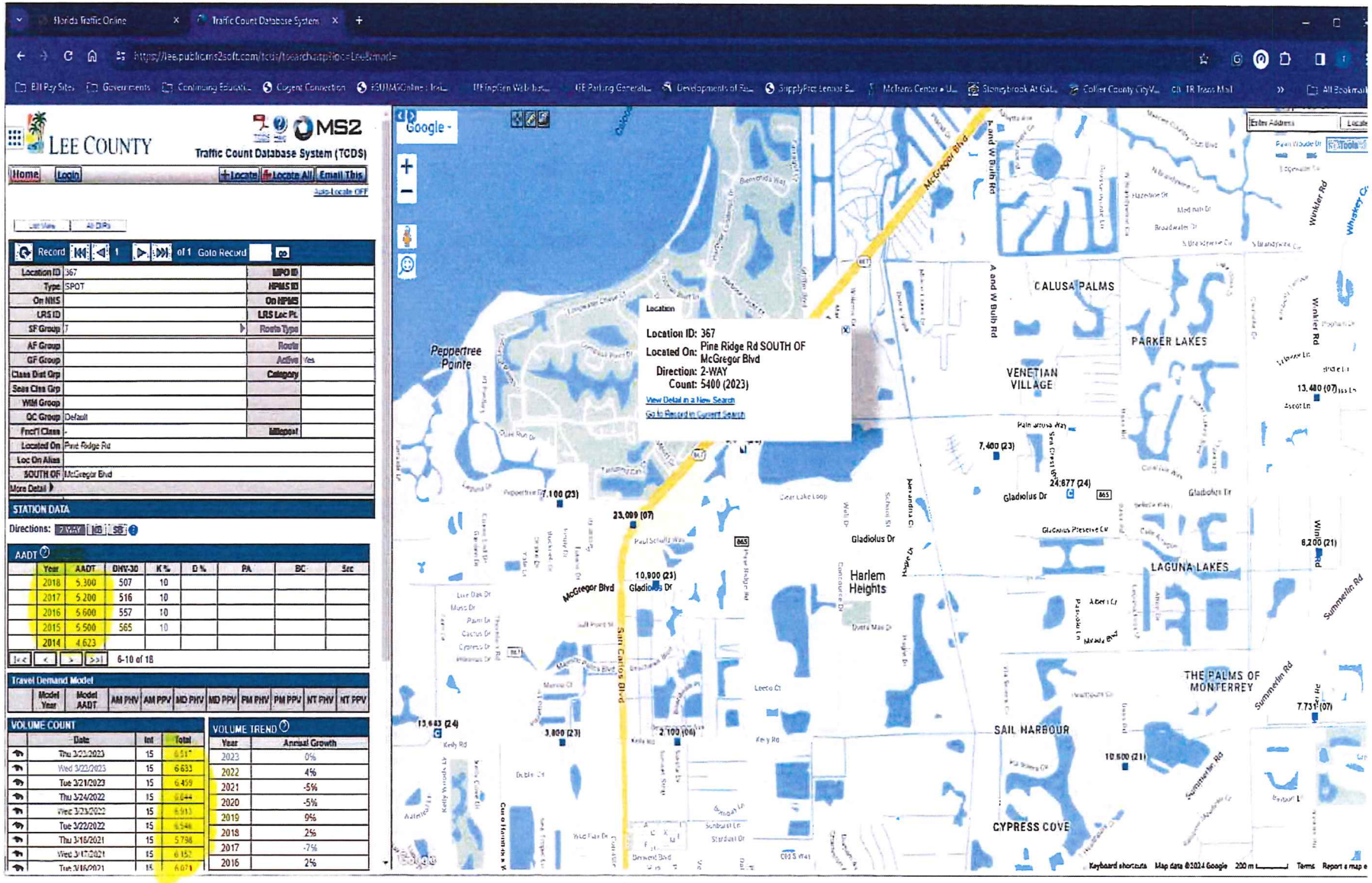
MOCF: 0.92

| 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

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


LEE COUNTY
MS2
Traffic Count Database System (TCDS)
Home
Login
Locate
Locate All
Email This
Auto-Locate OFF
Location ID: 367
Located On: Pine Ridge Rd SOUTH OF
McGregor Blvd
Direction: 2-WAY
Count: 5400 (2023)
View Detail in a New Search
Go to Record in Current Search
STATION DATA
Directions: 2-WAY
AADT
Travel Demand Model
VOLUME COUNT
VOLUME TREND
Peppertree Pointe
CALUSA PALMS
PARKER LAKES
VENETIAN VILLAGE
LAGUNA LAKES
Harlem Heights
THE PALMS OF MONTERREY
SAIL HARBOUR
CYPRESS COVE
McGregor Blvd
Gladiolus Dr
San Carlos Blvd
Summerlin Rd
Pine Ridge Rd


Florida Traffic Online
Traffic Count Database System
LEE COUNTY
MS2
Traffic Count Database System (TCDS)
Home
Login
Locate
Locate All
Email This
Auto-Locate OFF
Record 1 of 1 Goto Record
Location ID 367
Type SPOT
On NHS
LRS ID
SF Group 7
AF Group
GF Group
Class Dist Grp
Seas Clss Grp
WIM Group
QC Group Default
FnctI Class -
Located On Pine Ridge Rd
Loc On Alias
SOUTH OF McGregor Blvd
More Detail
MPO ID
NPMS ID
On NPMS
LRS Loc Pt.
Route Type
Route
Active Yes
Category
Milepost
STATION DATA
Directions: 7 WAY NB SB
AADT
Year AADT DHV-30 K % D % PA BC Src
2018 5,300 507 10
2017 5,200 516 10
2016 5,600 557 10
2015 5,500 565 10
2014 4,623
6-10 of 18
Travel Demand Model
Model Year Model AADT AM PHV AM PPV MD PHV MD PPV PM PHV PM PPV NT PHV NT PPV
VOLUME COUNT
Date Int Total
Thu 3/23/2023 15 6,511
Wed 3/22/2023 15 6,633
Tue 3/21/2023 15 6,459
Thu 3/24/2022 15 6,044
Wed 3/23/2022 15 6,913
Tue 3/22/2022 15 6,548
Thu 3/18/2021 15 5,798
Wed 3/17/2021 15 6,152
Tue 3/16/2021 15 6,071
VOLUME TREND
Year Annual Growth
2023 0%
2022 4%
2021 -5%
2020 -5%
2019 9%
2018 2%
2017 -7%
2016 2%
Google
Location
Location ID: 367
Located On: Pine Ridge Rd SOUTH OF McGregor Blvd
Direction: 2-WAY
Count: 5400 (2023)
View Detail in a New Search
Go to Record in Current Search
McGregor Blvd
A and W Bulb Rd
Peppertree Pointe
CALUSA PALMS
PARKER LAKES
VENETIAN VILLAGE
LAGUNA LAKES
Harlem Heights
THE PALMS OF MONTERREY
SAIL HARBOUR
CYPRESS COVE
Gladiolus Dr
Winkler Rd
Summerlin Rd
San Carlos Blvd
7,100 (23)
23,000 (07)
10,900 (23)
7,400 (23)
24,677 (24)
6,200 (21)
13,480 (07)
7,731 (07)
13,643 (24)
3,800 (23)
2,100 (04)
10,500 (21)
Keyboard shortcuts Map data ©2024 Google 200 m Terms Report a map e

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

ATTACHMENT U

Lee County Southwest Florida

DEPARTMENT OF TRANSPORTATION

# Memo

To: MarySue Groth, Planner, Senior

From: Md Rakibul Alam, Transportation Planner, Principal

Date: Feb 29, 2024

**Subject: Heights Career Technical School (Crosslands CPD) (DCI2023-00033)**
**Transportation-Related Analysis**

## Proposed Development

This application requests approval to amend the Crosslands CPD to increase the maximum permitted commercial square footage from 23,000 SF to ±66,500 SF to allow the future development of the Heights Career Tech Center.

## Site Location

The proposed development is located at the northeast corner of Gladiolus Drive and Pine Ridge Road in Lee County, Florida.

## Site Access

Access to the subject site is proposed via a right-in/ right-out only access along Pine Ridge Road and via a right-in/ right-out only access along Gladiolus Drive.

## Trip Generation Review

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) Trip Generation 11th Edition Report. Table 1 outlines the proposed project's trip generation for weekday AM and PM peak hours and daily traffic volumes.

**Table 1: Trip Generation**

| Land Use | Weekday A.M Peak Hour | | | Weekday P.M Peak Hour | | | Daily |
|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | (2-Way) |
| Technical School (LUC 540) (165 Students) | 74 | 18 | 92 | 41 | 31 | 72 | 805 |

## Roadway Section & Intersection Traffic Operation Level of Service Analysis

As the proposed development is expected to generate less than 100 trip ends, the TIS does not have to include any Level of Service analysis for roadway sections and intersections as per AC 13-17.

## Proposed Deviation Review

The applicant seeks relief from LDC Section LDC 10-285 for the development project, specifically for Deviation #6, which mandates a 660-foot separation between driveways along Gladiolus Drive. The request is to permit a reduced separation of approximately 630 feet for the proposed driveway on Gladiolus Drive from Pine Ridge Rd. Additionally, Deviation #10 necessitates a 330-foot separation between driveways along Pine Ridge Rd. The applicant seeks approval for a reduced separation of approximately 195 feet for

the proposed access on Pine Ridge Rd from Richwood Drive. The Lee County staff has no objection to proposed Deviations.

**Conclusion**

The proposed project is not anticipated to adversely affect the surrounding roadway system. However, please consider recommending the following condition be added to the zoning resolution:

> *"Development intensity is limited to new trips generated by a 165-student Junior/Community College use based upon the Institute of Transportation Engineers (ITE) Trip Generation Manual in effect at the time of local development order."*

ATTACHMENT V

Lee County
Southwest Florida

**BOARD OF COUNTY COMMISSIONERS**

Kevin Ruane
*District One*

Cecil L Pendergrass
*District Two*

Raymond Sandelli
*District Three*

Brian Hamman
*District Four*

Michael Greenwell
*District Five*

Roger Desjarlais
*County Manager*

Richard Wm Wesch
*County Attorney*

Donna Marie Collins
*County Chief Hearing Examiner*

May 26, 2023 Via E-Mail

Jessica Harrelson
Peninsula Engineering
2600 Golden Gate Parkway
Naples, FL 34105

RE: **Potable Water and Wastewater Availability**
**Heights Vocational Center – 10940 Gladiolus Drive**
**STRAP # 32-45-24-00-00002.0010**

To whom this may concern:

The subject property is located within Lee County Utilities Future Service Area as depicted on Maps 4A and 4B of the Lee County Comprehensive Land Use Plan. Potable water and sanitary sewer lines are in operation adjacent to the property mentioned above. However, in order to provide service to the subject parcels, developer funded system enhancements such as line extensions may be required.

Your firm has indicated that this project will consist of 1 institutional unit with an estimated flow demand of approximately 6,154 gallons per day. Lee County Utilities presently has sufficient capacity to provide potable water and sanitary sewer service as estimated above.

Availability of potable water and sanitary sewer service is contingent upon final acceptance of the infrastructure to be constructed by the developer. Upon completion and final acceptance of this project, potable water service will be provided through our Green Meadows Water Treatment Plant.

Sanitary sewer service will be provided by our Fort Myers Beach Water Reclamation Facility. The Lee County Utilities' Design Manual requires the project engineer to perform hydraulic computations to determine what impact this project will have on our existing system.

There are no reuse mains in the vicinity of this parcel.

Prior to beginning design work on this project, please meet with LCU Staff to determine the best point of connection and discuss requirements for construction.

This letter should not be construed as a commitment to serve, but only as to the availability of service. Lee County Utilities will commit to serve only upon receipt of all appropriate

connection fees, a signed request for service and/or an executed service agreement, and the approval of all State and local regulatory agencies.

Further, this letter of availability of potable water and sanitary sewer service is to be utilized for Development Review only. Individual letters of availability will be required for the purpose of obtaining building permits.

Sincerely,

**LEE COUNTY UTILITIES**

Ashanti Shahriyar

Ashanti Shahriyar
Plan Reviewer
239-533-8531
UTILITIES ENGINEERING