



November 4, 2024

Mr. Adam Mendez
Department of Community Development
Zoning Section

**RE: JBRA CPD
DCI2024-00023 – Submittal 2**

Dear Mr. Mendez,

It is my pleasure to submit to you the attached revised documents related to the rezoning request for the JBRA CPUD. Please see the following responses in **bold** to your comments received on August 9, 2024.

The following information has been provided to assist in your review of the petition:

- 1) Response Comment Letter,
- 2) Revised Request Narrative,
- 3) Revised Deviations and Justifications,
- 4) Revised Schedule of Uses,
- 5) Revised Master Concept Plan;
- 6) Surface Water Management Narrative;
- 7) Revised Boundary Survey;
- 8) Revised Legal Description;
- 9) Revised Sketch of Description;
- 10) Revised TIS
- 11) Affidavit of No Change;

Zoning

1. Master Concept Plan. The Master concept plan must show and identify the following omitted information pursuant to LDC Section 34-373(a)(6):

A. The location and explanation of all existing easements, whether or not those easements are recorded. If an easement is based upon a recorded document, the official records book reference must be stated. Depict all easements per Boundary Survey and please clarify source of Building Setback Line (B.S.L) depicted on the boundary survey.

RESPONSE: The Master Concept Plan has been revised to demonstrate the easements per the Boundary Survey and recorded plat (Plat Book 6 Page 6, San Carlos-On-The-Gulf). The Building Setback Line depicted on the survey was also obtained from the recorded plat, which is identified as a “Building Line” and is offset 40 feet from the right-of-way line of San Carlos Boulevard and offset 20 feet from the right-of-way line of Main Street. This line is included in the MCP.

B. The general location of service areas for delivery of goods or services must be shown for all developments that are not residential subdivisions.

RESPONSE: Deliveries to the site will occur via van delivery, similar to those used by online retailers. No designated delivery space or zone is needed for the expected volume of received goods and large trucks with semi-trailers will not access the site.

C. If future deviations are requested/modified, the location of any requested deviations, keyed to the schedule of deviations, including drawings demonstrating the effect the requested deviations will have on the site plan if necessary. Please see Comment #2 for further deviation information.

RESPONSE: The Master Concept Plan has been revised to show the locations of all deviations.

D. The request includes retention of the existing duplex as Existing Only. Please provide an alternate MCP depicting future use of the subject property for duplex purposes.

RESPONSE: An alternate MCP is included with the resubmittal package showing the CPD with the existing duplex remaining.

E. LDC Section 10-416(d)(6) requires a specific buffer for parking lots within 125 feet of single-family lots.

RESPONSE: Please refer to the revised MCP, which provides the required Type C buffer on South Street where proposed parking areas are less than 125 feet from single-family residential lots.

2. Deviations.

A. Deviation #5 should be separated into two separate deviation requests. One for each buffer type. The boundary survey depicts area along San Carlos Boulevard within the property boundary which may provide an alternate right-of-way buffer to pair with landscaping both on and off the property. Please consider an alternate buffer width/plant material in lieu of no buffer.

RESPONSE: Deviation #5 has been separated into two separate deviation requests on the Deviations and Justifications document included with this letter and has been reflected on the updated Master Concept Plan. Deviation #5 describes the 4-foot modified Type A buffer along the north property line of 19260 San Carlos Boulevard and new Deviation #9 describes zero buffer along the east and south property lines of 19260 San Carlos Boulevard.

B. The Deviation #6 request relief from LDC Section 33-1744(a)(3) of the San Carlos Island Redevelopment Overlay District. These regulations are optional pursuant to 33-1742(b) below. Please confirm if the intent of this planned development request is to opt into the Overlay District development regulations, or to proceed under the general County regulations.

RESPONSE: Deviation #6 has been removed from the Deviations and Justifications document as the Applicant does not wish to opt into the Overlay District.

3. COM2024-00820 (Project Name: Vixen's Small Goods Retail Store). Staff is in receipt of the above-referenced companion interior remodel permit request at 19260 San Carlos Boulevard.

The Proposed Floor Plan (see Attachment) depicts a portion of the proposed floor area for package sales, including backstock and administrative office area, and a separate floor area allocation for use incidental to adjacent adult entertainment business under common ownership. Please clarify/classify the intended use and assess parking calculations accordingly, and if applicable, provide analysis of LDC Sections 34-1201 through 34-1204.

RESPONSE: The building permit plans have been updated to reflect these areas as storage.

Planning

1. The Lee Plan compliance analysis states that a Comprehensive Plan Amendment (CPA) was submitted in conjunction with this application. Planning staff are not aware of any CPA relating to the subject property. Clarify whether a CPA has been submitted for this project. If no CPA accompanies this project, remove that statement.

RESPONSE: The Request Narrative has been corrected to remove this reference. The underlying Future Land Use permits the proposed use and a comprehensive plan amendment is not required.

2. Confirm that the project will be connecting to Lee County Utilities for sewer and water service in the analysis of Policy 4.1.1 and 4.1.2.

RESPONSE: The Request Narrative has been revised to confirm we intend to connect to Lee County Utilities for sewer and water service. Additionally, we have previously provided a letter of availability dated May 12, 2024, which states "Availability of potable water and sanitary sewer service is contingent upon final acceptance of the infrastructure to be constructed by the developer. Upon completion and final acceptance of this project, potable water service will be provided through our Green Meadows Water Treatment Plant."

3. Provide analysis of Lee Plan Policies 5.1.5, 32.2.2, and 101.1.1.

RESPONSE: Please refer to the revised Request Narrative, revised to address these policies.

4. Explain how Deviations 8, 6, and 2, and the removal of the existing interconnection with the property to the north are consistent with Policy 6.1.3.

RESPONSE: Pursuant to discussions with staff, an interconnection to the north is now shown on the MCP.

Development Services

1. LDC Sec. 34-373(a)(6) requires applicants to submit a boundary survey with public hearing applications. The boundary survey must identify and depict all easements affecting the subject property, whether recorded or unrecorded, and all other physical encumbrances readily identified by a field inspection.

- Survey Note #2 specifically exempts recorded encumbrances and does not meet the referenced LDC requirement.

RESPONSE: Please see revised survey, which now depicts all easements.

2. Please depict the parking space dimensions for the proposed 45-degree parking spaces for the proposed package store in accordance with LDC 34-2016(1)b.2.

RESPONSE: The MCP has been updated to include dimensions for the angled spaces on the south side of the package store and the pull-in spaces on the east side of the package store.

3. Informational Comment: At time of Development Order, a draft Parking Lot Interconnection Cross Access Easement will be requested, along with the legal description & sketch of the easement area, for legal sufficiency review by the County Attorney's Office per LDC Sec. 10-610(e) for the proposed interconnection to 19240 San Carlos Blvd.

RESPONSE: So noted.

4. Please provide a vehicle analysis, which depicts that the vehicles exiting the proposed package store have sufficient space to back up into the proposed 8.5' wide parking aisle and exit in a safe manner.

RESPONSE: Please see attached exhibit illustrating a reverse movement from the angled spaces to demonstrate a passenger vehicle can exit the property within the proposed pavement limits.

Environmental Sciences

1. Depict the 2.5-foot-wide utility/drainage easements on the main MCP to demonstrate that no required buffer plantings are located in any easement. Buffers widths may overlap easement by on-half the required buffer width (15-footwide buffer may overlap 7.5 feet into an easement) but no buffer may be less than five feet in width per LDC Section 10-421(a)(2)(5).

RESPONSE: Please see revised MCP which depicts easements in relation to buffers.

2. Deviation #4 is a request to reduce the terminal landscape island width to less than ten feet. Revise the request to specify the width to ensure parking canopy tree survivability.

RESPONSE: This deviation has been removed as the landscape islands will meet the code required width.

3. Revise the MCP to state the open space required per LDC Section 10-415 and the open space being provided.

RESPONSE: Please see revised MCP with the open space calculation provided within the "Project Information".

Legal Description

1. Legal Description. Please provide a legal description and sketch in accordance with the requirements of Lee County LDC §34-202(a)(5):

- If the application seeks to rezone undivided, platted lots, then a complete legal description (i.e. lot, block, subdivision name, public records recording information) of the platted subject property is required. A sketch of the undivided, platted lots to be rezoned is not required.

RESPONSE: Please see attached legal description and sketch.

2. Certification of title and encumbrances. Please provide a title certification for the property subject to zoning approval in accordance with the requirements of Lee County LDC §34-202(a)(7).
- Document submitted needs to be one of the forms listed in LDC §34- 202(a)(7)(a) with required content included. A title commitment is not an accepted form of Title.

- If Title insurance policy is being submitted to satisfy this requirement, an affidavit of no change covering the period of time between issuance of the policy and the application date. If submission of a complete affidavit of no change is not possible, a title certificate, or title opinion must be submitted in the alternative.

RESPONSE: Please see the title insurance policy for 810 South Street, the initial submittal included the title insurance policies for the remaining two parcels. Also, please see the Affidavit of No Change to accompany these title insurance policies.

Natural Resources

1. Please provide a written description of the surface water management plan that meets the requirements outlined in 34-373(b)(1).

RESPONSE: Please see attached Surface Water Management Narrative.

2. Please provide an analysis of applicable policies within Lee Plan goal 101.

RESPONSE: Please see revised Request Narrative, which addresses the applicable policies under Goal 101.

Traffic Impact Analysis

1. Given the schedule of uses, LUC 851-Convenience Store would be the most intense trip generator. Revise the TIS accordingly.

RESPONSE: The convenience store use has been removed from the Schedule of Uses as part of this application. Therefore, no revisions to the TIS are necessary based on this comment.

2. The commercial parking lot must be considered new trips since it does not currently exist.

RESPONSE: Correct. The previously submitted traffic study did account for the new trips from the proposed commercial parking lot as shown in Table 2 (Trip Generation), Figures 3 & 4 (Trip Assignment/Distribution) as well as Tables 1A & 2A (Link LOS Analysis) of the TIS report. The TIS report presumed the proposed commercial parking lot as a completely new development, not existing. Therefore, no revisions to the TIS are necessary based on this comment.

3. The LOS thresholds for 1 lane should be used for southbound traffic on San Carlos Blvd.

RESPONSE: Incorrect. The LOS threshold used for this segment of San Carlos Boulevard in the TIS were consistent with the LOS Capacity Threshold shown in the County's Public Facilities Level of Service and Concurrency Report, which indicates peak hour directional capacity of 1,900 vehicles. Additionally, as shown on the attached FDOT's SR 865 Improvement Project, Matanza Pass Bridge will be two lanes in the southbound direction. FDOT is currently working on these improvements along with a new signal at San Carlos Boulevard and Main Street intersection. Therefore, no revisions are necessary based on this comment.

4. Provide justification for the 2% growth rate used on San Carlos Blvd.

RESPONSE: Consistent with historical traffic studies prepared and approved in Lee County, the analysis assumes a minimum annual growth rate of 2% although the actual growth rate would be lower than this value based on historical traffic data shown in Table 2A. As shown on Table 2A of the TIS report, a growth rate of 2% was utilized since the actual growth rate for 14 years' worth of traffic data between year 2009 and year 2023 would be result in a lower value. Again, consistent historical traffic studies, a conservative 2% annual growth rate was used in this case.

5. Due to the new trips during peak hour exceeding 100, link LOS and intersection LOS (within 0.25 mi) must be provided. Revise the TIS accordingly.

RESPONSE: Acknowledged. See attached intersection analysis performed at the proposed site access drives on South Street and Main Street as well as at Main Street intersections with South Street and San Carlos Boulevard (future signal). Based on the intersection analysis conducted as part of this response, all analyzed intersections were shown to operate at acceptable Level of Service in 2029 both with and without the proposed development in the AM and PM peak hour traffic conditions. Note, the analysis at the future signalized intersection of South Street with San Carlos Boulevard included the future traffic volumes from Bay Harbour Marina Village MPD (DCI2023-00023).

Lee County DOT

1. A meeting with the applicant has been scheduled to discuss the requests discussed below.

RESPONSE: The Applicant met with Lee County Staff on Monday, August 12th. Please refer to the revised MCP and Schedule of Deviations, updated to reflect the agreement to interconnect to the parcel to the north.

2. LCDOT will not support the approval of Deviation 6, on the grounds that deviating from this standard adds an unnecessary access point. Which would be less than 100 ft from the intersection of Main St and San Carlos Blvd. This intersection is planned to become signalized in the future. Additionally, the proposed parking lot to the west provides interconnectivity with the property to the north.

RESPONSE: Pursuant to the meeting with LCDOT Staff, the interconnection to the north is proposed. Please refer to the revised MCP.

3. Allowing for the existing connection to remain on Main St would also require a deviation from LDC 10-285(b), which requires connection separation of 100 ft from an arterial, which LCDOT will also not support the approval of.

RESPONSE: Deviation #8 has been added to the application and MCP to request a reduced connection separation from San Carlos Boulevard, as discussed and preliminarily agreed to by DOT staff in our meeting on August 12, 2024.

4. LCDOT will not be in support the approval of Deviation 2 on the grounds that the parking lot can be designed with a single access point which would make this deviation unnecessary.

RESPONSE: As discussed and agreed to by all parties in our meeting on August 12, 2024, preserving the easternmost driveway connection to Main Street allows the proposed interconnection to the north a more direct ingress and egress route between the two properties.

5. At the time of development order, the driveway widths radii etc. must comply with the most current standards in the Lee County Land Development Code (LDC).

RESPONSE: Agreed and acknowledged.

Lee Tran

1. The proposed development is commercial and within a one-quarter mile of bus stop #11319. This triggers LDC section 10-442 (a)(1), and if this becomes a DO or LDO type D, and based on the Transit LDC, the developer is required to install a pedestrian walkway to the bus stop, a bicycle storage rack, and an 8' x 30' pad. However, FDOT is making improvements to San Carlos Blvd as outlined in the FDOT Work Program. Therefore, LeeTran recommends a fee-in-lieu based on LDC Section 10-443.

RESPONSE: This item was addressed in LDO2024-00124. The EOPC has been revised based on the unit cost and line item information provided by LeeTran Planner Olivia Cassidy.

Thank you in advance for your consideration of the above information. If you have any further questions, please do not hesitate to contact me directly at (239) 908-3408 or PKulak@rviplanning.com.

Sincerely,

RVi Planning + Landscape Architecture



Patty Kulak
Project Manager



JBRA CPD Request Statement

I. REQUEST

JBRA Junior Land Holdings, LLC and RAJB, LLC ("Applicant") seeks to rezone the 0.6+/- acres located on the corner of San Carlos Blvd and Main Street, and two interior parcels fronting South Street, particularly 810 and 816 South Street, Fort Myers Beach Florida 33931 in unincorporated Lee County, Florida. The Applicant seeks to rezone the subject property from Residential Two-Family Conservation (TFC-2) and Commercial (C-1) to Commercial Planned Development (CPD). The CPD will allow for 2,840 SF package store and commercial parking. The site will connect to Lee County Utilities. Maximum building height is 30 feet.

II. EXISTING CONDITIONS

The property is in the Urban Community Future Land Use, within the San Carlos Community Plan Area and within the San Carlos Commercial Corridor & Corridor Expansion Area per LDC Section 33-1743.

The southeastern parcel fronting on the corner of Main Street and San Carlos Boulevard is an existing commercial building that will be developed into a retail package store. There are 13 existing parking spaces on the site; 12 of which will remain to fulfill the requirement for the package store, and a dumpster has been added to the additional parking space. The existing building has connections to Lee County Utilities and those connections will remain.

The northern most parcel within the CPD, 816 South Street, is an existing vacant property and is utilized for outdoor storage. The southern parcel within the CPD, 810 South Street, has an existing two story duplex. The duplex will remain on site until it is voluntarily removed by the property owner. The northern most parcel within the CPD, 816 South Street, is an existing vacant property historically utilized for outdoor storage.

The surrounding area is as follows in the table below and demonstrates a dynamic, mixed-use and tourist-oriented corridor that serves as the gateway to Fort Myers Beach. Surrounding land uses in the general area include restaurant and entertainment, high, medium and low density housing, hotel/motel, and tourist-oriented retail stores and services.

Table 1: Inventory of Surrounding Lands

	FUTURE LAND USE	ZONING	EXISTING LAND USE
NORTH	Urban Community	CPD	Commercial Business, Restaurant
SOUTH	Public Facilities	TFC-2	Treatment Plant; ROW Main Street, Public Parking Lot
EAST	Urban Community	MH-2	Mobile Home Park
WEST	Suburban	RS-1	Single Family Residential

Public infrastructure is in place to serve the intensive, existing development pattern, including arterial roads, utilities, fire/EMS, and solid waste. The site is served by Lee County Utilities, Fort Myers

Beach Fire District, and Lee County Sheriff. A letter of availability from Lee County Utilities is provided confirming capacity.

IV. FUTURE CONDITIONS

The proposed development will allow for the existing commercial structure to be redeveloped into a package store along with supportive off-street parking.. The two remaining parcels will be combined to create a high turnover commercial parking lot to service the surrounding businesses and nearby public beaches.

High-turnover LDC Regulations:

- 34-2017(a)(2) High turnover parking lots. All parking spaces, except those seaward of the coastal construction control line, must have a paved, dust free, all-weather surface from the aisle to the parking block or curb. All disabled parking spaces, including disabled parking spaces seaward of the coastal construction control must be paved with asphalt or concrete to provide a smooth surface without gaps or holes that create a danger to the user. For all other parking spaces, the term "paved" will be interpreted to mean and include asphalt, concrete, paving block and other similar types of treatment. Parking spaces, excluding disabled parking spaces, located seaward of the coastal construction control line must be stabilized with treatments approved by the Director.

The applicant will meet these requirements.

- 34-2012 Definitions: Applies to parking lots wherein vehicles are parked for relatively short periods of time ranging from a few minutes to several hours. Customer parking for retail establishments, offices, or similar establishments is considered high turnover.

The 33 high-turnover spaces are primarily intended to be used for employees working on Fort Myers Beach, which has limited public parking, along with visitors to the public beaches and amenities.

The package store parcel includes two (2) ingress and egress access points; both onto Main Street.. The commercial parking lot will provide one point of ingress and one point of egress onto South Street creating a clear circulation path for the residents. There will be a proposed landscape buffer around the perimeter of the commercial parking lot, with additional green space and dry retention along the interior lot line. The current commercial building has existing green space along the side and rear of the building that will be maintained. Deviations are requested where the site cannot meet current LDC standards, largely relating to buffering and access, as this is an infill redevelopment site. Buffers around the proposed commercial parking lot on South Street will meet all LDC requirements. Furthermore, a deviation is requested to allow for a package store within 150 feet from Sunnyland Mobile Home Park and 291 feet from a single-family home at 810 San Carlos Drive.

VI. LDC COMPLIANCE

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

a) Complies with the Lee Plan;

The property is in the Urban Community FLUC, which are areas characterized by a mixture of relatively intense commercial and residential uses.

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

- 4.1.1, 6.1.1, 6.1.4, 6.1.7, 32.1.1, 32.1.2, 32.2.1, 32.2.2, 95.1.3, 125.1.2, 125.1.3.

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

The applicant has submitted a request for various deviations with this request. The proposed deviations are justified based on the site's longstanding configuration and its practical functionality. The package store's proximity to Sunnyland Mobile Home Park and a single-family home is mitigated by its orientation and access via San Carlos Blvd, avoiding residential traffic impact. The 40-foot driveway separation has been safe and functional since before 1998, avoiding unnecessary alterations. Lack of perimeter plantings and reduced landscape island width optimize space and operational efficiency. Buffer reductions along the north, east, and south boundaries align with historical use without adverse impacts. Maintaining access via Main Street prevents traffic conflicts on San Carlos Blvd. A narrower one-way parking aisle maximizes parking availability while ensuring safety. Lastly, the current parking lot layout allows safe vehicle exit, avoiding costly redesigns.

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

The surrounding area includes both commercial and residential uses. One parcel within the CPD is located on the northwest corner of San Carlos Boulevard and Main Street, with the two remaining parcels and interior lots fronting South Street, and a utility treatment plant abutting the property to the south.

The area along San Carlos Blvd is predominantly commercial, with various retail establishments that cater to both locals and tourists. The existing commercial building on the northwest corner of San Carlos Boulevard and Main Street will be redeveloped into a package store with no increase in the size or scale of the building. The introduction of a package store aligns with the commercial character of the corridor and complements the existing commercial uses. The vicinity hosts several establishments that hold liquor licenses, including an adult entertainment venue to the north. This establishes a precedent for alcoholic beverage sales in the area, suggesting that the proposed package store would fit seamlessly into the current commercial landscape.

The development site is effectively screened by an intervening utility parcel, which provides a natural buffer between the proposed commercial use and any potentially less intensive uses nearby. Additionally, South Street itself acts as a buffer, further mitigating any potential impacts on surrounding properties.

Cumulatively, the rezoning to CPD with the proposed package store and commercial parking lot is well-suited to the commercial nature of the San Carlos Blvd corridor. The project is in harmony with the surrounding uses, enhances the area's commercial diversity, and is located to serve residents and guests.

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

As mentioned above in the Narrative, the proposed development will provide parking for the commercial package store and a commercial parking lot to service the surrounding

businesses and beaches. The subject property will strictly provide 12 parking spaces for the commercial business and 33 parking spaces within the public parking lot.

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

The surrounding road network is adequate to support the proposed development. The additional commercial parking lot will not adversely affect the transportation facilities within San Carlos Community Plan Area.

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

Adding additional parking will not adversely affecting the environmentally sensitive and critical areas. This proposed site does not have environmentally sensitive areas and will remain within the guidelines for development in the Coastal Rural FLUC, specifically Policy 24.4.4.

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

The Property has access to the necessary utilities to service the project and all urban services are adequate to serve the proposed development. A letter of availability has been secured from Lee County Utilities.

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

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

The subject site is located west of San Carlos Boulevard and north of Main Street. The proposed development will allow for additional parking for guests of the San Carlos Community Plan Area as well as the local residents and tourists patronizing the businesses.

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

Conditions have not yet been set.

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

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

A deviation is a requesting leniency from a regulation that requires a 500-foot separation between a package store and any existing dwelling unit. The sale of alcohol is not uncommon for this site as the parcel directly abutting to the north holds a liquor license therefore suggesting that the proposed package store would fit seamlessly into the current commercial landscape. Additionally, package store proposes no increase to the size or scale of the building which are familiar to the surrounding residents.

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

The site does not contain any environmentally critical areas or areas containing natural resources. The existing commercial building will be redeveloped into the package store with no increase to the size or scale of the building. The site is in the Coastal High Hazard Area. The site is also located with AE Flood Zone.

VII. LEE PLAN COMPLIANCE

The following is an analysis of how the Commercial Planned Development, meets consistency with goals, objectives, and policies of the Lee County Comprehensive Plan (Lee Plan).

GOAL 4

Standard 4.1.1: Water & 4.1.2: Sewer

The site intends to connect to Lee County Utilities for water and sewer services. A letter of availability has been received from Lee County Utilities confirming the properties are within the Lee County Utilities Future Service Area as shown on Map 4A and Map 4B of the Lee Plan. Availability of potable water and sanitary sewer service is contingent upon final acceptance of the infrastructure to be constructed by the developer. Upon completion and final acceptance of this project, potable water service will be provided through our Green Meadows Water Treatment Plant.

GOAL 5 (RESIDENTIAL LAND USES)

POLICY 5.1.5 Protect existing and future residential areas from any encroachment of uses that are potentially destructive to the character and integrity of the residential environment.

The addition of a package store within the existing location will not be destructive to the character or integrity of this dynamic, mixed-use area of Lee County, which serves as the Gateway to downtown Fort Myers Beach. The subject property is strategically located at a developed intersection that serves as a connector between residential properties and commercial enterprises along San Carlos Boulevard. This area already hosts several businesses, including those that sell alcohol, indicating an established integration of commercial activities within the residential uses. The longstanding presence of similar businesses further demonstrates community tolerance and acceptance of such establishments, indicating that the addition of a new package store would maintain the current mixed-use character of the area without compromising its residential integrity.

Buffering is provided along South Street in accordance with the LDC. Additionally, the commercial parking area will provide a low-intensity transition between the proposed package store and the San Carlos arterial frontage to the lower density residential uses to the west.

GOAL 6 (COMMERCIAL LAND USES)

POLICY 6.1.1

a. Traffic and access impacts;

The package sale parcel will include two ingress and egress access points from San Carlos Boulevard and Main Street. The commercial parking lot will provide one point of ingress and one point of egress onto South Street creating a clear circulation path for the residents.

c. Screening and buffering;

- A Type “A” buffer of 5 feet will be provided along all internal property lines on the commercial parking lot property (810 and 816 South Street), with a Type “C” buffer of 15 feet with a wall along the street frontage of South Street. The Type “A” landscape buffer will include a minimum of 4 trees and the type “D” buffer will include a minimum of 5 trees per Section 10-416 of the LDC.
- A modified type “A” buffer will be provided along all the northern property line on the commercial retail site. The applicant is proposing a 4-foot-wide buffer where the code requires 5 feet, this modified buffer will provide a minimum of 4 trees per Section 10-416 of the LDC.

d. Availability and adequacy of services and facilities;

This area is an existing commercial site being serviced by Lee County Utilities as evident by the letters of utility availability for water.

e. Impact on adjacent land uses and surrounding neighborhoods;

The surrounding area includes both commercial and residential uses. One parcel within the CPD is located on the northwest corner of San Carlos Boulevard and Main Street, with the two remaining parcels and interior lots fronting South Street, and a utility treatment plant abutting the property to the south.

The area along San Carlos Blvd is predominantly commercial, with various retail establishments that cater to both locals and tourists. The existing commercial building on the northwest corner of San Carlos Boulevard and Main Street will be redeveloped into a package store with no increase in the size or scale of the building.

The development site is effectively screened by an intervening utility parcel, which provides a natural buffer between the proposed commercial use and any potentially less intensive uses nearby. Additionally, South Street itself acts as a buffer, further mitigating any potential impacts on surrounding properties.

Cumulatively, the rezoning to CPD with the proposed package store and commercial parking lot is well-suited to the commercial nature of the San Carlos Blvd corridor. The project is in harmony with the surrounding uses, enhances the area’s commercial diversity, and is located to serve residents and guests.

f. Proximity to other similar centers; and

The introduction of a package store aligns with the commercial character of the corridor and complements the existing commercial uses. The vicinity hosts several establishments that hold liquor licenses, including an adult entertainment venue to the north. This establishes a

precedent for alcoholic beverage sales in the area, suggesting that the proposed package store would fit seamlessly into the current commercial landscape.

g. Environmental considerations.

The site does not contain any environmentally critical areas or areas containing natural resources. The existing commercial building will be redeveloped into the package store with no increase to the size or scale of the building. The site is in the Coastal High Hazard Area. The site is also located with AE Flood Zone.

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

The package store property abuts a commercial business to the north, a sewer pump station to the west, a public parking lot to the south, and a mobile home park to the east. The site is located on the corner of a major arterial road (San Carlos Blvd) and a local road (Main Street) where commercial is adequate. The commercial parking lot along South Street, a local road, is compatible with the surround neighborhood as it provides for overflow parking for the surround commercial businesses and provides parking for beach goers.

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

The proposed CPD development aligns with the policy of preventing premature, scattered, or strip development. Our project is a commercial redevelopment on small parcel that will not increase in size or scale, in an area where existing commercial development is abutting to the north and a utility sewer plant is abutting to the west. This redevelopment enhances the commercial character of the San Carlos Blvd corridor, ensuring responsible and appropriate land use without opening new areas to increased development.

GOAL 32: SAN CARLOS ISLAND

POLICY 32.1.1: New development and substantial redevelopment within the Industrial Development and the DRMUWD land use categories on San Carlos Island will be permitted only in accordance with the following criteria (See glossary for definitions and Maps 1-A and 1-H for boundaries). However, in no event will Lee County permit new or expanded petroleum facilities which would serve uses other than marine-related uses.

2. North of Main Street – Within the Water-Dependent Overlay zone which is defined as land within 150 feet of the shoreline: water-dependent marine industrial uses and recreational marinas.

The subject property is not within the Water-Dependent Overlay zone.

POLICY 32.1.2: New development and substantial redevelopment within a portion of the Urban Community land use category on San Carlos Island will be subject to the additional requirement that within a Water-Dependent Overlay zone, wet or dry storage recreational marinas and other water-dependent uses only will be permitted. This Water-Dependent

Overlay zone affects two separate areas, both lying south of Main Street and east of San Carlos Boulevard, as depicted on Map 1-H and described as follows: land within 150 feet of the shoreline along the inlet (between other lands designated as Industrial Development but exempting the Gulf Cove Trailer Park); and land within 300 feet of the shoreline and lying east of, and within 930 feet of, the main Industrial Development area.

The subject property is not within the Water-Dependent Overlay zone.

POLICY 32.2.2: Prior to the expenditure of public funds for the construction of new parking facilities within San Carlos Island, an analysis of the relationship of the facility to the level of service on constrained and backlogged roads will be undertaken, in order to determine if the location, size and function of the facility is appropriate and consistent with the adopted CRA plan and the Transportation Element.

The proposed CPD development is a private initiative and will not involve the expenditure of public funds for the construction of new parking facilities. Our project will independently address parking needs without impacting public resources, ensuring alignment with the adopted CRA plan and the Transportation Element.

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

Potable Water – Lee County Utilities has stated in a letter of availability that they currently serve the site and have capacity to serve the expanded use.

GOAL 101 (COASTAL AREAS)

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.

The site, located within the Coastal High Hazard Area, has maintained its current configuration since before 1998, optimizing the available space while minimizing environmental impact. The design of the site does not require extensive new construction or land alteration, thereby preserving the existing natural systems and minimizing disruption to water flow and filtration processes. The site is heavily impacted/wholly developed and will remain in that configuration upon approval of this CPD.

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

As mentioned, because it is being rezoned to a commercial planned development (CPD) the site will now have to comply with water quality requirements according to the LDC at the time of local development order and through permitting via the South Florida Water Management District.

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

A dry retention area will be integrated in the design of the commercial parking lot property (810 and 816 South Street). This detention area will be located within the Tye "A" buffer along the internal property line. Additional detention area is being proposed along the southern property line of the commercial parking lot site, abutting the County's Sewer Treatment Plant.

IX. CONCLUSION

The proposed CPD is compatible with the surrounding land uses, either currently existing or having received zoning approval, and is consistent with all applicable goals, objectives, and policies of the Lee Plan. The proposed uses will complement the surrounding development pattern and provide much needed commercial parking to serve Fort Myers Beach and the ongoing post-lan redevelopment in the area. For these reasons, the Applicant respectfully requests approval.



JBRA CPD

Schedule of Deviations and Justifications

1. Deviate from LDC §34-1263(e) requiring a separation of 500 feet from a package store to any existing dwelling unit; to allow for a minimum separation of 150 feet from the property line of the Sunnyland Mobile Home Park; and 291 feet from the single-family home at 810 San Carlos Drive.

JUSTIFICATION: This site is situated on a main arterial road to the beach with accessibility primarily via San Carlos Blvd. with a secondary entrance from Main Street. The package store is designed with its front door and customer access oriented towards San Carlos Blvd, not towards the residential area on San Carlos Drive, preventing direct traffic from impacting neighbors on South Street. Additionally, the Sunnyland Mobile Home Park is a high-density area separated from the package store by an arterial road that is 60 feet wide. It is also important to note that the mobile home park has been adjacent to an adult entertainment venue with a liquor license for decades, indicating a longstanding acceptance for similar establishments in the vicinity. The mobile home park as well as the single-family homes to the west have co-existed with the intensive commercial uses along San Carlos Blvd. for decades, including uses with alcohol sales for consumption on and off-site premise. The proposed CPD is compatible with the historical development pattern and associated uses and is oriented to mitigate impacts to the neighborhood.

2. Deviate from LDC §10-285(a) requiring driveway connection separation of 60 feet for local roads with speed limits under 45 mph; to allow a minimum separation of 15 feet along South Street and a minimum of 40 feet along Main Street.

JUSTIFICATION: As discussed during the August 12, 2024 meeting with DOT, the 15-foot separation along South Street is the maximum achievable width to accommodate the ingress and egress paths for parking lot access. The 40-foot separation along Main Street has been shown to function effectively without causing traffic issues or safety concerns. Reconfiguring the driveways to meet the 60-foot requirement would require significant alterations, including potential demolition and site redesign, which are impractical given the stable condition of the existing infrastructure. The proposed configuration maintains public safety, meets community needs, supports local business accessibility, and contributes positively to the area's redevelopment efforts, while ensuring efficient traffic flow and access.

3. Deviate from LDC §10-416(b) requiring perimeter plantings surrounding a commercial building; to omit building permit plantings.

JUSTIFICATION: The lack of perimeter plantings surrounding the commercial building lies in the unique positioning of the existing building on the subject property. Implementing the required plantings would significantly reduce functional space and hinder operational efficiency. Furthermore, the current layout optimizes customer

access and parking, crucial for commercial success. Alternative landscaping solutions, such as potted plants and vertical gardens, can be considered to enhance aesthetics without compromising the practicality of the building's location and design.

4. Deviate from LDC §10-416(d) requiring a 5-foot Type A buffer between abutting commercial properties; to allow a 4-foot modified Type A buffer along the north boundary of 19260 San Carlos Blvd.

JUSTIFICATION: The reduction in the buffer requirements along the north property line is grounded in the site's longstanding configuration. This historical layout has functioned effectively without adverse impacts on the surrounding areas. The existing conditions demonstrate that the current setup provides sufficient separation and functionality, negating the need for additional buffers. Moreover, the continuity of the site's design aligns with its established use and minimizes disruptions that could arise from enforcing new buffer requirements. Maintaining the existing configuration ensures stability and consistency, while still supporting the site's operational needs and the surrounding community's expectations.

5. Deviate from LDC §34-2016(3) which requires a one-way parking aisle for parking spaced angled at 45 degrees and must be a minimum of 12 feet in width; to allow be a minimum of 8.5 feet in width.

JUSTIFICATION: The reduction of one-way parking aisle width to 8.5 feet, where 12 feet is required, is based on the need to maximize parking availability and maintain site functionality within existing constraints. The current configuration has proven effective in managing traffic flow and parking without safety issues. Reducing the aisle width allows for more parking spaces, which is crucial for meeting the community's high demand. Additionally, the design ensures that vehicles can still maneuver safely within the lot, prioritizing both efficiency and user convenience while avoiding significant structural alterations to the site. The design also supports interconnectivity with the property to the north, as directed by LCDOT staff.

6. Deviate from LDC §34-2015(2)d which requires parking lot spaces must be provided with sufficient maneuvering room; to allow an exiting vehicle to leave the parking lot in a forward motion for refuse pick up only.

JUSTIFICATION: An exhibit included with the resubmittal package demonstrates that reverse movement from the angled spaces allows a standard passenger vehicle to exit the property safely within the proposed pavement limits. Despite the reverse maneuvering, the design maintains safety, operational efficiency, and unobstructed traffic flow within the site.

7. Deviate from LDC §10-416(d) requiring a 15-foot Type D buffer from commercial properties and rights-of-way, to allow no buffer along the east and south boundaries on 19260 San Carlos Blvd.

JUSTIFICATION: The site has an existing 40-foot utility easement along San Carlos Boulevard which was discussed with Lee County Staff during the initial pre-application meeting. During that discussion, Staff was in support of no buffer along the east and south boundaries due to the underground apparatus and due to existing conditions.

8. Deviate from LDC 10-285(b) requiring access roads intersecting another road that also intersects the parallel arterial or collector must have an outer separation of at least 100 feet from the edge of pavement of the arterial or collector; to allow a separation of 46 feet from the edge of pavement.

JUSTIFICATION: Per the request of DOT during a meeting on August 12, 2024, the eastern driveway connection for 19260 San Carlos Boulevard has been narrowed to a standard width to maximize the separation from San Carlos Boulevard. Deviation #8 has been added to request a reduced connection separation, as the LDC minimum separation of 100 feet cannot be achieved.



JBRA CPD

Schedule of Uses & Site Development Regulations

SCHEDULE OF USES

- ACCESSORY USES AND STRUCTURES
- ADMINISTRATIVE OFFICES
- ATM (AUTOMATIC TELLER MACHINE)
- BANKS AND FINANCIAL ESTABLISHMENTS, GROUP I
- BUSINESS SERVICES, GROUP I
- CLOTHING STORES, GENERAL
- DRUGSTORE, PHARMACY
- DWELLING UNIT, DUPLEX (EXISTING ONLY)
- ESSENTIAL SERVICES
- EXCAVATION: WATER RETENTION ONLY
- FENCES, WALLS
- FOOD STORES, GROUP I
- GIFT AND SOUVENIR SHOP
- HOBBY, TOY AND GAME SHOPS
- PACKAGE STORE
- PARKING LOT: COMMERCIAL
- PET SHOP
- REAL ESTATE SALES OFFICE
- SIGNS
- SPECIALTY RETAIL SHOPS, GROUPS I & II

PROPERTY DEVELOPMENT REGULATIONS

TABLE 1: Intensity and Density

USE CATEGORY	TYPE OF USE	INTENSITY/DENSITY	
Non-Residential	Commercial Parking and Package Store	2,840 square feet	11 commercial parking spaces
Residential	Duplex (Existing Only)	2 units	

TABLE 2: Development Regulations

GENERAL PARAMETERS	
Category	Requirement
Maximum Lot Coverage:	40 percent
Maximum Building Height:	30 feet
Minimum Open Space:	20%
Minimum Lot Area:	7,500 square feet
Minimum Lot Dimensions:	Width: 60 feet

	Depth: 100 feet
Minimum PD Boundary:	15 feet

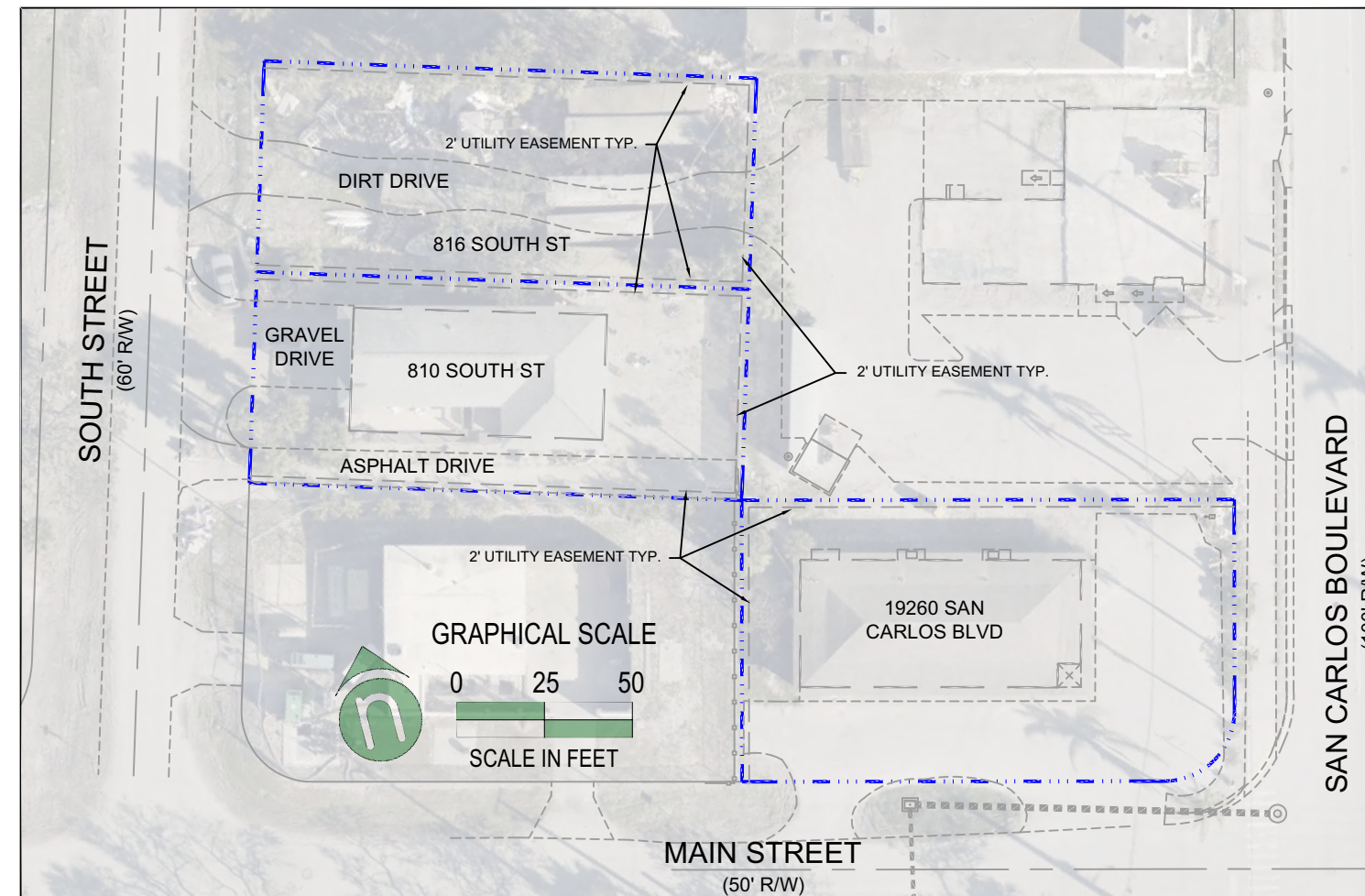
NON-RESIDENTIAL USES	
Setbacks	Requirement
Minimum Front (Street):	25 feet
Minimum Rear:	20 feet
Minimum Side:	7.5 feet

LOCATION MAP



SCALE: 1"=500'

EXISTING CONDITIONS



PROJECT INFORMATION

PARCEL NUMBER:	24-46-23-01-00006.0030	24-46-23-01-00006.0020	24-46-23-01-00006.0360
SITE ADDRESS:	816 SOUTH STREET FORT MYERS BEACH, FL 33931	810 SOUTH STREET FORT MYERS BEACH, FL 33931	19260 SAN CARLOS BOULEVARD FORT MYERS BEACH, FL 33931
PARCEL AREA:	0.19 AC	0.19 AC	0.26 AC
SECTION/TOWNSHIP/RANGE:	24/46/23	24/46/23	24/46/23
ZONING:	TFC-2	TFC-2	C-1
FUTURE LAND USE:	URBAN COMMUNITY	URBAN COMMUNITY	URBAN COMMUNITY
FEMA PANEL:	12071C0554G (11/17/22)	12071C0554G (11/17/22)	12071C0554G (11/17/22)
FEMA FLOOD ZONE:	ZONE AE (BFE 11.0)	ZONE AE (BFE 11.0)	ZONE AE (BFE 11.0)
OPEN SPACE REQD (20%)	1680 SF	1680 SF	2222.8 SF
OPEN SPACE PROVIDED:	3517.2 SF	3590.0 SF	2520.9 SF

LAND USE SUMMARY

COMPONENT	EXISTING CONDITION		PROPOSED CONDITION	
	AREA (SF)	COV (%)	AREA (SF)	COV (%)
BUILDINGS	5378	19.3%	2840	10.7%
PAVEMENT	6921	24.8%	14472	51.3%
SIDEWALKS	598	2.1%	611	2.2%
DETENTION AREAS	0	0.0%	2362	8.5%
PERVIOUS AREAS	15017	53.8%	7629	27.3%
TOTAL	27914	100.0%	27914	100.0%

PARKING CALCULATIONS

PARKING REQUIRED [LDC 34-2020]:			
USE	QTY	RATIO	NO. SPACES
SMALL GOODS RETAIL	2840 SF	1 SP/250 SF	11.4 SPACES
[PACKAGE STORE]		TOTAL REQD =	11.4 SPACES
PARKING PROVIDED:		STANDARD PARKING =	11 SPACES
		ADA PARKING =	1 SPACES
		TOTAL PROVIDED =	12 SPACES
ADA SPACES REQUIRED:	12	SPACES REQUIRE	1 ADA SPACES

PD MASTER CONCEPT PLAN NOTES

1. MASTER CONCEPT PLAN BASED ON SURVEY OF PARCEL PROVIDED BY TARGET SURVEYING, LLC, RECEIVED 3/18/2024.
2. DETAILED SITE DESIGN SHALL COMPLY WITH LEE COUNTY'S LAND DEVELOPMENT CODE AND WILL BE ADDRESSED DURING THE DEVELOPMENT ORDER (DO) PROCESS WITH LEE COUNTY.
3. THE PROPERTY'S CHARACTERISTICS ARE SUITABLE FOR THE INTENDED USE.
4. THE ONSITE SOILS AND ENVIRONMENTAL CHARACTERISTICS ARE NOT ANTICIPATED TO CAUSE ADVERSE IMPACTS TO SURROUNDING AREAS. IT IS RECOMMENDED THAT DEVELOPER OBTAIN A GEOTECHNICAL EXPLORATION AND ENVIRONMENTAL ASSESSMENT OF THE PROPERTY TO CONFIRM THIS.
5. STORMWATER TREATMENT ANTICIPATED TO BE ACCOMPLISHED THROUGH THE USE OF ONSITE DRY RETENTION/DETENTION. DETAILS ON THE STORMWATER SYSTEM WILL BE DESIGNED DURING THE DEVELOPMENT ORDER (DO) PROCESS WITH LEE COUNTY.

ENGINEER OF RECORD
STEPHANIE K. CALDWELL, P.E.
FL P.E. NO. 56103
DATE: 11/4/2024



13300-56 S CLEVELAND AVENUE
FORT MYERS, FL 33907
PHONE (239) 433-9498

FL CERT OF AUTH #28713
WWW.GREENSITE-ENG.COM

PROJECT NAME

BREEZE BUILDING RENOVATION

SITE IMPROVEMENTS

FORT MYERS BEACH, FLORIDA

CLIENT

JBRA JUNIOR
LAND HOLDINGS LLC

3618 FOWLER STREET, SUITE D
FORT MYERS, FL 33901
PHONE: (954) 854-3484

FILE NAME:
223912Z20.DWG

FILE PATH:
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DRAWN BY: SKC

PLOT DATE:
MONDAY 11/4/2024 11:17 AM

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PLAN STATUS:
PERMIT APPROVAL
NOT FOR CONSTRUCTION

ISSUE DATE:
NOV 2024

DRAWING TITLE

MASTER
CONCEPT PLAN

GEI PROJECT NUMBER

223912

SHEET NUMBER

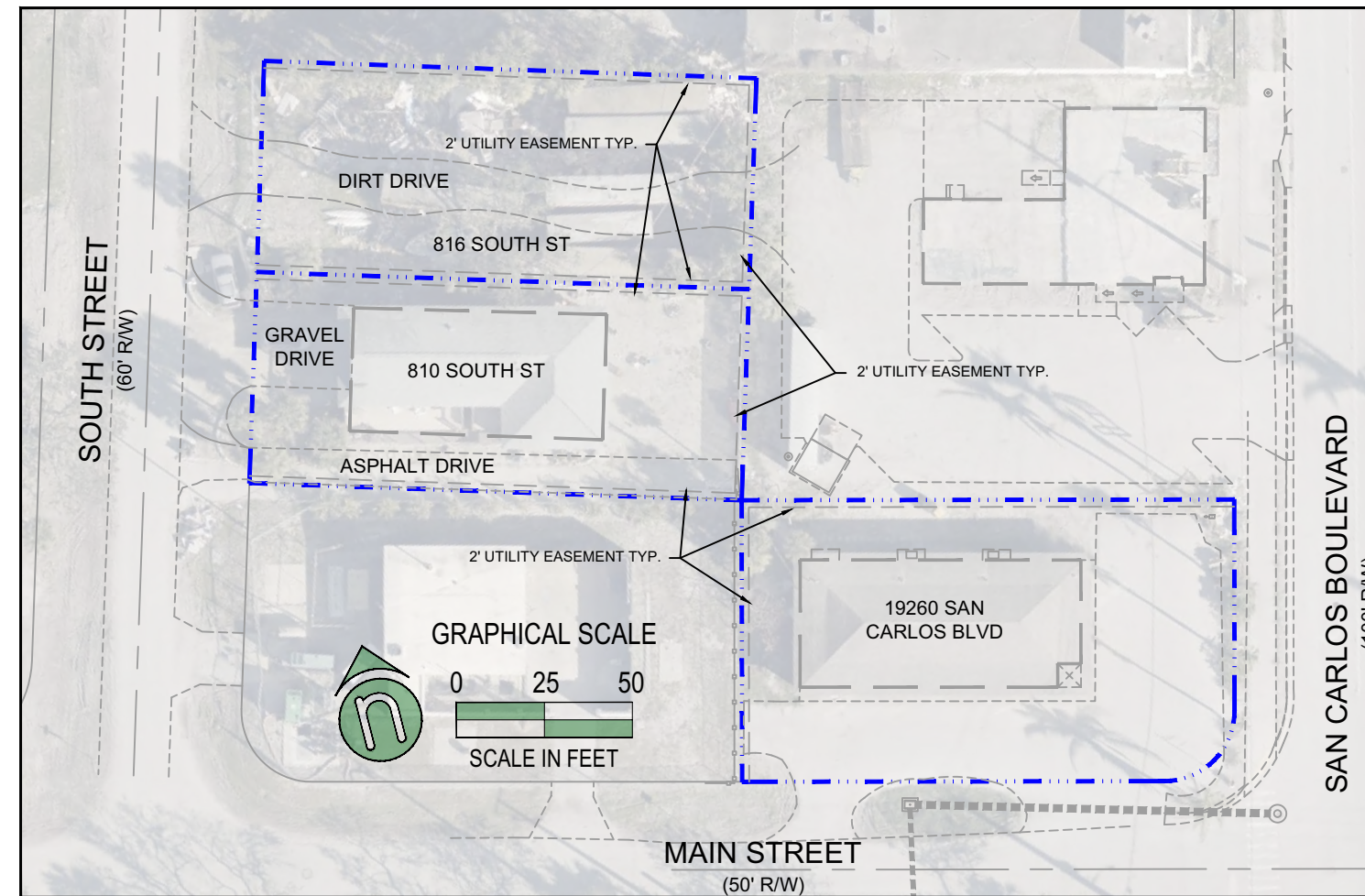
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LOCATION MAP



SCALE: 1"=500'

EXISTING CONDITIONS



PROJECT INFORMATION

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ENGINEER OF RECORD
STEPHANIE K. CALDWELL, P.E.
FL P.E. NO. 56103
DATE: 11/4/2024

greensite
engineering, inc.

13300-56 S CLEVELAND AVENUE
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PROJECT NAME

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SITE IMPROVEMENTS

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PLAN STATUS:
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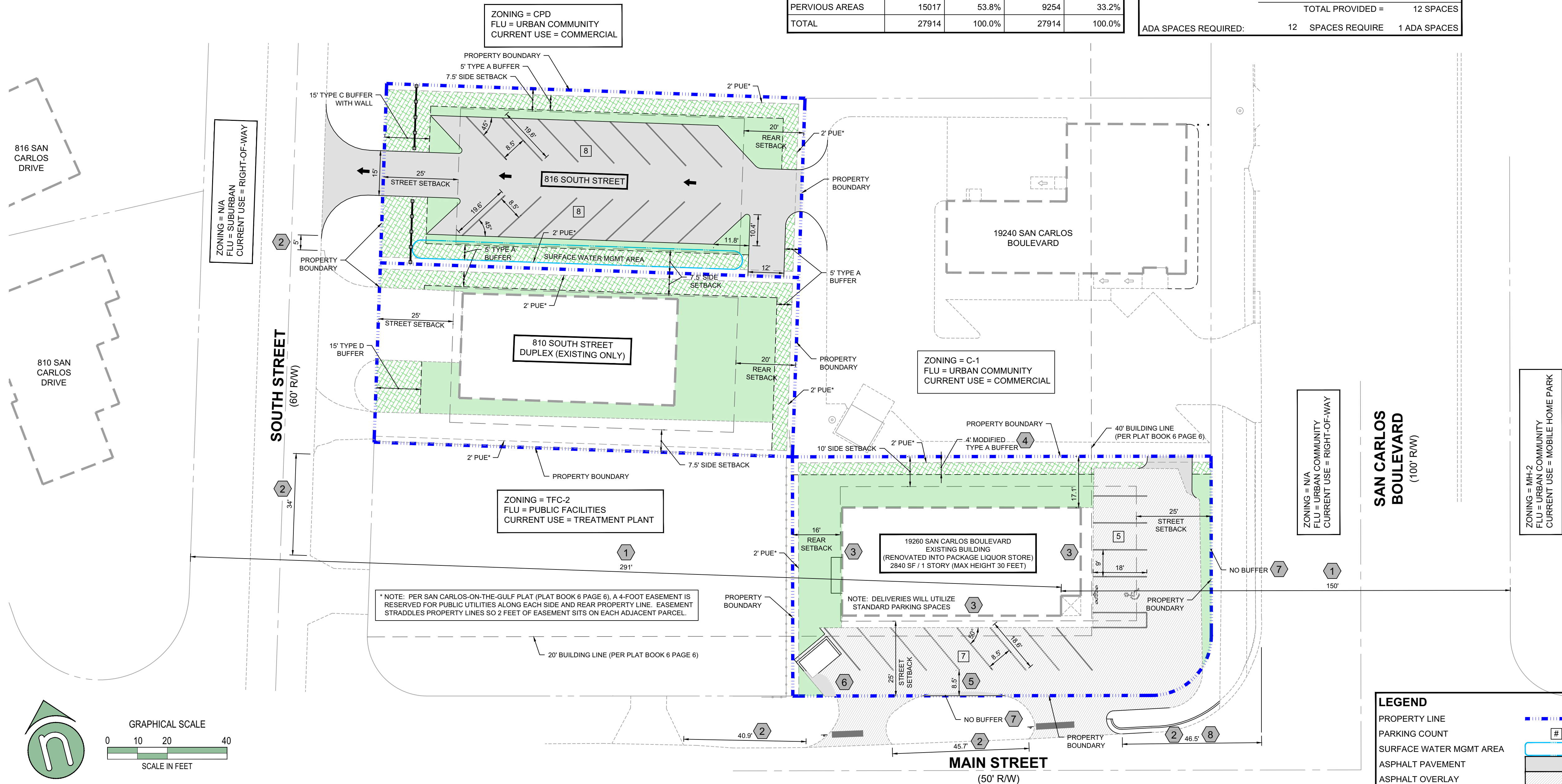
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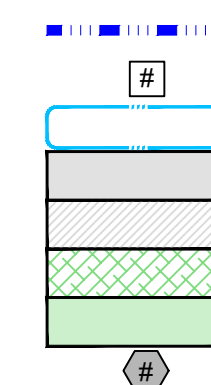
SHEET NUMBER

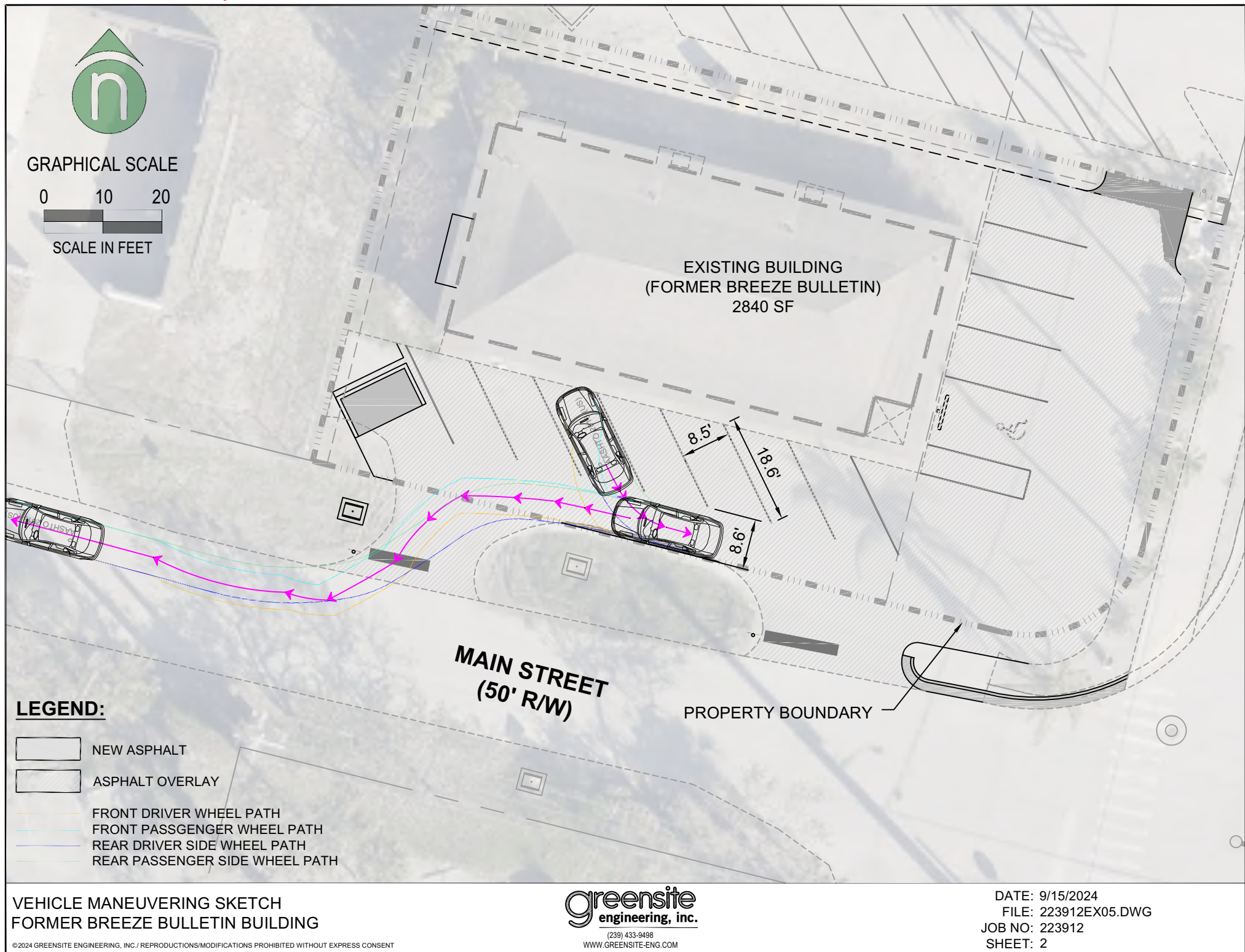
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LEGEND

- | |
|-------------------------|
| PROPERTY LINE |
| PARKING COUNT |
| SURFACE WATER MGMT AREA |
| ASPHALT PAVEMENT |
| ASPHALT OVERLAY |
| PROPOSED BUFFER AREA |
| OTHER GREEN SPACE |
| DEVIATION REQUEST |





BOUNDARY SURVEY

LEGAL DESCRIPTION:

LOT 2,3 and 36 BLOCK 6, SAN CARLOS ON THE GULF, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 6, PAGE 6, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA.

CERTIFIED TO:

ALOIA, ROLAND, LUBELL & MORGAN, PLLC

COMMUNITY NUMBER: 125124

PANEL: 12071C0554 SUFFIX: G

F.I.R.M. DATE: 11/17/2022

FLOOD ZONE: AE

FIELD WORK: 3/29/2024

PROPERTY ADDRESS:

810 AND 816 SOUTH STREET AND 19260 SAN CARLOS BOULEVARD
FORT MYERS BEACH, FL 33931

SURVEY NUMBER: 627806

SYMBOL DESCRIPTIONS:

- = CATCH BASIN
- = CENTERLINE ROAD
- = COVERED AREA
- = EXISTING ELEVATION
- = HYDRANT
- = MANHOLE
- = METAL FENCE
- = MISC. FENCE
- = PROPERTY CORNER
- = UTILITY BOX
- = UTILITY POLE
- = WATER METER
- = WELL
- = WOOD FENCE

816 SOUTH STREET
FORT MYERS BEACH, FL 33931

I have reviewed AMERICAN LAND TITLE INSURANCE COMPANY'S
COMMITMENT FOR TITLE INSURANCE

Fund File Number: OYFL-08097292

Agent's File Reference: KS-8250

Dated: August 16, 2023 @ 3:43p.m.

All policy and title search items have been abstracted and all that apply are shown hereon

ITEM#	O.R.B.	PG.	CONVEYANCE	STATUS
3	6	6	PLAT OF SAN CARLOS-ON-THE-GULF	AS SHOWN
5	3585	346	RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS	BLANKET IN NATURE

810 SOUTH STREET
FORT MYERS BEACH, FL 33931

I have reviewed COMMONWEALTH LAND TITLE INSURANCE COMPANY'S
COMMITMENT FOR TITLE INSURANCE

Fund File Number: 81C170B09

Agent's File Reference: 24-0152

Dated: March 26, 2024 @ 8:00a.m.

All policy and title search items have been abstracted and all that apply are shown hereon

ITEM#	O.R.B.	PG.	CONVEYANCE	STATUS
6	6	6	PLAT OF SAN CARLOS-ON-THE-GULF	AS SHOWN
7	131	576	RESTRICTIONS, COVENANTS AND CONDITIONS	AFFECTS NOT PLOTTABLE

ABBREVIATION DESCRIPTION:

- A.E. ANCHOR EASEMENT
- A/C AIR CONDITIONER
- B.M. BENCH MARK
- B.R. BEARING REFERENCE
- (C) CALCULATED
- Δ CENTRAL / DELTA ANGLE
- CH CHORD
- (D) DEED / DESCRIPTION
- D.E. DRAINAGE EASEMENT
- D.H. DRILL HOLE
- D.W. DRIVEWAY
- E.O.W. EDGE OF WATER
- F.C.M. FOUND CONCRETE MONUMENT
- F.F. EL. FINISH FLOOR ELEVATION
- F.I.P. FOUND IRON PIPE
- F.I.R. FOUND IRON ROD
- F.P.K. FOUND PARKER-KALON NAIL
- (L) LENGTH
- L.A.E. LIMITED ACCESS EASEMENT
- L.M.E. LAKE MAINTENANCE EASEMENT
- (M) MEASURED / FIELD VERIFIED
- M.H. MANHOLE
- N&D NAIL & DISK
- N.R. NOT RADIAL
- N.T.S. NOT TO SCALE
- O.H.L. OVERHEAD UTILITY LINES
- O.R.B. OFFICIAL RECORDS BOOK
- (P) PLAT
- P.B. PLAT BOOK
- P.C. POINT OF CURVATURE
- P.O.C. POINT OF COMPOUND CURVE
- P.O.B. POINT OF BEGINNING
- P.O.C. POINT OF COMMENCEMENT
- P.R.C. POINT OF REVERSE CURVE
- P.T. POINT OF TANGENCY
- R/W RIGHT-OF-WAY
- (R) RADIAL / RADIUS
- S.I.R. SET IRON ROD
- T.O.B. TOP OF BANK
- U.E. UTILITY EASEMENT

REVISIONS:

- EASEMENTS REVISED... 10-30-2024

SURVEY NOTES
DIRT/GRAVEL DRIVE CROSSING INTO R/W ON WESTERLY SIDE OF LOT.

ASPHALT DRIVE CROSSING INTO R/W ON WESTERLY AND SOUTHERLY SIDE OF LOT.

THERE ARE FENCES NEAR THE BOUNDARY OF THE PROPERTY AND CROSS INTO THE 2.5' U.E./D.E. AT BOTH SIDES OF PROPERTY.

ASPHALT DRIVE CROSSES INTO 2.5' U.E./D.E. AT WESTERLY AND SOUTHERLY SIDE OF LOT.

BUILDING CROSSING INTO 40' B.S.L. AT WESTERLY SIDE OF LOT.

B.L. (P) - BUILDING LINE PER PB 6 PG 6
WPP - WOOD POWER POLE
E.B. - ELECTRIC BOX
FH - FIRE HYDRANT

CURVE	LENGTH	RADIUS	DELTA
C1	31.42'	20.00'	90°00'00"

SCALE
1"=25'

GENERAL NOTES:

- LEGAL DESCRIPTION PROVIDED BY OTHERS
- THE LANDS SHOWN HEREON WERE ABSTRACTED FOR EASEMENTS OR ENCUMBRANCES
- UNDERGROUND PORTIONS OF FOUNDINGS, FOUNDATIONS OR OTHER IMPROVEMENTS WERE NOT LOCATED
- WALL TIES ARE TO THE FACE OF THE WALL AND ARE NOT TO BE USED TO RECONSTRUCT BOUNDARY LINES
- ONLY VISIBLE ENCROACHMENTS LOCATED
- DIMENSIONS SHOWN ARE PLAT AND MEASURED UNLESS OTHERWISE SHOWN

LB #7893

SERVING FLORIDA

6250 N. MILITARY TRAIL, SUITE 102
WEST PALM BEACH, FL 33407

PHONE (561) 640-4800

STATEWIDE PHONE (800) 226-4807

STATEWIDE FACSIMILE (800) 741-0576

WEBSITE: <http://largesurveying.net>

TARGET
SURVEYING, LLC

I have reviewed AMERICAN LAND TITLE INSURANCE COMPANY'S
COMMITMENT FOR TITLE INSURANCE

Fund File Number: 23-069034

Agent's File Reference: 23-7561

Dated: October 19, 2023 @ 8:00a.m.

All policy and title search items have been abstracted and all that apply are shown hereon

ITEM#	O.R.B.	PG.	CONVEYANCE	STATUS
3	6	6	PLAT OF SAN CARLOS-ON-THE-GULF	AS SHOWN
4	2189	3281	LEE COUNTY ORDINANCE 86-14	BLANKET IN NATURE

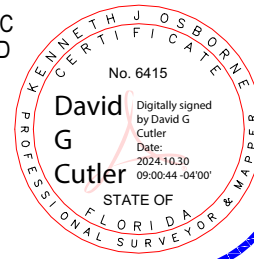
SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS BOUNDARY SURVEY IS A TRUE AND CORRECT REPRESENTATION OF A SURVEY PREPARED UNDER MY DIRECTION. NOT VALID WITHOUT AN AUTHENTICATED ELECTRONIC SIGNATURE AND AUTHENTICATED ELECTRONIC SEAL OR A RAISED EMBOSSED SEAL AND SIGNATURE.

(SIGNED)

Kenneth J Osborne

KENNETH J OSBORNE
PROFESSIONAL SURVEYOR AND MAPPER #6415





Policy No.: 39373-1-24-0152-2024.8151209-232034362

ALTA OWNER'S POLICY OF TITLE INSURANCE
 Issued by
COMMONWEALTH LAND TITLE INSURANCE COMPANY

This policy, when issued by the Company with a Policy Number and the Date of Policy, is valid even if this policy or any endorsement to this policy is issued electronically or lacks any signature.
Any notice of claim and any other notice or statement in writing required to be given to the Company under this policy must be given to the Company at the address shown in Condition 17.

COVERED RISKS

SUBJECT TO THE EXCLUSIONS FROM COVERAGE, THE EXCEPTIONS FROM COVERAGE CONTAINED IN SCHEDULE B, AND THE CONDITIONS, COMMONWEALTH LAND TITLE INSURANCE COMPANY, a Florida corporation, (the "Company") insures as of the Date of Policy and, to the extent stated in Covered Risks 9 and 10, after the Date of Policy, against loss or damage, not exceeding the Amount of Insurance, sustained or incurred by the Insured by reason of:

1. The Title being vested other than as stated in Schedule A.
2. Any defect in or lien or encumbrance on the Title. Covered Risk 2 includes, but is not limited to, insurance against loss from:
 - (a) a defect in the Title caused by:
 - i. forgery, fraud, undue influence, duress, incompetency, incapacity, or impersonation;
 - ii. the failure of a person or Entity to have authorized a transfer or conveyance;
 - iii. a document affecting the Title not properly authorized, created, executed, witnessed, sealed, acknowledged, notarized (including by remote online notarization), or delivered;
 - iv. a failure to perform those acts necessary to create a document by electronic means authorized by law;
 - v. a document executed under a falsified, expired, or otherwise invalid power of attorney;
 - vi. a document not properly filed, recorded, or indexed in the Public Records including the failure to have performed those acts by electronic means authorized by law;
 - vii. a defective judicial or administrative proceeding; or
 - viii. the repudiation of an electronic signature by a person that executed a document because the electronic signature on the document was not valid under applicable electronic transactions law.
 - (b) the lien of real estate taxes or assessments imposed on the Title by a governmental authority due or payable, but unpaid.
 - (c) the effect on the Title of an encumbrance, violation, variation, adverse circumstance,

boundary line overlap, or encroachment (including an encroachment of an improvement across the boundary lines of the Land), but only if the encumbrance, violation, variation, adverse circumstance, boundary line overlap, or encroachment would have been disclosed by an accurate and complete land title survey of the Land.

3. Unmarketable Title.
4. No right of access to and from the Land.
5. A violation or enforcement of a law, ordinance, permit, or governmental regulation (including those relating to building and zoning) but only to the extent of the violation or enforcement described by the enforcing governmental authority in an Enforcement Notice that identifies a restriction, regulation, or prohibition relating to:
 - (a) the occupancy, use, or enjoyment of the Land;
 - (b) the character, dimensions, or location of an improvement on the Land;
 - (c) the subdivision of the Land; or
 - (d) environmental remediation or protection on the Land.
6. An enforcement of a governmental forfeiture, police, regulatory, or national security power, but only to the extent of the enforcement described by the enforcing governmental authority in an Enforcement Notice.
7. An exercise of the power of eminent domain, but only to the extent:
 - (a) of the exercise described in an Enforcement Notice; or
 - (b) the taking occurred and is binding on a purchaser for value without Knowledge.
8. An enforcement of a PACA-PSA Trust, but only to the extent of the enforcement described in an Enforcement Notice.
9. The Title being vested other than as stated in Schedule A, the Title being defective, or the effect of a court order providing an alternative remedy:
 - (a) resulting from the avoidance, in whole or in part, of any transfer of all or any part of the Title to the Land or any interest in the Land occurring prior to the transaction vesting the Title because that prior transfer constituted a:
 - i. fraudulent conveyance, fraudulent transfer, or preferential transfer under federal bankruptcy, state insolvency, or similar state or federal creditors' rights law; or
 - ii. voidable transfer under the Uniform



- Voidable Transactions Act; or
- (b) because the instrument vesting the Title constitutes a preferential transfer under federal bankruptcy, state insolvency, or similar state or federal creditors' rights law by reason of the failure:
- to timely record the instrument vesting the Title in the Public Records after execution and delivery of the instrument to the Insured; or
 - of the recording of the instrument vesting

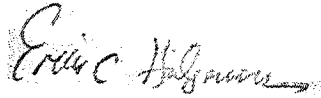
the Title in the Public Records to impart notice of its existence to a purchaser for value or to a judgment or lien creditor.

10. Any defect in or lien or encumbrance on the Title or other matter included in Covered Risks 1 through 9 that has been created or attached or has been filed or recorded in the Public Records subsequent to the Date of Policy and prior to the recording of the deed or other instrument vesting the Title in the Public Records.

DEFENSE OF COVERED CLAIMS

The Company will also pay the costs, attorneys' fees, and expenses incurred in defense of any matter insured against by this policy, but only to the extent provided in the Conditions

Countersigned:



By: _____
Authorized Officer or Agent

Old Florida Title
2080 McGregor Blvd Ste 100
Fort Myers, FL 33901-3424
Tel: 239-334-6558
Fax: 239-334-1157

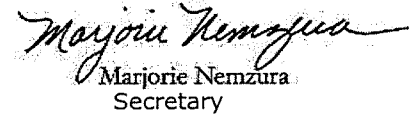
COMMONWEALTH LAND TITLE INSURANCE COMPANY

By:



Michael J. Nolan
President

Attest:



Marjorie Nemzura
Secretary

EXCLUSIONS FROM COVERAGE

The following matters are excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

- (a) any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
 - the occupancy, use, or enjoyment of the Land;
 - the character, dimensions or location of any improvement on the Land;
 - the subdivision of land; or
 - environmental remediation or protection;
- (b) any governmental forfeiture, police, regulatory, or national security power.
- (c) the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.
Exclusion 1 does not modify or limit the coverage provided under Covered Risk 5 or 6.
- Any power of eminent domain. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 7.
- Any defect, lien, encumbrance, adverse claim, or other matter:
 - created, suffered, assumed, or agreed to by the Insured Claimant;
 - not Known to the Company, not recorded in the Public Records at the Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - resulting in no loss or damage to the Insured Claimant;

- attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 9 or 10); or
- resulting in loss or damage that would not have been sustained if consideration sufficient to qualify the Insured named in Schedule A as a bona fide purchaser had been given for the Title at the Date of Policy.

- Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights law, that the transaction vesting the Title as shown in Schedule A, is a:
 - fraudulent conveyance or fraudulent transfer;
 - voidable transfer under the Uniform Voidable Transactions Act; or
 - preferential transfer:
 - to the extent the instrument of transfer vesting the Title as shown in Schedule A is not a transfer made as a contemporaneous exchange for new value; or
 - for any other reason not stated in Covered Risk 9.b.
- Any claim of a PACA-PSA Trust. Exclusion 5 does not modify or limit the coverage provided under Covered Risk 8.
- Any lien on the Title for real estate taxes or assessments imposed or collected by a governmental authority that becomes due and payable after the Date of Policy. Exclusion 6 does not modify or limit the coverage provided under Covered Risk 2.b.
- Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

**SCHEDULE A**

Name and Address of Title Insurance Company:

Old Florida Title
2080 McGregor Boulevard, Suite 100, Fort Myers, Florida 33901

File No.: **24-0152**Policy No.: **39373-1-24-0152-2024.8151209-232034362**Address Reference: **810 South St, Fort Myers Beach, Florida 33931**
(For information only)

Amount of Insurance: **\$700,000.00**
Premium: **\$3,575.00**

Date of Policy: **April 5, 2024 at 01:57 PM.**

1. Name of Insured:

RAJB LLC, a Florida limited liability company

2. The estate or interest in the Land that is insured by this policy is:

Fee Simple

3. Title is vested in:

Warranty deed executed by Margaret Napier, a single woman, to RAJB LLC, a Florida limited liability company, dated March 29, 2024, filed April 5, 2024 in Instrument No. 2024000096227, Public Records of Lee County, Florida, conveying said property described herein.

4. The Land referred to in this policy is described as follows:

Lot 2, Block 6, of that certain subdivision known as SAN CARLOS ON THE GULF, according to the map or plat thereof as recorded in Plat Book 6, Page 6, of the Public Records of Lee County, Florida.

THE TELEPHONE NUMBER TO PRESENT INQUIRIES OR OBTAIN INFORMATION ABOUT COVERAGE AND TO PROVIDE
ASSISTANCE IS 1-800-669-7450

THIS POLICY VALID ONLY IF SCHEDULE B ATTACHED

2730609

ALTA Owner's Policy (6/17/06)
(with Florida Modifications)

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File No.:24-0152

SCHEDULE B EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees, or expenses that arise by reason of:

1. Taxes and assessments for the year **2023** and subsequent years, which are not yet due and payable.
2. ~~Easements, claims of easements, boundary line disputes, overlaps, encroachments or other matters not shown by the public records which would be disclosed by an accurate survey of the land.~~ Survey completed by Target Surveying, LLC certified to Aloia, Roland, Lubell & Morgan PLLC
3. ~~Rights or claims of parties in possession not shown by the public records.~~
4. ~~Any lien, or right to a lien, for services, labor, or materials heretofore or hereafter furnished, imposed by law and not shown by the public records.~~
5. ~~Taxes or assessments which are not shown as existing liens in the public records.~~
6. ~~Any claim that any portion of the insured land is sovereign lands of the State of Florida, including submerged, filled or artificially exposed lands accreted to such land.~~
7. ~~Any lien provided by Chapter 159, Florida Statutes, in favor of any city, town, village or port authority for unpaid service charges for service by any water, sewer or gas system supplying the insured land.~~

NOTE: Items 2 through 7 listed above are hereby deleted.

8. Restrictions, covenants, conditions, easements and other matters as contained on the Plat of San Carlos-on-The-Gulf, recorded in Plat Book 6, Page 6, of the Public Records of Lee County, Florida.
9. Restrictions, covenants, and conditions as set forth in those instruments recorded in Deed Book 131, Page 576, of the Public Records of Lee County, Florida, as may be subsequently amended.
10. The land lies within the City of Ft. Myers Beach and is subject to all rules, regulations, ordinances, acts, levies and/or assessments created or charged thereby.
11. Lee County Ordinance 11-03, as amended by Lee County Ordinance 11-27, providing for mandatory solid waste collection and the imposition of special assessments for said collection services. The special assessments for the current tax year are payable with the ad valorem taxes.

NOTE: THIS POLICY DOES NOT REPUBLISH ANY COVENANT, CONDITION, RESTRICTION, OR LIMITATION CONTAINED IN ANY DOCUMENT REFERRED TO IN THIS POLICY TO THE EXTENT THAT THE SPECIFIC COVENANT, CONDITION, RESTRICTION, OR LIMITATION VIOLATES STATE OR FEDERAL LAW BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, GENDER IDENTITY, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN.

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

2730609

ALTA Owner's Policy (6/17/06)
(with Florida Modifications)

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File No.:24-0152

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

2730609

ALTA Owner's Policy (6/17/06)
(with Florida Modifications)

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PAGE 1 OF 1
BOUNDARY SURVEY

LEGAL DESCRIPTION:
LOT 2, BLOCK 6, SAN CARLOS ON THE GULF, ACCORDING TO THE PLAT THEREOF, AS
RECORDED IN PLAT BOOK 6, PAGE 6, OF THE PUBLIC RECORDS OF LEE COUNTY,
FLORIDA.

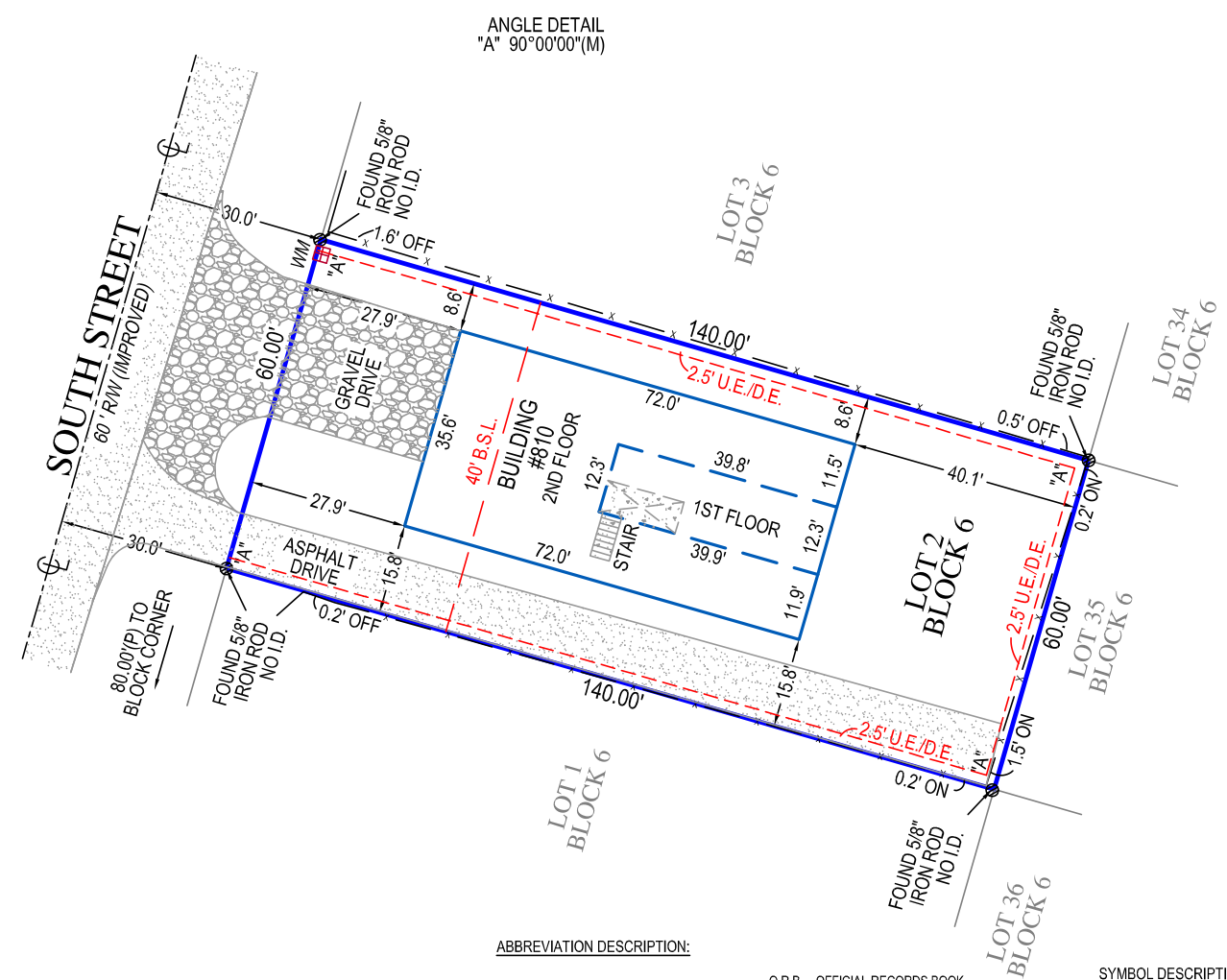
CERTIFIED TO:
ALOIA, ROLAND, LUBELL & MORGAN, PLLC

COMMUNITY NUMBER: 125124
PANEL: 12071C0554 SUFFIX: G
F.I.R.M. DATE: 11/17/2022
FLOOD ZONE: AE

FIELD WORK: 3/25/2024

PROPERTY ADDRESS:
810 SOUTH STREET
FORT MYERS BEACH, FL 33931

SURVEY NUMBER: 626502



SURVEY NOTES
ASPHALT AND GRAVEL DRIVE CROSSING INTO R/W
ON WESTERLY SIDE OF LOT.

THERE ARE FENCES NEAR THE BOUNDARY
OF THE PROPERTY.

ABBREVIATION DESCRIPTION:

A.E.	ANCHOR EASEMENT	F.F. EL.	FINISH FLOOR ELEVATION	O.R.B.	OFFICIAL RECORDS BOOK
A/C	AIR CONDITIONER	F.I.P.	FOUND IRON PIPE	(P)	PLAT
B.M.	BENCH MARK	F.I.R.	FOUND IRON ROD	P.B.	PLAT BOOK
B.R.	BEARING REFERENCE	F.P.K.	FOUND PARKER-KALON NAIL	P.C.	POINT OF CURVATURE
(C)	CALCULATED	(L)	LENGTH	P.C.C.	POINT OF COMPOUND CURVE
Δ	CENTRAL / DELTA ANGLE	L.A.E.	LIMITED ACCESS EASEMENT	P.O.B.	POINT OF BEGINNING
CH	CHORD	L.M.E.	LAKE MAINTENANCE EASEMENT	P.O.C.	POINT OF COMMENCEMENT
(D)	DEED / DESCRIPTION	(M)	MEASURED / FIELD VERIFIED	P.R.C.	POINT OF REVERSE CURVE
D.E.	DRAINAGE EASEMENT	M.H.	MANHOLE	P.T.	POINT OF TANGENCY
D.H.	DRILL HOLE	N&D	NAIL & DISK	R/W	RIGHT-OF-WAY
D/W	DRIVEWAY	N.R.	NOT RADIAL	(R)	RADIAL / RADIUS
E.O.W.	EDGE OF WATER	N.T.S.	NOT TO SCALE	S.I.R.	SET IRON ROD
F.C.M.	FOUND CONCRETE MONUMENT	O.H.L.	OVERHEAD UTILITY LINES	T.O.B.	TOP OF BANK
				U.E.	UTILITY EASEMENT

SYMBOL DESCRIPTIONS:

	= CATCH BASIN		= MISC. FENCE
	= CENTERLINE ROAD		= PROPERTY CORNER
	= COVERED AREA		= UTILITY BOX
	+ X.XX = EXISTING ELEVATION		= UTILITY POLE
	= HYDRANT		= WATER METER
	= MANHOLE		= WELL
	= METAL FENCE		= WOOD FENCE

GENERAL NOTES:

- LEGAL DESCRIPTION PROVIDED BY OTHERS
- THE LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR EASEMENTS OR OTHER RECORDED ENCUMBRANCES NOT SHOWN ON THE PLAT.
- UNDERGROUND PORTIONS OF FOOTINGS, FOUNDATIONS OR OTHER IMPROVEMENTS WERE NOT LOCATED.
- WALL TIES ARE TO THE FACE OF THE WALL AND ARE NOT TO BE USED TO RECONSTRUCT BOUNDARY LINES.
- ONLY VISIBLE ENCROACHMENTS LOCATED.
- DIMENSIONS SHOWN ARE PLAT AND MEASURED UNLESS OTHERWISE SHOWN.

- FENCE OWNERSHIP NOT DETERMINED.
- ELEVATIONS INDICATED HEREON ARE IN FEET AND DECIMALS REFERENCED TO N.A.V.D. 1988
- THIS SURVEY HAS BEEN COMPLETED FOR A MORTGAGE TRANSACTION, ITS SCOPE IS LIMITED TO THE DETERMINATION OF TITLE DEFICIENCIES. NO DESIGN OR CONSTRUCTION SHALL BE BASED UPON THIS SURVEY WITHOUT APPROVAL FROM TARGET SURVEYING PRIOR TO SUCH USE. TARGET SURVEYING ASSUMES NO RESPONSIBILITIES FOR ERRORS RESULTING FROM FAILURE TO ADHERE TO THIS CLAUSE.
- IN SOME INSTANCES, GRAPHIC REPRESENTATIONS HAVE BEEN EXAGGERATED TO MORE CLEARLY ILLUSTRATE RELATIONSHIPS BETWEEN PHYSICAL IMPROVEMENTS AND/OR LOT LINES. IN ALL CASES, DIMENSIONS SHALL CONTROL THE LOCATION OF THE IMPROVEMENTS OVER SCALED POSITIONS.

REVISIONS:

SURVEYORS CERTIFICATE

HEREBY CERTIFY THAT THIS BOUNDARY SURVEY IS A TRUE AND
CORRECT REPRESENTATION OF A SURVEY PREPARED UNDER MY
DIRECTION. NOT VALID WITHOUT AN AUTHENTICATED ELECTRONIC
SIGNATURE AND AUTHENTICATED ELECTRONIC SEAL OR A RAISED
EMBOSSED SEAL AND SIGNATURE.

Kenneth J Osborne

KENNETH J OSBORNE
PROFESSIONAL SURVEYOR AND MAPPER #6415



LB #7893
SERVING FLORIDA
6250 N. MILITARY TRAIL, SUITE 102
WEST PALM BEACH, FL 33407
PHONE (561) 640-4800
STATEWIDE PHONE (800) 226-4807
STATEWIDE FACSIMILE (800) 741-0576
WEBSITE: <http://targetsurveying.net>





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

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

September 1, 2024

Ms. Patty Kulak
RVi Planning + Landscape Architecture
28100 Bonita Grande Drive, Suite 305
Bonita Springs, FL 34135

RE: JBRA CPD
DCI2024-00023

Dear Ms. Kulak:

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

LC T.I.S. Application Sufficiency Checklist:

1. *Given the schedule of uses, LUC 851-Convenience Store would be the most intense trip generator. Revise the TIS accordingly.*

The convenience store use has been removed from the Schedule of Uses as part of this application. Therefore, no revisions to the TIS are necessary based on this comment.

2. *The commercial parking lot must be considered new trips since it does not currently exist.*

Correct. The previously submitted traffic study did account for the new trips from the proposed commercial parking lot as shown in Table 2 (Trip Generation), Figures 3 & 4 (Trip Assignment/Distribution) as well as Tables 1A & 2A (Link LOS Analysis) of the TIS report. The TIS report presumed the proposed commercial parking lot as a completely new development, not existing. Therefore, no revisions to the TIS are necessary based on this comment.

3. *The LOS thresholds for 1 lane should be used for southbound traffic on San Carlos Blvd.*

Incorrect. The LOS threshold used for this segment of San Carlos Boulevard in the TIS were consistent with the LOS Capacity Threshold shown in the County's ***Public Facilities Level of Service and Concurrency Report***, which indicates peak hour directional capacity of 1,900 vehicles. Additionally, as shown on the attached FDOT's SR 865 Improvement Project, Matanza Pass Bridge will be two lanes in the southbound direction. FDOT is currently working on these



Ms. Patty Kulak
JBRA CPD
DCI2024-00023
September 1, 2024
Page 2

improvements along with a new signal at San Carlos Boulevard and Main Street intersection. Therefore, no revisions are necessary based on this comment.

4. *Provide justification for the 2% growth rate used on San Carlos Blvd.*

Consistent with historical traffic studies prepared and approved in Lee County, the analysis assumes a minimum annual growth rate of 2% although the actual growth rate would be lower than this value based on historical traffic data shown in Table 2A. As shown on Table 2A of the TIS report, a growth rate of 2% was utilized since the actual growth rate for 14 years' worth of traffic data between year 2009 and year 2023 would be result in a lower value. Again, consistent historical traffic studies, a conservative 2% annual growth rate was used in this case.

5. *Due to the new trips during peak hour exceeding 100, link LOS and intersection LOS (within 0.25 mi) must be provided. Revise the TIS accordingly.*

Acknowledged. See attached intersection analysis performed at the proposed site access drives on South Street and Main Street as well as at Main Street intersections with South Street and San Carlos Boulevard (future signal). Based on the intersection analysis conducted as part of this response, all analyzed intersections were shown to operate at acceptable Level of Service in 2029 both with and without the proposed development in the AM and PM peak hour traffic conditions. Note, the analysis at the future signalized intersection of South Street with San Carlos Boulevard included the future traffic volumes from Bay Harbour Marina Village MPD (DCI2023-00023).

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

Sincerely,

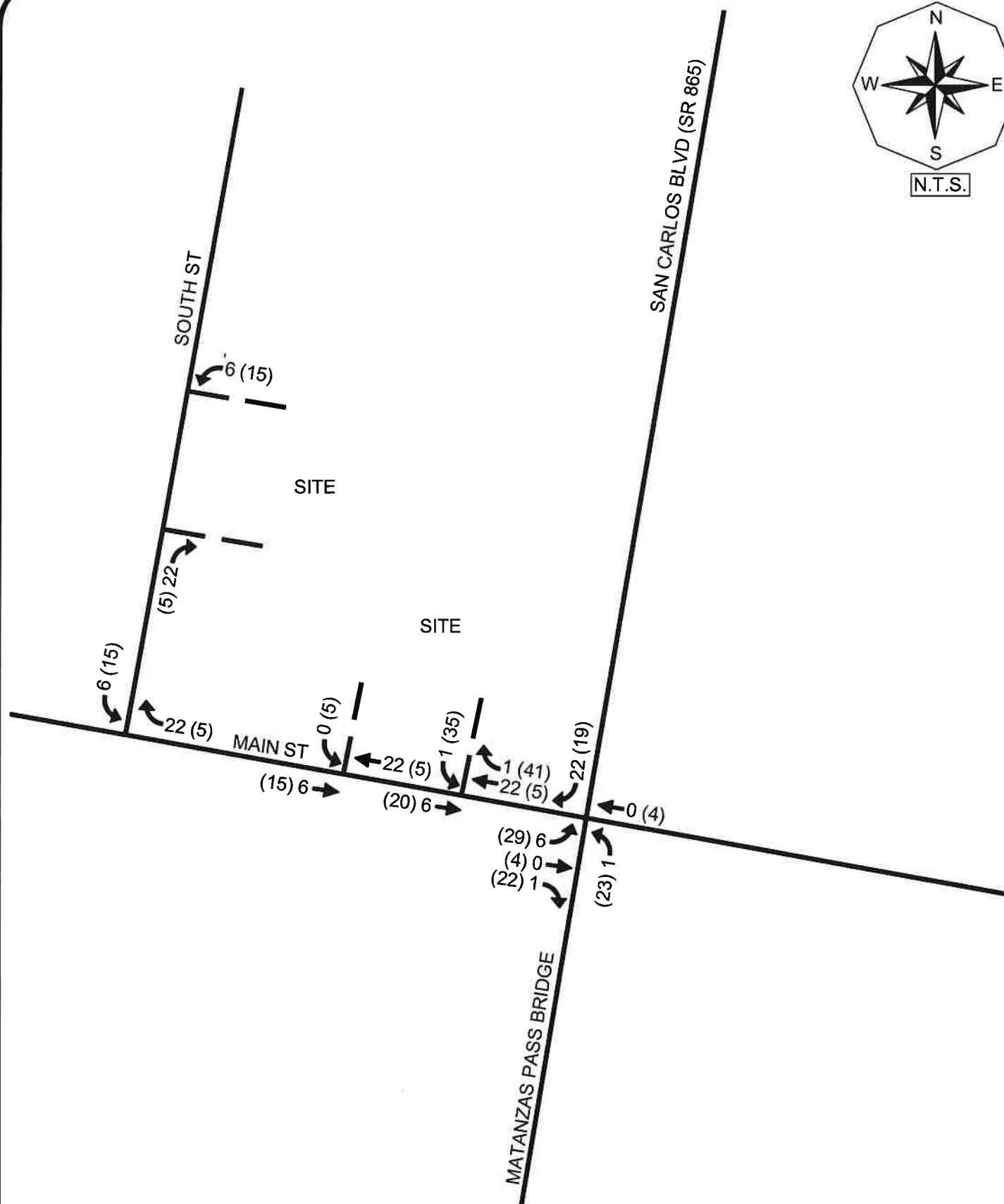
A handwritten signature in blue ink, appearing to read 'Yury Bykau', is written over a light blue horizontal line.

Yury Bykau, P.E.
Senior Project Manager

Attachments

FIGURE 4
JBRA CPD

F2405.12

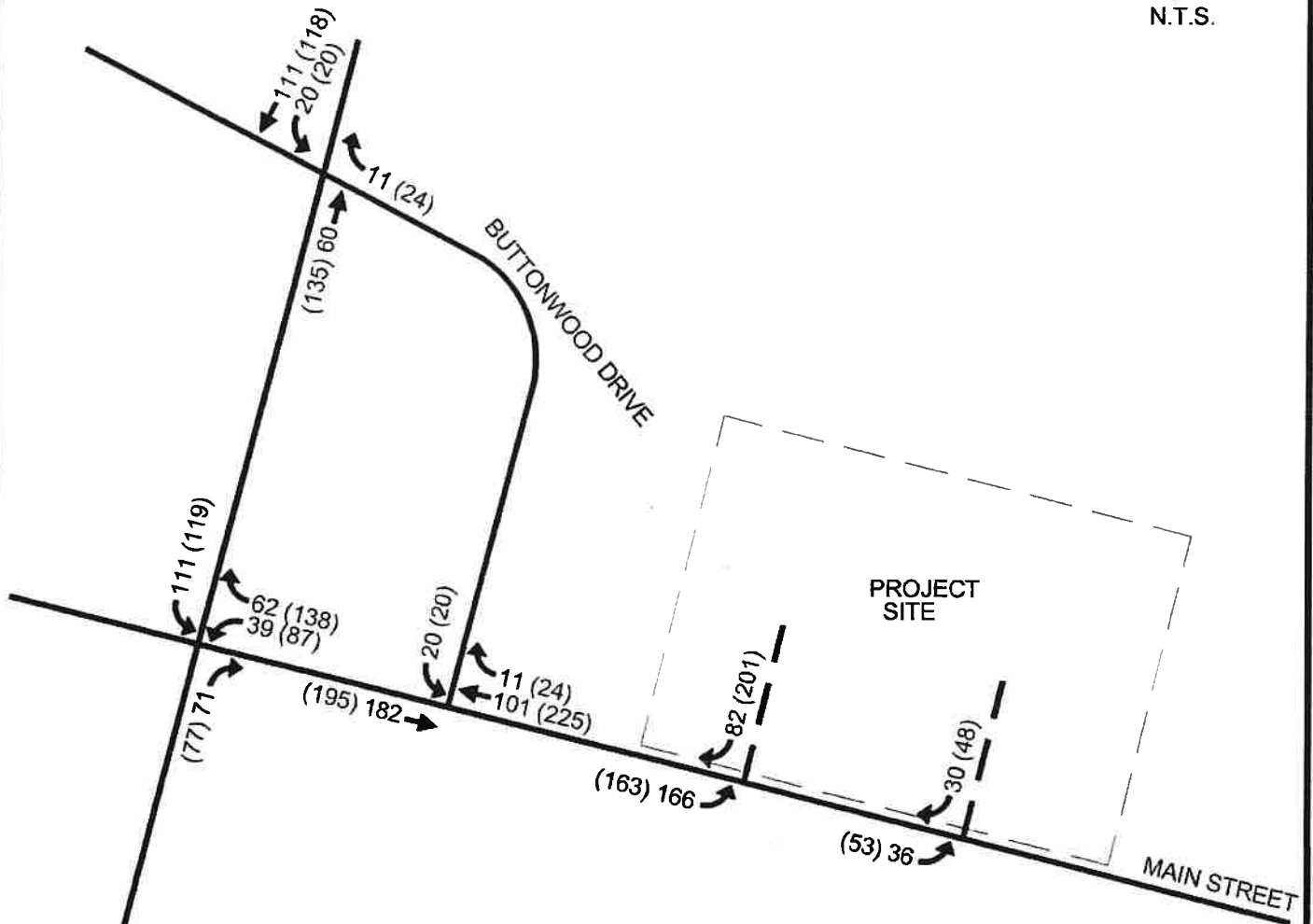
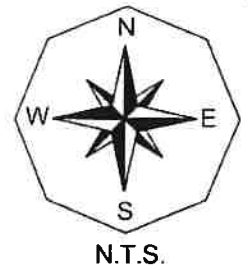


**SITE TRAFFIC ASSIGNMENT OF
ALL-SITE RELATED TRIPS
BREEZE BUILDING CPD**

Figure 4

FIGURE 3
BAY HARBOUR
MARINA VILLAGE MPD
(DCI2023-00023

F2304.01/REVISED 3-8-2024



LEGEND

- ← 000 WEEKDAY AM PEAK HOUR TRAFFIC
- ← (000) WEEKDAY PM PEAK HOUR TRAFFIC

TRAFFIC COUNTS
MAIN ST @ SAN CARLOS BLVD

**Main St @ San Carlos Blvd
Fort Myers Florida
Tuesday, August 20, 2024**

Time	Southbound San Carlos Blvd						Westbound Main St						Northbound San Carlos Blvd						Eastbound Main St						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	11	174	22	0	207	0	7	0	8	0	13	0	0	39	2	0	41	0	0	0	5	0	5	266
7:15 AM	0	10	153	11	0	174	0	3	0	5	0	8	0	1	43	1	0	45	0	1	0	0	0	1	228
7:30 AM	0	7	191	16	0	214	0	11	0	3	0	14	0	4	71	5	0	80	0	0	0	5	0	5	313
7:45 AM	0	6	187	13	0	206	0	4	1	3	0	8	0	1	62	9	0	72	0	2	0	2	0	4	290
Hourly Total	0	34	705	62	0	801	0	25	1	17	0	43	0	6	215	17	0	238	0	3	0	12	0	15	1097
8:00 AM	0	7	173	11	0	191	0	5	0	9	0	14	0	5	73	8	0	86	0	1	0	1	0	2	293
8:15 AM	0	13	165	17	0	195	0	5	0	4	0	9	0	3	70	3	0	76	0	1	0	7	0	8	286
8:30 AM	0	6	161	6	0	173	0	3	1	6	0	10	0	6	78	4	0	88	0	0	0	6	0	6	277
8:45 AM	0	7	152	15	0	174	0	3	2	16	0	21	0	6	80	5	0	91	0	2	0	2	0	4	290
Hourly Total	0	33	651	49	0	733	0	16	3	35	0	54	0	20	301	20	0	341	0	4	0	16	0	20	1148
TOTAL	0	67	1356	111	0	1534	0	41	4	52	0	97	0	26	516	37	0	579	0	7	0	28	0	35	2245
Cars	0	63	1298	103	0	1464	0	36	3	47	0	86	0	23	487	32	0	542	0	7	0	22	0	29	2121
Heavy Vehicles	0	4	58	8	0	70	0	5	1	5	0	11	0	3	29	5	0	37	0	0	0	6	0	6	124
Heavy Vehicle %	0.00%	5.97%	4.28%	7.21%	0.00%	4.56%	0.00%	12.20%	25.00%	9.62%	0.00%	11.34%	0.00%	11.54%	5.62%	13.51%	0.00%	6.39%	0.00%	0.00%	0.00%	21.43%	0.00%	17.14%	5.52%

**Main St @ San Carlos Blvd
Fort Myers Florida
Tuesday, August 20, 2024
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	
7:30 AM	0	7	191	16	0	214	0	11	0	3	0	14	0	4	71	5	0	80	0	0	0	5	0	5	313
7:45 AM	0	6	187	13	0	206	0	4	1	3	0	8	0	1	62	9	0	72	0	2	0	2	0	4	280
8:00 AM	0	7	173	11	0	191	0	5	0	9	0	14	0	5	73	8	0	86	0	1	0	1	0	2	293
8:15 AM	0	13	165	17	0	195	0	5	0	4	0	9	0	3	70	3	0	76	0	1	0	7	0	8	286
Peak Hour Total	0	33	716	57	0	806	0	25	1	19	0	45	0	13	276	25	0	314	0	4	0	15	0	19	1184
PHF	0.000	0.635	0.937	0.838	0.000	0.942	0.000	0.588	0.250	0.528	0.000	0.804	0.000	0.650	0.945	0.694	0.000	0.913	0.000	0.500	0.000	0.536	0.000	0.594	0.946

**Main St @ San Carlos Blvd
Fort Myers Floirda
Tuesday, August 20, 2024**

Time	Southbound San Carlos Blvd						Westbound Main St						Northbound San Carlos Blvd						Eastbound Main St						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	
4:00 PM	0	7	84	6	0	97	0	6	2	35	3	43	2	7	157	4	0	170	0	0	0	3	0	3	313
4:15 PM	0	5	92	11	0	108	0	6	1	29	1	36	0	4	152	5	2	161	0	0	0	2	0	2	307
4:30 PM	0	7	83	10	0	100	0	5	0	12	1	17	0	5	128	5	0	138	0	3	1	3	0	7	262
4:45 PM	0	6	92	10	1	108	0	7	0	14	2	21	1	12	126	9	0	148	0	2	0	6	0	8	285
Hourly Total	0	25	351	37	1	413	0	24	3	90	7	117	3	28	563	23	2	617	0	5	1	14	0	20	1167
5:00 PM	0	6	79	11	0	96	0	4	0	20	0	24	1	7	170	3	0	181	0	1	0	6	0	7	308
5:15 PM	0	10	61	7	0	78	0	2	0	24	0	26	0	5	151	7	0	163	0	3	0	1	0	4	271
5:30 PM	0	5	67	10	0	82	0	6	1	12	0	19	1	6	143	6	0	156	0	0	0	5	0	5	262
5:45 PM	0	11	74	14	0	99	0	3	3	22	0	28	0	4	103	5	0	112	0	1	0	1	0	2	241
Hourly Total	0	32	281	42	0	355	0	15	4	78	0	97	2	22	567	21	0	612	0	5	0	13	0	18	1082
TOTAL	0	57	632	79	1	768	0	39	7	168	7	214	5	50	1130	44	2	1229	0	10	1	27	0	38	2249
Cars	0	56	623	75	1	754	0	38	7	167	3	212	5	50	1101	43	2	1199	0	10	1	23	0	34	2199
Heavy Vehicles	0	1	9	4	0	14	0	1	0	1	4	2	0	0	29	1	0	30	0	0	0	4	0	4	50
Heavy Vehicle %	0.00%	1.75%	1.42%	5.06%	0.00%	1.82%	0.00%	2.56%	0.00%	0.60%	57.14%	0.93%	0.00%	0.00%	2.57%	2.27%	0.00%	2.44%	0.00%	0.00%	0.00%	14.81%	0.00%	10.53%	2.22%

**Main St @ San Carlos Blvd
Fort Myers Floirda
Tuesday, August 20, 2024
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	
4:00 PM	0	7	84	6	0	97	0	6	2	35	3	43	2	7	157	4	0	170	0	0	0	3	0	3	313
4:15 PM	0	5	92	11	0	108	0	6	1	29	1	36	0	4	152	5	2	161	0	0	0	2	0	2	307
4:30 PM	0	7	83	10	0	100	0	5	0	12	1	17	0	5	128	5	0	138	0	3	1	3	0	7	262
4:45 PM	0	6	92	10	1	108	0	7	0	14	2	21	1	12	126	9	0	148	0	2	0	6	0	8	285
Peak Hour Total	0	25	351	37	1	413	0	24	3	90	7	117	3	28	563	23	2	617	0	5	1	14	0	20	1167
PHF	0.000	0.893	0.954	0.841	0.250	0.956	0.000	0.857	0.375	0.643	0.583	0.680	0.375	0.583	0.806	0.639	0.250	0.907	0.000	0.417	0.250	0.583	0.000	0.625	0.932

TRAFFIC COUNTS
MAIN ST @ SOUTH ST

**Main St @ South St
Fort Myers Florida
Tuesday, August 20, 2024**

Time	Southbound South St						Westbound Main St						Northbound Main St Parking						Eastbound Main St						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	2	1	4	0	7	0	0	7	0	2	7	0	0	0	1	0	1	0	0	2	0	0	2	17
7:15 AM	0	1	0	0	1	1	0	2	3	0	0	5	0	0	1	0	0	1	0	1	0	0	1	1	8
7:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	2	0	3	0	0	4	0	0	4	11
7:45 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	1	0	1	0	1	4	0	0	5	8
Hourly Total	0	3	1	4	1	8	0	3	15	0	2	18	0	1	1	4	0	6	0	2	10	0	1	12	44
8:00 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	6
8:15 AM	0	4	0	0	0	4	0	0	3	1	1	4	0	1	0	2	2	3	0	1	4	0	0	5	16
8:30 AM	0	1	0	3	1	4	0	0	5	2	0	7	0	0	0	0	0	0	0	0	4	0	0	4	15
8:45 AM	0	2	0	0	0	2	0	2	5	1	0	8	0	0	0	1	0	1	0	1	1	1	0	3	14
Hourly Total	0	7	0	3	1	10	0	2	18	4	1	24	0	1	0	3	2	4	0	2	10	1	0	13	51
TOTAL	0	10	1	7	2	18	0	5	33	4	3	42	0	2	1	7	2	10	0	4	20	1	1	25	95
Cars	0	9	1	6	2	16	0	5	29	4	3	38	0	2	1	2	2	5	0	3	19	1	1	23	82
Heavy Vehicles	0	1	0	1	0	2	0	0	4	0	0	4	0	0	0	5	0	5	0	1	1	0	0	2	13
Heavy Vehicle %	0.00%	10.00%	0.00%	14.29%	0.00%	11.11%	0.00%	0.00%	12.12%	0.00%	0.00%	9.52%	0.00%	0.00%	0.00%	71.43%	0.00%	50.00%	0.00%	25.00%	5.00%	0.00%	0.00%	8.00%	13.68%

**Main St @ South St
Fort Myers Florida
Tuesday, August 20, 2024
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	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	6
8:15 AM	0	4	0	0	0	4	0	0	3	1	1	4	0	1	0	2	2	3	0	1	4	0	0	5	16
8:30 AM	0	1	0	3	1	4	0	0	5	2	0	7	0	0	0	0	0	0	0	0	4	0	0	4	15
8:45 AM	0	2	0	0	0	2	0	2	5	1	0	8	0	0	0	1	0	1	0	1	1	1	0	3	14
Peak Hour Total	0	7	0	3	1	10	0	2	18	4	1	24	0	1	0	3	2	4	0	2	10	1	0	13	51
PHF	0.000	0.438	0.000	0.250	0.250	0.625	0.000	0.250	0.900	0.500	0.250	0.750	0.000	0.250	0.000	0.375	0.250	0.333	0.000	0.500	0.625	0.250	0.000	0.650	0.797

**Main St @ South St
Fort Myers Florida
Tuesday, August 20, 2024**

Time	Southbound South St						Westbound Main St						Northbound Main St Parking						Eastbound Main St						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	
4:00 PM	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
4:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	0	0	1	3	0	0	4	7
4:45 PM	0	1	0	0	0	1	0	0	0	2	0	2	0	0	1	0	0	1	0	0	1	0	0	1	5
Hourly Total	0	2	0	0	0	2	0	0	5	2	0	7	0	0	1	1	0	2	0	1	7	0	0	8	19
5:00 PM	0	0	0	1	1	1	0	0	0	2	0	2	0	0	0	1	0	1	0	0	3	0	0	3	7
5:15 PM	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	2	0	2	0	0	2	0	0	2	6
5:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	0	1	3	0	0	4	7
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0	0	1	3
Hourly Total	0	0	0	2	1	2	0	0	4	2	0	6	0	0	0	5	0	5	0	1	9	0	0	10	23
TOTAL	0	2	0	2	1	4	0	0	9	4	0	13	0	0	1	6	0	7	0	2	16	0	0	18	42
Cars	0	2	0	2	1	4	0	0	9	4	0	13	0	0	1	3	0	4	0	2	16	0	0	18	39
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	3
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	42.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%

**Main St @ South St
Fort Myers Florida
Tuesday, August 20, 2024
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	
4:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	0	1	3	0	0	4	7
4:45 PM	0	1	0	0	0	1	0	0	0	2	0	2	0	0	1	0	0	1	0	0	1	0	0	1	5
5:00 PM	0	0	0	1	1	1	0	0	0	2	0	2	0	0	0	1	0	1	0	0	3	0	0	3	7
5:15 PM	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	2	0	2	0	0	2	0	0	2	6
Peak Hour Total	0	1	0	2	1	3	0	0	3	4	0	7	0	0	1	4	0	5	0	1	9	0	0	10	25
PHF	0.000	0.250	0.000	0.500	0.250	0.750	0.000	0.000	0.375	0.500	0.000	0.875	0.000	0.000	0.250	0.500	0.000	0.625	0.000	0.250	0.750	0.000	0.000	0.625	0.893

PEAK SEASON FACTOR

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1250 FT MYERS BCH, BONITA BCH

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2023 - 01/07/2023	1.04	1.08
2	01/08/2023 - 01/14/2023	1.01	1.05
* 3	01/15/2023 - 01/21/2023	0.97	1.01
* 4	01/22/2023 - 01/28/2023	0.97	1.01
* 5	01/29/2023 - 02/04/2023	0.96	1.00
* 6	02/05/2023 - 02/11/2023	0.96	1.00
* 7	02/12/2023 - 02/18/2023	0.95	0.99
* 8	02/19/2023 - 02/25/2023	0.95	0.99
* 9	02/26/2023 - 03/04/2023	0.95	0.99
*10	03/05/2023 - 03/11/2023	0.95	0.99
*11	03/12/2023 - 03/18/2023	0.95	0.99
*12	03/19/2023 - 03/25/2023	0.96	1.00
*13	03/26/2023 - 04/01/2023	0.96	1.00
*14	04/02/2023 - 04/08/2023	0.97	1.01
*15	04/09/2023 - 04/15/2023	0.97	1.01
16	04/16/2023 - 04/22/2023	0.98	1.02
17	04/23/2023 - 04/29/2023	0.98	1.02
18	04/30/2023 - 05/06/2023	0.99	1.03
19	05/07/2023 - 05/13/2023	0.99	1.03
20	05/14/2023 - 05/20/2023	1.00	1.04
21	05/21/2023 - 05/27/2023	1.01	1.05
22	05/28/2023 - 06/03/2023	1.01	1.05
23	06/04/2023 - 06/10/2023	1.02	1.06
24	06/11/2023 - 06/17/2023	1.02	1.06
25	06/18/2023 - 06/24/2023	1.03	1.07
26	06/25/2023 - 07/01/2023	1.04	1.08
27	07/02/2023 - 07/08/2023	1.04	1.08
28	07/09/2023 - 07/15/2023	1.05	1.09
29	07/16/2023 - 07/22/2023	1.05	1.09
30	07/23/2023 - 07/29/2023	1.05	1.09
31	07/30/2023 - 08/05/2023	1.04	1.08
32	08/06/2023 - 08/12/2023	1.04	1.08
33	08/13/2023 - 08/19/2023	1.04	1.08
34	08/20/2023 - 08/26/2023	1.04	1.08
35	08/27/2023 - 09/02/2023	1.04	1.08
36	09/03/2023 - 09/09/2023	1.04	1.08
37	09/10/2023 - 09/16/2023	1.04	1.08
38	09/17/2023 - 09/23/2023	1.03	1.07
39	09/24/2023 - 09/30/2023	1.02	1.06
40	10/01/2023 - 10/07/2023	1.02	1.06
41	10/08/2023 - 10/14/2023	1.01	1.05
42	10/15/2023 - 10/21/2023	1.00	1.04
43	10/22/2023 - 10/28/2023	1.01	1.05
44	10/29/2023 - 11/04/2023	1.01	1.05
45	11/05/2023 - 11/11/2023	1.02	1.06
46	11/12/2023 - 11/18/2023	1.02	1.06
47	11/19/2023 - 11/25/2023	1.03	1.07
48	11/26/2023 - 12/02/2023	1.03	1.07
49	12/03/2023 - 12/09/2023	1.04	1.08
50	12/10/2023 - 12/16/2023	1.04	1.08
51	12/17/2023 - 12/23/2023	1.02	1.06
52	12/24/2023 - 12/30/2023	0.99	1.03
53	12/31/2023 - 12/31/2023	0.97	1.01

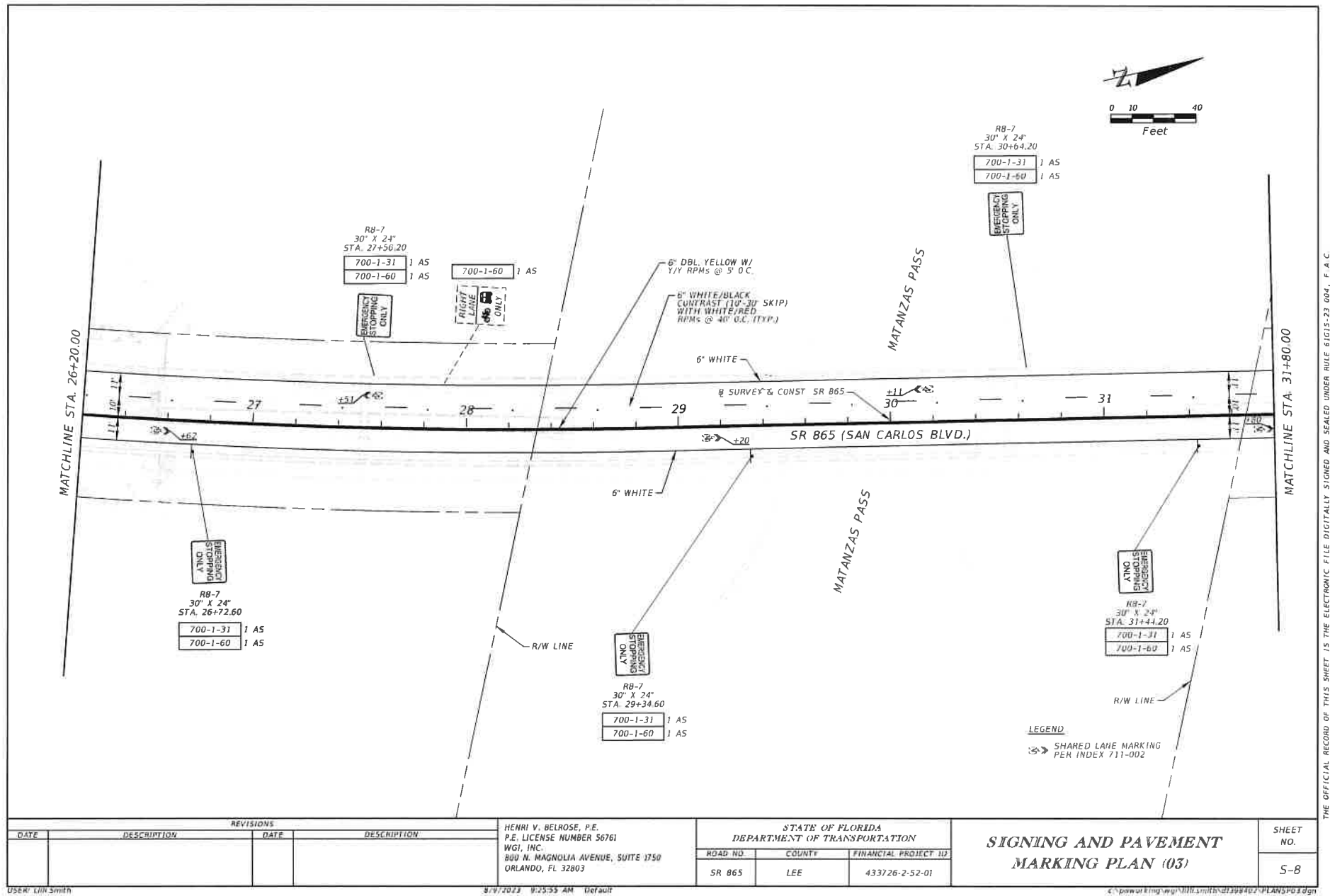
* PEAK SEASON

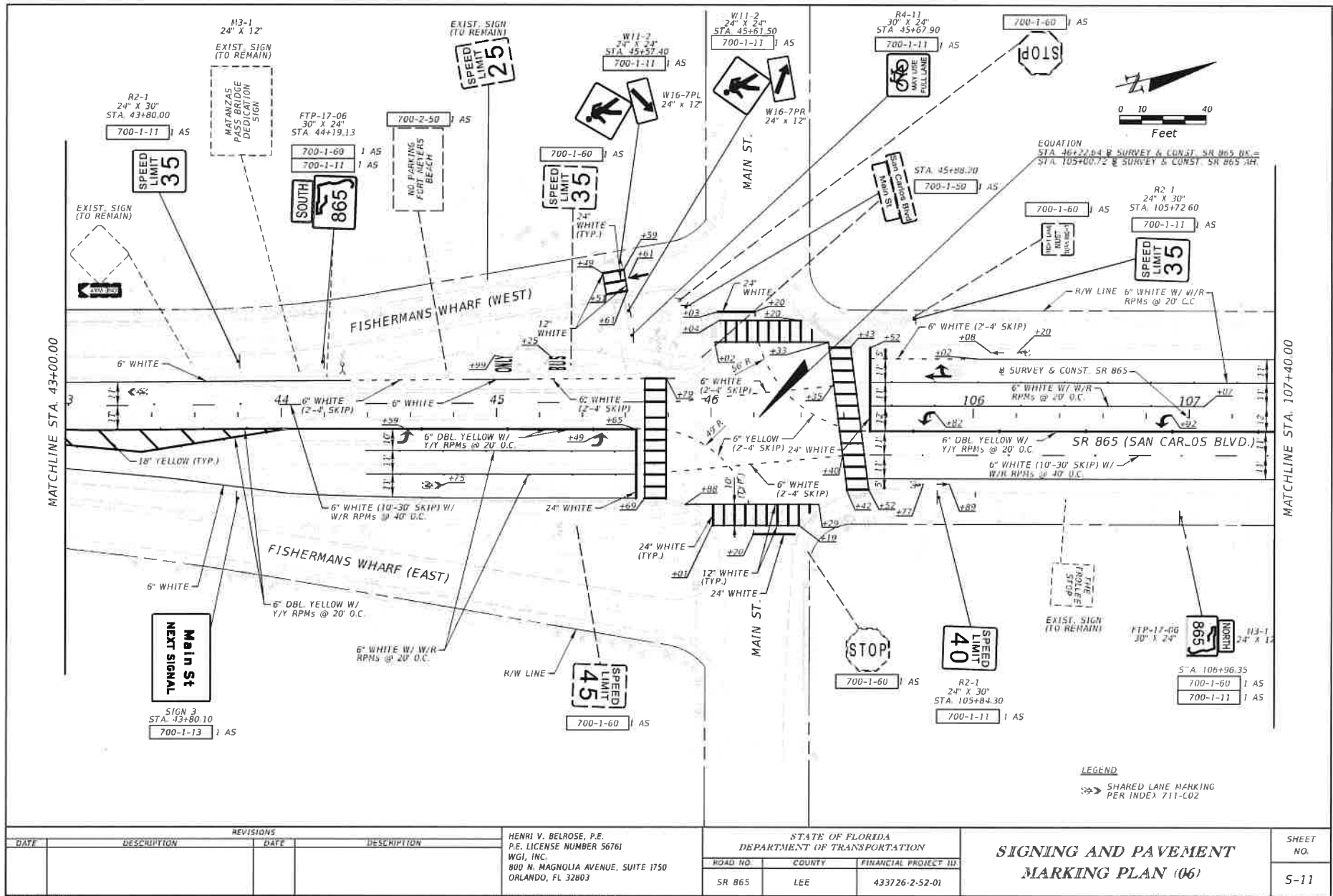
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**FDOT SR 865
IMPROVEMENT PROJECT**

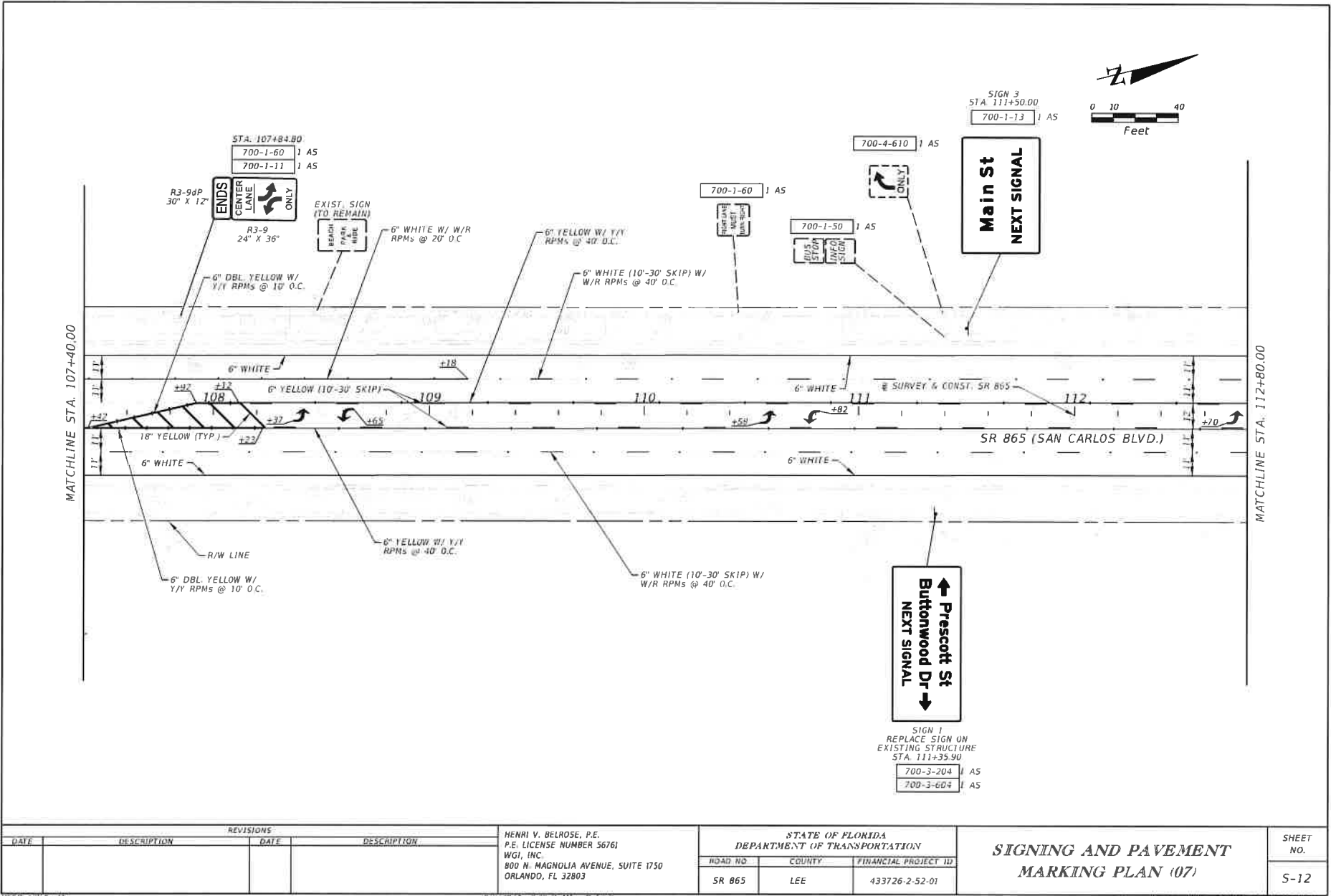




USER: lili.smith

8/7/2023 9:46:50 AM Default

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REVISIONS				HENRI V. BELROSE, P.E. P.E. LICENSE NUMBER 56761 WGI, INC. 800 N. MAGNOLIA AVENUE, SUITE 1750 ORLANDO, FL 32803	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SIGNING AND PAVEMENT MARKING PLAN (07)	SHEET NO. S-12
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO	COUNTY	FINANCIAL PROJECT ID		
					SR 865	LEE	433726-2-52-01		

**DEVELOPMENT OF FUTURE YEAR
BACKGROUND TRAFFIC TURNING
VOLUMES SPREADSHEETS**

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

Maint St @ San Carlos Blvd (Future Signal)
August 20, 2024
2029

	AM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	13	276	25	33	716	57	4	0	15	25	1	19
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	14	287	26	34	745	59	4	0	16	26	1	20
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2029 Background Turning Volumes	15	317	29	38	823	65	4	0	18	29	1	22
Bay Harbour Marina Village MPD Traffic ¹			71	111						39		62
2029 Total Background Turning Volumes	15	317	100	149	823	65	4	0	18	68	1	84
Project Turning Volumes	1					22	6	0	1		0	
2029 Total Background + Project	16	317	100	149	823	87	10	0	19	68	1	84

	PM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	31	563	23	25	351	37	5	1	14	24	3	90
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	32	586	24	26	365	38	5	1	15	25	3	94
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2029 Background Turning Volumes	35	647	26	29	403	42	6	1	17	28	3	104
Bay Harbour Marina Village MPD Traffic ¹			77	119						87		138
2029 Total Background Turning Volumes	35	647	103	148	403	42	6	1	17	115	3	242
Project Turning Volumes	23					19	29	4	22		4	
2029 Total Background + Project	58	647	103	148	403	61	35	5	39	115	7	242

¹ :Obtained from Figure 3 of the TIS for Bay Harbour Marina Village MPD (DCI2023-00023).

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

Maint St @ E. Site Access
August 20, 2024
2029

AM Peak Hour												
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	0	0	0	0	0	0	19	0	0	71	0
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	0	0	0	0	0	0	0	20	0	0	74	0
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2029 Background Turning Volumes	0	0	0	0	0	0	0	22	0	0	82	0
Project Turning Volumes				1				6			22	1
2029 Background + Project	0	0	0	1	0	0	0	28	0	0	104	1

PM Peak Hour												
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	0	0	0	0	0	0	20	0	0	68	0
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	0	0	0	0	0	0	0	21	0	0	71	0
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2029 Background Turning Volumes	0	0	0	0	0	0	0	23	0	0	78	0
Project Turning Volumes				35				20			5	41
2029 Background + Project	0	0	0	35	0	0	0	43	0	0	83	41

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

Maint St @ W. Site Access
August 20, 2024
2029

AM Peak Hour												
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	0	0	0	0	0	0	19	0	0	71	0
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	0	0	0	0	0	0	0	20	0	0	74	0
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2029 Background Turning Volumes	0	0	0	0	0	0	0	22	0	0	82	0
Project Turning Volumes				0				6			22	
2029 Background + Project	0	0	0	0	0	0	0	28	0	0	104	0
PM Peak Hour												
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	0	0	0	0	0	0	20	0	0	68	0
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	0	0	0	0	0	0	0	21	0	0	71	0
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2029 Background Turning Volumes	0	0	0	0	0	0	0	23	0	0	78	0
Project Turning Volumes				5				15			5	
2029 Background + Project	0	0	0	5	0	0	0	38	0	0	83	0

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

Maint St @South Street
August 20, 2024
2029

AM Peak Hour												
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	1	0	3	7	0	3	2	10	1	2	18	4
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	1	0	3	7	0	3	2	10	1	2	19	4
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2029 Background Turning Volumes	1	0	3	8	0	3	2	11	1	2	21	4
Project Turning Volumes				6								22
2029 Background + Project	1	0	3	14	0	3	2	11	1	2	21	26

PM Peak Hour												
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	1	4	1	0	2	1	9	0	0	3	4
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	0	1	4	1	0	2	1	9	0	0	3	4
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2029 Background Turning Volumes	0	1	4	1	0	2	1	10	0	0	3	4
Project Turning Volumes				15								5
2029 Background + Project	0	1	4	16	0	2	1	10	0	0	3	9

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

South St @ N. Site Access
August 20, 2024
2029

	AM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	6	0	0	10	0	0	0	0	0	0	0
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	0	6	0	0	10	0	0	0	0	0	0	0
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2029 Background Turning Volumes	0	7	0	0	11	0	0	0	0	0	0	0
Project Turning Volumes										6		
2029 Background + Project	0	7	0	0	11	0	0	0	0	6	0	0

	PM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	6	0	0	3	0	0	0	0	0	0	0
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	0	6	0	0	3	0	0	0	0	0	0	0
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2029 Background Turning Volumes	0	7	0	0	3	0	0	0	0	0	0	0
Project Turning Volumes										15		
2029 Background + Project	0	7	0	0	3	0	0	0	0	15	0	0

SYNCHRO SUMMARY SHEETS
MAIN ST @ SAN CARLOS BLVD
(FUTURE SIGNAL)

Lanes, Volumes, Timings

3: San Carlos Blvd. & Main St.

2029 AM Pk Hr Background

09/01/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	18	68	1	84	15	317	100	149	823	65
Future Volume (vph)	4	0	18	68	1	84	15	317	100	149	823	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	175		0	350		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.887			0.926			0.964			0.989	
Flt Protected		0.992			0.978		0.950			0.950		
Satd. Flow (prot)	0	1672	0	0	1721	0	1787	3395	0	1787	3474	0
Flt Permitted		0.958			0.845		0.285			0.456		
Satd. Flow (perm)	0	1615	0	0	1487	0	536	3395	0	858	3474	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		65			56			71			14	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		371			884			259			674	
Travel Time (s)		8.4			20.1			3.9			10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	3%	1%	1%	3%	0%
Adj. Flow (vph)	4	0	20	74	1	91	16	345	109	162	895	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	166	0	16	454	0	162	966	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	27.0	27.0		27.0	27.0		11.0	62.0		11.0	62.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		11.0%	62.0%		11.0%	62.0%	
Maximum Green (s)	22.5	22.5		22.5	22.5		6.5	57.5		6.5	57.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		12.1			12.1		63.5	57.8		67.2	64.7	
Actuated g/C Ratio		0.13			0.13		0.71	0.64		0.75	0.72	
v/c Ratio		0.09			0.67		0.03	0.21		0.23	0.39	
Control Delay		0.6			37.4		3.8	6.3		4.2	6.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lanes, Volumes, Timings

3: San Carlos Blvd. & Main St.

2029 AM Pk Hr Background

09/01/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		0.6			37.4		3.8	6.3		4.2	6.7	
LOS		A			D		A	A		A	A	
Approach Delay		0.6			37.4			6.2			6.4	
Approach LOS		A			D			A			A	
Queue Length 50th (ft)		0			59		2	41		19	72	
Queue Length 95th (ft)		1			124		8	75		47	203	
Internal Link Dist (ft)		291			804			179			594	
Turn Bay Length (ft)							175			350		
Base Capacity (vph)		454			415		474	2209		709	2506	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.05			0.40		0.03	0.21		0.23	0.39	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 89.8

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 9.1

Intersection LOS: A

Intersection Capacity Utilization 55.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: San Carlos Blvd. & Main St.

 Ø1	 Ø2	 Ø4
11 s	62 s	27 s
 Ø5	 Ø6	 Ø8
11 s	62 s	27 s

Lanes, Volumes, Timings

3: San Carlos Blvd. & Main St.

2029 PM Pk Hr Background

09/01/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1	17	115	3	242	35	647	103	148	403	42
Future Volume (vph)	6	1	17	115	3	242	35	647	103	148	403	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	175		0	350		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.907			0.909			0.979			0.986	
Flt Protected		0.987			0.984		0.950			0.950		
Satd. Flow (prot)	0	1701	0	0	1699	0	1787	3440	0	1787	3465	0
Flt Permitted		0.889			0.883		0.476			0.272		
Satd. Flow (perm)	0	1532	0	0	1525	0	895	3440	0	512	3465	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			98			28			17	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		371			884			259			674	
Travel Time (s)		8.4			20.1			3.9			10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	3%	1%	1%	3%	0%
Adj. Flow (vph)	7	1	18	125	3	263	38	703	112	161	438	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	391	0	38	815	0	161	484	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	29.0	29.0		29.0	29.0		12.0	59.0		12.0	59.0	
Total Split (%)	29.0%	29.0%		29.0%	29.0%		12.0%	59.0%		12.0%	59.0%	
Maximum Green (s)	24.5	24.5		24.5	24.5		7.5	54.5		7.5	54.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		22.6			22.6		60.8	54.6		64.2	59.8	
Actuated g/C Ratio		0.23			0.23		0.62	0.56		0.66	0.61	
v/c Ratio		0.07			0.92		0.06	0.42		0.37	0.23	
Control Delay		16.5			55.3		6.1	13.3		8.7	9.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lanes, Volumes, Timings

3: San Carlos Blvd. & Main St.

2029 PM Pk Hr Background

09/01/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		16.5			55.3		6.1	13.3		8.7	9.8	
LOS		B			E		A	B		A	A	
Approach Delay		16.5			55.3			12.9			9.5	
Approach LOS		B			E			B			A	
Queue Length 50th (ft)		4			185		7	148		34	75	
Queue Length 95th (ft)		25			#355		18	193		57	106	
Internal Link Dist (ft)		291			804			179			594	
Turn Bay Length (ft)							175			350		
Base Capacity (vph)		396			455		635	1928		433	2121	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.07			0.86		0.06	0.42		0.37	0.23	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 98

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 20.5

Intersection LOS: C

Intersection Capacity Utilization 68.7%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: San Carlos Blvd. & Main St.

 Ø1	 Ø2	 Ø4
12 s	59 s	29 s
 Ø5	 Ø6	 Ø8
12 s	59 s	29 s

Lanes, Volumes, Timings

3: San Carlos Blvd. & Main St.

2029 AM Pk Hr Background + Project

09/01/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	19	68	1	84	16	317	100	149	823	87
Future Volume (vph)	10	0	19	68	1	84	16	317	100	149	823	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	175		0	350		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.911			0.926			0.964			0.986	
Flt Protected		0.983			0.978		0.950			0.950		
Satd. Flow (prot)	0	1701	0	0	1721	0	1787	3395	0	1787	3465	0
Flt Permitted		0.871			0.841		0.276			0.456		
Satd. Flow (perm)	0	1508	0	0	1480	0	519	3395	0	858	3465	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		65			56			71			19	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		371			884			259			674	
Travel Time (s)		8.4			20.1			3.9			10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	3%	1%	1%	3%	0%
Adj. Flow (vph)	11	0	21	74	1	91	17	345	109	162	895	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	166	0	17	454	0	162	990	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	27.0	27.0		27.0	27.0		11.0	62.0		11.0	62.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		11.0%	62.0%		11.0%	62.0%	
Maximum Green (s)	22.5	22.5		22.5	22.5		6.5	57.5		6.5	57.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		12.1			12.1		63.5	57.8		67.1	64.7	
Actuated g/C Ratio		0.13			0.13		0.71	0.64		0.75	0.72	
v/c Ratio		0.12			0.67		0.04	0.21		0.23	0.40	
Control Delay		3.0			37.5		3.8	6.3		4.2	6.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lanes, Volumes, Timings
3: San Carlos Blvd. & Main St.

2029 AM Pk Hr Background + Project

09/01/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		3.0			37.5		3.8	6.3		4.2	6.8	
LOS		A			D		A	A		A	A	
Approach Delay		3.0			37.5			6.2			6.5	
Approach LOS		A			D			A			A	
Queue Length 50th (ft)		0			59		2	41		19	74	
Queue Length 95th (ft)		8			124		8	75		47	208	
Internal Link Dist (ft)		291			804			179			594	
Turn Bay Length (ft)							175			350		
Base Capacity (vph)		427			413		463	2208		708	2500	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.07			0.40		0.04	0.21		0.23	0.40	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 89.8

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 9.2

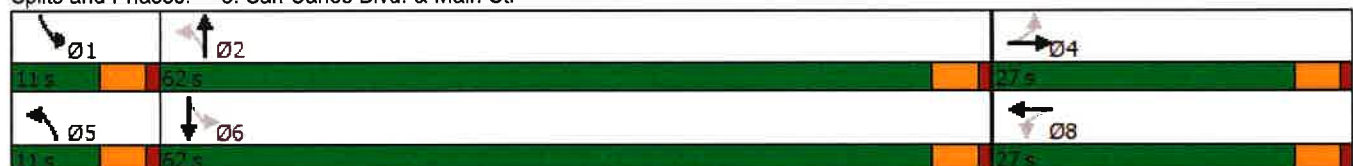
Intersection LOS: A

Intersection Capacity Utilization 54.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: San Carlos Blvd. & Main St.



Lanes, Volumes, Timings

3: San Carlos Blvd. & Main St.

2029 PM Pk Hr Background + Project

09/01/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	5	39	115	7	242	58	647	103	148	403	61
Future Volume (vph)	35	5	39	115	7	242	58	647	103	148	403	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	175		0	350		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.933			0.910			0.979			0.980	
Flt Protected		0.978			0.984		0.950			0.950		
Satd. Flow (prot)	0	1734	0	0	1701	0	1787	3440	0	1787	3448	0
Flt Permitted		0.665			0.871		0.460			0.277		
Satd. Flow (perm)	0	1179	0	0	1506	0	865	3440	0	521	3448	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			94			28			26	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		371			884			259			674	
Travel Time (s)		8.4			20.1			3.9			10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	3%	1%	1%	3%	0%
Adj. Flow (vph)	38	5	42	125	8	263	63	703	112	161	438	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	85	0	0	396	0	63	815	0	161	504	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	29.0	29.0		29.0	29.0		12.0	59.0		12.0	59.0	
Total Split (%)	29.0%	29.0%		29.0%	29.0%		12.0%	59.0%		12.0%	59.0%	
Maximum Green (s)	24.5	24.5		24.5	24.5		7.5	54.5		7.5	54.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		23.1			23.1		61.2	54.6		63.3	57.4	
Actuated g/C Ratio		0.23			0.23		0.62	0.55		0.64	0.58	
v/c Ratio		0.28			0.93		0.11	0.42		0.38	0.25	
Control Delay		19.9			58.7		6.4	13.4		8.8	10.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lanes, Volumes, Timings

3: San Carlos Blvd. & Main St.

2029 PM Pk Hr Background + Project

09/01/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		19.9			58.7		6.4	13.4		8.8	10.8	
LOS		B			E		A	B		A	B	
Approach Delay		19.9			58.7			12.9			10.3	
Approach LOS		B			E			B			B	
Queue Length 50th (ft)		22			193		13	148		34	78	
Queue Length 95th (ft)		63			#371		26	193		57	111	
Internal Link Dist (ft)		291			804			179			594	
Turn Bay Length (ft)							175			350		
Base Capacity (vph)		325			445		615	1918		431	2018	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.26			0.89		0.10	0.42		0.37	0.25	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 98.5

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 21.3

Intersection LOS: C

Intersection Capacity Utilization 65.5%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: San Carlos Blvd. & Main St.

 Ø1	 Ø2	 Ø4
12 s	59 s	29 s
 Ø5	 Ø6	 Ø8
12 s	59 s	29 s

SYNCHRO SUMMARY SHEETS
MAIN ST @ E. SITE ACCESS

HCM 2010 TWSC
10: Main St. & E. Site Access

2029 AM Pk Hr Background + Project
09/01/2024

Intersection

Int Delay, s/veh 0.1

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	28	104	1	1	0
Future Vol, veh/h	0	28	104	1	1	0
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	0	30	113	1	1	0

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	114	0	-	0	144	114
Stage 1	-	-	-	-	114	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1475	-	-	-	849	939
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1475	-	-	-	849	939
Mov Cap-2 Maneuver	-	-	-	-	849	-
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	993	-

Approach EB WB SB

HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1475	-	-	-	849
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 2010 TWSC 10: Main St. & E. Site Access

2029 PM Pk Hr Background + Project
09/01/2024

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	43	83	41	35	0
Future Vol, veh/h	0	43	83	41	35	0
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	0	47	90	45	38	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	135	0	0 160 113
Stage 1	-	-	- 113 -
Stage 2	-	-	- 47 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1449	-	- 831 940
Stage 1	-	-	- 912 -
Stage 2	-	-	- 975 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1449	-	- 831 940
Mov Cap-2 Maneuver	-	-	- 831 -
Stage 1	-	-	- 912 -
Stage 2	-	-	- 975 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1449	-	-	-	831
HCM Lane V/C Ratio	-	-	-	-	0.046
HCM Control Delay (s)	0	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

SYNCHRO SUMMARY SHEETS
MAIN ST @ W. SITE ACCESS

HCM 2010 TWSC 12: Main St. & W. Site Access

2029 AM Pk Hr Background + Project
09/01/2024

Intersection

Int Delay, s/veh 0

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations						
Traffic Vol, veh/h	0	28	104	0	0	0
Future Vol, veh/h	0	28	104	0	0	0
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	0	30	113	0	0	0

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	113	0	-	0	143	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1476	-	-	-	850	940
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1476	-	-	-	850	940
Mov Cap-2 Maneuver	-	-	-	-	850	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	993	-

Approach EB WB SB

HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1476	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 TWSC 12: Main St. & W. Site Access

2029 PM Pk Hr Background + Project
09/01/2024

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	83	0	5	0
Future Vol, veh/h	0	38	83	0	5	0
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	0	41	90	0	5	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	90	0	-	0	131
Stage 1	-	-	-	-	90
Stage 2	-	-	-	-	41
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1505	-	-	-	863
Stage 1	-	-	-	-	934
Stage 2	-	-	-	-	981
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1505	-	-	-	863
Mov Cap-2 Maneuver	-	-	-	-	863
Stage 1	-	-	-	-	934
Stage 2	-	-	-	-	981

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1505	-	-	-	863
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Control Delay (s)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

SYNCHRO SUMMARY SHEETS
MAIN ST @ SOUTH ST

HCM 2010 TWSC 7: Main St. & South St

2029 AM Pk Hr Background
09/01/2024

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	11	1	2	21	4	1	0	3	8	0	3
Future Vol, veh/h	2	11	1	2	21	4	1	0	3	8	0	3
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	-	-	-	-	-	-	-	-	-	-	-	-
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	12	1	2	23	4	1	0	3	9	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	27	0	0	13	0	0	48	48	13	47	46	25
Stage 1	-	-	-	-	-	-	17	17	-	29	29	-
Stage 2	-	-	-	-	-	-	31	31	-	18	17	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1587	-	-	1606	-	-	953	844	1067	954	846	1051
Stage 1	-	-	-	-	-	-	1002	881	-	988	871	-
Stage 2	-	-	-	-	-	-	986	869	-	1001	881	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1587	-	-	1606	-	-	948	842	1067	949	844	1051
Mov Cap-2 Maneuver	-	-	-	-	-	-	948	842	-	949	844	-
Stage 1	-	-	-	-	-	-	1001	880	-	987	870	-
Stage 2	-	-	-	-	-	-	982	868	-	997	880	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.5	8.5	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1035	1587	-	-	1606	-	-	975
HCM Lane V/C Ratio	0.004	0.001	-	-	0.001	-	-	0.012
HCM Control Delay (s)	8.5	7.3	0	-	7.2	0	-	8.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 2010 TWSC 7: Main St. & South St

2029 PM Pk Hr Background
09/01/2024

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	10	0	0	3	4	0	1	4	1	0	2
Future Vol, veh/h	1	10	0	0	3	4	0	1	4	1	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	-	-	-	-	-	-	-	-	-	-	-	-
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	1	11	0	0	3	4	0	1	4	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	7	0	0	11	0	0	19	20	11	21	18	5
Stage 1	-	-	-	-	-	-	13	13	-	5	5	-
Stage 2	-	-	-	-	-	-	6	7	-	16	13	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1614	-	-	1608	-	-	995	874	1070	992	876	1078
Stage 1	-	-	-	-	-	-	1007	885	-	1017	892	-
Stage 2	-	-	-	-	-	-	1016	890	-	1004	885	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1614	-	-	1608	-	-	992	873	1070	986	875	1078
Mov Cap-2 Maneuver	-	-	-	-	-	-	992	873	-	986	875	-
Stage 1	-	-	-	-	-	-	1006	884	-	1016	892	-
Stage 2	-	-	-	-	-	-	1014	890	-	998	884	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	8.5	8.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1024	1614	-	-	1608	-	-	1045
HCM Lane V/C Ratio	0.005	0.001	-	-	-	-	-	0.003
HCM Control Delay (s)	8.5	7.2	0	-	0	-	-	8.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 2010 TWSC 7: Main St. & South St

2029 AM Pk Hr Background + Project

09/01/2024

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	11	1	2	21	26	1	0	3	14	0	3
Future Vol, veh/h	2	11	1	2	21	26	1	0	3	14	0	3
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	-	-	-	-	-	-	-	-	-	-	-	-
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	12	1	2	23	28	1	0	3	15	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	51	0	0	13	0	0	60	72	13	59	58	37
Stage 1	-	-	-	-	-	-	17	17	-	41	41	-
Stage 2	-	-	-	-	-	-	43	55	-	18	17	-
Critical Hdwy.	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1555	-	-	1606	-	-	936	818	1067	937	833	1035
Stage 1	-	-	-	-	-	-	1002	881	-	974	861	-
Stage 2	-	-	-	-	-	-	971	849	-	1001	881	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1555	-	-	1606	-	-	931	816	1067	932	831	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	931	816	-	932	831	-
Stage 1	-	-	-	-	-	-	1001	880	-	973	860	-
Stage 2	-	-	-	-	-	-	967	848	-	997	880	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.3			8.5			8.9		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1029	1555	-	-	1606	-	-	949
HCM Lane V/C Ratio	0.004	0.001	-	-	0.001	-	-	0.019
HCM Control Delay (s)	8.5	7.3	0	-	7.2	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

HCM 2010 TWSC 7: Main St. & South St

2029 PM Pk Hr Background + Project
09/01/2024

Intersection

Int Delay, s/veh 4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	10	0	0	3	9	0	1	4	16	0	2
Future Vol, veh/h	1	10	0	0	3	9	0	1	4	16	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	-	-	-	-	-	-	-	-	-	-	-	-
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	1	11	0	0	3	10	0	1	4	17	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	13	0	0	11	0	0	22	26	11	24	21	8
Stage 1	-	-	-	-	-	-	13	13	-	8	8	-
Stage 2	-	-	-	-	-	-	9	13	-	16	13	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1606	-	-	1608	-	-	990	867	1070	987	873	1074
Stage 1	-	-	-	-	-	-	1007	885	-	1013	889	-
Stage 2	-	-	-	-	-	-	1012	885	-	1004	885	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1606	-	-	1608	-	-	987	866	1070	981	872	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	987	866	-	981	872	-
Stage 1	-	-	-	-	-	-	1006	884	-	1012	889	-
Stage 2	-	-	-	-	-	-	1010	885	-	998	884	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	8.5	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1022	1606	-	-	1608	-	-	991
HCM Lane V/C Ratio	0.005	0.001	-	-	-	-	-	0.02
HCM Control Delay (s)	8.5	7.2	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

SYNCHRO SUMMARY SHEETS
SOUTH ST @ N. SITE ACCESS

HCM 2010 TWSC 16: South St & N. Site Access

2029 AM Pk Hr Background + Project
09/01/2024

Intersection

Int Delay, s/veh 2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	0	7	0	0	11
Future Vol, veh/h	6	0	7	0	0	11
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	-	-	-	-	-
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	7	0	8	0	0	12

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	20	8	0
Stage 1	8	-	-
Stage 2	12	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	997	1074	-
Stage 1	1015	-	-
Stage 2	1011	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	997	1074	-
Mov Cap-2 Maneuver	997	-	-
Stage 1	1015	-	-
Stage 2	1011	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	997	1612
HCM Lane V/C Ratio	-	-	0.007	-
HCM Control Delay (s)	-	-	8.6	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 2010 TWSC 16: South St & N. Site Access

2029 PM Pk Hr Background + Project
09/01/2024

Intersection

Int Delay, s/veh 5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	0	7	0	0	3
Future Vol, veh/h	15	0	7	0	0	3
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	-	-	-	-	-
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	16	0	8	0	0	3

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	11	8	0
Stage 1	8	-	-
Stage 2	3	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	1009	1074	1612
Stage 1	1015	-	-
Stage 2	1020	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1009	1074	1612
Mov Cap-2 Maneuver	1009	-	-
Stage 1	1015	-	-
Stage 2	1020	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1009	1612	-
HCM Lane V/C Ratio	-	- 0.016	-	-
HCM Control Delay (s)	-	- 8.6	0	-
HCM Lane LOS	-	- A	A	-
HCM 95th %tile Q(veh)	-	- 0	0	-

Affidavit of No Change to Title
Pursuant to Lee County
Administrative Code §13-19(H.1.f).

Before me, the undersigned authority, after having been duly sworn, personally appeared JBRA Junior Land Holdings, LLC, a Florida limited liability company, (the "*Affiant*" herein), who deposes and states as follows:

1. That Affiant is the current owner of the real property located at 816 South Street, Fort Myers Beach , Florida 33931 located in Lee County, Florida, also identified by the Lee County Property Appraiser as Strap Number 24-46-23-01-00006.0030, which property is more particularly described in the following instrument:

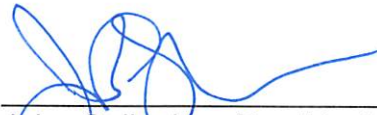
Lot 3, Block 6, San Carlos On the Gulf Subdivision, according to the map or plat thereof recorded in Plat Book 6, Page 6, of the Public Records of Lee County, Florida. (the "*Property*").

2. The Affiant certifies that subsequent to the issuance of the Title Policy on the Property and through the date herein, that neither he nor anyone acting on of his behalf has executed any type of conveyance, mortgage, deed of trust, easement or encumbrance of any kind on or upon the Property. Additionally, the Affiant states that he has no knowledge of any of the foregoing, other than the matters set forth in the Title Policy.
3. That this Affidavit is made for the purpose of inducing Lee County, Florida, to approve a rezoning which requires the Affiant, as the owner of the Property, to provide certain title information pursuant to Lee County Administrative Code §13-19(H.1.f).

[End of provisions.]

Affiant further states that he is familiar with the nature of an oath, and with the penalties as provided by the laws of the State aforesaid for falsely swearing to statements made in an instrument of this nature.

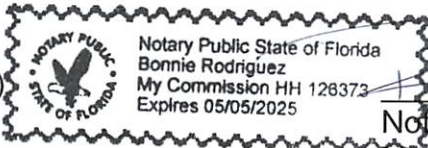
Executed this 21st day of Aug, 2024.



John Gallagher, President
Affiant

State of Florida
County of Lee

The foregoing instrument was acknowledged before me by means of X physical presence or _____ online notarization, this _____ by John Gallagher who is personally known to me or who has produced _____ as identification.

(SEAL)  

Notary Public
My Commission Expires: 05/05/2025

Affidavit of No Change to Title
Pursuant to Lee County
Administrative Code §13-19(H.1.f).

Before me, the undersigned authority, after having been duly sworn, personally appeared RAJB, LLC, a Florida limited liability company, (the "*Affiant*" herein), who deposes and states as follows:

1. That Affiant is the current owner of the real property located at **19260 San Carlos Boulevard** Fort Myers Beach, Florida 33931 located in Lee County, Florida, also identified by the Lee County Property Appraiser as Strap Number 24-46-23-01-00006.0340 which property is more particularly described in the following instrument:

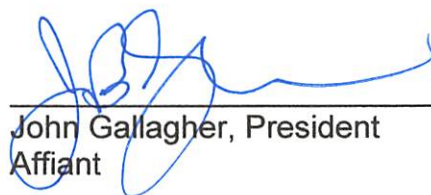
Lot 36, Block 6, San Carlos On-The-Gulf Subdivision,
according to the Plat thereof, recorded in Plat Book 6, Page(s)
6, of the Public Records of Lee County, Florida (the
"*Property*").

2. The Affiant certifies that subsequent to the issuance of the Title Policy on the Property and through the date herein, that neither he nor anyone acting on of his behalf has executed any type of conveyance, mortgage, deed of trust, easement or encumbrance of any kind on or upon the Property. Additionally, the Affiant states that he has no knowledge of any of the foregoing, other than the matters set forth in the Title Policy.
3. That this Affidavit is made for the purpose of inducing Lee County, Florida, to approve a rezoning which requires the Affiant, as the owner of the Property, to provide certain title information pursuant to Lee County Administrative Code §13-19(H.1.f).

[End of provisions.]

Affiant further states that he is familiar with the nature of an oath, and with the penalties as provided by the laws of the State aforesaid for falsely swearing to statements made in an instrument of this nature.

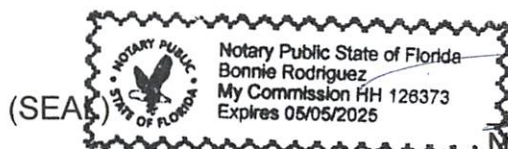
Executed this 21st day of Aug, 2024.



John Gallagher, President
Affiant

State of Florida
County of Lee

The foregoing instrument was acknowledged before me by means of ~~physical~~ presence or online notarization, this _____ by John Gallagher who is personally known to me or who has produced _____ as identification.





Notary Public

My Commission Expires: 05/05/2025

Affidavit of No Change to Title
Pursuant to Lee County
Administrative Code §13-19(H.1.f).

Before me, the undersigned authority, after having been duly sworn, personally appeared RAJB, LLC, a Florida limited liability company, (the "*Affiant*" herein), who deposes and states as follows:

1. That Affiant is the current owner of the real property located at **810 South Street**, Fort Myers Beach, Florida 33931 located in Lee County, Florida, also identified by the Lee County Property Appraiser as Strap Number 24-46-23-01-00006.0020, which property is more particularly described in the following instrument:

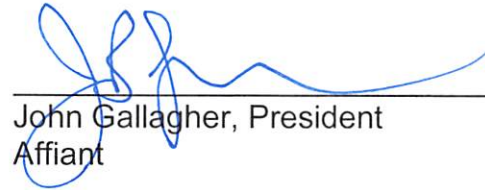
Lot 2, Block 6, of that certain subdivision known as San Carlos on the Gulf, according to the map or plat thereof as recorded in Plat Book 6, Page 6, of the Public Records of Lee County, Florida (the "*Property*").

2. The Affiant certifies that subsequent to the issuance of the Title Policy on the Property and through the date herein, that neither he nor anyone acting on of his behalf has executed any type of conveyance, mortgage, deed of trust, easement or encumbrance of any kind on or upon the Property. Additionally, the Affiant states that he has no knowledge of any of the foregoing, other than the matters set forth in the Title Policy.
3. That this Affidavit is made for the purpose of inducing Lee County, Florida, to approve a rezoning which requires the Affiant, as the owner of the Property, to provide certain title information pursuant to Lee County Administrative Code §13-19(H.1.f).

[End of provisions.]

Affiant further states that he is familiar with the nature of an oath, and with the penalties as provided by the laws of the State aforesaid for falsely swearing to statements made in an instrument of this nature.

Executed this 21st day of Aug., 2024.

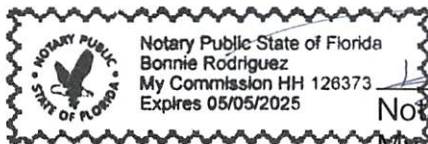


John Gallagher, President
Affiant

State of Florida
County of Lee

The foregoing instrument was acknowledged before me by means of X physical presence or _____ online notarization, this _____ by John Gallagher who is personally known to me or who has produced _____ as identification.

(SEAL)





Notary Public

My Commission Expires: 05/05/2025

JBRA CPD

SURFACE WATER MANAGEMENT PLAN

September 2024

This plan is written to address the requirements listed in Land Development Code Section 34-373(b)(1) to detail the surface water management plan for the parcels included in the rezoning application. Because the rezoning application includes three parcels, a discussion is provided for each individual parcel.

19260 San Carlos Boulevard

- a. The runoff characteristics of the property in its existing state.
This parcel is already highly developed with a significant amount of impervious area. Currently, the parcel's impervious coverage is 74% and runoff currently sheet flows in all directions from the high point of the building slab outward to the perimeters of the property. This building was constructed in 1978 before the advent of surface water management and therefore contains no mechanisms for treatment of runoff.
- b. In general terms, the drainage concept proposed, including the outfall to canals or natural water bodies including how drainage flow from adjacent properties will be maintained.
Because the parcel has been developed for nearly 50 years, it will continue to function as in the existing condition. The parcel contains no onsite mechanisms to treat and attenuate runoff and the existing site configuration does not allow any appreciable ability to provide sufficient treatment areas. Green space to the north and west of the building will serve as a buffer to allow runoff to percolate into the underlying soil. Areas east and south of the building will sheet flow to San Carlos Boulevard's and Main Street's underground storm drainage system. The surrounding area is very flat with no evidence of considerable runoff flowing to or from adjacent parcels.
- c. The retention features (including existing natural features) that will be incorporated into the drainage system and the legal mechanism which will guarantee their maintenance.
As discussed in item b. above, no onsite retention features are proposed as a drainage system for the parcel due to existing site constraints. Green space on the north and west sides of the building will allow runoff to infiltrate into the underlying soil, and the south and east sides will continue to sheet flow to receiving inlets in the adjacent roadway rights-of-way.
- d. How existing natural features will be preserved. Include an estimate of the ranges of existing and post development water table elevations, where appropriate.
The green space on the north and west sides of the building will be preserved to provide a natural buffer between this parcel and adjacent areas. Because the existing development will essentially remain intact, the water table elevation is not expected to have a greater impact on the parcel in the post development state.

- e. If the property is subject to seasonal inundation or subject to inundation by a stream swollen by the rains of a 100-year storm event, indicate the measures that will be taken to mitigate the effects of expectable flooding.

The existing building was flooded by Hurricane Ian and proposed for full interior renovation. Because the improvements do not exceed 50% of the appraised value of the property, the existing building will remain at its existing finished floor elevation. Architectural measures to protect the building (such as flood proofing) may be implemented to fortify it from future inundation from significant storm events.

810 South Street (Commercial Parking Lot MCP Option)

- a. The runoff characteristics of the property in its existing state.

This parcel was developed in 1977 as a single-family residential lot. It currently has an impervious coverage of approximately 55%, consisting of the building structure and gravel driveway. Runoff percolates into the parcel's green space and any overflow likely sheet flows toward South Street at the parcel's frontage.

- b. In general terms, the drainage concept proposed, including the outfall to canals or natural water bodies including how drainage flow from adjacent properties will be maintained.

Under this option, an onsite dry retention area is incorporated into the parking lot concept to store and treat the parcel's runoff. With no receiving storm drainage structures or conveyances near the parcel, the system is expected to be a dry retention system. A berm will be located around the perimeter of the parcel to retain its runoff within the property boundaries without impact to offsite properties. The surrounding area is very flat with no evidence of considerable runoff flowing to or from adjacent parcels. Please note the stormwater system will be designed in detail during the Development Order (DO) process through Lee County Development Services.

- c. The retention features (including existing natural features) that will be incorporated into the drainage system and the legal mechanism which will guarantee their maintenance.

An onsite dry retention area is proposed to treat and attenuate the parcel's runoff. The property owner will assume responsibility for ensuring the functionality of the retention area.

- d. How existing natural features will be preserved. Include an estimate of the ranges of existing and post development water table elevations, where appropriate.

The parcel currently contains a residential structure and driveway surrounding by green space along the perimeter of the parcel. The structure and driveway will be removed to accommodate the proposed parking lot. Buffers around the perimeter will be planted, providing an enhancement over the existing condition. The water table elevation has been preliminarily estimated at elevation 1.0 feet NAVD based on nearby SFWMD permits and existing spot elevations in the area. The water table elevation will not change in the post development condition.

- e. If the property is subject to seasonal inundation or subject to inundation by a stream swollen by the rains of a 100-year storm event, indicate the measures that will be taken to mitigate the effects of expectable flooding.

The site improvements are limited to a parking lot, so inundation of the parking lot during a 100-year storm event is expected since flood protection is limited to building structures. The parking lot pavement elevations will be delineated to meet minimum SFWMD pavement elevations and based on the modeled storm events required in the drainage analysis.

810 South Street (Existing Duplex MCP Option)

- a. The runoff characteristics of the property in its existing state.
This parcel was developed in 1977 as a single-family residential lot. It currently has an impervious coverage of approximately 55%, consisting of the building structure and gravel driveway. Runoff percolates into the parcel's green space and any overflow likely sheet flows toward South Street at the parcel's frontage.
- b. In general terms, the drainage concept proposed, including the outfall to canals or natural water bodies including how drainage flow from adjacent properties will be maintained.
Under this option, the existing residential structure will remain and continue to function as a residential use. Therefore, no drainage concept is proposed since the parcel will not be changed from its existing use and function.
- c. The retention features (including existing natural features) that will be incorporated into the drainage system and the legal mechanism which will guarantee their maintenance.
No retention features are proposed under this option since the use will not change. As in the current condition, the parcel's green space will allow percolation of runoff into the underlying soils. Any runoff that cannot be absorbed will sheet flow to South Street as it does in the current condition.
- d. How existing natural features will be preserved. Include an estimate of the ranges of existing and post development water table elevations, where appropriate.
All natural features will be preserved since the use and function will not change. No change to the water table is anticipated in the post development condition since no changes are proposed under this MCP option.
- e. If the property is subject to seasonal inundation or subject to inundation by a stream swollen by the rains of a 100-year storm event, indicate the measures that will be taken to mitigate the effects of expectable flooding.
The existing structure is built on a piling foundation and already elevated to protect it from storm surge.

816 South Street

- a. The runoff characteristics of the property in its existing state.
The parcel is vacant and undeveloped and used for decades as trailer storage. No impervious areas exist on this parcel, but the nature of the operation likely compacted the bare earth over time. Spot elevations suggest a gradual slope of land toward South Street.
- b. In general terms, the drainage concept proposed, including the outfall to canals or natural water bodies including how drainage flow from adjacent properties will be maintained.

An onsite dry retention area is incorporated into the parking lot concept to store and treat the parcel's runoff. With no receiving storm drainage structures or conveyances near the parcel, the system is expected to be a dry retention system. A berm will be located around the perimeter of the parcel to retain its runoff within the property boundaries without impact to offsite properties. The surrounding area is very flat with no evidence of considerable runoff flowing to or from adjacent parcels. Please note the stormwater system will be designed in detail during the Development Order (DO) process through Lee County Development Services.

- c. The retention features (including existing natural features) that will be incorporated into the drainage system and the legal mechanism which will guarantee their maintenance.

An onsite dry retention area is proposed to treat and attenuate the parcel's runoff. The property owner will assume responsibility for ensuring the functionality of the retention area.

- d. How existing natural features will be preserved. Include an estimate of the ranges of existing and post development water table elevations, where appropriate.

The parcel is currently vacant and undeveloped with compacted dirt areas that cover almost the entirety of the parcel. Vegetated buffers will be established around the perimeter of the proposed parking lot to provide an increase in pervious space. The water table elevation has been preliminarily estimated at elevation 1.0 feet NAVD based on nearby SFWMD permits and existing spot elevations in the area. The water table elevation will not change in the post development condition.

- e. If the property is subject to seasonal inundation or subject to inundation by a stream swollen by the rains of a 100-year storm event, indicate the measures that will be taken to mitigate the effects of expectable flooding.

The site improvements are limited to a parking lot, so inundation of the parking lot during a 100-year storm event is expected since flood protection is limited to building structures. The parking lot pavement elevations will be delineated to meet minimum SFWMD pavement elevations and based on the modeled storm events required in the drainage analysis.