

**BSR 40 CPA2023-00010**  
RAI 2 Comment Response Letter  
Project Manager: Linda Miller, AICP, Vice President Director of Planning  
(239-573-2077 or [linda@avaloneng.com](mailto:linda@avaloneng.com))  
Resubmittal Date May 13, 2024

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Reviewed by: Joseph Sarracino, Planner  
Lee County Department of Community Development  
Planning Section

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**Application Materials**

1. Provide physical mailing labels (i.e. sticker labels) for the courtesy notice to be mailed at such a time when the application is determined to be sufficient.

***Response: Physical mailing labels will be provided at such a time when the application is deemed to be sufficient.***

2. Revise the header of page 1 of the application to reflect the state review process as a small-scale review.

***Response: Page 1 of the application has been revised to reflect the state review process as small-scale review (Exhibit 1).***

3. The Existing and Proposed future land use category exhibits must accurately reflect the boundaries of the future land use designations. Labeling the designated future land use category for each parcel is not sufficient information.

***Response: The Existing (Exhibit 4) and Proposed (Exhibit 4A) future land use category exhibits have been revised per your comment.***

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**Planning**

1. The proposed changes to Table 1 (b) would create a population distribution that does not match Lee County's population projections. Contact Rick Burris at [RBurris@leegov.com](mailto:RBurris@leegov.com) to discuss appropriate changes.

***Response: We have been in correspondence with Rick Burris regarding the County reviewing and updating their population projections for the Burnt Store Road Planning area.***

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## Transportation

1. A revision of Table 4A is requested, as the current response is deemed statistically unreasonable. It's important to acknowledge that past practices may not always be suitable. A data-driven approach must be employed for every decision. Upon review of the data from PCS 12 (Burnt Store Rd south of Charlotte County Line), it was found that the average growth rate from 1994 to 2019 was 5.44%. However, when post-COVID data (2020, 2021 , 2022) is considered, the average growth rate increases to 5.90%. COVID being an unusual event, any data during that period or affected by it must be avoided (except in special cases) when estimating growth rates. It is recommended to use 5.44% as the growth rate.

***Response: In order to move this project forward, the traffic study was revised based on the 5.44% annual growth rate as requested in this comment. See revised TIS. Although please note that the growth calculated by Staff in this comment is inconsistent with historical practices in Lee County.***

## BSR 40

Application for a Comprehensive Plan Amendment-Map  
Revised 3/4/2024

### Project Request

The requested application for a Comprehensive Plan Amendment-Map to amend the Future Land Use for approximately 34.36 +/- acres of property on Burnt Store Road N from Open Lands to Central Urban. The 4.15 acres of Wetland classified area will remain as wetland within this request.

### Project Narrative

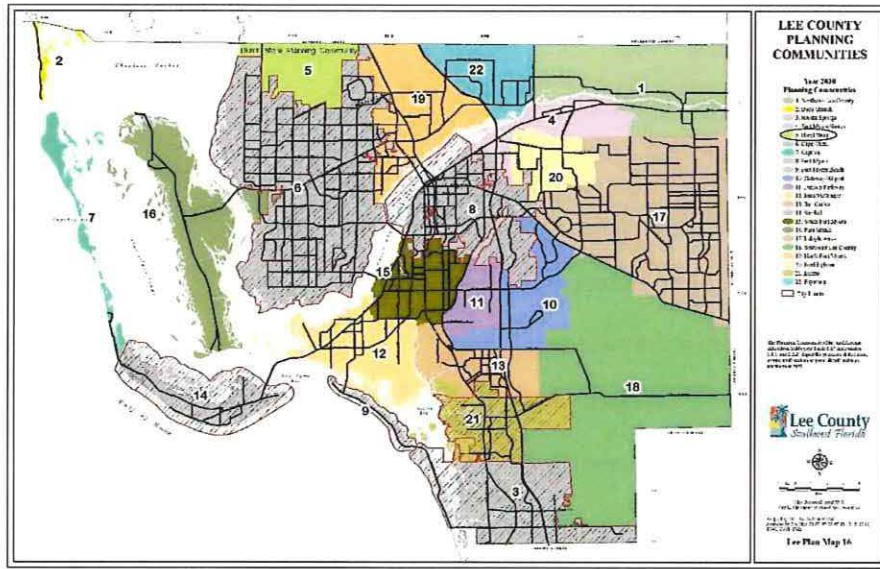
The property subject to this application request is one parcel containing approximately 38.51 +/- acres southeast of the intersection of Burnt Store Road and Charlee Road, Strap Number 08-43-23-00-00001.0000.



Project Location Map

The subject parcel and adjacent parcels are within Lee County. There are two other governmental jurisdictions within close proximity to the subject parcel, the City of Cape Coral, along the western side of Burnt Store Road, and Charlotte County northeast and northwest of the subject parcel.

The subject parcel is designated as Open Lands for 34.35 acres and Wetland for 4.15 acres. The site is zoned AG-2 (Agricultural). The parcel is square in size with an average depth of 1194 feet and 1404 feet in length. The parcel is in the Burnt Store Planning Community, Area 5 as designated on the Lee County Planning Communities, Lee Plan Map 16.



Lee County Planning Communities Map

### Burnt Store Planning Community

“Burnt Store - This Community is in the northwest corner of the mainland of unincorporated Lee County. The property east of Burnt Store Road is designated Open Lands and the land west of Burnt Store Road is designated as Rural (also known as Burnt Store Marina) with the exception of 10 acres designated as Outlying Suburban. Most of The Burnt Store Marina development was approved prior to the adoption of the 1984 Lee Plan and is “vested” for densities higher than allowed by the current plan.

The Burnt Store Marina development is primarily residential with a high percentage of seasonal residents. There are some commercial and marine oriented amenities within the Burnt Store Marina development primarily serving residents of that development. This area is expected to substantially grow through the year 2030. Today, most of the community's commercial needs are served outside of the community in Cape Coral, North Fort Myers, and Fort Myers, or in Charlotte County. This development pattern is expected to remain through 2020.”

The subject parcel is vacant with the closest development being the Dollar General located on the west side of Burnt Store Road, north of the subject parcel, an 18-lot residential development on Burnt Store Road south of the subject parcels and Burnt Store Marina, a residential community also north of the subject parcels.

The subject property is near parcels within the City of Cape Coral, on the west side of Burnt Store Road, and south of the subject property that have a Future Land Use designation that supports a higher density and greater intensity of uses than what is currently permitted by the Open Lands Future Land Use on these parcels. The Lee County Open Lands Future Land Use permits one dwelling unit per every 5 acres and limited commercial uses.

Within 1.4 miles of the subject parcel, heading south on Burnt Store Road, there is a total of 125.12 acres that supports a greater density and intensity land use than the subject parcel currently: there are 87.48 acres in Cape Coral that have a Commercial Activity Center Land Use, which is a Mixed-Use Land Use supporting a minimum of 12 du/acres or 75 units and a maximum of 16 du/ac of density and an Intensity of 1.0 FAR. Within 0.45 of a mile, there are 56 acres in Cape Coral designated as Commercial Land Use, which supports a variety of commercial retail, office and support uses with an FAR of 1.0. Within 0.30 of a mile, there are 21.12 acres, currently designated as Single Family/Multi-Family, which if zoned RML would support 16 du/ac. A 502 site RV Resort is located just over a mile south of the subject parcel.

"Policy 1.15.m of the City of Cape Coral's Future Land Use Element of their Comprehensive Plan. The purpose of the Commercial Activity Center (CAC) future land use classification is to promote non-residential and mixed-use development at key locations, within proximity to major corridors throughout the City of Cape Coral in areas where a mix of uses may be developed. The Commercial Activity Center classification is a mixed-use classification designed to minimize the need for vehicle trips through the development of both residential and non-residential uses in a single project. Furthermore, the purpose of the Commercial Activity Center is to integrate all uses through landscape, site, and architectural design standards. In addition, the Commercial Activity Center land use classification is intended to provide locations that offer employment opportunities and daily goods and services to the local community and, in some instances, attract patrons from the region. Commercial Activity Centers are intended to be pedestrian friendly and interconnected with adjacent projects – whether residential or non-residential".

"Policy 1.15.m of the City of Cape Coral's Future Land Use Element of their Comprehensive Plan. Commercial/Professional: Intensities of use in the Commercial/Professional (CP) land use classification shall not exceed a floor to lot area ratio (FAR) of 1.0. The Commercial (C) District is designed to facilitate a broad variety of large or small commercial uses. Uses allowed in the C District range from a variety of small or neighborhood-based commercial uses to larger retail or service uses, which may serve a relatively large trade area and, which may be developed as major shopping facilities. As many commercial uses have the potential to generate relatively high levels of vehicular trips from customers and sometimes delivery vehicles, preferred locations for the C District have direct access onto arterial or collector roads and adequate depth (a minimum of 250 feet) for larger-scale development."

Within a little over a half of a mile to the south of the subject parcels is a Planned Community called "Hudson Creek". Hudson Creek is a mixed-use development in the City of Cape Coral. The project consists of a total of 1732 acres with residential, commercial, and conservation/preserve land use. The project is a MXPUD for 3500 residential units (2500 single family and 1000 multi-family units), an Assisted Living Facility with 800 beds, a university, retail, and restaurant square footage totaling 425,000, 150,000 square feet of office uses and a 500 room Hotel.

**RECEIVED**  
MAY 14 2024

COMMUNITY DEVELOPMENT

**BSR 40**

**Exhibit M1**

Application for a Comprehensive Plan  
Amendment – Map



# APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT - MAP

**Project Name:** BSR 40

**Project Description:** Amend the future land use of approximately 34.35+/- acres of property on Burnt Store Road N from

Open Lands to Central Urban

**Map(s) to Be Amended:** Future Land Use Map

**State Review Process:**     Small-Scale Review     State Coordinated Review     Expedited State Review

1. **Name of Applicant:** Kevin & Annmarie Campbell + Robert D. & Elaine J. Gerrero

Address: 10791 Orange River Boulevard

City, State, Zip: Ft. Myers, Florida 33905

Phone Number: 239-872-2953 or 239-872-2955                      E-mail: kevincampbell1@comcast.net

Campbell\_ann@comcast.net

2. **Name of Contact:** Linda Miller, AICP / Avalon Engineering, Inc.

Address: 2503 Del Prado Boulevard South, Suite 200

City, State, Zip: Cape Coral, Florida 33904

Phone Number: 239-573-2077 Extension                      E-mail: linda@avaloneng.com

3. **Owner(s) of Record:** Same as Applicant

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_



4. **Property Location:**

1. Site Address: Unassigned Burnt Store Road N., Cape Coral, FL 33993

2. STRAP(s): 08-43-23-00-00001.0000

5. **Property Information:**

Total Acreage of Property: 38.51+/-                      Total Acreage Included in Request: 34.35+/-

Total Uplands: 34.35                      Total Wetlands: 4.16+/-                      Current Zoning: AG-2

Current Future Land Use Category(ies): Open Lands and Wetlands

Area in Each Future Land Use Category: 34.35 acres with Open Lands and 4.16 acres with Wetland

Existing Land Use: Vacant Property

6. **Calculation of maximum allowable development under current Lee Plan:**

Residential Units/Density: 7 du/ 1per 5 acres                      Commercial Intensity: minimal uses

Industrial Intensity: N/a

7. **Calculation of maximum allowable development with proposed amendments:**

Residential Units/Density: 400 units                      Commercial Intensity: 150,000                      Industrial Intensity: 10,000

## **Public Facilities Impacts**

NOTE: The applicant must calculate public facilities impacts based on the maximum development.

- 1. Traffic Circulation Analysis:** The analysis is intended to determine the effect of the land use change on the Financially Feasible Highway Plan Map 3A (20-year plus horizon) and on the Capital Improvements Element (5-year horizon). Toward that end, an applicant must submit a Traffic Impact Statement (TIS) consistent with Lee County Administrative Code (AC)13-17.
  - a. Proposals affecting less than 10 acres, where development parameters are contained within the Traffic Analysis Zone (TAZ) or zones planned population and employment, or where there is no change in allowable density/intensity, may be eligible for a TIS requirement waiver as outlined in the Lee County TIS Guidelines and AC-13-17. Identification of allowable density/intensity in order to determine socio-economic data for affected TAZ(s) must be coordinated with Lee County Planning staff. Otherwise a calculation of trip generation is required consistent with AC-13-17 and the Lee County TIS Guidelines to determine required components of analysis for:
    - i. Total peak hour trip generation less than 50 total trip ends – trip generation.
    - ii. Total peak hour trip generation from 50 to 300 total trip ends – trip generation, trip distribution and trip assignment (manual or Florida Standard Urban Transportation Modeling Structure (FSUTMS) analysis consistent with AC-13-17 and TIS Guidelines), short-term (5 year) and long-range (to current Lee Plan horizon year) segment LOS analysis of the nearest or abutting arterial and major collector segment(s) identified in the Transportation Inventory based on the trip generation and roadway segment LOS analysis criteria in AC-13-17. A methodology meeting is recommended prior to submittal of the application to discuss use of FSUTMS, any changes to analysis requirements, or a combined CPA and Zoning TIS short term analysis.
    - iii. Total peak hour trip generation is over 300 total trip ends - trip generation, mode split, trip distribution and trip assignment (manual or FSUTMS analysis consistent with AC-13-17 and TIS Guidelines), short-term (five-year) and long-range (to current Lee Plan horizon year) segment LOS analysis of arterial and collector segments listed in the Transportation Inventory. LOS analysis will include any portion of roadway segments within an area three miles offset from the boundary of the application legal description metes and bounds survey. LOS analysis will also include any additional segments in the study area based on the roadway segment LOS analysis criteria in AC-13-17. A methodology meeting is required prior to submittal of the application.
  - b. Map amendment - greater than 10 acres -Allowable density/intensity will be determined by Lee County Planning staff.
- 2. Provide an existing and future conditions analysis for the following (see Policy 95.1.3):**
  - a. Sanitary Sewer
  - b. Potable Water
  - c. Surface Water/Drainage Basins
  - d. Parks, Recreation, and Open Space
  - e. Public Schools

**Analysis for each of the above should include (but is not limited to) the following (see the Lee County Concurrency Management Report):**

- a. Franchise Area, Basin, or District in which the property is located
- b. Current LOS, and LOS standard of facilities serving the site
- c. Projected 2030 LOS under existing designation
- d. Projected 2030 LOS under proposed designation
- e. Existing infrastructure, if any, in the immediate area with the potential to serve the subject property
- f. Improvements/expansions currently programmed in 5 year CIP, 6-10 year CIP, and long range improvements
- g. Provide a letter of service availability from the appropriate utility for sanitary sewer and potable water



**In addition to the above analysis, provide the following for potable water:**

- a. Determine the availability of water supply within the franchise area using the current water use allocation (Consumptive Use Permit) based on the annual average daily withdrawal rate.
- b. Include the current demand and the projected demand under the existing designation, and the projected demand under the proposed designation.
- c. Include the availability of treatment facilities and transmission lines for reclaimed water for irrigation.
- d. Include any other water conservation measures that will be applied to the site (see Goal 54).

**3. Provide a letter from the appropriate agency determining the adequacy/provision of existing/proposed support facilities, including:**

- a. Fire protection with adequate response times
- b. Emergency medical service (EMS) provisions
- c. Law enforcement
- d. Solid Waste
- e. Mass Transit
- f. Schools

In reference to above, the applicant must supply the responding agency with the information from application items 5, 6, and 7 for their evaluation. This application must include the applicant's correspondence/request to the responding agency.

**Environmental Impacts**

Provide an overall analysis of the character of the subject property and surrounding properties, and assess the site's suitability for the proposed change based upon the following:

1. A map of the Plant Communities as defined by the Florida Land Use Cover and Classification system (FLUCCS).
2. A map and description of the soils found on the property (identify the source of the information).
3. A topographic map depicting the property boundaries and 100-year flood prone areas indicated (as identified by FEMA).
4. A map delineating the property boundaries on the most recent Flood Insurance Rate Map.
5. A map delineating wetlands, aquifer recharge areas, and rare & unique uplands.
6. A table of plant communities by FLUCCS with the potential to contain species (plant and animal) listed by federal, state or local agencies as endangered, threatened or species of special concern. The table must include the listed species by FLUCCS and the species status (same as FLUCCS map).

**Impacts on Historic Resources**

List all historic resources (including structure, districts, and/or archaeologically sensitive areas) and provide an analysis of the proposed change's impact on these resources. The following should be included with the analysis:

1. A map of any historic districts and/or sites listed on the Florida Master Site File which are located on the subject property or adjacent properties.
2. A map showing the subject property location on the archaeological sensitivity map for Lee County.

**Internal Consistency with the Lee Plan**

1. Discuss how the proposal affects established Lee County population projections, Lee Plan Table 1(b) and the total population capacity of the Lee Plan Future Land Use Map.
2. List all goals and objectives of the Lee Plan that are affected by the proposed amendment or that affect the subject property. This analysis should include an evaluation of all relevant policies under each goal and objective.
3. Describe how the proposal affects adjacent local governments and their comprehensive plans.

**State Policy Plan and Regional Policy Plan**

List State Policy Plan and Regional Policy Plan goals, strategies and actions, and policies which are relevant to this plan amendment.

**Justify the proposed amendment based upon sound planning principles**

Support all conclusions made in this justification with adequate data and analysis.

**Planning Communities/Community Plan Area Requirements**

If located within a planning community/community plan area, provide a meeting summary document of the required public informational session [Lee Plan Goal 17].

### **Sketch and Legal Description**

The certified legal description(s) and certified sketch of the description for the property subject to the requested change. A metes and bounds legal description must be submitted specifically describing the entire perimeter boundary of the property with accurate bearings and distances for every line. The sketch must be tied to the state plane coordinate system for the Florida West Zone (North America Datum of 1983/1990 Adjustment) with two coordinates, one coordinate being the point of beginning and the other an opposing corner. If the subject property contains wetlands or the proposed amendment includes more than one land use category a metes and bounds legal description, as described above, must be submitted in addition to the perimeter boundary of the property for each wetland or future land use category.

### **SUBMITTAL REQUIREMENTS**

***Clearly label all submittal documents with the exhibit name indicated below.***

***For each map submitted, the applicant will be required to submit a 24"x36" version and 8.5"x11" reduced map for inclusion in public hearing packets.***

#### **MINIMUM SUBMITTAL ITEMS (3 Copies)**

<input checked="" type="checkbox"/>	Completed Application (Exhibit – M1)
<input checked="" type="checkbox"/>	Disclosure of Interest (Exhibit – M2)
<input checked="" type="checkbox"/>	Surrounding Property Owners List, Mailing Labels, and Map For All Parcels Within 500 Feet of the Subject Property (Exhibit – M3)
<input checked="" type="checkbox"/>	Existing Future Land Use Map (Exhibit – M4)
<input checked="" type="checkbox"/>	Map and Description of Existing Land Uses (Not Designations) of the Subject Property and Surrounding Properties (Exhibit – M5)
<input checked="" type="checkbox"/>	Map and Description of Existing Zoning of the Subject Property and Surrounding Properties (Exhibit – M6)
<input checked="" type="checkbox"/>	Signed/Sealed Legal Description and Sketch of the Description for Each FLUC Proposed (Exhibit – M7)
<input checked="" type="checkbox"/>	Copy of the Deed(s) of the Subject Property (Exhibit – M8)
<input checked="" type="checkbox"/>	Aerial Map Showing the Subject Property and Surrounding Properties (Exhibit – M9)
<input type="checkbox"/>	Authorization Letter From the Property Owner(s) Authorizing the Applicant to Represent the Owner (Exhibit – M10)
<input type="checkbox"/>	Proposed Amendments (Exhibit – M11)
<input checked="" type="checkbox"/>	Lee Plan Analysis (Exhibit – M12)
<input checked="" type="checkbox"/>	Environmental Impacts Analysis (Exhibit – M13)
<input checked="" type="checkbox"/>	Historic Resources Impact Analysis (Exhibit – M14)
<input checked="" type="checkbox"/>	Public Facilities Impacts Analysis (Exhibit – M15)
<input checked="" type="checkbox"/>	Traffic Circulation Analysis (Exhibit – M16)
<input checked="" type="checkbox"/>	Existing and Future Conditions Analysis - Sanitary Sewer, Potable Water, Surface Water/Drainage Basins, Parks and Rec, Open Space, Public Schools (Exhibit – M17)
<input checked="" type="checkbox"/>	Letter of Determination For the Adequacy/Provision of Existing/Proposed Support Facilities - Fire Protection, Emergency Medical Service, Law Enforcement, Solid Waste, Mass Transit, Schools (Exhibit – M18)
<input checked="" type="checkbox"/>	State Policy Plan and Regional Policy Plan (Exhibit – M19)
<input checked="" type="checkbox"/>	Justification of Proposed Amendment (Exhibit – M20)
<input checked="" type="checkbox"/>	Planning Communities/Community Plan Area Requirements (Exhibit – M21)

#### **APPLICANT – PLEASE NOTE:**

Changes to Table 1(b) that relate directly to and are adopted simultaneously with a future land use map amendment may be considered as part of this application for a map amendment.

Once staff has determined the application is sufficient for review, 15 complete copies will be required to be submitted to staff. These copies will be used for Local Planning Agency hearings, Board of County Commissioners hearings, and State Reviewing Agencies. Staff will notify the applicant prior to each hearing or mail out to obtain the required copies.

If you have any questions regarding this application, please contact the Planning Section at (239) 533-8585.

**AFFIDAVIT OF AUTHORIZATION**

**APPLICATION IS SIGNED BY INDIVIDUAL OWNER, APPLICANT, CORPORATION, LIMITED LIABILITY COMPANY (L.L.C.), LIMITED COMPANY (L.C.), PARTNERSHIP, LIMITED PARTNERSHIP, OR TRUSTEE**

We, Kevin & Annmarie Campbell + Robert D & Elaine J Guerrero, as Joint Tenants in Common of 08-43-23-00-00001.0000, swear or affirm under oath, that we are the owners or the authorized representative of the owner(s) of the property and that:

1. I have full authority to secure the approval(s) requested and to impose covenants and restrictions on the referenced property as a result of any action approved by the County in accordance with this application and the Land Development Code;
2. All answers to the questions in this application and any sketches, data or other supplementary matter attached hereto and made a part of this application are honest and true;
3. I have authorized the staff of Lee County Community Development to enter upon the property during normal working hours for the purpose of investigating and evaluating the request made thru this application; and that
4. The property will not be transferred, conveyed, sold or subdivided unencumbered by the conditions and restrictions imposed by the approved action.

**\*Notes:**

- If the applicant is a corporation, then it is usually executed by the corp. pres. or v. pres.
- If the applicant is a Limited Liability Company (L.L.C.) or Limited Company (L.C.), then the documents should typically be signed by the Company's "Managing Member."
- If the applicant is a partnership, then typically a partner can sign on behalf of the partnership.
- If the applicant is a limited partnership, then the general partner must sign and be identified as the "general partner" of the named partnership.
- If the applicant is a trustee, then they must include their title of "trustee."
- In each instance, first determine the applicant's status, e.g., individual, corporate, trust, partnership, estate, etc., and then use the appropriate format for that ownership.

Under penalties of perjury, I declare that I have read the foregoing Affidavit of Authorization and that the facts stated in it are true.

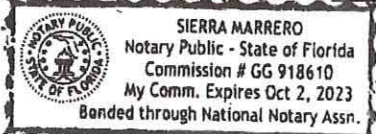
<u>[Signature]</u> Signature (Kevin Campbell)	<u>7-14-23</u> Date
<u>[Signature]</u> Signature (Annmarie Campbell)	<u>7/14/2023</u> Date
<u>[Signature]</u> Signature (Robert D Gerrero)	<u>7/14/23</u> Date
<u>[Signature]</u> Signature (Elaine J Gerrero)	<u>7/14/23</u> Date

\*\*\*\*\*NOTE: NOTARY PUBLIC IS NOT REQUIRED FOR ADMINISTRATIVE APPROVALS\*\*\*\*\*  
ALL OTHER APPLICATION TYPES MUST BE NOTARIZED

STATE OF FLORIDA  
COUNTY OF LEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of  physical presence or  online notarization, this 14<sup>th</sup> day of July, 2023, by Kevin Campbell & others above (name of person providing oath or affirmation), who is personally known to me or who has produced (personally known) (type of identification) as identification.

STAMP/SEAL



[Signature]  
Signature of Notary Public

## Property Data

**STRAP: 08-43-23-00-00001.0000 Folio ID: 10026914**

Generated on 6/13/2023 2:57 PM

**Owner Of Record - Tenants in Common** [\[Change Address\]](#) ?

CAMPBELL KEVIN & ANNMARIE +  
GERRERO ROBERT D & ELAINE J  
10791 ORANGE RIVER BLVD  
FORT MYERS FL 33905

**Site Address**

Site Address maintained by [E911 Program Addressing](#)

BURNT STORE RD N  
CAPE CORAL FL 33993

**Property Description**

Do not use for legal documents! ?

NW 1/4 OF NW 1/4 LESS WLY 132 FT

[\[ Tax Map Viewer \]](#) [\[ View Comparables \]](#)



[\[ Pictometry Aerial Viewer \]](#)

[Current Working Values](#) ?

[Tax Roll Value Letter](#) [Tax Refund Status](#)

**Just**

315,520

**Attributes**

Land Units Of Measure <span style="float: right;">?</span>	AC
Units <span style="float: right;">?</span>	39.44
Total Number of Buildings	0
Total Bedrooms / Bathrooms	0
1st Year Building on Tax Roll <span style="float: right;">?</span>	N/A
Historic Designation	No

**Image of Structure** ?



◀ Photo Date January of 2008 ▶  View other photos

Last Inspection Date: 05/23/2019

## Property Value History

Tax Year	Just	Land	Market Assessed	Capped Assessed	Exemptions	Taxable
1992	280,800	280,800	280,800	280,800	0	280,800
1993	280,800	2,090	2,090	2,090	0	2,090
1994	280,800	2,660	2,660	2,660	0	2,660
1995	280,800	6,620	6,620	6,620	0	6,620
1996	280,800	10,150	10,150	10,150	0	10,150
1997	280,800	10,440	10,440	10,440	0	10,440
1998	280,800	10,260	10,260	10,260	0	10,260
1999	280,800	10,010	10,010	10,010	0	10,010
2000	280,800	10,220	10,220	10,220	0	10,220
2001	309,740	10,480	10,480	10,480	0	10,480
2002	309,730	10,400	10,400	10,400	0	10,400
2003	248,190	11,240	11,240	11,240	0	11,240
2004	536,090	11,560	11,560	11,560	0	11,560
2005	1,111,880	12,030	12,030	12,030	0	12,030
2006	2,382,600	12,470	12,470	12,470	0	12,470
2007	2,382,600	10,520	10,520	10,520	0	10,520
2008	873,620	12,350	12,350	12,350	0	12,350
2009	476,520	13,380	13,380	13,380	0	13,380
2010	428,868	11,754	11,754	11,754	0	11,754
2011	299,744	11,556	11,556	11,556	0	11,556
2012	256,360	12,779	12,779	12,779	0	12,779
2013	256,360	19,286	19,286	19,286	0	19,286
2014	153,816	20,667	20,667	20,667	0	20,667
2015	193,256	20,627	20,627	20,627	0	20,627
2016	193,256	22,836	22,836	22,836	0	22,836
2017	193,256	20,548	20,548	20,548	0	20,548
2018	193,256	19,602	19,602	19,602	0	19,602
2019	193,256	20,114	20,114	20,114	0	20,114
2020	193,256	22,323	22,323	22,323	0	22,323
2021	315,520	21,140	21,140	21,140	0	21,140
2022	315,520	21,258	21,258	21,258	0	21,258

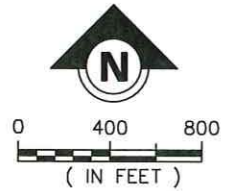
# **BSR 40**

Application for a Comprehensive Plan Amendment-Map

## **Exhibit 4**

Existing Future Land Use Map

BSR 40



FUTURE URBAN AREAS	INTERCHANGE AREAS	NON-URBAN AREAS
Intensive Development	General Interchange	Rural
Central Urban	University Village Interchange	Rural Community Preserve
Urban Community	Industrial Commercial Interchange	Coastal Rural
Suburban	Industrial Interchange	Outer Island
Outlying Suburban	General Commercial Interchange	Open Lands
Sub-Outlying Suburban	<b>NEW COMMUNITY</b>	Density Reduction Groundwater Resource
Commercial	New Community	Conservation Lands - Upland
Industrial Development	<b>AIRPORT AREAS</b>	<b>ENVIRONMENTALLY CRITICAL AREAS (WETLANDS)</b>
Public Facilities	Tradeport	Wetlands
University Community	Airport	Conservation Lands - Wetland
Burnt Store Marina Village		City Limits
Destination Resort Mixed Use Water Dependent		

*See Chapter XIII and Lee County Administrative Code 13-2 for standards and procedures for administrative interpretations of the Lee Plan*

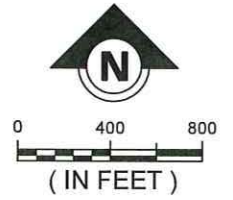
# **BSR 40**

Application for a Comprehensive Plan Amendment-Map

## **Exhibit 4A**

Existing Future Land Use Map Proposed

BSR 40



FUTURE URBAN AREAS	INTERCHANGE AREAS	NON-URBAN AREAS
Intensive Development	General Interchange	Rural
Central Urban	University Village Interchange	Rural Community Preserve
Urban Community	Industrial Commercial Interchange	Coastal Rural
Suburban	Industrial Interchange	Outer Island
Outlying Suburban	General Commercial Interchange	Open Lands
Sub-Outlying Suburban	<b>NEW COMMUNITY</b>	Density Reduction/Groundwater Resource
Commercial	New Community	Conservation Lands - Upland
Industrial Development	<b>AIRPORT AREAS</b>	<b>ENVIRONMENTALLY CRITICAL AREAS (WETLANDS)</b>
Public Facilities	Tradeport	Wetlands
University Community	Airport	Conservation Lands - Wetland
Burnt Store Marina Village		City Limits
Destination Resort Mixed Use Water Dependent		

*See Chapter XIII and Lee County Administrative Code 13-2 for standards and procedures for administrative interpretations of the Lee Plan*



# **BSR 40**

Application for Comprehensive Plan Amendment-Map

## **Exhibit M16**

TIS Report

MEMORANDUM

TO: Ms. Linda Miller  
Avalon Engineering, Inc.

FROM: Yury Bykau, P.E.  
Senior Project Manager

DATE: Revised: April 25, 2024

RE: Burnt Store Road – 40 Acre  
Strap No. 08-43-23-00-00001.0000  
Comprehensive Plan Amendment  
Lee County, Florida

TR Transportation Consultants, Inc. has completed a traffic circulation analysis for the proposed Comprehensive Plan for approximately 40 acres of property located on the east side of Burnt Store Road approximately ¼ of a mile south of Charlee Road in Lee County, Florida. Based on the discussion with Avalon Engineering, the approximate 40-acre site will be subject to a Map Amendment that will change the land use designation from Open Lands and Wetlands to Central Urban.

The transportation related impacts of the proposed Amendment to the Lee Plan were evaluated pursuant to the criteria in the application document. This included an evaluation of the long range impact (20-year horizon) and short range impact (5-year horizon) the proposed amendment would have on the existing and future roadway infrastructure.

Under the existing Open Lands and Wetlands Land Use Category (FLU), the site could be developed with various non-residential land uses that are needed to serve the rural community such as a Tractor Supply Store and a Variety Store. For the trip generation comparison purposes, the permitted development under the existing land use category on site was assumed to consist of a 30,000 square foot Tractor Supply Store and a 12,000 square foot Variety Store.

The Applicant is proposing a Map Amendment on the approximate 40-acre site to change the land use designation from Open Lands and Wetlands to Central Urban. For analysis purposes, under the Central Urban Future Land Use category the site was assumed to consist of up to 400 multi-family residential dwelling units and 160,000 square feet of commercial uses. **Table 1** summarizes the uses/intensities that could be developed under the existing land use designation and uses/intensities assumed under the proposed land use designation.

**Table 1**  
**Land Uses**  
**Burnt Store Road – 40 Acre**

<b>Existing/ Proposed</b>	<b>Land Use Category</b>	<b>Intensity</b>
Existing	Open Lands	30,000 Sq. Ft Tractor Supply Store & 12,000 Sq. Ft. Variety Store
Proposed	Central Urban	400 Multi-Family Dwelling Units, 160,000 Sq. Ft. Commercial

The trip generation for the with and without amendment scenarios was determined by referencing the Institute of Transportation Engineer’s (ITE) report, titled ***Trip Generation Manual***, 11<sup>th</sup> Edition. Land Use Code 810 (Tractor Supply Store), Land Use Code 814 (Variety Store), Land Use Code 220 (Multifamily Housing Low-Rise) and Land Use Code 820 (Shopping Center >150K) were utilized for the trip generation purposes of the permitted/proposed uses on site. The trip generation equations utilized are attached to this Memorandum for reference.

**Table 2** and **Table 3** outline the anticipated weekday AM and PM peak hour and daily trip generation based on the existing and proposed future land use categories, respectively. Both tables also incorporated a reduction in trips due to “pass-by” traffic. Note, since there will be a certain internal interaction between the residential and commercial uses under the proposed land use category scenario, Table 3 also incorporated reduction in trips due to “internal capture”. The summary sheets utilized to calculate these internal capture rates for the weekday AM peak hour and PM peak hour are attached to this Memorandum for reference. Note, the internal capture calculations were completed consistent with the methodologies in the NCHRP Report and published in the ITE ***Trip Generation Handbook***, 3<sup>rd</sup> Edition.

**Table 2**  
**Trip Generation**  
**Based on Existing Land Use Category**  
**Burnt Store Road – 40 Acre**

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Tractor Supply Store (30,000 Sq. Ft.)	N/A	N/A	N/A	20	22	42	N/A
Variety Store (12,000 Sq. Ft.)	20	16	36	41	39	80	764
<b>Total Trips</b>	<b>20</b>	<b>16</b>	<b>36</b>	<b>61</b>	<b>61</b>	<b>122</b>	<b>764</b>
Less LUC 814 Pass-by	-6	-6	-12	-13	-13	-26	-260
<b>Net New Trips</b>	<b>14</b>	<b>10</b>	<b>24</b>	<b>48</b>	<b>48</b>	<b>96</b>	<b>504</b>

**Table 3**  
**Trip Generation**  
**Based on Proposed Land Use Category**  
**Burnt Store Road – 40 Acre**

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Multifamily Housing (400 Dwelling Units)	35	112	147	121	72	193	2,639
Shopping Center (160,000 Sq. Ft.)	141	87	228	380	412	792	10,041
<b>Total Trips</b>	<b>176</b>	<b>199</b>	<b>375</b>	<b>501</b>	<b>484</b>	<b>985</b>	<b>12,680</b>
Less Internal Capture * (1% AM/ 17% PM)	-2	-2	-4	-86	-86	-172	-2,156
Less LUC 820 Pass-by (29% for <300k Sq. Ft.)	-33	-33	-66	-102	-102	-204	-2,417
<b>Net New Trips</b>	<b>141</b>	<b>164</b>	<b>305</b>	<b>313</b>	<b>296</b>	<b>609</b>	<b>8,107</b>

\*Included internal capture between the residential and commercial uses.

Table 4 indicates the trip generation difference between the proposed and existing land use categories (Table 2 vs Table 3). The resultant trip change in Table 4 indicates that the trip generation will be **increased** in the AM and PM peak hour conditions as a result of the proposed amendment.

**Table 4**  
**Trip Generation – Resultant Trip Change (Table 2 vs Table 3)**  
**Burnt Store Road – 40 Acre**

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Proposed Land Use Designations	141	164	305	313	296	609	8,107
Existing Land Use Designations	-14	-10	-24	-48	-48	-96	-504
<b>Resultant Trip Change</b>	<b>+127</b>	<b>+154</b>	<b>+281</b>	<b>+265</b>	<b>+248</b>	<b>+513</b>	<b>+7,603</b>

**Long Range Impacts (20-year horizon)**

The Lee County Metropolitan Planning Organization’s (MPO) 2045 Long Range Transportation Plan was reviewed to determine if any future roadway improvements were planned in the vicinity of the subject site. Based on the review, the only roadway improvement within the vicinity of the subject site shown on the 2045 Financially Feasible Plan was the widening of Burnt Store Road to a four-lane facility from Pine Island Road to Lee County/Charlotte County line. The Lee County 2045 Highway Cost Feasible Plan map is attached to this Memorandum for reference.

The Lee County Metropolitan Planning Organization’s (MPO) long range transportation travel model was also reviewed in order to determine the impacts the amendment would have on the surrounding area. The base 2045 loaded network volumes were determined for the roadways within the study area and then the PM peak hour trips to be generated by additional trips in Table 3 were added to the projected 2045 volumes. The Level of Service for the surrounding roadways was then evaluated. The Level of Service threshold volumes were derived based on the attached *Lee County Generalized Peak Hour Directional Service Volumes* table.

The results of the analysis indicate that the addition of the project trips to the network will not cause any roadway link to fall below the adopted Level of Service standard for each analyzed roadway link within the study area. Therefore, no changes to the adopted long range transportation plan are required as result of the proposed land use change. Attached **Table 1A** and **Table 2A** reflect the Level of Service analysis based on the 2045 conditions.

### **Short Term Impacts Analysis (2029)**

The 2021/2022-2025/2026 Lee County Transportation Capital Improvement Plan as well as the latest Cape Coral Capital Improvement Program were reviewed to determine if any future roadway improvements were planned in the vicinity of the subject site in the next five (5) years. Based on the review, there are no roadway capacity improvements identified on either work program. It is important to note that Florida Department of Transportation (FDOT) is currently preparing PD&E study to evaluate widening of Burnt Store Road to a four-lane divided roadway from Van Buren Parkway to Lee County/Charlotte County line. This improvement was not included in this analysis since it has yet to be funded for construction.

**Table 3A** and **Table 4A** attached to this report indicate the projected 5-year planning Level of Service on the surrounding roadways based on the trips shown in Table 3. The existing peak hour, peak season, peak direction traffic volumes on the various roadway links maintained by Lee County were obtained from the most recent *Lee County Public Facilities Level of Service and Concurrency Report*.

The existing peak hour, peak season, peak direction traffic volumes were then factored by the appropriate annual growth rates in order to obtain the 2029 background traffic conditions on the area roadway network. The growth rates for each roadway were calculated based on historical traffic data obtained from the latest *Lee County Traffic Count Report*. At the request of the County Staff, an annual growth rate of 5.44% was assumed. Based on the project traffic distribution illustrated within Table 4A, the roadway link data was analyzed for the year 2029 without the proposed amendment and year 2029 with the proposed amendment. Traffic data obtained from the Lee County Traffic Count Report is attached to this Memorandum for reference.

The results of the analysis indicate that the addition of the project trips to the network will only cause Burnt Store south of the site to fall below the adopted Level of Service standard. From Table 4A, Burnt Store Road north of site was shown to operate at acceptable Level of Service in the 2029 both with and without project traffic conditions. As previously mentioned, Florida Department of Transportation (FDOT) is currently preparing PD&E study to evaluate widening of Burnt Store Road to a four-lane divided roadway from Van Buren Parkway to Lee County/Charlotte County line. This study is anticipated to be completed by late 2024. The Lee County Metropolitan Planning Organization's (MPO) 2045 Long Range Transportation Plan also indicates the widening of Burnt Store Road from Van Buren Parkway to Lee County/Charlotte County line with a construction timeframe between years 2031-2035. The future widening of Burnt Store Road to a four-lane facility will address the roadway capacity deficiencies shown in the short-range Level of Service Analysis conducted as part of this report. Therefore, based on this analysis no modifications will be necessary to the Lee County or Cape Coral short term capital improvement programs. Capacity analysis will be evaluated again at the time the project seeks rezoning and local Development Order approvals.

## **Conclusion**

The proposed Comprehensive Plan Amendment is for approximately 40 acres of property located on the east side of Burnt Store Road approximately ¼ of a mile south of Charlee Road in Lee County, Florida. The proposed Map Amendment on the subject property will the land use designation from Open Lands and Wetlands to Central Urban.

The results of the long-range link Level of Service analysis indicated that the addition of the trips as a result of the proposed request to the projected 2045 volumes will NOT cause any roadway links to fall below the recommended minimum acceptable Level of Service thresholds as recommended in Policy 37.1.1 of the Lee County Comprehensive Plan. All analyzed roadway segments were shown to operate at an acceptable Level of Service in 2045 both with and without the proposed project.

The results of the short-range link Level of Service analysis indicated that the addition of the project trips to the network will only cause Burnt Store south of the site to fall below the adopted Level of Service standard. Burnt Store Road north of site was shown to operate at acceptable Level of Service in the 2029 both with and without project traffic conditions. As previously mentioned, Florida Department of Transportation (FDOT) is currently preparing PD&E study to evaluate widening of Burnt Store Road to a four-lane divided roadway from Van Buren Parkway to Lee County/Charlotte County line. This study is anticipated to be completed by late 2024. The Lee County Metropolitan Planning Organization's (MPO) 2045 Long Range Transportation Plan also indicates the widening of Burnt Store Road from Van Buren Parkway to Lee County/Charlotte County line with a construction timeframe between years 2031-2035. The future widening of Burnt Store Road to a four-lane facility will address the roadway capacity deficiencies shown in the short-range Level of Service Analysis conducted as part of this report.

No modifications are necessary to the Short Term Capital Improvement Plan or the Long Range Transportation Plan to support the proposed Amendment. In addition, the proposed amendment will not significantly alter the socio-economic data forecasts that were utilized in the development of the Long Range Transportation Plan. Capacity analysis will be evaluated again at the time the project seeks rezoning and local Development Order approvals.

## **Attachments**

**TABLES 1A & 2A**  
**2045 LOS ANALYSIS**



**TABLE 1A  
LEVEL OF SERVICE THRESHOLDS  
2045 LONG RANGE TRANSPORTATION ANALYSIS - BURNT STORE ROAD 40 ACRE**

<u>ROADWAY</u>	<u>ROADWAY SEGMENT</u>	<u>2045 E + C NETWORK LANES</u>		<u>GENERALIZED SERVICE VOLUMES</u>				
		<u># Lanes</u>	<u>Roadway Designation</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>
Burnt Store Road	N. of Vincent Ave	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100
	N. of Islamorada Blvd	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100
	N. of Site	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100
	N. of Durden Pkwy	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100
	S. of Durden Pkwy	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100
Durden Pkwy	W. of Burnt Store Rd	2LU	Collector	0	0	310	660	740

- Denotes the LOS Standard for each roadway segment

\* Level of Service Thresholds for Lee County roadways were taken from the Generalized Peak Hour Directional Service Volume tables for Urbanized Areas (dated April 2016)



**TABLES 3A & 4A**  
**5-YEAR LOS ANALYSIS**

**TABLE 3A  
LEVEL OF SERVICE THRESHOLDS  
BURNT STORE ROAD - 40 ACRE**

<u>ROADWAY</u>	<u>ROADWAY SEGMENT</u>	<u># LANES</u>	<u>ROADWAY DESIGNATION</u>	<u>GENERALIZED SERVICE VOLUMES</u>				
				<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>
				LOS A	LOS B	LOS C	LOS D	LOS E
Burnt Store Road	N. of Vincent Ave	2LU	Controlled Access Facility	0	160	880	940	940
	N. of Islamorada Blvd	2LU	Controlled Access Facility	0	160	880	940	940
	N. of Site	2LU	Controlled Access Facility	0	160	880	940	940
	N. of Durden Pkwy	2LU	Controlled Access Facility	0	160	880	940	940
	S. of Durden Pkwy	2LU	Controlled Access Facility	0	160	880	940	940

- Denotes the LOS Standard for each roadway segment

\* Level of Service Thresholds for Lee County arterials/collectors taken from the Generalized Peak Hour Directional Service Volume tables for Urbanized Areas (dated April 2016)

\* Durden Parkway was not included in this analysis due to lack of traffic data for this roadway.

**TABLE 4A  
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS  
BURNT STORE ROAD - 40 ACRE**

TOTAL PROJECT TRAFFIC AM = 305 VPH IN = 141 OUT= 164  
 TOTAL PROJECT TRAFFIC PM = 609 VPH IN= 313 OUT= 296

ROADWAY	ROADWAY SEGMENT	LCDOT PCS OR FDOT SITE #	BASE YR ADT	2022 ADT	YRS OF GROWTH. <sup>1</sup>	ANNUAL RATE	2021 PK HR PK SEASON PEAK DIR. <sup>2</sup>	2029 PK HR PK SEASON PEAK DIRECTION	V/C	PERCENT PROJECT	PERCENT			2029 BCKGRND		2029 BCKGRND			
											AM PROJ	PM PROJ	+ AM PROJ	V/C	+ PM PROJ	V/C			
							VOLUME	LOS	Ratio	TRAFFIC	TRAFFIC	TRAFFIC	VOLUME	LOS	Ratio	VOLUME	LOS	Ratio	
Burnt Store Road	N. of Vincent Ave	12	5,200	11,500	9	5.44%	528	807	C	0.86	15%	25	47	831	C	0.88	854	C	0.91
	N. of Islamorada Blvd	12	5,200	11,500	9	5.44%	528	807	C	0.86	20%	33	63	839	C	0.89	869	C	0.92
	N. of Site	12	5,200	11,500	9	5.44%	528	807	C	0.86	35%	57	110	864	C	0.92	916	D	0.97
	N. of Durden Pkwy	12	5,200	11,500	9	5.44%	528	807	C	0.86	65%	107	203	913	D	0.97	1,010	F	1.07
	S. of Durden Pkwy	12	5,200	11,500	9	5.44%	528	807	C	0.86	60%	98	188	905	D	0.96	994	F	1.06

1 AGR for roadways was calculated based the historical traffic data obtained from the Lee County Traffic Count Report

2 Current peak hour peak season peak direction traffic volumes for all County roadways were obtained from the 2020 Lee County Public Facilities Level of Service and Concurrency Report.

\* Durden Parkway was not included in this analysis due to lack of traffic data for this roadway

**LEE COUNTY GENERALIZED  
SERVICE VOLUME TABLE**

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

April 2016

c:\input5

<b>Uninterrupted Flow Highway</b>						
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
<b>Arterials</b>						
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
<b>Controlled Access Facilities</b>						
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
<b>Collectors</b>						
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 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
BONITA BEACH RD	W OF SPANISH WELLS	131								24700	31800	32200
BONITA BEACH RD	E OF OLD 41 RD	226										
BONITA BEACH RD	E OF RACE TRACK RD	130								29300	39700	39700
BONITA BEACH RD	W OF I-75	42	28800	35100	35300		36400	38900	40500	37900	43500	44200
BONITA BEACH RD	E OF I - 75	235										22400
BROADWAY (ESTERO)	W OF US 41	463	5200		5700		6200		6300		5700	
BUCKINGHAM RD	S OF PALM BEACH BLVD	11	8800	9000	9300	9800	9800	10400	11400	11100	13100	13800
BUCKINGHAM RD	S OF CEMETERY RD	227		10600		9800		9600		8600		7800
BUCKINGHAM RD	E OF ALVIN AVE	232		7000		8600		9200		10700		10600
BURNT STORE RD	N OF PINE ISLAND RD	233	12600	12600	13600	14800	15300	15100	19100	16800		
BURNT STORE RD	S OF CHARLOTTE CO. LINE	12	5200	6300	7000	7700	8000	8300	8800	8600	10000	11500
BUSINESS 41 (SR 739)	N OF EDISON BRIDGE	41	25100	27200	28000				35600	33500	38200	41500
CAPE CORAL PKWY	E OF 11TH CT	114								20300	25300	25900
CAPE CORAL PKWY	E OF SKYLINE BLVD	13	26400	27700	28800	29700	28200	29600	30400	27700	31100	31600
CAPE CORAL PKWY	E OF 6TH ST	2112										44600
CAPE CORAL PKWY	W OF PALM TREE	56	44800	44100								
CAPE CORAL BRIDGE	W OF BRIDGE	234	45600	51600								
CAPE CORAL BRIDGE	AT TOLL PLAZA	122			44000	42600	42000	43100	47800	43400	49700	49400
CEMETERY RD	E OF BUCKINGHAM RD	486		5700		5800		5500		6700		7100
CHAMBERLIN PKWY	S OF DANIELS PKWY	33	1200	1200	1200	1200						
CHIQUITA BLVD	N OF SW 27TH ST	58	17100	17700	16800	16700						

## PCS 12 - Burnt Store Rd south of Charlotte County Line

2022 AADT = 11,500 VPD

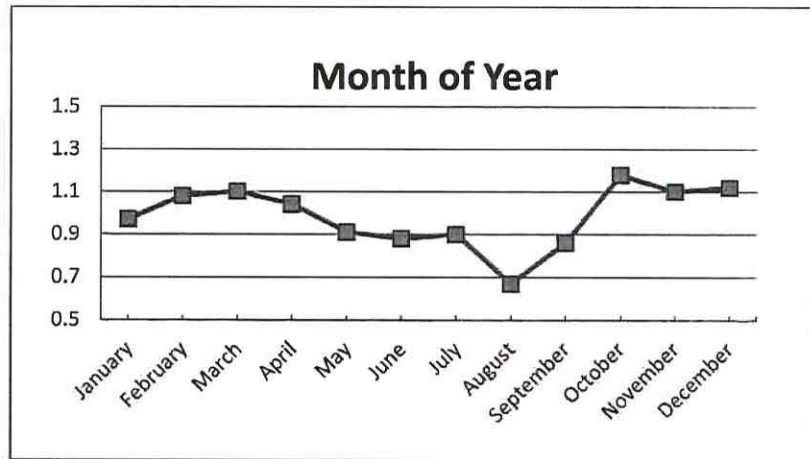
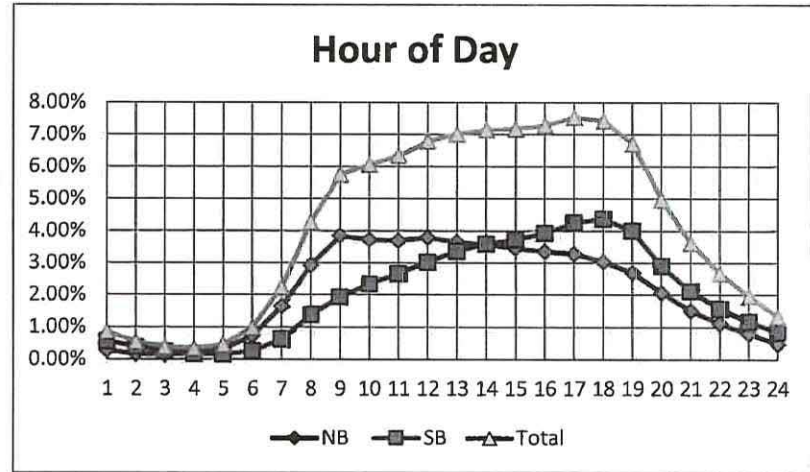
Hour	NB	SB	Total
0	0.28%	0.57%	0.85%
1	0.17%	0.38%	0.55%
2	0.14%	0.24%	0.38%
3	0.18%	0.16%	0.34%
4	0.31%	0.15%	0.46%
5	0.73%	0.26%	0.99%
6	1.63%	0.62%	2.24%
7	2.93%	1.37%	4.28%
8	3.84%	1.93%	5.76%
9	3.73%	2.34%	6.06%
10	3.70%	2.66%	6.35%
11	3.79%	3.02%	6.80%
12	3.65%	3.37%	7.02%
13	3.57%	3.59%	7.16%
14	3.46%	3.73%	7.19%
15	3.35%	3.93%	7.29%
16	3.28%	4.25%	7.55%
17	3.04%	4.38%	7.44%
18	2.70%	4.01%	6.72%
19	2.07%	2.90%	4.98%
20	1.51%	2.12%	3.63%
21	1.11%	1.57%	2.68%
22	0.79%	1.16%	1.96%
23	0.47%	0.85%	1.32%

Month of Year	Fraction
January	0.97
February	1.08
March	1.1
April	1.04
May	0.91
June	0.88
July	0.9
August	0.67
September	0.86
October	1.18
November	1.1
December	1.12

Directional Factor		
AM	0.72	NB
PM	0.56	SB

Day of Week	Fraction
Sunday	0.83
Monday	1
Tuesday	1
Wednesday	1.04
Thursday	1.06
Friday	1.11
Saturday	0.95

Design Hour Volume		
#	Volume	Factor
5	1218	0.106
10	1178	0.102
20	1156	0.101
30	1134	0.099
50	1120	0.097
100	1095	0.095
150	1071	0.093
200	1055	0.092



**LEE COUNTY PUBLIC FACILITIES  
LEVEL OF SERVICE AND  
CONCURRENCY REPORT**

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

Table 21 b) 1 of 7

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)														
Link No.	NAME	ROADWAY LINK		F. Class	ROAD TYPE	PERFORMANCE STANDARD		2021 100TH HIGHEST HOUR			FUTURE FORECAST (2026)			Notes
		FROM	TO			LOS	DIRECTIONAL CAPACITY	LOS	VOL.	V/C	LOS	VOL.	V/C	
00100	A & W BULB RD	GLADIOLUS DR	MCGREGOR BLVD	Maj. Col	2LN	E	860	C	342	0.40	C	360	0.42	
00200	ALABAMA RD	SR 82	MILWAUKEE BLVD	M. Art	2LN	E	990	C	265	0.27	C	279	0.28	
00300	ALABAMA RD	MILWAUKEE BLVD	HOMESTEAD RD	M. Art	2LN	E	990	C	349	0.35	C	367	0.37	
00400	ALEXANDER BELL BLVD	SR 82	MILWAUKEE BLVD	M. Art	2LN	E	990	D	561	0.57	D	590	0.60	
00500	ALEXANDER BELL BLVD	MILWAUKEE BLVD	LEE LANE HEIGHTS	M. Art	2LN	E	990	D	561	0.57	D	654	0.66	Shadow Lakes
00590	ALICO RD	US 41	DUSTY RD	P. Art	4LD	E	1,980	B	1,171	0.59	B	1,230	0.62	
00600	ALICO RD	DUSTY RD	LEE RD	P. Art	6LD	E	2,960	B	1,171	0.40	B	1,532	0.52	Alico Business Park
00700	ALICO RD	LEE RD	THREE OAKS PKWY	P. Art	6LD	E	2,960	B	1,171	0.40	B	1,419	0.48	Three Oaks Regional Center
00800	ALICO RD	THREE OAKS PKWY	I-75	P. Art	6LD	E	2,960	B	2,428	0.82	B	2,552	0.86	EEPCO Study
00900	ALICO RD	I-75	BEN HILL GRIFFIN BLVD	P. Art	6LD	E	2,960	B	1,278	0.43	B	1,425	0.48	EEPCO Study
01000	ALICO RD	BEN HILL GRIFFIN BLVD	GREEN MEADOW DR	Maj. Col	2LN	E	1,100	C	395	0.36	E	808	0.73	4 Ln constr 2018, EEPCO Study*
01050	ALICO RD	GREEN MEADOW DR	CORKSCREW RD	Maj. Col	2LN	E	1,100	B	131	0.12	B	224	0.20	EEPCO Study
01200	BAGCOCK RD	JS 41	ROCKEFELLER CIR	Min. Col	2LN	E	860	C	55	0.06	C	52	0.19	old count
01400	BARRETT RD	PONDELLA RD	PINE ISLAND RD (US 78)	Maj. Col	2LN	E	860	C	103	0.12	C	116	0.14	old count projection(2009)
01500	BASS RD	SUMMERLIN RD	GLADIOLUS DR	Maj. Col	4LN	E	1,790	C	564	0.32	C	822	0.46	
01600	BAYSHORE RD (SR 78)	BUS 41	NEW POST RD/HART RD	State	4LD	D	2,100	C	1,975	0.94	D	2,076	0.99	
01700	BAYSHORE RD (SR 78)	HART RD	SLATER RD	State	4LD	D	2,100	C	1,821	0.87	D	2,152	1.02	
01800	BAYSHORE RD (SR 78)	SLATER RD	I-75	State	4LD	D	2,100	C	1,222	0.58	C	1,441	0.69	
01900	BAYSHORE RD (SR 78)	I-75	NALLE RD	State	2LN	D	924	C	741	0.80	D	941	1.02	
02000	BAYSHORE RD (SR 78)	NALLE RD	SR 31	State	2LN	D	924	C	741	0.80	D	941	1.02	
02100	BEN HILL GRIFFIN PKWY	CORKSCREW RD	FGCU ENTRANCE	P. Art	4LD	E	2,000	B	1,361	0.68	B	1,763	0.88	
02200	BEN HILL GRIFFIN PKWY	FGCU BOULEVARD S	COLLEGE CLUB DR	P. Art	4LD	E	2,000	B	1,361	0.68	B	1,430	0.72	
02250	BEN HILL GRIFFIN PKWY	COLLEGE CLUB DR	ALICO RD	P. Art	6LD	E	3,000	A	1,123	0.37	A	1,215	0.41	
26950	BEN HILL GRIFFIN PKWY	ALICO RD	TERMINAL ACCESS RD	Controlled xs	4LD	E	1,980	A	980	0.49	A	1,030	0.52	
02300	BETH STACEY BLVD	23RD ST	HOMESTEAD RD	Maj. Col	2LN	E	860	C	340	0.40	C	565	0.66	
02400	BONITA BEACH RD	HICKORY BLVD	VANDERBILT DR	P. Art	4LD	E	1,900	C	736	0.39	C	774	0.41	Constrained In City Plan *
02500	BONITA BEACH RD	VANDERBILT DR	US 41	P. Art	4LD	E	1,900	C	1,433	0.75	C	1,506	0.79	Constrained In City Plan
02600	BONITA BEACH RD	US 41	OLD 41	P. Art	4LD	E	1,860	C	1,427	0.77	C	1,500	0.81	Constrained, old count projection(2010)
02700	BONITA BEACH RD	OLD 41	IMPERIAL ST	P. Art	6LD	E	2,800	C	1,908	0.68	C	2,005	0.72	Constrained In City Plan(2010)
02800	BONITA BEACH RD	IMPERIAL ST	W OF I-75	P. Art	6LD	E	2,800	C	2,091	0.75	C	2,197	0.78	Constrained In City Plan
02900	BONITA BEACH RD	E OF I-75	BONITA GRAND DR	M. Art	4LD	E	2,020	B	626	0.31	B	658	0.33	Constrained In City Plan
02950	BONITA BEACH RD	BONITA GRANDE DR	Logan Boulevard	M. Art	4LD	E	2,020	B	626	0.31	B	658	0.33	Constrained In City Plan
03100	BONITA GRANDE DR	BONITA BEACH RD	E TERRY ST	Maj. Col	2LN	E	860	D	692	0.80	E	782	0.91	old count projection(2009)
03200	BOYSCOUT RD	SUMMERLIN RD	US 41	P. Art	6LN	E	2,520	E	1,847	0.73	E	1,941	0.77	
03300	BRANTLEY RD	SUMMERLIN RD	US 41	Maj. Col	2LN	E	860	C	287	0.33	C	302	0.35	
03400	BRIARCLIFF RD	US 41	TRIPLE CROWN CT	Maj. Col	2LN	E	860	C	158	0.18	C	166	0.19	
03500	BROADWAY RD (ALVA)	SR 80	North RIVER RD	Maj. Col	2LN	E	860	C	280	0.33	C	294	0.34	old count projection(2009)
03700	BUCKINGHAM RD	SR 82	GUNNERY RD	P. Art	2LN	E	990	D	491	0.50	D	516	0.52	
03730	BUCKINGHAM RD	GUNNERY RD	ORANGE RIVER BLVD	P. Art	2LN	E	990	C	395	0.40	C	415	0.42	
03800	BUCKINGHAM RD	ORANGE RIVER BLVD	SR 80	P. Art	2LN	E	990	D	644	0.65	D	1,057	1.07	Buckingham 345 & Portico
03900	BURNT STORE RD	SR 78	VAN BUREN PKWY	Controlled xs	4LD	E	2,950	B	828	0.28	B	870	0.29	
04000	BURNT STORE RD	VAN BUREN PKWY	COUNTY LINE	Controlled xs	2LN	E	1,140	C	528	0.46	C	626	0.55	
04200	BUS 41 (N TAMAMI TR, CITY LIMITS (N END EDISON BRG))	PONDELLA RD		State	6LD	D	3,171	C	1,715	0.54	C	2,082	0.66	
04300	BUS 41 (N TAMAMI TR, PONDELLA RD)	SR 78		State	6LD	D	3,171	C	1,715	0.54	C	2,082	0.66	
04400	BUS 41 (N TAMAMI TR, SR 78)	LITTLETON RD		State	4LD	D	2,100	C	994	0.47	C	1,245	0.59	
04500	BUS 41 (N TAMAMI TR, LITTLETON RD)	US 41		State	4LD	D	2,100	C	596	0.28	C	796	0.38	
04600	CAPE CORAL BRIDGE	DEL PRADO BLVD	MCGREGOR BLVD	P. Art	4LB	E	4,000	D	3,097	0.77	D	3,255	0.81	
04700	CAPTIVA DR	BLIND PASS	SOUTH SEAS	Maj. Col	2LN	E	860	C	267	0.31	C	302	0.35	Constrained, old count(2010)

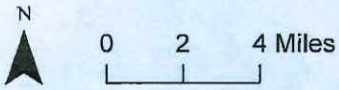
County-Maintained Collector Roadway - Unincorporated Lee County
  State-Maintained Arterial Roadway - Unincorporated Lee County

County-Maintained Collector Roadway - Incorporated Lee County
  County Maintained Controlled Access Arterial Facility

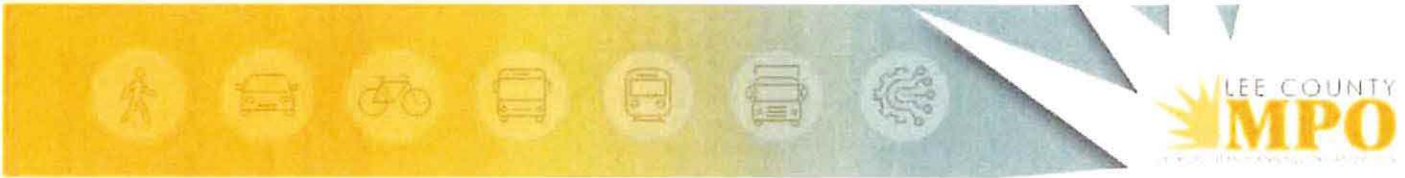
County-Maintained Arterial Roadway - Unincorporated Lee County
  County Maintained Expressway

County-Maintained Arterial Roadway - Incorporated Lee County

**LEE COUNTY MPO 2045 COST  
FEASIBLE HIGHWAY PLAN**



	Interchange/Intersection		4 Lane Limited Access
	Bridge Reconstruction		2 Lane Roadway
			2 Lanes one-way
			3 Lanes one-way
			3 Lane Roadway
			4 Lane Roadway
			6 Lane Divided
			8 Lane Divided
			10 Lane Freeway
			Reconstruction
			Cost Feasible Projects



## 4.0 Implementation

### 4.1 Identifying Needs

The Needs Assessment identified projects to support the ultimate vision of mobility to meet the future transportation demands for the Lee County MPO planning area without regard for cost and available funding. An extensive process was conducted to identify projects that are needed in the future. This included a comprehensive review of the projects identified in the 2040 LRTP; review of the LeeTran Transit Development Plan for consistency; review of partner jurisdiction Bicycle/Pedestrian Master Plans; working with Lee County MPO and member jurisdiction staff; working with stakeholders, including the MPO Board; and working with the public.

Determining the transportation projects and strategies to include in the 2045 Cost Feasible LRTP was based on evaluation of the prioritized needs and availability of transportation revenues. This section provides a listing of the major projects identified during the Needs Assessment phase of the LRTP.

#### 4.1.1 Existing and Committed Transportation Conditions

Prior to developing a list of transportation improvement needs, projects committed to be completed over the next five years were reviewed. Table 4-1 illustrates the transportation projects currently underway and funded for construction through 2025.

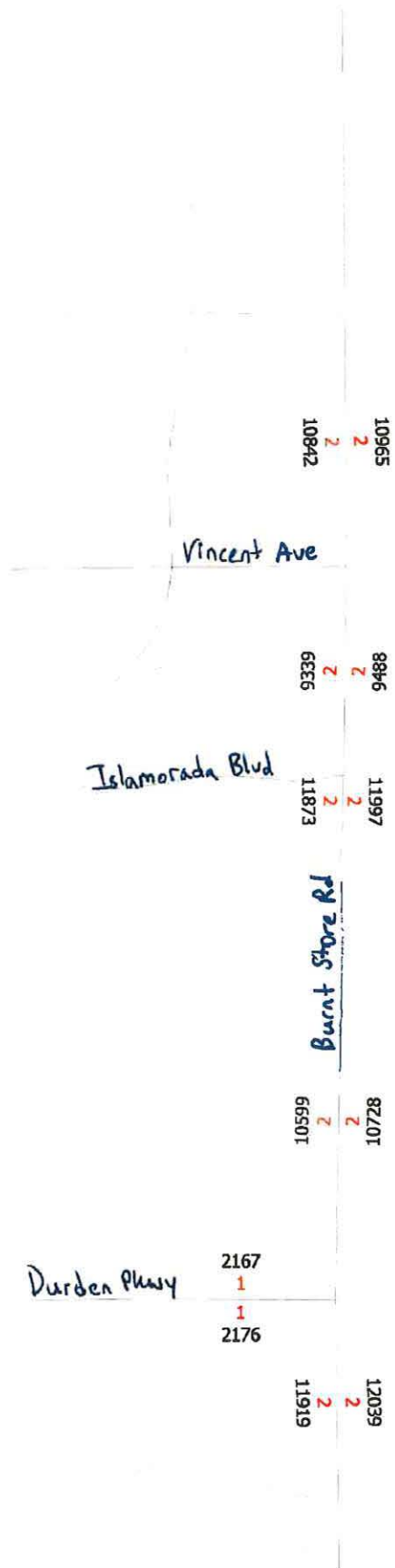
Table 4-1: Existing Priority Projects

Project Location	Project Description	Construction Timeframe
I-75 at Daniels Parkway	Interchange Improvement	2021—2025
I-75 at Colonial Blvd	Interchange Improvement	2021—2025
SR 31 from SR 78 to Cook Brown Road (Charlotte County)	Widen to 4 lanes	2021—2025
SR 865 from Estero Blvd to Summerlin Rd	Roadway Reconstruction	2021—2025
Big Carlos Bridge	Bridge Replacement	2021—2025
Advanced Traffic Management System	Traffic Signal Upgrades	2026—2030
Metro Parkway from Daniels Pkwy to Winkler Ave	Widen to 6 lanes	2026—2030
US 41 at SR 78	Intersection Improvement	2026—2030
Burnt Store Rd from Van Buren Pkwy to Charlotte County	Widen to 4 lanes	2031—2035
Old US 41 from Collier County to Bonita Beach Rd	Widen to 4 lanes	2031—2035
SR 31 from SR 80 to SR 78	Widen to 6 lanes	2031—2035
SR 78 from I-75 to SR 31	Widen to 4 lanes	2031—2035
US 41 at Six Mile Cypress Parkway	Intersection Improvement	2031—2035
US 41 at Bonita Beach Road	Intersection Improvement	2031—2035



# **2045 E+C NETWORK VOLUMES**



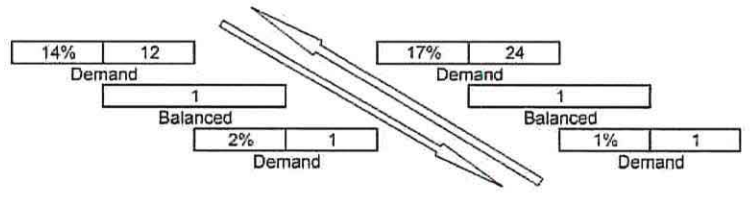
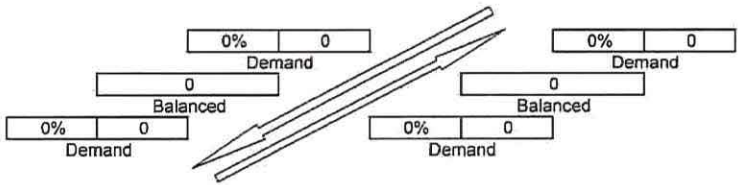


2045 E+C COST FEASIBLE NETWORK VOLUMES AND LANES

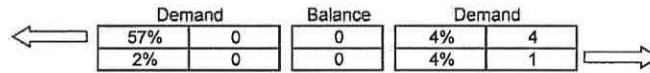
# **INTERNAL CAPTURE WORKSHEETS**

**Internal Capture Calculation Summary Sheet  
WEEKDAY AM PEAK HOUR**

Exit to External	<b>Land Use A - Retail Uses</b>			
86	Total	Internal	External	
←	Enter	141	1	140
→	Exit	87	1	86
140	Total	228	2	226
Enter from External	%	100%	1%	99%



Exit to External	<b>Land Use B - Office Uses</b>			
0	Total	Internal	External	
←	Enter	0	0	0
→	Exit	0	0	0
0	Total	0	0	0
Enter from External	%	100%	0%	100%

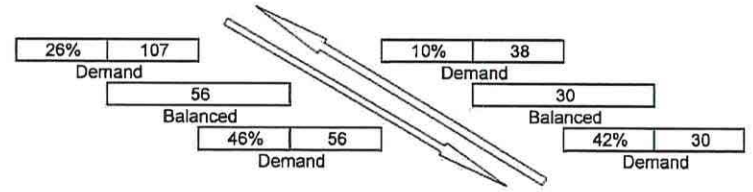
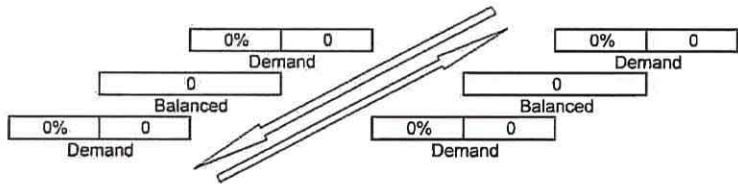


Exit to External	<b>Land Use C - Residential Uses</b>			
111	Total	Internal	External	
←	Enter	35	1	34
→	Exit	112	1	111
34	Total	147	2	145
Enter from External	%	100%	1%	99%

<b>Net External Trips for Multi-Use Development</b>					
	Land Use A	Land Use B	Land Use C	Total	
Enter	140	0	34	174	
Exit	86	0	111	197	
Total	226	0	145	371	
Single-Use Trip Gen. Est.	228	0	147	375	<b>Internal Capture Rate</b>
					1%

**Internal Capture Calculation Summary Sheet  
WEEKDAY PM PEAK HOUR**

Exit to External		Land Use A - Retail Uses				
←	356	Total	380	30	350	
→	350	Enter	412	56	356	
		Exit	792	86	706	
		Total	%	100%	11%	89%
		Enter from External				



Exit to External		Land Use B - Office Uses			
←	0	Total	0	0	0
→	0	Enter	0	0	0
		Exit	0	0	0
		Total	0	0	0
		%	100%	0%	100%
		Enter from External			

Demand		Balance	Demand	
←	57%	0	4%	3
→	2%	0	4%	5

Exit to External		Land Use C - Residential Uses				
←	42	Total	121	56	65	
→	65	Enter	72	30	42	
		Exit	193	86	107	
		Total	%	100%	45%	55%
		Enter from External				

**Net External Trips for Multi-Use Development**

	Land Use A	Land Use B	Land Use C	Total	
Enter	350	0	65	415	
Exit	356	0	42	398	
Total	706	0	107	813	
Single-Use Trip Gen. Est.	792	0	193	985	<b>Internal Capture Rate</b>
					17%

**FDOT BURNT STORE ROAD PD&E  
STUDY INFORMATION**



Burnt Store Road Project Development and Environment (PD&E) 436928-1

Project Details	
<b>Work Type</b>	Widening
<b>Phase</b>	PD&E
<b>Limits</b>	Van Buren Parkway to Charlotte County Line
<b>Length</b>	5.7 miles
<b>City</b>	Cape Coral
<b>County</b>	Lee
<b>Study Cost</b>	\$2,250,000



Contact Information	
<b>PD&amp;E Project Manager</b>	Steven A Andrews
	863-519-2270

# **ITE PASS-BY RATES**





**Vehicle Pass-By Rates by Land Use**

Source: ITE Trip Generation Manual, 11th Edition

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
Pass-By Characteristics for Individual Sites									
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24
667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

# **TRIP GENERATION EQUATIONS**

# Tractor Supply Store (810)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**

**On a: Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 7

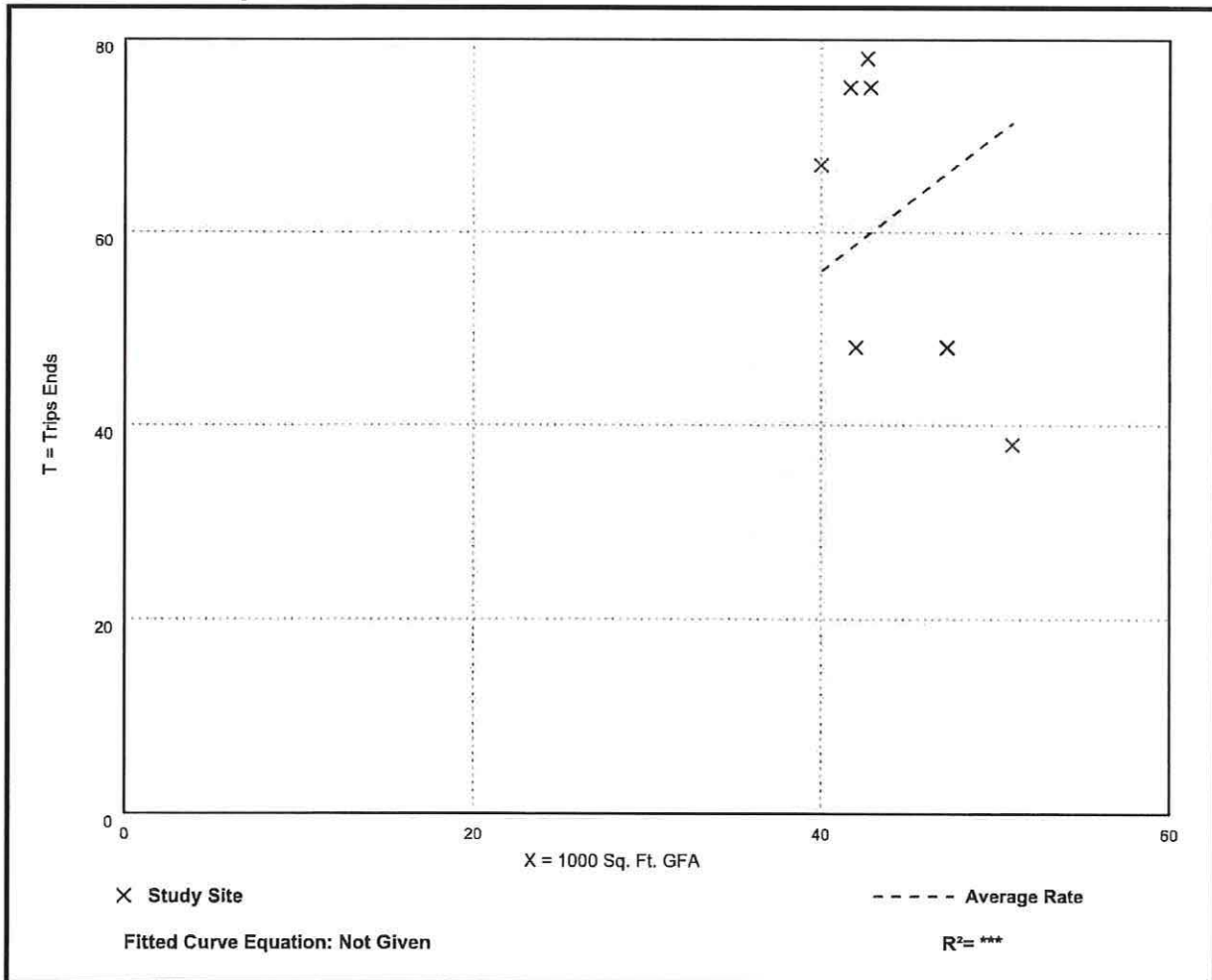
Avg. 1000 Sq. Ft. GFA: 44

Directional Distribution: 47% entering, 53% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.40	0.75 - 1.83	0.45

## Data Plot and Equation



# Variety Store (814)

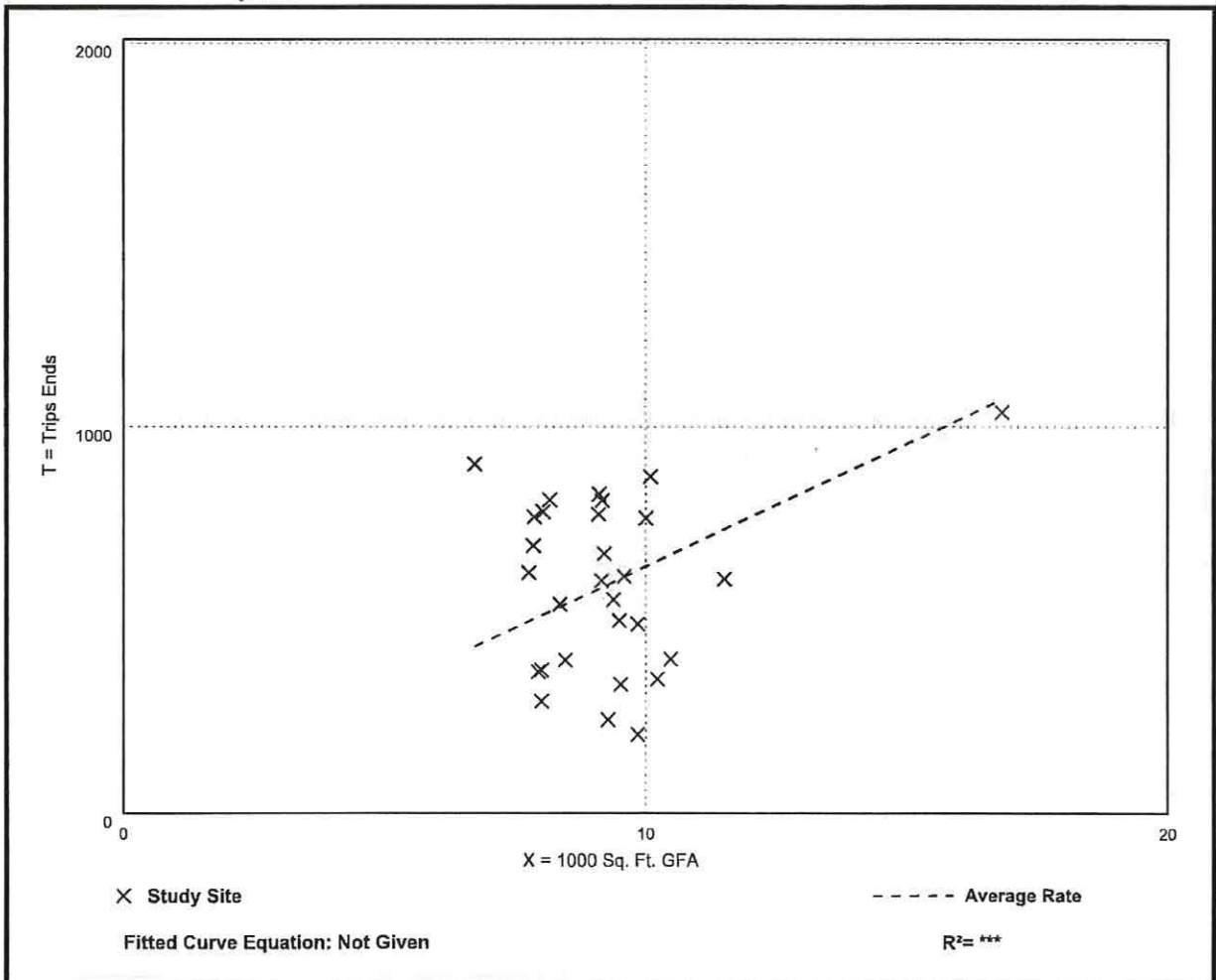
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 29  
Avg. 1000 Sq. Ft. GFA: 9  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
63.66	20.51 - 133.68	25.23

## Data Plot and Equation



# Variety Store (814)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 29

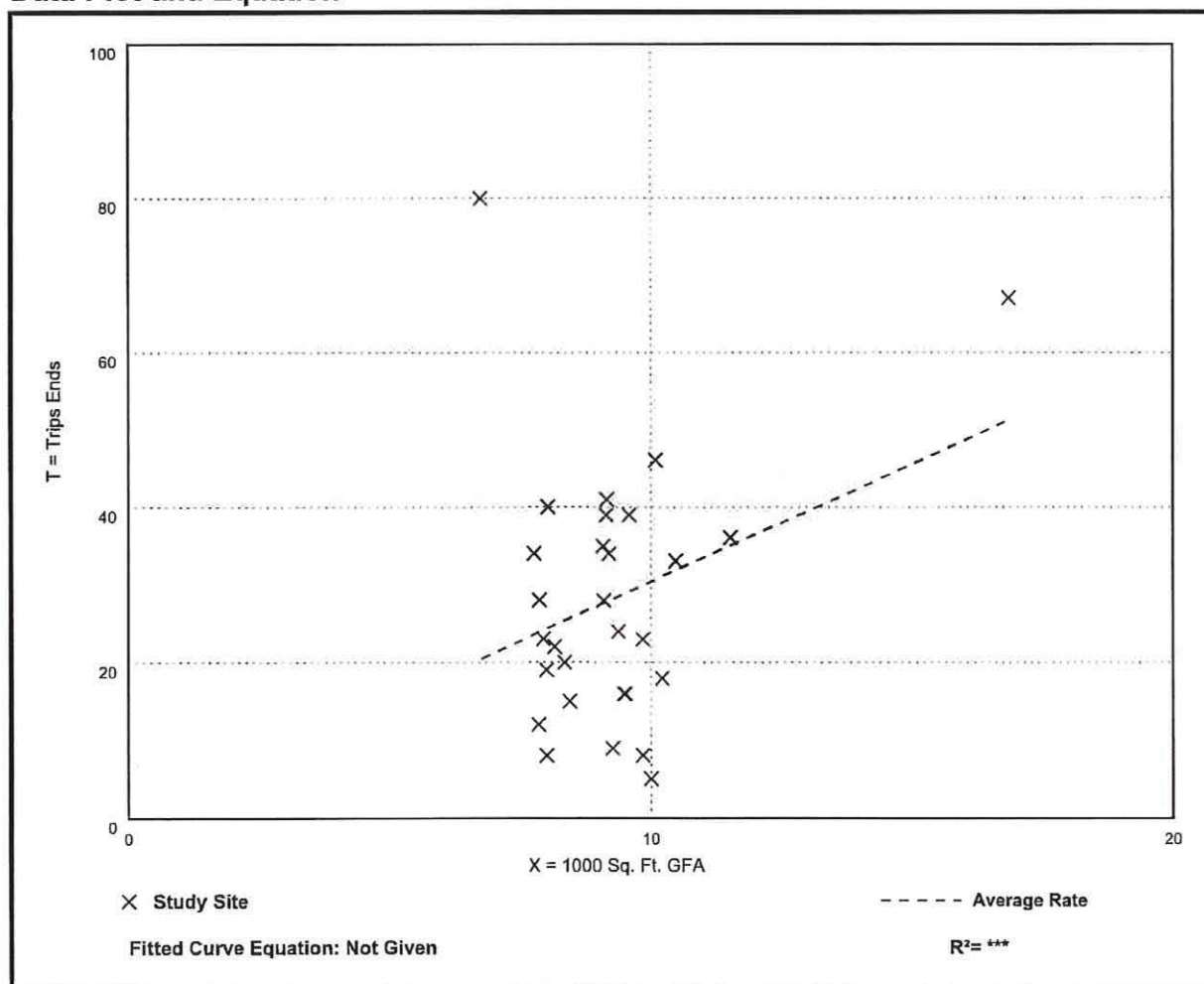
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 55% entering, 45% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.04	0.50 - 11.87	1.91

## Data Plot and Equation



# Variety Store (814)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 29

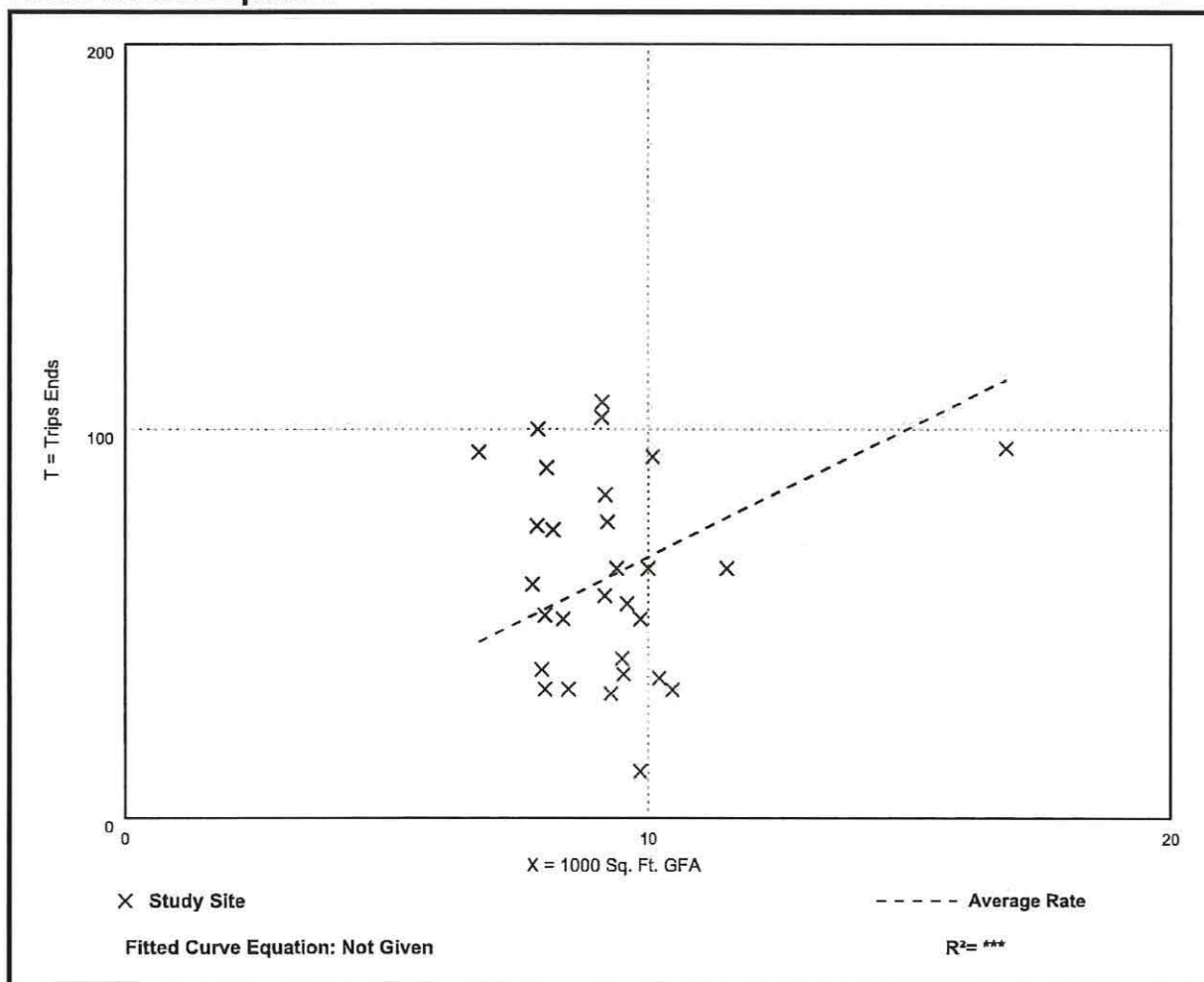
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 51% entering, 49% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.70	1.22 - 13.95	3.08

## Data Plot and Equation



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

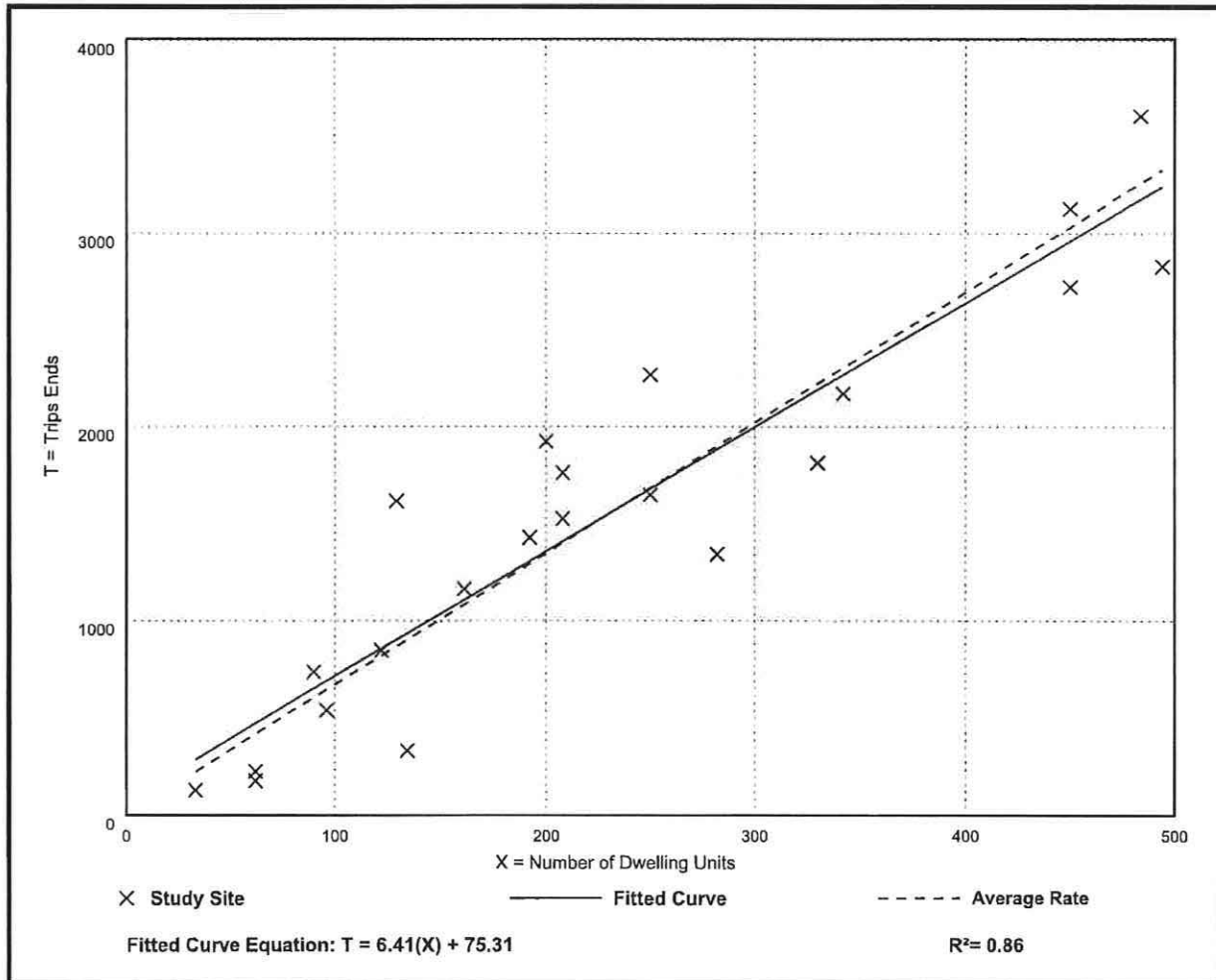
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

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

## Vehicle Trip Generation per Dwelling Unit

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

## Data Plot and Equation



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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

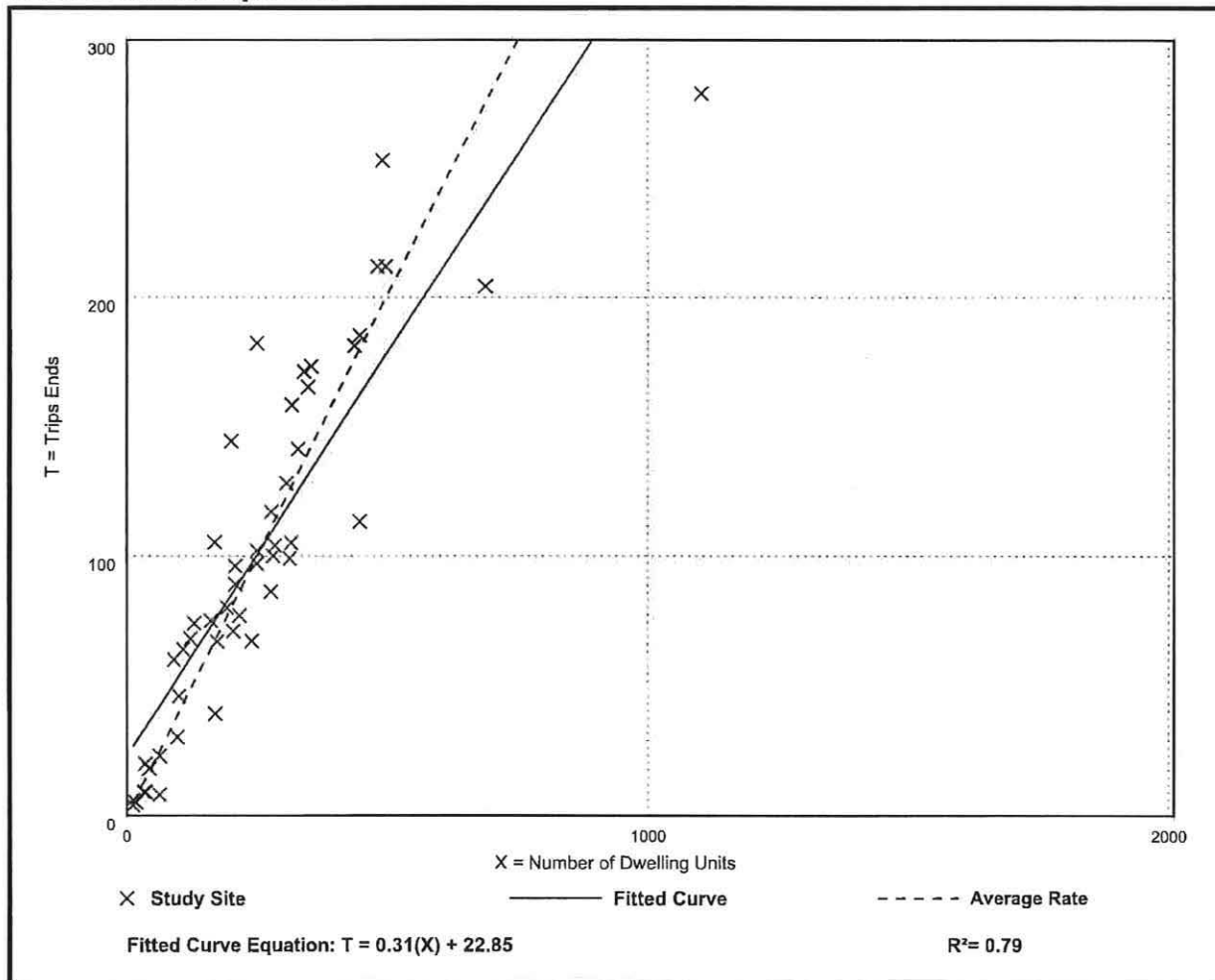
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

## Vehicle Trip Generation per Dwelling Unit

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

## Data Plot and Equation





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

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

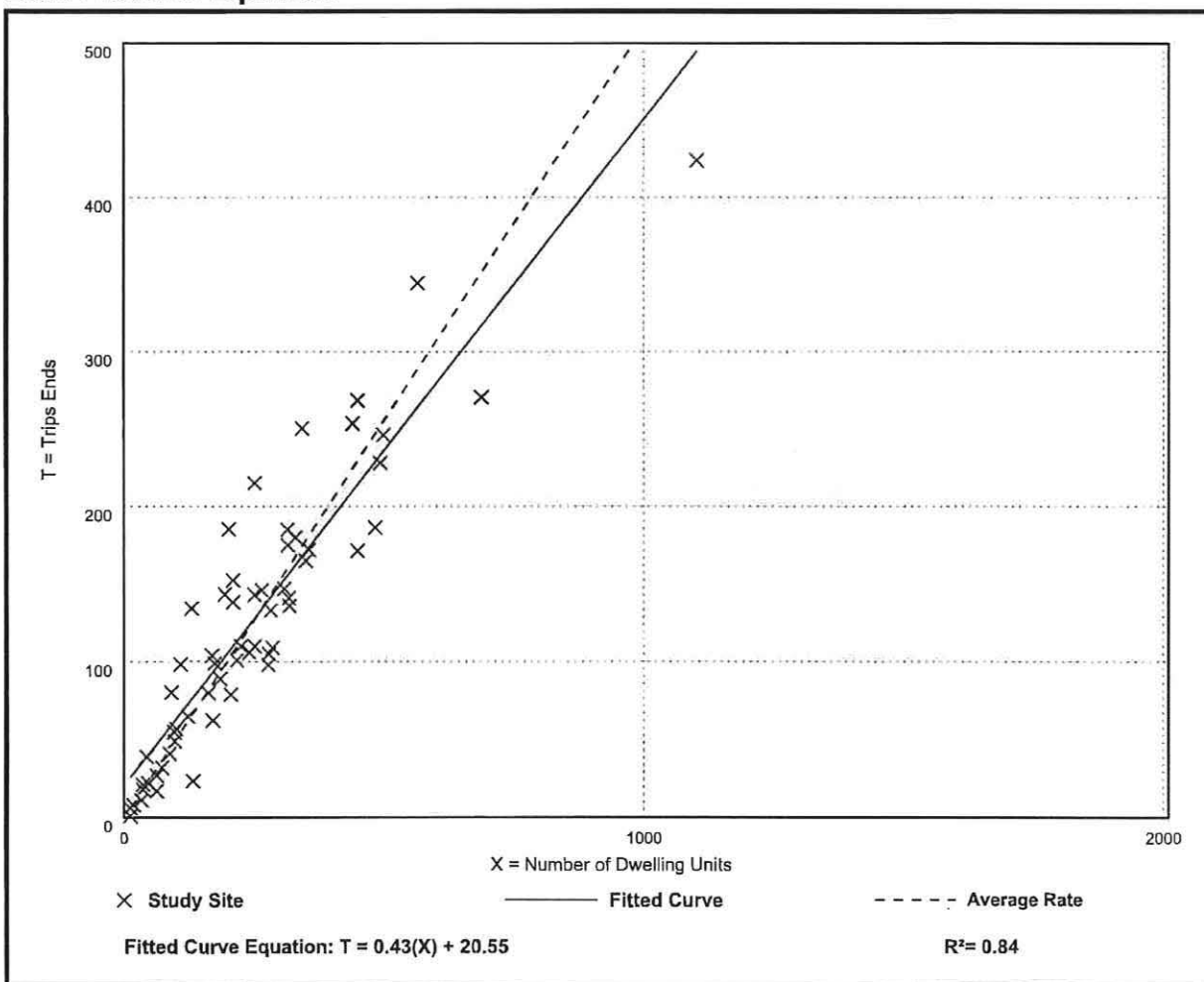
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

## Vehicle Trip Generation per Dwelling Unit

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

## Data Plot and Equation



# Shopping Center (>150k) (820)

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

**Setting/Location: General Urban/Suburban**

Number of Studies: 108

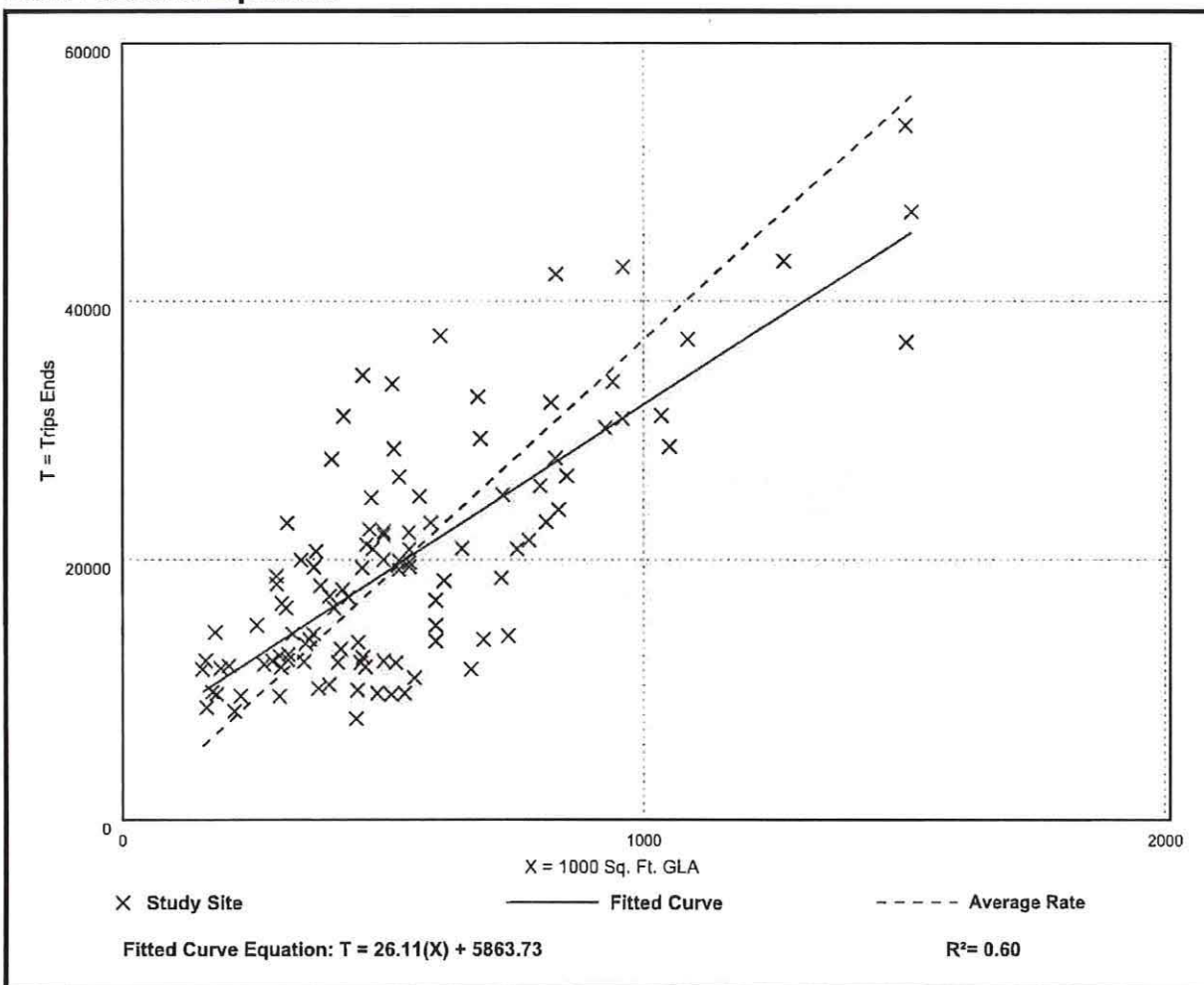
Avg. 1000 Sq. Ft. GLA: 538

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

## Data Plot and Equation



# Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 44

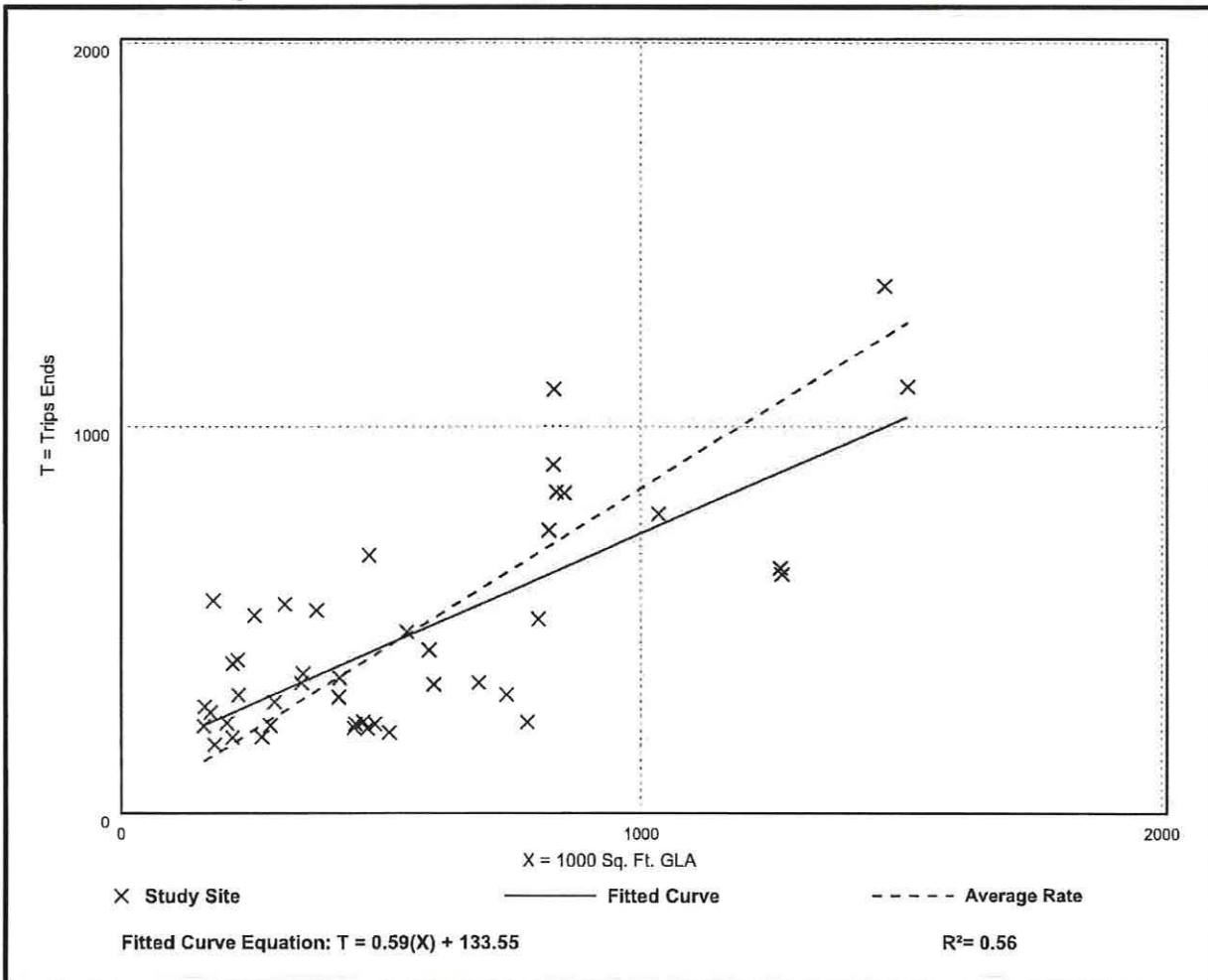
Avg. 1000 Sq. Ft. GLA: 546

Directional Distribution: 62% entering, 38% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

## Data Plot and Equation



# Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 126

Avg. 1000 Sq. Ft. GLA: 581

Directional Distribution: 48% entering, 52% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

## Data Plot and Equation

