

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

CASE NUMBER: DCI2022-00059
TYPE OF CASE: Major Planned Development
CASE NAME: Daniels Town Square MPD
TOTAL ACREAGE: 61.26 +/- acres
SUFFICIENCY DATE: July 12, 2024
HEARING EXAMINER DATE: September 26, 2024

Request:

RVi Planning + Landscape Architecture, on behalf of the applicant, has requested to rezone 61.26 +/- acres of land from Commercial Planned Development (CPD) and Agricultural (AG-2) to Mixed Use Planned Development (MPD). The applicant is proposing up to 30,000 square feet of commercial development, a 200-room hotel, and up to 1,234 residential dwelling units.

The subject property is located southwest of the Daniels Parkway and Interstate 75 interchange. The property is currently in the General Interchange Future Land Use Category. The subject property consists of two parcels bisected by the Three Oaks Parkway Extension, which is currently under construction. The legal description for this property may be found in Attachment D.

Summary:

Staff recommends **APPROVAL** of the applicant's request, with the Conditions found in Attachment C. The applicant seeks five deviations from Land Development Code (LDC) requirements regarding lake design in proximity to the airport operations to the southeast and a single access to the southern parcel as shown on the MCP. Staff recommends approval of the deviations with conditions.

Outstanding Issues:

There are three outstanding issues associated with this request, which are summarized as follows:

1. The applicant submitted Letters of Availability for potable water and sanitary sewer that provide analysis for 1,590 single-family dwelling units. The applicant must provide a revised letter from Lee County Utilities analyzing the correct development parameters for the request.
2. The South Trail Fire District provided a Letter of Availability stating that they would be challenged to provide adequate fire protection and non-transport Advanced Life Support Services to the proposed development without making enhancements to their current service-delivery model, specifically an additional fire/EMS substation. South Trail has express interest in having the applicant donate land within the development to construct a future fire station. The Schedule of Uses proposed by the applicant does not include EMS, fire or sheriff's station. The applicant must provide a revised letter or additional documentation to demonstrate compliance with the Lee Plan.
3. The applicant is requesting to include agricultural uses in the Schedule of Uses. To include these uses, an Agricultural Use Affidavit must be submitted. Staff has included Condition 3 to ensure that the existing agricultural use is terminated once a development order has been issued.

HISTORY OF THE PARCEL:

The 61.26-acre subject property consists of two parcels that have a current agricultural exemption for cattle grazing. The subject property was rezoned to Commercial Planned Development (Resolution Z-08-043) in 2008 to allow 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. One of the major features preserved in the site design was an active bald eagle nest (Attachment F). The approved master concept plan depicted the future Three Oaks Parkway extension with access to the north and south parcels of the subject property. In 2021, Lee County completed a right-of-way acquisition for the Three Oaks Parkway Extension/Fiddlesticks connector road. The Three Oaks Parkway Extension construction is currently underway.

The applicant is requesting to rezone the property to Mixed Use Planned Development to develop up to 30,000 square feet of commercial development, a 200-room hotel and up to 1,234 residential dwelling units. A concurrent Comprehensive Plan Amendment is for a transmittal hearing before the Board of County Commissioners on September 18, 2024, to change the future land use to Intensive Development and add the north parcel to the Mixed Use Overlay Lee Plan Map 1-A (Attachment G).

CHARACTER OF THE AREA:

The subject property abuts several existing and future rights-of-way. The existing access is located at the northwest corner to Daniels 9300, which is a frontage road that connects to Daniels Parkway. The frontage road provides access to a variety of commercial uses and is constrained with respect to its ability to accommodate additional traffic. Lee County Department of Transportation (DOT) is currently constructing Phase I of the Three Oaks Parkway Extension, which bisects the subject property. Phase I will end at the east side of the subject property and connects to Alico Road to the south, providing an opportunity for future road connections to Indian Paint Lane and Indian Pony Drive, which abut the subject property to the west. Phase II of Three Oaks Parkway Extension will connect Phase I to Fiddlesticks Boulevard to the west.

The following are the zoning districts and existing land uses that surround the subject property:

North:

The subject property abuts but does not have direct access to Daniels Parkway, a County-maintained arterial road. Further north are a mix of commercial outparcels that include medical offices, restaurants, gas stations, and hotels. The Club at Renaissance, which is zoned Residential Planned Development (RPD) is located north of the commercial outparcels. The outparcels are in the General Interchange future land use category and are zoned Commercial Planned Development (CPD) and General Commercial (CG). The Club at Renaissance is in the Outlying Suburban and Wetlands future land use categories.

South:

Most of the property abuts Three Oaks Parkway Extension which is currently under construction by Lee County and is classified as an arterial road. The portion of the subject property south of Three Oaks Parkway Extension abuts land zoned Commercial Planned Development (CPD), Old Hickory Golf and Country Club, zoned Residential Planned Development (RPD), and Indian Pony Drive, which is a non-County-maintained local road. Properties to the south are in the Outlying Suburban and Wetlands future land use categories.

East:

The subject property abuts Interstate 75 (I-75) along the east property line. East of I-75 are a mix of industrial, commercial, and public facilities uses that are zoned Mixed Use Planned Development (MPD), Industrial Planned Development (IPD), and Industrial (IL). The future land uses east of I-75 consist of General Interchange, Tradeport, and Wetlands.

West:

Property to the west is primarily Agricultural (AG-2) and is undeveloped except for the properties along the northwest corner, abutting Daniels 9300. This area consists of commercial uses zoned Tourist Commercial (CT), General Commercial (CG), and Commercial Planned Development (CPD). The uses consist of auto repair, fast food restaurants, retail, auto sales, grocery store, and a fire station which is no longer in operation. The future land use categories consist of Public Facilities, Wetlands, General Interchange, Outlying Suburban, and Wetlands.

ANALYSIS:

The applicant has submitted a request statement that provides a description of the application (Attachment E). In the request statement, the applicant states that the intent is to rezone approximately 61.26 acres from Commercial Planned Development (CPD) and Agricultural (AG-2) to Mixed Use Planned Development (MPD) to allow up to 30,000 square feet of commercial development, a 200-room hotel and up to 1,234 residential dwelling units. The maximum building height will range from 35 feet to 90 feet for multi-family units depending on the location and 60 feet for commercial uses.

Comprehensive Plan Amendment:

The applicant pursued a concurrent Comprehensive Plan Amendments (CPA2022-00010 & CPA2022-00011) which, if approved, will:

- Amend the Future Land Use Map (Map “1-A”) to designate 61.25 acres from General Interchange and Wetlands to Intensive Development and Wetlands future land use categories.
- 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.

Planning staff provided a staff report in support of the map and text amendments (Attachment G). The CPA was recommended for transmittal by the Local Planning Agency on August 26, 2024. The CPA will be transmitted to the Board of County Commissioners on September 18, 2024.

Master Concept Plan:

The applicant has provided a Master Concept Plan (MCP) which depicts the conceptual plan for development proposed by the applicant. The area north of Three Oaks Parkway Extension will be in the Mixed-Use Overlay the CPAs are adopted. The MCP shows the development parcels, buffers, open space, detention areas, and deviation locations (Attachment H).

Planned Development Rezoning:

Section 34-612 of the Lee County Land Development Code (LDC) describes the intent of the utilization of the Planned Development zoning district. The purpose of planned developments is to further implement the goals, objectives, and policies of the Lee Plan, while providing some degree of flexibility in the planning and design of proposed developments. Section 34-145 of the Land Development Code (LDC)

establishes the review criteria for all rezoning requests. Before recommending approval of a rezoning request, the Hearing Examiner must find the request:

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

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

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

Development Pattern Considerations:

The subject property is proposed to be in the Intensive Development and Wetlands Future Land Use Categories per **CPA2022-00010** and **CPA2022-00011** (Attachment G). As described in the **Lee Plan Policy 1.1.2**, the Intensive Development future land use category is located along major arterial roads and are suited to accommodate high densities and intensities due to the location of land in proximity to public services. The types of uses in the Intensive Development future land use category consist of a mix use of high density residential, commercial, light industrial and office uses. Applicants are encouraged to develop mixed use developments in accordance with **Objective 11.1**. As described, the subject property has access to a plethora of commercial uses and is near existing and planned transportation infrastructure to support the proposed uses. With the future expansion of Three Oaks Parkway Extension connecting Alico Road to Daniels Parkway, the focus of the subject property is to not have a main access to Daniels Parkway via Daniels 9300, but to focus the project's main access points along Three Oaks Parkway Extension. By orienting the project to the south, the project no longer is capturing traffic from the travelling public along Daniels Parkway and I-75 as mentioned in General Interchange future land use per **Lee Plan Policy 1.3.2**. Instead, the subject property will capture neighborhood traffic that serves the immediate existing and planned residential uses. Staff finds the request, as conditioned, to be consistent with **Lee Plan Policy 1.1.2, 5.1.5, 5.1.6 and 5.1.7** because of the mix of uses, and orientation of proposed building heights, density and access points.

Objectives 2.1 and 2.2 encourage new growth in future urban areas where adequate facilities exist or are assured and where compact and contiguous development patterns can be created. **Policy 2.2.1** states that rezonings will be evaluated as to the availability of the road network, central water and sewer lines,

and public facilities and services. **Standards 4.1.1 and 4.1.2** provide the urban services requirements for potable water and sanitary sewer. The applicant states that urban services exist near the subject property and will be extended to the property and has provided Letters of Availability from Lee County Utilities (Attachment E). As noted in the outstanding issues section of this report, staff finds that the applicant has not demonstrated that sufficient urban services pertaining to potable water and sanitary sewer availability and fire protection.

Utilities: A Letter of Availability from Lee County Utilities was provided stating the potable water and sanitary sewer service for 1,590 single-family residential units and ten commercial units with an estimated demand of 470,000 gallons per day is available to serve the project. The applicant must provide a revised letter of availability aligning with the density and intensity of the subject request.

EMS: Emergency Medical Services (EMS) will be able to meet the service standards from Medic 35, which is located 1.2 miles west of the subject property.

Fire: The South Trail Fire District has provided a letter dated March 7, 2023, that states that they would be challenged to provide adequate fire protection, and non-transport Advanced Life Support Services to the proposed development without making enhancements to their current service-delivery model, specifically an additional fire/EMS substation. South Trail is interested in having the applicant donate land within the development to construct a future fire station. The Schedule of Uses proposed by the applicant does not include EMS, fire or sheriff's station. The applicant must provide a revised letter or additional documentation to demonstrate compliance to include South Trail Fire District's ability to provide service to the subject property with the building heights being proposed to demonstrate compliance with **Lee Plan Objectives 2.1 and 2.2**.

Mass Transit: The LeeTran availability letter dated July 15, 2022, states that the subject property is within one-quarter mile of a fixed-route corridor with the closest bus stop within one-quarter mile providing service to Route 50. Enhanced or additional transit services have been identified in this area according to the 2020 Transit Development Plan.

Police: The Lee County Sheriff will provide law enforcement services from the Central District offices in Fort Myers. The letter from the sheriff dated July 14, 2022, states that the development will not affect the sheriff's ability to provide law enforcement services to the project and surrounding area.

Access to the site is dependent upon offsite improvements currently underway with the Three Oaks Parkway Extension which connects to Alico Road and will eventually connect to Fiddlesticks Boulevard. The applicant is proposing an ingress only access from Daniels 9300 to the proposed development. The applicant has designed the project to focus the uses along Three Oaks Parkway Extension by using a mix of building heights and proposed uses taking into consideration the intensity levels of existing development abutting the subject property. For instance, a multi-family building is proposed along the north property line with a building height of 90 feet adjacent to Daniels Parkway and I-75. In comparison, the applicant is proposing a less dense and intense multi-family building with a building height of 35 feet on the south parcel adjacent to the Old Hickory residential community. Between the 90-foot-tall building along the north and the 35-foot-tall building along the south are a mix of multi-family buildings proposed to be 45 feet to 60 feet in height. North of Three Oaks Parkway Extension, the applicant is proposing to limit height hotel to 60 feet and commercial building height to 35 feet. The applicant is meeting or enhancing the screening and buffering along the property lines. Adequate public services are available as

stated previously, except for potable water and sanitary sewer. Once the Letters of Availability from Lee County Utilities and South Trail Fire are revised, staff may find the request as conditioned to be consistent with **Lee Plan Policy 6.1.1, 6.1.2, 6.1.3, 6.1.4 and 6.1.5.**

Approximately 53.13 acres of the subject property located to the north of Three Oaks Parkway Extension is proposed to be added to the Mixed-Use Overlay Map 1-C. The applicant has designed the Master Concept Plan to depict elements of the Mixed-Use Overlay north of Three Oaks Parkway Extension. These elements include transportation connections, landscaping and open space to allow for urban forms of development, a variety of uses, and bonus density that would encourage a compact development pattern with varying intensities and densities. The applicant has provided enhanced buffers along Three Oaks Parkway Extension and Indian Paint Lane with shrubs in addition to the required trees per LDC Section 10-425(f). This will create a consistent right-of-way buffer between the 53.13 acres of the subject property within the Mixed-Use Overlay and the remainder of the subject property to the south of Three Oaks Parkway Extension. Staff is recommending a condition to require a consistent right-of-way buffer along the north and east property lines, which will provide a common landscape theme. The transportation connections depend on the timing of the Three Oaks Parkway Extension and road improvements to Indian Paint Lane and Indian Pony Drive. The improvements will provide availability for adjacent properties to access the local roads to utilize Three Oaks Parkway Extension, providing transportation connections.

Density

The applicant is proposing a maximum density of 1,234 dwelling units. The density based on the Intensive Development acreage (14 units per acre), impacted wetlands (one unit per 20 acres), and bonus density (eight units per acre) allows 1,221 dwelling units. Any dwelling units exceeding 1,221 must be built utilizing Greater Pine Island Transfer of Development Units (GPITDU), which provides the opportunity for an additional eight dwelling units per acre (Attachment I). The table details the calculation of total allowable dwelling units based on 5.79 acres of wetland impacts:

Table 1. Density Calculations

Standard Density	55.47 acres Intensive Development	55.47 x 14	776.58 dwelling units
Standard Density	5.79 acres impacted wetlands	5.79 x 0.05	0.29 dwelling units
Bonus Density	55.47 acres Intensive Development	55.47 x 8	443.76 dwelling units
GPITDU	55.47 acres Intensive Development	55.47 x 8	443.76 dwelling units
Maximum Total Dwelling Units			1,664 dwelling units

Staff finds the request as conditioned to be consistent with **Lee Plan Policies 11.2.2, 11.2.5, 11.2.6, and 11.2.7.**

Property Development Regulations

The applicant has provided Property Development Regulations proposing setbacks, lot coverage, and open space requirements governing the development (Attachment E). The Master Concept Plan notes the varying heights within each parcel ranging from 35 feet to 90 feet. The Master Concept Plan depicts taller buildings along the north property line abutting the I-75/Daniels Parkway interchange. The maximum building height tapers for land further away from the intersection, with proposed buildings limited to heights of 35 feet south of Three Oaks Parkway Extension, abutting Old Hickory Golf and Country Club. Staff has conditioned the required heights in each parcel to ensure the transition.

Schedule of Uses

The applicant has requested to rezone the property to a Mixed Use Planned Development (MPD). The proposed uses are consistent with the use regulations table per LDC Section 34-934 for an MPD and the MPD thresholds in LDC Section 34-940.

Environmental Considerations:

The applicant provided a Protected Species Survey and an Indigenous Preserve Monitoring and Management Plan (Attachment E). The Protected Species Survey includes the Florida Land Use Cover and Classification Code map depicting the various habitat types existing on the subject property. Most of the property has been used for cattle grazing in accordance with an existing agricultural exemption. The project site contains a total of 6.58 acres of wetlands and 5.19 acres of other surface waters consisting of Freshwater Marshes (FLUCCS 641), Cypress (FLUCCS 621E3), and Streams and Waterways (FLUCCS 510) located in the center and along the north property line. The Master Concept Plan depicts 0.79 acres of the 6.58 acres of wetlands being preserved, which results in 5.79 acres of wetland impacts. The applicant has an issued Environmental Resource Permit No. 36-108833-P from South Florida Water Management District (SFWMD), which indicates that 6.58 acres of wetlands will be impacted and mitigated through the Panther Island Mitigation Bank Expansion (Attachment L). The site plans associated with the SFWMD permit depict no indigenous preservation, with a total of 6.58 acres of wetland impacts. The parcel south of Three Oaks Parkway Extension is designed as a surface water management lake with no residential or commercial uses. The applicant has indicated in the density calculations that 5.79 acres of wetland will be impacted (one dwelling unit per 20 acres of impacted wetlands). The applicant will be required to demonstrate consistency with the density and master concept plan during development order review. The applicant will need to submit a SFWMD permit modification to be consistent with the proposed Master Concept Plan. Staff has recommended condition 5 to ensure the density meets the Lee Plan (Attachment C).

The applicant provided an Indigenous Preserve Monitoring and Management Plan that describes the method of exotic removal and preserve restoration for the 0.79 acres of wetland preserve. The preserve consists of Bald Cypress and Pond Cypress, which provide a seed source, for continued enhancement once the exotics have been removed.

The applicant utilized the Southern Biomes meandering transect surveying method consistent with Lee Plan Ordinance 89-34. The applicant indicates in the Protected Species Survey that no protected species or evidence of the presence of protected species were found on the site. It should be noted that there was an active Bald Eagle nest, identified as LE-58. The eagle nest was active from 2000 to 2017/2018 nesting season. The nest was declared lost on May 9, 2023, by the Eagle Technical Advisory Committee (ETAC) in accordance with Land Development Code Chapter 14 (Attachment J). The applicant's Protected Species Survey provides additional documentation from the United States Fish and Wildlife Service indicating that there is no need for a take permit for impacting the nest tree (Attachment E). Once the development order is issued, the applicant must obtain a Vegetation Removal Permit to clear the land. The Vegetation Removal Permit includes a site inspection by County staff to ensure no protected species are on the site to ensure state and federal laws are met.

Natural Resources Considerations:

The applicant has provided a Stormwater Management Plan to meet LDC Section 34-373(b) (Attachment E). The applicant is proposing wet retention (lakes) and dry detention to filter and store the onsite surface water management before discharging into the Old Hickory Golf and Country Club stormwater

management system. Old Hickory Golf and Country Club, which is located to the south of the subject property, was permitted through the SFWMD to accept approximately 4.50 cubic feet per second of offsite flows from the Daniels Town Square project via a capped pipe located in the northeast corner of the Old Hickory Golf Course site (Attachment K). The applicant has indicated that the pipe size and Old Hickory Golf and Country Club SFWMD district permit may need to be modified to accept offsite flows of surface water from the subject property. The surface water will discharge to the Six Mile Cypress Slough. The proposed development is located within the Six Mile Cypress watershed, which has been identified by Lee Plan Objective 60.3 as a critical area for surface water management and is impaired for Dissolved Oxygen.

The applicant has requested deviations from the required lake bank slope requirement of 6:1 per LDC Section 10-329(d)(4)(a) to allow 4:1 lake bank slopes and to replace herbaceous littorals required per LDC Section 10-418(2) with wetland trees. These deviations are required because the subject property is located within 10,000 feet of Southwest Florida International Airport. The requested deviations reduce the migratory bird habitat, thereby decreasing the potential for hazardous air navigation situations. Since the applicant is eliminating the planted littoral shelves on the lake, staff has concerns regarding water quality within the watershed. **Lee Plan Policy 125.1.2** states new development and additions to existing development must not degrade surface and ground water quality. If the development has the potential of lowering existing water quality below state and federal water quality standards, Lee Plan Policy 125.1.4 states that standardized appropriate monitoring data must be provided. Natural Resources has provided a staff memorandum explaining the need for a staff recommended water quality monitoring condition (Attachment C & K).

Open Space

The subject property is split by Three Oaks Parkway Extension. The north portion is proposed for inclusion within the Mixed-Use Overlay, which allows 20 percent open space per LDC Section 10-415(a). The south portion is not proposed to be in the Mixed-Use Overlay and requires the applicant to provide 40 percent open space. The applicant is required to provide 10.52 acres of open space on the north portion and 3.25 acres on the south portion, with half the required open space provides as indigenous open space. The site has scattered wetlands along the northeast corner and a centrally located wetland as described in the applicant's Protected Species Survey (Attachment E). The applicant is preserving 0.79 acres of wetlands and impacting 5.79 acres of wetlands, which will be mitigated per the SFWMD permit.

Buffers

The north portion of the subject property is in the Mixed-Use Overlay, which allows for a reduction in buffers, open space, and indigenous per LDC Section 10-425. The southern portion of the development is not within the Mixed-Use Overlay and must meet the required open space and buffering per LDC Sections 10-415 and 10-416(d). The applicant is proposing to provide 15-foot-wide Type D buffers abutting all rights-of-way, except for Interstate 75 and Daniels Parkway. This includes Indian Pony Lane along the southwest property line, Indian Paint Lane along the west property line, and both sides of Three Oaks Parkway Extension. All rights-of-way buffers associated on the north portion are required to provide five-foot-wide buffer with five trees per 100 linear feet per LDC Section 10-425(f). The applicant is providing enhanced buffers to provide a consistent theme between the north and south portions of the development via a 15-foot-wide Type D buffer that contains five trees per 100 linear feet and a double hedge row. The east property line abuts I-75, and the north buffer abuts Daniels Parkway, and the applicant proposes a five-foot-wide Type A buffer with five trees per 100 linear feet along this property line. Staff recommends that the MCP be revised to depict a 15-foot-wide Type D buffer along I-75 and Daniels Parkway to continue the consistent buffer theme. In addition to the enhanced Type-D buffer, staff is recommending a

condition for all external rights-of-way buffers to be designed with a consistent species landscape theme. Portions of the south and northwest property lines abut commercial or public facility uses that do not require a buffer per LDC Section 10-425(f). Buffers located internal to the site will be required to meet the LDC as each parcel is developed.

Transportation Considerations:

The applicant submitted a Traffic Impact Statement (TIS) (Attachment E). The proposed development abuts 9300 Daniels, a County-maintained local road and the future Three Oaks Parkway Extension, a County-maintained arterial road. Staff is requiring an ingress only access point from Daniels 9300 located at the northwest corner of the site. The main access to the proposed development will be provided from the future Three Oaks Parkway Extension located along the south property line. Staff has recommended Condition 4, stating that the first development order cannot be issued until Three Oaks Parkway Extension providing access to the site is completed and adequate access to the site is provided (Attachment C).

Lee County Department of Transportation (DOT) has provided a staff memorandum that provides a comparison of the traffic with and without new trips from the development (Attachment M). The trip generation was determined by referencing the Transportation Engineer's (ITE) Trip Generation 11th Edition Report and reflected in Table 1 of the DOT staff memorandum. The total daily AM and PM trips based on the ITE manual's use classification is 9,161 trips without reducing the internal capture and pass-by trips. With the reductions, the net new trips are estimated to be 7,706 new trips.

The estimated trips related to the project were evaluated across the surrounding road network to assess the Level of Service (LOS) for the arterial/collector road sections most affected by the development. Table 2 of the DOT staff memorandum provides the current level of service for arterial and collector roads located adjacent to the site. Daniels Parkway and Three Oaks Parkway will be impacted by future traffic volumes with or without the proposed development. At time of development order, the applicant will be required to provide an updated TIS to provide the updated Level of Service of the surrounding roads to determine the required site-related traffic improvements for the surrounding roadways.

A similar analysis is provided for the Level of Service for roadway intersection traffic operation. The new trips determined in Table 1 of the DOT staff memorandum are assigned to the site entrances, intersections within the vicinity of the site entrances, and intersections anticipated to be most affected by the proposed development. Table 3 of the DOT staff memorandum depicts these intersections and entrances and provides an operating value with or without the development in the AM or PM hours of the day. Each intersection evaluated with or without the project had a Level of Service "F", which projects that at the time of development order, staff will be reviewing the proposed project to determine site-related traffic improvements to the nearby roadway network. Given the impacts of the proposed development, DOT staff recommends a condition requiring a detailed signal warrant projection. If it is determined that a traffic signal is required, the applicant or successor must incorporate the design of a new traffic signal as part of the development order approval.

Deviation Requests:

The applicant requested five deviations and provided an analysis for each deviation (Attachment E). Staff provides the following analysis of the proposed deviations:

Deviation (1) seeks relief from Lee County Land Development Code (LDC) Section 10-329(d)(4), which requires the lake bank slopes to be 6:1; to allow 4:1 slopes as a recommended action to minimize wildlife

hazards within the 10,000-foot Hazardous Wildlife Zone for airport operations and in accordance with the Federal Aviation Administration Advisory Circular 150/5200-33C.

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

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

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

Deviations 1 through 4 are being requested due to the project's location within 10,000 feet of airport operations at Southwest Florida International Airport. The Federal Aviation Administration has required airports to reduce the amount of bird attractants within 10,000 feet for health and safety issues. Stormwater management systems within 10,000 feet of airport operations must not have herbaceous plants to deter wading birds from feeding, nesting, and roosting and must be designed with steep-sided slopes. The LDC requires 6:1 lake bank slopes and 20-foot-wide planted littoral shelves to provide water quality and habitat for wildlife. The LDC allows 25 percent of the required littorals based on a 20-foot littoral shelf to be wetland trees, which diversifies the lake shorelines. The applicant is requesting to allow 4:1 lake bank slopes, no littoral shelf, and 100 percent wetland trees to meet the FAA requirements and to protect the public. The applicant will be required to provide a littoral plant calculation based on a 20-foot-wide planted littoral shelf to then convert this plant requirement, at a ratio of 100 littorals to one native wetland tree. Staff is recommending approval of Deviations 2 through 4 with condition 7 regarding the littoral to wetland tree percentage.

Deviation (5) seeks relief from Section 10-291(3) which requires residential development of more than five acres to provide more than one means of ingress and egress for the development, to allow for one means of ingress/egress for Parcel 6.

Parcel 6 is located south of Three Oaks Parkway Extension and is 5.74 acres in size. The applicant is proposing a residential multi-family building with a maximum of 100 dwelling units. The intent of the code is to provide more than one ingress/egress for parcels five acres or more in size to provide for adequate access alternatives if there is an emergency. The applicant indicates that by allowing one access point, the number of accesses to Three Oaks Parkway Extension are reduced, which improves the safety and traffic flow on the arterial road. In addition, the applicant indicates that the intersection of Three Oaks Parkway Extension and the subject property to the north and south of the arterial road will have a controlled access. Lee County DOT has recommended a condition stating that at time of development order, the applicant will be required to provide a signal warrant analysis and if a signal is required, the development order plans must include the details of the signalization at Three Oaks Parkway Extension and the subject property. Staff, therefore, recommends approval of this deviation.

Land Development Code Compliance

Staff finds the proposed planned development rezoning request, as conditioned, to be in compliance with the LDC, including regulations which pertain to:

- LDC Section 2-146(b) Bonus Density Review Criteria.
- Use and corresponding supplemental regulations, such as parking.
- LDC Chapter 10 Development Standards.
- Details required on the MCP and compliance with Division 9 of Article VI, Chapter 34, Planned Development Districts.

All relevant County regulations, which are not specifically deviated from as part of this planned development request, will apply, such as LDC, Code of Ordinances and Administrative Code provisions. If future deviations are proposed, each will be evaluated within the parameters of the established LDC review criteria.

Compliance with LDC Section 2-146(b) (Bonus Density)

Staff finds the proposed planned development rezoning request, as conditioned, to be in compliance with the following Bonus Density criteria:

1. The additional traffic will not be required to travel through areas with significantly lower densities before reaching the nearest collector or arterial road.

The proposed development currently has access to Daniels 9300 which will be limited to ingress only. Daniels 9300 is a frontage road that is parallel to Daniels Parkway and provides access to intensive commercial uses. The main access to the development will be from Three Oaks Parkway Extension, which bisects the subject property and provides providing access to Alico Road to the south and Fiddlesticks Boulevard to the northwest once the road is completed. Phase I of the extension ends at to the southwest of the subject property at the intersection of Indian Paint Lane, which is an unimproved road. The traffic generated by the subject property will not travel through lower density developments before reaching the nearest collector or arterial road. Three Oaks Parkway Extension is classified as an arterial road by Lee Plan Map 3-B (Future Functional Classification).

2. Existing and committed public facilities are not so overwhelmed that a density increase would be contrary to the overall public interest.

The applicant has provided a Traffic Impact Statement and Letters of Availability from Lee County Utilities. The Traffic Impact Statement states that the surrounding network of roads range from a level of service “C” to “F” with or without the proposed development. The applicant must provide an updated Letter of Availability from the South Trail Fire District and Lee County Utilities demonstrating that services can be met with the level of intensity proposed. The subject property is located where fire, EMS, police, parks, schools, and LeeTran public transportation are located within proximity of the subject property. Between the County and FDOT road improvements for the surrounding area, the site is currently or will be served by the requested public facilities.

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

The subject property is not within the Coastal High Hazard Area in accordance with **Lee Plan Map 5-A**.

4. The resulting development will be compatible with existing and planned surrounding land uses.

Compatible means, in describing the relation between two land uses, buildings or structures, or zoning districts, the state wherein those two things exhibit either a positive relationship based on fit, similarity or reciprocity of characteristics, or a neutral relationship based on a relative lack of conflict (actual or potential) or on a failure to communicate negative or harmful influences one to another (LDC Section 34-2).

The parcel is in an area of Lee County that has access to existing uses, LeeTran bus routes, utilities (pending LCU letter), and a roadway network to support the mixed-use development. The applicant has provided a Master Concept Plan the depicts the design of the site with varying heights and densities by parcel too exhibit a transition to lower density and building height abutting Old Hickory Golf and Country Club (Attachment H).

Compliance with LDC Section 34-145(d)(4)

Staff finds the proposed planned development rezoning request, as conditioned, to be in compliance with the following rezoning criteria:

a) Complies with the Lee Plan;

Based on the analysis above, staff finds that the request is consistent with the Lee Plan, as conditioned. The request is compatible with surrounding existing and proposed uses and meets or exceeds the objectives and policies above.

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

The applicant is seeking five deviations from lake bank slope and planted littoral shelf requirements for compliance with the Federal Aviation Administration Hazardous Wildlife requirements and to allow one means of ingress/egress on Parcel 6. Staff recommends approval of these deviations as conditioned (Attachment C).

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

The subject property abuts existing and future rights-of-way for accessing the subject property. The surrounding properties are compatible with the proposed uses and the subject property conceptual design of the development, as conditioned by staff. The applicant has proposed the location of the uses and building heights recognizing the adjacent uses for compatibility by reducing the height to the south abutting Old Hickory Golf and Country Club. The proposed uses, as designated on the Master Concept Plan, are consistent with surrounding existing and planned uses since the property is located at the Daniels Parkway/I-75 interchange and near to Daniels Parkway commercial corridor. The applicant is providing an ingress only access to Daniels 9300, which is a frontage road for the commercial corridor along Daniels Parkway. The main access to

the development will be from Three Oaks Parkway Extension, which bisects the subject property separating Parcels 6 and 7 from the intensive commercial and residential uses on Parcels 1 through 5.

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

The main access to the development will be from Three Oaks Parkway Extension which bisects the subject property, separating Parcels 6 and 7 from the main commercial and residential uses on Parcels 1 through 5. Access to Daniels 9300 will be limited to ingress only. Staff finds that there is sufficient access to support the proposed development, subject to the recommended conditions of approval to ensure internal access to abutting properties to the north and south.

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

Staff has reviewed the transportation impacts of the development and has concluded that the level of service with or without the project is a level "F". Lee County DOT has provided a condition to ensure a signalization warrant analysis is completed at time of development order to determine if a signal is needed at the project's access to the Three Oaks Parkway Extension to service the proposed development. Phase II of the Three Oaks Parkway Extension is proposed to continue west of the subject property, connecting to Fiddlesticks Boulevard.

No adverse impacts to environmentally critical or sensitive areas and natural resources;

The applicant provided a Protected Species Survey and an Indigenous Preserve Monitoring and Management Plan (Attachment E). The Protected Species Survey includes the Florida Land Use Cover and Classification Code map depicting the various habitat types existing on the subject property. Most of the property has been used for cattle grazing with an agricultural exemption. The project site contains a total of 6.58 acres of wetlands and 5.19 acres of other surface waters consisting of Freshwater Marshes (FLUCCS 641), Cypress (FLUCCS 621E3), and Streams and Waterways (FLUCCS 510) located in the center and along the north property line. The Master Concept Plan depicts 0.79 acres of the 6.58 acres of wetlands being preserved, which results in 5.79 acres of wetland impacts. The applicant has an issued Environmental Resource Permit No. 36-108833-P from South Florida Water Management District (SFMWD) which indicates that 6.58 acres of wetland will be impacted and mitigated through the Panther Island Mitigation Bank Expansion (Attachment L). The request, as conditioned, will not adversely impact environmentally critical or sensitive areas or natural resources.

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

The applicant pursued a concurrent Comprehensive Plan Amendments (CPA2022-00010 & CPA2022-00011) to amend the following:

- Amend Future Land Use Map (Map "1-A") to designate 61.25 acres from General Interchange and Wetlands to Intensive Development and Wetlands future land use categories.

- 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.

As mentioned previously, once the applicant has provided Letters of Availability from Lee County Utilities and South Trail Fire Station stating that services may be provided to the proposed development's intensity and density, staff will be able to make this finding.

LeeTran, EMS, and Police have indicated that they will be able to serve the proposed project. LeeTran has indicated that improvements in this area are proposed to meet the needs for Three Oaks Parkway Extension.

Additionally,

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

The proposed commercial and residential uses are appropriate for the subject property given the consistency with the Lee Plan Policy for the Intensive Development Future Land Use Category and the existing and proposed surrounding land uses.

- b) The recommended conditions provide sufficient safeguards to the public interest and are reasonably related to the impacts on the public's interest expected from the proposed development; and Staff finds the proposed conditions appropriate for approval and as conditioned the public's interests are sufficiently addressed.
- c) That each requested deviation enhances the achievement of the objectives of the planned development; and preserves and promotes the general intent of this Code to protect the public health, safety and welfare:

There are five requested deviations and staff is recommending approval, with conditions.

Staff, therefore, recommends approval of this planned development rezoning request, as conditioned in Attachment C.

CONCLUSION:

Based upon an analysis of the application and the standards for approval of planned development rezonings, staff finds the request to be consistent with the established review criteria. The Mixed Use Planned Development rezone is consistent with the Intensive Development future land use designation and the applicable goals, objectives and policies of the Lee Plan. The request, as conditioned, is appropriate in the context of its surroundings. Staff recommends **APPROVAL** of the request to rezone the property from Commercial Planned Development (CPD) and Agricultural (AG-2) to Mixed Use Planned Development (MPD).

Attachments:

- A - Expert Witness List
- B - Aerial, Future Land Use, and Zoning Maps
- C - Conditions

- D - Legal Description
- E - Applicant Request Narrative
 - Applicant Schedule of Uses and Property Development Regulations
 - Applicant Deviation Request
 - Applicant Letters of Availability
 - Applicant Surface Water Management Plan
 - Applicant Indigenous Monitoring and Management Plan (includes Protected Species Survey)
 - Applicant Traffic Impact Statement
- F - Resolution Z-08-043
- G - CPA2022-00010 & CPA2022-00011 Planning Staff Report
- H - Master Concept Plan dated July 3, 2024
- I - Planning Staff Memorandum
- J - Eagle Technical Advisory letter dated May 15, 2023, declaring LE-058 Lost
- K - Natural Resources Memorandum
- L - South Florida Water Management District Permit 36-108833-P
- M – DOT Memorandum

Attachment A

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

Case Number: DCI2022-00059
Project Name: Daniels Town Square MPD
Hearing Examiner Date: September 26, 2024

Beth Workman, Principal Planner, Zoning, 1500 Monroe Street, Fort Myers, FL 33901

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

Joe Saracino, Planner, 1500 Monroe Street, Fort Myers, FL 33901

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

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

- Seeking to be qualified as an expert witness in the Lee County Land Development Code and Lee Plan.
- Staff reviewed and provided comments for sufficiency. Additional documents that may be relied upon and used as evidence during the hearing include: the Lee County Land Development Code, the Lee Plan, and documentation submitted by the applicant as part of the subject application.

Robert Price, Director, Department of Transportation, 1500 Monroe Street, Fort Myers, FL 33901

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

Jillian Scholler, Deputy Director, Department of Transportation, 1500 Monroe Street, Fort Myers, FL 33901

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

Marcus Evans, Engineer, Development Services, 1500 Monroe Street, Fort Myers, FL 33901

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

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

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

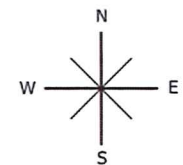
Lee County Land Development Code, the Lee Plan, and documentation submitted by the applicant as part of the subject application.

DCI2022-00059

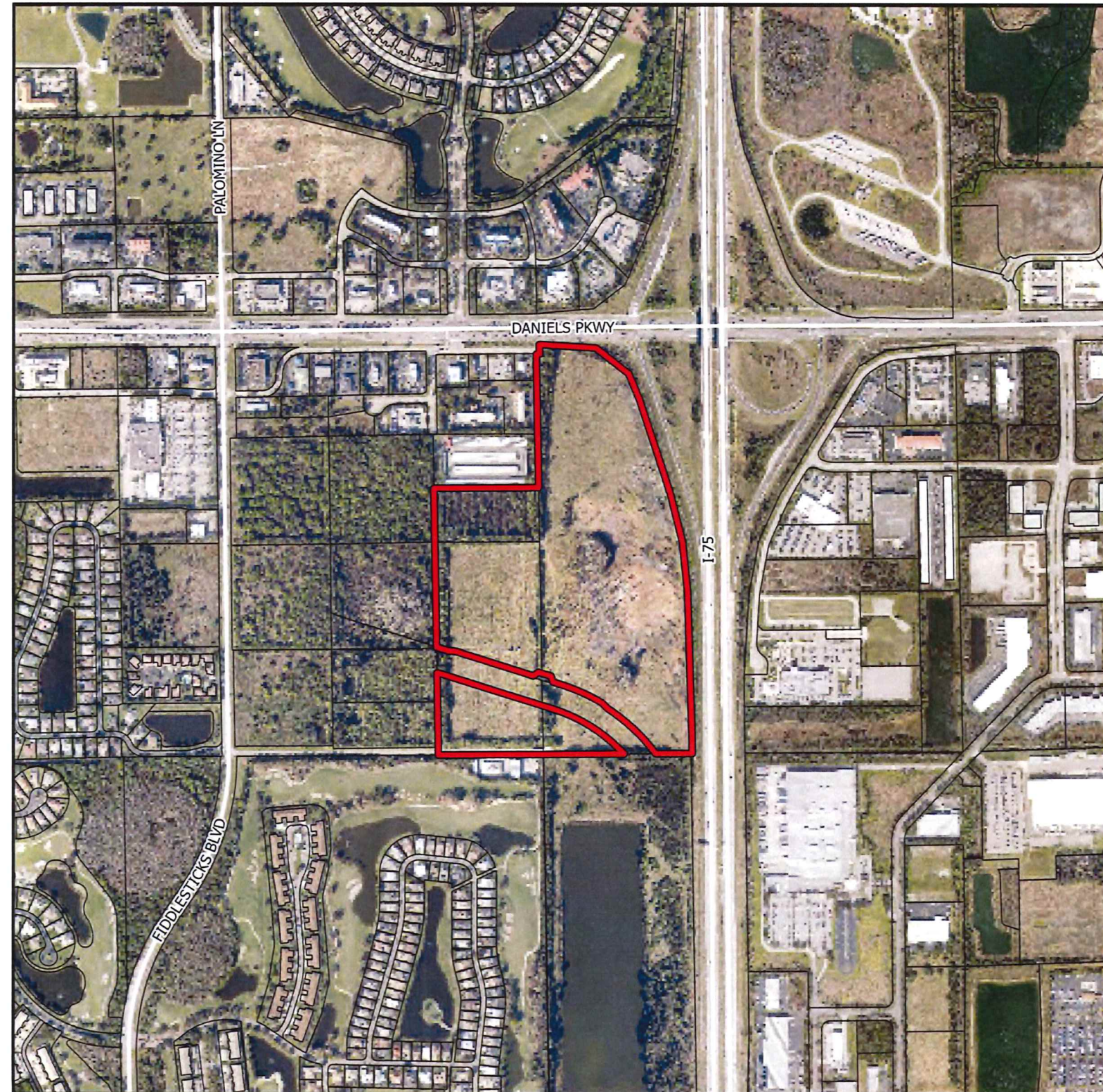
Aerial

ATTACHMENT B

 Subject Property



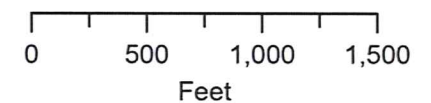
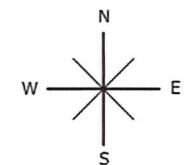
0 500 1,000 1,500
Feet



DCI2022-00059

Future Land Use

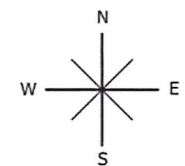
-  Subject Property
-  Outlying Suburban
-  Public Facilities
-  General Interchange
-  Tradeport
-  Wetlands



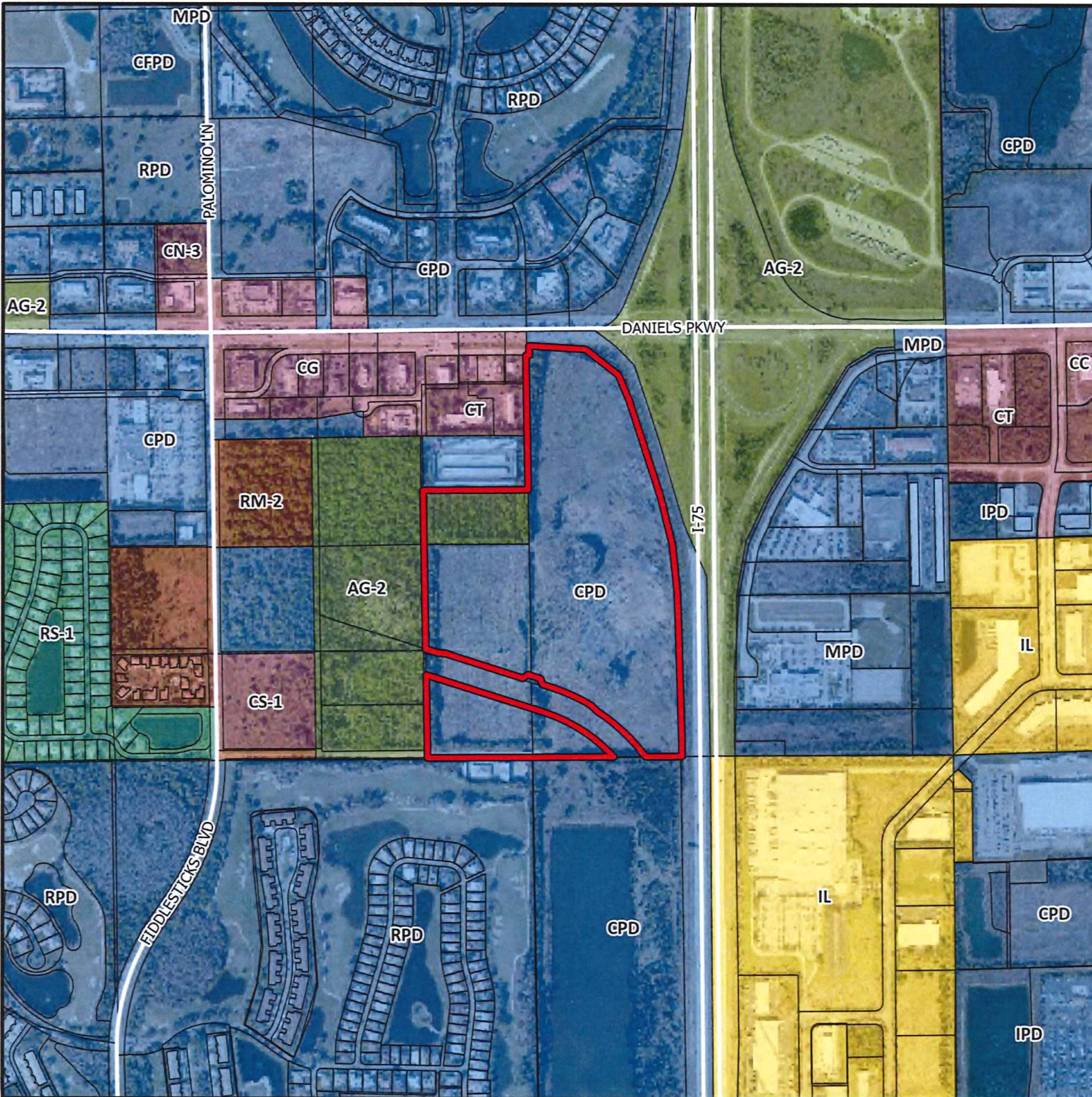
DCI2022-00059

Zoning

 Subject Property



0 500 1,000 1,500
Feet



Daniels Town Square MPD (DCI2022-00059)

Attachment C – Conditions and Deviations

Section A. - Conditions

1. The development of this project must be consistent with one-page Master Concept Plan (MCP) entitled “Daniels Town Square”, prepared by Atwell, date stamped July 3, 2024, except as modified by the conditions below. This development must comply with all requirements of the Lee County LDC at the time of local development order, except as may be granted by deviation as part of this planned development. If changes to the MCP, conditions, or deviations are subsequently pursued, appropriate approvals will be necessary.

This project is limited to 30,000 square feet of commercial development, a 200-room hotel, and a maximum of 1,234 residential dwelling units, subject to the conditions enumerated herein.

2. The following limits apply to the project and uses:

a. Schedule of Uses

Accessory uses, buildings, and structures
Accessory Apartment and Accessory Dwelling Unit
Administrative Offices
Agricultural Uses: Office/Base Operations
Agricultural Services Accessory Uses and Buildings
Agricultural Uses (subject to Condition 3)
Animal Clinic or Kennel, Control Center (including Humane Society)
ATM
Auto Parts Store
Automobile Service Station
Bait and Tackle Shop
Banks and Financial Establishments – Groups I & II
Bar and Cocktail Lounge
Bed and Breakfast
Boarding House
Boats; Parts Store, Rental, Sales, and Storage
Broadcast Studio, Commercial Radio & Television
Building Materials
Business Services, Groups I & II
Bus Station/Depot
Car Wash
Cleaning & Maintenance Services
Clothing Stores, General
Clubs: Commercial, Fraternal, and Private
Computer and Data Processing Services
Consumption on Premises
Continuing Care Facilities

Contractors & Builders – Group I & II

Convenience Food and Beverage Store – maximum 24 self-service fuel pumps
Cultural Facilities
Day Care Center, Child, Adult
Department Store
Dormitory
Drive-Through Facility for any permitted use
Drug Store, Pharmacy
Dwelling unit: Multi-family
Entrance gates and gatehouse
Essential services
Essential service facilities: Group I
Excavation: Water retention
Excess Spoil Removal
Factory Outlets
Fam Equipment, Sales, Storage, Rental or Service
Fences, Walls
Flea Market: Open, Indoor
Food and Beverage, Limited
Food Stores: Groups I and II
Freight and Cargo Handling Establishments
Funeral Home or Mortuary (with or without crematory)
Gift and Souvenir Shop
Golf Driving Range
Hardware Store
Health Care Facilities: All Groups
Hobby, Toy, and Games Shop
Hospice
Hotel/Motel, limited to 200 rooms
Household and Office Furnishings: All Groups
Insurance Companies
Laundry or Dry Cleaning: Groups I and II
Lawn and Garden Supply Stores
Library
Medical Office
Models: Display Center
Motion Picture Productions Studio
Nightclubs
Non-Store Retailers: All Groups
Parcel and Express Services
Package Store
Paint, Glass, and Wallpaper
Parking Lot, All
Personal Services: All Groups

Pet Services
 Pet Shop
 Pharmacy
 Photo Finishing Laboratories
 Place of Worship
 Plant Nursery
 Post Office
 Printing and Publishing Services
 Real Estate Sales Office
 Recreation Facilities: All Groups
 Religious Facilities
 Rental and Leasing Establishments: All Groups
 Repair Shops: All Groups
 Research and Development and Laboratories: All Groups
 Residential Accessory Uses
 Restaurant, Fast Food
 Restaurant: All Groups
 Retail and Wholesale Sales
 Schools, Commercial and Non-Commercial
 Self-Service Fuel Pumps (24 fuel pumps)
 Signs
 Social Services: All Groups
 Specialty Retail Shops: All Groups
 Storage: Indoor or Outdoor
 Studios
 Temporary Uses
 Theater, Indoor or Outdoor (drive-in)
 Transportation Services: All Groups
 Used Merchandise Stores: All Groups
 Variety Stores
 Vehicle and Equipment Dealers: All Groups
 Warehouse: Public, Private, Mini
 Wholesale Establishments: Groups I, III, and IV

b. Site Development Regulations

General Parameters

Minimum Lot Coverage	60 percent
Maximum Multi-family Building Height	
Parcel 1	45 feet
Parcel 2	45 feet
Parcel 3	60 feet
Parcel 4	90 feet

Parcel 6	35 feet
Parcel 5	
Commercial	35 feet
Hotel	60 feet
Minimum Open Space	
Parcels 1 - 5	20 percent
Parcels 6 & 7	40 percent
Minimum Lot Area	10,000 square feet

Residential Building Setbacks

Street (Public)	20 feet
Street (Private)	15 feet
Rear	5 feet
Side	5 feet
Minimum Building Separation	20 feet
Waterbody	20 feet

Commercial Building Setbacks

Street (Public)	20 feet
Street (Private)	15 feet
Rear	5 feet
Side	0 feet
Minimum Building Separation	0 feet
Waterbody	20 feet

3. Agricultural Use

Existing bona fide agricultural uses (PASTURE/GRAZING) may continue on this site SUBJECT TO the following:

- a) Termination of Agriculture Use. Agricultural uses must terminate on project areas receiving development order approval for vertical development and prior to county issuance of a vegetation removal permit. Development order approvals for plats, infrastructure improvements, landscaping, surface water management, or other non-vertical development do not trigger termination.
- b) Additional Clearing Prohibited. Additional clearing of trees or vegetation in an agricultural area is prohibited. Existing areas of bona fide agricultural use may be maintained, (i.e. mowed). But not cleared or expanded. This prohibition does not preclude County approval of requests to remove invasive exotic vegetation.
- c) Proof of Termination. Upon approval of local development order for vertical development and prior to the issuance of vegetation removal permit, the property owner must provide written proof of the following, SUBJECT TO review/approval by the County Attorney's Office:

i. Affidavit. Sworn affidavit from the property owner confirming:

- (1) Date agricultural uses ceased.
- (2) Legal description of the property SUBJECT TO development order approval for vertical development.
- (3) Affirmative statement acknowledging and agreeing agricultural uses are illegal and prohibited on the property. Further that the property owner covenants with the County not to resume agricultural uses until the property is rezoned to permit agricultural.

The affidavit constitutes a covenant between the property owner and Lee County binding on the owner and its successors. The covenant must properly recorded in public record of Lee County at the owner's expense.

ii. Termination of Tax Exemption. Termination of the agricultural tax exemption for portions of the property SUBJECT TO a development order for vertical development. Proof of termination must include a copy of the request to terminate the tax exemption submitted to the Lee County Property Appraiser.

4. Three Oaks Parkway Extension Phase I

Prior to the issuance of the first development order, Three Oaks Parkway Extension Phase I must be complete and open to the public.

5. Density

For development that proposes impact to wetlands, construction may not commence until the issuance of required 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 the proposed impacts to wetlands depicted within the local development order 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.

6. Open Space

Parcels 1 through 5 must provide 20 percent open space and Parcels 6 and 7 must provide 40 percent open space in substantial compliance with the Master Concept Plan received July 3, 2024.

7. Indigenous Open Space

Prior to the issuance of the first development order, the plans must depict the 0.79-acre wetland preserve and provide an indigenous management plan.

8. Water Quality Monitoring

Prior to local development order approval, the developer must provide a Surface Water Quality Monitoring Plan for review and approval by the Lee County Division of Natural Resources. At a minimum, the Surface Water Monitoring Plan must establish the following:

- a. The overall Goals and Objectives of the Surface Water Monitoring Plan;
- b. An outfall monitoring schedule during “wet” season of June through September and “dry” season of October through May for Total Phosphorus, Total Nitrogen, Copper, Iron, Enterococci, Field Temperature, Specific Conductance, Dissolved Oxygen, Turbidity, pH, Total Dissolved Solids and Total Hardness.
- c. A baseline monitoring event to be part of the monitoring plan that must be completed prior to commencement of construction.
- d. Water quality monitoring data must be provided to the Division of Natural Resources annually for a minimum of 5 years and must include a report with a comparison of State surface water quality standards, plots of parameters, and recommendations. After five years of meeting or exceeding State surface water quality monitoring standards, the developer may amend water quality monitoring and reporting after written request, review, and approval by the Division of Natural Resources. Results must be reported as an Electric Data Deliverable (EDD), in a format approved by the Division of Natural Resources.
- e. A contingency plan in the event an exceedance of State Surface Water Quality Standards is discovered. This plan must include notification to impacted residents and applicable authorities.

9. Buffers

Prior to the issuance of the first development order north or south of Three Oaks Parkway Extension, all right-of-way buffers must be 15-foot-wide Type-D buffers and include a consistent landscape theme.

10. Wetland Trees

The planted littoral shelf calculation must be based on a 20-foot-wide littoral shelf with 100 percent of the littorals to be converted to wetland trees at a ratio 100 littoral plants to one native wetland tree. The wetland trees must be located around the wet detention areas.

11. Transportation

At the time of submittal for the first development order, a detailed signal warrant projection based on full buildout traffic conditions at the site access location on Three Oaks Parkway, including full buildout of the Daniels Town Square MPD development established by zoning intensities and densities, must be performed. Should the County Traffic Engineer deem that a traffic signal will be warranted at the intersection, the Applicant must incorporate the design of a new traffic signal as part of the development order process. Should the Developer decide to design the signal(s) as part of a separate Limited Review Development Order (LDO) for offsite improvements, the LDO must be approved prior to the issuance of a Certificate of Occupancy for any dwelling units or a Certificate of Compliance for vertical commercial construction. In accordance with the Land Exchange and Impact Fee Credit Agreement (Instrument Number 2021000128594), the developer will be solely responsible for the cost of design and installation of the traffic signal at this intersection.

Section B. – Deviations

1. **Deviation (1)** seeks relief from Lee County Land Development Code (LDC) Section 10-329(d)(4), which requires lake bank slopes to be 6:1; to allow 4:1 slopes as a recommended action to minimize

wildlife hazards within the 10,000-foot Hazardous Wildlife Zone criteria for airport operations and in accordance with the Federal Aviation Administration Advisory Circular 150/5200-33C.

This deviation is **APPROVED**.

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

This deviation is **APPROVED** subject to Condition 10.

3. **Deviation (3)** seeks relief from LDC Section 10-418(2)c, which requires a 20-foot-wide planted littoral shelf extending waterward of the control elevation at a depth no greater than two feet below the control elevation, to allow no planted littoral shelf.

This deviation is **APPROVED** subject to Condition 10.

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

This deviation is **APPROVED** subject to Condition 10.

5. Deviation (5) seeks relief from Section 10-291(3) which requires residential development of more than five acres to provide more than one means of ingress and egress for the development, to allow for one means of ingress/egress for Parcel 6.

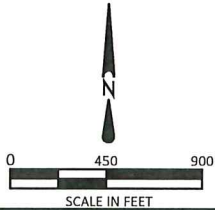
This deviation is **APPROVED**.

ATTACHMENT D

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

SKETCH

DATE: 04/11/24



CENTER OF SECTION
OF SECTION 22

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

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

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

NORTH PARCEL
53.13 ACRES

N: 802525.33
E: 721479.84

SOUTH PARCEL
8.13 ACRES
L25

POB
N: 802021.51
E: 722632.85

N: 802024.82
E: 723051.25

SOUTH 1/4 CORNER
OF SECTION 22

S 89°32'46" W
193.78'
A0. 20'
R 1175.00'
D0° 00' 35"
B S 36° 37' 43" E
C0. 20'

REVIEWED
DCI2022-00059
Rick Burris, Principal
Planner
Lee County DCD/Planning
7/11/2024

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

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

REVISIONS:

PAGE 1 OF 3

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



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

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



Digitally signed by
Mark D. McCleary
Date: 2024.06.04
22:14:10 -04'00'

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

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

DESCRIPTION

DATE: 04/11/24

NORTH PARCEL

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

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

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

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

REVIEWED
DCI2022-00059
Rick Burris, Principal
Planner
Lee County DCD/Planning
7/11/2024

REVISIONS:

PAGE 2 OF 3

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



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

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

DESCRIPTION

DATE: 04/11/24

AND

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

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 S 89°32'46" W A DISTANCE OF 193.78' TO THE POINT OF BEGINNING;

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.

REVIEWED
DCI2022-00059
Rick Burris, Principal
Planner
Lee County DCD/Planning
7/11/2024

REVISIONS:

PAGE 3 OF 3

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



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



DANIELS TOWN SQUARE MPD

Request Statement

I. REQUEST

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

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

Table 1: Density and Intensity Calculation

Parcel ID Per MCP	Use	Total Acreage	Preserved Wetlands	Mitigated Wetlands	Upland	MUO	Base Density 14 du/ac	Bonus Density 8 du/ac	GPITDU Bonus Density Up to 8 du/ac
1-4	Mixed Use	53.13	0.79	5.79	46.55	Yes	662.76	378.72	378.72
5 & 6	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 requested out of maximum 444 GPITDU that could be requested								1,234	

There are 5.79 acres of wetlands to be impacted per the SFWMD ERP (No. 230220-37612) approved in April 2024.

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

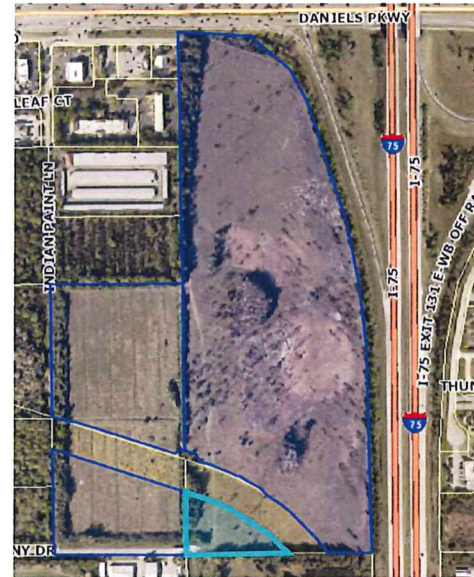
1. Amend Map 1-A – Future Land Use – from General Interchange to the Intensive Development Future Land Use Category (FLUC);
2. Amend Map 1-C – Mixed-use Overlay – to add the property north of Three Oaks Parkway Extension to the Mixed-use Overlay (MUO).

II. PROPERTY HISTORY

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

Daniels Parkway JV Development

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



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

III. EXISTING CONDITIONS

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

Table 2: Inventory of Surrounding Lands

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

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

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

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

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

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

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

IV. FUTURE CONDITIONS

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

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

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

V. PUBLIC INFRASTRUCTURE

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

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

VI. LDC COMPLIANCE

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

a) Complies with the Lee Plan;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Conditions have not yet been set.

- c) If the application includes deviations pursuant to section 34-373(a)(9), that each requested deviation:***

- 1) Enhances the achievement of the objectives of the planned development; and***
- 2) Preserves and promotes the general intent of this Code to protect the public health, safety and welfare.***

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

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

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

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

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

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

DIVISION 2-BONUS DENSITY PROGRAM

Sec 2-145(b) Minimum Requirements

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

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

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

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

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

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

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

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

VII. LEE PLAN COMPLIANCE

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

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

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

infrastructure and is one of the major interchange and development areas in the County. It is central to population centers and serves as an accessible employment center and commercial services area. It is also appropriate for mixed use development allowing for multi-family density in both categories at up to 22 units per acre 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, its location next to I-75 and its frontage and access to a major east-west corridor known as Daniels Parkway. The uses that are permitted are a mix of high density residential and a full range of commercial from general commercial and offices to retail and tourist serving uses such as restaurants and hotels. The desired development program is for up to 30,000 square feet of Non-Residential uses, a 200-room Hotel and Multifamily Residential density of 1,234 units. There are 0.79 acres of wetland to be preserved and 5.79 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, Allico Road, etc., develop with similar intensities and densities or mixed-use developments such as is being requested in this application.

g. Environmental considerations.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GOAL 11: MIXED USE.

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

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

OBJECTIVE 11.2: MIXED USE OVERLAY.

POLICY 11.2.1: The Mixed Use Overlay identifies locations where mixed use development will have a positive impact on transportation facilities through 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 alternative form of transportation to automobiles. The users of this project will be able to access local commercial uses via two Daniels 9300 (ingress only for automobiles) and Indian Pony Drive without travelling onto Three Oaks Parkway Extension or Daniels Parkway.

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

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

4. Availability of adequate public facilities and infrastructure; and

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

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

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

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

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

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

OBJECTIVE 39.7: COMMUNITY IMPACTS.

POLICY 39.7.1: Alignments of new and expanded roads and other transportation improvements will be selected to maximize the benefit/cost ratio while:

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

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

LEE PLAN GOAL 54

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- b. Potable Water – Lee County Utilities currently serves the site and has capacity. LCU has stated in a letter of availability that they have capacity to establish service.
- c. Surface Water/Drainage Basins – The property is intended to be developed as part of a Mixed use Planned Development. The project will be required to meet all LDC provisions for surface water management, pre-treatment, storage and treatment including the System Requirement: Prevent the flooding of designated evacuation routes on The Lee Plan Map 15 from the 25-year, 3-day storm event (rainfall) for more than 24 hours.
- d. Parks, Recreation, and Open Space – The density has already been calculated as both land use categories allow for similar density, so there is no provision needed for parks, recreation or open space. Regardless, the County exceeds the available capacity needs:
 - Required Capacity - 5,202 acres of regional parks and 289 acres of community parks.
 - Available Capacity - 7,051 acres of regional parks and 832 acres of community parks.
- e. Public Schools – The density has already been calculated as both land use categories allow for similar density so there is no provision needed for public schools in the South Zone. Nevertheless, the Lee County School District has said they 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 as indigenous central to the project site. The area is 0.79 acres and is part of the preservation for this site and is included in on the MCP. There is also an indigenous restoration plan included for this area.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

IX. CONCLUSION

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



DANIELS TOWN SQUARE MPD Phasing Plan

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

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

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

PHASE 1

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

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

Access

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

PHASE 2

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

PHASE 3

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

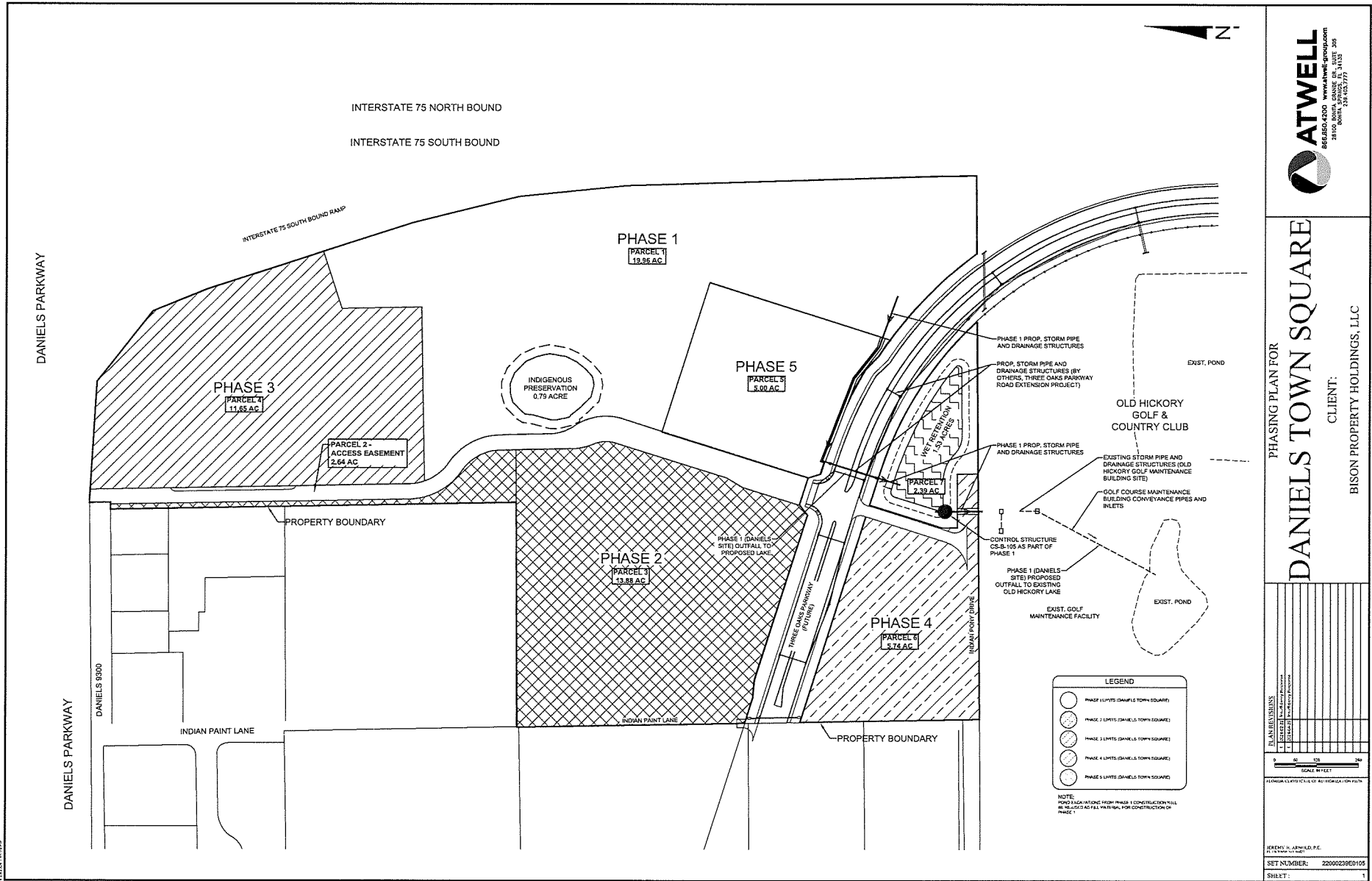
PHASE 4

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

PHASE 5

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

\\atwell\projects\2020\20200228\0105\DWG\20200228\0105.dwg
2/28/2020 10:10:10 AM
JEREMY H. ARMFIELD, P.E.
2/28/2020 10:10:10 AM





DANIELS TOWN SQUARE MPD

Schedule of Uses & Site Development Regulations

SCHEDULE OF USES

- ACCESSORY USES AND STRUCTURE
- ACCESSORY APARTMENT AND ACCESSORY DWELLING UNIT
- ADMINISTRATIVE OFFICES
- AGRICULTURAL ACCESSORY USES AND BUILDINGS (WHILE UNDER AGRICULTURAL EXEMPTION ONLY)
- AGRICULTURAL SERVICES: OFFICE / BASE OPERATIONS (WHILE UNDER AGRICULTURAL EXEMPTION ONLY)
- AGRICULTURAL USES (WHILE UNDER AGRICULTURAL EXEMPTION ONLY)
- ANIMAL CLINIC OR KENNEL, CONTROL CENTER (INCLUDING HUMANE SOCIETY)
- ATM (AUTOMATIC TELLER MACHINE)
- AUTO PARTS STORE
- AUTOMOBILE REPAIR AND SERVICE: ALL GROUPS
- AUTOMOBILE SERVICE STATION
- BAIT AND TACKLE SHOP
- BANKS AND FINANCIAL ESTABLISHMENTS: GROUP I AND II
- BAR OR COCKTAIL LOUNGE
- BED AND BREAKFAST
- BOARDING HOUSE
- BOATS: PARTS STORE, RENTAL, SALES, AND STORAGE
- BROADCAST STUDIO, COMMERCIAL RADIO, AND TELEVISION
- BUILDING MATERIAL SALES
- BUSINESS SERVICES: GROUP I and II
- BUS STATION / DEPOT
- CAR WASH
- CLEANING AND MAINTENANCE SERVICES
- CLOTHING STORES, GENERAL
- CLUBS: ALL
- COMMUNITY GARDENS
- COMMUNITY RESIDENTIAL HOME
- COMPUTER AND DATA PROCESSING SERVICES
- CONSUMPTION ON PREMISES
- CONTINUING CARE FACILITIES
- CONTRACTORS AND BUILDERS: ALL GROUPS
- CONVENIENCE FOOD AND BEVERAGE STORE
- CULTURAL FACILITIES
- DAY CARE CENTER, CHILD, ADULT
- DEPARTMENT STORE
- DORMITORY
- DRIVE-THROUGH FACILITY FOR ANY PERMITTED USE

- DRUGSTORE, PHARMACY
- DWELLING UNIT: MULTIPLE-FAMILY (HIGH-RISE AND MID-RISE)
- ENTRANCE GATES AND GATEHOUSE
- ESSENTIAL SERVICES
- ESSENTIAL SERVICE FACILITIES: GROUP I, II, AND III
- EXCAVATION: WATER RETENTION
- EXCESS SPOIL REMOVAL
- FACTORY OUTLETS
- FARM EQUIPMENT, SALES, STORAGE, RENTAL OR SERVICE
- FENCES, WALLS
- FLEAMARKET: OPEN, INDOOR
- FOOD AND BEVERAGE, LIMITED
- FOOD STORES: GROUP I AND II
- FREIGHT AND CARGO HANDLING ESTABLISHMENTS
- FUNERAL HOME OR MORTUARY (WITH OR WITHOUT A CREMATORY)
- GIFT AND SOUVENIR SHOP
- GOLF DRIVING RANGE
- HARDWARE STORE
- HEALTH CARE FACILITIES: ALL GROUPS
- HOBBY, TOY AND GAMES SHOPS
- HOMECARE FACILITY
- HOSPICE
- HOTEL / MOTEL
- HOUSEHOLD AND OFFICE FURNISHINGS: ALL GROUPS
- HOUSING UNITS FOR EMPLOYEES ONLY
- INSURANCE COMPANIES
- LAUNDRY OR DRY CLEANING: GROUP I AND II
- LAWN AND GARDEN SUPPLY STORES
- LIBRARY
- MEDICAL OFFICE
- MODELS: DISPLAY CENTER
- MOTION PICTURE PRODUCTION STUDIO
- NIGHTCLUBS
- NON-STORE RETAILERS: ALL GROUPS
- PARCEL AND EXPRESS SERVICES
- PACKAGE STORE
- PAINT, GLASS, AND WALLPAPER
- PARKING LOT, ALL
- PERSONAL SERVICES: ALL GROUPS
- PET SERVICES
- PET SHOP
- PHARMACY

- PHOTO FINISHING LABORATORIES
- PLACE OF WORSHIP
- PLANT NURSERY
- POST OFFICE
- PRINTING AND PUBLISHING SERVICES
- REAL ESTATE SALES OFFICE
- RECREATION FACILITIES: ALL GROUPS
- RELIGIOUS FACILITIES
- RENTAL AND LEASING: ALL GROUPS
- REPAIR SHOPS: ALL GROUPS
- RESEARCH AND DEVELOPMENT AND LABORATORIES: ALL GROUPS
- RESIDENTIAL ACCESSORY USES
- RESTAURANT. FAST FOOD
- RESTAURANTS: ALL GROUPS
- RETAIL AND WHOLESALE SALES
- SCHOOLS, COMMERCIAL, NONCOMMERCIAL
- SELF SERVICE FUEL PUMPS (16 FUEL PUMPS)
- SIGNS, IN ACCORDANCE WITH CHAPTER 30
- SOCIAL SERVICES: ALL GROUPS
- SPECIALTY RETAIL SHOPS: ALL GROUPS
- STORAGE: INDOOR ONLY, STORAGE - OPEN
- STUDIOS
- TEMPORARY USES
- THEATER, INDOOR OR OUTDOOR (DRIVE-IN)
- TRANSPORTATION SERVICES: ALL GROUPS
- USED MERCHANDISE STORES: ALL GROUPS
- VARIETY STORE
- VEHICLE AND EQUIPMENT DEALERS: ALL GROUPS
- WAREHOUSE: ALL
- WHOLESALE ESTABLISHMENTS: GROUPS I , III, AND IV

PROPERTY DEVELOPMENT REGULATIONS

TABLE 1: Intensity and Density

USE CATEGORY	TYPE OF USE	INTENSITY/DENSITY	Notes
Non-Residential	Commercial	Max. 30,000 square feet plus 200 hotel	Retail: Max 30,000 sf Hotel: Max 200 rooms
Residential	Multi-family	Max. 1,342 total units	854 du (base) and 488 du (bonus)

TABLE 2: Development Regulations

GENERAL PARAMETERS		
Category	Requirement	Notes
Maximum Lot Coverage:	60 percent	66.15 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:	20 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



Daniels Town Square MPD

Schedule of Deviations and Justifications

REVISED JULY 2024

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

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

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

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

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

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

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

This deviation is proposed in conjunction with Deviations 2 and 4, which allows for replacement of all the littoral plantings with native trees that comply with the Compatible and Non-Compatible Plant List.

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

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

5. Deviation from LDC Section 10-291(3) Residential development of more than five acres to provide more than one means of ingress or egress for the development; to allow for one (1) means of ingress/egress for Parcel 6.

JUSTIFICATION: Parcel 6 is the only parcel within the limits of the MPD that requires the single-access deviation as recommended by LCDOT Staff. This parcel is just over the 5-acre threshold (at 5.74+/-acres), which triggers two (2) access points.

The deviation will serve to reduce multiple access points onto Three Oaks Parkway, intended as a controlled access arterial roadway, and designed to move traffic across the region. The intent of the controlled access nature of the roadway is to reduce/eliminate curb cuts to improve safety and traffic flow on arterials. Therefore, the applicant is proposing only one (1) ingress and egress from the internal roadway network to eliminate multiple connections onto Three Oaks Parkway that would reduce appropriate separation distances from other planned intersections.

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

The deviation will increase public health, safety and welfare for future residents of the project and also the travelling public. The Parcel's size also justifies the request.

From: [Fred Drovdllic](#)
To: [Alexis Crespo](#)
Subject: FW: Daniels Development Question
Date: Wednesday, July 3, 2024 12:16:42 PM

Good news.

Fred Drovdllic, AICP
Director of Planning

RVi Planning + Landscape Architecture
1514 Broadway, Suite 201 • Fort Myers, FL 33901
239.989.3370 Mobile • 239.318.6707 Direct • 239.344.0000 Main
www.rviplanning.com

From: Nate Burley <nburley@southtrailfire.org>
Sent: Wednesday, July 3, 2024 12:13 PM
To: Fred Drovdllic <fdrovdllic@rviplanning.com>
Cc: Gene Rogers <grogers@southtrailfire.org>
Subject: RE: Daniels Development Question

Fred,

I have reviewed the proposed access point and I see no reason why this would not be acceptable. Therefore, as the Division Chief of Fire and Life Safety for the District I would have no objection to the proposed reduction from 2 access points to one.

Please contact me with any further questions. If a letter is needed on letterhead, I am more than happy to supply it.

I hope you have a safe and happy 4th of July.

Respectfully,

Nate Burley
Division Chief - Fire & Life Safety
South Trail Fire & Rescue
5531 Halifax Ave.
Fort Myers, FL 33912
T 239-482-8030
E nburley@southtrailfire.org

Isaiah 43:2 "When you pass through the waters, I will be with you; and through the rivers, they shall not overwhelm you; when you walk through fire you shall not be burned, and the flame shall not consume you."

From: Fred Drovdllic <fdrovdllic@rviplanning.com>

Sent: Tuesday, July 2, 2024 3:42 PM

To: Nate Burley <nburley@southtrailfire.org>

Cc: Gene Rogers <grogers@southtrailfire.org>

Subject: FW: Daniels Development Question

Hi Nate,

I spoke with Gene on Friday. He said he would bring up the issue below Monday. Unfortunately, we are in a time crunch for an answer. Are you OK with a deviation for a 5.8 acre parcel of 125 units having only one access point as shown on the attached plan. LCDOT wants to grant this deviation. They don't want the additional access on Three Oaks and is willing to signoff on a deviation for one access point.

I called today but didn't leave a message.

Fred Drovdllic, AICP

Director of Planning

RVi Planning + Landscape Architecture

1514 Broadway, Suite 201 • Fort Myers, FL 33901

239.989.3370 Mobile • 239.318.6707 Direct • 239.344.0000 Main

www.rviplanning.com

From: Fred Drovdllic

Sent: Friday, June 28, 2024 3:43 PM

To: Gene Rogers (<GRogers@southtrailfire.org> <GRogers@southtrailfire.org>

Cc: Alexis Crespo <acrespo@rviplanning.com>

Subject: Daniels Development Question

Hi Gene,

I hope things are going well for you.

We've spoken about the Daniels parcel near the old fire station and I-75. Part of our development plan has residential on a parcel larger than 5 acres so the LDC requires two access points. Lee County DOT doesn't want the additional access on Three Oaks and is willing to signoff on a deviation for one access point. The parcel is barely over 5 acres. Is this deviation you can accept?

We are in a time crunch, which isn't your problem, but we are hoping for a very quick answer and would be very appreciative.

Were you able to talk to Chris Moore about a possible future site? He is open to hear details. Let me know.

Fred Drovdic, AICP

Director of Planning

RVi Planning + Landscape Architecture

1514 Broadway, Suite 201 • Fort Myers, FL 33901

239.989.3370 Mobile • 239.318.6707 Direct • 239.344.0000 Main

www.rviplanning.com

Links contained in this email have been replaced. If you click on a link in the email above, the link will be analyzed for known threats. If a known threat is found, you will not be able to proceed to the destination. If suspicious content is detected, you will see a warning.

External Email: Do not click any links or open any attachments unless you trust the sender and know the content is safe.



BOARD OF COUNTY COMMISSIONERS

Kevin Ruane
District One

Cecil L Pendergrass
District Two

Raymond Sandelli
District Three

Brian Hamman
District Four

Michael Greenwell
District Five

Roger Desjarlais
County Manager

Richard Wm Wesch
County Attorney

Donna Marie Collins
*County Chief
Hearing Examiner*

August 16, 2022

Via E-Mail

Fred Drovdlc, 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. Drovdlc:

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.

August 16, 2022

Page 2

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

Kevin Ruane
District One

Cecil L. Pendergrass
District Two

Ray Sandelli
District Three

Brian Hamman
District Four

Frank Mann
District Five

Roger Desjarlais
County Manager

Richard Wm. Wesch
County Attorney

Donna Marie Collins
County Hearing
Examiner

July 19, 2022

Fred Drovdlc
RVI Planning
10401 Highland Manor Drive, Suite 220
Tampa, FL 33610

Re: Letter of Service Availability – Daniels Town Square

Mr. Drovdlc,

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

Kevin Ruane
District One

July 15, 2022

Cecil L. Pendergrass
District Two

Ray Sandelli
District Three

Brian Hamman
District Four

District Five

Roger Desjarlais
County Manager

Richard Wesch
County Attorney

Donna Marie Collins
County Hearing Examiner

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

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

Mr. Drovdlc,

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

Kevin Ruane
District One

July 14, 2022

Cecil L. Pendergrass
District Two

Ray Sandelli
District Three

Brian Hamman
District Four

Frank Mann
District Five

Roger Desjarlais
County Manager

Richard Wm. Wesch
County Attorney

Donna Marie Collins
County Hearing
Examiner

Fred Drovdic, 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. Drovdic,

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



SOUTH TRAIL FIRE PROTECTION & RESCUE SERVICE DISTRICT

Established 1965

"Compassion, Commitment, Courage"

Board of Commissioners

Larry Hirshman
Chairman

Jeff Haugh
Vice-Chairman

Robert McDonnell
Secretary-Treasurer

Ron Tarantino
Commissioner

Ken Brown
Commissioner

Administration

Gene Rogers
Fire Chief

David Bollen
Assistant Chief

Todd Anderson
Assistant Chief

March 7, 2023

VIA Electronic Mail

Fred Drovdlc, 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,

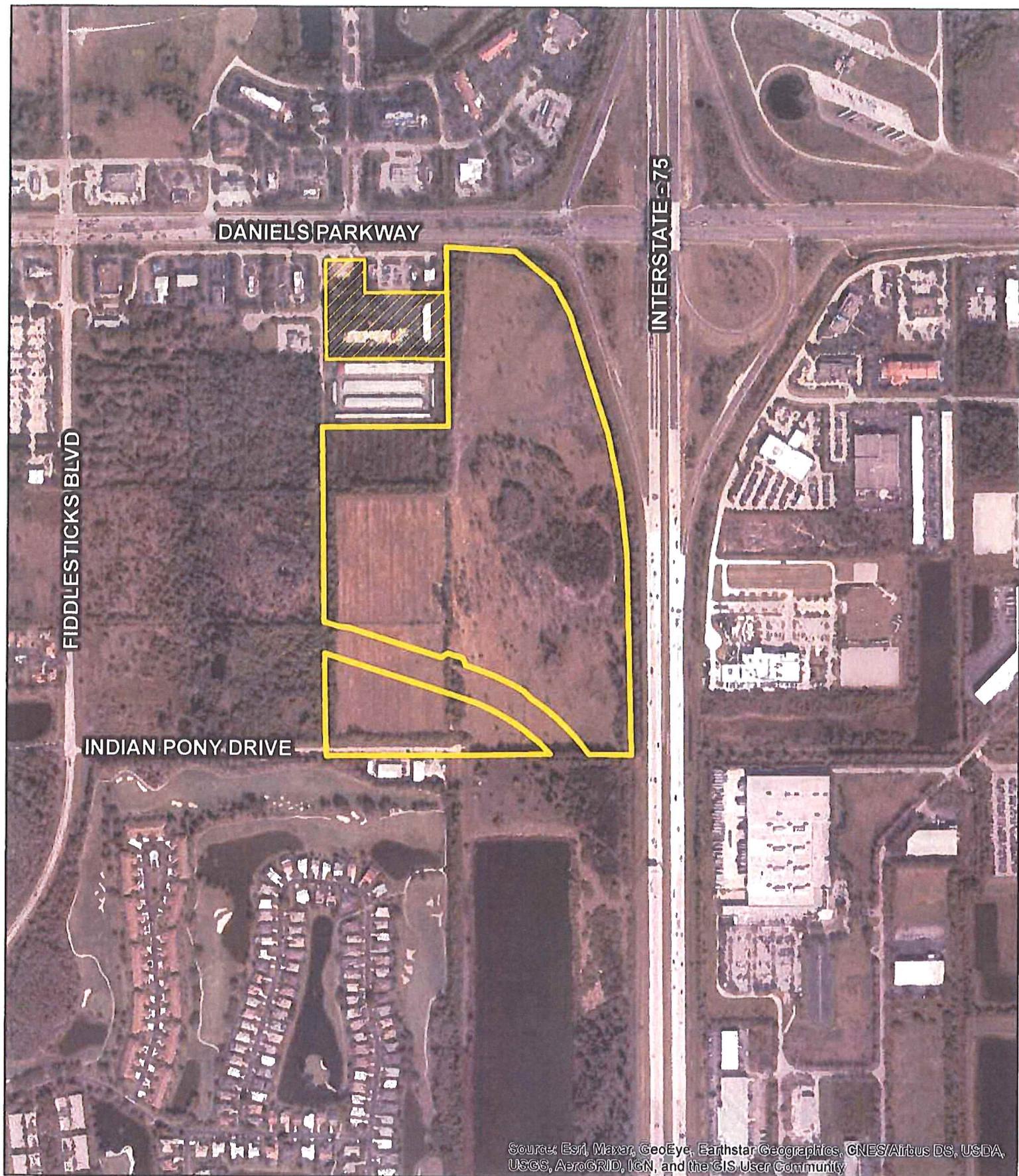
RVi Planning + Landscape Architecture

A handwritten signature in blue ink, appearing to read 'Fred Drovdlc'.

Fred Drovdlc, AICP

Planning Director

Enclosure



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



1514 Broadway
Suite 201
Fort Myers, Florida 33901
Tel 239.344.0000
www.rvplanning.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

Information furnished regarding this property is from sources deemed reliable. RVi has not made an independent investigation of these sources and no warranty is made as to their accuracy or completeness. This plan is conceptual, subject to change and does not represent any regulatory approval.

Carmine Marceno
Sheriff



"Proud to Serve"

State of Florida
County of Lee

July 14, 2022

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

Mr. Drovdllic,

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,

A handwritten signature in blue ink, appearing to read "Chris Reeves", followed by the number "34084" written in blue ink.

Chris Reeves
Major, Patrol Bureau



"The Lee County Sheriff's Office is an Equal Opportunity Employer"
14750 Six Mile Cypress Parkway • Fort Myers, Florida 33912-4406 • (239) 477-1000



Lee County
Southwest Florida

Board of County Commissioners

Kevin Ruane
District One

March 6, 2023

Cecil L. Pendergrass
District Two

Ray Sandelli
District Three

Brian Hamman
District Four

Mike Greenwell
District Five

Roger Desjarlais
County Manager

Richard Wm. Wesch
County Attorney

Donna Marie Collins
County Hearing
Examiner

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

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

Dear Mr. Drovdljic:

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

DANIELS TOWN SQUARE MPD

Surface Water Management Plan Narrative

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

LDC 34-373(b)1 states:

- (b)(1) A written description of the surface water management plan that includes:
- a. The runoff characteristics of the property in its existing state;
 - b. In general terms, the drainage concept proposed, including the outfall to canals or natural water bodies including how drainage flow from adjacent properties will be maintained;
 - c. The retention features (including existing natural features) that will be incorporated into the drainage system and the legal mechanism which will guarantee their maintenance;
 - d. How existing natural features will be preserved. Include an estimate of the ranges of existing and post development water table elevations, where appropriate;
 - e. If the property is subject to seasonal inundation or subject to inundation by a stream swollen by the rains of a 100-year storm event, indicate the measures that will be taken to mitigate the effects of expectable flooding.

LeePlan Policy 125.1.4 states:

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

Existing Runoff Characteristics

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

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

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

Proposed Conceptual Runoff Characteristics

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

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

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

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

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

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

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

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



DANIELS TOWN SQUARE MPD

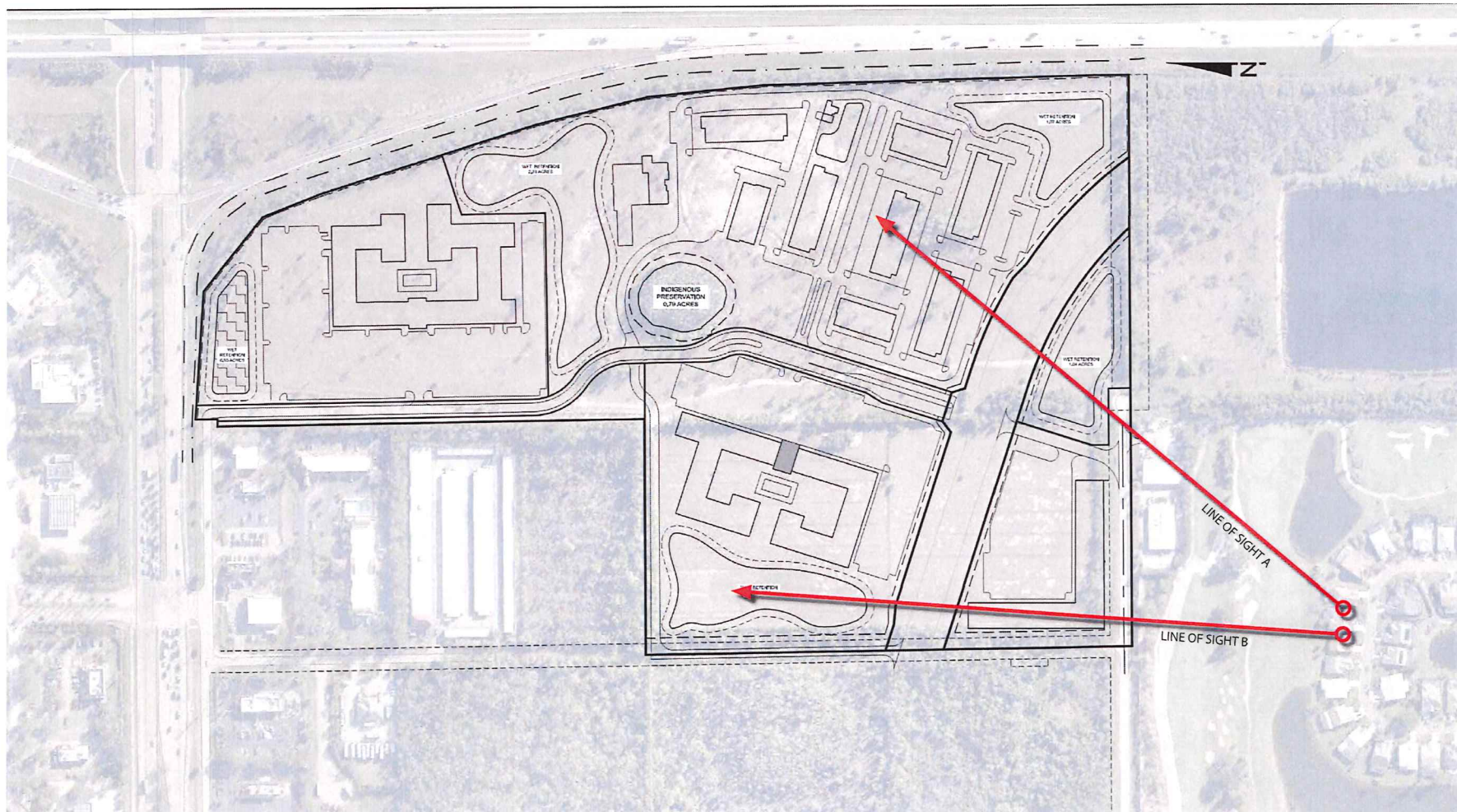
Line of Site Narrative

Line of Site A

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

Line of Site B

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



04/22/2024

North arrow pointing towards the top of the page.



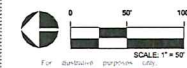
DANIELS TOWN SQUARE • LINE OF SIGHT PLAN

Lee County, FL

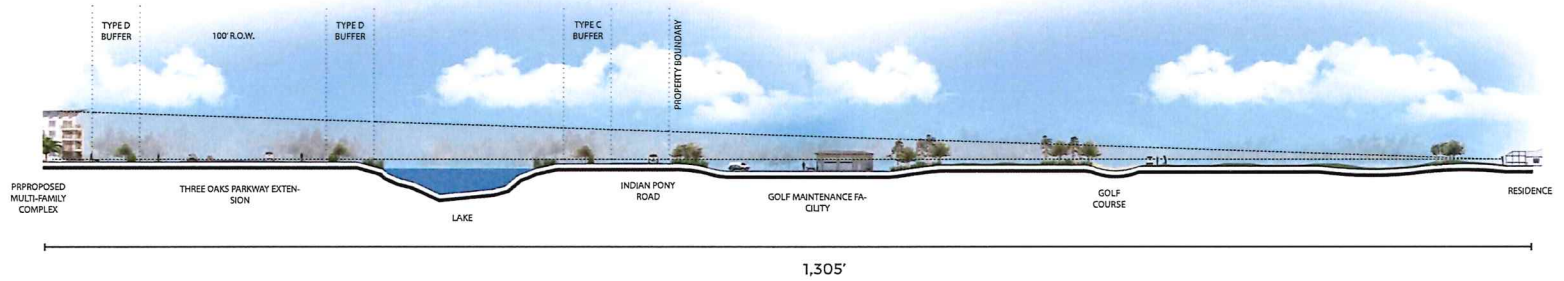
04/22/2024

22000239

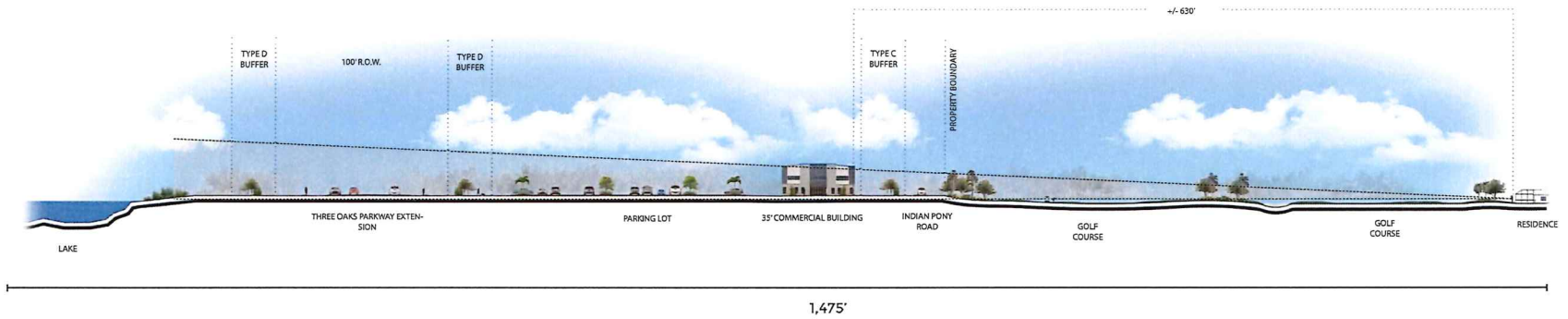
MEYERS GROUP ACQUISITIONS, LLC



LINE OF SIGHT A



LINE OF SIGHT B



Copyright 2024



DANIELS TOWN SQUARE • LINE OF SIGHT SECTIONS

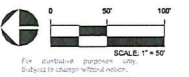
Lee County, FL

04/22/2024

22000239

MEYERS GROUP ACQUISITIONS, LLC

Revised 04/22/2024



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

1.0 Introduction

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

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

2.0 Indigenous Preserve

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

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

2.1 Indigenous Preserve Exotic Control and Management

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

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

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

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

3.0 Prescribed Burning

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

4.0 Indigenous Preserve Success Criteria

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

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

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

4.1 Target Wetland Community Structure

Cypress (FLUCCS Code 621)

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

5.0 Monitoring Report

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

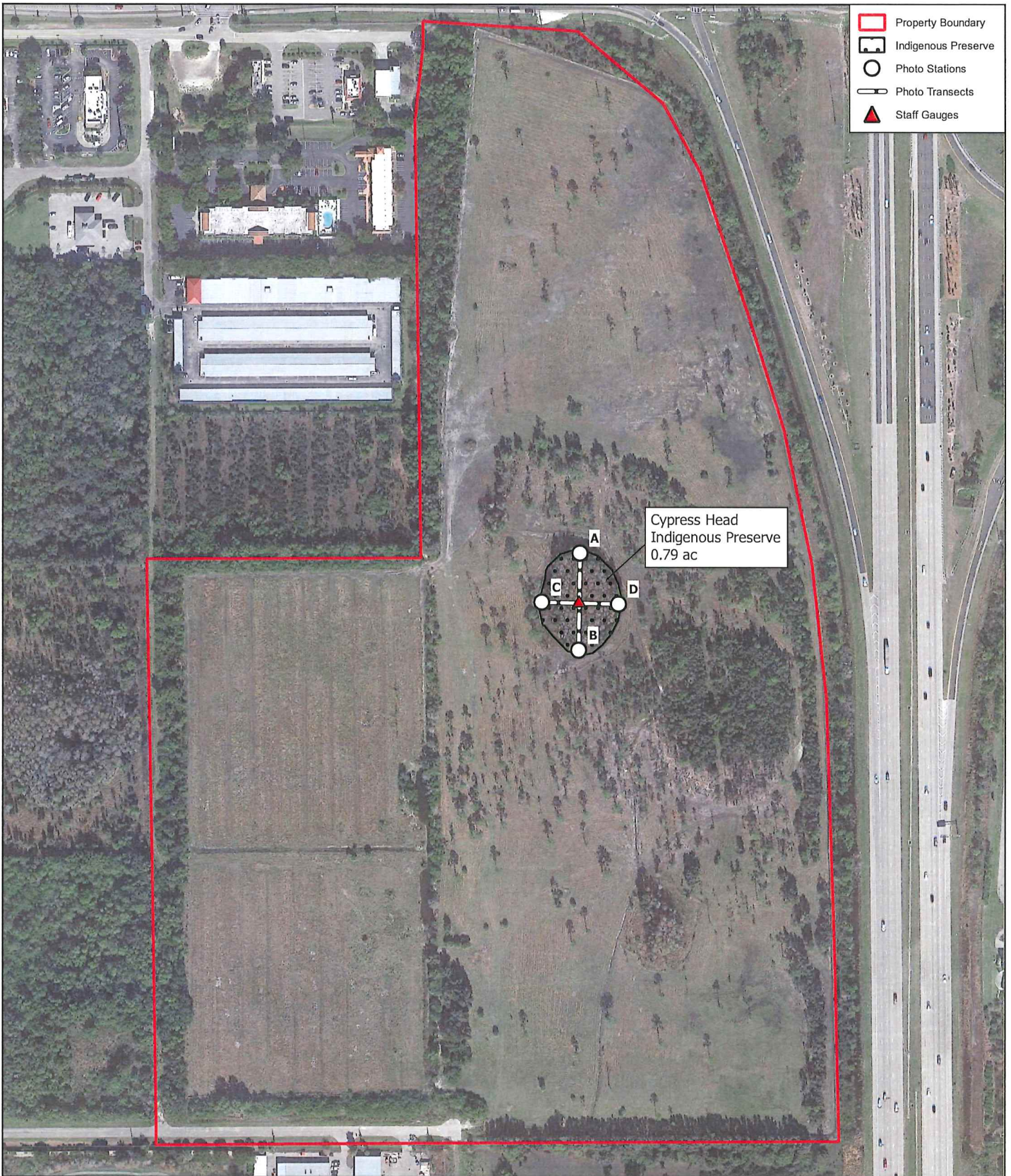
Monitoring Program Methodology and Performance Standard

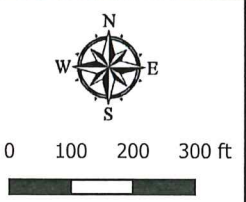
A monitoring program will be implemented in accordance with Application No. DCI2022-00059. As indicated in the Applicant's Indigenous Preserve Management and Maintenance Plan, this monitoring program shall extend for a period of five years with annual reports submitted to County Staff. When this monitoring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

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

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

* Bold indicated completed tasks.



 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	 Site Location	 0 100 200 300 ft
	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 section of this Indigenous Preserve area.

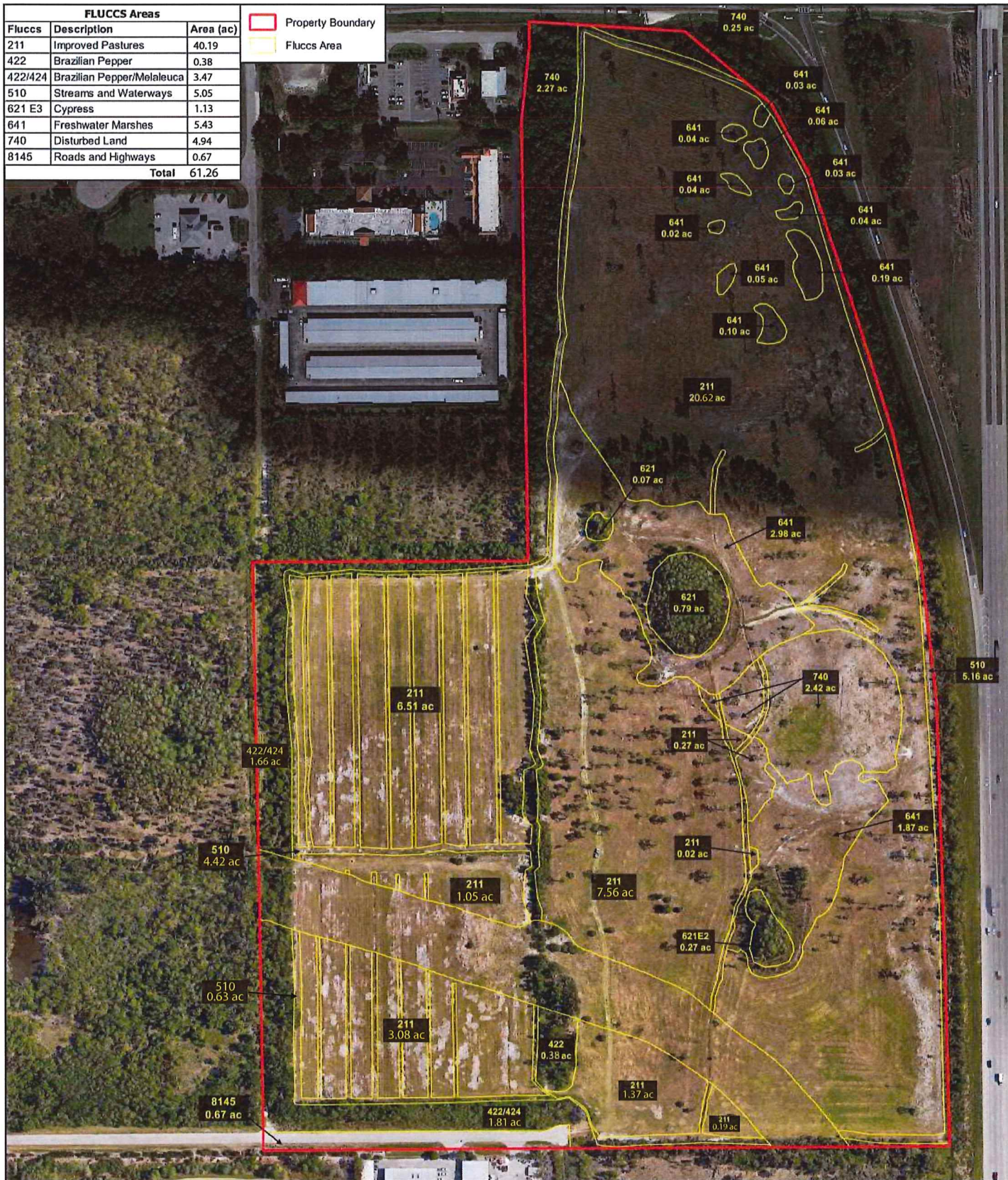
METHODOLOGY

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

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

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

 Property Boundary
 Fluccs Area



ENVIRONMENTAL EVALUATION AND ADVISORY

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

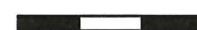
PROJECT: Daniels Town Square Fluccs Application No. 220526-34567

DATE: April 25, 2024

DRAWN BY: NW



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 QUE PUDIERA
AFECTAR LAS CONDICIONES NATURALES
DE ESTA AREA, DEBERÁ SER REPORTADA
A LA GERENCIA DE AGUA DEL DISTRITO
SUR DE LA FLORIDA**

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

CONSTRUCTION PHASE BROCHURES RELATIVE TO LISTED SPECIES

ALLIGATOR
WADING BIRDS
WOOD STORK

Alligators



Species: *mississippiensis*

Status: Threatened

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

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

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

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

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

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

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

If you see an alligator, please avoid it.

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



Wood stork



Species: *Mycteria americana*

Status: Federally-designated Threatened

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

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

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

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

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

If you see a wood stork, please avoid it.

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



Wading Birds



Snowy egret photo.

Wading birds are generally found in wetlands.

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

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

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

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

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

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

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

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

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

Some examples of wading birds are:

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

If you see a wading bird, please avoid it.

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



CATTLE EGRET



GREAT EGRET



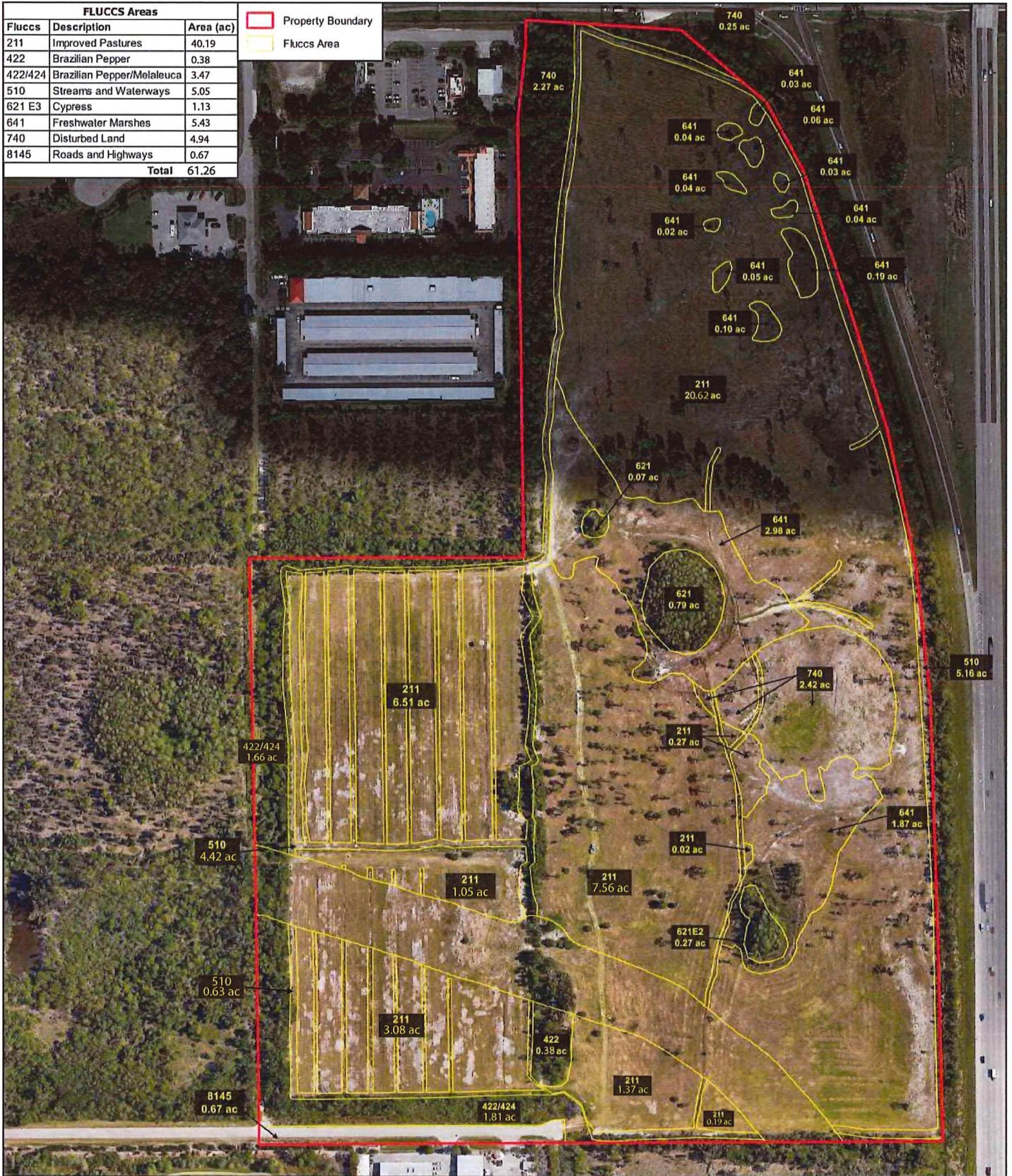
GREAT BLUE HERON



LITTLE BLUE HERON

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

 Property Boundary
 Fluccs Area



ENVIRONMENTAL EVALUATION AND ADVISORY

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



0 100 200 300 ft





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

CONTENTS

- I. INTRODUCTION
- II. EXISTING CONDITIONS
- III. PROPOSED DEVELOPMENT
- IV. TRIP GENERATION
- V. TRIP DISTRIBUTION
- VI. FUTURE TRAFFIC CONDITIONS
- VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS
- VIII. INTERSECTION ANALYSIS
- IX. CONCLUSION

I. INTRODUCTION

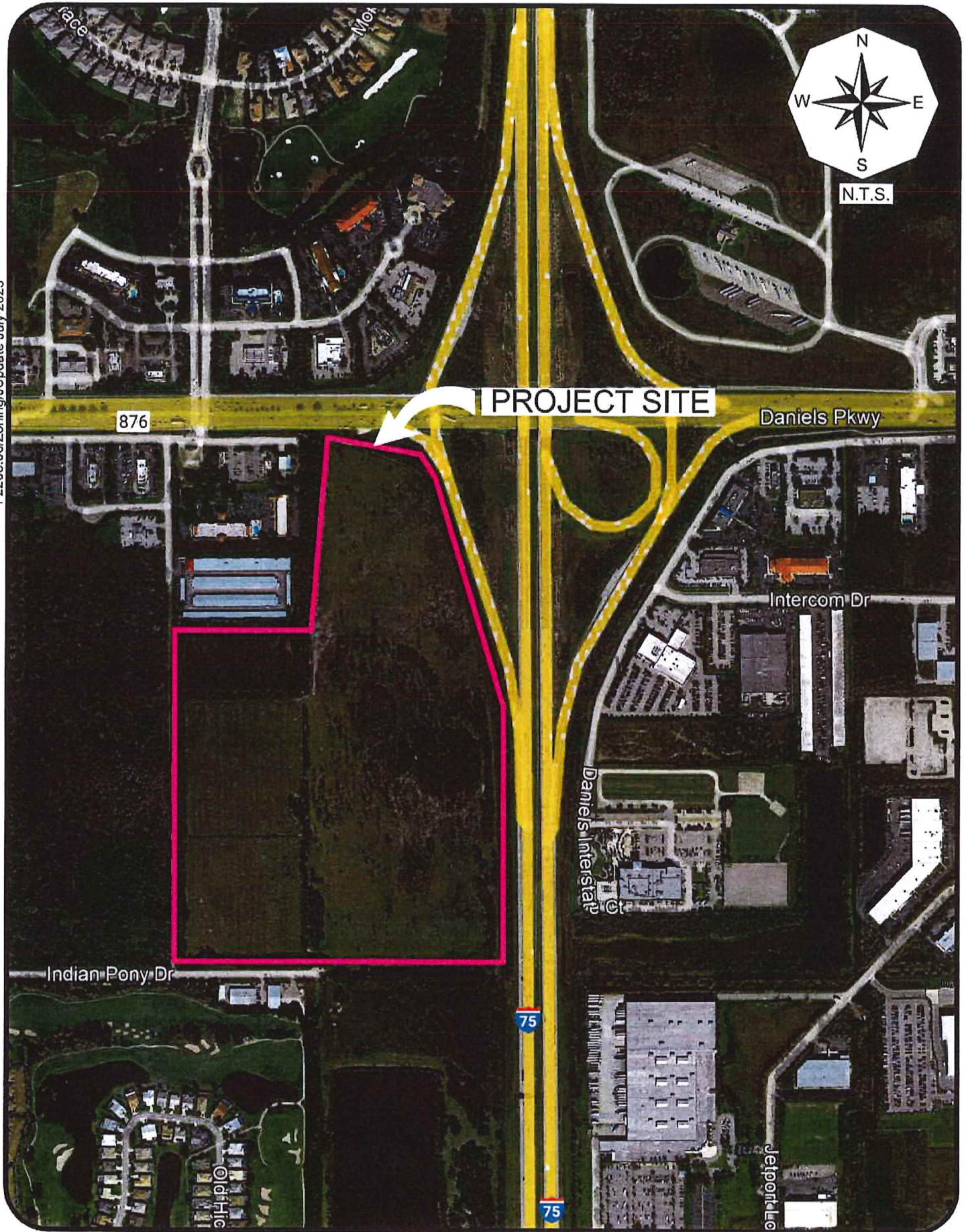
TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking rezoning approval. The proposed development is located at the southwest quadrant of the interchange of I-75 and Daniels Parkway in Lee County, Florida. The approximate location of the subject site is illustrated on **Figure 1**.

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

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

II. EXISTING CONDITIONS

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



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.

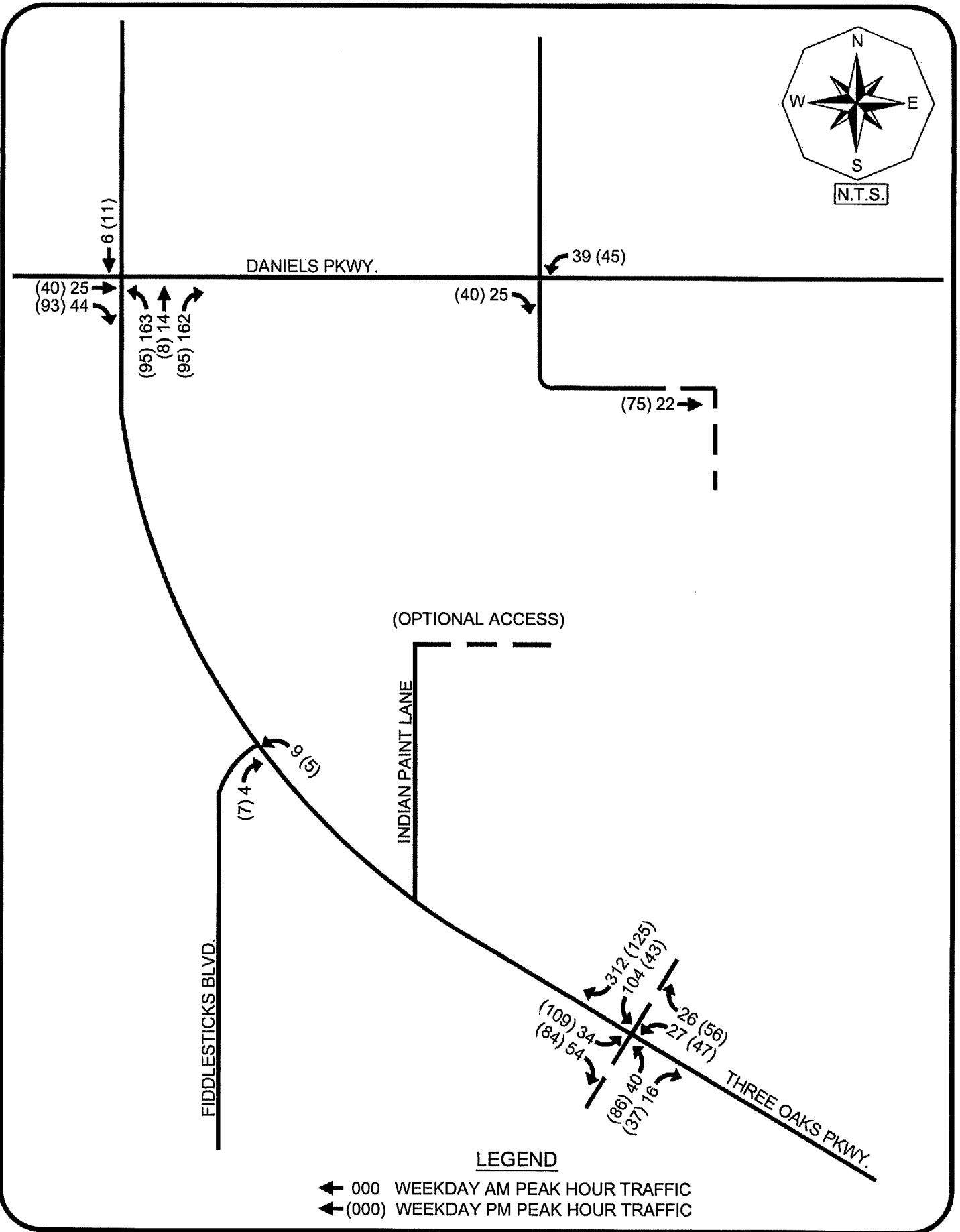
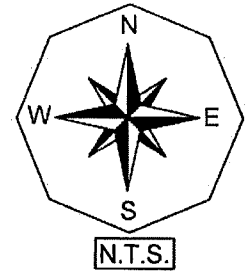
Pass-by traffic was also taken into account based on the proposed retail uses shown in Table 2. Consistent with previous analysis approved by Lee County, thirty percent (30%) of the total project traffic was assumed to be pass-by traffic for the retail uses. **Table 3** indicates the total commercial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

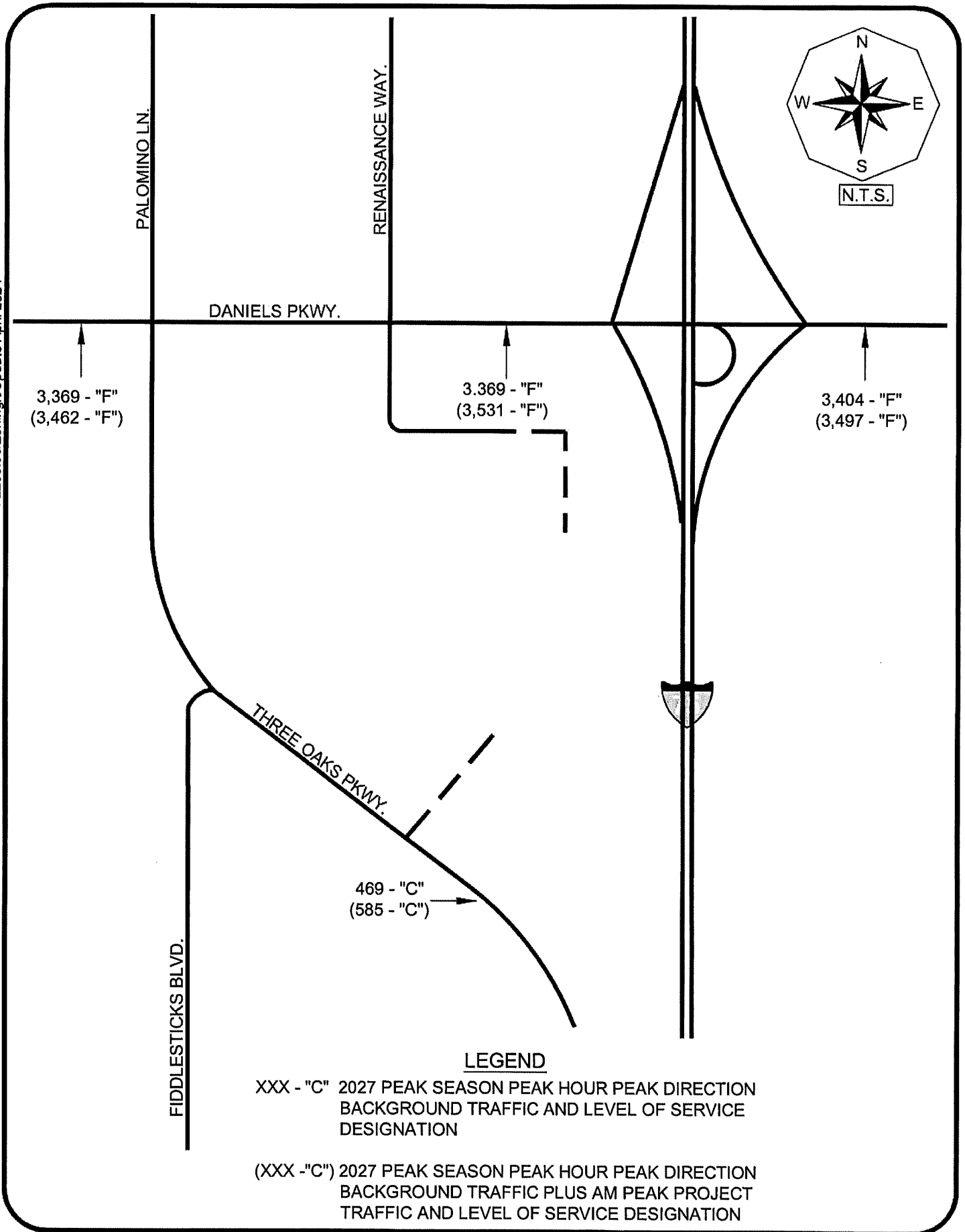


In order to determine which roadway segments surrounding the site may be significantly impacted as outlined in the Lee County Traffic Impact Statement Guidelines, **Table 1A**, in the Appendix, was created. This table indicates which roadway links will accommodate greater than 10% of the Peak Hour Level 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.



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 has been designated as a "Constrained" facility by the Board of County Commissioners and the Level of Service is projected to be an issue prior to any of the project trips being added to the network, so the deficiency is not caused by the project. Therefore, no roadway capacity improvements will be warranted as a result of the additional traffic to be generated by the proposed development.

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

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

VIII. INTERSECTION ANALYSIS

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

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

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

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

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

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

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

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

IX. CONCLUSION

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

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

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

APPENDIX

TABLE 1A & 2A

TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
DANIELS TOWN SQUARE REZONING

Revised 4-12-2024

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

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

c:\input5

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

Arterials						
Class I (40 mph or higher posted speed limit)						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	140	800	860	860
2	Divided	*	250	1,840	1,960	1,960
3	Divided	*	400	2,840	2,940	2,940
4	Divided	*	540	3,830	3,940	3,940

Class II (35 mph or slower posted speed limit)						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	*	330	710	780
2	Divided	*	*	710	1,590	1,660
3	Divided	*	*	1,150	2,450	2,500
4	Divided	*	*	1,580	3,310	3,340

Controlled Access Facilities						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	160	880	940	940
2	Divided	*	270	1,970	2,100	2,100
3	Divided	*	430	3,050	3,180	3,180

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

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

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

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

Table 21 b) 2 of 7

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)														
Link No.	NAME	ROADWAY LINK		F. Class	ROAD TYPE	PERFORMANCE STANDARD		2021 100TH HIGHEST HOUR			FUTURE FORECAST (2025)			Notes
		FROM	TO			LOS	DIRECTIONAL CAPACITY	LOS	VOL	V/C	LOS	VOL	V/C	
04800	CEMETERY RD	BUCKINGHAM RD	HIGGINS AVE	Maj. Col	2LN	E	860	C	308	0.36	C	323	0.38	
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	D	3,049	1.07	D	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	0.60	Galleria at Corkscrew
06700	CORKSCREW RD	THREE OAKS PKWY	W OF I-75	P. Art	4LD	E	1,900	D	2,129	1.12	D	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	1,398	0.71	
07000	CORKSCREW RD	ALICO RD	COUNTY LINE	P. Art	2LN	E	1,140	C	464	0.41	D	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	D	3,256	1.07	Constrained
08100	DANIELS PKWY	PALOMINO LN	I-75	Controlled xs	6LD	E	3,040	E	2,985	0.98	D	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	D	2,163	1.00	D	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	CORNADO 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	CORNADO 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	D	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	D	716	1.07	D	779	1.16	Constrained, old count(2010)
00007	ESTERO PKWY	US 41	THREE OAKS PKWY	P. Art	4LD	E	2,000	B	861	0.43	B	1,154	0.58	Not County Maintd

 County-Maintained Collector Roadway - Unincorporated Lee County

 County-Maintained Collector Roadway - Incorporated Lee County

 County-Maintained Arterial Roadway - Unincorporated Lee County

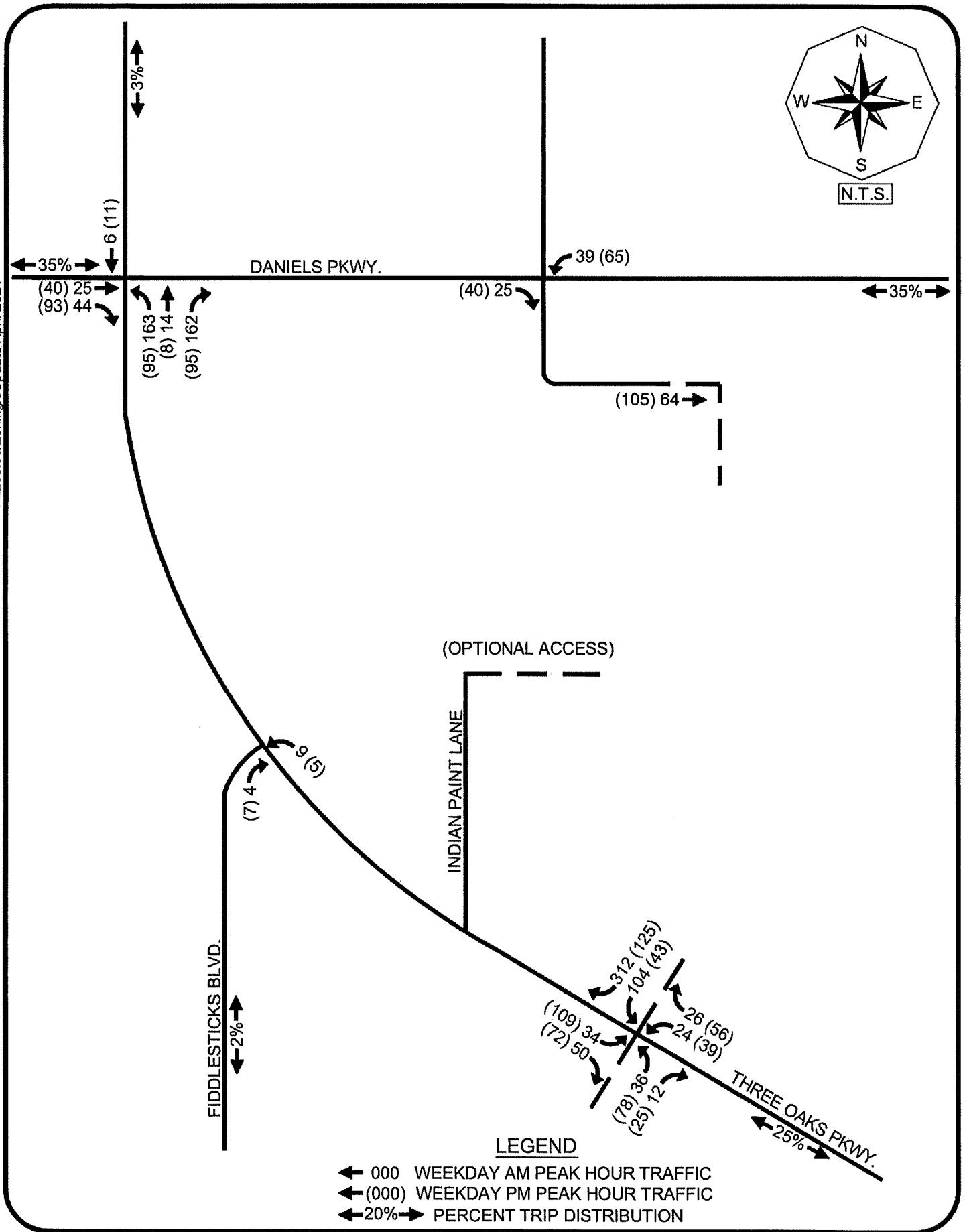
 County-Maintained Arterial Roadway - Incorporated Lee County

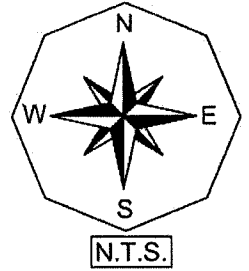
 State-Maintained Arterial Roadway - Unincorporated Lee County

 County Maintained Controlled Access Arterial Facility

 County Maintained Expressway

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





DANIELS PKWY.

(OPTIONAL ACCESS)

INDIAN PAINT LANE

60%

FIDDLESTICKS BLVD.

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

THREE OAKS PKWY.
40%

LEGEND

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

**TRAFFIC DATA FROM THE LEE
COUNTY TRAFFIC COUNT REPORT**

Updated 5/3/2023			Daily Traffic Volume (AADT)									
STREET	LOCATION	Station #	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
DANIELS PKWY	W OF METRO PKWY	<u>30</u>	40100	46400	47400	48300	48300	49400	49900	41900	49300	49400
DANIELS PKWY	W OF PLANTATION RD	263		48000		47600						
DANIELS PKWY	E OF SIX MILE PKWY	<u>31</u>	53200	51800	53200	59700		60700	62500	54100	63100	65800
DANIELS PKWY	W OF I - 75	264	48700	51500	60600		52400					
DANIELS PKWY	E OF I - 75	<u>52</u>	44800	47100	44200		52600	51800	54500	48400	55800	56400
DANIELS PKWY	E OF TREELINE DR	32										
DANIELS PKWY	E OF CHAMBERLIN PKWY	<u>48</u>	35800	38100	37300	41900	45600	41400	41900	40600	46200	48600
DANIELS PKWY	W OF GATEWAY BLVD	<u>89</u>			35800	34500		35700	39000			
DANIELS PKWY	S OF IMMOKALEE RD	524	20600	28200	29000	33400	32100			37400	38700	41900
DANLEY RD	W OF METRO PKWY	518		4900		6300		6700		4500		7100
DEL PRADO BLVD	S OF BEACH PKWY	86							25500	25500		
DEL PRADO BLVD	S OF CORNWALLIS PKWY	<u>2</u>	37100	37800	38300			40700	40700	36000	45800	42100
DEL PRADO BLVD	S OF FOUR MILE COVE RD	<u>40</u>	45800	46500	45600	46500	46400	45200	45100	40400	45000	45100
DEL PRADO BLVD	E OF US 41	443	4700	5400	6000	6600	7200	7800	7800	8800		9600
ESTERO BLVD	@ BIG CARLOS PASS BR.	274	9600				9400		10200			
ESTERO BLVD	N OF DENORA ST	<u>44</u>	13500	13500	12700	12400			11000	11400	13400	12200
ESTERO PKWY	W OF BEN HILL GRIFFIN PKW	459	15700		15800		19500		17400		12500	
ESTERO PKWY	E OF US 41	465	8200		11500		16200		15700		17100	
FIDDLESTICKS BLVD	S OF DANIELS PKWY	276		7200		7700		7800		7700		7000
FOWLER ST	E OF US 41	511		20700		23300		22100		18800		21700
FOWLER ST	S OF MORENO ST	<u>28</u>	21700	23000	24500	23700	24900	23900	27400	24800	27700	28700
FOWLER ST	S OF M.L.K. BLVD (SR 82)	<u>119</u>								14400	17400	17600

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

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

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

* PEAK SEASON

11-MAR-2022 14:24:13

830UPD

1_1207_PKSEASON.TXT

TURNING MOVEMENT COUNT
DANIELS PKWY @ DANPORT BLVD

Daniels Pkwy @ Danport Blvd 9-6-22 AM

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

Location:

Cars and Peds

Site Code:

Study Date: 09/06/2022

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

Daniels Pkwy @ Danport Blvd 9-6-22 AM

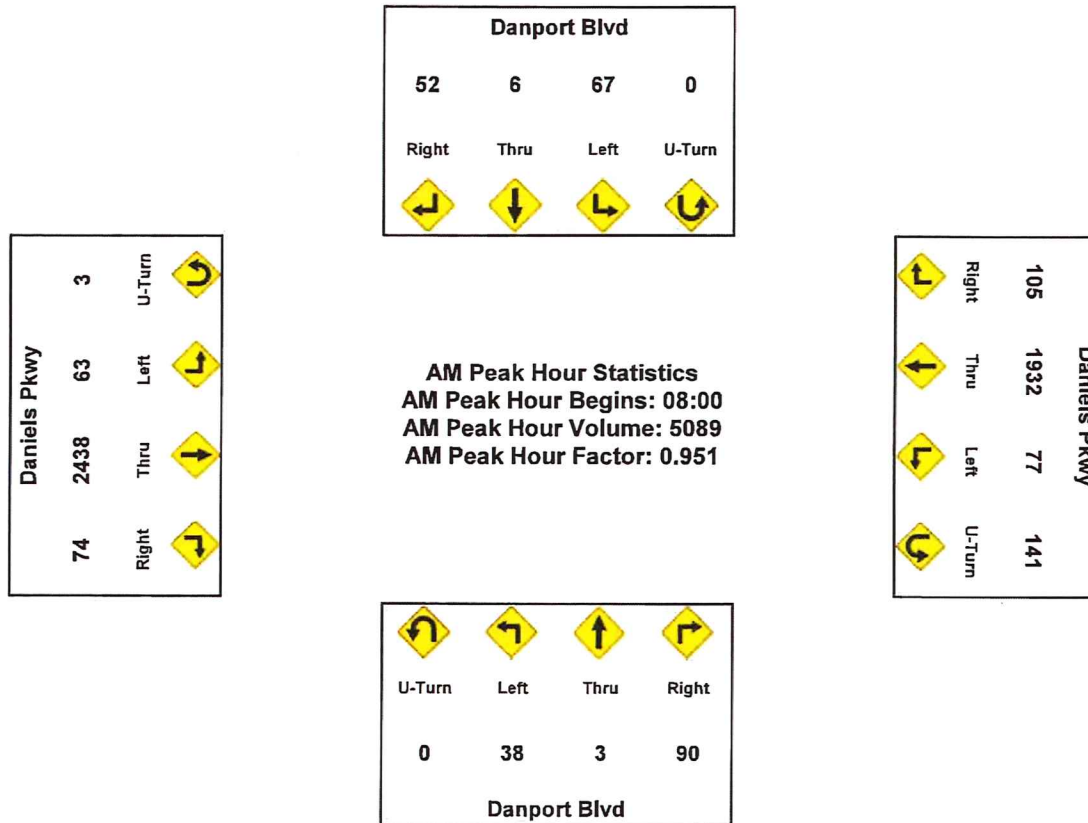
File Name: Daniels Pkwy @ Danport Blvd 9-6-22 AM

Location:

All Vehicles

Site Code:

Study Date: 09/06/2022



Daniels Pkwy @ Danport Blvd 9-6-22 PM

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

Location: Cars and Peds Site Code: Study Date: 09/06/2022

Time	Danport Blvd Southbound						Daniels Pkwy Westbound						Danport Blvd Northbound						Daniels Pkwy Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
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

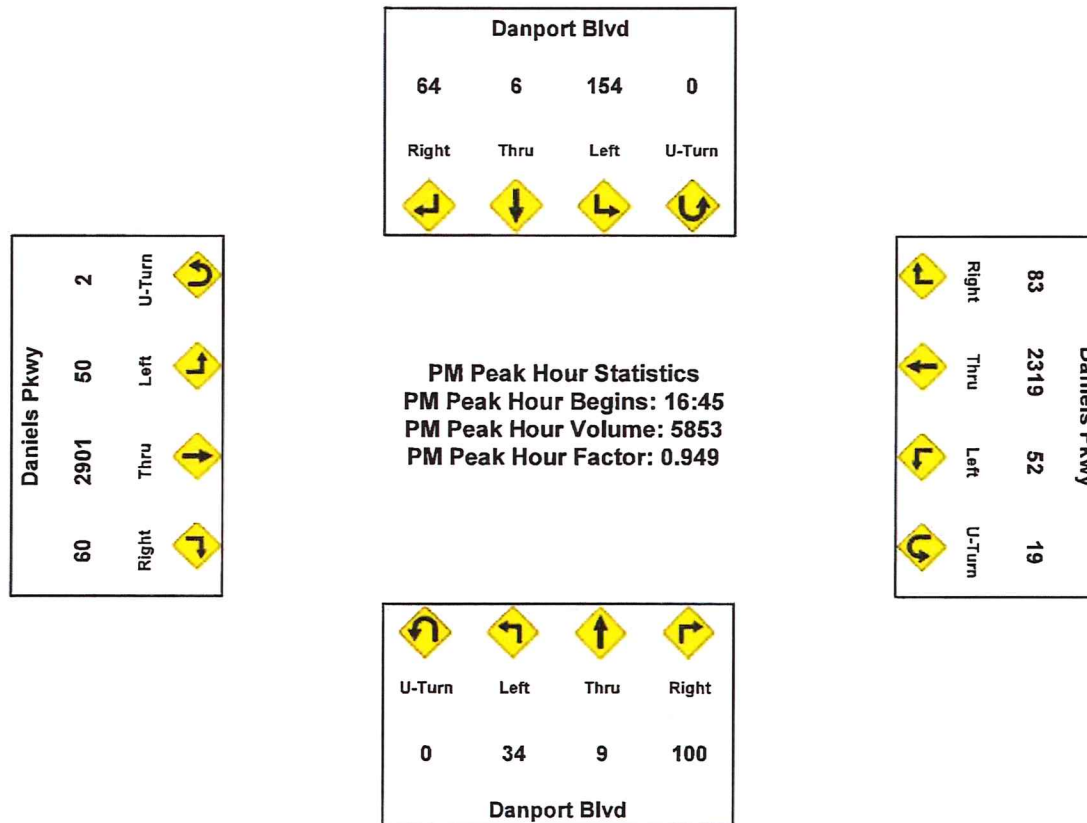
File Name: Daniels Pkwy @ Danport Blvd 9-6-22 PM

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

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

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

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

Location:

All Vehicles

Site Code:

Study Date: 09/06/2022

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

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

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

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

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

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

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

Site Code:

Location: Cars and Peds Study Date: 09/06/2022

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

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

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

Location:

All Vehicles

Site Code:

Study Date: 09/06/2022

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

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

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

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

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

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

TRIP GENERATION COMPARISON
EXISTING ZONING
VS.
PROPOSED ZONING

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

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

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

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

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

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

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

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

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

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

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

Table 6
Trip Generation – Net New Trips
Daniels Town Square

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

**INTERNAL CAPTURE ESTIMATES
PROPOSED ZONING**

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

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

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

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

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

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

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

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

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

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

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

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

⁶Person-Trips

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

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 <i>Trip Generation Manual</i> , 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 <i>Trip Generation Manual</i>).
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%

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

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

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

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

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

⁶Person-Trips

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

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 ¹		
	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 <i>Trip Generation Manual</i> , 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 <i>Trip Generation Manual</i>).
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



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



Florida Department of

TRANSPORTATION

[E-Updates](#) | [FL511](#) | [Site Map](#) | [Translate](#)

- [Home](#)
- [About FDOT](#)
- [Contact Us](#)
- [Maps & Data](#)
- [Offices](#)
- [Performance](#)
- [Projects](#)

Web Application

Office of Work Program and Budget Cynthia Lorenzo - Director

Updated: 11/18/2022 12:31

Five Year Work Program

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

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

Project Summary				
Transportation System: INTRASTATE INTERSTATE				District 01 - Le
Description: SR 93 (I-75) AT CR 876 / DANIELS PARKWAY				View Scheduled
Type of Work: INTERCHANGE IMPROVEMENT				View Ma
Item Number: 446296-2				
Length: 0.800				
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

Lanes, Volumes, Timings

2027 AM Pk Hr Background

6: Daniels 9300/Danport Blvd. & Daniels Pkwy

11/14/2022

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	4	83	3220	98	186	102	2540	138	41	3	97	72
Future Volume (vph)	4	83	3220	98	186	102	2540	138	41	3	97	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		670		0		575		0	100		100	300
Storage Lanes		2		0		1		0	1		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.86	0.97	0.86	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00
Fr			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	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			CI+Ex				CI+Ex			CI+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			8		
Permitted Phases									8		8	4

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

2027 AM Pk Hr Background
11/14/2022



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

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

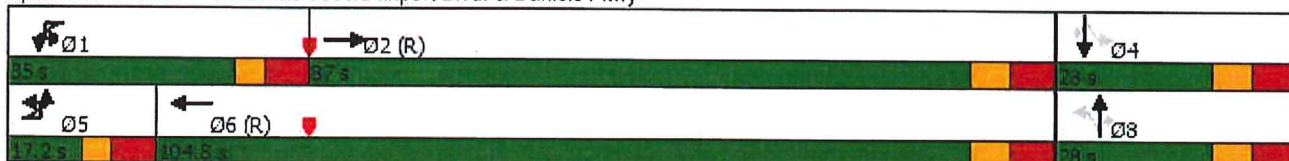
2027 AM Pk Hr Background
11/14/2022

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

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 56.5
 Intersection LOS: E
 Intersection Capacity Utilization 106.5%
 ICU Level of Service G
 Analysis Period (min) 15

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



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

2027 AM Pk Hr Background
11/14/2022



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

Lanes, Volumes, Timings

2027 PM Pk Hr Background

6: Daniels 9300/Danport Blvd. & Daniels Pkwy

11/14/2022



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		LT	THRU	THRU		LT	THRU	THRU	LT	THRU	THRU	LT
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
Fr			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	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			CI+Ex				CI+Ex			CI+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			8		
Permitted Phases									8		8	4

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

2027 PM Pk Hr Background
11/14/2022

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

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

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 145

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

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.23

Intersection Signal Delay: 83.4

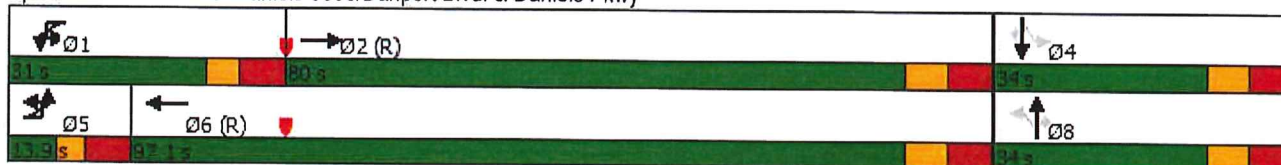
Intersection LOS: F

Intersection Capacity Utilization 110.0%

ICU Level of Service H

Analysis Period (min) 15

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



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

2027 PM Pk Hr Background
11/14/2022



Lane Group	SBT	SBR
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	27.9	27.9
Total Split (s)	34.0	34.0
Total Split (%)	23.4%	23.4%
Maximum Green (s)	24.1	24.1
Yellow Time (s)	4.8	4.8
All-Red Time (s)	5.1	5.1
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	9.9	9.9
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act 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		

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

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

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
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
Frnt			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	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			CI+Ex				CI+Ex			CI+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			8		
Permitted Phases									8		8	4

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

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



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

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

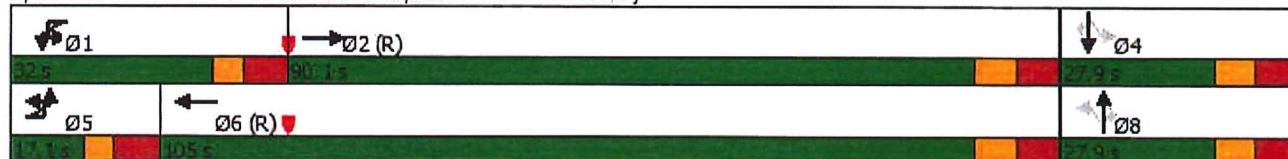
2027 AM Pk Hr W/Project
04/16/2024

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
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 Effect Green (s)	18.0	18.0
Actuated g/C Ratio	0.12	0.12
v/c Ratio	0.03	0.18
Control Delay	58.8	1.1
Queue Delay	0.0	0.0
Total Delay	58.8	1.1
LOS	E	A
Approach Delay	43.5	
Approach LOS	D	
Intersection Summary		

Lanes, Volumes, Timings

2027 PM Pk Hr W/Project

6: Daniels 9300/Danport Blvd. & Daniels Pkwy

04/16/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	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
Frnt			0.995				0.995				0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	3433	6376	0	0	1770	6376	0	1770	1863	1583	1770
Flt Permitted		0.950				0.950			0.753			0.750
Satd. Flow (perm)	0	3433	6376	0	0	1770	6376	0	1403	1863	1583	1397
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)			6				8					183
Link Speed (mph)			30				50			30		
Link Distance (ft)			1523				1055			427		
Travel Time (s)			34.6				14.4			9.7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	72	4165	130	28	123	3330	120	40	11	117	180
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	4295	0	0	151	3450	0	40	11	117	180
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			12		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2	1	1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100		20	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0		0	0	0		0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0	0	0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6	20	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			CI+Ex				CI+Ex			CI+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			8		
Permitted Phases									8		8	4

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

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



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

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
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

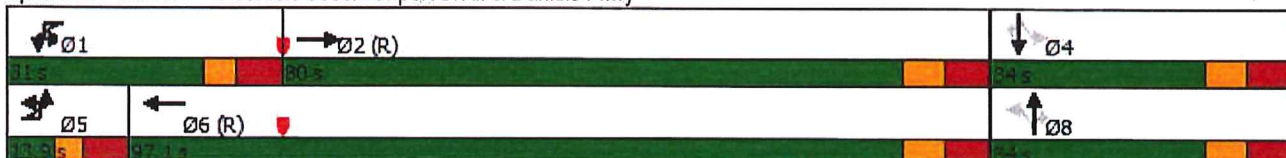
Intersection LOS: F

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

@

I-75 SB RAMP

Lanes, Volumes, Timings
4: I-75 SB Ramp & Daniels Pkwy

2027 AM Pk Hr Background

11/14/2022

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

Lanes, Volumes, Timings
4: I-75 SB Ramp & Daniels Pkwy

2027 AM Pk Hr Background
11/14/2022

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

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

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

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.96

Intersection Signal Delay: 151.7

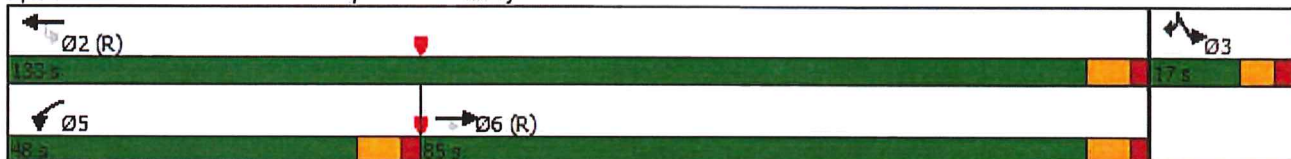
Intersection LOS: F

Intersection Capacity Utilization 156.1%

ICU Level of Service H

Analysis Period (min) 15

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



Lanes, Volumes, Timings
4: I-75 SB Ramp & Daniels Pkwy

2027 PM Pk Hr Background
11/14/2022

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

Lanes, Volumes, Timings
4: I-75 SB Ramp & Daniels Pkwy

2027 PM Pk Hr Background
11/14/2022

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

Intersection Summary

Area Type: Other
 Cycle Length: 145
 Actuated Cycle Length: 145
 Offset: 0 (0%), Referenced to phase 2:WBTU and 6:EBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.70
 Intersection Signal Delay: 144.7
 Intersection Capacity Utilization 125.0%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

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



Lanes, Volumes, Timings
4: I-75 SB Ramp & Daniels Pkwy

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

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

Lanes, Volumes, Timings
4: I-75 SB Ramp & Daniels Pkwy

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

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

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:WBTU and 6:EBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.96
 Intersection Signal Delay: 156.7
 Intersection Capacity Utilization 157.9%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

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



Lanes, Volumes, Timings
4: I-75 SB Ramp & Daniels Pkwy

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

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

Lanes, Volumes, Timings
4: I-75 SB Ramp & Daniels Pkwy

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

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

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 145

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

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.70

Intersection Signal Delay: 146.3

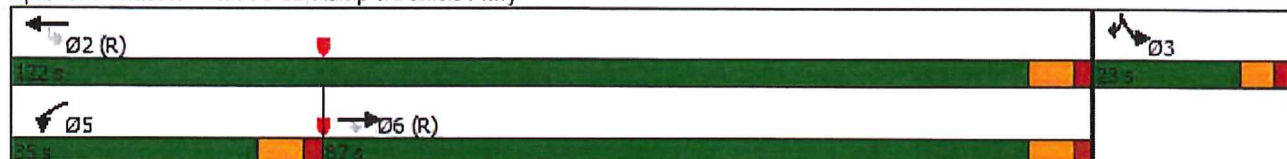
Intersection LOS: F

Intersection Capacity Utilization 125.1%

ICU Level of Service H

Analysis Period (min) 15

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



THREE OAKS PARKWAY

@

DANIELS TOWN CENTER ACCESS

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

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

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

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

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

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

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

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

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 23.1

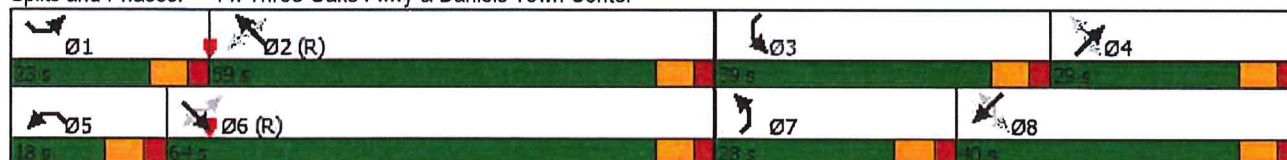
Intersection LOS: C

Intersection Capacity Utilization 50.8%

ICU Level of Service A

Analysis Period (min) 15

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



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

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

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

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

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

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

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 145

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

Natural Cycle: 75

Control Type: Pretimed

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 25.8

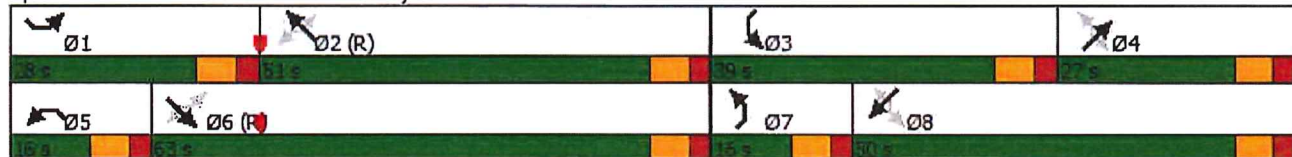
Intersection LOS: C

Intersection Capacity Utilization 47.8%

ICU Level of Service A

Analysis Period (min) 15

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



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

THREE OAKS PARKWAY EXTENSION DESIGN PROJECT

TRAFFIC ANALYSIS REPORT

April 2020

Prepared by:



1404 Dean Street, Suite 200
Fort Myers, FL 33901

Prepared for:



1500 Monroe Street
Fort Myers, FL 33901

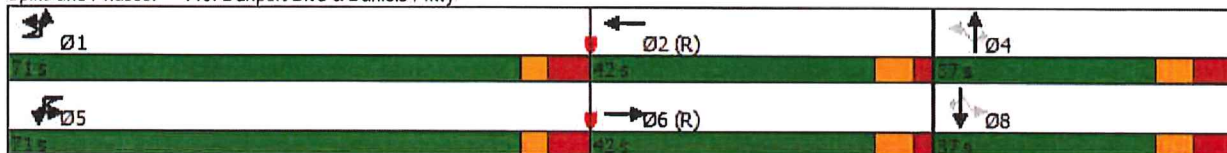
	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	69	1968	114	2511	30	11	125	132	5	99
Future Volume (vph)	69	1968	114	2511	30	11	125	132	5	99
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	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 Capacity Utilization 86.8%
 Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service E

Splits and Phases: 115: Danport Blvd & Daniels Pkwy



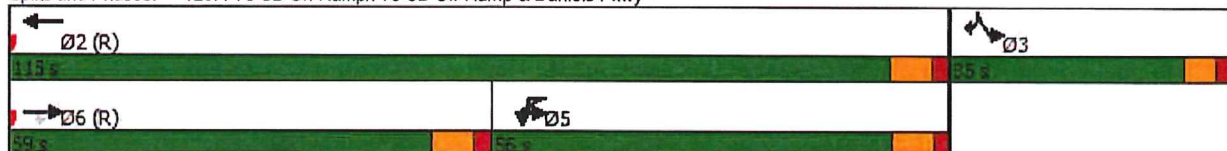
	→	↘	↙	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Configurations	↑↑↑	↗	↘	↑↑↑	↘	↗
Traffic Volume (vph)	1929	332	573	2115	599	700
Future Volume (vph)	1929	332	573	2115	599	700
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	6		5	2	3	3
Permitted Phases		6			3	
Detector Phase	6	6	5	2	3	3
Switch Phase						
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 Capacity Utilization 101.5%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service G

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



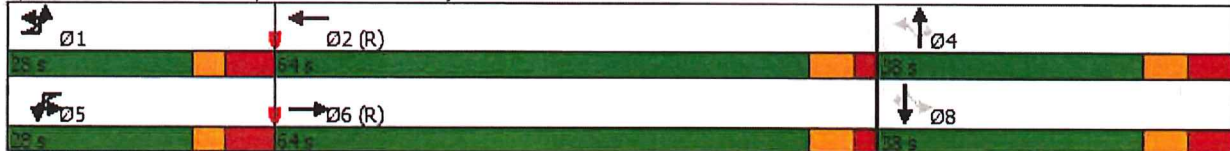
	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←←	↑↑↑↑	←	↑↑↑↑	←	↑	←	←	↑	←
Traffic Volume (vph)	83	2705	61	2638	32	15	149	168	20	99
Future Volume (vph)	83	2705	61	2638	32	15	149	168	20	99
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
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 Effect 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 Capacity Utilization 93.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service F

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		

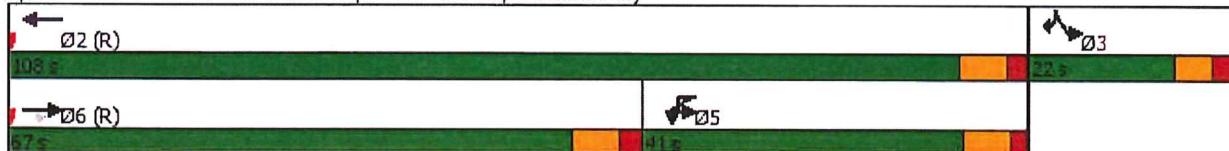
Intersection Summary

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 Capacity Utilization 96.9%
 Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service F

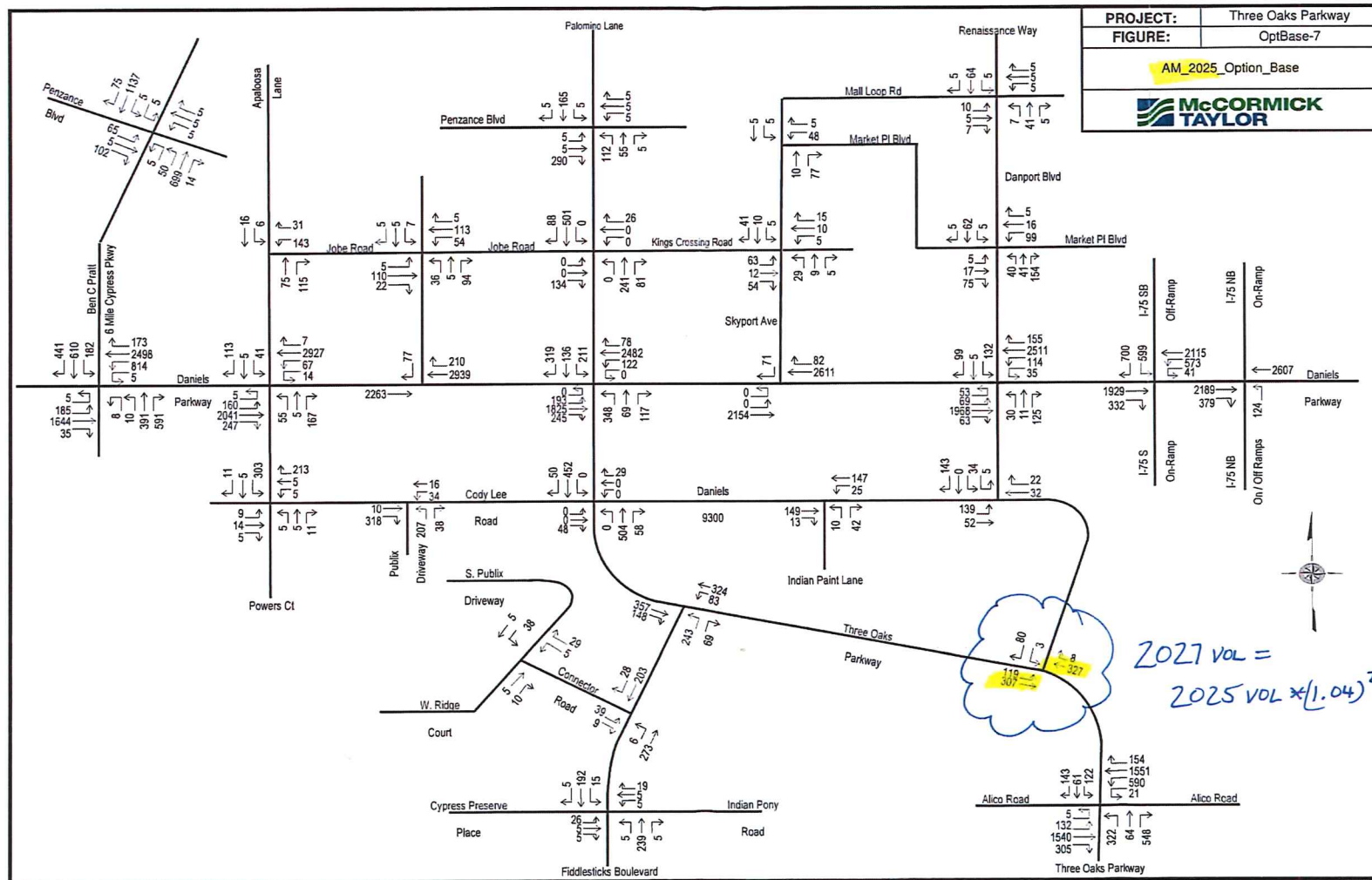
Splits and Phases: 120: I-75 SB On-Ramp/I-75 SB Off-Ramp & Daniels Pkwy

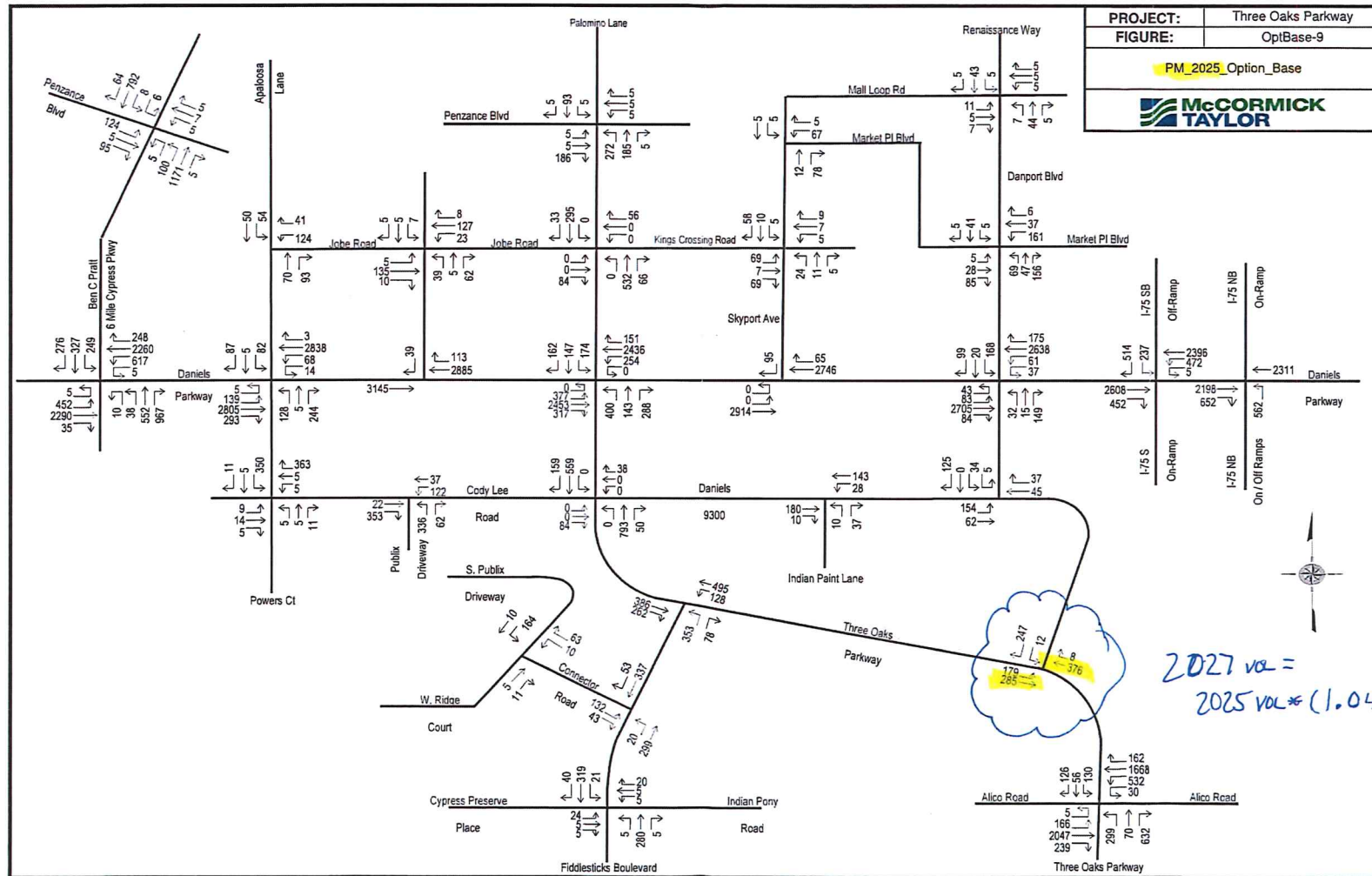


THRE OAKS PARKWAY ALIGNMENT



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





TRIP GENERATION EQUATIONS

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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

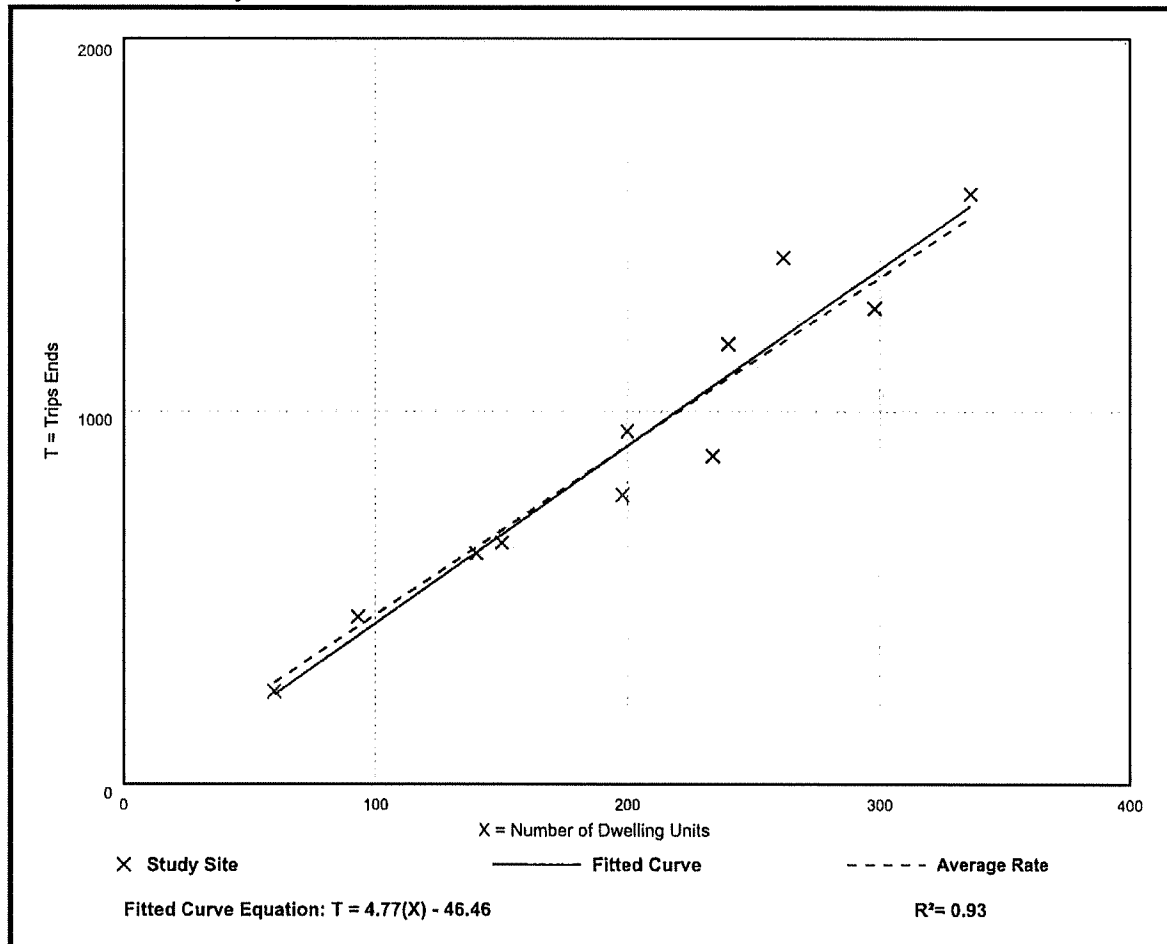
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

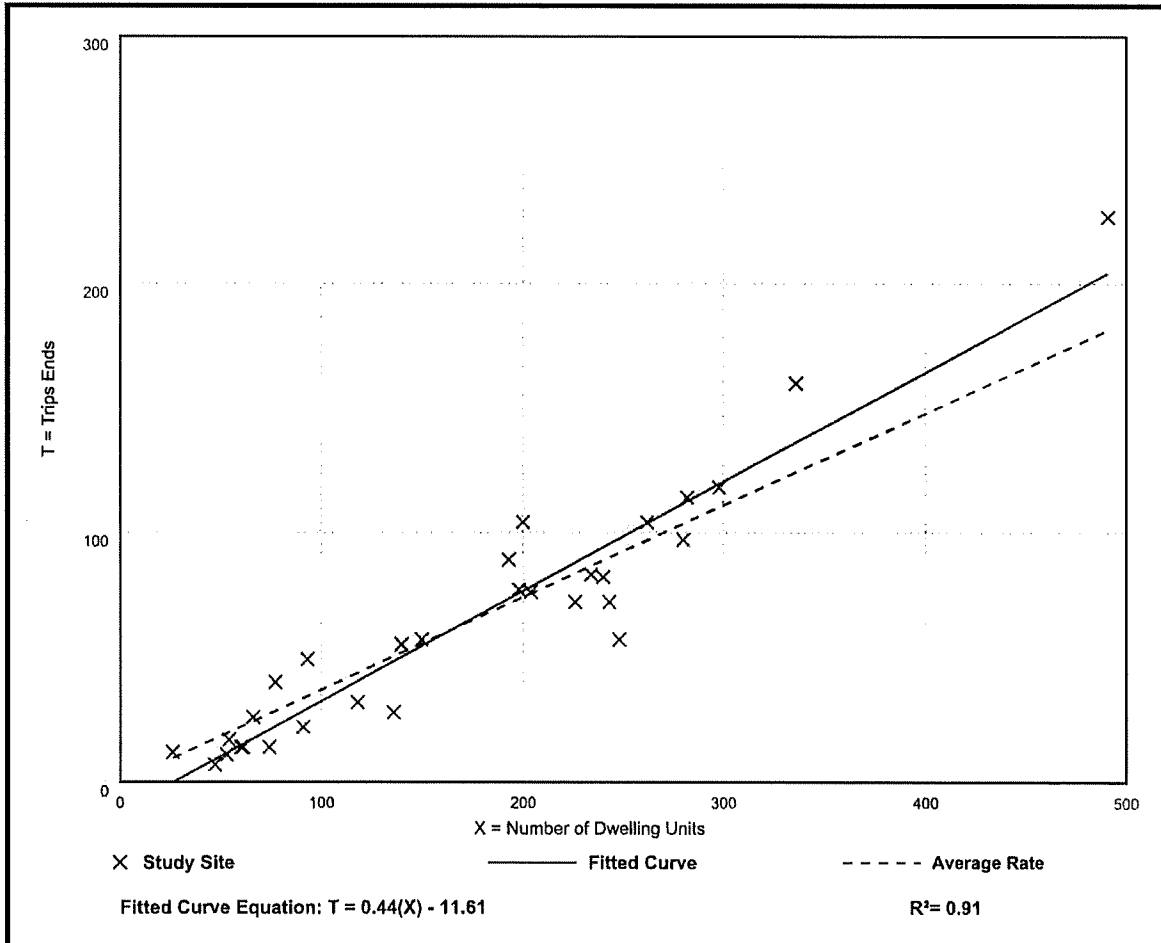
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

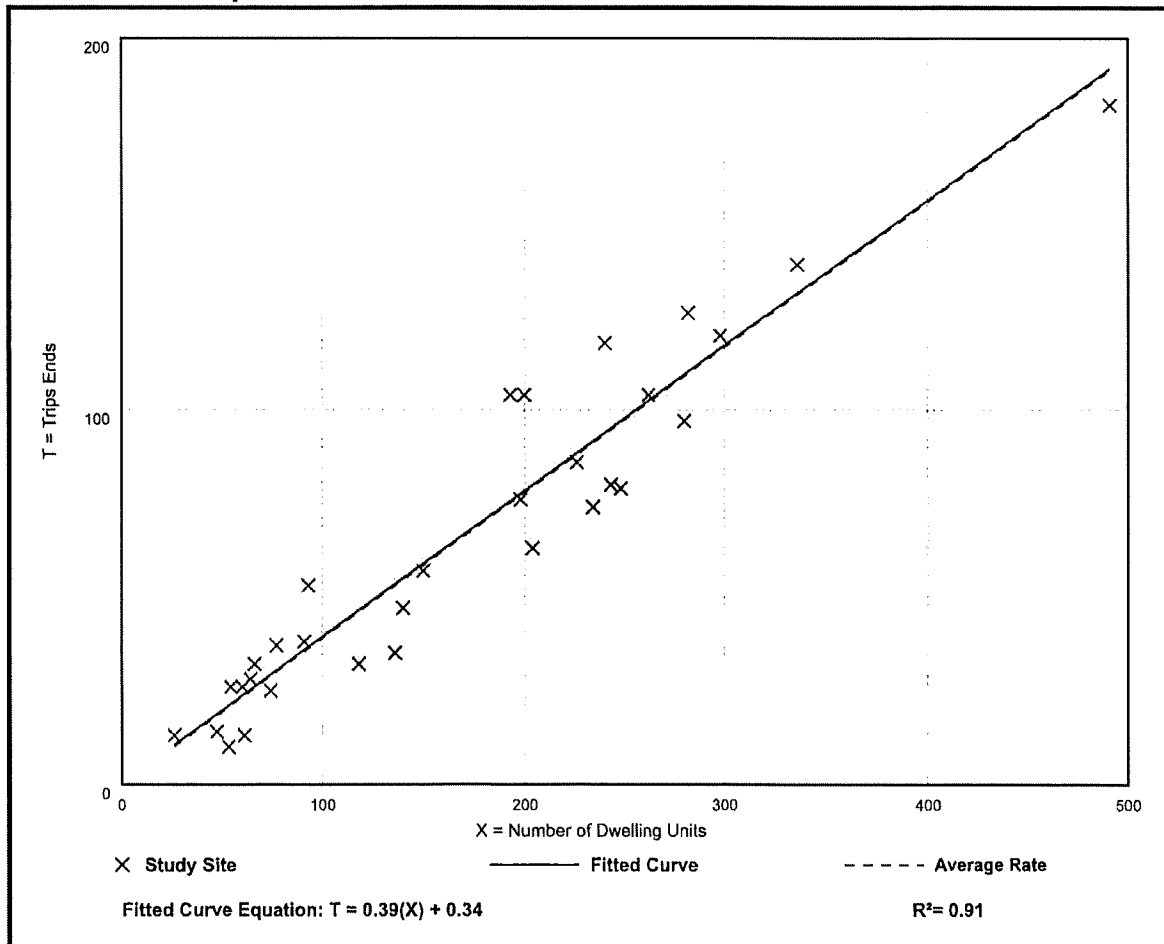
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Hotel (310)

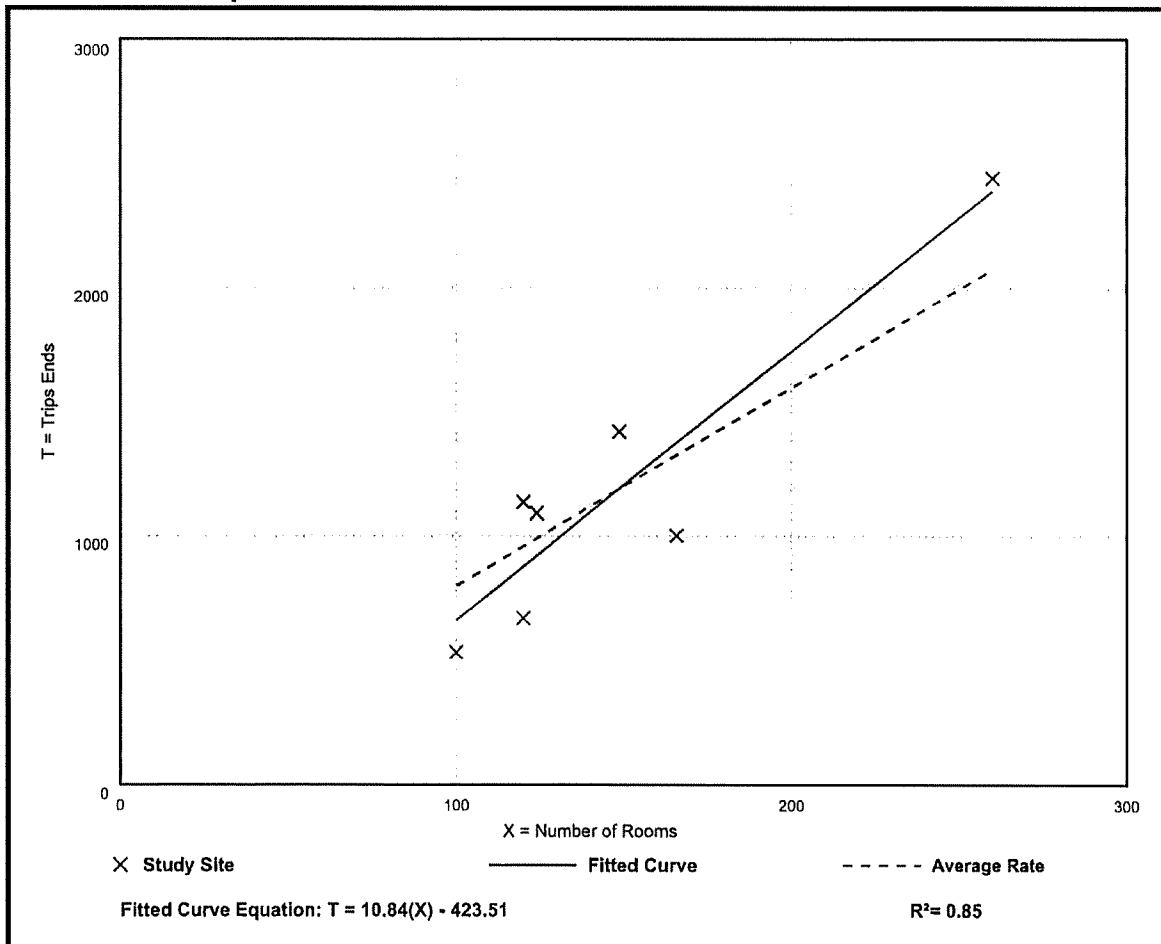
Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Rooms: 148
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

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

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 28

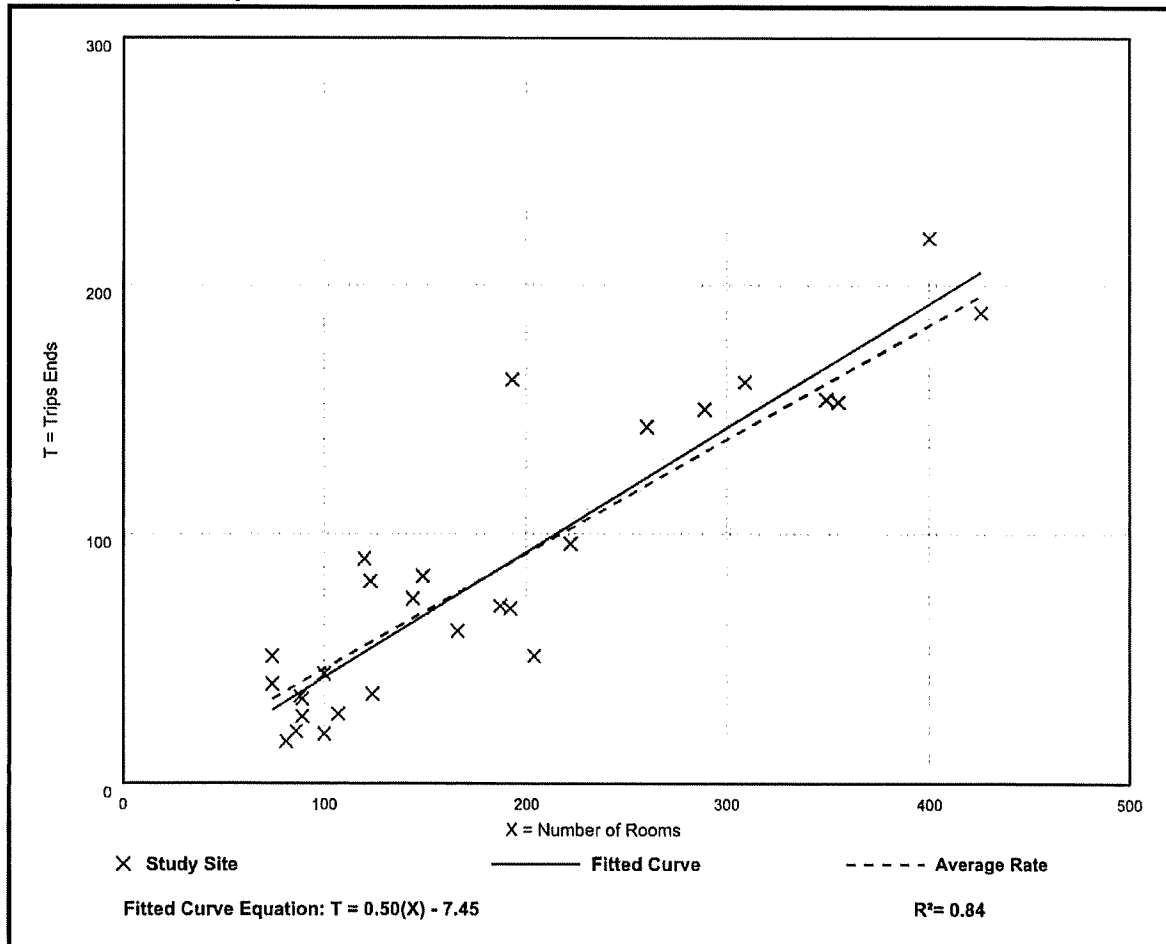
Avg. Num. of Rooms: 182

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

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

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

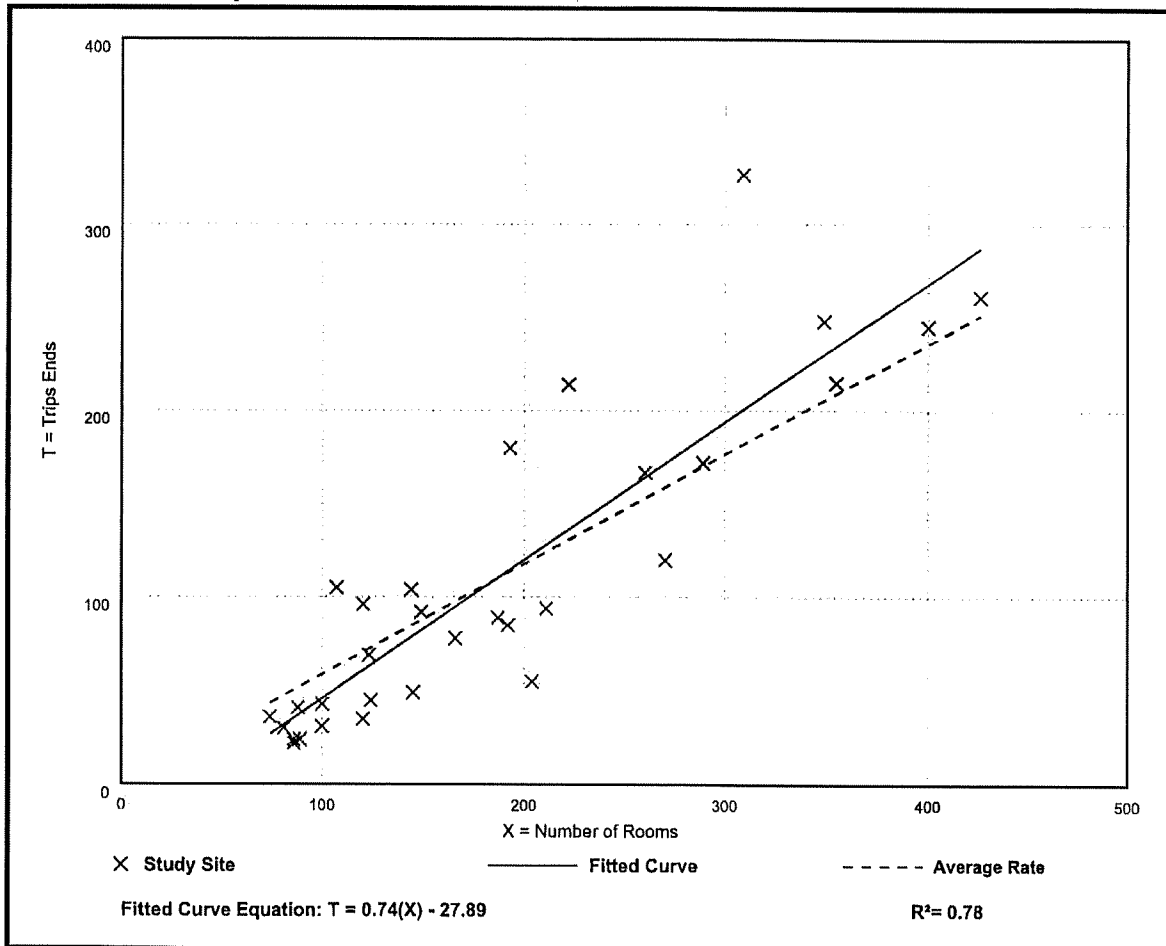
Avg. Num. of Rooms: 186

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

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

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

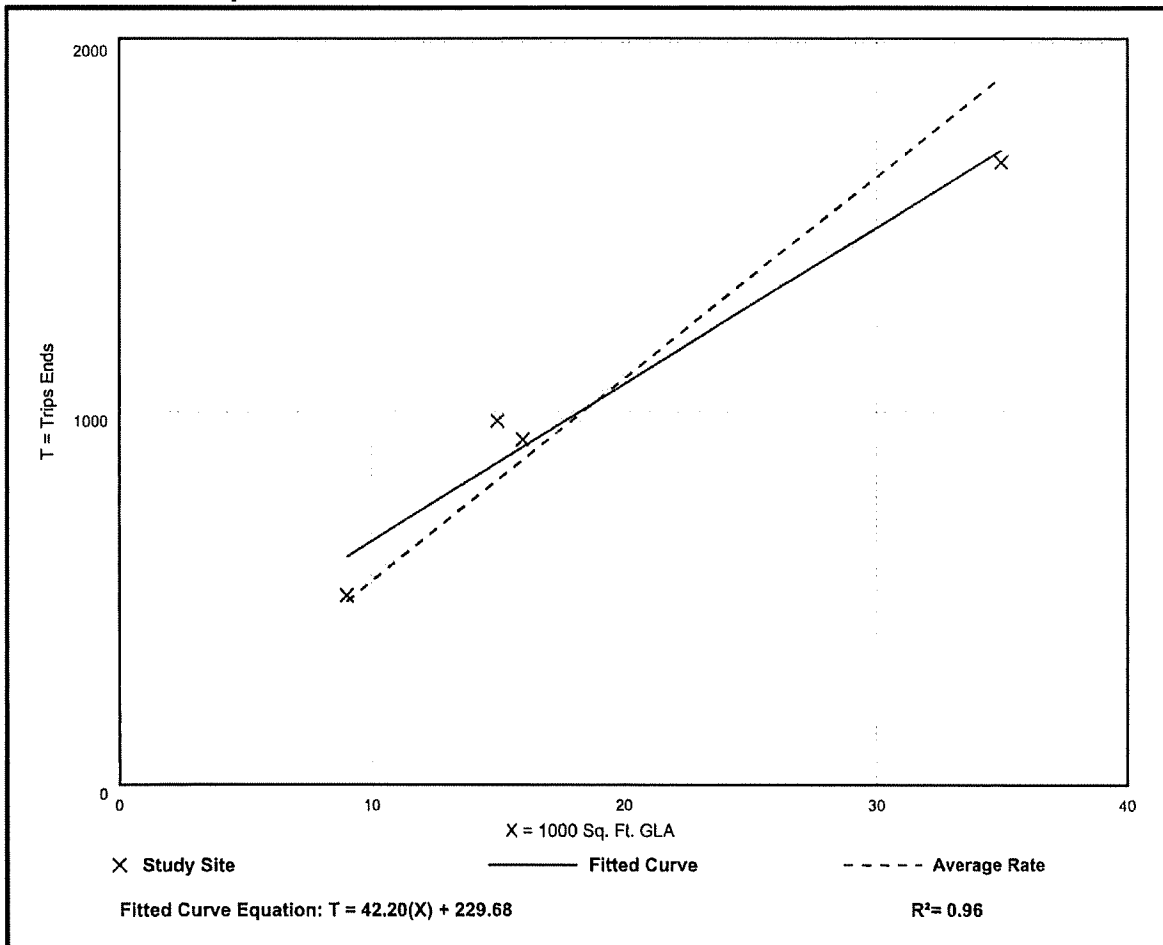
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

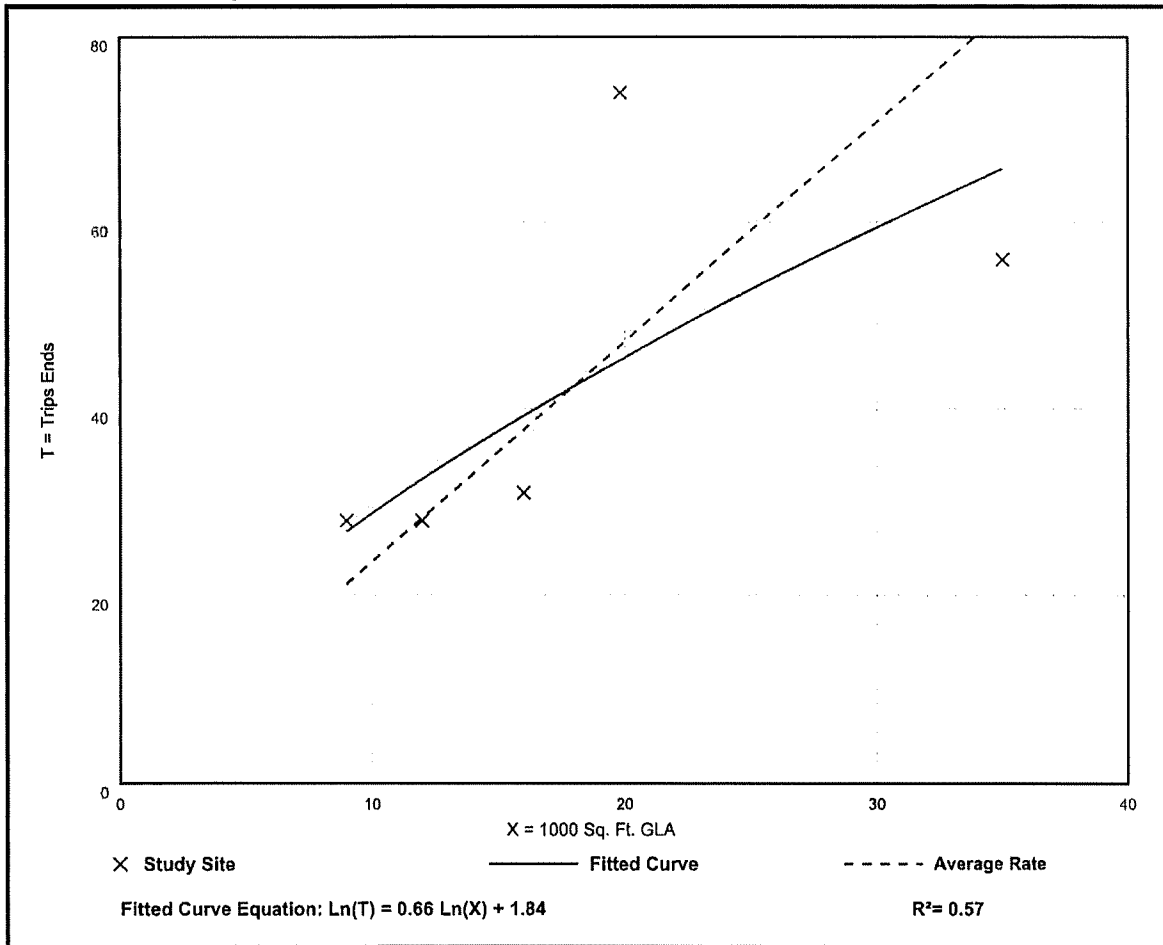
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

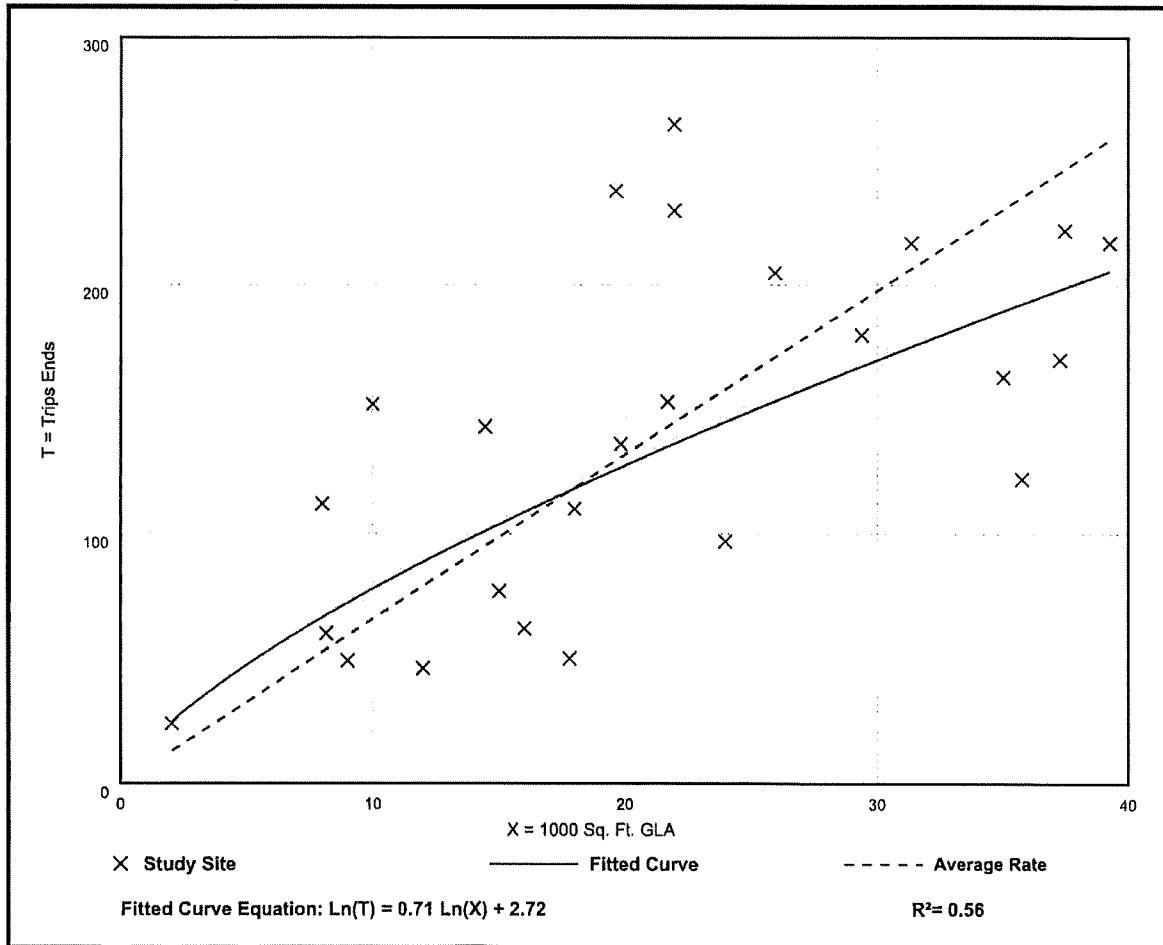
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



ATTACHMENT F



LEE COUNTY

SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

239-533-8585

John E. Manning
District One

A. Brian Bigelow
District Two

Ray Judah
District Three

Tammy Hall
District Four

Frank Mann
District Five

Karen B. Hawes
County Manager

Michael D. Hunt
County Attorney

Diana M. Parker
County Hearing
Examiner

June 29, 2012

RUSSELL SCHROPP
HENDERSON FRANKLIN
1715 MONROE ST
FORT MYERS FL 33901

Re: DANIELS MARKETPLACE
BCCR11-10-01 Extension (F)
DCI2012-00024

Dear RUSSELL SCHROPP:

In accord with BCCR11-10-01, development permits meeting certain criteria are entitled to one 4-year extension from the existing/initial permit expiration date. Accordingly, the effectiveness of the Master Concept Plan identified in Zoning Resolution, Z-08-043, DCI2007-00076, DANIELS MARKETPLACE, is hereby extended for the following:

APPROVAL OF A 4-YEAR EXTENSION FROM APRIL 6, 2014 TO APRIL 6, 2018 FOR DANIELS MARKETPLACE.

No additional extensions under BCCR11-10-01 may be granted for the above-referenced development permit. All underlying conditions of the zoning resolution remain in full force and effect. Failure to comply with zoning conditions may result in enforcement action as provided under Florida law and local regulations.

This extension applies only to the specific approvals identified above. If your project requires additional development permits or authorizations to continue construction, you are required to obtain the necessary approvals, including related permit extensions. If you hold other permits or authorizations that qualify for an extension under BCCR11-10-01, you must file a specific request for each qualifying development permit.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Department of Community Development
Division of Zoning


for Pam Houck
Director

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

WHEREAS, Daniels Parkway JV Investment, LLC, filed an application on behalf of the property owners, Daniels Parkway JV Investment, LLC, Vision Quest Holdings, LLC, and Oculus Atlantic Holdings, LLC, to rezone a 65.5± acre parcel from Agricultural (AG-2) to Commercial Planned Development (CPD), in reference to Daniels Marketplace; and,

WHEREAS, a public hearing was advertised and held on November 13, 2008, before the Lee County Zoning Hearing Examiner, who gave full consideration to the evidence in the record for Case #DCI2007-00076; and,

WHEREAS, a second public hearing was advertised and held on March 2, 2009, before the Lee County Board of Commissioners (Board), at which time the Board continued the hearing to April 6, 2009; and,

WHEREAS, a third public hearing was held on April 6, 2009, before the Board who gave full and complete consideration to the recommendations of the staff, the Hearing Examiner, the documents on record, and the testimony of all interested persons.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS:

SECTION A. REQUEST

The applicant filed a request to rezone 65.5± acres from AG-2 to CPD, to allow 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. Connections to Central Water and sanitary sewage will be provided.

The property is located in the General Interchange Future Land Use Category and is legally described in attached Exhibit A. The request is APPROVED, SUBJECT TO the conditions specified in Sections B below.

SECTION B. CONDITIONS:

1. Master Concept Plan/Development Parameters

The development of this project must be consistent with the four-page Master Concept Plan (MCP) entitled "Daniels Marketplace," date-stamped "Received May 01 2009 Community Development," last revised "05-01-09," and attached hereto as Exhibit C, except as modified by the conditions below. This development must comply with all requirements of the Lee County Land Development Code (LDC) at time of local development order

approval, except as may be granted by deviation as part of this planned development. If changes to the MCP are subsequently pursued, appropriate approvals will be necessary.

This project will allow a maximum of 90,000 square feet of General Office, 50,000 square feet of Medical Office, 250,000 square feet of Retail Commercial and a 120-room hotel.

Uses may be converted based on the Land Use Conversion Table. However, any land use conversion must be reviewed and approved through an Administrative Amendment application.

All references to uses are as defined or listed in the Lee County LDC

2. Uses and Site Development Regulations

The following limits apply to the project and uses:

a. Schedule of Uses

Use Area "C"

Accessory Uses and Structures
Administrative Offices
Agricultural Uses, Subject to Condition #8
Animal Clinic or Kennel-When completely enclosed in a building
ATM (Automatic Teller Machine)
Auto Parts Store
Automotive Repair and Service, Group I
Bait and Tackle Shop
Banks and Financial Establishments, All Groups
Bar or Cocktail Lounge, In conjunction with a restaurant or hotel and limited to three
(3) such establishments
Boat Parts Store
Broadcast Studio and Television
Business Services: Groups I and II
Bus Station
Car Wash
Cleaning and Maintenance Services
Clothing Stores: General
Clubs: Commercial, Fraternal, Private
Computer and Data Processing Services
Consumption on Premises, Limited to Five (5)
Contractors and Builders, Groups I and II
Convenience Food and Beverage Store, Two (2) convenience food and beverage
stores in conjunction with a maximum of 16 self-service fuel pumps each
Cultural Facilities
Day Care Center, Child, Adult
Department Store
Drive Through Facility for Any Permitted Use

Drug Store, Pharmacy
 Emergency Operations Center
 Essential Services
 Essential Service Facilities, Group I
 Excavation, Water Retention. No Blasting.
 Fences and Walls
 Food and Beverage Service, Limited
 Food Stores, Group I
 Gift and Souvenir Shop
 Hardware Store
 Health Care Facilities: Groups III and IV - limited to 65 beds and no emergency trauma facilities. Additional beds may be requested by Administrative Amendment, subject to Condition 14
 Hobby, Toy and Game Shops
 Hotel/Motel, Limited to one hotel with a maximum of 120 rooms
 Household and Office Furnishings, All Groups
 Insurance Companies
 Laundry or Dry Cleaning: All Groups
 Lawn and Garden Supply Stores
 Library
 Medical Office
 Motion Picture Studio
 Nightclubs, In conjunction with hotel
 Non-Store Retailers: All Groups
 Package Store
 Paint, Glass and Wallpaper - No Outdoor Storage or Display.
 Parcel and Express Services
 Parking Lot: Accessory, Ancillary, Garage, Temporary
 Personal Services, Group I
 Personal Services, Group II – Limited to Beauty Spas, Health Clubs Reducing or Slenderizing Salons or Spas
 Personal Services, Group III
 Personal Services, Group IV – Limited to Debt Counseling or Adjustment Services to Individuals, Portrait Copying, Shopping Services, and Tax Return Preparation Services
 Pet Services
 Pet Shops: Indoor Only - No Outdoor Runs
 Printing and Publishing
 Real Estate Sales Office
 Recreation Facilities, Commercial, Groups I, III and IV
 Rental or Leasing Establishments, Groups II and III
 Repair Shops, Groups I, II and III
 Research and Development Laboratories: Groups II and IV
 Restaurants, Fast Food, Limited to two such restaurants
 Restaurants, All Groups
 Schools, Commercial
 Signs per Chapter 30 of the LDC
 Social Services: Group I

Social Service: Group II – Limited to Job Training, Manpower Training, Skill Training
Specialty Retail Shops: All Groups
Storage: Indoor Only
Studios
Temporary Uses, Limited to construction trailers and contractors storage units during construction
Theater, Indoor
Used Merchandise Stores: Groups I and II
Variety Store

Use Area "O/C" **

Accessory Uses and Structures
Administrative Offices
Agricultural Uses, Subject to Condition #8
ATM (Automatic Teller Machine)
Banks and Financial Establishments, All Groups - No drive thrus
Business Services: Group I
Cleaning and Maintenance Services
Clothing Stores: General
Computer and Data Processing Services
Contractors and Builders, Group I
Cultural Facilities
Essential Services
Essential Service Facilities, Group I
Excavation, Water Retention. No Blasting.
Fences and Walls
Gift and Souvenir Shop
Health Care Facilities: Group III
Hobby, Toy and Game Shops
Household and Office Furnishings, All Groups
Insurance Companies
Laundry or Dry Cleaning: Group I
Library
Medical Office
Non-Store Retailers: All Groups
Paint, Glass and Wallpaper - No Outdoor Storage or Display.
Parking Lot: Accessory, Ancillary, Temporary
Personal Services, Group I
Personal Services, Group II – Limited to Beauty Spas, Health Clubs Reducing or Slenderizing Salons or Spas
Personal Services, Group III
Personal Services, Group IV – Limited to Debt Counseling or Adjustment Services to Individuals, Portrait Copying, Shopping Services, and Tax Return Preparation Services
Pet Shops: Indoor Only. No Outdoor Runs
Printing and Publishing
Real Estate Sales Office

Repair Shops, Groups I, II and III
 Research and Development Laboratories: Groups II and IV
 Signs per Chapter 30 of the LDC
 Social Services: Group I
 Social Service: Group II – Limited to Job Training, Manpower Training, Skill Training
 Specialty Retail Shops: All Groups
 Storage: Indoor Only
 Studios
 Temporary Uses, Limited to construction trailers and contractors storage units during construction
 Used Merchandise Stores: Groups I and II
 Variety Store

****See Condition 3.c. hereinbelow**

b. Site Development Regulations

Building Setbacks:

Street:	In accordance with LDC § 34-2192(A)
Rear:	20 feet
Side	15 feet
Development Perimeter:	25 feet
Waterbody:	25 feet
Indigenous Preserve:	20 feet

Building Separation: One half the sum of the height of both buildings, or 20 feet, whichever is greater.

Maximum Lot Coverage: 45 percent

Area Dimensions:

Minimum Lot Area:	10,000 Square feet
Minimum Lot Width:	100 feet
Minimum Lot Depth:	100 feet

Maximum Building Heights:

Tracts Labeled "C": 75 feet Except as noted on MCP page 3 of 4.
 Tracts Labeled "OC" 35 feet

Land Use Conversion Table:

1,000 Square feet Retail	= 1,800 square feet General Office
	= 750 square feet Medical Office
1,000 Square feet General Office	= 550 square feet Retail
	= 400 square feet Medical Office

1 Hotel Room	= 250 square feet Retail
	= 470 square feet General Office
	= 200 square feet Medical Office

3. Environmental Conditions

- a. Prior to local development order approval, development order plans must provide a minimum of 17.73 acres of open space. Tracts 1 through 6 may provide a minimum of 10 percent open space within each tract provided that the indigenous preserve, water management lakes and lake maintenance easements abutting the preserve, and tract perimeter buffers are not included in the minimum 10 percent acreage requirement depicted in Table D (2) of the approved MCP.
- b. Prior to local development order approval, the development order plans must be consistent with the Bald Eagle Management Plan dated October 2008. The development order plans clearly address all conditions including enhancement plantings specified in the Bald Eagle Management Plan.
- c. Prior to local development order approval, the uses for Tract 4 must be consistent with the Schedule of Uses for the O/C designation, except for the addition of the following uses:
 - 1) Auto parts store, no service or repair
 - 2) Drive-through facility for Bark and Drug store, subject to Condition 3.d. and 3.e.
 - 3) Food Stores, Group I, Specialty Food Stores, including food items such as, but not limited to, health foods, spices, herbs, coffee, tea, vitamins, dietetic foods, and mineral water
 - 4) Package Store
 - 5) Restaurants, Group I and II, limited to no outdoor seating and no drive-through facility
- d. Prior to local development order approval, all buildings with the O/C area designated on the MCP must be designed to place the rear of the building, with minimal doors and windows, facing the bald eagle preserve. The development interface planting plan cross section and elevations as depicted on the MCP must include a minimum five canopy trees and three sabal palms per 100 linear feet. Canopy trees must be installed at a minimum 12-14 feet, three - four caliper inches at four and a half feet above ground. Sabal palms must be installed at a minimum 12-16 foot clear trunk, staggered heights. The buffer must also include a single continuous hedge row installed a minimum 24 inches in height, three-gallon container size, three-foot on center; and
- e. The applicant can request an Administrative Amendment to allow access road or limited parking adjacent to the preserve within the O/C area. The applicant will be required to demonstrate an alternative design which includes screening for the limited area to the satisfaction of Division of Environmental Sciences staff. If an alternative design can not be agreed to, then the applicant can request a public hearing to revise the condition.

- f. Prior to local development order approval, development order plans must depict a minimum 8.88-acre preservation area in conceptual compliance with the approved MCP to include the 0.68 acre and 0.22 acre cypress wetlands incorporated within the storm water management lakes. Final surface water management lake design to be consistent with an approved South Florida Water Management District Environmental Resource Permit.
- g. Prior to local development order approval, the applicant must submit an Indigenous Management Plan for the entire preservation area as per the LDC § 10-415(b)(4) for Division of Environmental Sciences review and approval. The management plan must include, but not be limited to, analysis of how the diversion of storm water into the preserve will benefit the indigenous vegetation and demonstrate there will be no negative affect on the indigenous preserve. The amount of water, the depth of water, and the duration of holding the water within the preserve must be determined on the basis of maintaining the indigenous vegetation within the preserve and not on surface water management requirements. Additionally, the development order plans must demonstrate how the storm water will be pre-treated prior to any discharge into the indigenous preserve.
- h. Prior to local development order approval, the applicant must submit an enhancement plan for the entire preservation area. The plan must include, but not be limited to:
 - 1) supplemental plantings for the upland and wetland woodland pasture preservation areas consistent with South Florida Water Management District Environmental Resource Permit mitigation requirements; and,
 - 2) enhancement of the ±0.5 acres along the southwest portion of the eagle preserve (indicated as wetland area enhancement on the MCP page 2 of 4) to include the trees required to be installed with a minimum six-foot in height, five-gallon container size, 25 feet on centers, and 50 percent of the shrubs requirement be installed with a minimum three feet in height, three-gallon container size, 15 feet on centers; and,
 - 3) replanting of cypress (*Taxodium distichum*) trees within the 0.22 acre cypress wetland to enhance the density following exotic removal (tree installation a minimum six-foot in height, five-gallon container size, 10-foot on centers in areas devoid of vegetation after exotic removal); and,
 - 4) schedule of invasive exotic removal for the 21 species identified in the LDC § 10-420(h); and,
 - 5) supplement planting success criteria consistent with South Florida Water Management District Environmental Resource Permit mitigation requirements

4. Traffic Conditions.

- a. Roadway Access Condition: Access from the Daniels Marketplace project is conditioned upon the following: - see applicant's Exhibit 20 A and B attached hereto as Exhibit D.
 - 1) In the event the County approves an amendment to the Daniels Parkway Controlled Access Resolution (Resolution No. 89-10-11, as amended), that accommodates the improvements to the Daniels Parkway Frontage Road shown on applicant's Exhibit 20 prior to submittal of a development order for all or a portion of the Daniels Marketplace project, the project may connect to the Daniels Parkway Frontage Road only if:
 - a) the improvements to the Daniels Parkway Frontage Road shown on Exhibit 20 are constructed and open to traffic; or,
 - b) Three Oaks Parkway is constructed and open to traffic as, at least, a two-lane roadway between Daniels Parkway and the Daniels Marketplace project.
 - 2) In order to fulfill the requirements of Condition 1.a, the applicant may:
 - a) Design, permit, and construct (subject to the approval of LCDOT) the improvements to the Daniels Parkway frontage road, shown on applicant's Exhibit 20A and B, prior to issuance of the first certificate of compliance for Daniels Marketplace. If the applicant elects to construct those improvements, the applicant will receive road impact fee credits equal to 100 percent of the cost of the improvements less the dollar amount attributable to the percentage of trips projected to use the frontage road that are generated by Daniels Marketplace; or,
 - b) Construct Three Oaks Parkway Extension North based on CIP#4053 plans (with any modifications subject to review and approval by Lee County Department of Transportation [LCDOT]) between the project and Daniels Parkway, if the County has acquired all of the necessary right-of-way west of Daniels Marketplace for this improvement. If the applicant elects to construct these improvements, the applicant will receive road impact fee credits in the amount of 100 percent of the cost of the Three Oaks Parkway improvements, subject to the requirements set forth in the LDC section governing Road Impact Fee Credits.
 - 3) In the event the County does not approve an amendment to the Daniels Parkway Controlled Access Resolution (Resolution 89-10-11, as amended) that accommodates the improvements to the Daniels Parkway frontage road, shown on applicant's Exhibit 20A and B, prior to submittal of a development order for all or a portion of the Daniels Marketplace project, OR, in the event that LCDOT does not approve the design, permitting and

construction of the improvements to the Daniels Parkway frontage road as proposed by the applicant, development of the project accessing the Daniels Parkway frontage road is limited to a maximum projected PM peak hour trip generation of 320 trips (two-way) until Three Oaks Parkway is constructed between the project and Daniels Parkway as, at least, a two-lane roadway.

- a) In order to avoid the peak hour trip generation limitation set forth above, the applicant may elect to construct the improvements to Three Oaks Parkway Extension North, based on CIP#4053 plans (with any modifications subject to review and approval by LCDOT), if the County has acquired all of the necessary right-of-way for this improvement west of Daniels Marketplace.

If the applicant elects to construct those improvements, the applicant will receive road impact fee credits in the amount of 100 percent of the cost of the Three Oaks Parkway improvements subject to the requirements set forth in the LDC governing Road Impact Fee Credits.

5. Vehicular/Pedestrian Impacts. Approval of this zoning request does not address mitigation of the project's vehicular or pedestrian traffic impacts. Additional conditions consistent with the Lee County LDC may be required to obtain a local development order.
6. Lee Plan Consistency. Approval of this zoning request does not guarantee local development order approval. Future development order approvals must satisfy the requirements of the Lee Plan Planning Communities Map and Acreage Allocation Table, Map 16 and Table 1(b), be reviewed for, and found consistent with, the retail commercial standards for site area, including range of gross floor area, location, tenant mix and general function, as well as all other Lee Plan provisions.
7. Concurrency. Approval of this rezoning does not constitute a finding that the proposed project meets the concurrency requirements set forth in LDC Chapter 2 and the Lee Plan. The developer is required to demonstrate compliance with all concurrency requirements prior to issuance of a local development order.
8. Agricultural. Agricultural Uses: Existing bona fide agricultural uses on this site are allowed only in strict compliance with the following:
 - a. Bona fide agricultural uses that are in existence at the time the application for this project was filed, and as shown on Exhibit E attached hereto, may continue until approval of a local development order for the area of the project containing those uses.
 - b. Additional clearing of trees or other vegetation in agricultural areas is prohibited. Existing areas of bona fide agricultural use may be maintained, i.e., mowed, but not cleared or expanded. This prohibition is not intended to preclude County approved requests for the removal of invasive exotic vegetation.

- c. Prior to issuance of a local development order, the property owner must provide written proof, subject to approval by the County Attorney's Office, of the following:
 - 1) Termination of all agricultural use on any portion of the property included in the development order application/approval. Proof must include a sworn affidavit from the person or entity holding title to the subject property that specifically provides:
 - a) the date the agricultural uses ceased;
 - b) the legal description of the property subject to the development order approval;
 - c) an affirmative statement that the owner acknowledges and agrees that all agricultural uses are illegal and prohibited on the property and that the owner covenants with the county that they will not allow any such uses on the property unless and until the property is re-zoned to permit such uses; and,
 - d) that the affidavit constitutes a covenant between the owner and the County that is binding on the owner and their assignees and successors in interest.
 - e) The covenant must be properly recorded in the public records of the County at the owner's expense.
 - 2) Termination of the agricultural tax exemption for any portion of the property included in the development order application/approval. Proof as to termination must include of a copy of the request to terminate the tax exemption provided to the Property Appraiser.
- 9. Solid Waste. As part of local development order approval for vertical construction within any individual tracts, the developer must designate facilities for solid waste/recycling storage and disposal in compliance with LDC § 10-261.
- 10. Tall Structures. The proposed development will be subject to the provisions of the Lee County LDC § 34-1008, "Permit for Tall Structures." Depending on the height and location of the proposed structures, an application may need to be submitted for review and approval to the Federal Aviation Administration (FAA) and the Lee County Port Authority to determine airspace impacts of the proposed permanent buildings, wireless communication facilities, and any temporary construction equipment (cranes) within the site.
- 11. Buffer. A 20-foot right-of-way buffer along both sides of Three Oaks Parkway must be provided consisting of a two-foot high berm with five canopy and three palm trees, 66 shrubs, and 56 ground cover plants per 100 linear feet. Required canopy trees must be a minimum of 14 feet in height at time of planting. The clustering of trees and shrubs is strongly recommended to create visibility windows into the tracts, and provide a more naturalistic buffer. All trees and shrubs, used to meet the buffer requirement, must be indigenous to Southwest Florida.

12. Utilities. The utility lines for potable water and sanitary sewer must be extended to the site and this development must be connected to those services as part of any development activity on this site.
13. Sidewalks. All internal roads and driveways must contain sidewalks at least on one side of them. An internal pedestrian connections plan must be submitted to the County for review and approval as part infrastructure development order for the site.
14. Hospital. No hospital greater than 65 beds is allowed in this development until and unless Three Oaks Parkway extension, from Alico Road to Daniels Parkway, is completed and operational.
15. Additional Limitations within 660 feet of Bald Eagle's Nests. No fuel pumps, fast food restaurants, or convenience stores are permitted within 660 feet of the Bald Eagle nests as depicted on the MCP.

SECTION C. EXHIBITS AND STRAP NUMBER:

The following exhibits are attached to this resolution and incorporated by reference:

- Exhibit A: Legal description of the property
- Exhibit B: Zoning Map (with the subject parcel indicated)
- Exhibit C: The Master Concept Plan
- Exhibit D: Proposed Improvements to Daniels Parkway and Frontage Road
- Exhibit E: Bona Fide Agricultural Uses Affidavit

The applicant has indicated that the STRAP numbers for the subject property are:

22-45-25-00-00001.0140
22-45-25-00-00007.0000

SECTION D. FINDINGS AND CONCLUSIONS:

1. The applicant has proven entitlement to the rezoning by demonstrating compliance with the Lee Plan, the LDC, and any other applicable code or regulation.
2. The rezoning, as approved:
 - a. meets or exceeds all performance and locational standards set forth for the potential uses allowed by the request;
 - b. is consistent with the densities, intensities and general uses set forth in the Lee Plan;
 - c. is compatible with existing or planned uses in the surrounding area;
 - d. will not place an undue burden upon existing transportation or planned infrastructure facilities and will be served by streets with the capacity to carry traffic generated by the development; and

- e. will not adversely affect environmentally critical areas or natural resources and the bald eagles that have a nest tree on site.
3. The rezoning satisfies the following criteria:
- a. the proposed use or mix of uses is appropriate at the subject location;
 - b. the recommended conditions to the concept plan and other applicable regulations provide sufficient safeguard to the public interest; and
 - c. the recommended conditions are reasonably related to the impacts on the public interest created by or expected from the proposed development.
4. Urban services, as defined in the Lee Plan, are, or will be, available and adequate to serve the proposed land use.

Commissioner Hall made a motion to adopt the foregoing resolution, seconded by Commissioner Judah. The vote was as follows:

Robert P. Janes	Aye
Brian Bigelow	Nay
Ray Judah	Aye
Tammara Hall	Aye
Frank Mann	Nay

DULY PASSED AND ADOPTED this 6th day of April 2009.

ATTEST:
CHARLIE GREEN, CLERK

BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

BY: Marcia Wilson
Deputy Clerk

BY: Ray Judah
Ray Judah, Chair

Approved as to form by:

Michael D. Jacob
Michael D. Jacob
Assistant County Attorney



RECEIVED
MINUTES OFFICE
MW
2009 MAY 12 AM 9:40

Exhibit A
Legal Description
Property located in Lee County,
Florida
Page 1 of 2

SKETCH OF DESCRIPTION
(NOT A SURVEY)

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

DESCRIPTION:

THAT PART OF THE SOUTHEAST QUARTER (SE 1/4) OF SECTION 22, TOWNSHIP 45 SOUTH, RANGE 25 EAST, LYING WEST OF INTERSTATE 75 AND LYING SOUTHERLY OF DANIELS PARKWAY RIGHT-OF-WAY, LEE COUNTY FLORIDA.

THE EAST ONE HALF (E1/2) OF THE SOUTHEAST QUARTER (SE 1/4) OF THE SOUTHWEST QUARTER SECTION 22, TOWNSHIP 45 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA.

TOGETHER WITH A NON EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS OVER "INDIAN PAINT LANE" AS DESCRIBED IN INSTRUMENT RECORDED AT OFFICIAL RECORDS BOOK 511, PAGE 518, PUBLIC RECORDS OF LEE COUNTY, FLORIDA

BEING FURTHER DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCE AT THE CENTER OF SAID SECTION 22 AND RUN S01°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 N89°21'01"E, ALONG THE SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 20.58 FEET; THENCE N01°01'58"W A DISTANCE OF 60.00 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

1. S86°27'08"E A DISTANCE OF 349.38 FEET;
2. S51°43'05"E A DISTANCE OF 258.16 FEET;
3. S22°07'24"E A DISTANCE OF 168.65 FEET;
4. S18°01'44"E A DISTANCE OF 617.97 FEET;
5. S13°58'40"E A DISTANCE OF 311.29 FEET;
6. S05°51'00"E A DISTANCE OF 311.31 FEET;
7. S01°46'50"E A DISTANCE OF 898.82 FEET;
8. S00°33'32"E A DISTANCE OF 99.54 FEET

TO THE SOUTH LINE OF THE SOUTHEAST ONE-QUARTER OF SAID SECTION 22; THENCE S89°32'46"W, ALONG THE SOUTH LINE OF THE SOUTHEAST ONE-QUARTER OF SAID SECTION 22, A DISTANCE OF 916.72 FEET TO THE SOUTH ONE-QUARTER CORNER OF SAID SECTION 22; THENCE S89°33'48"W, ALONG THE SOUTH LINE OF THE SOUTHWEST ONE-QUARTER OF SAID SECTION 22, A DISTANCE OF 615.69 FEET TO THE INTERSECTION OF THE EAST RIGHT-OF-WAY LINE OF INDIAN PAINT LANE AND THE SOUTH RIGHT-OF-WAY LINE OF INDIAN PONY DRIVE; THENCE N01°00'43"W, ALONG THE EAST RIGHT-OF-WAY LINE OF INDIAN PAINT LANE, A DISTANCE OF 1322.83 FEET TO THE NORTH LINE OF THE EAST ONE-HALF OF THE SOUTHEAST ONE-QUARTER OF THE SOUTHWEST ONE-QUARTER OF SAID SECTION 22; THENCE N89°34'03"E, ALONG THE NORTH LINE OF THE EAST ONE-HALF OF THE SOUTHEAST ONE-QUARTER OF THE SOUTHWEST ONE-QUARTER OF SAID SECTION 22, A DISTANCE OF 615.20 FEET TO THE WEST LINE OF THE SOUTHEAST ONE-QUARTER OF SAID SECTION 22; THENCE N01°01'58"W, ALONG THE WEST LINE OF THE SOUTHWEST ONE-QUARTER OF SAID SECTION 22, A DISTANCE OF 1159.76 FEET TO THE POINT OF BEGINNING.

CONTAINING 65.52 ACRES OF LAND MORE OR LESS.

RECEIVED
JUN - 3 2008

PERMIT COUNTER

Appl. to Legal Checked
6-5-08

SHEET 1 OF 2

REVISIONS:

PROJECT NO: 07-101
SCALE: NA
DRAWN BY: JNS
CHECKED BY: RLH
DATE DRAWN: 11/14/07
FIELD BOOK/PAGE: NA



community engineering services, inc.
civil engineering surveying project management

EB-0008813 LB-4572
8991 Daniels Center Drive, Suite 103
Fort Myers, Florida 33912
Telephone (239) 936-8777 Fax (239) 936-0064

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

MARK A. TETER
FLORIDA REGISTRATION NO. 8392
DATE SIGNED: 6-2-08

T:\SURVEY\07-101 Daniels-175\07-101 Sketch of Description.dwg

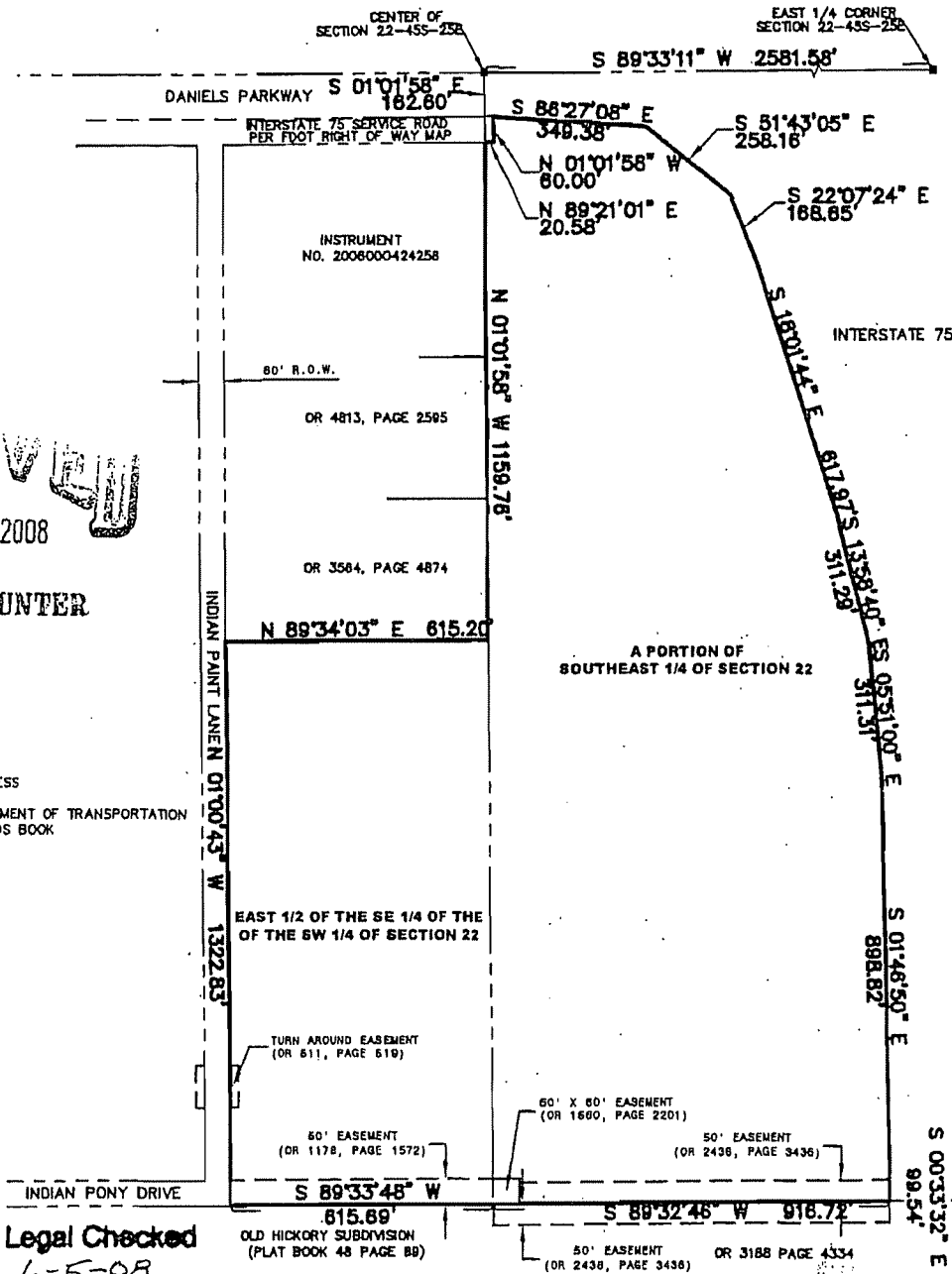
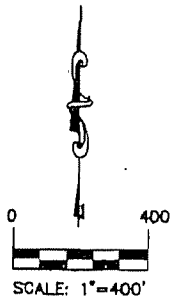
DCI 2007-00076

EXHIBIT A

EXHIBIT A
Page 2 of 2

SKETCH OF DESCRIPTION
(NOT A SURVEY)

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



INTERSTATE 75

A PORTION OF
SOUTHEAST 1/4 OF SECTION 22

EAST 1/2 OF THE SE 1/4 OF THE
OF THE SW 1/4 OF SECTION 22

TURN AROUND EASEMENT
(OR 511, PAGE 619)

80' EASEMENT
(OR 1178, PAGE 1572)

60' X 80' EASEMENT
(OR 1660, PAGE 2201)

50' EASEMENT
(OR 2436, PAGE 3436)

OLD HICKORY SUBDIVISION
(PLAT BOOK 48 PAGE 89)

50' EASEMENT
(OR 2436, PAGE 3436)

OR 3188 PAGE 4334

SHEET 2 OF 2

LEGEND:

L.B. = LICENSED BUSINESS
R.O.W. = RIGHT-OF-WAY
F.D.D.T. = FLORIDA DEPARTMENT OF TRANSPORTATION
O.R. = OFFICIAL RECORDS BOOK
NO. = NUMBER

Applicant's Legal Checked
by *CSJ* 6-5-08

REVISIONS:

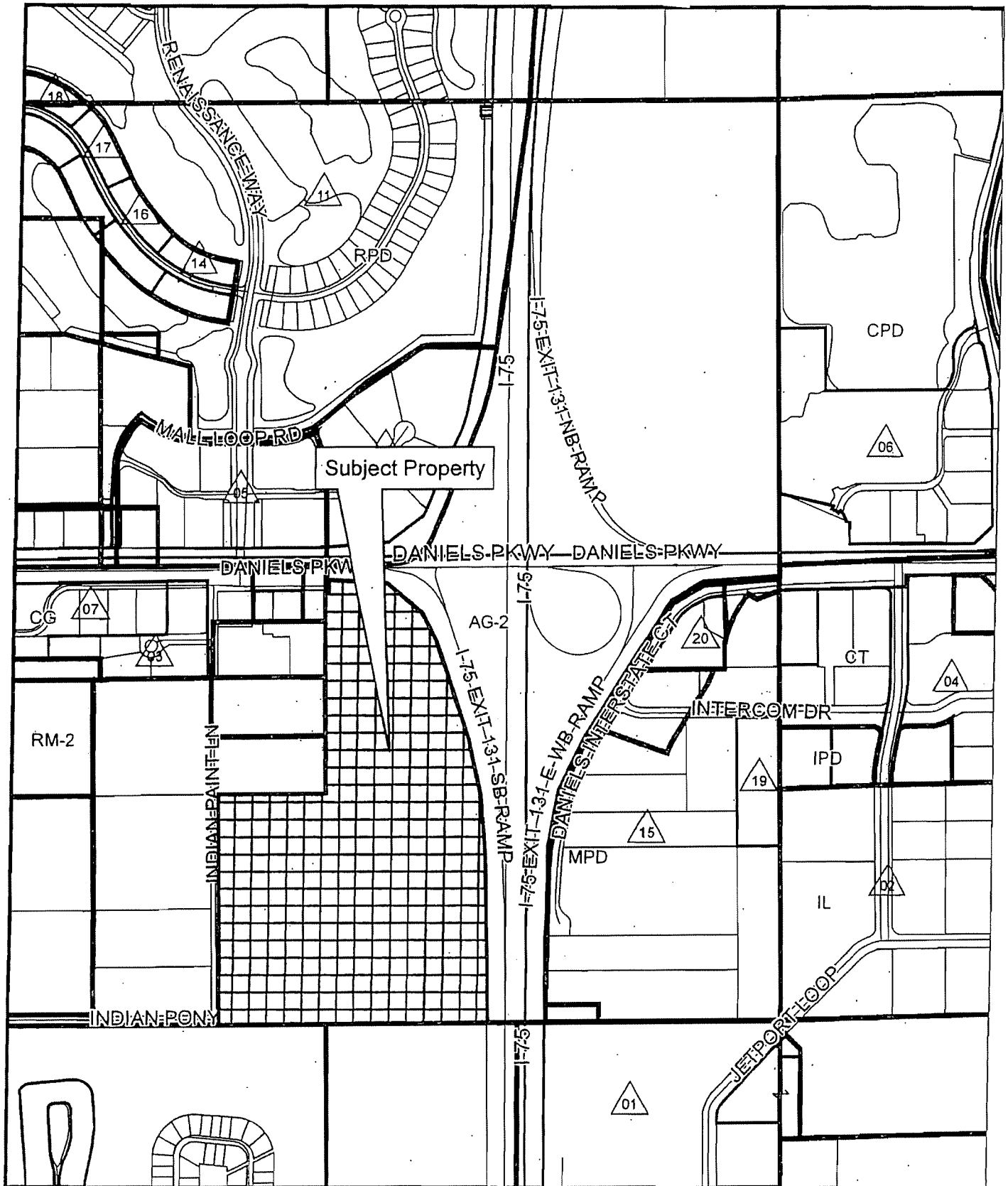
PROJECT NO. 07-101
SCALE: 1"=400'
DRAWN BY: JNS
CHECKED BY: RLH
DATE DRAWN: 11/14/07
FIELD BOOK/PAGE: NA



community engineering services, inc.
civil engineering surveying project management
EB-0008613 LB-4572
8901 Daniels Center Drive, Suite 103
Fort Myers, Florida 33912
Telephone (239) 936-8777 Fax (239) 936-0064

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

MARK A. TEXTER
FLORIDA REGISTRATION NO. 8392
DATE SIGNED: 6-2-08



LEGEND:

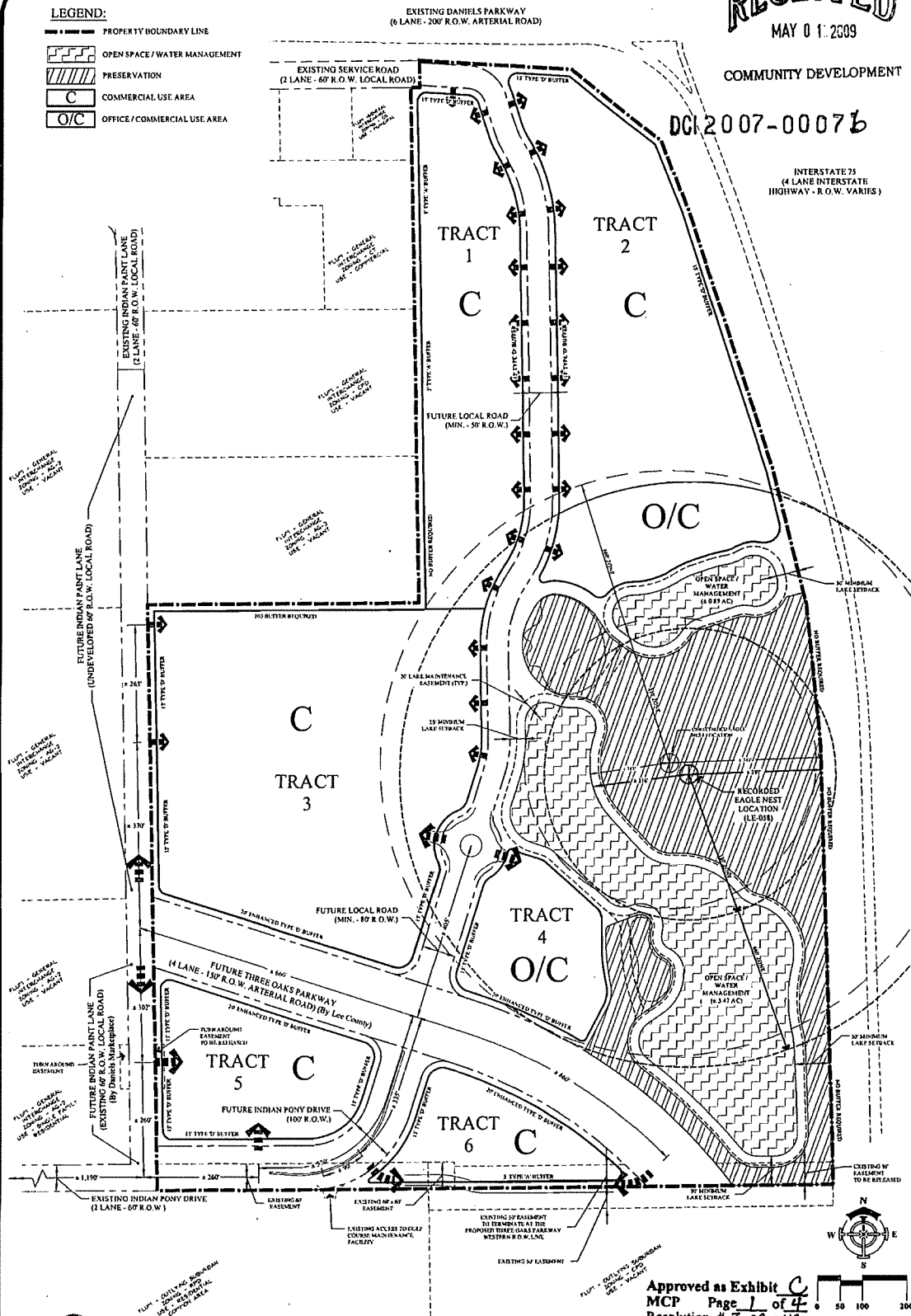
- PROPERTY BOUNDARY LINE
- OPEN SPACE / WATER MANAGEMENT
- PRESERVATION
- COMMERCIAL USE AREA
- OFFICE / COMMERCIAL USE AREA

RECEIVED
MAY 01 2009

COMMUNITY DEVELOPMENT

DCI 2007-00076

INTERSTATE 75
(4 LANE INTERSTATE
HIGHWAY - R.O.W. VARIES)



PROJECT: Daniels Marketplace
TITLE: Master Concept Plan

OWNER/CLIENT:
Daniels Parkway JV Investment, LLC.
P.O. Box 61199
Fort Myers, Florida 33906

EXHIBIT C

Page 1 of 4

Approved as Exhibit C
MCP Page 1 of 4
Resolution # Z-08-043

D-7-M.2
1 of 4

Project Number: 1043-01
Laid Out: 1043-01-MC170-4-01
Date: 10-11-08
Revised: 05-01-09 Per BOCC Action

LEGEND:

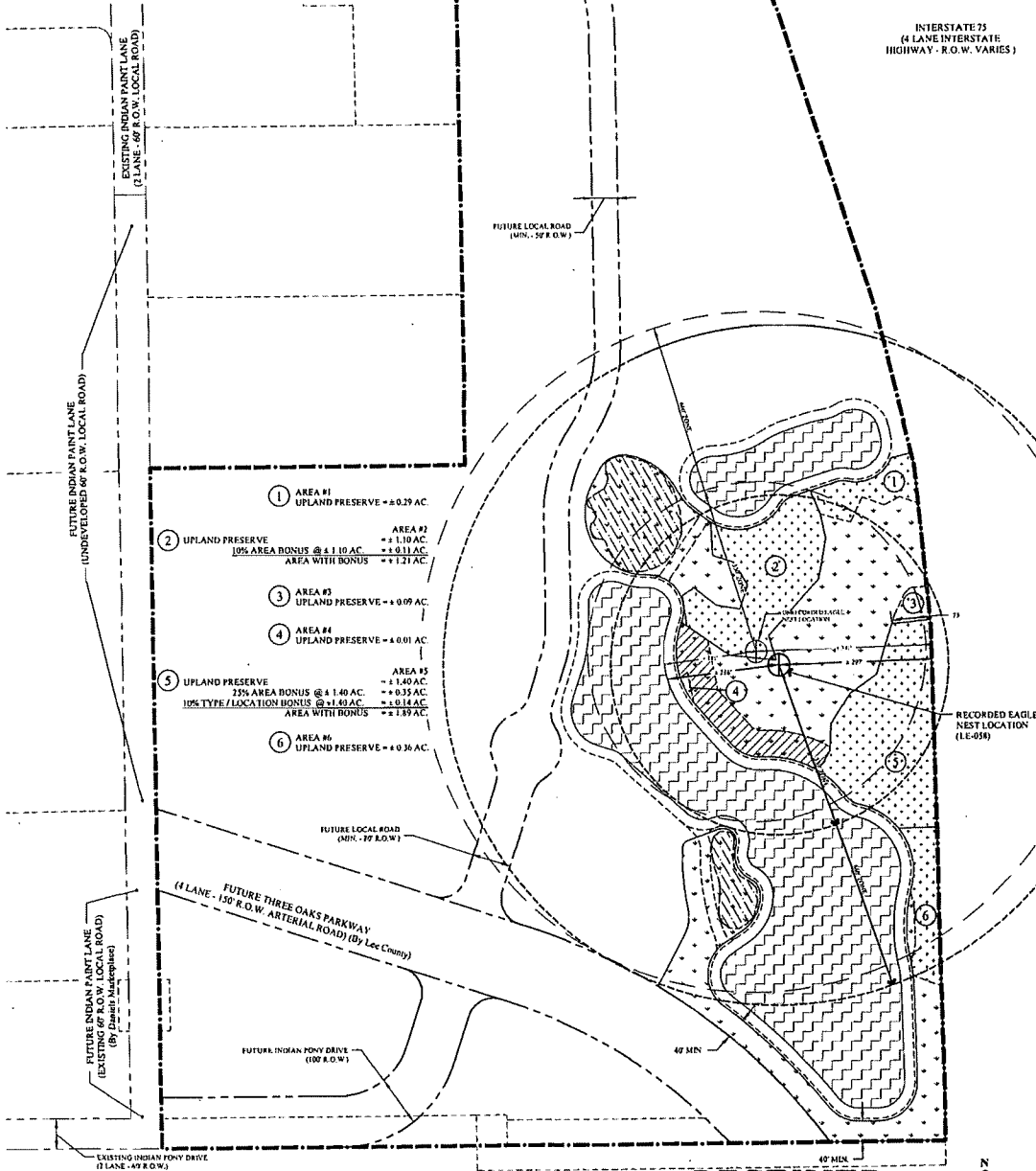
- PROPERTY BOUNDARY LINE
- UPLAND PRESERVATION - INDIGENOUS NATIVE TREES (+/- 3.85 AC. WITH BONUS)
- WETLAND PRESERVATION - INDIGENOUS NATIVE TREES & HABITAT (+/- 5.63 AC)
- WETLAND PRESERVATION - INDIGENOUS HABITAT ONLY (+/- 0.90 AC. MAY BE UTILIZED FOR WATER MANAGEMENT PURPOSES)
- WETLAND AREA ENHANCEMENT (+/- 0.50 AC.)
- OPEN SPACE / WATER MANAGEMENT

EXISTING DANIELS PARKWAY
(6 LANE - 200' R.O.W. ARTERIAL ROAD)

EXISTING SERVICE ROAD
(2 LANE - 60' R.O.W. LOCAL ROAD)

FUTURE LOCAL ROAD
(MIN. 50' R.O.W.)

INTERSTATE 75
(4 LANE INTERSTATE HIGHWAY - R.O.W. VARIES)

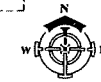


Approved as Exhibit C
MCP Page 2 of 4
Resolution # 2-08-043

DCI 2007-0007b

RECEIVED
MAY 01 2009

COMMUNITY DEVELOPMENT



PROJECT: Daniels Marketplace
TITLE: Open Space / Indigenous Preservation & Restoration Plan
OWNER/CLIENT: Daniels Parkway JV Investment, LLC.
P.O. Box 61199
Fort Myers, Florida 33906

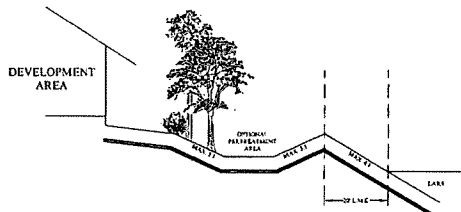
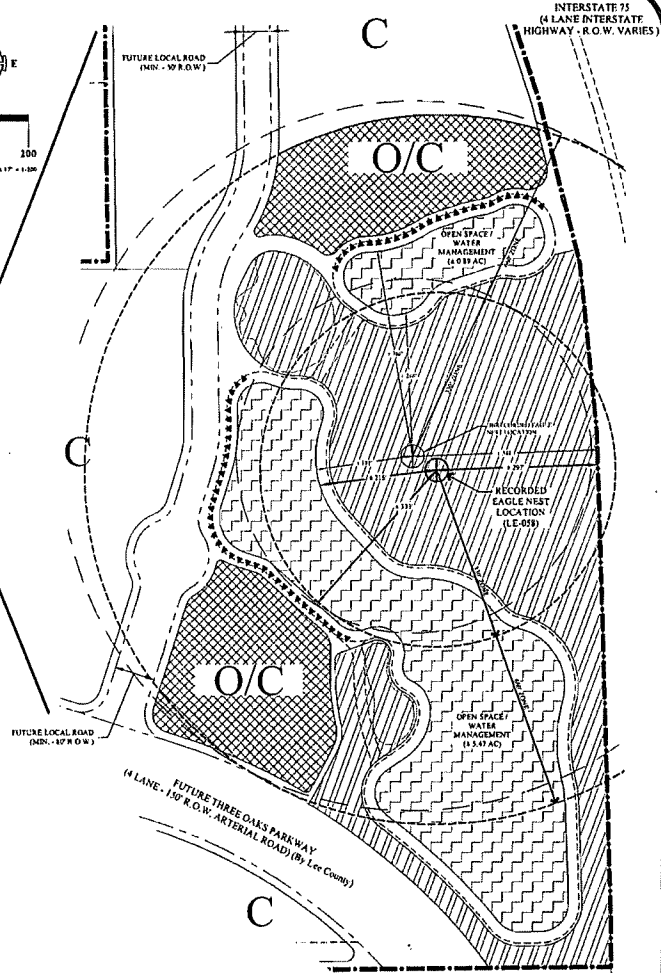
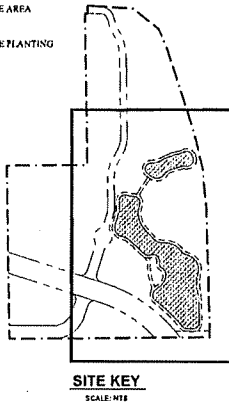
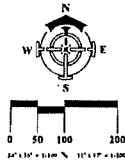
D-7-M.2
2 of 4

Project Number: 2007-01
Call Date: 08-01-08
Date: 05-15-09
Revised: 05-01-09 Per RWCC Action

EXHIBIT C
Page 2 of 4

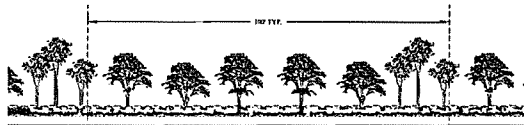
LEGEND:

- PROPERTY BOUNDARY LINE
- [Hatched Box] REDUCED BUILDING HEIGHT AREA 2 (2-STORIES OR 35 FEET)
- [Stippled Box] OPEN SPACE / WATER MANAGEMENT
- [Diagonal Lines Box] PRESERVATION
- [Box with 'C'] COMMERCIAL USE AREA
- [Box with 'O/C'] OFFICE / COMMERCIAL USE AREA
- ▲▲▲▲▲ DEVELOPMENT INTERFACE PLANTING



DEVELOPMENT INTERFACE PLANTING PLAN - ▲▲▲▲▲

SCALE: 1/16"
 SINGLE CONTINUOUS HEDGE ROW INSTALLED AT A MINIMUM 24 INCHES IN HEIGHT, 1 GALLON CONTAINER SIZE, 36 INCHES ON CENTER.
 5 NATIVE CANOPY TREES AND 3 BABAL PALMS PER 100 LINEAR FEET.
 NATIVE CANOPY TREES INSTALLED AT A MINIMUM 12 - 14 FOOT HEIGHT, 2 - 4 INCH CALIPER, MEASURED AT 4 FEET ABOVE GROUND.
 BABAL PALMS INSTALLED AT A MINIMUM 12 - 16 FOOT CLEAR TRUNK, STAGGERED HEIGHTS.



ELEVATION
 SCALE: 1/16"

DCI 2007-0007b

Approved as Exhibit C
 MCP Page 3 of 4
 Resolution # Z-08-043

RECEIVED
 MAY 01 2009

COMMUNITY DEVELOPMENT



PROJECT: Daniels Marketplace
 TITLE: Eagle Protection Plan

OWNER/CLIENT:
 Daniels Parkway JV Investment, LLC.
 P.O. Box 61199
 Fort Myers, Florida 33906

EXHIBIT C
 Page 3 of 4

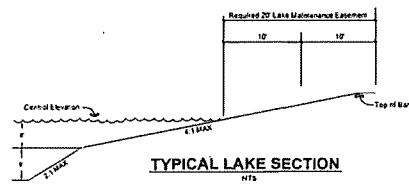
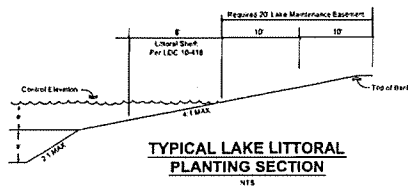
D-7-M.2
 3 of 4
 Project Number: 104120
 Civil File: 104120-MCP03.dwg
 Date: 05-11-09
 Revised: 05-01-09 Per HOC/Action

TABLE D (1)

OPEN SPACE:	
TOTAL PROJECT AREA	±85.52 AC.
<i>(Includes Three Oaks Parkway & Indian Pony Drive)</i>	
PROPOSED COUNTY R.O.W.	±6.42 AC.
NET PROJECT AREA	±59.10 AC.
<i>(Excludes Three Oaks Parkway & Indian Pony Drive)</i>	
COMMERCIAL OPEN SPACE:	
REQUIRED (30% OF NET AREA)	±17.73 AC.
*PROVIDED:	±17.73 AC.
LAKE (25% OF TOTAL)	
*PRESERVE:	±4.43 AC.
*OTHER OPEN SPACE:	±8.88 AC.
TOTAL	±4.42 AC.
TOTAL	
±17.73 AC.	
*EACH INDIVIDUAL LOT WILL PROVIDE A MINIMUM OF 10% OPEN SPACE. PLEASE SEE TABLE D (2).	
** DOES NOT INCLUDE BONUS CREDIT	
ENHANCEMENT:	
ENHANCEMENT AREA:	±0.50 AC.
INDIGENOUS:	
INDIGENOUS PRESERVE:	
REQUIRED (30% OF REQUIRED OPEN SPACE)	±8.87 AC.
*** PROVIDED:	±9.48 AC.
*** UPLAND PRESERVE	
WETLAND PRESERVE	±3.85 AC.
TOTAL	±5.63 AC.
*** ACREAGE INCLUDES BONUS CREDIT	

TABLE D (2)

OPEN SPACE TABLE:		
TRACT	± ACREAGE	± OPENSACE 10%
1	6.5 AC.	0.65 AC.
2	10.4 AC.	1.04 AC.
3	12.5 AC.	1.25 AC.
4	2.7 AC.	0.27 AC.
5	3.6 AC.	0.36 AC.
6	2.5 AC.	0.25 AC.
TOTAL	2.5 AC.	3.82 AC.



Approved as Exhibit C
MCP Page 4 of 4
Resolution # Z-08-043

DCI 2007-00076

RECEIVED
MAY 01 2009

COMMUNITY DEVELOPMENT



PROJECT:
Daniels Marketplace
TITLE:
Typical Sections, Tables, Deviations & Notes

OWNER/CLIENT:
Daniels Parkway JV Investment, LLC.
P.O. Box 61199
Fort Myers, Florida 33906

D-7-M.2
4 of 4

Project Number: 1001.01
Call File: 1001.01-MCPM.dwg
Date: 10-14-08
Revised: 04-01-09 For BOCC Action

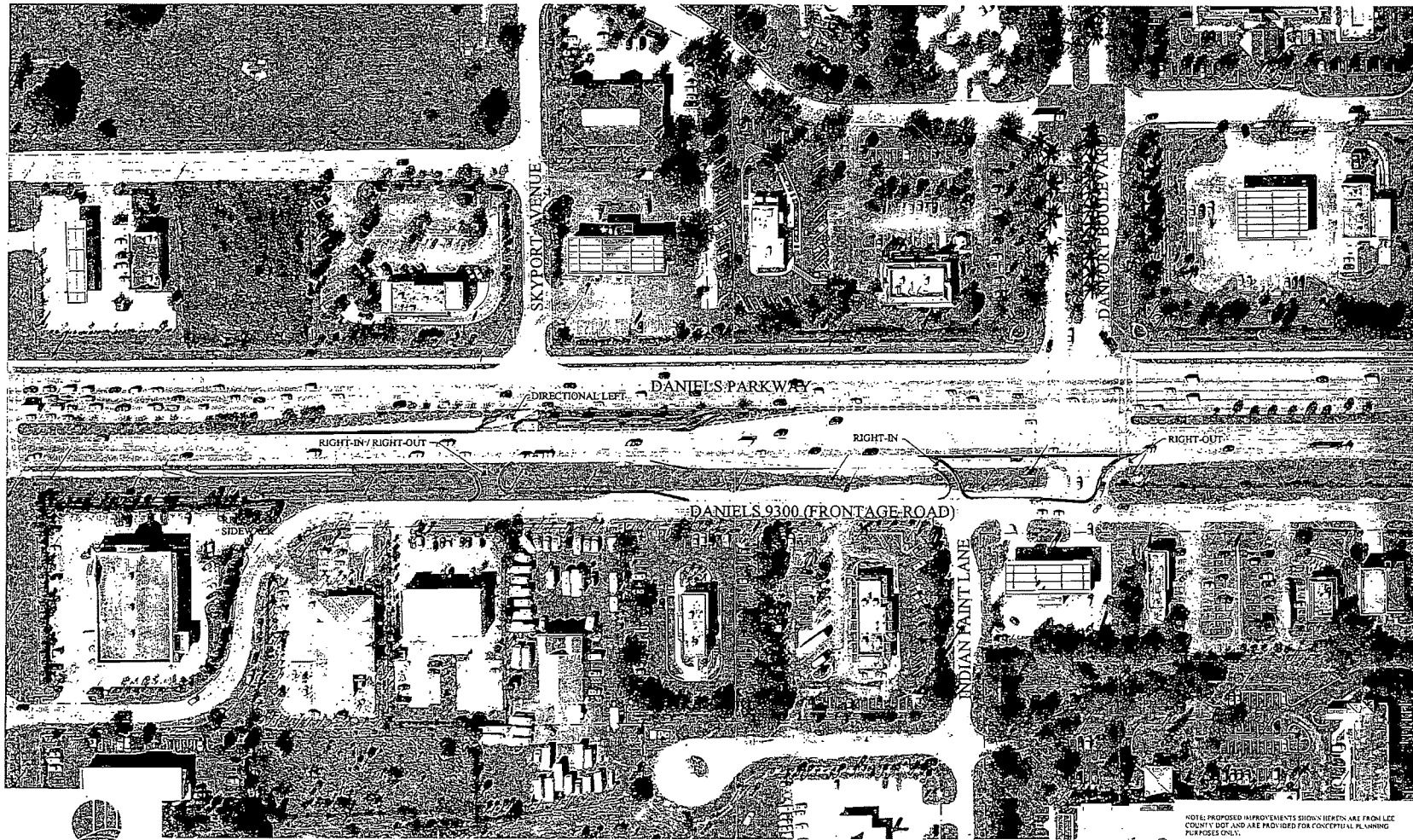
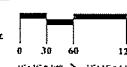


EXHIBIT D
PAGE 1 OF 2

ensite
4450 CAMINO REAL WAY • FORT MYERS, FLORIDA 33906
PH: (239) 226-0034 F: (239) 226-0094
WWW.ENSITE.COM

PROJECT:
Daniels Marketplace
TITLE:
Proposed Improvements to Daniels Parkway & Frontage Road

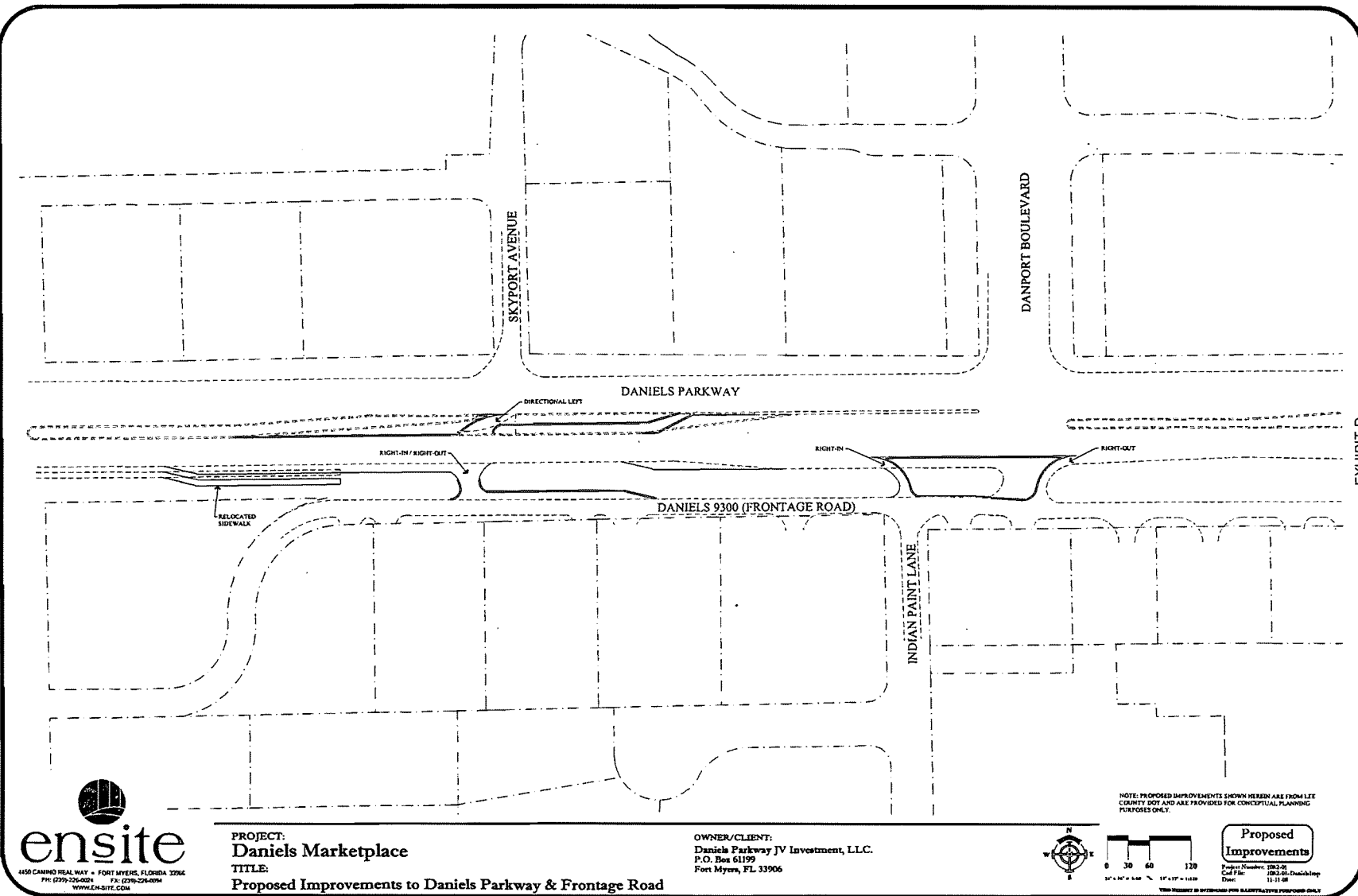
OWNER/CLIENT:
Daniels Parkway JV Investment, LLC.
P.O. Box 61199
Fort Myers, FL 33906



Proposed Improvements
Project Number: 1862-01
Civil Date: 10-2-08-Drafting
Date: 11-11-08

NOTE: PROPOSED IMPROVEMENTS SHOWN HEREIN ARE FROM LEE COUNTY DOT AND ARE PROVIDED FOR CONCEPTUAL PLANNING PURPOSES ONLY.

THIS EXHIBIT IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY



AFFIDAVIT

STATE OF FLORIDA
COUNTY OF LEE

BEFORE ME, the undersigned notary public, on this 31st day of October, 2007, personally appeared Alexander Eaton as Managing Member of **Daniels Parkway JV Investment, LLC**, who is personally known to me and who, after first being duly sworn, deposes and says that:

1. He is an authorized representative of the corporate entity that owns the Property described and shown in Exhibit "A" attached hereto and incorporated herein by reference.
2. The Property has been and is currently being utilized for a bona fide agricultural purpose.
3. The specific agricultural activity occurring on the Property is cattle grazing. Cattle graze over the ±65.5 acre Property.
4. The specific location and type of ongoing agricultural use is set forth on the sketch of the Property attached hereto as Exhibit "B" and incorporated herein by reference.

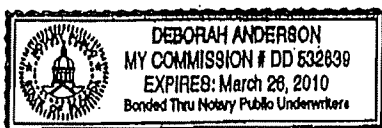
FURTHER AFFIANT SAYETH NAUGHT.

[Signature]
Daniels Parkway JV Investment, LLC

The foregoing instrument was sworn to and subscribed before me this 31st day of October, 2007, by owner, who is personally known to me or produced _____ as identification.

My commission expires:

[Signature]
Notary Public



RECEIVED
NOV 21 2007

PERMIT COUNTER

DCI 2007-00076



Application and Return for Agricultural Classification of Lands

 DR-482
R. 12/00

10259486

Section 183.481

The undersigned, hereby request that the lands listed hereon, where appropriate, be classified as Agricultural Lands for property tax purposes, by the property appraiser of the county in which the lands are located.

This form must be signed and both copies returned on or before March 1st.

Applicant's Name and Address:

Daniels Parkway JV Investment, LLC
12731 New Brittany Boulevard
Ft. Myers, FL 33907

Return To:

Lee County Property Appraiser
Attn: AG Department
P.O. Box 1548
Fort Myers, FL 33902

Telephone No. (239) 418-0959

Legal Description

Property ID Number

Access Undetermined - Fort Myers, FL 33912 22-45-25-00-00007.0000
13841 Indian Paint Lane, Fort Myers, FL 33912 22-45-25-00-00001.0140

Lands used primarily for agricultural purposes are as follows: How Long in this use?

Agricultural Income from this property (Please complete for the past four (4) years).

Citrus _____ Acres _____ Yrs. _____
Cropland _____ Acres _____ Yrs. _____
Grazing Land _____ Acres _____ Yrs. _____
No. of Livestock 55
Timberland _____ Acres _____ Yrs. _____
Poultry, Swine
or Beehives _____ Acres _____ Yrs. _____
Other _____ Acres _____ Yrs. _____

Year	Crop or Use	Gross Income	Expense	Net Income

Date Purchased: June 2007
Purchase Price: 176,000.00

Has a Tangible Personal Property Tax Return been filed with the County Property Appraiser for machinery and equipment?

Yes ☐ No ☒ If yes, what name was the tangible personal property filed under?

Is the real property leased to others? Yes ☐ No ☒ If Yes, attach copy of Lease Agreement.

Has the real property been zoned to a nonagricultural use at the request of the owner? Yes ☐ No ☒

As of January 1st of this year, 2007 the lands listed above were used primarily for "Bona Fide" Agricultural Purposes. Bona Fide Agricultural Purpose means "Good Faith Commercial Agricultural use of the Land."

I understand that the property appraiser may require supplemental and additional information, other than the application, and I am willing to comply with any reasonable request to furnish such information.

Under penalties of perjury, I declare that I have read the foregoing application and that the facts stated in it are true. If prepared by someone other than the applicant, his/her declaration is based on all information of which he/she has any knowledge.

Signature: [Signature] Date: July 28, 2008

For Record Purposes Only

This acknowledges receipt of your Application for Agricultural Classification of Lands on _____ for the above described property.

Property Appraiser: _____ County: _____

Record of Action of County Property Appraiser

(Check Only the Appropriate Box Below)

- Application approved and all lands are classified Agricultural ☒
 - Application disapproved and Agricultural Classification of Lands denied on all Lands ☐
 - Application ☐ approved in part, and ☐ disapproved in part
- ☐ Agricultural Classification of Lands approved on the following described portion (Use this space only if item 3 above is checked)

Property Appraiser: [Signature]

Date: 1-28-08

EXHIBIT E

Page 2 of 2

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.

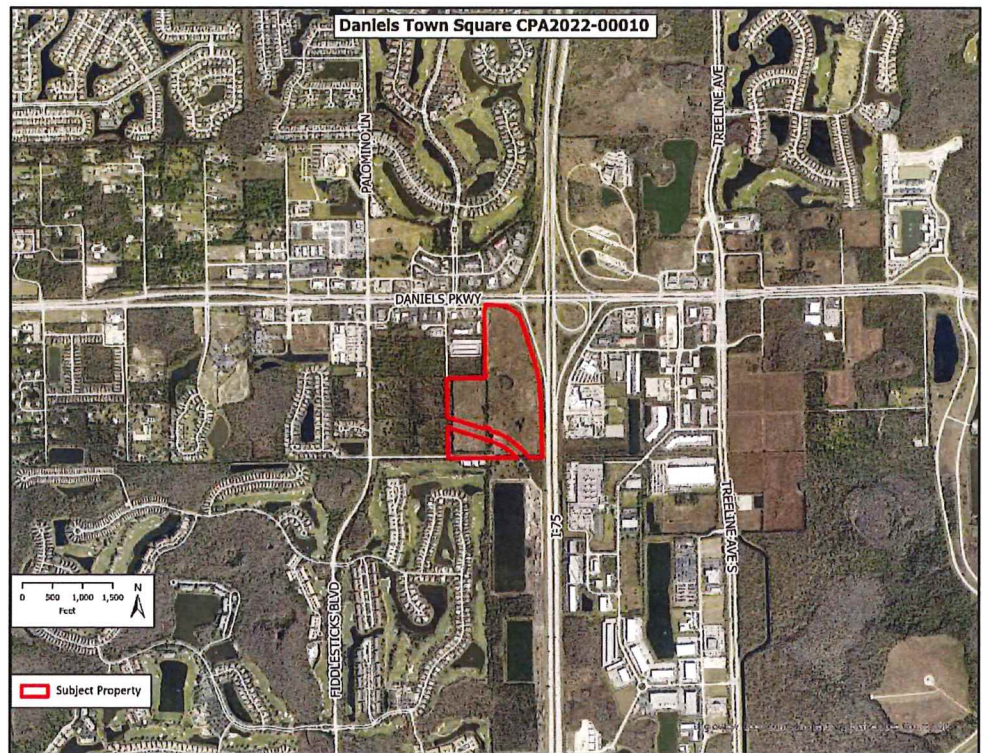


Figure 1: Subject Property Location Map

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 through 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.

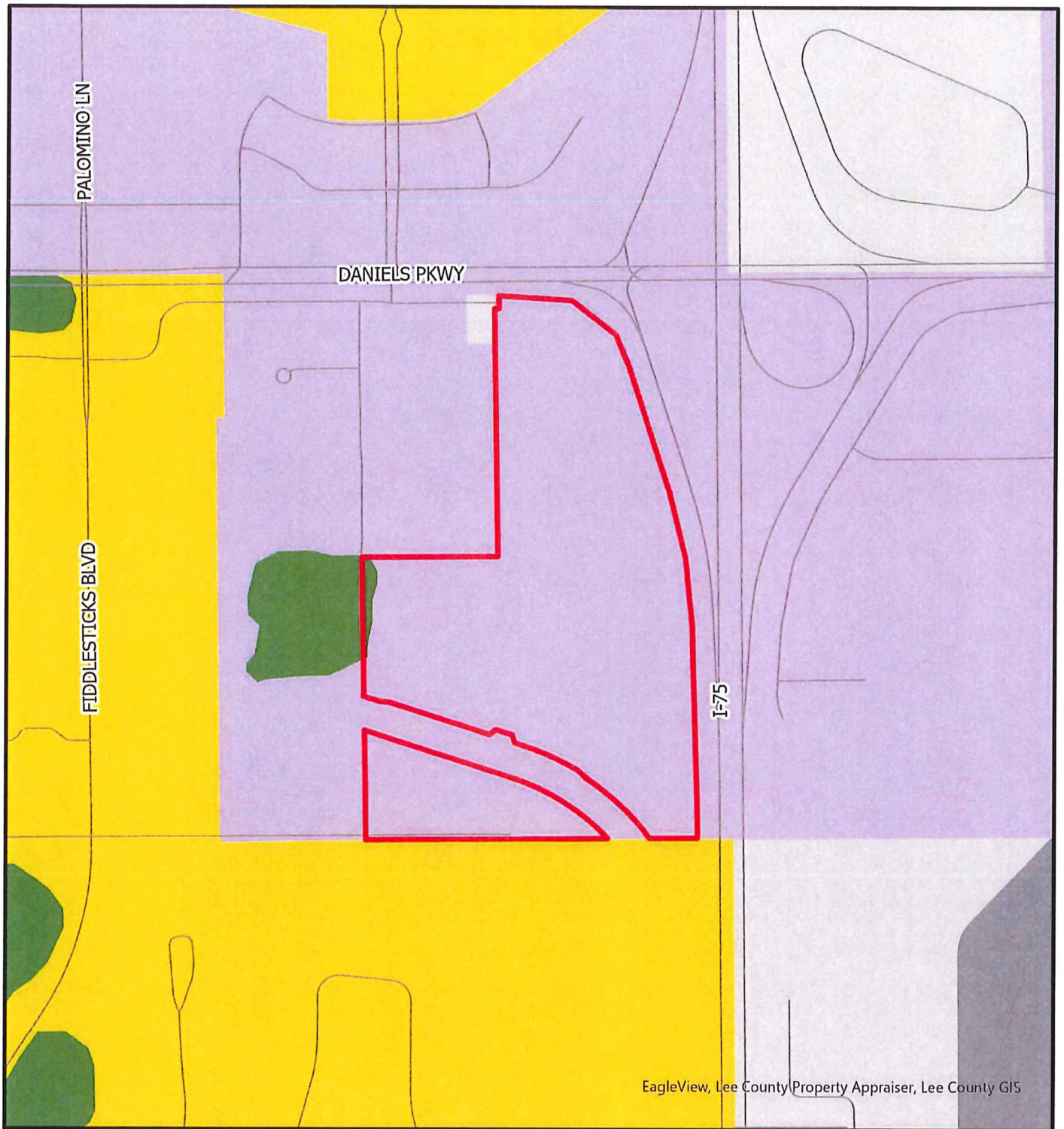
- The focal point of the subject property will pivot away from the Daniels Parkway exit of I-75 and toward the future Three Oaks Parkway extension.
- There are adequate public services available to accommodate anticipated development on the subject property, consistent with Objective 2.2.
- The proposed 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 opportunities 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**



EagleView, Lee County Property Appraiser, Lee County GIS

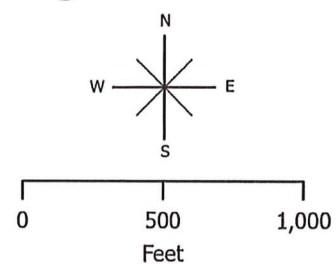
CPA2022-00010

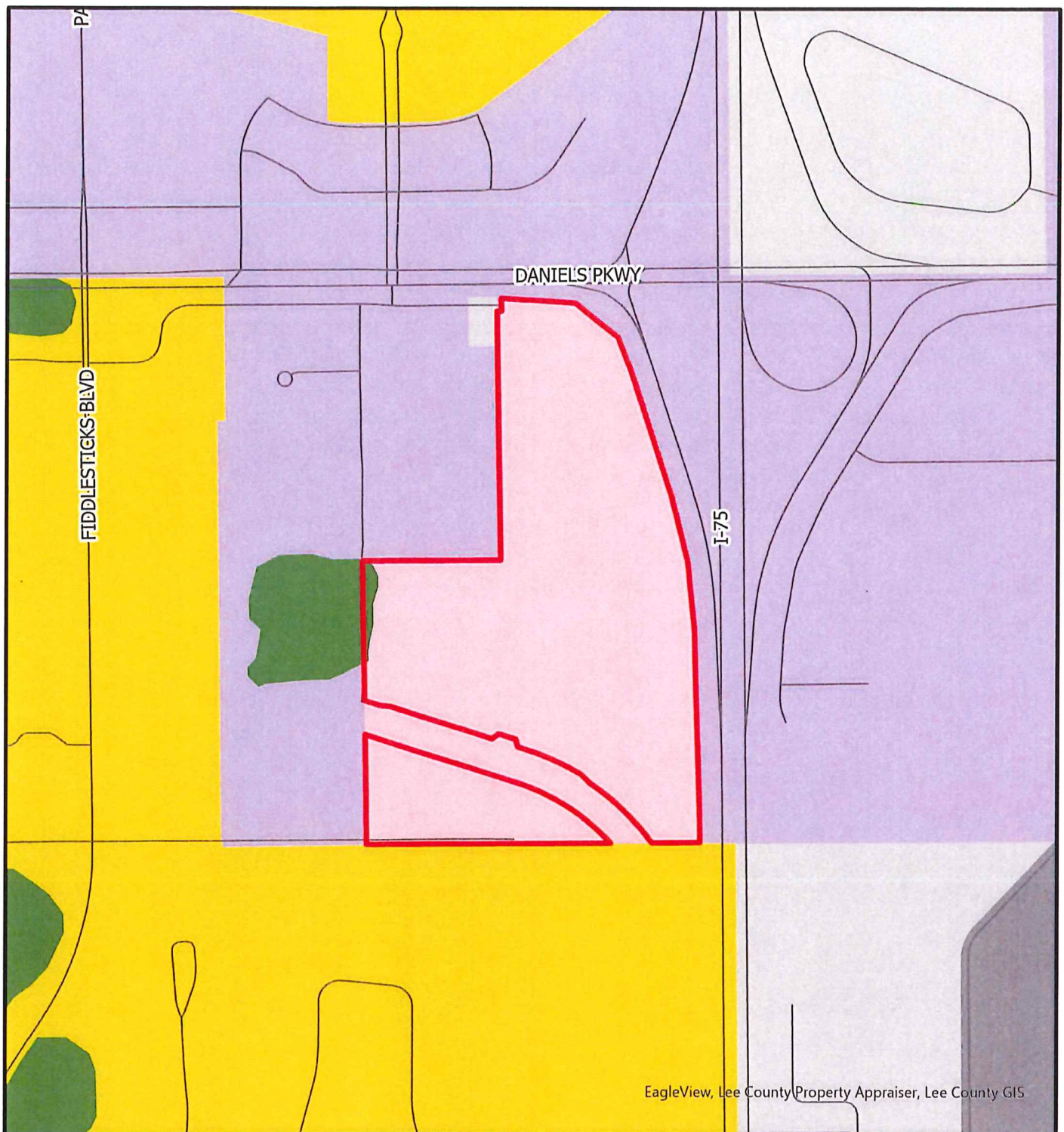


Map Generated: August 2024

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

Existing Future Land Use





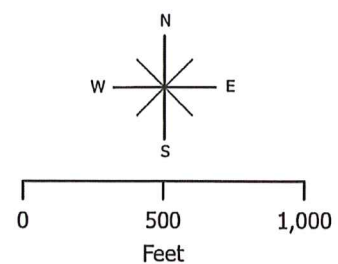
CPA2022-00010

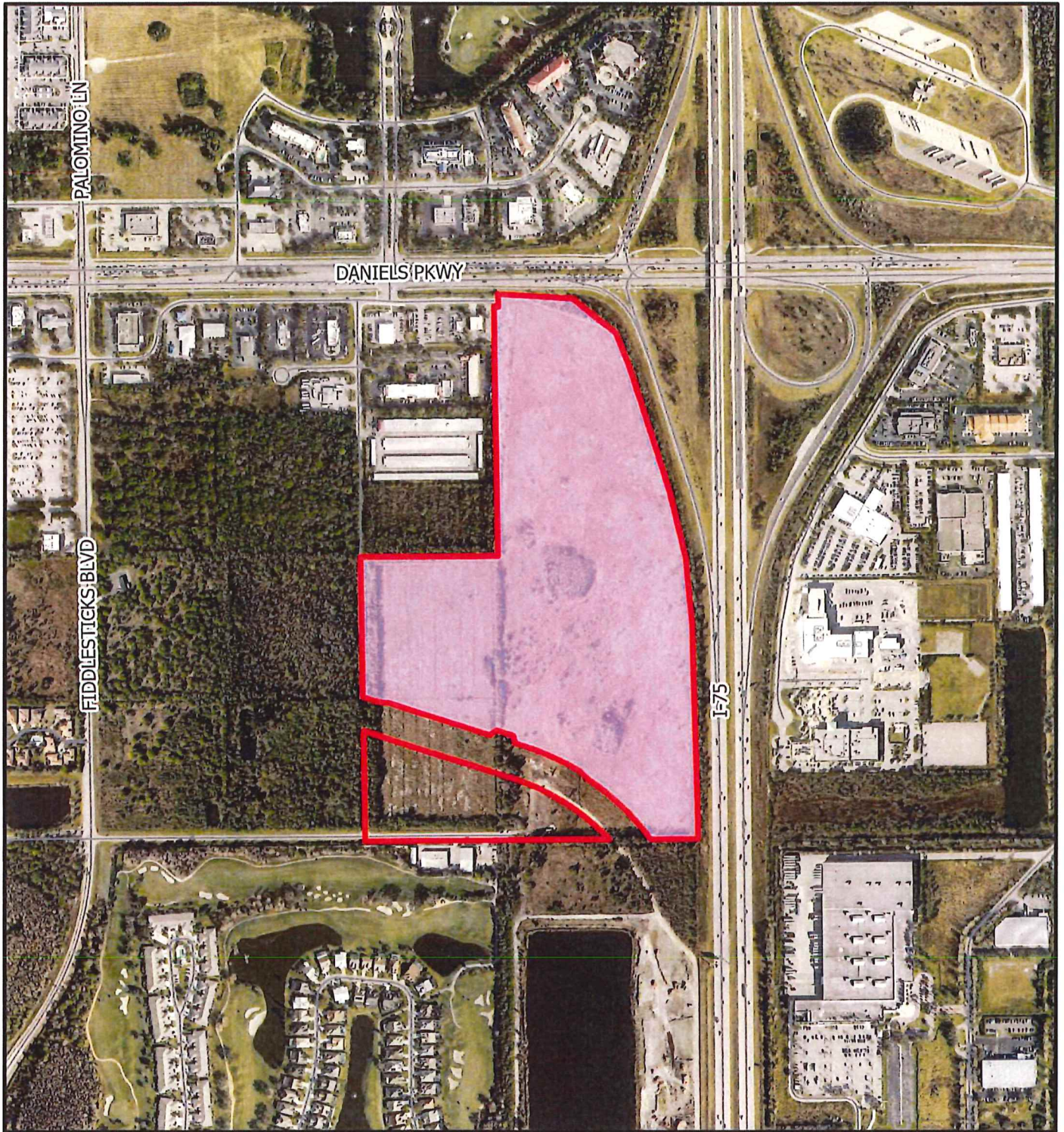


Map Generated: August 2024

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

Proposed Future Land Use





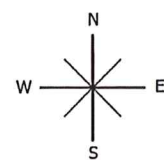
CPA2022-00010

Mixed Use Overlay



Lee County
Southwest Florida

Proposed Mixed Use Overlay
Subject Property



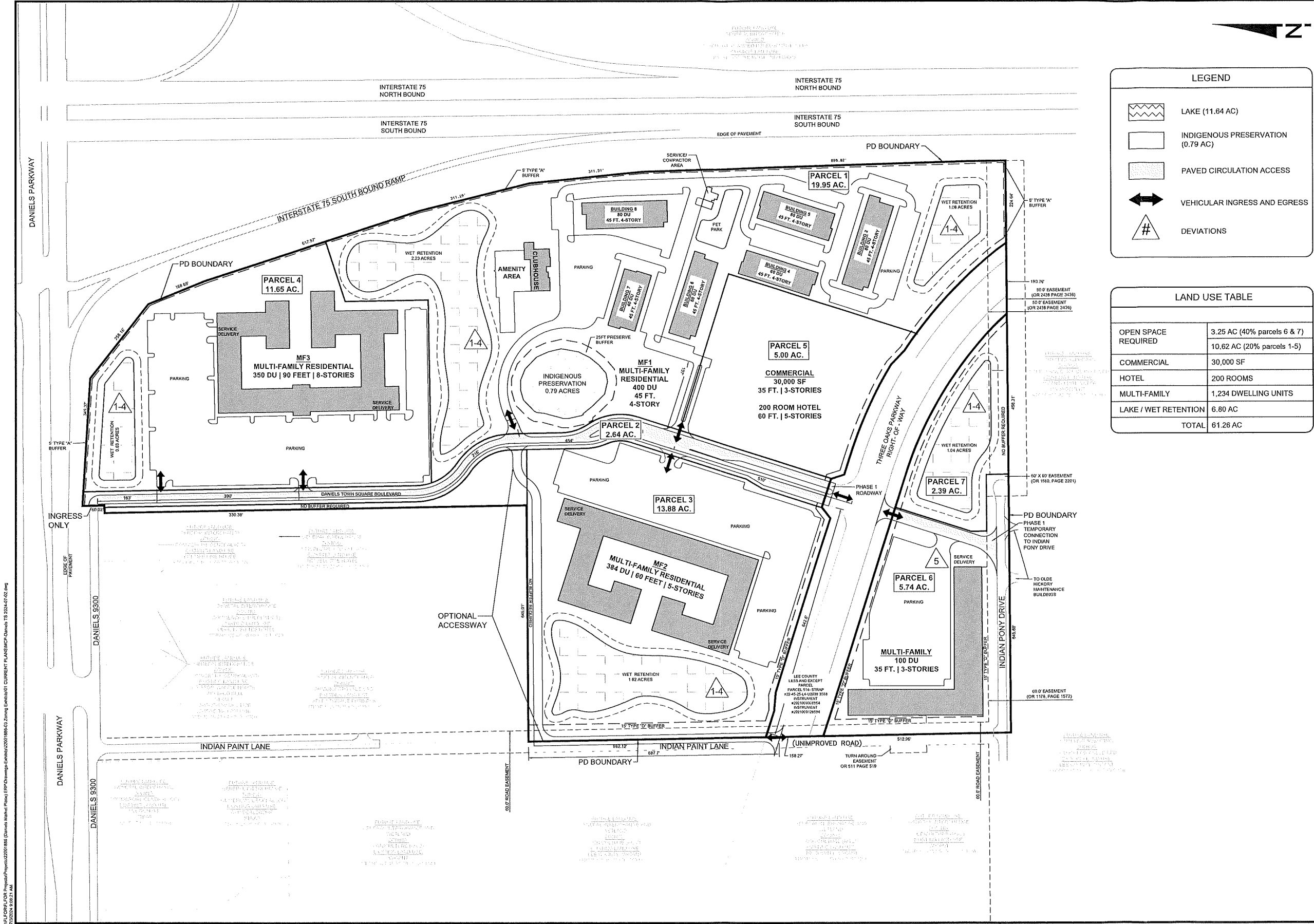
0 500 1,000
Feet

Map Generated: August 2024

Attachment 1

Future Land Use Category		Unincorporated County		Planning District										
				District 1	District 2	District 3	District 4	District 5	District 6	District 7	District 8	District 9	District 10	
		Existing	Proposed	Northeast Lee County	Boca Grande	Bonita	Fort Myers Shores	Burnt Store	Cape Coral	Captiva	Fort Myers	Fort Myers Beach	Gateway / Airport	
Residential By Future Land Use Category	Intensive Development	1,489	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	14,671	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	6	8	-	-	-	-	-	-	-	-	-	-	
	Burnt Store Marina Village	2	2	-	-	-	-	2	-	-	-	-	-	
	Industrial Interchange	-	-	-	-	-	-	-	-	-	-	-	-	
	General Interchange	195	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	1,336	1,338	-	-	-	-	-	-	-	-	-	-	-
	Outer Island	239	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	90	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
		-	-	-	-	-		-	-	-	-	-	-
		3	3	-	3	-		-	-	-	-	-	-
		-	-	-	-	-		-	-	-	-	-	-
		-	503	-	-	-		-	-	-	-	-	-
		8	-	-	-	-		-	-	-	-	-	-
		-	-	-	-	-		-	-	-	-	-	-
		-	-	-	-	-		-	-	-	-	-	-
50	33	-	-	-	-	-		-	8	14	-	-	20
		-	-	-	-	-		-	-	-	-	-	-
		-	-	-	-	-		-	-	-	-	-	-
		-	-	-	-	-		-	-	-	-	-	-
		-	-	-	-	-		-	-	-	-	-	-
		-	-	-	-	-		-	-	-	-	-	-
1,573	1,573	-	99	-	-	227	14	14	-	454	50	-	1,387
		-	-	-	-	-		-	-	-	3,517	-	-
		-	-	-	-	1,338		-	-	-	-	-	-
		2	-	-	-	55		-	-	-	-	-	-
00	80	-	-	-	-	-		-	-	30	-	-	1,667
		-	-	-	-	-		-	4,742	-	-	-	2,101
		-	-	-	-	-		-	-	-	-	-	-
		-	-	-	-	-		-	-	-	-	-	-
		-	-	-	-	-		-	-	-	-	-	-
2,971	2,971	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	210	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



ATWELL
866.850.4200 www.atwell-group.com
28105 LINDA LANE DR., SUITE 305
BENTON SPRING, AR 72716
239.405.7777

MASTER CONCEPT PLAN FOR
DANIELS TOWN SQUARE
CLIENT:
BISON PROPERTY HOLDINGS, LLC

PLAN REVISIONS		
1	2024-02-22	Final/Preparation
2	2024-04-25	Final/Preparation
3	2024-07-02	Final/Preparation

0 60 120 240
SCALE IN FEET

FLORIDA CERTIFICATE OF AUTHORIZATION #616

JEREMY H. ARNOLD, P.E.
FLORIDA NO. 17421

SET NUMBER: 22000239E0101

SHEET : 1

ATTACHMENT I

MEMORANDUM FROM THE DEPARTMENT OF COMMUNITY DEVELOPMENT

TO:

Elizabeth Workman
Planner, Zoning Section

DATE:

August 29, 2024

FROM:

Joseph Sarracino
Planner, Planning Section

RE: Daniels Town Square MPD, DCI2022-00059

This memo is to provide a demonstration of the allowable density and density requested by the applicant for the subject property.

The applicant provided Environmental Resource Permit (ERP) Number 36-108833-P, showing impacts to ± 6.58 acres of wetlands. Wetland 13, a ± 0.79 acre wetland shown as impacted in the submitted ERP, is being preserved by the applicant. The preservation of Wetland 13 allows the applicant to calculate density from Wetland 13 consistent with the adjacent upland future land use category. The total acreage of impacted Wetlands for the purpose of density is ± 5.79 acres. The adjacent upland future land use category is proposed by the applicant to be Intensive Development according to CPA2022-00010. Intensive Development allows for 14 dwelling units per acre in the standard density range.

Bonus density is available to the subject property under Lee County Land Development Code (LDC) Chapter 2, Article IV and Lee Plan Table 1(a). The Intensive Development future land use category allows for an additional eight dwelling units per acre utilizing one of the standard forms of bonus density outlined in LDC Chapter 2, Article IV with the exception of Greater Pine Island Transfer of Development Units.

In accordance with Lee Plan Policy 1.1.2 and Table 1(b), land within the Intensive Development future land use category can calculate density at an additional eight dwelling units per acre if that density is attained using Greater Pine Island Transfer of Development Units (GPITDUs). Utilizing standard bonus density and GPITDUs, the subject property is allowed a maximum of 1,664 dwelling units.

The applicant's proposal of 1,234 dwelling units is consistent with the allowable density of the subject property. Any dwelling units over 1,221 must be built utilizing GPITDUs. The applicant's proposed density for the site as a whole is approximately 20 dwelling units per gross acre. Below is a table detailing the calculation of total allowable dwelling units on the subject property.

Standard Density	± 55.47 acres Intensive Development	$55.47 * 14$	776.58 dwelling units
Standard Density	± 5.79 acres impacted wetlands	$5.79 * 0.05$	0.29 dwelling units
Bonus Density	± 55.47 acres Intensive Development	$55.47 * 8$	443.76 dwelling units
GPITDU Density	± 55.47 acres Intensive Development	$55.47 * 8$	443.76 dwelling units
Total Dwelling Units			1,664 dwelling units

ATTACHMENT J



Lee County
Southwest Florida

Board of County Commissioners

Kevin Ruane
District One

May 15, 2023

Cecil L. Pendergrass
District Two

Daniels Parkway JV Development
12731 New Brittany BLVD
Fort Myers, FL 33907

Ray Sandelli
District Three

Brian Hamman
District Four

**RE: Lost Nest Determination for Bald Eagle Nest LE-058
Fort Myers, FL 33912
STRAP # 22-45-25-L3-U2060.3612**

Mike Greenwell
District Five

Roger Desjarlais
County Manager

Daniels Parkway JV Development:

Richard Wm. Wesch
County Attorney

On May 9 2023, the Eagle Technical Advisory Committee (ETAC) recommended to declare bald eagle nest LE-058 Lost in accordance with Lee County Land Development Code (LDC) Chapter 14. According to LDC 14-112, a Lost nest is defined as a nest where the nest or nest tree is destroyed by natural causes and is not rebuilt in the same tree within three nesting seasons. Available information concerning nest LE-058 indicates the following:

Donna Marie Collins
County Hearing Examiner

According to ETAC monitoring reports, bald eagle nest LE-058 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 prior to the 2020-2021 nesting season and has not been rebuilt. Therefore, under Chapter 14 of the LDC, ETAC can declare nest LE-058 a Lost nest. Please note this letter does not relieve the property owner from any State or Federal requirements.

If you have any questions please contact Nic DeFilippo with the Lee County Planning Section at ndefilippo@leegov.com or 239-533-8983.

Sincerely,
Eagle Technical Advisory Committee

Laura Greeno
ETAC Chair

CC: Ulgonada Kirkpatrick, USFWS Migratory Bird Division (email only)

ATTACHMENT K

Date: July 29, 2024
To: Beth Workman, Principal Planner
From: Nic DeFilippo, Senior Environmental Planner
239.533.8983
ndefilippo@leegov.com
Subject: DCI2022-00059
Natural Resources Staff Report and Conditions for Daniels Town Square MPD

The request is to rezone 61.26± acres from Commercial Planned Development (CPD) to Mixed-Use Planned Development (MPD). The subject property is located on the southwest corner of Daniels Parkway and I-75. The requested rezoning would allow for up to 30,000 square feet of non-residential uses, a 200-room hotel, and 1,234 multifamily residential units. There are companion Comprehensive Plan Map and Text Amendments that would amend the future land use category from General Interchange to Intensive Development, add a portion of the subject property to the Mixed-use Overlay, and update Table 1(b) to accommodate future development of the property.

The proposed stormwater management will consist of wet retention and dry detention prior to discharging into the Old Hickory Golf and Country Club stormwater management system. The Old Hickory Golf and Country Club project was permitted (SFWM Permit#36-01077-S) to accept offsite flows from the Daniels Town Square project site via a capped pipe located in the northeast corner of the Old Hickory Golf Course site. The applicant has indicated that the developer will be responsible for installing pipe and connecting to the existing capped pipe. Stormwater flows will then be conveyed through the Old Hickory Golf and Country Club before discharging into the Six Mile Cypress Slough. The proposed development is located within the Six Mile Cypress watershed which has been identified by Lee Plan Objective 60.3 as a critical area for surface water management and is impaired for Dissolved Oxygen.

In addition, the applicant has requested several deviations because the subject property is located within the 10,000-foot Hazardous Wildlife Zone. These deviations are intended to reduce onsite bird attractants to decrease the potential of air navigation hazardous situations. Staff supports these deviations, but the elimination of littoral vegetation in the stormwater management lakes has the potential to further degrade water quality within the watershed. Lee Plan policy 125.1.2 states new development and additions to existing development must not degrade surface and ground water quality. Lee Plan policy 125.1.4 states developments which have the potential of lowering existing water quality below state and federal water quality standards will provide standardized appropriate monitoring data. To ensure that the proposed development does not degrade surface water quality Staff recommends the following condition:

Prior to local development order approval, the developer must provide a Surface Water Quality Monitoring Plan for review and approval by the Lee County Division of Natural Resources. At a minimum, the Surface Water Monitoring Plan must establish the following:

- i) The overall Goals and Objectives of the Surface Water Monitoring Plan;
- ii) An outfall monitoring schedule during “wet” season of June through September and “dry” season of October through May for Total Phosphorus, Total Nitrogen, Copper, Iron, Enterococci, Field Temperature, Specific Conductance, Dissolved Oxygen, Turbidity, pH, Total Dissolved Solids and Total Hardness.

- iii) A baseline monitoring event to be part of the monitoring plan that must be completed prior to commencement of construction.
- iv) Water quality monitoring data must be provided to the Division of Natural Resources annually for a minimum of 5 years and must include a report with a comparison of State surface water quality standards, plots of parameters, and recommendations. After five years of meeting or exceeding State surface water quality monitoring standards, the developer may amend water quality monitoring and reporting after written request, review, and approval by the Division of Natural Resources. Results must be reported as an Electric Data Deliverable (EDD), in a format approved by the Division of Natural Resources.
- v) A contingency plan in the event an exceedance of State Surface Water Quality Standards is discovered. This plan must include notification to impacted residents and applicable authorities.

ATTACHMENT L



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

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

Project: Daniels Town Center

Application No. 230220-37612

Location: Lee County, See Exhibit 1

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

This permit is subject to:

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

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

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

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

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

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

Jill Creech
Division Director - Regulation

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

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

Project Summary

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

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

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

Site Description

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

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

BackgroundPermit No. 36-07096-P

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

Permit No. 36-07425-P

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

Ownership, Operation and Maintenance

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

Engineering Evaluation:

Land Use

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

Water Quality

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

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

Water Quantity

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

Discharge

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

Discharge Structures

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

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

Parking Lot Design

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

Road Design

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

Perimeter Berm

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

Finished Floors

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

Flood Plain/Compensating Storage

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

Offsite Flow and Conveyance

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

Construction Completion Certification (CCC) and O&M

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

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

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

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

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

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

Engineering Evaluation Tables:**Land Use**

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

Water Quality

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

Environmental Evaluation:

Wetland and OSW Description

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

Wetland and OSW Impacts

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

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

Elimination and Reduction of Impacts

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

Maintenance of Surface or Groundwater Levels

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

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

Mitigation Plan

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

Cumulative Impact Analysis

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

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

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

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

Fish, Wildlife, and Listed Species

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

Environmental Evaluation Tables:**Summary**

Wetlands and Other
Surface Waters: 11.77 acres

Direct Impacts: 11.77 acres

Secondary impacts: 0 acres

Net UMAM Functional Loss/
Gain: 0 units

Total Onsite Mitigation
Area: 0 acres

Total Offsite Mitigation
Area: 0 acres

Total Mitigation Bank Credits Provided

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

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

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

DTC (isolated < 0.5 acres)

Activities in Wetlands or Other Surface Waters, Not Including Mitigation at a Bank

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

DTC (upland-cut OSW)

Activities in Wetlands or Other Surface Waters, Not Including Mitigation at a Bank

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

Related Concerns:**Water Use Permit Status**

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

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

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

Water and Wastewater Service

Lee County Utilities

Historical/ Archaeological Resources

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

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

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

County in which the activity is located.

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

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

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

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

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

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

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

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

GC = General Condition

SC = Special Condition

Distribution List

Jeremy Arnold, Atwell, LLC

Brown Collins, Synecological Analyst, Inc

Jacquelyn Larocque, Atwell, LLC

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

Thomas Samuels

Richard Mersman

Audubon of Florida

Div of Recreation and Park - District 4

US Army Corps of Engineers - Permit Section

Exhibits

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

[Exhibit No. 1.0 Location Map](#)

[Exhibit No. 2.0 Construction Plans](#)

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

NOTICE OF RIGHTS

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

RIGHT TO REQUEST ADMINISTRATIVE HEARING

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

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

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

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

FILING INSTRUCTIONS

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

Additional filing instructions are as follows:

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

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

INITIATION OF ADMINISTRATIVE HEARING

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

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

MEDIATION

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

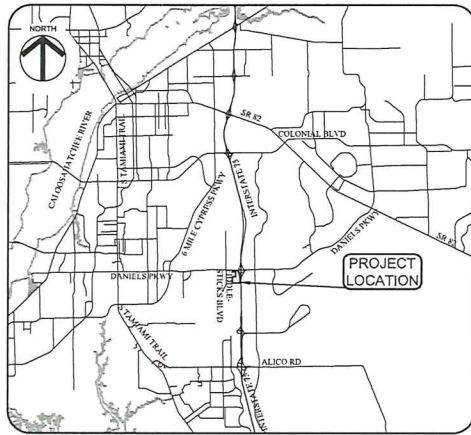
RIGHT TO SEEK JUDICIAL REVIEW

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

ENVIRONMENTAL RESOURCE PERMIT PLANS FOR

DANIELS TOWN CENTER

PART OF SECTION 22, TOWNSHIP 45 SOUTH, RANGE 25 EAST
LEE COUNTY, FLORIDA



PROJECT LOCATION MAP

NO SCALE

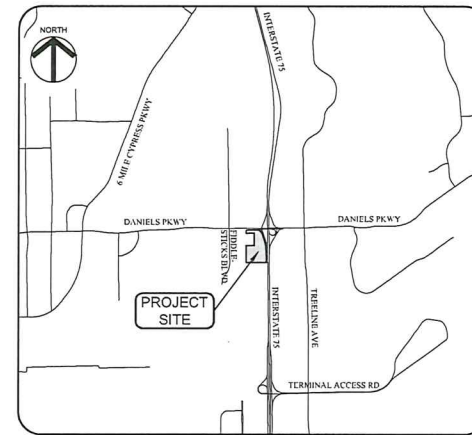
SHEET INDEX	
1	CWA R SHEET
2	EXISTING CONDITIONS AND DRAINAGE MAP
3	PRE-DEVELOPMENT DRAINAGE MAP
4	MASTER POST-DEVELOPMENT DRAINAGE MAP
5	PAVING GRADING AND DRAINAGE PLAN - A
6	PAVING GRADING AND DRAINAGE PLAN - B
7	PAVING GRADING AND DRAINAGE PLAN - C
8	CROSS SECTIONS-A
9	CROSS SECTIONS-B
10	PAVING AND DRAINAGE DETAILS
11	STORMWATER POLLUTION PREVENTION PLAN
12	EROSION CONTROL DETAILS

PROPERTY INFORMATION	
FOLIO #	10610067, 10610070, 10610068, 10610065, 10259472, 10259514, 10259513, 1059P958
STRAP #	22-45-25-L3-U2060.3612, 22-45-25-L4-U2038.3602, 22-45-25-L4-U2037.3579, 22-45-25-L3-U2053.3576, 22-45-25-00-00002.112A, 22-45-25-04-00000.0020, 22-45-25-04-00000.0010, 22-45-25-00-00002.112B
ORDINANCE #	Z-08-043, DC12077-00076
ZONING	CPUD

DEVELOPED BY:

DANIELS PARKWAY JV INVESTMENT, LLC

1715 MONROE STREET
FORT MYERS, FL 33901
PHONE: (239) 418-0999



PROJECT SITE MAP
NO SCALE

PROPERTY DESCRIPTION

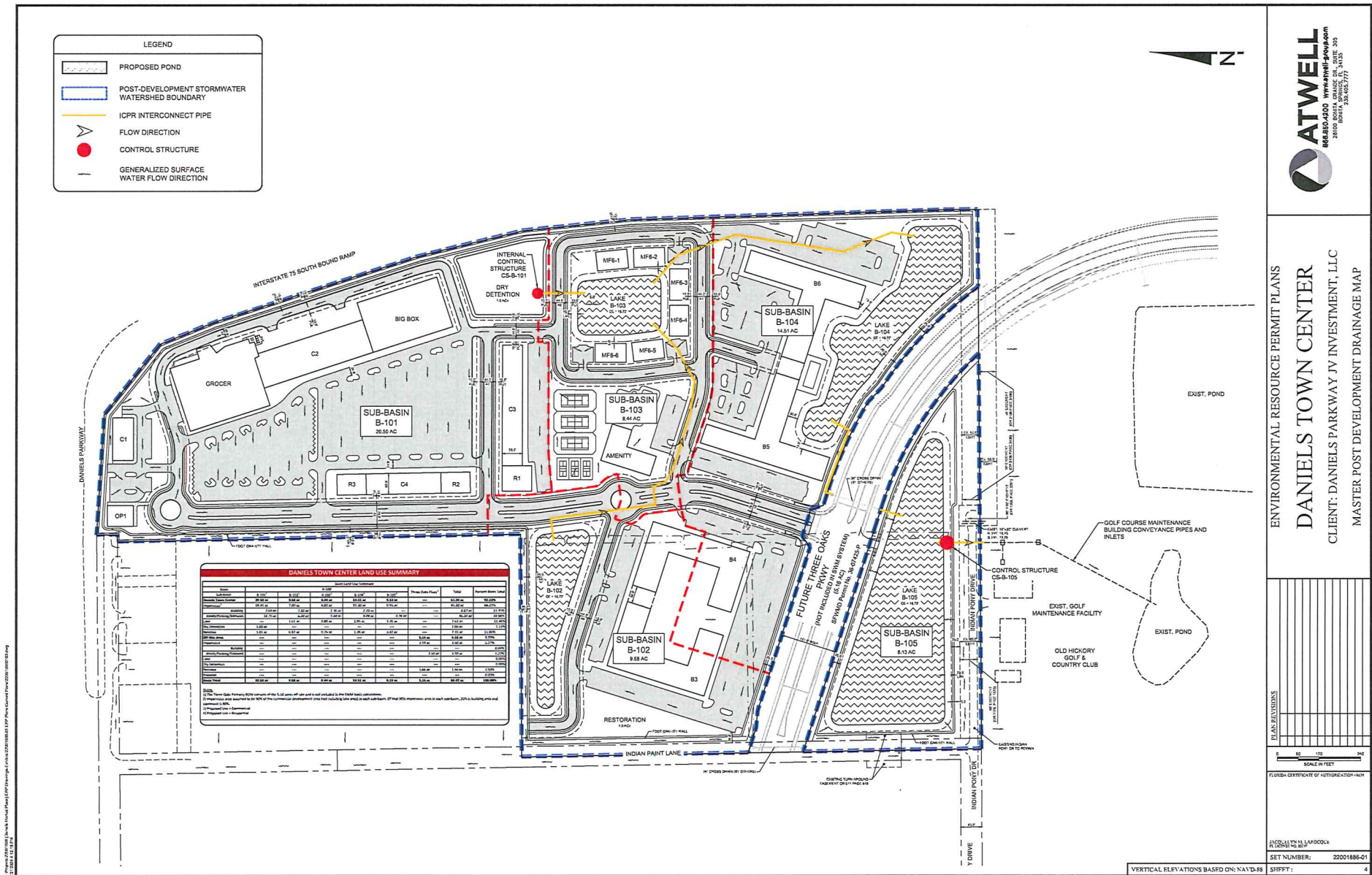
[illegible]

VERTICAL ELEVATIONS BASED ON: NAVD-88

 **ATWELL**
865.850.4200 www.atwell-group.com
2010 BATA GRANDE DR., SUITE 305
BIRMINGHAM, AL 35211-3413
256.405.7771

ENVIRONMENTAL RESOURCE PERMIT PLANS
DANIELS TOWN CENTER
CLIENT: DANIELS PARKWAY JV INVESTMENT, LLC
COVER SHEET

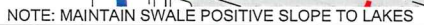
[illegible]



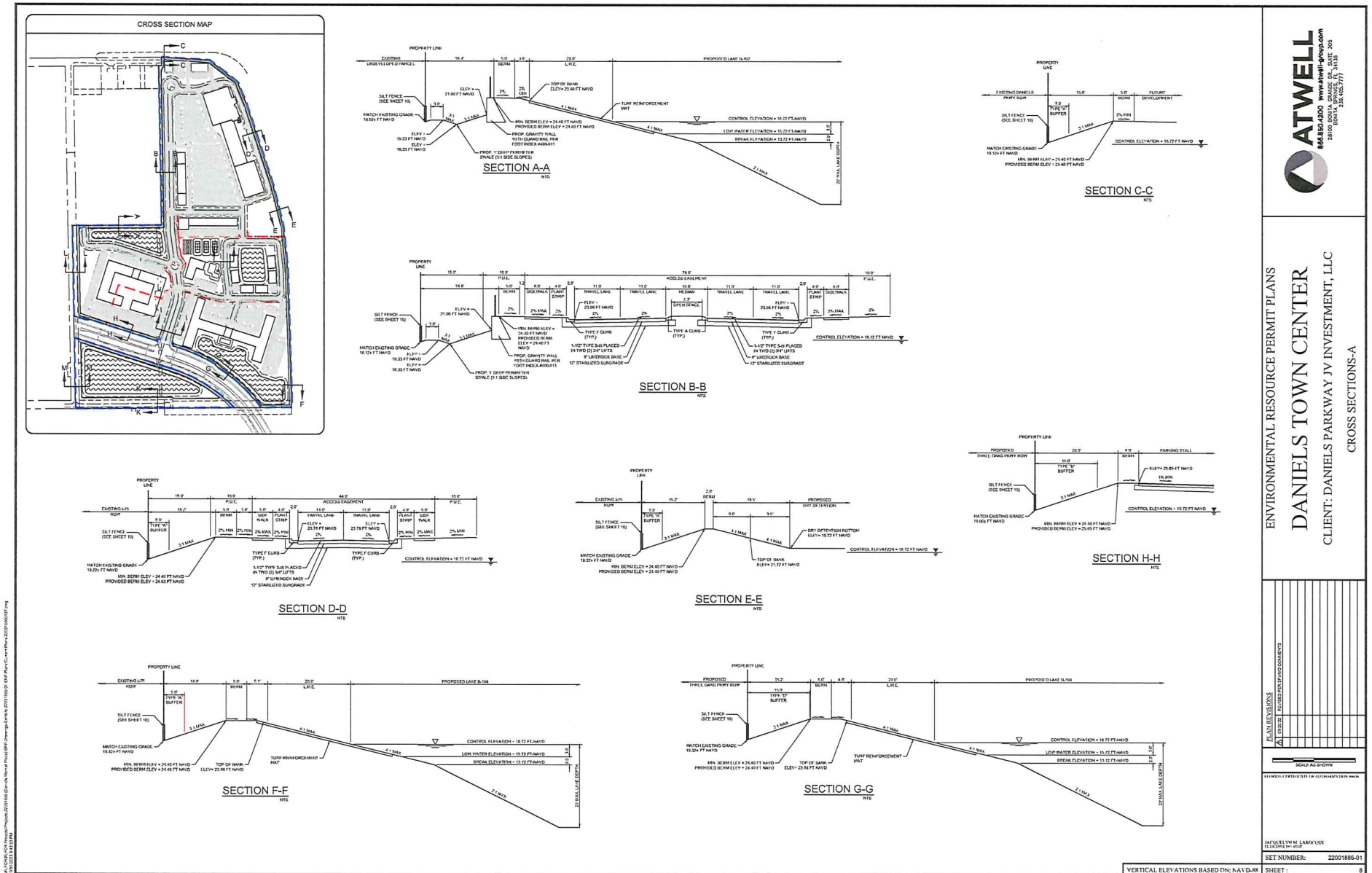
NOTE: ALL DETENTION AREAS WILL DISCHARGE INTO PROPOSED LAKE PRIOR TO DISCHARGING OFFSITE

LEGEND

	PROPOSED LAKE
	PROPOSED ASPHALT PAVEMENT
	PROPOSED CONCRETE SIDEWALK
	GENERALIZED SURFACE WATER FLOW DIRECTION
	PROPOSED SPOT ELEVATION
	EXISTING TOP ELEVATION

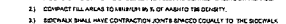


JACQUELYN M LAROCQUE FL LOC TIME 190, 87210	
SET NUMBER:	22001886-0
88 SHEET :	

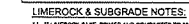
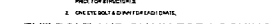


- PIPE LENGTH AND SLOPE SHALL BE FIELD ADJUSTED TO HAVE FLARED END MATCH FLUSH WITH LAKE BANK.
- MULTIPLE CASTING SHALL BE USED WHERE SHOWN.

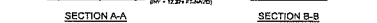
- © 2006 The Authors
Journal compilation © 2006 Blackwell Publishing Ltd



- TYPICAL CONCRETE SIDEWALK DETAIL



- TYPICAL PAVING SECTION



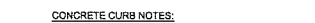
1111



SECRETARY OF DEFENSE

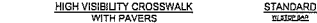


NTS



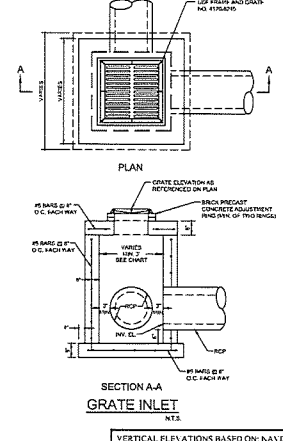
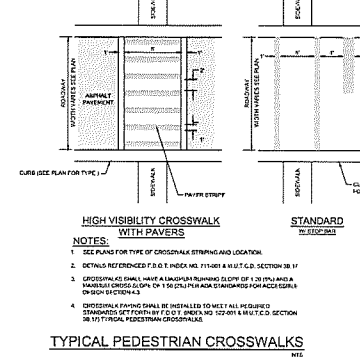
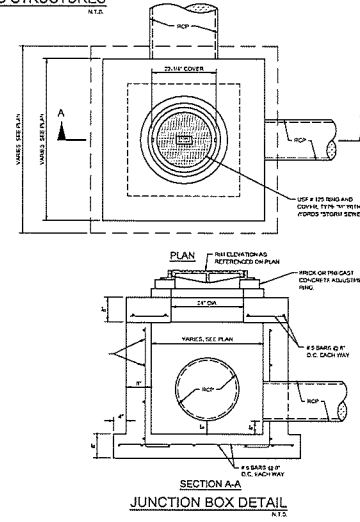
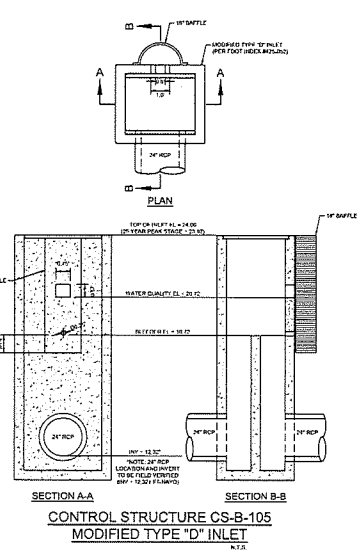
3. CURB SHALL HAVE EXPANSION JOINTS INSTALLED AT ALL INLETS AND EVERY 1500'.

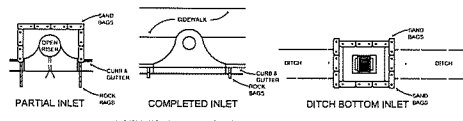
- ## EXPANSION MATERIAL



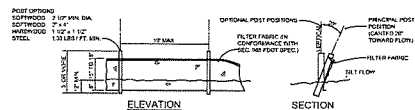
1. SEE PLANS FOR TYPE OF CROSSWALK STRIPING AND LOCATION.
2. DETAILS REFERENCE H. O. F. INDIANA NO. 711-601 & KLU. T. C.D. SECTION 28.17

- ### 35.17) FORMAL PEDESTRIAN CROSSWALKS

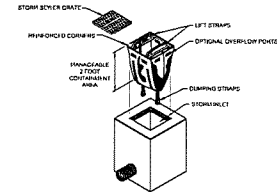




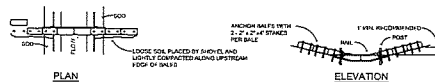
PROTECTION AROUND INLETS OR SIMILAR STRUCTURES



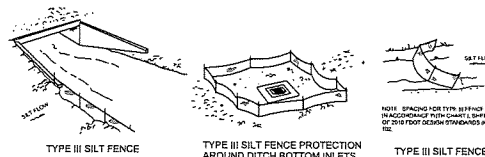
TYPE III SILT FENCE



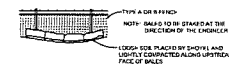
DANDYSACK



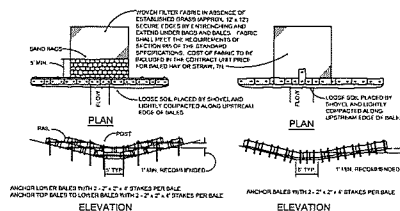
BARRIER FOR PAVED DITCH



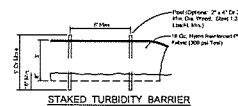
SILT FENCE APPLICATIONS



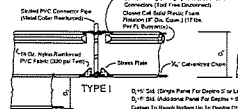
BALES BACKED BY FENCE



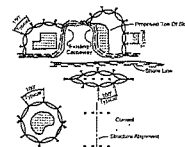
BARRIER FOR UNPAVED DITCHES



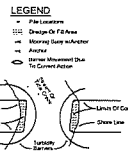
STACKED TURBIDITY BARRIER



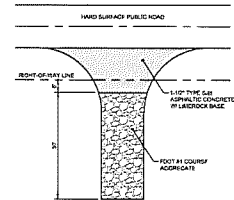
FLOATING TURBIDITY BARRIERS



TURBIDITY BARRIER



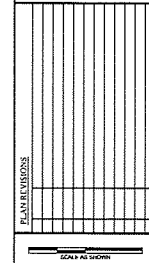
LEGEND



GRAVEL CONSTRUCTION ENTRANCE



ENVIRONMENTAL RESOURCE PERMIT PLANS
DANIELS TOWN CENTER
CLIENT: DANIELS PARKWAY IV INVESTMENT, LLC
EROSION CONTROL DETAILS



Gravel Construction Entrance

PROJECT: DANIELS TOWN CENTER
SHEET NUMBER: 22001886-01
SHEET: 12



DEPARTMENT OF TRANSPORTATION

Memo

To: Beth Workman, Principal Planner

From: Pakorn Sutitarnnontr, Project Manager

Date: August 26th, 2024

Subject: Daniels Town Square MPD (DCI2022-00059) Transportation-Related Analysis

Proposed Development

This application requests approval to rezone a ±61.26-acre property from commercial planned development (CPD) under zoning resolution Z-08-043, tourist commercial district (CT) and agriculture (AG-2) to mixed-use planned development (MPD) to allow for development of a maximum of 30,000 square feet of commercial uses, 1,234 residential dwelling units and up to 200 hotel rooms.

Site Location

The subject site is currently vacant. The overall site is bordered by Daniels Pkwy 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.

Site Access

Access to the subject site will be provided to the future Three Oaks Parkway extension and to Daniels Parkway (ingress only) via an existing frontage road (Daniels 9300).

Daniels Pkwy is a six-lane divided arterial roadway in the vicinity of the subject site. Daniels Pkwy from Metro Pkwy 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.

Three Oaks Pkwy from Daniels Pkwy to the southern property boundary is currently under construction and funded to be constructed starting in 2023 through 2025 from the Fiddlesticks Canal north to Daniels Pkwy as a four-lane divided roadway. Three Oaks Pkwy is also under the jurisdiction of the Lee County.

Trip Generation Review

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) Trip Generation 11th Edition Report. Land Use Code 822 (Strip Retail Plaza < 40,000 square feet) 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. Table 1 outlines the proposed project's trip generation for weekday AM and PM peak hours and daily traffic volumes.

Table 1: Trip Generation

Land Use	Weekday A.M Peak Hour			Weekday P.M Peak Hour			Daily (2-Way)
	In	Out	Total	In	Out	Total	
Shopping Center (30,000 sq. ft)	36	23	59	85	85	170	1,496
Multi-Family Residential (1,251 DU)	124	415	539	298	190	488	5,921
Hotel (200 rooms)	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
Total Net New Trips	198	464	662	381	271	652	7,706

Roadway Section Traffic Operation Level of Service Analysis

New trips related to the subject case were distributed across the surrounding road network to assess their impact on the Level of Service (LOS) in arterial/collector road sections most affected by the proposed development. According to Administrative Code AC-13-17 Traffic Study Guidelines for Planned Development Rezonings, a "significant impact" signifies a 10% or more reduction in LOS "C" service volumes at build-out.

The proposed development was assumed to be completed by 2027 (build-out year). Therefore, the roadway links impacted by the proposed development were analyzed for the 2027 projected traffic conditions without the proposed development and with the proposed development (Table 2).

Table 2: Arterial/Collector roadway sections adjacent to site expected to be impacted by the proposed development

Roadway	Location	Level of Service (LOS)		
		Future (2027)	Future (2027) + Project	
			AM Peak Hour	PM Peak Hour
Daniels Pkwy	E of Six Mile Cypress	F	F	F
	E of Palomino Ln	C	C	C
	E of I-75	F	F	F
Three Oaks Pkwy	S of Daniels Pkwy	C	C	C

During the local development order review, the proposed site development will be reviewed to determine the required site-related traffic improvements to the nearby roadways.

Roadway Intersection Traffic Operation Level of Service Analysis

New trip assignments were made to the surrounding road network to evaluate Level of Service (LOS) impacts as necessary at site entrances, intersections within the vicinity of site entrances, and intersections anticipated to be most affected by the proposed development. Following Administrative Code AC-13-17 Traffic Study Guidelines for Planned Development Rezoning, a "significant impact" is characterized by a 10% or greater increase in the total peak-hour intersection volume (sum of all four approaches) upon project completion. Table 3 describes the site accesses and intersections that are expected to be impacted by the proposed zoning along with their corresponding pre- and post-project built-out level of service.

Table 3: Roadway intersection(s) immediately adjacent to subject site expected to be impacted by proposed development

Intersection	Peak Hour	Level of Service	
		Future (2027)	Future (2027) + Project
Daniels Pkwy & Danport Blvd	AM	E	E
	PM	F	F
Daniels Pkwy & I-75 SB Ramp	AM	F	F
	PM	F	F
Three Oaks Pkwy & Site Access	AM	N/A	C
	PM	N/A	C

As identified in Table 3, the intersections are predicted to operate at LOS "F" in 2027 with the post-project build-out traffic. At the time of local development order review, the proposed project will be further reviewed to determine required site-related traffic improvements to the nearby roadway network.

Conclusion

The proposed project will not have a detrimental impact on the surrounding roadway system. However, please consider a recommendation adding the following condition:

The turning volumes projected in the Zoning TIS indicate that signal warrants will be met at the site access location on Three Oaks Pkwy. At the time of submittal for the first development order, a detailed signal warrant projection based on full buildout traffic conditions at the site access location on Three Oaks Pkwy including full buildout of the Daniels Town Square MPD established by zoning intensities and densities must be performed. Should the County Traffic Engineer deem that a traffic signal will be warranted at the intersection, the Applicant must incorporate the design of a new traffic signal as a part of the DO approval process. Should the Developer decide to design the signal(s) as a part of a separate Limited Review Development Order for offsite improvements, the LDO must be approved prior to the issuance of a Certificate of Occupancy for any dwelling units or a Certificate of Completion for vertical commercial construction. In accordance with the Land Exchange and Impact Fee Credit Agreement (Instrument No. 2021000128594), the developer will be solely responsible for the cost of design and installation of the traffic signal at this intersection.