LOCAL PLANNING AGENCY
ADMINISTRATION EAST BUILDING
2201 SECOND STREET, FORT MYERS, FL 33901
ROOM 118 (FIRST FLOOR)
MONDAY, AUGUST 26, 2024
9:00 AM

AGENDA

1. Call to Order/Review of Affidavit of Publication/Pledge of Allegiance

2. Public Forum

3. Approval of Minutes – July 22, 2024

4. Lee Plan Amendments

   A. CPA2022-00010 and CPA2022-00011 Daniels Town Square CPA Map and Text Amendments

      Proposal to redesignate the Future Land use category of the ±61.25 acre site from General Interchange to Intensive Development and to amend Lee Plan Map 1-C to add +53.13 acres of the subject property to the Mixed use Overlay. Lee Plan Table 1(b) will be updated to accommodate future development of the site. The subject property is located at the southwest corner of the Daniels Parkway and I-75 interchange.

5. Impact Fee Update

   Amendments to LDC Chapter 2 to reflect changes identified in the July 2024 Lee County Fire & EMS Impact Fee Update Study.

6. Other Business

7. Adjournment

This meeting is open to the public. Interested parties may appear at the meeting and be heard. A verbatim record of the proceeding will be necessary to appeal a decision made at this hearing.

Lee County will not discriminate against individuals with disabilities. To request an accommodation, contact Joan LaGuardia, (239) 533-2314, Florida Relay Service 711, or ADArequests@leegov.com at least five business days in advance. To receive agendas by e-mail, contact jmiller@leegov.com.

CPA2022-00010
and
CPA2022-00011

Daniels Town Square CPA Map and Text Amendments

STAFF REPORT FOR DANIELS TOWN SQUARE
CPA: CPA2022-00010 & CPA2022-00011

Map and Text Amendments to the Lee Plan

Recommendation:
Transmit

Applicant:
Bison Property Holdings, LLC

Representative:
RVi Planning + Landscape Architecture

Property Location:
Southwest corner of Daniels and I-75

Property Size:
± 61.26 Acres

Planning District:
Daniels Parkway

Commissioner District:
District #2

Hearing Dates:
LPA: 08/26/24
BoCC #1: TBD
BoCC #2: TBD

Attachments:
1: Proposed Amendments

REQUEST

- Amend the Future Land Use Map designation on ±61.25 acres from General Interchange and Wetlands to Intensive Development and Wetlands.
- Amend Map 1-C to add ±53.13 acres to the Mixed Use Overlay.
- Amend Table 1(b): 2045 Population Allocation to accommodate residential development on the subject property.

SUMMARY

The requested amendments will allow for the development of a Mixed-use Planned development on the subject property.

PROJECT LOCATION

The subject property is located on the south side of Daniels Parkway, at the southwest corner of Interstate 75 exit 131.

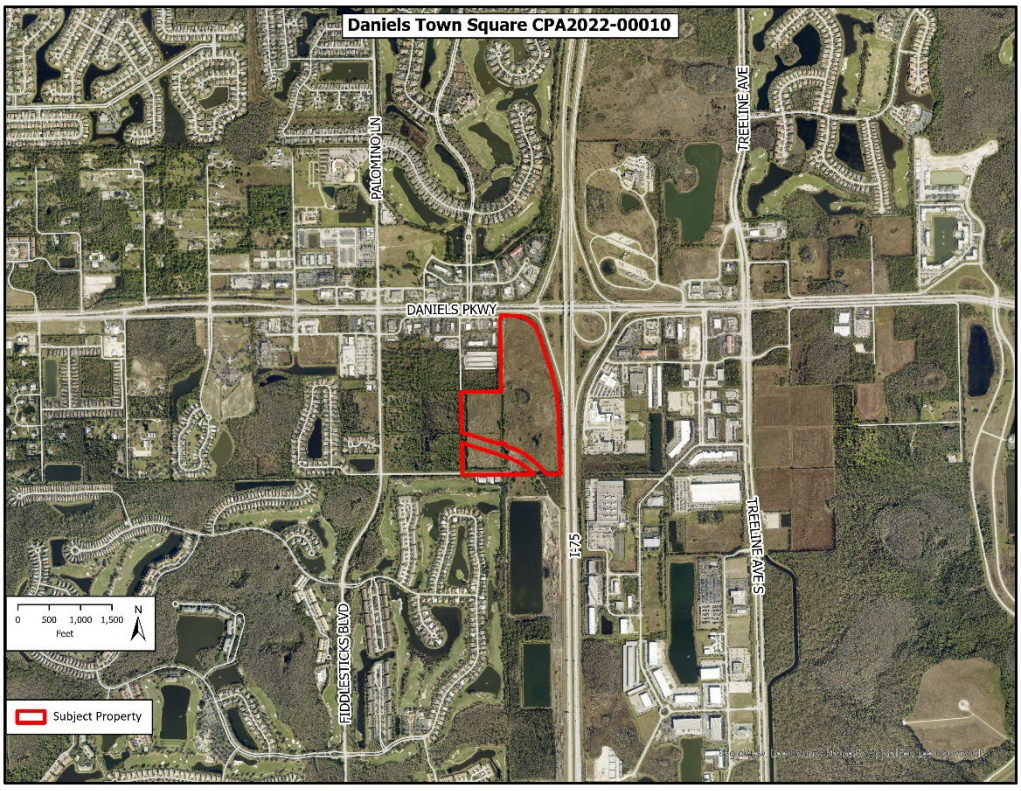


Figure 1: Subject Property Location Map

RECOMMENDATION

Staff recommends that the Board of County Commissioners ***transmit*** the requested amendments based on the analysis and findings provided in this staff report.

PART 1
STAFF DISCUSSION AND ANALYSIS

Concurrent Rezoning
The applicant has filed a companion rezoning application (DCI2022-00059) which is being reviewed concurrently with this plan amendment request. The applicant is seeking to rezone the property to a Mixed-use Planned Development to construct a mixture of multi-family housing, commercial, and hotel uses.

Florida Statutes Chapter 163.3184(12) provides that "At the request of an applicant, a local government shall consider an application for zoning changes that would be required to properly enact any proposed plan amendment transmitted pursuant to this subsection." This requires Lee County provide concurrent review of the rezoning request.

Even with the recommended transmittal of the proposed amendments, the applicant must demonstrate consistency with the Lee Plan, including the proposed amendments, in order for the companion rezoning to receive a favorable recommendation.

Subject Property
The subject property is located on the south side of Daniels Parkway, west of I-75. It is currently zoned Commercial Planned Development (CPD) with approvals for 390,000 square feet of retail and office uses and 120 hotel units.[1] The site is currently vacant.

Since the inception of the Future Land Use map, the property has been designated as General Interchange and the surrounding area has gone through significant urbanization. As Lee County has continued to develop east of I-75, Daniels Parkway has become an important thoroughfare. The area between Six Mile Cypress Slough and I-75 in particular has grown as a residential and commercial center.

Surrounding Properties
The surrounding properties consist of a mixture of retail commercial, hotel, and single family residential. Lee County Department of Transportation is currently constructing an extension of Three Oaks Parkway that will cross the southern portion of the property. Additional information about the surrounding properties can be found in Table 1 below.

[1] Zoning Resolution Z-08-043.

TABLE 1: SURROUNDING PROPERTIES INFORMATION

	Future Land Use	Zoning	Existing Use
North	General Interchange	Danport CPD/DRI – Approved for 170,000 SF commercial and 120 hotel units.	Commercial, Medical Office, Hotel
East	General Interchange	AG-2	Interstate 75
South	Outlying Suburban	Old Hickory Club RPD – Approved for 858 dwelling units. Interchange Office Park CPD – Approved for 220,000 SF commercial.	Vacant, Single-Family Homes
West	General Interchange, Public Facilities, & Wetlands	ASAP Storage CPD – Approved for 139,680 SF commercial, AG-2, CT, CG	Commercial, Hotel, Vacant

Discussion and Analysis – Map 1-A: Future Land Use Map

The applicant is requesting to amend the future land use category of the subject property from General Interchange and Wetlands to Intensive Development and Wetlands to allow development under the Mixed Use Overlay on the subject property. Both the General Interchange and Intensive Development future land use categories allow up to 14 dwelling units per acre of standard density and up to 22 dwelling units per acre with bonus density. The small portion of the property within the Wetlands future land use category will remain within the Wetlands future land use category until a jurisdictional wetland determination delineating the boundary of the state-defined wetlands is provided.

> ***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.*

> ***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).*

Policy 1.1.2 describes the Intensive Development future land use category as areas along major arterial roads that are suited to accommodate high densities and intensities. Policy 1.1.2 also encourages mixed-use development within these areas. The subject property provides access to a variety of public and private services and is located in close proximity to substantial transportation infrastructure. Access exists to a variety commercial uses adjacent to the property and across Daniels Parkway. The property also has

indirect access to Daniels Parkway, a six-lane arterial road that acts as one of the main East-West connections within the county.

Immediately east of the property is I-75, an interstate highway that provides North-South access throughout the county and beyond. Lee County Department of Transportation is extending Three Oaks Parkway north, through the subject property, providing access from the subject property south to Alico Road without accessing Daniels Parkway or I-75. The property is within short distance of Six Mile Cypress Slough, Hammond Stadium, JetBlue Park, and Southwest Florida International Airport. The location of the subject property over time has transitioned from an outlying, low-use area to one of the County's core areas of development. The current future land use category has a similar development potential to the proposed future land use category, except that the proposed future land use category allows the applicant to request inclusion in the Mixed Use Overlay (Map 1-C).

With the future construction of the Three Oaks Parkway extension, the orientation of the subject property changes to focus the primary entry points along Three Oaks Parkway. The changing orientation, away from Daniels Parkway and I-75, makes the property consistent with the Intensive Development future land use category. The subject property will still have the indirect access to Daniels Parkway, near the exit of I-75, but will primarily be accessed on Three Oaks Parkway, making the property no longer a prime location to serve the "traveling public" as discussed in **Policy 1.3.2.**

Objective 2.2 provides that new development should be directed "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." The proposed amendments will allow for an in-fill development project that provides housing and commercial uses within an area where public facilities and urban services already exist. The proposed amendments are consistent with Objective 2.2

The proposed amendment does not change the total allocated density of the future land use map within the Daniels Parkway Planning District. **Goal 5** seeks to accommodate the projected population with a variety of price ranges and housing types. As discussed in the analysis of the amendment to **Map 1-C** below, the proposed amendments will aid in the development of housing and neighborhood types that are not common within the Daniels Town Square Planning District, but are compatible with surrounding development patterns.

Based on the analysis above, redesignating the subject property from General Interchange and Wetlands to Intensive Development and Wetlands is found to be appropriate and consistent with the Lee Plan.

Discussion and Analysis – Table 1(b): Year 2045 Allocations

The applicant is also proposing an amendment to Table 1(b). This amendment is necessary to maintain internal consistency with the 2045 Lee County population accommodations and Policy 1.6.5 of the Lee Plan at time of development order. The Table 1(b) amendment provides residential acreage in the Intensive Development future land use category, consistent with Lee Plan **Goal 5**, which is to provide sufficient land in appropriate locations on the Future Land Use Map to accommodate the 2045 projected population of Lee County. Staff recommends that Table 1(b) be amended to add 33 acres of residential development to the Intensive Development future land use category in Planning District 11 (Daniels Parkway) and subtracting 149 residential acres in the Urban Community future land use category of Planning District 17 (Lehigh Acres) in order to make the population balance countywide. Staff's recommended changes to Table 1(b) are identified in Attachment 1.

Discussion and Analysis – Map 1-C: Mixed-use Overlay

The applicant is also requesting to add the northern portion of the subject property to the Mixed Use Overlay as identified on Lee Plan Map 1-C.

Inclusion of the subject property within the Mixed Use Overlay will allow the applicant to develop different housing and neighborhood types than would otherwise be allowed on the subject property. Dwelling unit types in the surrounding area have been primarily single-family homes. Recently, multi-family has been approved north of Daniels Parkway and approximately one-half of a mile west, within the Daniels Falls Commercial Planned Development. An additional multi-family housing option at this location supports the Lee Plan's goal of providing different housing options in safe and attractive neighborhoods and is consistent with recent approvals in this area. Allowing for design standards on the subject property that support multi-family housing options would further **Objective 135.1, Policy 135.1.9, and Policy 158.1.9** by diversifying the mix of residential unit types within Lee County.

Policy 11.2.1 provides criteria that must be met to add a property to the Mixed Use Overlay. Policy 11.2.1 is provided below, followed by an analysis of each criteria.

> ***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,*
> 2. *Distinct pedestrian and automobile connections to adjacent uses can be achieved without accessing arterial roadways; and,*
> 3. *Located within the Intensive Development, Central Urban, or Urban Community future land use categories; and,*
> 4. *Availability of adequate public facilities and infrastructure; and*
> 5. *Will not intrude into predominately single-family residential neighborhoods.*

Located within the extended pedestrian shed of established transit routes: The subject property is located on Daniels Parkway and is served by LeeTran Route 50. The nearest bus stop is stop #11554, which is ±0.15 miles from the subject property. As defined in the Lee Plan, a Pedestrian Shed is ¼ mile and an extended pedestrian shed is ½ mile. Therefore, the subject property is within the extended pedestrian shed of an existing LeeTran route.

Distinct pedestrian and automobile connections to adjacent uses can be achieved without accessing arterial roadways: The subject property has access to Daniels 9300, a frontage road connecting the property to a variety of commercial uses. Adjacent, undeveloped properties will have the ability to connect to the subject property through future construction. Additionally, the proposed Master Concept Plan shows that internal circulation within the project will provide connections between residential and commercial uses on site.

Located within the Intensive Development, Central Urban, or Urban Community future land use categories: The proposed amendment to the Future Land Use Map would redesignate the future land use category of the property from General Interchange to Intensive Development. The Intensive Development future land use category is consistent with Policy 11.2.1.

Availability of adequate public facilities and infrastructure: All regulatory public facilities serving the subject property have adequate capacity as provided for in the "public facilities impact" section of this report.

Will not intrude into predominately single-family residential neighborhoods: The nearest single-family residential development is located on land to the south. The extent of the Mixed Use Overlay on the subject property will be separated by Three Oaks Parkway. The south portion of the subject property was excluded from the Mixed Use Overlay to comply with this requirement of Policy 11.2.1. The Mixed-use Overlay does not intrude into predominately single-family neighborhoods.

Based on the criteria above adding the subject property to the Mixed Use Overlay is consistent with Policy 11.2.1.

Environmental Analysis

Bald eagle nest LE-058 was first documented on the property during the 2000-2001 nesting season but was last occupied by an eagle pair during the 2018-2019 nesting season. The nest was in poor condition during the 2019-2020 nesting season and came down due to natural causes prior to the 2020-2021 nesting season and has not been rebuilt. Based on this data, the nest was declared Lost by the Lee County Eagle Technical Advisory Council (ETAC) on May 9, 2023.

The project is proposing an outfall south into the Old Hickory Golf and Country Club, located along the southwest edge of the application boundary, which was permitted and constructed to accept stormwater from the Daniels Town Square project via a capped pipe in the northeast corner of the Old Hickory Golf Course site (South Florida Water Management District (SFWMD) Permit No. 36-01077-S). Ultimately, stormwater will outfall into the Six Mile Cypress Slough which is part of an impaired watershed. Future development will require a Lee County Development Order approval and Environmental Resource Permit approval from SFWMD and must comply with surface water quality standards as required by SFWMD and Lee County to be consistent with **Policy 126.1.4** and **Policy 125.1.2**. A formal wetland jurisdictional determination was not provided, therefore the upland and wetland acreages provided are subject to review and approval by the applicable State agency, consistent with **Policy 124.1.2** and **Policy 124.1.3**.

Service Availability

There are adequate potable water, sanitary sewer, solid waste, police, EMS, schools and mass transit services to accommodate anticipated development on the subject property.

Transportation: The subject property is located on the south side of Daniels Parkway, adjacent to the west side of I-75. Analysis of transportation impacts shows that the proposed amendment would not cause any roadway link to fall below the recommended acceptable Level of Service threshold. Several roadway segments in the area operate at level of service "F" both with and without the proposed amendment. Transportation concurrency is non regulatory per Florida Statutes Section 163.3180 and Lee Plan Policy 95.1.3, which provides "Compliance with non-regulatory LOS standards will not be a requirement for continued development permitting, but will be used for facility planning purposes."

Mass Transit: The subject property is within ¼ mile of a fixed route corridor and adjacent to Route 50, along Daniels Parkway. Any necessary improvements will be determined at time of Development Order. LeeTran indicated in a letter dated July 15, 2022, that the 2020 Transit Development Plan identifies the need for enhanced or additional transit service in the area.

Utilities: The subject property is within the Lee County Utilities future potable water and sanitary sewer service areas. Lee County Utilities stated in a letter dated August 16, 2022, that capacity is available to serve the subject property with potable water and sanitary sewer service. Potable water is available from the Corkscrew Water Treatment Plant. Wastewater service would be provided by the City of Fort Myers South Water Reclamation Facility. There are no reuse mains within the vicinity of the subject property.

Solid Waste: Lee County Solid Waste Department indicated in a letter dated March 6, 2023, that solid waste collection is available for the subject property. Solid waste collection services will be provided by Lee County using the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill.

Fire: The South Trail Fire District indicated in a letter dated March 7, 2023, that they would be challenged to provide adequate fire protection and non-transport Advanced Life Support Services to this proposed development without enhancements to the current service-delivery model. The District and the applicant have had discussions on potential mitigation options to provide service to the subject property. Planning staff recommend that the availability of fire protection to the subject property continue to be monitored through conditions to the subsequent Planned Development and Development Order.

EMS: The subject property has access to Emergency Medical Services. In a letter dated July 19, 2022, Lee County Emergency Medical Services indicates they will be able to serve the property from Medic 35 located 1.2 miles from the property and a second EMS facility located within 5.1 miles of the property.

Police: The Lee County Sheriff will provide law enforcement services primarily from the Central District office in Fort Myers. The Sheriff indicated in a letter dated July 14, 2022, that proposed amendment will not affect the ability of the Lee County Sheriff's Office to provide law enforcement services to the subject property and surrounding area. The Sheriff's Office requests a Crime Prevention through Environmental Design report at the time of Development Order.

Schools: The School District of Lee County provided a letter on March 15, 2023, stating that capacity is an issue within the Concurrency Service Area (CSA) at the elementary school level, however, capacity is available in the adjacent CSA.

Conclusions

The General Interchange and the Intensive Development future land use categories both allow for similar uses and densities. Inclusion of the subject property in the Mixed-use Overlay will allow the development flexibility in design that can create a mixed-use project that is compatible with the surrounding area and provides commercial uses for future residents and the surrounding community.

Staff has reviewed the proposed amendments and provides the following conclusions.

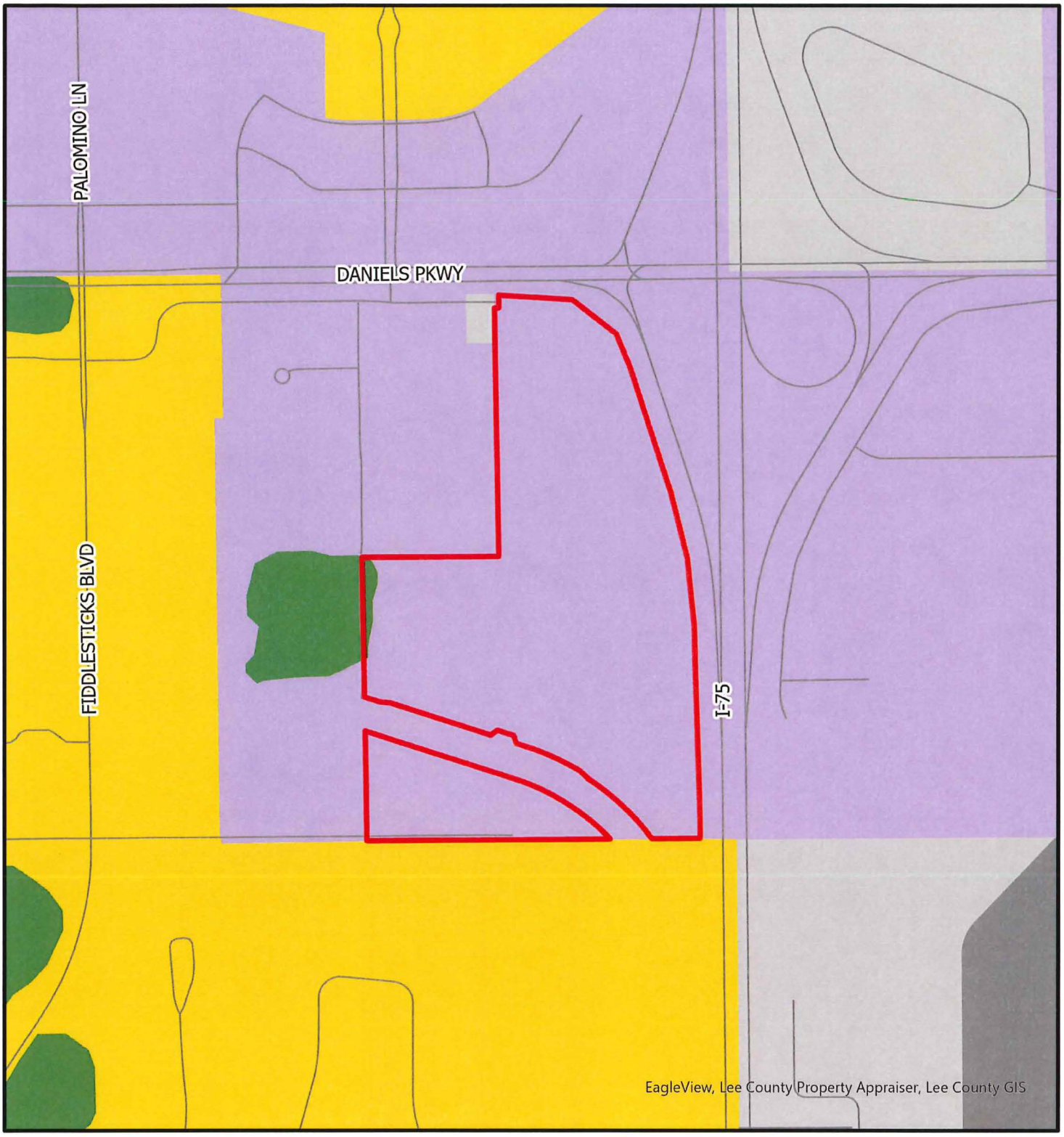
- The focal point of the subject property will pivot away from the Daniels Parkway exit of I-75 and toward the future Three Oaks Parkway extension.
- There are adequate public services available to accommodate anticipated development on the subject property, consistent with Objective 2.2.
- The proposed amendments will not cause a decrease in Level of Service of the surrounding roadway networks.
- The allocation of population remains consistent with the proposed future land use category. Table 1(b) will be updated to reflect the proposed designation.

- The proposed amendments will encourage and support multi-family housing options, furthering Objective 135.1, Policy 135.1.9, and Policy 158.1.9.
- Adding the subject property to the Mixed Use Overlay is consistent with Policy 11.2.1.
- The concurrent rezoning request will provide oportunities to address compatibility with surrounding uses.

For the reasons discussed in this staff report, staff recommends that the Board of County Commissioners ***transmit*** the proposed amendments as provided in Attachment 1.

ATTACHMENT 1

- **Map 1A Existing Future Land Use Map**
- **Map 1A Proposed Future Land Use Map**
- **Map 1C Proposed Future Land Use Map**
- **Table 1(b) Proposed – Staff Recommendation**



CPA2022-00010

Existing Future Land Use

Lee County
Southwest Florida

- Outlying Suburban
- Public Facilities
- General Interchange
- Tradeport
- Wetlands
- Subject Property

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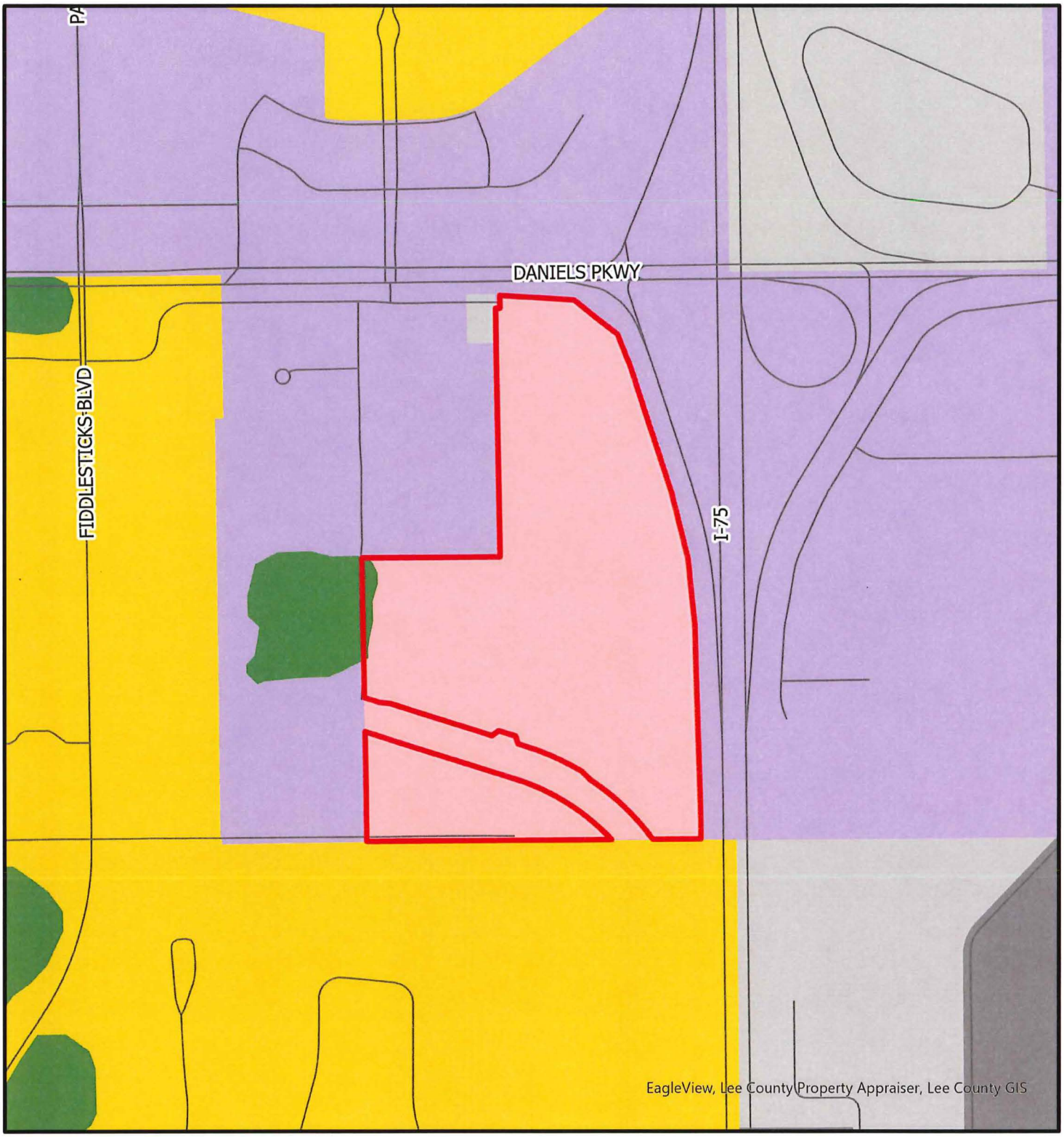
Map Generated: August 2024



CPA2022-00010

Proposed Future Land Use

- Intensive Development
- Outlying Suburban
- Public Facilities
- General Interchange
- Tradeport
- Wetlands
- Subject Property

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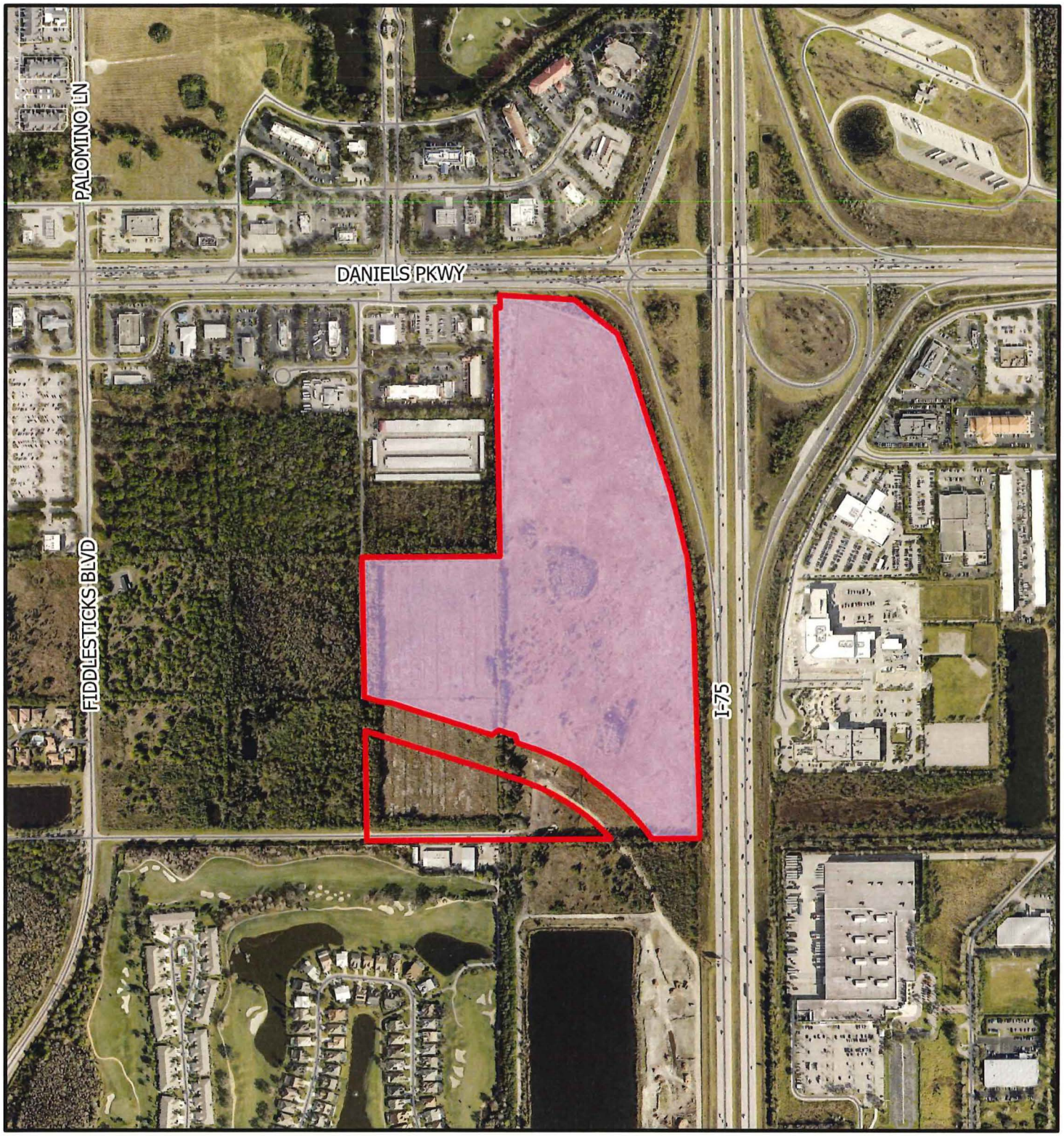
Lee County
Southwest Florida

Map Generated: August 2024



CPA2022-00010

Mixed Use Overlay

Lee County
Southwest Florida

Proposed Mixed Use Overlay
Subject Property

N
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Feet

Map Generated: August 2024

Attachment 1

Future Land Use Category		Unincorporated County		Planning District									
		Existing	Proposed	District 1 Northeast Lee County	District 2 Boca Grande	District 3 Bonita	District 4 Fort Myers Shores	District 5 Burnt Store	District 6 Cape Coral	District 7 Captiva	District 8 Fort Myers	District 9 Fort Myers Beach	District 10 Gateway / Airport
Residential By Future Land Use Category	Intensive Development	~~1,483~~	1,516	-	-	-	17	-	21	-	238	-	-
	Central Urban	~~13,729~~	13,729	-	-	-	207	-	-	-	230	-	25
	Urban Community	~~22,601~~	22,453	813	453	-	475	-	-	-	-	-	150
	Suburban	~~14,871~~	14,871	-	-	-	1,950	-	-	-	80	-	-
	Outlying Suburban	~~3,652~~	3,652	38	-	-	490	13	3	429	-	-	-
	Sub-Outlying Suburban	~~1,787~~	1,787	-	-	-	330	-	-	-	-	-	227
	Commercial	~~-~~	-	-	-	-	-	-	-	-	-	-	-
	Industrial	~~15~~	15	-	-	-	-	-	-	-	-	-	6
	Public Facilities	~~-~~	-	-	-	-	-	-	-	-	-	-	-
	University Community	~~503~~	503	-	-	-	-	-	-	-	-	-	-
	Destination Resort Mixed Use Water Dependent	~~8~~	8	-	-	-	-	-	-	-	-	-	-
	Burnt Store Marina Village	~~2~~	2	-	-	-	-	2	-	-	-	-	-
	Industrial Interchange	~~-~~	-	-	-	-	-	-	-	-	-	-	-
	General Interchange	~~135~~	110	-	-	-	-	-	-	-	-	-	35
	General Commercial Interchange	~~-~~	-	-	-	-	-	-	-	-	-	-	-
	Industrial Commercial Interchange	~~-~~	-	-	-	-	-	-	-	-	-	-	-
	University Village Interchange	~~-~~	-	-	-	-	-	-	-	-	-	-	-
	New Community	~~2,075~~	2,075	1,115	-	-	-	-	-	-	-	-	960
	Airport	~~-~~	-	-	-	-	-	-	-	-	-	-	-
	Tradeport	~~3~~	3	-	-	-	-	-	-	-	-	-	3
	Rural	~~7,564~~	7,564	2,230	-	-	800	730	-	-	-	-	-
	Rural Community Preserve	~~3,517~~	3,517	-	-	-	-	-	-	-	-	-	-
	Coastal Rural	~~1,338~~	1,338	-	-	-	-	-	-	-	-	-	-
	Outer Island	~~233~~	233	2	4	-	1	-	-	169	-	-	-
	Open Lands	~~2,186~~	2,187	153	-	-	-	257	-	-	-	-	-
	Density Reduction/ Groundwater Resource	~~6,974~~	6,974	131	-	-	-	-	-	-	-	-	-
	Conservation Lands Upland	~~-~~	-	-	-	-	-	-	-	-	-	-	-
	Wetlands	~~-~~	-	-	-	-	-	-	-	-	-	-	-
	Conservation Lands Wetland	~~-~~	-	-	-	-	-	-	-	-	-	-	-
Unincorporated County Total Residential		~~82,675~~	82,535	4,482	457	-	4,270	1,002	24	598	548	-	1,406
Commercial		~~8,916~~	8,916	300	53	-	450	27	9	125	150	-	1,216
Industrial		~~4,788~~	4,788	30	3	-	300	10	15	70	315	-	2,134
Non Regulatory Allocations													
Public		~~120,279~~	120,279	14,219	622	-	4,864	7,323	6	2,340	583	-	9,689
Active AG		~~21,889~~	21,889	5,500	-	-	240	90	-	-	-	-	2
Passive AG		~~13,658~~	13,658	5,500	-	-	615	100	-	-	-	-	465
Conservation		~~87,756~~	87,756	2,468	297	-	1,163	3,186	67	1,595	926	-	2,206
Vacant		~~26,562~~	26,702	1,294	28	-	733	766	8	103	17	-	88
Total		~~366,523~~	366,523	33,793	1,460	-	12,635	12,504	129	4,831	2,539	-	17,206
Population Distribution (unincorporated Lee County)		~~584,331~~	584,331	8,235	1,470	-	35,253	2,179	152	725	5,273	-	22,566

Planning District													
District 11 Daniels Parkway		District 12	District 13	District 14	District 15	District 16	District 17 Lehigh Acres		District 18	District 19	District 20	District 21	District 22
Existing	Proposed	Iona / McGregor	San Carlos	Sanibel	South Fort Myers	Pine Island	Existing	Proposed	Southeast Lee County	North Fort Myers	Buckingham	Estero	Bashore
~~-~~	33	-	-	-	801	1	~~30~~	30	-	376	-	-	-
~~7~~	7	656	32	-	3,113	-	~~7,233~~	7,233	-	2,225	-	-	-
~~-~~		978	1,207	-	863	540	~~17,000~~	16,851	-	7	115	-	-
~~-~~		2,566	2,069	-	1,202	659	~~-~~	-	-	6,345	-	-	-
~~1,253~~	1,253	438	-	-	-	502	~~-~~	-	-	396	-	90	-
~~-~~		-	13	-	-	-	~~-~~	-	55	145	66	-	950
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~~-~~		2	-	-	-	55	~~-~~	-	-	-	-	-	-
~~80~~	80	-	-	-	-	-	~~-~~	-	-	30	-	-	1,667
~~-~~		-	-	-	-	-	~~-~~	-	4,742	-	-	-	2,101
~~-~~		-	-	-	-	-	~~-~~	-	-	-	-	-	-
~~-~~		-	-	-	-	-	~~-~~	-	-	-	-	-	-
~~-~~		-	-	-	-	-	~~-~~	-	-	-	-	-	-
~~2,971~~	2,979	4,651	3,926	-	5,982	3,322	~~24,277~~	24,129	4,805	9,992	3,748	90	6,125
~~326~~	326	774	938	-	2,012	288	~~900~~	900	118	1,121	19	18	72
~~5~~	5	198	387	-	566	67	~~218~~	218	215	244	4	2	4
~~3,214~~	3,214	4,898	6,375	-	5,883	4,831	~~20,267~~	20,267	17,992	10,117	3,052	653	3,351
~~5~~	5	13	5	-	-	2,780	~~35~~	35	11,945	90	630	4	550
~~3~~	3	-	5	-	-	70	~~50~~	50	2,500	250	2,000	-	2,100
~~1,677~~	1,677	9,786	2,232	-	211	15,489	~~1,077~~	1,077	41,028	1,607	382	1,465	895
~~20~~	12	55	245	-	4	2,200	~~14,967~~	15,115	2,400	1,228	850	130	1,425
~~8,221~~	8,221	20,375	14,114	-	14,658	29,047	~~61,791~~	61,791	81,003	24,649	10,685	2,362	14,522
~~14,723~~	15,083	44,132	53,974	-	76,582	13,431	~~161,031~~	160,670	18,538	110,722	5,951	741	8,653

DANIELS TOWN SQUARE CPA

Large-scale Comprehensive Plan Amendment

- Map Amendment -

August 26, 2024

PREPARED FOR:
Bison Property Holdings, LLC

SUBMITTED TO:
Lee County, Community Development
Development Services Department
1500 Monroe Street
Fort Myers, FL 33901

RVi

Table of Contents

Contents

EXHIBIT M1 – CPA APPLICATION

Community Development

APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT - MAP

Project Name: Daniels Town Square CPA

Project Description: Bison Property Holdings, LLC ("Applicant") seeks to amend the Future Land Use Category (FLUC) of 61.26+/- acres located on the southwest corner of Daniels Parkway and I-75 in unincorporated Lee County, Florida. The Applicant seeks to amend the FLUC from General Interchange to Intensive Development and include the acreage north of Three Oaks Extension in the Mixed-use Overlay. 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 5.79 acres of wetlands to be impacted as approved by ERP No. 230220-37612.

Map(s) to Be Amended: Lee Plan Map 1-A – Future Land Use Map, Map 1-C – Mixed-use Overlay and Table 1b

State Review Process: ☐ Small-Scale Review ☐ State Coordinated Review ■ Expedited State Review

---

1. **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: cmoore@waypointresidential.com

2. **Name of Contact:** Fred Drovdlic, AICP
   Address: **RVi Planning and Landscape Architecture**, 1514 Broadway, Suite 201
   City, State, Zip: Fort Myers, FL 39901
   Phone Number: 239-318-6707 E-mail: fdrovdlic@rviplanning.com

3. **Owner(s) of Record:** DANIELS PARKWAY JV DEVELOPMENT
   Address: 12731 NEW BRITTANY BLVD
   City, State, Zip: FORT MYERS FL 33907
   Phone Number: (239) 418-0999 E-mail: drjonathanfrantz@gmail.com

4. **Property Location:**
   1. Site Address: 13841 INDIAN PAINT LN, FORT MYERS
   2. STRAP(s): 22-45-25-L3-U2060.3612, 22-45-25-L4-U2038.3602, 22-45-25-L3-U2053.3576, and 22-45-25-L4-U2037.3579

5. **Property Information:**
   Total Acreage of Property: 61.26 acres Total Acreage Included in Request: 61.26 acres
   Total Uplands: 54.68 acres Total Wetlands: 6.58 acres (0.79 preserved) current Zoning: CPD
   Current Future Land Use Category(ies): General Interchange
   Area in Each Future Land Use Category: All
   Existing Land Use: Vacant

6. **Calculation of maximum allowable development under current Lee Plan:**
   Residential Units/Density: 1,664 Commercial Intensity: 30,000 SF+200 room hotel Industrial Intensity: NA

7. **Calculation of maximum allowable development with proposed amendments:**
   Residential Units/Density: 1,664 Commercial Intensity: 30,00 SF+200 room hotel Industrial Intensity: NA

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 affect 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)

☒	Completed Application (Exhibit – M1)
☐	Filing Fee (Exhibit – M2)
☒	Disclosure of Interest (Exhibit – M3)
☒	Surrounding Property Owners List, Mailing Labels, and Map For All Parcels Within 500 Feet of the Subject Property (Exhibit – M3)
☒	Future Land Use Map - Existing and Proposed (Exhibit – M4)
☒	Map and Description of Existing Land Uses (Not Designations) of the Subject Property and Surrounding Properties (Exhibit – M5)
☒	Map and Description of Existing Zoning of the Subject Property and Surrounding Properties (Exhibit – M6)
☒	Signed/Sealed Legal Description and Sketch of the Description for Each FLUC Proposed (Exhibit – M7)
☒	Copy of the Deed(s) of the Subject Property (Exhibit – M8)
☒	Aerial Map Showing the Subject Property and Surrounding Properties (Exhibit – M9)
☒	Authorization Letter From the Property Owner(s) Authorizing the Applicant to Represent the Owner (Exhibit – M10)
☒	Lee Plan Analysis (Exhibit – M11)
☒	Environmental Impacts Analysis (Exhibit – M12)
☒	Historic Resources Impact Analysis (Exhibit – M13)
☒	Public Facilities Impacts Analysis (Exhibit – M14)
☒	Traffic Circulation Analysis (Exhibit – M15)
☒	Existing and Future Conditions Analysis - Sanitary Sewer, Potable Water, Surface Water/Drainage Basins, Parks and Rec, Open Space, Public Schools (Exhibit – M16)
☒	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 – M17)
☒	State Policy Plan and Regional Policy Plan (Exhibit – M18)
☒	Justification of Proposed Amendment (Exhibit – M19)
☒	Planning Communities/Community Plan Area Requirements (Exhibit – M20)

APPLICANT – PLEASE NOTE:

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

I, Jim Lott (name), as Authorized Signatory (owner/title) of Bison Property Holdings, LLC (company/property), swear or affirm under oath, that I am the authorized representative of the owner(s) of the property and authorize the Meyers Group as the applicant 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.

J Lott — **Authorized Signatory**

2/22/24 — **Date**

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

STATE OF GEORGIA
COUNTY OF CHEROKEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of [X] physical presence or [ ] online notarization, this 22 day of February, 2024, by Jim Lott (name of person providing oath or affirmation), who is personally known to me or who has produced _____ (type of identification) as identification.

Sheila Hamilton
Signature of Notary Public

STAMP/SEAL

STATE OF GEORGIA
SHEILA HAMILTON
Notary Public, Georgia
Cherokee County
My Commission Expires
June 29, 2024

EXHIBIT M3 – DISCLOSURE AND VARIANCE REPORT

DISCLOSURE OF INTEREST
AFFIDAVIT

BEFORE ME this day appeared Jim Lott as Authorized Signatory of Bison Property Holdings, LLC, who, being first duly sworn and deposed says:

1. That I am the record owner, or a legal representative of the record owner, of the property that is located at STRAPS 22-45-25-L3-U2053.3576, 22-45-25-L4-U2037.3579, 22-45-25-L3-U2060.3612 and 22-45-25-L4-U2038.3602 and is the subject of an Application for zoning action (hereinafter the "Property").

2. That I am familiar with the legal ownership of the Property and have full knowledge of the names of all individuals that have an ownership interest in the Property or a legal entity owning an interest in the Property.

[OPTIONAL PROVISION IF APPLICANT IS CONTRACT PURCHASER: In addition, I am familiar with the individuals that have an ownership interest in the legal entity that is under contract to purchase the Property.]

3. That, unless otherwise specified in paragraph 6 below, no Lee County Employee, County Commissioner, or Hearing Examiner has an Ownership Interest in the Property or any legal entity (Corporation, Company, Partnership, Limited Partnership, Trust, etc.) that has an Ownership Interest in the Property or that has contracted to purchase the Property.

4. That the disclosure identified herein does not include any beneficial Ownership Interest that a Lee County Employee, County Commissioner, or Hearing Examiner may have in any entity registered with the Federal Securities Exchange Commission or registered pursuant to Chapter 517, whose interest is for sale to the general public.

5. That, if the Ownership Interest in the Property changes and results in this affidavit no longer being accurate, the undersigned will file a supplemental Affidavit that identifies the name of any Lee County Employee, County Commissioner, or Hearing Examiner that subsequently acquires an interest in the Property.

6. Disclosure of Interest held by a Lee County Employee, County Commissioner, or Hearing Examiner.

Name and Address	Percentage of Ownership

Under penalty of perjury, I declare that I have read the foregoing and the facts alleged are true to the best of my knowledge and belief.

Authorized Signatory

Jim Lott

Print Name

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

STATE OF GEORGIA
COUNTY OF CHEROKEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of [X] physical presence or [ ] online notarization, on February 22, 2024 (date) by Jim Lott (name of person providing oath or affirmation), who is personally known to me or who has produced _____ (type of identification) as identification.

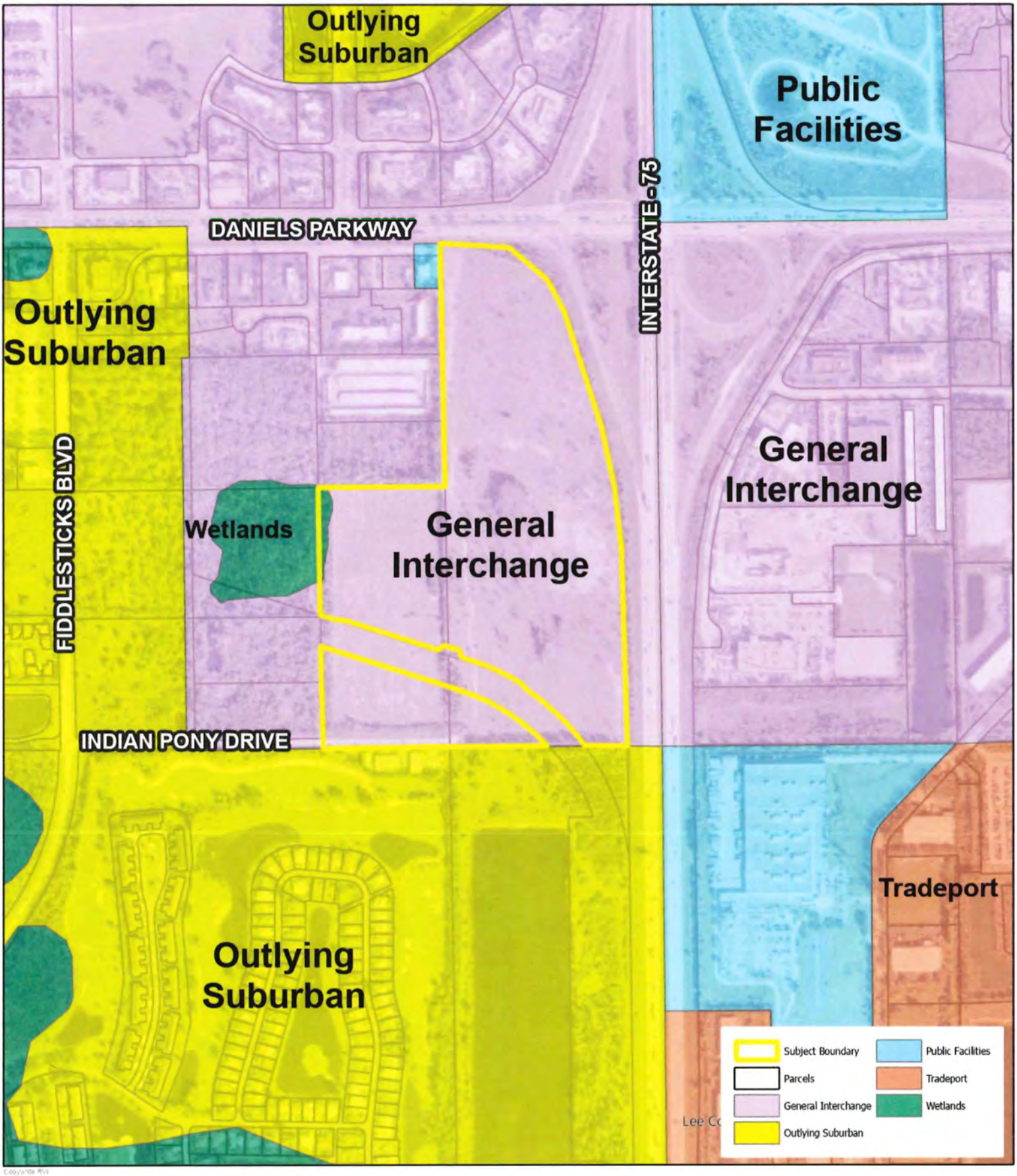
Sheila Hamilton

Signature of Notary Public

STAMP/SEAL

SHEILA HAMILTON
Notary Public, Georgia
Cherokee County
My Commission Expires
June 29, 2024

EXHIBIT M4 – FUTURE LAND USE MAP - EXISTING AND PROPOSED

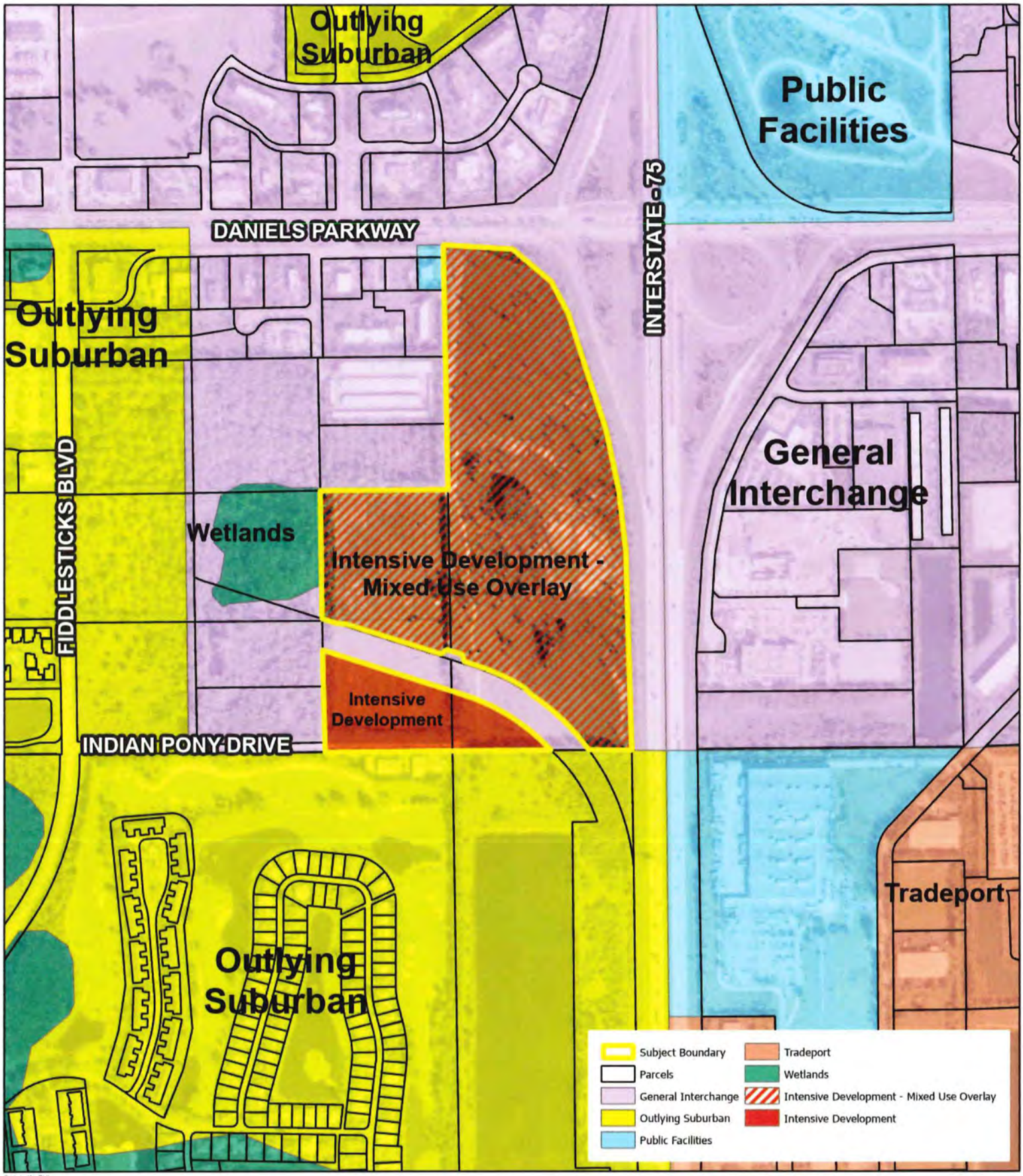


RVi
10150 Highland Manor Drive
Suite 450
Tampa, FL 33610
Tel 813.443.8282
www.rviplanning.com

DANIELS TOWN SQUARE CPA • CURRENT FUTURE LAND USE MAP

- Lee County, FL
- Date: 6/26/2024
- # 22000239
- Bison Property Holdings, LLC

0 210 420 840
Feet



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10150 Highland Manor Drive
Suite 450
Tampa, FL 33610
Tel: 813.443.8282
www.rviplanning.com

DANIELS TOWN SQUARE CPA • PROPOSED FUTURE LAND USE MAP

- Lee County, FL
- Date: 6/26/2024
- # 22000239
- Bison Property Holdings, LLC

0 210 420 840
Feet

EXHIBIT M5 – MAP AND DESCRIPTION OF EXISTING LAND USES OF THE SUBJECT PROPERTY AND SURROUNDING PROPERTIES

RVi
10150 Highland Manor Drive
Suite 450
Tampa, FL 33610
Tel: 813.443.8282
www.rviplanning.com

DANIELS TOWN SQUARE CPA • SURROUNDING LAND USE MAP

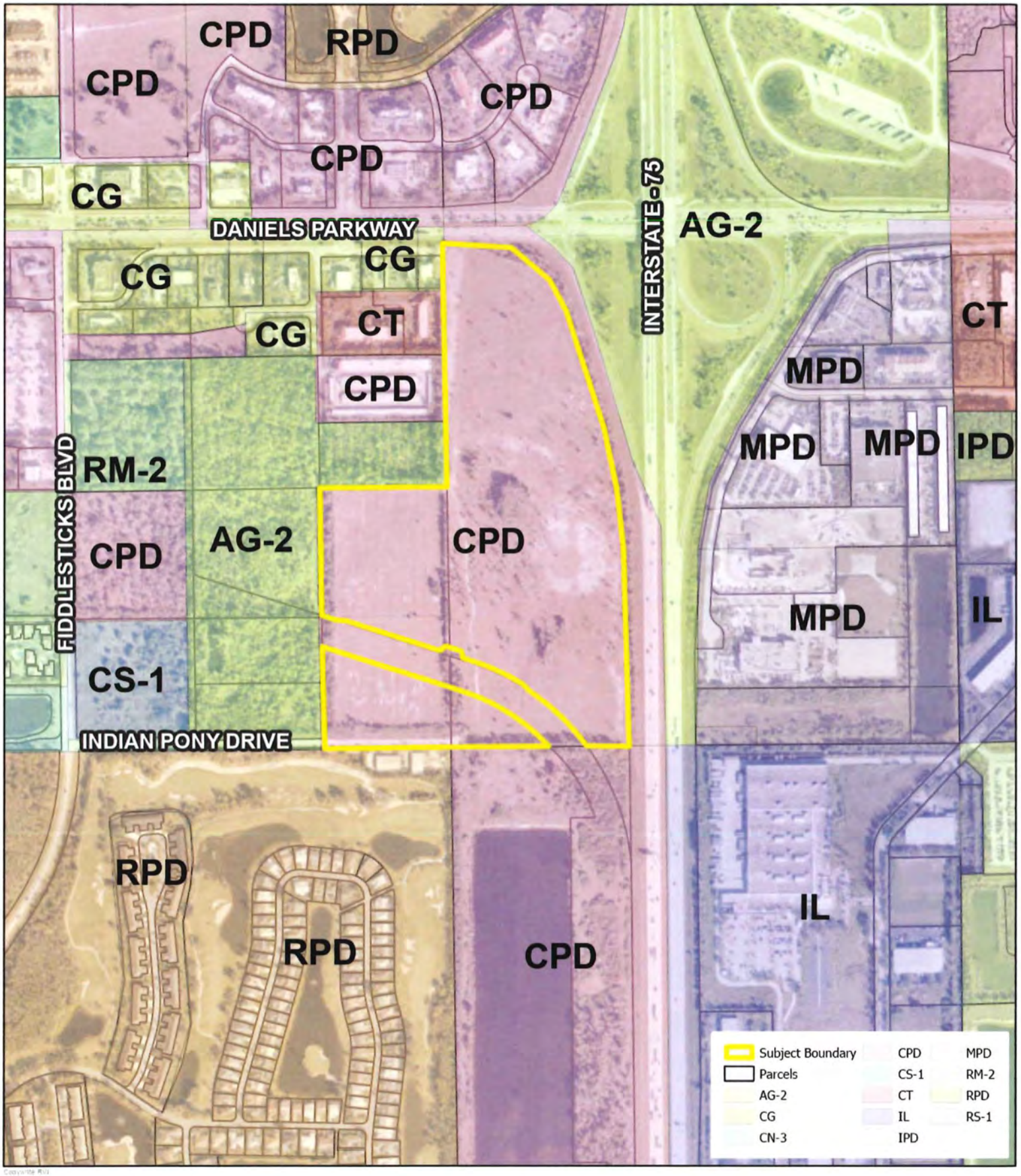
- Lee County, FL
- Date: 6/26/2024
- # 22000239
- Bison Property Holdings, LLC

Subject Boundary

Parcels

0 210 420 840 Feet

EXHIBIT M6 – MAP AND DESCRIPTION OF EXISTING ZONING OF THE SUBJECT PROPERTY AND SURROUNDING PROPERTIES



DANIELS TOWN SQUARE CPA • **CURRENT ZONING MAP**

0 210 420 840 Feet

- Lee County, FL
- Date: 6/26/2024
- # 22000239
- Bison Property Holdings, LLC

RVi
10150 Highland Manor Drive
Suite 450
Tampa, FL 33610
Tel 813.443.8282
www.rviplanning.com

EXHIBIT M7 – LEGAL SKETCH AND DESCRIPTION

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

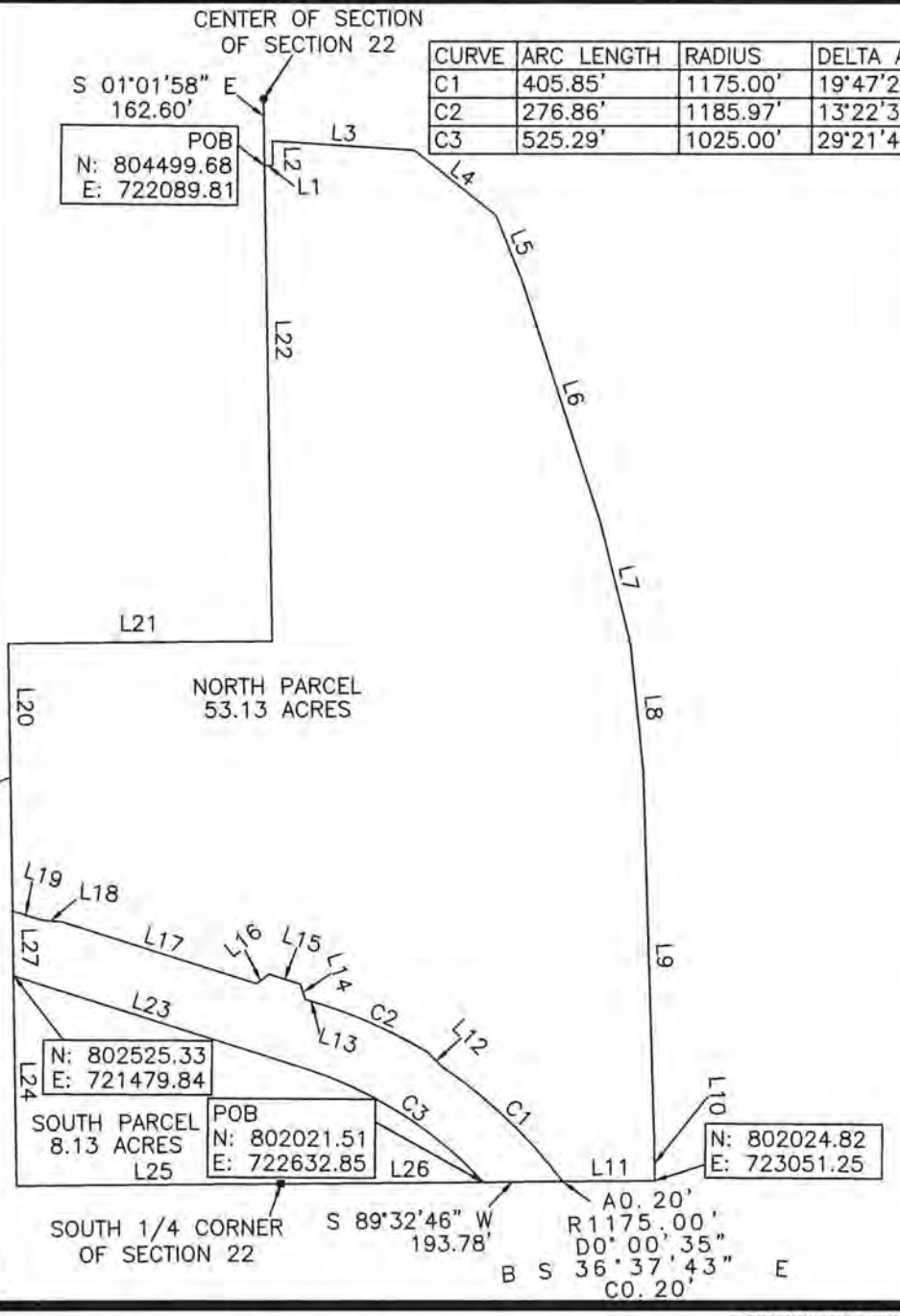
SKETCH

DATE: 04/11/24

N

0 450 900

SCALE IN FEET



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'

****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:

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.

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

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

NORTH PARCEL

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.

PROJECT NO: N/A
SCALE: N/A
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 IS NOT A SURVEY****

AND

SOUTH PARCEL

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; 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 N 89°32'46" E A DISTANCE OF 193.78';
THENCE WITH A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 525.29', WITH A RADIUS OF 1025.00', WITH A DELTA ANGLE OF 29°21'45", WITH A CHORD BEARING OF N 57°43'20" W, WITH A CHORD LENGTH OF 519.56';
THENCE N 72°24'12" W A DISTANCE OF 748.78';
THENCE S 01°00'43" E A DISTANCE OF 512.76';
THENCE N 89°33'48" E A DISTANCE OF 645.69' TO THE SOUTH ONE QUARTER CORNER OF SAID SECTION; THENCE N 89°32'46" E A DISTANCE OF 498.31'; WHICH IS THE POINT OF BEGINNING, CONTAINING AN AREA OF 354,247.78 SQUARE FEET, 8.13 ACRES MORE OR LESS.

PROJECT NO: N/A
SCALE: N/A
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
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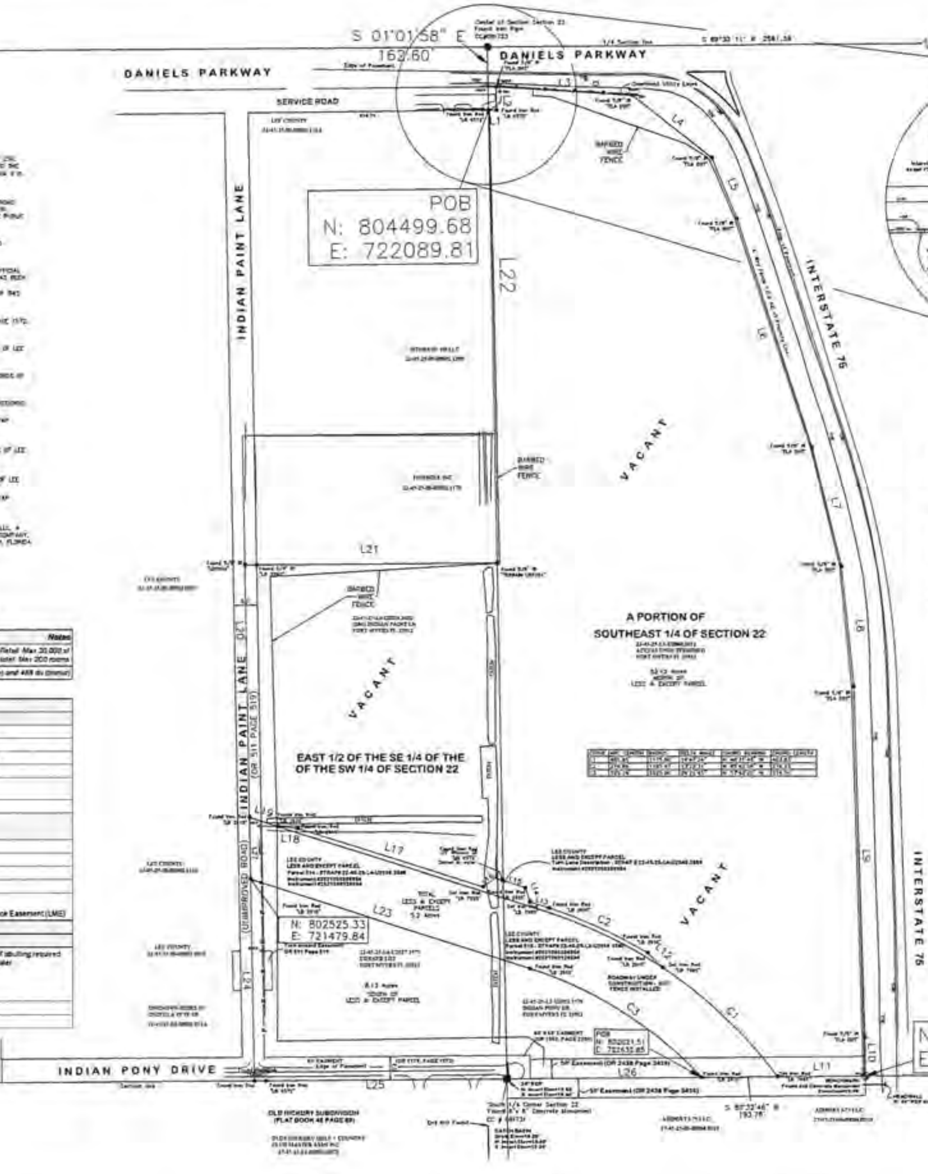


NOTES

1. THIS PLAT WAS PREPARED AS A BOUNDARY SURVEY
2. THIS SURVEY PREPARED WITH BENEFIT OF TITLE ISSUED BY CHICAGO TITLE INSURANCE COMPANY FILE NO. 11598658, CERTIFICATE EFFECTIVE DATE: FEBRUARY 24, 2024 AT 8:00 AM
3. BEARINGS ARE BASED ON THE NORTH LINE OF THE SE ONE-QUARTER OF SECTION 22, HAVING A BEARING OF S 89°33'11" W
4. UNDERGROUND AND ABOVE GROUND IMPROVEMENTS WERE NOT LOCATED, UNLESS OTHERWISE SHOWN
5. THIS SURVEY WAS NOT INTENDED TO DELINEATE OR DEFINE ANY WETLANDS, ENVIRONMENTALLY SENSITIVE AREAS, WILDLIFE HABITATS, OR JURISDICTIONAL LINES OF ANY FEDERAL, STATE, REGIONAL OR LOCAL AGENCY, BOARD, COMMISSION OR OTHER ENTITY
6. DATE OF LAST FIELDWORK: 03-29-24.
7. THE SUBJECT PARCEL CONTAINS 61.26 ACRES ±.
8. ELEVATIONS SHOWN HEREON ARE NATIONAL GEODETIC VERTICAL DATUM 1929
9. PARCEL LIES IN FLOOD ZONE "X" AS SHOWN ON FEDERAL INSURANCE RATE MAP NUMBER 12071C0445F, DATED AUGUST 28, 2008

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 48°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'

PROPERTY DEVELOPMENT REGULATIONS

TABLE 1: Intensity and Density

USE CATEGORY	TYPE OF USE	INTENSITY/DENSITY	Notes
Non-Residential	Commercial	Max. 36,000 square feet plus 200 hotel	Retail: Max 30,000 sf / hotel: Max 200 rooms
Residential	Multi-family	Max. 1,342 total units	894 du (base) and 448 du (bonus)

TABLE 2: Development Regulations

GENERAL PARAMETERS		
Category	Requirement	Notes
Maximum Lot Coverage	60 percent	56.15 Acres Overall
Maximum Building Height	135 feet (12 habitable stories)	
Minimum Open Space	20%	Per mixed use overlay
Minimum Lot Area	10,000 square feet	
Minimum Lot Dimensions	Width: 100 feet Depth: 100 feet	
Minimum PD Boundary	15 feet	
RESIDENTIAL USES		
Setbacks	Requirement	Notes
Minimum Front (Street)	20 feet	
Minimum Front	15 feet	
Minimum Rear	5 feet	
Minimum Side	5 feet	
Min. Building Separation	20 feet	
Water Body	25 feet	0 from Lake Maintenance Easement (LME)
NON-RESIDENTIAL USES		
Setbacks	Requirement	Notes
Minimum Front (Street)	20 feet	Or the minimum width of abutting required buffer, whichever is greater
Minimum Front	15 feet	
Minimum Rear	5 feet	
Minimum Side	0 feet	
Min. Building Separation	0 feet	
Water Body	20 feet	0 from LME

THIS SURVEY IS ONLY FOR THE BENEFIT OF
Bison Property Holdings, LLC

NO OTHER PERSON OR ENTITY MAY RELY ON THIS SURVEY.
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED
WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS
FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND
NSPS, AND INCLUDES ITEMS 1,2,3,4,6(A),8,11,13,14,16,17,18,19 AND 20 OF TABLE A
THEREOF. THE FIELD WORK WAS COMPLETED ON 03/29/2024.

MARK D. McCLEARY (FOR THE FIRM LB 7995)
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA REGISTRATION NUMBER 6357
DATE SIGNED

date: 3/29/2024
drawn: MDM checked: MDM
field book/page: 35
job: DANIELS 66

DANIELS Town Square
SECTION 22, TOWNSHIP 45 SOUTH, RANGE 25 EAST
LEE COUNTY, FLORIDA

CE-SITE
civil engineering surveying project management
EB-30108 LB-7995
13650 Fiddlesticks Boulevard, PMB 202-389
Fort Myers, Florida 33912
Telephone (239) 936-9777

ALTA BOUNDARY SURVEY
FOR
Bison Property Holdings, LLC
150 E. PALMETTO PARK ROAD
BOCA RATON, FL 33432

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

City Limits

FEMA Flood Map Information

LIMWA

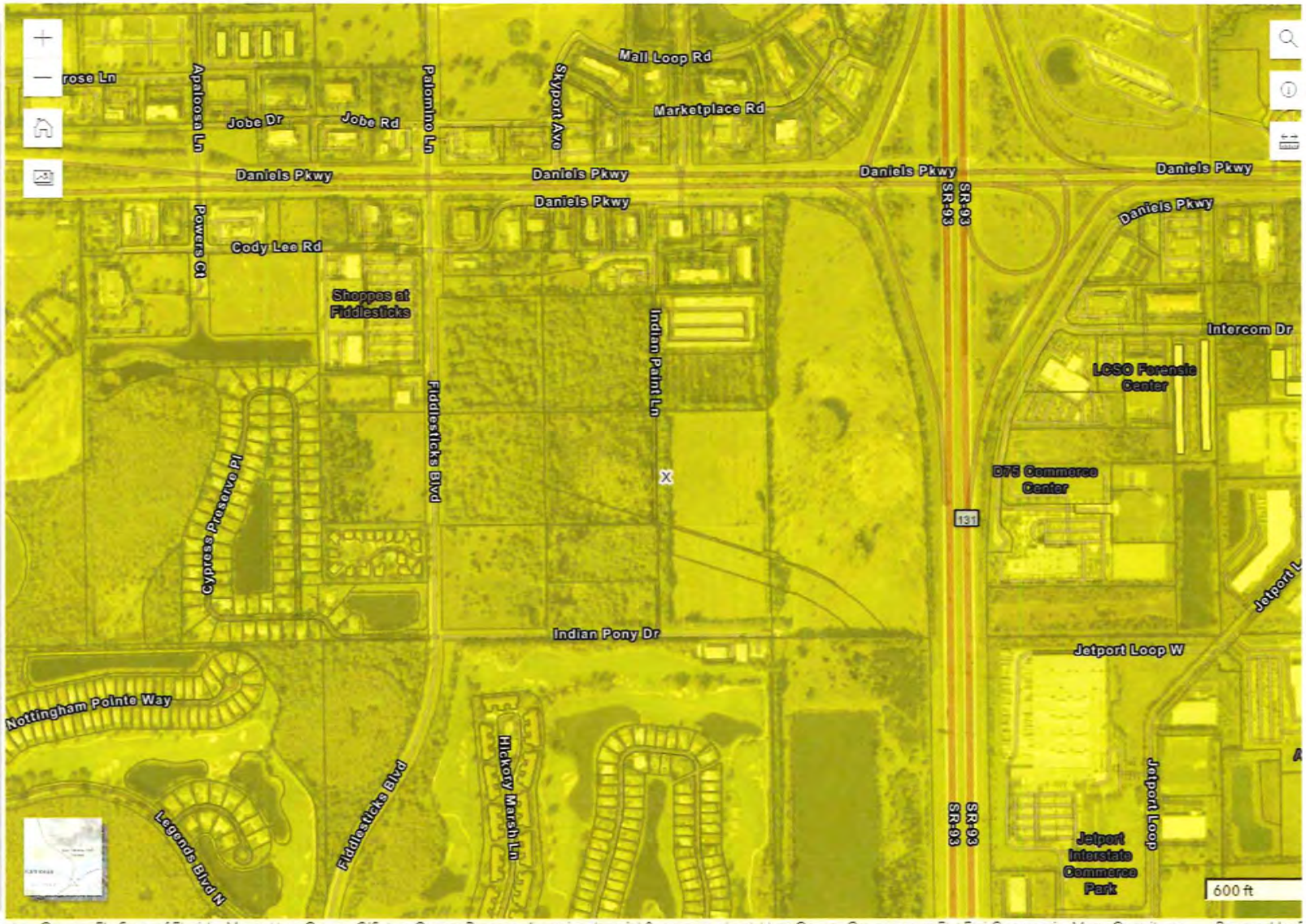
Floodways

Flood Zones

- VE
- Coastal A Zone
- AE
- AH
- AO
- A
- X (shaded)
- X

Parcels

Mobile Home Lots



81°44'59.16"W 26°29'46.84"N

FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR DRAFT FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) Zone A, V, A99
- With BFE or Depth Zone AE, AH, AO, VE, AR
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
- Future Conditions 1% Annual Chance Flood Hazard Zone X
- Area with Reduced Flood Risk due to Levee See Notes Zone X
- Area with Flood Risk due to Levee Zone D

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard Zone X
- Effective LOMRs
- Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary

NOTES TO USERS

For information and questions about the Flood Insurance Rate Map (FIRM), available products associated with this FIRM, including historic versions, the current map date for each FIRM panel, how to order products, or the National Flood Insurance Program (NFIP) in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Flood Map Service Center website at https://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Flood Map Service Center at the number listed above.

For community and countywide map dates, refer to the Flood Insurance Study Report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Basemap information shown on this FIRM was provided in digital format by the United States Geological Survey (USGS). The basemap shown is the USGS National Map: Orthoimagery. Last refreshed October, 2020.

This map was exported from FEMA's National Flood Hazard Layer (NFHL) on 8/13/2023 11:44 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time. For additional information, please see the Flood Hazard Mapping Updates Overview Fact Sheet at https://www.fema.gov/media-library/assets/documents/118418.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards. The map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date.

SCALE

Map Projection:
GCS, Geodetic Reference System 1980;
Vertical Datum: No elevation features on this FIRM

For information about the specific vertical datum for elevation features, datum conversions, or vertical monuments used to create this map, please see the Flood Insurance Study (FIS) Report for your community at https://msc.fema.gov

1 inch = 1,000 feet 1:12,000

0 500 1,000 2,000 3,000 4,000 Feet

N 0 105 210 420 630 840 Meters

FEMA

National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM

FLOOD INSURANCE RATE MAP

PANEL 445 OF 678

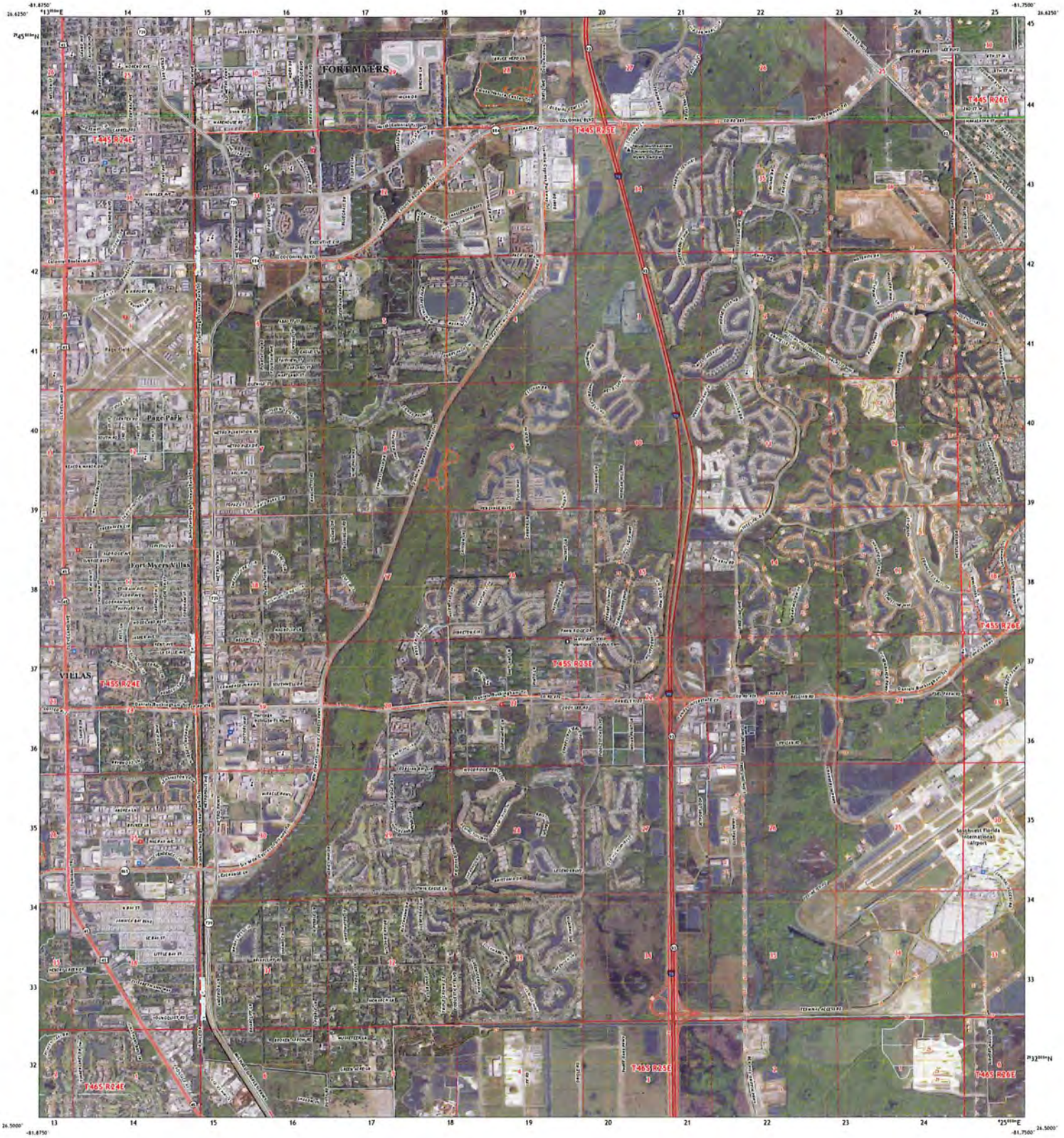
COMMUNITY	NUMBER	PANEL
LEE COUNTY	125124	0445
CITY OF FORT MYERS	125106	0445

MAP NUMBER
12071C0445F
EFFECTIVE DATE
August 28, 2008

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo

FORT MYERS SE QUADRANGLE
FLORIDA - LEE COUNTY
7.5-MINUTE SERIES



Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000 meter grid Universal Transverse Mercator, Zone 17E
This map is not a legal document. Boundaries may be
generalized for the map scale. Private lands within government
reservations may not be shown. Obtain permission before
entering private lands

Imagery	NAIP,	November	2018
Roads	U.S. Census Bureau,		2018
Names	GNIS, 1979		2020
Hydrography	National Hydrography Dataset,	2017	2019
Contours	National Elevation Dataset,		2019
Boundaries	Multiple sources; see metadata file		2018
Public Land Survey System			2020
Wetlands	FWS, National Wetlands Inventory,	2017	2020

SCALE 1:24 000

1 0 1 2 KILOMETERS
1000 0 1000 2000 METERS
1 0.5 0 1 MILES
5000 0 5000 10000 15000 20000 25000 30000 FEET

CONTOUR INTERVAL 5 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the
National Geospatial Program US Topo Product Standard

ADJOINING QUADRANGLES
1 Fort Myers NW
2 Fort Myers
3 Olga
4 Fort Myers SW
5 Alva SW
6 Fort Myers Beach
7 Estero
8 Corkscrew NW

ROAD CLASSIFICATION
Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route

FORT MYERS SE, FL
2021

EXHIBIT M8 – DEEDS

Chicago Title Insurance Company
711 Third Avenue, 8th Floor
New York, NY 10017
Phone: 212-880-1200

TITLE NO.: CTIC-24000217

COMMITMENT PREPARED FOR: Waypoint Real Estate Investments
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 UNDERWRITER: Joe Benlevi
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.

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:

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.

EXHIBIT M9 – AERIAL MAP

RVi
10150 Highland Manor Drive
Suite 450
Tampa, FL 33610
Tel: 813.443.8282
www.rviplanning.com

DANIELS TOWN SQUARE CPA • **AERIAL MAP**

- Lee County, FL
- Date: 6/26/2024
- # 22000239
- Bison Property Holdings, LLC

Subject Boundary
Parcels

0 210 420 840
Feet

EXHIBIT M10 – AUTHORIZATION LETTER

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

I, Jim Lott (name), as Authorized Signatory (owner/title) of Bison Property Holdings, LLC (company/property), swear or affirm under oath, that I am the authorized representative of the owner(s) of the property and authorize the Meyers Group as the applicant 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.

J Lott — **Authorized Signatory**

2/22/24 — **Date**

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

STATE OF GEORGIA
COUNTY OF CHEROKEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ online notarization, this 22 day of February, 2024, by Jim Lott (name of person providing oath or affirmation), who is personally known to me or who has produced _____ (type of identification) as identification.

Sheila Hamilton
Signature of Notary Public

STAMP/SEAL

SHEILA HAMILTON
Notary Public, Georgia
Cherokee County
My Commission Expires
June 29, 2024

EXHIBIT M11 – LEE PLAN ANALYSIS

DANIELS TOWN SQUARE CPA

Request Statement and Lee Plan Analysis

I. REQUEST

The contract purchaser for the 61.26+/- acre subject property, Bison Property Holdings, LLC ("Applicant"), is requesting a Comprehensive Plan Amendment for three changes to Lee County's Comprehensive Plan:

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 to the Mixed-use Overlay (MUO) north of Three Oaks Extension
3. Amend Table 1b to reallocate residential acreage from General Interchange to Intensive Development.

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 as shown in table 1 below. There are 5.19 acres of wetlands to be impacted as approved by ERP No. 230220-37612.

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	GPITDU Bonus Density Up to 8 du/ac
1-5	Mixed Use	53.13	0.79	5.79	46.55	Yes	662.76	378.72	378.72
6 & 7	Residential	8.13	0	0	8.13	No	113.82	65.04	65.04
TOTALS		***61.26***	***0.79***	***5.79***	***54.68***	-	***777***	***444***	***13****
** 13 du requested out of maximum 444 GPITDU that could be requested*								***1,234***	

Additionally, there is a companion zoning action to rezone from CPD to Mixed-use Planned Development (MPD) in case DCI2022-00059.

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. 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 with the Intensive Development FLUC allowing up to 30 units per acre utilizing Greater Pine Island Transfer of Development Units. 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, 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 wetland to be preserved and 5.79 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 5.79 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, Alico 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 ¼ to ½ mile of the majority of the development. Lee Tran (served by Bus Stop #1554 via Route 50 on Daniels Parkway within ¼ 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 ¼ mile or 1,320 feet.
2. The second has been called the Long Pedestrian Shed or ½ 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 ¼ or ½ 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 alterative 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.

EXHIBIT M12 – ENVIRONMENTAL IMPACT ANALYSIS

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 it's 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 them 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 *(Sagitaria 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.

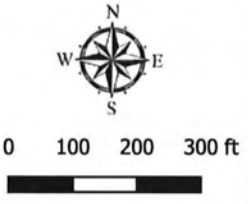
We propose Four transects and four photo stations established in this Indigenous Preserve Area. Please refer to the Cypress Head Indigenous Preserve Area Figure on the following page.

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.

SYNECOLOGICAL ANALYSTS
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



VEGETATION ANALYSIS

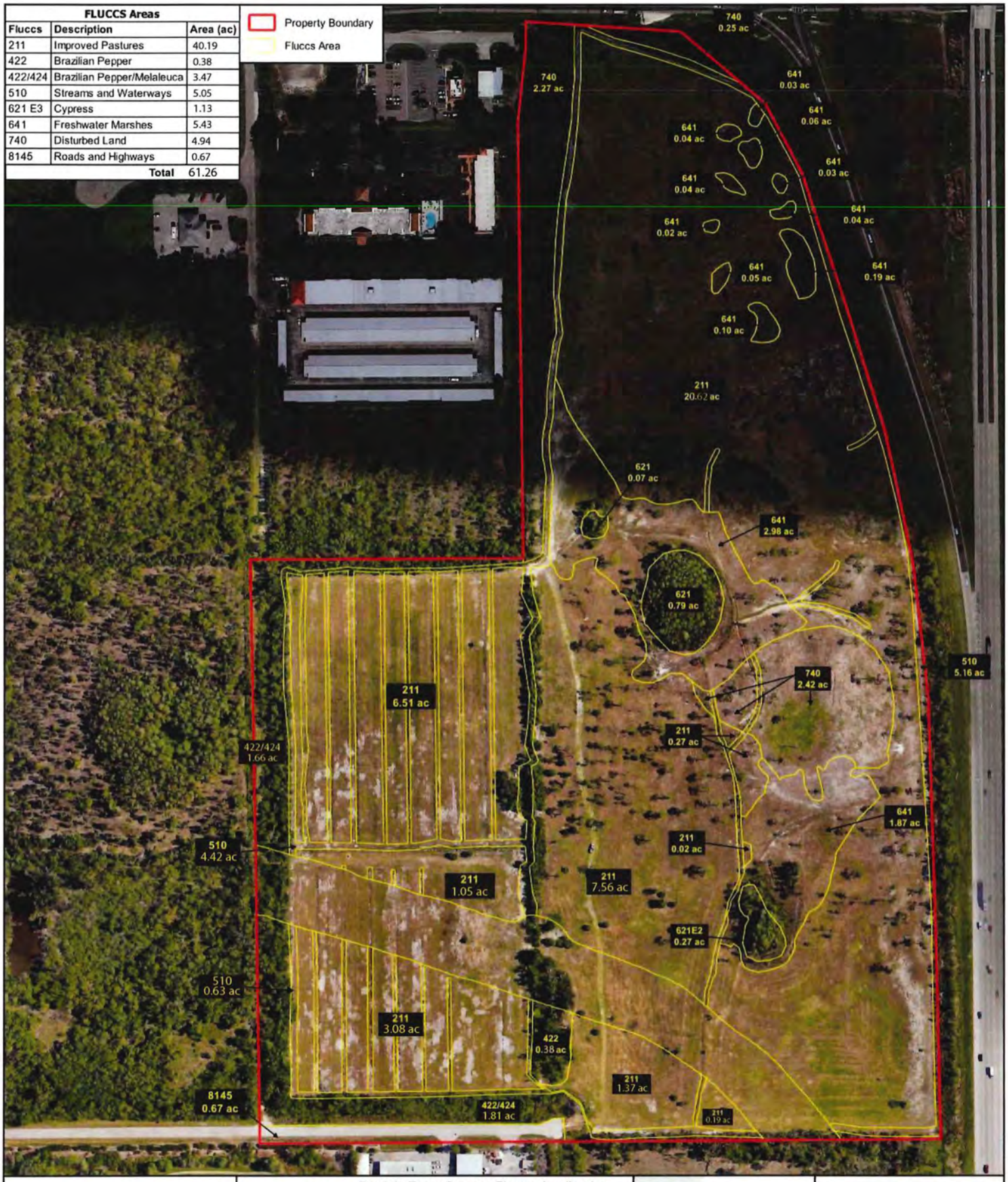
Vegetation in the Wetland Preserve Area will be evaluated by Lee Co. validated meandering transect methodology. The results of these observations will be presented summary tables following the discussion secton of this Indigenous Preserve area.

METHODOLOGY

The four transects will 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 presented with the monitoring report.

FLUCCS Areas		
Fluccs	Description	Area (ac)
211	Improved Pastures	40.19
422	Brazilian Pepper	0.38
422/424	Brazilian Pepper/Melaleuca	3.47
510	Streams and Waterways	5.05
621 E3	Cypress	1.13
641	Freshwater Marshes	5.43
740	Disturbed Land	4.94
8145	Roads and Highways	0.67
	Total	61.26



SYNECOLOGICAL ANALYSTS
ENVIRONMENTAL EVALUATION AND ADVOCACY
2159 Morning Sun Lane
NAPLES, FLORIDA 34119
PHONE: (239) 514-3998
www.synecol.com

PROJECT: Daniels Town Square Fluccs Application No. 220526-34567

DATE: April 25, 2024

DRAWN BY: NW

Site Location

N W E S

0 100 200 300 ft

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 OUE PUDIERA AFECTAR LAS CONDICIONES NATURALES DE ESTA AREA, DEBERÁ SER REPORTADA A LA GERENCIA DE AQUA 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 ¾ 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

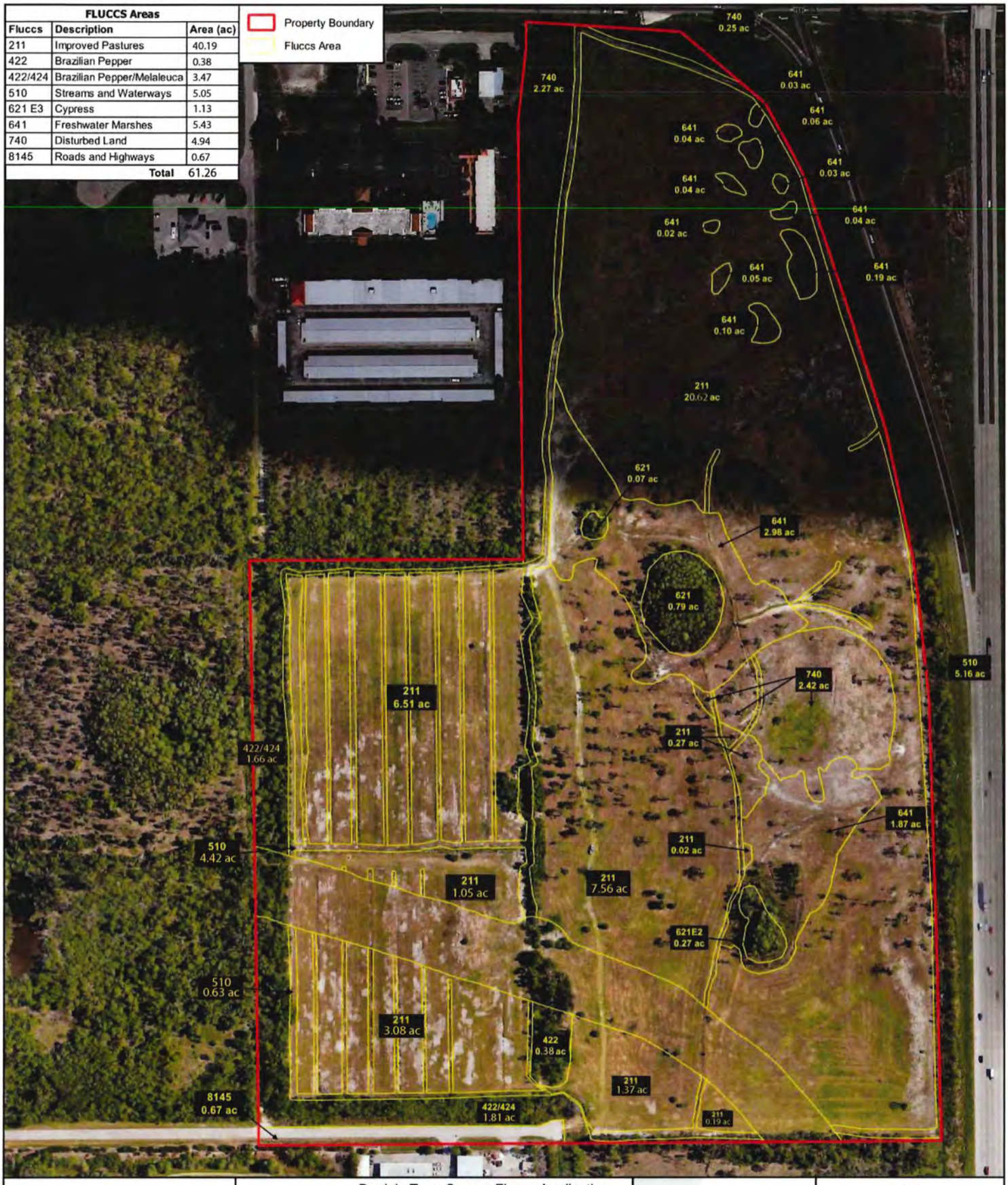
CATTLE EGRET

GREAT EGRET

GREAT BLUE HERON

LITTLE BLUE HERON

FLUCCS Areas		
Fluccs	Description	Area (ac)
211	Improved Pastures	40.19
422	Brazilian Pepper	0.38
422/424	Brazilian Pepper/Melaleuca	3.47
510	Streams and Waterways	5.05
621 E3	Cypress	1.13
641	Freshwater Marshes	5.43
740	Disturbed Land	4.94
8145	Roads and Highways	0.67
	Total	61.26



SYNECOLOGICAL ANALYSTS
ENVIRONMENTAL EVALUATION AND ADVOCACY

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

PROJECT: Daniels Town Square Fluccs Application No. 220526-34567

DATE: April 25, 2024

DRAWN BY: NW

Site Location

N W E S

0 100 200 300 ft

EXHIBIT M13 – HISTORIC RESOURCES IMPACT ANALYSIS

DANIELS TOWN SQUARE CPA

Historic Resources Impact Analysis

I. REQUEST

The contract purchaser for the 61.26+/- acre subject property, Bison Property Holdings, LLC ("Applicant"), is requesting a Comprehensive Plan Amendment for three changes to Lee County's Comprehensive Plan:

1. Amend Map 1-A – Future Land Use – from General Interchange to the Intensive Development Future Land Use Category (FLUC) and
2. Amend Map 1-B – Mixed-use Overlay – to add the property to the Mixed-use Overlay (MUO).
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.

Additionally, there is a companion zoning action being submitted to rezone from CPD to Mixed-use Planned Development (MPD). The intent is to use the property as a commercial retail and employment center as well as multifamily residential housing.

II. HISTORIC RESOURCES IMPACT ANALYSIS

The property does not contain any historic resources (including structure, districts, and/or archaeologically sensitive areas). A letter has been secured from the Division of Historical Resources - Florida Department of State which is included in this document.

EXHIBIT M14 – PUBLIC FACILITIES IMPACTS ANALYSIS

DANIELS TOWN SQUARE CPA

Public Facilities Impacts Analysis

I. REQUEST

The contract purchaser for the 61.26+/- acre subject property, Bison Property Holdings, LLC ("Applicant"), is requesting a Comprehensive Plan Amendment for three changes to Lee County's Comprehensive Plan:

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 to the Mixed-use Overlay (MUO) north of Three Oaks Extension; 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.

The surrounding land use, zoning and built environment is as follows:

	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

Additionally, there is a companion zoning action being submitted to rezone from CPD to Mixed-use Planned Development (MPD) for up to 30,000 square feet of Non-Residential uses, a 200-room Hotel and Multifamily Residential. The density for the site is based on a total of 56.86 acres (56.07 acres of uplands and 0.79 acres of preserved wetlands) at 22 units per acre, which equals 1,234 dwelling units.

Comprehensive Plan Amendment (Text and Maps)
The impacts of the requested amendments are compared to the existing by-right entitlements per the future land use designations. The density permitted for the development area is consistent between the current and proposed land use category at up to 22 units per acre. However, the difference lies in the fact that the density in the Mixed-use Overlay is allowed to be calculated over the commercial areas and the Intensive FLUC allows greater heights leading to the opportunity for greater overall development square footage to occur on sight.

The non-residential development intensity is not limited by floor area ratios in Lee County so the intensity per acre difference between the two categories is difficult to quantify. The uses between the two land use categories both allow for intense uses. The General Interchange FLUC 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 Intensive Development FLUC

is also to be located along major arterial roads and similarly the available and potential levels of public services in both these areas are suited to accommodate high densities and intensities. However, in the Intensive Development category mixed use developments of high-density residential, commercial, limited light industrial, and office uses are encouraged.

Overall, the two land use categories, given the interchange location, have very similar intended permitted uses and allowances for similar intensities except that Intensive allows for up to 12 stories and 135 feet rather than 6 stories and 75 feet.

The primary difference in the request does not lie in the permitted uses or the type of non-residential public services that are encouraged by the land use categories, but in the request for Mixed-use Overlay. The MUO allows the residential density to be calculated over the entire development rather than only in the area dedicated to residential uses. Because of the additional height allowed in the Intensive Development FLUC and the site-wide density calculations the request potentially allows for more floor area to be constructed and more population to be located within the project, the quantity of which is cannot be precisely calculated as it is up to the final development plan.

CURRENT FUTURE LAND USE	**Acreage**	**Density**	**Residential Units**	**Non-Residential Intensity**
General Interchange	61.26+/- (Less 5.19 acres of impacted wetlands)	14 du/acre (base); 8 du/acre (bonus)	1,234	Per code
		Density is calculated for the area dedicated to residential uses only.		
PROPOSED FUTURE LAND USE	**Acreage**	**Density**	**Residential Units**	**Non-Residential Intensity**
Intensive Development And Mixed-use Overlay	61.26+/- (Less 5.19 acres of impacted wetlands)	14 du/acre (base); 8 du/acre (bonus)	1,234	Per code
		Density is calculated for the entire project area less parcel south of Three Oaks Parkway extension.		

Potable Water

The entirety of the subject property is in the Lee County Utilities Future Water Service Area which is demonstrated in Lee Plan Map 4-A. The requested residential density and commercial square footage is currently permissible within the existing General Interchange FLUC. The request for utility availability assumed full development of both residential and commercial intensity.

Per Lee Plan Policy 95.1.3, an average treatment and disposal capacity of 250 gallons per day per Equivalent Residential Connection (ERC) is required. The 2020 Lee County Concurrency Report indicates that Potable Water is available at a capacity of 310 gallons per day per ERC which exceeds the required LOS. Per Lee County Utilities, sewer capacity is available at the prescribed LOS rate.

A Letter of Availability has been obtained from Lee County Utilities confirming the property will be served by the Corkscrew Water Treatment Plant and capacity is available for the residential density and commercial intensity proposed for the subject property which is as follows:

RESIDENTIAL
Existing Maximum Residential per General Interchange FLUC
1,234 ERC X 250 GPD = 312,750 GPD

Proposed Impact of Residential within Intensive Development and the Mixed-use Overlay
1,234 ERC X 250 GPD = 312,750 GPD

COMMERCIAL
Existing Maximum Residential per General Interchange FLUC
30,000TOTAL SF (30,000 SF RESTAURANT/RETAIL; 200 Hotel) = 13,000 GPD

Proposed Impact of Residential within Intensive Development and the Mixed-use Overlay
30,000TOTAL SF (30,000 SF RESTAURANT/RETAIL; 200 Hotel) = 13,000 GPD

Sanitary Sewer
The subject property is proposed to be brought into the Lee County Utilities Future Sewer Service Area which is demonstrated in Lee Plan Map 4-B. While the proposed amendments may increase the available density/intensity mix on the subject property, the requested commercial square footage and residential maximums are currently permissible within the existing General Interchange FLUC.

Per Lee Plan Policy 95.1.3, an average treatment and disposal capacity of 200 gallons per day per Equivalent Residential Connection (ERC) is required. The 2020 Lee County Concurrency Report indicates that Sanitary Sewer is available at a capacity of 317 gallons per day per ERC; which exceeds the required LOS. A Letter of Availability has been obtained from Lee County Utilities confirming the property will be served by the Gateway Water Treatment Plant and capacity is available for the residential density and commercial intensity proposed for the subject property.

RESIDENTIAL
Existing Maximum Residential per General Interchange FLUC
1,234 ERC X 200 GPD = 250,200 GPD

Proposed Impact of Residential within Intensive Development and the Mixed-use Overlay
1,234 ERC X 200 GPD = 250,200 GPD

COMMERCIAL
Existing Maximum Residential per General Interchange FLUC
30,000 TOTAL SF (30,000 SF RESTAURANT/RETAIL; 200 Hotel) = 13,000 GPD

Proposed Impact of Residential within Intensive Development and the Mixed-use Overlay
30,000 TOTAL SF (30,000 SF RESTAURANT/RETAIL; 200 Hotel) = 13,000 GPD

Solid Waste
Lee County utilizes third party contractors to collect solid waste from residential developments and bring the material to the Lee County Resource Recovery Facility and the Lee-Hendry Landfill. Service is available to the subject property as demonstrated in a Letter of Availability from the Lee County Solid Waste Division.

- LOS Standard = 7 lbs/day/capita OR 990,405 tons/year

- Current Capacity = 7.9 lbs/day/capita OR 1,134,667 tons/year

Surface Water/Drainage Basins
The non-regulatory standards described in Policy 95.1.3(4)(c) require new development to be designed to South Florida Water Management District (SFWMD) standards to detain or retain excess stormwater to match the predevelopment discharge rate for the 25-year, 3-day storm event. Additionally, it requires that the stormwater system must prevent the flooding of designated evacuation routes on the Lee Plan Map 15 from the 25-year, 3-day storm event for more than 24 hours. The proposed text amendment and concurrent planned development will be consistent with the requirements of Lee Plan Policy 95.1.3 (including Map 3-J) and an ERP permit is required to be obtained for the proposed development prior to construction commencement. There is an ERP in active review for the project (Application No. 220526-34567).

Parks, Recreation, and Open Space
The non-regulatory standards described in Policy 95.1.3(6)(a & b) require six (6) acres of developed regional park land open for public use per 1,000 total seasonal county population for all of Lee County and 0.8 acres of developed community park land open for public use per 1,000 unincorporated Lee County permanent population.

According to the Letter of Service availability received on July 14, 2022, in April 2014, the Lee County Board of County Commissioners adopted a comprehensive plan amendment eliminating concurrency requirements for transportation and parks and moved both from regulatory to non-regulatory standards. In light of this, we do not have the authority to deny your request based on parks service availability.

That being said, the below numbers represent the current required and available acreages for regional and community park land as set forth by the requirements of Policy 95.1.3 in The Lee Plan. The Department's available capacity meets the current adopted level-of-service standard and is projected to meet the adopted level-of-service standard for at least the next five years.

- Required Capacity – 5,316 acres of regional parks and 295 acres of community parks
- Available Capacity – 7,064 acres of regional parks and 832 acres of community parks

<u>Regional Parks Level of Service:</u>
867,000 [seasonal county population] X (6 acres/1,000 population) = 5,202 acres

The 2020 Lee County Concurrency Report indicates that there is a total required 5,202 acres of regional parks and that the available capacity lists 7,051 acres of regional parks therefore there is available capacity to meet the adopted LOS standard.

Additionally, the 2020 Concurrency Report states that the existing inventory meets the regional park level-of-service standard in the County for the year 2019 and will continue to do so at least through the next five years of the capital improvement plan (CIP).

Community Parks Level of Service
361,315 [permanent unincorporated county population] X (0.8 acres/1,000 population) = 295 Acres

The 2020 Lee County Concurrency Report indicates that there is a total required 295 acres of community parks and that the available capacity lists 832 acres of community parks therefore there is available capacity to meet the adopted LOS standard.

Additionally, the 2020 Concurrency Report states that the existing inventory meets the regional park level-of-service standard in the County for the year 2019 and will continue to do so at least through the next five years of the capital improvement plan (CIP).

Public Schools
The subject property is located within the School District of Lee County's South Zone. The letter of capacity from the district is under review. The density permitted on the development property is not changing so it is reasonable to assume that the capacity has already been accounted for.

Fire
A letter of Availability received from the South Trail Fire Control and Rescue District Station #62, located at 13500 Sophomore Lane, confirms that the station is available to provide fire suppression and non-transport ALS emergency medical services to the parcels in the development given the proposed density and intensity.

Sheriff
A letter of Availability dated July 14, 2022, from the Lee County Sheriff's Office confirms that law enforcement services are available, primarily from the. The letter assures that the 1,590 dwelling units and up to 500,000square feet of commercial uses do not impact the ability of the Lee County Sheriff's Office.

EMS
A letter of Availability dated July 19, 2022, states, "Lee County Emergency Medical Services is the primary EMS transport agency responsible for coverage at the address you have provided. Because we currently serve this area and have a sufficient response data sample, we evaluated response times in this vicinity to simulate the anticipated demand and response.

The primary ambulance for this location is Medic 35, located 1.2 miles west; there is another location within 5.1 miles. These locations are projected to be able to meet existing service standards, as required in County Ordinance 08-16, and no additional impacts are anticipated at this time."

Transit
Lee Tran (served by Bus Stop #1554 via Route 50 on Daniels Parkway within ¼ mile of property).

EXHIBIT M15 – TRAFFIC IMPACT STATEMENT

TR TRANSPORTATION CONSULTANTS, INC

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

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT STATEMENT

FOR

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

TR TRANSPORTATION CONSULTANTS, INC

CONTENTS

TR TRANSPORTATION CONSULTANTS, INC

I. INTRODUCTION

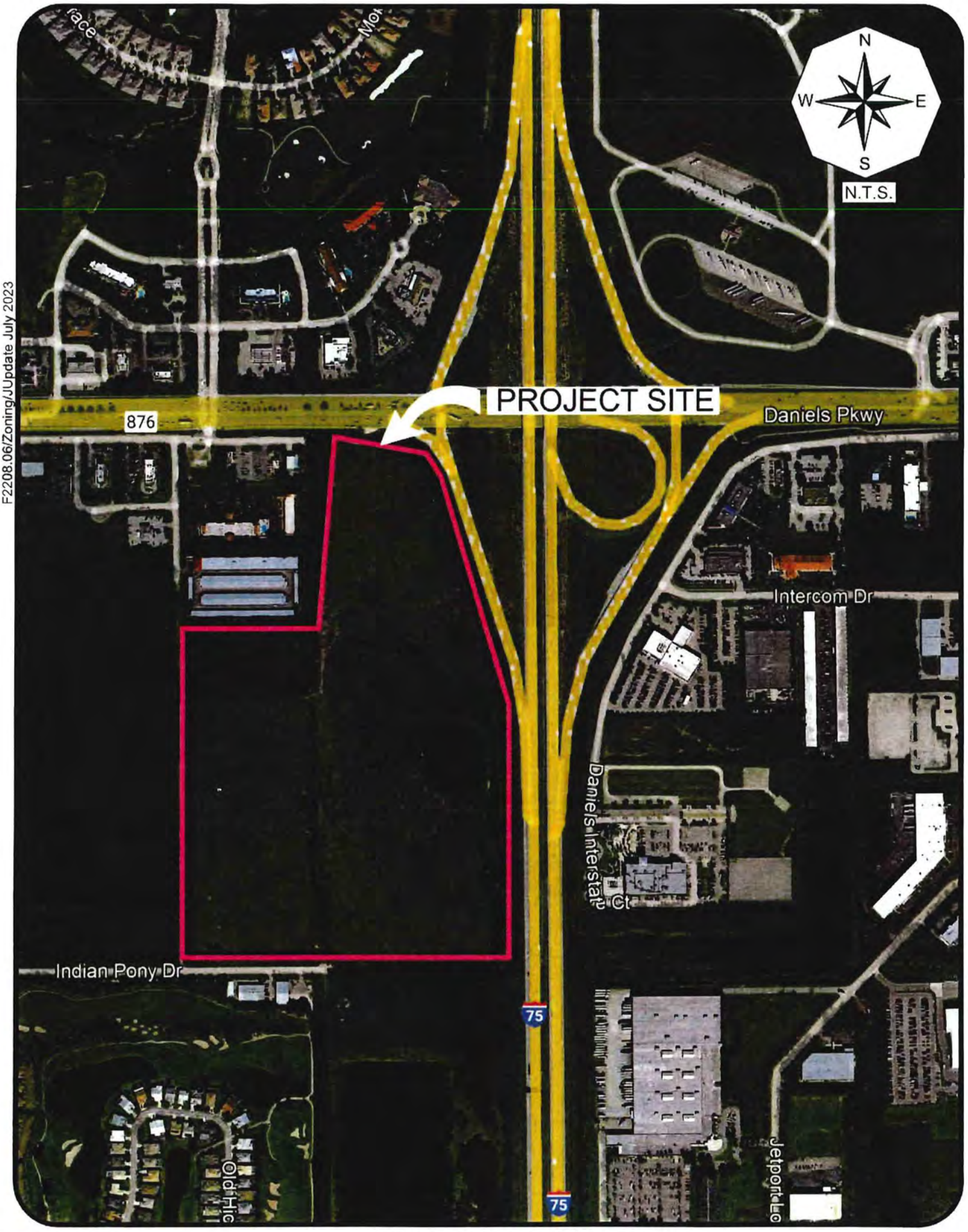
TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking rezoning approval. The proposed development is located at the southwest quadrant of the interchange of I-75 and Daniels 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/JUpdate July 2023

TRANSPORTATION CONSULTANTS, INC

PROJECT LOCATION MAP
DANIELS TOWN CENTER

Figure 1

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.

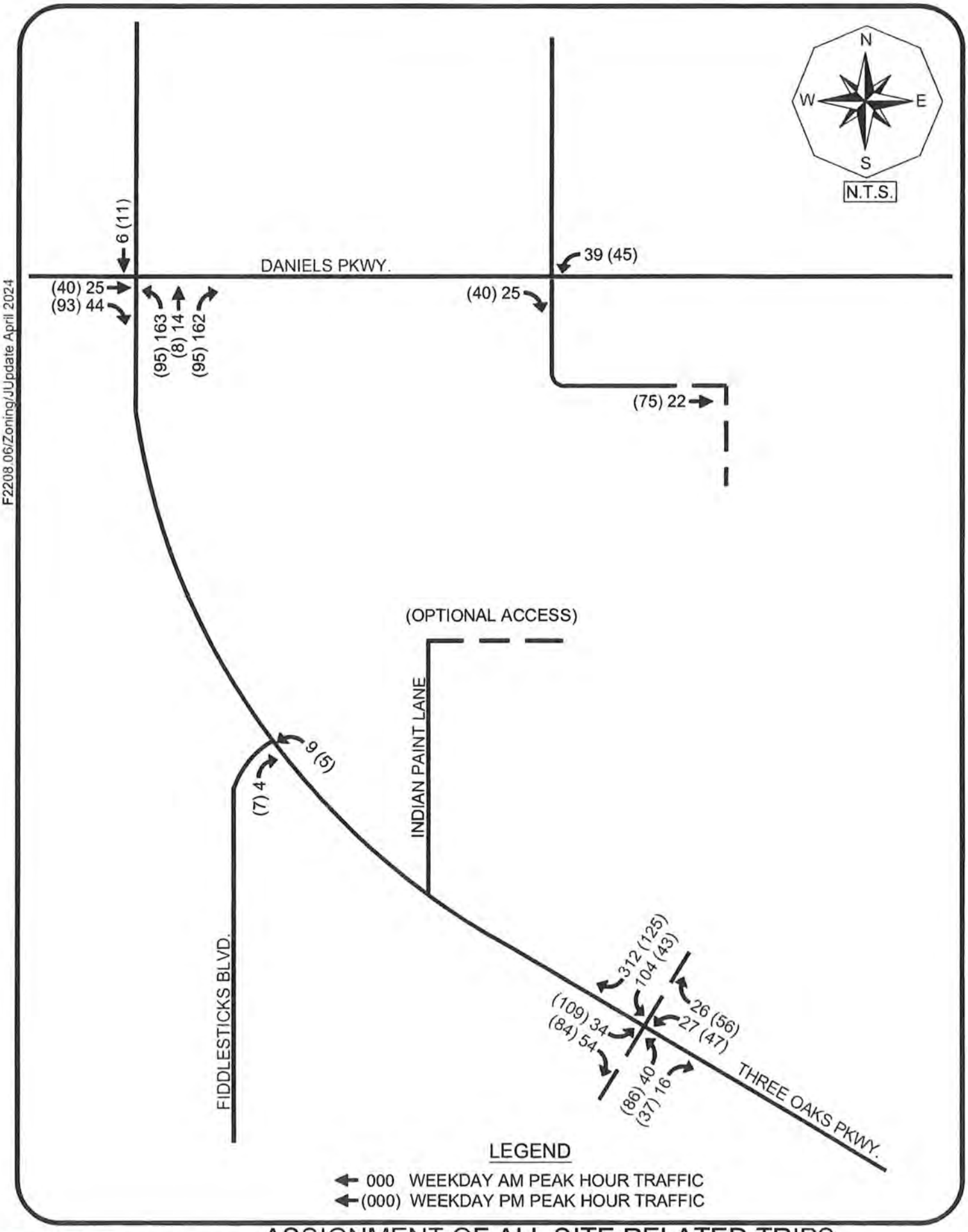
Pass-by traffic was also taken into account based on the proposed retail uses shown in Table 2. Consistent with previous analysis approved by Lee County, thirty percent (30%) of the total project traffic was assumed to be pass-by traffic for the retail uses. **Table 3** indicates the total commercial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



TR TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT OF ALL SITE RELATED TRIPS
NET NEW + PASS-BY TRIPS
DANIELS TOWN CENTER

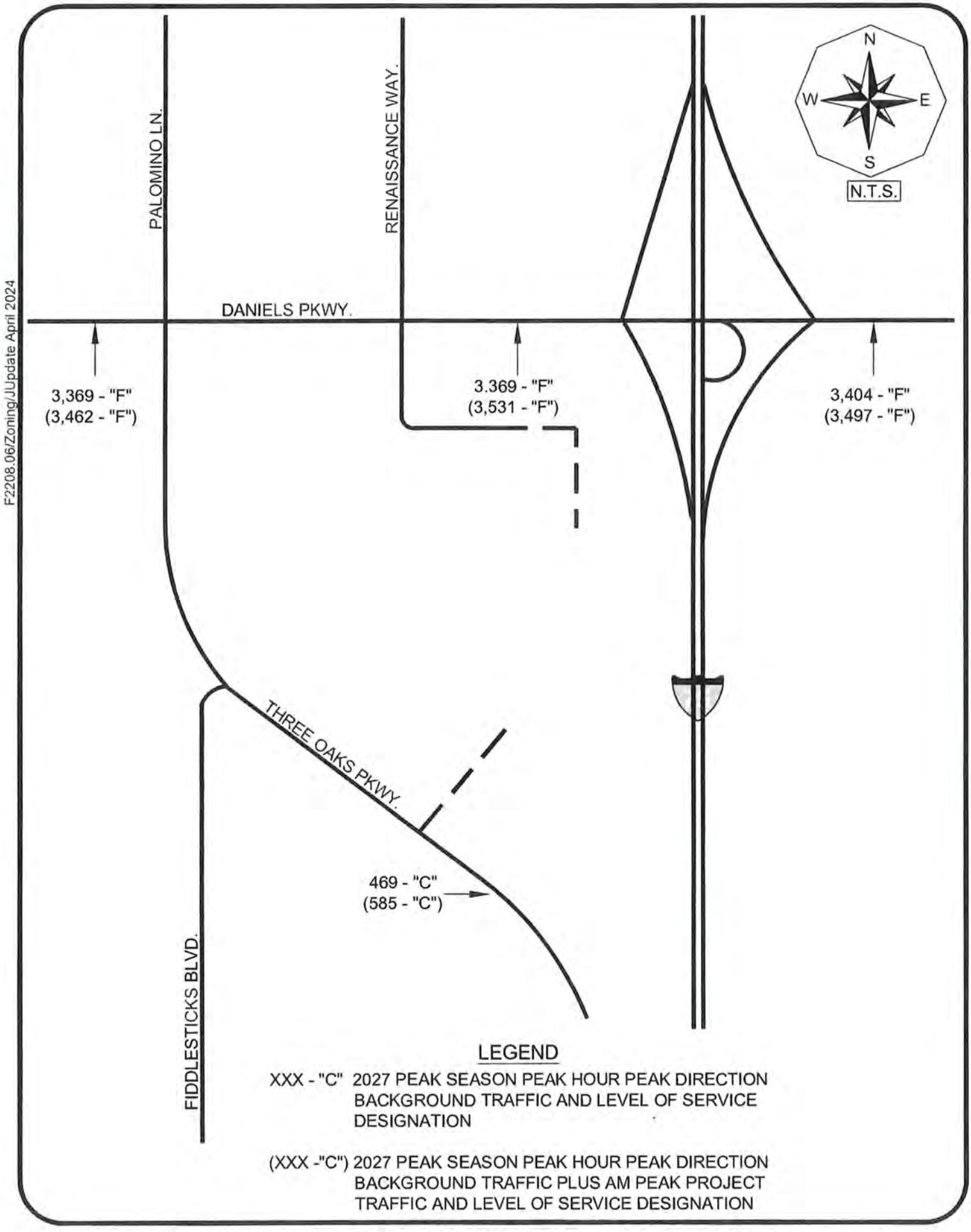
Figure 2

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

TR TRANSPORTATION CONSULTANTS, INC

2027 LEVEL OF SERVICE ANALYSIS
DANIELS TOWN CENTER

Figure 3

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 to 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 as 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 exist 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

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PERCENT PROJECT TRAFFIC	PROJECT TRAFFIC	PROJ/ LOS C
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	SITE/ STATION	BASE YR ADT	LATEST ADT	YRS OF GROWTH.[1]	ANNUAL RATE	2021 PK HR PK SEASON PEAK DIR.[2]	2027 PK HR PK SEASON PEAK DIRECTION VOLUME	LOS	V/C Ratio	PERCENT PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	2027 BCKGRND + AM PROJ VOLUME	LOS	V/C Ratio	2027 BCKGRND + PM PROJ VOLUME	LOS	V/C Ratio
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

Lee County
Generalized Peak Hour Directional Service Volumes
Urbanized Areas

April 2016 c:\input5

Uninterrupted Flow Highway

Level of Service

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

Arterials

Class I (40 mph or higher posted speed limit)

Level of Service

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

Class II (35 mph or slower posted speed limit)

Level of Service

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

Controlled Access Facilities

Level of Service

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

Collectors

Level of Service

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

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

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

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

Table 21 b) 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 (2026)			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	
04900	CHAMBERLIN PKWY	AIRPORT EXT	DANIELS PKWY	Maj. Col	4LN	E	1,790	C	105	0.06	C	150	0.08	Port Authority maintained
05000	COCONUT RD	WEST END	VIA VENETTO BLVD	Maj. Col	2LN	E	860	C	268	0.31	C	420	0.49	Estero maintains to east
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	226	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
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	Estero Crossing
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	1,388	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	
07900	DANIELS PKWY	METRO PKWY	SIX MILE PKWY	Controlled xs	6LD	E	2,680	D	2,109	0.79	E	2,520	0.94	Constrained
08000	DANIELS PKWY	SIX MILE PKWY	PALOMINO LN	Controlled xs	6LD	E	3,040	E	2,985	0.98	F	3,256	1.07	Constrained
08100	DANIELS PKWY	PALOMINO LN	I-75	Controlled xs	6LD	E	3,040	E	2,985	0.98	F	3,137	1.03	Constrained
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 Mntnd

County-Maintained Collector Roadway - Unincorporated Lee County

County-Maintained Collector Roadway - Incorporated Lee County

County-Maintained Arterial Roadway - Unincorporated Lee County

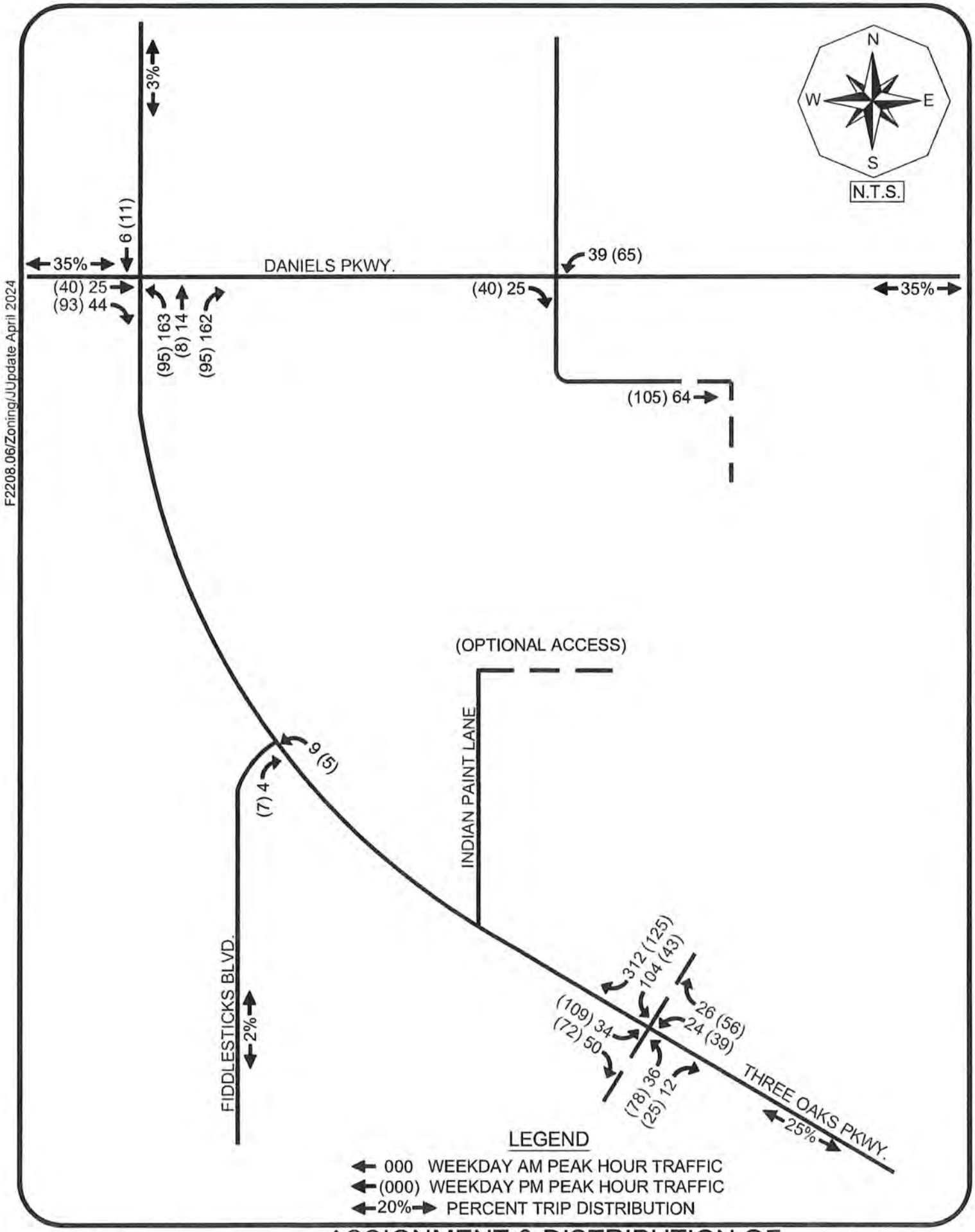
County-Maintained Arterial Roadway - Incorporated Lee County

State-Maintained Arterial Roadway - Unincorporated Lee County

County Maintained Controlled Access Aterial Facility

County Maintained Expressway

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

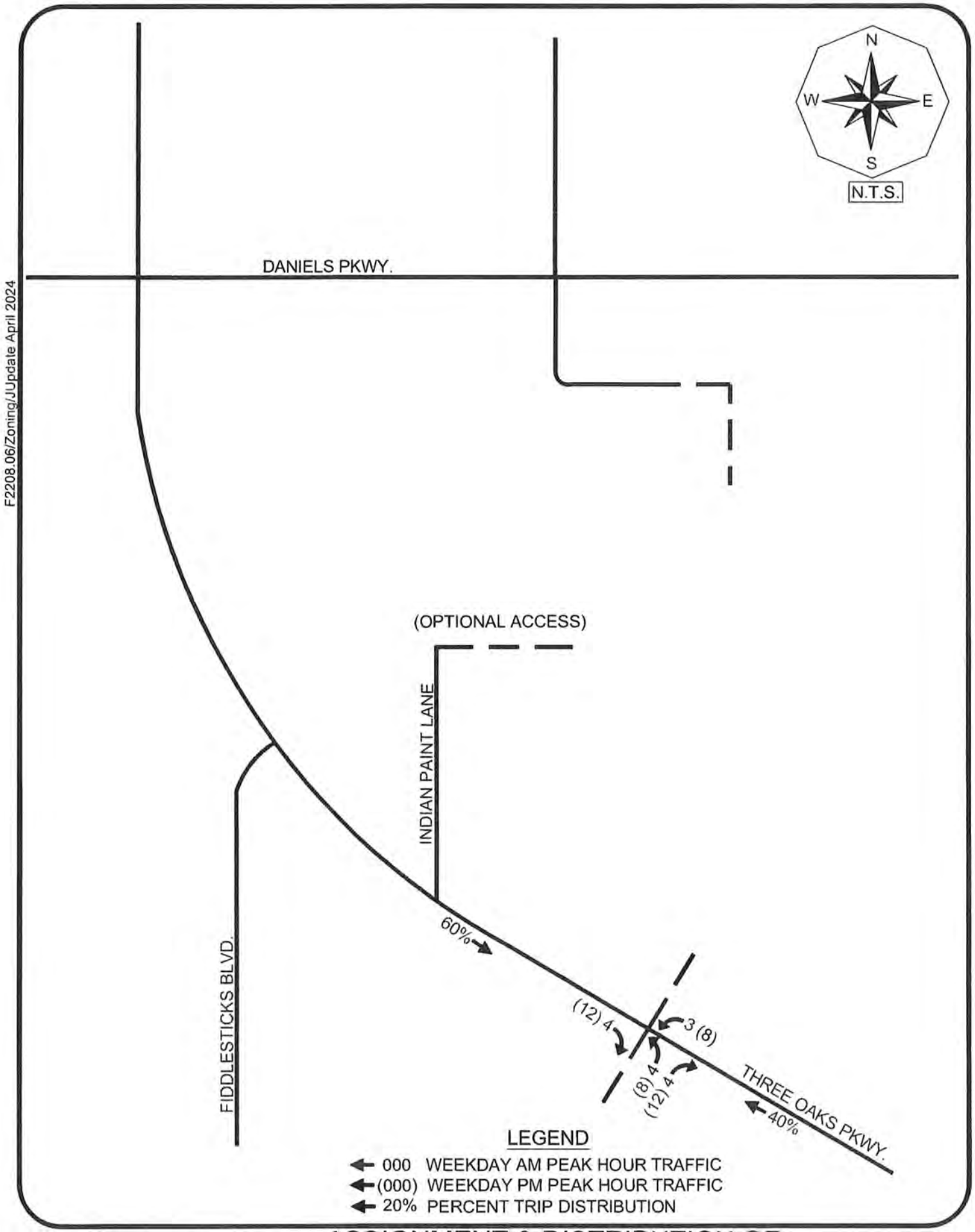


F2208.06/Zoning/JUpdate April 2024

TR TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT & DISTRIBUTION OF NET NEW PROJECT TRIPS DANIELS TOWN CENTER

Figure A-1



F2208.06/Zoning/JUpdate April 2024

TR TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT & DISTRIBUTION OF PASS-BY PROJECT TRIPS DANIELS TOWN CENTER

Figure A-2

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	30	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	31	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	52	44800	47100	44200		52600	51800	54500	48400	55800	56400
DANIELS PKWY	E OF TREELINE DR	32										
DANIELS PKWY	E OF CHAMBERLIN PKWY	48	35800	38100	37300	41900	45600	41400	41900	40600	46200	48600
DANIELS PKWY	W OF GATEWAY BLVD	89			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	2	37100	37800	38300			40700	40700	36000	45800	42100
DEL PRADO BLVD	S OF FOUR MILE COVE RD	40	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	44	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	28	21700	23000	24500	23700	24900	23900	27400	24800	27700	28700
FOWLER ST	S OF M.L.K. BLVD (SR 82)	119								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

MOCF: 0.97

WEEK	DATES	SF	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

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

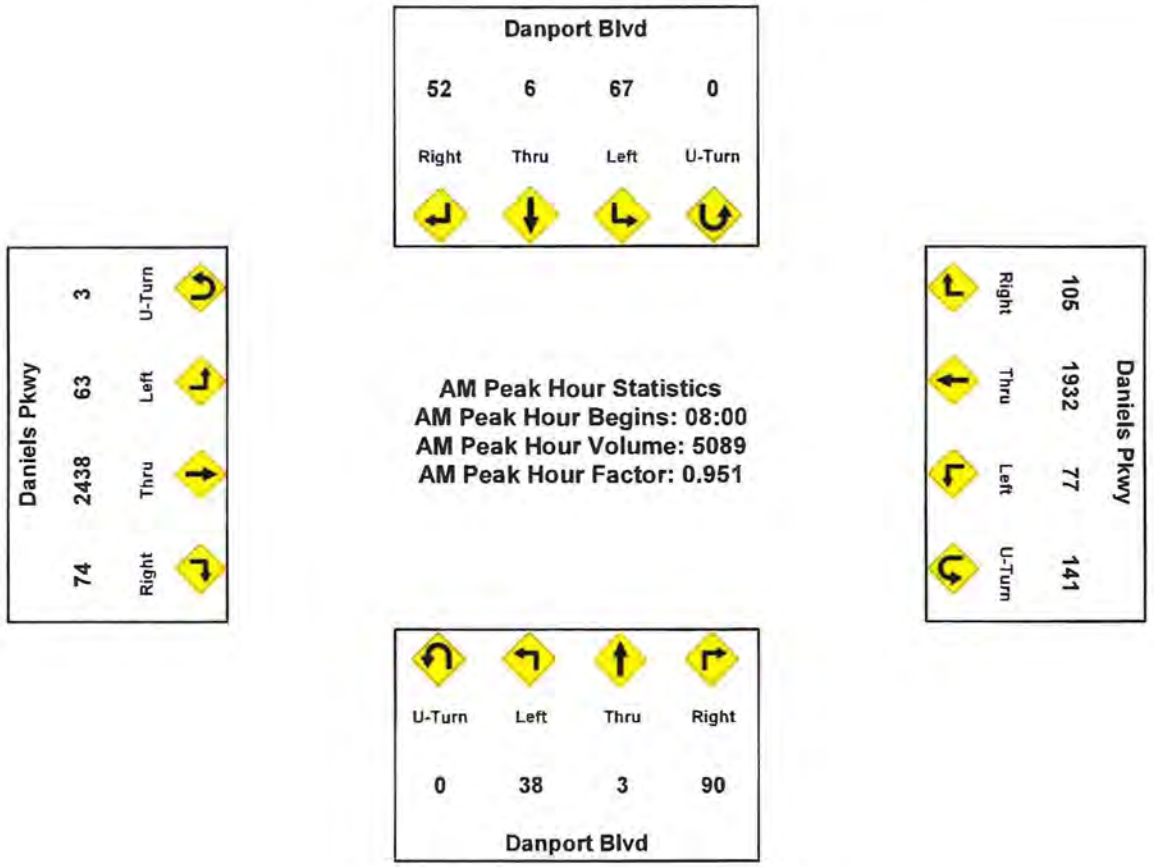
	Danport Blvd Southbound						Daniels Pkwy Westbound						Danport Blvd Northbound						Daniels Pkwy Eastbound						
Time	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Int Total
07:00		5	3	33	0	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

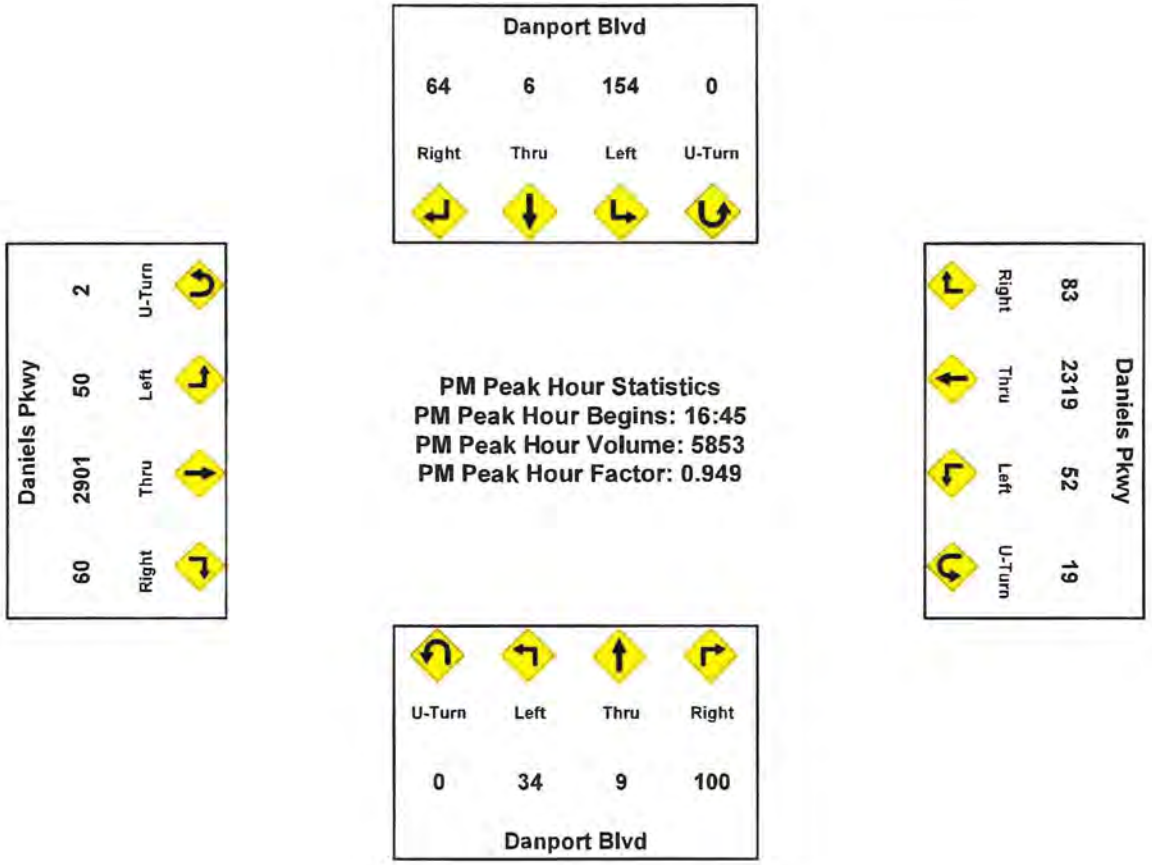
	Danport Blvd Southbound						Daniels Pkwy Westbound						Danport Blvd Northbound						Daniels Pkwy Eastbound						
Time	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Int Total
16:00		19	0	34	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
Location:

Cars and Peds

Site Code:
Study Date: 09/06/2022

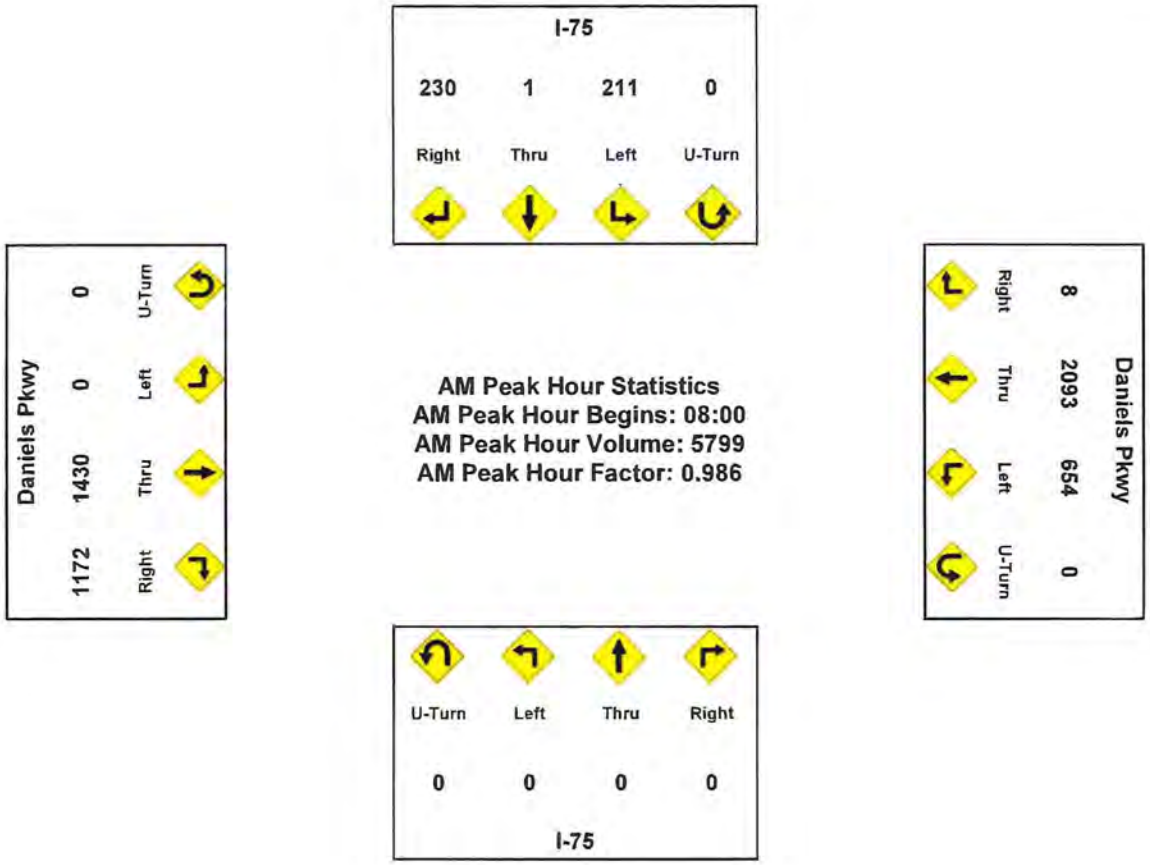
	I-75 Southbound						Daniels Pkwy Westbound						I-75 Northbound						Daniels Pkwy Eastbound						
Time	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Int Total
07:00		15	1	26	0	42		0	420	193	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



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

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

File Name: Daniels Pkwy @ W. Side of I-75 9-6-22 PM
Site Code:
Location:
Cars and Peds
Study Date: 09/06/2022

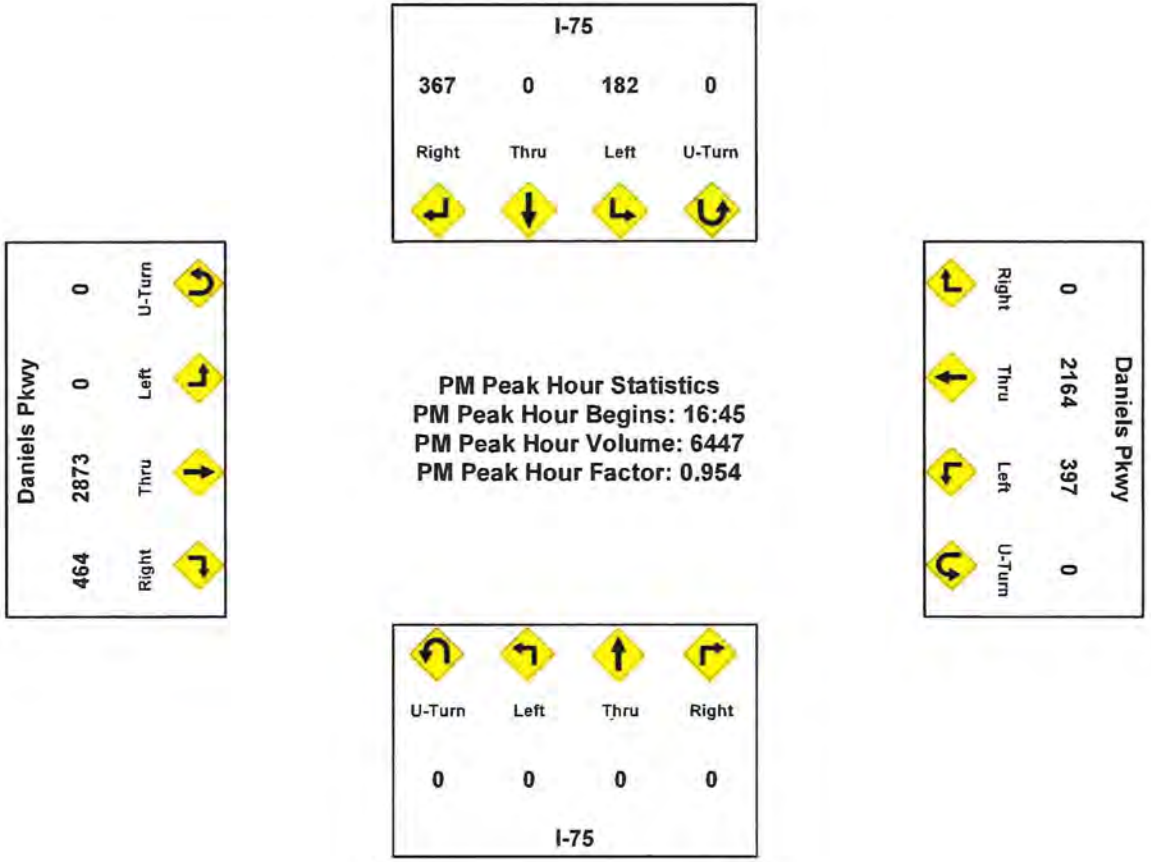
	I-75 Southbound						Daniels Pkwy Westbound						I-75 Northbound						Daniels Pkwy Eastbound						
Time	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Int Total
16:00		76	0	41	0	117		0	438	94	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



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

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 **Three Oaks Pkwy @ Daniels Town Center**
Count Date
Build-Out Year 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**		**0**
Project Turning Volumes	27		26	34		54	40			16	104		312
2027 Background + Project	**27**	**354**	**26**	**34**	**332**	**54**	**40**	**0**	**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**		**0**
Project Turning Volumes	47		56	109		84	86			37	43		125
2027 Background + Project	**40**	**407**	**56**	**122**	**308**	**106**	**101**	**0**	**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%

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

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

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

[4]Enter 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.

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

[6]Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

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%

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

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

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

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

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

[6]Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

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%

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

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

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

[4]Enter 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.

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

[6]Person-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%

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

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

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

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

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

[6]Person-Trips

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

FDOT FIVE YEAR WORK PROGRAM

I-75 @ DANIELS PARKWAY

Florida Department of

TRANSPORTATION

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
Description: SR 93 (I-75) AT CR 876 / DANIELS PARKWAY
Type of Work: INTERCHANGE IMPROVEMENT
Item Number: 446296-2
Length: 0.800

District 01 - Le
View Scheduled
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

View Contact Information for Office of Work Program and Budget

Application Home: Work Program
Office Home: Office of Work Program and Budget

INTERSECTION ANALYSIS
SYNCHRO SUMMARY SHEETS

DANIELS PARKWAY

@

DANPORT BLVD

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

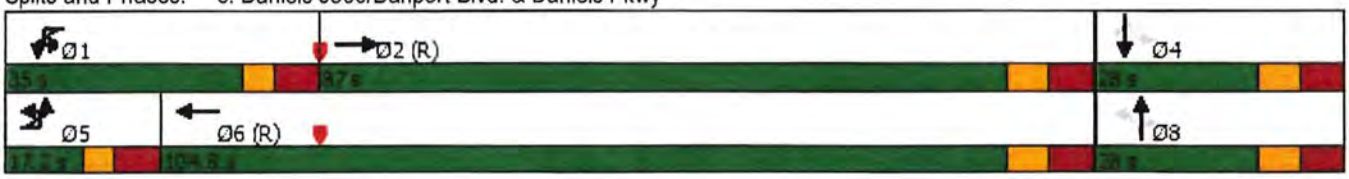
Lane Group	SBT	SBR
Lane Configurations	↑	↱
Traffic Volume (vph)	6	56
Future Volume (vph)	6	56
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		300
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	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	Cl+Ex	Cl+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	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4

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



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

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

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	Cl+Ex	Cl+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	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4

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

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

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

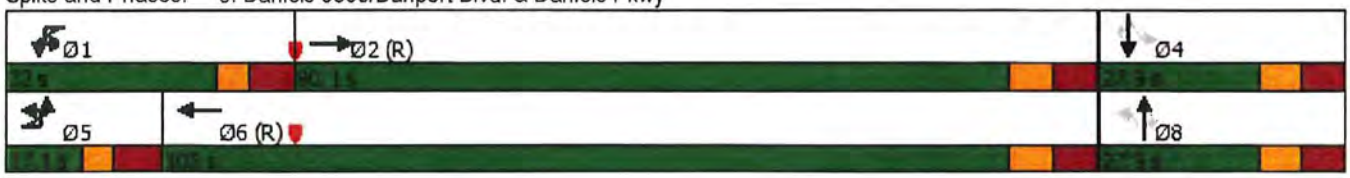
Lane Group	SBT	SBR
Lane Configurations	↑	↱
Traffic Volume (vph)	6	56
Future Volume (vph)	6	56
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		300
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	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	Cl+Ex	Cl+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	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4

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 Effct 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



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

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
Frt			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	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

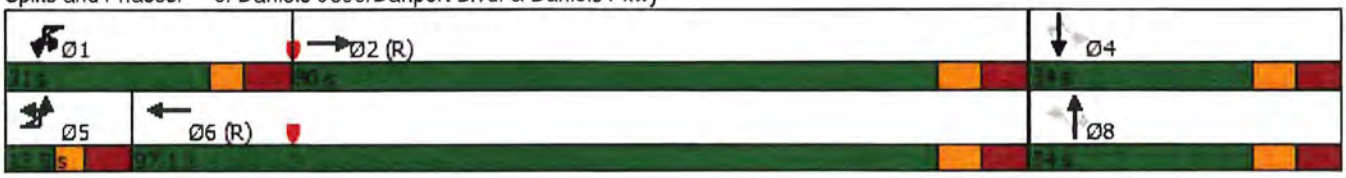
Lane Group	SBT	SBR
Lane Configurations	↑	↱
Traffic Volume (vph)	6	69
Future Volume (vph)	6	69
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		300
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	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	Cl+Ex	Cl+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	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4

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	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



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

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		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
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		Cl+Ex			Cl+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									

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

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		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
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		Cl+Ex			Cl+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									

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

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		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
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		Cl+Ex			Cl+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									

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

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		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
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		Cl+Ex			Cl+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									

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

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DANIELS TOWN CENTER ACCESS

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

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

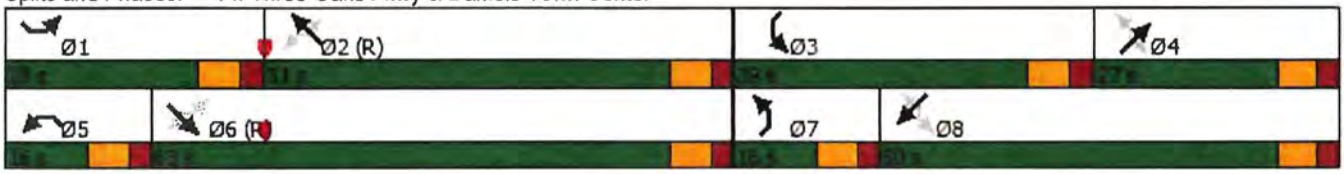
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	122	308	106	40	407	56	101	0	37	43	0	125
Future Volume (vph)	122	308	106	40	407	56	101	0	37	43	0	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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

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:

McCORMICK TAYLOR

1404 Dean Street, Suite 200
Fort Myers, FL 33901

Prepared for:

Lee County
Southwest Florida

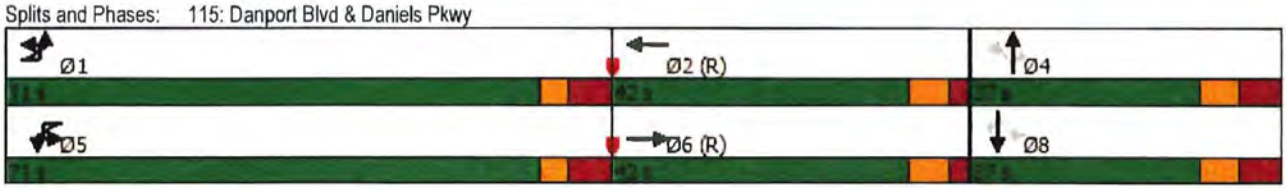
1500 Monroe Street
Fort Myers, FL 33901

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

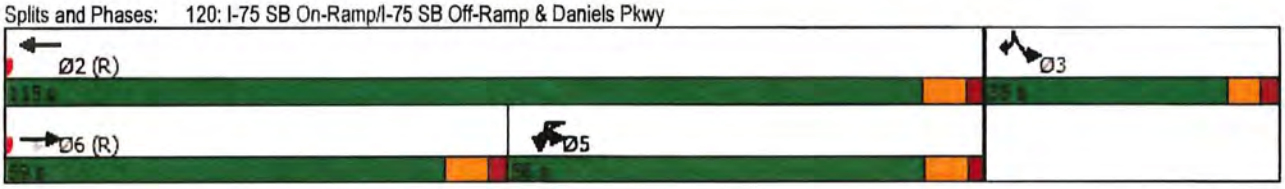


Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1929	332	573	2115	599	700
Future Volume (vph)	1929	332	573	2115	599	700
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	6		5	2	3	3
Permitted Phases		6			3	
Detector Phase	6	6	5	2	3	3
Switch Phase						
Minimum Initial (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 LOS: D
Intersection Capacity Utilization 101.5% — ICU Level of Service G
Analysis Period (min) 15

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



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

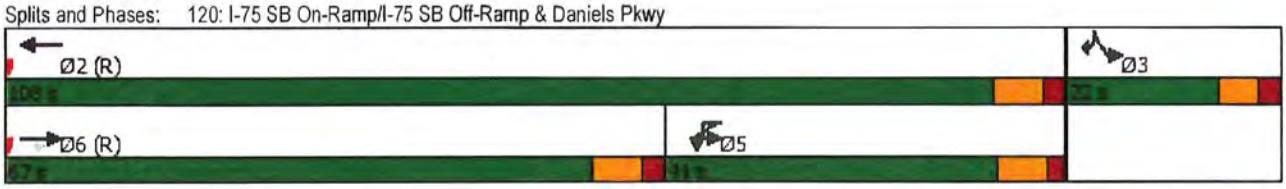
Splits and Phases: 115: Danport Blvd & Daniels Pkwy

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 Effct 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		

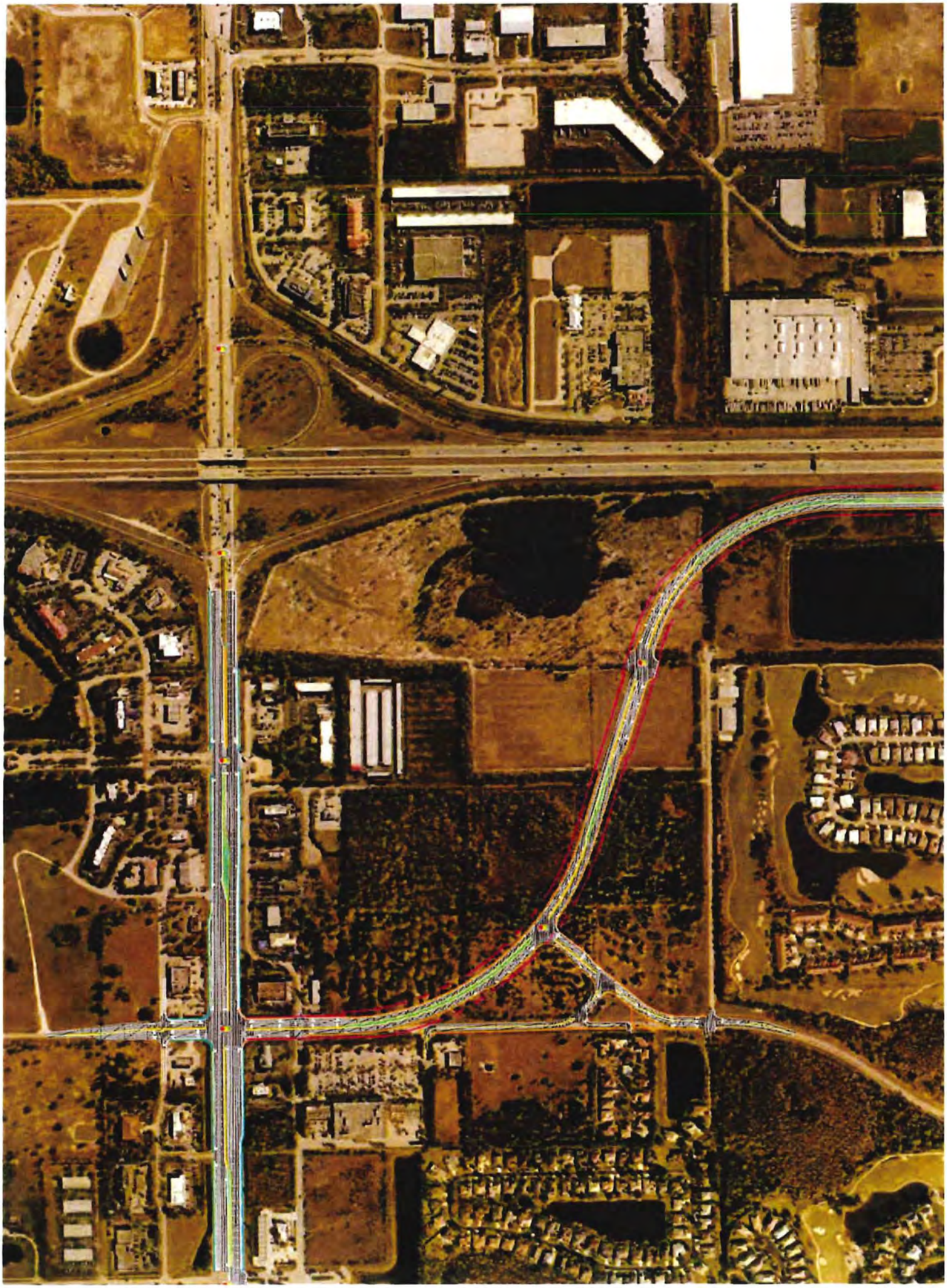
Intersection Summary

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

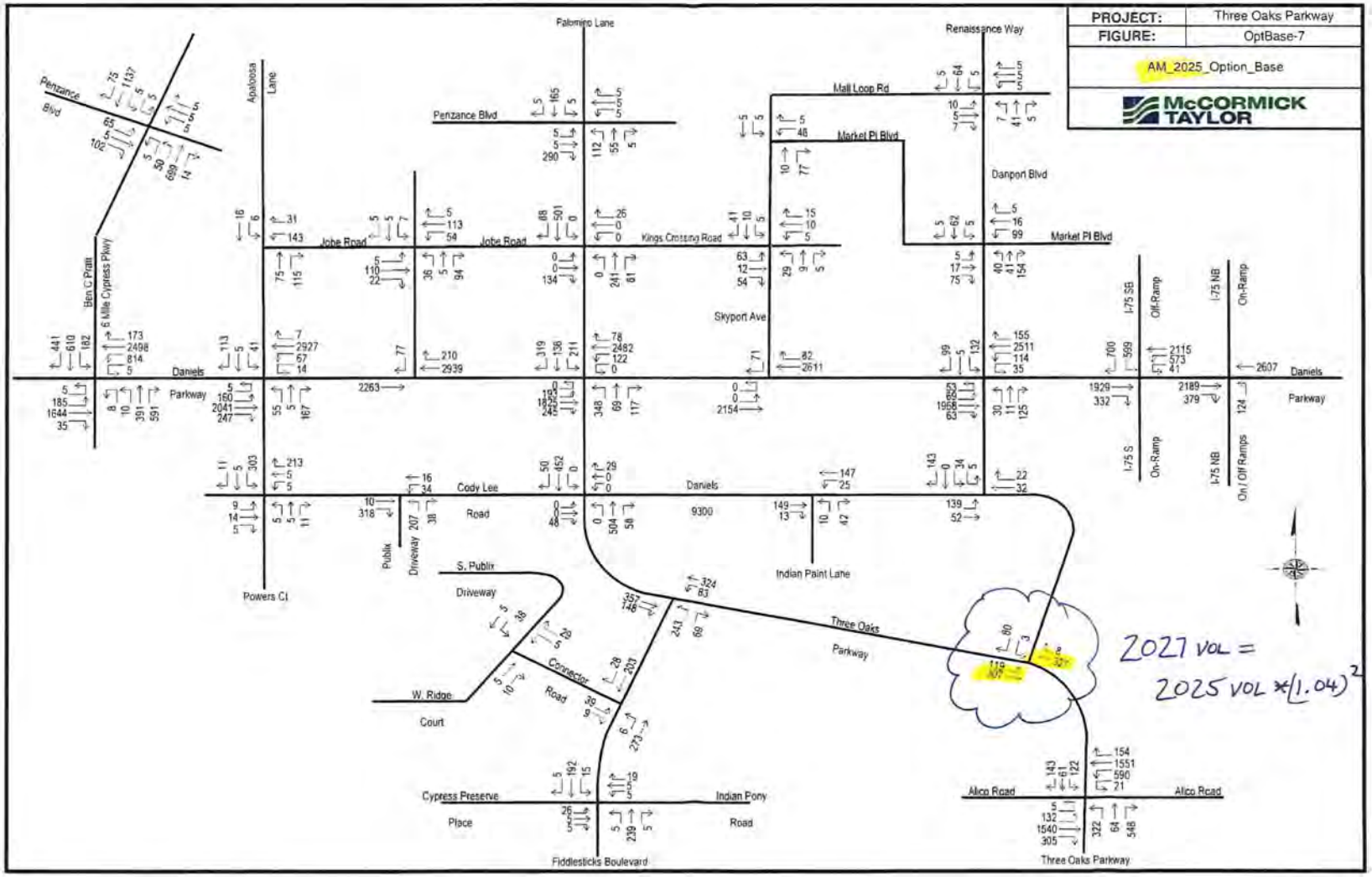
Splits and Phases: 120: I-75 SB On-Ramp/I-75 SB Off-Ramp & Daniels Pkwy

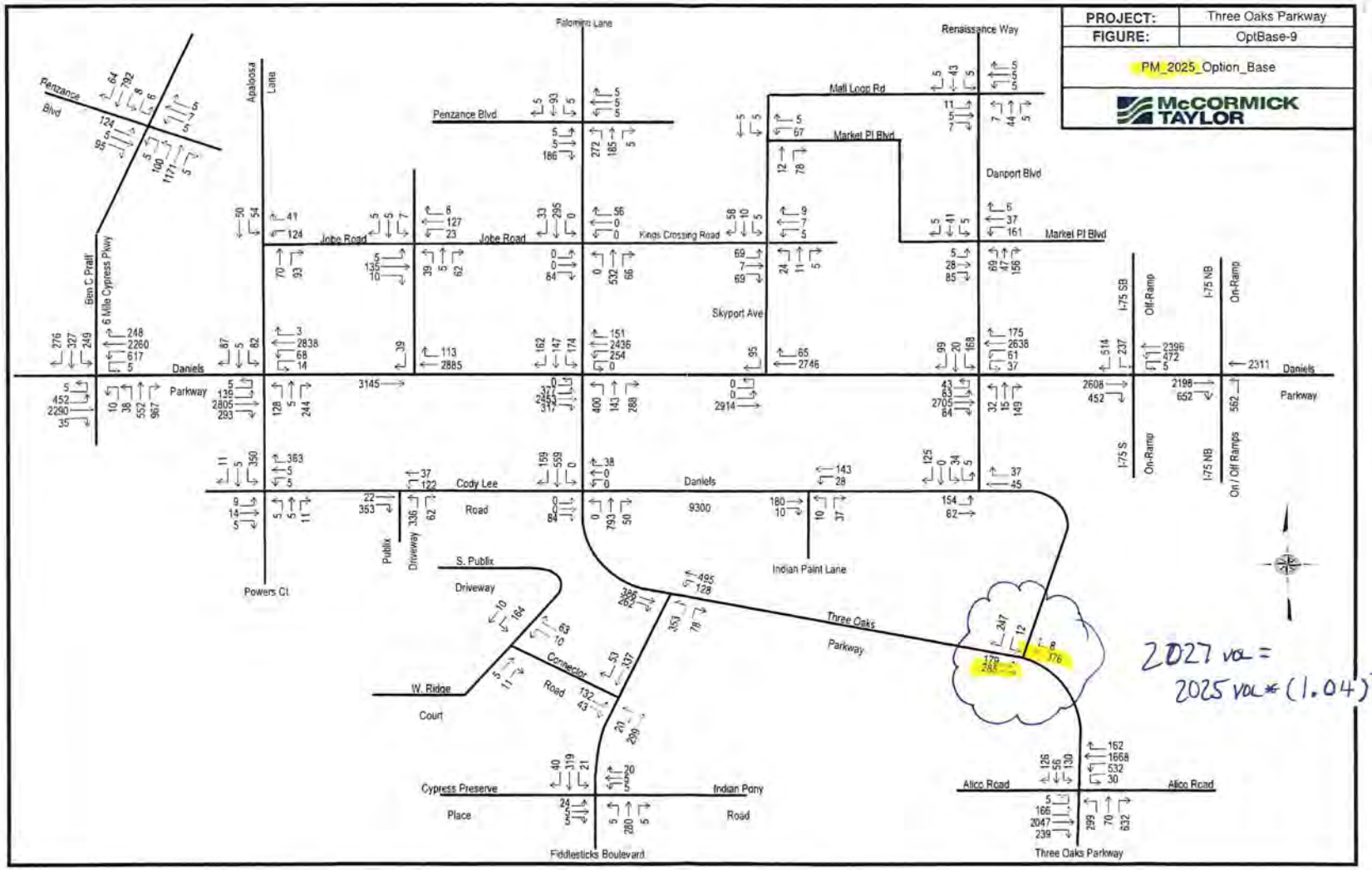


THRE OAKS PARKWAY ALIGNMENT



DEVELOPMENT OF FUTURE BACKGROUND THROUGH VOLUMES ON THREE OAKS PARKWAY


PROJECT: Three Oaks Parkway
FIGURE: OptBase-7
AM_2025_Option_Base
McCORMICK TAYLOR
Palomino Lane
Renaissance Way
Penzance Blvd
Mall Loop Rd
Market Pl Blvd
Danport Blvd
Apalousa Lane
Jobe Road
Kings Crossing Road
Ben C Pratt
6 Mile Cypress Pkwy
Skyport Ave
I-75 SB Off-Ramp
I-75 NB On-Ramp
Daniels Parkway
Cody Lee Road
Powers Ct
Publix Driveway
S. Publix Driveway
Indian Paint Lane
Three Oaks Parkway
Connector Road
W. Ridge Court
Cypress Preserve Place
Indian Pony Road
Fiddlesticks Boulevard
Alico Road
I-75 S On-Ramp
I-75 NB On / Off Ramps
2027 VOL =
2025 VOL *(1.04)^2


PROJECT: Three Oaks Parkway
FIGURE: OptBase-9
PM_2025_Option_Base
McCORMICK TAYLOR
Palomino Lane
Renaissance Way
Penzance Blvd
Mall Loop Rd
Market Pl Blvd
Danport Blvd
Apaloosa Lane
Jobe Road
Kings Crossing Road
Skyport Ave
Ben C Pratt/ 6 Mile Cypress Pkwy
I-75 SB Off-Ramp
I-75 NB On-Ramp
I-75 S On-Ramp
I-75 NB On / Off Ramps
Daniels Parkway
Cody Lee Road
9300
Powers Ct
Publix Driveway
S. Publix Driveway
Indian Paint Lane
Three Oaks Parkway
W. Ridge Court
Connector Road
Cypress Preserve Place
Indian Pony Road
Fiddlesticks Boulevard
Alico Road
2027 vol =
2025 vol * (1.04)^2

TRIP GENERATION EQUATIONS

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

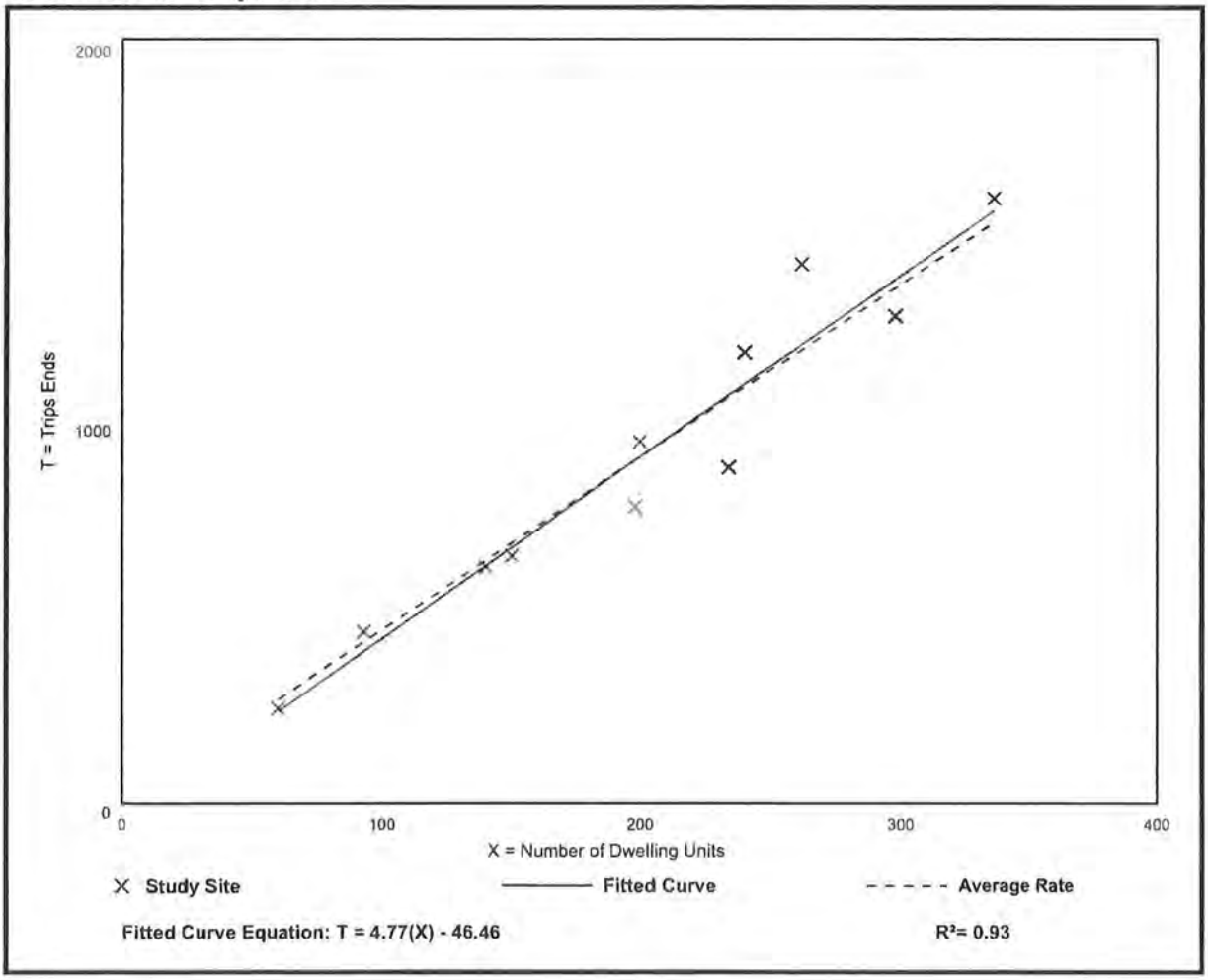
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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



Fitted Curve Equation: T = 4.77(X) - 46.46

R^2= 0.93

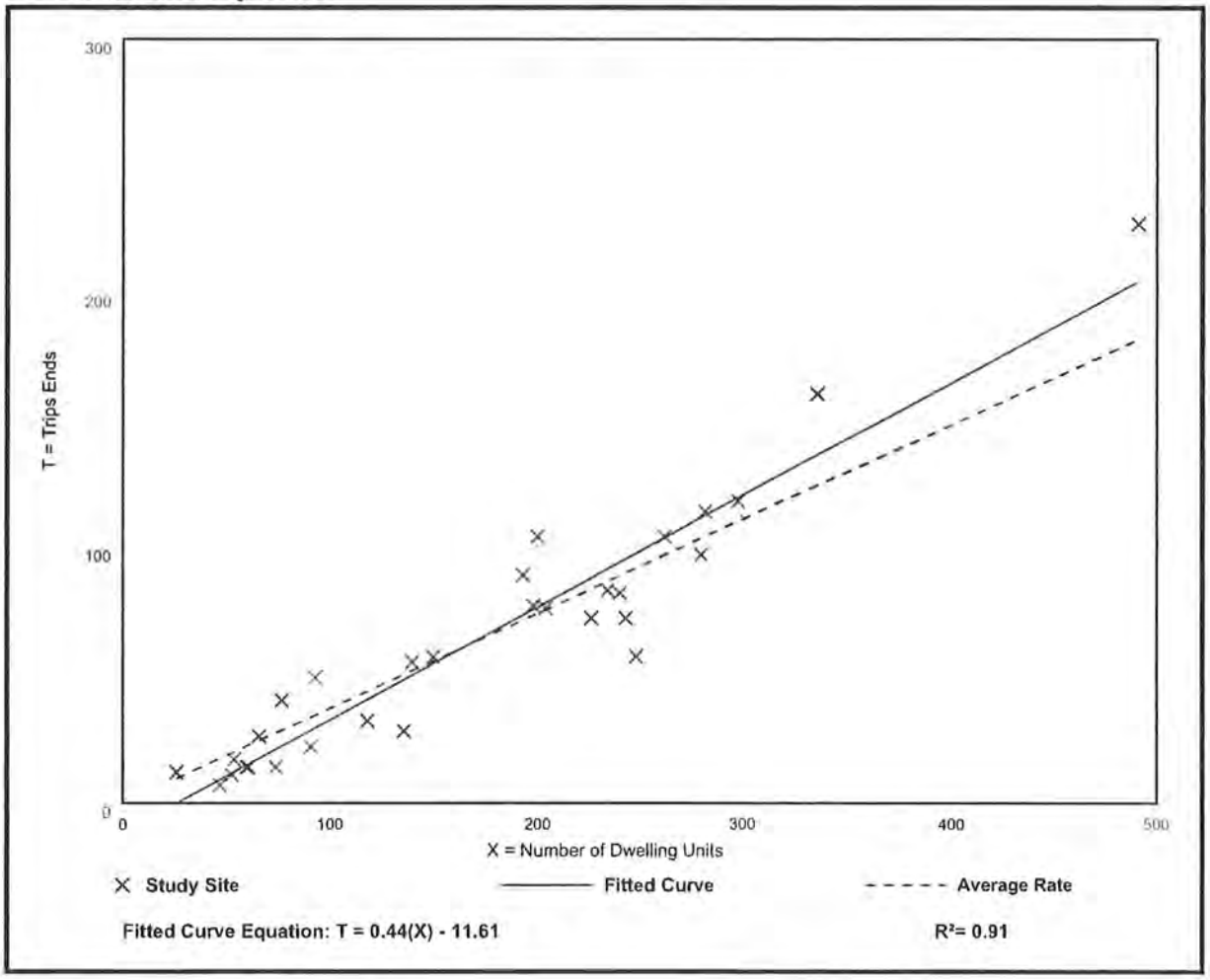
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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



Fitted Curve Equation: T = 0.44(X) - 11.61

R^2= 0.91

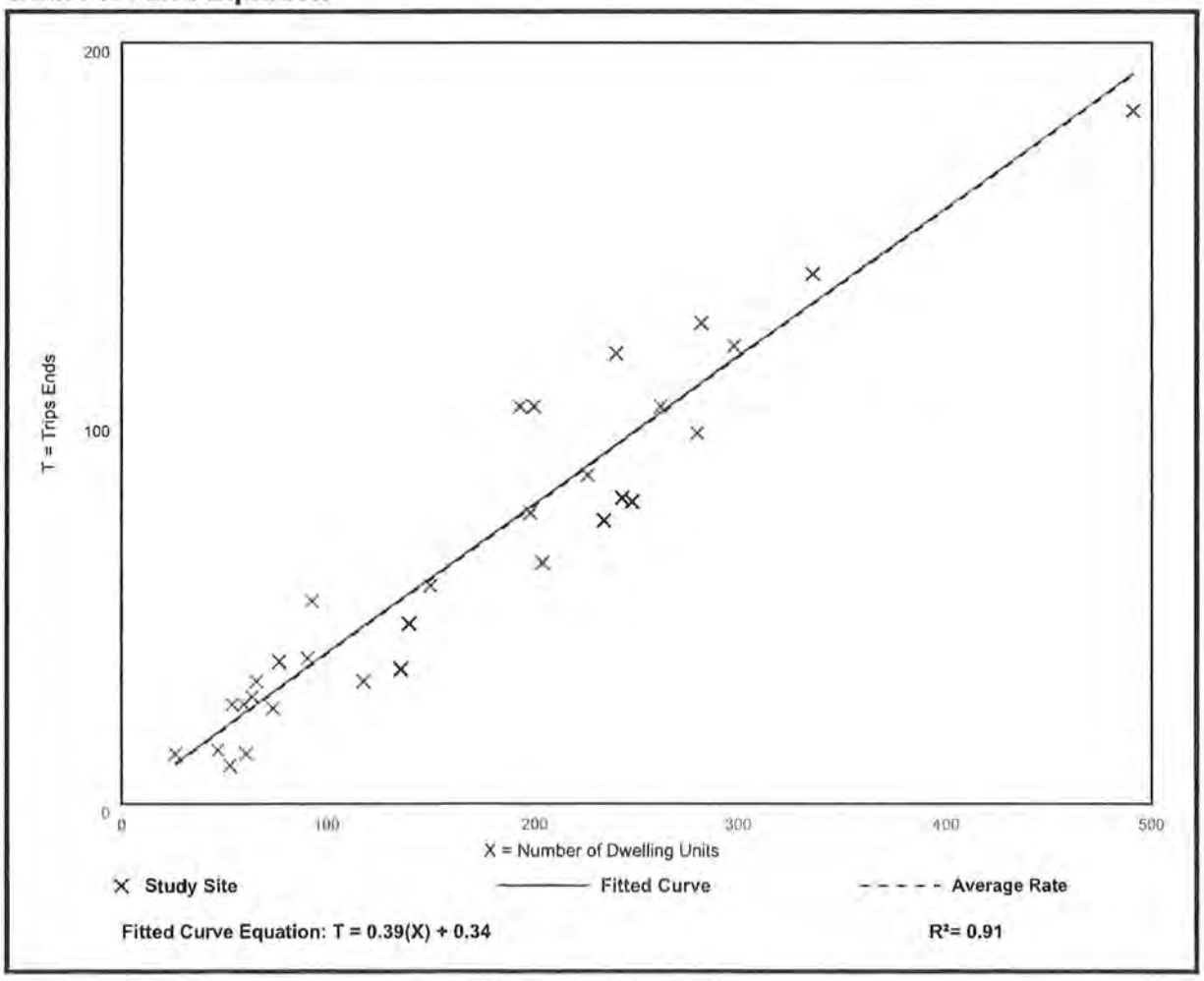
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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



Fitted Curve Equation: T = 0.39(X) + 0.34

R^2= 0.91

Hotel
(310)

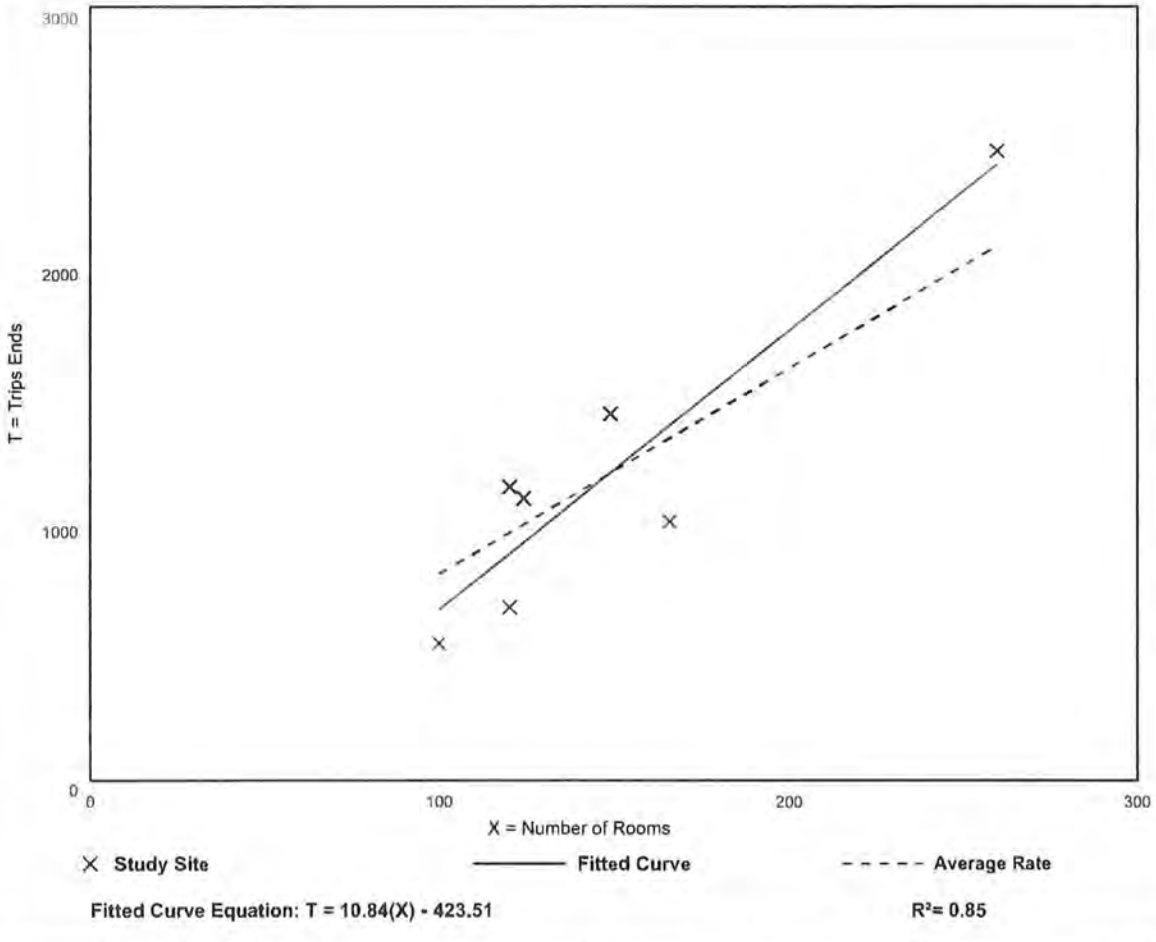
Vehicle Trip Ends vs: Rooms
On a: Weekday

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



Fitted Curve Equation: T = 10.84(X) - 423.51

R^2= 0.85

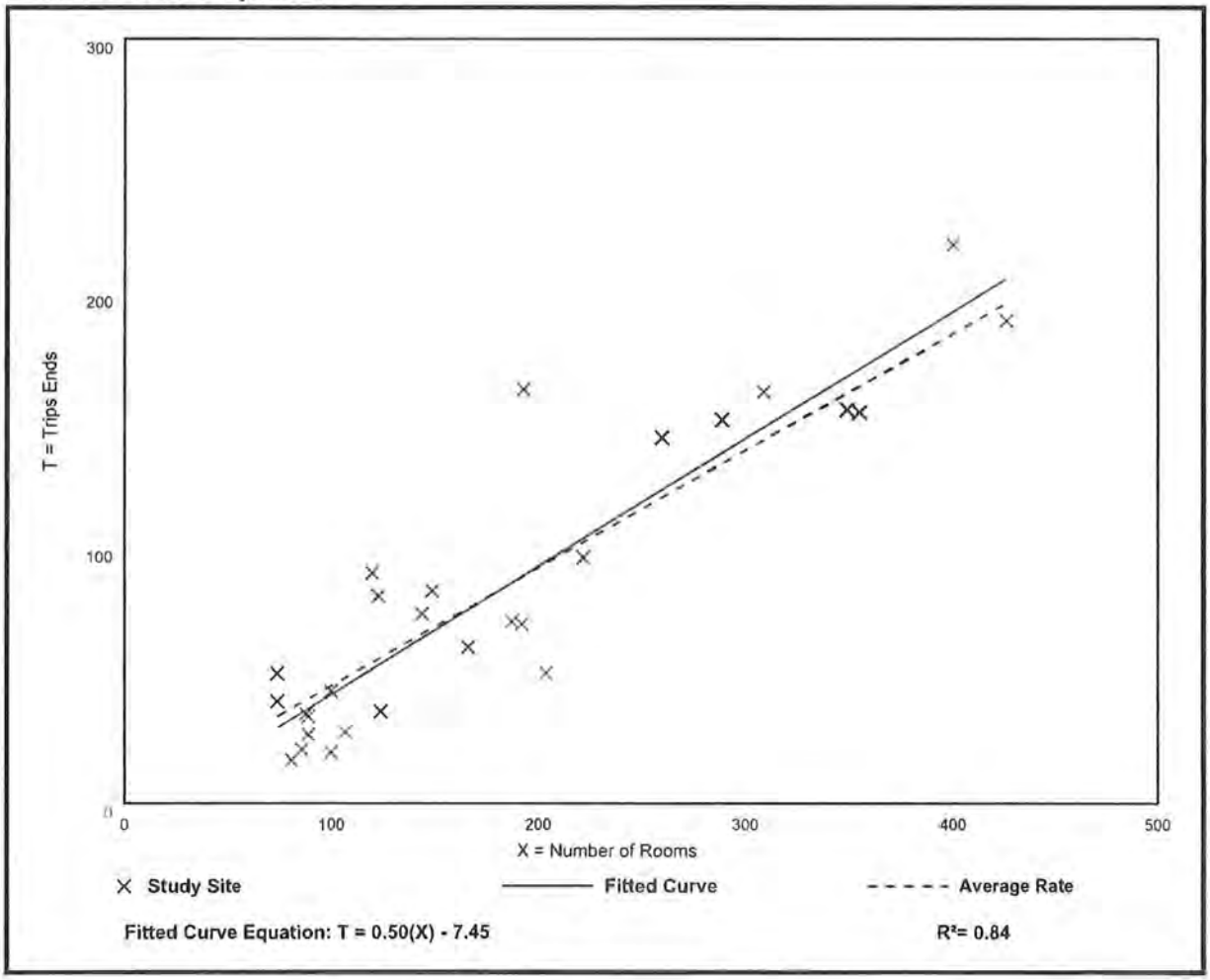
Hotel
(310)

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



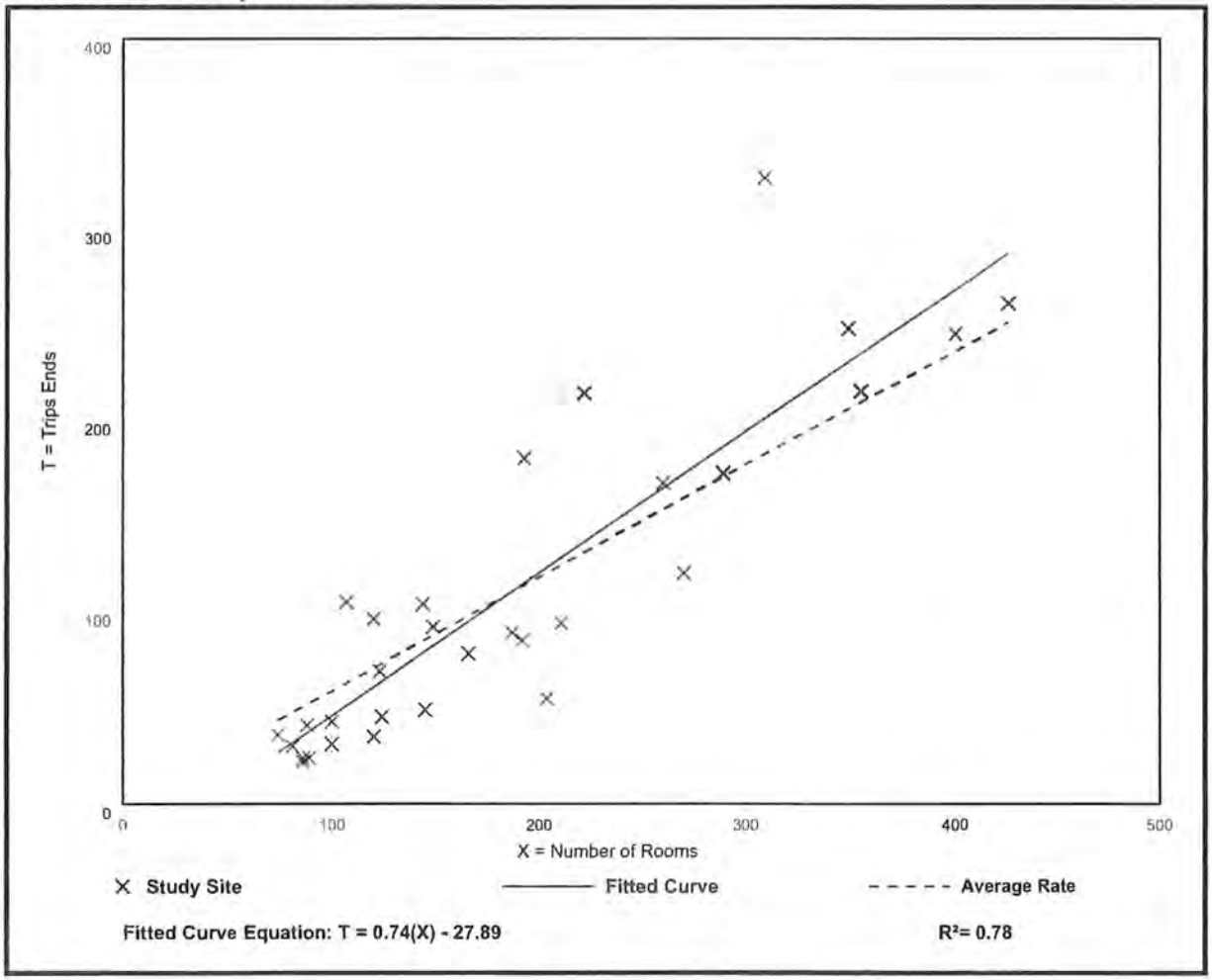
Hotel
(310)

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



Fitted Curve Equation: T = 0.74(X) - 27.89

R^2= 0.78

Strip Retail Plaza (<40k)
(822)

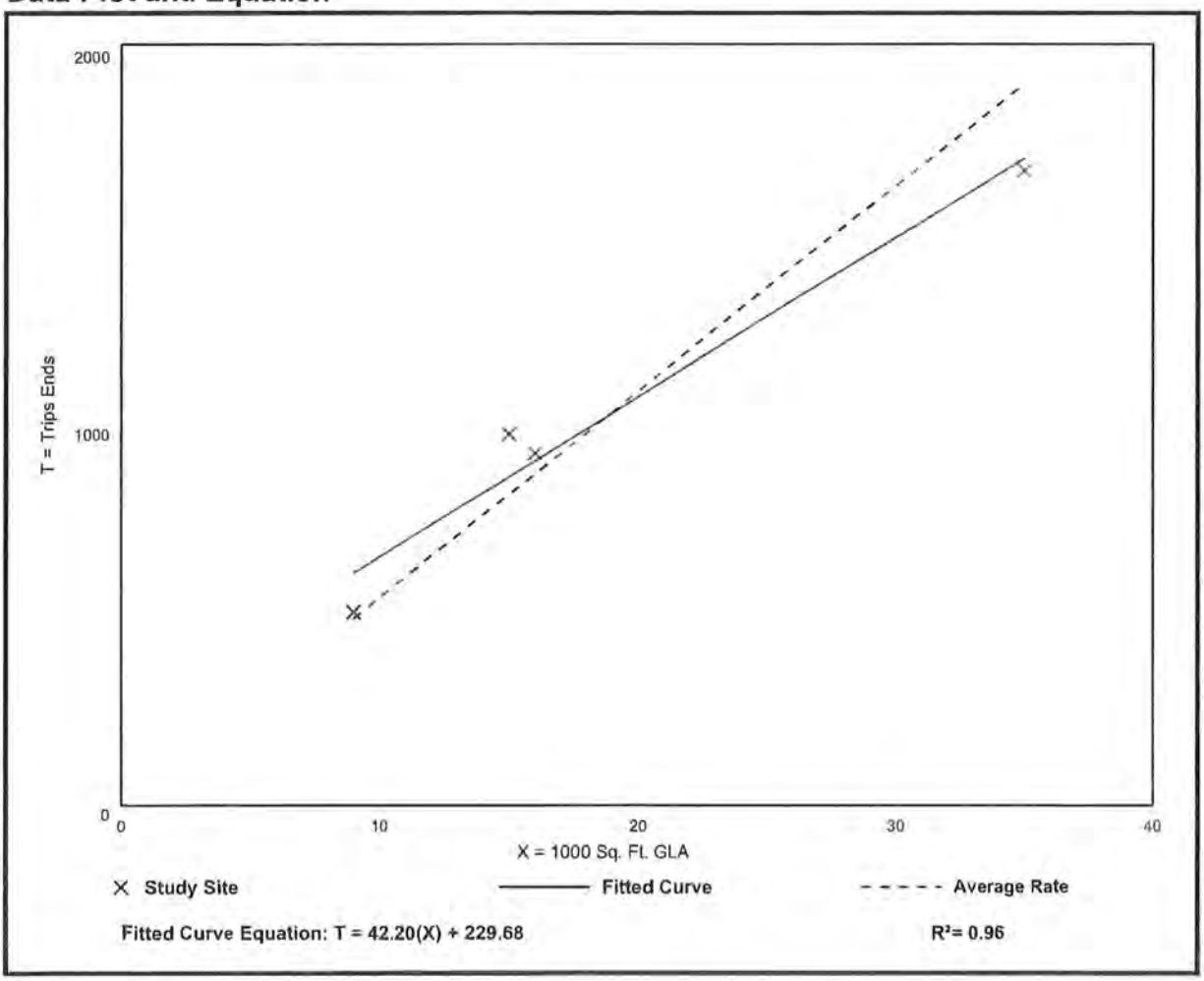
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

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



Fitted Curve Equation: T = 42.20(X) + 229.68

R^2= 0.96

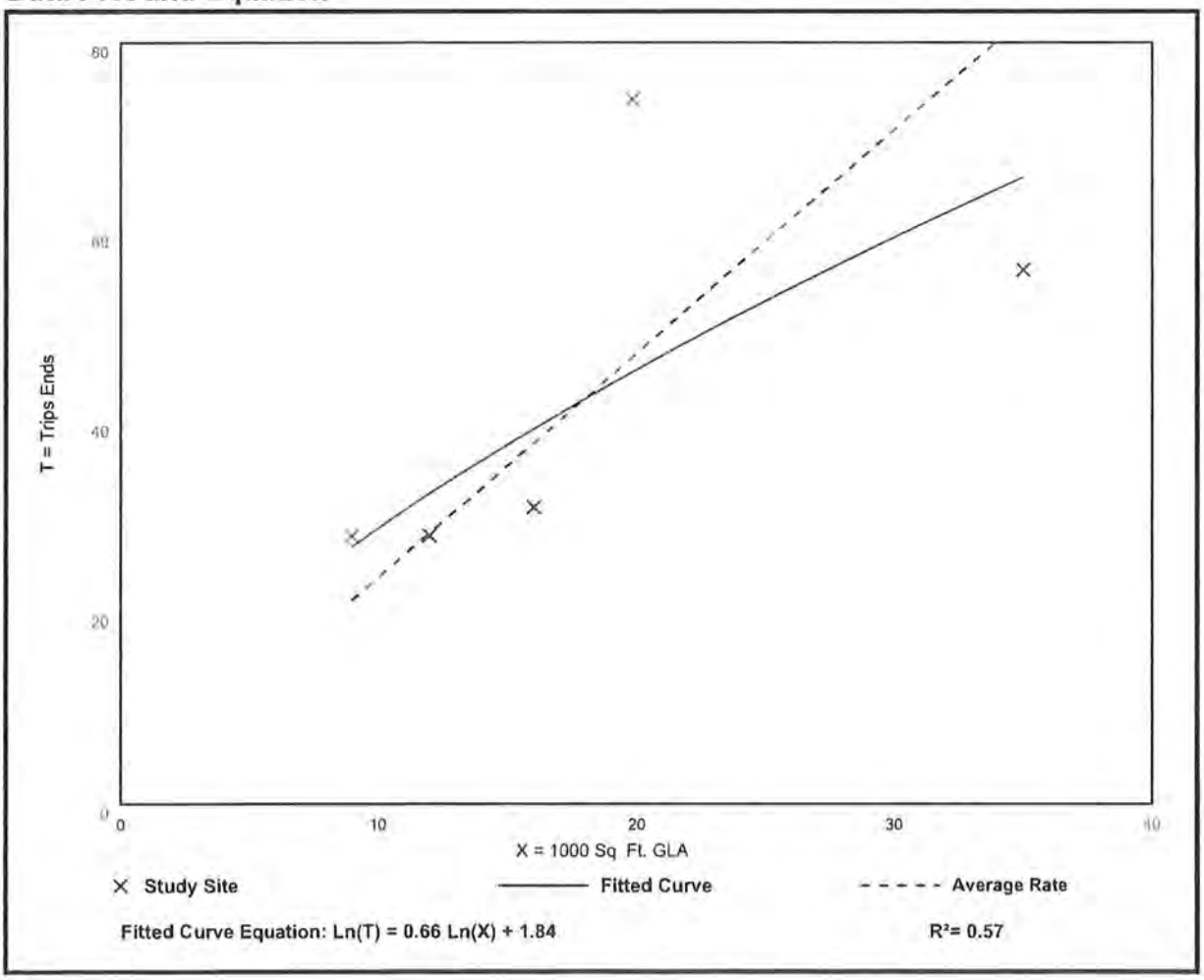
Strip Retail Plaza (<40k)
(822)

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



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84

R^2= 0.57

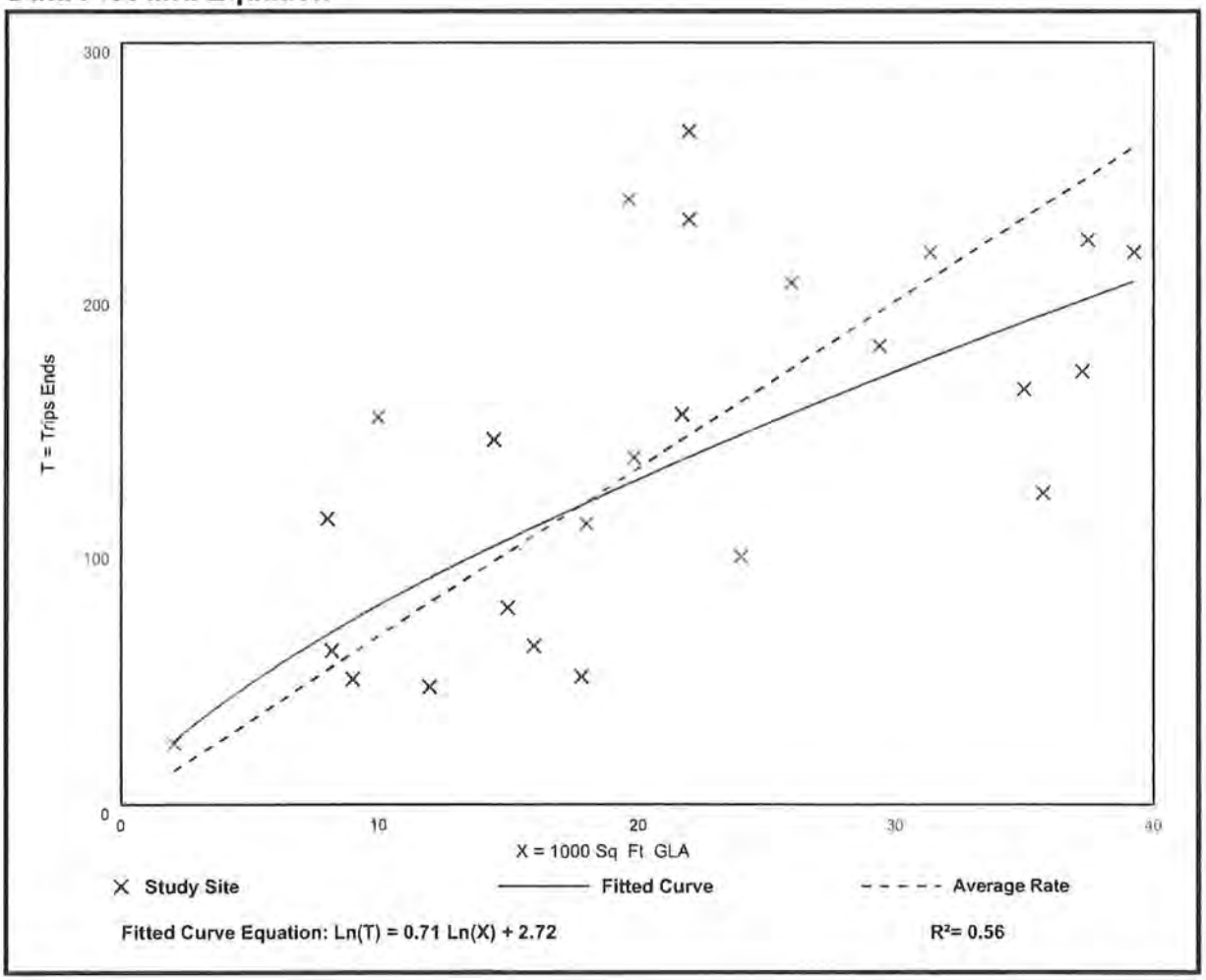
Strip Retail Plaza (<40k)
(822)

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



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.72

R^2= 0.56

EXHIBIT M16 – EXISTING AND FUTURE CONDITIONS ANALYSIS - SANITARY SEWER, POTABLE WATER, SURFACE WATER/DRAINAGE BASINS, PARKS AND REC, OPEN SPACE, PUBLIC SCHOOLS

DANIELS TOWN SQUARE CPA

Existing and Future Conditions Analysis

I. REQUEST

The contract purchaser for the 61.26+/- acre subject property, Bison Property Holdings, LLC ("Applicant"), is requesting a Comprehensive Plan Amendment for three changes to Lee County's Comprehensive Plan:

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 to the Mixed-use Overlay (MUO) north of Three Oaks Extension

Additionally, there is a companion zoning action being submitted to rezone from CPD to Mixed-use Planned Development (MPD) 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.

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. FLUC CHANGE JUSTIFICATION

The request is to increase the potential intensity by moving the property into the Intensive Development FLUC which allows greater height and include the property in the Mixed-use Overlay which allows density to be calculated over the commercial areas. The increased potential density/intensity is justified by the following analysis.

Central Location

In the captured image of the Lee County Future Land Use Map the subject property is marked with a yellow star. The significance of this regional view is to show the central location and significance of the Daniels Parkway intersection at I-75. The interchange marks the central Lee County east-west corridor between the Caloosahatchee River and Bonita Springs. The Daniels corridor is one of two primary connectors of Lehigh to the rest of the region, the accessway to the RSW airport and the Skyplex development, the primary road for service to the two spring training baseball stadiums, a connection to all major north-south arterials such as Treeline Avenue, Six Mile Cypress, Metro Parkway, US 41, McGregor Boulevard and Summerlin Road that serves access to Fort Myers Beach.

Infill

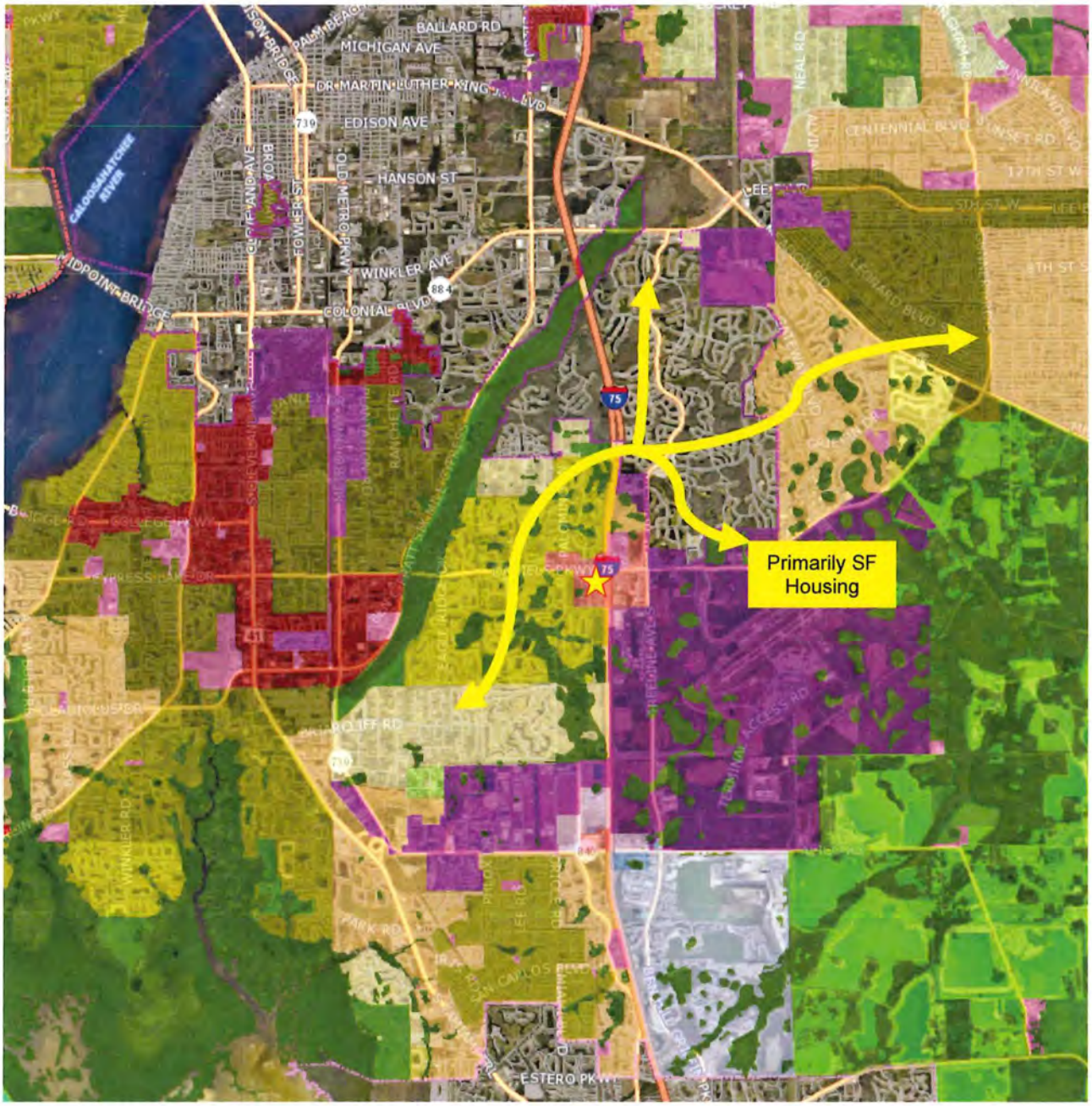
The road is largely developed from Treeline west to Cape Coral. The subject property is the last quadrant to be developed at the Daniels interchange to I-75. The interchange has long been identified as a service-oriented quadrant having been placed in the General Interchange FLUC. However, the northeast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

Serves Residential Rooftops

The interchange 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.

Infrastructure

As has been discussed the property is currently served by all major Urban services and is in the Urban Services area for all service needs. The roadway infrastructure is planned to support an intense development by 2025-27 as identified in the Future Conditions section. The property will have access to Three Oaks North arterial which will connect the site directly to two other arterials – Daniels Parkway and Alico Road both of which have an interchange to I-75.



Impacts of the Request

The impacts of the requested amendments are compared to the existing by-right entitlements per the future land use designations. The density permitted for the development area is consistent between the current and proposed land use category at up to 22 units per acre. However, the difference lies in the fact that the density in the Mixed-use Overlay is allowed to be calculated over the commercial areas and the Intensive FLUC allows greater heights leading to the opportunity for greater overall development square footage to occur on sight.

The non-residential development intensity is not limited by floor area ratios in Lee County so the intensity per acre difference between the two categories is difficult to quantify. The uses between the two land use categories both allow for intense uses. The General Interchange FLUC 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 Intensive Development FLUC is also to be located along major arterial roads and similarly the available and potential levels of public services in both these areas are suited to accommodate high densities and intensities. However, in the Intensive Development category mixed use developments of high-density residential, commercial, limited light industrial, and office uses are encouraged.

Overall, the two land use categories, given the interchange location, have very similar intended permitted uses and allowances for similar intensities except that Intensive allows for up to 12 stories and 135 feet rather than 6 stories and 75 feet.

The primary difference in the request does not lie in the permitted uses or the type of non-residential public services that are encouraged by the land use categories, but in the request for Mixed-use Overlay. The MUO allows the residential density to be calculated over the entire development rather than only in the area dedicated to residential uses. Because of the additional height allowed in the Intensive Development FLUC and the site-wide density calculations the request potentially allows for more floor area to be constructed and more population to be located within the project, the quantity of which is cannot be precisely calculated as it is up to the final development plan.

CURRENT FUTURE LAND USE	**Acreage**	**Density**	**Residential Units**	**Non-Residential Intensity**
General Interchange	61.26+/- (Less 5.19 acres of impacted wetlands)	14 du/acre (base); 8 du/acre (bonus)	1,234	Per code
		Density is calculated for the area dedicated to residential uses only.		
PROPOSED FUTURE LAND USE	**Acreage**	**Density**	**Residential Units**	**Non-Residential Intensity**
Intensive Development And Mixed-use Overlay	61.26+/- (Less 5.19 acres of impacted wetlands)	14 du/acre (base); 8 du/acre (bonus)	1,234	Per code
		Density is calculated for the entire project area.		

Conclusion
Intense development is good in the correct location. The quadrant has been intended for intense development. The General Interchange and 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 into commercial services that will be proposed for the project.

EXHIBIT M17 – LETTER OF DETERMINATION FOR THE ADEQUACY/PROVISION OF EXISTING/PROPOSED SUPPORT FACILITIES - FIRE PROTECTION, EMERGENCY MEDICAL SERVICE, LAW ENFORCEMENT, SOLID WASTE, MASS TRANSIT, SCHOOLS

PERSONAL | PASSIONATE |

THE SCHOOL DISTRICT OF LEE COUNTY

Jacqueline Heredia
District Planning Specialist
2855 Colonial Boulevard, Fort Myers, FL 33966 | **O:** 239.335.1494

March 15, 2023

RE: RVI Daniels Square

Dear Fred Drovdlic:

This letter is in response to your request for concurrency review dated March 6, 2023 for the subject property in Daniels Town Square in regard to educational impact. This project is located in South choice Zone.

This development is a request for 1351 Multi-family housing units. With regard to the inter-local agreement for school concurrency the generation rates are created from the type of dwelling unit and further broken down by grade level.

For multi-family homes, the generation rate is .116 and further broken down by grade level into the following, .149 for elementary, .0071 for middle and .077 for high. A total of 156.72 school-aged children would be generated and utilized for the purpose of determining sufficient capacity to serve the development.

The Concurrency Analysis attached, displays the impact of this development. Capacity is an issue within the Concurrency Service Area (CSA) at the elementary school level, however, capacity is available in the adjacent CSA.

Thank you and if I may be of further assistance, please contact me at 239-335-1494

Sincerely,

Jacqueline Heredia, District Planning Specialist

LEE COUNTY SCHOOL DISTRICT'S SCHOOL CONCURRENCY ANALYSIS

REVIEWING AUTHORITY	Lee County School District
NAME/CASE NUMBER	Daniels Town Square
OWNER/AGENT	RVI
ITEM DESCRIPTION	Mixed Use Planned Development
LOCATION	South of Daniels and west of Interstate 75
ACRES	66.20
CURRENT FLU	
CURRENT ZONING	

PROPOSED DWELLING UNITS BY TYPE

Single Family	Multi Family	Mobile Home
	1,351	

	Student Generation Rates			
STUDENT GENERATION	**SF**	**MF**	**MH**	**Projected Students**
Elementary School	0.149	0.058		78.36
Middle School	0.071	0.028		37.83
High School	0.077	0.03		40.53
Source: Lee County School District, September 8, 2018 letter				

CSA SCHOOL NAME 2022/23	**CSA Capacity (1)**	**CSA Projected Enrollment (2)**	**CSA Available Capacity**	**Projected Impact of Project**	**Available Capacity W/Impact**	**LOS is 100% Perm FISH Capacity**	**Adjacent CSA Available Capacity w/Impact**
South CSA, Elementary	14,234	14,026	208	78	130	99%	
South CSA, Middle	7,293	6,912	381	38	343	95%	
South CSA, High	9,536	8,492	1,044	41	1003	89%	
(1) Permanent Capacity as defined in the Interlocal Agreement and adopted in the five (5) years of the School District's Five Year Plan							
(2) Projected Enrollment per the five (5) years of the School District's Five Year Plan plus any reserved capacity (development has a valid finding of capacity)							
(3) Available Adjacent CSA capacity is subject to adjacency criteria as outlined in the Interlocal Agreement and the School District's School Concurrency Manual							

Prepared by: Jacqueline Heredia, Planning Specialist

Lee County
Southwest Florida

BOARD OF COUNTY COMMISSIONERS

August 16, 2022 Via E-Mail

Fred Drovdlic, AICP
RVI Planning and Landscaping Architecture
1514 Broadway, Suite 201
Fort Myers, FL 33901

RE: **Potable Water and Wastewater Availability**
Daniels Town Center CPA-MPD
STRAP # 22-45-25-L3-U2060.3612, 22-45-25-L3-U2053.3576, 22-45-25-L4-U2038.3602, 22-45-25-L4-U2037.3579, 22-45-25-00-00002.1170, 22-45-25-00-00002.107A

Dear Mr. Drovdlic:

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

Your firm has indicated that this project will consist of 1,590 single family residential units and 10 commercial units (200,000 SF restaurant/retail; 100,000 SF office; 500,000 commercial) with a total estimated flow demand of approximately 470,000 gallons per day. Lee County Utilities presently has sufficient capacity to provide potable water and sanitary sewer service as estimated above.

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

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

There are no reuse mains in the vicinity of these parcels.

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

This letter should not be construed as a commitment to serve, but only as to the availability of service. Lee County Utilities will commit to serve only upon receipt of all appropriate connection fees, a signed request for service and/or an executed service agreement, and the approval of all State and local regulatory agencies.

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

Sincerely,

LEE COUNTY UTILITIES

Mary McCormic
Technician Senior
239-533-8532
UTILITIES ENGINEERING

Lee County
Southwest Florida

Board of County Commissioners

July 19, 2022

Fred Drovdlic
RVi Planning
10401 Highland Manor Drive, Suite 220
Tampa, FL 33610

Re: Letter of Service Availability – Daniels Town Square

Mr. Drovdlic,

I am in receipt of your letter requesting a Letter of Service Availability for Daniels Town Square. The property consists of 6 parcels totaling 72.3+/- acres and is located south of Daniels Parkway and west of Interstate 75.

Lee County Emergency Medical Services is the primary EMS transport agency responsible for coverage at the address you have provided. Because we currently serve this area and have a sufficient response data sample, we evaluated response times in this vicinity to simulate the anticipated demand and response.

The primary ambulance for this location is Medic 35, located 1.2 miles west; there is another location within 5.1 miles. These locations are projected to be able to meet existing service standards, as required in County Ordinance 08-16, and no additional impacts are anticipated at this time.

It is our opinion that the service availability for the proposed development of this property is adequate at this time. Should the plans change, especially the density, a new analysis of this impact would be required.

Sincerely,

Benjamin Abes
Director, Public Safety

Lee County
Southwest Florida
BOARD OF COUNTY COMMISSIONERS

3401 Metro Parkway
Fort Myers, FL 33901
Phone: (239) 533-0340

July 15, 2022

Fred Drovdlic, AICP
Planning Director
1514 Broadway
Suite 201
Fort Myers, Florida, 33901

RE: **Daniels Town Square**
Letter of Service Availability Request

Mr. Drovdlic,

LeeTran has reviewed your request for service availability in regards to a proposed Comprehensive Plan Amendment. After reviewing the site and comparing the location with our existing and planned route locations according to the 2020 Transit Development Plan (TDP), the following has been determined:

- Subject area is within one-quarter mile of a fixed-route corridor
- Closest bus stop, #11554 is within one-quarter mile of the subject parcels
- The 2020 TDP does identify the need for enhanced or additional transit services in the area

Proposed future development does not currently meet applicability outlined in Sec. 10-442 and Sec. 10-443. Developer will not be required to connect to and improve transit facilities because planning action does not trigger relevant Lee County Land Development Code.

If transit services have been modified within one-quarter mile of the subject parcels at time of a DO or LDO type D submittal, necessary improvements will be determined at that time.

Attached is a map of our route serves in relation to the subject parcels. If you have any questions or require further information, please do not hesitate to contact me at (239) 533-0340 or cmarinodiaz@leegov.com.

Sincerely,

Clarissa Marino Diaz

Clarissa Marino Diaz, Transit Service Planner

Lee County Transit

Lee County
Southwest Florida

Board of County Commissioners

July 14, 2022

Fred Drovdlic, AICP
Planning Director
RVI Planning + Landscape Architecture
1514 Broadway, Suite 201
Fort Myers, FL 33901

Re: Daniels Town Square – Comprehensive Plan Amendment
Letter of Service Availability

Dear Mr. Drovdlic,

In April 2014, the Lee County Board of County Commissioners adopted a comprehensive plan amendment eliminating concurrency requirements for transportation and parks, and moved both from regulatory to non-regulatory standards. In light of this, we do not have the authority to deny your request based on parks service availability.

That being said, the below numbers represent the current required and available acreages for regional and community park land as set forth by the requirements of Policy 95.1.3 in *The Lee Plan*. The Department's available capacity meets the current adopted level-of-service standard, and is projected to meet the adopted level-of-service standard for at least the next five years.

Required Capacity – 5,316 acres of regional parks and 295 acres of community parks
Available Capacity – 7,064 acres of regional parks and 832 acres of community parks

Please feel free to contact me directly at (239) 533-7428 or ARegnaert@leegov.com if you have further questions.

Sincerely,

Armand Regnaert
Senior Planner
Lee County Parks & Recreation
3410 Palm Beach Blvd
Fort Myers, FL 33916

Carmine Marceno
Sheriff

"Proud to Serve"

State of Florida
County of Lee

July 14, 2022

Fred Drovdlic
RVi Planning + Landscape Architecture
10401 Highland Manor Drive St. 220
Tampa, FL 33601

Mr. Drovdlic,

The Lee County Sheriff's Office has reviewed your Comprehensive Plan Amendment request for a 72.3+- acre project located south of Daniels Parkway and west of Interstate 75.

The proposed Large-Scale Comprehensive Plan Map amendment would change the existing Future Land Use designation of the property from General Interchange to Intensive Development, which would allow for a maximum of 1,590 dwellings units and 850,000 square feet of non-residential development. This proposed change would not affect our ability to provide law enforcement services to the project and surrounding area.

Law enforcement services will be provided from our Central District offices in Fort Myers. As this development builds out, we will factor its impact into our annual manpower review and make adjustments accordingly. At the time of application for a Development Order or building permit, we request that the applicant provide a Crime Prevention Through Environmental Design (CPTED) report done by the applicant and given to the Lee County Sheriff's Office for review and comment.

Please contact Community Response Unit Crime Prevention Practitioner Beth Schell at (239) 477-1677 with any questions regarding the CPTED study.

Respectfully,

Chris Reeves
Major, Patrol Bureau

Lee County
Southwest Florida

Board of County Commissioners

March 6, 2023

RVI Planning + Landscape Architecture
Attn: Mr. Drovdlic, Planning Director
10401 Highlan Manor Dr, Suite 220
Tampa, FL 33610

RE: Daniels Town Square – Comprehensive Plan Amendment
Letter of Service Availability

Dear Mr. Drovdlic:

The Lee County Solid Waste Department is capable of providing solid waste collection service for Daniels Town Square future Comprehensive Plan Amendment located south of Daniels Parkway and west of Interstate 75 for a or a maximum of 1,351 dwelling units and 500,000 SF of non-residential development through the franchised hauling contractors. Disposal of the solid waste from this development will be accomplished at the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill. Plans have been made, allowing for growth, to maintain long-term disposal capacity at these facilities.

Please review Lee County Land Development Code, Chapter 10, Section 261, with requirements for on-site space for placement and servicing of solid waste containers. Please note that the property owner will be responsible for all future applicable solid waste assessments and fees.

If you have any questions, please call me at (239) 533-8007.

Sincerely,

Justin Lighthall

Justin Lighthall
Manager, Public Utilities
Lee County Solid Waste Department

SOUTH TRAIL FIRE PROTECTION & RESCUE SERVICE DISTRICT

Established 1965

"Compassion, Commitment, Courage"

March 7, 2023 VIA Electronic Mail

Fred Drovdlic, RVi Planning & Landscape Architecture:

The South Trail Fire District has reviewed the applicant's revised large-scale comprehensive plan for the above referenced project that now consists of ten or more parcels totaling more than 75 acres, located at Daniels & I-75—Daniels Town Square.

The proposed population at build-out is estimated at over 4,102 persons with more than 850,000 SF of non-residential/commercial development.

The South Trail Fire District would be challenged to provide adequate fire protection, and non-transport Advanced Life Support Services to this proposed development without making enhancements to our current service-delivery model, specifically an additional fire/EMS substation. The District would like to discuss the possibility to receive a donation of land within this proposed development in which the South Trail Fire District may construct a future fire/EMS station facility that matches the design of this new development; or in the alternative discuss a long-term affordable lease agreement that would allow the District to provide the fire & life-safety services to this proposed project beyond year 2053.

Having the added benefit of a community fire station within this new and modern community would bring value to residents and business owners that select this development as their new home to live and work.

We look forward to discussing this possibility with you soon.

Respectfully,

Gene Rogers
Fire Chief
GRogerrs@southtrailfire.org

July 14, 2022

Chief Gene Rogers
South Trail Fire District
12780 Commonwealth Dr.
Fort Myers, FL 33913
grogers@southtrailfire.org

RE: Daniels Town Square – Comprehensive Plan Amendment
Letter of Service Availability

Dear Chief Rogers,

RVi Planning + Landscape Architecture, on behalf of the applicant and contract purchaser of the subject property, the Meyers Group, is preparing a Comprehensive Plan Amendment application for the above referenced project. The property consists of 6 parcels totaling 72.3+/- acres and is located south of Daniels Parkway and west of Interstate 75. An aerial location map depicting the subject property has been attached for your reference.

The Applicant is proposing Large-Scale Comprehensive Plan Map amendment to change the Future Land Use designation of the property from General Interchange to Intensive Development, which would allow for a maximum of 1,590 dwelling units and 850,000 SF of non-residential development.

The proposed population at build out is estimated at 4,102 people (maximum of 1,590 dwelling units X 2.58 persons per dwelling unit). Buildout is anticipated to occur by 2030; however, this date is variable depending upon market demand.

To complete the application process, we are required to secure a service availability letter from your agency stating whether existing facilities can serve this future project. I greatly appreciate your time and consideration of this matter.

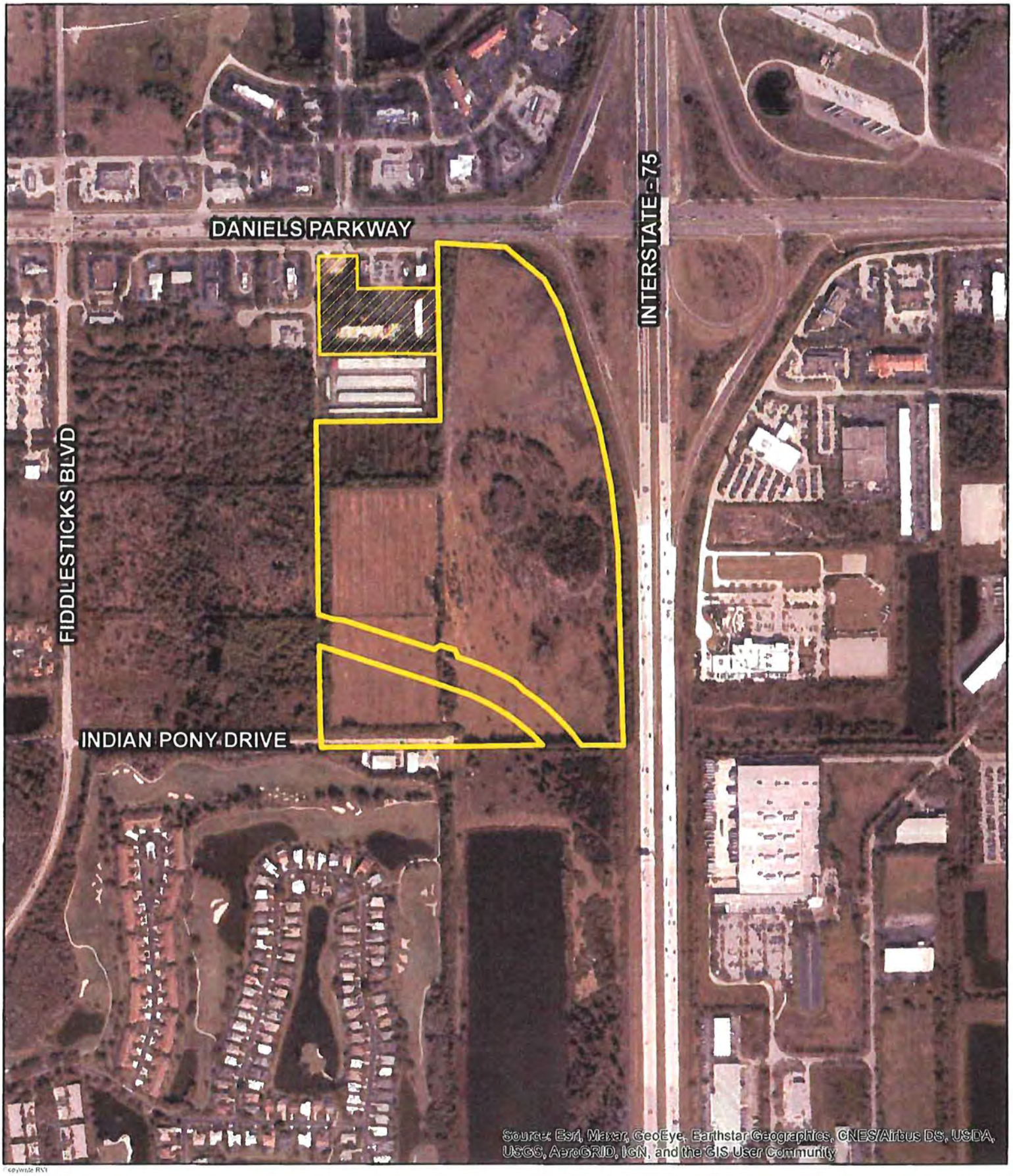
If you have any further questions, please do not hesitate to contact me directly at (239) 318-6707 or fdrovdlic@rviplanning.com.

Sincerely,

RVi Planning + Landscape Architecture

Fred Drovdlic, AICP
Planning Director

Enclosure



RVi
1514 Broadway
Suite 201
Fort Myers, Florida 33901
Tel 239.344.0000
www.rviplanning.com

DANIELS TOWN SQUARE MPD• AERIAL MAP

- Lee County, FL
- Date: 4/26/2022
- # 22000239
- Daniels Parkway JV Development

Subject Boundary

Potential Boundary

0 210 420 840
Feet

EXHIBIT M18 – STATE POLICY PLAN AND REGIONAL POLICY PLAN

DANIELS TOWN SQUARE CPA

State Policy Plan and Regional Policy Plan

I. STATE COMPREHENSIVE PLAN

Although the Community Planning Act of 2011 eliminated the requirement for consistency of the local comprehensive plan with the state comprehensive plan, the following analysis is included for further justification of the request. The plan amendment is consistent and furthers the adopted State Comprehensive Plan. Relevant portions are discussed below.

187.201(6) PUBLIC SAFETY.—
(a) Goal.—Florida shall protect the public by preventing, discouraging, and punishing criminal behavior, lowering the highway death rate, and protecting lives and property from natural and manmade disasters.

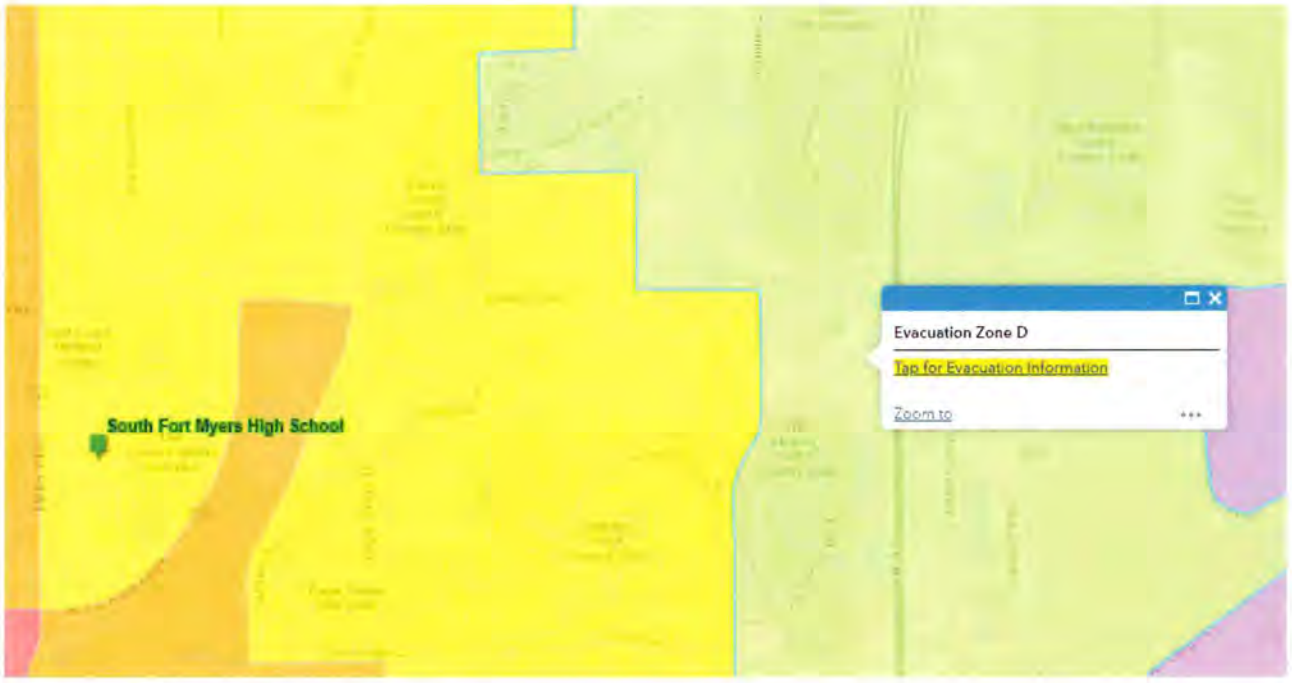
(b) Policies:
9. Increase crime prevention efforts to enhance the protection of individual personal safety and property.

CONSISTENCY: The Lee County Sheriff's Office has provided a letter of service availability for this site dated July 20, 2022.

(b) Policies:
22. Require local governments, in cooperation with regional and state agencies, to prepare advance plans for the safe evacuation of coastal residents.

23. Require local governments, in cooperation with regional and state agencies, to adopt plans and policies to protect public and private property and human lives from the effects of natural disasters.

CONSISTENCY: The map amendment from General Interchange to Intensive Development does not alter the density or allowance for population to occupy the parcel and need to evacuate during a natural disaster. The Lee County Emergency Management department has accounted for the population and likeliness of a natural disaster by assigning it to Evacuation Zone D. According to the LCEM plan, Zone D is one of our least vulnerable Evacuation Zones. Well prepared and protected buildings should be safe in most events. However, if evacuations are required, the safest option may be to travel to the east coast." The site will have direct access to Daniels Parkway and Three Oaks North (once completed) which connect directly to Alico Road and I-75. This is an ideal place for quick and effective evacuation and a proper place for density as it is inland out of most major dangers such as flooding or tidal surges. The site is also within 3 miles of South Fort Myers High DSchool which is a public shelter site.



187.201(7) WATER RESOURCES.—
(a) Goal.—Florida shall assure the availability of an adequate supply of water for all competing uses deemed reasonable and beneficial and shall maintain the functions of natural systems and the overall present level of surface and ground water quality. Florida shall improve and restore the quality of waters not presently meeting water quality standards.

(b) Policies:
5. Ensure that new development is compatible with existing local and regional water supplies.

CONSISTENCY: Lee County Utilities has issued a letter of utility service availability for the site.

10. Protect surface and groundwater quality and quantity in the state.

CONSISTENCY: The site is undergoing a planned development zoning, a custom zoning district that will be required to meet the Land Development Code regulations for Lee County, and additionally may be conditioned by the County to ensure consistency with all groundwater quality and quantity requirements. Moreover, in order for development to occur an Environmental Resource Permit will have to be attained from the State of Florida which will enforce the requirements to protect surface and ground water. The property has an active ERP in process – Application No. 220526-34567.

187.201(9) NATURAL SYSTEMS AND RECREATIONAL LANDS.—
(a) Goal.—Florida shall protect and acquire unique natural habitats and ecological systems, such as wetlands, tropical hardwood hammocks, palm hammocks, and virgin longleaf pine forests, and restore degraded natural systems to a functional condition.

(b) Policies:

1. Conserve forests, wetlands, fish, marine life, and wildlife to maintain their environmental, economic, aesthetic, and recreational values.
3. Prohibit the destruction of endangered species and protect their habitats.
4. Establish an integrated regulatory program to assure the survival of endangered and threatened species within the state.

CONSISTENCY: Lee County requires a Protected species Survey and mitigation if endangered or protected species are found. Lee County's requirements are consistent with State programs and requirements. The Southwest Florida Water Management District (SFWMD) monitors the protection of wetlands and similar environmentally sensitive site. As mentioned, the property is obtaining an ERP (Application No. 220526-34567) which will demonstrate compliance with State law.

187.201(12) HAZARDOUS AND NONHAZARDOUS MATERIALS AND WASTE.—
(a) Goal.—All solid waste, including hazardous waste, wastewater, and all hazardous materials, shall be properly managed, and the use of landfills shall be eventually eliminated.

(b) Policies:
2. By 1994, provide in all counties a countywide solid waste collection system to discourage littering and the illegal dumping of solid waste.

CONSISTENCY: Lee County Solid Waste has provided a letter of service availability to dispose of all solid waste on site and Lee County has an incineration plant to minimize landfill contributions.

187.201(14) PROPERTY RIGHTS.—
(a) Goal.—Florida shall protect private property rights and recognize the existence of legitimate and often competing public and private interests in land use regulations and other government action.

(b) Policies:
1. Provide compensation, or other appropriate relief as provided by law, to a landowner for any governmental action that is determined to be an unreasonable exercise of the state's police power so as to constitute a taking.
2. Determine compensation or other relief by judicial proceeding rather than by administrative proceeding.
3. Encourage acquisition of lands by state or local government in cases where regulation will severely limit practical use of real property.

CONSISTENCY: The site is under private contracts and not negatively affected by State or local policy or land use regulations that would constitute compensation.

(15) LAND USE.—
(a) Goal.—In recognition of the importance of preserving the natural resources and enhancing the quality of life of the state, development shall be directed to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and service capacity to accommodate growth in an environmentally acceptable manner.

(b) Policies:
1. Promote state programs, investments, and development and redevelopment activities which encourage efficient development and occur in areas which will have the capacity to service new population and commerce.

2. Develop a system of incentives and disincentives which encourages a separation of urban and rural land uses while protecting water supplies, resource development, and fish and wildlife habitats.

CONSISTENCY: The development area is an urban environment with current intense allowances for development that are appropriate as the site is serviced by or has commitments from all applicable urban services agencies such as EMS, Police, Fire, Transit, Utilities, Schools, Solid Waste and Parks. Additionally, the site will have access to major roadways with adequate carrying capacity when the current plans for Three Oaks North, Daniels Parkway Expansion and the I-75 interchange improvements are made – all slated and funded for construction.

(17) PUBLIC FACILITIES.—
(a) Goal.—Florida shall protect the substantial investments in public facilities that already exist and shall plan for and finance new facilities to serve residents in a timely, orderly, and efficient manner.

(b) Policies:
1. Provide incentives for developing land in a way that maximizes the uses of existing public facilities.
2. Promote rehabilitation and reuse of existing facilities, structures, and buildings as an alternative to new construction.
3. Allocate the costs of new public facilities on the basis of the benefits received by existing and future residents.

CONSISTENCY: The site is considered an urban site that has been identified as a proper place for intense development by the Lee Plan having been placed in the General Interchange future land use category. The change to Intensive Development and the Mixed-use Overlay is a reflection of the proper placement of population and commercial employment centers that are serviced by all means if urban services.

EXHIBIT M19 – JUSTIFICATION OF PROPOSED AMENDMENT

DANIELS TOWN SQUARE CPA

Justification of Proposed Amendment

I. REQUEST

The contract purchaser for the 61.26+/- acre subject property, Bison Property Holdings, LLC ("Applicant"), is requesting a Comprehensive Plan Amendment for three changes to Lee County's Comprehensive Plan:

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 to the Mixed-use Overlay (MUO) north of Three Oaks Extension

Additionally, there is a companion zoning action being submitted to rezone from CPD to Mixed-use Planned Development (MPD) 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.

II. FLUC CHANGE JUSTIFICATION

The request is to increase the potential intensity by moving the property into the Intensive Development FLUC which allows greater height and include the property in the Mixed-use Overlay which allows density to be calculated over the commercial areas. The increased potential density/intensity is justified by the following analysis.

Central Location

In the captured image of the Lee County Future Land Use Map the subject property is marked with a yellow star. The significance of this regional view is to show the central location and significance of the Daniels Parkway intersection at I-75. The interchange marks the central Lee County east-west corridor between the Caloosahatchee River and Bonita Springs. The Daniels corridor is one of two primary connectors of Lehigh to the rest of the region, the accessway to the RSW airport and the Skyplex development, the primary road for service to the two spring training baseball stadiums, a connection to all major north-south arterials such as Treeline Avenue, Six Mile Cypress, Metro Parkway, US 41, McGregor Boulevard and Summerlin Road that serves access to Fort Myers Beach.

Infill

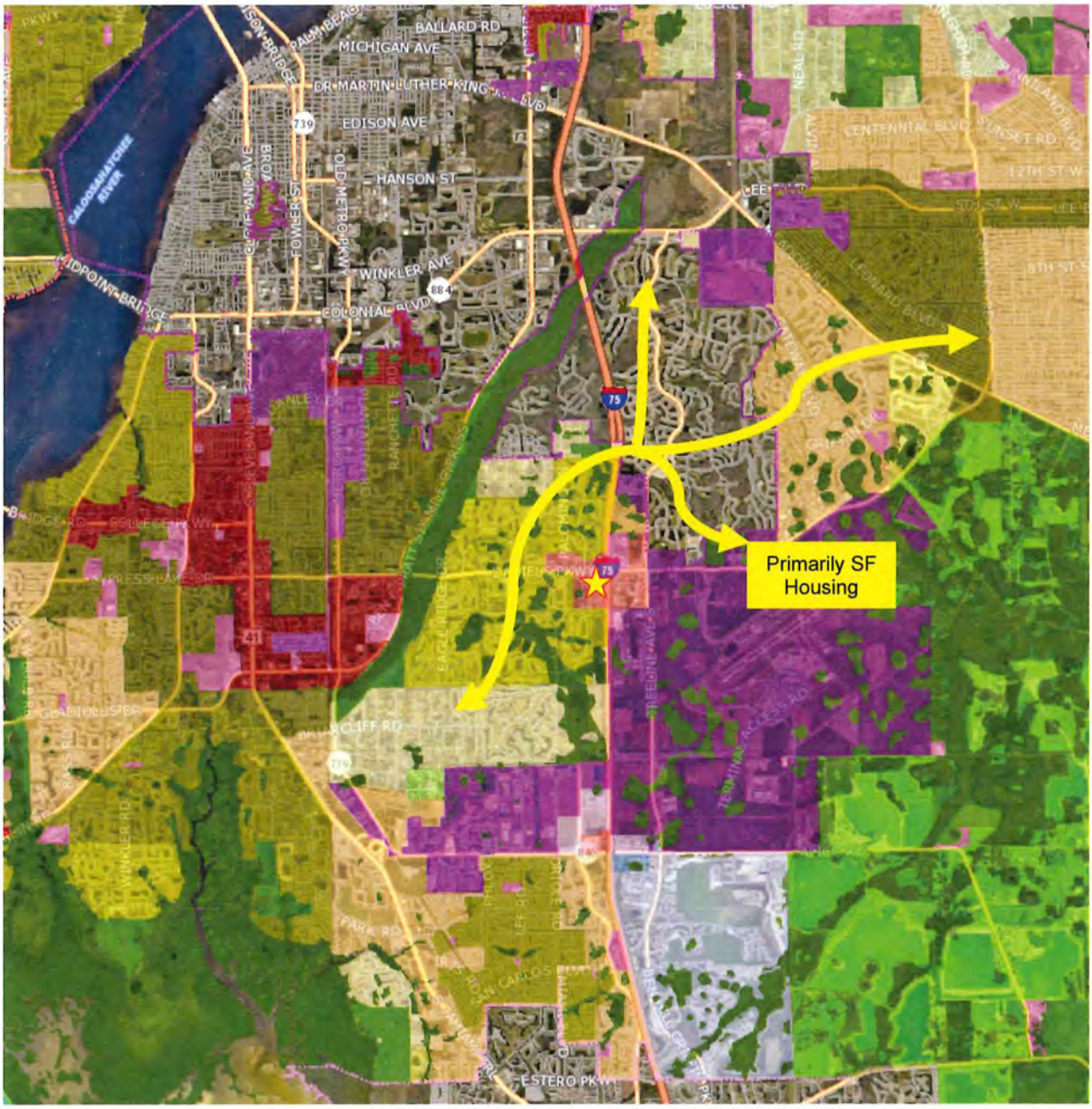
The road is largely developed from Treeline west to Cape Coral. The subject property is the last quadrant to be developed at the Daniels interchange to I-75. The interchange has long been identified as a service-oriented quadrant having been placed in the General Interchange FLUC. However, the north east 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.

Serves Residential Rooftops

The interchange 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.

Infrastructure

As has been discussed the property is currently served by all major Urban services and is in the Urban Services area for all service needs. The roadway infrastructure is planned to support an intense development by 2025-27 as identified in the Future Conditions section. The property will have access to Three Oaks North arterial which will connect the site directly to two other arterials – Daniels Parkway and Alico Road both of which have an interchange to I-75.



Impacts of the Request

The impacts of the requested amendments are compared to the existing by-right entitlements per the future land use designations. The density permitted for the development area is consistent between the current and proposed land use category at up to 22 units per acre. However, the difference lies in the fact that the density in the Mixed-use Overlay is allowed to be calculated over

the commercial areas and the Intensive FLUC allows greater heights leading to the opportunity for greater overall development square footage to occur on sight.

The non-residential development intensity is not limited by floor area ratios in Lee County so the intensity per acre difference between the two categories is difficult to quantify. The uses between the two land use categories both allow for intense uses. The General Interchange FLUC 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 Intensive Development FLUC is also to be located along major arterial roads and similarly the available and potential levels of public services in both these areas are suited to accommodate high densities and intensities. However, in the Intensive Development category mixed use developments of high-density residential, commercial, limited light industrial, and office uses are encouraged.

Overall, the two land use categories, given the interchange location, have very similar intended permitted uses and allowances for similar intensities except that Intensive allows for up to 12 stories and 135 feet rather than 6 stories and 75 feet although the heights proposed in the CPD do not maximize the use of the higher allowances.

The primary difference in the request does not lie in the permitted uses or the type of non-residential public services that are encouraged by the land use categories, but in the request for Mixed-use Overlay. The MUO allows the residential density to be calculated over the entire development rather than only in the area dedicated to residential uses. Because of the additional height allowed in the Intensive Development FLUC and the site-wide density calculations the request potentially allows for more floor area to be constructed and more population to be located within the project, the quantity of which is cannot be precisely calculated as it is up to the final development plan.

CURRENT FUTURE LAND USE	**Acreage**	**Density**	**Residential Units**	**Non-Residential Intensity**
General Interchange	61.26+/- (Less 5.19 acres of impacted wetlands)	14 du/acre (base); 8 du/acre (bonus)	1,234	Per code
		Density is calculated for the area dedicated to residential uses only.		
PROPOSED FUTURE LAND USE	**Acreage**	**Density**	**Residential Units**	**Non-Residential Intensity**
Intensive Development And Mixed-use Overlay	61.26+/- (Less 5.19 acres of impacted wetlands)	14 du/acre (base); 8 du/acre (bonus)	1,234	Per code
		Density is calculated for the entire project area.		

Conclusion
Intense development is good in the correct location. The quadrant has been intended for intense development. The General Interchange and 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 into commercial services that will be proposed for the project.

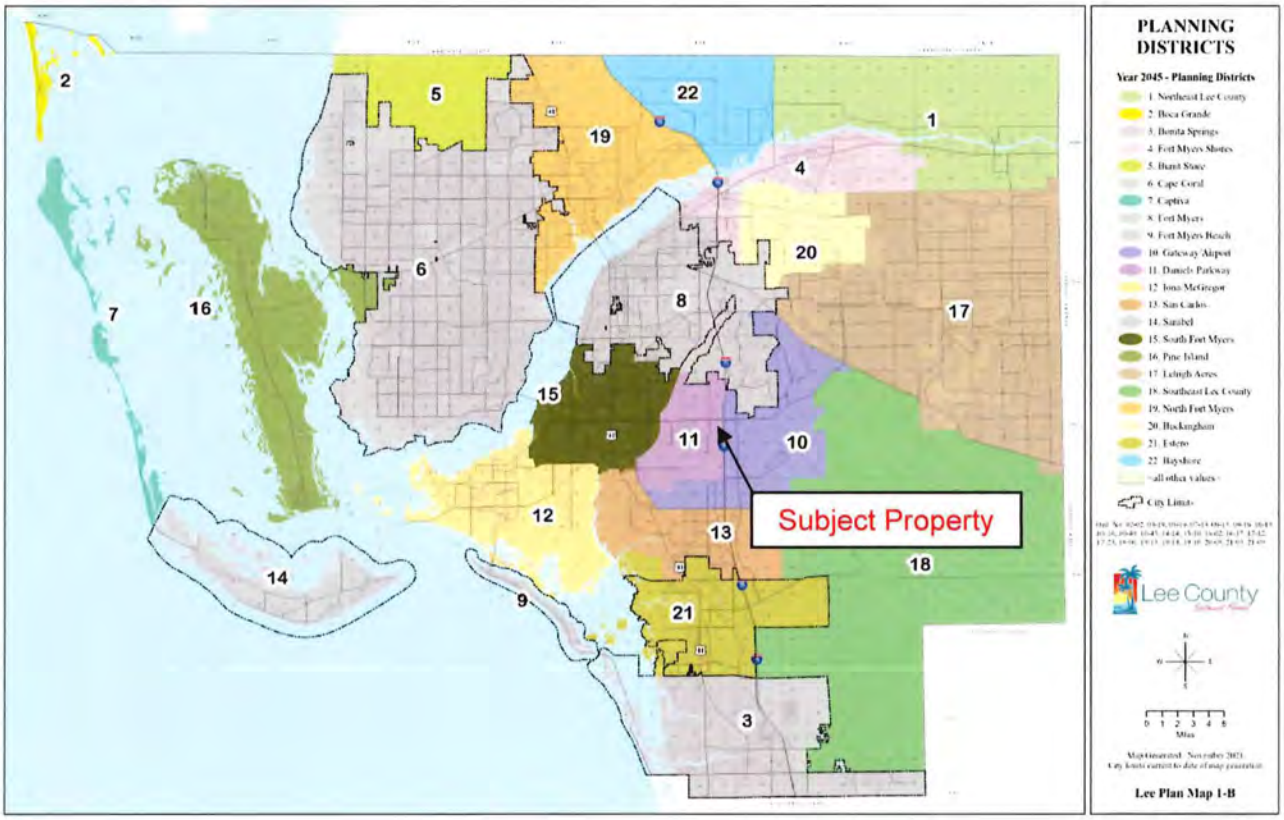
EXHIBIT M20 – PLANNING COMMUNITIES/COMMUNITY PLAN AREA REQUIREMENTS

DANIELS TOWN SQUARE CPA

Planning Districts/Community Plan Area Requirements

I. LEE PLAN

Lee Plan Map 1-B shows the parcels as part of the Daniels Parkway Planning District (#11). The parcel is not part of a planning community with specific Land Development Code requirements; therefore, does not require public meeting or to meet community plan code as part of the LDC.



DANIELS TOWN SQUARE CPA

Large-scale Comprehensive Plan Amendment

- Text Amendment -

August 26, 2024

PREPARED FOR:
Bison Property Holdings, LLC

SUBMITTED TO:
Lee County, Community Development
Development Services Department
1500 Monroe Street
Fort Myers, FL 33901

RVi

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EXHIBIT T1 – CPA APPLICATION

APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT - TEXT

Project Name: **Daniels Town Square CPA**

Project Description: **Bison Property Holdings, LLC ("Applicant") seeks to amend the Future Land Use Category (FLUC) of 61.26+/- acres located on the southwest corner of Daniels Parkway and I-75 in unincorporated Lee County, Florida. The Applicant seeks to amend the FLUC from General Interchange to Intensive Development and include the acreage north of Three Oaks Extension in the Mixed-use Overlay. 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 5.79 acres of wetlands to be impacted as approved by ERP No. 230220-37612.**

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

***Must be directly related to the implementation of small-scale map amendment as required by Florida Statutes.**

APPLICANT – PLEASE NOTE:

A PRE-APPLICATION MEETING IS REQUIRED PRIOR TO THE SUBMITTAL OF THIS APPLICATION.

Submit 3 copies of the complete application and amendment support documentation, including maps, to the Lee County Department of Community Development.

Once staff has determined that 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, 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.

1. **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: cmoore@waypointresidential.com

1. **Name of Contact:** **Fred Drovdlic, AICP, RVi Planning and Landscape Architecture**
   Address: 1514 Broadway, Suite 201 City, State, Zip: Fort Myers, FL 39901
   Phone Number: 239-318-6707 E-mail: fdrovdlic@rviplanning.com

2. **Property Information: Provide an analysis of any property within Unincorporated Lee County that may be impacted by the proposed text amendment.** The General Interchange and Intensive Development FLUC are similar in scope, uses, and intensity. Intensive Development allows for greater height and therefore greater potential intensity. The effect of this potential increase may affect the land abutting the subject property to the west and south with greater heights and intensity; however, the uses will be similar and compatible with General Interchange.

4a. **Does the proposed change affect any of the following areas?** ***Not Applicable***

If located in one of the following areas, provide an analysis of the change to the affected area.

☐ Public Acquisition [Map 1-D]
☐ Agricultural Overlay [Map 1-G]
☐ Airport Mitigation Lands [Map 1-D]
☐ Airport Noise Zones [Map 1-E]
☐ Southeast Lee County Residential Overlay [Map 2-D]
☐ Mixed Use Overlay [Map 1-C]
☐ Community Planning Areas [Map 2-A]
☐ Urban Reserve [Map 1-D]
☐ Water-Dependent Overlay [Map 1-H]
☐ Private Recreational Facilities Overlay [Map 1-F]

4b. 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 [Lee Plan Goal 17].

■ N/A	☐ Bayshore [Goal 18]	☐ Boca Grande [Goal 19]	☐ Buckingham [Goal 20]
☐ Caloosahatchee Shores [Goal 21]	☐ Olga [Goal 22]	☐ Captiva [Goal 23]	☐ Greater Pine Island [Goal 24]
☐ Lehigh Acres [Goal 25]	☐ North Captiva [Goal 26]	☐ NE Lee County [Goal 27]	☐ Alva [Goal 28]
☐ North Olga [Goal 29]	☐ North Fort Myers [Goal 30]	☐ Page Park [Goal 31]	☐ San Carlos Island [Goal 32]
☐ Southeast Lee County [Goal 33]	☐ Tice [Goal 34]		

Public Facilities Impacts

NOTE: The applicant must calculate public facilities impacts based on a maximum development scenario. ***(See Exhibit M14-Public Facilities Analysis)***

1. **Traffic Circulation Analysis**: Provide an analysis of the effect of the change on the Financially Feasible Transportation Plan/Map 3-A (20-year horizon) and on the Capital Improvements Element (5-year horizon). ***(See Exhibit M15-Traffic Circulation Analysis)***

2. Provide an existing and future conditions analysis for the following (see Policy 95.1.3): ***(See Exhibit M11-Lee Plan Analysis)***
   a. Sanitary Sewer
   b. Potable Water
   c. Surface Water/Drainage Basins
   d. Parks, Recreation, and Open Space
   e. Public Schools

Environmental Impacts

Provide an overall analysis of potential environmental impacts (positive and negative). ***(See Exhibit M12-Environmental Impacts Analysis)***

Historic Resources Impacts

Provide an overall analysis of potential historic impacts (positive and negative). ***(See Exhibit M13-Historic Resources Impact Analysis)***

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. 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.
4. List State Policy Plan goals and policies, and Strategic Regional Policy Plan goals, strategies, 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.

SUBMITTAL REQUIREMENTS

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

MINIMUM SUBMITTAL ITEMS

☒	Completed application (Exhibit – T1)
☒	Filing Fee (Exhibit – T2)
☒	Pre-Application Meeting (Exhibit – T3)
☒	Proposed text changes (in strike through and underline format) (Exhibit – T4)
☒	Analysis of impacts from proposed changes (Exhibit – T5)
☒	Lee Plan Analysis (Exhibit – T6/**M11**)
☒	Traffic Circulation Analysis (Exhibit – T7/**M15**)
☒	Historic Resources Impacts Analysis (Exhibit – T8/**M13**)
☒	State Policy Plan Analysis (Exhibit – T9/**M18**)
☒	Strategic Regional Policy Plan Analysis (Exhibit – T10/**M18**)

EXHIBIT M3 – DISCLOSURES AND AFFIDAVITS

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

I, Jim Lott (name), as Authorized Signatory (owner/title) of Bison Property Holdings, LLC (company/property), swear or affirm under oath, that I am the authorized representative of the owner(s) of the property and authorize the Meyers Group as the applicant 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.

J Lott — **Authorized Signatory**

2/22/24 — **Date**

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

STATE OF GEORGIA
COUNTY OF CHEROKEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of [X] physical presence or [ ] online notarization, this 22 day of February, 2024, by Jim Lott (name of person providing oath or affirmation), who is personally known to me or who has produced _____ (type of identification) as identification.

Sheila Hamilton
Signature of Notary Public

STAMP/SEAL

SHEILA HAMILTON
Notary Public, Georgia
Cherokee County
My Commission Expires
June 29, 2024

DISCLOSURE OF INTEREST
AFFIDAVIT

BEFORE ME this day appeared Jim Lott as Authorized Signatory of Bison Property Holdings, LLC, who, being first duly sworn and deposed says:

1. That I am the record owner, or a legal representative of the record owner, of the property that is located at STRAPS 22-45-25-L3-U2053.3576, 22-45-25-L4-U2037.3579, 22-45-25-L3-U2060.3612 and 22-45-25-L4-U2038.3602 and is the subject of an Application for zoning action (hereinafter the "Property").

2. That I am familiar with the legal ownership of the Property and have full knowledge of the names of all individuals that have an ownership interest in the Property or a legal entity owning an interest in the Property.

[OPTIONAL PROVISION IF APPLICANT IS CONTRACT PURCHASER: In addition, I am familiar with the individuals that have an ownership interest in the legal entity that is under contract to purchase the Property.]

3. That, unless otherwise specified in paragraph 6 below, no Lee County Employee, County Commissioner, or Hearing Examiner has an Ownership Interest in the Property or any legal entity (Corporation, Company, Partnership, Limited Partnership, Trust, etc.) that has an Ownership Interest in the Property or that has contracted to purchase the Property.

4. That the disclosure identified herein does not include any beneficial Ownership Interest that a Lee County Employee, County Commissioner, or Hearing Examiner may have in any entity registered with the Federal Securities Exchange Commission or registered pursuant to Chapter 517, whose interest is for sale to the general public.

5. That, if the Ownership Interest in the Property changes and results in this affidavit no longer being accurate, the undersigned will file a supplemental Affidavit that identifies the name of any Lee County Employee, County Commissioner, or Hearing Examiner that subsequently acquires an interest in the Property.

6. Disclosure of Interest held by a Lee County Employee, County Commissioner, or Hearing Examiner.

Name and Address	Percentage of Ownership

Under penalty of perjury, I declare that I have read the foregoing and the facts alleged are true to the best of my knowledge and belief.

Authorized Signatory

Jim Lott

Print Name

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

STATE OF GEORGIA
COUNTY OF CHEROKEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ online notarization, on February 22, 2024 (date) by Jim Lott (name of person providing oath or affirmation), who is personally known to me or who has produced _____ (type of identification) as identification.

Sheila Hamilton

Signature of Notary Public

STAMP/SEAL

SHEILA HAMILTON
Notary Public, Georgia
Cherokee County
My Commission Expires
June 29, 2024

EXHIBIT T3 – PREAPPLICATION MEETING

DANIELS TOWN SQUARE CPA

Pre-application Meeting

I. REQUEST

The contract purchaser for the 72.3+/- acre subject property, Meyers Group, LLC ("Applicant"), is requesting a Comprehensive Plan Amendment for three changes to Lee County's Comprehensive Plan:

1. Amend Map 1-A – Future Land Use – from General Interchange to the Intensive Development Future Land Use Category (FLUC) and
2. Amend Map 1-B – Mixed-use Overlay – to add the property to the Mixed-use Overlay (MUO).
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. MEETING OVERVIEW

A meeting was held in-person at 1500 Monroe Street, first floor conference room 1B on April 11, 2022, at 10AM to 11AM. The discussion was to gain understanding about timing of access to the future roadways for future development and the steps to making that happen including zoning for a mixed-use development of multi-family and retail commercial.

The team on behalf of the applicant attending was:

- Fred Drovdlic (planner)
- Alexis Crespo (planner)
- Russell Schropp (attorney)
- Brown Collins (environmental)
- James Ink (engineering)
- Gary Tasman and Shawn Stoneburner (brokers)
- Christopher Moore (Myers Group – Contract Purchaser and Developer)
- Ted Treesch (traffic)

The staff in attendance was:

- Cerchie, Randy
- Price, Robert
- Miller, Vincent;
- Dunn, Brandon
- Sweigert, Rebecca
- DeFilippo, Nicholas
- Danley Jr, Dirk
- Rodriguez, Anthony
- Workman, Elizabeth
- Adams, Joseph
- Jacob, Michael

The applicants internal agenda is attached as an exhibit.

Daniels Town Square MPD
PRE-APPLICATION MEETING INTERNAL AGENDA
April 11, 2022

A. Project Team

- Applicant – Meyers Group
- Traffic – Ted Treesh
- Planning & Engineering – RVi and Atwell
- Environmental – Brown Collins
- Land Use Attorney – Russell Schropp
- EDSA - Design

B. Property Overview

- 73+/- acres (65.5 acres in original MPD + additional lands)
- Zoned MPD (Z-08-043) for up to 50k Medical, 90k Office, 250k Retail (390k non residential and 120 room hotel)
- Future Land Use: General Interchange
    - Amend into Intensive Development and Mixed-Use Overlay

C. Request Overview

- Amend the MPD for a mixed use Town Square concept
- Add parcels to original MPD
- CPA to add into Mixed-Use Overlay
- Use TDR program to seek 22 DU/acre
- Improve intersection with Daniels Parkway/Daniels 9300/Danport Blvd

D. Proposed Master Plan

850,000 SF Non-Residential 200 room Hotel 1,590 DU

E. Questions/Discussion Items:

- Impact Fee credits (require separate meeting to negotiate)
- Access – LCDOT and FDOT road construction timelines

EXHIBIT T4 – PROPOSED TEXT CHANGES

TABLE 1(b)
YEAR 2045 ALLOCATIONS

	Future Land Use Category	Unincorporated County	Planning District									
			District 1 Northeast Lee County	District 2 Boca Grande	District 3 Bonita	District 4 Fort Myers Shores	District 5 Burnt Store	District 6 Cape Coral	District 7 Captiva	District 8 Fort Myers	District 9 Fort Myers Beach	District 10 Gateway / Airport
Residential By Future Land Use Category	Intensive Development	1,483	-	-	-	17	-	21	-	238	-	-
	Central Urban	13,838	-	-	-	207	-	-	-	230	-	25
	Urban Community	22,739	813	453	-	475	-	-	-	-	-	150
	Suburban	14,913	-	-	-	1,950	-	-	-	80	-	-
	Outlying Suburban	3,648	25	-	-	490	13	3	429	-	-	-
	Sub-Outlying Suburban	1,731	-	-	-	330	-	-	-	-	-	227
	Commercial	-	-	-	-	-	-	-	-	-	-	-
	Industrial	15	-	-	-	-	-	-	-	-	-	6
	Public Facilities	-	-	-	-	-	-	-	-	-	-	-
	University Community	503	-	-	-	-	-	-	-	-	-	-
	Destination Resort Mixed Use Water Dependent	8	-	-	-	-	-	-	-	-	-	-
	Burnt Store Marina Village	2	-	-	-	-	2	-	-	-	-	-
	Industrial Interchange	-	-	-	-	-	-	-	-	-	-	-
	General Interchange	114	-	-	-	-	-	-	-	-	-	15
	General Commercial Interchange	-	-	-	-	-	-	-	-	-	-	-
	Industrial Commercial Interchange	-	-	-	-	-	-	-	-	-	-	-
	University Village Interchange	-	-	-	-	-	-	-	-	-	-	-
	New Community	2,104	1,115	-	-	-	-	-	-	-	-	989
	Airport	-	-	-	-	-	-	-	-	-	-	-
	Tradeport	3	-	-	-	-	-	-	-	-	-	3
	Rural	7,764	2,431	-	-	800	730	-	-	-	-	-
	Rural Community Preserve	3,517	-	-	-	-	-	-	-	-	-	-
	Coastal Rural	1,338	-	-	-	-	-	-	-	-	-	-
	Outer Island	233	2	4	-	1	-	-	169	-	-	-
	Open Lands	2,186	153	-	-	-	257	-	-	-	-	-
	Density Reduction/ Groundwater Resource	6,974	131	-	-	-	-	-	-	-	-	-
	Conservation Lands Upland	-	-	-	-	-	-	-	-	-	-	-
	Wetlands	-	-	-	-	-	-	-	-	-	-	-
	Conservation Lands Wetland	-	-	-	-	-	-	-	-	-	-	-
	Unincorporated County Total Residential	**83,113**	**4,669**	**457**	**-**	**4,270**	**1,002**	**24**	**598**	**548**	**-**	**1,415**
	Commercial	**8,916**	**300**	**53**	**-**	**450**	**27**	**9**	**125**	**150**	**-**	**1,216**
	Industrial	**4,787**	**30**	**3**	**-**	**300**	**10**	**15**	**70**	**315**	**-**	**2,134**
Non Regulatory Allocations												
	Public	**120,211**	**14,191**	**622**	**-**	**4,864**	**7,323**	**6**	**2,340**	**583**	**-**	**9,660**
	Active AG	**21,944**	**5,500**	**-**	**-**	**240**	**90**	**-**	**-**	**-**	**-**	**2**
	Passive AG	**13,685**	**5,500**	**-**	**-**	**615**	**100**	**-**	**-**	**-**	**-**	**485**
	Conservation	**87,746**	**2,458**	**297**	**-**	**1,163**	**3,186**	**67**	**1,595**	**926**	**-**	**2,206**
	Vacant	**26,118**	**1,145**	**28**	**-**	**733**	**766**	**8**	**103**	**17**	**-**	**88**
	Total	**366,520**	**33,793**	**1,460**	**-**	**12,634**	**12,505**	**129**	**4,831**	**2,538**	**-**	**17,205**
	Population Distribution (unincorporated Lee County)	**584,331**	**8,235**	**1,470**	**-**	**35,253**	**2,179**	**152**	**725**	**5,273**	**-**	**22,281**

November 2021 (Ord. No. 02-02, 03-19, 05-19, 07-13, 09-15, 09-16, 10-15, 10-16, 10-40, 10-43, 14-14, 15-10, 16-02, 16-17, 17-12, 17-23, 18-06, 19-13, 19-14, 19-16, 20-05, 21-03, 21-09)
Printed 11/06/2021

TABLE 1(b)
YEAR 2045 ALLOCATIONS

	Future Land Use Category	Planning District											
		District 11 Daniels Parkway	District 12 Iona / McGregor	District 13 San Carlos	District 14 Sanibel	District 15 South Fort Myers	District 16 Pine Island	District 17 Lehigh Acres	District 18 Southeast Lee County	District 19 North Fort Myers	District 20 Buckingham	District 21 Estero	District 22 Bashore
Residential By Future Land Use Category	Intensive Development	62	-	-	-	801	1	30	-	376	-	-	-
	Central Urban	-	656	20	-	3,113	-	7,362	-	2,225	-	-	-
	Urban Community	-	978	1,318	-	863	540	17,034	-	-	115	-	-
	Suburban	-	2,566	2,069	-	1,202	659	-	-	6,387	-	-	-
	Outlying Suburban	1,253	438	-	-	-	502	-	-	406	-	90	-
	Sub-Outlying Suburban	-	-	13	-	-	-	-	-	145	66	-	950
	Commercial	-	-	-	-	-	-	-	-	-	-	-	-
	Industrial	-	3				-	-	-	-	-	-	-
	Public Facilities	-	-				-	-	-	-	-	-	-
	University Community	-	-				-	-	-	-	-	-	-
	Destination Resort Mixed Use Water Dependent	-	8				-	-	-	-	-	-	-
	Burnt Store Marina Village	-	-				-	-	-	-	-	-	-
	Industrial Interchange	-					-	-	-	-	-	-	-
	General Interchange	- 58	-				-	-	8	14	-	-	20
	General Commercial Interchange		-				-	-	-	-	-	-	-
	Industrial Commercial Interchange	-	-				-	-	-	-	-	-	-
	University Village Interchange	-	-				-	-	-	-	-	-	-
	New Community	-	-				-	-	-	-	-	-	-
	Airport	-	-	-	-	-	-	-	-	-	-	-	-
	Tradeport	-	-	-	-	-	-	-	-	-	-	-	-
	Rural	1,573	-	99	-	-	227	14	-	454	50	-	1,387
	Rural Community Preserve	-	-	-	-	-	-	-	-	-	3,517	-	-
	Coastal Rural	-	-	-	-	-	1,338	-	-	-	-	-	-
	Outer Island	-	2	-	-	-	55	-	-	-	-	-	-
	Open Lands	80	-	-	-	-	-	-	-	30	-	-	1,667
	Density Reduction/ Groundwater Resource	-	-	-	-	-	-	-	4,742	-	-	-	2,101
	Conservation Lands Upland	-	-	-	-	-	-	-	-	-	-	-	-
	Wetlands	-	-	-	-	-	-	-	-	-	-	-	-
	Conservation Lands Wetland	-	-	-	-	-	-	-	-	-	-	-	-
	Unincorporated County Total Residential	2,964	4,650	4,024	-	5,982	3,322	24,440	4,750	10,035	3,748	90	6,125
	Commercial	326	774	938	-	2,012	288	900	118	1,121	19	18	72
	Industrial	5	198	387	-	566	67	218	215	244	4	2	4
Non Regulatory Allocations													
	Public	3,214	4,898	6,364	-	5,883	4,831	20,267	17,992	10,117	3,052	653	3,351
	Active AG	5	13	5	-	-	2,780	35	12,000	90	630	4	550
	Passive AG	10	-	5	-	-	70	50	2,500	250	2,000	-	2,100
	Conservation	1,677	9,786	2,232	-	211	15,489	1,077	41,028	1,607	382	1,465	895
	Vacant	20	55	158	-	4	2,200	14,804	2,400	1,183	850	130	1,425
	Total	8,221	20,374	14,114	-	14,658	29,047	61,791	81,003	24,649	10,684	2,362	14,523
	Population Distribution (unincorporated Lee County)	14,322	44,132	54,615	-	76,582	13,431	162,245	17,369	110,722	5,951	741	8,653

THis FLUC did not allow residential until recently. This number seems inconsistent with the actual acreage in District 11 in the General Interchange FLUC. The subject property alone is greater acreage than this figure.

EXHIBIT T5 – ANALYSIS OF IMPACTS

DANIELS TOWN SQUARE CPA

Existing and Future Conditions Analysis

I. REQUEST

The contract purchaser for the 61.26+/- acre subject property, Bison Property Holdings, LLC ("Applicant"), is requesting a Comprehensive Plan Amendment for three changes to Lee County's Comprehensive Plan:

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 to the Mixed-use Overlay (MUO) north of Three Oaks Extension; 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.

Additionally, there is a companion zoning action being submitted to rezone from CPD to Mixed-use Planned Development (MPD) for up to 30,000 square feet of Non-Residential uses, a 200-room Hotel and Multifamily Residential. The density for the site is based on a total of 56.86 acres (56.07 acres of uplands and 0.79 acres of preserved wetlands) at 22 units per acre, which equals 1,234 dwelling units.

II. PROPERTY HISTORY

The Property is made up of six parcels with different entitlement and development histories.

Daniels Parkway JV Development

Four parcels make up the majority of the subject property covering 65.6 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 eagles nest which has since been vacated and released as a nest.

The four properties were split from two parent parcels in 2021 to accommodate the Lee County right-of-way acquisition for the Three Oaks North 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 1: 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 North 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 and to a signalized intersection at Three Oaks North Extension – Phases I and II, which is scheduled to be completed to the property's western boundary by early 2025. Phase III will be under construction with a tentative date for completion in mid to late 2026. This will connect the extension to Daniels Parkway at the Fiddlesticks intersection and complete the new north-south connection to Alico Road from Daniels Parkway.

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. Pending the ERP permit the site will be impacted as permitted and most likely used for storm water management.

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 1,251 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 Expansion project being completed. There are three major actions that will likely be completed by 2029:

1. Three Oaks Extension, Phases I and II that extends Three Oaks north across the canal to the western property boundary of the subject property – early 2025
2. Three Oak Extension Phase III connecting Daniels to Alico Road via Fiddlesticks Boulevard – late 2026
3. Daniels Parkway lane widening and intersection improvements at Fiddlestick/Palomino and signalization at Apaloosa Lane – 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 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 is in progress as the applicant withdrew the older ERP (#220526-34567). The current application (#230220-37612) addresses stormwater and drainage and determines the jurisdictional wetlands and impacts that may be permitted to the site. It should be completed over the next two months. The state is waiting on the ERP for the Three Oaks Extension to be updated with revised right-of-way boundaries. This work is being conducted by Lee County subconsultant Avalon Engineering. This needs to be completed and then the approval can be made for our application.

VI. FLUC CHANGE JUSTIFICATION

The request is to increase the potential intensity by moving the property into the Intensive Development FLUC which allows greater height and include the property in the Mixed-use Overlay which allows density to be calculated over the commercial areas. The increased potential density/intensity is justified by the following analysis.

Central Location

In the captured image of the Lee County Future Land Use Map the subject property is marked with a yellow star. The significance of this regional view is to show the central location and significance of the Daniels Parkway intersection at I-75. The interchange marks the central Lee County east-west corridor between the Caloosahatchee River and Bonita Springs. The Daniels corridor is one of two primary connectors of Lehigh to the rest of the region, the accessway to the RSW airport and the

Skyplex development, the primary road for service to the two spring training baseball stadiums, a connection to all major north-south arterials such as Treeline Avenue, Six Mile Cypress, Metro Parkway, US 41, McGregor Boulevard and Summerlin Road that serves access to Fort Myers Beach.

Infill

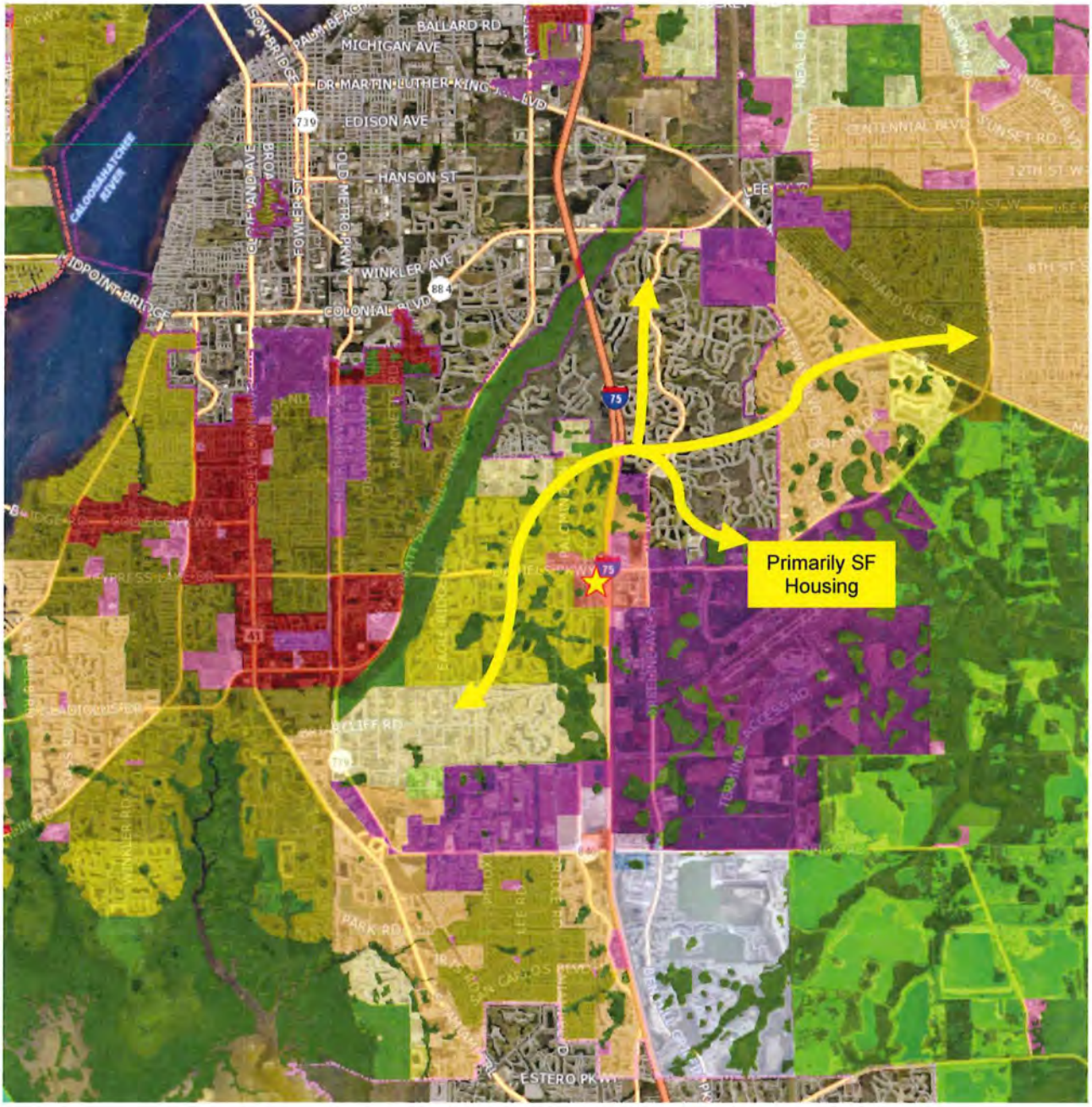
The road is largely developed from Treeline west to Cape Coral. The subject property is the last quadrant to be developed at the Daniels interchange to I-75. The interchange has long been identified as a service-oriented quadrant having been placed in the General Interchange FLUC. However, the northeast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

Serves Residential Rooftops

The interchange 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.

Infrastructure

As has been discussed the property is currently served by all major Urban services and is in the Urban Services area for all service needs. The roadway infrastructure is planned to support an intense development by 2025-27 as identified in the Future Conditions section. The property will have access to Three Oaks North arterial which will connect the site directly to two other arterials – Daniels Parkway and Alico Road both of which have an interchange to I-75.



Impacts of the Request

Overall, the two land use categories, given the interchange location, have very similar density and intended permitted uses and allowances for similar intensities, except that Intensive allows for up to 12 stories and 135 feet rather than 6 stories and 75 feet and allows for inclusion into the Mixed Use Overlay (MUO).

The non-residential development intensity is not limited by floor area ratios in Lee County so the intensity per acre difference between the two categories is difficult to quantify. The uses between the two land use categories both allow for intense uses. The General Interchange FLUC 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 Intensive Development FLUC is also to be located along major arterial roads and similarly the available and potential levels of public services in both these areas are suited to accommodate high densities and intensities. However, in the Intensive Development category mixed use developments of high-density residential, commercial, limited light industrial, and office uses are encouraged.

The primary difference in the request does not lie in the permitted uses or the type of non-residential public services that are encouraged by the land use categories, but in the request for Mixed-use Overlay. The MUO allows the residential density to be calculated over the entire development rather than only in the area dedicated to residential uses. Because of the additional height allowed in the Intensive Development FLUC and the site-wide density calculations the request potentially allows for more floor area to be constructed and more population to be located within the project, the quantity of which is cannot be precisely calculated as it is up to the final development plan.

The companion Mixed Use Planned Development is limiting the potential density and intensity per Table 1 below. The Intensive Development FLUC allows for the use of Greater Pine Island TDU's however, the MPD is proposing to use a few of that type of bonus density.

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	GPITDU Bonus Density Up to 8 du/ac
1-5	Mixed Use	53.13	0.79	5.79	46.55	Yes	662.76	378.72	378.72
6 & 7	Residential	8.13	0	0	8.13	No	113.82	65.04	65.04
TOTALS		***61.26***	***0.79***	***5.79***	***54.68***	**-**	***777***	***444***	***13****
** 13 du requested out of maximum 444 GPITDU that could be requested*								***1,234***	

Conclusion

Intense development is good in the correct location. The quadrant has been intended for intense development. The General Interchange and 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 into commercial services that will be proposed for the project.

EXHIBIT T6 – LEE PLAN ANALYSIS

DANIELS TOWN SQUARE CPA

Request Statement and Lee Plan Analysis

I. REQUEST

The contract purchaser for the 61.26+/- acre subject property, Bison Property Holdings, LLC ("Applicant"), is requesting a Comprehensive Plan Amendment for three changes to Lee County's Comprehensive Plan:

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 to the Mixed-use Overlay (MUO) north of Three Oaks Extension
3. Amend Table 1b to reallocate residential acreage from General Interchange to Intensive Development.

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 as shown in table 1 below. There are 5.19 acres of wetlands to be impacted as approved by ERP No. 230220-37612.

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	GPITDU Bonus Density Up to 8 du/ac
1-5	Mixed Use	53.13	0.79	5.79	46.55	Yes	662.76	378.72	378.72
6 & 7	Residential	8.13	0	0	8.13	No	113.82	65.04	65.04
TOTALS		***61.26***	***0.79***	***5.79***	***54.68***	-	***777***	***444***	***13****
** 13 du requested out of maximum 444 GPITDU that could be requested*								***1,234***	

Additionally, there is a companion zoning action to rezone from CPD to Mixed-use Planned Development (MPD) in case DCI2022-00059.

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. 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 with the Intensive Development FLUC allowing up to 30 units per acre utilizing Greater Pine Island Transfer of Development Units. 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, 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 wetland to be preserved and 5.79 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 5.79 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, Alico 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 ¼ to ½ mile of the majority of the development. Lee Tran (served by Bus Stop #1554 via Route 50 on Daniels Parkway within ¼ 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 ¼ mile or 1,320 feet.
2. The second has been called the Long Pedestrian Shed or ½ 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 ¼ or ½ 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 alterative 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.

EXHIBIT T7 – TRAFFIC CIRCULATION ANALYSIS

TR TRANSPORTATION CONSULTANTS, INC

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

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT STATEMENT

FOR

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

TRANSPORTATION CONSULTANTS, INC

CONTENTS

TR TRANSPORTATION CONSULTANTS, INC

I. INTRODUCTION

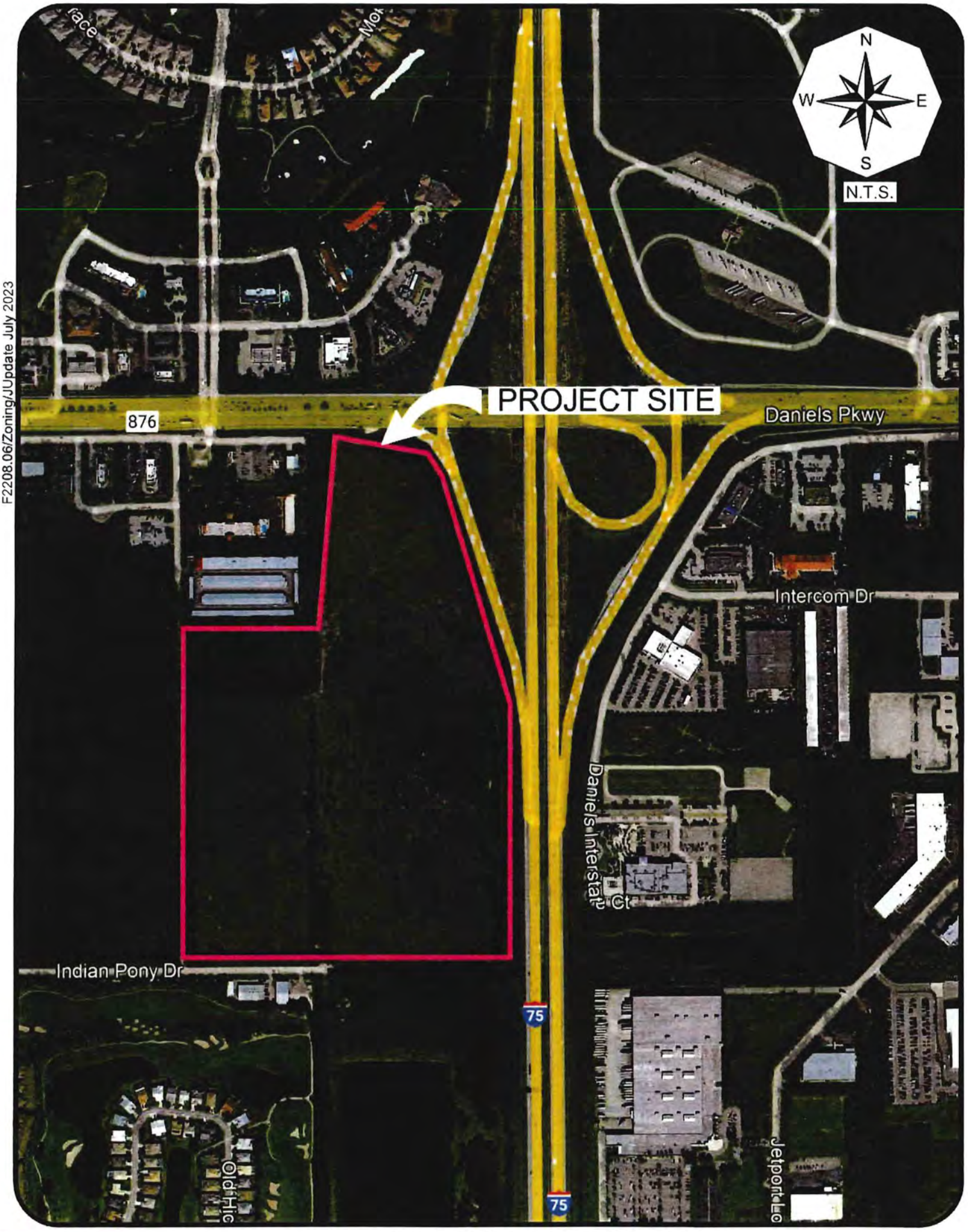
TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking rezoning approval. The proposed development is located at the southwest quadrant of the interchange of I-75 and Daniels 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/JUpdate July 2023

TR TRANSPORTATION CONSULTANTS, INC

PROJECT LOCATION MAP
DANIELS TOWN CENTER

Figure 1

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.

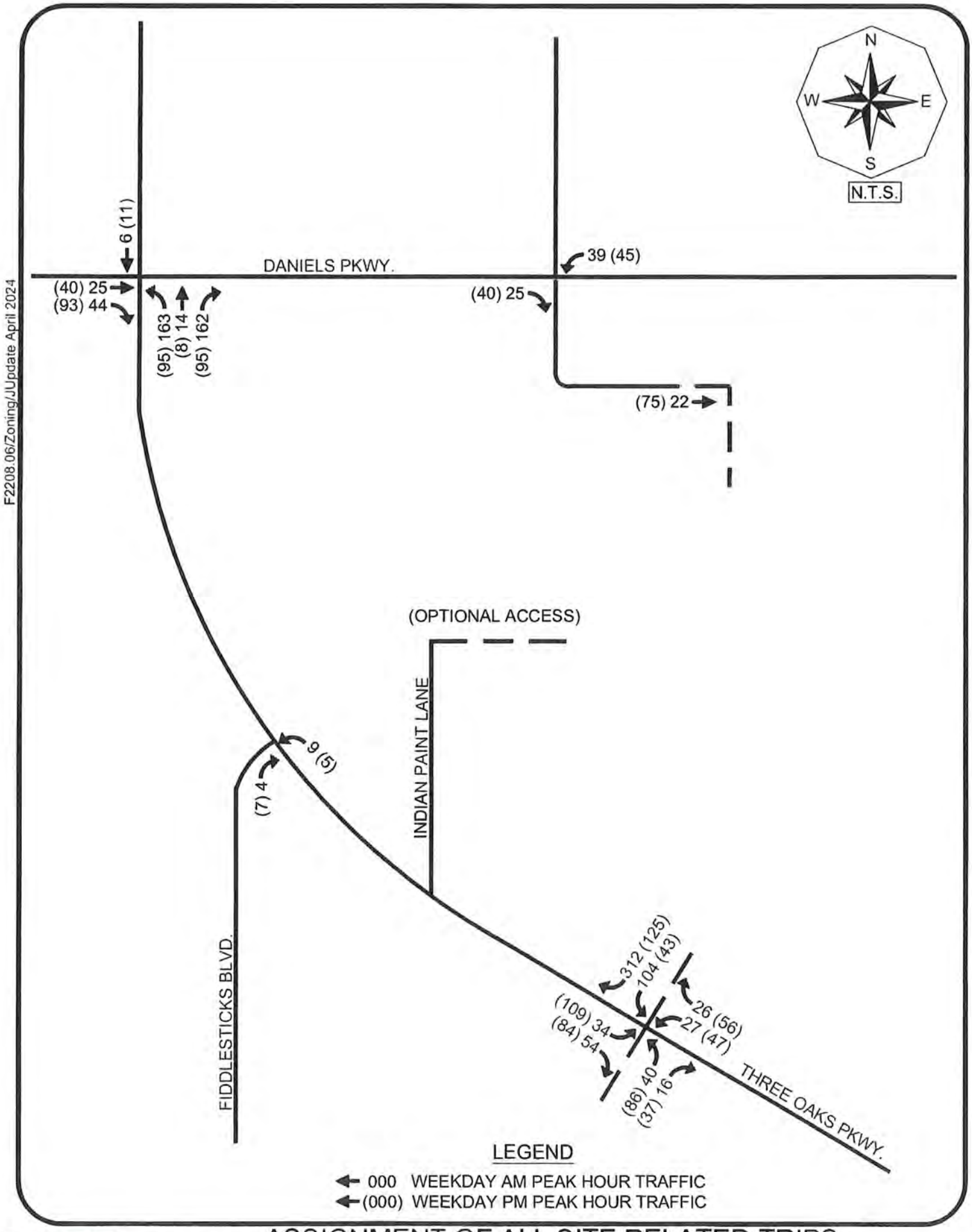
Pass-by traffic was also taken into account based on the proposed retail uses shown in Table 2. Consistent with previous analysis approved by Lee County, thirty percent (30%) of the total project traffic was assumed to be pass-by traffic for the retail uses. **Table 3** indicates the total commercial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



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ASSIGNMENT OF ALL SITE RELATED TRIPS
NET NEW + PASS-BY TRIPS
DANIELS TOWN CENTER

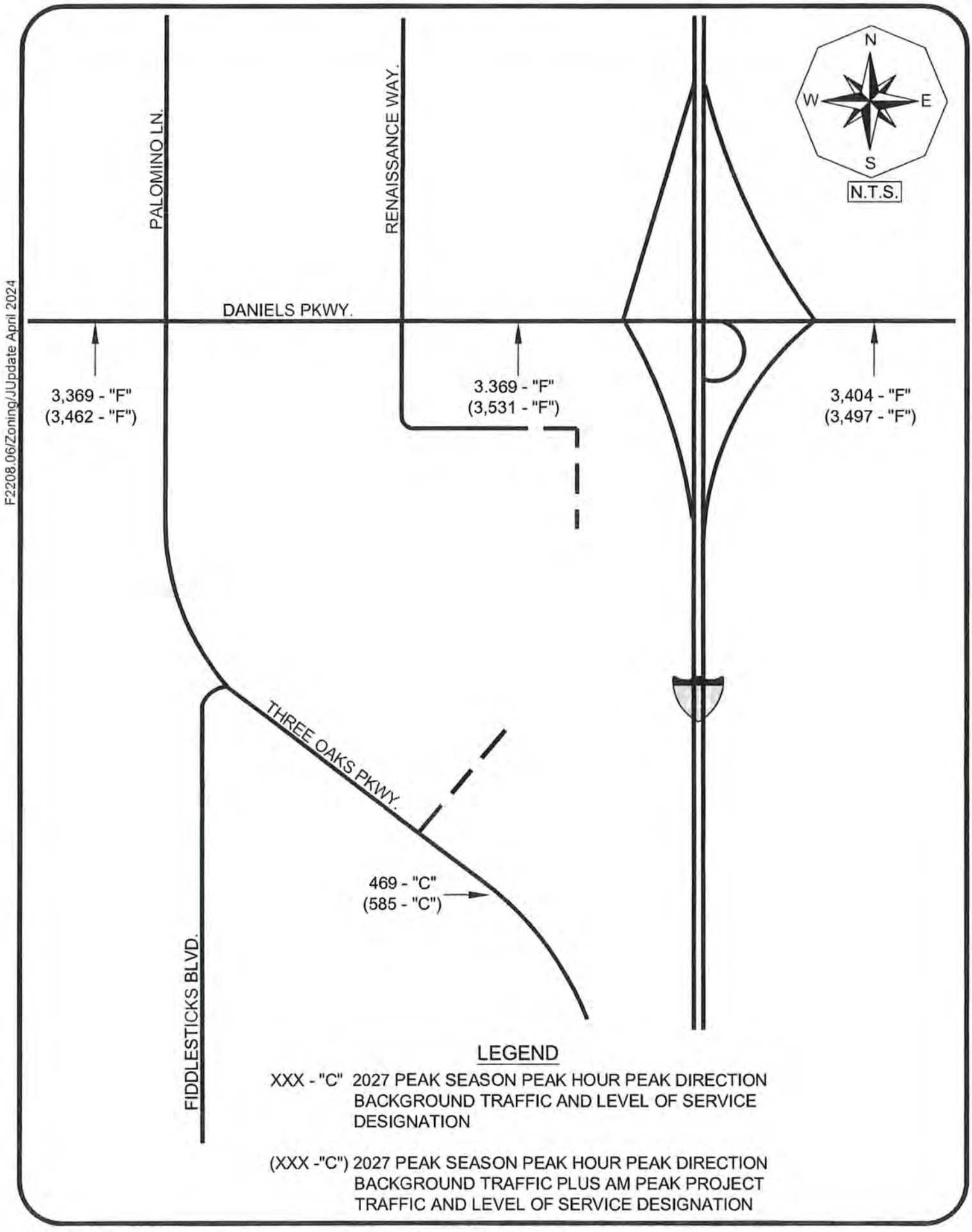
Figure 2

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

TR TRANSPORTATION CONSULTANTS, INC

2027 LEVEL OF SERVICE ANALYSIS
DANIELS TOWN CENTER

Figure 3

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 to 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 as 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 exist 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

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PERCENT PROJECT TRAFFIC	PROJECT TRAFFIC	PROJ/ LOS C
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	SITE/ STATION	BASE YR ADT	LATEST ADT	YRS OF GROWTH.[1]	ANNUAL RATE	2021 PK HR PK SEASON PEAK DIR.[2]	2027 PK HR PK SEASON PEAK DIRECTION VOLUME	LOS	V/C Ratio	PERCENT PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	2027 BCKGRND + AM PROJ VOLUME	LOS	V/C Ratio	2027 BCKGRND + PM PROJ VOLUME	LOS	V/C Ratio
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

Lee County
Generalized Peak Hour Directional Service Volumes
Urbanized Areas

April 2016 c:\input5

Uninterrupted Flow Highway

Level of Service

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

Arterials

Class I (40 mph or higher posted speed limit)

Level of Service

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

Class II (35 mph or slower posted speed limit)

Level of Service

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

Controlled Access Facilities

Level of Service

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

Collectors

Level of Service

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

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

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

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

Table 21 b) 2 of 7

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

Link No.	NAME	ROADWAY LINK FROM	ROADWAY LINK TO	F. Class	ROAD TYPE	PERFORMANCE STANDARD LOS	PERFORMANCE STANDARD DIRECTIONAL CAPACITY	2021 100TH HIGHEST HOUR LOS	2021 100TH HIGHEST HOUR VOL	2021 100TH HIGHEST HOUR V/C	FUTURE FORECAST (2026) LOS	FUTURE FORECAST (2026) VOL	FUTURE FORECAST (2026) V/C	Notes
04800	CEMETERY RD	BUCKINGHAM RD	HIGGINS AVE	Maj. Col	2LN	E	860	C	308	0.36	C	323	0.38	
04900	CHAMBERLIN PKWY	AIRPORT ENT	DANIELS PKWY	Maj. Col	4LN	E	1,790	C	105	0.06	C	150	0.08	Port Authority maintained
05000	COCONUT RD	WEST END	VIA VENETTO BLVD	Maj. Col	2LN	E	860	C	268	0.31	C	420	0.49	Estero maintains to east
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	226	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
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	Estero Crossing
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	1,388	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	
07900	DANIELS PKWY	METRO PKWY	SIX MILE PKWY	Controlled xs	6LD	E	2,680	D	2,109	0.79	E	2,520	0.94	Constrained
08000	DANIELS PKWY	SIX MILE PKWY	PALOMINO LN	Controlled xs	6LD	E	3,040	E	2,985	0.98	F	3,256	1.07	Constrained
08100	DANIELS PKWY	PALOMINO LN	I-75	Controlled xs	6LD	E	3,040	E	2,985	0.98	F	3,137	1.03	Constrained
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 Mntnd

County-Maintained Collector Roadway - Unincorporated Lee County

State-Maintained Arterial Roadway - Unincorporated Lee County

County-Maintained Collector Roadway - Incorporated Lee County

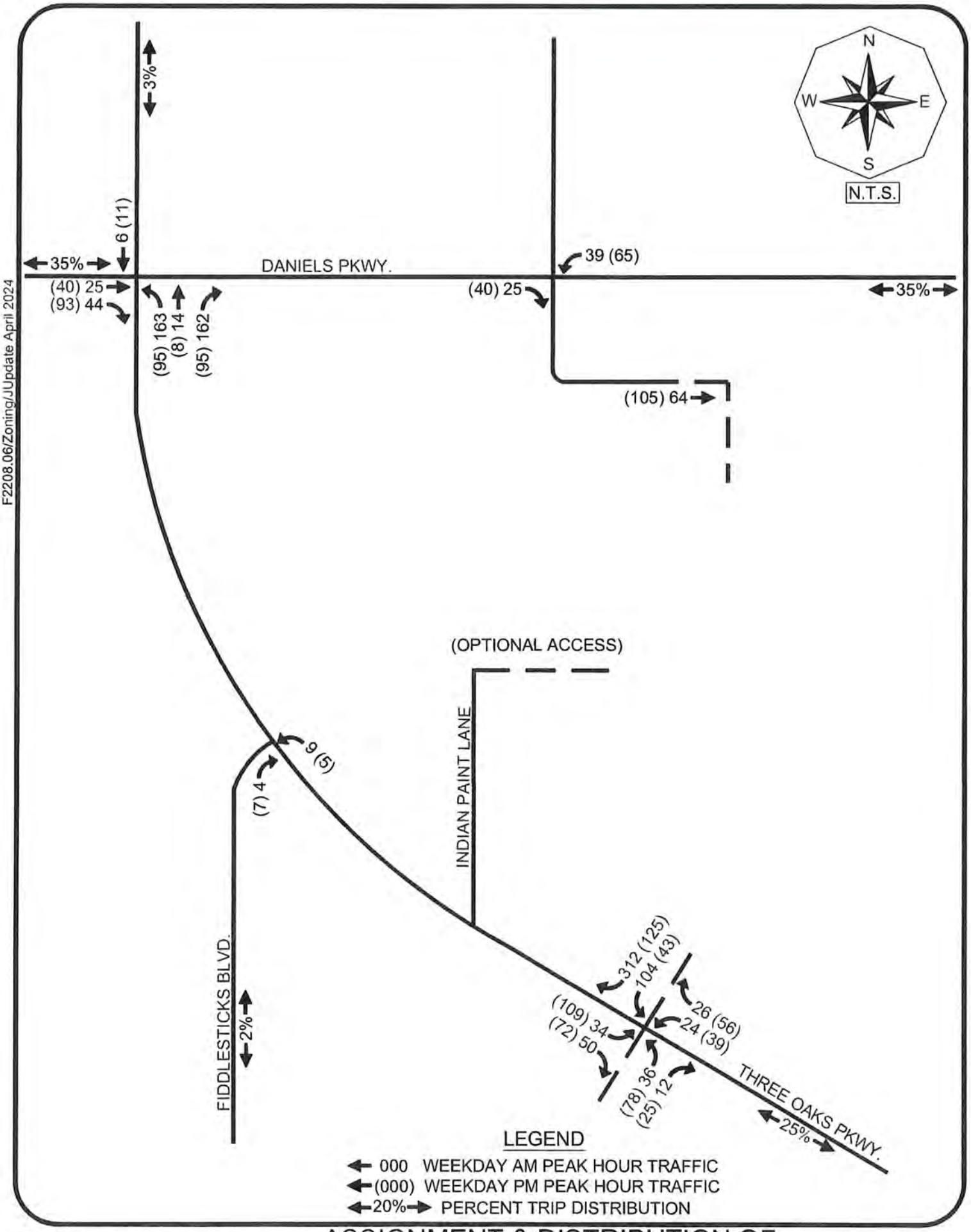
County Maintained Controlled Access Aterial Facility

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

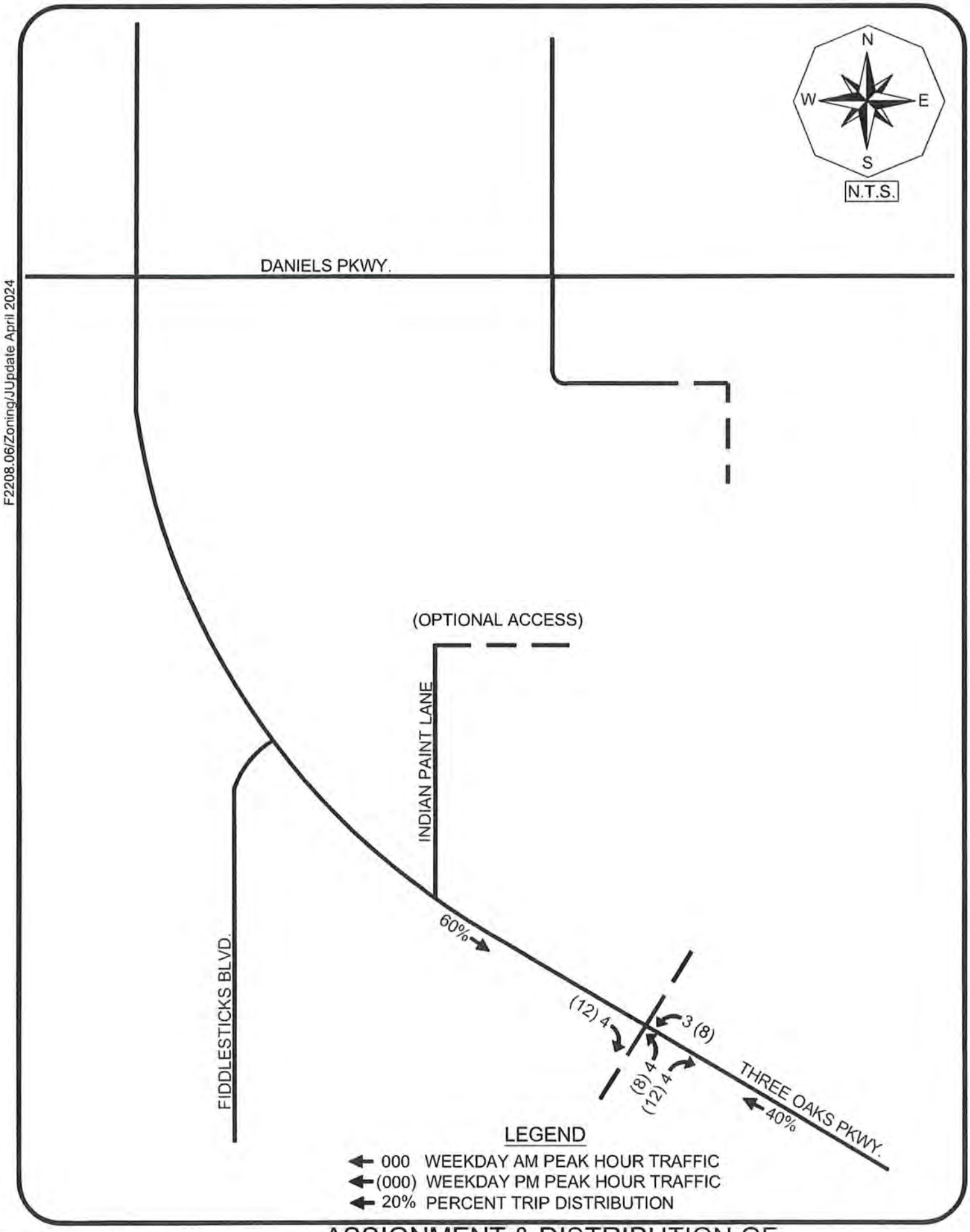


F2208.06/Zoning/JUpdate April 2024

TR TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT & DISTRIBUTION OF NET NEW PROJECT TRIPS DANIELS TOWN CENTER

Figure A-1



F2208.06/Zoning/JUpdate April 2024

TR TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT & DISTRIBUTION OF PASS-BY PROJECT TRIPS DANIELS TOWN CENTER

Figure A-2

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	30	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	31	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	52	44800	47100	44200		52600	51800	54500	48400	55800	56400
DANIELS PKWY	E OF TREELINE DR	32										
DANIELS PKWY	E OF CHAMBERLIN PKWY	48	35800	38100	37300	41900	45600	41400	41900	40600	46200	48600
DANIELS PKWY	W OF GATEWAY BLVD	89			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	2	37100	37800	38300			40700	40700	36000	45800	42100
DEL PRADO BLVD	S OF FOUR MILE COVE RD	40	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	44	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	28	21700	23000	24500	23700	24900	23900	27400	24800	27700	28700
FOWLER ST	S OF M.L.K. BLVD (SR 82)	119								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

MOCF: 0.97

WEEK	DATES	SF	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

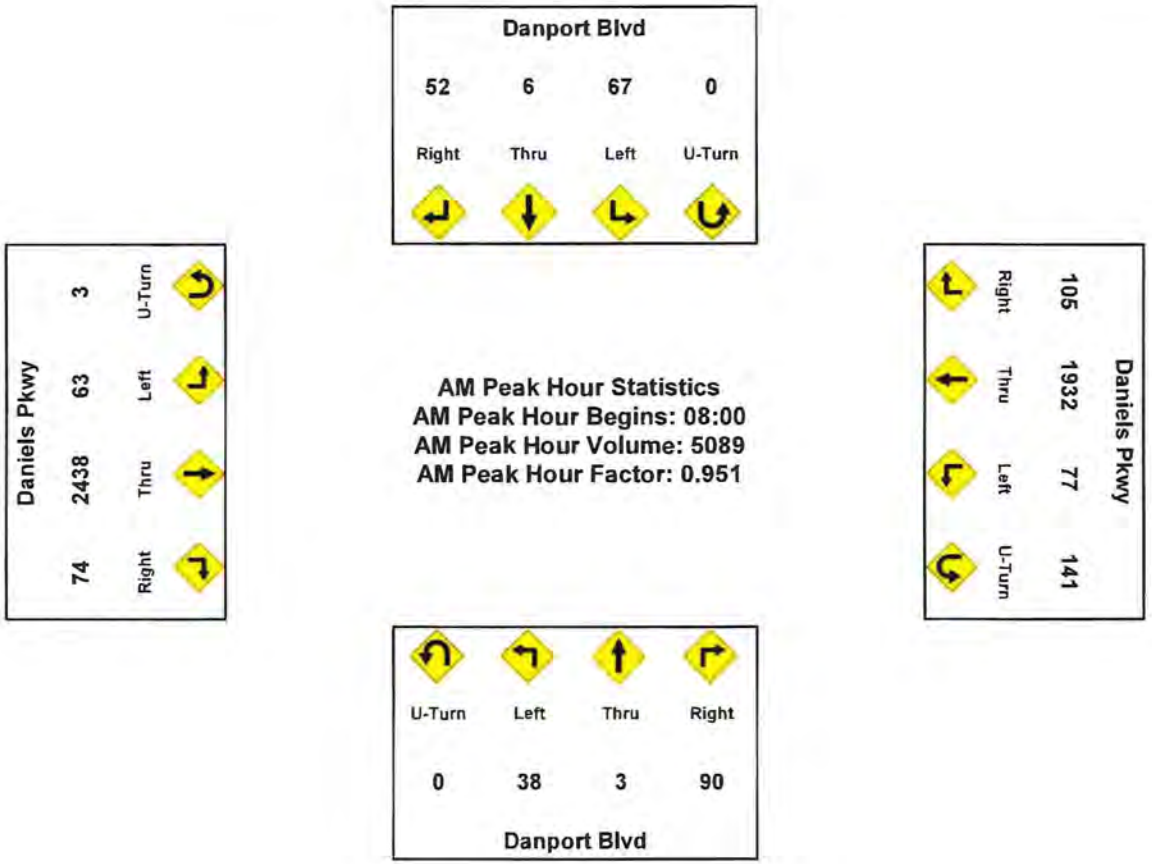
	Danport Blvd Southbound						Daniels Pkwy Westbound						Danport Blvd Northbound						Daniels Pkwy Eastbound					
Time	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Int Total
07:00		5	3	33	0	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
Site Code:
Location:
Cars and Peds
Study Date: 09/06/2022

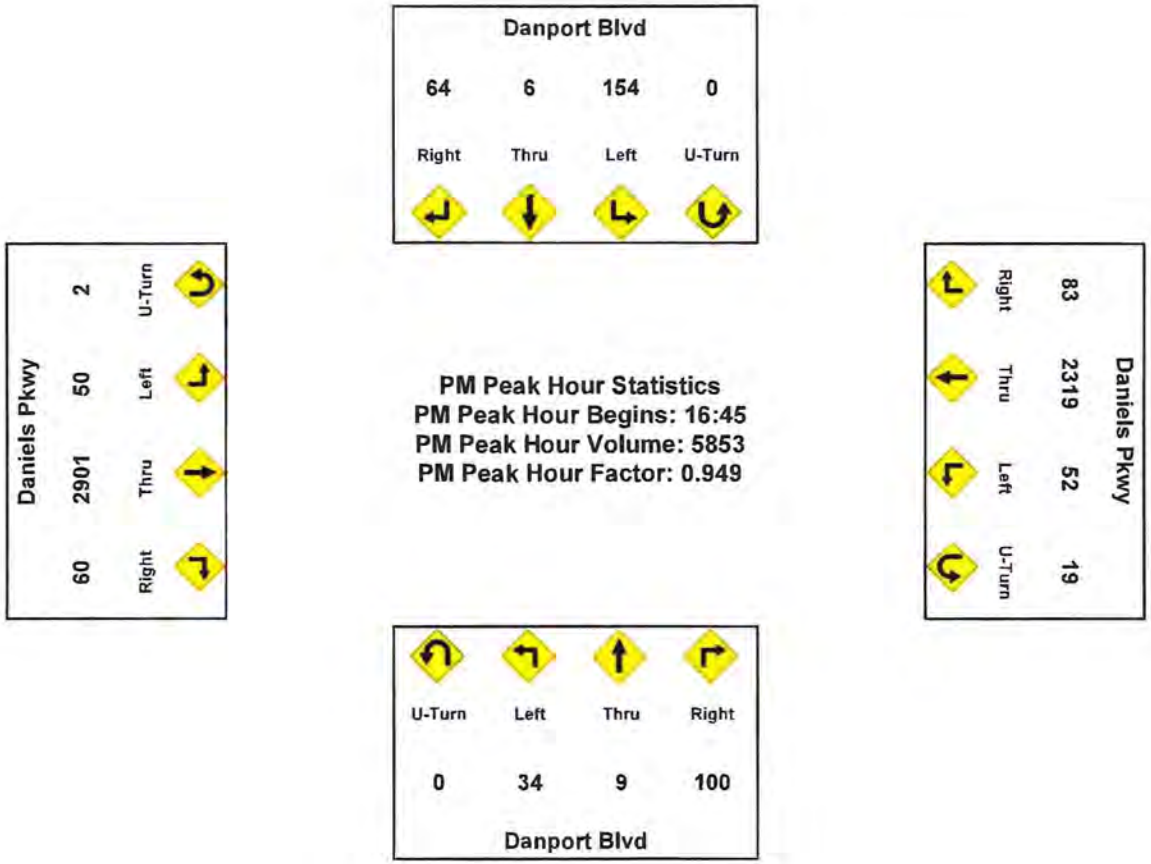
	Danport Blvd Southbound						Daniels Pkwy Westbound						Danport Blvd Northbound						Daniels Pkwy Eastbound						
Time	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Int Total
16:00		19	0	34	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
Location:

Cars and Peds

Site Code:
Study Date: 09/06/2022

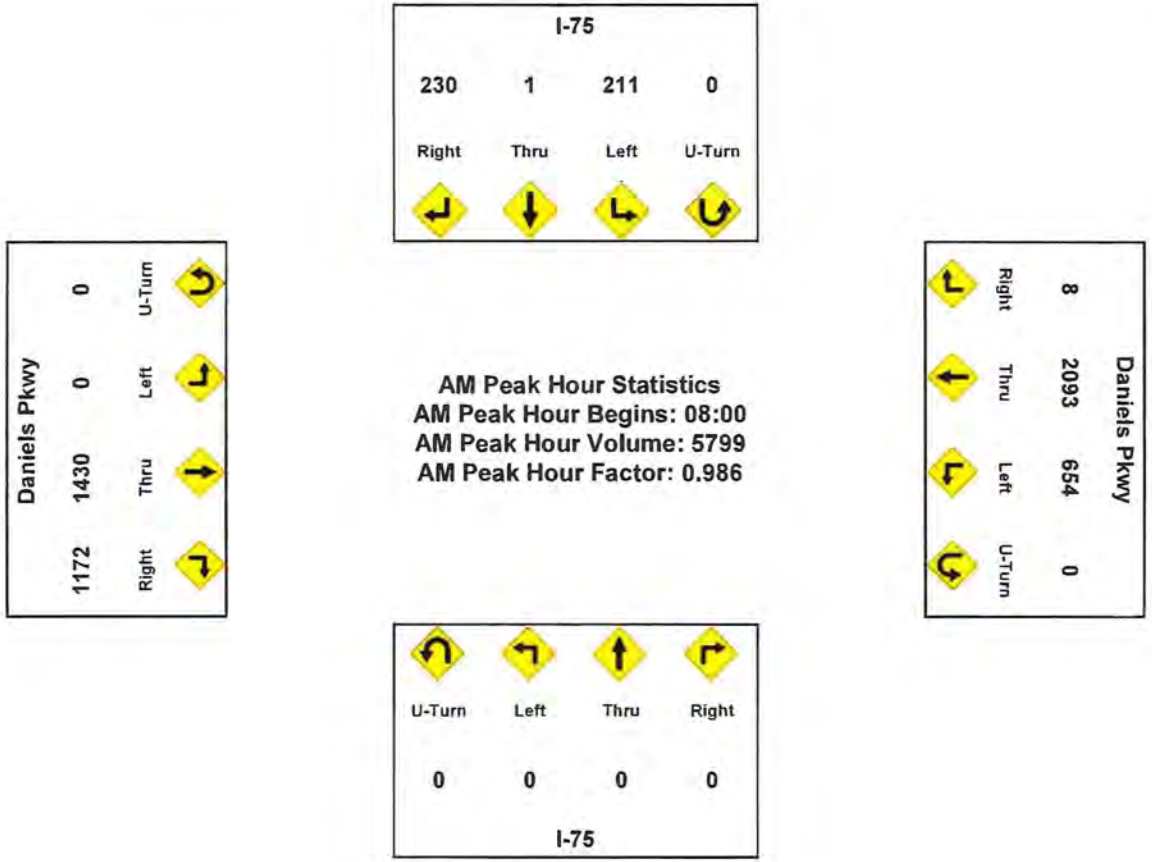
	I-75 Southbound						Daniels Pkwy Westbound						I-75 Northbound						Daniels Pkwy Eastbound					
Time	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Int Total
07:00		15	1	26	0	42		0	420	193	0	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 @ 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

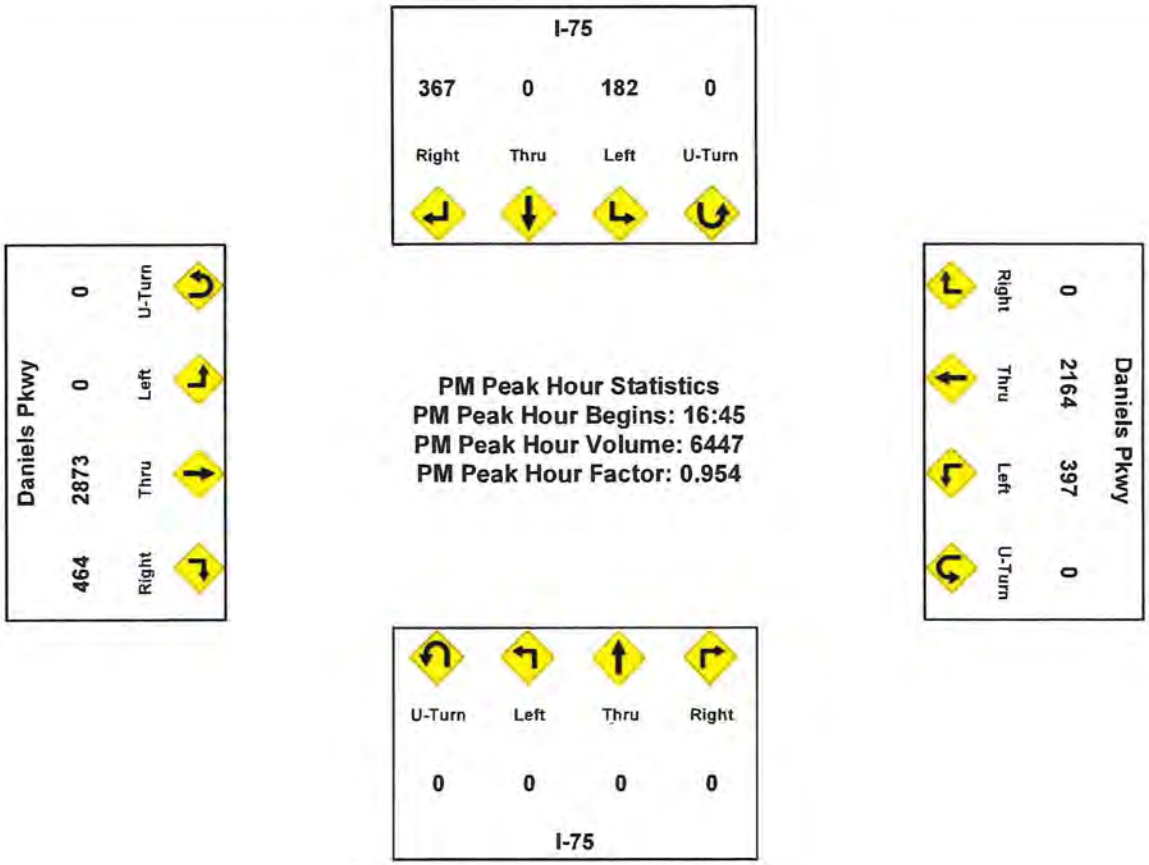
	I-75 Southbound						Daniels Pkwy Westbound						I-75 Northbound						Daniels Pkwy Eastbound						
Time	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Int Total
16:00		76	0	41	0	117		0	438	94	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



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 **Three Oaks Pkwy @ Daniels Town Center**
Count Date
Build-Out Year 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**		**0**
Project Turning Volumes	27		26	34		54	40			16	104		312
2027 Background + Project	**27**	**354**	**26**	**34**	**332**	**54**	**40**	**0**	**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**		**0**
Project Turning Volumes	47		56	109		84	86			37	43		125
2027 Background + Project	**40**	**407**	**56**	**122**	**308**	**106**	**101**	**0**	**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%

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

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

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

[4]Enter 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.

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

[6]Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

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%

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

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

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

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

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

[6]Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

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%

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

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

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

[4]Enter 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.

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

[6]Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

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%

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

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

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

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

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

[6]Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

FDOT FIVE YEAR WORK PROGRAM

I-75 @ DANIELS PARKWAY

Florida Department of

TRANSPORTATION

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
Description: SR 93 (I-75) AT CR 876 / DANIELS PARKWAY
Type of Work: INTERCHANGE IMPROVEMENT
Item Number: 446296-2
Length: 0.800

District 01 - Le
View Scheduled
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

View Contact Information for Office of Work Program and Budget

Application Home: Work Program
Office Home: Office of Work Program and Budget

INTERSECTION ANALYSIS
SYNCHRO SUMMARY SHEETS

DANIELS PARKWAY

@

DANPORT BLVD

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

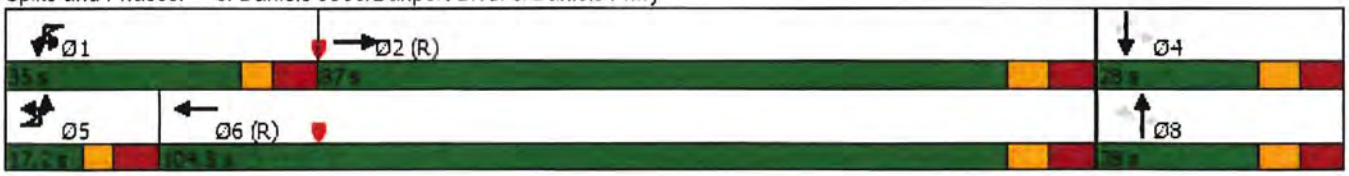
Lane Group	SBT	SBR
Lane Configurations	↑	↱
Traffic Volume (vph)	6	56
Future Volume (vph)	6	56
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		300
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	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	Cl+Ex	Cl+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	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4

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



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

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

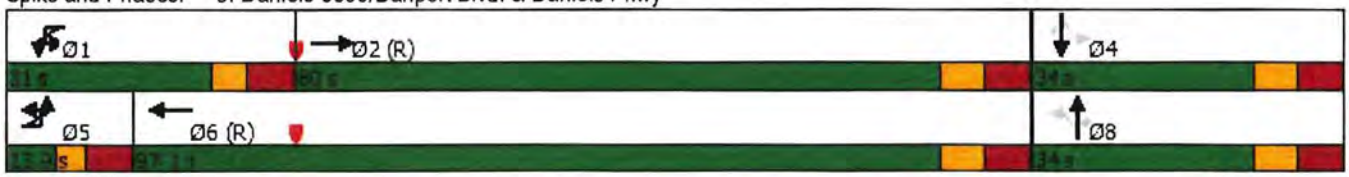
Lane Group	SBT	SBR
Lane Configurations	↑	↱
Traffic Volume (vph)	6	69
Future Volume (vph)	6	69
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		300
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	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	Cl+Ex	Cl+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	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4

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



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

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

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	Cl+Ex	Cl+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	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4

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 Effct 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

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

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
Frt			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	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

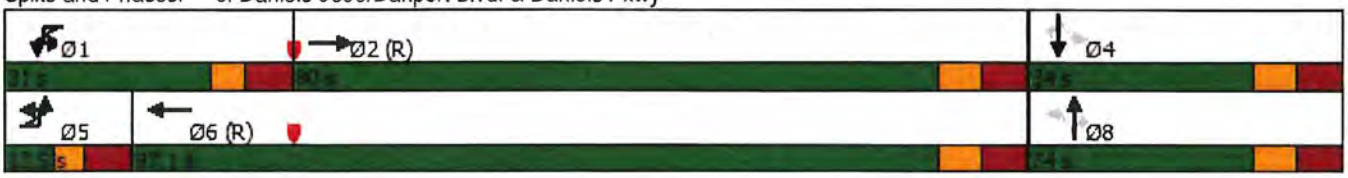
Lane Group	SBT	SBR
Lane Configurations	↑	↱
Traffic Volume (vph)	6	69
Future Volume (vph)	6	69
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		300
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	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	Cl+Ex	Cl+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	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4

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	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



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

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		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
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		Cl+Ex			Cl+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									

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

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		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
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		Cl+Ex			Cl+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									

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

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		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
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		Cl+Ex			Cl+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									

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

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		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
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		Cl+Ex			Cl+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									

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

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DANIELS TOWN CENTER ACCESS

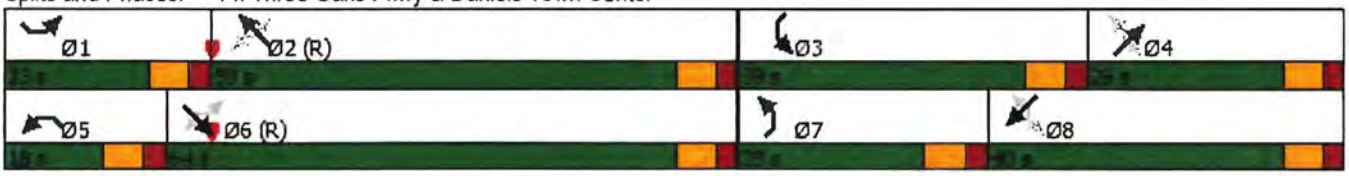
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	34	332	54	27	354	26	40	0	16	104	0	312
Future Volume (vph)	34	332	54	27	354	26	40	0	16	104	0	312
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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

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



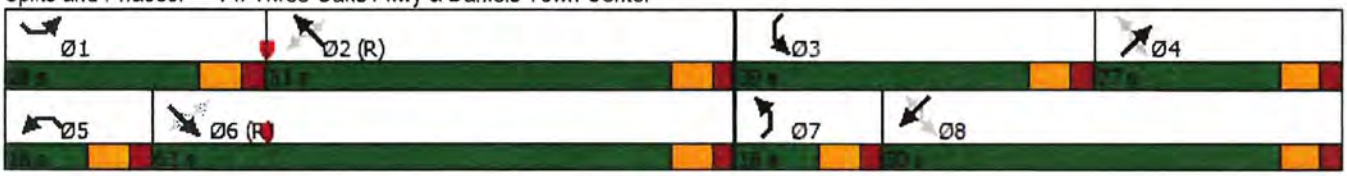
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	122	308	106	40	407	56	101	0	37	43	0	125
Future Volume (vph)	122	308	106	40	407	56	101	0	37	43	0	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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

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:

McCORMICK TAYLOR

1404 Dean Street, Suite 200
Fort Myers, FL 33901

Prepared for:

Lee County
Southwest Florida

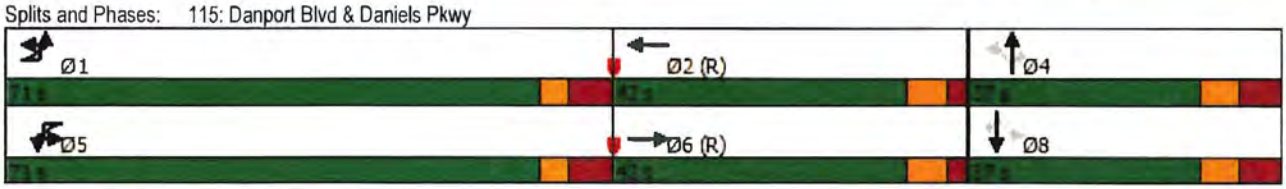
1500 Monroe Street
Fort Myers, FL 33901

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

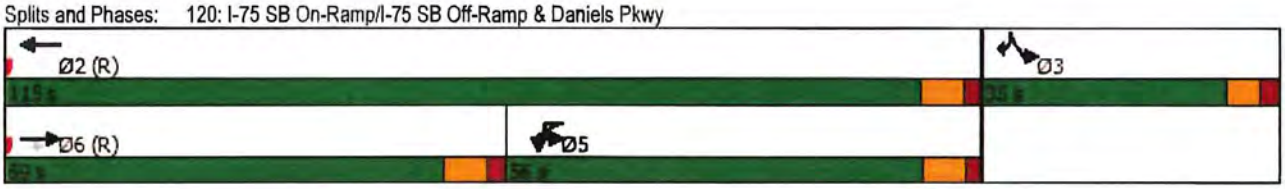


Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1929	332	573	2115	599	700
Future Volume (vph)	1929	332	573	2115	599	700
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	6		5	2	3	3
Permitted Phases		6			3	
Detector Phase	6	6	5	2	3	3
Switch Phase						
Minimum Initial (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 LOS: D
Intersection Capacity Utilization 101.5% — ICU Level of Service G
Analysis Period (min) 15

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



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

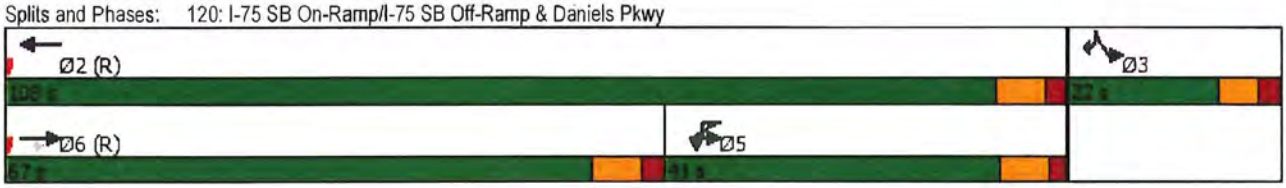
Splits and Phases: 115: Danport Blvd & Daniels Pkwy

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 Effct 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		

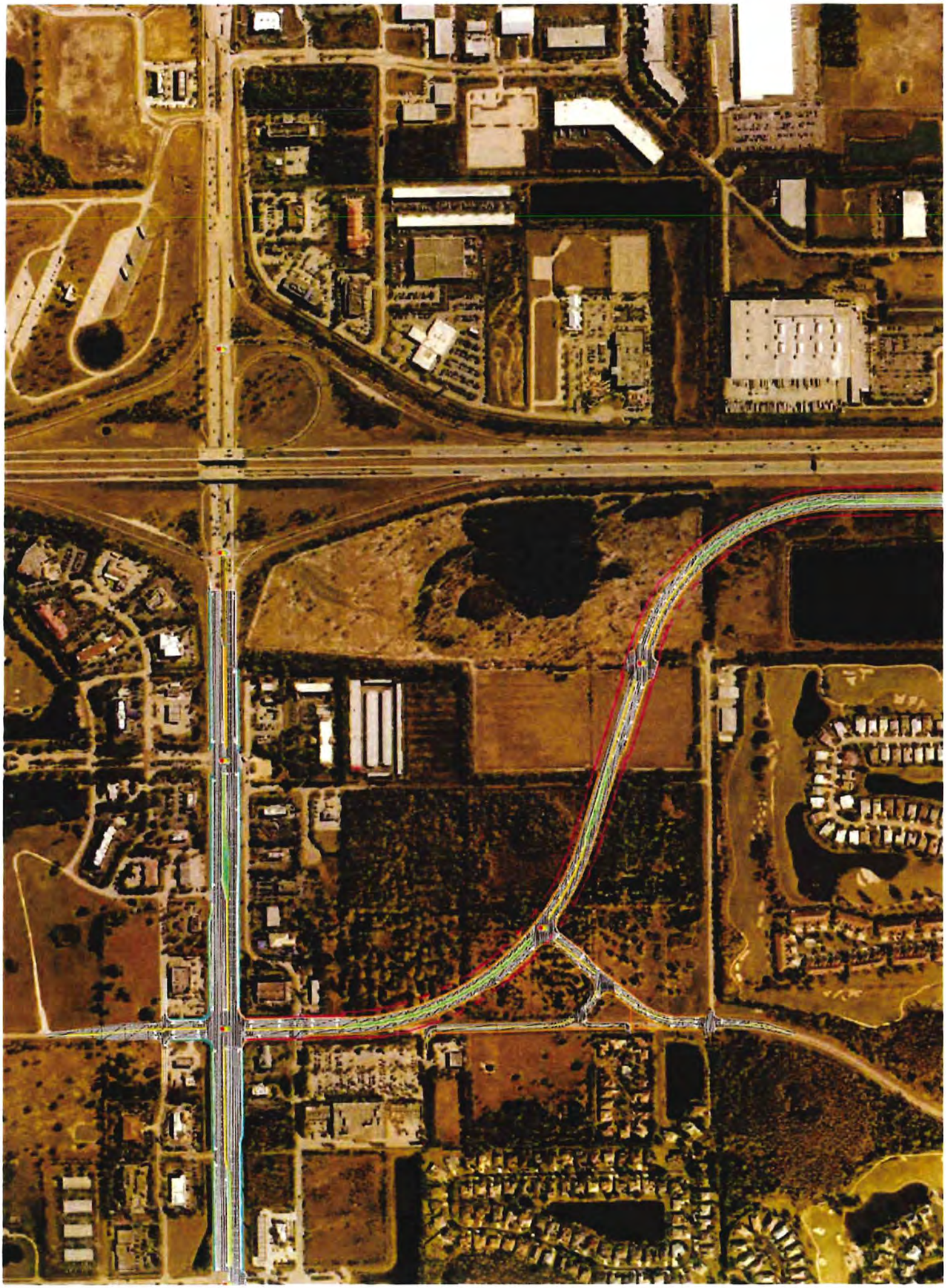
Intersection Summary

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

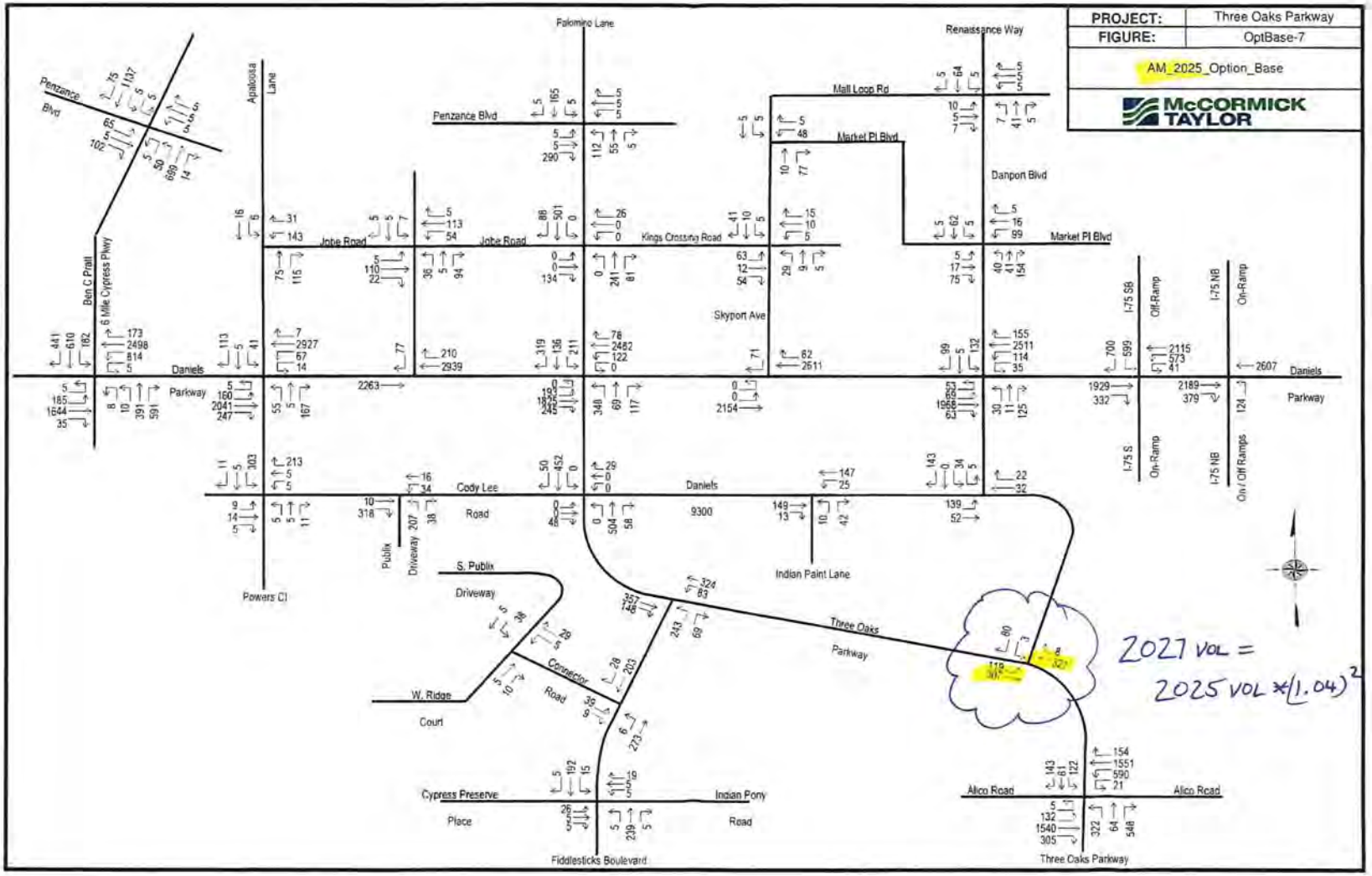
Splits and Phases: 120: I-75 SB On-Ramp/I-75 SB Off-Ramp & Daniels Pkwy

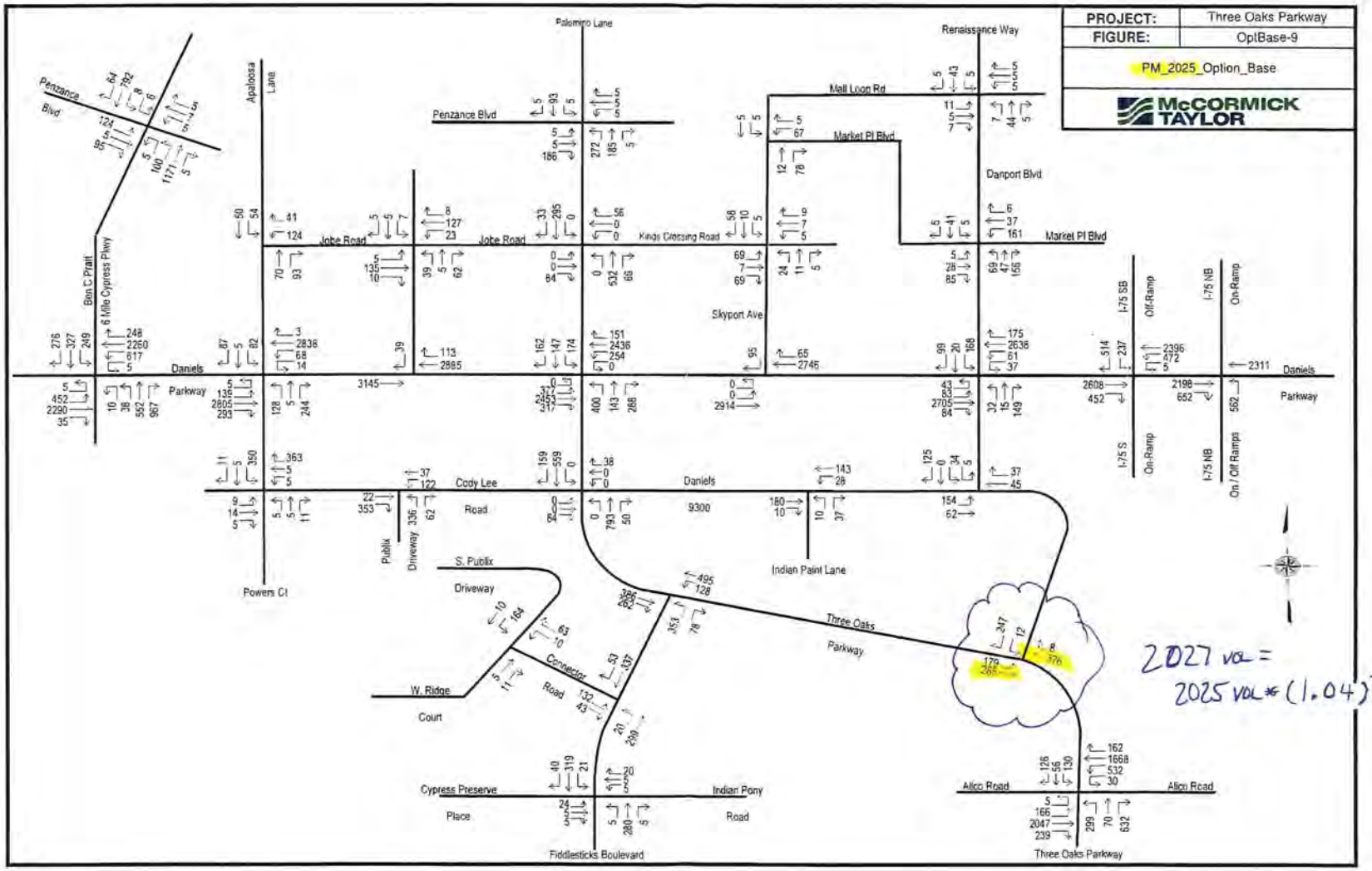


THRE OAKS PARKWAY ALIGNMENT



DEVELOPMENT OF FUTURE BACKGROUND THROUGH VOLUMES ON THREE OAKS PARKWAY


PROJECT: Three Oaks Parkway
FIGURE: OptBase-7
AM_2025_Option_Base
McCORMICK TAYLOR
Palomino Lane
Renaissance Way
Penzance Blvd
Apalousa Lane
Mall Loop Rd
Market Pl Blvd
Danport Blvd
Jobe Road
Kings Crossing Road
Skyport Ave
Ben C Pratt
6 Mile Cypress Pkwy
Daniels Parkway
I-75 SB Off-Ramp
I-75 NB On-Ramp
I-75 S On-Ramp
I-75 NB On / Off Ramps
Cody Lee Road
Powers Ct
Publix Driveway
S. Publix Driveway
Indian Paint Lane
Three Oaks Parkway
W. Ridge Court
Connector Road
Cypress Preserve Place
Indian Pony Road
Fiddlesticks Boulevard
Alico Road
2027 VOL =
2025 VOL * (1.04)^2


PROJECT: Three Oaks Parkway
FIGURE: OptBase-9
PM_2025_Option_Base
McCORMICK TAYLOR
Palomino Lane
Renaissance Way
Penzance Blvd
Mall Loop Rd
Market Pl Blvd
Danport Blvd
Apaloosa Lane
Jobe Road
Kings Crossing Road
Skyport Ave
Ben C Pratt 6 Mile Cypress Pkwy
Daniels Parkway
Cody Lee Road
Publix Driveway
S. Publix Driveway
Powers Ct
Indian Paint Lane
Three Oaks Parkway
W. Ridge Court
Connector Road
Cypress Preserve Place
Indian Pony Road
Fiddlesticks Boulevard
Alico Road
I-75 SB Off-Ramp
I-75 NB On-Ramp
I-75 S On-Ramp
I-75 NB On / Off Ramps
2027 vol =
2025 vol * (1.04)^2

TRIP GENERATION EQUATIONS

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

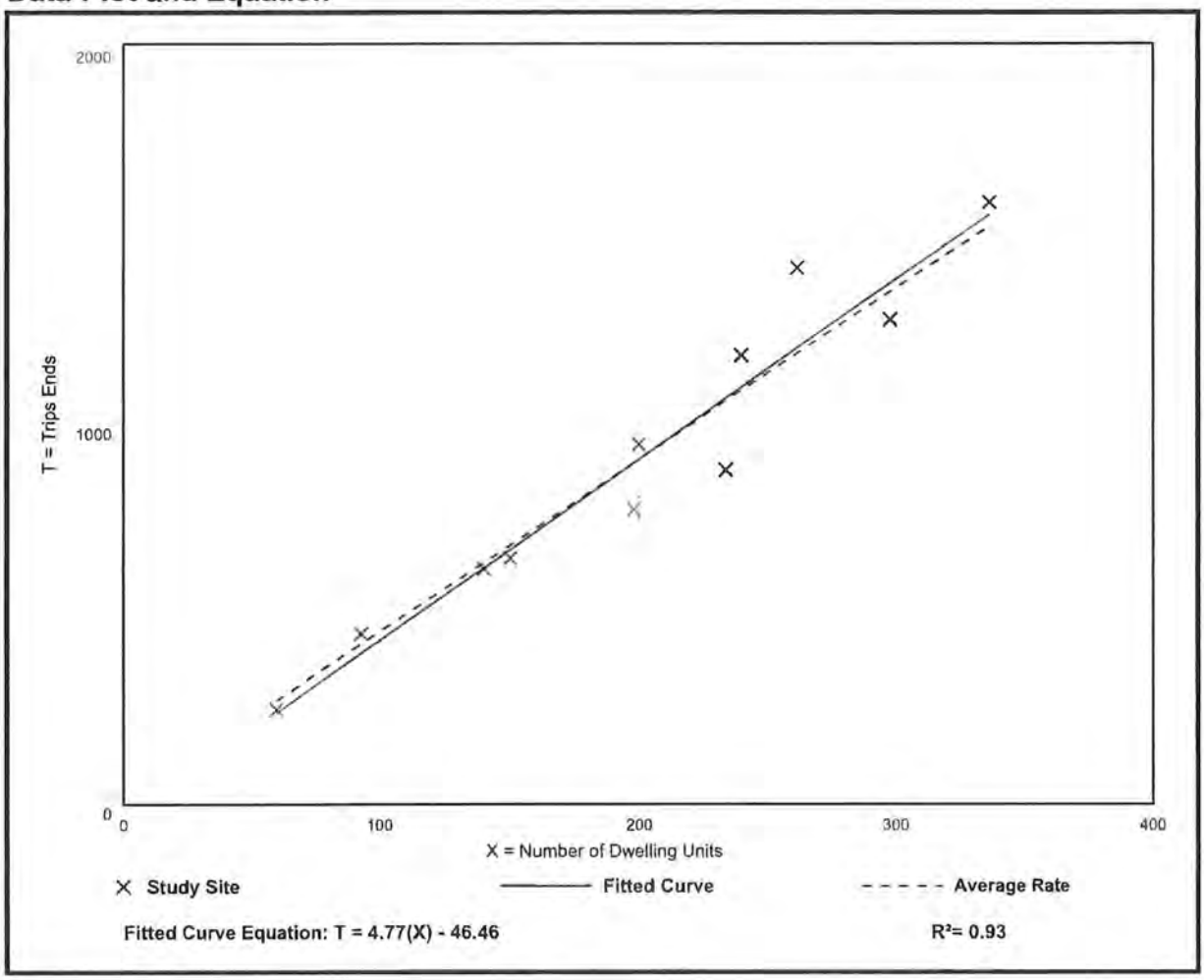
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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



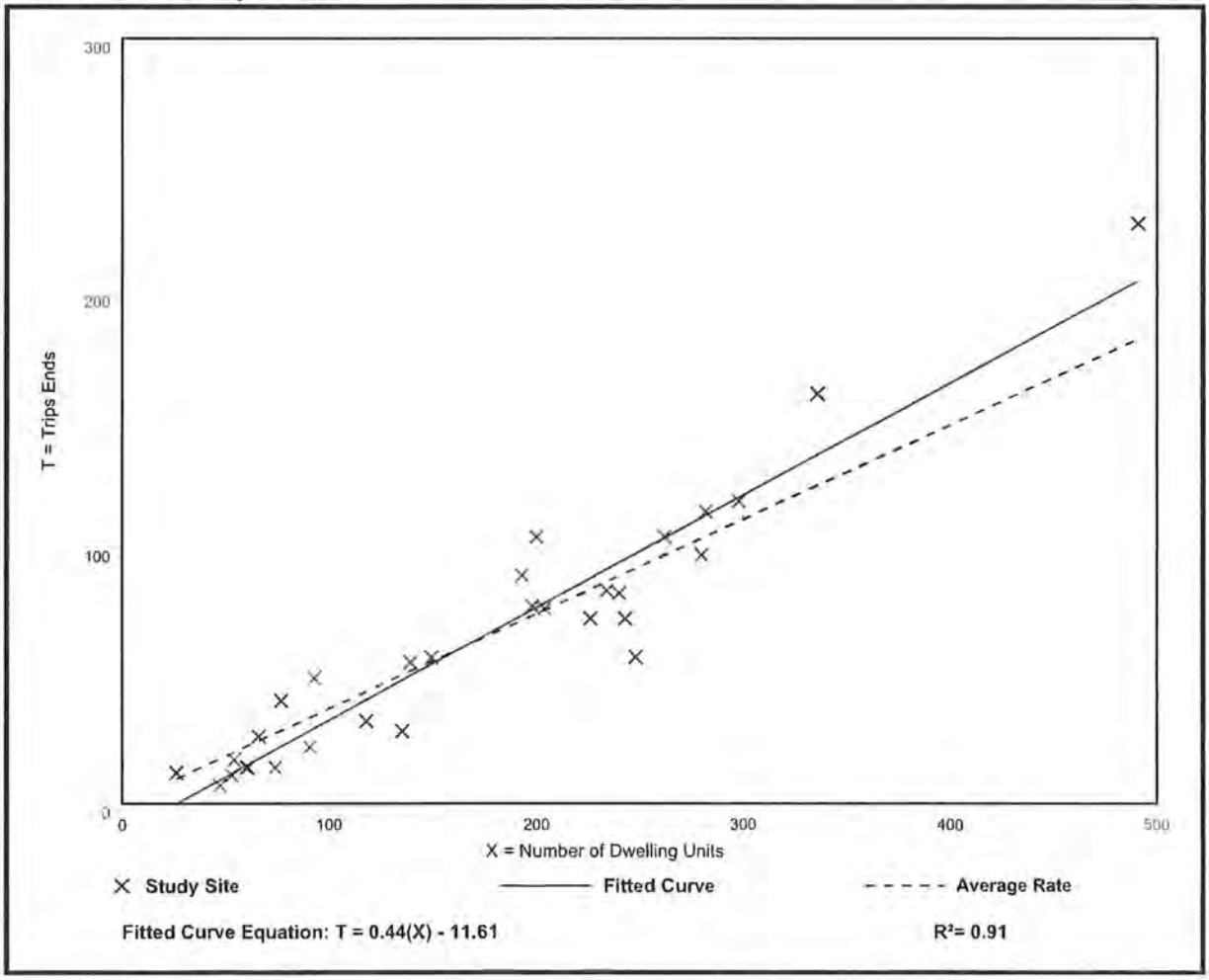
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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



Fitted Curve Equation: T = 0.44(X) - 11.61

R^2= 0.91

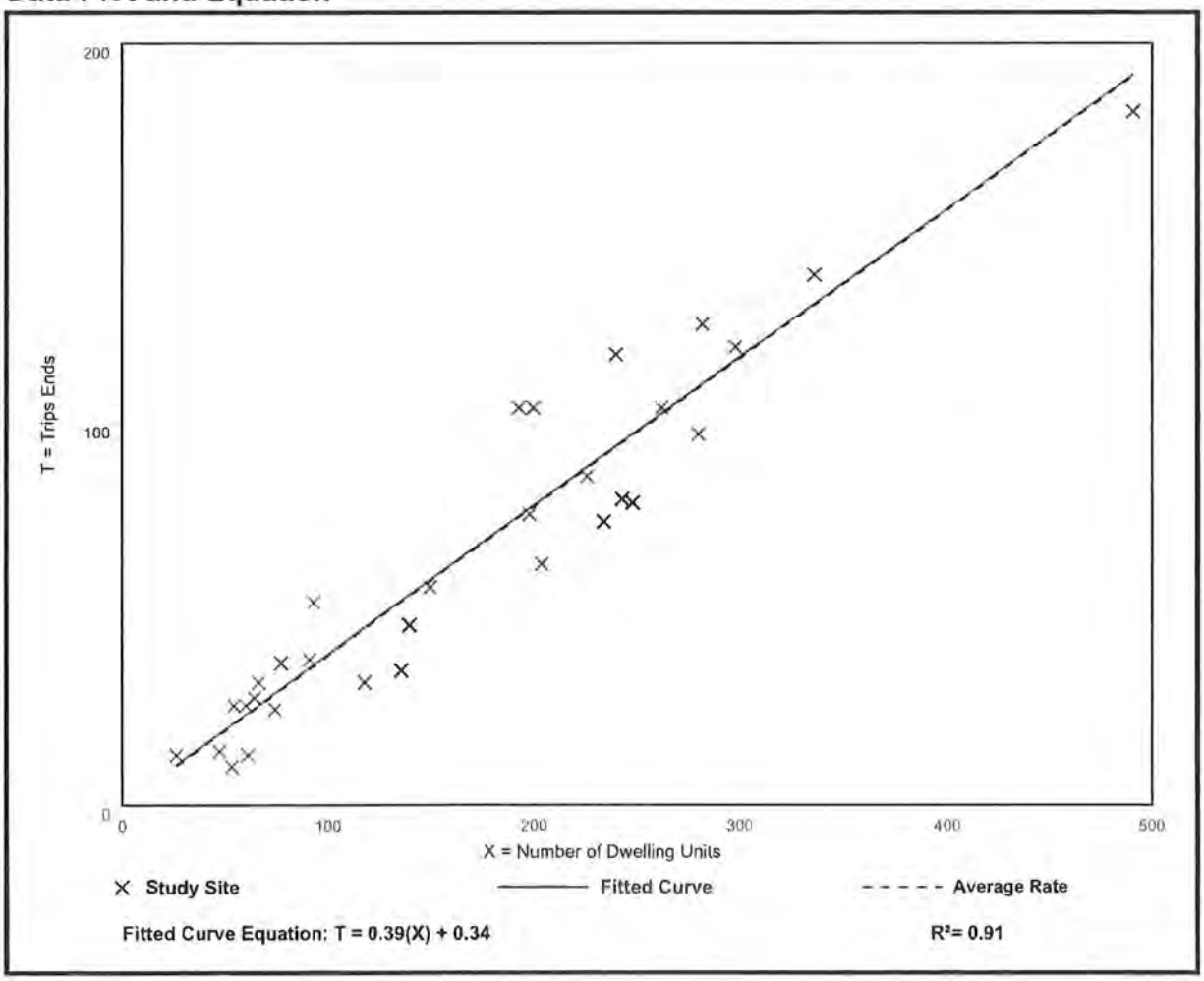
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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)

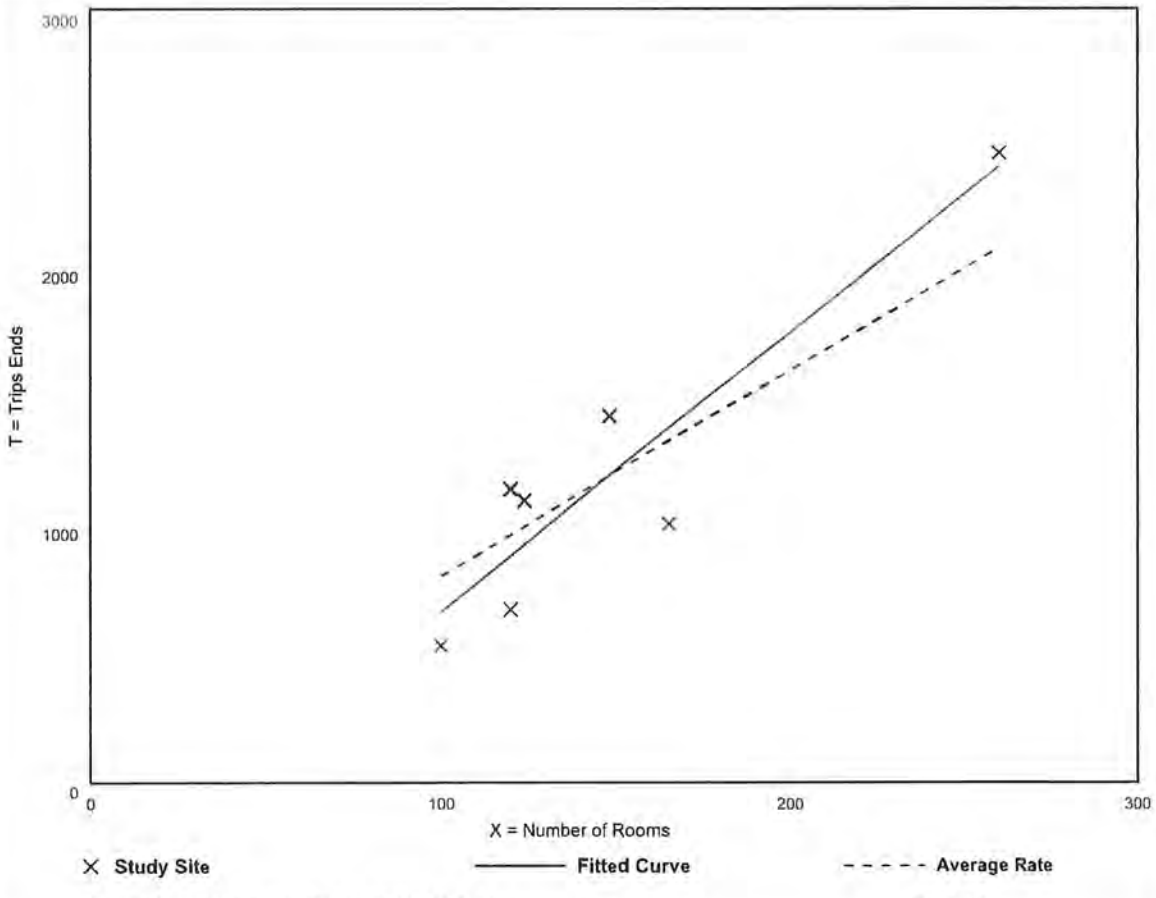
Vehicle Trip Ends vs: Rooms
On a: Weekday

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



Fitted Curve Equation: T = 10.84(X) - 423.51

R^2= 0.85

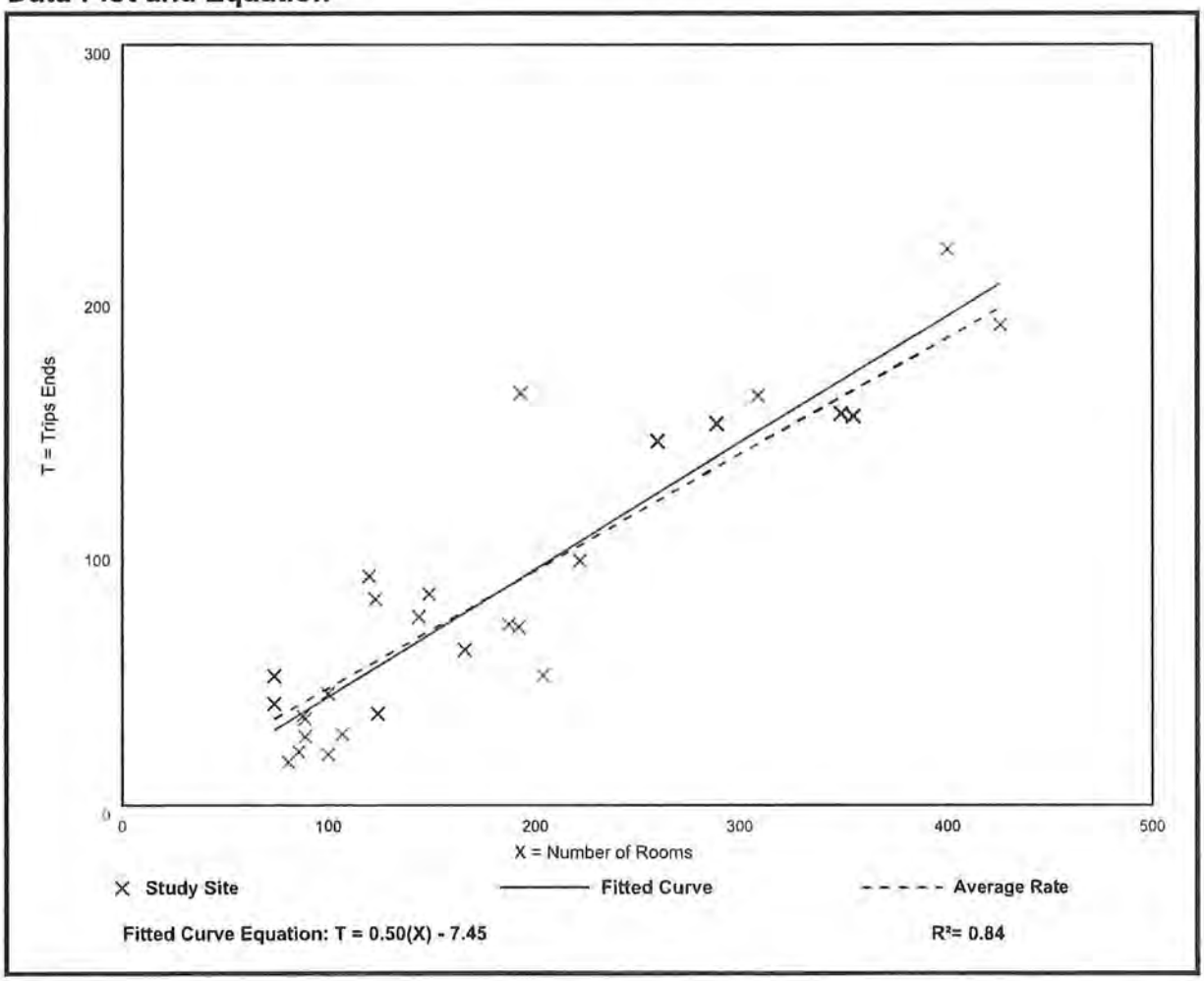
Hotel
(310)

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



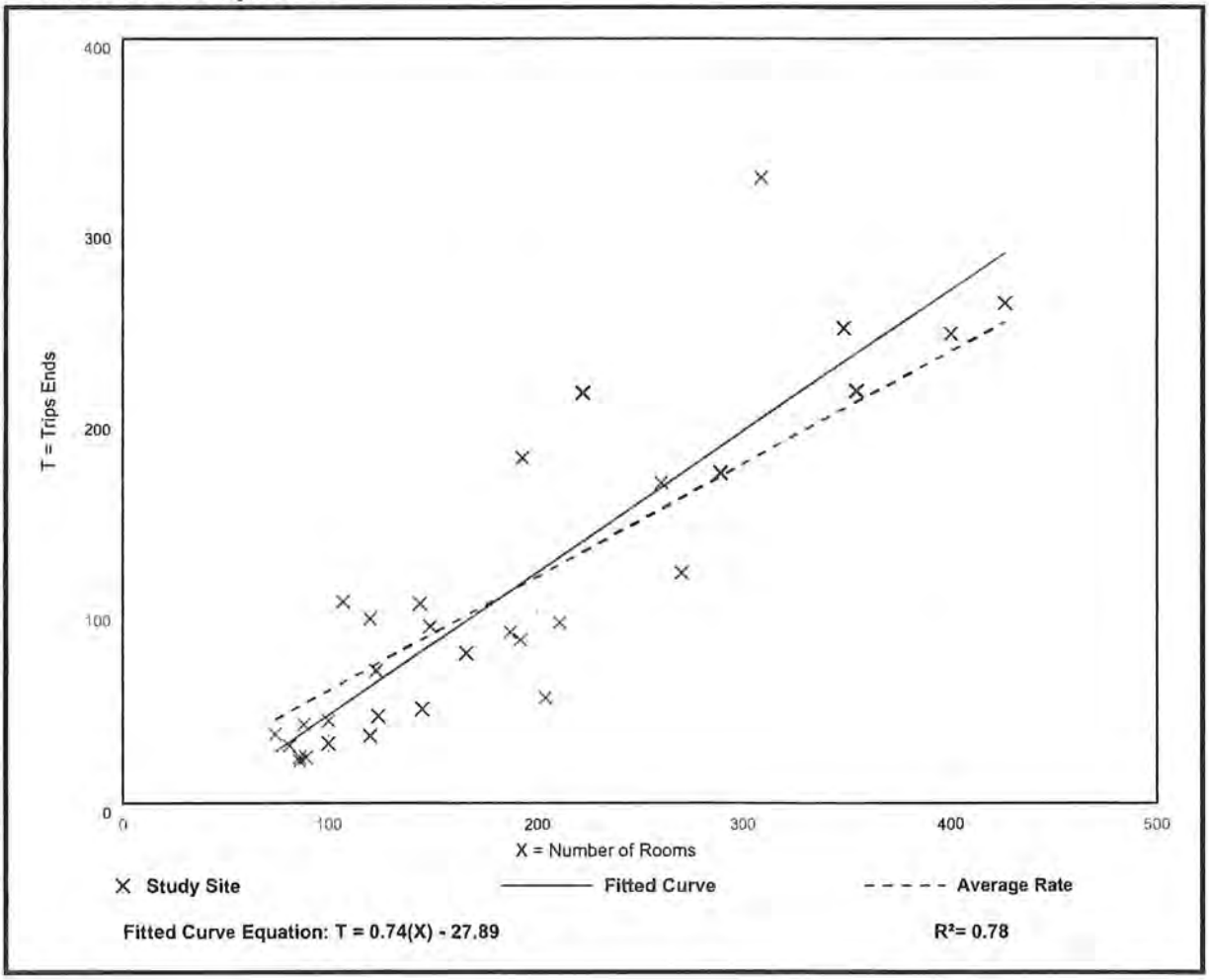
Hotel
(310)

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



Fitted Curve Equation: T = 0.74(X) - 27.89

R^2= 0.78

Strip Retail Plaza (<40k)
(822)

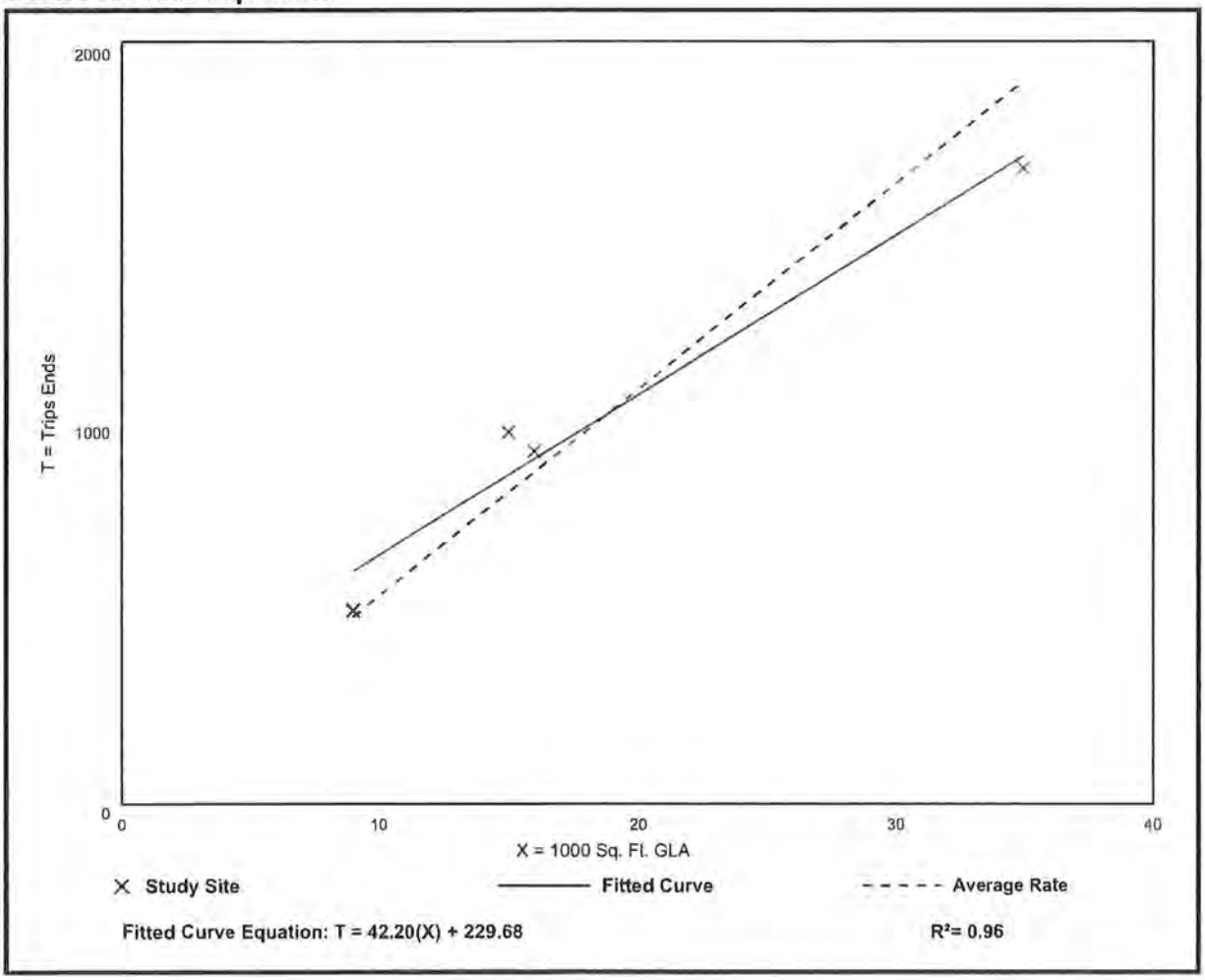
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

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



Fitted Curve Equation: T = 42.20(X) + 229.68

R^2= 0.96

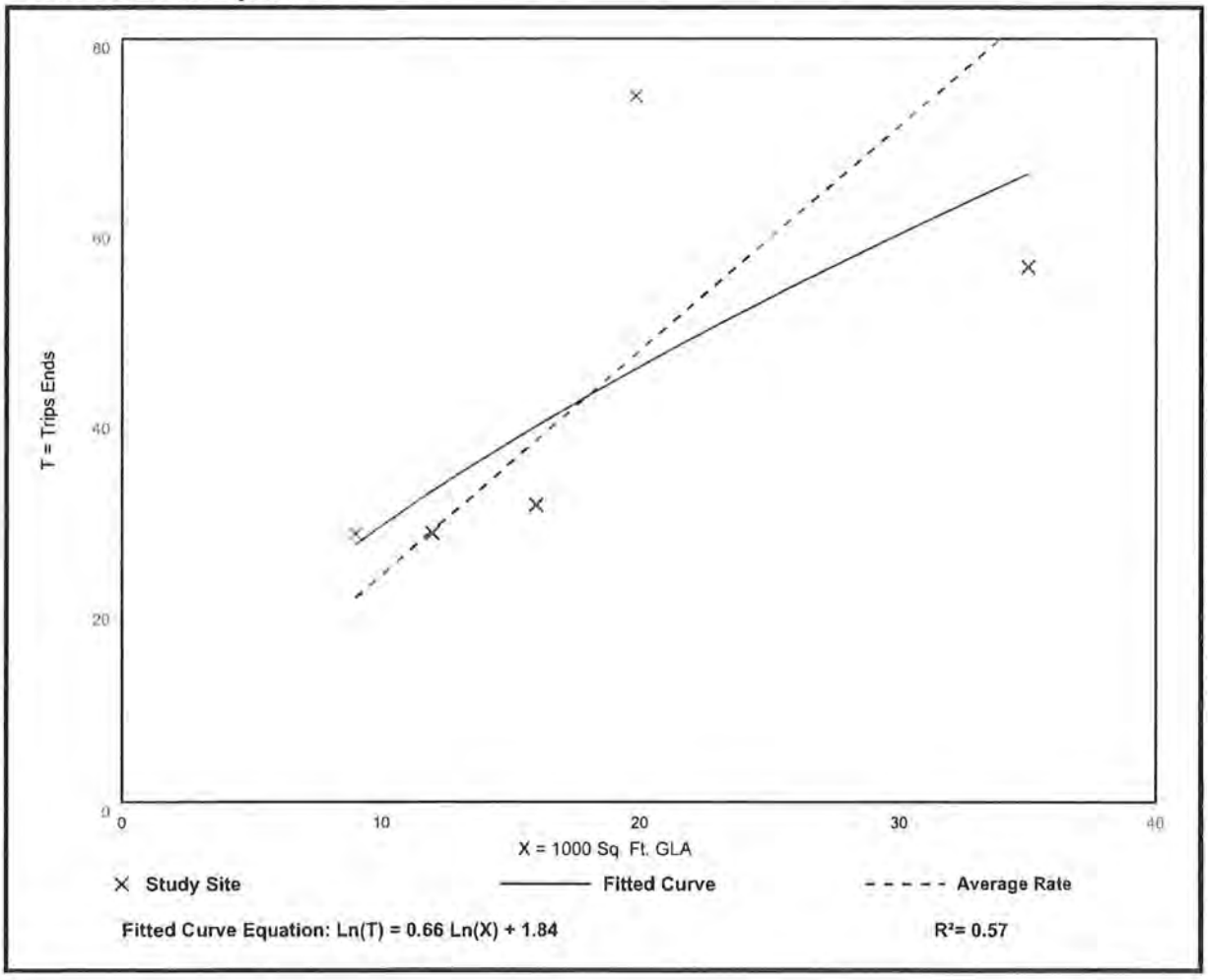
Strip Retail Plaza (<40k)
(822)

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



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84

R^2= 0.57

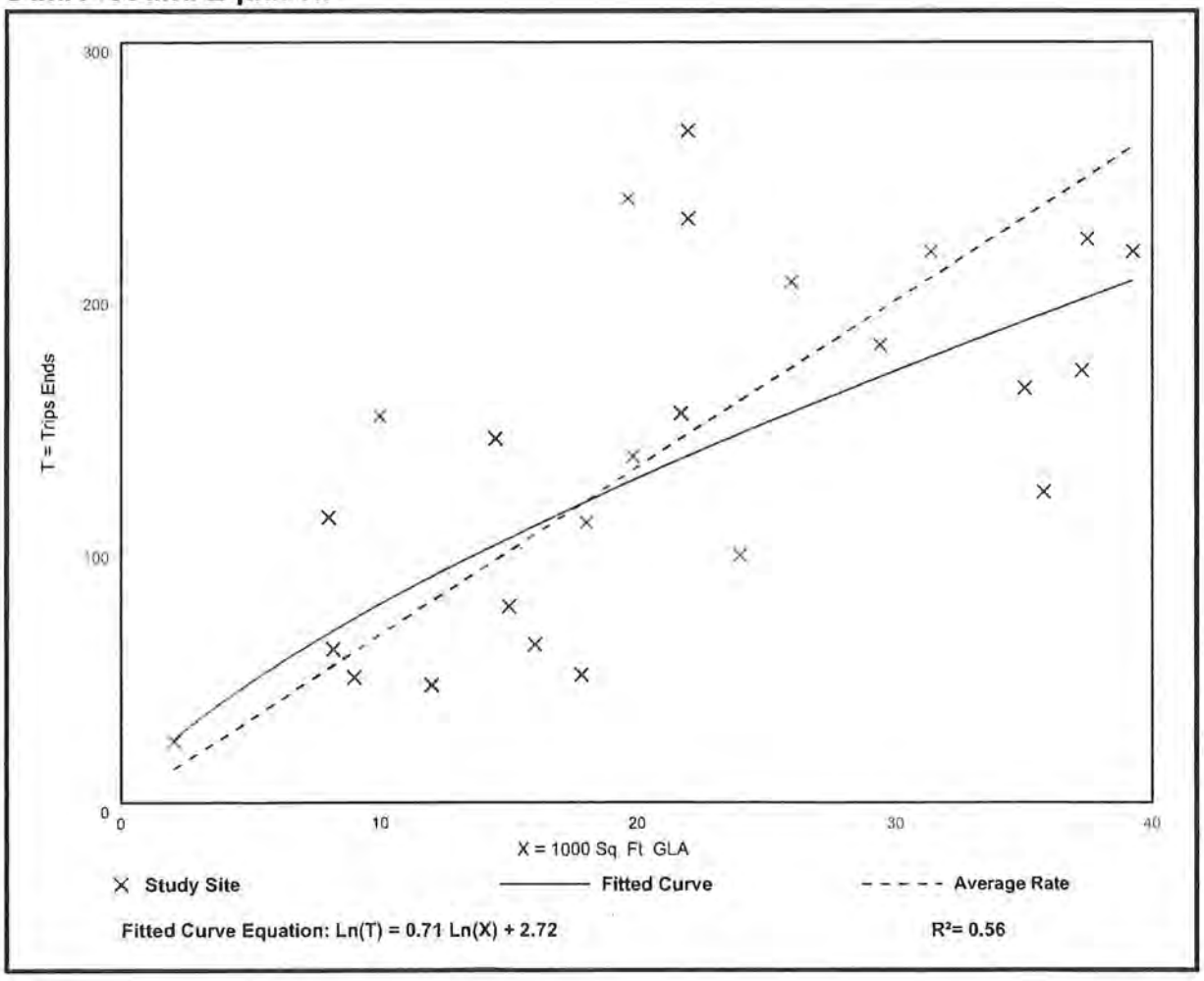
Strip Retail Plaza (<40k)
(822)

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



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.72

R^2= 0.56

EXHIBIT T8 – HISTORIC RESOURCES IMPACT ANALYSIS

DANIELS TOWN SQUARE CPA

Historic Resources Impact Analysis

I. REQUEST

The contract purchaser for the 61.26+/- acre subject property, Bison Property Holdings, LLC ("Applicant"), is requesting a Comprehensive Plan Amendment for three changes to Lee County's Comprehensive Plan:

1. Amend Map 1-A – Future Land Use – from General Interchange to the Intensive Development Future Land Use Category (FLUC) and
2. Amend Map 1-B – Mixed-use Overlay – to add the property to the Mixed-use Overlay (MUO).
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.

Additionally, there is a companion zoning action being submitted to rezone from CPD to Mixed-use Planned Development (MPD). The intent is to use the property as a commercial retail and employment center as well as multifamily residential housing.

II. HISTORIC RESOURCES IMPACT ANALYSIS

The property does not contain any historic resources (including structure, districts, and/or archaeologically sensitive areas). A letter has been secured from the Division of Historical Resources - Florida Department of State which is included in this document.

EXHIBIT T9 AND 10 – STATE AND REGIONAL POLICY ANALYSIS

DANIELS TOWN SQUARE CPA

State Policy Plan and Regional Policy Plan

I. STATE COMPREHENSIVE PLAN

Although the Community Planning Act of 2011 eliminated the requirement for consistency of the local comprehensive plan with the state comprehensive plan, the following analysis is included for further justification of the request. The plan amendment is consistent and furthers the adopted State Comprehensive Plan. Relevant portions are discussed below.

187.201(6) PUBLIC SAFETY.—
(a) Goal.—Florida shall protect the public by preventing, discouraging, and punishing criminal behavior, lowering the highway death rate, and protecting lives and property from natural and manmade disasters.

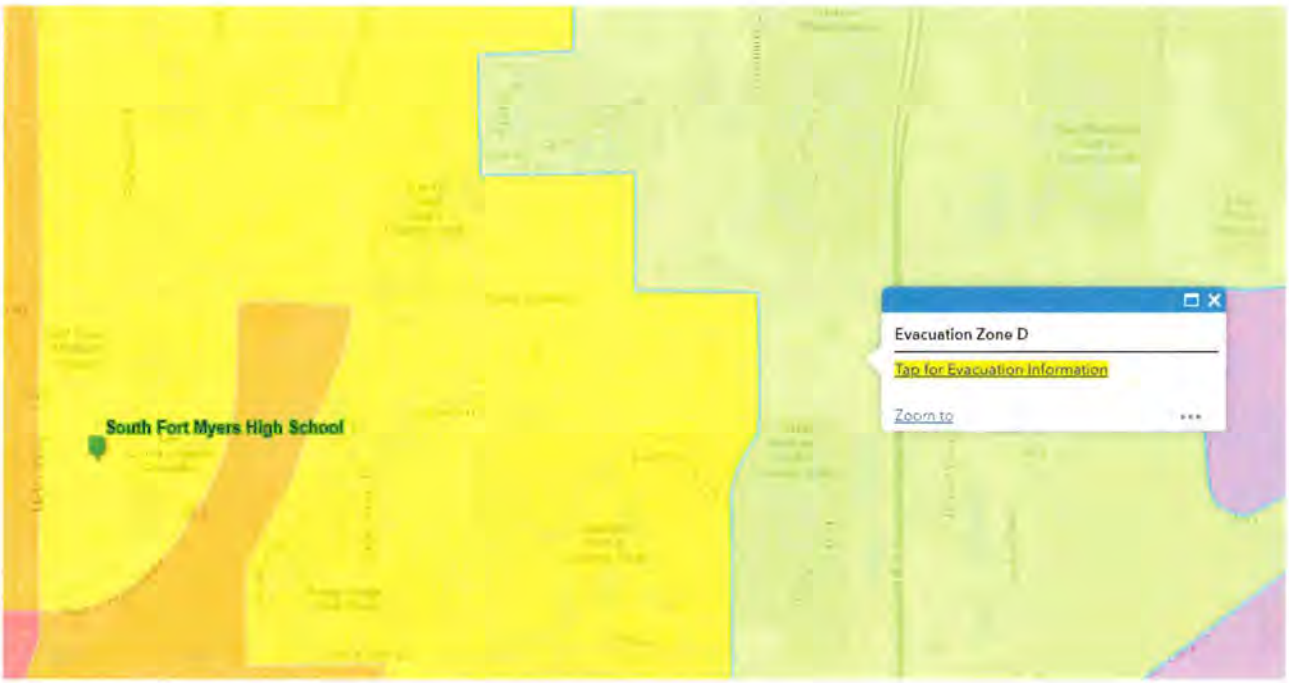
(b) Policies:
9. Increase crime prevention efforts to enhance the protection of individual personal safety and property.

CONSISTENCY: The Lee County Sheriff's Office has provided a letter of service availability for this site dated July 20, 2022.

(b) Policies:
22. Require local governments, in cooperation with regional and state agencies, to prepare advance plans for the safe evacuation of coastal residents.

23. Require local governments, in cooperation with regional and state agencies, to adopt plans and policies to protect public and private property and human lives from the effects of natural disasters.

CONSISTENCY: The map amendment from General Interchange to Intensive Development does not alter the density or allowance for population to occupy the parcel and need to evacuate during a natural disaster. The Lee County Emergency Management department has accounted for the population and likeliness of a natural disaster by assigning it to Evacuation Zone D. According to the LCEM plan, Zone D is one of our least vulnerable Evacuation Zones. Well prepared and protected buildings should be safe in most events. However, if evacuations are required, the safest option may be to travel to the east coast." The site will have direct access to Daniels Parkway and Three Oaks North (once completed) which connect directly to Alico Road and I-75. This is an ideal place for quick and effective evacuation and a proper place for density as it is inland out of most major dangers such as flooding or tidal surges. The site is also within 3 miles of South Fort Myers High DSchool which is a public shelter site.



187.201(7) WATER RESOURCES.—
(a) Goal.—Florida shall assure the availability of an adequate supply of water for all competing uses deemed reasonable and beneficial and shall maintain the functions of natural systems and the overall present level of surface and ground water quality. Florida shall improve and restore the quality of waters not presently meeting water quality standards.

(b) Policies:
5. Ensure that new development is compatible with existing local and regional water supplies.

CONSISTENCY: Lee County Utilities has issued a letter of utility service availability for the site.

10. Protect surface and groundwater quality and quantity in the state.

CONSISTENCY: The site is undergoing a planned development zoning, a custom zoning district that will be required to meet the Land Development Code regulations for Lee County, and additionally may be conditioned by the County to ensure consistency with all groundwater quality and quantity requirements. Moreover, in order for development to occur an Environmental Resource Permit will have to be attained from the State of Florida which will enforce the requirements to protect surface and ground water. The property has an active ERP in process – Application No. 220526-34567.

187.201(9) NATURAL SYSTEMS AND RECREATIONAL LANDS.—
(a) Goal.—Florida shall protect and acquire unique natural habitats and ecological systems, such as wetlands, tropical hardwood hammocks, palm hammocks, and virgin longleaf pine forests, and restore degraded natural systems to a functional condition.

(b) Policies:

1. Conserve forests, wetlands, fish, marine life, and wildlife to maintain their environmental, economic, aesthetic, and recreational values.
3. Prohibit the destruction of endangered species and protect their habitats.
4. Establish an integrated regulatory program to assure the survival of endangered and threatened species within the state.

CONSISTENCY: Lee County requires a Protected species Survey and mitigation if endangered or protected species are found. Lee County's requirements are consistent with State programs and requirements. The Southwest Florida Water Management District (SFWMD) monitors the protection of wetlands and similar environmentally sensitive site. As mentioned, the property is obtaining an ERP (Application No. 220526-34567) which will demonstrate compliance with State law.

187.201(12) HAZARDOUS AND NONHAZARDOUS MATERIALS AND WASTE.—
(a) Goal.—All solid waste, including hazardous waste, wastewater, and all hazardous materials, shall be properly managed, and the use of landfills shall be eventually eliminated.

(b) Policies:
2. By 1994, provide in all counties a countywide solid waste collection system to discourage littering and the illegal dumping of solid waste.

CONSISTENCY: Lee County Solid Waste has provided a letter of service availability to dispose of all solid waste on site and Lee County has an incineration plant to minimize landfill contributions.

187.201(14) PROPERTY RIGHTS.—
(a) Goal.—Florida shall protect private property rights and recognize the existence of legitimate and often competing public and private interests in land use regulations and other government action.

(b) Policies:
1. Provide compensation, or other appropriate relief as provided by law, to a landowner for any governmental action that is determined to be an unreasonable exercise of the state's police power so as to constitute a taking.
2. Determine compensation or other relief by judicial proceeding rather than by administrative proceeding.
3. Encourage acquisition of lands by state or local government in cases where regulation will severely limit practical use of real property.

CONSISTENCY: The site is under private contracts and not negatively affected by State or local policy or land use regulations that would constitute compensation.

(15) LAND USE.—
(a) Goal.—In recognition of the importance of preserving the natural resources and enhancing the quality of life of the state, development shall be directed to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and service capacity to accommodate growth in an environmentally acceptable manner.

(b) Policies:
1. Promote state programs, investments, and development and redevelopment activities which encourage efficient development and occur in areas which will have the capacity to service new population and commerce.

2. Develop a system of incentives and disincentives which encourages a separation of urban and rural land uses while protecting water supplies, resource development, and fish and wildlife habitats.

CONSISTENCY: The development area is an urban environment with current intense allowances for development that are appropriate as the site is serviced by or has commitments from all applicable urban services agencies such as EMS, Police, Fire, Transit, Utilities, Schools, Solid Waste and Parks. Additionally, the site will have access to major roadways with adequate carrying capacity when the current plans for Three Oaks North, Daniels Parkway Expansion and the I-75 interchange improvements are made – all slated and funded for construction.

(17) PUBLIC FACILITIES.—
(a) Goal.—Florida shall protect the substantial investments in public facilities that already exist and shall plan for and finance new facilities to serve residents in a timely, orderly, and efficient manner.

(b) Policies:
1. Provide incentives for developing land in a way that maximizes the uses of existing public facilities.
2. Promote rehabilitation and reuse of existing facilities, structures, and buildings as an alternative to new construction.
3. Allocate the costs of new public facilities on the basis of the benefits received by existing and future residents.

CONSISTENCY: The site is considered an urban site that has been identified as a proper place for intense development by the Lee Plan having been placed in the General Interchange future land use category. The change to Intensive Development and the Mixed-use Overlay is a reflection of the proper placement of population and commercial employment centers that are serviced by all means if urban services.