

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

CASE NUMBER: SEZ2024-00005
TYPE OF CASE: Special Exception
CASE NAME: 7-Eleven Island Park Shopping Center
TOTAL ACREAGE: +/-1.84 acres
SUFFICIENCY DATE: September 3, 2024
HEARING EXAMINER DATE: October 31, 2024

REQUEST

The applicant, Q. Grady Minor on behalf of the property owner RLR1 LLC, is requesting a modification to a previously approved special exception (SEZ2022-00008) to permit a convenience food and beverage store with more than the allowable eight fuel pumps (four fueling stations) to be redeveloped on the former site of a bank in the Island Park Center. This request is being sought to allow a maximum of sixteen fuel pumps (eight fueling stations) on this property. Land Development Code Section 34-844, Note 19 requires a Special Exception to allow more than eight fuel pumps within the C-1 zoning district. The applicant also proposes modification to a Legal Description of the property, attached as Attachment "H", the previously approved Special Exception site plan.

SUMMARY

Staff recommends **APPROVAL** of the applicant's request.

HISTORY

The subject property is located at the southwest corner of U.S. 41 and Island Park Road. The overall property was approved for development of a shopping plaza including a Suntrust Bank per development order 84-08-021.00D. The Suntrust Bank was demolished circa 2019 per DEM2018-10133. The Suntrust Bank was located on land that was granted a Warranty Deed to the current owner once the bank was demolished. The subject parcel (STRAP Number 01-46-24-L3-00007.002A) was split from the overall parcel (STRAP Number 01-46-24-L3-00007.0020) per LDO 2022-00617 and subsequent Quit Claim Deeds were recorded granting ownership to the current owner. 7-Eleven is proposing to lease the land from the current landowner per the draft Ground Lease agreement. The applicant has submitted a development order application (DOS2023-00078) that depicts the proposed development plan.

BACKGROUND

The applicant is requesting a modification to the Special Exception approval granted in SEZ2022-00008 to permit a convenience food and beverage store with greater than eight total fuel pumps (four fueling stations) to be redeveloped on the former site of a bank that included drive through service. In the Commercial (C-1) zoning district a Special Exception for sixteen fuel pumps (eight fueling stations) was previously approved by the Hearing Examiner on November 3, 2023 (See Attachment "F"). A condition

of approval was that the development would be consistent with the applicant's proposed site plan. The applicant submitted a local development order plan to Lee County Staff (DOS2023-00028) and during the course of review of the development order application, modifications to the site plan were identified by staff. Staff determined a Special Exception is required at this time due to the differences between the submitted development order plans and what was previously approved, which does not adhere to the conditions of approval for SEZ2022-00008. The number and location of the fuel pumps has not changed, and the applicant still is proposing sixteen fuel pumps (eight fueling stations). There is a concurrent Administrative Amendment application (ADD2024-00111) with deviation requests to align the proposed modifications to the Special Exception site plan that were noticed during development order review.

The following changes summarize the modifications to the approved Special Exception site plan sought by this request (See Attachment "I"):

1. The car wash building has been moved closer to the convenience store where parking was previously located.
2. Eight parking spaces on the south side of the convenience store and four parking spaces on the north side of the car wash have been removed.
3. Stormwater retention area with retaining walls has been added where the previous car wash and parking was located.
4. The dumpster location has been modified.

CHARACTER OF THE AREA

The parcel is in the Suburban Future Land Use Category. The parcel abuts property under common ownership that is developed with a multi occupancy complex (Island Park Center). East of the subject property is South Tamiami Trail, a State-maintained arterial road. North of the subject property is Island Park Road, a county maintained major collector road which separates the property from the continuation of property zoned Commercial (C-1). South of the property, the Commercial (C-1) zoning district continues and southwest of the property is the Timberwood Village Multi Family development, zoned Residential Multiple-Family (RM-2). West of the property is the remainder of the Island Park Center which is separated from land zoned Residential Multiple Family (RM-2) by Island Park Road.

ANALYSIS

LDC Section 34-145(c) establishes the review criteria for Special Exception requests. Before approving a Special Exception request, the Hearing Examiner must find the request:

- a. Is consistent with the goals, objectives, policies and intent of the Lee Plan;
- b. Will protect, conserve or preserve environmentally critical and sensitive areas and natural resources, where applicable;
- c. Will be compatible with existing and planned uses;
- d. Will not be injurious to the neighborhood or detrimental to the public welfare; and
- e. Will be in compliance with zoning regulations pertaining to the use and other applicable regulations.

The applicant has provided a request statement addressing the motive of the Special Exception and an analysis of the decision-making criteria (see Attachment “C”). The following sections provide staff’s analysis of the request, as measured against the review criteria. Specifically, staff finds the request:

- a. Is consistent with the goals, objectives, policies and intent of the Lee Plan:

The subject property is located in the Suburban Future Land Use (FLU) category as described in **Lee Plan Policy 1.1.5**. This policy states that the Suburban FLU category will consist primarily of residential land uses that are either on the fringe of the Central Urban or Urban Community future land use categories. The subject property is on the fringe of the Urban Community future land use category and is zoned Commercial (C-1). Commercially zoned properties allow for goods and services to be provided to serve the predominantly residential area as the area transitions to residential uses in the Suburban future land use category to the south and west of the property. Staff finds the request is consistent with **Policy 1.1.5** of the Lee Plan.

Lee Plan Policy 4.1.1 requires connection to a public water supply for projects having an excess of 30,000 square feet of gross leasable area. The proposed 7-Eleven convenience store does not exceed 30,000 square feet of gross leasable area; however, the site is served by potable water and the store will connect to the available Lee County utilities water supply. **Lee Plan Policy 4.1.2** requires commercial projects generating more than 5,000 gallons of sewage per day to connect to a sanitary sewer system. The 7-Eleven store will be connecting to a sanitary sewer and is within the Forest Utilities service area. Letters of availability have been provided from both entities (see Attachment “D”). Staff finds the request is consistent with **Standard 4.1.1 and Standard 4.1.2**.

Lee Plan Policy 5.1.5 protects existing and future residential areas from encroachment of uses that may be destructive to the character and integrity of the residential environment. If such uses are proposed in the form of a Planned Development or special exception and generally applicable development regulations are deemed to be inadequate, conditions will be attached to minimize or eliminate the potential impacts or, where no adequate conditions can be devised, the application will be denied altogether. In this case, a special exception is being sought and any applicable conditions may be attached to minimize or eliminate the potential impacts. The proposed use is permitted in the underlying C-1 zoning district. Land Development Code (LDC) Section 34-844, note 19 requires that convenience food and beverage stores with greater than eight fuel pumps (four fueling stations) obtain a Special Exception. Staff finds the request is consistent with **Lee Plan Policy 5.1.5**.

Lee Plan Goal 6 seeks to permit orderly and well-planned commercial development at appropriate locations within the County. The subject property is conventionally zoned as Commercial (C-1) and the proposed use is appropriate in this location as it is a permitted use in the district. **Lee Plan Policy 6.1.1** provides criteria for all applications for commercial development that will be reviewed and evaluated as to the following criteria:

1. Traffic and access impacts (rezoning and development orders).

This criterion is not specifically applicable to a Special Exception but will be relevant in order to receive a Development Order. The accompanying TIS addresses traffic impacts and concludes that there are no access and traffic impacts resulting from the proposed convenience store. A new shared access point with the shopping center is proposed on U.S. 41. Both Lee County DOT and FDOT have conceptually approved the proposed access point. The access point on Island Park Road has been relocated farther from the U.S. 41 intersection as depicted in SEZ2022-00008 and ADD2022-00103, as stated by the applicant in their Request Statement.

2. Landscaping and detailed site planning (development orders).

A concurrent development order (DOS2023-00078) has been filed for the project, which includes the detailed landscape plans. The project has requested administrative deviations from certain landscape requirements due to existing site conditions.

3. Screening and buffering (planned development rezoning and development orders).

Deviations were sought and approved under a previously approved administrative variance (ADD2022-00103) to allow for reductions in external street right-of-way buffers and perimeter landscape buffers of the proposed development, including undulating berm maximum slope requirements, setbacks, connection separation and parking. (See Attachment "E").

Screening and buffering along U.S.41 and Island Park Road consists of mature vegetation and is intended to remain. The deviations submitted with the companion administrative action (ADD2024-00111) propose modifications to the previously approved deviations.

4. Availability and adequacy of services and facilities (rezoning and development orders).

Potable water is available and will be provided by Lee County Utilities (LCU). Sanitary sewer is within the Forest Utilities service area and the intent to connect has been confirmed (see Attachment "D").

5. Impact on adjacent land uses and surrounding neighborhoods (rezoning);

Given the location of the proposed convenience store with fuel pumps within the existing Island Park Shopping Center near the U.S. 41 frontage and the Island Park Road frontage, there are no anticipated impacts to surrounding residential uses. The nearest residential community is located to the southwest known as Timberwood Village. The existing shopping center buildings are located between the convenience store and the residential community, providing separation.

6. Proximity to other similar centers (rezoning); and

The redevelopment of the site, which is zoned Commercial (C-1) and has frontage on U.S. 41 (Tamiami Trail) is appropriate.

7. Environmental considerations (rezoning and development orders).

The site is proposed to be redeveloped from its previous use as a drive through bank. There are no vegetative issues related to the site. The necessary underground fuel tanks will be designed in compliance with mandated statutory standards for fuel facilities as stated by the applicant in their request statement (see Attachment "C"). Staff finds the request is consistent with **Lee Plan Goal 6 Lee Plan Policy 6.1.1.**

Lee Plan Policy 6.1.4 indicates that new commercial development should only be approved when compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities. The proposed redevelopment of this outparcel is compatible with adjacent development and has available access to programmed public services and facilities. The C-1 zoning district permits a convenience, food and beverage store with up to 8 fuel pumps. The proposed convenience, food and beverage store will have up to 16 fuel pumps. The fuel pumps are proposed to be oriented toward the U.S. 41 (Tamiami Trail) frontage and are proposed to be located in the farthest location on the property from the residentially zoned area, Timberwood Village. The increase in number of fuel pumps permitted in the zoning district, will allow a greater number of vehicles to fuel at once; however, the site and surrounding roadways are not negatively impacted by the additional vehicles as the applicant states in their request statement (see Attachment "C"). There have been no letters of objection submitted by the adjacent property owners regarding the increase in number of fueling positions or the proposed use as a convenience, food and beverage store. The residentially zoned Timberwood Village community located to the southwest of the subject property is not anticipated to experience any impacts from the proposed convenience store with the increased number of fuel pumps as it is separated from the outparcel by the existing parking field and shopping center building. Staff finds the request is consistent with **Lee Plan Policy 6.1.4.**

Lee Plan Policy 6.1.7 prohibits commercial developments from locating in such a way that opens new areas to premature, scattered, strip development or sprawling development patterns. The proposed convenience food and beverage store is a redevelopment of the property and will continue to share site infrastructure with the parent shopping center tract of the Island Park Center. The redevelopment of the property will not promote strip development. Staff finds the request is consistent with **Lee Plan Policy 6.1.7.**

Lee Plan Policy 6.1.11 encourages the upgrading and revitalization of deteriorating commercial areas but prohibits redevelopment of commercial uses that are inappropriately located or that have an adverse impact on the area. A new and modern convenience store with fuel pumps will be developed in accordance with the LDC, with the exception of the buffers, which are being memorialized through the administrative deviation process. The underlying zoning permits a convenience store with fuel pumps and the addition of 8 additional pumps will have no adverse impact on the area. Staff finds the request is consistent with **Lee Plan Policy 6.1.11.**

Lee Plan Policy 101.1.1 requires that development within the Coastal High Hazard Area be compatible with natural systems, such as, water retention and purification, wildlife habitat, primary productivity, and defense against coastal flooding. The request will facilitate the redevelopment of the property with a convenience food and beverage store in an area of the Island Park Center that was previously developed with a bank building. As stated by the applicant in their request statement (see Attachment “C”) the site has existing water retention systems in place that will be utilized for stormwater attenuation consistent with Lee County standards. Staff finds the request is consistent with **Lee Plan Policy 101.1.1**.

Lee Plan Objective 101.3 states that development in coastal areas, must protect human life and property from natural and man-made disasters. The proposed redevelopment of the site within the Island Park Center will utilize existing water retention facilities to address stormwater attenuation along with the construction of the building to be in accordance with Florida Building Code requirements. The redevelopment of the site does not intrude upon the residential area (Timberwood Village) to the south. The site is bounded to the north and east by roadways (S. Tamiami Trail and Island Park Road) and to the west and south by the existing Island Park Shopping Center parking area. The site will have access to the signalized intersection at Island Park Road and S. Tamiami Trail. The proposed Special Exception will not be disruptive to the nearby residential community (Timberwood Village) and the proposed changes to the site plan have no external impacts to the surrounding community as stated in the applicant’s request statement (see Attachment “C”). The applicant has requested Administrative Variances for landscape buffer requirements which are under concurrent review (ADD2024-00111). The proposed convenience store with fuel pumps will be separated and shielded from the nearest residences to the south and west by the existing shopping center building and preservation area. There is no vehicular interconnection between the nearby Timberwood Village community and the Island Park Shopping Center. Staff finds the request is consistent with **Lee Plan Objective 101.3**.

- b. Will protect, conserve or preserve environmentally critical and sensitive areas and natural resources, where applicable;

The site has been previously developed and there are no environmentally sensitive areas or natural resources located on the property.

- c. Will be compatible with existing and planned uses in the surrounding area;

The convenience food and beverage store with eight fuel pumps (four fueling stations) is a permitted use in the C-1 zoning district and has therefore been determined to be compatible with other permitted uses in the vicinity of the property. The increased number of fuel pumps (sixteen pumps, eight fueling stations) proposed in this special exception application and site modifications to the previously approved Special Exception will not be incompatible with the surrounding land uses. Access changes to the site are proposed with the addition of a new right-in/right-out on S Tamiami Trail/U.S. 41. This new drive will relieve some congestion at the intersection of Island Park Road and S Tamiami Trail/U.S. 41.

d. Will not be injurious to the neighborhood or detrimental to the public welfare; and

The convenience food and beverage store with sixteen fuel pumps (eight fueling stations) will not be injurious to the neighborhood or detrimental to the public welfare. The location is at the intersection of two major roadways (S Tamiami Trail/ U.S. 41 and Island Park Road) and is nearby to other commercial land uses. Redevelopment of the commercial property will be beneficial to the neighborhood.

e. Will be in compliance with zoning regulations pertaining to the use and other applicable regulations.

The development will be in compliance with all specific regulations applicable in Chapter 34 requirements for convenience food and beverage stores with fuel pumps, except for those administrative variances previously approved and seeking modification in the companion administrative amendment ADD2024-0011.

CONCLUSION

The requested special exception remains consistent with the Lee Plan and Land Development Code. The proposed special exception provides consistency with the allowable commercial development within the Suburban future land use category. Staff has concluded that the special exception will not result in negative impacts to urban services, infrastructure, or surrounding property. The subject property is sufficiently served by fire, police, and emergency services personnel. The request will not adversely affect environmentally critical or sensitive areas and natural resources. Therefore, staff recommends **APPROVAL** of the applicant's request subject to the following conditions:

1. Special exception approval is conditioned on site development substantially consistent with the site plan revised June 2024, attached as Attachment I.
2. Special exception approval does not establish a right to obtain permits from state or federal agencies. Further, approval does not establish county liability if Applicant: (a) does not obtain requisite approvals or fulfill obligations imposed by state or federal agencies; or (b) undertakes actions that result in a violation of state or federal laws.

ATTACHMENTS

- A. Expert Witness List
- B. Case Maps
- C. Request Statement
- D. Utility Letter(s) of Availability
- E. ADD2022-00103
- F. HEX Decision SEZ2022-00008
- G. Traffic Impact Statement
- H. Legal Description
- I. Special Exception Site Plan
- J. Lee County DOT Staff Memo

ATTACHMENT A

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

Case Number: SEZ2024-00005
Project Name: 7-Eleven Island Park Shopping Center
Hearing Examiner Date: October 31, 2024

Kam Muhammad, Planner, Zoning, 1500 Monroe Street, Fort Myers, FL 33901

- Previously 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.

Joe Sarracino, Planner, Planning, 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.

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

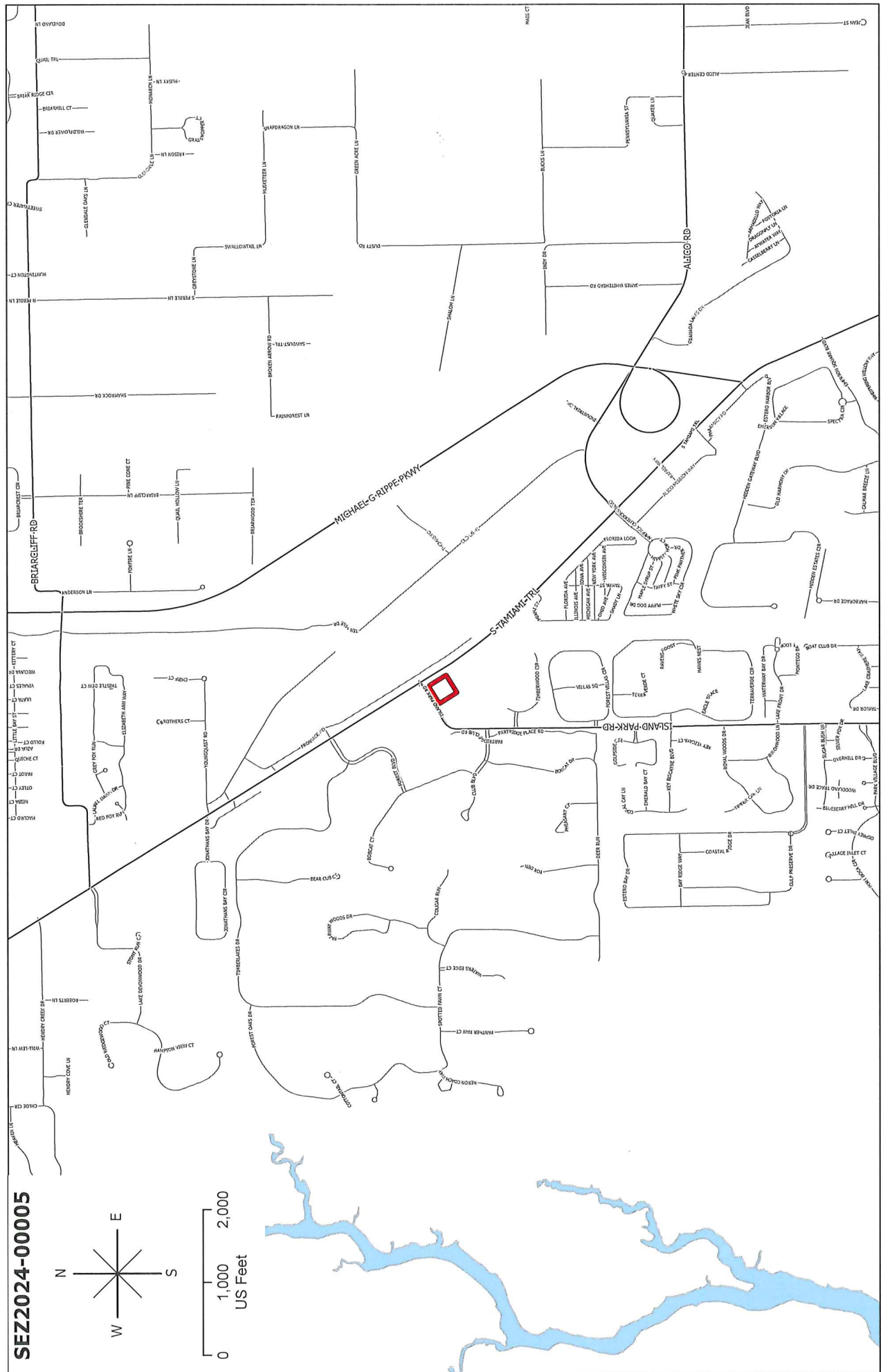
- Previously qualified as an expert witness by the Lee County Hearing Examiner. Current resume is on file with the Hearing Examiner.

- 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

ATTACHMENT B

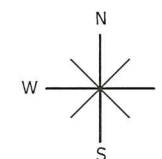




SEZ2024-00005

Aerial

 Subject Property



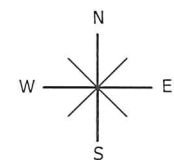
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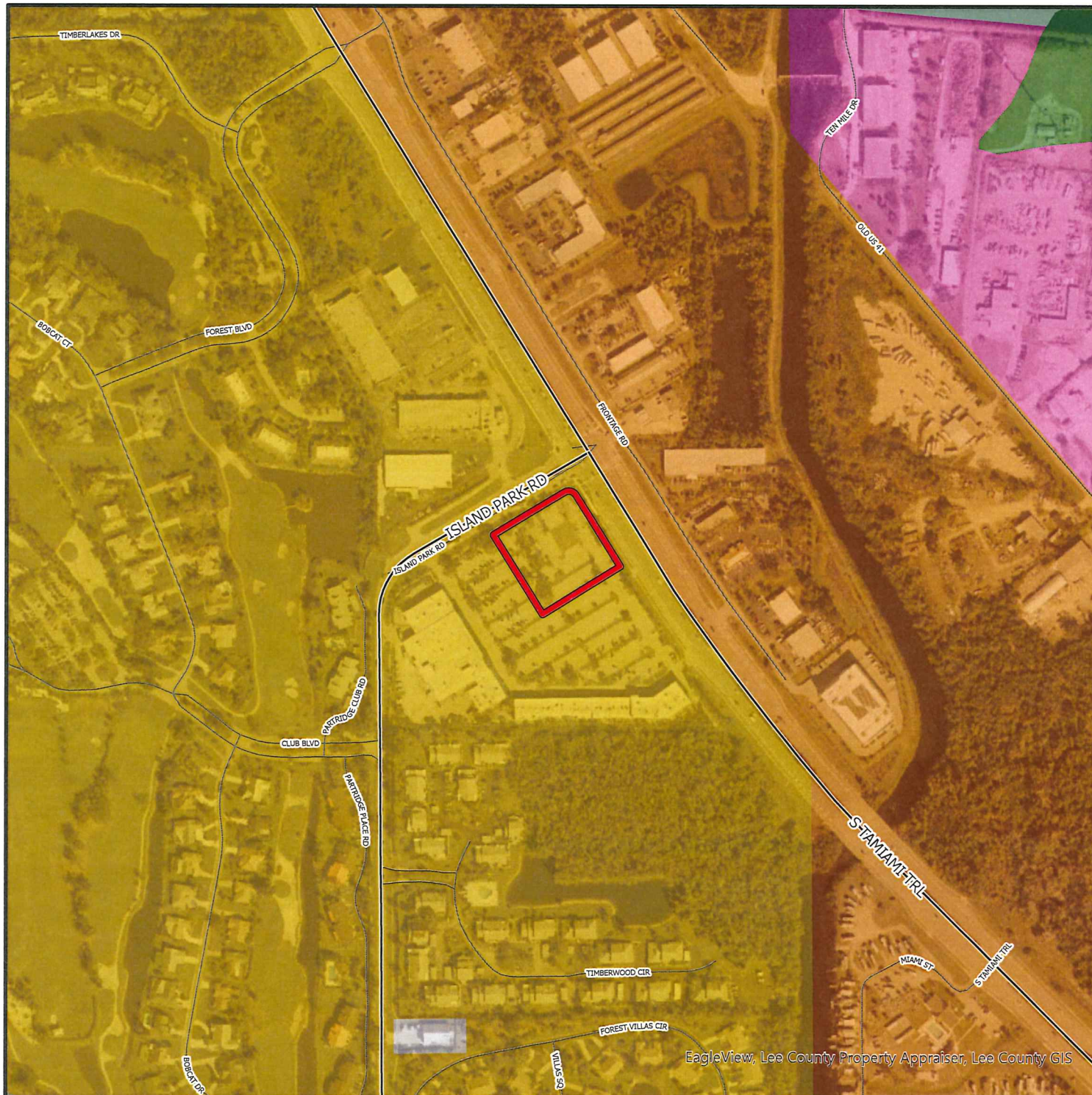
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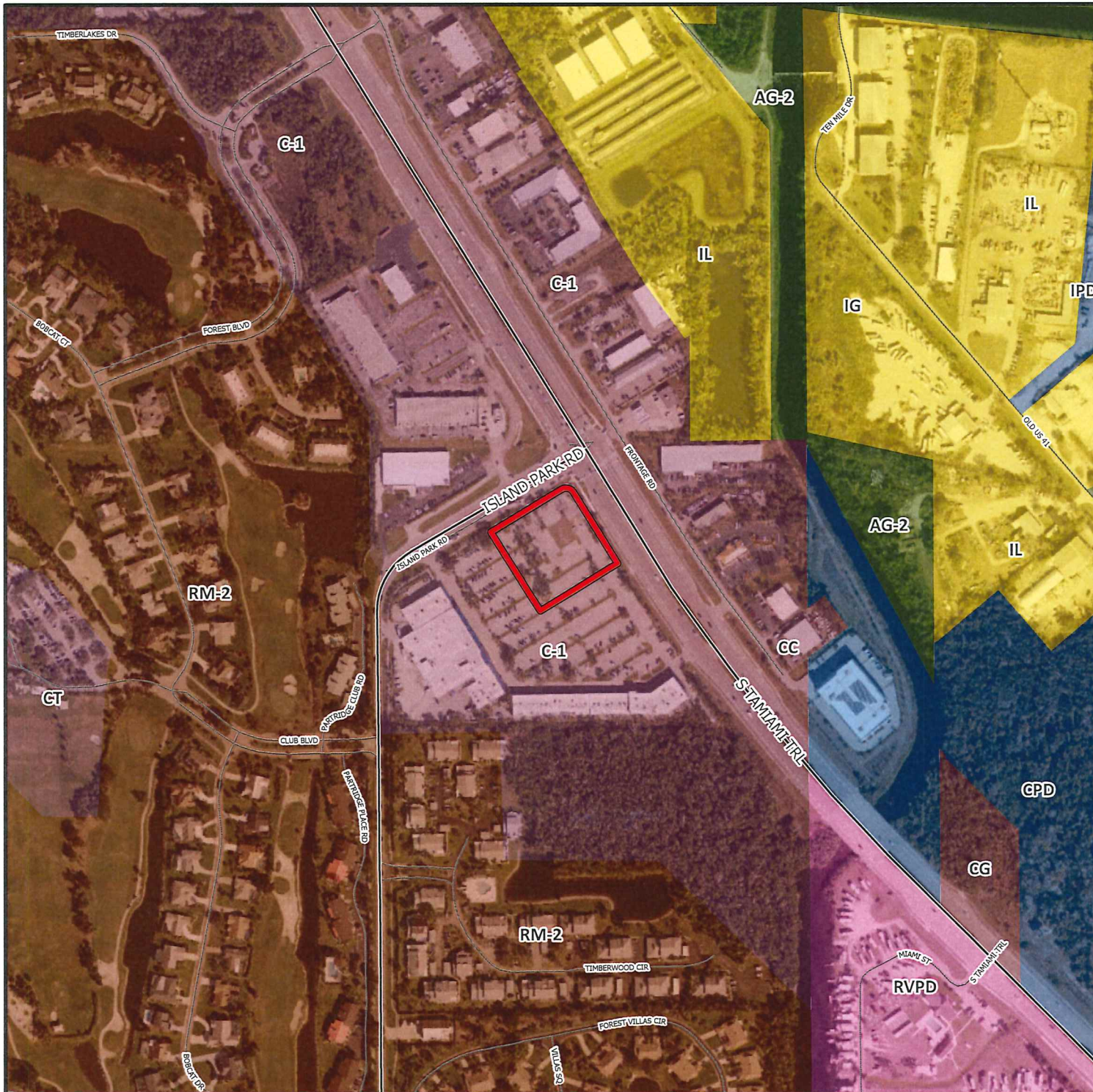
Future Land Use

-  Subject Property
-  Urban Community
-  Suburban
-  Industrial
-  Public Facilities
-  Rural
-  Wetlands



0 500
Feet

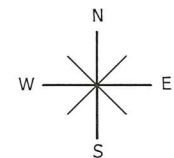




SEZ2024-00005

Zoning

 Subject Property



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Feet



ATTACHMENT C

7-Eleven Island Park Shopping Center Special Exception

Request Statement

The applicant is requesting a Special Exception of the C-1 zoning district to permit a convenience food and beverage store with greater than 8 fuel pumps, to be redeveloped on the former site of a Bank with drive through service. A Special Exception for 16 fuel pumps (8 fueling positions) was previously approved by the Hearing Examiner on November 3, 2023 (SEZ-2022-00008). A condition of approval was that the development would be consistent with the applicant's proposed site plan. The applicant has submitted the Local Development Order Plan to Lee County Staff and during the course of review of the Development Order Plan, modifications to the site plan have been made. Staff has determined that another Special Exception is required due to the plan changes. The number and location of the fuel pumps has not changed and will continue to have 16 fuel pumps (8 fueling positions).

The key modifications to the newly proposed site plan are:

- Moved car wash building closer to the convenience store where parking was previously located.
- Removed 8 parking spaces on the south side of the convenience store and removed 4 parking spaces on the north side of the car wash.
- Added stormwater retention area with retaining walls where the previous car wash and parking was located.
- Slight adjustment to dumpster location.

The proposed modifications have no external impacts and staff has confirmed that the parking reductions are consistent with that authorized through the administrative process. A conceptual site plan identifying the location and orientation of the 16 fuel pumps has been provided.

REQUEST STATEMENT: 34-202 (b) 5

1. Consistency with the goals, objectives, policies and intent of the Lee Plan:

The project is located in the Suburban Future Land Use category Lee Plan Policy 1.1.5. The Suburban FLU category Policy 1.1.5 indicates that the Suburban FLU category will consist primarily of residential land uses; however, a mix of land uses is permitted. The existing commercial plaza was developed in the Suburban FLUC when commercial location standards were required under the Lee Plan. Location standards are no longer required under Objective 6.1 and Policy 6.1.1. Industrial type non-residential uses are prohibited. The proposed redevelopment of the subject property is for a 5,000 square foot convenience food and beverage store with 16 fueling pumps. The site has been developed for commercial use and was last utilized for commercial bank with drive through service. The 16 fuel pump facility was approved on November 3, 2022; however, the site plan for the proposed facility is required to be modified due to changes arising from the Local Development Order review. The plan changes do not modify the number or location of the proposed 16 fuel pumps.

The site is located in the San Carlos Planning Community and is not subject to additional goals and policies of the Lee Plan.

Lee Plan policy 4.1.1 requires connection to a public water supply for projects having an excess of 30,000 square feet of gross leasable area. The proposed 7-11 convenience store does not exceed 30,000 square feet of gross leasable area; however, the site is served by potable water and the store will connect to the available Lee County utilities water supply. Please see potable water availability letter issued by Lee County utilities.

Lee Plan Policy 4.1.2 requires commercial projects generating more than 5,000 gallons of sewage per day to connect to a sanitary sewer system. The 7-11 store will be connecting to a sanitary sewer and



is within the Forest Utilities service area. A letter of availability has been received from Forest Utilities, Inc.

Policy 5.1.5 protects existing and future residential areas from encroachment of uses that may be destructive to the character and integrity of the residential environment. The policy anticipates special exceptions are possible and indicates that if applicable development regulations are deemed to be inadequate conditions may be attached to minimize or eliminate the potential impacts. The proposed use is permitted in the underlying C-1 Zoning District. The LDC (34-844, note 19) requires that convenience stores with greater than 8 fuel pumps must obtain a Special Exception. There are no criteria other than those for a Special Exception required for a facility with fuel pumps. The proposed convenience food and beverage store with 16 fuel pumps will meet all required buffering and landscaping required in Chapter 33 for convenience food and beverage stores.

The site has been previously developed for commercial use and the C-1 commercial zoning does permit convenience food and beverage stores by right. The redevelopment of the site does not intrude further into a residential area. The site is bounded to the north and east by roadways (S. Tamiami Trail and Island Park Road) and to the west and south by the existing Island Park Shopping Center parking area. The nearest residential properties are located to the south and west along Island Park Road. The site will have access to the signalized intersection at Island Park Road and S. Tamiami Trail. The proposed Special Exception will not be disruptive to the nearby residential community and the proposed changes to the site plan have no external impacts to the surrounding community.

The prior drive-through bank facility did not provide landscape buffering to the surrounding parking lot for the Island Park Shopping Center. The applicant has requested Administrative Variances for the landscape buffers which are under concurrent review (ADD2022-00103). The proposed convenience store with fuel pumps will be separated and shielded from the nearest residences to the south and west by the existing shopping center building and preservation area. There is no vehicular interconnection between the nearby Timberwood Village community and the Island Park Shopping Center.

Lee Plan Policy 6.1.1 addresses criteria for new commercial development. Each of the criteria is specific to either a rezoning and/or development order. The subject application is for a Special Exception. The property is currently zoned commercial and the underlying zoning does permit a convenience store with fuel pumps.

POLICY 6.1.1: All applications for commercial development will be reviewed and evaluated as to:

- 1. Traffic and access impacts (rezoning and development orders);*

The criteria is not specifically applicable to a Special Exception. However, the accompanying TIS addresses traffic impacts and concludes that there are no access and traffic impacts resulting from the convenience store. A new shared access point with the shopping center is proposed on U.S. 41. Both Lee DOT and FDOT have conceptually approved the proposed access point. The access point on Island Park Road has been relocated farther from the U.S. 41 intersection per direction from Lee DOT.

- 2. Landscaping and detailed site planning (development orders);*

A concurrent development order has been filed for the project which includes the detailed site plan. The project has requested administrative deviations from the LDC buffers due to the existing site conditions.

3. *Screening and buffering (planned development rezoning and development orders);*

Screening and buffering along U.S.41 and Island Park Road consists of mature vegetation and is intended to remain. The deviations submitted with the companion administrative action address the project buffering.

4. *Availability and adequacy of services and facilities (rezoning and development orders);*

There are no known or anticipated level of service deficiencies.

5. *Impact on adjacent land uses and surrounding neighborhoods (rezoning);*

Given the location of the proposed convenience store with fuel pumps within the existing Island Park Shopping Center parking field near the U.S. 41 frontage, there should be no impacts to surrounding neighbors. The nearest residential community is located to the southwest and the existing shopping center building is located between the convenience store and the residential community.

6. *Proximity to other similar centers (rezoning); and*

The redevelopment of the site is occurring along the U.S. 41 corridor which is primarily a commercially developed corridor. The site is presently zoned commercial and the underlying zoning permits a convenience store with fuel pumps.

7. *Environmental considerations (rezoning and development orders).*

The site is a redevelopment of a parcel previously developed as a drive through bank. There are no vegetative issues related to the site. The underground fuel tanks will be designed in compliance with mandated statutory standards for fuel facilities.

Lee Plan Policy 6.1.4 indicates that new commercial development should only be approved when compatible with surrounding development. The proposed redevelopment of what is essentially an outparcel to a community shopping center is compatible with surrounding development. The existing zoning permits a convenience store with up to 8 fuel pumps. The proposed convenience store will have up to 16 fuel pumps. The fuel pumps are oriented toward the U.S. 41 and are located in the farthest location on the property from the Timberwood Village community. The number of fuel pumps may permit a greater number of vehicles to fuel at one time; however, the site and surrounding roadways are not negatively impacted by the additional vehicles. The owner of the surrounding shopping center does not object to the proposed change in use. The Timberwood Village community located to the southwest should not have any impacts from the proposed convenience store with fuel pumps as it is separated from the outparcel by the existing parking field and shopping center building.

Lee Plan Policy 6.1.5 indicates that the LDC shall require that development be designed to protect the carrying capacity of roadways. The proposed facility will be interconnected to the existing shopping center drive aisles and will also share access points from U.S. 41 and Island Park Road. The TIS prepared for the project demonstrates that no roadway capacity issues result from the 16 fuel pump facility.

Lee Plan Policy 6.1.6 requires that commercial development provide appropriate buffers, open space and architectural elements to enhance the structure and blend in with surrounding development. The

applicant has requested administrative deviations from the LDC buffer requirements as the site is a redevelopment of a former drive through bank which did not provide separate buffers adjacent to the existing shopping center drive aisles. The original bank was approved along with the shopping center in 1986 as a single development order and not internal buffers were required at that time. The existing mature buffers along both Island Park Road and U.S. 41 will provide adequate buffer external to the site.

Lee Plan Policy 6.1.7 prohibits strip development or sprawling development patterns. The proposed convenience/gas facility is a redevelopment of the property and will continue to share site infrastructure with parent shopping center tract. The redevelopment of the property will not promote strip development.

Lee Plan Policy 6.1.11 encourages the upgrading and revitalization of deteriorating commercial areas but prohibits redevelopment of commercial uses that are inappropriately located or that have an adverse impact on the area. The redevelopment of a new and modern convenience store with fuel pumps will be developed in accordance with the LDC, with the exception of the buffers which are being handled through the administrative process. The underlying zoning permits a convenience store with fuel pumps and the addition of 8 additional pumps will have no adverse impact on the area.

POLICY 101.1.1: Require that development within the Coastal High Hazard Area be compatible with natural systems, such as, water retention and purification, wildlife habitat, primary productivity, and defense against coastal flooding. (Ord. No. 00-22, 18-28)

The proposed redevelopment of a convenience store will occur in an area of the site previously developed with a bank building. The site has existing water retention systems in place that will be utilized for stormwater attenuation consistent with Lee County standards.

OBJECTIVE 101.3: DEVELOPMENT IN COASTAL AREAS. Protect human life and property from natural and man-made disasters. (Ord. No. 92-35, 93-25, 94-30, 00-22, 18-28)

The project represents a commercial redevelopment within an existing shopping plaza and will utilize existing water retention facilities to address stormwater attenuation and the building will be constructed to meet Florida Building Code requirements.

2. *Will protect, conserve or preserve environmentally critical and sensitive areas and natural resources, where applicable:*

The site has been previously developed and there are no environmentally sensitive areas or natural resources on the property.

3. *Will be compatible with existing and planned uses:*

The convenience food and beverage store with fuel pumps is a permitted use in the C-1 zoning district and has therefore been determined to be compatible with other permitted uses in the vicinity of the property. The increased number of fuel pumps proposed in this special exception application and minor modifications to the previously approved Special Exception will not be incompatible with the surrounding commercial land uses. Access changes to the site are proposed with the addition of a new right-in/right-out on U.S. 41. This new drive will relieve some congestion at the intersection of Island Park Road and U.S. 41.

4. *Will not be injurious to the neighborhood or detrimental to the public welfare:*

The convenience food and beverage store with 16 fuel pumps will not be injurious to the neighborhood or detrimental to the public welfare. The location is at the intersection of two major roadways, and nearby uses are commercial land uses. Redevelopment of the abandoned commercial property will be beneficial to the neighborhood.

5. *Will be in compliance with zoning regulations pertaining to the use and other applicable regulations.*

The development will be in compliance with all specific regulations applicable in Chapter 34 requirements for convenience food and beverage stores with fuel pumps, except for those administrative variances requested in ADD2022-00103 relating to buffers, parking and access due to the redevelopment of the outparcel.



BOARD OF COUNTY COMMISSIONERS

John E. Manning
District One

Cecil L. Pendergrass
District Two

Raymond Sandelli
District Three

Brian Hamman
District Four

Frank Mann
District Five

Roger Desjarlais
County Manager

Richard Wm Wesch
County Attorney

Donna Marie Collins
*County Chief
Hearing Examiner*

June 1, 2022

Via E-Mail

Rachel Tracey, P.E.
Q. Grady Minor & Associates, Inc.
6150 Diamond Centre Ct, 1003
Fort Myers, FL 33912

**RE: Potable Water Availability
7-Eleven Store No. 42251, 16510 S. Tamiami Trail
STRAP # 01-46-24-00-00007.002A and 01-46-24-00-00007.0020**

Dear Ms. Tracey:

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

Your firm has indicated that this project will consist of 1 commercial unit with an estimated flow demand of approximately 2,303 gallons per day. Lee County Utilities presently has sufficient capacity to provide potable water service as estimated above.

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

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

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

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

June 1, 2022

Page 2

Further, this letter of availability of potable water service is to be utilized for Development Review and SFWMD 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

8

Forest

Utilities, Inc.

6000 Forest Boulevard • Fort Myers, FL • 33908 • (239) 481-5333

DATE: June 6, 2022

TO WHOM IT MAY CONCERN:

AT THIS TIME FOREST UTILITIES, INC, HAS THE AVAILABLE PLANT CAPACITY TO PROVIDE THE NECESSARY SEWER SERVICES

AT 16510 SOUTH TAMIAMI TRAIL, FORT MYERS, FL

FOREST UTILITIES, INC, WILL GUARANTEE CAPACITY ONLY UPON RECEIPT OF APPROPRIATE FEES AND CHARGES AND THE APPROVAL OF ALL STATE AND LOCAL AGENCIES.

ALL CONSTRUCTION MUST BE TO FOREST UTILITES, INC. SPECIFICATIONS.

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT THIS OFFICE AT 239-481-5333.

THIS AVAILABILITY LETTER IS VOIDED AFTER 365 DAYS FROM ISSUANCE.

SINCERELY,

JUDY MALLETT

TREASURER

FOREST UTILITIES, INC.

FOREST UTILITIES, INC.

6000 Forest Boulevard * Fort Myers, FL * 33908 * (239)481-5333

DATE: July 10, 2024

TO WHOM IT MAY CONCERN:

AT THIS TIME FOREST UTILITIES, INC, HAS THE AVAILABLE PLANT CAPACITY TO PROVIDE THE NECESSARY SEWER SERVICES

AT 16510 SOUTH TAMIAMI TRAIL, FORT MYERS, FL 33908

FOREST UTILITIES, INC, WILL GUARANTEE CAPACITY ONLY UPON RECEIPT OF APPROPRIATE FEES AND CHARGES AND THE APPROVAL OF ALL STATE AND LOCAL AGENCIES.

ALL CONSTRUCTION MUST BE TO FOREST UTILITES, INC. SPECIFICATIONS.

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT THIS OFFICE AT 239-481-5333.

THIS AVAILABILITY LETTER IS VOIDED AFTER 365 DAYS FROM ISSUANCE.

SINCERELY,

Sonne DeVries

Sonne DeVries

FOREST UTILITIES, INC.

ADMINISTRATIVE APPROVAL (ASV) ADD2022-00103

ADMINISTRATIVE APPROVAL
LEE COUNTY, FLORIDA

WHEREAS, Creighton Companies, LLC, in reference to 7-Eleven Store No. 42251, filed an application to request the following administrative variances from Lee County Land Development Code (LDC):

1. Section 34-1353(e)(1), which requires external street right-of-way buffers to be located within a landscape buffer that is a minimum of 25 feet wide to include five canopy trees per 100 linear feet with a minimum 14 feet-in-height, to allow five canopy trees per 100 linear feet with a minimum height of 14 feet to be planted in a 20-foot-wide buffer along US 41 and a 15-foot- wide buffer along Island Park Road.
2. Section 34-1353(e)(2), which requires right-of-way buffers to have an undulating berm with a maximum slope of 3:1 at a minimum of two feet in height along the entire length of the landscape buffer, to allow no undulating berm along the entire length of the landscape buffer along US 41 and Island Park Road.
3. WITHDRAWN.
4. Section 34-1353(d), which requires a 15-foot minimum side setback for all buildings and structures, to allow a six-foot side setback for the dumpster enclosure to the southeast property line and a six-foot side setback for the dumpster enclosure to the southwest property line.
5. Section 10-285, Table 1, which requires a connection separation distance of 330 feet for major collectors (Island Park Road) within Future Suburban areas to instead allow a 285-foot connection separation from the proposed Island Park Road ingress/egress to US 41, and a 182-foot connection separation from the proposed Island Park Road ingress/egress to the existing southwest ingress/egress to the Island Park Road Shopping Center.
6. Section 34-2020(b), which requires 470 parking spaces for the shopping center and the proposed 7-Eleven Store No. 42241, to allow a 7.5 percent reduction in parking for a total of 435 parking spaces.
7. WITHDRAWN
8. Section 10-416(d), which requires landscape buffers along the perimeter of proposed developments whenever the development abuts a different use, to allow the western landscape buffer between the proposed 7-Eleven and the shopping center to be located east of the property line adjacent to the 7-Eleven; and

WHEREAS, the property is located at 16510 South Tamiami Trail as described per the legal description (Exhibit "A"); and

WHEREAS, the applicant has indicated the property's current STRAP number is 01-46-24-L3-00007.002A and portion of 01-46-24-L3-00007.0020; and

WHEREAS, the subject property is located in the Suburban Future Land Use Category as designated by the Lee Plan; and

WHEREAS, the property is zoned Commercial (C-1); and

WHEREAS, the applicant is proposing a convenience food and beverage store with 16 fuel pumps and an ancillary car wash; and

WHEREAS, a Special Exception (SEZ2022-00008) was approved to allow a maximum of 16 fuel pumps in accordance with LDC Section 34-844, Note 19 (Exhibit "B"); and

WHEREAS, LDC Section 34-1353 establishes site design requirements for convenience food and beverage stores; and

WHEREAS, LDC Section 34-1354(3) allows for administrative variances from LDC Section 34-1353 for commercially zoned properties that are less than three acres in size; and

WHEREAS, an application for approval of an administrative variance has been filed pursuant to LDC Section 34-174(a); and

WHEREAS, the applicant has requested eight variances and provided justification for each request (Exhibit "E"); and

WHEREAS, the first administrative variance is from LDC Section 34-1353(e)(1), which requires a 25-foot-wide buffer, to allow a 20-foot-wide buffer along US 41 and a 15-foot-wide buffer along Island Park Road; and

WHEREAS, the second administrative variance is from LDC Section 34-1353(e)(2), which requires an undulating berm along the entire length of the required landscape buffer to allow no undulating berm; and

WHEREAS, the subject property was previously approved for a commercial use with a 20-foot-wide buffer along US 41 and a 15-foot-wide buffer along Island Park Road with no undulating berms within any of the required buffers in accordance with development order 84-08-021.00D (Exhibit "C"); and

WHEREAS, the applicant is requesting to allow the previously approved buffer widths while providing the quantity and size requirements of trees and shrubs per LDC Section 34-1353(e)(3), (4), and (5); and

WHEREAS, staff recommends approval of administrative variances 1 and 2; and

WHEREAS, the third administrative variance is from LDC Section 34-1353(d), which requires a 15-foot minimum side setback for structures and buildings, to allow a six-foot side setback for the dumpster enclosure from the southeast and southwest property lines; and

WHEREAS, staff recommends approval of administrative variance 4; and

WHEREAS, fifth administrative variance is from LDC Section 10-285, Table 1, which requires 330 feet of connection separation along a major collector road in a Future Suburban area (Island Park Road), to allow a 285-foot intersection separation distance between the proposed Island Park Road ingress/egress and US 41 and a 182-foot intersection separation distance from the proposed ingress/egress to the westernmost existing Island Park Road Shopping Center ingress/egress; and

WHEREAS, the applicant is proposing to increase the development area along the west property line which will impact the existing Island Park Road ingress/egress, parking area drive aisles and shopping center parking areas (Exhibit "D"); and

WHEREAS, the applicant coordinated with the Lee County Department of Transportation to eliminate the existing ingress/egress along Island Park Road that is approximately 181 feet from US 41; and

WHEREAS, the proposed ingress/egress will increase the intersection separation distance to 285 feet between the intersection of US 41 and the new access point to the Island Park Shopping Center from Island Park Road, which protects the health, safety, and welfare of the public by providing more vehicle stacking area associated with the turn lanes; and

WHEREAS, the new ingress/egress along Island Park Road decreases the intersection separation from the existing southwest ingress/egress point to new ingress/egress point for the Island Parking Shopping Plaza to 182 feet; and

WHEREAS, the Lee County Department of Transportation has reviewed and recommended approval of Deviation 5; and

WHEREAS, the applicant has requested Deviation 6 to allow a 7.5 percent reduction in required parking for the overall shopping plaza to allow redevelopment of the subject parcel and the relocation of the ingress/egress along Island Park Road; and

WHEREAS, LDC Section 34-2020(c) allows administrative approval of a reduction in parking for nonresidential uses by a maximum of ten percent if one or more of the conditions listed in the Section are met; and

WHEREAS, LDC Section 34-2020(c)(1) allows a five percent parking reduction if a transit stop along a transit route with an average weekday PM peak hour frequency of 30 minutes or less is located within a 500-foot radius of the site's external sidewalk connection; and

WHEREAS, the proposed project is located on a transit route that meets the criteria; and

WHEREAS, LDC Section 34-2020(c)(3) allows a five percent reduction in required

parking when a property abuts a bicycle / pedestrian facility identified Lee Plan Map 3-D and continuous accommodations are provided from a property to the facility, and a multi-use path is located along US 41 adjacent to the site according to Lee Plan Map 3-D which meets the criteria; and

WHEREAS, staff has recommended a condition of approval to require bicycle and pedestrian facilities internal to the project, including bicycle racks per LDC Section 10-610(e)(3) to be depicted on the development order; and

WHEREAS, the applicant is requesting Deviation 7 from LDC Section 34-2015(1) which requires all required parking space to be provided on the same premises and within the same zoning district as the use they serve or within the same zoning district that permits the same use to allow shared parking between the Island Park Shopping Center and the proposed 7-Eleven Store Number 42251; and

WHEREAS, the Island Park Shopping Center Plaza was originally permitted under one development order, 84-08-021.00D which was approved with the parking calculated all together for the previously existing bank and shopping plaza use; and

WHEREAS, the development is within one Commercial zoning district (C-1) and is in compliance with LDC Section 34-2015(1); therefore, the requested administrative variance is not required; and

WHEREAS, the applicant has requested Deviation 8 from LDC Section 10-416(d), which requires buffers along the perimeter of proposed development, to allow the five-foot-wide Type-A buffer required along the west property line to be located adjacent to the 7-Eleven building; and

WHEREAS, the buffer adjacent to the building provides screening from the internal access, protecting the pedestrians from wayward vehicles; and

WHEREAS, staff recommends approval of Deviation 8; and

WHEREAS, the subject application and plans have been reviewed by the Lee County Department of Community Development in accordance with applicable regulations for compliance with all terms of the administrative approval; and

WHEREAS the following findings of fact are offered:

- (1) There are exceptional or extraordinary conditions or circumstances that are inherent to the property in question;
- (2) The variances granted are the minimum variances that will relieve the applicant of an unreasonable burden caused by the application of the regulations in question to the property; and
- (3) The granting of the variances will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

NOW, THEREFORE, IT IS HEREBY DETERMINED that the application for administrative variances is **APPROVED**, except for variances three and seven, subject to the following conditions:

1. The Development must be in compliance with the site plan, dated December 12, 2022, a reduced copy of which is attached hereto as Exhibit F.
2. The development order plans must depict bicycle and pedestrian facilities internal to the project connecting with external pedestrian facilities.
3. If it is determined that inaccurate or misleading information was provided to the County or if this decision does not comply with the LDC when rendered, then, at any time, the Zoning Manager may issue a modified decision that complies with the Code or revoke the decision. If the approval is revoked, the applicant may acquire the necessary approvals by filing an application for public hearing in accordance with Chapter 34.

Duly passed, adopted, and electronically signed on 12/12/2023

Anthony R. Rodriguez, AICP, CPM, Zoning Manager

Exhibits:

A – Legal Description

B – SEZ2022-00008

C – The Island Park Shopping Plaza approved development order landscape plans 84-08-021.00D

D – Proposed ingress/egress plan

E – Administrative Variance Request and Justification

F – Site Plan

Exhibit A

DESCRIPTION

A PARCEL OF LAND BEING THE LANDS DESCRIBED IN INSTRUMENT NUMBER 2018000171817, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA AND A PORTION OF LANDS DESCRIBED IN INSTRUMENT NUMBER 2015000242014, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA, BEING FURTHER DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERLY MOST CORNER OF LANDS DESCRIBED IN INSTRUMENT NUMBER 2018000171817, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA; THENCE ALONG THE SOUTH LINE OF SAID LANDS AND THE EXTENSION THEREOF SOUTH 58°08'20" WEST, A DISTANCE OF 279.49 FEET; THENCE NORTH 31°51'40" WEST, A DISTANCE OF 287.65 FEET TO AN INTERSECTION WITH THE SOUTHEAST RIGHT-OF-WAY OF ISLAND PARK RD; THENCE ALONG SAID SOUTHEAST RIGHT-OF-WAY NORTH 58°22'42" EAST, A DISTANCE OF 255.64 FEET TO A POINT ON A NON TANGENTIAL CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY EASTERLY 39.27 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 90°00'22", (CHORD BEARING SOUTH 76°37'07" EAST, A DISTANCE OF 35.36 FEET) TO AN INTERSECTION WITH THE SOUTHWEST RIGHT-OF-WAY OF U.S. 41 (TAMIAMI TRAIL); THENCE ALONG SAID SOUTHWEST RIGHT-OF-WAY SOUTH 31°37'18" EAST, A DISTANCE OF 236.62 FEET TO A POINT ON A NON TANGENTIAL CURVE TO THE LEFT; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY SOUTHEASTERLY 24.85 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 5,797.58 FEET, A CENTRAL ANGLE OF 00°14'44", (CHORD BEARING SOUTH 31°44'18" EAST, A DISTANCE OF 24.85 FEET) TO THE POINT OF BEGINNING.

CONTAINING 1.84 ACRES, MORE OR LESS.

NOTES:

- 1. BEARINGS SHOWN HEREON ARE BASED ON THE STATE PLANE COORDINATE SYSTEM ESTABLISHED BY THE NATIONAL GEODETIC SURVEY FOR FLORIDA WEST ZONE, 1983 DATUM WITH 1990 ADJUSTMENT OBTAINED UTILIZING RTK GPS OBSERVATIONS ON THE FDOT NETWORK AND REFER TO THE SOUTHEAST RIGHT-OF-WAY LINE OF ISLAND PARK RD, LEE COUNTY, FLORIDA AS BEING N 58°22'42" E.
- 2. DIMENSIONS SHOWN HEREON ARE IN U.S. SURVEY FEET AND DECIMALS THEREOF.
- 3. THIS SKETCH AND DESCRIPTION IS NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR THE DIGITAL SIGNATURE AND DIGITAL SEAL OF A LICENSED FLORIDA SURVEYOR AND MAPPER. NO ADDITIONS OR DELETIONS TO THIS SKETCH AND DESCRIPTION ARE PERMITTED WITHOUT THE EXPRESSED WRITTEN CONSENT OF THE SIGNING PARTY.

REVIEWED
ADD2022-00103
Rick Burris, Principal
Planner
Lee County DCD/Planning
7/28/2022

*NOT VALID WITHOUT
SHEET 2 OF 2*

DRAWN BY:	AH
CHECKED BY:	TJD
JOB CODE:	CC71141IP
SCALE:	N/A
DATE:	2 JUNE 2022
FILE:	21-126-SL
SHEET:	1 of 2

* NOT A SURVEY *

SKETCH AND DESCRIPTION

A PARCEL OF LAND

LYING IN
SECTION 1, TOWNSHIP 46 SOUTH, RANGE 24 EAST
LEE COUNTY, FLORIDA

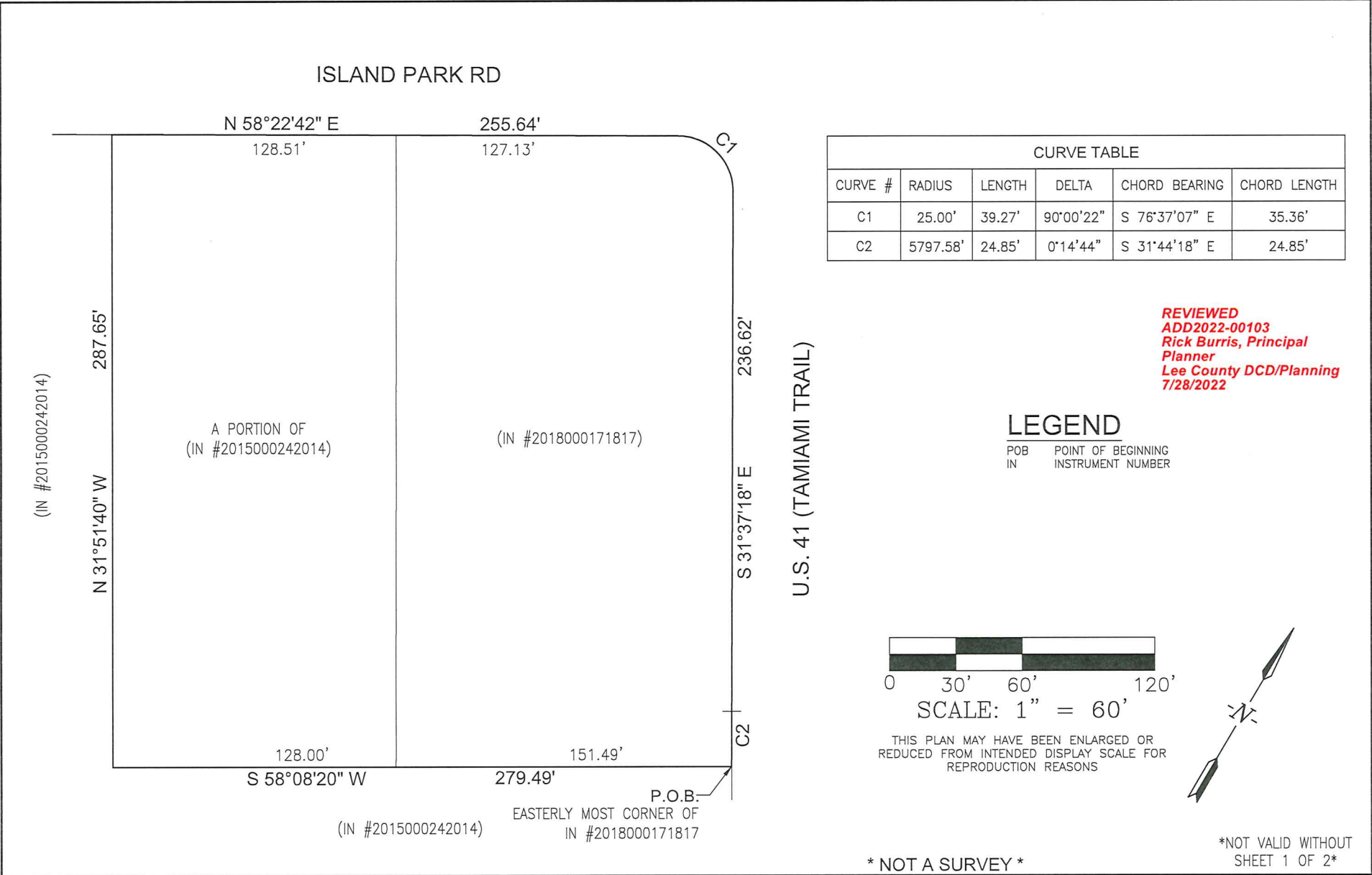


GradyMinor

Q. Grady Minor and Associates, P.A.
3800 Via Del Rey
Bonita Springs, Florida 34134

Civil Engineers • Land Surveyors • Planners • Landscape Architects
Cert. of Auth. EB 0005151 Cert. of Auth. LB 0005151 Business LC 26000266
Bonita Springs: 239.947.1144 www.GradyMinor.com Fort Myers: 239.690.4380





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Bonita Springs: 239.947.1144 www.GradyMinor.com Fort Myers: 239.690.4380

Q. Grady Minor and Associates, P.A.
3800 Via Del Rey
Bonita Springs, Florida 34134

SKETCH AND DESCRIPTION

A PARCEL OF LAND
LYING IN
SECTION 1, TOWNSHIP 46 SOUTH, RANGE 24 EAST
LEE COUNTY, FLORIDA

DRAWN BY:	AH
CHECKED BY:	TJD
JOB CODE:	CC71141IP
SCALE:	1" = 60'
DATE:	2 JUNE 2022
FILE:	21-126-SL
SHEET:	2 of 2

**MEMORANDUM
FROM
THE OFFICE OF THE
LEE COUNTY HEARING EXAMINER**

DATE: November 3, 2023

**TO: Board of County Commissioners FROM: Donna Marie Collins
Lee County Chief Hearing Examiner**

**RE: 7-ELEVEN ISLAND PARK SHOPPING CENTER
Hearing Examiner Decision**

Chief Hearing Examiner Donna Marie Collins has rendered a Decision on the following zoning request:

7-ELEVEN ISLAND PARK SHOPPING CENTER

SEZ2022-00008

HEARD: November 2, 2023

A copy of the Decision is attached for ready reference.

**cc: Anthony Rodriguez / Zoning Section
Elizabeth Workman / Zoning Section
Warren Baucom / Economic Development
Phil Gillogly / Natural Resources
Jamie Prining / Community Development
Applicant(s) & Representative(s)
Other Interested Parties**

OFFICE OF THE HEARING EXAMINER, LEE COUNTY, FLORIDA

HEARING EXAMINER DECISION

SPECIAL EXCEPTION: SEZ2022-00008

Regarding: 7-ELEVEN ISLAND PARK SHOPPING CENTER

Location: 16510 South Tamiami Trail
San Carlos Planning Community
(District 3)

Hearing Date: November 2, 2023

I. Request

Special Exception in the Commercial (C-1) zoning district for a Convenience Food and Beverage Store with 16 self-service fuel pumps.

II. Hearing Examiner Decision

Approval, subject to the conditions in Section V.

III. Discussion

The request seeks to increase the permitted number of self-service fuel pumps from eight to 16 on a 1.8 acre parcel in the Commercial (C-1) zoning district.

Special Exceptions

Special exceptions are departures from County land development regulations for uses generally not permitted within a zoning district but that may be permitted when controlled by conditions.¹

The Hearing Examiner is the final decisionmaker on special exceptions.²

The Hearing Examiner must grant a special exception unless she concludes:

1. The request is contrary to public interest and the health, safety, welfare, comfort, and convenience of the citizens of the County; or,

¹ LDC §34-2.

² LDC §34-145.

SEZ2022-00008

2. The requested use conflicts with findings necessary to grant a special exception under the LDC.

The Hearing Examiner may attach conditions to an approved special exception to protect public health, safety, and welfare.³

Synopsis of Request

The 1.8 acre parcel lies within the Island Park Shopping Center, at the southwest corner of the intersection of US 41 and Island Park Road.⁴ Applicant seeks to redevelop a former bank parcel with a convenience store with 16 self-service fuel pumps. Convenience food and beverage store with 8 self-service fuel pumps are permitted by right in the C-1 district. However, requests for more than eight fuel pumps require approval by special exception.⁵

Department of Community Development staff recommended approval, finding the proposed special exception satisfies LDC review criteria.

Development History

Island Park Shopping Center first received development order approval in the mid 1980's. The center included a SunTrust Bank at the corner of US 41 and Island Park Road. The land supporting the bank use was split from the parent tract in 2022.⁶ A 7-Eleven convenience store, self-service fuel pumps, and car wash is slated to lease a 1.8 tract within the shopping center.⁷ Applicant filed administrative amendments seeking relief from LDC setback, buffer, and parking requirements. Staff found the application for administrative relief sufficient pending approval of this special exception.

Discussion

Special exceptions must be consistent with the Lee Plan.⁸

The property is zoned C-1 and designated Suburban by the Lee Plan.⁹ Suburban lands feature residential land uses at the fringe of the County's urban core.¹⁰

³ LDC §34-145(c)(4) b.

⁴ San Carlos Planning District Lee Plan Map 1-B.

⁵ LDC 34-844, Note 19.

⁶ The lot split followed bank demolition. The 1.8 acre parcel is larger than the area formerly supporting the bank use.

⁷ The County received a development order application in 2023 for a convenience store, fuel pump canopy, and car wash.

⁸ LDC §§34-145(c)(3) a.1, 34-491(a).

⁹ Lee Plan Future Land Use Map 1-A.

¹⁰ Lee Plan Policy 1.1.5.

SEZ2022-00008

Commercial land uses surround the site. The site has access to public services and infrastructure including improved roads, transit, and bike/pedestrian facilities.¹¹ Redevelopment promotes compact and contiguous development patterns and constitutes infill development.¹²

Special exceptions must protect environmentally critical/sensitive areas when applicable.

The property does not contain environmentally critical/sensitive features.

Special exceptions may not injure the neighborhood or be a detriment to the public welfare.

Commercial land uses feature prominently along the US 41 corridor.¹³ Island Park Road features a variety of residential land uses west of commercial centers at the intersection. The proposed convenience store will be located at the corner of the intersection of US 41 and Island Park Road, with access to both roadways.¹⁴ The Island Park Shopping Center parking lot abuts the parcel to the west and south. The shopping center's primary building buffers the use from residential developments further west.

The proposed convenience food/beverage store with fuel pumps will serve the surrounding community and traveling public.

Special Exceptions must comply with zoning and other applicable regulations.

The purpose of the C-1 zoning district is to regulate commercial land uses lawfully existing as of August 1, 1986.¹⁵ New applications to rezone property to the C-1 district are limited to lands within a Mixed Use Overlay.¹⁶ Since C-1 is a conventional zoning district, site development must comply with the LDC or seek variances.

Convenience food and beverage stores are subject to site specific development regulations to ensure compatibility with surrounding land uses.¹⁷ The pending development order application seeks administrative relief from certain site development requirements to accommodate redevelopment. Staff found

¹¹ Lee Plan Policies 1.1.1, 39.2.1.

¹² Lee Plan Objective 2.2, Policy 6.1.7, 6.1.11.

¹³ A variety of commercial zoning districts line US 41 in this area. Lee Plan Policy 1.1.1, 6.1.7.

¹⁴ US 41 is a six lane divided arterial road. Island Park Road is a two lane County maintained major collector. Lee County Administrative Code 11-1 (Functional Classification of Roadways). US 41 is maintained by the State.

¹⁵ LDC §34-841(b).

¹⁶ *Id.*

¹⁷ LDC §§34-1353, 34-1354.

SEZ2022-00008

requested relief from setbacks, buffers, and parking requirements sufficient pending approval of the special exception.

Lee Tran services the US 41 corridor along the property frontage.¹⁸ Applicant will be required upgrade access to the bus stop as a condition of development order approval.¹⁹

The site plan relocates an existing driveway on Island Park Road further west and proposes a new access to US 41. The planned western shift of the Island Park Road access improves vehicle stacking at the US 41 intersection. US 41 is a state maintained facility. As such, FDOT has permit authority over driveway access and location. FDOT conceptually approved a right-in/right-out access to the property from US 41.²⁰ The newly proposed driveways facilitate direct access to two roadways and optimizes internal traffic circulation.

Public Participation

No member of the public attended the hearing before the Hearing Examiner.

Conditions

The County must administer the zoning process so that proposed land uses acceptably minimize adverse impacts on adjacent residential property. Conditions must rationally relate to impacts anticipated from the requested special exception.²¹ Special exception approval will be subject to conditions to ensure compliance with Applicant's proposed site plan.²²

Conclusion

The Hearing Examiner concurs with Staff's recommendation of approval. A special exception allowing up to 16 fueling stations meets LDC approval criteria. The Hearing Examiner also finds that as conditioned, the requested special exception will not be detrimental or injurious to County residents.

¹⁸ Lee Tran Route 140 (Stop ID 1563) Staff Report Attachment Q.

¹⁹ LDC §§10-441, 10-442(a); Lee Plan Map 3-C.

²⁰ Testimony of Wayne Arnold, AICP and James Banks, PE.

²¹ LDC §34-145(c)(4)b.

²² The condition requires the site design to be substantially comply with the site plan in Staff Report Attachment G.

SEZ2022-00008

IV. Findings and Conclusions

Based upon the hearing record, the Hearing Examiner concludes that the requested special exception is approved subject to conditions, and finds the request:

- A. Is consistent with the Lee Plan. Lee Plan Goals 2, 4, 6, Objectives 2.1, 4.1, Policies 1.1.5, 2.1.1, 6.1.1, 6.1.4, 6.1.5, 6.1.6, 6.1.7, 6.1.11, Maps 1-A, 1-B, 3-C, 3-D, 4-A, 4-B, Table 1(b).
- B. Will be compatible with existing or planned uses. Lee Plan Goals 2, 6, Objectives 2.1, 2.2, Policies 1.1.5, 2.1.1, 2.1.2, 2.2.1, 6.1.4.
- C. Will not be injurious to the neighborhood or detrimental to the public welfare. Lee Plan Policies 6.1.4, 6.1.5, 6.1.6; and
- D. Will comply with LDC zoning regulations. LDC Chapters 2, 10, and 34.

V. Conditions of Approval

- 1. Special exception approval is conditioned on site development substantially consistent with the site plan revised June 20, 2023, attached as Exhibit B.
- 2. Special exception approval does not establish a right to obtain permits from state or federal agencies. Further, approval does not establish county liability if Applicant: (a) does not obtain requisite approvals or fulfill obligations imposed by state or federal agencies; or (b) undertakes actions that result in a violation of state or federal laws.

VI. Participants

Staff

- 1. Elizabeth Workman

Applicant Representatives

- 1. Wayne Arnold
- 2. Jim Banks
- 3. Rachel Tracey

SEZ2022-00008

VII. Legal Description

Exhibit A (scanned legal description with vicinity map).

Strap #: 01-46-24-L3-00007.002A

VIII. Exhibits Submitted at Hearing

Staff Exhibits

1. *DCD Staff Report with attachments for DCI:* Prepared by Elizabeth Workman, Principal Planner, date received October 25, 2023 (multiple pages – 8.5"x11" & 11"x14") [black & white, color]
2. *PowerPoint Presentation:* Prepared by Lee County DCD Staff for 7-Eleven Island Park Shopping Center, SEZ2022-00008 (multiple pages – 8.5"x11")[color]
3. *Boundary Survey, Legal Description, and Title Certification:* (multiple pages – 8.5"x11")

Applicant Exhibits

- a. *48-Hour Notice:* Email from Sharon Umpenhour with Grady Minor, to Maria Perez, with copies to Elizabeth Workman, dated Tuesday, October 31, 2023, 9:44 AM (4 pages – 8.5"x11")
1. *PowerPoint Presentation:* Prepared by Grady Minor for 7-Eleven Island Park Shopping Center, SEZ2022-00008 (multiple pages – 8.5"x11")[color]
2. *Résumé:* For Rachel J. Tracey, P.E., Project Manager with Grady Minor (1 page – 8.5"x11")

IX. Unauthorized Communications

The LDC prohibits communications with the Hearing Examiner or her staff on the substance of pending zoning actions. There are limited exceptions for written communications requested by the Hearing Examiner, or where the Hearing Examiner seeks advice from a disinterested expert.

SEZ2022-00008

X. Appeals

This Hearing Examiner Decision is final on the date rendered. The Decision may be appealed to the Circuit Court in Lee County within 30 days of the date rendered. Appeal is by Petition for *Writ of Certiorari* in accordance with LDC 34-146

XI. Copies of Testimony and Transcripts

- A. Every hearing is recorded. Recordings are public records that become part of the case file maintained by the Department of Community Development. The case file and recordings are available for public examination Monday through Friday between 8:00 a.m. and 4:30 p.m.
- B. A verbatim transcript may also be available for purchase from the court reporting service.

Decision rendered November 3, 2023.



Donna Marie Collins
Chief Hearing Examiner

Lee County Hearing Examiner
1500 Monroe Street, Suite 218
Post Office Box 398
Fort Myers, FL 33902-0398

Exhibits to Hearing Examiner Decision

- A: Legal Description and Vicinity Map
- B: Site Plan

EXHIBIT A

DESCRIPTION

A PARCEL OF LAND BEING THE LANDS DESCRIBED IN INSTRUMENT NUMBER 2018000171817, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA AND A PORTION OF LANDS DESCRIBED IN INSTRUMENT NUMBER 2015000242014, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA, BEING FURTHER DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERLY MOST CORNER OF LANDS DESCRIBED IN INSTRUMENT NUMBER 2018000171817, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA; THENCE ALONG THE SOUTH LINE OF SAID LANDS AND THE EXTENSION THEREOF SOUTH 58°08'20" WEST, A DISTANCE OF 279.49 FEET; THENCE NORTH 31°51'40" WEST, A DISTANCE OF 287.65 FEET TO AN INTERSECTION WITH THE SOUTHEAST RIGHT-OF-WAY OF ISLAND PARK RD; THENCE ALONG SAID SOUTHEAST RIGHT-OF-WAY NORTH 58°22'42" EAST, A DISTANCE OF 255.64 FEET TO A POINT ON A NON TANGENTIAL CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY EASTERLY 39.27 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 90°00'22", (CHORD BEARING SOUTH 76°37'07" EAST, A DISTANCE OF 35.36 FEET) TO AN INTERSECTION WITH THE SOUTHWEST RIGHT-OF-WAY OF U.S. 41 (TAMIAMI TRAIL); THENCE ALONG SAID SOUTHWEST RIGHT-OF-WAY SOUTH 31°37'18" EAST, A DISTANCE OF 236.62 FEET TO A POINT ON A NON TANGENTIAL CURVE TO THE LEFT; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY SOUTHEASTERLY 24.85 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 5,797.58 FEET, A CENTRAL ANGLE OF 00°14'44", (CHORD BEARING SOUTH 31°44'18" EAST, A DISTANCE OF 24.85 FEET) TO THE POINT OF BEGINNING.

CONTAINING 1.84 ACRES, MORE OR LESS.

NOTES:

- 1. BEARINGS SHOWN HEREON ARE BASED ON THE STATE PLANE COORDINATE SYSTEM ESTABLISHED BY THE NATIONAL GEODETIC SURVEY FOR FLORIDA WEST ZONE, 1983 DATUM WITH 1990 ADJUSTMENT OBTAINED UTILIZING RTK GPS OBSERVATIONS ON THE FDOT NETWORK AND REFER TO THE SOUTHEAST RIGHT-OF-WAY LINE OF ISLAND PARK RD, LEE COUNTY, FLORIDA AS BEING N 58°22'42" E.
- 2. DIMENSIONS SHOWN HEREON ARE IN U.S. SURVEY FEET AND DECIMALS THEREOF.
- 3. THIS SKETCH AND DESCRIPTION IS NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR THE DIGITAL SIGNATURE AND DIGITAL SEAL OF A LICENSED FLORIDA SURVEYOR AND MAPPER. NO ADDITIONS OR DELETIONS TO THIS SKETCH AND DESCRIPTION ARE PERMITTED WITHOUT THE EXPRESSED WRITTEN CONSENT OF THE SIGNING PARTY.

*NOT VALID WITHOUT
SHEET 2 OF 2*

DRAWN BY:	AH
CHECKED BY:	TJD
JOB CODE:	CG71141IP
SCALE:	N/A
DATE:	2 JUNE 2022
FILE:	21-128-SL
SHEET:	1 of 2

* NOT A SURVEY *

SKETCH AND DESCRIPTION

A PARCEL OF LAND

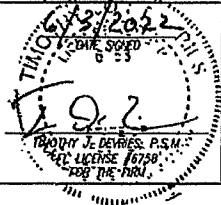
LYING IN
SECTION 1, TOWNSHIP 46 SOUTH, RANGE 24 EAST
LEE COUNTY, FLORIDA



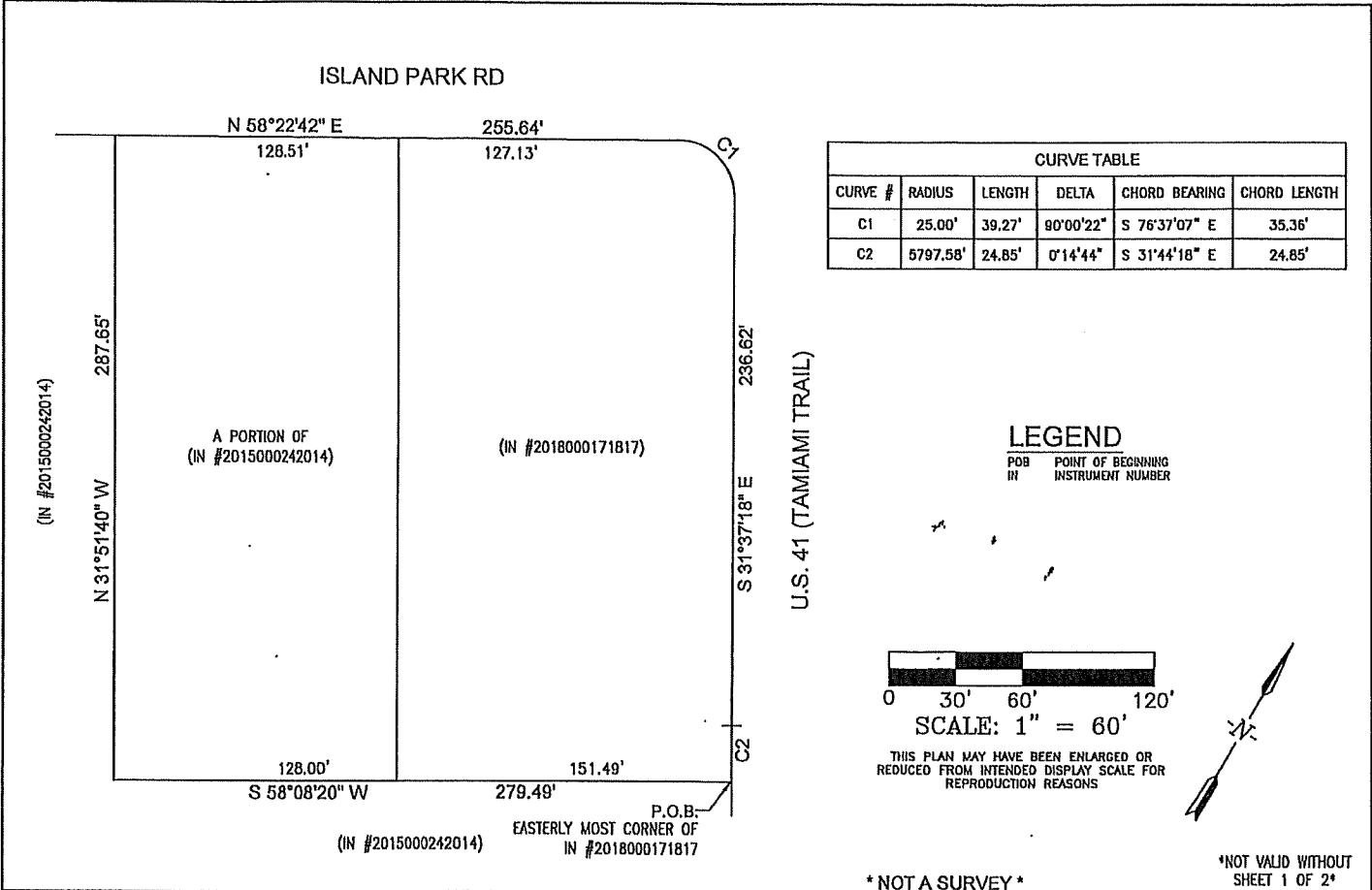
GradyMinor

Q. Grady Minor and Associates, P.A.
3800 Via Del Rey
Bonita Springs, Florida 34134

Civil Engineers • Land Surveyors • Planners • Landscape Architects
Cert. of Auth. EB 0005151 Cert. of Auth. LB 0005151 Business LC 20000289
Bonita Springs: 239.947.1144 www.GradyMinor.com Fort Myers: 239.690.4380



G:\SURVEY\PROJECT SURVEY 2021\126 - 16510 TAMIAMI TRL (7-11) (CG71141IP)\SURVEY\SKETCH & LEGALS\21-126-SL.DWG



GradyMinor

Q. Grady Minor and Associates, P.A.
3800 Via Del Rey
Bonita Springs, Florida 34134

Civil Engineers • Land Surveyors • Planners • Landscape Architects
Cert. of Auth. EB 0005151 Cert. of Auth. LB 0005151 Business LC 26000266
Bonita Springs: 239.947.1144 www.GradyMinor.com Fort Myers: 239.690.4380

SKETCH AND DESCRIPTION

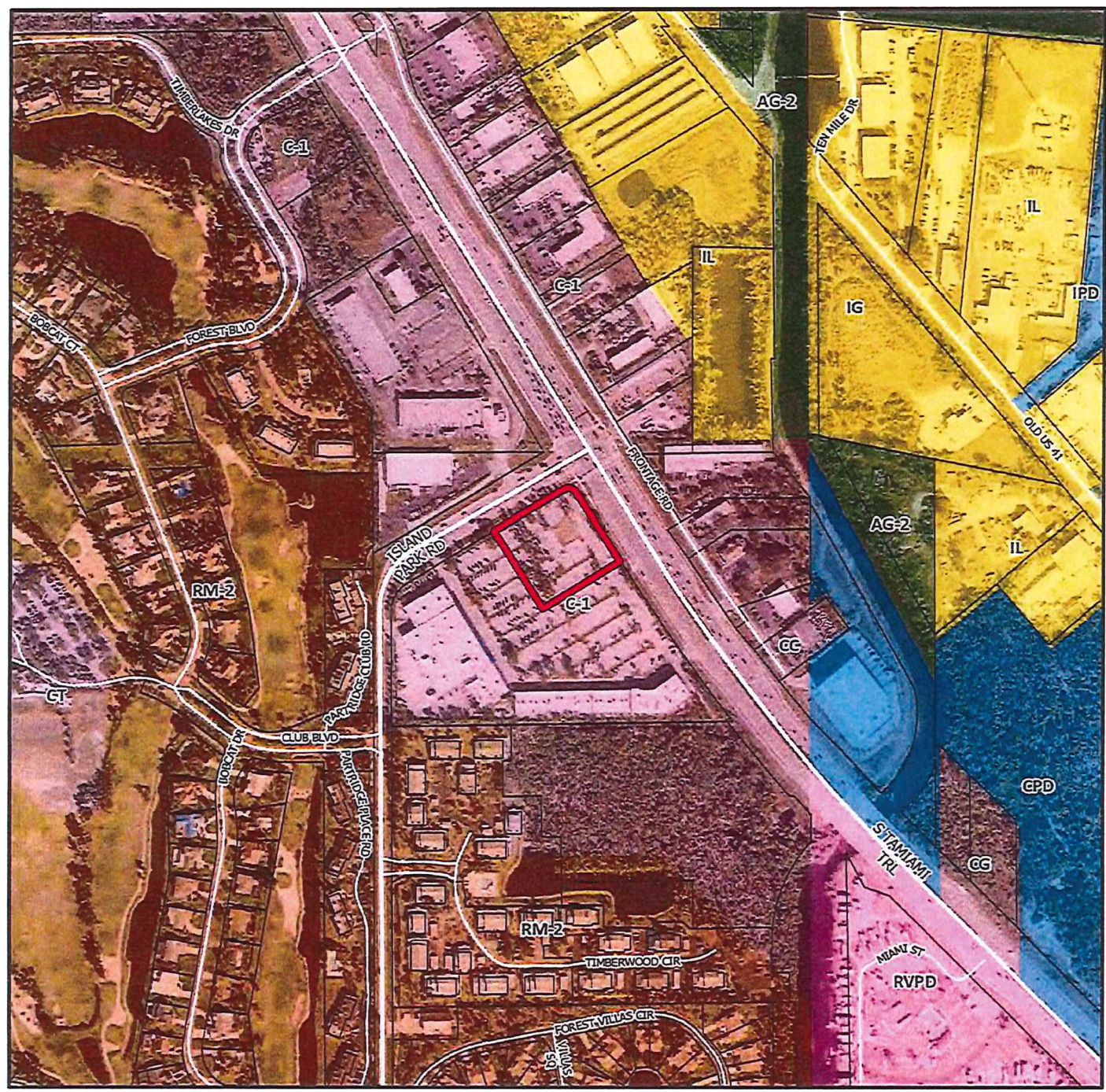
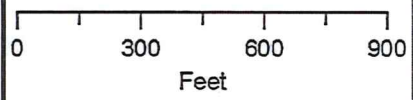
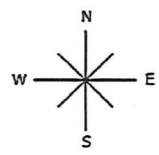
A PARCEL OF LAND
LYING IN
SECTION 1, TOWNSHIP 46 SOUTH, RANGE 24 EAST
LEE COUNTY, FLORIDA

DRAWN BY:	AH
CHECKED BY:	TJD
JOB CODE:	CC71141IP
SCALE:	1" = 60'
DATE:	2 JUNE 2022
FILE:	21-126-SL
SHEET:	2 of 2

G:\SURVEY\PROJECT SURVEY 2021\126 - 16510 TAMAMI TRL (7-11) (CC71141IP)\SURVEY\SKETCH & LEGALS\21-126-SL.DWG

SEZ2022-00008
Zoning

 Subject Property



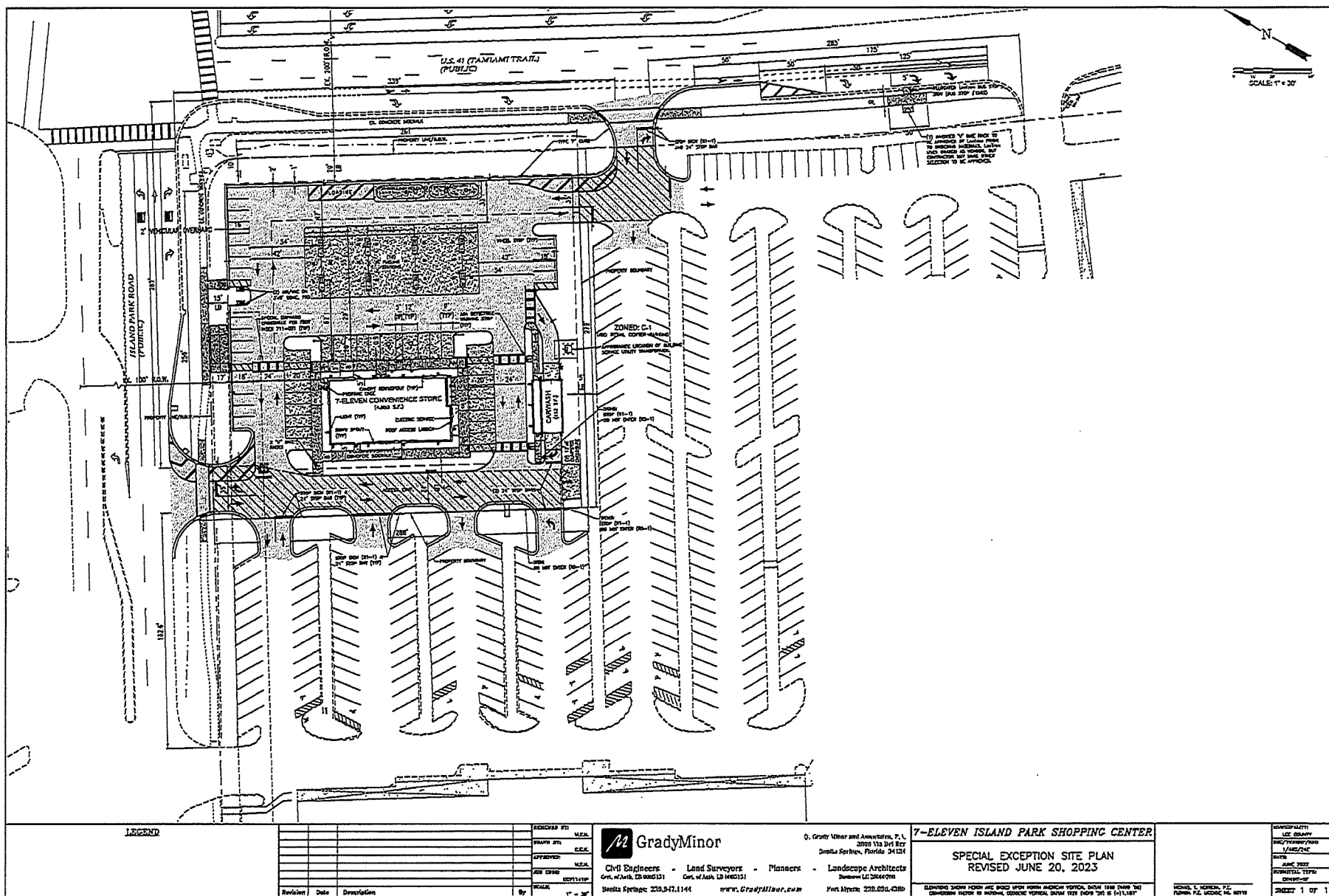
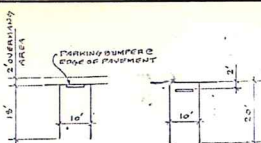


Exhibit C

LANDSCAPE PLANS

CASE: 84-08-021.000

NAME: Island Park Shopping
Center

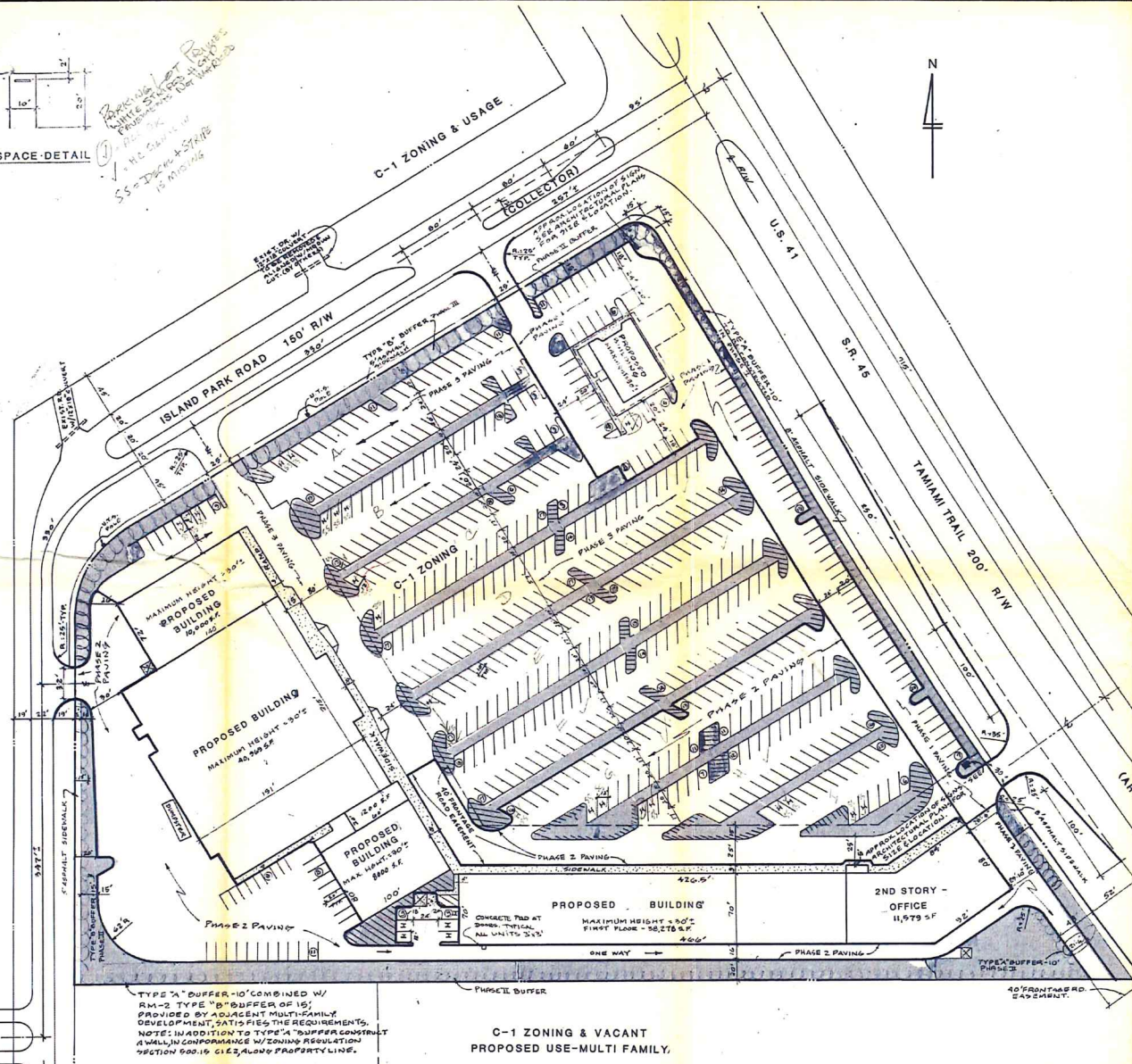


TYPICAL PARKING SPACE-DETAIL
N.T.S.

RM-2 ZONING & USAGE

CLUB BLVD. S.W.
60' R/W

REVISED 2/18/86
REVISED 3/11/86
REVISED 12/27/85 - SLOTTED ADJUSTED
REVISED 11/27/85 - PHASE 1 PAVING
REVISED 6/25/85
REVISED 4/19/85
REVISED 3/20/85
REVISED 3-15-85



LAND USE BREAKDOWN:

TOTAL AREA = 11.59 ACRES.
OPEN SPACE REQUIRED = 2.27 ACRES
OPEN SPACE PROVIDED = 2.32 ACRES
PARKING SPACES REQUIRED = 98,447 S.F. (8,204) 492
15,079 S.F. OFFICE = 42
TOTAL = 541

PARKING SPACES PROVIDED = 541
INTERIOR LANDSCAPING REQ'D. (4.0 AC PARKING) = 8814 S.F.
INTERIOR LANDSCAPING PROVIDED = 9000 S.F.
HANDICAPPED PARKING SPACES REQUIRED (5% OF 542) = 27

UTILITY COMPANIES PROVIDING SERVICE TO THIS PROJECT:

SEWER: FOREST UTILITIES
9925 PRESIDENTIAL CT, FT. MYERS, FLA. 33907
WATER: FLORIDA CITY WATER CO.
PO BOX 6455, FT. MYERS, FLA. 33901
POWER: FLORIDA POWER & LIGHT CO.
PO BOX 40, FT. MYERS, FLA. 33902
TELEPHONE: UNITED TELEPHONE SYSTEM
PO BOX 970, FT. MYERS, FLA. 33902
REFUSE: GULF DISPOSAL
PO BOX 6955, FT. MYERS, FLA. 33911
FIRE PROTECTION: SAN CARLOS FIRE DEPT.

TRAFFIC STUDY:

PEAK HOUR A.M.: 7-9 WEEKDAY
PEAK HOUR P.M.: 4-6 WEEKDAY
PEAK HOUR A.M.: 7-9 WEEKEND
PEAK HOUR P.M.: 4-6 WEEKEND

1000 TRIPS PER WEEKDAY
1000 V.P.H. PER WEEKDAY
1000 TRIPS PER WEEKEND
1000 V.P.H. PER WEEKEND

LEGEND:

- INDICATES OPEN SPACE
- INDICATES INTERIOR LANDSCAPING
- INDICATES BUFFER AREAS - SEE PLAN FOR TYPE.
- INDICATES NO. OF PARKING SPACES IN AREA.
- INDICATES HANDICAP PARKING SPACE.
- INDICATES "DO NOT ENTER" SIGN.
- INDICATES "DO NOT ENTER" SIGN.
- INDICATES DIAMETER AREA
- INDICATES LIMIT OF P.A. 1 PAVING

NOTES:
1) REFER TO LANDSCAPING PLAN FOR LOCATION OF ALL CURBING.
2) REFER TO ARCHITECTURAL PLANS FOR DIMENSIONS OF MAIN BLDG.

3rd Box-18443
ARCHITECTED FINAL DEVELOPMENT 05315

OWNER: P. J. 84
APPROVED ON: 2/24/86
IMPACT FEE

P. J. 84
JAN 17 1986

FILE COPY
DO NOT REMOVE

ARCHITECT:
JACK PERRY
BOSTON, MASS.
(617) 769-4905

OWNER/DEVELOPER:
ISLAND PARK PLAZA LIMITED, INC.
500 N.W. 155TH ST.
SUITE 201
MIAMI, FL 33169

3rd Box-18443
ARCHITECTED FINAL DEVELOPMENT 05315

OWNER: P. J. 84
APPROVED ON: 2/24/86
IMPACT FEE

P. J. 84
JAN 17 1986

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500 N.W. 155TH ST.
SUITE 201
MIAMI, FL 33169

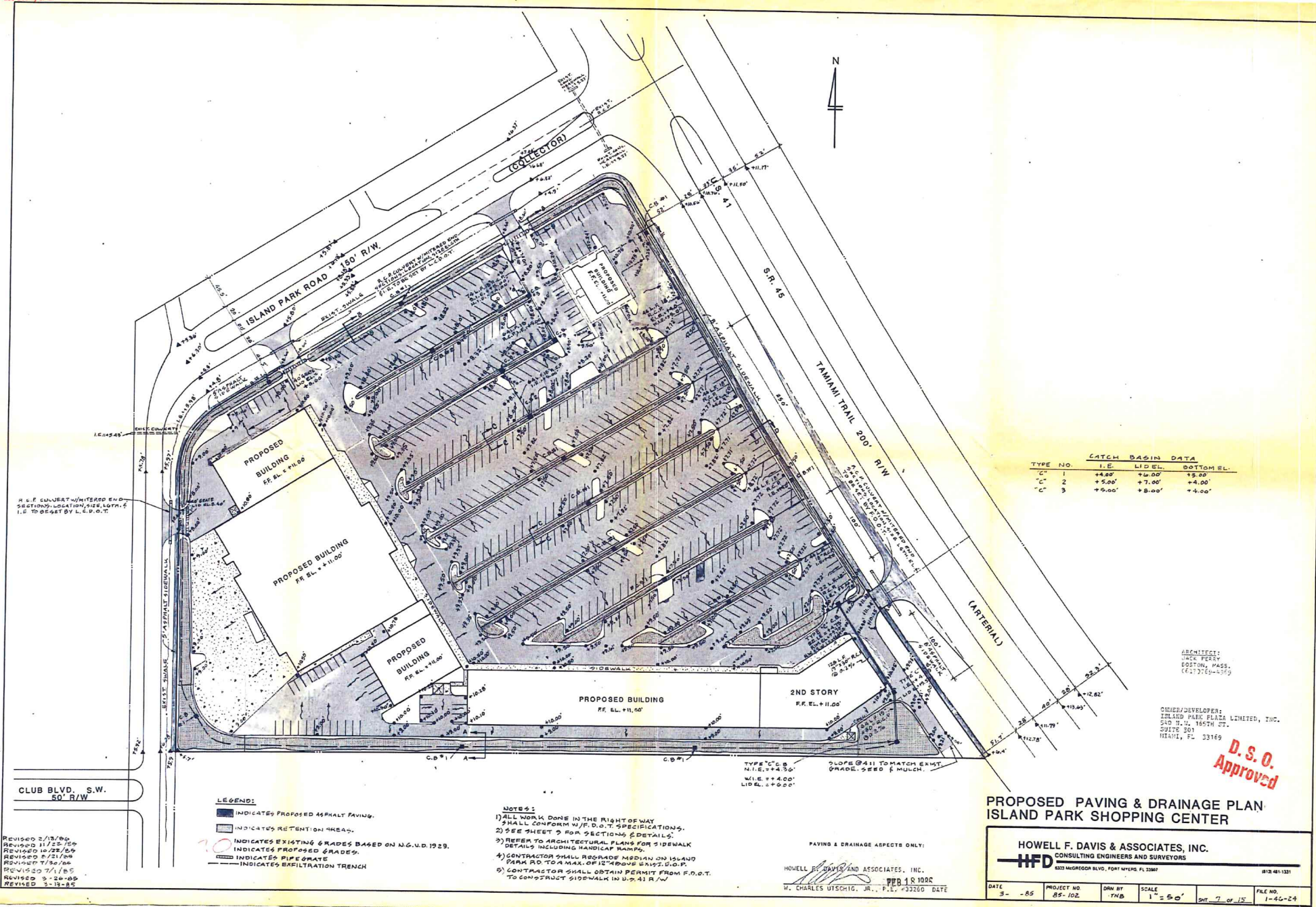
PROPOSED SITE & BUFFERING PLAN
ISLAND PARK SHOPPING CENTER

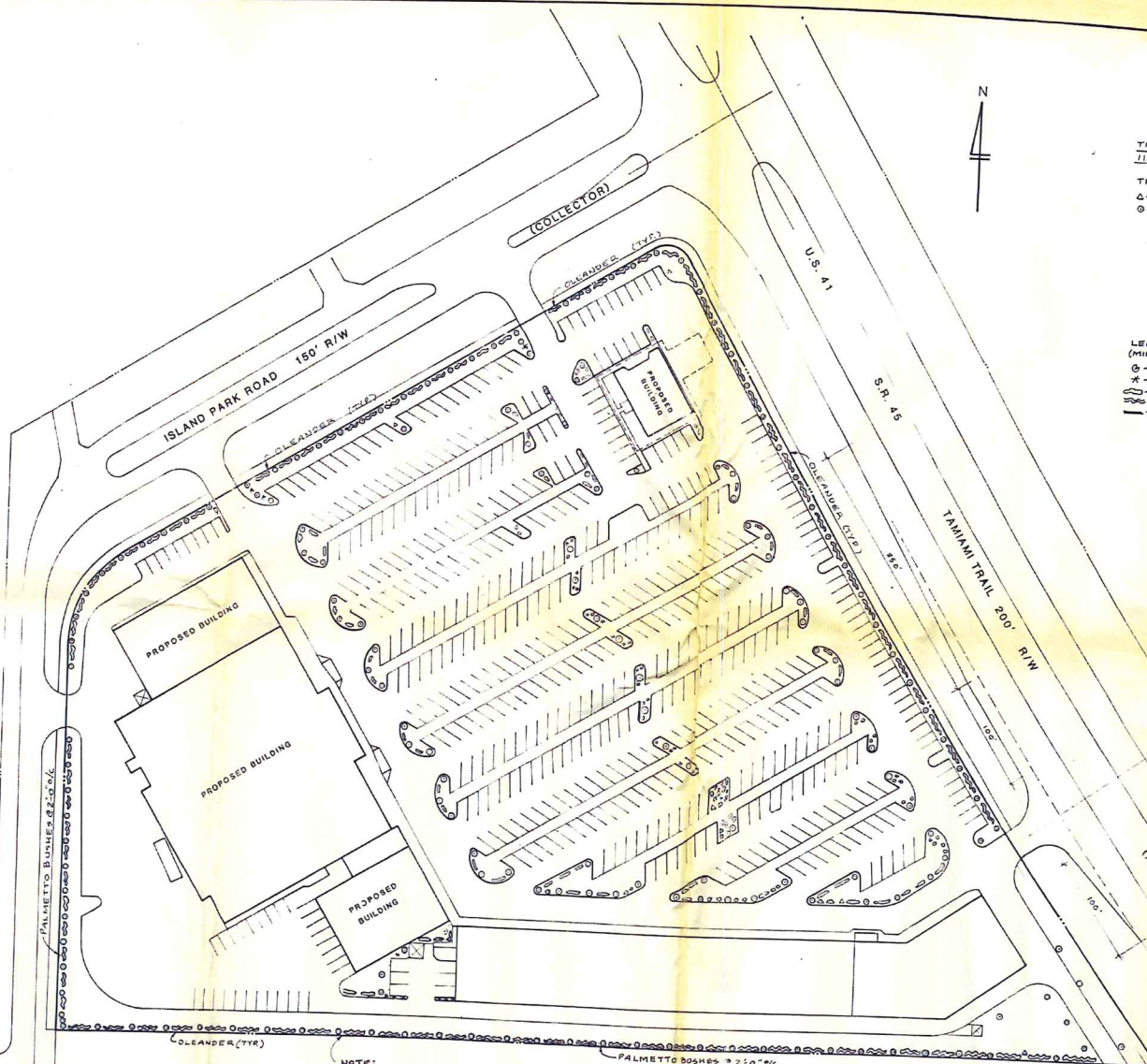
HOWELL F. DAVIS & ASSOCIATES, INC.

CONSULTING ENGINEERS AND SURVEYORS
1000 WASHINGTON BLVD., FORT MYERS, FL 33907

5' AND BUFFERING ASPECTS ONLY
HOWELL F. DAVIS AND ASSOCIATES, INC.
FEB 18 1986
M. CHARLES UTSCHIG, JR., P.E. #33260 DATE

DATE: 3-15-85 PROJECT NO: 80-102 DRN BY: FNB SCALE: 1" = 50' SHEET: 4 OF 15 FILE NO: 1-46-24





TREE REQUIREMENTS:
 11.9 x 23.980 = 100 REQ'D. (EXCLUDING BUFFER AREAS)
 2000
TREES PROVIDED: 100
 Δ - INDICATES EXISTING SLASH PINE TREES
 ○ - INDICATES ONE OF THE FOLLOWING TREES:
 CAB BAGE PALM (NOT TO EXCEED 10%)
 MAHOGANY
 LIVE OAK
 BUTTERNUT
 SOUTHERN PINE
 WILLOW
 TREES TO BE A MINIMUM OF 6" IN HEIGHT
 @ TIME OF PLANTING.

LEGEND OF SHRUBS AND/OR BUSHES:
 (MINIMUM HEIGHT AT TIME OF PLANTING)
 ○ - INDICATES PAMPAS GRASS
 * - INDICATES SEA GRAPES
 ○ - INDICATES SPARTINA
 --- INDICATES HEDGE - SEE PLAN FOR TYPE.
 --- INDICATES ROLL CURB - SEE S.H. & FOR DETAIL.

ARCHITECT:
 JACK PERRY
 BOSTON, MASS.
 617-267-2200
 OWNER/DEVELOPER:
 ISLAND PARK PLAZA LIMITED, INC.
 210 S.W. 166TH ST.
 SUITE 301
 MIAMI, FL 33169

D. S. O.
 Approved

**PROPOSED LANDSCAPING PLAN
 ISLAND PARK SHOPPING CENTER**

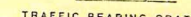
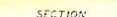
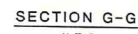
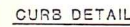
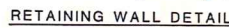
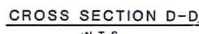
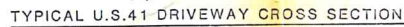
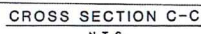
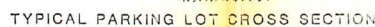
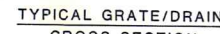
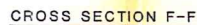
HOWELL F. DAVIS & ASSOCIATES, INC.
 CONSULTING ENGINEERS AND SURVEYORS

1333 MIDWATER BLVD. FORT MYERS, FL 33901
 (813) 481-1331

LANDSCAPING ASPECTS ONLY:
 HOWELL F. DAVIS & ASSOCIATES, INC.
 FEB 18 1986
 W. CHARLES UTSCIG, JR., P.E. #32260 DATE

REVISED 2/15/85
 REVISED 7/1/85
 REVISED 4/2/86
 REVISED 5/27/85
 REVISED 5-18-85

DATE	PROJECT NO.	DRAWN BY	SCALE	FILE NO.
9-11-85	85-102	TWB	1" = 60'	



NOTES:

- 1) GRATE SHALL CONFORM W/
NANUM SPEC. & SUPPORTS
SHALL CONFORM W/ASTM A 909
ELECTROLYZED.
- 2) CONCRETE SHALL CONFORM W/
ASTM M 575, TYPE I CEMENT,
9,900 P.S.I. COMPRESSIVE STRENGTH.

- ▲ REVISED 2/11/86
- ▲ REVISED 10/22/86
- ▲ REVISED 7/2/85
- ▲ REVISED 1-25-85
- ▲ REVISED 11/28/84
- ▲ REVISED 10/19/84
- ▲ REVISED 9/20/84

NOTE:
1) ASPHALT TO BE SAWCUT FOR
PLACEMENT OF CURB.
2) CUT EXPANSION JOINTS $1/4"$ @ 10' O/C

HOWELL & DAVIS & ASSOCIATES, INC.

STATES, INC.

PAVING AND DRAINAGE DETAILS
ISLAND PARK SHOPPING CENTER

HOWELL F. DAVIS & ASSOCIATES, INC.

ED CONSULTING ENGINEERS AND SURVEYORS
6333 McCREGOR BLVD. FORT MYERS, FL 33901

169 **D. S. O.**
Am...

ARCHITECT:
JACK PERRY
BOSTON, MASS
(617) 769-446

OWNER/DEVELOPER:
ISLAND PARK PLAZA LIMITED, INC.
540 N.W. 165TH ST.
SUITE 301
MIAMI, FL 33169

169 **D. S. O.**
Am...

PAVING AND DRAINAGE DETAILS
ISLAND PARK SHOPPING CENTER

HOWELL F. DAVIS & ASSOCIATES, INC.

ED CONSULTING ENGINEERS AND SURVEYORS
6333 McCREGOR BLVD., FORT MYERS, FL 33901

(813) 481-1331

DATE 5/21/84	PROJECT NO 86-102	DRN BY DJO	SCALE NOT TO SCALE	SHT 9 of 19	FILE NO. 1-46-24
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LEGKED

[illegible]

**Grady Minor****Exhibit E****Civil Engineers • Land Surveyors • Planners • Landscape Architects****7-Eleven Store No. 42251****Administrative Variance Request – List of Requests and Justifications***Revised December 2022*

Deviation 1: Deviation 1 seeks relief from LDC Section 34-1353.e.1, for Automobile Service Stations street-right-of-way buffer landscaping, which requires landscaping adjacent to rights-of-way external to the development project be located within a landscape buffer that is a minimum of 25 feet in width to include 5 canopy trees per 100 linear feet with a minimum 14 feet in height to instead allow 5 canopy trees per 100 linear feet with a minimum 14 feet in height to be planted within a 20 foot width area along US 41 and a 15 foot width area along Island Park Road.

JUSTIFICATION: The existing site was permitted together with the Island Park Shopping Center under one Development Order per DO 84-08-021-00D even though it was a separate parcel. Along the entire extent of US 41 the landscape buffer was consistent for the shopping center and the previous bank parcel with a 10 foot type A buffer. Along Island Park Road the buffer was also consistent between the shopping center and the previous bank parcel with a 15 foot type B buffer. This request proposes to enhance the buffer plantings substantially from what exists today and provides the same plantings required for a convenience store with fuel pumps. The trees that are able to be saved along US 41 are proposed to remain due to the extent of various infrastructure abutting the ROW/Property Line. Over time the areas abutting the property line and right of ways have become widespread with overhead power, gas, water main, fiber, and other dry utilities. It is anticipated some of the existing tree roots may have expanded and it is proposed to keep them as to limit disruption to services at the property line. This deviation will also facilitate redevelopment of a site which is currently a demolished building pad with parking around the permitter.

The alternative is based on sound engineering practice. The alternative is also no less consistent with the health, safety and welfare of abutting landowners and the general public than the standard from which the deviation is being requested. The granting of the deviation is not inconsistent with any specific policy directive of the Board of County Commissioners, any other ordinance or any Lee Plan provision.

Deviation 2: Deviation 2 seeks relief from LDC Section 34-1353.e.2, for Automobile Service Stations street-right-of-way buffer landscaping, which requires an undulating berm with a maximum slope of 3:1 at a minimum of two feet in height constructed along the entire length of the landscape buffer to instead allow an undulating berm two feet in height to not be constructed adjacent to Island Park Road or US 41.

JUSTIFICATION: The addition of up to two feet of fill to create an undulating berm would negatively affect existing trees proposed to remain along US 41. It is anticipated the plantings would not withstand the addition of the fill. Also, this deviation supports the re-

development of the shopping center to impact less area and be more consistent with the existing buffers that they will adjoin.

The alternative is based on sound engineering practice. The alternative is also no less consistent with the health, safety and welfare of abutting landowners and the general public than the standard from which the deviation is being requested. The granting of the deviation is not inconsistent with any specific policy directive of the Board of County Commissioners, any other ordinance or any Lee Plan provision.

Deviation 3: Withdrawn

Deviation 4: Deviation 4 seeks relief from LDC Section 34-1354.d, minimum setbacks for all buildings and structures, which requires a 15 foot side setback to instead allow a 6 foot setback for the dumpster enclosure to the southeast property line and a 6 foot setback for the dumpster enclosure to the southwest property line.

JUSTIFICATION: The proposed southeast and southwest property lines abut the existing shopping center and are adjacent to parking spaces to the southeast and southwest. As the shopping center and the proposed 7-Eleven share access aisles, driveways, and other infrastructure it is not anticipated the placement of the proposed dumpster would cause detriment to the shopping center development.

The alternative is based on sound engineering practice. The alternative is also no less consistent with the health, safety and welfare of abutting landowners and the general public than the standard from which the deviation is being requested. The granting of the deviation is not inconsistent with any specific policy directive of the Board of County Commissioners, any other ordinance or any Lee Plan provision.

Deviation 5: Deviation 5 seeks relief from LDC Section 10-285 Table 1, Connection Separation, which requires future suburban areas along a functional classification of major collector (Island Park Road) to be 330 feet to instead allow a 285 foot separation from the proposed Island Park Road revised ingress/egress to US 41 and a 182 foot separation to the existing southwest ingress/egress to the Island Park Road Shopping Center.

JUSTIFICATION: The proposed revised ingress/egress along Island Park Road was coordinated with LeeDOT through phone calls, emails, and an in-person meeting on November 30th, 2021. The location shifts the ingress/egress to the southwest along Island Park Road to provide additional connection separation from US 41 as was requested in the aforementioned meeting. Please note the site currently has an ingress/egress location 181 feet from US 41 and 292 feet from the existing southwest ingress/egress to the Island Park Road Shopping Center. This configuration provides an additional 107 feet between US 41 and the ingress/egress which was of prominent concern at the LeeDOT meeting.

The alternative is based on sound engineering practice. The alternative is also no less consistent with the health, safety and welfare of abutting landowners and the general public than the standard from which the deviation is being requested. The granting of the deviation is not inconsistent with any specific policy directive of the Board of County Commissioners, any other ordinance or any Lee Plan provision.

7-Eleven Store No.42551
December 22, 2022
Page 3 of 4

Deviation 6: Deviation 6 seeks relief from LDC Section 34-2020.b, required parking spaces for non-residential uses, which requires 470 spaces for the shopping center and the proposed 7-Eleven Store No. 42251 to instead allow a 7.5% reduction in parking for a total of 435 spaces.

JUSTIFICATION: Lee Tran Bus Stop number 1563 is located in front of the shopping center along Route 140 per the LeeTran System map. Pedestrian connectivity along Island Park Road routes patrons to the front of the shopping center. Based on a site visit this stop was utilized by patrons of the shopping center.

Based on the Land Development Code Section 34-2020 there are two columns of which parking may be utilized to determine parking count. They are “minimum spaces for single-use development” or “minimum spaces for multiple-use development”. For items of which the multiple use development column was available the count was utilized, however, to get to the closest existing uses within the center not all uses within the column provided a reduction for multiple use as some items in that column were not available. Therefore, there are some uses which are currently counting for the single use development versus multiple use development such as the high school.

One existing use is catering by Savour First Choice Catering. As catering was not listed restaurant use was utilized and totals 33.13 spaces. As it is catering and not a full restaurant the parking count for the actual use will be much less than noted.

The alternative is based on sound engineering practice. The alternative is also no less consistent with the health, safety and welfare of abutting landowners and the general public than the standard from which the deviation is being requested. The granting of the deviation is not inconsistent with any specific policy directive of the Board of County Commissioners, any other ordinance or any Lee Plan provision.

Deviation 7: Deviation 7 seeks relief from LDC Section 34-2015.1, parking location, which requires all required parking spaces be provided on the same premises to instead allow shared parking between the Island Park Shopping Center and the proposed 7-Eleven Store Number 42251.

JUSTIFICATION: The Island Park Shopping Center and the previous bank on the subject parcel were originally developed under one Development Order; DO 84-08-021-00D. The parking was fully intertwined and calculated together for both parcels. Due to this precedence on the site it is requested to remain as shared parking between the two developments. In the existing and proposed plans the drive aisles as well as parking are seamless between the two projects. The site plan with the previous parking calculations under the aforementioned DO is on page 4 of the shopping center plans and outparcel plans from that DO.

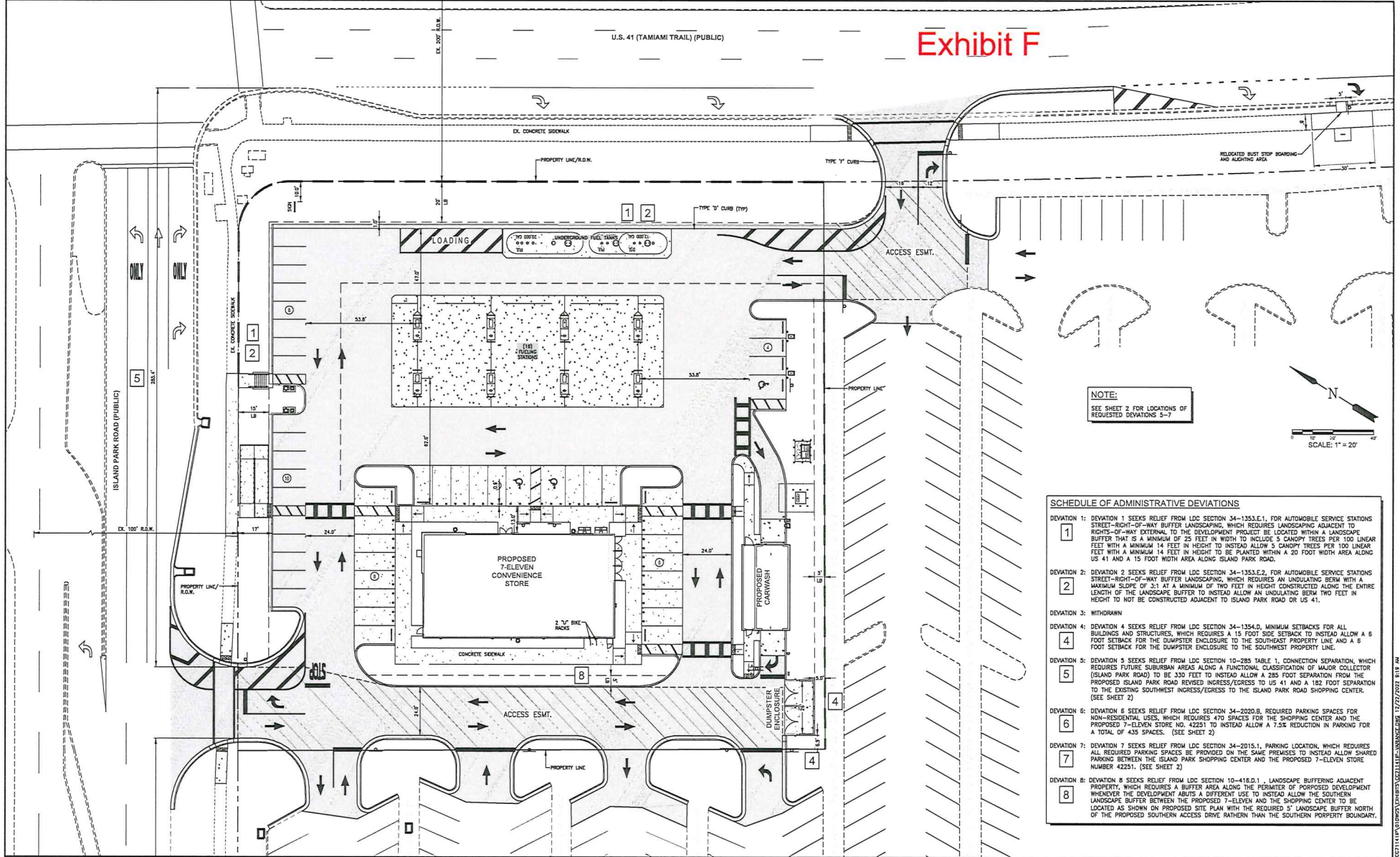
The alternative is based on sound engineering practice. The alternative is also no less consistent with the health, safety and welfare of abutting landowners and the general public than the standard from which the deviation is being requested. The granting of the deviation is not inconsistent with any specific policy directive of the Board of County Commissioners, any other ordinance or any Lee Plan provision.

7-Eleven Store No.42551
December 22, 2022
Page 4 of 4

Deviation 8: Deviation 8 seeks relief from LDC Section 10-416.D.1, Landscape buffering adjacent property, which requires a buffer area along the perimeter of proposed development whenever the development abuts a different use to instead allow the southern landscape buffer between the proposed 7-Eleven and the shopping center to be located as shown on the proposed site plan with the required 5' landscape buffer north of the proposed southern access drive rather than the southern property boundary.

JUSTIFICATION: The proposed deviation is order to facilitate health and safety for the project area. Pushing the landscape buffer up will provide a continuous buffer while the remaining shopping center ingress/egress is tied into the proposed access drive on the south side of the project site.

Exhibit F



NOTE:
SEE SHEET 2 FOR LOCATIONS OF
REQUESTED DEVIATIONS 3-7

- SCHEDULE OF ADMINISTRATIVE DEVIATIONS**
- 1. DEVIATION 1: DEVIATION 1 SEEKS RELIEF FROM LDC SECTION 34-1353.E.1, FOR AUTOMOBILE SERVICE STATIONS STREET-RIGHT-OF-WAY BUFFER LANDSCAPING, WHICH REQUIRES LANDSCAPING ADJACENT TO RIGHTS-OF-WAY EXTERNAL TO THE DEVELOPMENT PROJECT BE LOCATED WITHIN A LANDSCAPE BUFFER THAT IS A MINIMUM OF 25 FEET IN WIDTH TO INCLUDE 5 CANOPY TREES PER 100 LINEAR FEET WITH A MINIMUM 14 FEET IN HEIGHT TO INSTEAD ALLOW 5 CANOPY TREES PER 100 LINEAR FEET WITH A MINIMUM 14 FEET IN HEIGHT TO BE PLANTED WITHIN A 20 FOOT WIDTH AREA ALONG US 41 AND A 15 FOOT WIDTH AREA ALONG ISLAND PARK ROAD.
 - 2. DEVIATION 2: DEVIATION 2 SEEKS RELIEF FROM LDC SECTION 34-1353.E.3, FOR AUTOMOBILE SERVICE STATIONS STREET-RIGHT-OF-WAY BUFFER LANDSCAPING, WHICH REQUIRES AN UNDOULATING BERM WITH A MAXIMUM SLOPE OF 3:1 AT A MINIMUM OF TWO FEET IN HEIGHT CONSTRUCTED ALONG THE ENTIRE LENGTH OF THE LANDSCAPE BUFFER TO INSTEAD ALLOW AN UNDOULATING BERM TWO FEET IN HEIGHT TO NOT BE CONSTRUCTED ADJACENT TO ISLAND PARK ROAD OR US 41.
 - 3. DEVIATION 3: WITHDRAWN
 - 4. DEVIATION 4: DEVIATION 4 SEEKS RELIEF FROM LDC SECTION 34-1354.D, MINIMUM SETBACKS FOR ALL BUILDINGS AND STRUCTURES, WHICH REQUIRES A 15 FOOT SIDE SETBACK TO INSTEAD ALLOW A 6 FOOT SETBACK FOR THE DUMPSTER ENCLOSURE TO THE SOUTHEAST PROPERTY LINE AND A 6 FOOT SETBACK FOR THE DUMPSTER ENCLOSURE TO THE SOUTHWEST PROPERTY LINE.
 - 5. DEVIATION 5: DEVIATION 5 SEEKS RELIEF FROM LDC SECTION 10-285 TABLE 1, CONNECTION SEPARATION, WHICH REQUIRES FUTURE SUBURBAN AREAS ALONG A FUNCTIONAL CLASSIFICATION OF MAJOR COLLECTOR (ISLAND PARK ROAD) TO BE 330 FEET TO INSTEAD ALLOW A 285 FOOT SEPARATION FROM THE PROPOSED ISLAND PARK ROAD REVESED INGRESS/EGRESS TO US 41 AND A 182 FOOT SEPARATION TO THE EXISTING SOUTHWEST INGRESS/EGRESS TO THE ISLAND PARK ROAD SHOPPING CENTER. (SEE SHEET 2)
 - 6. DEVIATION 6: DEVIATION 6 SEEKS RELIEF FROM LDC SECTION 34-2020.B, REQUIRED PARKING SPACES FOR NON-RESIDENTIAL USES, WHICH REQUIRES 470 SPACES FOR THE SHOPPING CENTER AND THE PROPOSED 7-ELEVEN STORE NO. 42251 TO INSTEAD ALLOW A 7.5% REDUCTION IN PARKING FOR A TOTAL OF 435 SPACES. (SEE SHEET 2)
 - 7. DEVIATION 7: DEVIATION 7 SEEKS RELIEF FROM LDC SECTION 34-2015.1, PARKING LOCATION, WHICH REQUIRES ALL REQUIRED PARKING SPACES BE PROVIDED ON THE SAME PREMISES TO INSTEAD ALLOW SHARED PARKING BETWEEN THE ISLAND PARK SHOPPING CENTER AND THE PROPOSED 7-ELEVEN STORE NUMBER 42251. (SEE SHEET 2)
 - 8. DEVIATION 8: DEVIATION 8 SEEKS RELIEF FROM LDC SECTION 10-416.D.1, LANDSCAPE BUFFERING ADJACENT PROPERTY, WHICH REQUIRES A BUFFER AREA ALONG THE PERIMETER OF PORPOSED DEVELOPMENT WHENEVER THE DEVELOPMENT ADJUTS A DIFFERENT USE TO INSTEAD ALLOW THE SOUTHERN LANDSCAPE BUFFER BETWEEN THE PROPOSED 7-ELEVEN AND THE SHOPPING CENTER TO BE LOCATED AS SHOWN ON PROPOSED SITE PLAN WITH THE REQUIRED 5' LANDSCAPE BUFFER NORTH OF THE PROPOSED SOUTHERN ACCESS DRIVE RATHER THAN THE SOUTHERN PROPERTY BOUNDARY.

LEGEND

Revison	Date	Description	By
3	12/2022	REVISED FOR COUNTY COMMENTS	C.E.K.
2	10/2022	REVISED TO SHOW ACCESS EASEMENT LOCATIONS & L.B.E.	C.E.K.
1	09/2022	REVISED PER COUNTY COMMENTS DATED 8/1/2022 FOR ADMINISTRATIVE	KAM
		VARIANCE AND COMMENTS DATED 9/9/2022 FOR SPECIAL EXCEPTION	

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Civil Engineers • Land Surveyors • Planners • Landscape Architects
Cert. of Auth. EID 16015131 Cert. of Auth. LD 16065151
Bonita Springs: 239.947.1144 www.GradyMinor.com Fort Myers: 239.690.1380

0. Grady Minor and Associates, P.A.
3800 Via Del Rey
Bonita Springs, Florida 34134

7-ELEVEN ISLAND PARK SHOPPING CENTER
ADMINISTRATIVE VARIANCE EXHIBIT
STORE #42251

ELEVATIONS SHOWN HEREIN ARE BASED UPON NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88)
CONVERSION FACTOR TO NATIONAL GEODETIC VERTICAL DATUM 1929 (NGVD 29) IS (+)1.181

Digitally signed by
Michael T. Herrera, P.E.
Date: 2022.12.22
13:45:21 -05'00'

MUNICIPALITY: LEE COUNTY
DEPT: FW/SHRP/ENG
21/485/24E
DATE: JUNE 2022
SUBMITTAL TYPE: EXHIBIT-14M
SHEET: 1 OF 2

PARKING CALCULATIONS			
	REGULAR SPACES	ACCESSIBLE SPACES	TOTAL SPACES
TOTAL EX. SPACES (BEFORE CONSTRUCTION)	523	18	542
EX. SPACES TO REMAIN	376	17	393
PROP. SPACES	45	3	48
TOTAL SPACES (AFTER CONSTRUCTION)	415	20	435

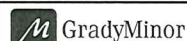
LEGEND

REGULAR PARKING SPACES

ACCESSIBLE PARKING SPACES

3	12/2022	REVISED PER COUNTY COMMENTS
1	09/2022	REVISED PER COUNTY COMMENTS DATED 8/1/2022 FOR ADMINISTRATIVE VARIANCE AND COMMENTS DATED 9/6/2022 FOR SPECIAL EXCEPTION
Revision	Date	Description

	DESIGNED BY:	RJT
	DRAWN BY:	CK
	APPROVED:	WTH
C.C.K.	JOB CODE:	CC71341P
KAM	SCALE:	1" = 50'
By		



Civil Engineers • Land Surveyors • Planners • Landscape Architects
 Cert. of Auth. EB 0005131 Cert. of Auth. LB 0005131 Business LC 26000266
 Bonita Springs: 239.947.1144 www.GradyMinor.com Fort Myers: 239.690.4380

Q. Grady Minor and Associates, P.A.
3800 Via Del Rey
Boult Springs, Florida 34134

ADMINISTRATIVE VARIANCE EXHIBIT
STORE #42251

ELEVATIONS SHOWN HEREON ARE BASED UPON NORTH AMERICAN VERTICAL DATUM 1988 (NAVD '88)
CONVERSION FACTOR TO NATIONAL GEODESIC VERTICAL DATUM 1929 (NGVD '29) IS (+) 1.181

MICHAEL T. HERRERA, P.E.
FLORIDA P.E. LICENSE NO. 80110

MUNICIPALITY:	LEE COUNTY
SEC/TOWNSHIP/RNG	01/46S/24E
DATE:	JUNE 2022
SUBMITTAL TYPE:	EXHIBIT-VAR
SHEET 2 OF 2	

ATTACHMENT F

OFFICE OF THE HEARING EXAMINER, LEE COUNTY, FLORIDA

HEARING EXAMINER DECISION

SPECIAL EXCEPTION: SEZ2022-00008

Regarding: 7-ELEVEN ISLAND PARK SHOPPING CENTER

Location: 16510 South Tamiami Trail
San Carlos Planning Community
(District 3)

Hearing Date: November 2, 2023

I. Request

Special Exception in the Commercial (C-1) zoning district for a Convenience Food and Beverage Store with 16 self-service fuel pumps.

II. Hearing Examiner Decision

Approval, subject to the conditions in Section V.

III. Discussion

The request seeks to increase the permitted number of self-service fuel pumps from eight to 16 on a 1.8 acre parcel in the Commercial (C-1) zoning district.

Special Exceptions

Special exceptions are departures from County land development regulations for uses generally not permitted within a zoning district but that may be permitted when controlled by conditions.¹

The Hearing Examiner is the final decisionmaker on special exceptions.²

The Hearing Examiner must grant a special exception unless she concludes:

1. The request is contrary to public interest and the health, safety, welfare, comfort, and convenience of the citizens of the County; or,

¹ LDC §34-2.

² LDC §34-145.

2. The requested use conflicts with findings necessary to grant a special exception under the LDC.

The Hearing Examiner may attach conditions to an approved special exception to protect public health, safety, and welfare.³

Synopsis of Request

The 1.8 acre parcel lies within the Island Park Shopping Center, at the southwest corner of the intersection of US 41 and Island Park Road.⁴ Applicant seeks to redevelop a former bank parcel with a convenience store with 16 self-service fuel pumps. Convenience food and beverage store with 8 self-service fuel pumps are permitted by right in the C-1 district. However, requests for more than eight fuel pumps require approval by special exception.⁵

Department of Community Development staff recommended approval, finding the proposed special exception satisfies LDC review criteria.

Development History

Island Park Shopping Center first received development order approval in the mid 1980's. The center included a SunTrust Bank at the corner of US 41 and Island Park Road. The land supporting the bank use was split from the parent tract in 2022.⁶ A 7-Eleven convenience store, self-service fuel pumps, and car wash is slated to lease a 1.8 tract within the shopping center.⁷ Applicant filed administrative amendments seeking relief from LDC setback, buffer, and parking requirements. Staff found the application for administrative relief sufficient pending approval of this special exception.

Discussion

Special exceptions must be consistent with the Lee Plan.⁸

The property is zoned C-1 and designated Suburban by the Lee Plan.⁹ Suburban lands feature residential land uses at the fringe of the County's urban core.¹⁰

³ LDC §34-145(c)(4) b.

⁴ San Carlos Planning District Lee Plan Map 1-B.

⁵ LDC 34-844, Note 19.

⁶ The lot split followed bank demolition. The 1.8 acre parcel is larger than the area formerly supporting the bank use.

⁷ The County received a development order application in 2023 for a convenience store, fuel pump canopy, and car wash.

⁸ LDC §§34-145(c)(3) a.1, 34-491(a).

⁹ Lee Plan Future Land Use Map 1-A.

¹⁰ Lee Plan Policy 1.1.5.

Commercial land uses surround the site. The site has access to public services and infrastructure including improved roads, transit, and bike/pedestrian facilities.¹¹ Redevelopment promotes compact and contiguous development patterns and constitutes infill development.¹²

Special exceptions must protect environmentally critical/sensitive areas when applicable.

The property does not contain environmentally critical/sensitive features.

Special exceptions may not injure the neighborhood or be a detriment to the public welfare.

Commercial land uses feature prominently along the US 41 corridor.¹³ Island Park Road features a variety of residential land uses west of commercial centers at the intersection. The proposed convenience store will be located at the corner of the intersection of US 41 and Island Park Road, with access to both roadways.¹⁴ The Island Park Shopping Center parking lot abuts the parcel to the west and south. The shopping center's primary building buffers the use from residential developments further west.

The proposed convenience food/beverage store with fuel pumps will serve the surrounding community and traveling public.

Special Exceptions must comply with zoning and other applicable regulations.

The purpose of the C-1 zoning district is to regulate commercial land uses lawfully existing as of August 1, 1986.¹⁵ New applications to rezone property to the C-1 district are limited to lands within a Mixed Use Overlay.¹⁶ Since C-1 is a conventional zoning district, site development must comply with the LDC or seek variances.

Convenience food and beverage stores are subject to site specific development regulations to ensure compatibility with surrounding land uses.¹⁷ The pending development order application seeks administrative relief from certain site development requirements to accommodate redevelopment. Staff found

¹¹ Lee Plan Policies 1.1.1, 39.2.1.

¹² Lee Plan Objective 2.2, Policy 6.1.7, 6.1.11.

¹³ A variety of commercial zoning districts line US 41 in this area. Lee Plan Policy 1.1.1, 6.1.7.

¹⁴ US 41 is a six lane divided arterial road. Island Park Road is a two lane County maintained major collector. Lee County Administrative Code 11-1 (Functional Classification of Roadways). US 41 is maintained by the State.

¹⁵ LDC §34-841(b).

¹⁶ *Id.*

¹⁷ LDC §§34-1353, 34-1354.

requested relief from setbacks, buffers, and parking requirements sufficient pending approval of the special exception.

Lee Tran services the US 41 corridor along the property frontage.¹⁸ Applicant will be required upgrade access to the bus stop as a condition of development order approval.¹⁹

The site plan relocates an existing driveway on Island Park Road further west and proposes a new access to US 41. The planned western shift of the Island Park Road access improves vehicle stacking at the US 41 intersection. US 41 is a state maintained facility. As such, FDOT has permit authority over driveway access and location. FDOT conceptually approved a right-in/right-out access to the property from US 41.²⁰ The newly proposed driveways facilitate direct access to two roadways and optimizes internal traffic circulation.

Public Participation

No member of the public attended the hearing before the Hearing Examiner.

Conditions

The County must administer the zoning process so that proposed land uses acceptably minimize adverse impacts on adjacent residential property. Conditions must rationally relate to impacts anticipated from the requested special exception.²¹ Special exception approval will be subject to conditions to ensure compliance with Applicant's proposed site plan.²²

Conclusion

The Hearing Examiner concurs with Staff's recommendation of approval. A special exception allowing up to 16 fueling stations meets LDC approval criteria. The Hearing Examiner also finds that as conditioned, the requested special exception will not be detrimental or injurious to County residents.

¹⁸ Lee Tran Route 140 (Stop ID 1563) Staff Report Attachment Q.

¹⁹ LDC §§10-441, 10-442(a); Lee Plan Map 3-C.

²⁰ Testimony of Wayne Arnold, AICP and James Banks, PE.

²¹ LDC §34-145(c)(4)b.

²² The condition requires the site design to be substantially comply with the site plan in Staff Report Attachment G.

IV. Findings and Conclusions

Based upon the hearing record, the Hearing Examiner concludes that the requested special exception is approved subject to conditions, and finds the request:

- A. Is consistent with the Lee Plan. Lee Plan Goals 2, 4, 6, Objectives 2.1, 4.1, Policies 1.1.5, 2.1.1, 6.1.1, 6.1.4, 6.1.5, 6.1.6, 6.1.7, 6.1.11, Maps 1-A, 1-B, 3-C, 3-D, 4-A, 4-B, Table 1(b).
- B. Will be compatible with existing or planned uses. Lee Plan Goals 2, 6, Objectives 2.1, 2.2, Policies 1.1.5, 2.1.1, 2.1.2, 2.2.1, 6.1.4.
- C. Will not be injurious to the neighborhood or detrimental to the public welfare. Lee Plan Policies 6.1.4, 6.1.5, 6.1.6; and
- D. Will comply with LDC zoning regulations. LDC Chapters 2, 10, and 34.

V. Conditions of Approval

- 1. Special exception approval is conditioned on site development substantially consistent with the site plan revised June 20, 2023, attached as Exhibit B.
- 2. Special exception approval does not establish a right to obtain permits from state or federal agencies. Further, approval does not establish county liability if Applicant: (a) does not obtain requisite approvals or fulfill obligations imposed by state or federal agencies; or (b) undertakes actions that result in a violation of state or federal laws.

VI. Participants

Staff

- 1. Elizabeth Workman

Applicant Representatives

- 1. Wayne Arnold
- 2. Jim Banks
- 3. Rachel Tracey

VII. Legal Description

Exhibit A (scanned legal description with vicinity map).

Strap #: 01-46-24-L3-00007.002A

VIII. Exhibits Submitted at Hearing

Staff Exhibits

1. *DCD Staff Report with attachments for DCI:* Prepared by Elizabeth Workman, Principal Planner, date received October 25, 2023 (multiple pages – 8.5"x11" & 11"x14") [black & white, color]
2. *PowerPoint Presentation:* Prepared by Lee County DCD Staff for 7-Eleven Island Park Shopping Center, SEZ2022-00008 (multiple pages – 8.5"x11")[color]
3. *Boundary Survey, Legal Description, and Title Certification:* (multiple pages – 8.5"x11")

Applicant Exhibits

- a. *48-Hour Notice:* Email from Sharon Umpenhour with Grady Minor, to Maria Perez, with copies to Elizabeth Workman, dated Tuesday, October 31, 2023, 9:44 AM (4 pages – 8.5"x11)
1. *PowerPoint Presentation:* Prepared by Grady Minor for 7-Eleven Island Park Shopping Center, SEZ2022-00008 (multiple pages – 8.5"x11")[color]
2. *Résumé:* For Rachel J. Tracey, P.E., Project Manager with Grady Minor (1 page – 8.5"x11")

IX. Unauthorized Communications

The LDC prohibits communications with the Hearing Examiner or her staff on the substance of pending zoning actions. There are limited exceptions for written communications requested by the Hearing Examiner, or where the Hearing Examiner seeks advice from a disinterested expert.

X. Appeals

This Hearing Examiner Decision is final on the date rendered. The Decision may be appealed to the Circuit Court in Lee County within 30 days of the date rendered. Appeal is by Petition for *Writ of Certiorari* in accordance with LDC 34-146

XI. Copies of Testimony and Transcripts

- A. Every hearing is recorded. Recordings are public records that become part of the case file maintained by the Department of Community Development. The case file and recordings are available for public examination Monday through Friday between 8:00 a.m. and 4:30 p.m.
- B. A verbatim transcript may also be available for purchase from the court reporting service.

Decision rendered November 3, 2023.



Donna Marie Collins
Chief Hearing Examiner

Lee County Hearing Examiner
1500 Monroe Street, Suite 218
Post Office Box 398
Fort Myers, FL 33902-0398

Exhibits to Hearing Examiner Decision

- A: Legal Description and Vicinity Map
- B: Site Plan

EXHIBIT A

DESCRIPTION

A PARCEL OF LAND BEING THE LANDS DESCRIBED IN INSTRUMENT NUMBER 2018000171817, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA AND A PORTION OF LANDS DESCRIBED IN INSTRUMENT NUMBER 2015000242014, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA, BEING FURTHER DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERLY MOST CORNER OF LANDS DESCRIBED IN INSTRUMENT NUMBER 2018000171817, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA; THENCE ALONG THE SOUTH LINE OF SAID LANDS AND THE EXTENSION THEREOF SOUTH 58°08'20" WEST, A DISTANCE OF 279.49 FEET; THENCE NORTH 31°51'40" WEST, A DISTANCE OF 287.65 FEET TO AN INTERSECTION WITH THE SOUTHEAST RIGHT-OF-WAY OF ISLAND PARK RD; THENCE ALONG SAID SOUTHEAST RIGHT-OF-WAY NORTH 58°22'42" EAST, A DISTANCE OF 255.64 FEET TO A POINT ON A NON TANGENTIAL CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY EASTERLY 39.27 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 90°00'22", (CHORD BEARING SOUTH 76°37'07" EAST, A DISTANCE OF 35.36 FEET) TO AN INTERSECTION WITH THE SOUTHWEST RIGHT-OF-WAY OF U.S. 41 (TAMIAMI TRAIL); THENCE ALONG SAID SOUTHWEST RIGHT-OF-WAY SOUTH 31°37'18" EAST, A DISTANCE OF 236.62 FEET TO A POINT ON A NON TANGENTIAL CURVE TO THE LEFT; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY SOUTHEASTERLY 24.85 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 5,797.58 FEET, A CENTRAL ANGLE OF 00°14'44", (CHORD BEARING SOUTH 31°44'18" EAST, A DISTANCE OF 24.85 FEET) TO THE POINT OF BEGINNING.

CONTAINING 1.84 ACRES, MORE OR LESS.

NOTES:

1. BEARINGS SHOWN HEREON ARE BASED ON THE STATE PLANE COORDINATE SYSTEM ESTABLISHED BY THE NATIONAL GEODETIC SURVEY FOR FLORIDA WEST ZONE, 1983 DATUM WITH 1990 ADJUSTMENT OBTAINED UTILIZING RTK GPS OBSERVATIONS ON THE FOOT NETWORK AND REFER TO THE SOUTHEAST RIGHT-OF-WAY LINE OF ISLAND PARK RD, LEE COUNTY, FLORIDA AS BEING N 58°22'42" E.

2. DIMENSIONS SHOWN HEREON ARE IN U.S. SURVEY FEET AND DECIMALS THEREOF.

3. THIS SKETCH AND DESCRIPTION IS NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR THE DIGITAL SIGNATURE AND DIGITAL SEAL OF A LICENSED FLORIDA SURVEYOR AND MAPPER. NO ADDITIONS OR DELETIONS TO THIS SKETCH AND DESCRIPTION ARE PERMITTED WITHOUT THE EXPRESSED WRITTEN CONSENT OF THE SIGNING PARTY.

*NOT VALID WITHOUT
SHEET 2 OF 2*

DRAWN BY:	AH
CHECKED BY:	TJD
JOB CODE:	CC71141IP
SCALE:	N/A
DATE:	2 JUNE 2022
FILE:	21-128-SL
SHEET:	1 of 2

* NOT A SURVEY *

SKETCH AND DESCRIPTION

A PARCEL OF LAND

LYING IN
SECTION 1, TOWNSHIP 46 SOUTH, RANGE 24 EAST
LEE COUNTY, FLORIDA



GradyMinor

O. Grady Minor and Associates, P.A.
3800 Via Del Rey
Bonita Springs, Florida 34134

Civil Engineers
Cert. of Auth. EB 0005181

Land Surveyors
Cert. of Auth. LB 0005181

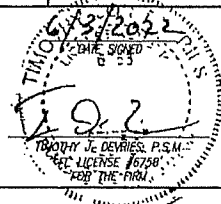
Planners

Landscape Architects
Business LC 20000208

Bonita Springs: 239.947.1144

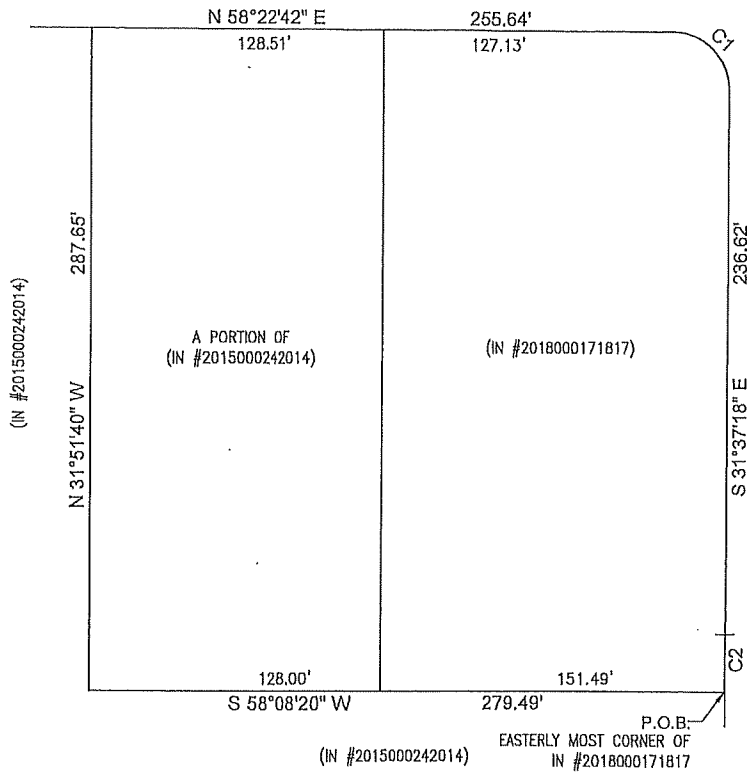
www.GradyMinor.com

Fort Myers: 239.690.4380



G:\SURVEY\PROJECT SURVEY 2021\126 - 16510 TAMAMI TRL (7-11) (CC71141IP)\SURVEY\SKETCH & LEGALS\21-126-SL.DWG

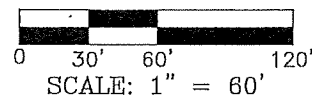
ISLAND PARK RD



CURVE TABLE					
CURVE #	RADIUS	LENGTH	DELTA	CHORD BEARING	CHORD LENGTH
C1	25.00'	39.27'	90°00'22"	S 76°37'07" E	35.36'
C2	5797.58'	24.85'	0°14'44"	S 31°44'18" E	24.85'

LEGEND

POB POINT OF BEGINNING
IN INSTRUMENT NUMBER



THIS PLAN MAY HAVE BEEN ENLARGED OR
REDUCED FROM INTENDED DISPLAY SCALE FOR
REPRODUCTION REASONS



* NOT A SURVEY *

*NOT VALID WITHOUT
SHEET 1 OF 2*



GradyMinor

O. Grady Minor and Associates, P.A.
3800 Via Del Rey
Bonita Springs, Florida 34134

Civil Engineers • Land Surveyors • Planners • Landscape Architects
 Cert. of Auth. EB 0005151 Cert. of Auth. LB 0005151 Business LC 26000266
 Bonita Springs: 239.947.1144 www.GradyMinor.com Fort Myers: 239.690.4380

SKETCH AND DESCRIPTION

A PARCEL OF LAND

LYING IN
SECTION 1, TOWNSHIP 46 SOUTH, RANGE 24 EAST
LEE COUNTY, FLORIDA

DRAWN BY:	AH
CHECKED BY:	TJD
JOB CODE:	CC71141P
SCALE:	1" = 60'
DATE:	2 JUNE 2022
FILE:	21-126-SL
SHEET:	2 of 2

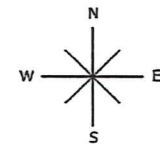
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SEZ2022-00008

Zoning

 Subject Property



0 300 600 900
Feet



JMB TRANSPORTATION ENGINEERING, INC.
TRAFFIC/TRANSPORTATION ENGINEERING & PLANNING SERVICES

APPENDIX B

TRAFFIC IMPACT STATEMENT

**7-Eleven at
Island Park Commercial Center
(Lee County, Florida)**

October 15, 2023

Prepared by:

JMB TRANSPORTATION ENGINEERING, INC.
4711 7TH AVENUE SW
NAPLES, FLORIDA 34119

CERTIFICATE OF AUTHORIZATION NO. 27830

(JMB PROJECT NO. 220511 - FDOT TIS)

**Peak Hour Intersection Delay Summary
@ Site Access Connections
7-Eleven at Island Park Road**

Intersection/Movement		Time Period (Peak Hour)	Existing 2023 Conditions		Projected 2025 Background Conditions		Projected 2025 Background + Project Traffic Conditions	
			V/C	LOS	V/C	LOS	V/C	LOS
Site Access No. 1 / Island Park Rd	NB	AM	0.037	B	0.038	B	0.149	C
		PM	0.1	B	0.101	B	0.228	C
	SB	AM	0.033	C	0.033	C	0.046	C
		PM	0.161	D	0.166	D	0.217	E
	WBL	AM	0.038	A	0.039	A	0.112	A
		PM	0.057	A	0.057	A	0.119	A
	EBL	AM	0.002	A	0.002	A	0.002	A
		PM	0.0	A	0.0	A	0.0	A
Site Access No. 2 / Island Park Rd	NBR	AM	0.007	B	0.008	B	0.136	B
		PM	0.008	B	0.01	B	0.119	B
Site Access No. 2 / Island Park Rd	EBR	AM	N/A				1.585	F
		PM					1.686	F

**Maximum 95th Percentile Queue Summary
7-Eleven at Island Park Road**

Intersection	Approach	Existing 2023 Conditions	Projected 2025 Background Conditions	Projected 2025 Background + Project Traffic Conditions
US 41/ Island Park Rd	EBL	AM = 209 ft PM = 212 ft	AM = 213 ft PM = 217 ft	AM = 330 ft PM = 301 ft
	NBL	AM = 127 ft PM = 267 ft	AM = 130 ft PM = 273 ft	AM = 237 ft PM = 371 ft
Site Access No. 1 / Island Park Rd	NB	AM = 0.1 veh PM = 0.3 veh	AM = 0.1 veh PM = 0.3 veh	AM = 0.5 veh PM = 0.9 veh
	WBL	AM = 0.1 veh PM = 0.2 veh	AM = 0.1 veh PM = 0.2 veh	AM = 0.4 veh PM = 0.4 veh
Site Access No. 2 / Island Park Rd	NBR	AM = 0.0 veh PM = 0.0 veh	AM = 0.0 veh PM = 0.0 veh	AM = 0.5 veh PM = 0.4 veh
Site Access No. 3 / Island Park Rd	EBR	N/A		AM = 11.8 veh PM = 11.1 veh

*Queue summary only for those turning movements that will be utilized by the proposed project.

Peak Hour Intersection Delay Summary
US 41 @ Island Park Rd
7-Eleven at Island Park Road

Intersection		Time Period (Peak Hour)	Existing 2023 Conditions		Projected 2025 Background Conditions		Projected 2025 Background + Project Traffic Conditions	
			V/C	LOS	V/C	LOS	V/C	LOS
US 41/ Island Park Rd	EBL	AM	0.80	F	0.80	F	1.00	F
		PM	0.77	F	0.78	F	0.91	F
	EBT	AM	0.02	E	0.02	E	0.02	E
		PM	0.06	E	0.06	E	0.05	E
	EBR	AM	0.70	C	0.71	C	0.69	C
		PM	0.57	B	0.58	B	0.55	B
	WB	AM	0.77	F	0.78	F	0.78	F
		PM	1.28	F	1.31	F	1.31	F
	NBL	AM	0.62	F	0.63	F	0.99	F
		PM	0.88	F	0.89	F	1.20	F
	NBT	AM	0.73	C	0.77	C	0.77	C
		PM	0.80	C	0.85	C	0.86	C
	NBR	AM	0.04	A	0.04	A	0.04	A
		PM	0.04	A	0.04	A	0.04	A
	SBL	AM	0.35	F	0.35	F	0.35	F
		PM	0.19	F	0.19	E	0.19	F
	SBT	AM	0.84	C	0.89	C	0.91	D
		PM	0.97	D	1.03	E	1.05	E
	SBR	AM	0.14	A	0.14	A	0.14	A
		PM	0.24	A	0.25	A	0.25	A
AM		Overall	C	Overall	C	Overall	D	
PM			D		D		E	

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	2	388	2	40	307	2	5	1	10	7	0	2
Future Vol, veh/h	2	388	2	40	307	2	5	1	10	7	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	422	2	43	334	2	5	1	11	8	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	336	0	0	424	0	0	680	849	423	854	849	168
Stage 1	-	-	-	-	-	-	427	427	-	421	421	-
Stage 2	-	-	-	-	-	-	253	422	-	433	428	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1222	-	-	1133	-	-	351	297	630	265	297	847
Stage 1	-	-	-	-	-	-	605	584	-	581	588	-
Stage 2	-	-	-	-	-	-	730	587	-	600	584	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1222	-	-	1133	-	-	339	285	630	252	285	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	339	285	-	252	285	-
Stage 1	-	-	-	-	-	-	604	583	-	580	566	-
Stage 2	-	-	-	-	-	-	700	565	-	587	583	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1	13	17.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	1222	-	-	1133	-	-	299
HCM Lane V/C Ratio	0.037	0.002	-	-	0.038	-	-	0.033
HCM Control Delay (s)	13	8	0	-	8.3	-	-	17.4
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔			↔	
Traffic Vol, veh/h	0	347	11	61	499	1	16	0	23	24	0	6
Future Vol, veh/h	0	347	11	61	499	1	16	0	23	24	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	377	12	66	542	1	17	0	25	26	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	543	0	0	389	0	0	786	1058	383	1071	1064	272
Stage 1	-	-	-	-	-	-	383	383	-	675	675	-
Stage 2	-	-	-	-	-	-	403	675	-	396	389	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1024	-	-	1168	-	-	296	224	664	186	222	726
Stage 1	-	-	-	-	-	-	639	611	-	411	452	-
Stage 2	-	-	-	-	-	-	596	452	-	629	608	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1024	-	-	1168	-	-	281	211	664	171	209	726
Mov Cap-2 Maneuver	-	-	-	-	-	-	281	211	-	171	209	-
Stage 1	-	-	-	-	-	-	639	611	-	411	426	-
Stage 2	-	-	-	-	-	-	557	426	-	605	608	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	14.4	26.2
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	426	1024	-	-	1168	-	-	202
HCM Lane V/C Ratio	0.1	-	-	-	0.057	-	-	0.161
HCM Control Delay (s)	14.4	0	-	-	8.3	-	-	26.2
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	0.6

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	2	395	2	40	313	2	5	1	10	7	0	2
Future Vol, veh/h	2	395	2	40	313	2	5	1	10	7	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	429	2	43	340	2	5	1	11	8	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	342	0	0	431	0	0	690	862	430	867	862	171
Stage 1	-	-	-	-	-	-	434	434	-	427	427	-
Stage 2	-	-	-	-	-	-	256	428	-	440	435	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1215	-	-	1127	-	-	345	292	624	280	292	844
Stage 1	-	-	-	-	-	-	600	580	-	577	584	-
Stage 2	-	-	-	-	-	-	727	584	-	595	580	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1215	-	-	1127	-	-	334	280	624	247	280	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	334	280	-	247	280	-
Stage 1	-	-	-	-	-	-	599	579	-	576	562	-
Stage 2	-	-	-	-	-	-	697	562	-	582	579	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	13.1	17.7
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	463	1215	-	-	1127	-	-	293
HCM Lane V/C Ratio	0.038	0.002	-	-	0.039	-	-	0.033
HCM Control Delay (s)	13.1	8	0	-	8.3	-	-	17.7
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	0	354	11	61	509	1	16	0	23	24	0	6
Future Vol, veh/h	0	354	11	61	509	1	16	0	23	24	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	385	12	66	553	1	17	0	25	26	0	7

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	554	0	0	397	0	0	800	1077	391	1090	1083	277
Stage 1	-	-	-	-	-	-	391	391	-	686	686	-
Stage 2	-	-	-	-	-	-	409	686	-	404	397	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1014	-	-	1160	-	-	289	218	657	181	216	721
Stage 1	-	-	-	-	-	-	633	606	-	405	447	-
Stage 2	-	-	-	-	-	-	591	447	-	622	603	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1014	-	-	1160	-	-	274	206	657	167	204	721
Mov Cap-2 Maneuver	-	-	-	-	-	-	274	206	-	167	204	-
Stage 1	-	-	-	-	-	-	633	606	-	405	422	-
Stage 2	-	-	-	-	-	-	552	422	-	598	603	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		0.9		14.6		26.9	
HCM LOS					B		D	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	418	1014	-	-	1160	-	-	197
HCM Lane V/C Ratio	0.101	-	-	-	0.057	-	-	0.166
HCM Control Delay (s)	14.6	0	-	-	8.3	-	-	26.9
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	0.6

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	2	395	2	116	313	2	28	1	10	7	0	2
Future Vol, veh/h	2	395	2	116	313	2	28	1	10	7	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	429	2	126	340	2	30	1	11	8	0	2

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	342	0	0	431	0	0	856	1028	430	1033	1028	171
Stage 1	-	-	-	-	-	-	434	434	-	593	593	-
Stage 2	-	-	-	-	-	-	422	594	-	440	435	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1215	-	-	1127	-	-	264	233	624	198	233	844
Stage 1	-	-	-	-	-	-	600	580	-	460	493	-
Stage 2	-	-	-	-	-	-	581	492	-	595	580	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1215	-	-	1127	-	-	241	206	624	177	206	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	241	206	-	177	206	-
Stage 1	-	-	-	-	-	-	599	579	-	459	438	-
Stage 2	-	-	-	-	-	-	515	437	-	582	579	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.3	19.8	22.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	285	1215	-	-	1127	-	-	215
HCM Lane V/C Ratio	0.149	0.002	-	-	0.112	-	-	0.046
HCM Control Delay (s)	19.8	8	0	-	8.6	-	-	22.5
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0.4	-	-	0.1

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	0	354	11	127	509	1	36	0	23	24	0	6
Future Vol, veh/h	0	354	11	127	509	1	36	0	23	24	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	385	12	138	553	1	39	0	25	26	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	554	0	0	397	0	0	944	1221	391	1234	1227	277
Stage 1	-	-	-	-	-	-	391	391	-	830	830	-
Stage 2	-	-	-	-	-	-	553	830	-	404	397	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1014	-	-	1160	-	-	229	179	657	143	178	721
Stage 1	-	-	-	-	-	-	633	606	-	331	384	-
Stage 2	-	-	-	-	-	-	486	384	-	622	603	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1014	-	-	1160	-	-	206	158	657	125	157	721
Mov Cap-2 Maneuver	-	-	-	-	-	-	206	158	-	125	157	-
Stage 1	-	-	-	-	-	-	633	606	-	331	338	-
Stage 2	-	-	-	-	-	-	424	338	-	598	603	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	21.6	35.5
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	281	1014	-	-	1160	-	-	150
HCM Lane V/C Ratio	0.228	-	-	-	0.119	-	-	0.217
HCM Control Delay (s)	21.6	0	-	-	8.5	-	-	35.5
HCM Lane LOS	C	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.9	0	-	-	0.4	-	-	0.8

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑		↑
Traffic Vol, veh/h	428	23	0	346	0	80
Future Vol, veh/h	428	23	0	346	0	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	465	25	0	376	0	87

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	245
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	7.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.92
Pot Cap-1 Maneuver	-	0	644
Stage 1	-	0	-
Stage 2	-	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	644
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	644	-	-	-
HCM Lane V/C Ratio	0.135	-	-	-
HCM Control Delay (s)	11.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑		↑
Traffic Vol, veh/h	410	21	0	564	0	71
Future Vol, veh/h	410	21	0	564	0	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	446	23	0	613	0	77

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 235
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.92
Pot Cap-1 Maneuver	-	-	0 - 0 653
Stage 1	-	-	0 - 0 -
Stage 2	-	-	0 - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 653
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	653	-	-	-
HCM Lane V/C Ratio	0.118	-	-	-
HCM Control Delay (s)	11.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection						
Int Delay, s/veh	9.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑↑↑	↑↑↑	↑
Traffic Vol, veh/h	0	140	0	2715	2753	140
Future Vol, veh/h	0	140	0	2715	2753	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	240
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	152	0	2951	2992	152

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 1496	-	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	- 7.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	- 3.92	-	-
Pot Cap-1 Maneuver	0 ~ 96	0	-
Stage 1	0	0	-
Stage 2	0	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	- ~ 96	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s\$ 384.1		0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 96	-	-
HCM Lane V/C Ratio	- 1.585	-	-
HCM Control Delay (s)	- \$ 384.1	-	-
HCM Lane LOS	- F	-	-
HCM 95th %tile Q(veh)	- 11.8	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	8.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑↑↑	↑↑↑	↑
Traffic Vol, veh/h	0	121	0	3100	2991	121
Future Vol, veh/h	0	121	0	3100	2991	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	240
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	132	0	3370	3251	132

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 1626	-	0 - 0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	- 7.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	- 3.92	-	-
Pot Cap-1 Maneuver	0 ~ 78	0	-
Stage 1	0	0	-
Stage 2	0	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	- ~ 78	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

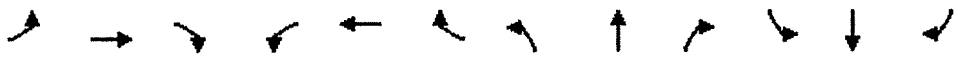
Approach	EB	NB	SB
HCM Control Delay, s\$ 448.1		0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 78	-	-
HCM Lane V/C Ratio	- 1.686	-	-
HCM Control Delay (s)	\$ 448.1	-	-
HCM Lane LOS	- F	-	-
HCM 95th %tile Q(veh)	- 11.1	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lanes, Volumes, Timings
3: US 41 & Island Park Rd

2023 AM Pk Hr Background
10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	238	4	191	48	5	5	131	2332	43	23	2466	130
Future Volume (vph)	238	4	191	48	5	5	131	2332	43	23	2466	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		145	0		0	480		485	330		345
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.989				0.850			0.850
Flt Protected	0.950				0.960		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1769	0	3433	5085	1583	1770	5085	1583
Flt Permitted	0.950				0.960		0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	0	1769	0	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165		2				118			119
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		265			304			615			1191	
Travel Time (s)		6.0			6.9			9.3			18.0	
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)	259	4	208	52	5	5	142	2535	47	25	2680	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	259	4	208	0	62	0	142	2535	47	25	2680	141
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8						6			2
Detector Phase	8	8	8	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	24.9	24.9	24.9	25.8	25.8		12.9	26.9	26.9	12.7	26.9	26.9
Total Split (s)	25.0	25.0	25.0	16.0	16.0		20.0	123.0	123.0	16.0	119.0	119.0
Total Split (%)	13.9%	13.9%	13.9%	8.9%	8.9%		11.1%	68.3%	68.3%	8.9%	66.1%	66.1%
Maximum Green (s)	18.1	18.1	18.1	8.2	8.2		12.1	116.1	116.1	8.3	112.1	112.1
Yellow Time (s)	4.1	4.1	4.1	4.0	4.0		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8		3.0	2.0	2.0	2.8	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		7.8		7.9	6.9	6.9	7.7	6.9	6.9
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
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	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	17.1	17.1	17.1		8.1		12.1	123.7	123.7	7.4	113.2	113.2
Actuated g/C Ratio	0.10	0.10	0.10		0.04		0.07	0.69	0.69	0.04	0.63	0.63
v/c Ratio	0.80	0.02	0.70		0.77		0.62	0.73	0.04	0.35	0.84	0.14
Control Delay	97.7	73.5	31.7		129.8		93.9	20.3	0.1	96.7	29.5	3.4
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.7	73.5	31.7		129.8		93.9	20.3	0.1	96.7	29.5	3.4

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Lanes, Volumes, Timings
3: US 41 & Island Park Rd

2023 AM Pk Hr Background
10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	C		F		F	C	A	F	C	A
Approach Delay		68.4			129.8			23.8			28.8	
Approach LOS		E			F			C			C	
Queue Length 50th (ft)	156	4	48		72		86	741	0	29	892	10
Queue Length 95th (ft)	209	19	147		#162		127	793	0	67	947	39
Internal Link Dist (ft)		185			224			535			1111	
Turn Bay Length (ft)			145				480		485	330		345
Base Capacity (vph)	345	187	307		82		230	3493	1124	81	3198	1039
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.02	0.68		0.76		0.62	0.73	0.04	0.31	0.84	0.14

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 147.6 (82%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 30.7

Intersection LOS: C

Intersection Capacity Utilization 83.3%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 41 & Island Park Rd

 Ø2 (R)	 Ø1	 Ø4	 Ø8
119 s	20 s	15 s	25 s
 Ø5	 Ø6 (R)		
16 s	123 s		

Lanes, Volumes, Timings
3: US 41 & Island Park Rd

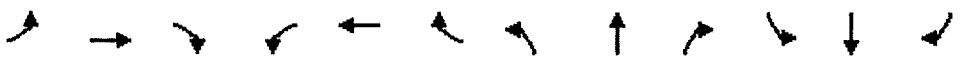
2023 PM Pk Hr Background
10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	10	161	85	16	22	251	2591	41	11	2672	222
Future Volume (vph)	245	10	161	85	16	22	251	2591	41	11	2672	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		145	0		0	480		485	330		345
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Fr't			0.850		0.976				0.850			0.850
Flt Protected	0.950				0.967		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1758	0	3433	5085	1583	1770	5085	1583
Flt Permitted	0.950				0.967		0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	0	1758	0	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165		5				118			161
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		265			304			615			1191	
Travel Time (s)		6.0			6.9			9.3			18.0	
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)	266	11	175	92	17	24	273	2816	45	12	2904	241
Shared Lane Traffic (%)												
Lane Group Flow (vph)	266	11	175	0	133	0	273	2816	45	12	2904	241
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8						6			2
Detector Phase	8	8	8	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	24.9	24.9	24.9	25.8	25.8		12.9	26.9	26.9	12.7	26.9	26.9
Total Split (s)	27.0	27.0	27.0	18.0	18.0		23.0	120.0	120.0	15.0	112.0	112.0
Total Split (%)	15.0%	15.0%	15.0%	10.0%	10.0%		12.8%	66.7%	66.7%	8.3%	62.2%	62.2%
Maximum Green (s)	20.1	20.1	20.1	10.2	10.2		15.1	113.1	113.1	7.3	105.1	105.1
Yellow Time (s)	4.1	4.1	4.1	4.0	4.0		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8		3.0	2.0	2.0	2.8	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		7.8		7.9	6.9	6.9	7.7	6.9	6.9
Lead/Lag							Lead	Lead	Lead	Lag	Lag	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	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	18.2	18.2	18.2		10.2		16.2	124.0	124.0	6.5	105.9	105.9
Actuated g/C Ratio	0.10	0.10	0.10		0.06		0.09	0.69	0.69	0.04	0.59	0.59
v/c Ratio	0.77	0.06	0.57		1.28		0.88	0.80	0.04	0.19	0.97	0.24
Control Delay	93.8	72.7	19.1		239.0		107.6	23.4	0.1	90.5	46.5	6.4
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.8	72.7	19.1		239.0		107.6	23.4	0.1	90.5	46.5	6.4

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Lanes, Volumes, Timings
3: US 41 & Island Park Rd

2023 PM Pk Hr Background
10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	B		F		F	C	A	F	D	A
Approach Delay		64.4			239.0			30.4			43.6	
Approach LOS		E			F			C			D	
Queue Length 50th (ft)	159	12	11		~193		167	722	0	14	1187	40
Queue Length 95th (ft)	212	35	93		#348		#267	1034	0	39	#1253	87
Internal Link Dist (ft)		185			224			535			1111	
Turn Bay Length (ft)			145				480		485	330		345
Base Capacity (vph)	383	208	323		104		309	3503	1127	71	2991	997
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.05	0.54		1.28		0.88	0.80	0.04	0.17	0.97	0.24

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 68.4 (38%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.28

Intersection Signal Delay: 42.7

Intersection LOS: D

Intersection Capacity Utilization 91.2%

ICU Level of Service F

Analysis Period (min) 15

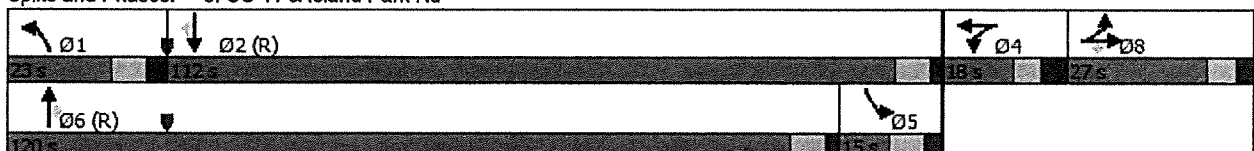
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 41 & Island Park Rd



Lanes, Volumes, Timings
3: US 41 & Island Park Rd

2025 AM Pk Hr Background
10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	4	195	49	5	5	133	2462	44	23	2604	132
Future Volume (vph)	242	4	195	49	5	5	133	2462	44	23	2604	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		145	0		0	480		485	330		345
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.989				0.850			0.850
Flt Protected	0.950				0.960		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1769	0	3433	5085	1583	1770	5085	1583
Flt Permitted	0.950				0.960		0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	0	1769	0	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165		2				118			119
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		265			304			615			1191	
Travel Time (s)		6.0			6.9			9.3			18.0	
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)	263	4	212	53	5	5	145	2676	48	25	2830	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	263	4	212	0	63	0	145	2676	48	25	2830	143
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8						6			2
Detector Phase	8	8	8	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	24.9	24.9	24.9	25.8	25.8		12.9	26.9	26.9	12.7	26.9	26.9
Total Split (s)	25.0	25.0	25.0	16.0	16.0		20.0	123.0	123.0	16.0	119.0	119.0
Total Split (%)	13.9%	13.9%	13.9%	8.9%	8.9%		11.1%	68.3%	68.3%	8.9%	66.1%	66.1%
Maximum Green (s)	18.1	18.1	18.1	8.2	8.2		12.1	116.1	116.1	8.3	112.1	112.1
Yellow Time (s)	4.1	4.1	4.1	4.0	4.0		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8		3.0	2.0	2.0	2.8	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		7.8		7.9	6.9	6.9	7.7	6.9	6.9
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
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	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	17.2	17.2	17.2		8.1		12.1	123.5	123.5	7.4	113.1	113.1
Actuated g/C Ratio	0.10	0.10	0.10		0.04		0.07	0.69	0.69	0.04	0.63	0.63
v/c Ratio	0.80	0.02	0.71		0.78		0.63	0.77	0.04	0.35	0.89	0.14
Control Delay	98.2	73.5	33.2		130.9		94.6	21.9	0.1	96.7	32.7	3.5
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.2	73.5	33.2		130.9		94.6	21.9	0.1	96.7	32.7	3.5

Lanes, Volumes, Timings
3: US 41 & Island Park Rd

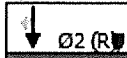
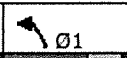
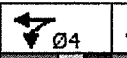
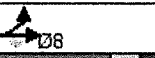
2025 AM Pk Hr Background
10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	C		F		F	C	A	F	C	A
Approach Delay		69.2			130.9			25.2			31.9	
Approach LOS		E			F			C			C	
Queue Length 50th (ft)	158	4	52		73		87	828	0	29	1005	11
Queue Length 95th (ft)	213	19	153		#164		130	883	0	67	1062	41
Internal Link Dist (ft)		185			224			535			1111	
Turn Bay Length (ft)			145				480		485	330		345
Base Capacity (vph)	345	187	307		82		230	3489	1123	81	3194	1038
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.02	0.69		0.77		0.63	0.77	0.04	0.31	0.89	0.14

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 147.6 (82%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 32.6
 Intersection LOS: C
 Intersection Capacity Utilization 86.2%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: US 41 & Island Park Rd

 Ø2 (R)		 Ø1		 Ø4		 Ø6 (R)	
16 s		20 s		16 s		25 s	
 Ø5		 Ø3					
16 s		123 s					

Lanes, Volumes, Timings
3: US 41 & Island Park Rd

2025 PM Pk Hr Background
10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	10	164	87	16	22	256	2736	42	11	2822	226
Future Volume (vph)	250	10	164	87	16	22	256	2736	42	11	2822	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		145	0		0	480		485	330		345
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.976				0.850			0.850
Flt Protected	0.950				0.966		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1756	0	3433	5085	1583	1770	5085	1583
Flt Permitted	0.950				0.966		0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	0	1756	0	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165		5				118			156
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		265			304			615			1191	
Travel Time (s)		6.0			6.9			9.3			18.0	
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)	272	11	178	95	17	24	278	2974	46	12	3067	246
Shared Lane Traffic (%)												
Lane Group Flow (vph)	272	11	178	0	136	0	278	2974	46	12	3067	246
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8						6			2
Detector Phase	8	8	8	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	24.9	24.9	24.9	25.8	25.8		12.9	26.9	26.9	12.7	26.9	26.9
Total Split (s)	27.0	27.0	27.0	18.0	18.0		23.0	120.0	120.0	15.0	112.0	112.0
Total Split (%)	15.0%	15.0%	15.0%	10.0%	10.0%		12.8%	66.7%	66.7%	8.3%	62.2%	62.2%
Maximum Green (s)	20.1	20.1	20.1	10.2	10.2		15.1	113.1	113.1	7.3	105.1	105.1
Yellow Time (s)	4.1	4.1	4.1	4.0	4.0		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8		3.0	2.0	2.0	2.8	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		7.8		7.9	6.9	6.9	7.7	6.9	6.9
Lead/Lag							Lead	Lead	Lead	Lag	Lag	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	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	18.4	18.4	18.4		10.2		16.3	123.8	123.8	6.5	105.6	105.6
Actuated g/C Ratio	0.10	0.10	0.10		0.06		0.09	0.69	0.69	0.04	0.59	0.59
v/c Ratio	0.78	0.06	0.58		1.31		0.89	0.85	0.04	0.19	1.03	0.25
Control Delay	94.4	72.6	19.9		248.5		109.1	25.7	0.1	90.5	60.5	6.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.4	72.6	19.9		248.5		109.1	25.7	0.1	90.5	60.5	6.9

Lanes, Volumes, Timings
3: US 41 & Island Park Rd

2025 PM Pk Hr Background
10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	B		F		F	C	A	F	E	A
Approach Delay		65.1			248.5			32.4			56.6	
Approach LOS		E			F			C			E	
Queue Length 50th (ft)	163	12	14		~200		171	826	0	14	~1417	46
Queue Length 95th (ft)	217	35	97		#358		#273	1169	0	39	#1471	94
Internal Link Dist (ft)		185			224			535			1111	
Turn Bay Length (ft)			145				480		485	330		345
Base Capacity (vph)	383	208	323		104		311	3498	1125	71	2984	993
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.05	0.55		1.31		0.89	0.85	0.04	0.17	1.03	0.25

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 68.4 (38%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.31

Intersection Signal Delay: 49.7

Intersection LOS: D

Intersection Capacity Utilization 94.3%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 41 & Island Park Rd

 Ø1	 Ø2 (R)	 Ø4	 Ø8
23 s	112 s	18 s	27 s
 Ø6 (R)	 Ø5		
120 s	15 s		

Lanes, Volumes, Timings
3: US 41 & Island Park Rd

2025 AM Pk Hr Background + Project

10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	318	4	195	49	5	5	209	2462	44	23	2649	132
Future Volume (vph)	318	4	195	49	5	5	209	2462	44	23	2649	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		145	0		0	480		485	330		345
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.989				0.850			0.850
Flt Protected	0.950				0.960		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1769	0	3433	5085	1583	1770	5085	1583
Flt Permitted	0.950				0.960		0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	0	1769	0	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165		2				118			119
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		265			304			615			1191	
Travel Time (s)		6.0			6.9			9.3			18.0	
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)	346	4	212	53	5	5	227	2676	48	25	2879	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	346	4	212	0	63	0	227	2676	48	25	2879	143
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8						6			2
Detector Phase	8	8	8	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	24.9	24.9	24.9	25.8	25.8		12.9	26.9	26.9	12.7	26.9	26.9
Total Split (s)	25.0	25.0	25.0	16.0	16.0		20.0	123.0	123.0	16.0	119.0	119.0
Total Split (%)	13.9%	13.9%	13.9%	8.9%	8.9%		11.1%	68.3%	68.3%	8.9%	66.1%	66.1%
Maximum Green (s)	18.1	18.1	18.1	8.2	8.2		12.1	116.1	116.1	8.3	112.1	112.1
Yellow Time (s)	4.1	4.1	4.1	4.0	4.0		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8		3.0	2.0	2.0	2.8	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		7.8		7.9	6.9	6.9	7.7	6.9	6.9
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
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	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	18.2	18.2	18.2		8.1		12.1	122.6	122.6	7.4	112.1	112.1
Actuated g/C Ratio	0.10	0.10	0.10		0.04		0.07	0.68	0.68	0.04	0.62	0.62
v/c Ratio	1.00	0.02	0.69		0.78		0.99	0.77	0.04	0.35	0.91	0.14
Control Delay	126.8	73.5	32.0		130.9		137.1	22.4	0.1	96.7	35.0	3.5
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	126.8	73.5	32.0		130.9		137.1	22.4	0.1	96.7	35.0	3.5

B21

Lanes, Volumes, Timings
3: US 41 & Island Park Rd

2025 AM Pk Hr Background + Project

10/03/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	C		F		F	C	A	F	D	A
Approach Delay		90.7			130.9			30.9			34.0	
Approach LOS		F			F			C			C	
Queue Length 50th (ft)	~215	4	52		73		140	828	0	29	1046	11
Queue Length 95th (ft)	#330	19	153		#164		#237	883	0	67	1104	41
Internal Link Dist (ft)		185			224			535			1111	
Turn Bay Length (ft)			145				480		485	330		345
Base Capacity (vph)	346	188	307		82		230	3462	1115	81	3166	1030
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.02	0.69		0.77		0.99	0.77	0.04	0.31	0.91	0.14

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 147.6 (82%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 38.3

Intersection LOS: D

Intersection Capacity Utilization 87.1%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 41 & Island Park Rd

 Ø2 (R)	 Ø1	 Ø4	 Ø8
119 s	20 s	16 s	25 s
 Ø5	 Ø6 (R)		
16 s	123 s		

B22

Lanes, Volumes, Timings
3: US 41 & Island Park Rd

2025 PM Pk Hr Background + Project
10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	10	164	87	16	22	322	2736	42	11	2861	226
Future Volume (vph)	316	10	164	87	16	22	322	2736	42	11	2861	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		145	0		0	480		485	330		345
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.976				0.850			0.850
Flt Protected	0.950				0.966		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1756	0	3433	5085	1583	1770	5085	1583
Flt Permitted	0.950				0.966		0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	0	1756	0	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165		5				118			154
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		265			304			615			1191	
Travel Time (s)		6.0			6.9			9.3			18.0	
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)	343	11	178	95	17	24	350	2974	46	12	3110	246
Shared Lane Traffic (%)												
Lane Group Flow (vph)	343	11	178	0	136	0	350	2974	46	12	3110	246
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8						6			2
Detector Phase	8	8	8	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	24.9	24.9	24.9	25.8	25.8		12.9	26.9	26.9	12.7	26.9	26.9
Total Split (s)	27.0	27.0	27.0	18.0	18.0		23.0	120.0	120.0	15.0	112.0	112.0
Total Split (%)	15.0%	15.0%	15.0%	10.0%	10.0%		12.8%	66.7%	66.7%	8.3%	62.2%	62.2%
Maximum Green (s)	20.1	20.1	20.1	10.2	10.2		15.1	113.1	113.1	7.3	105.1	105.1
Yellow Time (s)	4.1	4.1	4.1	4.0	4.0		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8		3.0	2.0	2.0	2.8	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		7.8		7.9	6.9	6.9	7.7	6.9	6.9
Lead/Lag							Lead	Lead	Lead	Lag	Lag	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	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	19.9	19.9	19.9		10.2		15.3	122.3	122.3	6.5	105.1	105.1
Actuated g/C Ratio	0.11	0.11	0.11		0.06		0.08	0.68	0.68	0.04	0.58	0.58
v/c Ratio	0.91	0.05	0.55		1.31		1.20	0.86	0.04	0.19	1.05	0.25
Control Delay	106.0	72.4	19.0		248.5		182.9	26.8	0.1	90.5	67.1	7.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.0	72.4	19.0		248.5		182.9	26.8	0.1	90.5	67.1	7.0

Lanes, Volumes, Timings
3: US 41 & Island Park Rd

2025 PM Pk Hr Background + Project
10/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	B		F		F	C	A	F	E	A
Approach Delay		76.2			248.5			42.6			62.8	
Approach LOS		E			F			D			E	
Queue Length 50th (ft)	209	12	14		~200		~259	837	0	14	~1455	47
Queue Length 95th (ft)	#301	35	97		#358		#371	1169	0	39	#1507	95
Internal Link Dist (ft)		185			224			535			1111	
Turn Bay Length (ft)			145				480		485	330		345
Base Capacity (vph)	383	208	323		104		292	3456	1113	71	2969	988
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.05	0.55		1.31		1.20	0.86	0.04	0.17	1.05	0.25

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 68.4 (38%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.31

Intersection Signal Delay: 58.0

Intersection LOS: E

Intersection Capacity Utilization 97.0%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 41 & Island Park Rd

 Ø1	 Ø2 (R)	 Ø4	 Ø8
23 s	18 s	18 s	27 s
 Ø6 (R)	 Ø5		
120 s	15 s		

INTERSECTION TURNING MOVEMENT COUNTS

Intersection: Island Park Rd & U.S. 41
Date of Count: 9/7/2023 Wednesday

	Eastbound			Westbound			Northbound			Southbound			Total All
<u>AM Period</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>Approch's</u>
7:00 - 7:15	40	0	30	10	1	3	18	335	7	3	489	17	953
7:15 - 7:30	39	2	39	6	1	3	19	430	8	2	527	21	1097
7:30 - 7:45	66	2	44	13	1	2	13	492	8	0	527	23	1191
7:45 - 8:00	49	1	35	7	2	0	30	519	16	8	535	23	1225
8:00 - 8:15	43	0	39	9	1	2	39	457	7	5	489	30	1121
8:15 - 8:30	40	0	41	11	0	0	27	475	5	6	504	32	1141
8:30 - 8:45	42	3	43	12	0	9	41	447	13	3	452	30	1095
8:45 - 9:00	47	0	44	8	2	0	37	440	6	3	516	39	1142
AM Totals	366	8	315	76	8	19	224	3595	70	30	4039	215	8965
Approach %	53.1%	1.2%	45.7%	73.8%	7.8%	18.4%	5.8%	92.4%	1.8%	0.7%	94.3%	5.0%	
% / Lane	4.1%	0.1%	3.5%	0.8%	0.1%	0.2%	2.5%	40.1%	0.8%	0.3%	45.1%	2.4%	
% / Inter.		7.7%			1.1%			43.4%			47.8%		

	Eastbound			Westbound			Northbound			Southbound			
<u>PM Period</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	
4:00 - 4:15	46	1	41	16	3	3	42	467	7	2	471	54	1153
4:15 - 4:30	51	2	35	7	1	6	47	559	6	3	559	55	1331
4:30 - 4:45	38	3	33	12	1	2	37	523	9	0	531	53	1242
4:45 - 5:00	52	3	26	7	3	4	54	560	5	2	526	50	1292
5:00 - 5:15	53	4	42	24	5	4	46	515	11	2	589	47	1342
5:15 - 5:30	42	1	33	20	2	7	50	586	9	4	571	42	1367
5:30 - 5:45	57	0	33	20	3	3	59	498	9	1	541	46	1270
5:45 - 6:00	36	1	28	5	2	4	44	536	1	2	456	37	1152
PM Totals	240	13	177	66	13	19	226	2624	38	9	2676	259	6360
Approach %	55.8%	3.0%	41.2%	67.3%	13.3%	19.4%	7.8%	90.9%	1.3%	0.3%	90.9%	8.8%	
% / Lane	3.8%	0.2%	2.8%	1.0%	0.2%	0.3%	3.6%	41.3%	0.6%	0.1%	42.1%	4.1%	
% / Inter.		6.8%			1.5%			45.4%			46.3%		

PEAK HOUR TURNING MOVEMENT VOLUMES

	Eastbound			Westbound			Northbound			Southbound			
<u>AM Period</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	
7:30 - 8:30	198	3	159	40	4	4	109	1943	36	19	2055	108	4678
Approach %	55.0%	0.8%	44.2%	83.3%	8.3%	8.3%	5.2%	93.1%	1.7%	0.9%	94.2%	4.9%	
<u>PM Period</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	
4:45 - 5:45	204	8	134	71	13	18	209	2159	34	9	2227	185	5271
Approach %	59.0%	2.3%	38.7%	69.6%	12.7%	17.6%	8.7%	89.9%	1.4%	0.4%	92.0%	7.6%	

AM Peak Hour Factor = 0.95
 PM Peak Hour Factor = 0.96

Intersection: Island Park Rd & U.S. 41
Date of Count: 9/7/2023

2023 PEAK HOUR TURNING MOVEMENT VOLUMES

	Eastbound			Westbound			Northbound			Southbound		
	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>
<u>AM Period</u>	198	3	159	40	4	4	109	1943	36	19	2055	108
<u>PM Period</u>	204	8	134	71	13	18	209	2159	34	9	2227	185

2023 PEAK SEASON PEAK HOUR TURNING MOVEMENTS

LDOT PSCF = 1.2

	Eastbound			Westbound			Northbound			Southbound		
	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>
<u>AM Period</u>	238	4	191	48	5	5	131	2332	43	23	2466	130
<u>PM Period</u>	245	10	161	85	16	22	251	2591	41	11	2672	222

2025 PEAK SEASON PEAK HOUR TURNING MOVEMENTS

U.S. 41 Annual Growth Rate = 2.76%

Island Park Rd Annual Growth Rate = 1.00%

	Eastbound			Westbound			Northbound			Southbound		
	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>
<u>AM Period</u>	242	4	195	49	5	5	133	2462	44	23	2604	132
<u>PM Period</u>	250	10	164	87	16	22	256	2736	42	11	2822	226

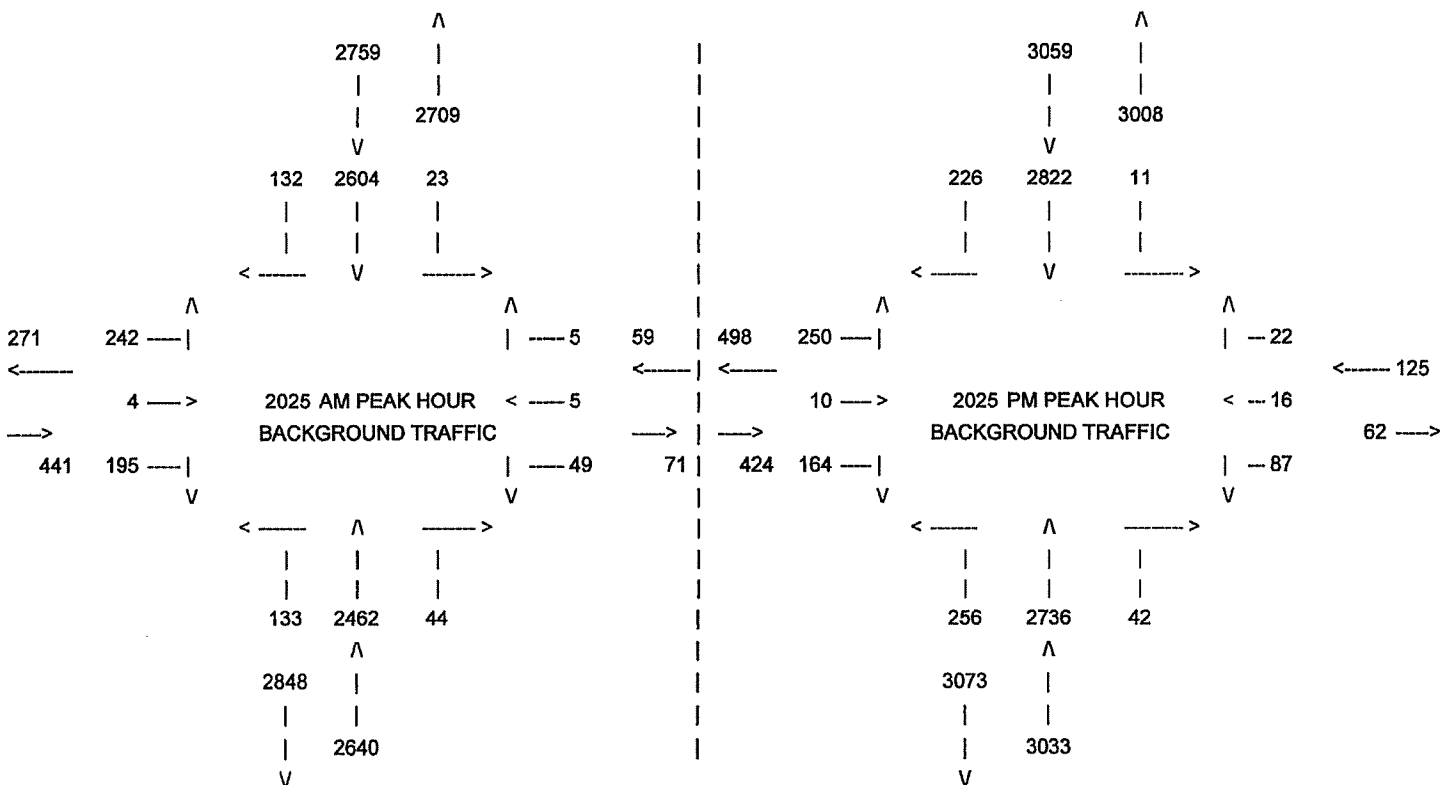
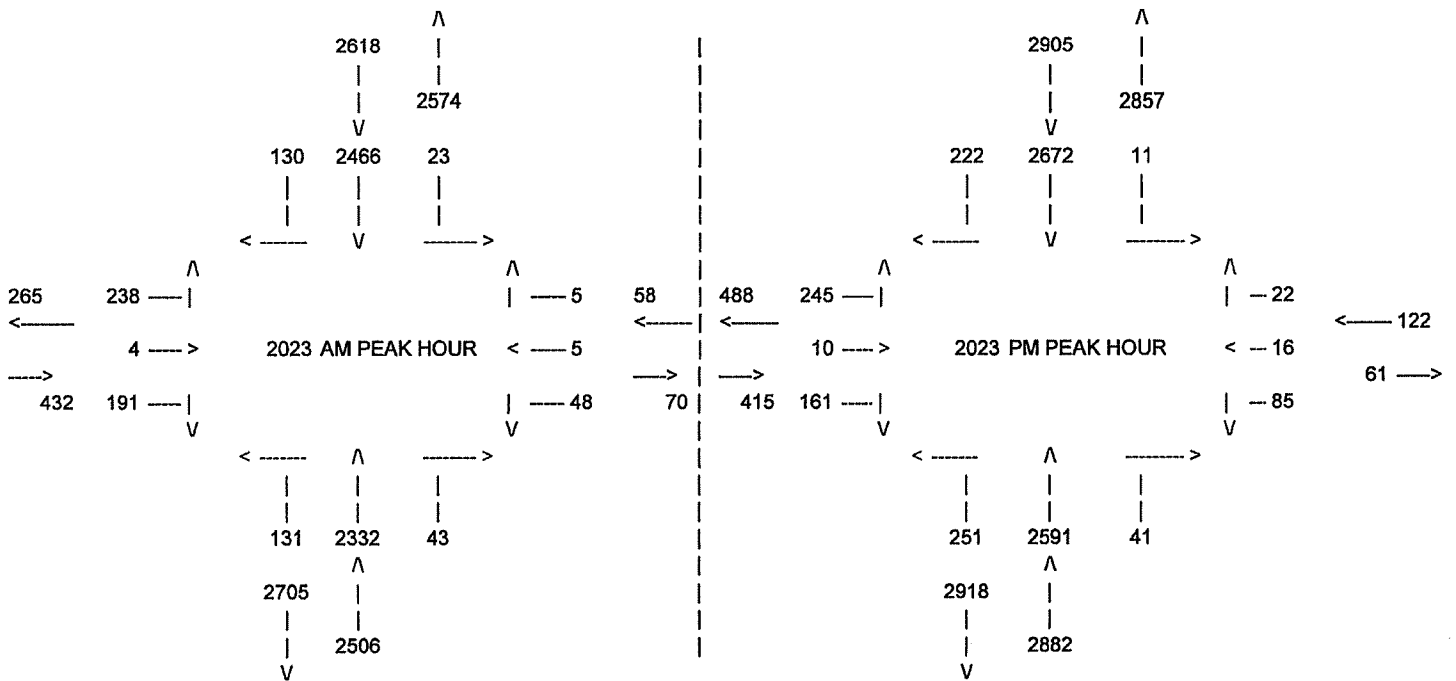
PROJECT BUILD-OUT PEAK HOUR TRAFFIC

	Eastbound			Westbound			Northbound			Southbound		
	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>
<u>AM Period</u>	76	0	0	0	0	0	76	0	0	0	45	0
<u>PM Period</u>	66	0	0	0	0	0	66	0	0	0	39	0

2025 PEAK SEASON PEAK HOUR "+" PROJECT TRAFFIC

	Eastbound			Westbound			Northbound			Southbound		
	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>
<u>AM Period</u>	318	4	195	49	5	5	209	2462	44	23	2649	132
<u>PM Period</u>	316	10	164	87	16	22	322	2736	42	11	2861	226

Intersection: Island Park Rd & U.S. 41



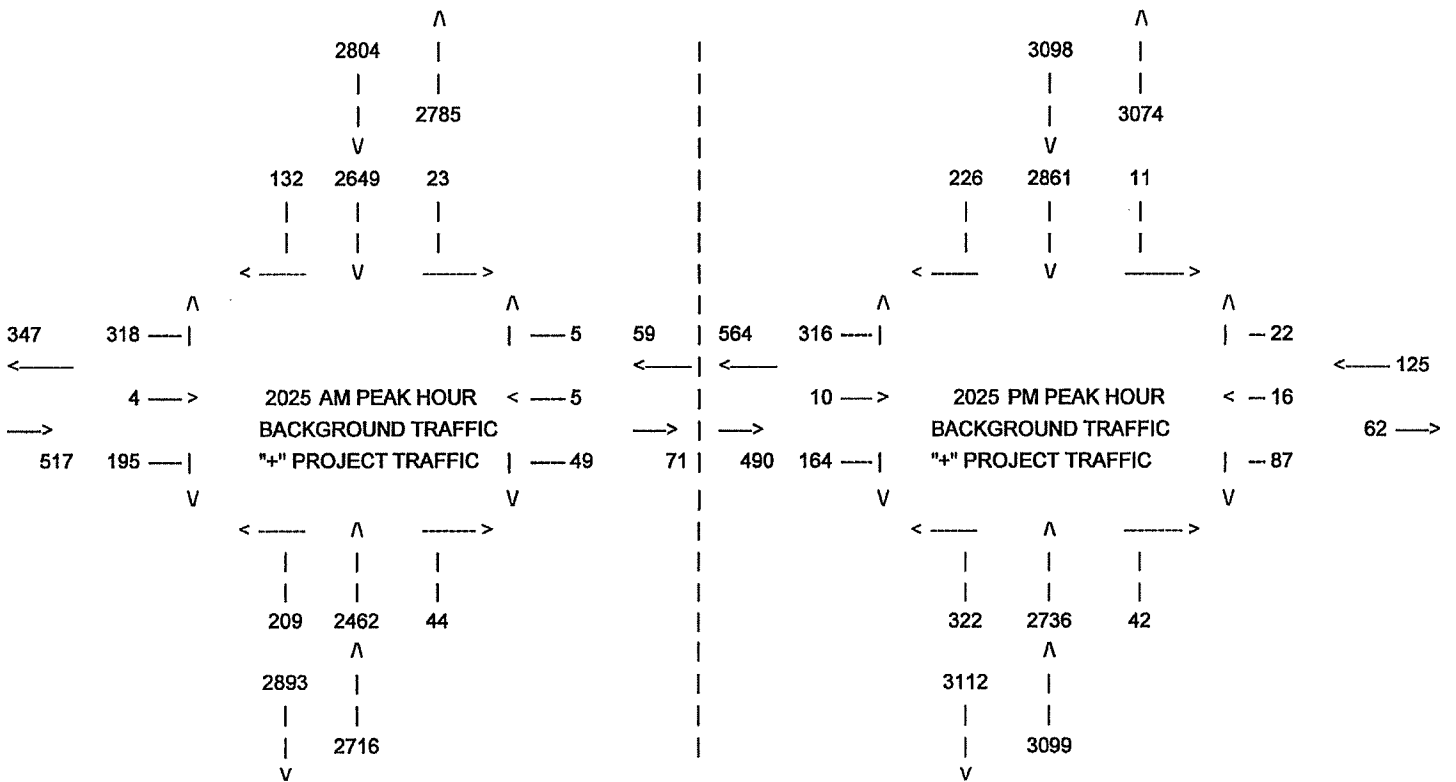
The diagram illustrates traffic flow for Project B/O Traffic at the AM and PM Peak Hours. It features a central vertical line representing the project area, with traffic flow indicated by arrows and numbers.

AM Peak Hour:

- Left Side:** Traffic flow is indicated by a large arrow pointing left with the number 76. Below this, a smaller arrow points left with the number 0. A vertical line segment is labeled with a triangle symbol (Λ) above and a 'V' below.
- Right Side:** Traffic flow is indicated by a large arrow pointing right with the number 76. Below this, a smaller arrow points right with the number 0. A vertical line segment is labeled with a triangle symbol (Λ) above and a 'V' below.
- Center:** A vertical line segment is labeled with a triangle symbol (Λ) above and a 'V' below. The text "PROJECT B/O TRAFFIC AM PEAK HOUR" is centered below this line.

PM Peak Hour:

- Left Side:** Traffic flow is indicated by a large arrow pointing left with the number 76. Below this, a smaller arrow points left with the number 0. A vertical line segment is labeled with a triangle symbol (Λ) above and a 'V' below.
- Right Side:** Traffic flow is indicated by a large arrow pointing right with the number 76. Below this, a smaller arrow points right with the number 0. A vertical line segment is labeled with a triangle symbol (Λ) above and a 'V' below.
- Center:** A vertical line segment is labeled with a triangle symbol (Λ) above and a 'V' below. The text "PROJECT B/O TRAFFIC PM PEAK HOUR" is centered below this line.



SITE ACCESS NO. 1
Island Park Rd @ Island Park Shopping Center Access
Fort Myers FL
Thursday, September 7, 2023

Time	Southbound Goodwill Western Access						Westbound Island Park Rd						Northbound Island Park Shopping Center						Eastbound Island Park Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:00 AM	0	0	0	0	0	0	1	9	32	0	0	42	0	0	1	2	0	3	0	0	67	0	0	67	112
7:15 AM	0	1	0	1	0	2	4	12	26	0	0	42	0	1	0	0	0	1	0	0	80	0	0	80	125
7:30 AM	0	0	0	1	0	1	5	4	28	0	0	37	0	0	0	2	1	2	0	0	110	0	0	110	150
7:45 AM	0	0	0	1	0	1	9	6	48	0	2	63	0	1	0	1	3	2	0	0	81	0	0	81	147
Hourly Total	0	1	0	3	0	4	19	31	134	0	2	184	0	2	1	5	4	8	0	0	338	0	0	338	634
8:00 AM	0	0	0	1	0	1	2	6	59	0	0	67	0	0	0	0	0	0	0	0	79	1	0	80	148
8:15 AM	0	2	0	1	0	3	6	3	56	0	0	65	0	2	0	2	0	4	0	1	74	0	0	75	147
8:30 AM	0	2	0	0	0	2	8	2	65	0	0	73	0	1	0	2	0	3	0	1	82	0	0	83	161
8:45 AM	0	2	0	0	0	2	2	6	76	2	0	86	0	1	1	4	0	6	0	0	88	1	0	89	183
Hourly Total	0	6	0	2	0	8	18	17	256	2	0	291	0	4	1	8	0	13	0	2	323	2	0	327	639
TOTAL cars	0	7	0	5	0	12	35	48	390	2	2	475	0	6	2	13	4	21	0	2	661	2	0	665	1173
Heavy Vehicles	0	6	0	4	0	10	34	47	368	2	2	451	0	6	2	13	4	21	0	2	649	1	0	652	1134
Heavy Vehicle %	0.00%	14.29%	0.00%	20.00%	0.00%	16.67%	2.86%	2.08%	5.64%	0.00%	0.00%	5.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.82%	50.00%	0.00%	1.95%	3.32%

Island Park Rd @ Island Park Shopping Center Access
Fort Myers FL
Thursday, September 7, 2023
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	0	1	0	1	2	6	59	0	0	67	0	0	0	0	0	0	0	0	79	1	0	80	148
8:15 AM	0	2	0	1	0	3	6	3	56	0	0	65	0	2	0	2	0	4	0	1	74	0	0	75	147
8:30 AM	0	2	0	0	0	2	6	2	65	0	0	73	0	1	0	2	0	3	0	1	82	0	0	83	161
8:45 AM	0	2	0	0	0	2	2	6	76	2	0	86	0	1	1	4	0	6	0	0	88	1	0	89	183
Peak Hour Total	0	6	0	2	0	8	16	17	256	2	0	291	0	4	1	6	0	13	0	2	323	2	0	327	639
PHF	0.000	0.750	0.000	0.500	0.000	0.667	0.667	0.708	0.842	0.250	0.000	0.846	0.000	0.500	0.250	0.500	0.000	0.542	0.000	0.500	0.918	0.500	0.000	0.919	0.873

PCS FACTOR = 1.20

829

SITE ACCESS NO. 1

Island Park Rd @ Island Park Shopping Center Access
Fort Myers FL

Thursday, September 7, 2023

Time	Southbound Goodwill Western Access						Westbound Island Park Rd						Northbound Island Park Shopping Center						Eastbound Island Park Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
430 PM	0	4	0	2	0	6	5	3	84	0	0	92	0	1	0	2	0	3	0	0	66	1	0	67	168
415 PM	0	6	0	1	0	7	6	1	74	2	0	83	0	1	0	2	0	3	0	0	57	0	0	57	180
410 PM	0	1	0	0	0	1	10	1	78	1	1	90	0	1	0	2	0	3	1	2	61	1	0	65	189
415 PM	0	5	0	2	0	7	10	5	97	0	1	112	0	5	0	5	1	10	0	0	54	2	0	58	185
Hourly Total	0	16	0	5	0	21	31	10	333	3	2	377	0	8	0	11	1	19	1	2	238	4	0	245	662
530 PM	0	7	0	2	0	9	0	6	97	0	2	103	0	3	0	5	2	8	0	0	86	1	2	87	207
515 PM	0	6	0	1	0	7	8	6	105	1	1	120	0	4	0	4	2	8	0	0	52	3	1	55	190
510 PM	0	2	0	0	0	2	11	5	117	0	0	133	0	2	0	5	0	7	0	0	97	3	0	100	242
515 PM	0	5	0	0	0	5	5	4	85	1	0	95	0	0	0	1	1	1	0	0	57	1	0	58	189
Hourly Total	0	20	0	3	0	23	24	21	404	2	3	451	0	9	0	15	6	24	0	0	292	8	3	300	798
TOTAL	0	36	0	8	0	44	55	31	737	6	6	828	0	17	0	26	6	43	1	2	530	12	3	545	1460
Cars	0	35	0	8	0	43	55	31	728	5	3	820	0	17	0	26	4	43	1	2	517	12	3	532	1438
Heavy Vehicles	0	1	0	0	0	1	0	0	8	0	2	8	0	0	0	0	2	0	0	0	13	0	0	13	22
Heavy/Vehicle %	0.00%	2.78%	0.00%	0.00%	0.00%	2.27%	0.00%	0.00%	1.09%	0.00%	40.00%	0.97%	0.00%	0.00%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	2.45%	0.00%	0.00%	2.39%	1.51%

Island Park Rd @ Island Park Shopping Center Access
Fort Myers FL

Thursday, September 7, 2023

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
415 PM	0	5	0	2	0	7	10	5	97	0	1	112	0	5	0	5	1	10	0	0	54	2	0	56	185
510 PM	0	7	0	2	0	9	0	6	97	0	2	103	0	3	0	5	2	8	0	0	86	1	2	87	207
515 PM	0	6	0	1	0	7	8	6	105	1	1	120	0	4	0	4	2	8	0	0	52	3	1	55	190
510 PM	0	2	0	0	0	2	11	5	117	0	0	133	0	2	0	5	0	7	0	0	97	3	0	100	242
Peak Hour Total	0	20	0	5	0	25	29	22	410	1	4	408	0	14	0	19	5	33	0	0	289	8	3	298	824
PHF	0.000	0.714	0.000	0.625	0.000	0.694	0.659	0.917	0.889	0.250	0.500	0.880	0.000	0.700	0.000	0.350	0.625	0.825	0.000	0.000	0.745	0.750	0.375	0.745	0.881

PCS FACTOR = 1.20

830

PCS 109 - US 41 south of Jamica Bay

2022 AADT = 57,300 VPD

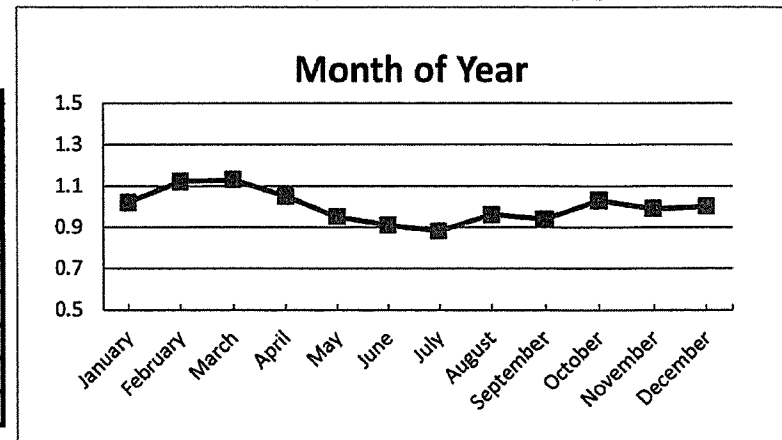
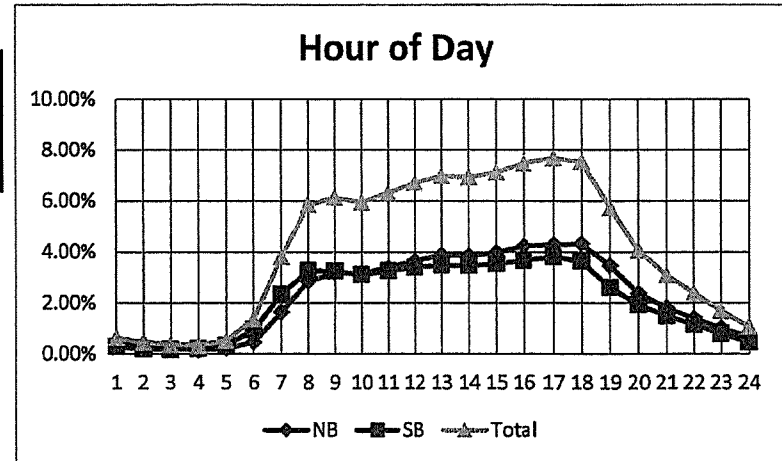
Hour	NB	SB	Total
0	0.39%	0.28%	0.63%
1	0.30%	0.19%	0.46%
2	0.21%	0.17%	0.36%
3	0.15%	0.20%	0.33%
4	0.21%	0.31%	0.51%
5	0.46%	0.93%	1.36%
6	1.62%	2.33%	3.81%
7	2.85%	3.27%	5.84%
8	3.18%	3.25%	6.12%
9	3.15%	3.10%	5.94%
10	3.38%	3.26%	6.31%
11	3.65%	3.40%	6.69%
12	3.88%	3.48%	6.97%
13	3.85%	3.47%	6.93%
14	3.97%	3.54%	7.11%
15	4.21%	3.66%	7.48%
16	4.29%	3.81%	7.67%
17	4.31%	3.64%	7.52%
18	3.46%	2.61%	5.72%
19	2.36%	1.92%	4.05%
20	1.80%	1.47%	3.08%
21	1.38%	1.14%	2.39%
22	1.01%	0.79%	1.69%
23	0.64%	0.47%	1.05%

Month of Year	Fraction
January	1.02
February	1.12
March	1.13
April	1.05
May	0.95
June	0.91
July	0.88
August	0.96
September	0.94
October	1.03
November	0.99
December	1

Directional Factor		
AM	0.59	SB
PM	0.54	NB

Day of Week	Fraction
Sunday	0.67
Monday	1.03
Tuesday	1.09
Wednesday	1.11
Thursday	1.09
Friday	1.12
Saturday	0.88

Design Hour Volume		
#	Volume	Factor
5	5525	0.096
10	5476	0.096
20	5420	0.095
30	5401	0.094
50	5332	0.093
100	5240	0.091
150	5175	0.090
200	5108	0.089



$$PSF = 1.13 / 0.94 = 1.20$$

Updated 5/3/2023

Daily Traffic Volume (AADT)

STREET	LOCATION	Station #	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
US 41 (SR 45)	S OF COCONUT RD	<u>93</u>			46100	45000	49900	48800	49400	44900	51600	56200
US 41 (SR 45)	S OF COKSCREW RD	128								40500		50900
US 41 (SR 45)	S OF HICKORY DR	<u>25</u>	36600	37700	42500	45100	<u>48000</u>	50100	52100	46700	53100	<u>55000</u>
US 41 (SR 45)	N OF ALICO RD	110								44900		53400
US 41 (SR 45)	S OF JAMAICA BAY BLVD	<u>109</u>								43000		57300
US 41 (SR 45)	N OF ANDREA LN	<u>95</u>			40000	40400		42900	44600	40600	44800	45300
US 41 (SR 45)	N OF BRANTLEY RD	<u>9</u>	49100	50500	52300	51800	51600	52100		49200	51600	51100
US 41 (SR 45)	N OF BOY SCOUT DR	<u>96</u>			41100	44300	43600	38700	36600	33600	39900	40000
US 41 (SR 45)	N OF WINKLER AVE	<u>97</u>			42500	45200	45100	42100	39500	33300		38400
US 41 (SR 45)	S OF VICTORIA AVE	<u>98</u>			35600	35900	32600					
US 41 (SR 45)	N OF NORTH KEY DR	<u>1</u>	36400	41300	42400	43700	43700	44500	44500	41600	42800	43400
US 41 (SR 45)	S OF PINE ISLAND RD	99			25700	29600						
US 41 (SR 45)	N OF LITTLETON RD	100			18100	21400						
US 41 (SR 45)	S OF TARA WOODS BLVD	<u>103</u>			21000	24800	24900	26400	24000	23800		
VETERANS PKWY	S OF PINE ISLAND RD	527	12800	14100	15400	15900	16600	16700	17300	16200	18800	
VETERANS PKWY	E OF CHIQUITA BLVD	523										37600
VETERANS PKWY	E OF SKYLINE BLVD	522										49100
VETERANS PKWY	E OF SANTA BARBARA BLVD	<u>50</u>	45800	45900	47900	49300	49900	49100	54600	48200	52100	55500
VETERANS PKWY	AT TOLL PLAZA	67	43300	44700								
VETERANS PKWY	AT TOLL PLAZA	<u>121</u>			43000	44200	42000	47900	51800	47300	53400	53800
VISCAYA PKWY	W OF 13TH PL	<u>112</u>								15000	16700	17300
WESTGATE BLVD	S OF LEE BLVD	470	9600	10000		8100	12000	12800	14700	12200		10400
WILLIAMS AVE	N OF LEE BLVD	471	9400	12400		14700		13100		16900		16200
WILLIAMS RD	E OF US 41	468	4200		5100		5700		5800		5500	

B32



MOVING TRAFFIC FORWARD

3408 - US 41 & Island Park Rd - - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Min Green	5	20	7	7	5	20	7	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	31	0	39	0	13	0	36	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	5.0	3.0	2.0	2.0	5.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	20	60	20	15	15	60	15	20	0	0	0	0	0	0	0	0
Max2	20	55	25	60	20	55	60	25	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.9	4.9	4.1	4.0	4.9	4.9	4.0	4.1	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	3.0	2.0	2.8	3.8	2.8	2.0	3.8	2.8	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	30	30	30	30	30	30	30	30	30	30	30	30	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

B33



MOVING TRAFFIC FORWARD

3408 - US 41 & Island Park Rd - - Econolite Type - ASC/3

Coordination Pattern Data**Coordinator Pattern Data (MM) 3-2****Coordinator Pattern # 1**

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Percent
Cycle	180	Std (COS)	233	Offsets In	Percent
Offset Value	82%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk	No	Sequence	4		
Rest					
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 1)	11	66	14	9	9	68	9	14	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

B34

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	93%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	7		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 2)	13	56	18	13	9	60	13	18	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	38%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	7		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

B35

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 3)	13	62	15	10	8	67	10	15	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

B36

DESCRIPTION

A PARCEL OF LAND BEING THE LANDS DESCRIBED IN INSTRUMENT NUMBER 2018000171817, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA AND A PORTION OF LANDS DESCRIBED IN INSTRUMENT NUMBER 2015000242014, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA, BEING FURTHER DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERLY MOST CORNER OF LANDS DESCRIBED IN INSTRUMENT NUMBER 2018000171817, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA; THENCE ALONG THE SOUTH LINE OF SAID LANDS AND THE EXTENSION THEREOF SOUTH 58°08'20" WEST, A DISTANCE OF 279.49 FEET; THENCE NORTH 31°51'40" WEST, A DISTANCE OF 287.65 FEET TO AN INTERSECTION WITH THE SOUTHEAST RIGHT-OF-WAY OF ISLAND PARK RD; THENCE ALONG SAID SOUTHEAST RIGHT-OF-WAY NORTH 58°22'42" EAST, A DISTANCE OF 255.64 FEET TO A POINT ON A NON TANGENTIAL CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY EASTERLY 39.27 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 90°00'22", (CHORD BEARING SOUTH 76°37'07" EAST, A DISTANCE OF 35.36 FEET) TO AN INTERSECTION WITH THE SOUTHWEST RIGHT-OF-WAY OF U.S. 41 (TAMIAMI TRAIL); THENCE ALONG SAID SOUTHWEST RIGHT-OF-WAY SOUTH 31°37'18" EAST, A DISTANCE OF 236.62 FEET TO A POINT ON A NON TANGENTIAL CURVE TO THE LEFT; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY SOUTHEASTERLY 24.85 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 5,797.58 FEET, A CENTRAL ANGLE OF 00°14'44", (CHORD BEARING SOUTH 31°44'18" EAST, A DISTANCE OF 24.85 FEET) TO THE POINT OF BEGINNING.

CONTAINING 1.84 ACRES, MORE OR LESS.

NOTES:

1. BEARINGS SHOWN HEREON ARE BASED ON THE STATE PLANE COORDINATE SYSTEM ESTABLISHED BY THE NATIONAL GEODETIC SURVEY FOR FLORIDA WEST ZONE, 1983 DATUM WITH 1990 ADJUSTMENT OBTAINED UTILIZING RTK GPS OBSERVATIONS ON THE FDOT NETWORK AND REFER TO THE SOUTHEAST RIGHT-OF-WAY LINE OF ISLAND PARK RD, LEE COUNTY, FLORIDA AS BEING N 58°22'42" E.
2. DIMENSIONS SHOWN HEREON ARE IN U.S. SURVEY FEET AND DECIMALS THEREOF.
3. THIS SKETCH AND DESCRIPTION IS NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR THE DIGITAL SIGNATURE AND DIGITAL SEAL OF A LICENSED FLORIDA SURVEYOR AND MAPPER. NO ADDITIONS OR DELETIONS TO THIS SKETCH AND DESCRIPTION ARE PERMITTED WITHOUT THE EXPRESSED WRITTEN CONSENT OF THE SIGNING PARTY.

REVIEWED
SEZ2024-00005
Rick Burris, Principal
Planner
Lee County DCD/Planning
8/26/2024

*NOT VALID WITHOUT
 SHEET 2 OF 2*

DRAWN BY:	AH
CHECKED BY:	TJD
JOB CODE:	CC71141IP
SCALE:	N/A
DATE:	2 JUNE 2022
FILE:	21-126-SL
SHEET:	1 of 2

* NOT A SURVEY *

SKETCH AND DESCRIPTION

A PARCEL OF LAND

LYING IN
 SECTION 1, TOWNSHIP 46 SOUTH, RANGE 24 EAST
 LEE COUNTY, FLORIDA



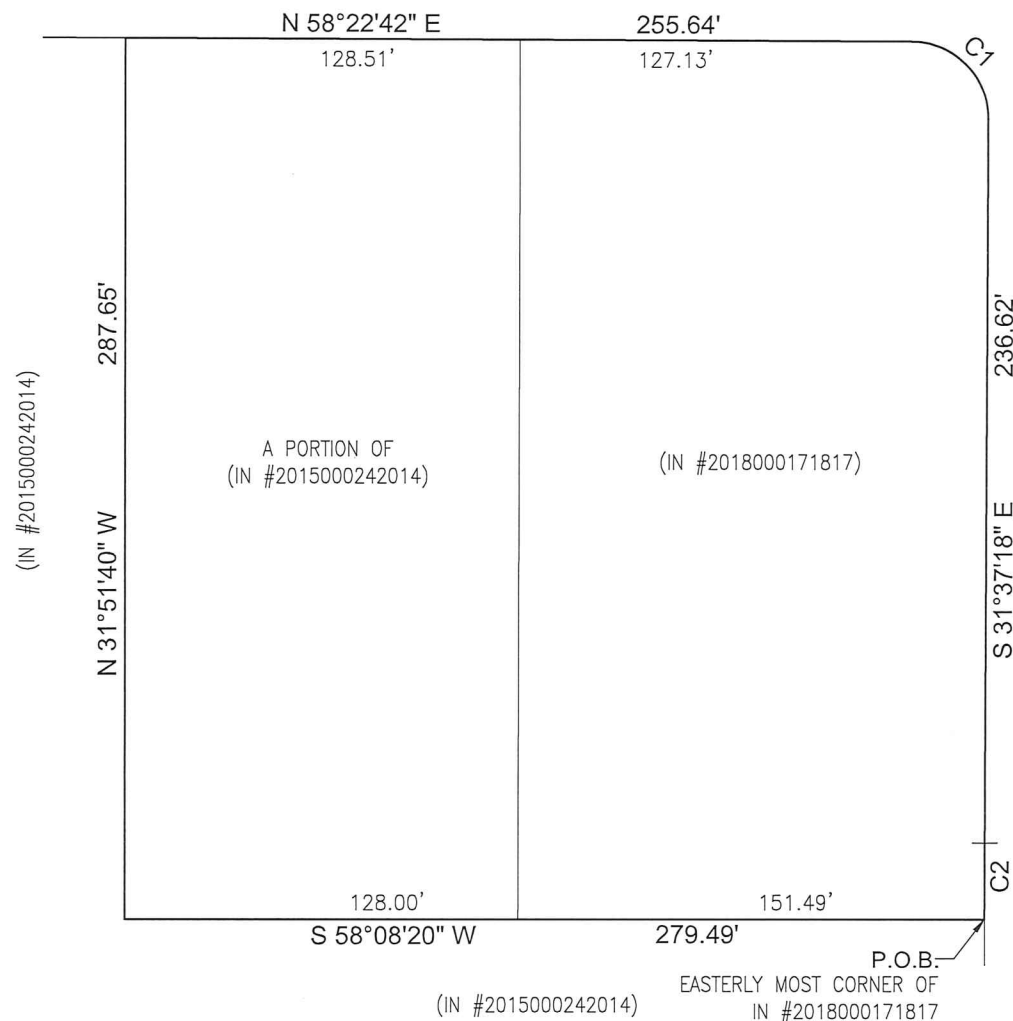
GradyMinor

Q. Grady Minor and Associates, P.A.
 3800 Via Del Rey
 Bonita Springs, Florida 34134

Civil Engineers • Land Surveyors • Planners • Landscape Architects
 Cert. of Auth. EB 0005151 Cert. of Auth. LB 0005151 Business LC 26000266
 Bonita Springs: 239.947.1144 www.GradyMinor.com Fort Myers: 239.690.4380

DATE SIGNED
 Digitally signed by
 Timothy Jon
 DeVries, P.S.M
 Date: 2024.05.14
 08:34:04 -04'00'
 TIMOTHY J. DEVRIES, P.S.M
 FL LICENSE #6758
 FOR THE FIRM

ISLAND PARK RD

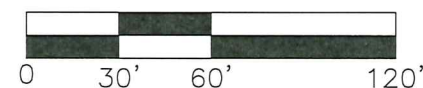


CURVE TABLE					
CURVE #	RADIUS	LENGTH	DELTA	CHORD BEARING	CHORD LENGTH
C1	25.00'	39.27'	90°00'22"	S 76°37'07" E	35.36'
C2	5797.58'	24.85'	0°14'44"	S 31°44'18" E	24.85'

REVIEWED
SEZ2024-00005
Rick Burris, Principal
Planner
Lee County DCD/Planning
8/26/2024

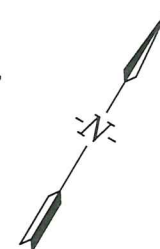
LEGEND

POB POINT OF BEGINNING
IN INSTRUMENT NUMBER



SCALE: 1" = 60'

THIS PLAN MAY HAVE BEEN ENLARGED OR
REDUCED FROM INTENDED DISPLAY SCALE FOR
REPRODUCTION REASONS



* NOT A SURVEY *

*NOT VALID WITHOUT
SHEET 1 OF 2*



GradyMinor

Q. Grady Minor and Associates, P.A.
3800 Via Del Rey
Bonita Springs, Florida 34134

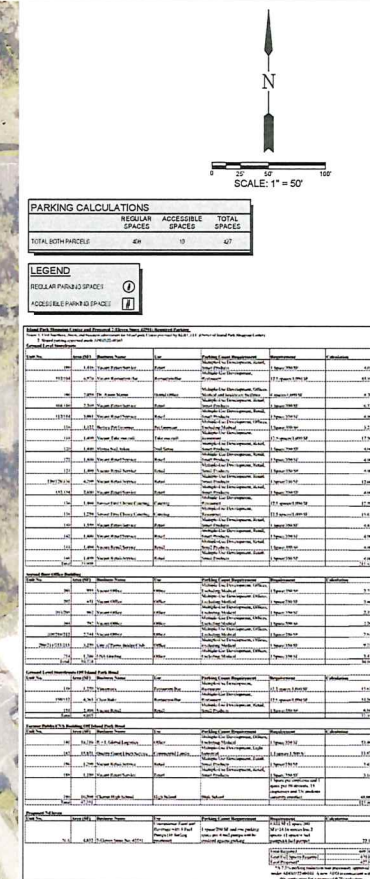
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Cert. of Auth. EB 0005151 Cert. of Auth. LB 0005151 Business LC 26000266
Bonita Springs: 239.947.1144 www.GradyMinor.com Fort Myers: 239.690.4380

SKETCH AND DESCRIPTION

A PARCEL OF LAND

LYING IN
SECTION 1, TOWNSHIP 46 SOUTH, RANGE 24 EAST
LEE COUNTY, FLORIDA

DRAWN BY:	AH
CHECKED BY:	TJD
JOB CODE:	CC71141IP
SCALE:	1" = 60'
DATE:	2 JUNE 2022
FILE:	21-126-SL
SHEET:	2 of 2



PARKING CALCULATIONS			
	REGULAR SPACES	ACCESSIBLE SPACES	TOTAL SPACES
TOTAL BOTH PARCELS	40	10	50

LEGEND

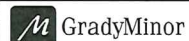
REGULAR PARKING SPACES 

ACCESSIBLE PARKING SPACES 

Table 1.1: Summary of Key Data and Events (2023-2024)							
Event Details		Location		Status		Notes	
Date	Time	Event Name	Location	Status	Notes	Remarks	Comments
2023-01-15	10:00 AM	Annual Meeting	Grand Ballroom	Completed	Successful	100% attendance	100%
2023-02-20	14:00 PM	Workshop on Project Management	Conference Room A	In Progress	On Track	85% attendance	85%
2023-03-10	09:00 AM	Team Meeting	Meeting Room 1	Completed	Successful	100% attendance	100%
2023-04-05	13:00 PM	Client Presentation	Executive Boardroom	Completed	Successful	100% attendance	100%
2023-05-18	11:00 AM	Product Demo	Product Development Lab	Completed	Successful	100% attendance	100%
2023-06-01	10:00 AM	Quarterly Review	Executive Boardroom	Completed	Successful	100% attendance	100%
2023-07-15	14:00 PM	Team Meeting	Meeting Room 1	Completed	Successful	100% attendance	100%
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[illegible]

DESIGNED BY:	R.J.T.
DRAWN BY:	C.G.K.
APPROVED:	M.T.M.
JOB CODE:	CC71141P
SCALE:	1" = 50'



Q. Grady Minor and Associates, P.A.
3800 Via Del Rey
Bonita Springs, Florida 34134

Civil Engineers • Land Surveyors • Planners • Landscape Architects
Cert. of Auth. EB 0005151 Cert. of Auth. LB 0005151 Business LC 26000260
Bonita Springs: 239.947.1144 www.GradyMinor.com Fort Myers: 239.690.4380

7-ELEVEN STORE NO. 42251

SEZ2024-00005 AND
ADD2024-00111 EXHIBIT

ELEVATIONS SHOWN HEREIN ARE BASED UPON NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88).
CONVERSION FACTOR TO NATIONAL GEODETIC VERTICAL DATUM 1929 (NGVD 29) IS (+) 1.181

RACHEL J. TRACEY, P.E.
FLORIDA P.E. LICENSE NO. 85322

MUNICIPALITY:	LEE COUNTY
SEC/TWNSHP/RNG	01/46S/24E
DATE:	JUNE 2024
SUBMITTAL TYPE:	EXHIBIT-VAR
SHEET 2 OF 2	

ATTACHMENT J



SEZ2024-00005 7-Eleven Island Park Rd Memo.DOCX
DEPARTMENT OF COMMUNITY
DEVELOPMENT

Memo

To: Khalil Muhammad, Planner

From: Tim Brooks, Project Manager, DOT

Date: Sept 23, 2024

Subject: 7-Eleven Island Park Rd (SEZ2024-00005) Transportation-Related Analysis

Proposed Development

The memo only addresses items pertinent to the zoning action. Development Order related items, that were included in the analysis, will be reviewed at the time of DO. This application requests approval to grant a special exception to allow a maximum of 16 fuel pumps rather than the standard maximum of 8 fuel pumps.

Site Location

The proposed site is at the intersection of Island Park Rd and US-41. The STRAP# is 01-46-24-L3-00007.002A. The parcel is ± 1.84 acres in area per the Lee County Property Appraiser.

Site Access

The site is to be accessed via an existing right in/right out on Island Park Rd and has existing cross-access with an existing access point on Island Park Rd which is SW of the access mentioned above. A new access point (right in/right out) is being proposed on US-41. This access is subject to FDOT approval. Approval of this special exception is only related to allowing a maximum of 16 fuel pumps. All other items will be addressed in separate applications.

Trip Generation Review

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) Trip Generation 11th Edition Report. Table 1 outlines the proposed project's new trip generation for weekday AM and PM peak hours and daily traffic volumes. A pass by rate of 56% was used for AM and PM and a pass by rate of 46% was used for daily.

Table 1: Trip Generation

Land Use	Weekday A.M Peak Hour			Weekday P.M Peak Hour			Daily
	In	Out	Total	In	Out	Total	(2-Way)
LUC 945-Gas Station (16 Pumps) (Total)	226	225	451	195	195	390	6,339
Less Pass By	126	126	252	109	109	218	2,916

Roadway Section Traffic Operation Level of Service Analysis

A Level of service analysis is not required for special exemptions. LOS will be reviewed in other application(s).

Conclusion

LCDOT has no objection to the proposal in this application. However, please note that this approval is for the special exception only. It does not address turn lane analysis, access points, LOS etc.