



CPA2024-00005

APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT - TEXT

Project Name: Florida Gulf Coast Business Center

Project Description Amend Policy 1.3.4, The Industrial Commercial Interchange

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

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

APPLICANT – PLEASE NOTE:

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

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

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

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

1. Name of Applicant: Alan C Freeman

City, State, Zip: 28120 Hunters Ridge Blvd. Ste.5, Bonita Springs, FL 34135

Phone Number: 239-267-8888

E-mail: _____

2. Name of Contact: Al Quattrone & Associates, Inc

Address: 4301 Veronica Shoemaker Blvd

City, State, Zip: Fort Myers, FL 33916

Phone Number: 239-936-5222

E-mail: permits@qainc.net

- 3. Property Information:** Provide an analysis of any property within Unincorporated Lee County that may be impacted by the proposed text amendment. This amendment would only apply to the subject property because the other properties located within the Industrial Commercial Interchange designated prior to January 1, 2007

4a. Does the proposed change affect any of the following areas?

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

☐ Public Acquisition
[Map 1-D]

☐ Agricultural Overlay
[Map 1-G]

☐ Airport Mitigation Lands
[Map 1-D]

☒ Airport Noise Zones
[Map 1-E]

☐ Southeast Lee County Residential
Overlay [Map 2-D]

☐ Mixed Use Overlay
[Map 1-C]

☐ Community Planning Areas
[Map 2-A]

☐ Urban Reserve [Map 1-D]

☐ Water-Dependent Overlay
[Map 1-H]

☐ Private Recreational Facilities
Overlay [Map 1-F]

4b. Planning Communities/Community Plan Area Requirements

If located in one of the following planning communities/community plan areas, provide a meeting summary document of the required public informational session [Lee Plan Goal 17].

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

Public Facilities Impacts

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

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

2. **Provide an existing and future conditions analysis for the following (see Policy 95.1.3):**

- Sanitary Sewer
- Potable Water
- Surface Water/Drainage Basins
- Parks, Recreation, and Open Space
- Public Schools

Environmental Impacts

Provide an overall analysis of potential environmental impacts (positive and negative).

Historic Resources Impacts

Provide an overall analysis of potential historic impacts (positive and negative).

Internal Consistency with the Lee Plan

- Discuss how the proposal affects established Lee County population projections, Lee Plan Table 1(b) and the total population capacity of the Lee Plan Future Land Use Map.
- List all goals and objectives of the Lee Plan that are affected by the proposed amendment. This analysis should include an evaluation of all relevant policies under each goal and objective.
- Describe how the proposal affects adjacent local governments and their comprehensive plans.
- List State Policy Plan goals and policies, and Strategic Regional Policy Plan goals, strategies, actions and policies which are relevant to this plan amendment.

Justify the proposed amendment based upon sound planning principles

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

SUBMITTAL REQUIREMENTS

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

MINIMUM SUBMITTAL ITEMS

<input checked="" type="checkbox"/>	Completed application (Exhibit – T1)
<input checked="" type="checkbox"/>	Filing Fee (Exhibit – T2)
<input checked="" type="checkbox"/>	Pre-Application Meeting (Exhibit – T3)
<input checked="" type="checkbox"/>	Proposed text changes (in strike through and underline format) (Exhibit – T4)
<input checked="" type="checkbox"/>	Analysis of impacts from proposed changes (Exhibit – T5)
<input checked="" type="checkbox"/>	Lee Plan Analysis (Exhibit – T6)
<input checked="" type="checkbox"/>	Environmental Impacts Analysis (Exhibit – T7)
<input checked="" type="checkbox"/>	Historic Resources Impacts Analysis (Exhibit – T8)
<input checked="" type="checkbox"/>	State Policy Plan Analysis (Exhibit – T9)
<input checked="" type="checkbox"/>	Strategic Regional Policy Plan Analysis (Exhibit – T10)

Exhibit T-4
Proposed Text Change

GOAL 1: FUTURE LAND USE MAP. To maintain and enforce a Future Land Use Map showing the proposed distribution, location, and extent of future land uses by type, density, and intensity in order to protect natural and man-made resources, provide essential services in a cost-effective manner, and discourage urban sprawl. (Ord. No. 94-30)

OBJECTIVE 1.3: INTERSTATE HIGHWAY INTERCHANGE AREAS. Special areas adjacent to the interchanges of Interstate 75 that maximize critical access points will be designated on the Future Land Use Map. Development in these areas must minimize adverse traffic impacts and provide appropriate buffers, visual amenities, and safety measures. Each interchange area is designated for a specific primary role: General, General Commercial, Industrial Commercial, Industrial, and University Village. Residential uses are only permitted in these categories in accordance with Policy 1.3.2. (Ord. No. 94-30, 99-18, 00-22, 16-02, 17-13, 18-05)

POLICY 1.3.4: The Industrial Commercial Interchange areas are designated to permit a mixture of light industrial and/or commercial uses. This category does not permit heavy industrial uses. Within areas expanded beyond the existing Industrial Commercial Interchange boundaries (on January 1, 2007), retail commercial uses will be limited to 20% of the total floor area and light industrial uses will be a minimum of 50% of the total floor area. (Ord. No. 07-10)



Existing and Future Public Facilities Impacts Analysis T-5

In accordance with **Policy 95.1.3** the following is a description of the impact that the proposed change will have on public services. This analysis is based on a comparison of the existing approved zoning intensity on the property with the proposed zoning intensity.

Potable Water and Sanitary Sewer

The site is located within the Lee County Utilities service area. We understand LCU has capacity to serve the project. Currently the subject parcel is located within the future water and sewer franchise areas depicted on the Lee Plan Maps 4-A and 4-B.

We anticipate that the text amendment will intensify the development potential of the property by increasing the permissible amount of commercial but overall will not result in an increase in total permissible square footage of development. Currently the FLUM is Industrial Commercial Interchange:

The maximum allowable development under current zoning (ADD2020-00139)

Residential Units/Density:	0.0 not permitted in Industrial Commercial Interchange.
Commercial Intensity:	405,000 SF Commercial Office. 20,000 SF Commercial Retail 200 Hotel Units
Industrial Intensity:	448,001 sf

The maximum proposed development:

Residential Units/Density:	0.0 no change.
Commercial Intensity:	570,000 SF Commercial Office. 20,000 SF Commercial Retail 200 Hotel Units
Industrial Intensity:	130,000 sf

Based on these calculations the total expected water and wastewater treatment volumes will be approximately 39,300 gpd with the proposed text amendment change.

The property falls into the Lee County Utilities potable water and sanitary sewer future service areas. LCU will have the capacity to service the project according to the 2023 concurrency report.



Potable Water required capacity average is 250 gpd and the available capacity is 316 gpd. Sanitary Sewer required capacity is 200 gpd with an available capacity of 253 gpd per ERC

Surface Water/Drainage Basins

Drainage has been determined and established by the Florida Gulf Coast Business Center permit # 36-102317-P. The Basin on which the property is located is the Coastal Ecosystem Watershed of SFWMD in the Six Mile Slough drainage basin.

Parks, Recreation and Open Space

With no increase in population the proposed text amendment will not impact Community or Regional Parks needs.

Community Parks

Three Oaks Community Park is located ± 2.0 miles south of the site. On-Site open space will be required as per the LDC. Recreational amenities may be incorporated into the site, as provided by employers or auxiliary commercial development in the form of health and exercise. Scotlynn Logistic Services that has provided basketball courts and walking paths that is located within this FLUM.

Public Schools

With no increase in population the proposed text amendment will not impact the school district. No additional classrooms will be required.

Adjacent Local Government and its Comprehensive Plan

The subject parcel is located within the unincorporated portion of Lee County

Lee Plan Consistency
Exhibit T6

Lee Plan Consistency

The applicant is requesting to amend the text of the future land use category of "Industrial Commercial Interchange" to remove the restriction placed in 2007 requiring 50% industrial use to enable more clean consistent business uses such as office, medical, research, and laboratory uses next to the newly allowed adjacent multi-family residential. Policy 1.3.4 would be amended as follows:

POLICY 1.3.4 The Industrial Commercial Interchange areas are designated to permit a mixture of light industrial and/or commercial uses. This category does not permit heavy industrial use. Within areas expanded beyond the existing Industrial Commercial Interchange boundaries (on January 1, 2007), retail commercial uses will be limited to 20% of the total floor area. and light industrial uses will be a minimum of 50% of the total floor area. (Ord. No. 07-10)

This change in text is consistent with the following Lee Plan Policies, Goals, and Objectives:

POLICY 1.6.1: The Airport Noise Zones (Map I-E) cover areas subject to varying levels of airport-related noise. In conformance with Airport Noise Compatibility Planning outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, the Port Authority will update the aviation forecasts and associated noise contours for the Southwest Florida International Airport when warranted by operational changes and will initiate an amendment to the Airport Noise Zone Overlay to reflect the updates as applicable. In addition to meeting the requirements of the underlying Future Land Use Map categories, properties within the Airport Noise Zone Overlay must meet the following:

Zone C and D allow existing and new construction and land uses as would otherwise be permitted by the LDC. These zones require formal notification as provided for in the LDC. (Ord. No. 00-22, 02-02, 03-02, 16-16)

The proposed location according to the Port Authority fall under Airport Noise C. The recorded plat has the required notice per Airport School Protection Zone outlined in Sec. 34-1104(B)(2)(a) states "The developer, successor or assign acknowledges the property's proximity to Southwest Florida International Airport and the potential for noises created by and incidental to the operation of the airport as outlined in Land Development Code [Section 34-1104](#). The developer, successor or assign acknowledges that a disclosure statement is required on plats, and in association documents for condominium, property owner and homeowner associations as outlined in Land Development Code Section 34-1104(b)."

OBJECTIVE 2.1: DEVELOPMENT LOCATION. Contiguous and compact growth patterns will be promoted through the rezoning process to contain urban sprawl, minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, prevent development patterns where large tracts of land are by-passed in favor of development more distant from services and existing communities.



This property is located in an urban infill area adjacent to I-75 and just north of Alico Road fronting Three Oaks Parkway. The area is part of a contiguous and compact growth pattern and contains all urban services including complete public utility services.

OBJECTIVE 2.2: DEVELOPMENT TIMING. *Direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created.*

This property is located in an Urban Area with adequate public facilities and is part of an infill location creating a compact and contiguous development. This is an existing and developing Business Park surrounded by an adequate road network and nearby housing in the area for the workers planned for these office, professional, and commercial uses. This Amendment will allow the restoration of some of the commercial uses lost when Vintage Commerce Center and Alico Crossroads were converted from Industrial Commercial to General Interchange with a reduction of approximately 40 acres of commercial uses converted to multi-family residential uses.

POLICY 2.2.1: *Rezoning and development-of-regional-impact proposals will be evaluated as to the availability and proximity of the road network; central sewer and water lines; community facilities and services such as schools, EMS, fire and police protection, and other public facilities; compatibility with surrounding land uses; and any other relevant facts affecting the public health, safety, and welfare.*

This property is already zoned for existing and planned uses and is adjacent to an extensive roadway network, central sewer and water lines, and EMS, Fire and Police protection. This Amendment will also enhance the look and visual image of the buildings on the site from I-75 and Three Oaks Parkway due to the high visibility along this corridor. This Amendment will allow for a reduction of large footprint industrial and warehouse buildings on the site and replace them with attractive office, research, and medical buildings. This will produce an attractive commercial corridor in this location.

OBJECTIVE 2.3: FUTURE LAND USE MAP AMENDMENTS. *Regularly examine the Future Land Use Map in light of new information and changed conditions and make necessary modifications.*

This Text Amendment is being requested due to new information and changed conditions as described in Objective 2.3 of the Lee Plan. Lee County has reclassified the adjacent properties to the south to the General Interchange Land Use category allowing multi-family housing adjacent to this property. Our request will continue employment-based business use on our property while reducing the amount of light industrial now required directly adjacent to this multi-family residential housing.

OBJECTIVE 2.5: HISTORIC RESOURCES. *Historic resources will be identified and protected pursuant to the Historic Preservation Element and the County's Historic Preservation Ordinance. (Ord. No. 94-30, 00-22)*

After a thorough assessment, we have determined that there are no historical elements present on the site



GOAL 6: COMMERCIAL LAND USES. To permit orderly and well-planned commercial development at appropriate locations within the County. (Ord. No. 94-30)

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 current Future Land Use designation permits commercial development, and the proposed text amendment aims to enhance this allowance by enabling additional commercial development. This change is designed to remain consistent with existing and planned land uses in the area.

POLICY 6.1.5: Maintain land development regulations that require commercial development be designed to protect the traffic-carrying capacity of roads and streets. Methods to achieve this include but are not limited to: frontage roads; clustering of activities; limiting access; sharing access; setbacks from existing rights-of-way; acceleration, deceleration and right-turn-only lanes; and, signalization and intersection improvements. (Ord. No. 94-30, 00-22, 23-08)

The proposed text amendment is in an area where capacity exists on the adjacent roadway network. As shown in the attached Transportation Impact Statement, this proposed amendment will not cause any negative impacts to the County Long Range Transportation Plan. The proposed development results in an insignificant change in trips as compared to the existing zoning and land use approvals.

GOAL 7: INDUSTRIAL LAND USES. To promote opportunities for well-planned industrial development at suitable locations within the County.

POLICY 7.1.1: In addition to the standards required herein, the following factors apply to industrial rezoning and development order applications:

- 1. The development must comply with local, state, and federal air, water, and noise pollution standards.*
- 2. When located next to residential areas, industry must not generate noise levels incompatible with the residential development.*
- 3. Bulk storage or production of toxic, explosive, or hazardous materials will not be permitted near residential areas.*
- 4. Contamination of ground or surface water will not be permitted.*
- 5. Applications for industrial development will be reviewed and evaluated as to:*
 - a. air emissions (rezoning and development orders);*
 - b. impacts and effects on environmental and natural resources (rezoning and development orders);*
 - c. effect on neighbors and surrounding land use (rezoning);*
 - d. impacts on water quality and water needs (rezoning and development orders);*
 - e. drainage system (development orders);*
 - f. employment characteristics (rezoning);*
 - g. fire and safety (rezoning and development orders);*
 - h. noise and odor (rezoning and development orders);*
 - i. buffering and screening⁴ (planned development rezoning and development orders);*



- j. impacts on transportation facilities and access points (rezoning and development orders);
- k. access to rail, major thoroughfares, air, and, if applicable, water (rezoning and development orders);
- l. utility needs (rezoning and development orders); and m. sewage collection and treatment (rezoning and development orders).

The property is ideally suited to complying with the above standards. The mixed-use potential proposed consisting of light industrial, commercial and office use should create a greater compatibility with the residential to the south and north.

GOAL 11: MIXED USE: Encourage mixed use developments that integrate multiple land uses, public amenities and utilities at various scales and intensities in order to provide: diversified land development; a variety of housing types; greater connectivity between housing, workplaces, retail businesses, and other destinations; reduced trip lengths; more transportation options; and pedestrian and bicycle-friendly environments.

This property is providing a high wage employment center to the surrounding residential communities and is part of a mixed-use development creating greater connectivity between housing, workplaces, and retail business with reduced trip lengths and various transportation options. Three Oaks Parkway connects this development to the south all the way to Radio Road in Collier County and will soon connect northward to Daniels Parkway in Lee County.

Retail businesses located at Alico Road and in Gulf Coast Town Center provide nearby restaurants and retail support for the workers at this location.

OBJECTIVE 11.1: MIXED USE DEVELOPMENT. Allow and encourage mixed use development within certain future land use categories and at appropriate locations where sufficient infrastructure exists to support development.

This Text Amendment encourages Mixed Use Development on this Industrial Commercial Interchange property while providing for a wider range of uses, including higher concentrations of office, medical, healthcare, research and development facilities, on property with high visibility from Three Oaks Parkway and from I-75. This employment center will provide a variety of job opportunities to the surrounding communities of San Carlos Park, Three Oaks as well as those living in the wider Lee County area of Corkscrew Road, Gateway and Lehigh. Lee County has planned future roadway extensions of Alico Road to the east and Three Oaks Parkway to the north to enhance the connectivity of this site to several residential hubs of the County (see the Exhibits attached). This location has sufficient existing infrastructure to support this development.

POLICY 36.1.4: Protect the through traffic capacity of the County's expressways, controlled access facilities, principal and minor arterials, and major collectors depicted on Map 3-B. (Ord. No. 17-13)

In both the approved and proposed trip generation analysis, the peak occurred in the weekday PM timeframe. The total PM peak hour increases from 1,288 to 1,339 trips which is a total of only 51 additional trips onto adjacent roadways. The PM peak hour only has a 3.9% increase from previously approved conditions which will not have any impact on



adjacent roadway networks or the Level of Service on any of the surrounding roadways. Please see the attached traffic impact analysis memorandum for additional information.

OBJECTIVE 39.6: BICYCLE/PEDESTRIAN NETWORK. When conducting all transportation planning and engineering studies, consider the convenience, safety and accessibility of bicyclists and pedestrians of all ages. (Ord. No. 98-09, 99-15, 17-13)

Pedestrian network currently is well established providing safe and accessibility of bicyclists and pedestrians

OBJECTIVE 53.1: The county will ensure the provision of acceptable levels of potable water service throughout the future urban areas of the unincorporated county, either directly by Lee County Utilities, or indirectly through franchised utility companies.

This property has acceptable levels of public water service provided by Lee County Utilities.

OBJECTIVE 56.1: The county will ensure the provision of acceptable levels of sanitary sewer service throughout the future urban areas of the unincorporated county.

This property has acceptable levels of public sewer service provided by Lee County Utilities.

GOAL 158: Achieve and maintain a diversified and stable economy by providing a positive business climate that assures maximum employments. (Ord. No. 23-08)

POLICY 158.2.1: Allocate adequate land on the Future Land Use Map and in Table 1(b) to meet the future commercial, industrial, agricultural, residential, and recreational needs of residents and visitors to the County.

Having a balance of commercial, office, research, and supporting retail uses at this location will provide enhanced workplace and job opportunities while improving consistency with the recent Land Use changes to the south allowing residential uses in this area. This property provides for a visually pleasing transition from I-75 with Corporate Headquarters, laboratories, research, and medical offices between Three Oaks Parkway and I-75 while providing sufficient light industrial, manufacturing, distribution, and warehousing to the west along the Oriole Road corridor and to the west. This will add diversification to a typical industrial subdivision while providing a more appropriate use adjacent to the recently approved residential zoning. It will also help to provide for the existing and projected medical and healthcare needs for the residential communities in the area. The project will continue to meet appropriate commercial architectural standards, proper open space, and appropriate buffering requirements.

This location approximately midway between downtown Ft. Myers and downtown Naples and near the Southwest Florida International Airport and Florida Gulf Coast University is developing as a significant business and employment center in the region. This Text Amendment will continue the mixed-use business activity at this location while recognizing the changing character of the location in close proximity to recently added residential uses. It will focus on cleaner business uses with less industrial truck traffic while recognizing that providing additional employment opportunities in proximity to residential areas seeks to



integrate home and work life in order to promote the high quality of family life desired in Lee County while reducing traffic congestion and limiting sprawl.

5. Infrastructure and Services

The property is serviced by adequate public services including water and sewer service provided by Lee County Utilities. All utility lines are in place and accepted by Lee County. An Environmental Resource Permit has been issued by the South Florida Water Management District for the property as part of a Unified Drainage Plan and the surface water management system has been constructed, accepted, and is in service. The San Carlos Park Fire District has a new fire station located within one mile of the site and Fire and EMS services are provided by that Station. Police service is currently provided by Lee County Sheriff's Office. Solid Waste service is currently provided by Lee County Solid Waste. The request does not change the Land Use category which does not allow residential uses. Therefore, population accommodation of the Future Land Use Map (FLUM) is not affected. Similarly, since there is no increased impact to population, there is no impact to School population, Community or Regional Park use. Soils and Historic Resources have been previously evaluated when Zoning and Development Orders were issued for the property.

Roadway access is provided by Three Oaks Parkway extension north of Alico Road. Traffic circulation is provided from US 41, Metro Parkway extension, Alico Road, Oriole Road extension, Ben Hill Griffin Boulevard, I-75, and Three Oaks Parkway. Three Oaks Parkway is also currently being extended by Lee County northward toward Daniels Parkway to provide additional access and circulation in the future.

Conclusion

In conclusion, the Text Amendment to the Lee Plan is an appropriate change for this property. The property is currently zoned for the commercial, office, research, laboratory, medical, and light industrial uses contemplated by the Industrial Commercial Land Use category and these uses promote a diverse economy. While the Industrial Commercial Interchange category is in place on the north side of Alico Road on the east and west sides of I-75, this is the only property affected by this Text change as it is the only property added after 2007. The Text Amendment proposed will only enhance the development by removing the restriction on substantial industrial development to allow for more compatible and visually pleasing uses next to the Interstate and the multi-family properties approved to the south.

Development of the property has all requisite public urban services and will not have negative environmental or transportation impacts and will not negatively impact historic resources in Lee County. The proposed Text Amendment simply confirms the Lee Plan policy objective of providing additional high wage job opportunities to the residents of the area and of Lee County. The proposed amendment is consistent with and implements several policies in the Lee Plan. The Text Amendment does not increase density or intensity; does not underutilize public resources or infrastructure; does not reduce open space, buffering, landscaping, or preservation areas; and does not otherwise adversely impact the surrounding properties. For these reasons, the proposed amendment should be approved.

Quattrone &
Associates, Inc.



Florida Gulf Coast Business Center

Environmental Analysis
Exhibit T-7

The 78.8± acre Florida Gulf Coast Business Center project consists of disturbed land. Located within a portion of Section 3, Township 46 South, Range 25 East, Lee County, Florida. The parcel is bordered to the west by Three Oaks Parkway, to the east by I-75, to the south by improved pasture, and to the north by improved pasture and preserved wetlands.

The text amendment to 1.3.4 "Industrial Commercial Interchange" will not have an effect on the environmental aspects of the site. In accordance with SFWMD and county requirements, and any listed species, if encountered will be addressed per local and state requirements.

Florida Gulf Coast Business Center

Historical Resources Impact Analysis
Exhibit T8

Florida Master Site File

Per the Florida Master Site File, there are not any previously recorded cultural or historic resources located within 150 feet of the subject property.

Archaeological Sensitivity Map

According to the Archaeological Sensitivity are identified on the proposed site on the Lee County Archaeological Sensitivity Map dated June 28, 2019. See below.





FLORIDA GULF COAST BUSINESS CENTER

State and Regional Policy Plan
Exhibit T9 + T10

STATE POLICY PLAN

EXHIBIT T9

There are no State Policy Plan goals or policies that are relevant to the proposed text amendment

REGIONAL POLICY PLAN

EXHIBIT T10

There are no Regional Policy Plan goals or policies that are relevant to the proposed text amendment.

Sharon Hrabak

From: Fowler, Christopher G. <Christopher.Fowler@dos.fl.gov>
Sent: Monday, July 29, 2024 4:01 PM
To: Sharon Hrabak
Subject: RE: FGCBC Historical Verification
Attachments: Map.pdf

EXTERNAL SENDER

Good afternoon,



I searched in the area you indicated below for previously recorded cultural resources. There are no previously recorded resources in the area. Please see the attached map for reference. Please note that the area has never been surveyed for cultural resources. Let me know if you have any questions. Have a great day.

This record search is for informational purposes only and does NOT constitute a project review. This search only identifies resources recorded at the Florida Master Site File and does NOT provide project approval from the Division of Historical Resources. Contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333 for project review information.

Kind regards,

CHRIS FOWLER

Assistant Supervisor | Florida Master Site File | Bureau of Historic Preservation | Division of Historical Resources |
Florida Department of State | 500 South Bronough Street | Tallahassee, Florida
32399 | 850.245.6327 | 1.800.847.7278 | Fax: 850.245.6439 | flheritage.com

From: Tobias, Jennifer L. <Jennifer.Tobias@dos.fl.gov>
Sent: Monday, July 29, 2024 3:26 PM
To: Fowler, Christopher G. <Christopher.Fowler@dos.fl.gov>
Subject: FW: FGCBC Historical Verification

Chris,

Can you please have someone send them a listing of any resources on this parcel?

Thanks!
Jennifer

From: Sharon Hrabak <Sharon@gainc.net>
Sent: Monday, July 29, 2024 9:11 AM
To: Tobias, Jennifer L. <Jennifer.Tobias@dos.fl.gov>
Subject: FGCB Historical Verification

EMAIL RECEIVED FROM EXTERNAL SOURCE

The attachments/links in this message have been scanned by Proofpoint.

Good Morning Jennifer,

Currently our firm will be submitting Text Plan Amendment within Lee county. We will need to provide correspondence with the Bureau of Historic Preservation regarding the site. The properties are located off of the right way with the strap # 03-46-25-LI-060R5.00CE, 03-46-25-LI-060R4.00CE, 03-496-25-LI-060R4.002CE. Please see the aerial below.



If you have any questions, please feel free to reach out.

Sharon Hrabak
Quattrone & Associates, Inc
239-936-5222

MEMORANDUM

TO: Mr. Alan Freeman

FROM: Ted B. Treesh
President

DATE: **REVISED September 3, 2024**

RE: Florida Gulf Coast Business Center
Lee County, Florida

TR Transportation Consultants, Inc. has completed a trip generation comparison based on the request to modify the land use intensities of the Florida Gulf Coast Mixed Use Planned Development, located on Three Oaks Parkway north of Alico Road in Lee County, Florida. The development parameters of this site are outlined in the approved Administrative Amendment 2020-00139 and include the development of up to 873,001 total square feet, which may include up to 448,001 square feet of industrial uses, 405,000 square feet of commercial office uses (of which a maximum of 180,000 square feet could be Medical Office), 20,000 square feet of commercial retail uses and a maximum of 200 hotel rooms.

The trip generation was completed based on the Institute of Transportation Engineer's (ITE) Report titled ***Trip Generation Report***, 11th Edition. Also consistent with the traffic study conducted as part of the original rezoning application, the trip generation was reduced based on internal capture of trips between the retail and commercial office uses as well as due to "pass-by" trips for the retail uses. **Tables 1 through 5** below illustrate the trip generation calculation of the project as currently approved based on the ITE Trip Generation report and trip reductions. The hotel use was not analyzed as part of the rezoning application TIS and is not considered in this analysis.

Table 1
Approved Land Uses
Florida Gulf Coast Business Center

Land Use	Size
Industrial Park (LUC 130)	448,001 square feet
Strip Retail Plaza (LUC 822)	20,000 square feet
General Office Building (LUC 710)	225,000 square feet
Medical Office Building (LUC 720)	180,000 square feet
TOTAL DEVELOPMENT	873,001 square feet

Table 2
Approved Trip Generation
Florida Gulf Coast Business Center

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Industrial Park (448,001 square feet)	123	29	152	34	118	152	2,048
Strip Retail Plaza (20,000 square feet)	27	18	45	64	63	127	1,074
General Office (225,000 square feet)	296	40	336	55	271	326	2,350
Medical Office (180,000 square feet)	323	86	409	219	510	729	7,627
Total Trips	769	173	942	372	962	1,334	13,099

ITE Trip Generation Report, 11th Edition

Table 3
Approved External Trip Generation
Florida Gulf Coast Business Center

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	769	173	942	372	962	1,334	13,099
Less 3.0%/1% Internal Capture	-14	-14	-28	-6	-6	-12	-393
Total External Trips	755	159	914	366	956	1,322	12,706

3% Internal Capture Reduction for AM Peak Hour/1% Internal Capture for PM Peak Hour
Internal Capture only between General Office/Medical Office and Retail Uses.

Table 4
“Pass-by” Trip Reduction Factors
Florida Gulf Coast Business Center

Land Use	Percentage Trip Reduction
Shopping Center (LUC 820)	30%

Table 5
Approved Net New External Trip Generation
Florida Gulf Coast Business Center

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total External Trips	755	159	914	366	956	1,322	12,706
External Retail Trips (Less Internal Capture)	27	18	45	64	63	127	1,074
Less 30% Pass-by	-7	-7	-14	-17	-17	-34	-322
New, External Trips	748	152	900	349	939	1,288	12,384

PROPOSED MODIFICATION IN INTENSITIES

The Developer desires to modify the conditions of the Comprehensive Plan to remove the requirement that 50% of the floor area of the project has to be light industrial land uses within this land use category (Industrial Commercial Interchange). In conjunction with this text amendment, the property owner would request a change in the mix of uses to permit additional commercial General and Medical Office uses while decreasing the amount of Industrial floor area. **Tables 6 through 10** illustrate the trip generation of the revised intensities with the requested removal of the limit of industrial uses on the site.

Table 6
Proposed Land Uses
Florida Gulf Coast Business Center

Land Use	Size
Industrial Park (LUC 130)	130,000 square feet
Shopping Center (LUC 820)	20,000 square feet
General Office Building (LUC 710)	400,000 square feet
Medical Office Building (LUC 720)	170,000 square feet
TOTAL DEVELOPMENT	720,000 square feet

Table 7
Proposed Trip Generation
Florida Gulf Coast Business Center

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Industrial Park (130,000 square feet)	36	8	44	10	34	44	1,076
Strip Retail Plaza (20,000 square feet)	27	18	45	64	63	127	1,074
General Office (400,000 square feet)	485	67	552	89	436	525	3,876
Medical Office (170,000 square feet)	307	81	388	207	482	689	7,197
Total Trips	855	174	1,029	370	1,015	1,385	13,223

ITE Trip Generation Report, 11th Edition

Table 8
Proposed External Trip Generation
Florida Gulf Coast Business Center

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	855	174	1,029	370	1,015	1,385	13,223
Less 3% AM/1% PM Internal Capture	-14	-14	-28	-6	-6	-12	-397
Total External Trips	841	160	1,001	364	1,009	1,373	12,826

2% Internal Capture Reduction for AM Peak Hour/1% Internal Capture for PM Peak Hour
Internal Capture only between General Office/Medical Office and Retail Uses.

Table 9
"Pass-by" Trip Reduction Factors
Florida Gulf Coast Business Center

Land Use	Percentage Trip Reduction
Shopping Center (LUC 820)	30%

Table 10
Proposed Net New External Trip Generation
Florida Gulf Coast Business Center

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total External Trips	841	160	1,001	364	1,009	1,373	12,826
External Retail Trips (Less 3.0% Internal Capture)	27	18	45	64	63	127	1,074
Less 30% Pass-by	-7	-7	-14	-17	-17	-34	-322
New, External Trips	834	153	987	347	992	1,339	12,504

Table 11 then compares the trip generation from the approved uses and intensities to the proposed uses and intensities.

Table 11
Trip Generation Increase (Decrease)
Florida Gulf Coast Business Center

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total External Trips As Proposed (873,001 square feet)	834	153	987	347	992	1,339	12,504
Total External Trips As Approved (873,001 square feet)	-748	-152	-900	-349	-939	-1,288	-12,384
Trip Change	86	1	87	-2	53	51	120

Note: A positive number in the Trip Change row indicates an INCREASE in trips and a negative number indicates a DECREASE in Trips

As can be seen from Table 11, the Weekday A.M. Peak Hour Trip generation is within twenty (87) trips. The Weekday P.M. Peak Hour is the highest peak hour when compared to the A.M. Peak Hour, so even though the Weekday A.M. Peak Hours shows a slightly larger increase in trips, the Weekday P.M. Peak Hour is the hour in which the Level of Service is evaluated and is also the highest hour of travel on the adjacent roadway links and intersections. The weekday P.M. peak hour only shows an increase of 51 total trips, or an increase of approximately of 3.9% from the currently approved trip generation of the project. This small net increase will have no impact on the adjacent roadway network or the Level of Service on any of the surrounding roadways.

It should also be noted that TR Transportation Consultants conducted traffic counts at the two site access drives of the existing Surgery Center within the Florida Gulf Coast Business Center. The traffic counts were conducted over a period of three consecutive weekdays (Tuesday, Wednesday and Thursday), in order to determine if this site generates traffic similar to a Medical Office use.

A summary of the trip generation counts is attached to this memo that illustrates that the Surgery Center does NOT generate trips consistent with a Medical Office use. The Average Trip Rate for a Medical Office building during the P.M. peak hour is 3.93 trips per 1,000 square feet of building floor area. The surveyed trip rate of the Surgery Center is approximately 1.49 trips/1,000 square feet based on the HIGHEST day surveyed and only 1.15 trips/1,000 square feet based on the three-day average during the survey period. Therefore, the Surgery Center should NOT be counted against Medical Office floor area in the project since this use does not generate traffic consistent with a Medical office use as evident by the traffic surveys.

LEVEL OF SERVICE ANALYSIS

A Level of Service analysis was conducted on the surrounding roadway segments at the request of County staff to determine the impacts of the requested amendment on the adjacent roadway network. A horizon year analysis of 2030 was selected as the analysis year to evaluate the future impacts this project will have on the surrounding roadway network. Based on this horizon year, a growth rate was applied to the existing traffic conditions for all roadway links in the study area. For Alico Road, the existing and historical traffic data was obtained from the 2023 Lee County Traffic Count Report. For Oriole Road, the existing and historical traffic data was obtained from the FDOT's Florida Traffic Online webpage.

Based on the estimated project trip distribution, the link data was analyzed for the year 2030 without the development and year 2030 with the development. The only trips added to the roadway network in 2030 were the net new trips that the PROPOSED development would add as illustrated in Table 11.

Table 2A in the Appendix of the report indicates the methodology utilized to obtain the year 2030 build-out traffic volumes as well as the growth rate utilized for each roadway segment. The base year traffic volumes were obtained from the 2023 *Lee County Public Facilities Level of Service and Concurrency Report*. The future year traffic volumes for Three Oaks Parkway, north of Alico Road, was formulated based on the attached Florida Standard Urban Transportation Model Structure (FSUTMS) model provided by Lee County consistent with historical approved traffic studies in the area. The future background traffic volume on Oriole Road, north of Alico Road, was estimated based on the approved surrounding zonings as agreed upon with staff consistent from the historical approved traffic studies in the area.

Table 2A indicates the year 2030 peak hour – peak direction traffic volumes and Level of Service for the various roadway links within the study area. Noted on Table 2A is the peak hour – peak direction volume and Level of Service of each link should no development occur on the subject site and the peak hour – peak direction volume and Level of Service for the weekday A.M. and P.M. peak hours with the development traffic added to the roadways.

Adverse impacts are defined as a degradation of the Level of Service beyond the adopted Level of Service Thresholds for those links as indicated in **Table 1A**. In comparing the links' functional classification and calculated 2030 traffic volumes to the Service Volume Tables, it was determined that the proposed amendment will not cause any roadways to operate below the minimum acceptable Level of Service in 2030. Alico Road east of Three Oaks Parkway is shown to operate below the recommended minimum Link Level of Service threshold in 2030 prior to any project trips being added to this roadway segment. This is a pre-existing roadway deficiency not caused by this project. Further roadway Level of Service and turn lane analysis will be conducted again at the time the project seeks a local Development Order approval, which is when more specific project uses/intensities will be known. At this time, the analysis was completed based on the worst-case scenario based on the zoning intensities.

Attachments

- ITE Trip Generation Report data from 11th Edition
- Traffic Count Summary from Existing Surgery Center
- 2023 Lee County Public Facilities Level of Service and Concurrency Report
- Table 1A & 2A – Roadway Level of Service Analysis

TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
FLORIDA GULF COAST BUSINESS CENTER

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 987 VPH IN= 834 OUT= 153
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 1,339 VPH IN= 347 OUT= 992

<u>ROADWAY</u>	<u>SEGMENT</u>	<u>ROADWAY</u> <u>CLASS</u>	<u>LOS A</u> <u>VOLUME</u>	<u>LOS B</u> <u>VOLUME</u>	<u>LOS C</u> <u>VOLUME</u>	<u>LOS D</u> <u>VOLUME</u>	<u>LOS E</u> <u>VOLUME</u>	PERCENT		
								PROJECT TRAFFIC	PROJECT TRAFFIC	PROJ/ LOS C
Alico Rd.	W. of Oriole Rd.	6LD	0	400	2,840	2,940	2,940	20%	198	7.0%
	W. of Three Oaks Pkwy.	6LD	0	400	2,840	2,940	2,940	20%	198	7.0%
	E. of Three Oaks Pkwy.	6LD	0	400	2,840	2,940	2,940	30%	298	10.5%
Three Oaks Pkwy.	N. of Oriole Rd.	4LD	0	270	1,970	2,100	2,100	35%	347	17.6%
	N. of Alico Rd.	4LD	0	270	1,970	2,100	2,100	65%	645	32.7%
	S. of Alico Rd.	4LD	0	250	1,840	1,960	1,960	20%	198	10.8%
Oriole Rd.	N. of Alico Rd.	2LU	0	0	310	660	740	5%	50	16.0%
	S. of Alico Rd.	2LU	0	0	310	660	740	5%	50	16.0%

* Level of Service thresholds were obtained from the Lee County Generalized Level of Service Volumes on Arterials.

TABLE 2A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
FLORIDA GULF COAST BUSINESS CENTER

TOTAL PROJECT TRAFFIC AM =	987	VPH	IN =	834	OUT=	153
TOTAL PROJECT TRAFFIC PM =	1,339	VPH	IN=	347	OUT=	992

							2022	2030			2030			2030			
							PK HR	PK HR	PK SEASON	PERCENT				BCKGRND	BCKGRND		
							BASE YR	LATEST	YRS OF	ANNUAL	PK SEASON	PEAK DIRECTION	PROJECT	AM PROJ	PM PROJ	+ AM PROJ	+ PM PROJ
ROADWAY	SEGMENT	PCS#	ADT	ADT	GROWTH	RATE	PEAK DIR. ¹	VOLUME ²	LOS	TRAFFIC	TRAFFIC	TRAFFIC	VOLUME	LOS	VOLUME	LOS	
Alico Rd.	W. of Oriole Rd.	10	43,896	49,500	7	2.00%	1,166	1,366	C	20%	167	198	1,533	C	1,565	C	
	W. of Three Oaks Pkwy.	10	43,896	49,500	7	2.00%	1,166	1,366	C	20%	167	198	1,533	C	1,565	C	
	E. of Three Oaks Pkwy.	10	43,896	49,500	7	2.00%	2,618	3,067	F	30%	250	298	3,318	F	3,365	F	
Three Oaks Pkwy.	N. of Oriole Rd.	N/A	N/A	N/A	N/A	N/A	N/A	469	C	35%	292	347	761	C	816	C	
	S. of Oriole Rd.	N/A	N/A	N/A	N/A	N/A	N/A	469	C	65%	542	645	1,011	C	1,114	C	
Oriole Rd.	N. of Alico Rd.	N/A	N/A	N/A	N/A	N/A	N/A	668	E	5%	42	50	710	E	718	E	
	S. of Alico Rd.	120181	3,100	2,700	7	2.00%	130	152	C	5%	42	50	194	C	202	C	

¹ Current peak hour peak season peak direction traffic volumes for all roadways were obtained from the 2023 Lee County Public Facilities Level of Service and Concurrency Report.

2 Future 2030 background peak hour peak season peak direction traffic volume for Oriole Rd north of Alico Rd was formulated based on surrounding zonings as discussed with County Staff.

Note For Three Oaks Pkwy north of Alico Road, the future peak hour peak season peak direction volume was obtained from the FSUTMS provided by the County.

* AGR for Alico Road was calculated based the historical traffic data obtained from 2023 Florida DOT Traffic Information Online Resource

* AGR for Oriole Road was calculated based the historical traffic data obtained from Florida Traffic Online webpage.

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

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2022 100TH HIGHEST HOUR			2027 FUTURE FORECAST			Notes
		FROM	TO		LOS ⁽¹⁾	CAPACITY ⁽²⁾	LOS ⁽¹⁾	VOLUME ⁽²⁾	V/C ⁽³⁾	LOS ⁽¹⁾	VOLUME ⁽²⁾	V/C ⁽³⁾	
00100	A & W BULB RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	365	0.42	C	384	0.45	
00200	ALABAMA RD	SR 82	MILWAUKEE BLVD	2LN	E	990	C	262	0.26	C	275	0.28	
00300	ALABAMA RD	MILWAUKEE BLVD	HOMESTEAD RD	2LN	E	990	D	515	0.52	D	542	0.55	
00400	ALEXANDER BELL BLVD	SR 82	MILWAUKEE BLVD	2LN	E	990	D	555	0.56	D	583	0.59	
00500	ALEXANDER BELL BLVD	MILWAUKEE BLVD	LEELAND HEIGHTS	2LN	E	990	D	555	0.56	D	649	0.66	pre-development order res development
00590	ALICO RD	US 41	DUSTY RD	4LD	E	1,980	B	1,166	0.59	B	1,225	0.62	
00600	ALICO RD	DUSTY RD	LEE RD	6LD	E	2,960	B	1,166	0.39	B	1,261	0.43	
00700	ALICO RD	LEE RD	THREE OAKS PKWY	6LD	E	2,960	B	1,166	0.39	B	1,533	0.52	Three Oaks Distribution Center
00800	ALICO RD	THREE OAKS PKWY	I-75	6LD	E	2,960	B	2,618	0.88	B	2,752	0.93	⁽⁴⁾
00900	ALICO RD	I-75	BEN HILL GRIFFIN BLVD	6LD	E	2,960	B	1,448	0.49	B	1,533	0.52	⁽⁴⁾
01000	ALICO RD	BEN HILL GRIFFIN BLVD	GREEN MEADOW DR	2LN/4LN	E	1,100	C	406	0.37	D	660	0.60	⁽⁴⁾⁽⁵⁾ ; unincorporated Lee Co; Ctr Pl/Prm Apt Pk
01050	ALICO RD	GREEN MEADOW DR	CORKSCREW RD	2LN	E	1,100	B	256	0.23	B	269	0.24	⁽⁴⁾
01200	BABCOCK RD	US 41	ROCKEFELLER CIR	2LN	E	860	C	60	0.07	C	65	0.08	
01400	BARRETT RD	PONDELLA RD	PINE ISLAND RD (US 78)	2LN	E	860	C	152	0.18	C	160	0.19	
01500	BASS RD	SUMMERLIN RD	GLADIOLUS DR	4LN	E	1,790	C	712	0.40	C	766	0.43	
01600	BAYSHORE RD (SR 78)	BUS 41	NEW POST RD/HART RD	4LD	D	1,942	D	1,920	0.99	D	2,018	1.04	
01700	BAYSHORE RD (SR 78)	HART RD	SLATER RD	4LD	D	1,942	D	1,944	1.00	D	2,043	1.05	
01800	BAYSHORE RD (SR 78)	SLATER RD	I-75	4LD	D	2,910	B	1,215	0.42	B	1,294	0.44	
01900	BAYSHORE RD (SR 78)	I-75	NALLE RD	2LN	D	1,166	C	776	0.67	C	816	0.70	
02000	BAYSHORE RD (SR 78)	NALLE RD	SR 31	2LN	D	1,166	C	776	0.67	C	816	0.70	
02100	BEN HILL GRIFFIN PKWY	CORKSCREW RD	FGCU ENTRANCE	4LD	E	2,000	E	1,524	0.76	E	1,615	0.81	
02200	BEN HILL GRIFFIN PKWY	FGCU BOULEVARD S	COLLEGE CLUB DR	4LD	E	2,000	E	1,524	0.76	E	1,602	0.80	
02250	BEN HILL GRIFFIN PKWY	COLLEGE CLUB DR	ALICO RD	6LD	E	3,000	A	1,136	0.38	A	1,221	0.41	
26950	BEN HILL GRIFFIN PKWY	ALICO RD	TERMINAL ACCESS RD	4LD	E	1,980	A	1,136	0.57	A	1,195	0.60	unincorporated Lee County
02300	BETH STACEY BLVD	23RD ST	HOMESTEAD RD	2LN	E	860	C	336	0.39	C	529	0.62	Classic Hills (Copperhead) Golf Community
02400	BONITA BEACH RD	HICKORY BLVD	VANDERBILT DR	4LD	E	1,900	E	803	0.42	E	844	0.44	⁽⁴⁾ ; constrained in city plan
02500	BONITA BEACH RD	VANDERBILT DR	US 41	4LD	E	1,900	E	1,417	0.75	E	1,489	0.78	constrained in city plan
02600	BONITA BEACH RD	US 41	OLD 41	4LD	E	1,860	E	1,456	0.78	E	1,530	0.82	constrained; old count projection (2010)
02700	BONITA BEACH RD	OLD 41	IMPERIAL ST	6LD	E	2,800	E	1,921	0.69	E	2,019	0.72	constrained in city plan
02800	BONITA BEACH RD	IMPERIAL ST	W OF I-75	6LD	E	2,800	E	2,139	0.76	E	2,248	0.80	constrained in city plan
02900	BONITA BEACH RD	E OF I-75	BONITA GRAND DR	4LD	E	2,020	A	655	0.32	A	688	0.34	constrained in city plan
02950	BONITA BEACH RD	BONITA GRANDE DR	Logan Boulevard	4LD	E	2,020	A	655	0.32	A	688	0.34	constrained in city plan
03100	BONITA GRANDE DR	BONITA BEACH RD	ETERRY ST	2LN	E	860	D	695	0.81	D	730	0.85	
03200	BOYSCOUT RD	SUMMERLIN RD	US 41	6LN	E	2,520	E	1,798	0.71	E	1,890	0.75	
03300	BRANTLEY RD	SUMMERLIN RD	US 41	2LN	E	860	C	271	0.32	C	285	0.33	
03400	BRIARCLIFF RD	US 41	TRIPLE CROWN CT	2LN	E	860	C	158	0.18	C	166	0.19	
03500	BROADWAY RD (ALVA)	SR 80	North RIVER RD	2LN	E	860	C	262	0.30	C	275	0.32	
03700	BUCKINGHAM RD	SR 82	GUNNERY RD	2LN	E	990	D	487	0.49	D	511	0.52	
03730	BUCKINGHAM RD	GUNNERY RD	ORANGE RIVER BLVD	2LN	E	990	C	358	0.36	C	392	0.40	
03800	BUCKINGHAM RD	ORANGE RIVER BLVD	SR 80	2LN	E	990	E	678	0.68	E	877	0.89	Portico RPD
03900	BURNT STORE RD	SR 78	VAN BUREN PKWY	4LD	E	2,950	A	851	0.29	B	894	0.30	City of Cape Coral
04000	BURNT STORE RD	VAN BUREN PKWY	COUNTY LINE	2LN	E	1,140	C	571	0.50	C	600	0.53	partially located in City of Cape Coral
04200	BUS 41 (N TAMIAAMI TR, SR 739)	CITY LIMITS (N END EDISON BRG)	PONDELLA RD	6LD	D	2,810	C	2,158	0.77	D	2,268	0.81	
04300	BUS 41 (N TAMIAAMI TR, SR 739)	PONDELLA RD	SR 78	6LD	D	2,694	C	1,494	0.55	C	1,570	0.58	
04400	BUS 41 (N TAMIAAMI TR, SR 739)	SR 78	LITTLETON RD	4LD	D	1,900	C	1,186	0.62	C	1,246	0.66	
04500	BUS 41 (N TAMIAAMI TR, SR 739)	LITTLETON RD	US 41	4LD	D	1,900	C	617	0.32	C	648	0.34	
04600	CAPE CORAL BRIDGE	DEL PRADO BLVD	McGREGOR BLVD	4LB	E	4,000	D	3,097	0.77	D	3,255	0.81	
04700	CAPTIVA DR	BLIND PASS	SOUTH SEAS PLANTATION RD	2LN	E	860	D	1,069	1.24	D	1,124	1.31	constrained

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

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2022 100TH HIGHEST HOUR			2027 FUTURE FORECAST			Notes
		FROM	TO		LOS ⁽¹⁾	CAPACITY ⁽²⁾	LOS ⁽¹⁾	VOLUME ⁽²⁾	V/C ⁽³⁾	LOS ⁽¹⁾	VOLUME ⁽²⁾	V/C ⁽³⁾	
19400	ORANGE RIVER BLVD	STALEY RD	BUCKINGHAM RD	2LN	E	1,000	C	381	0.38	C	400	0.40	
19500	ORIOLE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	130	0.15	C	137	0.16	
19600	ORTIZ AVE	COLONIAL BLVD	SR 82	2LN	E	900	E	1,056	1.17	F	1,110	1.23	City of Fort Myers
19700	ORTIZ AVE	SR 82	LUCKETT RD	2LN	E	900	E	897	1.00	F	943	1.05	partially located in City of Fort Myers
19800	ORTIZ AVE	LUCKETT RD	SR 80	2LN	E	900	B	374	0.42	B	393	0.44	
19900	PALM BEACH BLVD (SR 80)	PROSPECT AVE	ORTIZ AVE	4LD	D	1,900	C	1,278	0.67	C	1,343	0.71	
20000	PALM BEACH BLVD (SR 80)	ORTIZ AVE	I-75	6LD	D	2,814	C	1,426	0.51	C	1,499	0.53	
20100	PALM BEACH BLVD (SR 80)	I-75	SR 31	6LD	D	2,814	C	1,618	0.57	C	1,701	0.60	
20200	PALM BEACH BLVD (SR 80)	SR 31	BUCKINGHAM RD	4LD	D	1,900	E	2,204	1.16	F	2,316	1.22	
20300	PALM BEACH BLVD (SR 80)	BUCKINGHAM RD	WERNER DR	4LD	D	1,942	C	1,547	0.80	C	1,724	0.89	River Hall Country Club Phase II
20330	PALM BEACH BLVD (SR 80)	WERNER DR	JOEL BLVD	4LD	C	1,785	C	1,336	0.75	C	1,404	0.79	
20400	PALM BEACH BLVD (SR 80)	JOEL BLVD	HENDRY CO. LINE	4LD	C	1,785	C	1,138	0.64	C	1,196	0.67	
20500	PALOMINO LN	DANIELS PKWY	PENZANCE BLVD	2LN	E	860	C	352	0.41	C	414	0.48	The Springs at Daniels Road
20600	PARK MEADOWS DR	SUMMERLIN RD	US 41	2LN	E	860	C	194	0.23	C	204	0.24	
20800	PENZANCE BLVD	RANCHETTE RD	SIX MILE PKWY	2LN	E	860	C	151	0.18	C	174	0.20	
20900	PINE ISLAND RD	STRINGFELLOW RD	BURNT STORE RD	2LN	E	950	E	661	0.70	E	707	0.74	constrained
21400	PINE ISLAND RD (SR 78)	CITY LIMITS E OF BARRETT RD	US 41	4LD	D	1,900	D	1,823	0.96	F	1,916	1.01	
21500	PINE ISLAND RD (SR 78)	US 41	BUS 41	4LD	D	1,900	C	1,555	0.82	D	1,634	0.86	
21600	PINE RIDGE RD	SAN CARLOS BLVD	SUMMERLIN RD	2LN	E	860	C	535	0.62	D	566	0.66	⁽⁴⁾
21700	PINE RIDGE RD	SUMMERLIN RD	GLADIOLUS DR	2LN	E	860	C	256	0.30	C	396	0.46	⁽⁴⁾ ; Heritage Isles
21800	PINE RIDGE RD	GLADIOLUS DR	MCGREGOR BLVD	2LN	E	860	C	256	0.30	C	269	0.31	
21900	PLANTATION RD	SIX MILE PKWY	DANIELS PKWY	2LN	E	860	C	342	0.40	C	359	0.42	
22000	PLANTATION RD	DANIELS PKWY	IDLEWILD ST	2LN	E	860	D	702	0.82	D	737	0.86	
22050	PLANTATION RD	IDLEWILD ST	COLONIAL BLVD	4LN	E	1,790	C	726	0.41	C	763	0.43	
22100	PONDELLA RD	SR 78	ORANGE GROVE BLVD	4LD	E	1,890	E	954	0.50	E	1,003	0.53	⁽⁴⁾
22200	PONDELLA RD	ORANGE GROVE BLVD	US 41	4LD	E	1,890	E	1,397	0.74	E	1,469	0.78	
22300	PONDELLA RD	US 41	BUS 41	4LD	E	1,890	E	1,021	0.54	E	1,073	0.57	
22400	PRITCHETT PKWY	SR 78	RICH RD	2LN	E	860	C	78	0.09	D	664	0.77	Stoneybrook North
22500	RANCHETTE RD	PENZANCE BLVD	IDLEWILD ST	2LN	E	860	C	105	0.12	C	110	0.13	
22600	RICH RD	SLATER RD	PRITCHETT PKWY	2LN	E	860	C	62	0.07	C	65	0.08	
22700	RICHMOND AVE	LEELAND HEIGHTS	E 12TH ST	2LN	E	860	C	107	0.12	C	127	0.15	pre-development order res development
22800	RICHMOND AVE	E 12TH ST	GREENBRIAR BLVD	2LN	E	860	C	107	0.12	C	112	0.13	
23230	SAN CARLOS BLVD	US 41	THREE OAKS PKWY	2LN	E	860	C	406	0.47	C	427	0.50	⁽⁴⁾
23000	SAN CARLOS BLVD (SR 865)	MANTANZAS PASS BRIDGE	MAIN ST	2LD	D	1,900	C	1,063	0.56	C	1,117	0.59	constrained
23100	SAN CARLOS BLVD (SR 865)	MAIN ST	SUMMERLIN RD	4LD	D	1,900	C	1,063	0.56	C	1,117	0.59	
23180	SAN CARLOS BLVD (SR 865)	SUMMERLIN RD	KELLY RD	2LD	D	1,180	C	730	0.62	C	767	0.65	
23200	SAN CARLOS BLVD (SR 865)	KELLY RD	GLADIOLUS DR	4LD	D	1,180	C	730	0.62	C	767	0.65	
23260	SANIBEL BLVD	US 41	LEE RD	2LN	E	860	C	496	0.58	C	521	0.61	
23300	SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	2LN	E	1,140	E	1,035	0.91	E	1,088	0.95	
23400	SHELL POINT BLVD	MCGREGOR BLVD	PALM ACRES	2LN	E	860	C	243	0.28	C	255	0.30	⁽⁴⁾
23500	SIX MILE PKWY (SR 739)	US 41	METRO PKWY	4LD	D	1,900	D	1,897	1.00	F	1,994	1.05	
23600	SIX MILE CYPRESS	METRO PKWY	DANIELS PKWY	4LD	E	2,000	B	1,549	0.77	B	1,628	0.81	unincorporated Lee County
23700	SIX MILE CYPRESS	DANIELS PKWY	WINKLER EXT.	4LD	E	1,900	E	1,205	0.63	E	1,362	0.72	unincorporated Lee Co; Cr Mnr RPD/Ok Vill RPD
23800	SIX MILE CYPRESS	WINKLER EXT.	CHALLENGER BLVD	4LD	E	1,900	E	1,136	0.60	E	1,194	0.63	incorporated Lee County
23900	SIX MILE CYPRESS	CHALLENGER BLVD	COLONIAL BLVD	6LD	E	2,860	B	1,136	0.40	B	1,194	0.42	incorporated Lee County
24000	SLATER RD	SR 78	NALLE GRADE RD	2LN	E	1,010	C	365	0.36	C	384	0.38	⁽⁴⁾
24100	SOUTH POINTE BLVD	CYPRESS LAKE DR	COLLEGE PKWY	2LD	E	910	D	631	0.69	D	663	0.73	⁽⁴⁾
24200	SR 31 (ARCADIA RD)	SR 80	SR 78	2LN	D	766	E	778	1.02	F	818	1.07	

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6010 - ALICO RD, 1000' W OF I-75 PTMS 2010 LCPR 10

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	49500 X	0	0	9.00	53.80	9.00
2022	47500 X	0	0	9.00	53.70	8.30
2021	47500 T	0	0	9.00	53.10	7.70
2020	47000 S	0	0	9.00	53.40	4.80
2019	48500 F	0	0	9.00	53.30	3.40
2018	48114 C	0	0	9.00	52.40	3.40
2017	44000 F	0	0	9.00	52.40	4.30
2016	43896 C	E 22423	W 21473	9.00	52.40	4.90
2015	37915 C	E 18433	W 19482	9.00	59.80	5.20
2014	28000 F	E	W	9.00	59.80	3.00
2013	29213 C	E 12064	W 17149	9.00	59.80	4.20
2012	27084 C	E 9725	W 17359	9.00	57.50	3.90
2011	25406 C	E 10942	W 14464	9.00	57.50	3.10
2010	26061 C	E 11693	W 14368	10.10	57.46	3.40
2009	27337 C	E 12407	W 14930	10.19	54.58	4.30
2008	25831 C	E 11650	W 14181	10.77	53.61	8.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Surgery Center Trip Generation

Avg. of 3- Day Count				Highest Single Day			
Hr Begin	In	Out	Total	Hr Begin	In	Out	Total
7:00	14	1	16				
7:15	14	3	17	7:15	19	4	23
7:30	11	3	14				
7:45	8	3	11				
8:00	7	3	10				
8:15	5	2	7				
9:00	7	3	10				
9:15	8	3	11				
9:30	9	4	13				
9:45	9	4	13				
10:00	6	4	10				
10:15	7	4	11				
10:45	6	4	11				
11:00	6	6	12				
11:15	8	6	14				
11:45	8	7	15				
12:00	8	7	15				
12:15	9	8	17				
12:30	8	7	15				
12:45	7	7	14				
1:00	7	6	13				
1:15	6	6	12				
1:30	8	8	16				
1:45	8	7	16				
2:00	8	10	18				
2:15	9	11	20	2:15	13	16	29
2:30	7	9	16				
2:45	7	7	14				
3:00	6	5	11				
3:15	4	5	10				
3:30	4	6	10				
3:45	3	7	10				
4:00	4	10	14				
4:15	4	13	17				
4:30	3	13	16				
4:45	4	13	17	4:45	4	18	22
5:00	2	12	14				

Bldg. Floor Area = 14,800 sq. ft.

Trip Generation Rate (Trips/1,000 sq. ft. Gross Floor Area)

AM Peak Hour	Highest	1.55	trips/1,000 sq. ft.
	Avg.	1.15	trips/1,000 sq. ft.

Pk Hour of Generator	Highest	1.96	trips/1,000 sq. ft.
	Avg.	1.35	trips/1,000 sq. ft.

PM Peak Hour	Highest	1.49	trips/1,000 sq. ft.
	Avg.	1.15	trips/1,000 sq. ft.

ITE Land Use Code 720 (Medical/Dental Office Building)

AM Peak Hour	3.1	trips/1,000 sq. ft.
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Pk Hour of Generator	4.79	trips/1,000 sq. ft.
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PM Peak Hour	3.93	trips/1,000 sq. ft.
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Industrial Park (130)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 27

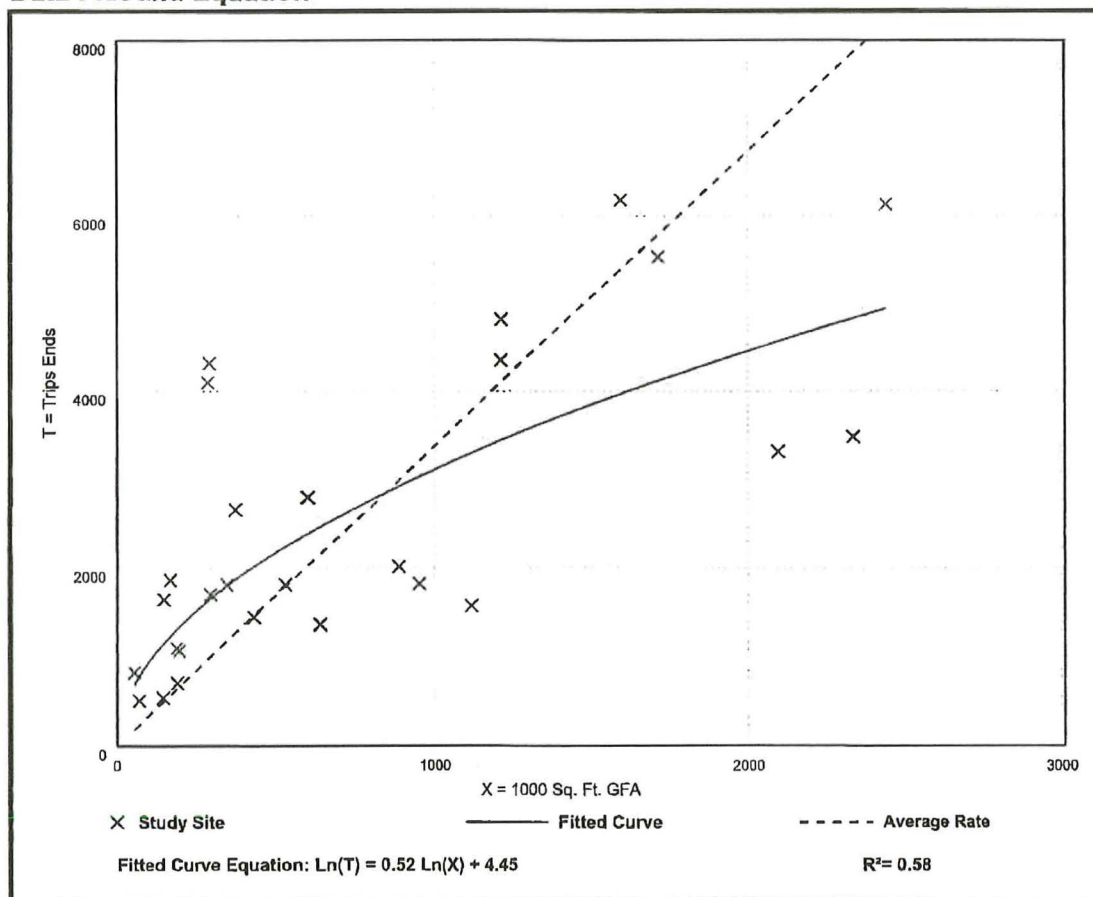
Avg. 1000 Sq. Ft. GFA: 762

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.37	1.41 - 14.98	2.60

Data Plot and Equation



Industrial Park (130)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 34

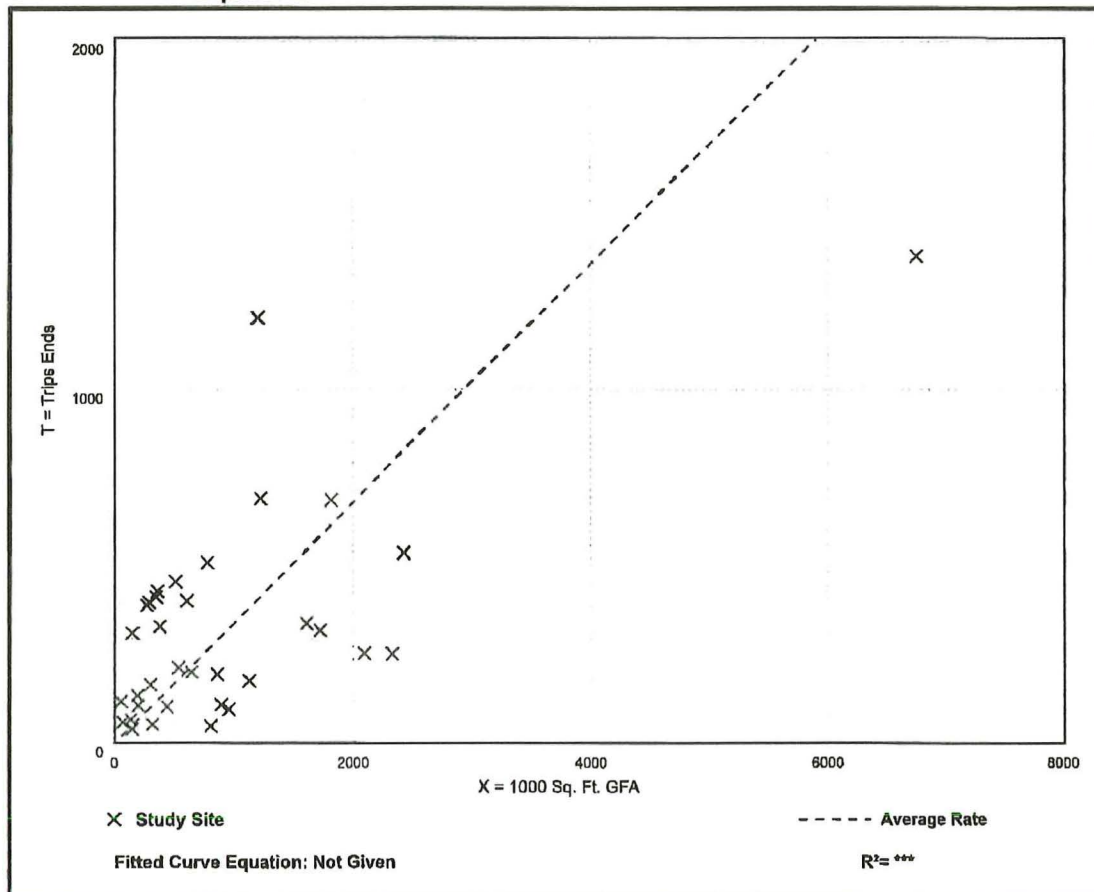
Avg. 1000 Sq. Ft. GFA: 956

Directional Distribution: 81% entering, 19% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.34	0.06 - 2.13	0.33

Data Plot and Equation



Industrial Park (130)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 35

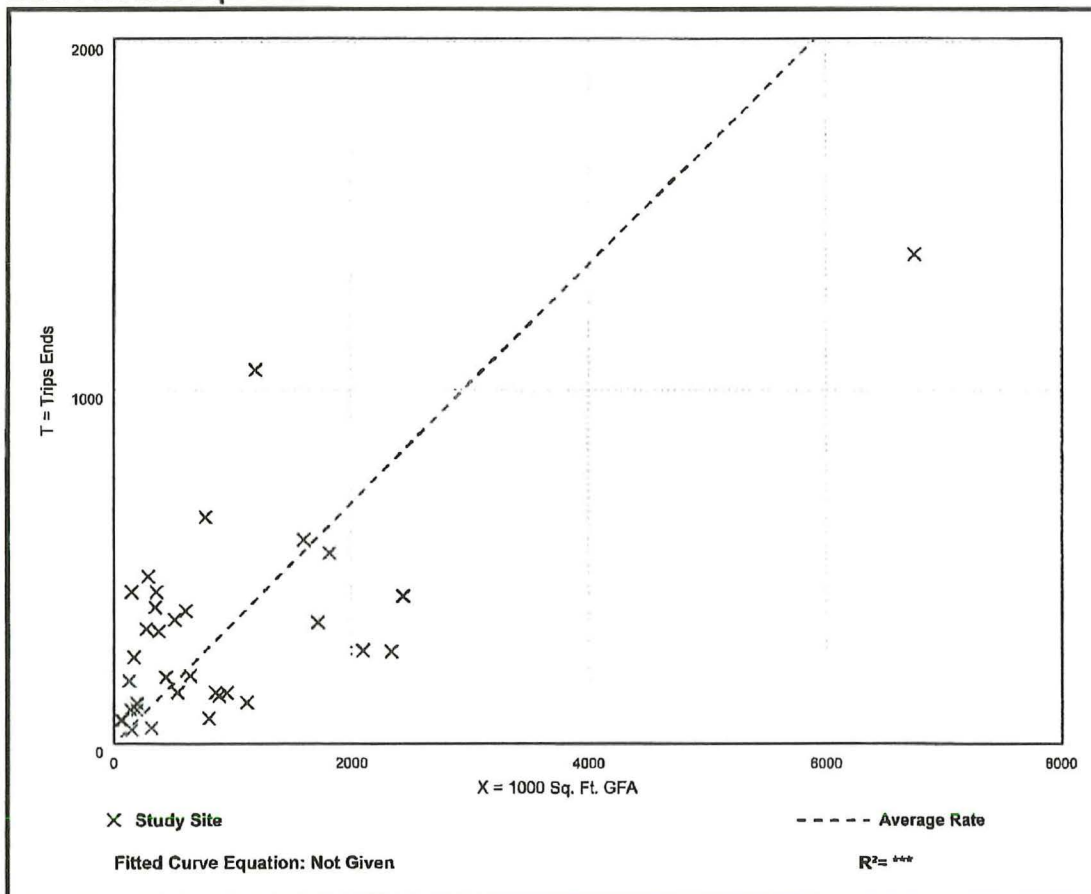
Avg. 1000 Sq. Ft. GFA: 899

Directional Distribution: 22% entering, 78% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.34	0.09 - 2.85	0.36

Data Plot and Equation



General Office Building (710)

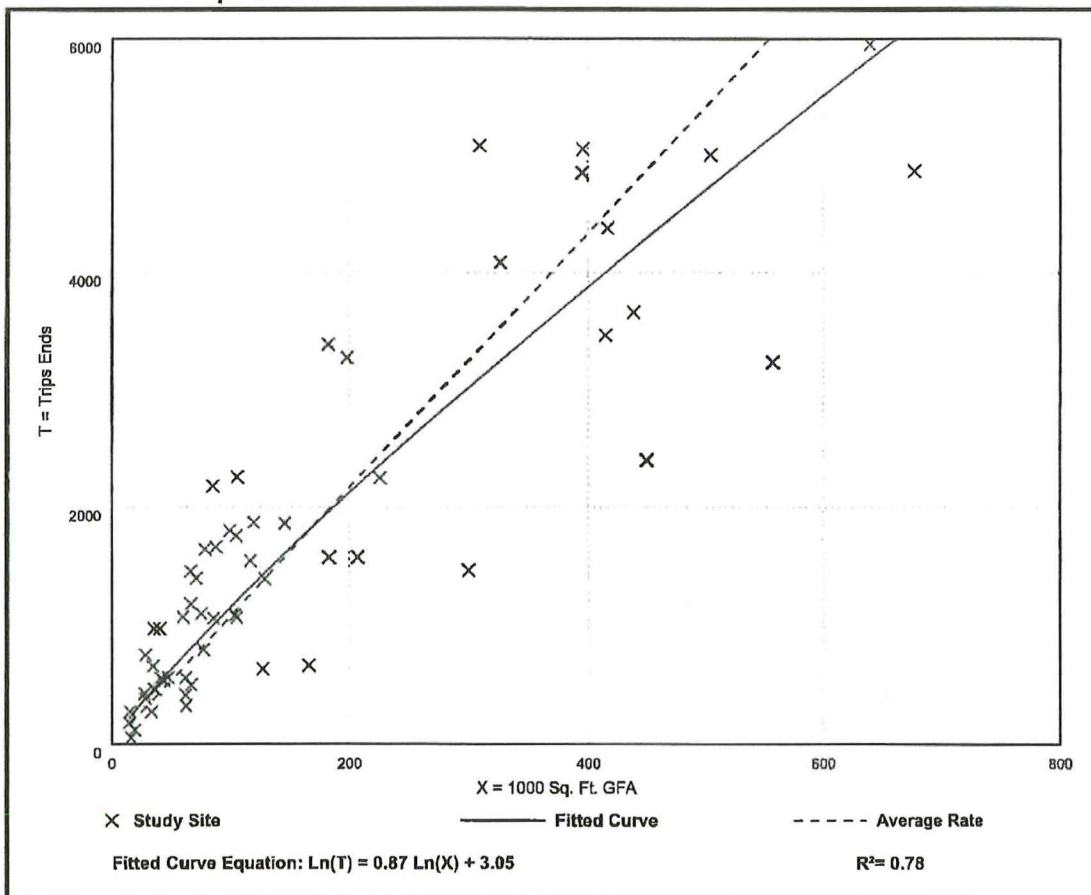
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 221

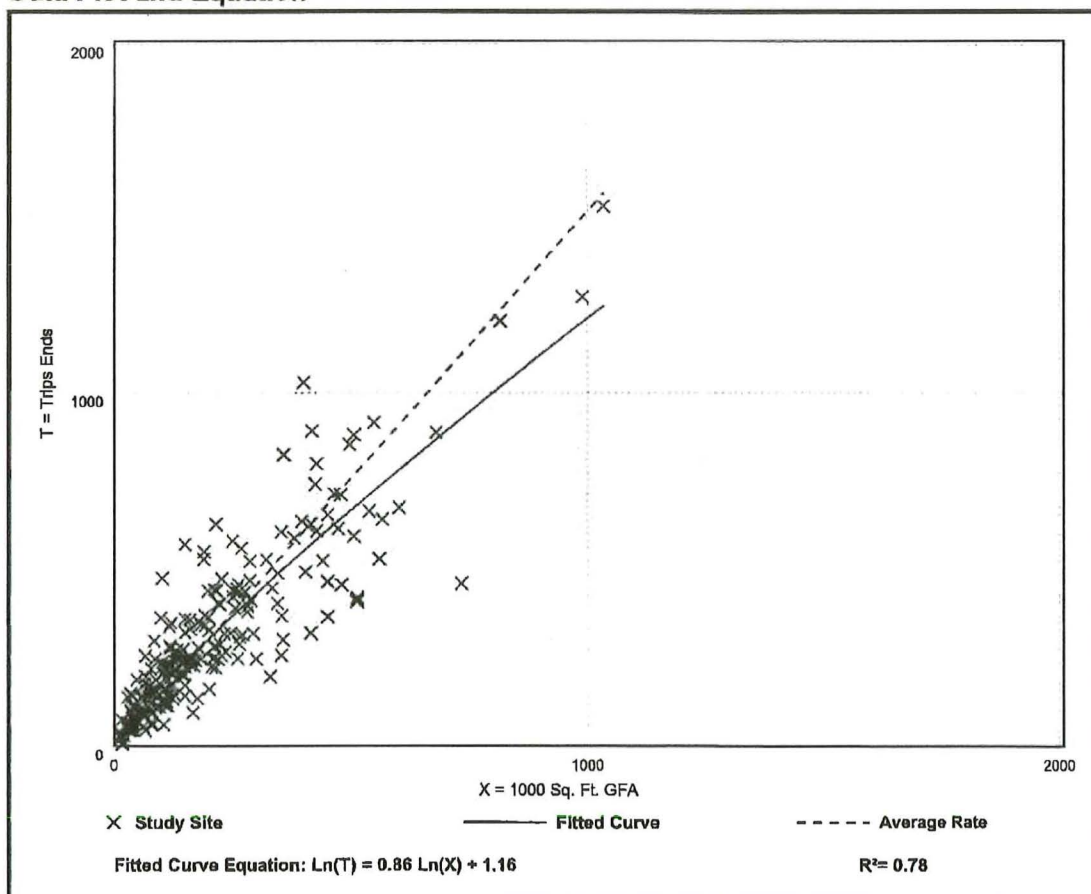
Avg. 1000 Sq. Ft. GFA: 201

Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 232

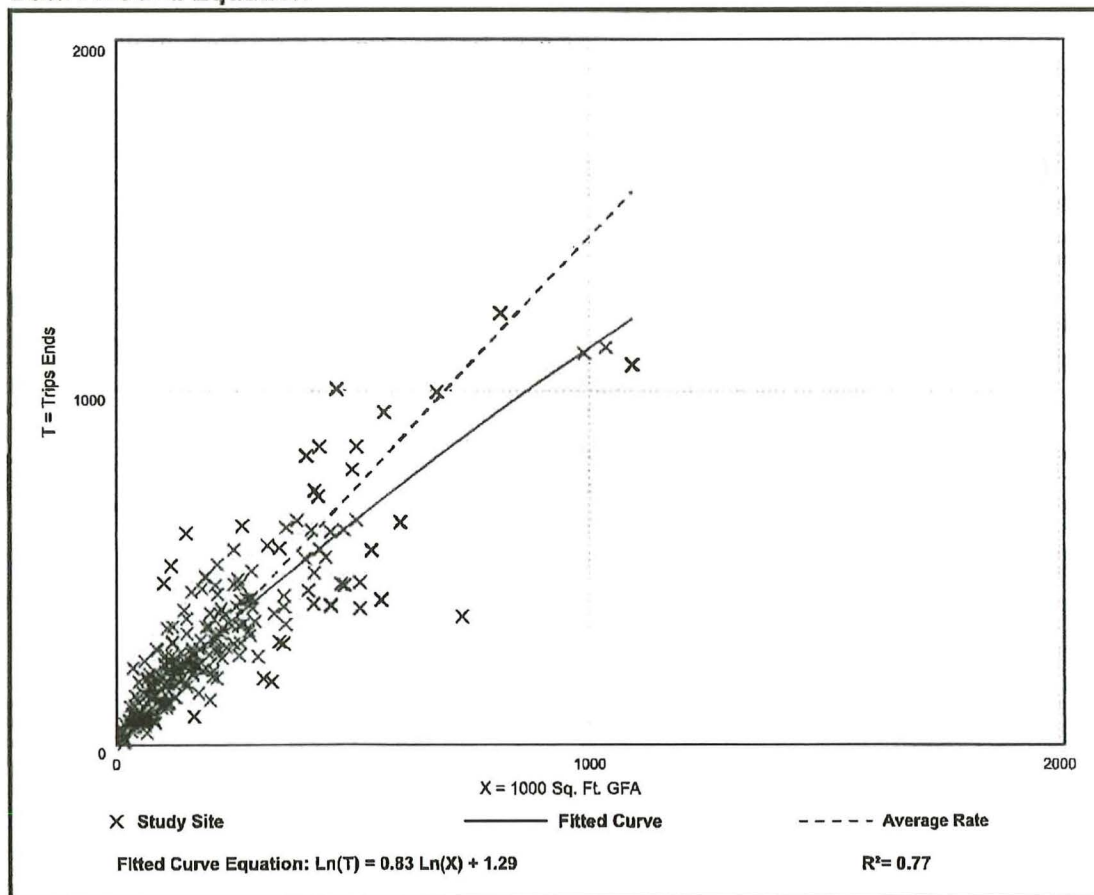
Avg. 1000 Sq. Ft. GFA: 199

Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 18

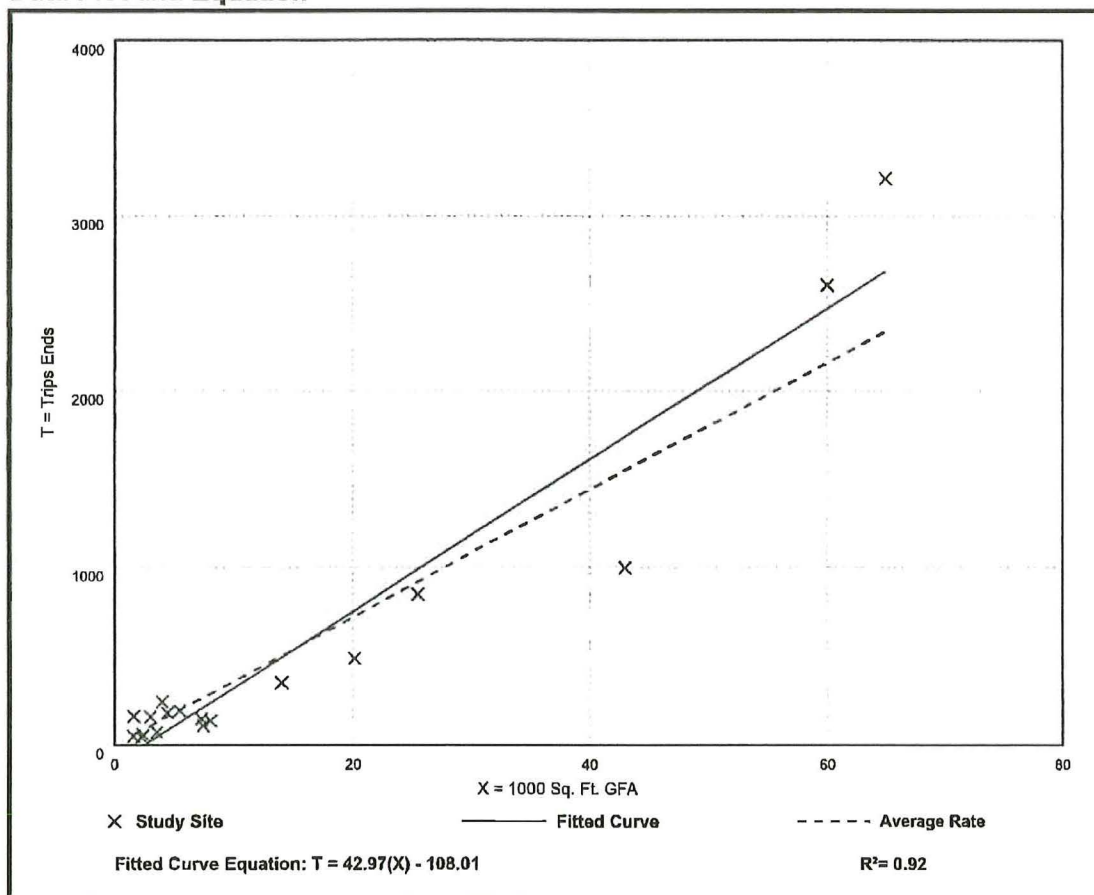
Avg. 1000 Sq. Ft. GFA: 15

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
36.00	14.52 - 100.75	13.38

Data Plot and Equation



Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 24

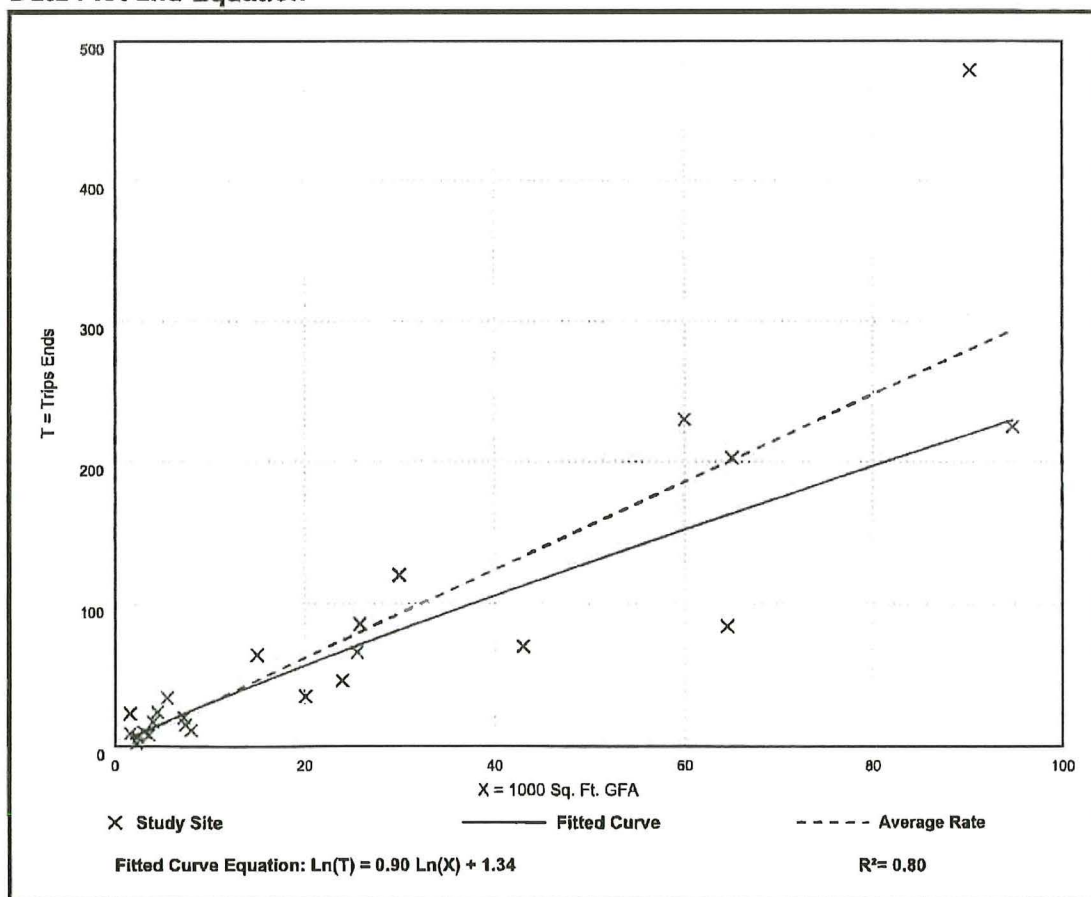
Avg. 1000 Sq. Ft. GFA: 25

Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

Data Plot and Equation



Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

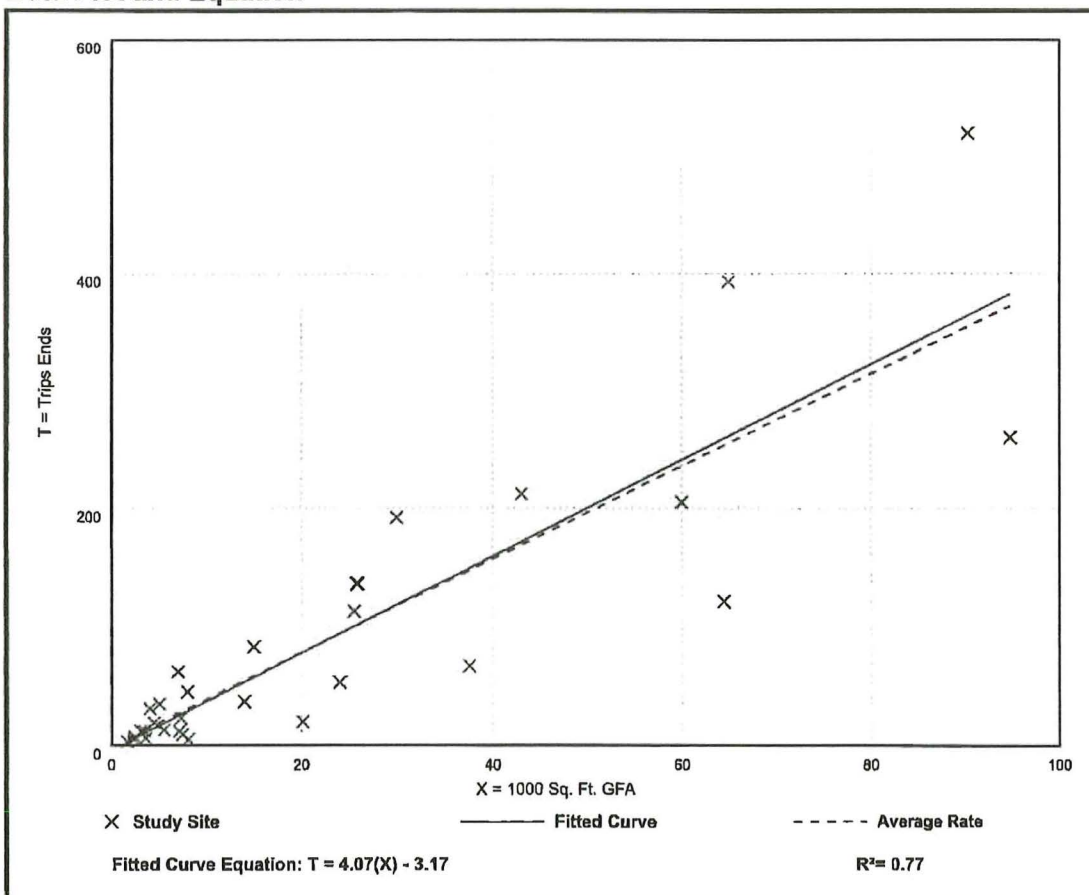
Avg. 1000 Sq. Ft. GFA: 23

Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

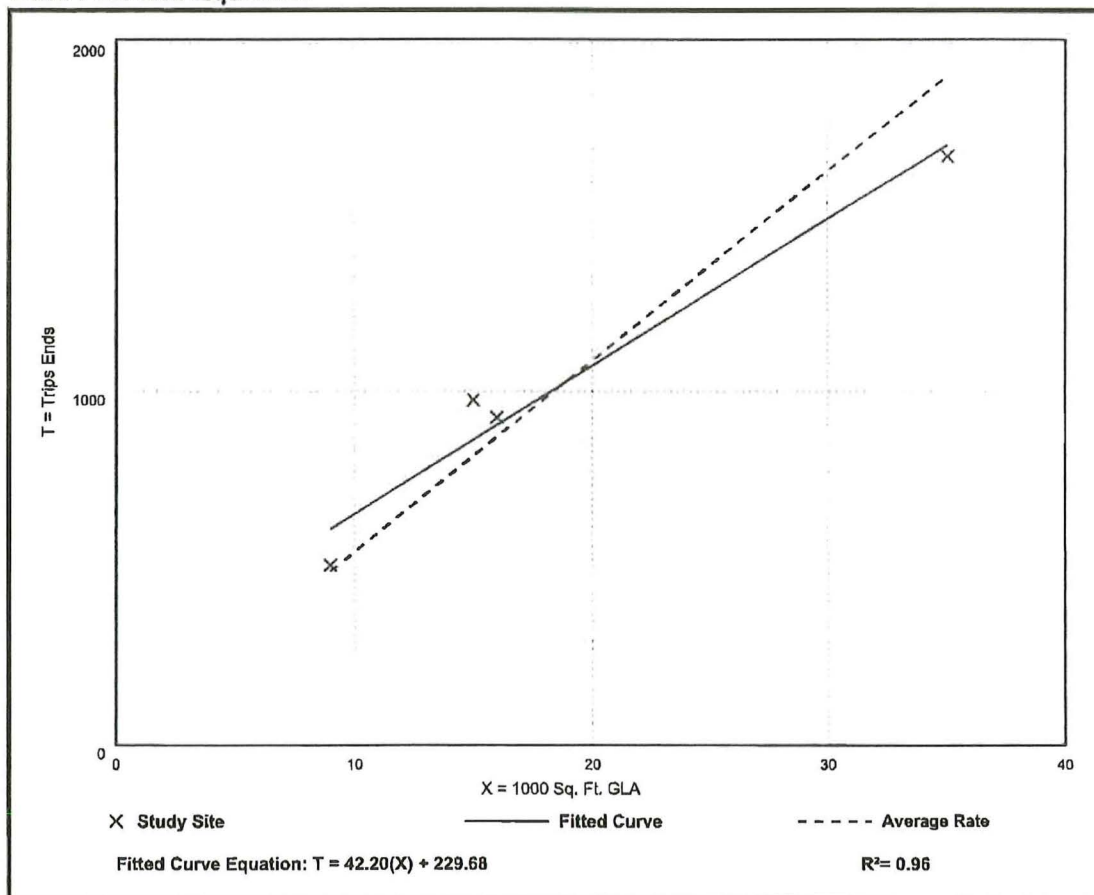
Avg. 1000 Sq. Ft. GLA: 19

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

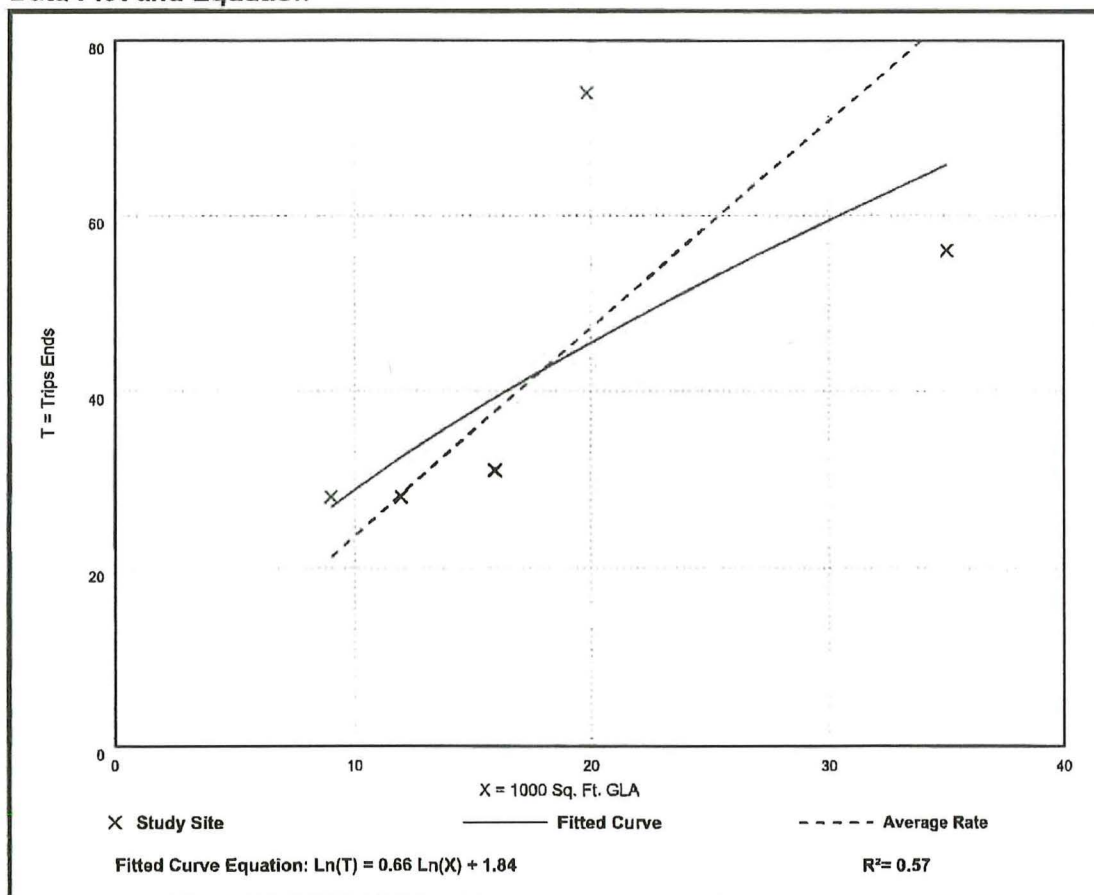
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation

