



April 29, 2024

Elizabeth A. Workman
Principal Planner
Lee County Community Development, Zoning Section
1500 Monroe Street
Fort Myer, FL 33908

**Re: Daniels Town Square MPD
5th INSUFFICIENCY RESPONSE LETTER
DCI2022-00059**

Dear Beth:

Enclosed please find responses to your insufficiency letter dated *March 28, 2023*. The following information has been provided to assist with the approval process:

1. Insufficiency Comment Response Letter
2. Revised Application
3. Revised Request Narrative & Lee Plan Compliance
4. Revised MCP, Phasing and Open Space Plan
5. Revised Environmental Report
6. Revised Indigenous Plan
7. Revised Sketch and Description
8. Revised Boundary Survey
9. Revised Surface Water Management Plan Statement and Exhibit
10. Revised Line of Site Exhibit
11. SFWMD ERP - Approved

The following is a list of staff comments with our responses in **bold**:

Zoning Review

1. The applicant must complete a new rezoning application form to provide up-to-date acreage, wetland acreage, wetland impacts, preserved wetlands, and density calculations. The project has changed since the first submittal that included the application.

RESPONSE: The application is revised to reflect the current and final project scope.

2. The previous RAI stated that the stormwater management plan is based on the ERP that is under review and depicts a stormwater lake on Parcel 1 (parcel south of Three Oaks Extension). The MCP depicts vertical development on Parcel 1. The stormwater management plan must be consistent with the MCP.

RESPONSE: The stormwater management plan and narrative has been updated to reflect the current MCP.



3. Please note that the inconsistency between the ERP and the MCP will be explained in the staff report for the hearing examiner and may become an issue at time of hearing due to the offsite drainage structure and the design differences between the ERP and the MCP. Please explain what will change when the ERP is revised to be consistent with the MCP.

RESPONSE: The ERP was approved in April 2024. It is part of the resubmittal. The ERP will need to be amended in the future. We acknowledge it does not accurately represent the current zoning as it was started nearly a year ago before the development program changed. The permit established a worst-case scenario as it was for many more units and over 500,000 SF of commercial.

4. Revise the open space and indigenous open space calculations to reflect the current project acreage.

RESPONSE: The open space plan and MCP have been changed to reference correct acreage.

5. Revise the open space calculation to list each parcel acreage, the open space percentage, and required open space.

RESPONSE: The open space plan has been changed to reference the indigenous for each parcel.

6. Revise the indigenous open space calculation to list the required indigenous open space for each parcel, the total indigenous open space required, and the indigenous open space provided that is shared by all the parcels including Parcel 5 and 6.

RESPONSE: The open space plan and MCP have been changed to reference the indigenous for each parcel and how the 0.79 acres meets the overall criteria. Parcels 5 and 6, occupying the triangle area south of Three Oaks Parkway Extension, are now Parcels 6 and 7.

7. Revise the open space provided by the lakes. The project is limited to 3.26 acres of open space allocated from the lakes. Please provide.

RESPONSE: MCP has been changed to reference the correct acreage of acres credited towards open space. We acknowledge only 25% of the required total open space will be allowed to be credited through the land area occupied by lakes. The revised total required open space is 1387 acre which allows 3.47 acres of lake area to be applied to this total.

8. Provide a cross section drawn to scale depicting the three-story commercial building located on the parcel south of Three Oaks Parkway. The cross section must depict the building, 15-foot buffer without the wall, all easements, and Indian Pony Drive. Staff has some concerns about large trees being proposed, creating a conflict with the building, and compatibility.

RESPONSE: The applicant has eliminated the deviation request and provided the required Type D buffer along the Indian Paint and Indian Pony easements.

Planning Review

9. Section IV on page three of the Request Statement states that the MCP is requesting 1,342 dwelling units. Elsewhere in the application, the request is for 1,251 dwelling units. Clarify which request is correct.

RESPONSE: The request statement should be internally consistent with the 1,234 unit density request.

10. Staff have several concerns with parts 4 and 5 of the application:

- a) Part 4 excludes impacted wetlands from the residential acreage. These areas should be included and measured at a density of 0.05 dwelling units per acre.

RESPONSE: Included in the revised application.

- b) Part 4.A.4 of the application should include the non-residential areas of the overall site.

RESPONSE: Included in the revised application.

- c) Part 4.C should be equal to Part 4.A less Part 4.B

RESPONSE: The calculations match in the revised application.

- d) The application appears to apply the entire acreage of the planned development to the calculation of density. The companion comprehensive plan amendment does not request the Mixed Use Overlay on the portion of the property below the future location of Three Oaks Parkway. Since that area is not proposed to have residential uses, it cannot be counted toward total density of the project.

RESPONSE: Understood. Calculations reflect the change.

- e) Staff is not able to independently calculate the same number of dwelling units allowed on the property as the applicant. Provide a detailed explanation of the calculation of density requested by the applicant.

RESPONSE: A table is included in the request narrative and the application has been amended.

Environmental Sciences

11. The applicant is demonstrating a 15-foot Type C without a wall on the MCP. Please provide a deviation justification for the following request, as well as additional deviation triangles per 34-373 of the LDC.

RESPONSE: The applicant has eliminated the deviation request and provided the required Type D buffer along the Indian Paint and Indian Pony easements.

12. The FLUCCS map demonstrates more indigenous wetlands than the first FLUCCS submitted. Please indicate if additional wetlands are being preserved/restored to meet the requirements of 10-415(b). Please note that now that there is additional indigenous FLUCCS codes, the applicant will have to provide a justification and deviation for a decrease in indigenous preserve area.

RESPONSE: Daniels Town Center Wetland Acreage Clarification - The Corps of Engineers found zero (0 ac.) Federally Jurisdictional Wetlands, the SFWMD found 5.98 acres of State jurisdictional wetlands requiring mitigation.

As you know a FLUCCS category is not determinative regarding Jurisdictional Wetlands. The 5.98 ac is the appropriate number for the maximum acres of wetlands on site. We are preserving 0.79 acres of onsite wetlands,

In response the question about reducing the jurisdictional wetland acreage impacted to 5.19, the State jurisdictional wetland impacts are mitigated via purchase of 1.98 wetland credits from the Panther Island Wetland Mitigation Bank.

13. The MCP legend states "indigenous restoration=1.0 acre". However, no restoration is being proposed and the acreage of the wetland being preserved is 0.79 acres. Please revise the legend for consistency with the request.

RESPONSE: MCP has been changed to reference indigenous preservation 0.79 acres.

14. The applicant has submitted an MCP with a general open space area. Please provide a breakdown of the open space for the mixed-use overlay portion of the development and the non-mixed use overlay area per LDC 34-373 and 10-415(a).

RESPONSE: The breakdown is included on the open space plan that has been edited.

15. The first page of the indigenous management plan has the incorrect location, acreage, and site description. Please provide an indigenous management plan in accordance with the associated MCP. Staff cannot review the provided document.

RESPONSE: The indigenous plan has been updated and included in the resubmittal. The acreages, location and site reference and description are correct.

16. Within the indigenous management plan, the environmental consultant stated that the methodology utilized was "cruising". Please use a Lee County approved methodology per Ordinance 89-34.

RESPONSE: See the revised indigenous plan.

17. A baseline monitoring report was provided as part of the indigenous management plan. Please note that zoning staff will not review the monitoring report, as it will be reviewed at time of development order.

RESPONSE: Acknowledged.

18. Additional comments may follow after the next review.

RESPONSE: Acknowledged.

Natural Resources

19. The MCP Phasing Plan depicts the final outfall being constructed during Phase 4. Please clarify if this will be constructed during Phase 1 or Phase 4?

RESPONSE: As required, the outfall will be constructed during Phase 1. The phasing plan has been updated.

Infrastructure Planning (DOT) Review

20. Please submit an updated TIS showing the trip distribution.

RESPONSE: An updated TIS is included in the resubmittal.

If you have any further questions, please do not hesitate to contact me directly at (239) 318-6707 or fdrovdlic@rviplanning.com.

Sincerely,

RVi Planning + Landscape Architecture



Fred Drovdllic, AICP
Planning Director



APPLICATION FOR PLANNED DEVELOPMENT PUBLIC HEARING UNINCORPORATED AREAS ONLY

Project Name: Daniels Town Square MPD

Request

: Rezone from: CPD To: MPD

Type: ☐ Major PD ☐ Minor PD ☐ DRI w/Rezoning ☐ PRFPD
☒ Major PD Amendment ☐ Minor PD Amendment

Bonus Density included? ☐ NO ☒ YES¹ for: 8 units per acre Bonus Units

¹ If YES, submit additional fee required by LDC 2-147(A)(3)

Summary of Project:

Bison Property Holdings, LLC ("Applicant") seeks to rezone 61.26+/- acres located on the southwest corner of Daniels Parkway and I-75 in unincorporated Lee County, Florida. The Applicant seeks to rezone from Commercial Planned Development (CPD) to Mixed-Use Planned Development (MPD). The desired development program is for up to 30,000 square feet of Non-Residential uses, a 200-room Hotel and Multifamily Residential of up to 1,234 du. There are 5.19 acres of wetlands to be impacted as approved by ERP No. 230220-37612.

PART 1

APPLICANT/AGENT INFORMATION

A. Name of Applicant: Bison Property Holdings, LLC c/o Chris Moore

Address: 150 E. Palmetto Park Road

City, State, Zip: Boca Raton, FL 33432

Phone Number: (561) 452-8239

E-mail Address: cmoore@waypointresidential.com

B. Relationship of Applicant to owner (check one) and provide [Affidavit of Authorization](#) form:

☐ Applicant is the sole owner of the property. [34-201(a)(1)a.1.]

☒ Applicant has been authorized by the owner(s) to represent them for this action. [34-202(a)(3)]

☐ Application is County initiated. Attach BOCC authorization.

C. Authorized Agent: (If different than applicant) Name of the person who is to receive all County-initiated correspondence regarding this application. [34-202(a)(4)]

1. Company Name: RVi Planning + Landscape Architecture

Contact Person: Fred Drovdlc, AICP

Address: 1514 Broadway, Suite 201

City, State, Zip: Fort Myers, Florida, 33901

Phone Number: 239.318.6707

Email: fdrovdlc@rviplanning.com

2. [Additional Agent\(s\)](#): Provide the names of other agents that the County may contact concerning this application. [34-202(a)(4)]

LEE COUNTY COMMUNITY DEVELOPMENT
PO BOX 398 (1500 MONROE STREET), FORT MYERS, FL 33902
PHONE (239) 533-8585

**PART 2
PROPERTY OWNERSHIP**

A. Property owner(s): If multiple owners (corporation, partnership, trust, association), provide a list properties with owner interest. [34-202(a)(2)]

Name: DANIELS PARKWAY JV DEVELOPMENT

Address: 12731 NEW BRITTANY BLVD

City, State, Zip: FORT MYERS FL 33907

Phone Number: (239) 418-0999

Email: drjonathanfrantz@gmail.com

B. Disclosure of Interest [34-202(a)(2)]:

☒ Attach [Disclosure of Interest](#) Forms.

C. Multiple parcels:

☒ Property owners list. [34-202(a)(8)]

☒ Property owners map. [34-202(a)(8)]

D. Certification of Title and Encumbrances [34-202(a)(7)]

1. Title certification document, no greater than 90 days old.

2. Date property was acquired by present owner(s): JV Dev:2007-06-29

**PART 3
PROPERTY INFORMATION**

A. STRAP Number(s): [Attach extra sheets if additional space is needed.] [34-203(a)(5)]

22-45-25-L3-U2060.3612, 22-45-25-L3-U2053.3576

22-45-25-L4-U2037.3579, and

22-45-25-L4-U2038.3602

B. Street Address of Property: 13841 INDIAN PAINT LN, FORT MYERS

C. Legal Description (must submit) [34-202(a)(5)]:

☒ Legal description (metes and bounds) (8½"x11") and sealed sketch of the legal description.

OR

☐ Legal description (NO metes and bounds) if the property is located within a subdivision platted per F.S. Chapter 177, and is recorded in the Official Records of Lee County under Instruments or Plat Books. ([Click here](#) to see an example of a legal description with no metes and bounds.)

AND

Boundary Survey [34-202(a)(6)]:

☒ A Boundary survey, tied to the state plane coordinate system.

OR

☐ Not required if the property is located within a subdivision platted per F.S. Chapter 177.

D. Surrounding property owners (within 500 feet of the perimeter of the subject parcel or portion thereof that is subject of the request):

1. ☒ List of surrounding property owners. [34-202(a)(9)]

2. ☒ Map of surrounding property owners. [34-202(a)(9)]

3. ☒ One set of mailing labels. [34-202(a)(9)]

Note: When the case is found complete/ sufficient, a new list and mailing labels must be submitted.

E. Current Zoning of Property: CPD

☒ Provide a list of all Zoning Resolutions and Zoning Approvals applicable to the subject property.

F. Use(s) of Property:

1. Current uses of property are: Vacant

2. Intended uses of property are: Multifamily Development with Commercial and Retail

G. Future Land Use Classification (Lee Plan):

General Interchange	<u>61.26+/-</u>	Acres	<u>100</u>	% of Total
		Acres		% of Total
		Acres		% of Total

H. Property Dimensions:

1. Width (average if irregular parcel):	<u>1400</u>	Feet		
2. Depth (average if irregular parcel):	<u>2450</u>	Feet		
3. Total area:	<u>61.26</u>	Acres or square feet		
4. Frontage on road or street:	<u>450+/-</u>	Feet on	<u>Daniels Parkway</u>	Street
2 nd Frontage on road or street:	<u>2300+/-</u>	Feet on	<u>I-75</u>	Street

I. Planning Communities/Community Plan Area Requirements: If located in one of the following planning communities/community plan areas, provide a meeting summary document of the required public informational session.

- ☒ Not Applicable
- ☐ Captiva Planning Community (Captiva Island). [33-1612(a)&(b); Lee Plan Policy 13.1.7]
- ☐ North (Upper) Captiva Community Plan area. [33-1711]
- ☐ Boca Grande Planning Community. [Lee Plan Policy 22.1.5]
- ☐ Caloosahatchee Shores Community Plan area. [33-1482(a)&(b); Lee Plan Policy 21.6.3]
- ☐ Page Park Community Plan area. [33-1203(a) & (b); Lee Plan Policy 27.11.2]
- ☐ Palm Beach Boulevard Community Plan area. [Lee Plan Policy 23.5.2]
- ☐ Buckingham Planning Community. [Lee Plan Policy 17.7.2]
- ☐ Pine Island Planning Community. [33-1004(a) & (b); Lee Plan Policy 14.7.1]
- ☐ Lehigh Acres Planning Community. [33-1401(a)&(b); Lee Plan Policy 32.12.2]
- ☐ North Fort Myers Planning Community. [33-1532(a)&(b)]
- ☐ North Olga Community Plan area. [33-1663(a)&(b)]

J. Waivers from Application Submission Requirements: Attach waivers, if any, approved by the Director of Zoning. [34-201(c)]

PART 4
TYPES OF LAND AREA ON PROPERTY

A. Gross Acres (total area within described parcel)		<u>61.26</u>	Acres
1. Submerged land subject to tidal influence		<u> </u>	Acres
2. a. Preserved freshwater wetlands	<u>0.79</u>	Acres	
b. Impacted wetlands	<u>5.19</u>	Acres	
c. Preserved saltwater wetlands	<u> </u>	Acres	
d. Total wetlands (A.2.a. plus A.2.b. plus A.2.c.)		<u>5.98</u>	Acres
3. R-O-W providing access to non-residential uses		<u> </u>	Acres
4. Non-residential use areas ^{(1) (2)}		<u>0</u>	Acres
B. Total area not eligible as gross residential acreage (Items A.1. + A.3. + A.4.).		<u>0</u>	Acres
C. Gross residential acres. (A minus B) ⁽³⁾		<u>61.26</u>	Acres
D. Gross residential acres (by Land Use Category)			
1. a. Intensive Development – upland		<u>55.25</u>	Acres
b. Intensive Development – preserved freshwater wetlands		<u>0.79</u>	Acres
c. Intensive Development – impacted wetlands		<u>5.19</u>	Acres
2. a. Central Urban – upland		<u> </u>	Acres
b. Central Urban – preserved freshwater wetlands		<u> </u>	Acres
c. Central Urban – impacted wetlands		<u> </u>	Acres
3. a. Urban Community or Suburban – upland		<u> </u>	Acres
b. Urban Community or Suburban – preserved freshwater wetlands		<u> </u>	Acres
c. Urban Community or Suburban – impacted wetlands		<u> </u>	Acres

4.	a.	Suburban – upland	_____	Acres
	b.	Suburban – preserved freshwater wetlands	_____	Acres
	c.	Suburban – impacted wetlands	_____	Acres
5.	a.	Outlying Suburban – upland	_____	Acres
	b.	Outlying Suburban – preserved freshwater wetlands	_____	Acres
	c.	Outlying Suburban – impacted wetlands	_____	Acres
6.	a.	Sub-Outlying Suburban – upland	_____	Acres
	b.	Sub-Outlying Suburban – preserved freshwater wetlands	_____	Acres
	c.	Sub-Outlying Suburban – impacted wetlands	_____	Acres
7.	a.	Rural, Outer Island, Rural Community Preserve – upland	_____	Acres
	b.	Rural, Outer Island, Rural Community Preserve – wetlands	_____	Acres
8.	a.	Open Lands – upland	_____	Acres
	b.	Open Lands – wetlands	_____	Acres
9.	a.	Resource – upland	_____	Acres
	b.	Resource – wetlands	_____	Acres
10.	a.	Wetlands	_____	Acres
11.	a.	New Community – upland	_____	Acres
	b.	New Community – wetlands	_____	Acres
12.	a.	University Community – upland	_____	Acres
	b.	University Community – wetlands	_____	Acres
13.	a.	Coastal Rural – upland	_____	Acres
	b.	Coastal Rural – wetlands	_____	Acres

TOTAL (should equal "C" above)

61.26 Acres

Notes:

- (1) Lands for commercial, office, industrial uses, natural water bodies, and other non-residential uses must not be included except within the Mixed Use Overlay {see Note (2) below}.
- (2) Within the Mixed Use Overlay, lands for commercial, office, industrial uses, natural water bodies, and other non-residential uses may be included in density calculations {see Lee Plan Objective 4.3}.
- (3) Lands to be used for residential uses including land within the development proposed to be used for streets & street rights of way, utility rights-of-way, public & private parks, recreation & open space, schools, community centers, & facilities such as police, fire & emergency services, sewage & water, drainage, and existing man-made waterbodies.

PART 5 RESIDENTIAL DEVELOPMENT - PRELIMINARY DENSITY CALCULATIONS

- i. Complete only if living units are proposed in a Future Land Use Category.
- ii. If more than one classification, calculations for each classification must be submitted. Attach extra sheets as necessary.
- iii. If wetlands are located on the property, density calculations are considered preliminary pending a wetlands jurisdictional determination.

A. Future Land Use Category: General Interchange (Proposed Intensive and MUO)

		Lee Plan Table 1(a)		
		Max. standard density		Units
1.	Standard Units			
	a. Total upland acres (from Part 4, D.)	55.28	x 14 equals	773.92
	b. Total preserved freshwater wetlands acres (from Part 4, D.)	0.79	x 14 equals	11.06
	c. Total impacted wetlands acres (from Part 4, D.)	5.19	x 0.05 equals	0.26
	d. Total Allowed Standard Units ⁽¹⁾			785.24 (785)
2.	Bonus Units [2-143]			
	a. Site-built Affordable Housing			0
	b. Transferrable Dwelling Units (8 du/acre x (47.15 +0.79))			448.56
	c. Sub-total			449
3.	Total Permitted Units ⁽¹⁾			1,234

Note:

- (1) Subject to revision if wetlands jurisdictional determination indicates a different acreage of wetlands.

**PART 6
COMMERCIAL, INDUSTRIAL, MINING, ASSISTED LIVING FACILITIES, HOTELS & MOTELS
PRELIMINARY INTENSITY CALCUATIONS**

		Height	Total Floor Area (Square Feet)
A. Commercial			
1.	Medical		
2.	General Office		
3.	Retail	35	30,000
4.	Other: _____		
5.	TOTAL FLOOR AREA		30,000
B. Industrial		Height	Total Floor Area (Square Feet)
1.	Under Roof		
2.	Not Under Roof		
3.	TOTAL FLOOR AREA		
C. Mining		Depth	Total Acres
1.	Area to be excavated		
D. Assisted Living Facilities		Height	Total Beds/Units
1.	Dependent Living Units		
2.	Independent Living Units		
3.	TOTAL BEDS/UNITS		
E. Hotels/Motels (Room Size)		Height	Total Rental Units
1.	< 425 sq. ft.		
2.	426-725 sq. ft.		
3.	725 < sq. ft.		
4.	TOTAL UNITS	45	200

**PART 7
ACTION REQUESTED**

- A. Request Statement:** Provide a single narrative explaining the nature of the request and how the property qualifies for the rezoning to a planned development. This narrative should include how the proposed development complies with the Lee Plan, the Land Development Code, and the applicable findings/review criteria set forth in LDC section 34-145(d)(4). This narrative may be utilized by the Board of County Commissioners, Hearing Examiner and staff in establishing a factual basis for the granting or denial of the rezoning. **[34-373(a)(5)]**
- B. Traffic Impact Statement.** A traffic impact statement in a format and to the degree of detail required by the County and in conformance with the adopted Lee County Administrative Code. TIS is not required for an existing development. **[34-373(a)(7)]**
- C. Master Concept Plan:**
- Master Concept Plan, Non-PRFPD:** A graphic illustration (Master Concept Plan) of the proposed development, showing and identifying the information required by LCLDC Section 34-373(a)(6)a. Copies of the Master Concept Plan must be provided in two sizes, 24"x36" and 11"x17", and must be clearly legible and drawn at a scale sufficient to adequately show and identify the required information. In addition to the Master Concept Plan, an open space design plan delineating the indigenous preserves and/or native tree preservation areas as required by LDC Section 10-415(b) must be submitted. **[34-373(a)(6)]**
 - Schedule of Uses:** A schedule of uses keyed to the Master Concept Plan as well as a summary for the entire property including the information required by LCLDC Section 34-373(a)(8)]. **[34-373(a)(8)]**

3. **Schedule of Deviations and Written Justification:** A schedule of deviations and a written justification for each deviation requested as part of the Master Concept Plan accompanied by documentation including sample detail drawings illustrating how each deviation would enhance the achievement of the objectives of the planned development and will not cause a detriment to public interests. The location of each requested deviation must be located/shown on the Master Concept Plan. [34-373(a)(9)]

D. Bonus Density: [34-202(a)(11)]

- ☐ Not Applicable
☒ Bonus Density will be used. Provide the number of Bonus Density units being requested and a narrative of how the request meets the requirements of LDC Section 2-146.

PART 8 ENVIRONMENTAL REQUIREMENTS

- A. Topography:** 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.]
 Attached - Quadrange Fort Myers SE 20210211
-
- 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 LCLDC Section 10-473(f)].
 See Environmental Assessment
-
- C. Preservation/Conservation of Natural Features:** Describe how the lands listed in PART 6.B. above will be protected by the completed project:
 See Environmental Assessment
-
- D. Shoreline Stabilization:** If the project is located adjacent to navigable natural waters, describe the method of shoreline stabilization, if any, being proposed:
 N/A
-
- 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.]
- 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)c.]
- 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.]
- H. Existing and Historic Flow-Ways Map:** Map(s) drawn at the same scale as the master concept plan marked or overprinted to show existing and historic flow-ways. [34-373(a)(4)b.v.]

PART 9 SANITARY SEWER & POTABLE WATER FACILITIES

- A. Special Effluent:** If the discharge of any special effluent is anticipated, please specify what it is and what strategies will be used to deal with its' special characteristics:
 N/A
-
- B. Private On-Site Facilities:** If a private on-site wastewater treatment and disposal facility is proposed, please provide a detailed description of the system including:
1. Method and degree of treatment:
 N/A
 2. Quality of the effluent:
 N/A

3. Expected life of the facility:

N/A

4. Who will operate and maintain the internal collection and treatment facilities:

N/A

5. Receiving bodies or other means of effluent disposal:

N/A

C. Spray Irrigation: If spray irrigation will be used, specify:

1. The location and approximate area of the spray fields:

N/A

2. Current water table conditions:

N/A

3. Proposed rate of application:

N/A

4. Back-up system capacity:

N/A

PART 10 ADDITIONAL REQUIREMENTS

A. Major Planned Developments:

1. **Surface Water Management Plan.** A written description of the surface water management plan as required by LCLDC Section 34-373(b)(1). **[34-373(b)(1)]**
2. **Phasing Program.** If the development is to be constructed in phases or if the Traffic Impact Statement utilized phasing, then a description of the phasing program must be submitted. **[34-373(b)(3)]**
3. **Protected Species Survey.** A protected species survey is required for large developments (as defined in LCLDC Section 10-1) as specified in LCLDC Section 10-473. **[34-373(b)(2)]**

B. Amendments to Built Planned Developments: The consent of the owners of the remainder of the original planned development is not required, but these owners must be given notice of the application and other proceedings as if they were owners of property abutting the subject property regardless of their actual proximity to the subject property. Attach proof of notice to other property. **[34-373(c)]**

C. Development of Regional Impact: Binding letter of interpretation from DCA or a complete and sufficient ADA. (See also Application for Public Hearing for DRI Form.) **[34-373(d)(9)]**

D. Private Recreational Facility Planned Developments (PRFPDs):

1. **Master Concept Plan, PRFPD.** Master Concept Plan showing and identifying information required by LDC Section 34-941(g)(1). Copies of the Master Concept Plan must be provided in two sizes, 24"x36" and 11"x17", and must be clearly legible and drawn at a scale sufficient to adequately show and identify the required information. **[34-941(g)(1)]**
2. **Conceptual Surface Water Management Plan.** A Conceptual Surface Water Management Plan must be submitted. The plan must be viable and take into consideration any natural flowway corridors, cypress heads, natural lakes, and the restoration of impacted natural flowway corridors. **[34-941(d)(3)b.i.1]**
3. **Well Drawdown Information.** If within an area identified as an anticipated drawdown area for existing or future well development, demonstration of compliance with LCLDC Section 34-941(d)(3)d.i & ii. must be provided. **[34-941(d)(3)d.]**
4. **Preliminary Indigenous Restoration Plan.** A Preliminary Indigenous Restoration Plan must be provided if on-site indigenous restoration is being used to meet the indigenous native plant community preservation requirement. **[34-941(e)(5)f.iii.]**

5. **Environmental Assessment.** An Environmental Assessment must be provided which includes, at a minimum, an analysis of the environment, historical and natural resources. **[34-941(g)(2)]**
6. **Demonstration of Compatibility.** Written statements concerning how the applicant will assure the compatibility of the proposed development with nearby land uses (by addressing such things as noise, odor, lighting and visual impacts), and the adequate provision of drainage, fire and safety, transportation, sewage disposal and solid waste disposal must be provided. **[34-941(g)(4)]**
- E. **Potable Water & Central Sewer.** Will the project be connected to potable water and central sewer as part of any development of the property?
- ☒ **YES** (Provide a letter from the appropriate Utility to which the connection(s) are proposed confirming availability of service.) **[34-202(a)(10)]**
- ☐ **NO** (Provide a narrative explaining why the connection is not planned and how the water and sewer needs of the project will be met.) **[34-202(a)(10)]**
- F. **Existing Agricultural Use:** If the property owner intends to continue an existing agricultural use on the property subsequent to the zoning approval, an Existing Agricultural Use Affidavit must be provided. Entitle as "Existing Agricultural Uses at Time of Zoning Application." **[34-202(a)(12)]**
- G. **Flood Hazard:**
- ☒ Not applicable
- ☐ The property is within an Area of Special Flood Hazard as indicated in the Flood Insurance Rate Maps (FIRM)s.
- ☐ The minimum elevation required for the first habitable floor is _____ NAVD (MSL)
- H. **Excavations/Blasting:**
- ☒ No blasting will be used in the excavation of lakes or other site elements.
- ☐ If blasting is proposed, provide Information Regarding Proposed Blasting (including soil borings, a map indicating the location of the proposed blasting, and other required information).
- I. **Hazardous Materials Emergency Plan for Port Facilities: [12-110(a)(16)]**
- ☒ Not Applicable
- ☐ Provide a Hazardous materials emergency plan.
- J. **Mobile Home Park: [34-174(h)]**
- ☒ Not Applicable
- ☐ Request includes rezoning of a Mobile Home Park. Provide facts related to the relocation of dislocated owners that meets the requirements of F.S. § 723.083 (1995).
- K. **Airport Zones & Lee County Port Authority (LCPA) Requirements:**
- ☒ Not Applicable
- ☐ Property is located within _____ Airport Noise Zone: **[34-1104]**
- ☐ Property is located within Airport Runway Protection Zone. Indicate which Zone below. **[34-1105]**
- ☐ Property is located within Airport Residential and Educational Protection Zone: **[34-1106]**
- ☐ Property is located in an Airport Obstruction Notification Zone and subject to LCPA regulations. **[34-1107]**
- ☐ A Tall Structures Permit is required. **[34-1108]**

PART 5 SUBMITTAL REQUIREMENT CHECKLIST		
<i>Clearly label your attachments as noted in bold below</i>		
Copies Required		SUBMITTAL ITEMS
3	☒	Completed application for Public Hearing [34-202(a)(1)]
1	☒	Filing Fee - [34-201(d)]
1	☒	Bonus Density Filing Fee - (if applicable) [34-202(a)(11)]
3	☒	Affidavit of Authorization (notarized) Form [34-202(a)(3)]
3	☒	Additional Agents [34-202(a)(4)]
3	☒	Multiple Owners List (if applicable) [34-202(a)(2)]
3	☒	Disclosure of Interest Form (multiple owners) [34-202(a)(2)]
3	☒	Legal description (must submit) [34-202(a)(5)]
	☒	Legal description (metes and bounds) and sealed sketch of legal description
		OR
	☐	Legal description (NO metes and bounds) if the property is located within a subdivision platted per F.S. Chapter 177, and is recorded in the Official Records of Lee County under Instruments or Plat Books. (Click here to see an example of a legal description with no metes and bounds.)
3	☒	Boundary Survey – not required if platted lot (2 originals required) [34-202(a)(6)]
3	☐	Property Owners list (if applicable) [34-202(a)(8)]
3	☐	Property Owners map (if applicable) [34-202(a)(8)]
3	☒	Confirmation of Ownership/Title Certification [34-202(a)(7)]
3	☒	STRAP Numbers (if additional sheet is required) [34-202(a)(5)]
1	☒	List of Surrounding Property Owners [34-202(a)(9)]
1	☒	Map of Surrounding Property Owners [34-202(a)(9)]
1	☒	Mailing labels [34-202(a)(9)]
3	☒	List of Zoning Resolutions and Approvals
3	☐	Summary of Public Informational Session (if applicable)
3	☐	Waivers from Application Submission Requirements (if applicable) [34-201(c)]
3	☒	Preliminary Density Calculations (if applicable)
3	☒	Request Statement [34-373(a)(5)]
3	☒	Traffic Impact Statement (TIS) (not required for existing development) [34-373(a)(7)]
3	☒	Master Concept Plan (MCP), Non-PRFPD [34-373(a)(6)]
3	☒	Schedule of Uses [34-373(a)(8)]
3	☒	Schedule of Deviations and Written Justification [34-373(a)(9)]
3	☒	Topography (if available) [34-373(a)(4)b.iv.]
3	☒	Soils Map [34-373(a)(4)b.9.]
3	☒	FLUCCS Map [34-373(a)(4)c.]
3	☒	Rare & Unique Upland Habitat Map [34-373(a)(4)b.iii.]
3	☐	Existing and Historic Flow-Ways Map [34-373(a)(4)b.v.]
3	☒	Surface Water Management Plan (if applicable) [34-373(b)(1)]
3	☒	Phasing Program (if applicable) [34-373(b)(3)]
3	☒	Protected Species Survey (if applicable) [34-373(b)(2)]
3	☐	Proof of Notice (if applicable) [34-373(c)]

3	☐	Binding Letter from DCA (if applicable) [34-373(d)(9)]
3	☐	Master Concept Plan (MCP), PRFPD (if applicable) [34-941(g)(1)]
3	☐	Conceptual Surface Water Management Plan (if applicable) [34-941(d)(3)b.i.1)]
3	☐	Well Drawdown Information (if applicable) [34-941(d)(3)d.]
3	☐	Preliminary Indigenous Restoration Plan (if applicable) [34-941(e)(5)f.iii.]
3	☒	Environmental Assessment (if applicable) [34-941(g)(2)]
3	☐	Demonstration of Compatibility (if applicable) [34-941(g)(4)]
3	☐	Potable Water & Sanitary Sewer. Letter from the appropriate utility entity indicating the utility entity or explanation of how water and sewer needs will be met if connection will not be made. [34-202(a)(10)]
3	☐	Existing Agricultural Use Affidavit (if applicable) [34-202(a)(12)]
3	☐	Information Regarding Proposed Blasting (if applicable).
3	☐	Hazardous Materials Emergency Plan (if applicable)
3	☐	Mobile Home Park Dislocated Owners Information (if applicable) [34-202(b)(4)]
3	☐	Tall Structures Permit (if applicable) [34-1108]



DANIELS TOWN SQUARE MPD

Request Statement

I. REQUEST

Bison Property Holdings, LLC ("Applicant") seeks to rezone 61.26+/- acres located on the southwest corner of Daniels Parkway and I-75 in unincorporated Lee County, Florida. The Applicant seeks to rezone from Commercial Planned Development (CPD) to Mixed-Use Planned Development (MPD).

The desired development program is for up to 30,000 square feet of Non-Residential uses, a 200-room Hotel and Multifamily Residential up to 1,234 dwelling units determined as shown in table 1 below.

Table 1: Density and Intensity Calculation

Parcel ID Per MCP	Use	Total Acreage	Preserved Wetlands	Mitigated Wetlands	Upland	MUO	Base Density 14 du/ac	Bonus Density 8 du/ac
1-4	Mixed Use	53.13	0.79	5.19	47.15	Yes	671.42	383.52
5 & 6	Residential	8.13	0	0	8.13	No	113.82	65.04
TOTALS		61.26	0.79	5.19	56.07	-	785	449
							1,234	

There are 5.19 acres of wetlands to be impacted per the SFWMD ERP (No. 230220-37612) approved in April 2024.

There is a companion Comprehensive Plan Map and Text Amendments (CPA22-00010 and CPA22-00011):

1. Amend Map 1-A – Future Land Use – from General Interchange to the Intensive Development Future Land Use Category (FLUC);
2. Amend Map 1-C – Mixed-use Overlay – to add the property north of Three Oaks Parkway Extension to the Mixed-use Overlay (MUO); and
3. A Text Amendment to Lee Plan Table 1(b) to add the residential property acreage to Intensive Development and remove acreage from General Interchange.

II. PROPERTY HISTORY

The Property is made up of five (5) parcels with different entitlement and development histories.

Daniels Parkway JV Development

Four parcels make up the majority of the subject property covering 61.26 acres that border I-75 owned by Daniels Parkway JV Development, LLC. The properties have been owned by the group since 2007. They have been under an agricultural exemption since 2008 and have been maintained as a pasture for livestock. In 2008 the property was rezoned from Agriculture (AG-2) to Commercial Planned Development (Z-08-043) to accommodate a development program of 50,000 square feet of Medical Office, 90,000 square feet of General Office, 250,000 square feet of Retail Commercial, and a 120-room hotel, with a maximum height of 75 feet. The zoning conditions and site plan included an active eagle nest which has since been vacated and released as a nest.



The three properties were split from two parent parcels in 2021 to accommodate the Lee County right-of-way acquisition for the Three Oaks Parkway Extension/Fiddlesticks connector road. There is an active ERP Permit establishing the jurisdictional wetlands that have been identified.

III. EXISTING CONDITIONS

The property is located at the southwest corner of Daniels Parkway/Daniels 9300 and I-75. The property is surrounded by a mix of commercial uses such as a former South Trail Fire Station, Taco Bell, Waffle House and JSW Auto Repair at the northwest corner along the frontage road; two hotels and a storage business to the west with several undeveloped properties; and to the south and southwest is undeveloped properties and the Olde Hickory Golf and Country Club.

Table 2: Inventory of Surrounding Lands

	FUTURE LAND USE	ZONING	EXISTING LAND USE
NORTH	General Interchange	CPD / CT / CG	Public Facilities, Commercial and Retail
SOUTH	Outlying Suburban	RPD	Vacant / Residential Development
EAST	General Interchange	MPD	Interstate 75 / Daniels/I-75 Commerce Center MPD
WEST	General Interchange / Wetlands	AG-2 / CPD/ CT/ CG	Vacant / Storage / Hotel / Retail

The property is in an area that is one of the two most intense and significant arterial interchanges in Lee County. Daniels Parkway traverses the county east to Lehigh Acres and west to Cape Coral with major developments from Gateway and the RSW airport west to the Caloosahatchee River. The subject property is central to the densest allocations of allowances for commercial and housing development and is the major arterial that leads to the Six Mile Cypress/Metro Parkway/Plantation

Road area that is set aside as an intensive development area in that many consider to be the “downtown” of Lee County.

Public infrastructure is in place or slated to be expanded to serve intense development at this location. The site has access to all major urban services including but not limited to sanitary sewer, water, fire, EMS, police, parks, public schools, solid waste, transit with nearby bus stops, and multi-use paths. Additionally, the site is in the process of being connected to the regional arterial and collector road system via Three Oaks Parkway Extension and will benefit from a major expansion of the I-75 interchange, additional lanes on Daniels Parkway, improvements to the intersections at Fiddlesticks/Palomino Lane and new signalization at Apaloosa Lane.

The Property will have access points onto Daniels 9300 (ingress only) to a signalized intersection at Three Oaks Parkway Extension and to Indian Pony Drive as a temporary means of connecting to Fiddlesticks and travelling north to Daniel Parkway while the Three Oaks Parkway Extension is being completed. We understand the Three Oaks project to be completed as follows:

- Phases I and II to be completed to the property’s western boundary by summer 2025.
- Phases III and IV will connect the extension to Daniels Parkway at the Fiddlesticks intersection and complete the new north-south connection to Alico Road from Daniels Parkway with a tentative date for completion summer 2027.

Most of the property is a pasture with an active agricultural exemption since 2008. The site contains some vegetation including a primary cypress head wetland that is 0.79 acre in the center of the site (that is to be preserved), other scattered, small wetlands and scattered pines in the eastern and central portion. Other than the cypress head, the site’s vegetation is mostly impacted and of lower quality containing invasive exotics. The most wooded parcel is the 5 acres south of the storage area along Indian Paint Lane easement. It is heavily wooded with invasive exotics and moderate-to low quality.

IV. FUTURE CONDITIONS

The MCP that accompanies the zoning is proposing a mixed-use development of up to a 30,000 square foot of commercial development with a 200-room hotel and up to 1,234 residential dwelling units.

Access to the site will be improved over time with no project related occupancy prior to Phases I and II of the Three Oaks Parkway Extension project being completed. There are three major actions that will likely be completed by 2029:

1. Three Oaks Parkway Extension, Phases I and II that extends Three Oaks Parkway Extension across the canal to the western property boundary of the subject property – early 2025.
2. Three Oaks Parkway Extension Phases III and IV connecting Daniels to Alico Road via Fiddlesticks Boulevard – summer 2027.
3. Daniels Parkway lane widening and intersection improvements at Fiddlestick/Palomino and signalization at Apaloosa Lane – 2028-2029 (dependent on FDOT coordination for I-75 interchange).
4. I-75 Interchange efficiency and expansion improvements – 2029-2030.

V. PUBLIC INFRASTRUCTURE

The Property has access to the necessary utilities to service the project and all urban services are adequate to serve the proposed development. Letters of availability have been secured from Lee County Utilities, Lee County Schools, Lee County Sheriff (Central District served by LCSO Headquarters 3.5 miles away on Six Mile Cypress), Lee County Parks and Recreation, South Trail Fire (Station #62 is 1.2 miles west on Daniels), Lee County Emergency Medical Services, Lee County Solid Waste, Lee Tran (served by Bus Stop #1554 via Route 50 on Daniels Parkway within ¼ mile of property).

A new ERP (No. 230220-37612) has been approved as the applicant withdrew the older ERP (No. 220526-34567). The approved application addresses stormwater and drainage and determines the jurisdictional wetlands and impacts that may be permitted to the site.

VI. LDC COMPLIANCE

LDC 34-145(D)(4)A.1: FINDINGS/REVIEW CRITERIA FOR APPROVAL BY THE HEX

a) Complies with the Lee Plan;

The property is currently in the General Interchange FLUC which encourages uses that best serve the travelling public and because of their location, market attractions, and desire for flexibility, these interchange uses permit a broad range of land uses that include tourist commercial, general commercial, and multi-family dwelling units. The proposed Map Amendment is to place the property in the Intensive Development FLUC which is also to be located along major arterial roads. Similarly, the available and potential levels of public services in both these areas are suited to accommodate high densities and intensities. The Intensive Development category encourages mixed use developments of high-density residential, commercial, limited light industrial, and office uses. The requested zoning's mix of residential and commercial retail uses in a Town Center design; therefore, is consistent with current Lee Plan FLUC and to a greater degree the Intensive Development FLUC.

Other policies within the Lee Plan are analyzed in later sections showing compliance with the following:

- 1.1.2, 1.3, 1.3.2, 1.6.5, 2.1, 2.2, 4.1.1, 4.1.2, 6.1.1, 6.1.4, 6.1.5, 6.1.7, 11.1.1, 11.1.2, 11.1.4, 39.7.1, 54.1.2, 54.1.6, 61.1.1, 60.3, 60.4.1, 61.3.12, 95.1.3, 123.2.2, 123.2.4, 124.1.2, 125.1.1, 125.1.2, and 125.1.3

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

There are five (5) deviations requested that pertain to lake sloping and littoral plantings as the site is within 10,000 feet of airport lands (RSW) and an emergency access onto Three Oaks Parkway Extension to serve the residential parcel south of the roadway.

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

The Daniels Road corridor is largely developed from Treeline west to Cape Coral. The subject property is the last quadrant to be developed at the Daniels interchange to I-75. The interchange has long been identified as a service-oriented quadrant having been placed in the General Interchange FLUC. However, the northeast corner is a public facility area for a

truck rest area and traffic control facility. The northwest corner is built out with hotels and restaurants but mostly dominated by the Renaissance community and low-density housing. The southeast corner is a mixed use industrial and retail center that is largely built out.

The interchange also sits central to a region that has been developed with thousands of single-family dwelling units and is one of the nearest large-scale commercial service areas to thousands of homes including those as far east as Gateway and into Lehigh Acres.

- d) Will provide access sufficient to support the proposed development intensity; and**
e) The expected impacts on transportation facilities will be addressed by existing County regulations and conditions of approval;

The surrounding road network is not currently adequate to support the proposed development. Nevertheless, offsite improvements listed below will allow the road network to support the proposed development program as phases of improvements take place over the next 2-5 years. The TIS report outlines the ability of the network to handle the project as improvements take place which includes:

1. Three Oaks Parkway Extension, Phases I and II that extends Three Oaks Parkway Extension across the canal to the western property boundary of the subject property – early 2025.
2. Three Oaks Parkway Extension, Phases III and IV connecting Daniels to Alico Road via Fiddlesticks Boulevard – summer 2027.
3. Daniels Parkway lane widening and intersection improvements at Fiddlestick/Palomino and signalization at Apaloosa Lane – 2028-2029 (dependent on FDOT coordination for I-75 interchange).
4. I-75 Interchange efficiency and expansion improvements – 2029-2030.

It is noted that Lee County DOT is concerned about the use of Daniels 9300 as a primary access to the development. The applicant understands and agrees that this intersection is not adequate to handle increased traffic from this proposed development. Therefore, the applicant commits to not obtain any certificate of occupancy permits until the Three Oaks Parkway Extension, Phases I and II, are complete and open to the public. It is our understanding that the roadway phases I and II complete the road from Alico Road to the western most boundary of the applicant's project and the applicant's access road will connect to Three oaks at that time.

Furthermore, the applicant is committed to design the site to encourage the use of Three Oaks Parkway as the primary ingress/egress for the entire project, particularly Phase I as shown on the master concept plan and phasing plan. The site plan shows a 4-lane boulevard style entrance with turn lanes from Three oaks to a terminus 4-way intersection. At the intersection there is a proposed loop road that travels west to the Indian Paint Lane easement and then south to a Three Oaks Parkway connection. This road is to encourage Phases II and V to use Three Oaks Parkway particularly to travel north to Daniels through the future connection via Fiddlesticks (Phases III and IV of the Three Oaks project) as it will be a right-in-right-out intersection.

Below is a narrative explanation of the phasing intentions of the project. Additionally, this document contains exhibits that accompany the zoning master concept plan:

- Phasing plan and
- Three Oaks Parkway Extension project exhibit.

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

According to the Environmental Assessment produced by Brown Collins, Synecological Analysts, all native communities except the Cypress heads (FLUCCS 621) have been disturbed over an extended period of time as a result of AG management practices. Disturbance influenced the considerable majority of this site and occurred in progressive fashion. A review of historical aerial photographs and comparing soil profiles with typical soil profiles for the series that originally comprised the site show that some areas were logged in the historic past and this logging activity continued into this decade.

Nevertheless, the cypress head that occupies 0.79 acres in the center of the project is a viable indigenous area that will be preserved according to the Indigenous Management Plan that is part of this application.

Given the highly impacted nature of much of the site, the relative paucity of listed species is not surprising. The small and disjunct nature of many of the wooded communities and the almost total absence of any wildlife forage in all strata may account in large part of the absence of listed species. It is possible that some protected species might use the area, the likelihood of high forage or residence usage is unlikely because of extremely low habitat quality in all areas except the cypress heads.

A new ERP has been approved as the applicant withdrew the older ERP (No. 220526-34567). The approved application (No. 230220-37612) addresses stormwater and drainage and determines the jurisdictional wetlands and impacts that may be permitted to the site.

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

The Property has access to the necessary utilities to service the project and all urban services are adequate to serve the proposed development. Letters of availability have been secured from Lee County Utilities, Lee County Schools, Lee County Sheriff, Lee County Parks and Recreation, South Trail Fire, Lee County Emergency Medical Services, Lee County Solid Waste, Lee Tran and there is an approved ERP (No. 230220-37612) addressing stormwater and drainage and determines the jurisdictional wetlands and impacts that may be permitted to the site.

34-145(D)(4)A.2: FINDINGS/REVIEW CRITERIA FOR PD'S

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

The site is in the heart of Lee Counties thriving commercial and tourist areas. The site is surrounded by an intense roadway system (assuming Three Oaks to Fiddlesticks connection), full range of urban services, access to transit, commercial retail and services and residential communities. However, the multi-family component is limited in this area and

in the applicant opinion an underserved housing choice that could serve to capture many trips and create a denser area in proximity to services and employment that would encourage transportation alternatives to vehicles and offer a net reduction in potential vehicle miles travelled. The density and intensity proposed in appropriate given surrounding land uses and infrastructure and aligns with the current entitlements already on most of the site.

- 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.***

Conditions have not yet been set.

- c) *If the application includes deviations pursuant to section 34-373(a)(9), 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.***

There are five (5) deviations requested that pertain to lake sloping and littoral plantings as the site is within 10,000 feet of airport lands (RSW) and an emergency access serving the residential units proposed on Parcel 6.

- d) *This request will not adversely affect environmentally critical areas and natural resources.***

According to the Environmental Assessment produced by Brown Collins, Synecological Analysts, all native communities except the Cypress heads (FLUCCS 621) have been disturbed over an extended period of time as a result of AG management practices. Disturbance influenced the considerable majority of this site and occurred in progressive fashion. A review of historical aerial photographs and comparing soil profiles with typic soil profiles for the series that originally comprised the site show that some areas were logged in the historic past and this logging activity continued into this decade.

Nevertheless, the cypress head that occupies 0.79 acres in the center of the project is a viable indigenous area that will be preserved according to the Indigenous Management Plan that is part of this application.

Given the highly impacted nature of much of the site, the relative paucity of listed species is not surprising. The small and disjunct nature of many of the wooded communities and the almost total absence of any wildlife forage in all strata may account in large part of the absence of listed species. It is possible that some protected species might use the area, the likelihood of high forage or residence usage is unlikely because of extremely low habitat quality in all areas except the cypress heads.

A new ERP has been approved as the applicant withdrew the older ERP (No. 220526-34567). The approved application (No. 230220-37612) addresses stormwater and drainage and determines the jurisdictional wetlands and impacts that may be permitted to the site.

DIVISION 2-BONUS DENSITY PROGRAM

Sec 2-145(b) Minimum Requirements

- (1) The additional traffic will not be required to travel through areas with significantly lower densities before reaching the nearest collector or arterial road; and***

The proposed site will have direct access to Three Oaks Parkway North connecting to Fiddlesticks one mile from Daniels Parkway intersection (County Maintained Controlled Access Facility). The traffic from this site will either commute south to Alico Road and not through any residential areas or north to Daniels Parkway while only passing through developing commercial areas.

- (2) Existing and committed public facilities are not so overwhelmed that a density increase would be contrary to the overall public interest; and***

The proposed does not overwhelm the existing public facilities. There is a letter of availability from Lee County Utilities stating there is capacity for sanitary sewer and water. Transportation has been addressed as a current shortfall, but all plans are in place to accommodate the development program in timely fashion. The other urban services in the area available and designed for dense development.

- (3) Storm shelters or other appropriate mitigation is provided if the development is located within the coastal high hazard area as defined in section 2-483.***

The proposed site is not within a coastal high hazard area (CCHA).

- (4) The resulting development will be compatible with existing and planned surrounding land uses.***

The surrounding land uses include intensive commercial development, dense multi-family, retail and restaurants, golf courses and master planned communities and other uses compatible with the requested schedule of uses and intensity and density.

VII. LEE PLAN COMPLIANCE

The following is an analysis of the Comprehensive Plan Amendment, and the companion Mixed-use Planned Development, meets consistency with goals, objectives and policies of the Lee County Comprehensive Plan (Lee Plan).

POLICY 1.1.2: The Intensive Development future land use category is located along major arterial roads. By virtue of their location, the County's current development patterns, and the available and potential levels of public services, areas with this designation are suited to accommodate high densities and intensities. Mixed use developments of high-density residential, commercial, limited light industrial, and office uses are encouraged to be developed as described in Objective 11.1, where appropriate. The standard density range is from eight dwelling units per acre (8 du/acre) to fourteen dwelling units per acre (14 du/acre), with a maximum total density of twenty-two dwelling units per acre (22 du/acre). The maximum total density may be increased to thirty dwelling units per acre (30 du/acre) utilizing Greater Pine Island Transfer of Development Units.

The property is currently in the General Interchange FLUC at the southwest corner of two major arterials – Daniels Parkway (6-lane County Maintained Controlled Access Facility with expansion plans abutting the property) and I-75. The General Interchange FLUC allows for intense development with uses and density consistent with the Intensive Development FLUC being proposed in this amendment. The property is served by all categories of public

infrastructure and is one of the major interchange and development areas in the County. It is central to population centers and serves as an accessible employment center and commercial services area. It is also appropriate for mixed use development allowing for multi-family density in both categories at up to 22 units per acre. The location is correct for dense development that will promote the use of public infrastructure, capture vehicle trips and promote use of alternative forms of transportation. The Mixed-use Planned Development that accompanies this request is consistent with the goal of this FLUC.

OBJECTIVE 1.3: INTERSTATE HIGHWAY INTERCHANGE AREAS. Special areas adjacent to the interchanges of Interstate 75 that maximize critical access points will be designated on the Future Land Use Map. Development in these areas must minimize adverse traffic impacts and provide appropriate buffers, visual amenities, and safety measures. Each interchange area is designated for a specific primary role: General, General Commercial, Industrial Commercial, Industrial, and University Village. Residential uses are only permitted in these categories in accordance with Policy 1.3.2.

The subject parcel was placed in the General Interchange FLUC because of its proximity to major population centers, its location next to I-75 and its frontage and access to a major east-west corridor known as Daniels Parkway. The uses that are permitted are a mix of high density residential and a full range of commercial from general commercial and offices to retail and tourist serving uses such as restaurants and hotels. The desired development program is for up to 30,000 square feet of Non-Residential uses, a 200-room Hotel and Multifamily Residential density of 1,234 units. There are 0.79 acres of wetland to be preserved and 5.19 acres of wetlands to be impacted as approved in ERP (No. 230220-37612).

As proposed in companion applications for Map and Text Comprehensive Plan Amendments (CPA2022-0010 – 0011), the change from General Interchange to Intensive Development and the Mixed-use Overlay will serve to further the Objective by allowing for greater development intensity while maintaining similar uses that were deemed desirable in the General Interchange FLUC. Dense development is good in the proper locations where the parcels have access to major infrastructure that is designed for the intensity and can capture trips by serving local residential commercial needs, employment, and tourist traffic.

POLICY 1.3.2: The General Interchange areas are intended primarily for land uses that serve the traveling public: service stations, hotel, motel, restaurants, and gift shops. But because of their location, market attractions, and desire for flexibility, these interchange uses permit a broad range of land uses that include tourist commercial, general commercial, light industrial/commercial, and multi-family dwelling units. The standard density range is from eight dwelling units per acre (8 du/acre) to fourteen dwelling units per acre (14 du/acre). Maximum density is twenty-two dwelling units per acre (22 du/acre).

The property is currently in the General Interchange FLUC at the southwest corner of two major arterials – Daniels Parkway (6-lane County Maintained Controlled Access Facility with expansion plans abutting the property) and I-75. The General Interchange FLUC allows for intense development with uses and density consistent with the Intensive Development FLUC being proposed in this amendment.

The property is served by all categories of public infrastructure and is one of the major interchange and development areas in the County. It is central to population centers and serves as an accessible employment center and commercial services area east to Gateway

and Lehigh Acres and west regionally to the southern portion of the city boundaries through the US 41/Daniels Parkway intersection. It is appropriate for mixed use development allowing both tourist commercial, retail and multi-family density at up to 22 units per acre.

The subject parcel was placed in the General Interchange FLUC because of its proximity to major population centers, it's location next to I-75 and its frontage and access to a major east-west corridor known as Daniels Parkway. The uses that are permitted are a mix of high density residential and a full range of commercial from general commercial and offices to retail and tourist serving uses such as restaurants and hotels. The desired development program is for up to 30,000 square feet of Non-Residential uses, a 200-room Hotel and Multifamily Residential density of 1,234 units. There are 0.79 acres of wetlands to be preserved and 5.19 acres of wetlands to be impacted as approved in ERP (No. 230220-37612). These uses are consistent with the General Interchange FLUC as described in this policy.

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

The proposed rezoning will allow for a clustered and logical development pattern in an area readily serviced by public infrastructure, in direct compliance with the above policy. As outlined in detail within the application, the project represents an infill development within an urbanized area of Lee County where commercial development is encouraged along the Daniels Parkway corridor.

OBJECTIVE 2.2: DEVELOPMENT TIMING. Direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Development orders and permits (as defined in F.S. 163.3164(7)) will be granted only when consistent with the provisions of Sections 163.3202(2)(g) and 163.3180, Florida Statutes and the county's Concurrency Management Ordinance.

The Applicant has provided letters of availability and a detailed explanation of the public facilities and services available to support future development of the Property. The proposed rezoning fully complies with the above policy's intent to direct new growth to appropriate Future Urban Areas of the county.

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

The road network in the region has been specifically constructed to support large-scale employment centers and commercial activity that is dependent on access to major transportation networks. Daniels Parkway connects to I-75 and the Ben Hill Griffin Parkway, providing ample access to customers and employees. All other urban services are in place to support the request.

GOAL 4

Standard 4.1.1 & 4.1.2: Water & Sewer

Potable water and sanitary sewer services are available to service the development as outlined in the attached Availability Letter provided by Lee County Utilities.

Standard 11.3. Transportation

Approval of the request is based on the ultimate buildout of the subject property. The local transportation network is not currently in place to absorb the projected development program; however, the network is in various stages of completion that will serve the property with sufficient capacity.

Offsite improvements listed below will allow the road network to support the proposed development program as phases of improvements take place over the next 2-5 years. The TIS report outlines the ability of the network to handle the project as improvements take place which includes:

1. Three Oaks Parkway Extension, Phases I and II that extends Three Oaks Parkway Extension across the canal to the western property boundary of the subject property – early 2025.
2. Three Oaks Parkway Extension Phases III and IV connecting Daniels to Alico Road via Fiddlesticks Boulevard – summer 2027.
3. Daniels Parkway lane widening and intersection improvements at Fiddlestick/Palomino and signalization at Apaloosa Lane – 2028-2029 (dependent on FDOT coordination for I-75 interchange).
4. I-75 Interchange efficiency and expansion improvements – 2029-2030.

GOAL 6 (COMMERCIAL LAND USES)

POLICY 6.1.1

a. Traffic and access impacts;

The gross floor area and density requested has been analyzed by TR Transportation. The road network, as proposed to be improved regionally, will be able to support the proposed project, particularly, and necessarily, Phases I and II of the Three Oaks Parkway Extension that is a required portion in order to receive an occupancy permit for the development. Applicant agrees to not occupy Phase I of the development plan until there is public access onto the Three Oaks Parkway Extension with full connection south to Alico Road.

c. Screening and buffering;

The project is offering enhanced buffers along Three Oaks Parkway Extension. The mixed-use overlay (MUO) is part of the northern parcel requested comprehensive plan amendment. The MUO only requires 5' Type "A" buffers; nevertheless, the applicant is proposing typical 15' Type "D" buffers along Three Oaks. The southern parcel is not being recommended by staff to be moved in to the MUO and applicant agrees; therefore, applicant intends to meet the LDC requirements for buffering.

d. Availability and adequacy of services and facilities;

This area is programmed to be a major mixed-use corridor. As such Lee County Utilities has adequate services for substantial commercial and high-density residential development as evident by the letters of utility availability contained in the comprehensive plan package.

e. Impact on adjacent land uses and surrounding neighborhoods;

The zoning conditions and LDC requirements have adequately addressed impacts on adjacent uses. Impacts are minimal due to the proximity of similar uses and bordering by major arterial corridors. All surrounding zonings and land uses are similar in intent and intensity.

f. Proximity to other similar centers; and

The subject property is one of four quadrants of an intersection of a major arterial and Interstate Highway. The northwest and southeast quadrants are intensely developed with a mix of residential, commercial and industrial development. Typically, similar quadrants to the north and south, at intersections like I-75 and SR82, SR80, Colonial, Allico Road, etc., develop with similar intensities and densities or mixed-use developments such as is being requested in this application.

g. Environmental considerations.

According to the Environmental Assessment produced by Brown Collins, Synecological Analysts, all native communities except the Cypress heads (FLUCCS 621) have been disturbed over an extended period of time as a result of AG management practices. Disturbance influenced the considerable majority of this site and occurred in progressive fashion. A review of historical aerial photographs and comparing soil profiles with typic soil profiles for the series that originally comprised the site show that some areas were logged in the historic past and this logging activity continued into this decade.

Nevertheless, the cypress head that occupies 0.79 acres in the center of the project is a viable indigenous area that will be preserved according to the Indigenous Management Plan that is part of this application.

Given the highly impacted nature of much of the site, the relative paucity of listed species is not surprising. The small and disjunct nature of many of the wooded communities and the almost total absence of any wildlife forage in all strata may account in large part of the absence of listed species. It is possible that some protected species might use the area, the likelihood of high forage or residence usage is unlikely because of extremely low habitat quality in all areas except the cypress heads.

A new ERP has been approved as the applicant withdrew the older ERP (No. 220526-34567). The approved application (No. 230220-37612) addresses stormwater and drainage and determines the jurisdictional wetlands and impacts that may be permitted to the site.

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

The property abuts commercial development to the west and north. To the east is I-75 and then the Jetport mixed-use commercial and industrial park. To the south is the Olde Hickory

Golf and Country Club. The residential area to the south is a lower density development than the applications request. Compatibility is achieved by the layout of the proposed Master Concept Plan (MCP) that places lakes and buffers between the Country Club and the closest multi-family building that is no less than 200 feet north. The most dense and intense commercial area is across the right-of-way for Three Oaks North. The area is programmed for centralized intensities that support commercial, retail, recreational, and hospitality uses in conformation of the mixed-use development.

Extensive coordination and outreach have been done with the residential developments to the south: Olde Hickory, Legends and Fiddlesticks Golf and County Clubs. Olde Hickory has been the agreed upon point of contact for the three neighborhoods. We had discussions after our initial proposal and then two additional meetings since our revised primarily residential submission. There were substantial changes from the initial commercial intensity and residential density.

Our first submittal showed 500,000 square feet of commercial and over 1,450 residential units with heights on the residential portions exceeding 100 feet and 9-stories, including a 9-story tower on the southern “triangle” shaped parcel that abut Olde Hickory. Our subsequent design has reduced the request to 1,234 multi-family units, 30,000 square feet of commercial and a 200-room hotel. Important to Olde Hickory, we reduced the abutting “triangle” parcel to only house low rise commercial. We also reduced the closest building to Three Oaks Parkway Extension on the north side from 100 feet to a max of 60 feet and 5-stories and 45 feet and 4 stories. The reduction in height wasn’t as much as they would like but we feel this is a compromise that is justified.

The applicant produced a line of site study to show that the substantial distances and provided buffering, as well as trees already existing on the Olde Hickory property block the majority of lights and buildings and what can be seen is a minimum of 1,300 feet away. Additionally, Olde Hickory hired Q Grady Minor civil engineers to review our ERP and grading plan. We came to agreements that our drainage and grading plans were substantially correct but were requested to design our berm to the 100-year storm level rather than the typical 25-year 3-day event.

POLICY 6.1.5: The land development regulations will require that commercial development be designed to protect the traffic-carrying capacity of roads and streets. Methods to achieve this include, but are not limited to: frontage roads; clustering of activities; limiting access; sharing access; setbacks from existing rights-of-way; acceleration, deceleration and right-turn-only lanes; and, signalization and intersection improvements.

As has been mentioned numerous times in this application, the current roadway system is not adequate to support the proposed development. The programmed roadway network improvements by the State and Lee County to Three Oaks, Daniels Parkway, and I-75 will address the needs of the development. All other necessary improvements to carry the proposed volume of trips that will be necessary to handle in order to secure development orders for the development.

POLICY 6.1.7: Prohibit commercial developments from locating in such a way as to open new areas to premature, scattered, or strip development; but permit commercial development to infill on small parcels in areas where existing commercial development would make a residential use clearly unreasonable.

This policy does not exactly apply. The area is well-suited for a mixed-use development that is infill and appropriate for commercial and residential uses.

GOAL 11: MIXED USE.

POLICY 11.1.1: Developments located within the Intensive Development, Central Urban, or Urban Community future land use categories that have existing connectivity or can demonstrate that connectivity may be created to adjacent neighborhoods are strongly encouraged to be developed with two or more of the following uses: residential, commercial (including office), and light industrial (including research and development use). (Ord. No. 17-13)

The subject parcel is in proposed to be in the Intensive Development FLUC and in the Mixed-Use overlay (MUO). The property is currently in the General Interchange FLUC and therefore has been consistent with this Goal as it allows multi-family and a wide range of commercial and light industrial uses. The move to Intensive Development FLUC and the MUO will serve to further codify the location as appropriate and desirable for mixed uses.

OBJECTIVE 11.2: MIXED USE OVERLAY.

POLICY 11.2.1: The Mixed Use Overlay identifies locations where mixed use development will have a positive impact on transportation facilities though increased transit service, internal trip capture, and reduced travel distance. Requests to expand the Mixed Use Overlay will be evaluated based on all of the following criteria:

1. Located within the extended pedestrian shed of established transit routes; and,

Transit is available within $\frac{1}{4}$ to $\frac{1}{2}$ mile of the majority of the development. Lee Tran (served by Bus Stop #1554 via Route 50 on Daniels Parkway within $\frac{1}{4}$ mile of property).

There are two principal definitions for pedestrian sheds:

1. The first is commonly referred to as the Standard Pedestrian Shed, which is defined as a 5-minute walk or $\frac{1}{4}$ mile or 1,320 feet.
2. The second has been called the Long Pedestrian Shed or $\frac{1}{2}$ mile radius or 2,640 feet and a 10-minute walk, which has been used by transit-oriented development standards for access to work and play and by jurisdictions and advocacy groups to be the standard for access to recreational facilities such as parks and open space.

ADDITIONAL DISCUSSION AND REFERENCES BY TRANSPORTATION AND PLANNING AUTHORITIES:

FDOT Florida Greenbook

Transit-Oriented Development (TOD) - a regional center development with transit available or proposed. TODs are developments that are moderate to high density, mixed-use, and walkable development designed to facilitate transit and accommodate multiple modes of transportation. TODs generally encompass a radius of $\frac{1}{4}$ or $\frac{1}{2}$ miles of a transit station, a distance most pedestrians are willing to walk.

<https://www.fdot.gov/docs/default-source/roadway/floridagreenbook/tnd-handbook.pdf>

"Walkability Measures for Florida", Florida Resources and Environmental Analysis Center, Florida State University

Walkability is "the extent to which the built environment supports and encourages walking by providing for pedestrian comfort and safety, connecting people with varied destinations within a reasonable amount of time and effort and offering visual interest in journeys throughout the network"

Law Insider

Pedestrian Shed means an area, approximately circular, that is centered on a common destination. A Pedestrian Shed is applied to determine the approximate size of a neighborhood. A Standard Pedestrian Shed is ¼ mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. It has been shown that provided with a pedestrian environment, most people will walk this distance rather than drive. The outline of the shed must be refined according to actual site conditions, particularly along Thoroughfares.

A Long Pedestrian Shed is ½ mile radius or 2640 feet and may be used for mapping when transit is present or proposed. (Sometimes called a "walk- shed" or "walkable catchment.")

Trust for Public Lands

The Department of Transportation agrees that most people can walk a half-mile in about 10 minutes. At The Trust for Public Land, we believe everyone should be able to reach a park in that amount of time—no matter what kind of neighborhood you live in.

<https://www.tpl.org/blog/why-the-10-minute-walk>

10MINUTEWALK.ORG, sponsored by ULI, NRPA and Trust for Public Land

Make the 100% Promise to ensure that everyone in your city has safe, easy access to a quality park within a 10-minute walk of home by 2050.

FDOT Traditional Neighborhood Design Handbook

Pedestrian shed - an area, approximately circular, that is centered on a common destination. A pedestrian shed is applied to determine the approximate size of a neighborhood. A standard pedestrian shed is ¼ mile radius, or 1320 feet, about the distance of a five-minute walk at a leisurely pace.

2. Distinct pedestrian and automobile connections to adjacent uses can be achieved without accessing arterial roadways; and,

Pedestrian interconnection will be made with sidewalks and multi-use paths along Three Oaks Parkway Extension and Daniels Parkway. An internal sidewalk system will allow for residents of this project to access alternative form of transportation to automobiles. The users of this project will be able to access local commercial uses via two Daniels 9300 (ingress only for automobiles) and Indian Pony Drive without travelling onto Three Oaks Parkway Extension or Daniels Parkway.

3. Located within the Intensive Development, Central Urban, or Urban Community future land use categories; and,

The requested Map 1-C change in this application will add this property into the MUO, while the requested Map 1-A change in this application will amend the FLUC from General Interchange to Intensive Development creating consistency with this policy.

4. Availability of adequate public facilities and infrastructure; and

The Property has access to the necessary utilities to service the project and all urban services are adequate to serve the proposed development. Letters of availability have been secured from Lee County Utilities, Lee County Schools, Lee County Sheriff (Central District served by LCSO Headquarters 3.5 miles away on Six Mile Cypress), Lee County Parks and Recreation, South Trail Fire (Station #62 1.2 miles west on Daniels), Lee County Emergency Medical Services, Lee County Solid Waste, Lee Tran (served by Bus Stop #1554 via Route 50 on Daniels Parkway within ¼ mile of property).

Additionally, the site is in the process of being connected to the regional arterial and collector road system via Three Oaks Parkway Extension and will benefit from a major expansion of the I-75 interchange and Daniels Parkway. Daniels Parkway is going to see improvements to the intersections at Fiddlesticks/Palomino Lane.

5. Will not intrude into predominately single-family residential neighborhoods.

To the south is the Olde Hickory Golf and Country Club. The parcel south of the Three Oaks Parkway Extension will be low-rise commercial. Compatibility is achieved by the layout of the proposed Master Concept Plan (MCP) that places lakes and buffers between the Country Club and the closest building. The residential building on Parcel 6 is at least 600 feet from the nearest residence and restricted in height to 35 feet, the height permitted for single-family homes. The most dense and intense area is across the right-of-way for Three Oaks Parkway Extension and is restricted to 5-stories and 60 feet. A line-of-sight study shows 1,000+ distance to any building over 45 feet.

POLICY 11.2.4: Use of conventional zoning districts will be encouraged within the Mixed-Use Overlay in order to promote continued redevelopment. (Ord. No. 17-13)

The proposed development is centrally located, as identified in the Lee Plan

OBJECTIVE 39.7: COMMUNITY IMPACTS.***POLICY 39.7.1: Alignments of new and expanded roads and other transportation improvements will be selected to maximize the benefit/cost ratio while:***

- ***Minimizing the number of businesses and residences displaced.***
- ***Using major roads to define neighborhoods.***
- ***Facilitating the development of Mixed Use Overlay areas, promoting infill and redevelopment.***
- ***Distributing traffic loadings among available facilities.***

Improvements are being made publicly and will be added to by private improvements made by the developer and applicant.

LEE PLAN GOAL 54***POLICY 54.1.2: In developing and implementing local landscape regulations including the preservation, reforestation, and wetlands restoration requirements, preference will be given to native species which are adapted to the region's climatic regime.***

The development will be required to bring the landscaping up to current code and will comply with all native vegetation requirements as agreed to in conditions for the Mixed-use Planned Development.

POLICY 54.1.6: Maintain development regulations that require new development to connect to a reuse water system if a system is near the development and has sufficient capacity.

Reuse is available at this location according to Lee County Utilities and the project will connect.

LEE PLAN OBJECTIVE 60.3: Examine steps necessary to restore principal flow-way systems to assure the continued environmental function, value, and use of natural surface water flow-ways and associated wetland systems.

The subject site has an approved SFWMD ERP which takes into account the Six Mile watershed. The stormwater management system will route stormwater water via swales and pipe network into the proposed dry detention area and then through piping into the network of lakes (as shown on the exhibit) with eventual outfall into the existing system serving Olde Hickory Golf and Country Club. See the Surface Water Management Plan for a larger detail of the below exhibit.

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

The design of the surface water management systems with align with Best Management Practices including, but not limited to the following: grassed swales planted with native or Florida Friendly Landscaping vegetation, retention/detention lakes with littoral zones, and a restored indigenous area. The design will meet all requirements of the LDC (except where approved deviations occur) and all requirements of the ERP.

POLICY 61.1.1: Lee County recognizes that all fresh waters are a resource to be managed and allocated wisely, and will support allocations of the resource on the basis 1) of ensuring that sufficient water is available to maintain or restore valued natural systems, and 2) of assigning to any specified use or user the lowest quality freshwater compatible with that use, consistent with financial and technical constraints.

The subject site has an approved a SFWMD ERP (No. 230220-37612) which takes into account the Six Mile watershed. The approved master drainage system through the ERP will be in compliance with this policy. Modifications will be made to the approved ERP for the final site design at time of DO.

POLICY 61.3.12: The design of shorelines of retention and detention areas and other excavations must be sinuous rather than straight.

The lakes will be sinuous in design. We are not seeking deviations which we understand are not available.

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

- a. Sanitary Sewer – Lee County Utilities currently serves the site and has capacity. LCU has stated in a letter of availability that they have capacity to establish service.

- b. Potable Water – Lee County Utilities currently serves the site and has capacity. LCU has stated in a letter of availability that they have capacity to establish service.
- c. Surface Water/Drainage Basins – The property is intended to be developed as part of a Mixed use Planned Development. The project will be required to meet all LDC provisions for surface water management, pre-treatment, storage and treatment including the System Requirement: Prevent the flooding of designated evacuation routes on The Lee Plan Map 15 from the 25-year, 3-day storm event (rainfall) for more than 24 hours.
- d. Parks, Recreation, and Open Space – The density has already been calculated as both land use categories allow for similar density, so there is no provision needed for parks, recreation or open space. Regardless, the County exceeds the available capacity needs:
 - Required Capacity - 5,202 acres of regional parks and 289 acres of community parks.
 - Available Capacity - 7,051 acres of regional parks and 832 acres of community parks.
- e. Public Schools – The density has already been calculated as both land use categories allow for similar density so there is no provision needed for public schools in the South Zone. Nevertheless, the Lee County School District has said the will provide capacity for the development.

POLICY 123.2.2: Continue to provide regulations and incentives to prevent incompatible development in and around environmentally sensitive lands.

There is a cypress head wetland that has a FLUCCS code of 621 that is moderate quality and qualifies and indigenous central to the project site. The area is 0.79 acres and is part of the preservation for this site and is included in on the MCP. There is also an indigenous restoration plan included for this area.

Otherwise, development activity must remain in compliance with applicable state wetland permits and applicable local development permits. If impacts to wetlands are not permitted by the State or if issued state wetland permits are inconsistent with proposed impacts to wetlands depicted within local development permit approvals, Developer must amend local development permit approvals to be consistent with issued state wetland permits or applicable Lee Plan and Land Development Code regulations pertaining to development within wetlands.

POLICY 123.2.4. Encourage the protection of viable tracts of sensitive or high-quality natural plant communities within developments.

The proposed wetland preservation of the 0.79-acre area central to the site includes a restoration plan and meets the indigenous preservation available to this property.

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

Beyond the 0.79 acre wetland that will be preserved there are 5.98 acres of potential wetlands that are scattered and of low-quality that are proposed to be impacted as approved the SFWMD ERP in April 2024.

The applicant understands that for development that proposes impacts to wetlands, construction may not commence until issuance of required state permits. Development activity must remain in compliance with applicable state wetland permits and applicable local development permits. If impacts to wetlands are not permitted by the State or if issued state wetland permits are inconsistent with proposed impacts to wetlands depicted within local development permit approvals, Developer must amend local development permit approvals to be consistent with issued state wetland permits or applicable Lee Plan and Land Development Code regulations pertaining to development within wetlands.

POLICY 124.1.2 The County's wetland protection regulations must be consistent with policy items 1 - 6 of this section.

For development that proposes impacts to wetlands, construction may not commence until issuance of required state permits. Development activity must remain in compliance with applicable state wetland permits and applicable local development permits. If impacts to wetlands are not permitted by the State or if issued state wetland permits are inconsistent with proposed impacts to wetlands depicted within local development permit approvals, Developer must amend local development permit approvals to be consistent with issued state wetland permits or applicable Lee Plan and Land Development Code regulations pertaining to development within wetlands.

The applicant's proposed project is designed and permitted to comply with sections 1-6 of this Policy.

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

As mentioned, because it is being rezoned to a mixed-use planned development the site will now have to comply with water quality requirements according to the LDC at the time of local development order.

POLICY 125.1.3: The design, construction, and maintenance of artificial drainage systems must provide for retention or detention areas and vegetated swale systems that minimize nutrient loading and pollution of freshwater and estuarine systems.

As mentioned, because it is being rezoned to a mixed-use planned development the site will now have to comply with water quality requirements according to the LDC at the time of local development order.

POLICY 125.1.4: Developments which have the potential of lowering existing water quality below state and federal water quality standards will provide standardized appropriate monitoring data.

As mentioned, because it is being rezoned to a mixed-use planned development the site will now have to comply with water quality requirements according to the LDC at the time of local development order.

IX. CONCLUSION

Intense development is good in the correct location. The subject property, located in the southwest quadrant of I-75 and Daniels Parkway, has been programmed through Lee County policy for intense development. The General Interchange and the proposed Intensive Development FLUC are both similar in commercial uses permitted and residential density. The move to Intensive Development will allow for vertical density and the Mixed-use overlay will allow the density, which is limited to multi-family, to be integrated with commercial services that will serve the immediate residents of this area, capture vehicle trips, take advantage of urban services already in place, and spur offsite improvements to traffic circulation that have been necessary for a significant amount of time in this area.



Daniels Town Square MPD

Schedule of Deviations and Justifications

1. Deviation from LDC Section 10-329(d)(4) which requires the lake bank slopes to be 6:1; to allow 4:1 slopes as recommended action to minimize wildlife hazards within the 10,000-foot Hazardous Wildlife Zone criteria for airport operations and in accordance with the FAA Advisory Circular 150/5200-33C.

JUSTIFICATION: This property is located within the 10,000' hazardous wildlife buffer of Southwest Florida International Airport (RSW). Wildlife on or near airports have the potential to cause an extremely hazardous situation. Of particular concern are pond slopes that could attract birds and be a hazard to air navigation. LCPA is in support of this deviation.

The applicant commits to providing enhanced measures as required in the second paragraph of this section according to the second page of the MCP to show cross-sections of the lake.

2. Deviation from LDC Section 10-418(2)(a) which requires planted littoral shelf (PLS) shoreline length to be 25% of the total linear feet of the lake at control elevation; to eliminate this requirement as recommended action to minimize wildlife hazards within the 10,000-foot Hazardous Wildlife Zone criteria for airport operations and in accordance with the FAA Advisory Circular 150/5200-33C.

This property is located within the 10,000' hazardous wildlife buffer of Southwest Florida International Airport (RSW). Wildlife on or near airports have the potential to cause an extremely hazardous situation. Of particular concern are pond slopes, littoral zones, wetlands, and landscaping since they could attract birds and be a hazard to air navigation. LCPA is in support of the deviation to eliminate littoral zones and for the applicant to comply with the LCPA Airport Compatible/Incompatible Planting Lists. This is in conjunction with Deviations 3 and 4.

3. Deviation from LDC Section 10-418(2)(c) to omit the required 20-foot-wide planted littoral shelf extending waterward of the control elevation at a depth no greater than 2 feet below the control elevation to minimize the potential for bird attractants.

JUSTIFICATION: The Applicant is requesting approval of this deviation due to the project's proximity to the airport. The intent of this deviation is to reduce or eliminate landscaping materials that would provide food, water, or shelter and/or a combination of these basic needs that attract either large flocks of birds or birds that pose a high risk to aviation. Plantings utilized will be suitable for the southwest Florida environment and will comply with the Lee County Port Authority's Compatible and Non-Compatible Plant List. This deviation is proposed in conjunction with Deviations 2 and 4, which allows for

replacement of all the littoral plantings with native trees that comply with the Compatible and Non-Compatible Plant List.

4. Deviation from LDC Section 10-418(2)(d)(3), which allows native wetland trees to be substituted for up to 25% of the total number of herbaceous plants required, to allow for native wetland trees to be substituted for 100% of the required herbaceous plants.

JUSTIFICATION: The Applicant is requesting approval of this deviation due to the project's proximity to the Southwest Florida International Airport. The intent of this deviation is to reduce or eliminate landscaping materials that would provide food, water, or shelter and/or a combination of these basic needs that attract either large flocks of birds or birds that pose a high risk to aviation. Plantings utilized will be suitable for the southwest Florida environment and will comply with the Lee County Port Authority's Compatible and Non-Compatible Plant List, including a range of native trees. Wildlife hazards will also be avoided in accordance with the FAA Advisory Circular 150/5200-33C.

5. Deviation from LDC Section 10-291(3) Residential development of more than five acres to provide more than one means of ingress or egress for the development; to allow an emergency access for fire department use as depicted on the MPC for Parcel 6.

JUSTIFICATION: Additional curb cuts on major arterials are discouraged. Therefore, the applicant is proposing an emergency access onto Three Oaks Parkway Extension to provide relief if the primary entrance were blocked and for more direct access for fire services.

We understand and will meet the code requirement that a notice to all future property owners must be recorded by the developer in the public records prior to the issuance of a local development order allowing construction of the access to the development. The notice must articulate the emergency access plan and provide information as to where a copy of this plan may be obtained from the developer or developer's successor.



DANIELS TOWN SQUARE MPD

Phasing Plan

The project will be developed in five (5) phases. The total buildout is for 1,234 multifamily dwelling units; 30,000 square feet of retail commercial, and a 200-room hotel.

It is noted that Lee County DOT is concerned about the use of Daniels 9300 as a primary access to the development. The applicant commits to use the Daniels 9300 frontage road as ingress only as noted this on the MCP.

Below is a narrative explanation of the phasing intentions of the project. Additionally, this document contains exhibits that accompany the zoning master concept plan.

PHASE 1

Phase 1 development includes Parcels 1, 2, part of Parcel 6, and the water management lake in Parcel 7 detailed as follows:

- Parcel 1 – 400 residential multifamily residential dwelling units up to 4 stories and 45 feet. Establishment of the 0.79 acre wetland as the indigenous area for the project.
- Parcel 2 – The spine road serving the portion of the overall site north of Three Oaks Parkway Extension. The road is referred to as Daniels Town Square Boulevard that will connect from Daniels 9300 frontage road (ingress only) through the project to the future signalized intersection at Three Oaks Parkway Extension.
- Parcel 6 – Temporary access to Indian Pony Drive until the Three Oaks Parkway Extension is completed with full access north to Daniels Parkway.
- Parcel 7 – Lake/wet retention and all supporting infrastructure for stormwater management and connection to the regional water system south through the outfall that is determined by the regional master plan and permitted most recently by ERP#230220-37612.

Access

Phase 1 development will have access to Daniels 9300 frontage road for ingress only and to Indian Pony Drive as a temporary means of traffic leaving the proposed development to go north on Fiddlesticks and connect to Daniels Parkway.

PHASE 2

Parcel 3 is the 13.88 acres on the northwest corner of the spine road (Daniels Town Square Boulevard) and Three Oaks Parkway Extension – 384 multifamily residential dwelling units that up to 5 stories and 60 feet and supporting infrastructure.

PHASE 3

Parcel 4 is the 11.65-acre parcel occupying the northern portion of the site at the northeast corner of the spine road (Daniels Town Square Boulevard) and Daniels Parkway/I-75. It will include 350 multifamily residential dwelling units up to 8 stories and 90 feet and supporting infrastructure.

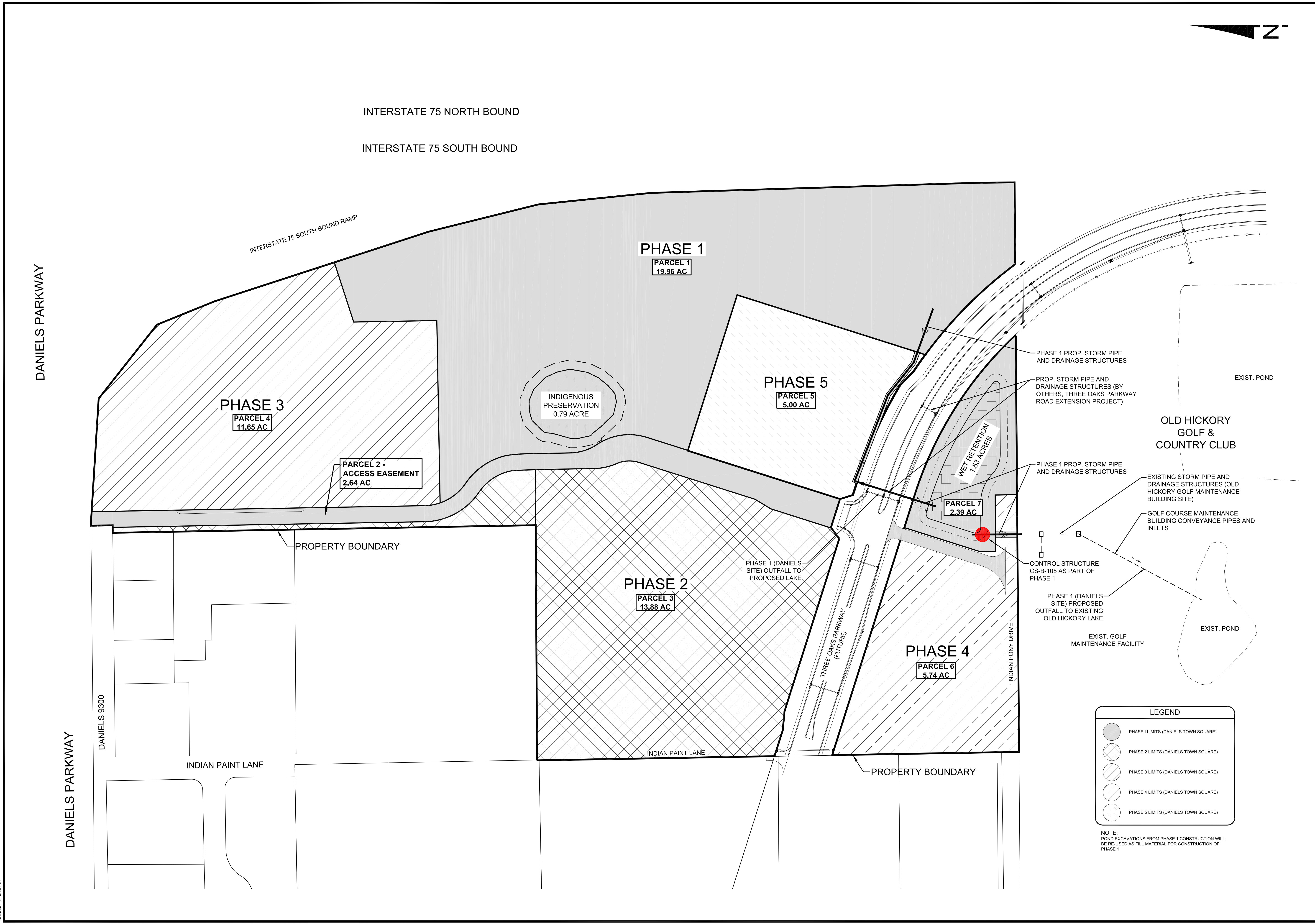
PHASE 4

Parcel 6 is the 5.74-acre parcel occupying the triangle area on the south side of Three Oaks Parkway Extension. It will include 100 multifamily residential dwelling units up to 3 stories and 35 feet and supporting infrastructure.

PHASE 5

Parcel 5 is the 5.00-acre parcel on the northeast corner of the spine road (Daniels Town Square Boulevard) and Three Oaks Extension that will include commercial uses only limited to 30,000 square feet of commercial retail and a 200-room hotel.

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ATWELL
866.850.4200 www.atwell-group.com
28100 BONITA GRANDE DR., SUITE 305
BONITA SPRINGS, FL 34135
239.405.7777

PHASING PLAN FOR

DANIELS TOWN SQUARE

CLIENT:
BISON PROPERTY HOLDINGS, LLC

PLAN REVISIONS	
1	2024-02-22 Insufficient Response
1	2024-04-29 Insufficient Response

0 60 120 240
SCALE IN FEET

FLORIDA CERTIFICATE OF AUTHORIZATION #8636

JEREMY H. ARNOLD, P.E.
FL LICENSE NO. 66421

SET NUMBER: 22000239E0105

SHEET: 1

LEGEND

●

PHASE 1 LIMITS (DANIELS TOWN SQUARE)

▨

PHASE 2 LIMITS (DANIELS TOWN SQUARE)

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PHASE 3 LIMITS (DANIELS TOWN SQUARE)

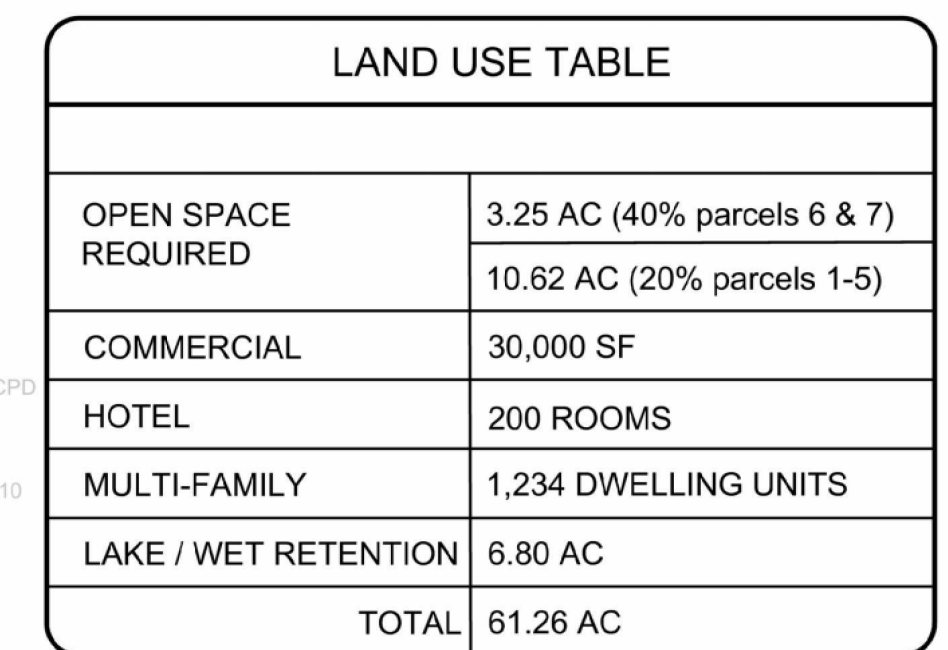
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PHASE 4 LIMITS (DANIELS TOWN SQUARE)

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PHASE 5 LIMITS (DANIELS TOWN SQUARE)

NOTE:
POND EXCAVATIONS FROM PHASE 1 CONSTRUCTION WILL
BE RE-USED AS FILL MATERIAL FOR CONSTRUCTION OF
PHASE 1



MASTER CONCEPT PLAN FOR

DANIELS TOWN SQUARE

ATWELL
866.850.4200 www.atwell-group.com
28100 BONITA GRANDE DR., SUITE 305
BONITA SPRINGS, FL 34135
239.405.7777

CLIENT:

BISON PROPERTY HOLDINGS, LLC

[illegible]

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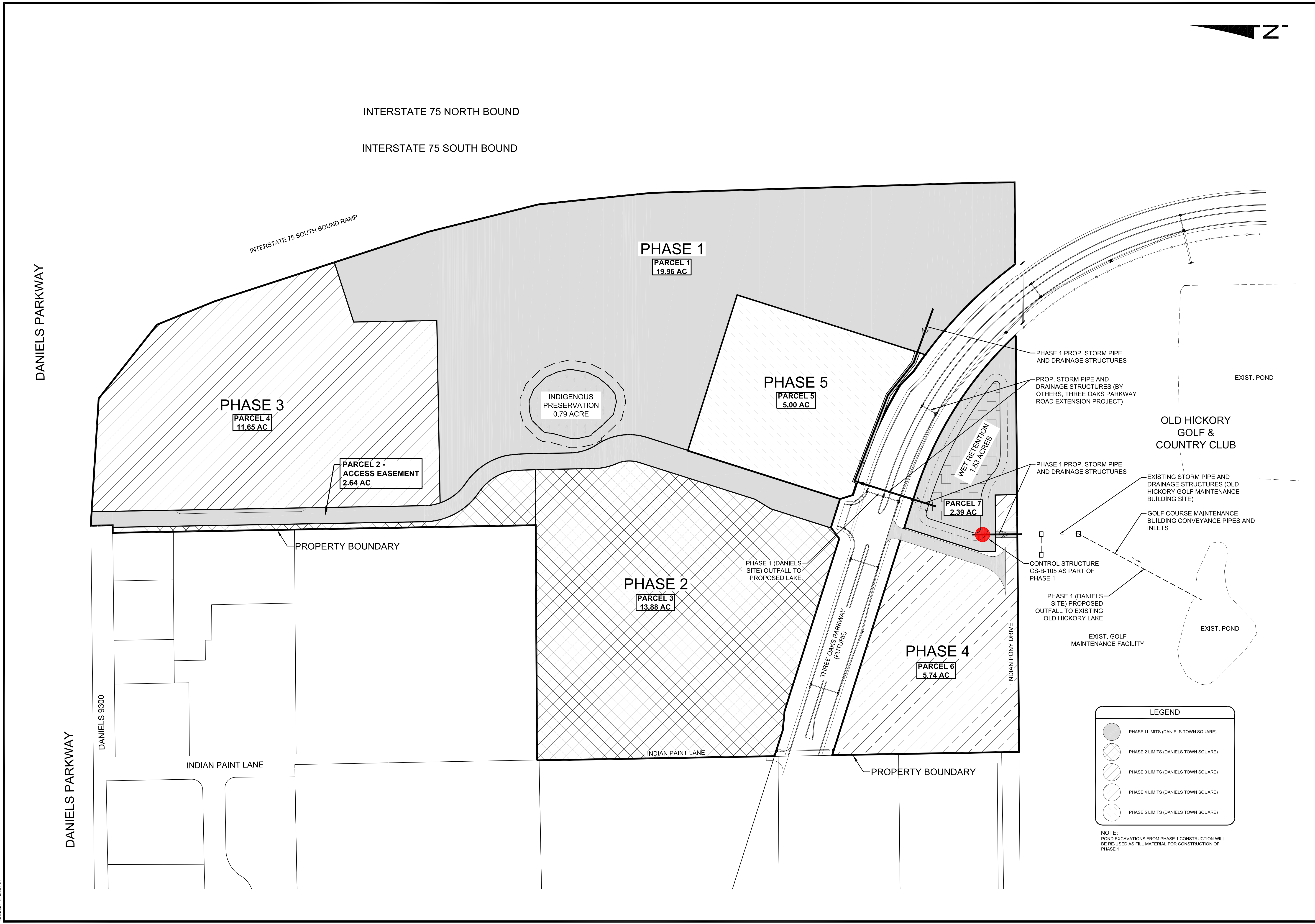
FLORIDA CERTIFICATE OF AUTHORIZATION #8636

JEREMY H. ARNOLD, P.E.
FL LICENSE NO. 66421

SET NUMBER: 22000239E0101

SHEET : 1

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239.405.7777

PHASING PLAN FOR

DANIELS TOWN SQUARE

CLIENT:

BISON PROPERTY HOLDINGS, LLC

PLAN REVISIONS	
1	2024-02-22 Initialing Response
1	2024-04-29 Initialing Response

0 60 120 240

SCALE IN FEET

FLORIDA CERTIFICATE OF AUTHORIZATION #8636

JEREMY H. ARNOLD, P.E.
FL LICENSE NO. 66421

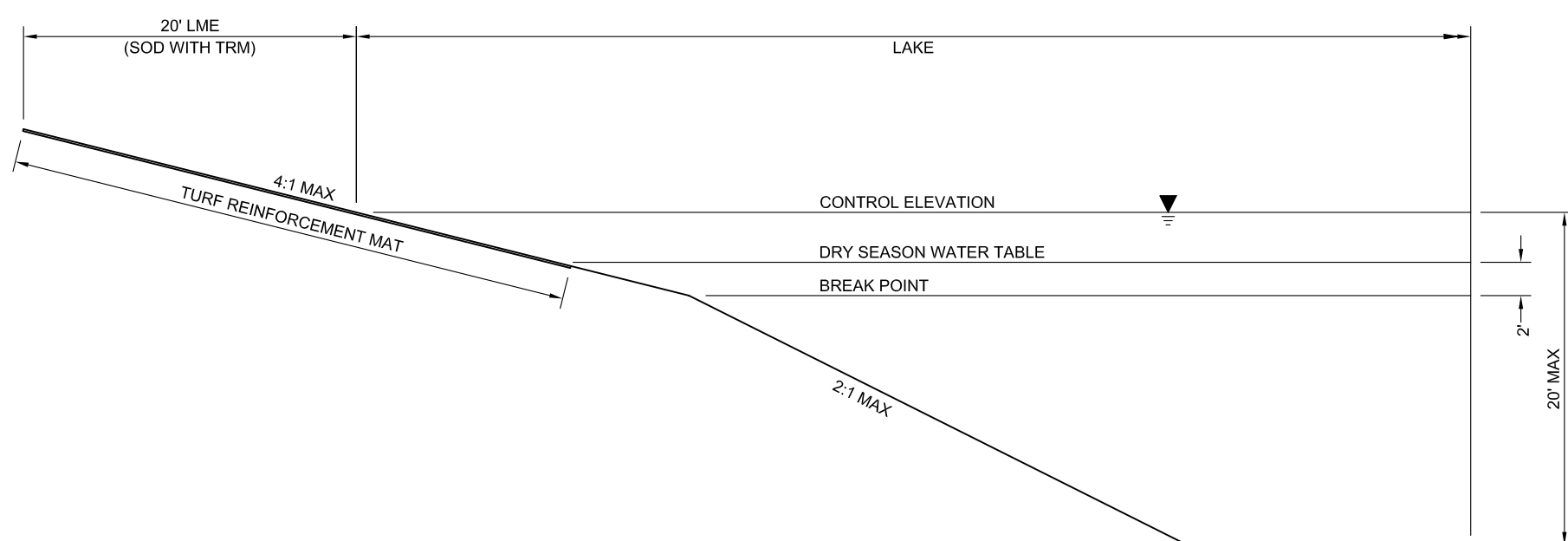
SET NUMBER: 22000239E0105

SHEET: 1

LEGEND

- PHASE 1 LIMITS (DANIELS TOWN SQUARE)
- PHASE 2 LIMITS (DANIELS TOWN SQUARE)
- PHASE 3 LIMITS (DANIELS TOWN SQUARE)
- PHASE 4 LIMITS (DANIELS TOWN SQUARE)
- PHASE 5 LIMITS (DANIELS TOWN SQUARE)

NOTE:
POND EXCAVATIONS FROM PHASE 1 CONSTRUCTION WILL
BE RE-USED AS FILL MATERIAL FOR CONSTRUCTION OF
PHASE 1



TYPICAL LAKE CROSS-SECTION (4:1 LAKE BANK SLOPE)

OPEN SPACE TABLE	
PROJECT BOUNDARY	61.26 AC
OPEN SPACE REQUIRED	13.87 AC
PARCELS 6 - 7 : 40%	3.25 AC
PARCELS 1 - 5 : 20%	10.62 AC
OPEN SPACE PROVIDED	13.90 AC
BUFFER, LAKE & GRASSED AREA (6-7)	3.25 AC
BUFFER, LAKE & GRASSED AREA (1-5)	9.86 AC
INDIGENOUS AREA	0.79 AC

LAND USE TABLE	
OPEN SPACE	13.90 AC
COMMERCIAL	30,000 SF
HOTEL	200 ROOMS
MULTI-FAMILY	1,234 DWELLING UNITS
LAKE / WET RETENTION	6.80 AC
TOTAL	61.26 AC

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0 60 120 240
SCALE IN FEET

JEREMY H. ARNOLD, P.E.
FL LICENSE NO. 66421

SET NUMBER: 22000239E010

SHEET :

OPEN SPACE MAP FOR

DANIELS TOWN SQUARE

CLIENT:

BISON PROPERTY HOLDINGS, LLC



ATWELL
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BONITA SPRINGS, FL 34135
239.405.7777



South Florida Water Management District
Individual Environmental Resource Permit No. 36-108833-P
Date Issued: April 16, 2024

Permittee: Daniels Parkway JV Development LLC
1715 Monroe Street
Fort Myers, FL 33901

Project: Daniels Town Center

Application No. 230220-37612

Location: Lee County, See Exhibit 1

Your application for an Individual Environmental Resource Permit is approved. This action is taken based on Chapter 373, Part IV, of Florida Statutes (F.S.) and the rules in Chapter 62-330, Florida Administrative Code (F.A.C.). Unless otherwise stated, this permit constitutes certification of compliance with state water quality standards under section 401 of the Clean Water Act, 33 U.S.C. 1341, and a finding of consistency with the Florida Coastal Management Program. Please read this entire agency action thoroughly and understand its contents.

This permit is subject to:

- Not receiving a filed request for a Chapter 120, F.S., administrative hearing.
- The attached General Conditions for Environmental Resource Permits.
- The attached Special Conditions.
- All referenced Exhibits.

All documents are available online through the District's ePermitting site at www.sfwmd.gov/ePermitting.

If you object to these conditions, please refer to the attached "Notice of Rights" which addresses the procedures to be followed if you desire a public hearing or other review of the proposed agency action. Please contact this office if you have any questions concerning this matter. If we do not hear from you in accordance with the "Notice of Rights", we will assume that you concur with the District's action.

The District does not publish notices of action. If you wish to limit the time within which a person may request an administrative hearing regarding this action, you are encouraged to publish, at your own expense, a notice of agency action in the legal advertisement section of a newspaper of general circulation in the county or counties where the activity will occur. Legal requirements and instructions for publishing a notice of agency action, as well as a noticing format that can be used, are available upon request. If you publish a notice of agency action, please send a copy of the affidavit of publication provided by the newspaper to the District's West Palm Beach office for retention in this file.

If you have any questions regarding your permit or need any other information, please call us at 1-800-432-2045 or email epermits@sfwmd.gov.

A handwritten signature in blue ink, appearing to read "Jill Creech".

Jill Creech
Division Director - Regulation

**South Florida Water Management District
Individual Environmental Resource Permit No. 36-108833-P**

Date Issued:	April 16, 2024	Expiration Date:	April 16, 2029
Project Name:	Daniels Town Center		
Permittee:	Daniels Parkway JV Development LLC 1715 Monroe Street Fort Myers, FL 33901		
Operating Entity:	Daniels Town Center Owners' Association, Inc.		
Location:	Lee County		
Permit Acres:	61.26 acres		
Project Land Use:	Commercial Residential		
Special Drainage District:	N/A		
Water Body Classification:	CLASS III		
FDEP Water Body ID:	3258C6		
Wetland and Surface Water Impacts:	11.77 acres		
Conservation Easement to District:	No		
Sovereign Submerged Lands:	No		

Project Summary

This Environmental Resource Permit authorizes construction and operation of a stormwater management (SWM) system serving 61.26 acres of commercial and residential development known as Daniels Town Center.

This permit authorizes the construction of multiple commercial and multi-family buildings with associated parking areas, pedestrian walkways, and internal roadway infrastructure. The stormwater management facilities consist of dry detention pretreatment areas and master wet detention areas, while providing conveyance for off-site flows. Construction plans and details are attached as Exhibit No. 2.0.

Issuance of this permit constitutes certification of compliance with state water quality standards in accordance with Rule 62-330.062, F.A.C.

Site Description

The project is bounded to the north by Daniels Parkway, to the west by commercial development and Indian Paint Lane, to the south by undeveloped land and Old Hickory Golf and Country Club, and to the east by I-75. The proposed Three Oaks Parkway Extension (Application No. 230921-40481) is planned to run through the southern portion of the project and has its own stormwater management system. A location map is attached as Exhibit No. 1.0.

The site is currently undeveloped and consists of agricultural ditches, pastures, and wetlands. For information on wetland and other surface water (OSW) impacts, please see the Wetlands and OSWs section of this permit.

BackgroundPermit No. 36-07096-P

The site was previously permitted in May 2009 under Application No. 071226-27. This permit authorized the construction and operation of the stormwater management (SWM) serving a 65.52 acre project known as Daniels Marketplace. The project included construction of a commercial development, roadway and stormwater management system. The permit is currently expired and the improvements were not constructed.

Permit No. 36-07425-P

The southern portion of the development is being permitted for the construction and operation of a stormwater management serving a 124.66 acre project known as Three Oaks Parkway Extension, under Application No. 230921-40481. The current application is concurrent to the transportation project due to the removal of a portion of the roadway.

Ownership, Operation and Maintenance

Perpetual operation and maintenance of the SWM system is the responsibility of the Daniels Town Center Owners' Association, Inc. as indicated in the submitted draft governing documents (Refer to Exhibit 4.0). Upon completion of construction and in conjunction with submittal of the construction completion certification, a request for transfer to the operating entity and recorded copies of its governing documents must be submitted in accordance with General Condition No. 7.

Engineering Evaluation:

Land Use

Refer to Engineering Evaluation Tables for land use of permit area, and page 4 of Exhibit No. 2.0 for each sub-basin land use breakdown.

Water Quality

The stormwater management system provides the amounts required pursuant to Section 4.2.1 of the Environmental Resource Permit Applicant's Handbook Volume 2. The project provides the required water quality treatment, as found in the Water Quality Table below.

The project includes implementation of a Turbidity and Erosion Control Plan (Exhibit No. 2.0), as additional reasonable assurance of compliance with water quality criteria during construction and operation.

Water Quantity

The stormwater management system control basin is designed as one interconnected system which collectively provides treatment and storm attenuation subdivided into five (5) sub-basins.

Discharge

The project off-site discharge of 4.28 cfs is within the allowable limit of 4.50 cfs based on established previous authorizations under Permit No. 36-01077-S/Application Number 901113-9, the Old Hickory Golf and Country Club development.

Discharge Structures

The project off-site discharge is controlled by two (2) control structures CS-B-101 located on the southern end of the dry detention area providing the dry pre-treatment and CS-B-105 located at the southern end of Lake B-105.

The control structure details are found on page 10 of Exhibit No. 2.0 for the development.

Parking Lot Design

As found in pages 5, 6 and 7 of Exhibit No. 2.0, the minimum parking lot elevations have been set at or above the calculated design storm flood elevation

Road Design

As found in pages 5, 6 and 7 of Exhibit No. 2.0, the minimum road center line elevations have been set at or above the calculated design storm flood elevation.

Perimeter Berm

As found in pages 5, 6 and 7 of Exhibit No. 2.0, the minimum perimeter berm elevations have been set at or above the calculated design storm flood elevation.

Finished Floors

As found in pages 5, 6 and 7 of Exhibit No. 2.0, the minimum finished floor elevations have been set at or above the calculated design storm flood elevation.

Flood Plain/Compensating Storage

According to Flood Insurance Map No. 12071C0445F, the site lies in Flood Zone "X" which does not have an associated Base Flood Elevation and the works proposed in this application will not result in floodplain impacts.

Offsite Flow and Conveyance

There are existing off-site drainage patterns along the western side of the development flowing south. These off-site flows will be maintained by the proposed development via swales and cross drains, refer to Exhibit No. 2.0 for details.

Construction Completion Certification (CCC) and O&M

Pursuant to Chapter 62-330.310, F.A.C., Individual Permits will not be converted from the construction phase to the operation phase until CCC of the project is submitted to and accepted by the District. This includes compliance with all permit conditions, except for any long-term maintenance and monitoring requirements. It is suggested that the permittee retain the services of an appropriate professional registered in the State of Florida for periodic observation of construction of the project.

For projects permitted with an operating entity that is different from the permittee, it should be noted that until the CCC is accepted by the District and the permit is transferred to an acceptable operating entity pursuant to Sections 12.1 - 12.3, ERP AH Vol. I and Section 62-330.310, F.A.C., the permittee is liable for O&M in compliance with the terms and conditions of this permit.

In accordance with Section 373.416(2), F.S., unless revoked or abandoned, all SWM systems and works permitted under Part IV of Chapter 373, F.S., must be operated and maintained in perpetuity.

The efficiency of SWM systems, dams, impoundments, and most other project components will decrease over time without periodic maintenance. The O&M entity must perform periodic inspections to identify if there are any deficiencies in structural integrity, degradation due to insufficient maintenance, or improper operation of projects that may endanger public health, safety, or welfare, or the water resources. If deficiencies are found, the O&M entity is responsible for correcting the deficiencies in a timely manner to prevent compromises to flood protection and water quality. See Section 12.4, ERP AH Vol. I for Minimum Operation and Maintenance Standards.

Notable project components requiring routine inspection and maintenance include but are not limited to:

- Side slopes for stormwater lakes and ponds – maintain side slopes no steeper than 4:1 (horizontal:vertical) to a depth of 2.0 feet below the control elevation and nurtured or planted from 2.0 feet below to 1.0 feet above the control elevation pursuant to Section 5.4.2, ERP AH Vol. II.
- Conveyance pipes, conveyance structures and discharge structures – all pipes and structures must be inspected for structural integrity and be maintained clear of trash, sediment and vegetative debris.
- Exfiltration trenches – all pipes and structures must be inspected for structural integrity and be maintained clear of trash, sediment and vegetative debris.
- Swales – maintain the permitted cross-section and vegetative cover.
- Underground storage facilities – all facilities must be inspected for structural integrity and be maintained clear of trash, sediment and vegetative debris.
- Pumps – float switches should be inspected and any obstructions removed to ensure proper operation; intake and discharge pipes should be maintained clear of trash, sediment and vegetative debris; motors should be maintained to ensure proper operation.

Engineering Evaluation Tables:**Land Use**

Basin	Land Type	Area (ac)	% of Total Basin
Project Area	Building Coverage	8.87	14.48
	Pavement	36.24	59.16
	Lake	7.61	12.42
	Dry Detention	1.00	1.63
	Pervious	7.54	12.31
	Total:	61.26	100%

Water Quality

Basin	Treatment Type	Treatment System	Volume Required (ac-ft)	Volume Provided (ac-ft)	Overflow Elevation (ft NAVD88)
Project Area	Pre-Treatment	DRY DETENTION	0.85	1.15	20.72
	Treatment	WET DETENTION	12.91	17.45	20.72

Environmental Evaluation:

Wetland and OSW Description

The project site contains a total of 6.58 acres of wetlands and 5.19 acres of upland-cut OSW. The wetlands do not extend offsite. The native wetland habitats include freshwater marsh, cleared hydric pastures, and small cypress areas with varying degrees of coverage by nuisance and exotic species. The OSW consists of agricultural ditches. A Florida Land Use, Cover, And Forms Classification System (FLUCFCS) map depicting the current land uses and vegetative communities along with the and locations of the wetlands and OSW is attached as Exhibit No. 3.0.

Wetland and OSW Impacts

The Project will result in 6.58 acres of direct wetland impacts and 5.19 acres of upland-cut OSW. The project activities will not result in secondary impacts because all wetlands being impacted are onsite and do not extend offsite. Wetland impacts are shown on Exhibit No. 3.0.

In accordance with Section 10.2.2.1, Volume I, compensatory mitigation is not required for direct impacts to Wetland Nos. 1-10 which total 0.60 acres. These wetlands are isolated, less than one-half acre in size each, are not connected to other wetlands via OSW such that the combined acreage is greater than one-half acre, and are not utilized by endangered or threatened species. Additionally, mitigation is not required for 5.19 acres of upland cut OSW as stated in Section 10.2.2.2, Volume I. As discussed below, compensatory mitigation is required for Wetland Nos. 11-15 which total 5.98 acres due to being non-isolated and greater than 0.5 acres.

Elimination and Reduction of Impacts

Pursuant to Section 10.2.1.2(a) of Volume I, reduction and elimination of wetland impacts was not required due to the low quality of the onsite wetlands (Section 10.2.2.3 of Volume I), due to hydrologic disturbance, heavy infestation of exotic vegetation within the wetlands, and being surrounded by development on all sides. Additionally, a planned roadway known as Three Oaks Parkway Extension (Permit No. 36-07425-P) passes through the site.

Maintenance of Surface or Groundwater Levels

The applicant demonstrated that the project meets Rule 62-330.301(g), F.A.C. because it will not adversely impact the maintenance of surface or groundwater levels or surface water flows established pursuant to Section 373.042, F.S. The control elevation of the site was determined using biological indicators, existing & adjacent permit control elevations, Lee County well data, and Lee County groundwater contour maps.

Construction plans include turbidity and erosion control measures. In addition, specifications were included to ensure bare earth areas are stabilized immediately upon reaching final grades when work is being conducted adjacent to wetlands and/or draining to receiving water bodies. Please refer to Exhibit No. 2.0.

Mitigation Plan

To mitigate the 5.98 acres of direct impacts, the applicant will purchase 1.98 credits (1.61 freshwater herbaceous and 0.37 freshwater forested credits) from Panther Island Mitigation Bank Expansion (PIMBE). The letter of reservation for mitigation credits to be purchased from PIMBE is attached as Exhibit No. 3.1. The amount of mitigation to offset direct and secondary wetland impacts was determined using the Uniform Mitigation Assessment Method (UMAM) in Chapter 62-345, F.A.C. The analysis was conducted to demonstrate that the project's wetland impacts will be offset and will not result in adverse direct and secondary impacts to water resources pursuant to Rule 62-330.301(f), F.A.C. and Section 10.2.7, Volume I.

Cumulative Impact Analysis

Pursuant to the requirements of Section 10.2.8 of Volume I and Subsection 373.414(8), Florida Statutes, the applicant provided reasonable assurance that the proposed project will not result in unacceptable cumulative impacts to wetlands within the Estero Bay Drainage Basin. The onsite wetland habitats are disturbed by past agricultural operations and surrounded by development and roadways. The proposed

wetland impacts are to wetlands containing 50-100% coverage by exotic vegetation and provide minimal support for wildlife functions due to their condition and location.

Based on the Estero Bay Watershed Cumulative Impact Study (January 2008) conducted by Johnson Engineering, Inc, the project's wetlands are classified as poor. The study indicates 100 percent of these wetlands could be mitigated out of basin without resulting in adverse cumulative impacts to the Estero Bay Drainage Basin. The wetland classes are scored based on hydrologic connection, condition, location, uniqueness and fish and wildlife utilization with classes ranging from poor to excellent. Consistent with this study, the project's impacts are being mitigated out of the basin, which is not anticipated to result in adverse cumulative impacts to the basin. Therefore, a total of 1.98 UMAM Credits (1.61 freshwater herbaceous & 0.37 freshwater forested) will be purchased from PIMBE which is located within the West Collier Drainage Basin. The West Collier Drainage Basin is adjacent to and hydrologically connected to the Estero Bay Drainage Basin and provides a regional spillover of benefits to the Estero Bay Drainage Basin such as connectivity of waters, hydrology, habitat range of listed species, and water quality.

The applicant provided reasonable assurances to demonstrate that the proposed wetland impacts will not result in unacceptable adverse cumulative impacts to the Estero Bay Drainage Basin. Past, present, and future impacts within the basin were taken into consideration. The mitigation provided outside the basin within the PIMBE will fully offset the adverse impacts within the Estero Bay Drainage Basin due to connectivity of waters, hydrology, habitat range of affected species, and water quality. The proposed wetland impacts are consistent with other permitted projects within the vicinity and adequate mitigation has been provided to offset the functional loss of these communities. The applicant therefore provided reasonable assurance to satisfy Rule 62-330.302(1)(b), F.A.C. The cumulative impact analysis is included in the ePermitting file. It is to be noted that staff's determination regarding the mitigation and potential for cumulative impacts are site and project specific and may not be appropriate for other projects.

Fish, Wildlife, and Listed Species

Protected species surveys were conducted for the project area in May and June of 2022 by Synecological Analysts Inc. Due to the past agricultural operations and nearby development activities, there is minimal native or undisturbed habitat for protected species. Snowy egrets and tri-colored heron (*Egretta tricolor*) were observed foraging near the north corner. The tri-color heron was the only state/ federally listed species observed during the survey. The proposed offsite mitigation within PIMBE provides habitat for wetland-dependent and aquatic species. This permit does not relieve the applicant from complying with all applicable rules and any other agencies' requirements if, in the future, endangered or threatened species or species of special concern are discovered on the site.

Environmental Evaluation Tables:**Summary**

Wetlands and Other
Surface Waters: 11.77 acres
Direct Impacts: 11.77 acres
Secondary impacts: 0 acres
Net UMAM Functional Loss/
Gain: 0 units
Total Onsite Mitigation
Area: 0 acres
Total Offsite Mitigation
Area: 0 acres

Total Mitigation Bank Credits Provided

Mitigation Bank	Type	Total Credits
Corkscrew Regional	FH	0.99
Corkscrew Regional	FF	0.28
Corkscrew Regional	FH	0.62
Corkscrew Regional	FF	0.09
Total:		1.98

DTC (Non-isolated & >0.5 acres)**Activities in Wetlands or Other Surface Waters, With Mitigation at a Bank**

ID	Acres	Community Description	Bank Name	Method	Current Score	With Score	Ratio or Add'l factor	Minimum Credits Needed
WL 11	2.98	Freshwater Marshes	Panther Island Expansion	UMAM	0.333	0	1	0.99
WL 12	0.07	Cypress	Panther Island Expansion	UMAM	0.333	0	1	0.02
WL 13	0.79	Cypress	Panther Island Expansion	UMAM	0.333	0	1	0.26
WL 14	1.87	Freshwater Marshes	Panther Island Expansion	UMAM	0.333	0	1	0.62
WL 15	0.27	Hydric Pine Flatwoods	Panther Island Expansion	UMAM	0.333	0	1	0.09
Total: 5.98								

DTC (isolated < 0.5 acres)**Activities in Wetlands or Other Surface Waters, Not Including Mitigation at a Bank**

ID	Acres	Action	Community Description	Current Score	With Project Score	UMAM Loss
WL 1	0.03	Direct Impact	Freshwater Marshes	0	0	0.000
WL 2	0.04	Direct Impact	Freshwater Marshes	0	0	0.000
WL 3	0.06	Direct Impact	Freshwater Marshes	0	0	0.000
WL 4	0.04	Direct Impact	Freshwater Marshes	0	0	0.000
WL 5	0.03	Direct Impact	Freshwater Marshes	0	0	0.000
WL 6	0.02	Direct Impact	Freshwater Marshes	0	0	0.000
WL 7	0.04	Direct Impact	Freshwater Marshes	0	0	0.000
WL 8	0.05	Direct Impact	Freshwater Marshes	0	0	0.000
WL 9	0.19	Direct Impact	Freshwater Marshes	0	0	0.000
WL 10	0.1	Direct Impact	Freshwater Marshes	0	0	0.000
Total:		0.6				0.000

DTC (upland-cut OSW)**Activities in Wetlands or Other Surface Waters, Not Including Mitigation at a Bank**

ID	Acres	Action	Community Description	Current Score	With Project Score	UMAM Loss
OSW	5.19	Direct Impact	Ditches and Canals	0	0	0.000
Total:		5.19				0.000

Related Concerns:**Water Use Permit Status**

The permittee has indicated that groundwater well withdrawals from the Mid-Hawthorn and onsite lakes will be used as a source for irrigation water for the project. Water Use Application No. 230718-1 is being processed concurrently with this permit.

The permittee has indicated that dewatering is required for construction of this project. Water Use Application No. 230718-2 is being processed concurrently with this permit.

This permit does not release the permittee from obtaining all necessary Water Use authorization(s) prior to the commencement of activities which will require such authorization, including construction dewatering and irrigation.

Water and Wastewater Service

Lee County Utilities

Historical/ Archaeological Resources

The District has received correspondence from the Florida Department of State, Division of Historical Resources (DHR) dated July 29, 2022 under Application No. 220526-34567 for the project. The correspondence indicated that no significant archaeological or historical resources are recorded in the project area and therefore the project is unlikely to have an effect upon any such properties. The DHR requested that a condition be added to the permit regarding unexpected discoveries during ground-disturbing activities on the property. Please refer to General Condition No. 14. This permit does not release the permittee from compliance with any other agencies' requirements in the event that historical and/or archaeological resources are found on the site.

General Conditions for Individual Environmental Resource Permits, 62-330.350, F.A.C.

1. All activities shall be implemented following the plans, specifications and performance criteria approved by this permit. Any deviations must be authorized in a permit modification in accordance with rule 62-330.315, F.A.C. Any deviations that are not so authorized may subject the permittee to enforcement action and revocation of the permit under Chapter 373, F.S.
2. A complete copy of this permit shall be kept at the work site of the permitted activity during the construction phase, and shall be available for review at the work site upon request by the Agency staff. The permittee shall require the contractor to review the complete permit prior to beginning construction.
3. Activities shall be conducted in a manner that does not cause or contribute to violations of state water quality standards. Performance-based erosion and sediment control best management practices shall be installed immediately prior to, and be maintained during and after construction as needed, to prevent adverse impacts to the water resources and adjacent lands. Such practices shall be in accordance with the State of Florida Erosion and Sediment Control Designer and Reviewer Manual (Florida Department of Environmental Protection and Florida Department of Transportation, June 2007), and the Florida Stormwater Erosion and Sedimentation Control Inspector's Manual (Florida Department of Environmental Protection, Nonpoint Source Management Section, Tallahassee, Florida, July 2008), which are both incorporated by reference in subparagraph 62-330.050(9)(b)5., F.A.C., unless a project-specific erosion and sediment control plan is approved or other water quality control measures are required as part of the permit.
4. At least 48 hours prior to beginning the authorized activities, the permittee shall submit to the Agency a fully executed Form 62-330.350(1), "Construction Commencement Notice," (October 1, 2013), (<http://www.flrules.org/Gateway/reference.asp?No=Ref-02505>), incorporated by reference herein, indicating the expected start and completion dates. A copy of this form may be obtained from the Agency, as described in subsection 62-330.010(5), F.A.C., and shall be submitted electronically or by mail to the Agency. However, for activities involving more than one acre of construction that also require a NPDES stormwater construction general permit, submittal of the Notice of Intent to Use Generic Permit for Stormwater Discharge from Large and Small Construction Activities, DEP Form 62-621.300(4)(b), shall also serve as notice of commencement of construction under this chapter and, in such a case, submittal of Form 62-330.350(1) is not required.
5. Unless the permit is transferred under rule 62-330.340, F.A.C., or transferred to an operating entity under rule 62-330.310, F.A.C., the permittee is liable to comply with the plans, terms, and conditions of the permit for the life of the project or activity.
6. Within 30 days after completing construction of the entire project, or any independent portion of the project, the permittee shall provide the following to the Agency, as applicable:
 - a. For an individual, private single-family residential dwelling unit, duplex, triplex, or quadruplex- "Construction Completion and Inspection Certification for Activities Associated With a Private Single-Family Dwelling Unit"[Form 62-330.310(3)]; or
 - b. For all other activities- "As-Built Certification and Request for Conversion to Operational Phase" [Form 62-330.310(1)].
 - c. If available, an Agency website that fulfills this certification requirement may be used in lieu of the form.
7. If the final operation and maintenance entity is a third party:
 - a. Prior to sales of any lot or unit served by the activity and within one year of permit issuance, or within 30 days of as-built certification, whichever comes first, the permittee shall submit, as applicable, a copy of the operation and maintenance documents (see sections 12.3 thru 12.3.4 of Volume I) as filed with the Florida Department of State, Division of Corporations, and a copy of any easement, plat, or deed restriction needed to operate or maintain the project, as recorded with the Clerk of the Court in the

County in which the activity is located.

- b. Within 30 days of submittal of the as-built certification, the permittee shall submit "Request for Transfer of Environmental Resource Permit to the Perpetual Operation and Maintenance Entity" [Form 62-330.310(2)] to transfer the permit to the operation and maintenance entity, along with the documentation requested in the form. If available, an Agency website that fulfills this transfer requirement may be used in lieu of the form.
8. The permittee shall notify the Agency in writing of changes required by any other regulatory agency that require changes to the permitted activity, and any required modification of this permit must be obtained prior to implementing the changes.
9. This permit does not:
 - a. Convey to the permittee any property rights or privileges, or any other rights or privileges other than those specified herein or in Chapter 62-330, F.A.C.;
 - b. Convey to the permittee or create in the permittee any interest in real property;
 - c. Relieve the permittee from the need to obtain and comply with any other required federal, state, and local authorization, law, rule, or ordinance; or
 - d. Authorize any entrance upon or work on property that is not owned, held in easement, or controlled by the permittee.
10. Prior to conducting any activities on state-owned submerged lands or other lands of the state, title to which is vested in the Board of Trustees of the Internal Improvement Trust Fund, the permittee must receive all necessary approvals and authorizations under Chapters 253 and 258, F.S. Written authorization that requires formal execution by the Board of Trustees of the Internal Improvement Trust Fund shall not be considered received until it has been fully executed.
11. The permittee shall hold and save the Agency harmless from any and all damages, claims, or liabilities that may arise by reason of the construction, alteration, operation, maintenance, removal, abandonment or use of any project authorized by the permit.
12. The permittee shall notify the Agency in writing:
 - a. Immediately if any previously submitted information is discovered to be inaccurate; and
 - b. Within 30 days of any conveyance or division of ownership or control of the property or the system, other than conveyance via a long-term lease, and the new owner shall request transfer of the permit in accordance with Rule 62-330.340, F.A.C. This does not apply to the sale of lots or units in residential or commercial subdivisions or condominiums where the stormwater management system has been completed and converted to the operation phase.
13. Upon reasonable notice to the permittee, Agency staff with proper identification shall have permission to enter, inspect, sample and test the project or activities to ensure conformity with the plans and specifications authorized in the permit.
14. If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, stone tools, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time within the project site area, the permitted project shall cease all activities involving subsurface disturbance in the vicinity of the discovery. The permittee or other designee shall contact the Florida Department of State, Division of Historical Resources, Compliance Review Section (DHR), at (850)245-6333, as well as the appropriate permitting agency office. Project activities shall not resume without verbal or written authorization from the Division of Historical Resources. If unmarked human remains are encountered, all work shall stop immediately and the proper authorities notified in accordance with section 872.05, F.S. For project activities subject to prior consultation with the DHR and as an alternative to the above requirements, the permittee may follow procedures for unanticipated discoveries as set forth within a cultural resources assessment survey determined complete and sufficient by DHR and included as a specific permit condition herein.

15. Any delineation of the extent of a wetland or other surface water submitted as part of the permit application, including plans or other supporting documentation, shall not be considered binding unless a specific condition of this permit or a formal determination under Rule 62-330.201, F.A.C., provides otherwise.
16. The permittee shall provide routine maintenance of all components of the stormwater management system to remove trapped sediments and debris. Removed materials shall be disposed of in a landfill or other uplands in a manner that does not require a permit under Chapter 62-330, F.A.C., or cause violations of state water quality standards.
17. This permit is issued based on the applicant's submitted information that reasonably demonstrates that adverse water resource-related impacts will not be caused by the completed permit activity. If any adverse impacts result, the Agency will require the permittee to eliminate the cause, obtain any necessary permit modification, and take any necessary corrective actions to resolve the adverse impacts.
18. A Recorded Notice of Environmental Resource Permit may be recorded in the county public records in accordance with Rule 62-330.090(7), F.A.C. Such notice is not an encumbrance upon the property.

Special Conditions for Individual Environmental Resource Permits, 62-330.350, F.A.C.

1. The construction authorization for this permit shall expire on the date shown on page 2.
2. Operation and maintenance of the SWM system shall be the responsibility of the Daniels Town Center Owners' Association, Inc. Upon completion of construction and in conjunction with submittal of the as-built certification, a request for transfer to the operating entity with supporting documentation must be submitted in accordance with General Condition No. 7.
3. A stable, permanent and accessible elevation reference shall be established on or within 100 feet of all permitted discharge structures no later than the submission of the certification report. The location of the elevation reference must be noted on or with the certification report.
4. Prior to initiating construction activities associated with this ERP, the permittee is required to hold a pre-construction meeting with field representatives, consultants, contractors, District Environmental Resource Bureau (ERB) staff, and any other local government entities as necessary. The purpose of the pre-construction meeting is to discuss construction methods, sequencing, best management practices, identify work areas, staking and roping of preserves where applicable, and to facilitate coordination and assistance amongst relevant parties. To schedule a pre-construction meeting, please contact ERB staff from the Fort Myers Service Center at (239) 338-2929 or via e-mail at: precon@sfwmd.gov. When sending a request for a pre-construction meeting, please include the application number, permit number, and contact name and phone number.
5. This permit does not authorize the permittee to cause any adverse impact to or "take" of state listed species and other regulated species of fish and wildlife. Compliance with state laws regulating the take of fish and wildlife is the responsibility of the owner or permittee associated with this project. Please refer to Chapter 68A-27, F.A.C. for definitions of "take" and a list of fish and wildlife species. If listed species are observed onsite, FWC staff are available to provide decision support information or assist in obtaining the appropriate FWC permits. Most marine endangered and threatened species are statutorily protected and a "take" permit cannot be issued. Requests for further information or review can be sent to: FWCConservationPlanningServices@MyFWC.com.
6. Endangered species, threatened species and/or species of special concern have been observed onsite and/or the project contains suitable habitat for these species. It shall be the permittee's responsibility to coordinate with the Florida Fish and Wildlife Conservation Commission and/or the U.S. Fish and Wildlife Service for appropriate guidance, recommendations and/or necessary permits to avoid impacts to listed species.
7. Prior to the commencement of construction, and in accordance with the work schedule herein, the permittee shall submit documentation from Panther Island Mitigation Bank Expansion that 1.98 UMAM credits (1.61 freshwater herbaceous & 0.37 freshwater forested) for this project have been paid for in full and deducted from the official agency ledger for Panther Island Mitigation Bank Expansion. Please also refer to Exhibit No. 3.1.
8. Lake side slopes shall be no steeper than 4:1 (horizontal:vertical) to a depth of 2.0 feet below the control elevation. Side slopes shall be nurtured or planted from 2.0 feet below to 1.0 feet above control elevation to insure vegetative growth.

9. All commercial/industrial parcels shall provide a minimum dry pre-treatment volume of 1/2 inch of runoff prior to discharge into the master stormwater management system.
10. The permittee shall provide routine maintenance of all of the components of the SWM system in order to remove all trapped sediments/debris. All materials shall be properly disposed of as required by law. Failure to properly maintain the system may result in adverse flooding conditions.

Project Work Schedule for Permit No. 36-108833-P

The following activities are requirements of this Permit and shall be completed in accordance with the Project Work Schedule below. Please refer to General Conditions, Special Conditions and/or Specific Conditions for more information. Any deviation from these time frames will require prior approval from the District's Environmental Resources Bureau and may require a modification to this permit. Such requests must be made in writing and shall include: (1) reason for the change, (2) proposed start/finish and/or completion dates, and (3) progress report on the status of the project.

Condition No.	Date Added	Description (Application Number)	Due Date	Date Satisfied
GC 4	04/16/2024	Construction Commencement Notice	Prior to Construction	
GC 6	04/16/2024	Submit Certification	30 Days After Construction Completion	
GC 7	04/16/2024	Submit Operation Transfer Request	Within 30 days of Certification	
SC 4	04/16/2024	Pre-Construction Meeting	Prior to Construction	
SC 7	04/16/2024	Submit Mitigation Bank Ledger Documentation	05/16/2024	

GC = General Condition

SC = Special Condition

Distribution List

Jeremy Arnold, Atwell, LLC

Brown Collins, Synecological Analyst, Inc

Jacquelyn Larocque, Atwell, LLC

Linda Lawrence, The Olde Hickory Golf & Country Club Master Association, Inc.

Thomas Samuels

Richard Mersman

Audubon of Florida

Div of Recreation and Park - District 4

US Army Corps of Engineers - Permit Section

Exhibits

The following exhibits to this permit are incorporated by reference. The exhibits can be viewed by clicking on the links below or by visiting the District's ePermitting website at <http://my.sfwmd.gov/ePermitting> and searching under this application number 230220-37612.

[Exhibit No. 1.0 Location Map](#)

[Exhibit No. 2.0 Construction Plans](#)

[Exhibit No. 4.0 O&M Documents](#)

NOTICE OF RIGHTS

As required by Chapter 120, Florida Statutes, the following provides notice of the opportunities which may be available for administrative hearing pursuant to Sections 120.569 and 120.57, Florida Statutes, or judicial review pursuant to Section 120.68, Florida Statutes, when the substantial interests of a party are determined by an agency. Please note that this Notice of Rights is not intended to provide legal advice. Some of the legal proceedings detailed below may not be applicable or appropriate for your situation. You may wish to consult an attorney regarding your legal rights.

RIGHT TO REQUEST ADMINISTRATIVE HEARING

A person whose substantial interests are or may be affected by the South Florida Water Management District's (District) action has the right to request an administrative hearing on that action pursuant to Sections 120.569 and 120.57, Florida Statutes. Persons seeking a hearing on a District decision which affects or may affect their substantial interests shall file a petition for hearing in accordance with the filing instructions set forth herein within 21 days of receipt of written notice of the decision unless one of the following shorter time periods apply: (1) within 14 days of the notice of consolidated intent to grant or deny concurrently reviewed applications for environmental resource permits and use of sovereign submerged lands pursuant to Section 373.427, Florida Statutes; or (2) within 14 days of service of an Administrative Order pursuant to Section 373.119(1), Florida Statutes. "Receipt of written notice of agency decision" means receipt of written notice through mail, electronic mail, posting, or publication that the District has taken or intends to take final agency action. Any person who receives written notice of a District decision and fails to file a written request for hearing within the timeframe described above waives the right to request a hearing on that decision.

If the District takes final agency action that materially differs from the noticed intended agency decision, persons who may be substantially affected shall, unless otherwise provided by law, have an additional point of entry pursuant to Rule 28-106.111, Florida Administrative Code.

Any person to whom an emergency order is directed pursuant to Section 373.119(2), Florida Statutes, shall comply therewith immediately, but on petition to the board shall be afforded a hearing as soon as possible.

A person may file a request for an extension of time for filing a petition. The District may grant the request for good cause. Requests for extension of time must be filed with the District prior to the deadline for filing a petition for hearing. Such requests for extension shall contain a certificate that the moving party has consulted with all other parties concerning the extension and whether the District and any other parties agree to or oppose the extension. A timely request for an extension of time shall toll the running of the time period for filing a petition until the request is acted upon.

FILING INSTRUCTIONS

A petition for administrative hearing must be filed with the Office of the District Clerk. Filings with the Office of the District Clerk may be made by mail, hand-delivery, or e-mail. Filings by facsimile will not be accepted. A petition for administrative hearing or other document is deemed filed upon receipt during normal business hours by the Office of the District Clerk at the District's headquarters in West Palm Beach, Florida. The District's normal business hours are 8:00 a.m. – 5:00 p.m., excluding weekends and District holidays. Any document received by the Office of the District Clerk after 5:00 p.m. shall be deemed filed as of 8:00 a.m. on the next regular business day.

Additional filing instructions are as follows:

- Filings by mail must be addressed to the Office of the District Clerk, 3301 Gun Club Road, West Palm Beach, Florida 33406.

- Filings by hand-delivery must be delivered to the Office of the District Clerk. Delivery of a petition to the District's security desk does not constitute filing. It will be necessary to request that the District's security officer contact the Office of the District Clerk. An employee of the District's Clerk's office will receive and process the petition.
- Filings by e-mail must be transmitted to the Office of the District Clerk at clerk@sfwmd.gov. The filing date for a document transmitted by electronic mail shall be the date the Office of the District Clerk receives the complete document.

INITIATION OF ADMINISTRATIVE HEARING

Pursuant to Sections 120.54(5)(b)4. and 120.569(2)(c), Florida Statutes, and Rules 28-106.201 and 28-106.301, Florida Administrative Code, initiation of an administrative hearing shall be made by written petition to the District in legible form and on 8 1/2 by 11 inch white paper. All petitions shall contain:

1. Identification of the action being contested, including the permit number, application number, District file number or any other District identification number, if known.
2. The name, address, any email address, any facsimile number, and telephone number of the petitioner, petitioner's attorney or qualified representative, if any.
3. An explanation of how the petitioner's substantial interests will be affected by the agency determination.
4. A statement of when and how the petitioner received notice of the District's decision.
5. A statement of all disputed issues of material fact. If there are none, the petition must so indicate.
6. A concise statement of the ultimate facts alleged, including the specific facts the petitioner contends warrant reversal or modification of the District's proposed action.
7. A statement of the specific rules or statutes the petitioner contends require reversal or modification of the District's proposed action.
8. If disputed issues of material fact exist, the statement must also include an explanation of how the alleged facts relate to the specific rules or statutes.
9. A statement of the relief sought by the petitioner, stating precisely the action the petitioner wishes the District to take with respect to the District's proposed action.

MEDIATION

The procedures for pursuing mediation are set forth in Section 120.573, Florida Statutes, and Rules 28-106.111 and 28-106.401–.405, Florida Administrative Code. The District is not proposing mediation for this agency action under Section 120.573, Florida Statutes, at this time.

RIGHT TO SEEK JUDICIAL REVIEW

Pursuant to Section 120.68, Florida Statutes, and in accordance with Florida Rule of Appellate Procedure 9.110, a party who is adversely affected by final District action may seek judicial review of the District's final decision by filing a notice of appeal with the Office of the District Clerk in accordance with the filing instructions set forth herein within 30 days of rendition of the order to be reviewed, and by filing a copy of the notice with the appropriate district court of appeals via the Florida Courts E-Filing Portal.

DANIELS TOWN SQUARE MPD - DCI2022-00059 INDIGENOUS PRESERVE MONITORING AND MANAGEMENT PLAN

1.0 Introduction

This site is located at the SW quadrant of the Interstate 75 - Daniels Parkway intersection in Section 22, Township 45 S, Range 25 E in Lee County, FL. This 66.20 ac site is an assemblage of two parcels. The summary information for these parcels is included in the Appendix of this report. The Daniels Town Square site is bounded by commercial developments and undeveloped land along its western boundary. I-75, Daniels Pkwy and undeveloped land are the northern boundary. The access ramp from Daniels Pkwy to I-75 border and I-75 bound this site to the east. Indian Pony Dr. And undeveloped land border this land to the south. The latitude/longitude information for the center of this site is 26 degrees, 32', 32.73" N and 81 degrees 81 degrees, 49', 49.34" W.

This 0.79 ac. Indigenous Preserve includes the largest FLUCCS 621 area on this site and is shown in the figure on the next page. The Figure presented also shows the location of this preserve area and details of the Monitoring Plan.

2.0 Indigenous Preserve

On site preservation of this 0.79 ac mature Cypress head preserves the highest quality wetland on this site. Management activities include removal and subsequent ongoing control of exotic Category I and II plant species using the Florida Exotic Pest Plant Council (EPPC). Primary exotic species to be removed and then controlled by ongoing maintenance are Brazilian pepper and Melaleuca.

Indigenous Preserve details are presented in subsequent portions of this document. Description of these activities is also presented.

2.1 Indigenous Preserve Exotic Control and Management

As mentioned previously this indigenous preserve area consists of a mature 0.79 ac. cypress head. This area is rated FLUCCS E-2, a plant community with more than 25% and less than 50% exotic vegetation dominance. The principal method of enhancement of this area will be accomplished by a combination of the following techniques for exotic/nuisance vegetation.

- Cut exotics within 12" of ground level and hand remove cut vegetation, then, in real time, treat the exposed stump with approved herbicide
- Foliar application of approved herbicides to sapling that will primarily be Melaleuca, Brazilian pepper and earleaf acacia.
- Application of approved herbicide of exotic seedling and/or cattails.
- Hand pull exotic woody, cattail and other exotic seedlings

Debris of exotic vegetation, including dead standing vegetation resulting from herbicide applications will be removed from the Indigenous Preserve area. There will be no stock piling in this area. The preserve/conservation easement area is devoid of trails. If truck removal is necessary because of large tree debris, these trucks will be directed along the existing road to the west of this area. Once the dead vegetation debris has been removed, any surface disturbance will be repaired to match surrounding elevation.

This cypress head Indigenous Preserve area is of good quality with good age distribution of dominant wetland woody species. The benefit from exotic removal and subsequent control will provide a relatively quick increase in the vigor of this area.

3.0 Prescribed Burning

The lack of post development develop communities along with proximity to intensive development along with limited extent of this community preclude the feasibility of using fire as a management tool for these preserve/conservation easement areas.

4.0 Indigenous Preserve Success Criteria

We propose the following for success criteria of mitigation/conservation easement areas.

- Record the conservation easement for the Indigenous Preserve areas
- Successfully complete initial exotic control and nuisance vegetation treatment. This is defines as < 5% coverage of exotic and nuisance species overall or. "Islands" of exotic vegetation within the native matrix will not be allowed. Such areas will be remediated with a combination of exotic control/removal and supplemental plantings.
- Exotic vegetation defined as most current EPCC Category I and II Invasive exotic plant species list will have a coverage of <5%.
- This area maintain an 80% appropriate native vegetation coverage. If this criteria is not met after the first two monitoring events, supplemental plantings will occur. These planting areas success criteria is 80% survival rate of OBL and FACW species. If subsequent monitoring efforts find this survival criteria is not being met supplemental plants will be done once more until there is a stable 80% native planted survival rate in these areas.
- Indigenous Preserve monitoring will be done annually for five consecutive years. Once complete, these reports will be shared with the County in a timely manner. Community compatibility will be considered if/when supplemental plantings are necessary.
- The monitoring program will include observations beyond the performance standard metrics. Such things as wildlife use, or lack of use, duration of inundation, lack of inundation will be observed and reported. Observations and events that reflect negative or degraded trends and community vigor will be reported to the County verbally and by email as well as inclusion in

the annual monitoring report along with remediation/remedy plans to reverse the condition or trend.

4.1 Target Wetland Community Structure

Cypress (FLUCCS Code 621)

The canopy of this wetland habitat primarily mature Pond cypress (*Taxodium ascendens*) with scattered Bald cypress (*Taxodium distichum*). Laurel oak (*Quercus laurifolia*), cabbage palm (*Sabal palmetto*), dahoon holly (*Ilex cassine*), red maple (*Acer rubrum*), and pop ash (*Fraxinus caroliniana*) are present, but on red maple approaches any level of dominance. The shrub strata may consist of a combination of buttonbush (*Cephalanthus occidentals*), wax myrtle, saltbush, gallberry (*Ilex glabra*), myrsine (*Myrsine cubana*), pond apple (*Anona glabra*), and cabbage palm. The ground cover composition will be a variety of native OBL and FACW species dependent on water depths and durations. These species will include, but are not limited to, swamp fern (*Blechnum serrulatum*), maidencane (*Panicum hemitomon*), pickerelweed (*Pontederia cordata*), arrowhead (*Sagittaria lancifolia*), Fireflag (*Thalia geniculata*) sawgrass (*Cladium jamaicense*), spikerush (*Eleocharis interstincta*),

5.0 Monitoring Report

The applicant has conducted a baseline monitoring report and includes this report to with this submittal. This effort identified an area within the proposed conservation area that requires enhancement. The restoration figure showing the target area along with restoration planting protocols are presented on the following pages. The baseline monitoring report submitted to Lee County follows.

Monitoring Program Methodology and Performance Standard

A monitoring program will be implemented in accordance with Application No. DCI2022-00059. As indicated in the Applicant's Indigenous Preserve Management and Maintenance Plan, this monitoring program shall extend for a period of five years with annual reports submitted to County Staff. When this monitoring period ends the indigenous preserve area will contain at least a 95% composition of OBL+FACW wetland species dominance that are canopy appropriate. This plant community will have 95% floristic dominance of OBL+FACW species and 80% canopy coverage of the same combination. If native wetland and transitional species do not achieve an 80% coverage within the initial two years of this monitoring program, native species shall be planted in accordance with the maintenance program. At the end of the five year monitoring program the entire mitigation area must contain: 1) At least 80% survival of any/all plantings. 2) 80% canopy coverage of OBL+FACW species and 3) A 95% floristic composition of OBL+FACW species.

We propose Four transects and four photo stations established in this Indigenous Preserve Area. Please refer to the Cypress Head Indigenous Preserve Area Figure on the following page.

ACTIVITY *	DUE DATE
Baseline Monitoring Report	Jan 2024
Initial Exotic Control/Removal	June 2024
Time Zero Monitoring Report	Aug 2024
Second Exotic Control	May 2025
First Annual Monitoring Report	Jan 2025
Third Exotic Control	May 2026
Second Annual Monitoring Report	Jan 2026
Third Annual Monitoring Report	Jan 2027
Fourth Annual Monitoring Report	Jan 2028
Fifth Annual Monitoring Report	Jan 2029
Lee County Site Visit/Signoff	Feb 2029

* Bold indicated completed tasks.



ENVIRONMENTAL EVALUATION AND ADVOCACY

2159 Morning Sun Lane
NAPLES, FLORIDA 34119
PHONE: (239) 514-3998
www.synecol.com

PROJECT: Daniels Town Square - Cypress Head
Indigenous Preserve

DATE: Sept 22, 2023

DRAWN BY: NW



0 100 200 300 ft

VEGETATION ANALYSIS

Vegetation in the Wetland Preserve Area will be evaluated by Lee Co. validated meandering transect methodology. The results of these observations will be presented summary tables following the discussion section of this Indigenous Preserve area.

METHODOLOGY

The four transects will be evaluated using the Meandering Transect Survey Methodology and observations recorded regarding species composition by strata. Trends of stability, improvement or degradation will be recorded. These results will be compared with future monitoring reports to identify and/or confirm trends. Special attention will be given to indications of listed species such as scat, tracks or other sign throughout this Indigenous Preserve.

Rainfall at the most proximate Lee Co. Rain gauge for the last calendar year will be presented with the monitoring report.



PHOTOS



PHOTO STATION A: 90°



PHOTO STATION A: 180°



PHOTO STATION A: 270°



PHOTO STATION A: 360°

PHOTOS



PHOTO STATION B: 90°



PHOTO STATION B: 180°



PHOTO STATION B: 270°



PHOTO STATION B: 360°

PHOTOS



PHOTO STATION C: 90°



PHOTO STATION C: 180°



PHOTO STATION C: 270°



PHOTO STATION C: 360°

PHOTOS



PHOTO STATION D: 90°



PHOTO STATION D: 180°



PHOTO STATION D: 270°



PHOTO STATION D: 360°



FRESH CRAWFISH BURROW

**THIS IS A CONSERVATION EASEMENT
AREA ESTABLISHED PURSUANT
TO 704.06 F.S., ANY* ACTIVITIES WHICH
AFFECT THE NATURAL
CONDITION OF THIS EASEMENT
AREA SHOULD BE REPORTED
TO LEE COUNTY**

**ESTA ES UN AREA ELEJIDA PARA
SU CONSERVACIÓN, DESIGNADA POR
LOS RECLAMEMENTOS ESTATALES 704.06,
CUALQUIER ACTIVIDAD QUE PUDIERA
AFECTAR LAS CONDICIONES NATURALES
DE ESTA AREA, DEBERÁ SER REPORTADA
A LA GERENCIA DE AGUA DEL DISTRITO
SUR DE LA FLORIDA**

ID	Gauge	Date	Total Rain
14	Ten Mile Canal	24-Jan	0.01
		23-Oct	2.85
		23-Nov	2.7
		23-Dec	3.3
		23-Feb	0.02
		23-Mar	0.16
		23-Apr	6.76
		23-May	4.66
		23-Jun	7.25
		23-Jul	7.28
		23-Aug	9.27
		23-Sep	6.61
		Total	50.87

CONSTRUCTION PHASE BROCHURES RELATIVE TO LISTED SPECIES

ALLIGATOR
WADING BIRDS
WOOD STORK

Alligators



Species: *mississippiensis*

Status: Threatened

Alligators are the largest reptile in North America. Alligators live in wetlands. Alligators have the strongest bite force measured; 2000 pounds per square inch. For comparison, lions bite with 600 pounds of pressure, and humans have 120 pounds of pressure per square inch. Alligators are most active when temperatures are between 82° to 92° F.

Alligators mate once a year; courtship begins in early April, and mating occurs in May or June. Male alligators make loud throaty bellowing roars to attract females.

Female alligators lay their eggs during June to early July. The female alligator builds her nest above ground. The nest is made of mounds of vegetation and mud that can rise 3.5 ft and twice as wide. Females lay between 30-50 eggs in late June or early July. Each egg weighs 2 ounces to 3 ounces.

Hatching occurs after 65 days of incubation, mid-August to September. If the temperature drops below 86°F, all eggs will hatch as females. If the temperature rises to 93°F or above, all eggs will hatch as males. At 89.6°F, more than $\frac{3}{4}$ of the hatchlings are female.

Newborn alligators are only about 9 inches long. Female alligators may reach about 9 feet in length, but males may grow to 14 feet. The Florida record for weight is a 1,043 pound (13' 10.5" long) male from Orange Lake in Alachua County. In the wild, alligators can live up to 50 years and can go through 2,000 to 3,000 teeth!

Baby alligators eat insects, crabs, crayfish, small fish, frogs, snails, and many other small prey. Larger alligators eat fish, turtles, mammals, snakes, crabs, crayfish, birds, insects, and other alligators.

The American alligator is Federally protected by the Endangered Species Act as a Threatened species, due to their similarity of appearance to the American crocodile, and as a Federally-designated Threatened species by Florida's Endangered and Threatened Species Rule.

If you see an alligator, please avoid it.

**If activities threaten an alligator,
call your supervisor
or Brown Collins
at Tel# (239) 450-8039**



Wood stork



Species: *Mycteria americana*

Status: Federally-designated Threatened

The wood stork is a large wading bird with long legs. Wood storks can reach a length of 35-45 inches with a wingspan of 60-65 inches. Adults have no feathers on their head and neck, only rough, gray, scaly skin. They have mainly white feathers, with black feathers at the tips of their wings and tail. Wood storks have a long, curved, black bill and black legs with pink toes.

Wood storks nest in mixed hardwood swamps, sloughs, mangroves, and cypress domes/strands from late November to early March. Their nests are usually built in trees that stand in water. Females lay 2-5 eggs from October to June. The eggs hatch after 30 days. Young wood storks are able to fly 10-12 weeks after hatching.

Males and females look the same, but males are generally larger. Young wood storks have similar, but duller coloring than adults. Adults are mostly silent except for a hissing sound. Young Wood Storks have noisy begging calls.

Wood storks forage in a variety of wetlands including both freshwater and estuarine marshes, but only in depths less than 10-12 inches. Wood storks feed on small to medium-sized fish, crayfish, amphibians, and reptiles.

If a wood stork is found on the construction site, all activity must cease immediately, and the wood stork allowed to move away from any dangerous area on its own.

If you see a wood stork, please avoid it.

**If activities threaten a wood stork,
call your supervisor
or Brown Collins
at Tel# (239) 450-8039**



Wading Birds



Snowy egret photo.

Wading birds are generally found in wetlands.

There are many types of wading birds of all sizes, shapes, and colors, but they share some similar characteristics.

Wading birds typically have long, thin legs and agile toes which help them navigate and remain stable while foraging in muddy waters and flowing currents.

They often have long bills, although the shape differs for their particular type of foraging and food. Herons have spear-like bills to grab and stab fish, while cranes and ibises have long bills to dig around in the soil and forage in the grass.

Wading birds often have long, but powerful, necks. Changing their posture changes the shape of their neck, helping to improve their angle, view, and camouflage when searching for food.

Wading birds are patient hunters and often stand still for long periods of time waiting for their prey to be within reach. Their steps are slow and steady so that they don't scare their prey. They will 'freeze' if they feel threatened.

Wading birds often change their color during breeding season. Larger wading birds often develop beautiful plumes, while smaller wading birds become more camouflaged.

They often flock with other species of wading birds, roosting together and breeding in rookeries.

Wading birds are less vocal than many bird species, though flocks can be relatively noisy. Young birds may whimper or make begging calls. Adults remain silent when hunting.

When wading birds fly, they usually have their legs fully stretched out behind them. They contract or extend their neck depending on the species.

Some examples of wading birds are:

American Bittern, Least Bittern, Wood Stork, Roseate Spoonbill, Limpkin, Sandhill Crane, Herons (Great Blue Heron, Little Blue Heron, Green Heron, Tri-colored Heron, Black-Crowned Night Heron, and Yellow-Crowned Night Heron), Egrets (Great Egret, Snowy Egret, and Cattle Egret), and Ibis (White ibis and Glossy Ibis).

If you see a wading bird, please avoid it.

**If activities threaten a wading bird,
call your supervisor
or Brown Collins
at Tel# (239) 450-8039**



CATTLE EGRET



GREAT EGRET



GREAT BLUE HERON

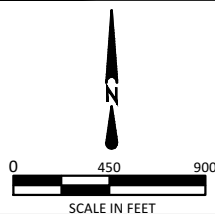


LITTLE BLUE HERON

DANIELS TOWN SQUARE
SECTION 22, TOWNSHIP 45 SOUTH,
RANGE 25 EAST
LEE COUNTY, FLORIDA

SKETCH

DATE: 04/11/24



CENTER OF SECTION
OF SECTION 22

S 01°01'58" E
162.60'
POB
N: 804499.68
E: 722089.81

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	405.85'	1175.00'	19°47'24"	N 46°31'43" W	403.83'
C2	276.86'	1185.97'	13°22'31"	N 65°42'56" W	276.23'
C3	525.29'	1025.00'	29°21'45"	N 57°43'20" W	519.56'

LINE	BEARING	DISTANCE
L1	N 89°21'01" E	20.58'
L2	N 01°01'58" W	60.03'
L3	S 86°27'08" E	349.38'
L4	S 51°43'05" E	258.16'
L5	S 22°07'24" E	168.65'
L6	S 18°01'44" E	617.97'
L7	S 13°58'40" E	311.29'
L8	S 05°51'00" E	311.31'
L9	S 01°46'50" E	898.82'
L10	S 00°33'32" E	99.54'
L11	S 89°32'46" W	224.64'
L12	N 46°08'39" W	54.78'
L13	N 72°24'12" W	50.84'
L14	N 17°37'15" W	37.95'
L15	N 72°24'12" W	81.94'
L16	S 52°48'51" W	37.95'
L17	N 72°24'12" W	497.65'
L18	N 84°48'39" W	51.20'
L19	N 72°24'12" W	75.06'
L20	N 01°00'43" W	651.75'
L21	N 89°34'03" E	645.20'
L22	N 01°01'58" W	1159.76'
L23	N 72°24'12" W	748.78'
L24	S 01°00'43" E	512.76'
L25	N 89°33'48" E	645.69'
L26	N 89°32'46" E	498.31'
L27	S 01°00'43" E	158.27'

NORTH PARCEL
53.13 ACRES

N: 802525.33
E: 721479.84

SOUTH PARCEL
8.13 ACRES
L25

POB
N: 802021.51
E: 722632.85

N: 802024.82
E: 723051.25

SOUTH 1/4 CORNER
OF SECTION 22

S 89°32'46" W
193.78'
A0.20'
R1175.00'
D0°00'35"
B S 36°37'43" E
C0.20'

****THIS IS NOT A SURVEY****

I CERTIFY THAT THIS SKETCH AND DESCRIPTION WAS MADE UNDER MY DIRECTION AND THAT IT MEETS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE BOARD OF PROFESSIONAL LAND SURVEYORS IN CHAPTER 5J-17.050 THRU .052, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO CHAPTER 472.027, FLORIDA STATUTES.

REVISIONS:

PAGE 1 OF 3

PROJECT NO: N/A
SCALE: 1"=450'
DRAWN BY: JJM
CHECKED BY: MDM
DATE DRAWN: 08/23/2022
FIELD BOOK: 55



CE-SITE
civil engineering . surveying . project management
EB-30108 • LB-7995
13650 Fiddlesticks Blvd., PMB202-389
Fort Myers, Florida 33912
Telephone (239) 936-9777

THIS MAP IS NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND RAISED SEAL OF THE FLORIDA LICENSED SURVEYOR AND MAPPER.

Digitally signed by Mark D. McCleary
Date: 2024.04.11 22:16:49 -04'00'

MARK D. McCLEARY, P.S.M.
FLORIDA REGISTRATION NO. 6557
FOR THE FIRM LB-7995
DATE SIGNED: _____

DANIELS TOWN SQUARE
SECTION 22, TOWNSHIP 45 SOUTH,
RANGE 25 EAST
LEE COUNTY, FLORIDA

DESCRIPTION

DATE: 04/11/24

NORTH PARCEL

****THIS IS NOT A SURVEY****

COMMENCE AT THE CENTER OF SAID SECTION 22 AND RUN S 01°01'58" E, ALONG THE WEST LINE OF THE SOUTHEAST ONE-QUARTER OF SAID SECTION 22, A DISTANCE OF 162.60 FEET TO THE NORTHEAST CORNER OF A PARCEL OF LAND RECORDED IN INSTRUMENT NUMBER 2006000424258 PUBLIC RECORDS LEE COUNTY, FLORIDA AND THE SOUTH RIGHT-OF-WAY LINE OF AN INTERSTATE 75 SERVICE ROAD AND THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; THENCE N 89°21'01" E, ALONG THE SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 20.58 FEET; THENCE N 01°01'58" W A DISTANCE OF 60.03 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF DANIELS PARKWAY; THENCE ALONG THE SOUTHERLY AND WESTERLY RIGHT OF WAY LINE OF INTERSTATE 75 THE FOLLOWING EIGHT COURSES:

THENCE S 86°27'08" E A DISTANCE OF 349.38';
 THENCE S 51°43'05" E A DISTANCE OF 258.16';
 THENCE S 22°07'24" E A DISTANCE OF 168.65';
 THENCE S 18°01'44" E A DISTANCE OF 617.97';
 THENCE S 13°58'40" E A DISTANCE OF 311.29';
 THENCE S 05°51'00" E A DISTANCE OF 311.31';
 THENCE S 01°46'50" E A DISTANCE OF 898.82';
 THENCE S 00°33'32" E A DISTANCE OF 99.54' TO THE SOUTH LINE OF THE SOUTHEAST ONE-QUARTER OF SAID SECTION 22; THENCE S 89°32'46" W, ALONG THE SOUTH LINE OF THE SOUTHEAST ONE-QUARTER OF SAID SECTION 22, A DISTANCE 224.64' TO THE NORTHERN LEE COUNTY RIGHT WAY AS RECORDED IN INSTRUMENT NUMBERS 2021000306954 AND 2021000128594 ; THENCE WITH A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 405.85', WITH A RADIUS OF 1175.00', WITH A DELTA ANGLE OF 19°47'24", WITH A CHORD BEARING OF N 46°31'43" W, WITH A CHORD LENGTH OF 403.83'; THENCE N 46°08'39" W A DISTANCE OF 54.78'; THENCE WITH A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 276.86', WITH A RADIUS OF 1185.97', WITH A DELTA ANGLE OF 13°22'31", WITH A CHORD BEARING OF N 65°42'56" W, WITH A CHORD LENGTH OF 276.23';
 THENCE N 72°24'12" W A DISTANCE OF 50.84';
 THENCE N 17°37'15" W A DISTANCE OF 37.95';
 THENCE N 72°24'12" W A DISTANCE OF 81.94';
 THENCE S 52°48'51" W A DISTANCE OF 37.95';
 THENCE N 72°24'12" W A DISTANCE OF 497.65';
 THENCE N 84°48'39" W A DISTANCE OF 51.20';
 THENCE N 72°24'12" W A DISTANCE OF 75.06' TO THE CENTERLINE OF INDIAN PAINT LANE;
 THENCE N 01°00'43" W A DISTANCE OF 651.75' ALONG SAID CENTERLINE;
 THENCE N 89°34'03" E A DISTANCE OF 645.20';
 THENCE N 01°01'58" W A DISTANCE OF 1159.76'

WHICH IS THE POINT OF BEGINNING, CONTAINING AN AREA OF 2,314,467.24 SQUARE FEET, 53.13 ACRES MORE OR LESS.

REVISIONS:

PAGE 2 OF 3

PROJECT NO: N/A
 SCALE: N/A
 DRAWN BY: JJM
 CHECKED BY: MDM
 DATE DRAWN: 08/23/2022
 FIELD BOOK: 55



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DANIELS TOWN SQUARE
SECTION 22, TOWNSHIP 45 SOUTH,
RANGE 25 EAST
LEE COUNTY, FLORIDA

DESCRIPTION

DATE: 04/11/24

****THIS IS NOT A SURVEY****

REVISIONS:

PAGE 3 OF 3

PROJECT NO: N/A
SCALE: N/A
DRAWN BY: JJM
CHECKED BY: MDM
DATE DRAWN: 08/23/2022
FIELD BOOK: 55



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13650 Fiddlesticks Blvd., PMB202-389

Telephone (239) 936-9777

RECORDED IN OFFICIAL RECORDS INSTRUMENT NUMBER 2007000211039, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA
- NOT PLOTTED, OFFSITE WEST OF INDIAN PAINT LANE

scale: HOR: 1"=150'
VER: NA

SHEET

1 OF 1

**Chicago Title Insurance Company**

711 Third Avenue, 8th Floor

New York, NY 10017

Phone: 212-880-1200

TITLE No.: CTIC-24000217

COMMITMENT Waypoint Real Estate Investments
PREPARED FOR: Chris Moore
150 E. Palmetto Park Road, 6th Floor
Boca Raton, FL 33432
cmoore@waypointresidential.com

PREMISES: 33912 13841 Indian Paint Lane and
33912 Indian Pony Drive
Fort Myers, FL
Lee County

NATIONAL Joe Benlevi
UNDERWRITER: Joe.Benlevi@ctt.com
212-880-1304

FOR PLACEMENT OF NEW ORDERS: Siu Cheung
Siu.Cheung@ctt.com
212-880-1256

FOR ANY OTHER INQUIRIES OR ASSISTANCE PLEASE CONTACT YOUR SALES PERSON:
Mark Krivelevich
212-880-1240
Mark.Krivelevich@ctt.com

**Transaction Identification Data, for which the Company assumes no liability as set forth in Commitment Condition 5.e.:**

Issuing Agent: Chicago Title Insurance Company
Issuing Office: 2203 North Lois Ave, Suite 450
Tampa, FL 33607
Issuing Office's ALTA® Registry ID:
Loan ID Number:
Commitment Number: 11598656
Issuing Office File Number: CTIC-24000217/402400110SJ
Property Address: Fort Myers, FL 33912 13841 Indian Paint Lane
Fort Myers, FL 33912 Fort Myers, FL 33912 Indian Pony Drive
Fort Myers, FL 33912
Revision Number:

SCHEDULE A

1. Commitment Date: 02/14/2024 at: 8:00 AM
2. Policy to be issued:
 - A. 2021 ALTA Owner's Policy with Florida Modifications
Proposed Insured: Bison Property Holdings, LLC, a Delaware limited liability company
Proposed Amount of Insurance: \$32,500,000.00
The estate or interest to be insured: Fee Simple
3. The estate or interest in the Land at the Commitment Date is: *(Identify each estate or interest covered, i.e., fee, leasehold, etc.)*

Fee Simple
4. The Title is, at the Commitment Date, vested in: *(Identify vesting for each estate or interest identified in Item 3 above)*

Daniels Parkway JV Development, LLC, a Florida limited liability company, formerly known as Daniels Parkway JV Investment, LLC and, as disclosed in the Public Records, has been since July 3, 2007.
5. The Land is described as follows in Exhibit "A" attached hereto and made part hereof.

Countersigned:

Susie Jackson

By: _____
Authorized Officer or Agent



**SCHEDULE B, PART I Requirements**

All of the following Requirements must be met:

1. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.
2. Pay the agreed amount for the estate or interest to be insured.
3. Pay the premiums, fees, and charges for the Policy to the Company.
4. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.

- A. Duly executed Warranty Deed from Daniels Parkway JV Development, LLC, a Florida limited liability company, formerly known as Daniels Parkway JV Investment, LLC, Grantor, to Bison Property Holdings, LLC, a Delaware limited liability company, Grantee, conveying the land described on Exhibit A hereof.

The Company will require the following as to Daniels Parkway JV Development, LLC, a Florida limited liability company, formerly known as Daniels Parkway JV Investment, LLC: ("LLC"):

- i. Proof that the LLC was in existence in its state of organization at the time it acquired title and that the LLC is currently in good standing.
- ii. Present for review a true and complete copy of the articles of organization and operating agreement of the LLC and any amendments thereto.
- iii. Record an affidavit from the person executing the proposed deed on behalf of the LLC certifying: (a) the name and state of organization of the LLC; (b) whether the LLC is member-managed or manager-managed; (c) the identity of the member or manager and the person authorized to execute the deed; and (d) neither the LLC nor any member signing the deed have filed bankruptcy since the LLC acquired title.
- iv. If the member or manager of the LLC is also a business entity, present proof of the entity's good standing and the appropriate entity documents to establish signing authority.

If the proposed deed will be executed by anyone other than a member or manager, those portions of the operating agreement or other documentation evidencing the authority of the signatory must be attached as an exhibit to the affidavit.

5. Proof of payment of any outstanding assessments in favor of Lee County, Florida, any special taxing district and any municipality. NOTE: If this requirement is not satisfied the following exception will appear on Schedule B:

Any outstanding assessments in favor of Lee County, Florida, any special taxing district and any municipality.

6. Proof of payment of service charges for water, sewer, waste and gas, if any, through the date of closing. NOTE: If this requirement is not met the following exception will appear on Schedule B:

Any lien provided for by Florida Statutes in favor of any city, town, village or port authority for unpaid service charges for service by any water, sewer, waste or gas system supplying the insured land or service facilities.



SCHEDULE B, PART I Requirements

7. Satisfaction of the First Mortgage and Security Agreement (Acquisition) executed by Daniels Parkway JV Investment, LLC, a Florida limited liability company, Mortgagor, in favor of CNLBank, a Florida banking corporation, Mortgagee, dated June 29, 2007, in the original principal amount of \$11,440,000.00, recorded July 3, 2007, in Official Records Instrument Number [2007000211056](#), as modified by Mortgage Modification Agreement dated May 28, 2008, recorded May 29, 2008, in Official Records Instrument Number [2008000143190](#), by Mortgage Modification Agreement dated April 24, 2009, recorded May 7, 2009, in Official Records Instrument Number [2009000123305](#), by Mortgage Modification Agreement dated July 29, 2009, recorded September 3, 2009, in Official Records Instrument Number [2009000241915](#), by Mortgage Modification Agreement dated February 7, 2012, recorded March 12, 2012, in Official Records Instrument Number [2012000054468](#), by Mortgage Modification Agreement dated February 7, 2013, recorded April 4, 2013, in Official Records Instrument Number [2013000077671](#), by Mortgage Modification Agreement dated April 7, 2015, recorded May 14, 2015, in Official Records Instrument Number [2015000104133](#), by Mortgage Modification Agreement dated April 7, 2017, recorded May 1, 2017, in Official Records Instrument Number [2017000093479](#), now held by FineMark National Bank & Trust by virtue of Assignment of Note, Mortgage and Loan Documents dated April 30, 2020, recorded May 6, 2020, in Official Records Instrument Number [2020000105602](#), and thereafter modified by Mortgage, Security Agreement, Assignment of Rents and Leases, and Security Instruments Amendment, Restatement and Modification Agreement after Assignment and Renewal recorded May 6, 2020, in Official Records Instrument Number [202000010560](#), of the Public Records of Lee County, Florida, together with release of the following related collateral security instruments:
- (a) Assignment of Leases and Rents of Real Property recorded July 3, 2007, in Official Records Instrument Number [2007000211057](#), of the Public Records of Lee County.
 - (b) UCC-1 Financing Statement recorded July 3, 2007, in Official Records Instrument Number [2007000211058](#), continued by Financing Statement Amendment Form recorded May 30, 2012, in Official Records Instrument Number [2012000119494](#), of the Public Records of Lee County.

NOTE: The original promissory note secured by the above described mortgage must be produced and cancelled and if this is an equity line mortgage, in addition to satisfying the mortgage, the equity line must be closed and terminated prior to closing.

8. Termination of that certain UCC-1 Financing Statement from Daniels Parkway JV Development, LLC, a Florida limited liability company, Debtor, in favor of FineBank National Bank & Trust, Secured Party, recorded May 6, 2020, in Official Records Instrument Number [2020000105604](#), of the Public Records of Lee County.
9. Proof of payment, satisfactory to the Company, of taxes for the year 2023 under Tax Folio Numbers [22-45-25-L3-U2060.3612](#), [22-45-25-L4-U2038.3602](#), [22-45-25-L4-U2037.3579](#) and [22-45-25-L3-U2053.3576](#). NOTE: Since tax sale certificates were sold on these properties for unpaid taxes for the year 2022, verify with that the Tax Collector Office that taxes were paid by the current owner. Otherwise, if a lien has been created on the property, in order to satisfy said lien, the property owner must still pay the delinquent taxes, interest, and any associated fees.
10. Proof satisfactory to the Company must be furnished and recorded in the Public Records showing that Daniels Parkway JV Investment, LLC has changed its name to Daniels Parkway JV Development, LLC.
11. Proof of the good standing of Bison Property Holdings, LLC, in the State of Delaware.

NOTE: Effective July 1, 2023, the Conveyances to Foreign Entities Act in sections 692.201 - 692.205, Florida Statutes (the "Act"), limits and regulates the purchase, sale and ownership of Florida real property by certain buyers who are associated with "foreign countries of concern," specifically the People's Republic of China, the Russian Federation, the Islamic Republic of Iran, the Democratic People's Republic of Korea, the Republic of Cuba, the Venezuelan regime of Nicolás Maduro and the Syrian Arab Republic. In connection with the purchase of real property, the Act requires each buyer to provide an

SCHEDULE B, PART I Requirements

affidavit confirming the purchaser is in compliance with the Act. Any loss or damage resulting from a violation of the Act is excluded from coverage under the terms of the Policy.

NOTE: Starting January 1, 2024, section 695.26 (1)(c), F.S., provides that no instrument conveying, assigning, encumbering or otherwise disposing of an interest in real property which is executed or acknowledged in Florida shall be recorded by the clerk of court unless the post office address of each witness is legibly printed, typed or stamped upon the instrument. If an instrument containing one or more witnesses is recorded, the witnesses' addresses, as well as their names, should appear below their signatures. A business address may be used.

NOTE: Because the contemplated transaction involves an all-cash closing, the Company has not performed searches on the names of the purchasers/proposed insured. If the Company is asked to insure a Mortgage from said purchasers, we will require notification of same and we reserve the right to make additional requirements and/or exceptions which we may deem necessary after conducting name searches on the purchasers.

**SCHEDULE B, PART II Exceptions**

Some historical land records contain Discriminatory Covenants that are illegal and unenforceable by law. This Commitment and the Policy treat any Discriminatory Covenant in a document referenced in Schedule B as if each Discriminatory Covenant is redacted, repudiated, removed, and not republished or recirculated. Only the remaining provisions of the document will be excepted from coverage.

The Policy will not insure against loss or damage resulting from the terms and conditions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

1. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the public records or attaching subsequent to the effective date hereof but prior to the date the proposed insured acquires for value of record the estate or interest or mortgage thereon covered by this form.
2. Taxes and assessments for the year 2024 and subsequent years, which are not yet due and payable.
3. Standard Exceptions:
 - A. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land.
 - B. Rights or claims of parties in possession not shown by the public records.
 - C. Any lien, or right to a lien, for services, labor, or materials heretofore or hereafter furnished, imposed by law and not shown by the public records.
 - D. Taxes or assessments which are not shown as existing liens in the public records.
4. Any claim that any portion of the insured land is sovereign lands of the State of Florida, including submerged, filled or artificially exposed lands accreted to such land.
5. Any lien provided by County Ordinance or by Chapter 159, Florida Statutes, in favor of any city, town, village or port authority for unpaid service charges for service by any water, sewer or gas system supplying the insured land.
6. Oil, gas, mineral or other reservations as set forth in Warranty Deed recorded in [Deed Book 258, Page 453](#), of the Public Records of Lee County, Florida. NOTE: No determination has been made as to the current owner of oil, gas and/or minerals excepted herein. In the event a Florida Endorsement Form 9 is issued with the policy(ies), Form 9 Endorsement coverage is not afforded for this exception.
7. Restrictions, conditions, setbacks and rights described in that certain Declaration of Restrictions recorded in Official Records [Book 511, Page 515](#), as affected by Order of Final Judgment recorded in Official Records [Book 1717, Page 2178](#), re-recorded in Official Records [Book 1718, Page 1231](#), of the Public Records of Lee County, Florida.
8. Easement for Indian Paint Lane and turn around described in that certain Agreement for Deed recorded in Official Records [Book 511, Page 518](#), of the Public Records of Lee County, Florida
9. Oil, gas, mineral or other reservations evidenced by Oil, Gas and Mineral Lease recorded in Official Records [Book 607, Page 87](#), of the Public Records of Lee County, Florida. NOTE: No determination has been made as to the current owner of oil, gas and/or minerals excepted herein. In the event a Florida Endorsement Form 9 is issued with the policy(ies), Form 9 Endorsement coverage is not afforded for this exception.

C170B09

ALTA Commitment for Title Insurance (7-1-21) w-FL Mod

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SCHEDULE B, PART II Exceptions

10. Easements described in that certain Warranty Deed recorded in Official Records [Book 1178, Page 1572](#), of the Public Records of Lee County, Florida.
11. Easement Agreement recorded in Official Records [Book 1560, Page 2201](#), of the Public Records of Lee County, Florida.
12. Agreement for Easement recorded in Official Records [Book 1579, Page 1682](#), of the Public Records of Lee County, Florida.
13. Grant of Drainage Easement recorded in Official Records [Book 2252, Page 305](#), of the Public Records of Lee County, Florida.
14. Easement Agreement recorded in Official Records [Book 2438, Page 3436](#), of the Public Records of Lee County, Florida.
15. Drainage Easement recorded in Official Records [Book 2441, Page 3424](#), of the Public Records of Lee County, Florida.
16. Ingress, Egress, Utility and Signage Easement between Samir Cabrera, 13701 Fiddlesticks Blvd., LLC, a Florida limited liability company, and Daniels Parkway JV Investment, LLC, a Florida limited liability company, recorded in Official Records Instrument Number [2007000211039](#), of the Public Records of Lee County, Florida.
17. Ingress, Egress, Utility and Signage Easement between Samir Cabrera, Daniels View, LLC, a Florida limited liability company, and Daniels Parkway JV Investment, LLC, a Florida limited liability company, recorded in Official Records Instrument Number [2007000211040](#), of the Public Records of Lee County, Florida.
18. Land Exchange and Impact Fee Credit Agreement by and between Lee County, a political subdivision of the State of Florida, and Daniels Parkway JV Development, LLC, a Florida limited liability company, recorded in Official Records Instrument Number [2021000128594](#), as affected by Amendment to Land Exchange and Impact Fee Credit Agreement recorded in Official Records Instrument Number [2023000023362](#), of the Public Records of Lee County, Florida.
19. Order of Taking in favor of Lee County, a political subdivision of the State of Florida, recorded in Official Records Instrument Number [2023000203121](#), of the Public Records of Lee County, Florida.
20. Lee County Ordinance 11-03, as amended by Lee County Ordinance 11-27, providing for mandatory solid waste collection and the imposition of special assessments for said collection services. The special assessments for the current tax year are payable with the ad valorem taxes.
21. Rights of tenants occupying all or part of the insured land under unrecorded leases or rental agreements.

NOTE: All recording references in this form shall refer to the public records of Lee County, Florida, unless otherwise noted.

NOTE: Exception 1 above shall be deemed deleted as of the time the settlement funds or proceeds of the loan to be secured by the insured mortgage, as applicable, are disbursed by the Company or its authorized agent. Neither the Company nor its agent shall, however, be under any duty to disburse any sum except upon a determination that no such adverse intervening matters have appeared of record or occurred.

NOTES ON STANDARD EXCEPTIONS:

C170B09

ALTA Commitment for Title Insurance (7-1-21) w-FL Mod

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SCHEDULE B, PART II Exceptions

Item 3A will be deleted from the policy(ies) upon receipt of an accurate survey of the Land acceptable to the Company. Exception will be made for any encroachment, setback line violation, overlap, boundary line dispute or other adverse matter disclosed by the survey.

Items 3B, 3C, and 3D will be deleted from the policy(ies) upon receipt of an affidavit acceptable to the Company, affirming that, except as disclosed therein (i) no parties in possession of the Land exist other than the record owner(s); (ii) no improvements have been made to the Land within 90 days prior to closing which have not have been paid for in full; and (iii) no unpaid taxes or assessments are against the Land which are not shown as existing liens in the public records. Exception will be made for matters disclosed in the affidavit.

NOTE: In accordance with Florida Statutes section 627.4131, please be advised that the insured hereunder may present inquiries, obtain information about coverage, or receive assistance in resolving complaints, by contacting Chicago Title Insurance Company, 12800 University Dr., Ft. Myers, FL 33916; Telephone 239-275-8212.

**EXHIBIT "A"**

That part of the Southeast Quarter (SE 1/4) of Section 22, Township 45 South, Range 25 East, lying West of Interstate 75 (I-75) and lying Southerly of Daniels Parkway right-of-way, Lee County, Florida.

AND

The East One-half (E 1/2) of the Southeast Quarter (SE 1/4) of the Southwest Quarter (SW 1/4) of Section 22, Township 45 South, Range 25 East, Lee County, Florida.

Less and except the real property described in that certain Warranty Deed dated September 17, 2021, and recorded in Official Records Instrument Number [2021000306954](#), of the Public Records of Lee County.





DANIELS TOWN SQUARE MPD

Surface Water Management Plan Narrative

The following narrative demonstrates compliance with LDC34-373(b)1 and LeePlan Policy 125.1.4.

LDC 34-373(b)1 states:

(b)(1) A written description of the surface water management plan that includes:

- a. The runoff characteristics of the property in its existing state;
- b. In general terms, the drainage concept proposed, including the outfall to canals or natural water bodies including how drainage flow from adjacent properties will be maintained;
- c. The retention features (including existing natural features) that will be incorporated into the drainage system and the legal mechanism which will guarantee their maintenance;
- d. How existing natural features will be preserved. Include an estimate of the ranges of existing and post development water table elevations, where appropriate;
- e. If the property is subject to seasonal inundation or subject to inundation by a stream swollen by the rains of a 100-year storm event, indicate the measures that will be taken to mitigate the effects of expectable flooding.

LeePlan Policy 125.1.4 states:

POLICY 125.1.4: Developments which have the potential of lowering existing water quality below state and federal water quality standards will provide standardized appropriate monitoring data. (Ord. No. 00-22, 18-28)

Existing Runoff Characteristics

The project site is undeveloped, containing vegetation and fifteen (15) existing small wetlands totaling approximately 6.13 acres. There are existing 50'-60' wide easements for access, drainage, and utility purposes located along the southern boundary of the project. There has been no development of any previously permitted stormwater management facilities within the project boundary. The project outfalls through the Old Hickory Golf and Country Club water management system (Permit #36-01077-S) and into existing flow-ways and culverts to the Six Mile Cypress Slough with the ultimate out fall as the Estero Bay.

The Old Hickory Golf and Country Club, located along the southwest edge of the project boundary, was permitted, and modified in 1989 & 1991 (Application #901113-9). This project and its stormwater management system is constructed and operational. The project was permitted to accept 4.50 cubic feet per second (CFS) of offsite flow from the Daniels Town Square project site (66 acres+/-) via a capped pipe located in the northeast corner of the Old Hickory Golf Course site.

The proposed works subject to this zoning application is to redevelop the property with commercial and residential use.

Proposed Conceptual Runoff Characteristics

The design intent of the proposed project is to obtain a new South Florida Water Management District Environmental Resource Permit (SFWMD ERP). Obtaining a SFWMD ERP during the development order process will meet the requirements of 10-321(a) as "establish compliance" with the LDC.

All commercial uses within the project will be developed in one sub-basin and one half-inch (0.5in) of dry pre-treatment will be provided. The project will incorporate 0.79 acres of wetland (Indigenous preservation) into the stormwater management system design to comply with LDC Section 34-373(b)(1)d. Three Oaks Parkway Extension area has been excluded from the calculations. Stormwater attenuation and flood control will be provided onsite, within the water management system. The control elevation for the projects' storm water management system is 18.72 FT and was determined by previously approved surrounding ERP's for Old Hickory Golf & Country Club (Permit No. 36-01077-S) and Daniels Market Place (Permit No. 36-07096-P).

The project has one proposed outfall location to the south to the Old Hickory Golf and Country Club. The project will ultimately flow through existing flow-ways and culverts to the Six Mile Cypress Watershed with the ultimate out fall as the Estero Bay. All post-development stormwater run-off will be routed through a series of lakes to two outfall structures designed to provide the required water quality detention on a basin wide basis per the SFWMD handbook. One outfall structure will discharge to Indian Paint Lane and the other will discharge to the Old Hickory Golf and Country Club.

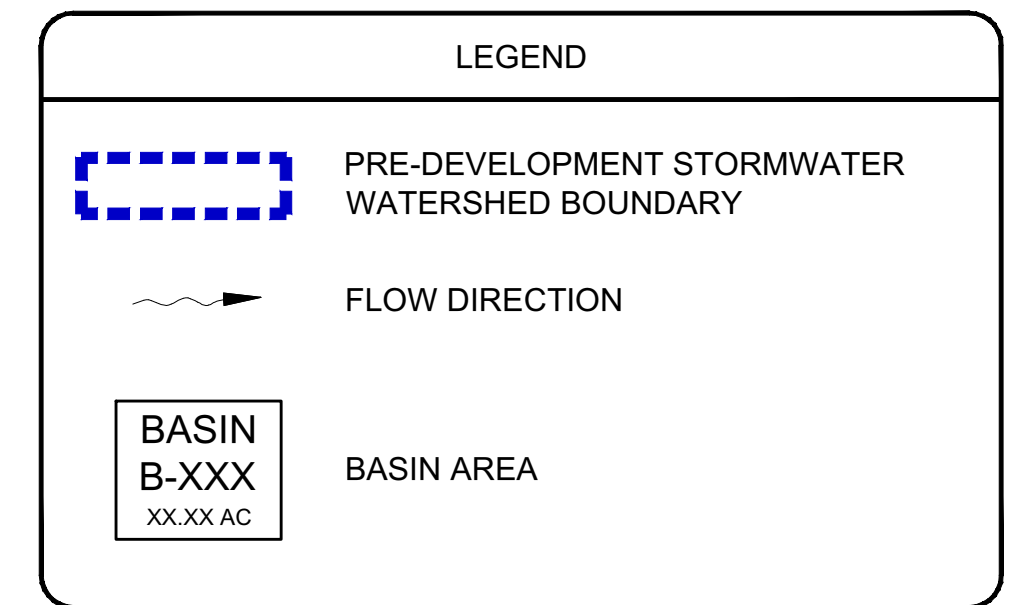
It is anticipated during the SFWMD ERP, additional design work will be required to meet impaired water criteria for Six Mile Slough. Additional design work may be in the form of retention of a calculated volume of water, engineered design structures to reduce pollutants, or other means to achieve compliance with SFWMD water quality standards.

All operation and maintenance work for the proposed project will be the responsibility of a Property Owners Association if subdivided or the property owner if unified property ownership is retained.

According to FEMA Flood Insurance Rate Map (FIRM) Community Panel Number 12071C0445F the entirety of the subject property is located within FEMA flood Zone X with no base flood elevation determined. The land use changes from the pre-development to post-development condition contemplated in this ERP application will have no adverse impacts to the historical flood plain and have been previously contemplated in the original conceptual approval and subsequent modifications. The property is not subject to flooding during minor and moderate storm events or to overland flow flooding. SFWMD ERP criteria addresses the requirements of a 100-year flood and provided by establishing finish floor requirements and perimeter berm elevations.

A component of a SFWMD ERP permit is issuance of a water quality certification. Accomplished through design of system to reduce pollutants with special attention to impaired waters such as Six Mile Slough, issuance of a SFWMD ERP including a water quality certification is consistent with Policy 125.1.4 for state water quality standards. Not anticipated at the subject site but, if any of the waters is subject to Section 404 standards issuance of a FDEP or ACOE permit will also be consistent with Policy 125.1.4 for federal water quality standards. The water quality permitting process will address the need for appropriate monitoring program to collect data for compliance. This will be under the jurisdiction of SFWMD, FDEP, ACOE permitting. The water quality monitoring program will be provided to Lee County prior to commencement of any site construction requiring a Development Order or Vegetation Permit.

All required stormwater and water quality state and federal permits will be provided to Lee County upon receipt and prior to commencement of any construction.

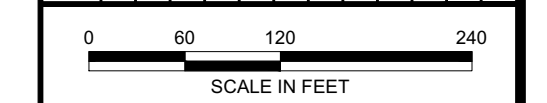


ENVIRONMENTAL RESOURCE PERMIT PLANS

DANIELS TOWN CENTER

CLIENT: DANIELS PARKWAY JV INVESTMENT, LLC

PRE-DEVELOPMENT DRAINAGE MAP

[illegible]

FLORIDA CERTIFICATE OF AUTHORIZATION #8636

JACQUELYN M. LAROCQUE
FL LICENSE NO. 85247

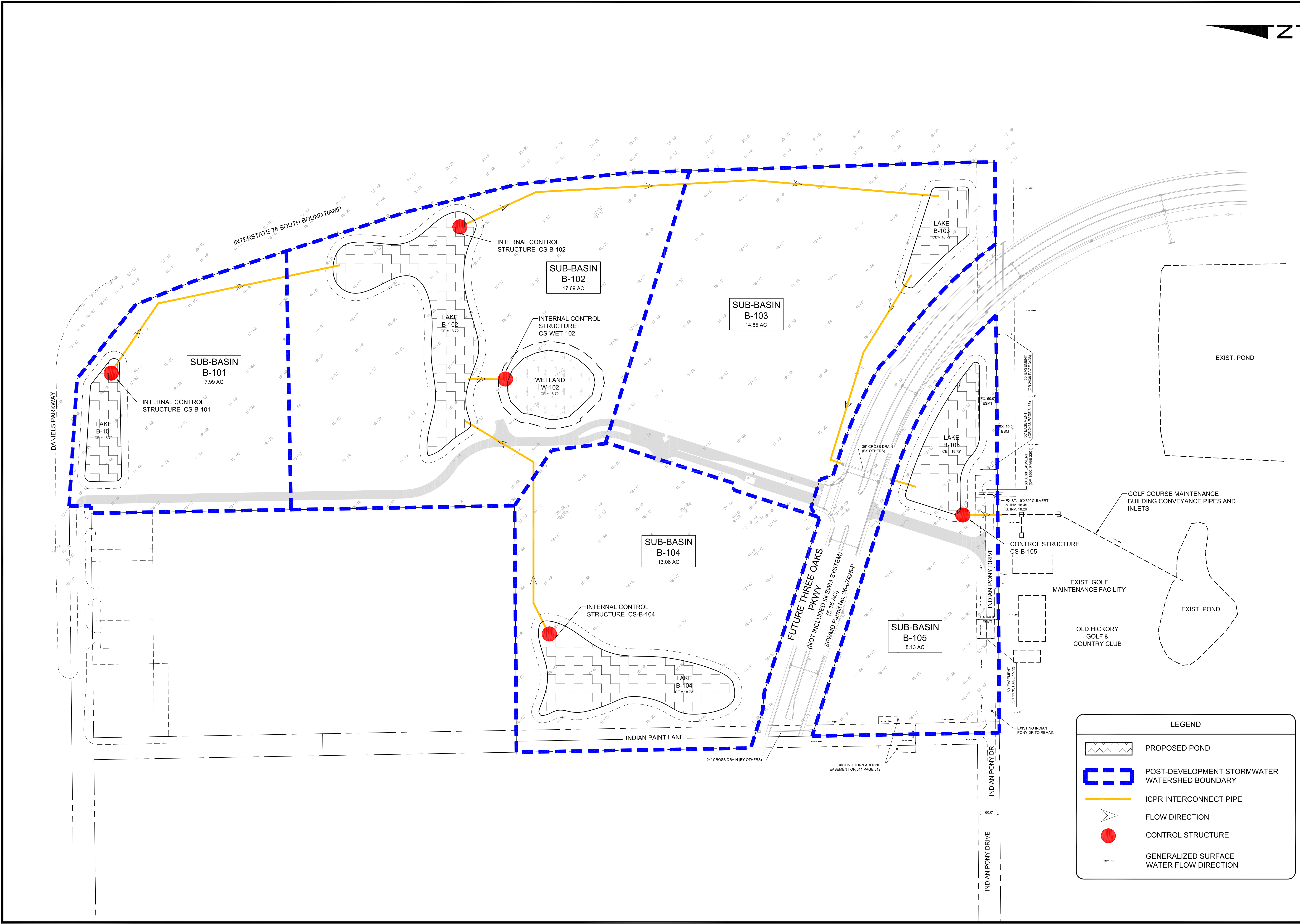
SET NUMBER:	22001886-01
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VERTICAL ELEVATIONS BASED ON: NAVD-88

38	SHEET :
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3

V:\FLORIDA\PROJECTS\22011866 (Daniels Market Place) ERPD\Drawings-Exhibits\22011866-03 Zoning Exhibit\01 CURRENT PLANS\SWM\Daniels TS 2024-04-29.dwg
4/30/2024 10:57:42 AM



MASTER DEVELOPMENT DRAINAGE MAP

DANIELS TOWN SQUARE

CLIENT:
BISON PROPERTY HOLDINGS, LLC

PLAN REVISIONS	
1	2024-04-29 Insufficiency Response
0 60 120 240 SCALE IN FEET	
FLORIDA CERTIFICATE OF AUTHORIZATION #8636	
JEREMY H. ARNOLD, P.E. FL LICENSE NO. 66421	
SET NUMBER:	2200186-03
SHEET :	1





DANIELS TOWN SQUARE MPD

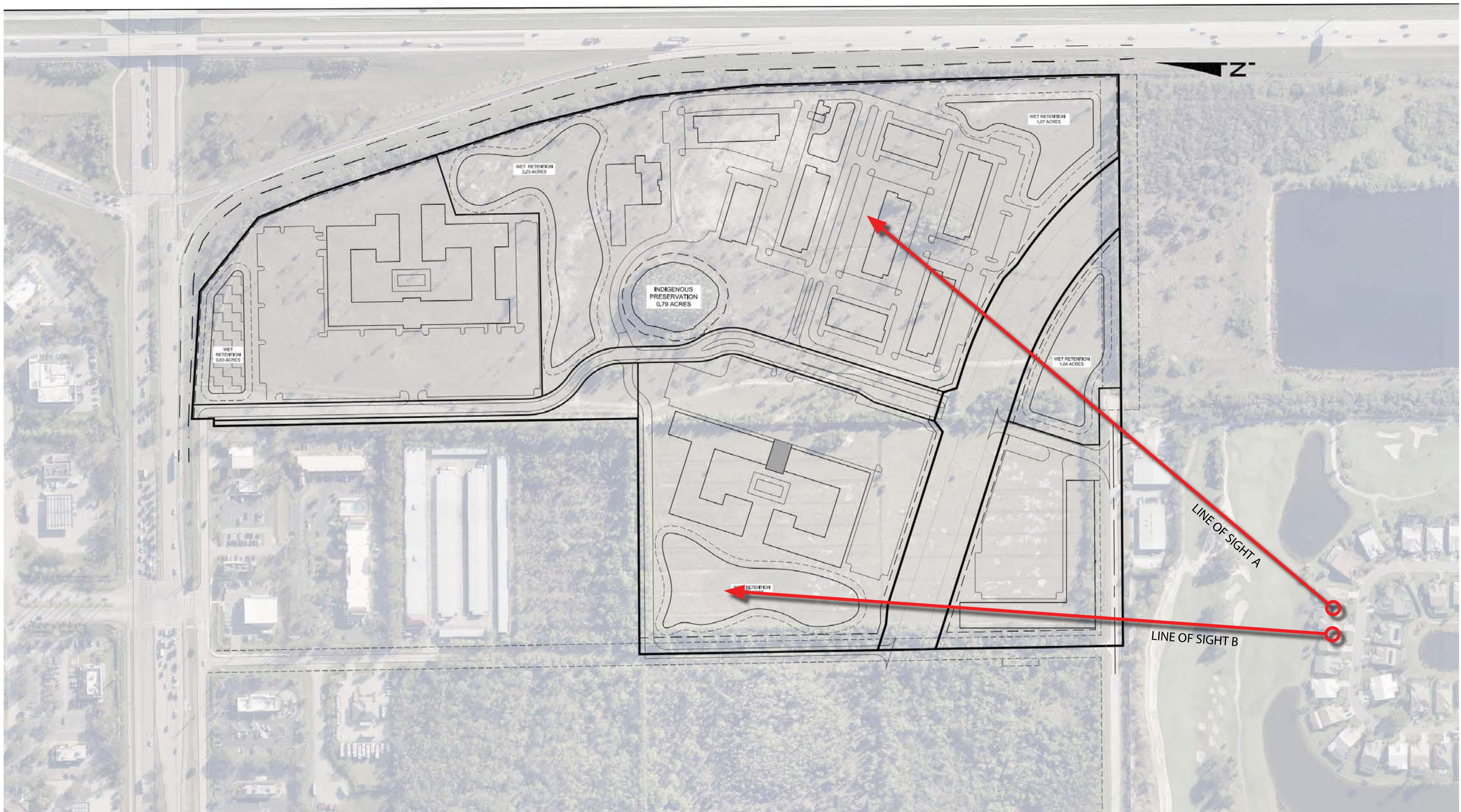
Line of Site Narrative

Line of Site A

The distance to the proposed 5-story, 60 ft residential building on the north side of Three Oaks Extension is approximately 1,300 feet from the nearest residence. With vegetation heights of mature trees on the golf course and buffers proposed as part of the new development a resident in their back yard may see the top of the building or the top floor at most. In addition to the golf course vegetation there are buffers proposed along the northern boundary of Indian Pony Road, on the north and south side of Three Oaks and general trees and trees in the parking areas of the proposed building. These buffers each have a minimum of 5 shade trees, such as live oaks, per 100 linear feet. At maturity these buffers should completely obscure the building from sight and dampen all light. The distance is substantial. To put it into context the Lee County land development code allows for residential housing to be 1,000 feet from heavy industrial uses such as those on Alico Road. The 1,300 feet distance for residential use is significant.

Line of Site B

The “triangle” parcel on the south side of the Three Oaks Parkway Extension and abutting Indian Pony Road proposes a 45-foot commercial building parallel to Indian Pony Road. With vegetation on the golf course and the proposed buffer along the Indian Pony right-of-way a resident will likely see the top floor of the building at approximately 600 feet. No other building on the north side of Three Oaks should be visible at approximately 1,500 feet. The Type C buffer proposed on the north side of Indian Pony Road will initially obscure the first two floors and eventually most of the building with mature shade trees planted at 5 per 100 linear feet. In addition, the site will require general trees and parking trees that will assist.

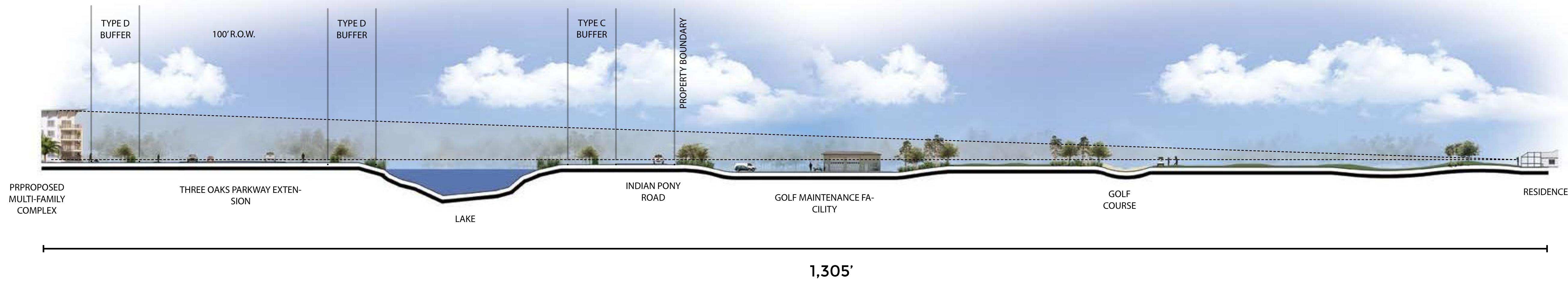


Copyright RVI

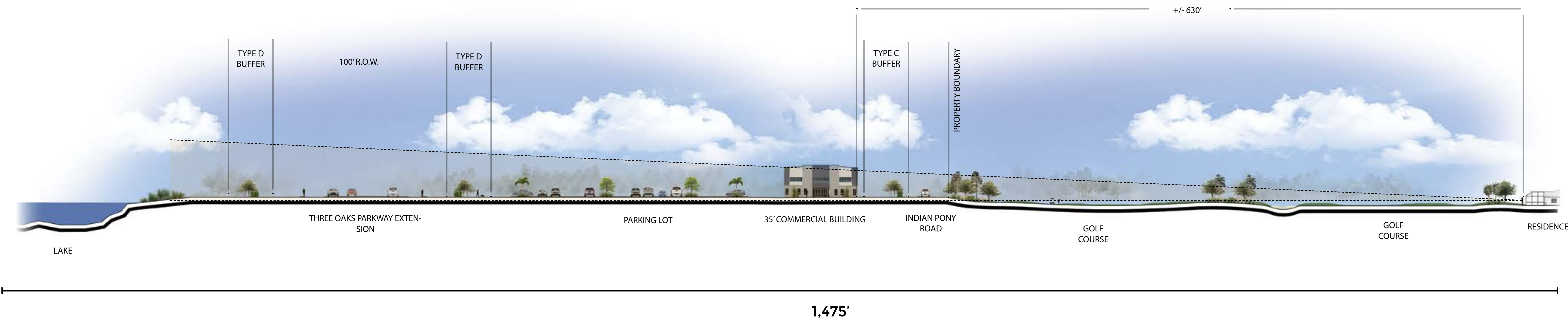
Aerial photography circa MM-DD-YYYY

DANIELS TOWN SQUARE • LINE OF SIGHT PLAN

LINE OF SIGHT A



LINE OF SIGHT B



DANIELS TOWN SQUARE • LINE OF SIGHT SECTIONS

- 📍 Lee County, FL
- 📅 04/22/2024
- # 22000239
- 👤 MEYERS GROUP ACQUISITIONS, LLC



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

April 16, 2024

Mr. Fred Drovdlc
RVi Planning + Landscape Architecture
1514 Broadway, Suite 201
Fort Myers, FL 33901

RE: Daniels Town Square MPD
DCI2022-00059

Dear Mr. Drovdlc:

TR Transportation Consultants, Inc. has reviewed the Traffic Impact Statement (TIS) comments issued by the Lee County Department of Community Development regarding the above project. The comments and TR Transportation's response to those comments are listed below for reference.

DOT & TIS Review

20. *Please submit an updated TIS showing the trip distribution.*

The trip distribution is illustrated in Figures A-1 and A-2 in the Appendix of the TIS. The TIS was updated to reflect the revised multi-family unit count that is being proposed as part of the project. The intersection analysis and roadway link level of service analysis was updated to reflect the updated trip generation, which was reduced from the previous analysis based on the reduced residential units being proposed as part of the application.

The report also reflects the revisions to the site access to Daniels 9300 based on discussions with Lee County DOT staff. The access to Daniels 9300 will be restricted to inbound trips to the project only and all exiting trips from the project will be directed towards the Three Oaks Parkway access drive.

An "optional" access to the site has also been shown on the Master Concept Plan to Indian Paint Lane to the west. There were no project trips assigned to this "optional" access as the connection to Three Oaks Parkway would be limited to right-in/right-out only and there are no connections to this "optional" access from Parcel 3 on the Master Concept Plan. Therefore, access for the residents to Three Oaks Parkway would still primarily be to the main access onto Three Oaks Parkway at the main access connection, which will ultimately be signalized when and if warrants are satisfied at this full median opening.



Mr. Fred Drovdlie
Daniels Town Square MPD
DCI2022-00059
April 16, 2024
Page 2

All previous sufficiency responses related to this project prepared by TR Transportation Consultants remain valid.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ted B. Treesh', written in a cursive style.

Ted B. Treesh, PTP
President

Attachments



2726 OAK RIDGE COURT, SUITE 503
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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT STATEMENT

FOR

DANIELS TOWN CENTER

(PROJECT NO. F2208.06)

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

Revised:
April 16, 2024



CONTENTS

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II. EXISTING CONDITIONS

III. PROPOSED DEVELOPMENT

IV. TRIP GENERATION

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VI. FUTURE TRAFFIC CONDITIONS

VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS

VIII. INTERSECTION ANALYSIS

IX. CONCLUSION



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 southwest quadrant of the interchange of I-75 and Daniels Parkway in Lee County, Florida. The approximate location of the subject site is illustrated on **Figure 1**.

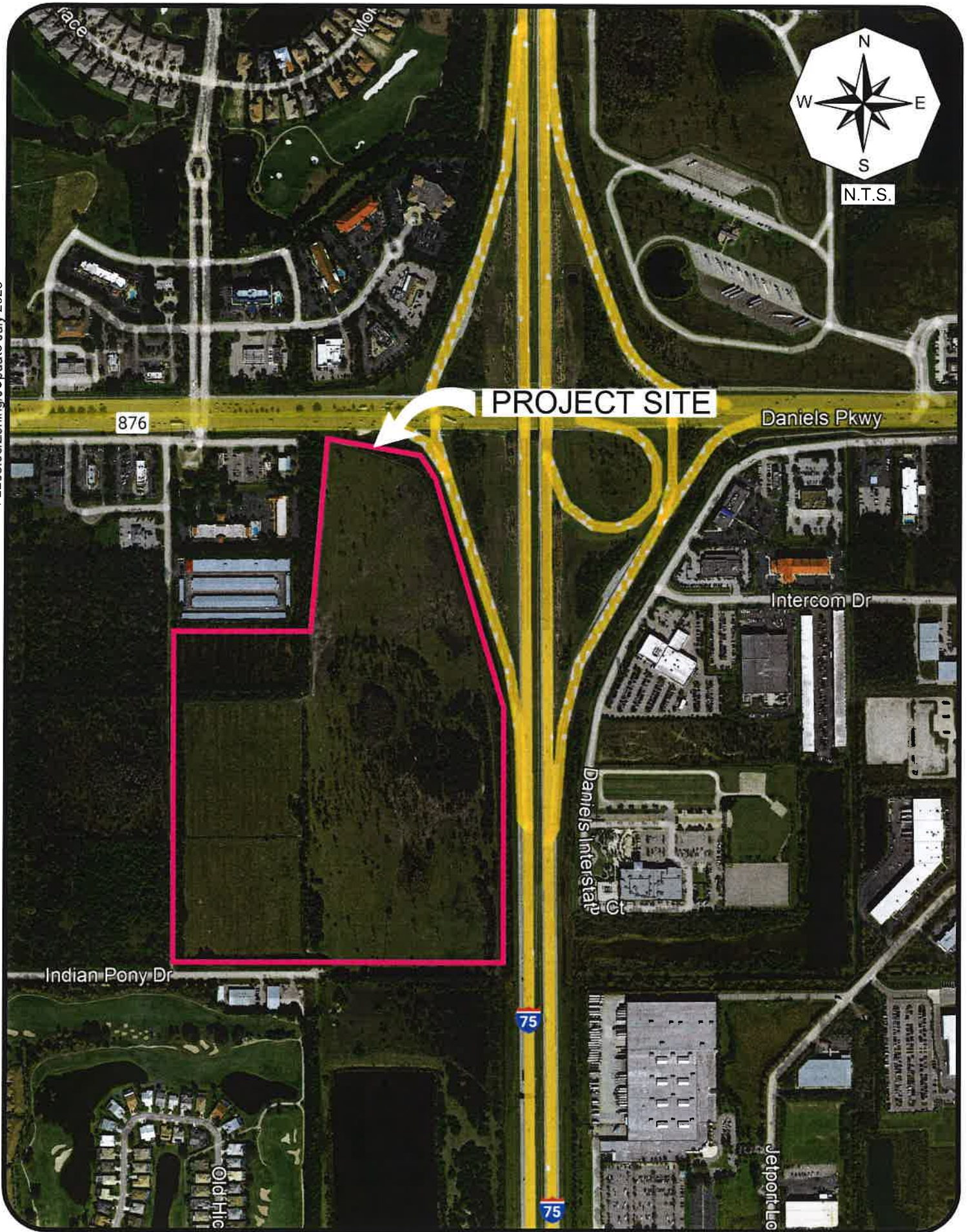
The approximate 66-acre subject site is currently zoned CPD, CT and AG-2. The applicant is requesting to rezone the subject site to a Mixed Use Planned Development (MPD) to allow the development of up to approximately 30,000 square feet of commercial uses and 1,251 residential dwelling units and up to 200 hotel rooms. Access to the subject site will be provided to the future Three Oaks Parkway extension and to Daniels Parkway via an existing frontage road (Daniels 9300).

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 bordered by Daniels Parkway to the north and I-75 to the east, vacant land and the Olde Hickory Golf Course maintenance facility to the south, and vacant property and commercial uses to the west.

F2208.06/Zoning/J/Update July 2023





Daniels Parkway is a six-lane divided arterial roadway in the vicinity of the subject site. Daniels Parkway from Metro Parkway to I-75 has been defined as a “constrained” roadway, which enables Lee County to assign a higher volume to capacity (v/c) ratio to this roadway. No direct access to Daniels Parkway is being requested. Daniels Parkway has a posted speed limit of 50 mph and is under the jurisdiction of the Lee County Department of Transportation.

Three Oaks Parkway from Daniels Parkway to the southern property boundary is under design and is funded to be constructed starting in 2023 through 2025 from the Fiddlesticks Canal north to Daniels Parkway as a four-lane divided roadway. Three Oaks Parkway will be under the jurisdiction of the Lee County Department of Transportation.

III. PROPOSED DEVELOPMENT

The majority of the approximately 66-acre subject site is currently zoned CPD under Zoning Resolution Z-08-043. This resolution approved 250,000 square feet of commercial retail uses, 90,000 square feet of general office uses, 50,000 square feet of medical office uses and up to 120 hotel rooms on the site. The proposed rezoning would decrease the commercial intensity and allow for the inclusion of multi-family residential dwelling units on the site to create a mixed-use development. **Table 1** summarizes the land uses utilized for the purposes of this analysis.

Table 1
Land Uses
Daniels Town Square

Land Use	Size
Retail	30,000 square feet
Multi-Family Dwelling Units	1,251 Units
Hotel	200 Rooms

Access to the subject site will be provided to the Three Oaks Parkway extension as well as to Daniels Parkway via the existing connection west of I-75.



IV. TRIP GENERATION

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled *Trip Generation Manual*, 11th Edition. Land Use Code 822 (Strip Retail Plaza <40k) was utilized for the trip generation purposes of the proposed commercial retail uses, Land Use Code 221 (Multi-Family Housing – Mid-Rise) was used for the multi-family dwelling units and Land Use Code 310 (Hotel) was utilized for the hotel rooms. The trip generation equations utilized from these land uses 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. Included in the Appendix of this report is a comparison of the trip generation between the proposed uses illustrated in Table 1 and the approved used within the CPD under Z-08-043.

Table 2
Trip Generation – Total Trips
Daniels Town Square

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Shopping Center (30,000 Sq. Ft.)	36	23	59	85	85	170	1,496
Multi-Family (1,251 Units)	124	415	539	298	190	488	5,921
Hotel (200 Rooms)	52	41	93	61	59	120	1,744
Total Trips	212	479	691	444	334	778	9,161

However, the total trips generated by the project will not all be new trips added to the adjacent roadway system. With mixed use projects, ITE estimates that there will be a certain amount of interaction between uses that will reduce the overall trip generation of the proposed project. This interaction is called “internal capture”. In other words, trips that would normally come from external sources would come from uses that are within the project, thus reducing the overall impact the development has on the surrounding



roadways. ITE, in conjunction with a study conducted by the NCHRP (National Cooperative Highway Research Program), has summarized the internal trip capture reductions between various land uses. For uses shown in Table 2, there is data in the ITE report for interaction between the residential, retail and hotel uses.

An internal capture calculation was completed consistent with the methodologies in the NCHRP Report and published in the ITE *Trip Generation Handbook*, 3rd Edition. The resultant analysis indicates that with the proposed development scenario there will be an internal trip capture reduction of two percent (2%) in the A.M. peak hour and eleven percent (11%) in the PM peak hour between the residential, retail and hotel uses. The summary sheets utilized to calculate these internal capture rates for the weekday AM peak hour and PM peak hour are included in the Appendix of this report for reference.

Pass-by traffic was also taken into account based on the proposed retail uses shown in Table 2. Consistent with previous analysis approved by Lee County, thirty percent (30%) of the total project traffic was assumed to be pass-by traffic for the retail uses. **Table 3** indicates the total commercial and residential external trip generation of the subject site based on the proposed rezoning request.



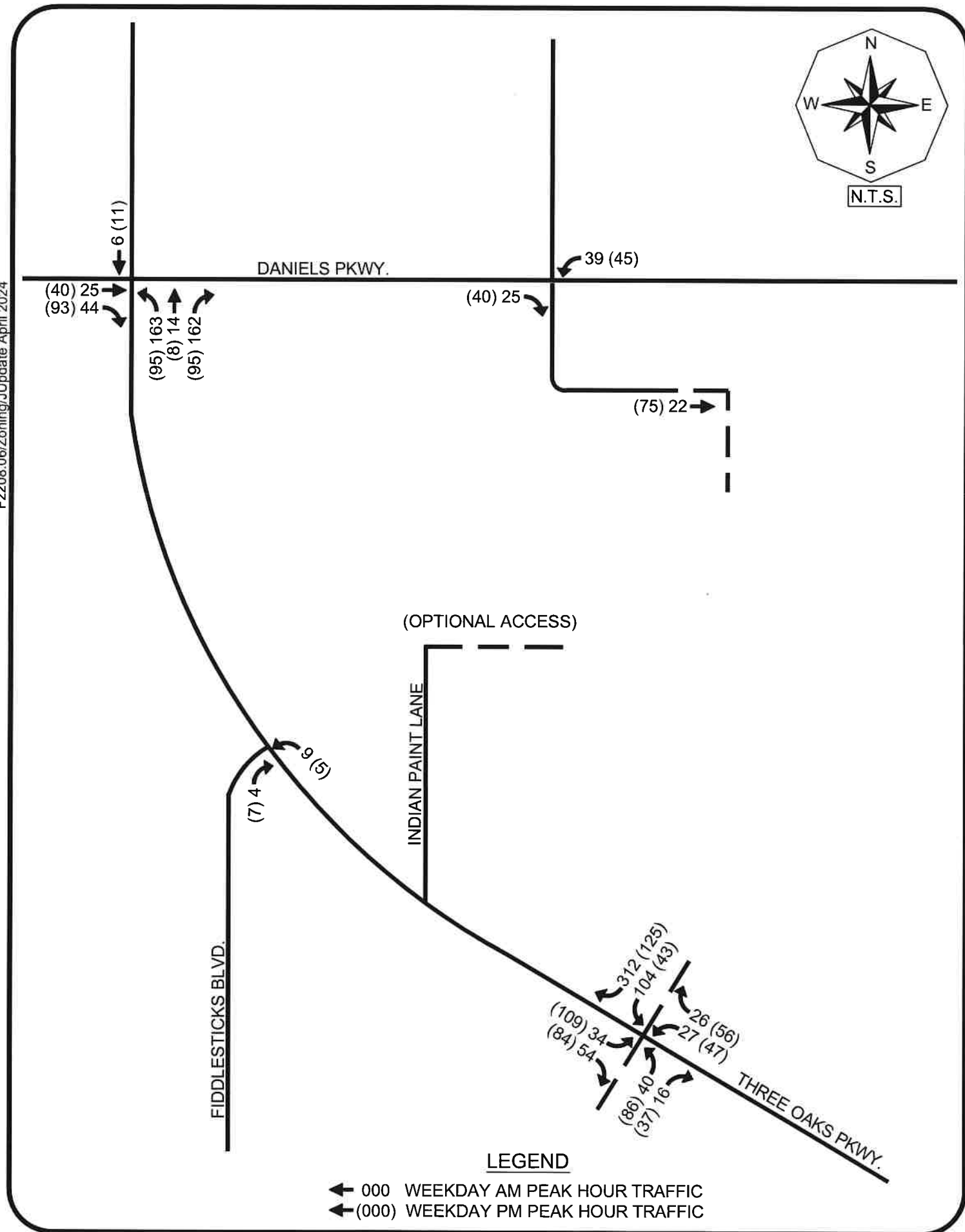
Table 3
Trip Generation – Net New Trips
Daniels Town Square

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Retail (30,000 Sq. Ft)	36	23	59	85	85	170	1,496
Multi-Family (1,251 Units)	124	415	539	298	190	488	5,921
Hotel (200 Room)	52	41	93	61	59	120	1,744
Total	212	479	691	444	334	778	9,161
Less Internal Capture	-7	-7	-14	-43	-43	-86	-1,007
Less Pass-By Trips	-7	-8	-15	-20	-20	-40	-448
Net New Trips	198	464	662	381	271	652	7,706

V. TRIP DISTRIBUTION

The trips the proposed development is anticipated to generate were then assigned to the surrounding roadway network. The trips were also distributed to the surrounding roadway network, including Three Oaks Parkway south of the site since the extension of Three Oaks Parkway to Daniels Parkway is under construction and programmed to be open in the next 5 years. The net new trips anticipated to be added to the surrounding roadway network were assigned based upon the routes drivers are anticipated to utilize to approach the subject site. **Figure A-1**, included in the Appendix of this report, illustrates the percent project *traffic distribution* and assignment of the net new project trips. **Figure A-2**, included in the Appendix of this report, *illustrates the percent project traffic distribution* and assignment of pass-by trips. **Figure 2** illustrates the resulting assignment of all project related trips (net new + pass-by).

F2208.06/Zoning/J/Update April 2024





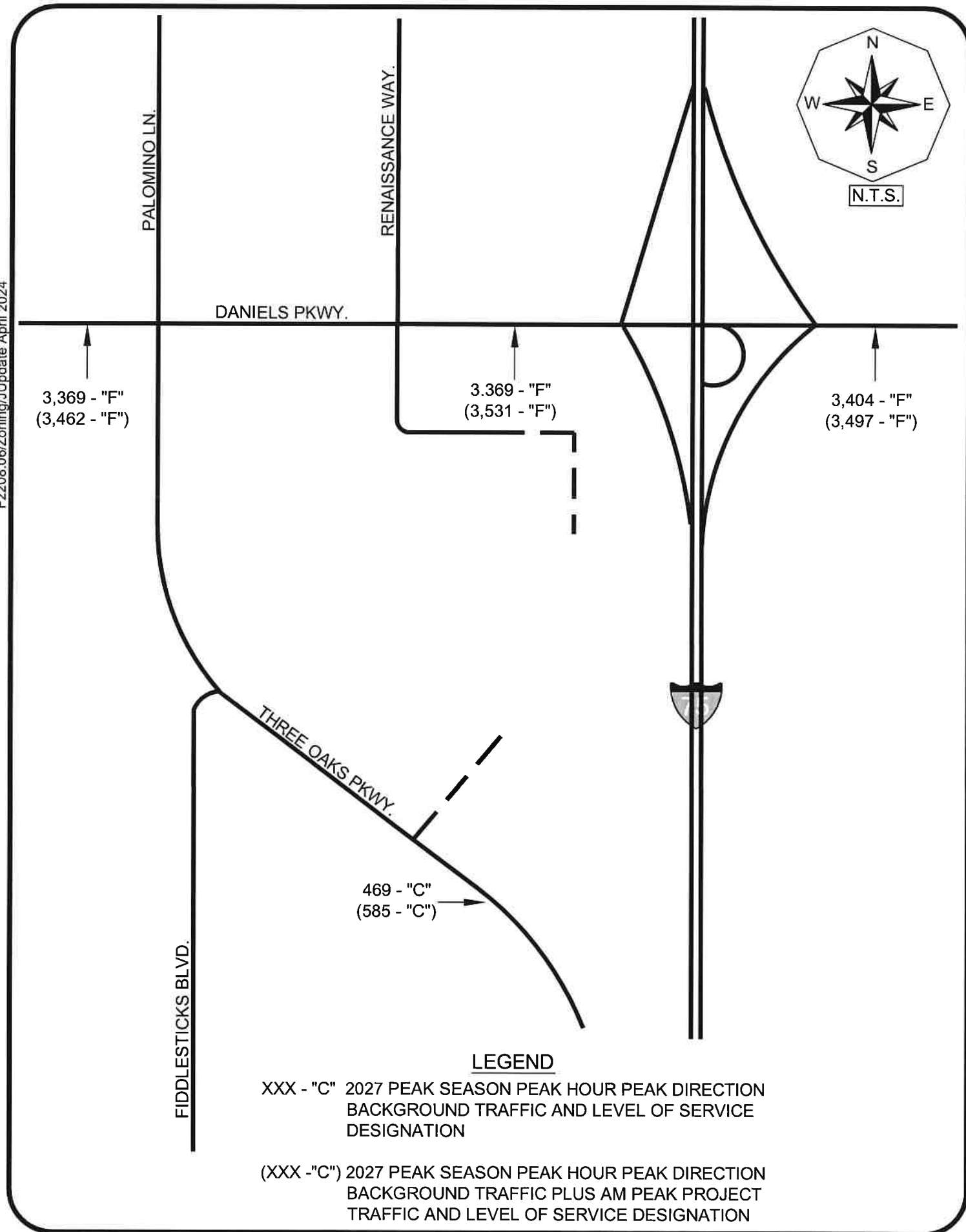
In order to determine which roadway segments surrounding the site may be significantly impacted as outlined in the Lee County Traffic Impact Statement Guidelines, **Table 1A**, in the Appendix, was created. This table indicates which roadway links will accommodate greater than 10% of the Peak Hour Level of Service “C” volumes. The Level of Service threshold volumes were obtained from the *Lee County Generalized Peak Hour Directional Service Volume Tables* (June, 2016). Based on Table 1A, none of the roadway segments in the study area projected to be significantly impacted as a result of the proposed development. A copy of the Generalized Service Volume Table is located in the Appendix of this report for reference.

VI. FUTURE TRAFFIC CONDITIONS

A horizon year analysis of 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. Based on the project distribution illustrated on Figure A-1, the link data was analyzed for the year 2027 without the development and year 2027 with the development. The only trips added to the roadway network in 2027 were the net new trips that the development would add as illustrated in Table 3. **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.

F2208.06/Zoning/JUpdate April 2024





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 Daniels Parkway from I-75 is projected to operate below the minimum recommended Level of Service in 2027 both with and without the proposed development. Three Oaks Parkway south of Daniels Parkway is shown to operate at LOS "C" in 2027 both with and without the project trips. As previously stated, Daniels Parkway has been designated as a "Constrained" facility by the Board of County Commissioners and the Level of Service is projected to be an issue prior to any of the project trips being added to the network, so the deficiency is not caused by the project. Therefore, no roadway capacity improvements will be warranted as a result of the additional traffic to be generated by the proposed development.

The updated Master Concept Plan indicates that access to the site will be provided to Daniels 9300 (the frontage road along Daniels Parkway) via an **ENTRANCE only**, only allowing site traffic to enter the site from Daniels Parkway. All traffic exiting the site will be required to exit the site to the south via the newly constructed Three Oaks Parkway extension. The Master Concept Plan also reflects an "Optional" accessway being provided to Indian Paint Lane, which currently does not exist along the western boundary of the site. Indian Paint Lane currently only exists further to the north near Daniels 9300. Should the Development choose to construct Indian Paint Lane within the easement provided and connect to Three Oaks Parkway, the access connection would be limited to right-in/right-out movements only. It is unlikely due to the circuitous nature of this route that site traffic would even utilize this accessway to access Three Oaks Parkway as the main access to Three Oaks Parkway would be a more direct access to the project. For this reason the "Optional" access drive is illustrated on the graphics but there is no site traffic assigned to this access drive at this time based on the Master Concept Plan. At the time of Local Development Order, should the site development plan change and a more direct



access to Three Oaks Parkway is provided that would allow site traffic to have a more direct access to the Three Oaks Parkway corridor, further evaluation of this connection will be made at that time and a turn lane analysis will be made at the time of Local Development Order, as will all of the other access connections, to determine what, if any, off-site turn lane improvements at the site access drive intersections will be required based on the Administrative Code requirements.

VIII. INTERSECTION ANALYSIS

Intersection analysis was conducted utilizing the latest version of the program **SYNCHRO**® to determine the operational characteristics of the signalized intersections of Daniels Parkway and Danport Boulevard and Daniels Parkway and I-75 southbound ramps as well as the future signalized intersection of Three Oaks Parkway and the site access drive intersection. The analysis was based on the projected 2027 weekday AM and PM peak hour traffic conditions both with and without the project traffic. Traffic counts were conducted between hours of 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M. and adjusted to peak season conditions based on the FDOT Peak Season adjustment factors. The existing peak season traffic volumes were then increased by a growth rate factor to determine the projected 2027 background turning movement volumes. The volumes utilized for the intersection analysis can be found in the Appendix of this report in the *Development of Future Year Background Turning Movement Volumes* spreadsheets.

The volumes for Three Oaks Parkway south of Daniels Parkway were formulated by referencing the *Three Oaks Parkway Extension Design Project Traffic Analysis Report*, prepared by McCormick Taylor and dated April 2020. This report identified the projected 2025 volumes for the weekday AM and PM peak hours for Three Oaks Parkway at the future signalized intersection of Three Oaks Parkway and the site access to the Daniels Town Center project. These 2025 volumes were increased by two additional years to obtain the projected 2027 north/south through volumes on Three Oaks Parkway in order to complete the intersection analysis. This intersection was assumed to be signalized at



the build-out of the Daniels Town Center project, which is consistent with the analysis conducted in the report prepared by McCormick Taylor. Copies of the relevant pages of the Traffic Analysis Report for the Three Oaks Parkway Extension Design Project are included in the Appendix of this report for reference.

The improvements programmed by Lee County along Daniels Parkway were also included in the intersection analysis, consistent with the analysis conducted in the previously referenced *Design Project Traffic Analysis Report* prepared for Lee County Department of Transportation. Improvements included adding additional travel lanes to Daniels Parkway between the I-75 southbound ramp through the Fiddlesticks Boulevard intersection. FDOT is also programming improvements to the I-75 interchange with Daniels Parkway to coincide with the improvements to Daniels Parkway that are being made by Lee County. FDOT has a Design/Build project funded for construction beginning in FY 2025 for this improvement, but the PD&E Study for this project has yet to be completed to determine exactly what improvements will be constructed. Since those improvements are not yet determined, they were not accounted for in this analysis. **Table 4** summarizes the results of the intersection analysis.



Table 4
Peak Hour Intersection Level of Service Summary
Daniels Town Square

Intersection	Projected 2027 Background Conditions	Projected 2027 Background + Project Conditions
	LOS	LOS
Daniels Pkwy/Danport Blvd.	AM: LOS "E"	AM: LOS "E"
	PM: LOS "F"	PM: LOS "F"
Daniels Pkwy/I-75 SB Ramp	AM: LOS "F"	AM: LOS "F"
	PM: LOS "F"	PM: LOS "F"
Three Oaks Pkwy/Daniels Town Center Access	N/A	AM: LOS "C"
	N/A	PM: LOS "C"

Based upon the results of the capacity analysis, as illustrated in Table 4, the signalized intersections along Daniels Parkway will experience significant levels of congestion in 2027 both with and without the project.

The results of the capacity analysis at the proposed site access drive intersection on Three Oaks Parkway indicate all movements to operate at an acceptable Level of Service in 2027 with the project traffic conditions. Copies of all the relevant *SYNCHRO*[®] summary sheets are included in the Appendix of this report for reference.



IX. CONCLUSION

The proposed zoning amendment in the southwest quadrant of the I-75/Daniels Parkway interchange to provide for an increase in commercial floor area and add in residential dwelling units will not have a significant impact on the surrounding roadway network. The construction of the Three Oaks Parkway Extension project will provide develop traffic the option to travel south to the Alico Road corridor without having to access Daniels Parkway. The zoning amendment as proposed is consistent with the goals and objectives of the Lee County Comprehensive Plan. Daniels Parkway west of I-75 has been designated as a “Constrained Facility” by the Board of County Commissioners. The Lee County Department of Transportation is providing additional capacity improvements to the segment of Daniels Parkway between I-75 and Apaloosa Lane as part of the Three Oaks Parkway Extension project and the Florida Department of Transportation is programming improvements to the I-75 interchange with Daniels Parkway.

The Alico Road Extension project, which is now funded by Lee County, will also provide some relief to the Daniels Parkway corridor as this will provide for another east/west route from the Lehigh Acres area to the I-75 corridor and points further west for the residents of Lehigh Acres. Currently, drivers must use either the Daniels Parkway or Lee Boulevard/Colonial Boulevard corridors to access I-75.

Turn lane improvements and site specific road 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
DANIELS TOWN SQUARE REZONING

Revised 4-12-2024

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 662 VPH IN= 198 OUT= 464
TOTAL PM PEAK HOUR PROJECT TRAFFIC = 652 VPH IN= 381 OUT= 271

<u>ROADWAY</u>	<u>SEGMENT</u>	<u>ROADWAY</u> <u>CLASS</u>	<u>LOS A</u> <u>VOLUME</u>	<u>LOS B</u> <u>VOLUME</u>	<u>LOS C</u> <u>VOLUME</u>	<u>LOS D</u> <u>VOLUME</u>	<u>LOS E</u> <u>VOLUME</u>	PERCENT		
								PROJECT	PROJECT	PROJ/
								TRAFFIC	TRAFFIC	LOS C
Daniels Pkwy	E. of Metro Pkwy.	6LD	0	430	3050	3180	3180	12%	56	1.8%
	E. of Six Mile Cypress	6LD	0	430	3050	3180	3180	20%	93	3.0%
	E. of Palomino Ln.	8LD	0	540	3830	3940	3940	35%	162	4.2%
	E. of I-75	6LD	0	430	3050	3180	3180	20%	93	3.0%
	E. of Treeline Ave.	6LD	0	430	3050	3180	3180	15%	70	2.3%
	E. of Chamberlin Ave.	6LD	0	430	3050	3180	3180	15%	70	2.3%
Treeline Ave.	N. of Daniels Pkwy	4LD	0	250	1,840	1,960	1,960	3%	14	0.8%
	S. of Daniels Pkwy	4LD	0	270	1,970	2,100	2,100	2%	9	0.5%
	S. of Terminal Access	4LD	0	270	1,970	2,100	2,100	2%	9	0.5%
I-75	N. of Daniels Pkwy	6LF	0	3,360	4,580	5,500	6,080	3%	14	0.3%
	S. of Daniels Pkwy	6LF	0	3,360	4,580	5,500	6,080	2%	9	0.2%
Three Oaks Pkwy	S. of Daniels Pkwy	4LD	0	250	1,840	1,960	1,960	25%	116	6.3%
Six Mile Cypress Pkwy	N. of Daniels Pkwy	4LD	0	270	1,970	2,100	2,100	5%	23	1.2%
	S. of Daniels Pkwy	4LD	0	270	1,970	2,100	2,100	10%	46	2.4%

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

** The Level of Service thresholds for I-75 were obtained from FDOT's Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas Table 7.

**TABLE 2A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
DANIELS TOWN SQUARE REZONING**

Revised 4-12-2024

TOTAL PROJECT TRAFFIC AM =	662	VPH	IN =	198	OUT=	464
TOTAL PROJECT TRAFFIC PM =	652	VPH	IN=	381	OUT=	271

ROADWAY	SEGMENT						2021	2027								2027			2027		
		SITE/ STATION	BASE YR	LATEST ADT	YRS OF GROWTH. ¹	ANNUAL RATE	PK HR	PK HR	PK SEASON	PERCENT					BCKGRND			BCKGRND			
							PK SEASON	PEAK DIRECTION	V/C	PROJECT	AM PROJ	PM PROJ	+ AM PROJ	V/C	+ PM PROJ	V/C					
																	Ratio	TRAFFIC	TRAFFIC	TRAFFIC	VOLUME
Daniels Pkwy	E. of Six Mile Cypress	31	60,700	65,800	4	2.04%	2,985	3,369	F	1.06	20%	93	76	3,462	F	1.09	3,445	F	1.08		
	E. of Palomino Ln.	31	60,700	65,800	4	2.04%	2,985	3,369	C	0.86	35%	162	133	3,531	C	0.90	3,502	C	0.89		
	E. of I-75	52	51,800	56,400	4	2.15%	2,996	3,404	F	1.07	20%	93	76	3,497	F	1.10	3,480	F	1.09		
Three Oaks Pkwy	S. of Daniels Pkwy ³							469	C	0.24	25%	116	95	585	C	0.30	564	C	0.29		

¹ Annual Growth Rate was calculated utilizing AADT data from 2022 Lee County Traffic Count Report

² 2021 peak hour peak season peak direction traffic volumes were obtained from the 2022 Lee County Public Facilities Level of Service and Concurrency Report.

³ Peak Hour Peak Season Volume for Three Oaks Pkwy south of Daniels Pkwy provided by Lee County in 2027 model run

LEE COUNTY GENERALIZED SERVICE VOLUMES TABLE

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) 2 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 (2025)			Notes
		FROM	TO			LOS	DIRECTIONAL CAPACITY	LOS	VOL	V/C	LOS	VOL	V/C	
04800	CEMETERY RD	BUCKINGHAM RD	HIGGINS AVE	Maj. Col	2LN	E	860	C	308	0.36	C	323	0.38	Port Authority maintained Estero maintains to east
04900	CHAMBERLIN PKWY	AIRPORT ENT	DANIELS PKWY	Maj. Col	4LN	E	1,790	C	105	0.06	C	150	0.08	
05000	COCONUT RD	WEST END	VIA VENETTO BLVD	Maj. Col	2LN	E	860	C	268	0.31	C	420	0.49	
05100	COLLEGE PKWY	MCGREGOR BLVD	WINKLER RD	P. Art	6LD	E	2,980	D	2,292	0.77	D	2,409	0.81	*
05200	COLLEGE PKWY	WINKLER RD	WHISKEY CREEK DR	P. Art	6LD	E	2,980	D	2,059	0.69	D	2,164	0.73	
05300	COLLEGE PKWY	WHISKEY CREEK DR	SUMMERLIN RD	P. Art	6LD	E	2,980	D	2,059	0.69	D	2,164	0.73	
05400	COLLEGE PKWY	SUMMERLIN RD	US 41	P. Art	6LD	E	2,980	D	1,898	0.64	D	1,995	0.67	
05500	COLONIAL BLVD	MCGREGOR BLVD	SUMMERLIN RD	P. Art	6LD	E	2,840	F	3,049	1.07	F	3,204	1.13	*
05600	COLONIAL BLVD	SUMMERLIN RD	US 41	P. Art	6LD	E	2,840	D	2,650	0.93	D	2,785	0.98	
06200	COLONIAL BLVD	DYNASTY DR	SR 82	P. Art	6LD	D	3,040	B	2,070	0.68	C	2,175	0.72	*
06300	COLUMBUS BLVD	SR 82	MILWAUKEE BLVD	Maj. Col	2LN	E	860	C	100	0.12	C	105	0.12	old count
06400	CONSTITUTION BLVD	US 41	CONSTITUTION CIR	Maj. Col	2LN	E	860	C	217	0.25	C	245	0.28	old count projection(2010)
06500	CORBETT RD	SR 78 (PINE ISLAND RD)	LITTLETON RD	Maj. Col	2LN	E	860	C	22	0.03	C	225	0.26	old count, added VA clinic(2009)
06600	CORKSCREW RD	US 41	THREE OAKS PKWY	P. Art	4LD	E	1,900	C	1,047	0.55	C	1,312	0.69	Galleria at Corkscrew Estero Crossing
06700	CORKSCREW RD	THREE OAKS PKWY	W OF I-75	P. Art	4LD	E	1,900	F	2,129	1.12	F	2,368	1.25	
06800	CORKSCREW RD	E OF I-75	BEN HILL GRIFFIN BLVD	P. Art	4LD	E	1,900	C	1,069	0.56	C	1,281	0.67	
06900	CORKSCREW RD	BEN HILL GRIFFIN BLVD	ALICO RD	P. Art	4LD	E	1,960	C	1,186	0.61	C	1,398	0.71	
07000	CORKSCREW RD	ALICO RD	COUNTY LINE	P. Art	2LN	E	1,140	C	464	0.41	F	1,244	1.09	EEPCO Study, The Place
07100	COUNTRY LAKES BLVD	LUCKETT RD	TICE ST	Maj. Col	2LN	E	860	C	143	0.17	C	293	0.34	old count projection(2010)
07200	CRYSTAL DR	US 41	METRO PKWY	Maj. Col	2LN	E	860	C	360	0.42	C	379	0.44	
07300	CRYSTAL DR	METRO PKWY	PLANTATION RD	Maj. Col	2LN	E	860	C	242	0.28	C	254	0.30	
07400	CYPRESS LAKE DR	MCGREGOR BLVD	SOUTH POINT BLVD	P. Art	4LD	E	1,940	D	1,129	0.58	D	1,186	0.61	
07500	CYPRESS LAKE DR	SOUTH POINT BLVD	WINKLER RD	P. Art	4LD	E	1,940	D	1,419	0.73	D	1,491	0.77	
07600	CYPRESS LAKE DR	WINKLER RD	SUMMERLIN RD	P. Art	4LD	E	1,940	D	1,419	0.73	D	1,491	0.77	
07700	CYPRESS LAKE DR	SUMMERLIN RD	US 41	P. Art	6LD	E	2,940	D	2,085	0.71	D	2,191	0.75	
07800	DANIELS PKWY	US 41	METRO PKWY	Controlled xs	6LD	E	2,680	D	2,288	0.85	D	2,405	0.90	Constrained Constrained Constrained
07900	DANIELS PKWY	METRO PKWY	SIX MILE PKWY	Controlled xs	6LD	E	2,680	D	2,109	0.79	E	2,520	0.94	
08000	DANIELS PKWY	SIX MILE PKWY	PALOMINO LN	Controlled xs	6LD	E	3,040	E	2,985	0.98	F	3,256	1.07	
08100	DANIELS PKWY	PALOMINO LN	I-75	Controlled xs	6LD	E	3,040	E	2,985	0.98	F	3,137	1.03	
08200	DANIELS PKWY	I-75	TREELINE AVE	Controlled xs	6LD	E	3,260	B	2,996	0.92	B	3,149	0.97	
08300	DANIELS PKWY	TREELINE AVE	CHAMBERLIN PKWY	Controlled xs	6LD	E	3,260	B	2,996	0.92	B	3,149	0.97	
08400	DANIELS PKWY	CHAMBERLIN PKWY	GATEWAY BLVD	Controlled xs	6LD	E	3,260	B	2,765	0.85	B	2,906	0.89	
08500	DANIELS PKWY	GATEWAY BLVD	SR 82	Controlled xs	4LD	E	2,160	F	2,163	1.00	F	2,307	1.07	SKY Walk *
08600	DANLEY DR	US 41	METRO PKWY	Maj. Col	2LN	E	860	C	255	0.30	C	286	0.33	
08700	DAVIS RD	MCGREGOR BLVD	IONA RD	Maj. Col	2LN	E	860	C	15	0.02	C	29	0.03	old count projection(2010)
08800	DEL PRADO BLVD	CAPE CORAL PKWY	SE 46TH ST	P. Art	6LD	E	2,660	C	1,404	0.53	C	1,586	0.60	old count projection(2009)
08900	DEL PRADO BLVD	SE 46TH ST	CORONADO PKWY	P. Art	6LD	E	2,660	C	1,404	0.53	C	1,586	0.60	old count projection(2009)
09000	DEL PRADO BLVD	CORONADO PKWY	CORNWALLIS PKWY	P. Art	6LD	E	2,660	D	1,869	0.70	D	1,964	0.74	
09100	DEL PRADO BLVD	CORNWALLIS PKWY	CORAL POINT DR	P. Art	6LD	E	2,660	D	2,565	0.96	F	2,696	1.01	
09200	DEL PRADO BLVD	CORAL POINT DR	HANCOCK B. PKWY	P. Art	6LD	E	2,800	D	1,997	0.71	D	2,098	0.75	
09300	DEL PRADO BLVD	HANCOCK B. PKWY	SR 78	P. Art	6LD	E	2,800	C	1,642	0.59	C	1,725	0.62	*
09400	DEL PRADO BLVD	US 41	SLATER RD	M. Art	2LN	E	860	C	489	0.57	D	742	0.86	Crane Landing
09700	EAST 21ST ST	JOEL BLVD	GRANT AVE	Min. Col	2LN	E	860	C	31	0.04	C	33	0.04	*
09800	ESTERO BLVD	BIG CARLOS PASS BRIDGE	PESCADORA AVE	M. Art	2LN	E	726	A	356	0.49	A	374	0.52	Constrained*
09900	ESTERO BLVD	PESCADORA AVE	VOORHIS ST	M. Art	2LN	E	726	B	602	0.83	C	633	0.87	Constrained*
10000	ESTERO BLVD	VOORHIS ST	TROPICAL SHORES WAY	M. Art	2LN	E	726	B	602	0.83	C	633	0.87	Constrained*
10100	ESTERO BLVD	TROPICAL SHORES WAY	CENTER ST	M. Art	2LN	E	671	F	716	1.07	F	779	1.16	Constrained, old count(2010)
00007	ESTERO PKWY	US 41	THREE OAKS PKWY	P. Art	4LD	E	2,000	B	861	0.43	B	1,154	0.58	Not County Maintd

 County-Maintained Collector Roadway - Unincorporated Lee County

 State-Maintained Arterial Roadway - Unincorporated Lee County

 County-Maintained Collector Roadway - Incorporated Lee County

 County Maintained Controlled Access Arterial Facility

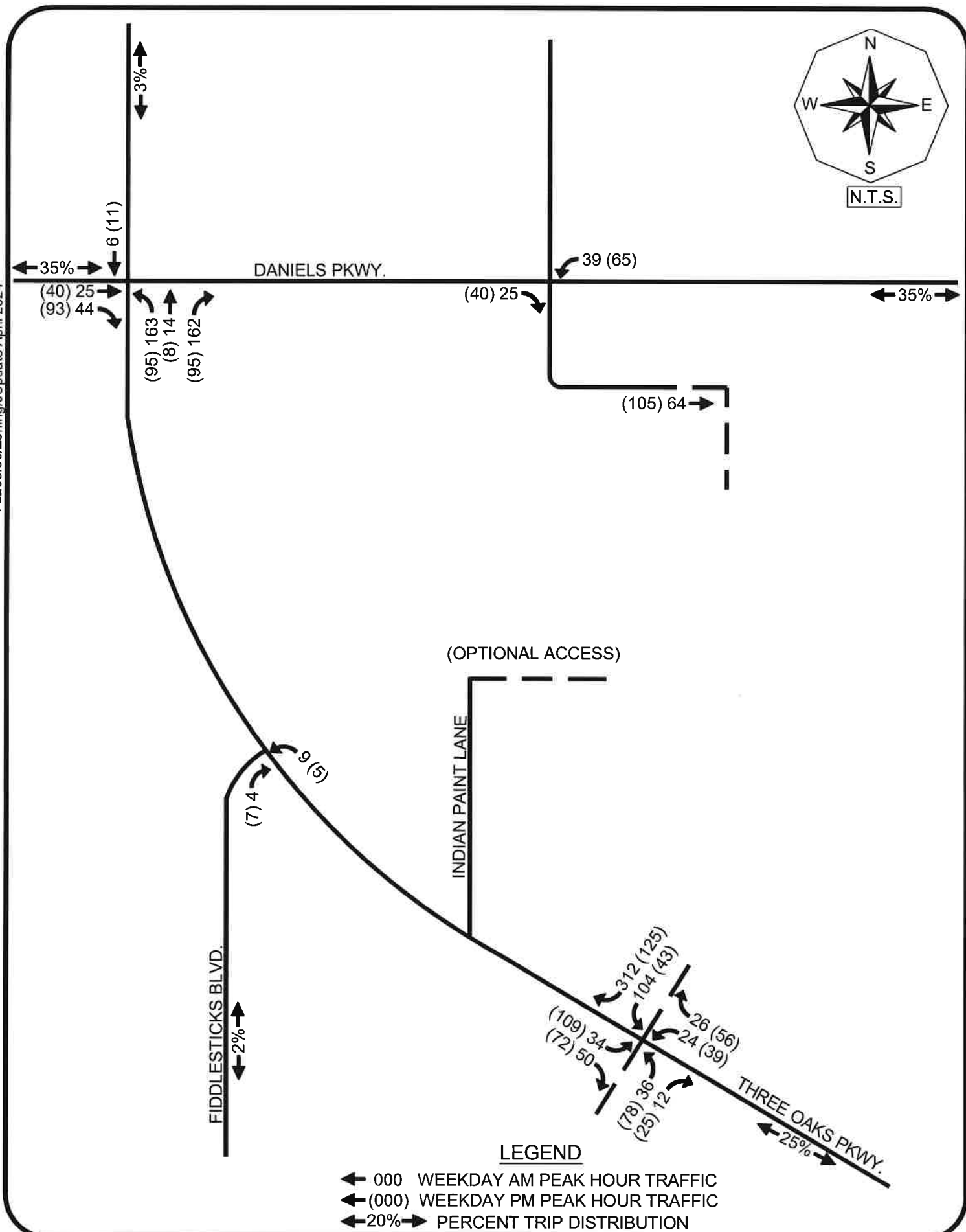
 County-Maintained Arterial Roadway - Unincorporated Lee County

 County Maintained Expressway

 County-Maintained Arterial Roadway - Incorporated Lee County

**SITE TRAFFIC ASSIGNMENT
SUPPLEMENTAL GRAPHICS
FIGURES A-1 & A-2**

F2208.06/Zoning/JUpdate April 2024



ASSIGNMENT & DISTRIBUTION OF NET NEW PROJECT TRIPS DANIELS TOWN CENTER

Figure A-1

F2208.06/Zoning/JUUpdate April 2024



DANIELS PKWY.

(OPTIONAL ACCESS)

INDIAN PAINT LANE

60%

FIDDLESTICKS BLVD.

(12) 4
(8) 4
(12) 4
3 (8)

THREE OAKS PKWY.
40%

LEGEND

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

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
DANIELS PKWY	W OF METRO PKWY	<u>30</u>	40100	46400	47400	48300	48300	49400	49900	41900	49300	49400
DANIELS PKWY	W OF PLANTATION RD	263		48000		47600						
DANIELS PKWY	E OF SIX MILE PKWY	<u>31</u>	53200	51800	53200	59700		60700	62500	54100	63100	65800
DANIELS PKWY	W OF I - 75	264	48700	51500	60600		52400					
DANIELS PKWY	E OF I - 75	<u>52</u>	44800	47100	44200		52600	51800	54500	48400	55800	56400
DANIELS PKWY	E OF TREELINE DR	32										
DANIELS PKWY	E OF CHAMBERLIN PKWY	<u>48</u>	35800	38100	37300	41900	45600	41400	41900	40600	46200	48600
DANIELS PKWY	W OF GATEWAY BLVD	<u>89</u>			35800	34500		35700	39000			
DANIELS PKWY	S OF IMMOKALEE RD	524	20600	28200	29000	33400	32100			37400	38700	41900
DANLEY RD	W OF METRO PKWY	518		4900		6300		6700		4500		7100
DEL PRADO BLVD	S OF BEACH PKWY	86							25500	25500		
DEL PRADO BLVD	S OF CORNWALLIS PKWY	<u>2</u>	37100	37800	38300			40700	40700	36000	45800	42100
DEL PRADO BLVD	S OF FOUR MILE COVE RD	<u>40</u>	45800	46500	45600	46500	46400	45200	45100	40400	45000	45100
DEL PRADO BLVD	E OF US 41	443	4700	5400	6000	6600	7200	7800	7800	8800		9600
ESTERO BLVD	@ BIG CARLOS PASS BR.	274	9600				9400		10200			
ESTERO BLVD	N OF DENORA ST	<u>44</u>	13500	13500	12700	12400			11000	11400	13400	12200
ESTERO PKWY	W OF BEN HILL GRIFFIN PKW	459	15700		15800		19500		17400		12500	
ESTERO PKWY	E OF US 41	465	8200		11500		16200		15700		17100	
FIDDLESTICKS BLVD	S OF DANIELS PKWY	276		7200		7700		7800		7700		7000
FOWLER ST	E OF US 41	511		20700		23300		22100		18800		21700
FOWLER ST	S OF MORENO ST	<u>28</u>	21700	23000	24500	23700	24900	23900	27400	24800	27700	28700
FOWLER ST	S OF M.L.K. BLVD (SR 82)	<u>119</u>								14400	17400	17600

**TRAFFIC DATA FROM THE
FDOT FLORIDA TRAFFIC ONLINE**

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: COUNTY
CATEGORY: 1207 SR 876/ DANIELS RD

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

* PEAK SEASON

11-MAR-2022 14:24:13

830UPD

1_1207_PKSEASON.TXT

TURNING MOVEMENT COUNT
DANIELS PKWY @ DANPORT BLVD

Daniels Pkwy @ Danport Blvd 9-6-22 AM

File Name: Daniels Pkwy @ Danport Blvd 9-6-22 AM

Location:

Cars and Peds

Site Code:

Study Date: 09/06/2022

Time	Danport Blvd Southbound						Daniels Pkwy Westbound						Danport Blvd Northbound						Daniels Pkwy Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
07:00		5	3	33	0	41		30	367	8	43	448		23	0	2	0	25		16	587	7	0	610	1124
07:15		2	6	38	0	46		23	378	16	54	471		14	3	8	0	25		16	660	14	0	690	1232
07:30		10	1	19	0	30		14	444	5	43	506		14	1	5	0	20		17	667	12	0	696	1252
07:45		5	1	27	0	33		25	457	16	41	539		20	0	7	0	27		8	641	11	0	660	1259
Total	0	22	11	117	0	150	0	92	1646	45	181	1964	0	71	4	22	0	97	0	57	2555	44	0	2656	4867
08:00		14	1	18	0	33		23	429	18	38	508		20	0	7	0	27		9	664	10	2	685	1253
08:15		10	0	15	0	25		28	419	22	26	495		27	1	6	0	34		25	610	15	0	650	1204
08:30		13	0	12	0	25		27	503	15	41	586		26	0	8	0	34		16	613	20	0	649	1294
08:45		15	5	22	0	42		27	581	22	36	666		17	2	17	0	36		24	551	18	1	594	1338
Total	0	52	6	67	0	125	0	105	1932	77	141	2255	0	90	3	38	0	131	0	74	2438	63	3	2578	5089
Grand Total	0	74	17	184	0	275	0	197	3578	122	322	4219	0	161	7	60	0	228	0	131	4993	107	3	5234	9956
Appr %		26.9	6.2	66.9	0			4.7	84.8	2.9	7.6			70.6	3.1	26.3	0			2.5	95.4	2	0.1		
Total %		0.7	0.2	1.8	0			2	35.9	1.2	3.2			1.6	0.1	0.6	0			1.3	50.2	1.1	0		
AM Pk Hr		08:00	08:00	08:00	08:00	08:00		08:00	08:00	08:00	08:00	08:00		08:00	08:00	08:00	08:00	08:00		08:00	08:00	08:00	08:00	08:00	08:00
AM Pk Vol		52	6	67	0	125		105	1932	77	141	2255		90	3	38	0	131		74	2438	63	3	2578	5089
AM PHF		0.867	0.300	0.761	NaN	0.744		0.938	0.831	0.875	0.860	0.846		0.833	0.375	0.559	NaN	0.910		0.740	0.918	0.788	0.375	0.941	0.951

Daniels Pkwy @ Danport Blvd 9-6-22 AM

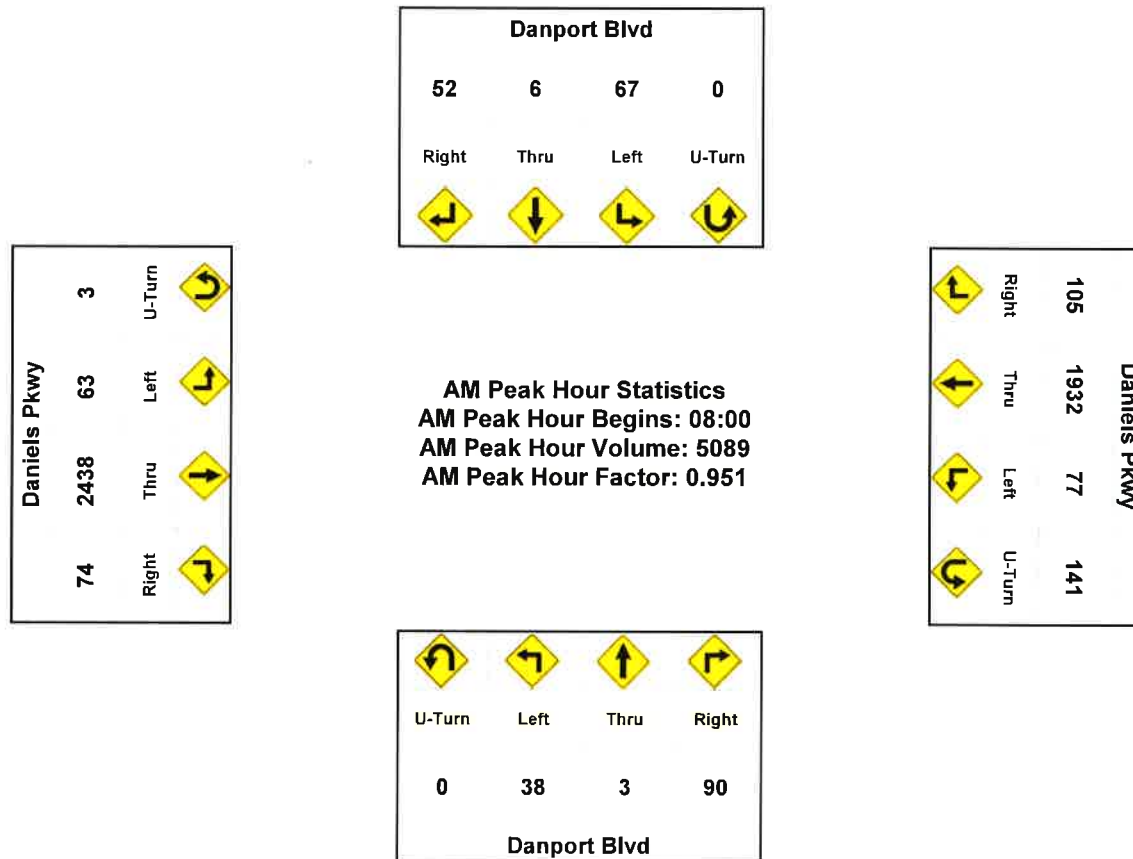
File Name: Daniels Pkwy @ Danport Blvd 9-6-22 AM

Location:

All Vehicles

Site Code:

Study Date: 09/06/2022



Daniels Pkwy @ Danport Blvd 9-6-22 PM

File Name: Daniels Pkwy @ Danport Blvd 9-6-22 PM

Location:

Cars and Peds

Site Code:

Study Date: 09/06/2022

	Danport Blvd Southbound						Daniels Pkwy Westbound						Danport Blvd Northbound						Daniels Pkwy Eastbound						
Time	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Int Total
16:00		19	0	34	0	53		15	487	11	1	514		27	1	4	0	32		10	681	5	0	696	1295
16:15		12	0	25	0	37		21	552	9	3	585		18	2	5	0	25		11	734	7	0	752	1399
16:30		19	2	31	0	52		25	591	19	0	635		36	2	10	0	48		16	691	3	2	712	1447
16:45		14	1	55	0	70		23	617	7	4	651		32	4	10	0	46		16	742	17	0	775	1542
Total	0	64	3	145	0	212	0	84	2247	46	8	2385	0	113	9	29	0	151	0	53	2848	32	2	2935	5683
17:00		12	3	41	0	56		18	598	15	5	636		27	0	8	0	35		14	708	8	1	731	1458
17:15		18	2	32	0	52		13	527	15	6	561		17	2	11	0	30		13	707	12	0	732	1375
17:30		20	0	26	0	46		29	577	15	4	625		24	3	5	0	32		17	744	13	1	775	1478
17:45		19	3	35	0	57		25	508	13	1	547		25	5	8	0	38		19	639	17	2	677	1319
Total	0	69	8	134	0	211	0	85	2210	58	16	2369	0	93	10	32	0	135	0	63	2798	50	4	2915	5630
Grand Total	0	133	11	279	0	423	0	169	4457	104	24	4754	0	206	19	61	0	286	0	116	5646	82	6	5850	11313
Appr %		31.4	2.6	66	0			3.6	93.8	2.2	0.5			72	6.6	21.3	0			2	96.5	1.4	0.1		
Total %		1.2	0.1	2.5	0			1.5	39.4	0.9	0.2			1.8	0.2	0.5	0			1	49.9	0.7	0.1		
PM Pk Hr		16:45	16:45	16:45	16:45	16:45		16:45	16:45	16:45	16:45	16:45		16:45	16:45	16:45	16:45	16:45		16:45	16:45	16:45	16:45	16:45	16:45
PM Pk Vol		64	6	154	0	224		83	2319	52	19	2473		100	9	34	0	143		60	2901	50	2	3013	5853
PM PHF		0.800	0.500	0.700	NaN	0.800		0.716	0.940	0.867	0.792	0.950		0.781	0.563	0.773	NaN	0.777		0.882	0.975	0.735	0.500	0.972	0.949

Daniels Pkwy @ Danport Blvd 9-6-22 PM

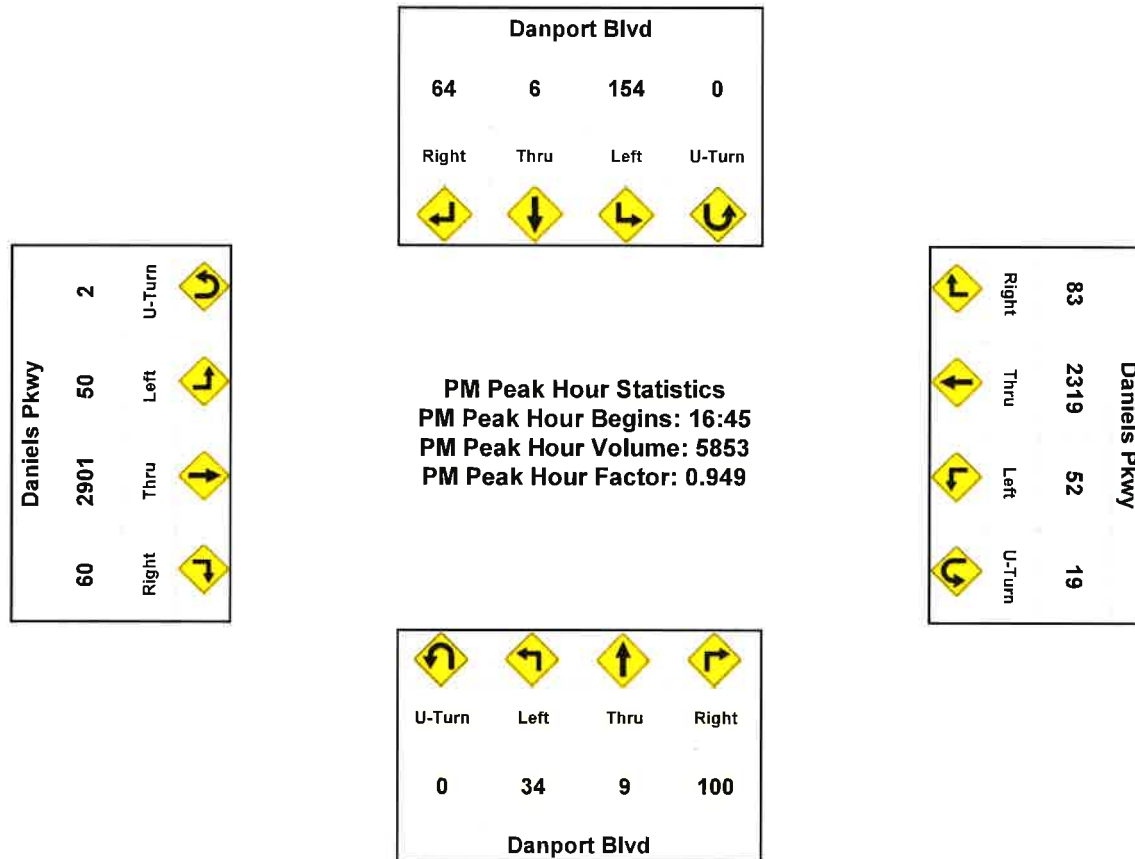
File Name: Daniels Pkwy @ Danport Blvd 9-6-22 PM

Location:

All Vehicles

Site Code:

Study Date: 09/06/2022



TURNING MOVEMENT COUNT
DANIELS PKWY @ I-75 SB RAMP

Daniels Pkwy @ W. Side of I-75 9-6-22 AM

File Name: Daniels Pkwy @ W. Side of I-75 9-6-22 AM

Site Code:

Location:

Cars and Peds

Study Date: 09/06/2022

Time	I-75 Southbound						Daniels Pkwy Westbound						I-75 Northbound						Daniels Pkwy Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
07:00		15	1	26	0	42		0	420	193	0	613						0		305	338	0	0	643	1298
07:15		23	0	32	0	55		0	461	208	0	669						0		311	397	0	0	708	1432
07:30		27	0	42	0	69		0	477	176	0	653						0		334	381	0	0	715	1437
07:45		40	0	28	0	68		0	502	188	0	690						0		309	380	0	0	689	1447
Total	0	105	1	128	0	234	0	0	1860	765	0	2625	0	0	0	0	0	0	0	1259	1496	0	0	2755	5614
08:00		37	0	39	0	76		0	516	181	0	697						0		299	399	0	0	698	1471
08:15		53	0	50	0	103		0	491	168	0	659						0		294	364	0	0	658	1420
08:30		54	1	61	0	116		8	522	158	0	688						0		302	344	0	0	646	1450
08:45		86	0	61	0	147		0	564	147	0	711						0		277	323	0	0	600	1458
Total	0	230	1	211	0	442	0	8	2093	654	0	2755	0	0	0	0	0	0	0	1172	1430	0	0	2602	5799
Grand Total	0	335	2	339	0	676	0	8	3953	1419	0	5380	0	0	0	0	0	0	0	2431	2926	0	0	5357	11413
Appr %		49.6	0.3	50.1	0			0.1	73.5	26.4	0			-2	-2	-2	-2			45.4	54.6	0	0		
Total %		2.9	0	3	0			0.1	34.6	12.4	0			0	0	0	0			21.3	25.6	0	0		
AM Pk Hr		08:00	08:00	08:00	08:00	08:00		08:00	08:00	08:00	08:00	08:00		08:00	08:00	08:00	08:00	08:00		08:00	08:00	08:00	08:00	08:00	08:00
AM Pk Vol		230	1	211	0	442		8	2093	654	0	2755		0	0	0	0	0		1172	1430	0	0	2602	5799
AM PHF		0.669	0.250	0.865	NaN	0.752		0.250	0.928	0.903	NaN	0.969		NaN	NaN	NaN	NaN	NaN		0.970	0.896	NaN	NaN	0.932	0.986

Daniels Pkwy @ W. Side of I-75 9-6-22 AM

File Name: Daniels Pkwy @ W. Side of I-75 9-6-22 AM

Location:

All Vehicles

Site Code:

Study Date: 09/06/2022

Daniels Pkwy				
1172	1430	0	0	
Right	Thru	Left	U-Turn	
				

I-75				
230	1	211	0	
Right	Thru	Left	U-Turn	
				

AM Peak Hour Statistics
 AM Peak Hour Begins: 08:00
 AM Peak Hour Volume: 5799
 AM Peak Hour Factor: 0.986

			
U-Turn	Left	Thru	Right
0	0	0	0
I-75			

Daniels Pkwy				
8	2093	654	0	
Right	Thru	Left	U-Turn	
				

Daniels Pkwy @ W. Side of I-75 9-6-22 PM

File Name: Daniels Pkwy @ W. Side of I-75 9-6-22 PM

Location:

Cars and Peds

Site Code:

Study Date: 09/06/2022

Time	I-75 Southbound						Daniels Pkwy Westbound						I-75 Northbound						Daniels Pkwy Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
16:00		76	0	41	0	117		0	438	94	0	532						0		126	644	0	0	770	1419
16:15		92	0	46	0	138		0	490	96	0	586						0		120	655	0	0	775	1499
16:30		107	1	43	0	151		0	529	104	0	633						0		135	638	0	0	773	1557
16:45		105		57	0	162		0	587	92	0	679						0		116	733	0	0	849	1690
Total	0	380	1	187	0	568	0	0	2044	386	0	2430	0	0	0	0	0	0	0	497	2670	0	0	3167	6165
17:00		94	0	44	0	138		0	562	110	0	672						0		123	710	0	0	833	1643
17:15		88	0	42	0	130		0	482	103	0	585						0		113	691	0	0	804	1519
17:30		80	0	39	0	119		0	533	92	0	625						0		112	739	0	0	851	1595
17:45		69	0	43	0	112		0	476	85	0	561						0		109	697	0	0	806	1479
Total	0	331	0	168	0	499	0	0	2053	390	0	2443	0	0	0	0	0	0	0	457	2837	0	0	3294	6236
Grand Total	0	711	1	355	0	1067	0	0	4097	776	0	4873	0	0	0	0	0	0	0	954	5507	0	0	6461	12401
Appr %		66.6	0.1	33.3	0			0	84.1	15.9	0			-2	-2	-2	-2			14.8	85.2	0	0		
Total %		5.7	0	2.9	0			0	33	6.3	0			0	0	0	0			7.7	44.4	0	0		
PM Pk Hr		16:45	16:45	16:45	16:45	16:45		16:45	16:45	16:45	16:45	16:45		16:45	16:45	16:45	16:45	16:45		16:45	16:45	16:45	16:45	16:45	16:45
PM Pk Vol		367	0	182	0	549		0	2164	397	0	2561		0	0	0	0	0		464	2873	0	0	3337	6447
PM PHF		0.874	NaN	0.798	NaN	0.847		NaN	0.922	0.902	NaN	0.943		NaN	NaN	NaN	NaN	NaN		0.943	0.972	NaN	NaN	0.980	0.954

Daniels Pkwy @ W. Side of I-75 9-6-22 PM

File Name: Daniels Pkwy @ W. Side of I-75 9-6-22 PM
Location:

All Vehicles

Site Code:
Study Date: 09/06/2022

Daniels Pkwy			
464	2873	0	0
Right	Thru	Left	U-Turn
			

I-75			
367	0	182	0
Right	Thru	Left	U-Turn
			

PM Peak Hour Statistics
PM Peak Hour Begins: 16:45
PM Peak Hour Volume: 6447
PM Peak Hour Factor: 0.954

			
U-Turn	Left	Thru	Right
0	0	0	0
I-75			

Daniels Pkwy			
0	2164	397	0
Right	Thru	Left	U-Turn
			

DEVELOPMENT OF FUTURE YEAR BACKGROUND TURNING VOLUMES

Development of Future Year Background Turning Volumes

Intersection **Daniels Pkwy @ Danport Blvd.**
 Count Date **September 6, 2022**
 Build-Out Year **2027**

	AM Peak Hour													
	NBL	NBT	NBR	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
RAW Turning Movement Counts	38	3	90	67	6	52	3	63	2,438	74	141	77	1,923	105
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Current Peak Season Volumes	41	3	97	72	6	56	3	68	2,633	80	152	83	2,077	113
Growth Rate							4.11%	4.11%	4.11%	4.11%	4.11%	4.11%	4.11%	4.11%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5	5	5
2027 Background Turning Volumes	41	3	97	72	6	56	4	83	3,220	98	186	102	2,540	138
Project Turning Volumes										25		39		
2027 Background + Project	41	3	97	72	6	56	4	83	3,220	123	186	141	2,540	138

	PM Peak Hour													
	NBL	NBT	NBR	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
RAW Turning Movement Counts	34	9	100	154	6	64	2	50	2,901	60	19	52	2,319	83
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Current Peak Season Volumes	37	10	108	166	6	69	2	54	3,133	65	21	56	2,505	90
Growth Rate							4.11%	4.11%	4.11%	4.11%	4.11%	4.11%	4.11%	4.11%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5	5	5
2027 Background Turning Volumes	37	10	108	166	6	69	2	66	3,832	80	26	68	3,064	110
Project Turning Volumes										40		45		
2027 Background + Project	37	10	108	166	6	69	2	66	3,832	120	26	113	3,064	110

Development of Future Year Background Turning Volumes

Intersection **Daniels Pkwy @ I-75 SB Ramp**
 Count Date **September 6, 2022**
 Build-Out Year **2027**

	AM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts				211	1	230		1,430	1,172	654	2,093	
Peak Season Correction Factor				1.08	1.08	1.08		1.08	1.08	1.08	1.08	
Current Peak Season Volumes				228	1	248		1,544	1,266	706	2,260	
Growth Rate				4.11%	4.11%	4.11%		4.11%	4.11%	4.11%	4.11%	
Years to Build-out				5	5	4		5	5	5	5	
2027 Background Turning Volumes				279	1	293		1,888	1,548	864	2,764	
Project Turning Volumes						6		15	30		6	
2027 Background + Project				279	1	299		1,903	1,578	864	2,770	

	PM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts				182	0	367		2,873	464	397	2,164	
Peak Season Correction Factor				1.08	1.08	1.08		1.08	1.08	1.08	1.08	
Current Peak Season Volumes				197	0	396		3,103	501	429	2,337	
Growth Rate				4.11%	4.11%	4.11%		4.11%	4.11%	4.11%	4.11%	
Years to Build-out				5	5	5		5	5	5	5	
2027 Background Turning Volumes				241	0	484		3,795	613	525	2,858	
Project Turning Volumes						15		10	11		30	
2027 Background + Project				241	0	499		3,805	624	525	2,888	

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

Three Oaks Pkwy @ Daniels Town Center

2027

							AM Peak Hour					
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts												
Peak Season Correction Factor												
Current Peak Season Volumes												
Growth Rate												
Years to Build-out												
2027 Background Turning Volumes	0	354	0	0	332	0	0	0	0	0		0
Project Turning Volumes	27		26	34		54	40		16	104		312
2027 Background + Project	27	354	26	34	332	54	40	0	16	104		312
							PM Peak Hour					
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts												
Peak Season Correction Factor												
Current Peak Season Volumes												
Growth Rate												
Years to Build-out												
2027 Background Turning Volumes	0	407	0	0	308	0	0	0	0	0		0
Project Turning Volumes	47		56	109		84	86		37	43		125
2027 Background + Project	40	407	56	122	308	106	101	0	37	43		125

TRIP GENERATION COMPARISON
EXISTING ZONING
VS.
PROPOSED ZONING

**TRIP GENERATION COMPARISON
EXISTING ZONING VS. PROPOSED ZONING
DANIELS TOWN CENTER**

**Table 1
Approved Land Uses
Per Z-08-043**

Land Use	Size
Retail	250,000 square feet
Office	90,000 square feet
Medical Office	50,000 square feet
Hotel	120 Rooms

**Table 2
Proposed Land Uses
Daniels Town Square**

Land Use	Size
Retail	30,000 square feet
Multi-Family Dwelling Units	1,251 Units
Hotel	200 Rooms

**Table 3
Trip Generation – Approved Uses
Per Z-08-043**

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Shopping Center (250,000 Sq. Ft.)	174	107	281	524	568	1,092	12,391
Office (90,000 Sq. Ft.)	135	18	153	26	126	152	1,059
Medical Office (50,000 Sq. Ft.)	102	27	129	60	140	200	2,040
Hotel (120 Rooms)	29	24	53	31	30	61	877
Total Trips	440	176	616	641	864	1,505	16,367

**Table 4
Trip Generation – Total Trips
Daniels Town Square**

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Shopping Center (30,000 Sq. Ft.)	36	23	59	85	85	170	1,496
Multi-Family (1,251 Units)	124	415	539	298	190	488	5,921
Hotel (200 Rooms)	52	41	93	61	59	120	1,744
Total Trips	212	479	691	444	334	778	9,161

Table 5
Trip Generation – Net New Trips Approved Uses
Per Z-08-043

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Retail (250,000 Sq. Ft)	174	107	281	524	568	1,092	12,391
Office (90,000 Sq. Ft.)	135	18	153	26	126	152	1,059
Medical Office (50,000 Sq. Ft.)	102	27	129	60	140	200	2,040
Hotel (120 Room)	29	24	53	31	30	61	877
Total	440	176	616	641	864	1,505	16,367
Less Internal Capture	-36	-36	-72	-63	-63	-126	-1,309
Less Pass-By Trips	-42	-41	-83	-160	-161	-267	-3,643
Net New Trips	362	99	461	418	640	1,058	11,415

Table 6
Trip Generation – Net New Trips
Daniels Town Square

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Retail (30,000 Sq. Ft)	36	23	59	85	85	170	1,496
Multi-Family (1,251 Units)	124	415	539	298	190	488	5,921
Hotel (200 Room)	52	41	93	61	59	120	1,744
Total	212	479	691	444	334	778	9,161
Less Internal Capture	-7	-7	-14	-43	-43	-86	-1,007
Less Pass-By Trips	-7	-8	-15	-20	-20	-40	-448
Net New Trips	198	464	662	381	271	652	7,706

INTERNAL CAPTURE ESTIMATES PROPOSED ZONING

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Daniels Town Center		Organization:
Project Location:			Performed By:
Scenario Description:			Date:
Analysis Year:			Checked By:
Analysis Period:	AM Street Peak Hour		Date:

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822			59	36	23
Restaurant				0		
Cinema/Entertainment				0		
Residential	221			539	124	415
Hotel	310			93	52	41
All Other Land Uses ²				0		
				691	212	479

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	4	0	0		0
Hotel	0	1	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	691	212	479
Internal Capture Percentage	2%	3%	1%
External Vehicle-Trips ⁵	677	205	472
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	14%	9%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	0%	2%

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Daniels Town Center		Organization:
Project Location:			Performed By:
Scenario Description:			Date:
Analysis Year:			Checked By:
Analysis Period:	PM Street Peak Hour		Date:

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822			170	85	85
Restaurant				0		
Cinema/Entertainment				0		
Residential	221			488	298	190
Hotel	320			120	61	59
All Other Land Uses ²				0		
				778	444	334

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	22	4
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	9	0	0		6
Hotel	0	2	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	778	444	334
Internal Capture Percentage	11%	10%	13%
External Vehicle-Trips ⁵	692	401	291
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	13%	31%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	7%	8%
Hotel	16%	3%

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

**INTERNAL CAPTURE ESTIMATES
EXISTING ZONING**

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Daniels Town Center			Organization:	
Project Location:	Approved Zoning			Performed By:	
Scenario Description:				Date:	
Analysis Year:				Checked By:	
Analysis Period:	AM Street Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	710/720			282	237	45
Retail	820			281	174	107
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel	310			91	30	61
All Other Land Uses ²				0		
				654	441	213

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		13	0	0	0	0
Retail	9		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	7	7	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	654	441	213
Internal Capture Percentage	11%	8%	17%
External Vehicle-Trips ⁵	582	405	177
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	7%	29%
Retail	11%	8%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	0%	23%

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Daniels Town Center			Organization:	
Project Location:	Approved Zoning			Performed By:	
Scenario Description:				Date:	
Analysis Year:				Checked By:	
Analysis Period:	PM Street Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	710/720			352	86	266
Retail	820			1,092	524	568
Restaurant				0		
Cinema/Entertainment				0		
Residential				0		
Hotel	310			61	31	30
All Other Land Uses ²				0		
				1,505	641	864

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		42	0	0	0	0
Retail	11		0	0	0	5
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	5	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,505	641	864
Internal Capture Percentage	8%	10%	7%
External Vehicle-Trips ⁵	1,379	578	801
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	13%	16%
Retail	9%	3%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	16%	17%

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

FDOT FIVE YEAR WORK PROGRAM
I-75 @ DANIELS PARKWAY



FDOT Emergency Travel Alert: For information on the current situation, please visit the following page - [Alerts](#).



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Web Application

Office of Work Program and Budget Cynthia Lorenzo - Director

Updated: 11/18/2022 12:3:

Five Year Work Program

Selection Criteria	
District 01 Lee County Item Number:446296-2	2023-2027 AD Category:Highways

[Display current records in a Report Style](#)
[Display current records in an Excel Document](#)

Project Summary				
Transportation System: INTRASTATE INTERSTATE				District 01 - Le
Description: SR 93 (I-75) AT CR 876 / DANIELS PARKWAY				
Type of Work: INTERCHANGE IMPROVEMENT				View Scheduled
Item Number: 446296-2				
Length: 0.800				View Ma
Project Detail				
Fiscal Year:	2023	2024	2025	2026
Highways/Preliminary Engineering				
Amount:			\$248,400	
Highways/Design Build				
Amount:			\$38,686,035	
Item Total:			\$38,934,435	

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 323

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 Office Home: [Office of Work Program and Budget](#)

INTERSECTION ANALYSIS SYNCHRO SUMMARY SHEETS

DANIELS PARKWAY

@

DANPORT BLVD

Lanes, Volumes, Timings

2027 AM Pk Hr Background

6: Daniels 9300/Danport Blvd. & Daniels Pkwy

11/14/2022

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	4	83	3220	98	186	102	2540	138	41	3	97	72
Future Volume (vph)	4	83	3220	98	186	102	2540	138	41	3	97	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		670		0		575		0	100		100	300
Storage Lanes		2		0		1		0	1		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.86	0.97	0.86	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00
Frt			0.996				0.992				0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	3433	6382	0	0	1770	6357	0	1770	1863	1583	1770
Flt Permitted		0.950				0.950			0.753			0.756
Satd. Flow (perm)	0	3433	6382	0	0	1770	6357	0	1403	1863	1583	1408
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			6				14				177	
Link Speed (mph)			30				50			30		
Link Distance (ft)			1499				1055			427		
Travel Time (s)			34.1				14.4			9.7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	90	3500	107	202	111	2761	150	45	3	105	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	3607	0	0	313	2911	0	45	3	105	78
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			12		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2	1	1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100		20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0		0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			8		
Permitted Phases									8		8	4

Lanes, Volumes, Timings

2027 AM Pk Hr Background

6: Daniels 9300/Danport Blvd. & Daniels Pkwy

11/14/2022

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↗
Traffic Volume (vph)	6	56
Future Volume (vph)	6	56
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		300
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		177
Link Speed (mph)	30	
Link Distance (ft)	504	
Travel Time (s)	11.5	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	7	61
Shared Lane Traffic (%)		
Lane Group Flow (vph)	7	61
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	CI+Ex	CI+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	CI+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4

Lanes, Volumes, Timings

2027 AM Pk Hr Background

6: Daniels 9300/Danport Blvd. & Daniels Pkwy

11/14/2022

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector Phase	5	5	2		1	1	6		8	8	8	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	13.6	13.6	28.0		13.7	13.7	28.0		27.9	27.9	27.9	27.9
Total Split (s)	17.2	17.2	87.0		35.0	35.0	104.8		28.0	28.0	28.0	28.0
Total Split (%)	11.5%	11.5%	58.0%		23.3%	23.3%	69.9%		18.7%	18.7%	18.7%	18.7%
Maximum Green (s)	8.6	8.6	77.0		26.3	26.3	94.8		18.1	18.1	18.1	18.1
Yellow Time (s)	3.4	3.4	4.8		3.5	3.5	4.8		4.8	4.8	4.8	4.8
All-Red Time (s)	5.2	5.2	5.2		5.2	5.2	5.2		5.1	5.1	5.1	5.1
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		8.6	10.0			8.7	10.0		9.9	9.9	9.9	9.9
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	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	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		Max	Max	Max	Max
Walk Time (s)			7.0				7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)			11.0				11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)			0				0		0	0	0	0
Act Effct Green (s)		8.2	77.0			26.3	95.2		18.1	18.1	18.1	18.1
Actuated g/C Ratio		0.05	0.51			0.18	0.63		0.12	0.12	0.12	0.12
v/c Ratio		0.50	1.10			1.01	0.72		0.27	0.01	0.30	0.46
Control Delay		78.3	85.4			103.5	17.4		64.5	58.3	2.2	71.1
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		78.3	85.4			103.5	17.4		64.5	58.3	2.2	71.1
LOS		E	F			F	B		E	E	A	E
Approach Delay			85.2				25.8			21.7		
Approach LOS			F				C			C		

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 56.5

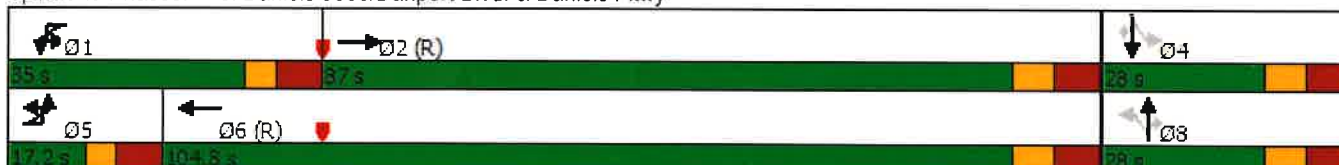
Intersection LOS: E

Intersection Capacity Utilization 106.5%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 6: Daniels 9300/Danport Blvd. & Daniels Pkwy



Lanes, Volumes, Timings

2027 AM Pk Hr Background

6: Daniels 9300/Danport Blvd. & Daniels Pkwy

11/14/2022

	↓	↙
Lane Group	SBT	SBR
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	27.9	27.9
Total Split (s)	28.0	28.0
Total Split (%)	18.7%	18.7%
Maximum Green (s)	18.1	18.1
Yellow Time (s)	4.8	4.8
All-Red Time (s)	5.1	5.1
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	9.9	9.9
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	18.1	18.1
Actuated g/C Ratio	0.12	0.12
v/c Ratio	0.03	0.18
Control Delay	58.8	1.1
Queue Delay	0.0	0.0
Total Delay	58.8	1.1
LOS	E	A
Approach Delay	41.3	
Approach LOS	D	
Intersection Summary		

Lanes, Volumes, Timings

2027 PM Pk Hr Background

6: Daniels 9300/Danport Blvd. & Daniels Pkwy

11/14/2022

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	66	3832	80	26	68	3064	110	37	10	108	166
Future Volume (vph)	2	66	3832	80	26	68	3064	110	37	10	108	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		670		0		575		0	100		100	300
Storage Lanes		2		0		1		0	1		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.86	0.97	0.86	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00
Frt			0.997				0.995				0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	3433	6389	0	0	1770	6376	0	1770	1863	1583	1770
Flt Permitted		0.950				0.950			0.753			0.750
Satd. Flow (perm)	0	3433	6389	0	0	1770	6376	0	1403	1863	1583	1397
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			4				8				183	
Link Speed (mph)			30				50			30		
Link Distance (ft)			1499				1055			427		
Travel Time (s)			34.1				14.4			9.7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	72	4165	87	28	74	3330	120	40	11	117	180
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	4252	0	0	102	3450	0	40	11	117	180
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			12		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2	1	1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100		20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0		0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			8		
Permitted Phases									8		8	4

Scenario 4 3:15 pm 11/14/2022 Weekday PM Peak Background 2027

Synchro 11 Report
Page 3

Lanes, Volumes, Timings

2027 PM Pk Hr Background

6: Daniels 9300/Danport Blvd. & Daniels Pkwy

11/14/2022

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↗
Traffic Volume (vph)	6	69
Future Volume (vph)	6	69
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		300
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		183
Link Speed (mph)	30	
Link Distance (ft)	504	
Travel Time (s)	11.5	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	7	75
Shared Lane Traffic (%)		
Lane Group Flow (vph)	7	75
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	CI+Ex	CI+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	CI+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4

Lanes, Volumes, Timings
6: Daniels 9300/Danport Blvd. & Daniels Pkwy

2027 PM Pk Hr Background

11/14/2022

	↶	↷	→	↘	↵	↙	←	↖	↗	↑	↘	↙
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector Phase	5	5	2		1	1	6		8	8	8	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	13.6	13.6	28.0		13.7	13.7	28.0		27.9	27.9	27.9	27.9
Total Split (s)	13.9	13.9	80.0		31.0	31.0	97.1		34.0	34.0	34.0	34.0
Total Split (%)	9.6%	9.6%	55.2%		21.4%	21.4%	67.0%		23.4%	23.4%	23.4%	23.4%
Maximum Green (s)	5.3	5.3	70.0		22.3	22.3	87.1		24.1	24.1	24.1	24.1
Yellow Time (s)	3.4	3.4	4.8		3.5	3.5	4.8		4.8	4.8	4.8	4.8
All-Red Time (s)	5.2	5.2	5.2		5.2	5.2	5.2		5.1	5.1	5.1	5.1
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		8.6	10.0			8.7	10.0		9.9	9.9	9.9	9.9
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	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	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		Max	Max	Max	Max
Walk Time (s)			7.0				7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)			11.0				11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)			0				0		0	0	0	0
Act Effct Green (s)		5.3	78.6			13.7	87.1		24.1	24.1	24.1	24.1
Actuated g/C Ratio		0.04	0.54			0.09	0.60		0.17	0.17	0.17	0.17
v/c Ratio		0.59	1.23			0.61	0.90		0.17	0.04	0.28	0.78
Control Delay		88.0	135.8			81.1	23.8		54.2	51.3	2.0	80.4
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		88.0	135.8			81.1	23.8		54.2	51.3	2.0	80.4
LOS		F	F			F	C		D	D	A	F
Approach Delay			135.0				25.5			17.6		
Approach LOS			F				C			B		

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.23

Intersection Signal Delay: 83.4

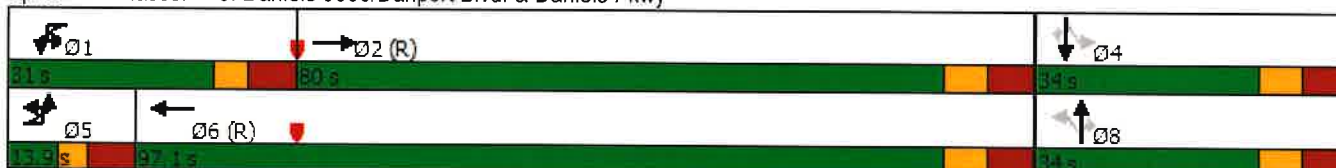
Intersection LOS: F

Intersection Capacity Utilization 110.0%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 6: Daniels 9300/Danport Blvd. & Daniels Pkwy



Lanes, Volumes, Timings

2027 PM Pk Hr Background

6: Daniels 9300/Danport Blvd. & Daniels Pkwy

11/14/2022



Lane Group	SBT	SBR
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	27.9	27.9
Total Split (s)	34.0	34.0
Total Split (%)	23.4%	23.4%
Maximum Green (s)	24.1	24.1
Yellow Time (s)	4.8	4.8
All-Red Time (s)	5.1	5.1
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	9.9	9.9
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effect Green (s)	24.1	24.1
Actuated g/C Ratio	0.17	0.17
v/c Ratio	0.02	0.18
Control Delay	51.0	1.0
Queue Delay	0.0	0.0
Total Delay	51.0	1.0
LOS	D	A
Approach Delay	56.9	
Approach LOS	E	
Intersection Summary		

Lanes, Volumes, Timings

2027 AM Pk Hr W/Project

6: Daniels 9300/Danport Blvd. & Daniels Pkwy

04/16/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	4	83	3220	123	186	114	2540	138	41	3	97	72
Future Volume (vph)	4	83	3220	123	186	114	2540	138	41	3	97	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		670		0		575		0	100		100	300
Storage Lanes		2		0		1		0	1		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.86	0.97	0.86	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00
Frt			0.994				0.992				0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	3433	6369	0	0	1770	6357	0	1770	1863	1583	1770
Flt Permitted		0.950				0.950			0.753			0.756
Satd. Flow (perm)	0	3433	6369	0	0	1770	6357	0	1403	1863	1583	1408
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			7				14				177	
Link Speed (mph)			30				50			30		
Link Distance (ft)			1523				1055			427		
Travel Time (s)			34.6				14.4			9.7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	90	3500	134	202	124	2761	150	45	3	105	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	3634	0	0	326	2911	0	45	3	105	78
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			12		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2	1	1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100		20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0		0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			8		
Permitted Phases									8		8	4

Scenario 1 2:05 pm 11/14/2022 Weekday AM Peak W/Project

04/16/2024

Synchro 11 Report

Page 1

Lanes, Volumes, Timings
6: Daniels 9300/Danport Blvd. & Daniels Pkwy

2027 AM Pk Hr W/Project

04/16/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	6	56
Future Volume (vph)	6	56
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		300
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		177
Link Speed (mph)	30	
Link Distance (ft)	504	
Travel Time (s)	11.5	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	7	61
Shared Lane Traffic (%)		
Lane Group Flow (vph)	7	61
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	CI+Ex	CI+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	CI+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4

Lanes, Volumes, Timings

6: Daniels 9300/Danport Blvd. & Daniels Pkwy

2027 AM Pk Hr W/Project

04/16/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector Phase	5	5	2		1	1	6		8	8	8	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	13.6	13.6	28.0		13.7	13.7	28.0		27.9	27.9	27.9	27.9
Total Split (s)	17.1	17.1	90.1		32.0	32.0	105.0		27.9	27.9	27.9	27.9
Total Split (%)	11.4%	11.4%	60.1%		21.3%	21.3%	70.0%		18.6%	18.6%	18.6%	18.6%
Maximum Green (s)	8.5	8.5	80.1		23.3	23.3	95.0		18.0	18.0	18.0	18.0
Yellow Time (s)	3.4	3.4	4.8		3.5	3.5	4.8		4.8	4.8	4.8	4.8
All-Red Time (s)	5.2	5.2	5.2		5.2	5.2	5.2		5.1	5.1	5.1	5.1
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		8.6	10.0			8.7	10.0		9.9	9.9	9.9	9.9
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	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	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		Max	Max	Max	Max
Walk Time (s)			7.0				7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)			11.0				11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)			0				0		0	0	0	0
Act Effect Green (s)		8.2	80.1			23.3	95.3		18.0	18.0	18.0	18.0
Actuated g/C Ratio		0.05	0.53			0.16	0.64		0.12	0.12	0.12	0.12
v/c Ratio		0.51	1.07			1.19	0.72		0.27	0.01	0.30	0.46
Control Delay		78.6	71.3			158.4	16.0		64.7	58.7	2.3	71.3
Queue Delay		0.0	14.1			0.2	0.0		0.0	0.0	0.4	3.9
Total Delay		78.6	85.4			158.6	16.0		64.7	58.7	2.7	75.2
LOS		E	F			F	B		E	E	A	E
Approach Delay			85.3				30.3			22.0		
Approach LOS			F				C			C		

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 95 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.19

Intersection Signal Delay: 58.6

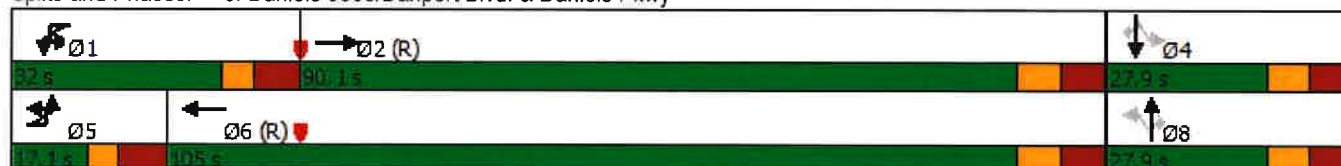
Intersection LOS: E

Intersection Capacity Utilization 107.6%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 6: Daniels 9300/Danport Blvd. & Daniels Pkwy



Lanes, Volumes, Timings
6: Daniels 9300/Danport Blvd. & Daniels Pkwy

2027 AM Pk Hr W/Project

04/16/2024



Lane Group	SBT	SBR
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	27.9	27.9
Total Split (s)	27.9	27.9
Total Split (%)	18.6%	18.6%
Maximum Green (s)	18.0	18.0
Yellow Time (s)	4.8	4.8
All-Red Time (s)	5.1	5.1
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	9.9	9.9
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	18.0	18.0
Actuated g/C Ratio	0.12	0.12
v/c Ratio	0.03	0.18
Control Delay	58.8	1.1
Queue Delay	0.0	0.0
Total Delay	58.8	1.1
LOS	E	A
Approach Delay	43.5	
Approach LOS	D	
Intersection Summary		

Lanes, Volumes, Timings

6: Daniels 9300/Danport Blvd. & Daniels Pkwy

2027 PM Pk Hr W/Project

04/16/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	66	3832	120	26	113	3064	110	37	10	108	166
Future Volume (vph)	2	66	3832	120	26	113	3064	110	37	10	108	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		670		0		575		0	100		100	300
Storage Lanes		2		0		1		0	1		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.86	0.97	0.86	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00
Fr't			0.995				0.995				0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	3433	6376	0	0	1770	6376	0	1770	1863	1583	1770
Flt Permitted		0.950				0.950			0.753			0.750
Satd. Flow (perm)	0	3433	6376	0	0	1770	6376	0	1403	1863	1583	1397
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)			6				8				183	
Link Speed (mph)			30				50			30		
Link Distance (ft)			1523				1055			427		
Travel Time (s)			34.6				14.4			9.7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	72	4165	130	28	123	3330	120	40	11	117	180
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	4295	0	0	151	3450	0	40	11	117	180
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			12		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2	1	1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100		20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0		0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6	20	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			CI+Ex				CI+Ex			CI+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			8		
Permitted Phases									8		8	4

Lanes, Volumes, Timings
6: Daniels 9300/Danport Blvd. & Daniels Pkwy

2027 PM Pk Hr W/Project

04/16/2024



Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	6	69
Future Volume (vph)	6	69
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		300
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		183
Link Speed (mph)	30	
Link Distance (ft)	504	
Travel Time (s)	11.5	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	7	75
Shared Lane Traffic (%)		
Lane Group Flow (vph)	7	75
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	CI+Ex	CI+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	CI+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4

Lanes, Volumes, Timings

6: Daniels 9300/Danport Blvd. & Daniels Pkwy

2027 PM Pk Hr W/Project

04/16/2024

	↰	↱	→	↘	↵	↙	←	↖	↗	↑	↘	↙
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector Phase	5	5	2		1	1	6		8	8	8	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	13.6	13.6	28.0		13.7	13.7	28.0		27.9	27.9	27.9	27.9
Total Split (s)	13.9	13.9	80.0		31.0	31.0	97.1		34.0	34.0	34.0	34.0
Total Split (%)	9.6%	9.6%	55.2%		21.4%	21.4%	67.0%		23.4%	23.4%	23.4%	23.4%
Maximum Green (s)	5.3	5.3	70.0		22.3	22.3	87.1		24.1	24.1	24.1	24.1
Yellow Time (s)	3.4	3.4	4.8		3.5	3.5	4.8		4.8	4.8	4.8	4.8
All-Red Time (s)	5.2	5.2	5.2		5.2	5.2	5.2		5.1	5.1	5.1	5.1
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		8.6	10.0			8.7	10.0		9.9	9.9	9.9	9.9
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	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	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		Max	Max	Max	Max
Walk Time (s)			7.0				7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)			11.0				11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)			0				0		0	0	0	0
Act Effect Green (s)		5.3	75.0			17.3	87.1		24.1	24.1	24.1	24.1
Actuated g/C Ratio		0.04	0.52			0.12	0.60		0.17	0.17	0.17	0.17
v/c Ratio		0.59	1.30			0.72	0.90		0.17	0.04	0.28	0.78
Control Delay		88.0	169.0			79.6	23.7		54.2	51.3	2.0	80.4
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		88.0	169.0			79.6	23.7		54.2	51.3	2.0	80.4
LOS		F	F			E	C		D	D	A	F
Approach Delay			167.6				26.0			17.6		
Approach LOS			F				C			B		

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.30

Intersection Signal Delay: 100.5

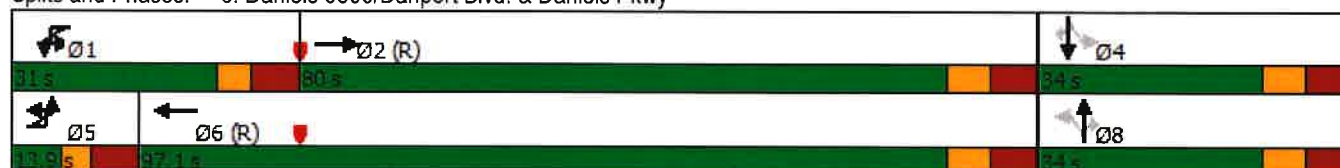
Intersection LOS: F

Intersection Capacity Utilization 113.2%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 6: Daniels 9300/Danport Blvd. & Daniels Pkwy



Lanes, Volumes, Timings
6: Daniels 9300/Danport Blvd. & Daniels Pkwy

2027 PM Pk Hr W/Project

04/16/2024

	↓	↙
Lane Group	SBT	SBR
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	27.9	27.9
Total Split (s)	34.0	34.0
Total Split (%)	23.4%	23.4%
Maximum Green (s)	24.1	24.1
Yellow Time (s)	4.8	4.8
All-Red Time (s)	5.1	5.1
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	9.9	9.9
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	24.1	24.1
Actuated g/C Ratio	0.17	0.17
v/c Ratio	0.02	0.18
Control Delay	51.0	1.0
Queue Delay	0.0	0.0
Total Delay	51.0	1.0
LOS	D	A
Approach Delay	56.9	
Approach LOS	E	
Intersection Summary		

DANIELS PARKWAY

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I-75 SB RAMP

Lanes, Volumes, Timings

4: I-75 SB Ramp & Daniels Pkwy

2027 AM Pk Hr Background

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑↑					↑↑		↑↑
Traffic Volume (vph)	0	1888	1548	864	2764	0	0	0	0	279	0	293
Future Volume (vph)	0	1888	1548	864	2764	0	0	0	0	279	0	293
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	1000		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	2		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	0.88
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5085	1583	1770	5085	0	0	0	0	3433	0	2787
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5085	1583	1770	5085	0	0	0	0	3433	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			231									86
Link Speed (mph)		30			50			30			30	
Link Distance (ft)		1055			1869			697			1230	
Travel Time (s)		24.0			25.5			15.8			28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2052	1683	939	3004	0	0	0	0	303	0	318
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2052	1683	939	3004	0	0	0	0	303	0	318
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex		CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA	Perm	Prot	NA					Prot		Prot
Protected Phases		6		5	2					3		3
Permitted Phases			6									

Lanes, Volumes, Timings

4: I-75 SB Ramp & Daniels Pkwy

2027 AM Pk Hr Background

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		6	6	5	2					3		3
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0		5.0
Minimum Split (s)		25.4	25.4	12.4	25.4					14.5		14.5
Total Split (s)		85.0	85.0	48.0	133.0					17.0		17.0
Total Split (%)		56.7%	56.7%	32.0%	88.7%					11.3%		11.3%
Maximum Green (s)		77.6	77.6	40.6	125.6					10.5		10.5
Yellow Time (s)		5.1	5.1	5.1	5.1					4.0		4.0
All-Red Time (s)		2.3	2.3	2.3	2.3					2.5		2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0		0.0
Total Lost Time (s)		7.4	7.4	7.4	7.4					6.5		6.5
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0		3.0
Recall Mode		C-Max	C-Max	None	C-Max					None		None
Walk Time (s)		7.0	7.0		7.0							
Flash Dont Walk (s)		11.0	11.0		11.0							
Pedestrian Calls (#/hr)		0	0		0							
Act Effct Green (s)		77.6	77.6	40.6	125.6					10.5		10.5
Actuated g/C Ratio		0.52	0.52	0.27	0.84					0.07		0.07
v/c Ratio		0.78	1.81	1.96	0.71					1.26		1.16
Control Delay		21.8	385.5	468.9	6.0					200.4		145.7
Queue Delay		0.0	0.1	0.0	0.0					0.0		0.0
Total Delay		21.8	385.7	468.9	6.0					200.4		145.7
LOS		C	F	F	A					F		F
Approach Delay		185.8			116.2						172.4	
Approach LOS		F			F						F	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:WBTU and 6:EBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.96

Intersection Signal Delay: 151.7

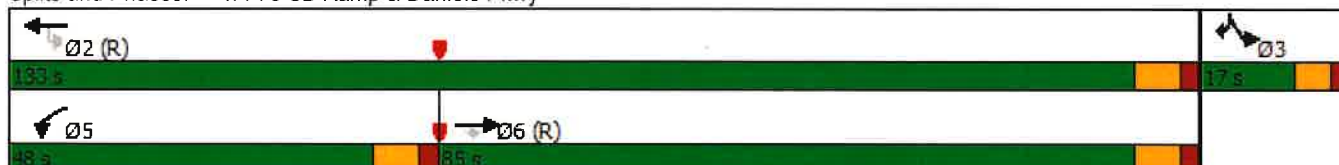
Intersection LOS: F

Intersection Capacity Utilization 156.1%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 4: I-75 SB Ramp & Daniels Pkwy



Lanes, Volumes, Timings

4: I-75 SB Ramp & Daniels Pkwy

2027 PM Pk Hr Background

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↓	↑↑↑					↓↓		↓↓
Traffic Volume (vph)	0	3795	613	525	2858	0	0	0	0	241	0	484
Future Volume (vph)	0	3795	613	525	2858	0	0	0	0	241	0	484
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	1000		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	2		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	0.88
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5085	1583	1770	5085	0	0	0	0	3433	0	2787
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5085	1583	1770	5085	0	0	0	0	3433	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			267									89
Link Speed (mph)		30			50			30			30	
Link Distance (ft)		1055			1869			697			1230	
Travel Time (s)		24.0			25.5			15.8			28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	4125	666	571	3107	0	0	0	0	262	0	526
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4125	666	571	3107	0	0	0	0	262	0	526
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex		CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA	Perm	Prot	NA					Prot		Prot
Protected Phases		6		5	2					3		3
Permitted Phases			6									

Lanes, Volumes, Timings

4: I-75 SB Ramp & Daniels Pkwy

2027 PM Pk Hr Background

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		6	6	5	2					3		3
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0		5.0
Minimum Split (s)		25.4	25.4	12.4	25.4					14.5		14.5
Total Split (s)		87.0	87.0	35.0	122.0					23.0		23.0
Total Split (%)		60.0%	60.0%	24.1%	84.1%					15.9%		15.9%
Maximum Green (s)		79.6	79.6	27.6	114.6					16.5		16.5
Yellow Time (s)		5.1	5.1	5.1	5.1					4.0		4.0
All-Red Time (s)		2.3	2.3	2.3	2.3					2.5		2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0		0.0
Total Lost Time (s)		7.4	7.4	7.4	7.4					6.5		6.5
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0		3.0
Recall Mode		C-Max	C-Max	None	C-Max					None		None
Walk Time (s)		7.0	7.0		7.0							
Flash Dont Walk (s)		11.0	11.0		11.0							
Pedestrian Calls (/hr)		0	0		0							
Act Effct Green (s)		79.6	79.6	27.6	114.6					16.5		16.5
Actuated g/C Ratio		0.55	0.55	0.19	0.79					0.11		0.11
v/c Ratio		1.48	0.67	1.70	0.77					0.67		1.33
Control Delay		235.7	6.5	362.1	9.9					70.9		203.6
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		235.7	6.5	362.1	9.9					70.9		203.6
LOS		F	A	F	A					E		F
Approach Delay		203.8			64.6						159.5	
Approach LOS		F			E						F	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:WBTU and 6:EBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.70

Intersection Signal Delay: 144.7

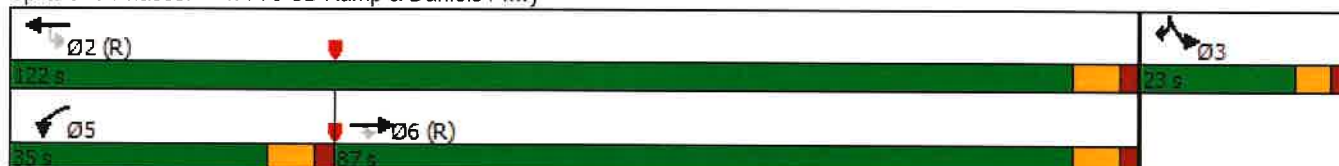
Intersection LOS: F

Intersection Capacity Utilization 125.0%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 4: I-75 SB Ramp & Daniels Pkwy



Lanes, Volumes, Timings

4: I-75 SB Ramp & Daniels Pkwy

2027 AM Pk Hr W/Project

04/16/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↓	↑↑↑					↓		↑↑
Traffic Volume (vph)	0	1903	1578	864	2770	0	0	0	0	279	0	299
Future Volume (vph)	0	1903	1578	864	2770	0	0	0	0	279	0	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	1000		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	2		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	0.88
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5085	1583	1770	5085	0	0	0	0	3433	0	2787
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5085	1583	1770	5085	0	0	0	0	3433	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			231									86
Link Speed (mph)		30			50			30			30	
Link Distance (ft)		1055			1869			697			1230	
Travel Time (s)		24.0			25.5			15.8			28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2068	1715	939	3011	0	0	0	0	303	0	325
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2068	1715	939	3011	0	0	0	0	303	0	325
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex		CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA	Perm	Prot	NA					Prot		Prot
Protected Phases		6		5	2					3		3
Permitted Phases			6									

Lanes, Volumes, Timings

4: I-75 SB Ramp & Daniels Pkwy

2027 AM Pk Hr W/Project

04/16/2024

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		6	6	5	2					3		3
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0		5.0
Minimum Split (s)		25.4	25.4	12.4	25.4					14.5		14.5
Total Split (s)		85.0	85.0	48.0	133.0					17.0		17.0
Total Split (%)		56.7%	56.7%	32.0%	88.7%					11.3%		11.3%
Maximum Green (s)		77.6	77.6	40.6	125.6					10.5		10.5
Yellow Time (s)		5.1	5.1	5.1	5.1					4.0		4.0
All-Red Time (s)		2.3	2.3	2.3	2.3					2.5		2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0		0.0
Total Lost Time (s)		7.4	7.4	7.4	7.4					6.5		6.5
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0		3.0
Recall Mode		C-Max	C-Max	None	C-Max					None		None
Walk Time (s)		7.0	7.0		7.0							
Flash Dont Walk (s)		11.0	11.0		11.0							
Pedestrian Calls (#/hr)		0	0		0							
Act Effct Green (s)		77.6	77.6	40.6	125.6					10.5		10.5
Actuated g/C Ratio		0.52	0.52	0.27	0.84					0.07		0.07
v/c Ratio		0.79	1.84	1.96	0.71					1.26		1.18
Control Delay		24.5	402.5	468.9	6.0					200.4		154.4
Queue Delay		0.0	0.1	0.0	0.0					0.0		0.0
Total Delay		24.5	402.6	468.9	6.0					200.4		154.4
LOS		C	F	F	A					F		F
Approach Delay		195.9			116.0						176.6	
Approach LOS		F			F						F	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:WBTU and 6:EBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.96

Intersection Signal Delay: 156.7

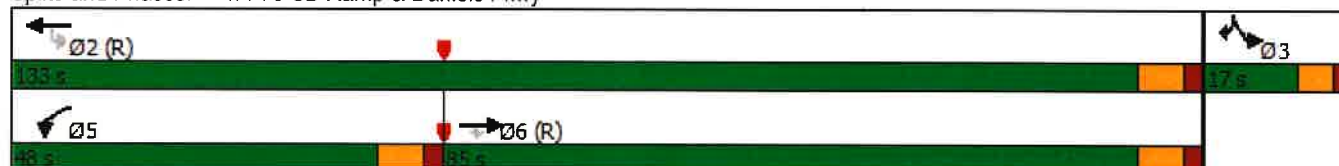
Intersection LOS: F

Intersection Capacity Utilization 157.9%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 4: I-75 SB Ramp & Daniels Pkwy



Lanes, Volumes, Timings

4: I-75 SB Ramp & Daniels Pkwy

2027 PM Pk Hr W/Project

04/16/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑↑					↑↑		↑↑
Traffic Volume (vph)	0	3805	624	525	2888	0	0	0	0	241	0	499
Future Volume (vph)	0	3805	624	525	2888	0	0	0	0	241	0	499
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	1000		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	2		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	0.88
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5085	1583	1770	5085	0	0	0	0	3433	0	2787
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5085	1583	1770	5085	0	0	0	0	3433	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			271									89
Link Speed (mph)		30			50			30			30	
Link Distance (ft)		1055			1869			697			1230	
Travel Time (s)		24.0			25.5			15.8			28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	4136	678	571	3139	0	0	0	0	262	0	542
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4136	678	571	3139	0	0	0	0	262	0	542
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex		CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA	Perm	Prot	NA					Prot		Prot
Protected Phases		6		5	2					3		3
Permitted Phases			6									

Lanes, Volumes, Timings

4: I-75 SB Ramp & Daniels Pkwy

2027 PM Pk Hr W/Project

04/16/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		6	6	5	2					3		3
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0		5.0
Minimum Split (s)		25.4	25.4	12.4	25.4					14.5		14.5
Total Split (s)		87.0	87.0	35.0	122.0					23.0		23.0
Total Split (%)		60.0%	60.0%	24.1%	84.1%					15.9%		15.9%
Maximum Green (s)		79.6	79.6	27.6	114.6					16.5		16.5
Yellow Time (s)		5.1	5.1	5.1	5.1					4.0		4.0
All-Red Time (s)		2.3	2.3	2.3	2.3					2.5		2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0		0.0
Total Lost Time (s)		7.4	7.4	7.4	7.4					6.5		6.5
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0		3.0
Recall Mode		C-Max	C-Max	None	C-Max					None		None
Walk Time (s)		7.0	7.0		7.0							
Flash Dont Walk (s)		11.0	11.0		11.0							
Pedestrian Calls (#/hr)		0	0		0							
Act Effct Green (s)		79.6	79.6	27.6	114.6					16.5		16.5
Actuated g/C Ratio		0.55	0.55	0.19	0.79					0.11		0.11
v/c Ratio		1.48	0.68	1.70	0.78					0.67		1.37
Control Delay		237.7	7.2	362.1	10.1					70.9		219.7
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		237.7	7.2	362.1	10.1					70.9		219.7
LOS		F	A	F	B					E		F
Approach Delay		205.3			64.3						171.2	
Approach LOS		F			E						F	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:WBTU and 6:EBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.70

Intersection Signal Delay: 146.3

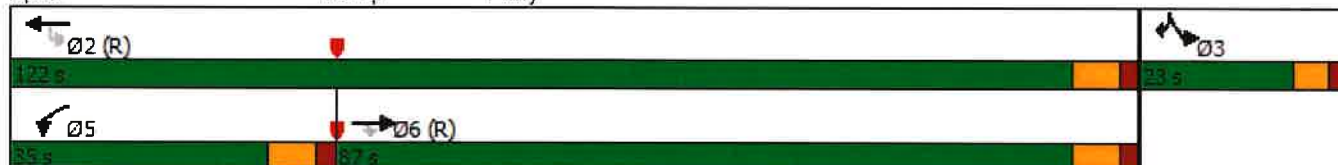
Intersection LOS: F

Intersection Capacity Utilization 125.1%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 4: I-75 SB Ramp & Daniels Pkwy



THREE OAKS PARKWAY
@
DANIELS TOWN CENTER ACCESS

Lanes, Volumes, Timings

14: Three Oaks Pkwy & Daniels Town Center

2027 AM Pk Hr W/Project

04/16/2024

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	34	332	54	27	354	26	40	0	16	104	0	312
Future Volume (vph)	34	332	54	27	354	26	40	0	16	104	0	312
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		400	450		400	200		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.428			0.536			0.757			0.574		
Satd. Flow (perm)	797	3539	1583	998	3539	1583	1410	1863	1583	1069	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			182			524			522
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		392			1222			646			802	
Travel Time (s)		8.9			27.8			14.7			18.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	361	59	29	385	28	43	0	17	113	0	339
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	361	59	29	385	28	43	0	17	113	0	339
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Minimum Split (s)	12.0	25.0	25.0	12.0	29.0	29.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	23.0	64.0	64.0	18.0	59.0	59.0	28.0	29.0	29.0	39.0	40.0	40.0
Total Split (%)	15.3%	42.7%	42.7%	12.0%	39.3%	39.3%	18.7%	19.3%	19.3%	26.0%	26.7%	26.7%
Maximum Green (s)	16.0	57.0	57.0	11.0	52.0	52.0	21.0	22.0	22.0	32.0	33.0	33.0
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	73.0	57.0	57.0	63.0	52.0	52.0	43.0		22.0	61.0		33.0
Actuated g/C Ratio	0.49	0.38	0.38	0.42	0.35	0.35	0.29		0.15	0.41		0.22
v/c Ratio	0.08	0.27	0.08	0.06	0.31	0.04	0.09		0.03	0.19		0.45

Lanes, Volumes, Timings
14: Three Oaks Pkwy & Daniels Town Center

2027 AM Pk Hr W/Project

04/16/2024

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Control Delay	19.7	32.8	0.2	20.0	36.8	0.1	28.9		0.1	29.3		1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	19.7	32.8	0.2	20.0	36.8	0.1	28.9		0.1	29.3		1.9
LOS	B	C	A	B	D	A	C		A	C		A
Approach Delay	27.5			33.4			20.7			8.8		
Approach LOS	C			C			C			A		

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 23.1

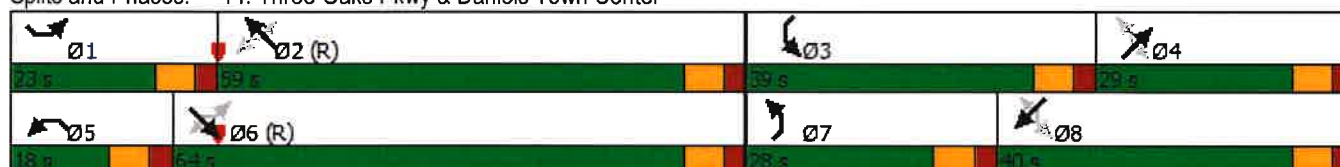
Intersection LOS: C

Intersection Capacity Utilization 50.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 14: Three Oaks Pkwy & Daniels Town Center



Lanes, Volumes, Timings

14: Three Oaks Pkwy & Daniels Town Center

2027 PM Pk Hr W/Project

04/16/2024

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	122	308	106	40	407	56	101	0	37	43	0	125
Future Volume (vph)	122	308	106	40	407	56	101	0	37	43	0	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		400	450		400	200		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.350			0.550			0.757			0.561		
Satd. Flow (perm)	652	3539	1583	1025	3539	1583	1410	1863	1583	1045	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			188			241			602			398
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		392			1222			646			802	
Travel Time (s)		8.9			27.8			14.7			18.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	133	335	115	43	442	61	110	0	40	47	0	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	335	115	43	442	61	110	0	40	47	0	136
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	28.0	63.0	63.0	16.0	51.0	51.0	16.0	27.0	27.0	39.0	50.0	50.0
Total Split (%)	19.3%	43.4%	43.4%	11.0%	35.2%	35.2%	11.0%	18.6%	18.6%	26.9%	34.5%	34.5%
Maximum Green (s)	21.0	56.0	56.0	9.0	44.0	44.0	9.0	20.0	20.0	32.0	43.0	43.0
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	72.0	56.0	56.0	53.0	44.0	44.0	29.0		20.0	59.0		43.0
Actuated g/C Ratio	0.50	0.39	0.39	0.37	0.30	0.30	0.20		0.14	0.41		0.30
v/c Ratio	0.27	0.25	0.16	0.10	0.41	0.09	0.36		0.05	0.08		0.18

Lanes, Volumes, Timings
14: Three Oaks Pkwy & Daniels Town Center

2027 PM Pk Hr W/Project
04/16/2024

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Control Delay	21.5	30.8	0.5	20.8	41.6	0.3	34.6		0.1	26.7		0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	21.5	30.8	0.5	20.8	41.6	0.3	34.6		0.1	26.7		0.5
LOS	C	C	A	C	D	A	C		A	C		A
Approach Delay		22.7			35.4			25.4			7.3	
Approach LOS		C			D			C			A	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 75

Control Type: Pretimed

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 25.8

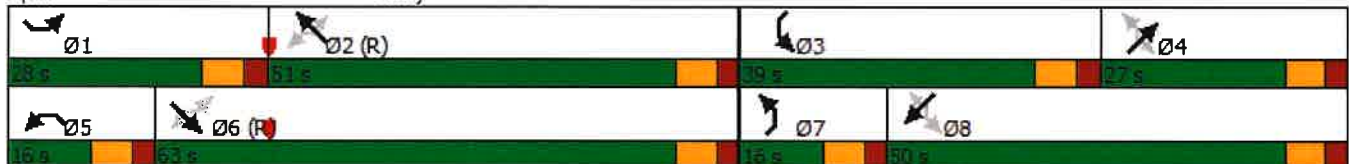
Intersection LOS: C

Intersection Capacity Utilization 47.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 14: Three Oaks Pkwy & Daniels Town Center



**THREE OAKS PARKWAY EXTENSION
DESIGN PROJECT
TRAFFIC ANALYSIS REPORT
EXCERPTS
McCORMICK TAYLOR**

THREE OAKS PARKWAY EXTENSION DESIGN PROJECT

TRAFFIC ANALYSIS REPORT

April 2020

Prepared by:



1404 Dean Street, Suite 200
Fort Myers, FL 33901

Prepared for:



1500 Monroe Street
Fort Myers, FL 33901

3 Oaks Roadway Design Project
Build-Mitigation 2025115: Danport Blvd & Daniels Pkwy
Timing Plan: AM Peak

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	69	1968	114	2511	30	11	125	132	5	99
Future Volume (vph)	69	1968	114	2511	30	11	125	132	5	99
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases					4	4	4	8	8	8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	15.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	15.6	24.0	15.6	24.0	17.9	17.9	17.9	17.9	17.9	17.9
Total Split (s)	71.0	42.0	71.0	42.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	47.3%	28.0%	47.3%	28.0%	24.7%	24.7%	24.7%	24.7%	24.7%	24.7%
Yellow Time (s)	3.4	4.8	3.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	5.2	2.4	5.2	2.4	5.1	5.1	5.1	5.1	5.1	5.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	7.2	8.6	7.2	9.9	9.9	9.9	9.9	9.9	9.9
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	None	None	None
Act Effct Green (s)	9.8	79.8	17.4	87.4	27.1	27.1	27.1	27.1	27.1	27.1
Actuated g/C Ratio	0.07	0.53	0.12	0.58	0.18	0.18	0.18	0.18	0.18	0.18
v/c Ratio	0.53	0.53	0.73	0.63	0.12	0.03	0.33	0.54	0.01	0.26
Control Delay	79.4	11.7	77.4	19.1	54.5	53.0	11.2	64.7	50.8	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.4	11.7	77.4	19.1	54.5	53.0	11.2	64.7	50.8	10.9
LOS	E	B	E	B	D	D	B	E	D	B
Approach Delay		15.5		22.2		21.8			41.8	
Approach LOS		B		C		C			D	

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 2 (1%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 20.4

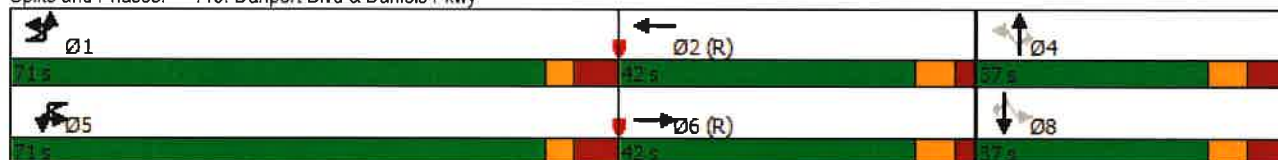
Intersection LOS: C

Intersection Capacity Utilization 86.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 115: Danport Blvd & Daniels Pkwy



3 Oaks Roadway Design Project
Build-Mitigation 2025

120: I-75 SB On-Ramp/I-75 SB Off-Ramp & Daniels Pkwy
Timing Plan: AM Peak

	→	↘	↙	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Configurations	↑↑↑	↑	↘	↑↑↑	↘	↘
Traffic Volume (vph)	1929	332	573	2115	599	700
Future Volume (vph)	1929	332	573	2115	599	700
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	6		5	2	3	3
Permitted Phases		6			3	
Detector Phase	6	6	5	2	3	3
Switch Phase						
Minimum Initial (s)	15.0	15.0	7.0	15.0	8.0	8.0
Minimum Split (s)	24.0	24.0	15.0	24.0	16.0	16.0
Total Split (s)	59.0	59.0	56.0	115.0	35.0	35.0
Total Split (%)	39.3%	39.3%	37.3%	76.7%	23.3%	23.3%
Yellow Time (s)	5.1	5.1	5.1	5.1	4.0	4.0
All-Red Time (s)	2.3	2.3	2.0	2.3	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.1	7.4	6.5	6.5
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	51.6	51.6	48.9	107.6	28.5	28.5
Actuated g/C Ratio	0.34	0.34	0.33	0.72	0.19	0.19
v/c Ratio	1.04	0.50	1.09	0.54	0.96	1.13
Control Delay	57.0	7.1	110.1	7.5	87.1	124.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	7.1	110.1	7.5	87.1	124.0
LOS	E	A	F	A	F	F
Approach Delay	49.7			30.6		
Approach LOS	D			C		

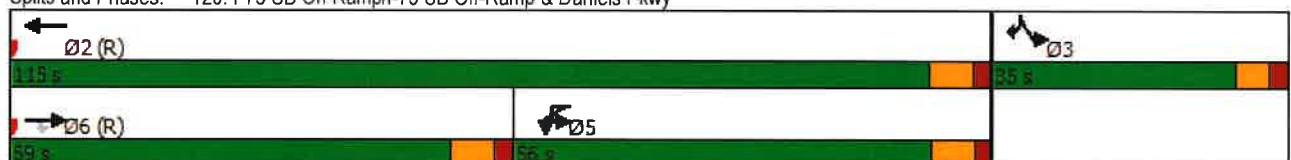
Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 148 (99%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 53.2
 Intersection Capacity Utilization 101.5%
 Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service G

Splits and Phases: 120: I-75 SB On-Ramp/I-75 SB Off-Ramp & Daniels Pkwy



3 Oaks Roadway Design Project
Build-Mitigation 2025

115: Danport Blvd & Daniels Pkwy
Timing Plan: PM Peak

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	83	2705	61	2638	32	15	149	168	20	99
Future Volume (vph)	83	2705	61	2638	32	15	149	168	20	99
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases					4	4	4	8	8	8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	15.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	16.0	24.0	15.6	24.0	17.9	17.9	17.9	17.9	17.9	17.9
Total Split (s)	28.0	64.0	28.0	64.0	38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	21.5%	49.2%	21.5%	49.2%	29.2%	29.2%	29.2%	29.2%	29.2%	29.2%
Yellow Time (s)	3.4	4.8	3.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	5.2	2.4	5.2	2.4	5.1	5.1	5.1	5.1	5.1	5.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	7.2	8.6	7.2	9.9	9.9	9.9	9.9	9.9	9.9
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	None	None	None
Act Effct Green (s)	9.3	64.3	11.9	66.9	28.1	28.1	28.1	28.1	28.1	28.1
Actuated g/C Ratio	0.07	0.49	0.09	0.51	0.22	0.22	0.22	0.22	0.22	0.22
v/c Ratio	0.51	0.78	0.63	0.75	0.11	0.04	0.33	0.56	0.05	0.24
Control Delay	75.1	8.1	69.2	22.2	42.4	41.1	8.3	53.5	41.0	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.1	8.1	69.2	22.2	42.4	41.1	8.3	53.5	41.0	8.4
LOS	E	A	E	C	D	D	A	D	D	A
Approach Delay		11.0		23.8		16.4			37.1	
Approach LOS		B		C		B			D	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 112 (86%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 18.3

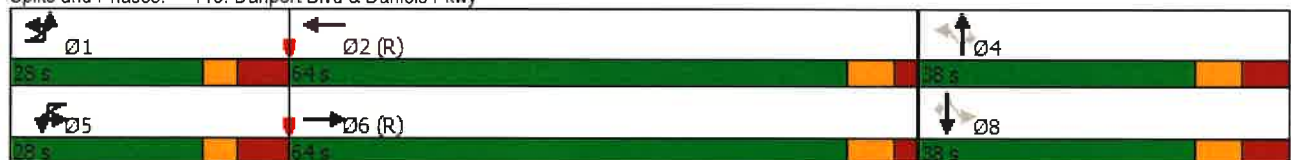
Intersection LOS: B

Intersection Capacity Utilization 93.1%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 115: Danport Blvd & Daniels Pkwy



3 Oaks Roadway Design Project
Build-Mitigation 2025

120: I-75 SB On-Ramp/I-75 SB Off-Ramp & Daniels Pkwy
Timing Plan: PM Peak

	→	↘	↙	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Configurations	↑↑↑	↗	↘	↑↑↑	↘	↗
Traffic Volume (vph)	2608	452	472	2396	237	514
Future Volume (vph)	2608	452	472	2396	237	514
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	6		5	2	3	3
Permitted Phases		6			3	
Detector Phase	6	6	5	2	3	3
Switch Phase						
Minimum Initial (s)	15.0	15.0	7.0	15.0	8.0	8.0
Minimum Split (s)	24.0	24.0	15.0	24.0	16.0	16.0
Total Split (s)	67.0	67.0	41.0	108.0	22.0	22.0
Total Split (%)	51.5%	51.5%	31.5%	83.1%	16.9%	16.9%
Yellow Time (s)	5.1	5.1	5.1	5.1	4.0	4.0
All-Red Time (s)	2.3	2.3	2.0	2.3	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.1	7.4	6.5	6.5
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	59.6	59.6	33.9	100.6	15.5	15.5
Actuated g/C Ratio	0.46	0.46	0.26	0.77	0.12	0.12
v/c Ratio	1.02	0.52	1.06	0.55	0.63	1.14
Control Delay	37.0	2.2	104.3	4.6	62.7	127.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	2.2	104.3	4.6	62.7	127.0
LOS	D	A	F	A	E	F
Approach Delay	31.8			21.2		
Approach LOS	C			C		

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 128 (98%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.14

Intersection Signal Delay: 35.7

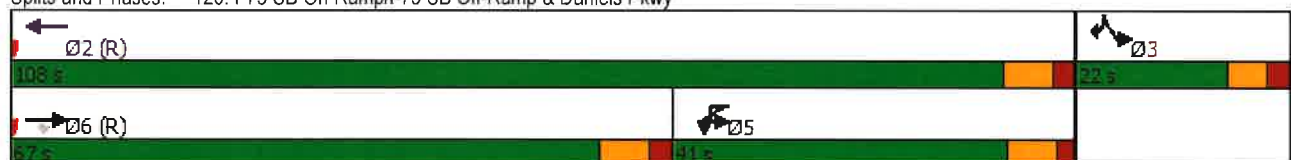
Intersection LOS: D

Intersection Capacity Utilization 96.9%

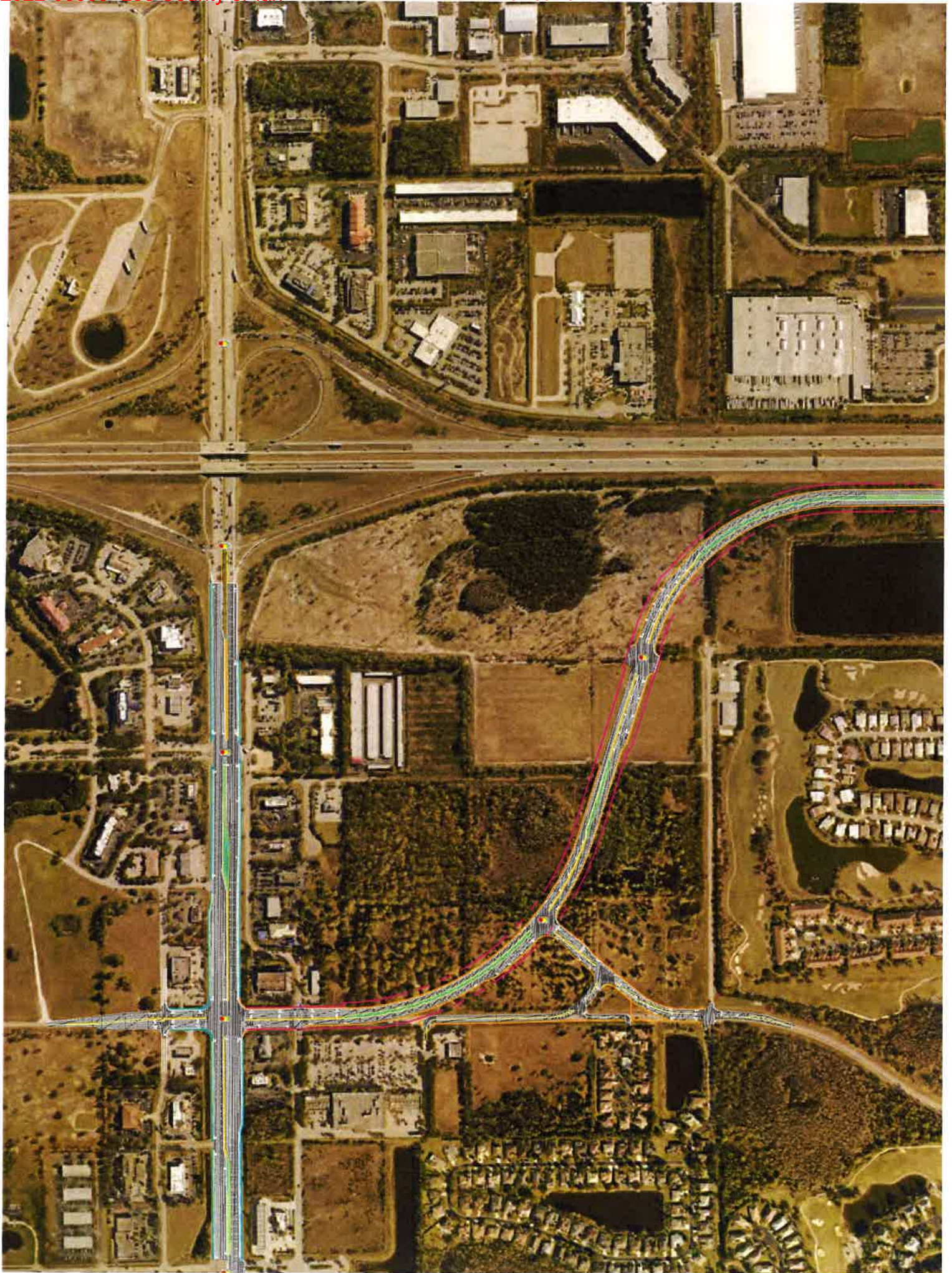
ICU Level of Service F

Analysis Period (min) 15

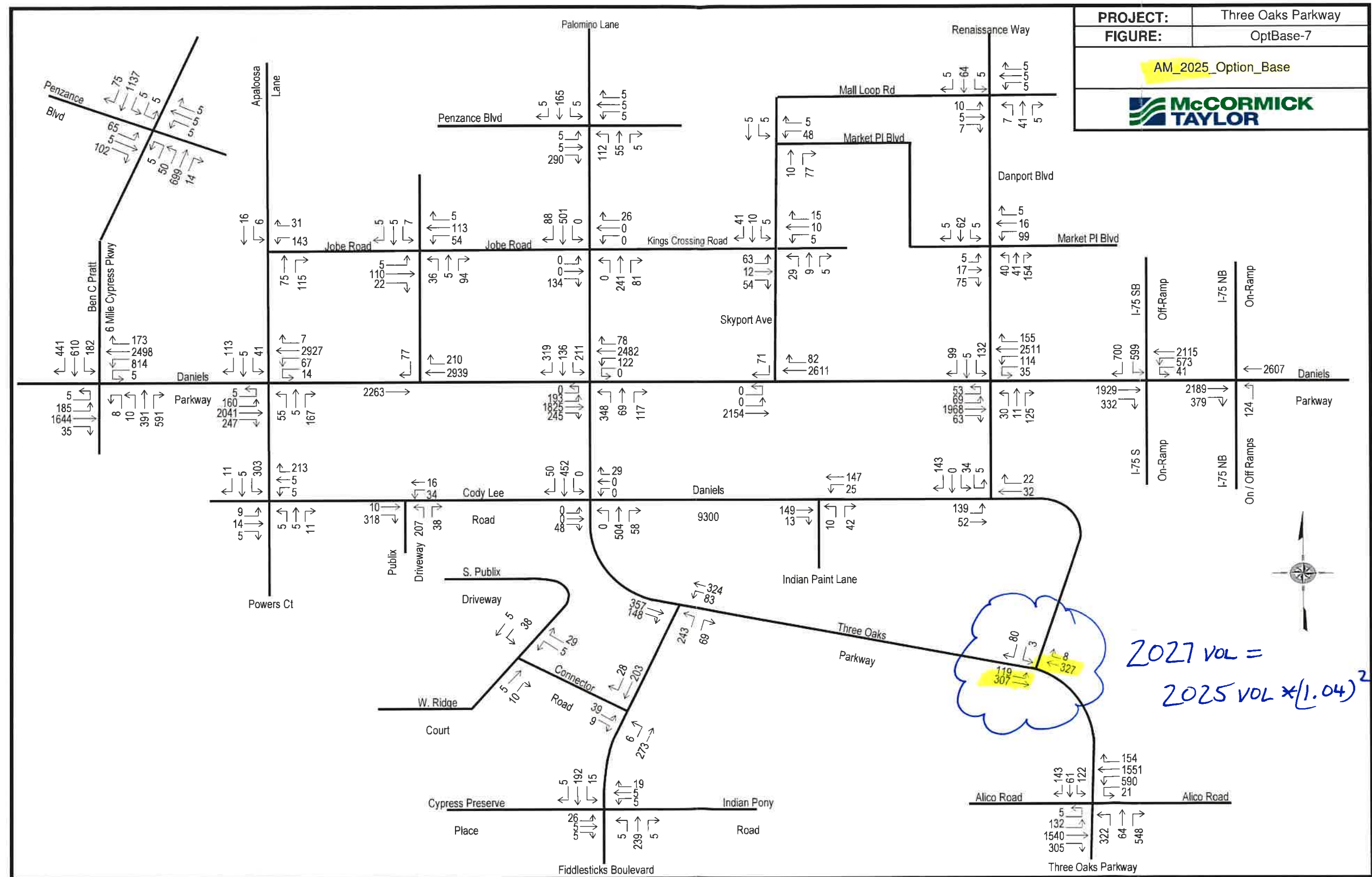
Splits and Phases: 120: I-75 SB On-Ramp/I-75 SB Off-Ramp & Daniels Pkwy

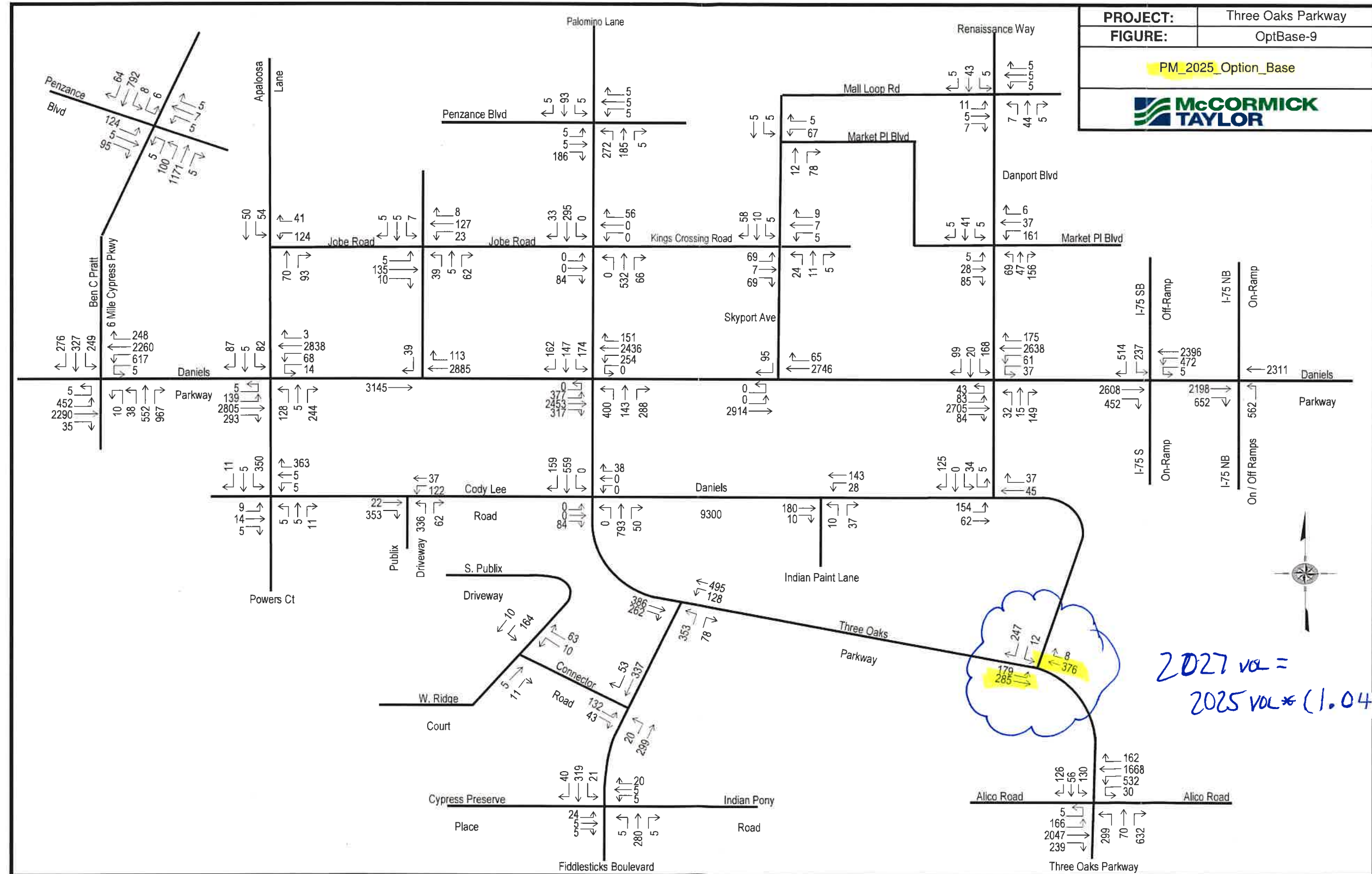


THRE OAKS PARKWAY ALIGNMENT



**DEVELOPMENT OF FUTURE
BACKGROUND THROUGH VOLUMES
ON THREE OAKS PARKWAY**





TRIP GENERATION EQUATIONS

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

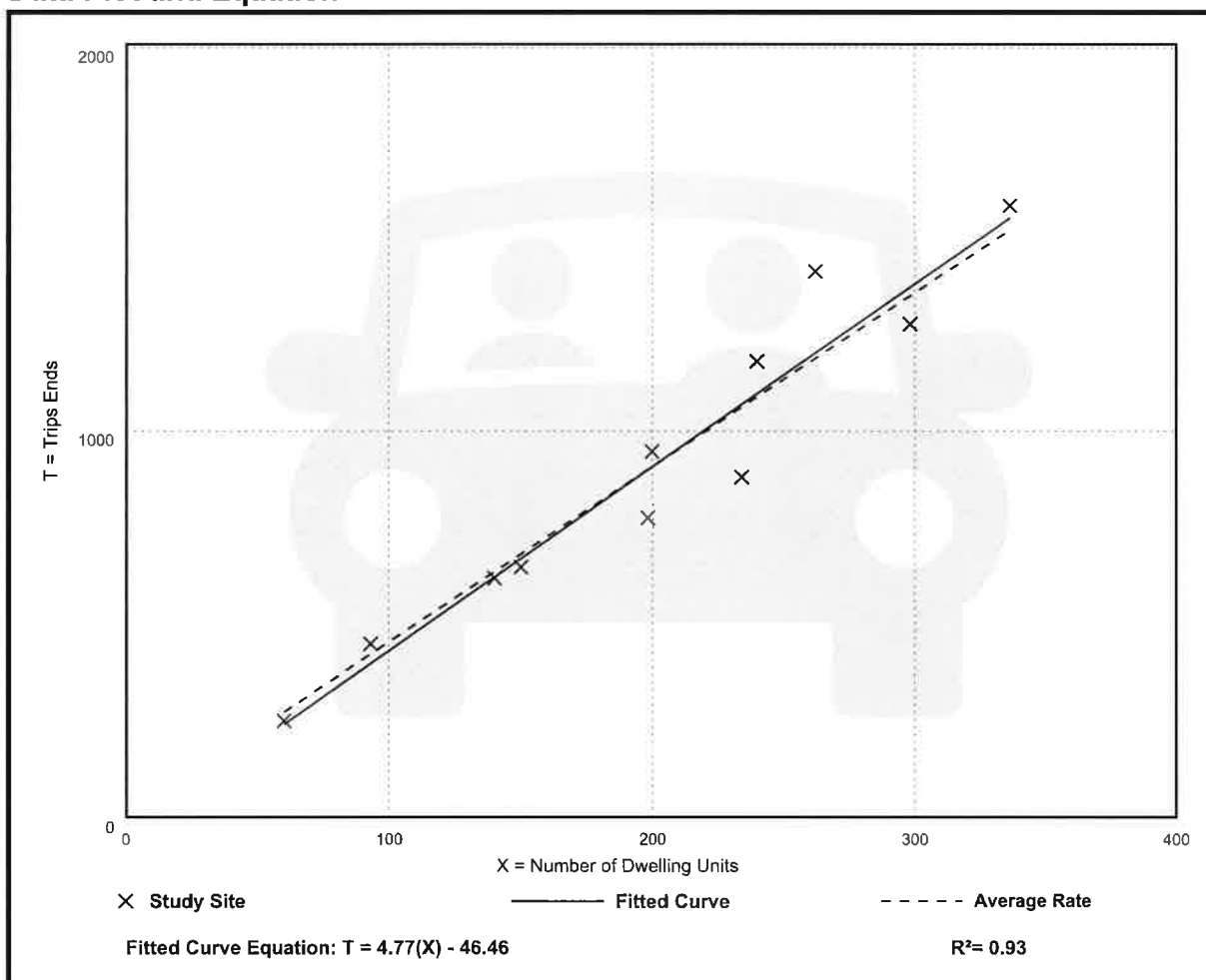
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

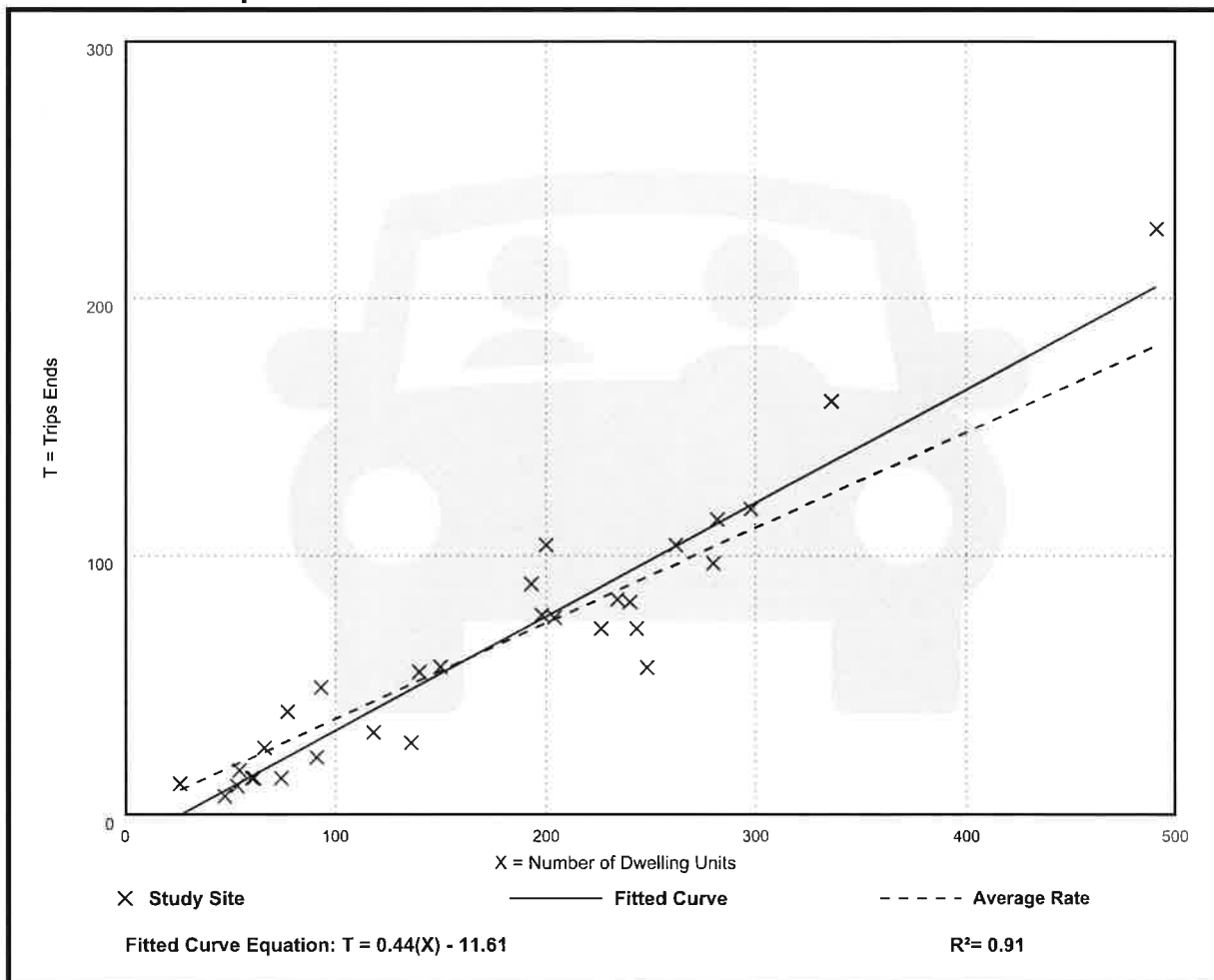
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

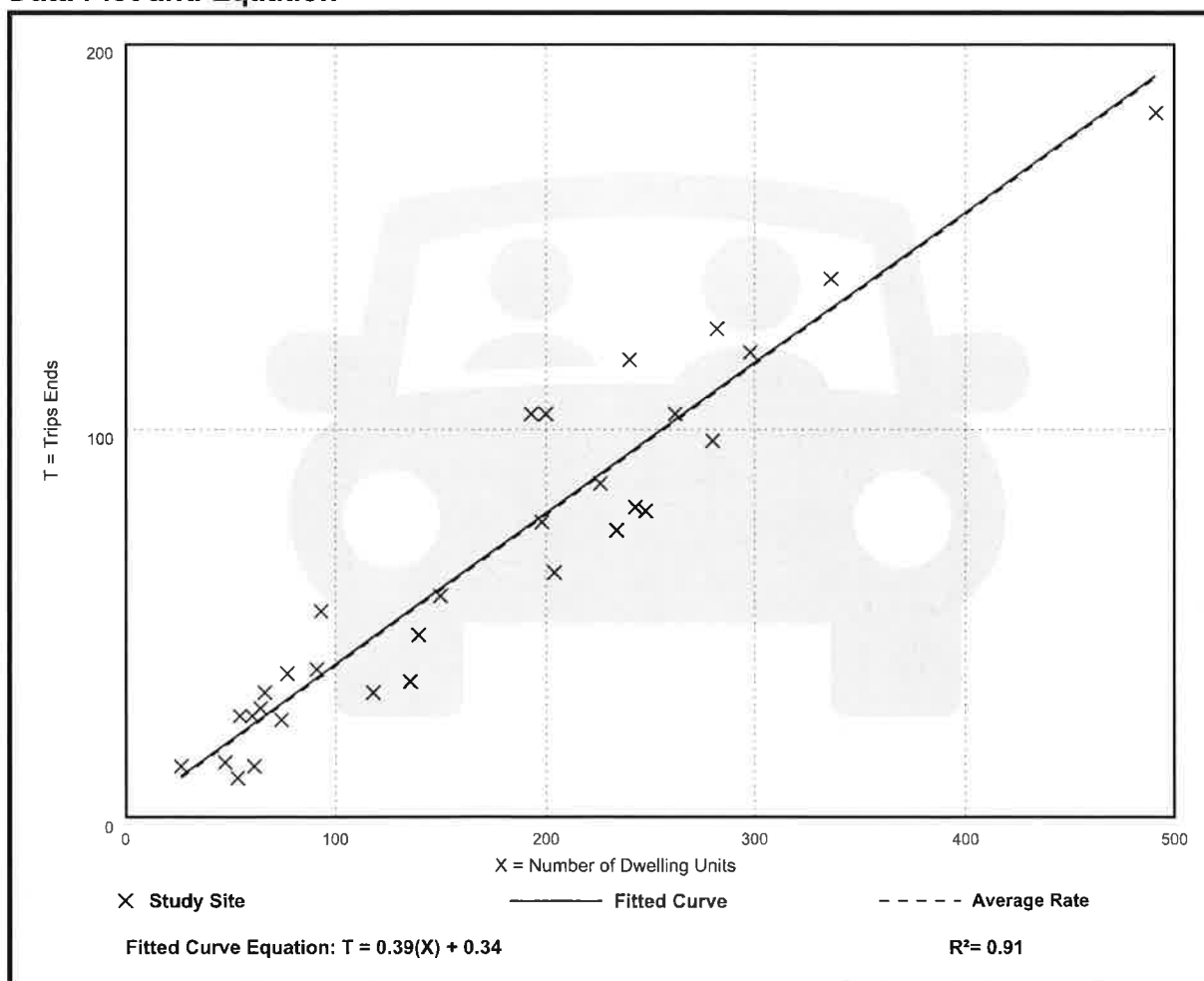
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 7

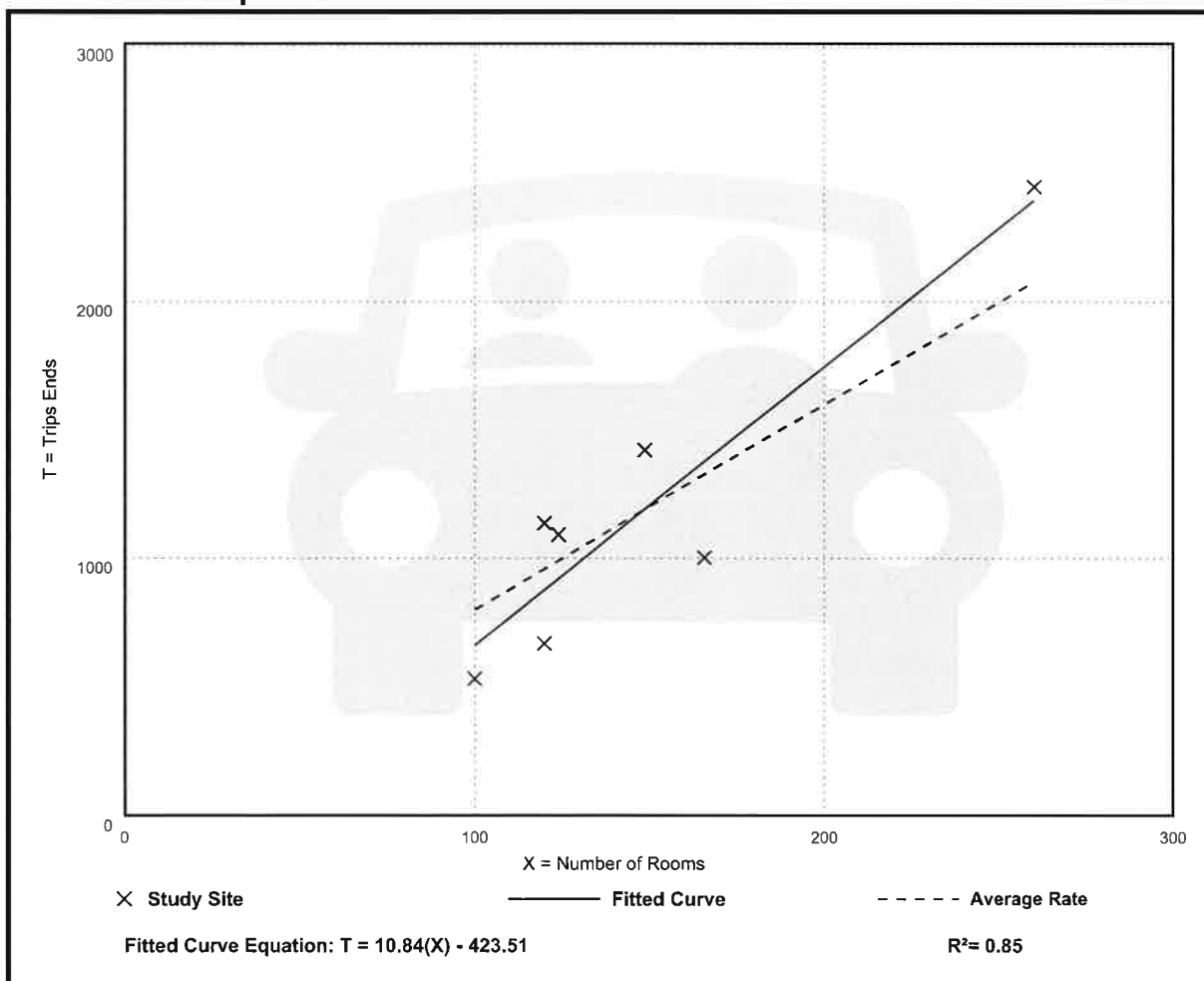
Avg. Num. of Rooms: 148

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
7.99	5.31 - 9.53	1.92

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms

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: 28

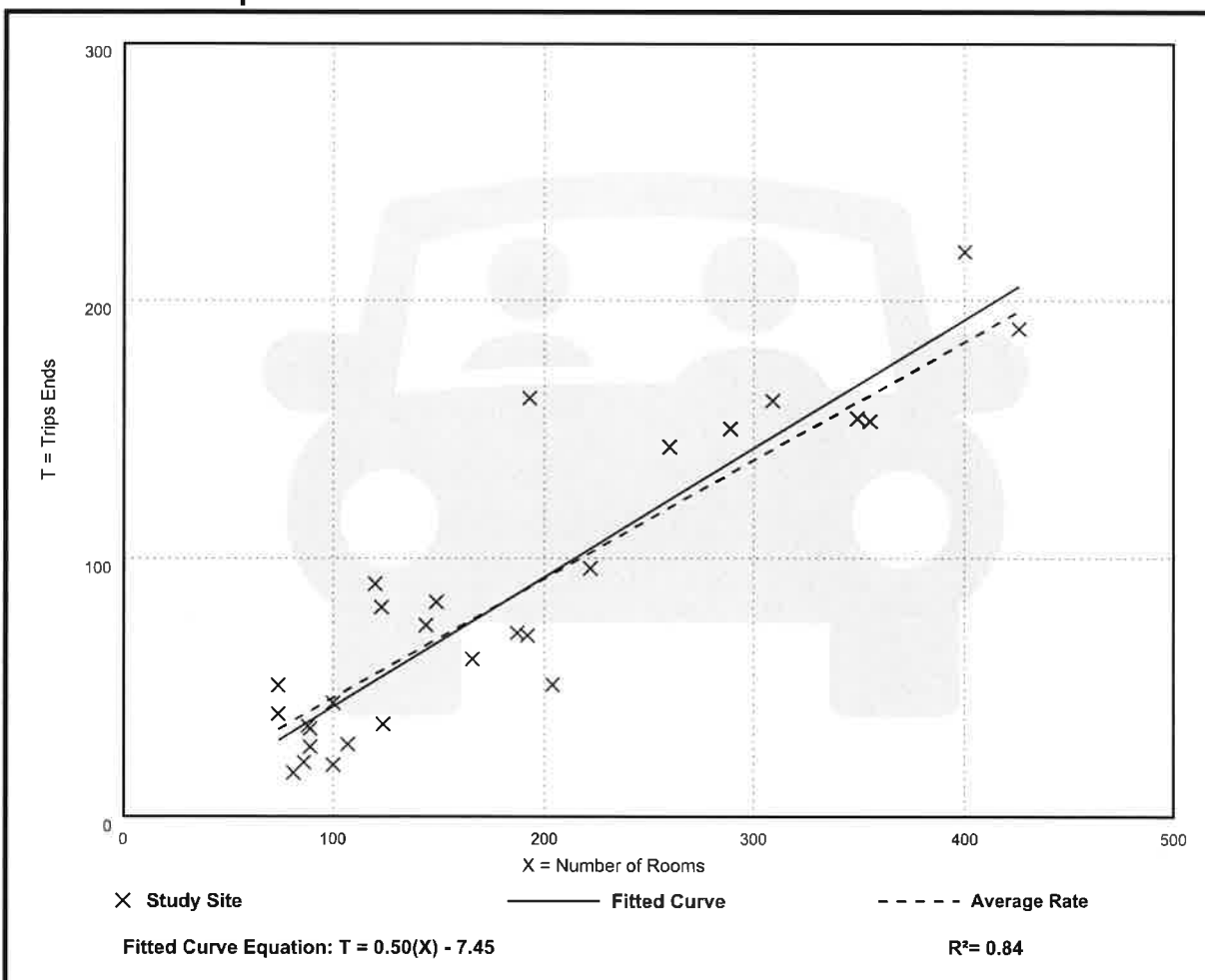
Avg. Num. of Rooms: 182

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms

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: 31

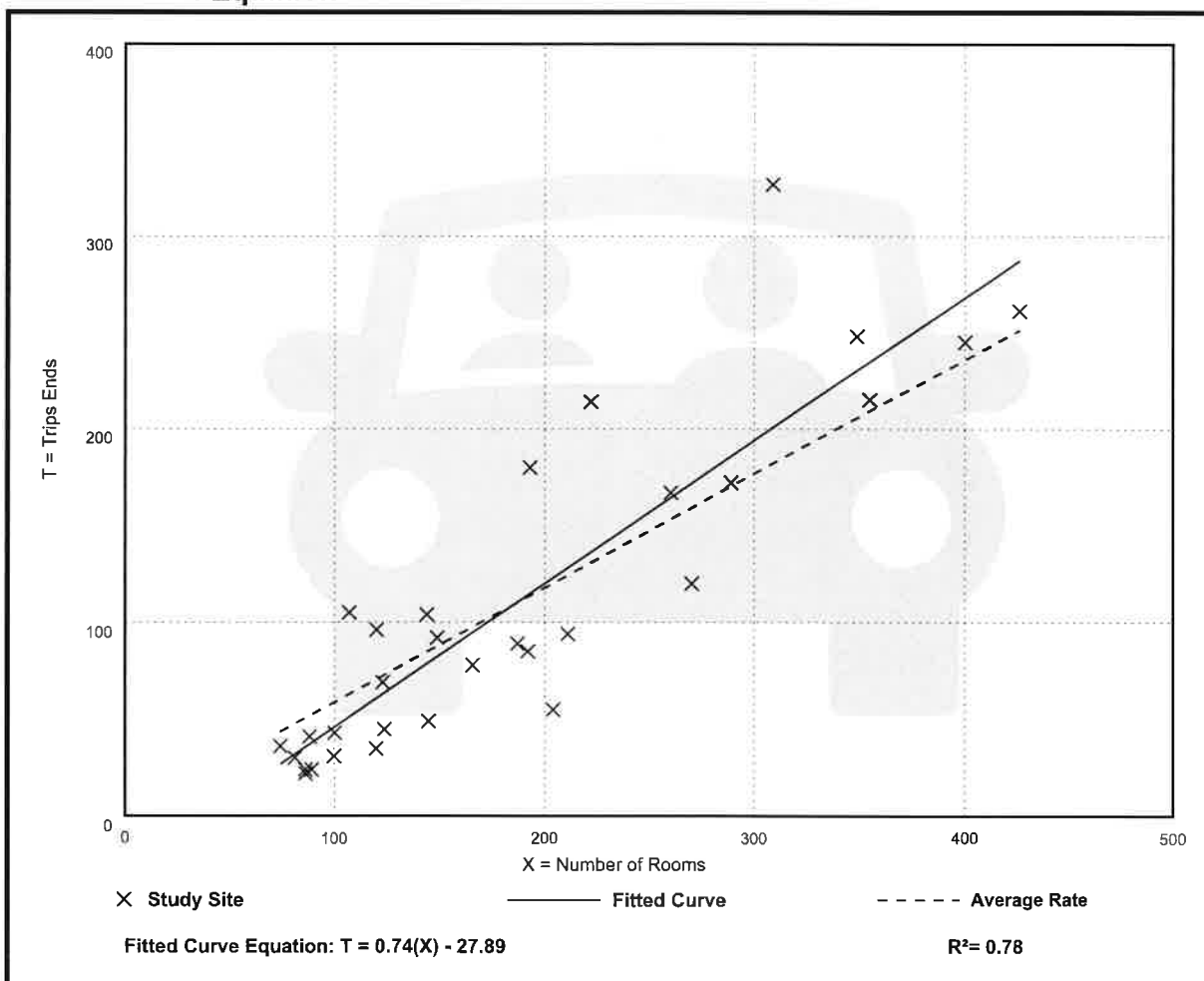
Avg. Num. of Rooms: 186

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

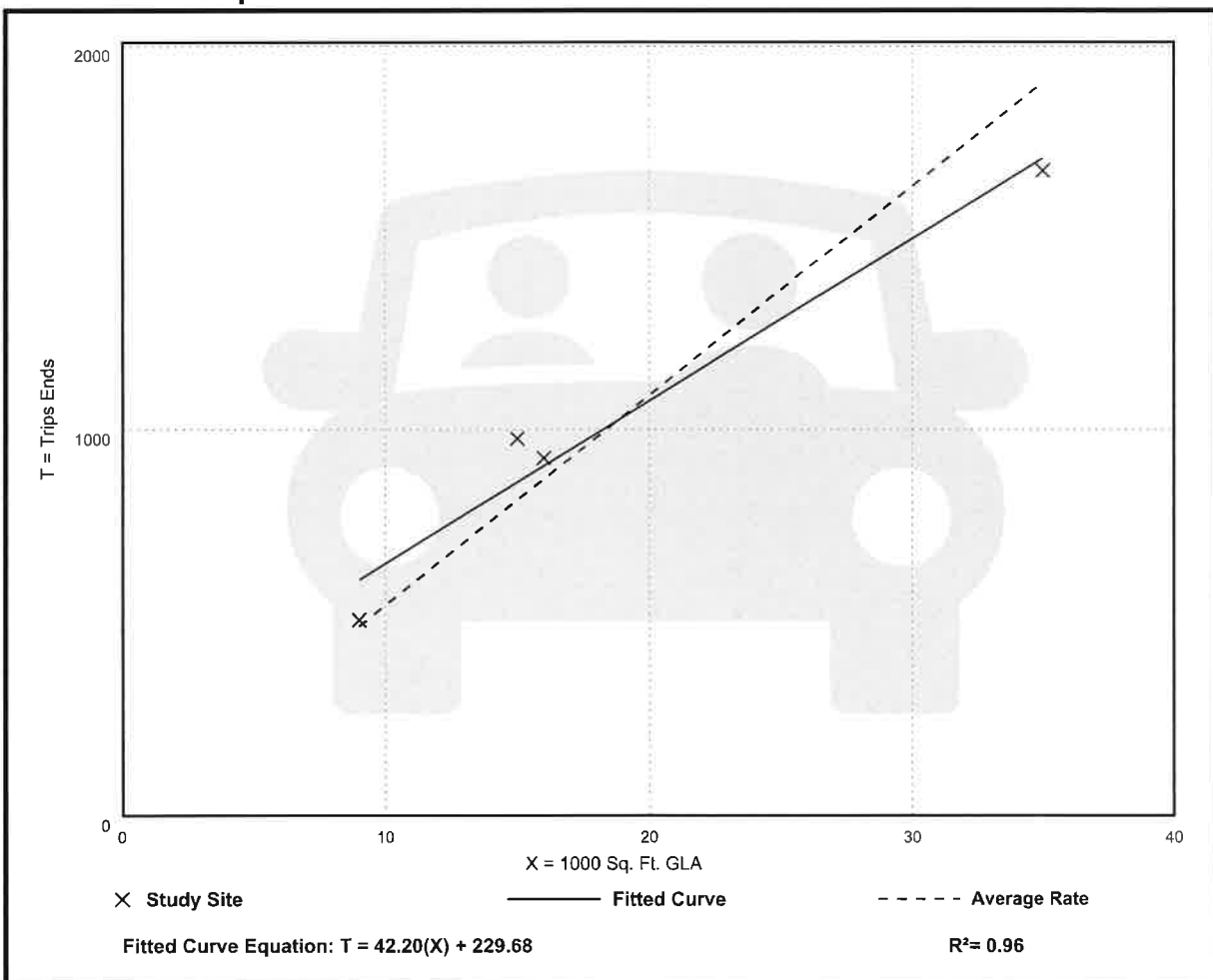
Avg. 1000 Sq. Ft. GLA: 19

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

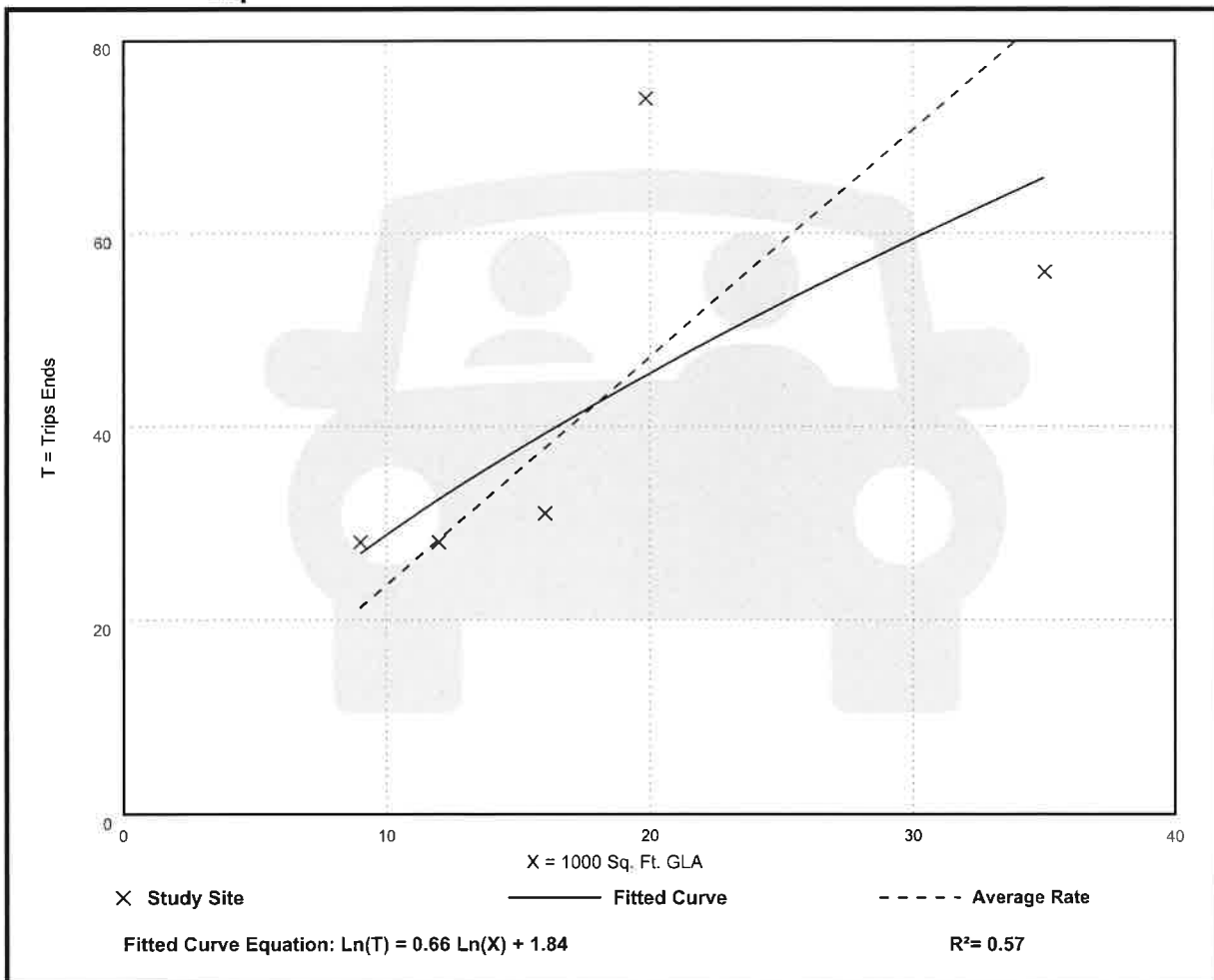
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation

