

SPEATH ENGINEERING

Civil Engineers

December 9, 2024

Brian Roberts, Planner
Lee County Department of Community Development
1500 Monroe St
Fort Myers, FL 33901

RE: Port Pheonix Water Way Marina – DCI2023-00054 – Major PD

Dear Mr. Roberts,

Please find below responses and commentary to the provided comments from staff in your September 10, 2024 letter regarding the Commercial Planned Development Application for Port Pheonix Water Way Marina (DCI2023-00054).

ZONING

1. *A deviation is required from LDC 34-935(b)(1)(b) which requires a minimum setback of 15 feet for all structures and buildings from the development perimeter boundaries for properties to be zoned CPD.*

Deviation 9 has been added to the schedule of deviations with commentary on the restaurant's setback of 4' from the development boundary. The Restaurant is the only building that does not meet the setback requirement, and callouts have been updated on the MCP to delineate the area in which the deviation is seeking relief.

2. *It is the applicant's responsibility to request any approvals required for consumption on premises and provide the required documents in LDC 34-1261 if applicable. The applicant is encouraged to review the land development code requirements and request specific approvals as part of the public hearing process as required. Staff does not have adequate information to evaluate the operation and determine if deviations from the LDC or appropriate conditions are required. Please consider the following: Outdoor Patio Seating Area with COP to be covered? If so, please show this on the MCP. Is there a bar at the private club? Is ordering available from the restaurant for delivery (food/beverage) to the outdoor patio or private club? Is a setback deviation required (34-1264(b)) for COP areas? Is outdoor entertainment anticipated? If so, what are the proposed hours? Are any hours of operation of the private club/outdoor COP proposed?*

Please see attached the COP Summary outlining information from LDC 34-1261 to 34-1265, as well as the updated Consumption On Premises Exhibit, itemizing the relevant locations.

As part of the schedule of deviations, Deviation #11 has been added to request a setback deviation to allow for COP within 500' of single-family residences as part of the PD.

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To answer some of the specific questions, please see below:

- The Outdoor seating area will not be covered by permanent structures.
- There is no bar at the private club.
- On-site ordering from the restaurant to the club or to the outdoor patio will not be available, however ordering and carrying to-go orders to these locations will not be prohibited.
- Setback deviation requested.
- Non-amplified outdoor entertainment is anticipated. Restaurant hours will be from 11am to 10pm.
- Private club open only when the marina is open – 7am – 5pm.

3. *The MCP contains information that is not required in LDC 34-373(a)(6). Please revise the MCP to only include the necessary information. Staff has attached suggested revisions.*

The MCP has been revised to depict all necessary information according to the markups provided in this round of comments. Please see updated Master Concept Plan.

4. *The conservation easement is not correctly reflected on the MCP. Please revise the MCP to correctly reflect the property being rezoned. Please provide a darkened line that clearly indicated the entire area to be rezoned. See Legal comments below for additional information.*

It is understood that the previously submitted Master concept plan did not include all of track D. The MCP has been revised to display the Conservation easement within Tract D and include its total length past Block 1. Additionally, we have outlined the areas that are to be rezoned with a dark dashed line for the CPD & IL rezoning as requested.

5. *LDC 10-296(d)(3) requires a deviation from standards in LDC 10-296 for road design to meet the standards and criteria established by FDOT in the Florida Greenbook with consideration of the Plans Preparation Manual and guidance in AASHTO publications. Please provide reference to accepted publications that allow the reduction in lane width requested in the deviation. See additional comments from DOT below.*

Per the Florida Greenbook, and FDOT standards, a 10' travel lane can be utilized to service commercial activities if truck volumes on the subject roadway are below a certain volume. Please see the attached truck volume analysis. The result of this analysis shows that the proposed truck volumes are within the allowable limits for this roadway category.

6. *Staff notes the 2nd floor balcony (private club) encroaches on an existing FPL easement. Has there been any coordination with the applicable utility regarding the easement?*

The LCEC easement along the previous property line of the IL parcel is a legacy easement from the time of the wastewater treatment plant. The process for vacation of this easement will be conducted at the time of development order processing. It is understood that without vacation of the easement that that proposed structure will not be able to encroach into the

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area currently occupied by the existing easement. As the previous purpose for this easement no longer exists, we do not anticipate any issues with completing the vacation process.

INFORMATIONAL COMMENT: Staff intends to recommend a condition that any operation around the lift well be limited to emergency operations only.

Understood.

INFORMATIONAL COMMENT: Staff has concerns that deviation #1 does not meet the required finding in LDC 34-145(d)(4)(a)(2)(c)(1) which requires deviations to enhance the achievement of the objectives of the planned development.

After review of staff's concerns and the overall site development with the developer, the decision was made to change this valet and staff parking area to asphalt parking. As this area is intended to be a dual use, both parking and staging area during emergencies, deviation #1 has now been modified to request a deviation from internal parking islands. The intent is to be able to utilize this area as a staging area near the lift well, during emergencies, and internal parking islands would disrupt the viability of this area.

INFORMATIONAL COMMENT: Staff concerns regarding the health, safety, welfare, and LDC requirements in 34-2015(2)(e) and LDC 10-610(d)(1)(a) of pedestrian traffic walking across the boat lift area remain.

Understood.

INFORMATIONAL COMMENT: Parking requirements are not evaluated at time of rezoning due to variability of design at development order. However, staff notes that the applicant has not provide parking for the Private Club and Boat Repair & Service and instead notes "Ancillary to Marina Use." Table 34-2020(b) Marina includes Note (1) which reads: Accessory or ancillary uses must be calculated separately and in compliance with this division. Based on this note adequate parking onsite is not provided. Additionally, any outdoor seating at the restaurant/COP area must be calculated as restaurant square footage for parking requirements in accordance with Table 34-2020(b). Additional information will be required at time of development order to establish the required parking is met.

Parking spaces have been recalculated to include the Private Club and Boat Repair & Service. Total required parking spaces has been updated and the parking deviation has been updated accordingly.

TIS

1. *The MCP uses and square footages are not consistent with the TIS. The outdoor seating should be included in the trip generation. Will there be additional outdoor seating around the restaurant as hatched out on the MCP? The 4,635sf of storage associated with the marina LUC needs to be separated based on the LUC description for Marina. Will it be used for the repair center?*

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Restaurant square footage will be a maximum of 10,000 square feet including interior square footage currently planned at 7,500 SF, and 2,500 SF of outdoor seating area. The MCP and COP diagram have been updated accordingly.

Storage is specifically for marina operations. Within these storage areas it is intended to store the following: ground stands and jacks, spare bunker boards, spare bolts/ties/connectors for rack adjustments, ladders, hoses, fenders, spare parts for crane, dock tending tools, spill containment booms, dock repair tools and parts (bumpers, cleats, etc.), and other items required to have on hand for daily operation of a marina. Storage will not be utilized for the maintenance & repair facility.

The TIS has been updated to identify the 7,500 sf building and 2,500 sf outdoor seating within the commentary, however the trip generation and overall analysis has remained the same as the previous TIS version.

DOT

Staff acknowledges the justifications provided for the requested deviation from the technical standards in LDC section 10-296(e) - Street Design and Construction Standards for Inlet Dr, a County-maintained suburban local street (Deviation 9).

1. *Please provide additional information/justifications to demonstrate that the proposal to remain the 20-ft lane width will be able to accommodate all anticipated vehicles, including commercial trucks without any adverse impacts to the Inlet Dr right-of-way.*

Please see attached Autoturn exhibit showing the navigation of a WB-40 truck into the site while maintaining operation within the 10' lane. Additionally, see attached Truck Volume Analysis showing compliance with a roadway of this category for the proposed use.

2. *Please provide plan(s), sealed by a registered professional engineer, that accurately reflect the applicant's alternative proposal for the Inlet Dr right-of-way. The requested plan must show and specify typical cross section(s) for the proposed and existing improvements to the Inlet Dr right-of-way with information on dimensions, elevations, cross and side slopes and related information/specifications in comparison with the street design and construction standards for a suburban local street in LDC Section 10-296.*

Per our discussion, full roadway plans will be provided at time of Development Order processing, however the attached Autoturn exhibit shows the limit of the proposed 10' lanes (20' total road width) in the configuration proposed for Inlet Drive.

According to Lee County Community Development code 10-296(d)(3) a deviation from the roadway standards outlined in 10-296 may be applied for but "must meet the standards and criteria established by FDOT in the Florida Greenbook with consideration of the Plans Preparation Manual and guidance in AASHTO publications".

SPEATH ENGINEERING

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According to the Florida Greenbook Table 3 – 20 Minimum Lane Widths Footnote Section on Chapter 3's pg. 57 Footnote number 3 states the following "In constrained areas where truck volumes are low and speeds are < 35 mph, 10' lanes may be used."

To meet the requirements of this footnote, Speath Engineering has generated a Truck Volume analysis report utilizing the 2018 FDOT Florida Greenbook and ITE trip generation 11th edition as well as the FDOT Online Traffic Portal to evaluate the truck volume for inlet drive and its standing compared to what is classified as a low truck volume. According to the Florida Greenbook chapter 13 page 138, C.13 states that a very low-volume local road is classified as (ADT less than or equal to 400 trips per day). Delineated in the Truck Volume analysis the total Daily Truck Volume (DTV) for inlet drive was determined to be 124 trips which is significantly lower than what is classified as a low volume road. As this meets half of the requirements in Footnote 3, we have also attached in the report google map imaging showing this roadway posted speed is below 35mph, therefore sufficiently meeting the criteria of the Greenbook deviation standard.

ENVIRONMENTAL

1. *LDC Section 10-416(d)(6) applies to all roads, drives, parking vehicle use areas that are within 125 feet from residential uses. The development is proposing vehicle use areas along the west, south, and a portion of the north that are all within 125 feet from single-family residential lots. The applicant must provide a 30-foot-wide, Type-F buffer or a 25-foot-wide buffer with a wall setback 25 feet from the property line. Deviation #3 is incomplete and cannot be enforced the way it is written because the applicant has not provided individual "to allow" statements for each buffer area.*

We have itemized this deviation section to include all the non-conformant buffers of which we are requesting relief. The MCP now reflects the itemized deviations for (2a-2e) as we have delineated each with callouts. Additionally, "To allow" statements have been added to each of the revised deviations so that they are now enforceable. Please see attached schedule of deviations.

2. *Revise Deviation #3 to itemize each requested deviation (i.e. 3a., 3b. etc). Provide a "to allow" statement stating the width of the buffer and the content of the buffer, for example five trees per 100 linear feet and a hedge row. This will provide a clear buffer description for each side of the development where LDC Section 10-416(d)6 is required.*

It is understood that the reviewer is requesting the itemization of the 10-416(d)(6) deviation. In our numbering sequence this deviation is delineated as number 2 and can be found in the schedule of deviations as such. Furthermore, the schedule of deviations has been revised to delineate the itemized deviations (2a-2e) for each of the proposed non conformant buffers. Each of the proposed non-conforming buffers requested in this set of deviations will meet

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all the requirements for the Type-F buffer other than the standard width. Please refer the Schedule of deviations for an explanation of each itemized request.

3. *Revise the Master Concept Plan to depict deviation 3a, 3b, etc.*

The MCP has been revised to depict the itemized deviations (2a-2e) for each of the proposed nonconformant buffers. (clarification: reviewer's intent is the deviation currently delineated as #2)

4. *Cross sections for particular property lines have been provided. Revise to provide cross sections for each area that the applicant is requesting a deviation from to provide details to demonstrate compatibility.*

Applicable cross sections have been added and revised in the landscape exhibit accordingly. Additionally, we have delineated the individual deviations correlating to each proposed buffer where it is applicable.

5. *The entry road will need to be included in Deviation #3. Provide the details as described above.).*

All buffers related to the entry road have been added to the schedule of deviations and additionally have been delineated on the MCP accordingly.

NATURAL RESOURCES

1. *Please detail the marina operation methods that will be implemented to ensure state water quality standards are met per Lee Plan policy 128.4.10.*

Please refer to Section XVI of the "SHM-Safety-Program-Port Phoenix.pdf", page 348 of the PDF. These proposed operation methods and best practices proposed for the site to ensure state water quality standards. Additional compliance will also be completed directly through applicable state agencies, including the Florida Department of Environmental Protection.

2. *Is the applicant proposing to provide a fuel and/or oil contingency plan, per Lee Plan policy 128.5.3, prior to issuance of local development order?*

Fuel / Oil spill and containment procedures are outlined within the provided Safety Program documentation, however a separate fuel/oil contingency plan can be prepare and provided during Development Order / FDEP review, as necessary.

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LEGAL

Sec. 34-202(a). Submittal requirements for applications requiring public hearing.

(5) Please provide a legal description and sketch in accordance with the requirements of Lee County LDC §34-202(a)(5). The legal description and sketch to accompany legal description was not revised to include "Tract D" of Waterway Estates Unit 2 PB 12 Pg. 64.

The legal description denoted on the boundary survey has been revised to include Tract D. Please refer to the updated boundary attached to this submittal.

(6) Please provide a boundary survey of the subject property in accordance with the requirements of Lee County LDC §34-202(a)(6). The boundary survey was not revised to include "Tract D" of Waterway Estates Unit 2 PB 12 Pg. 64.

The boundary survey has been revised to include Tract D of Waterway Estates Unit 2 PB 12 Pg. 64. Please see attached updated boundary survey.

PLANNING

1. *Add analysis of the following policies and objectives to the Lee Plan Analysis sent via email on 8/12/2024:*
 - Policy 1.1.5 regarding the Suburban Future Land Use Category
 - Policy 1.1.8 regarding the Public Facilities FLUC
 - Objective 2.1 (Development Location)
 - Objective 2.2 (Development Timing)
 - Objective 4.1, Water, Sewer, and environmental Standards -- Specifically Policies 4.1.1, 4.1.2, 4.1.3, and 4.1.4
 - Policy 6.1.1
 - Policy 6.1.3
 - Policy 6.1.4
 - Policy 6.1.7

An amended version of the Lee Plan Analysis has been generated to address the above Policies and Objectives. Please see the attached updated Lee Plan Analysis.

Please do not hesitate to contact me at 239-365-1005 or at mspeath@speathengineering.com if you require any further information or if there are any questions related to this submittal.

Sincerely,



Matthew S. Speath, P.E.

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PROJECT NARRATIVE

Proposed is a rezoning from CPD Commercial Planned Development and IL Light Industrial to CPD (Commercial Planned Development) for the Safe Harbor Waterway Marina Property. The proposed rezoning will permit the construction of a new commercial marina with four new commercial building structures.

The site consists of surface parking, vehicular circulation, stormwater management, landscaping, and marine improvements. The four proposed structures include a retail/office/ships store structure, restaurant structure, 239 dry-slip boat barn, and a maintenance and member structure. In addition, 44 wet slips are proposed around the perimeter of the site.

The four structures proposed on the property include the following:

- Marina Building, with 1,800 SF of Retail and 1,400 SF of Office Space. This building is intended as the main point of operations and service for the marina with administrative, sales, and leasing offices, bathrooms, and ship's store.
- Restaurant Building, with up to 10,000 square foot restaurant (7,500 square feet contained within the restaurant structure, and 2,500 square feet proposed as outdoor seating space).
- Boat barn with 239 indoor dry-rack boat slips which are launched and racked using a rail-mounted crane system.
- Maintenance and member building with a 4,525 SF private club for Safe Harbor members, 700 SF of office space, 4,635 SF of storage, and a Boat repair and service section comprising 5,400 SF.

Additionally, as part of this development request, we are requesting the use of Consumption on Premises. The consumption on premises is intended for outdoor restaurant uses and specific member areas on-site. In total there are three areas included in the consumption on premises request, a 2,850 square foot area outside of the maintenance and member building intended to be utilized during special member events where outdoor areas around the building may be utilized, 2,500 square foot area along the exterior of the flagship Restaurant situated at the southeast corner of the property, and 2,150 square foot marina patio area outside of the Marina Building.

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SCHEDULE OF DEVIATIONS

- 1. Deviation from 10-416 (c)(2): requiring internal and end landscape islands within parking lot areas to allow a for an unobstructed parking lot area at the southwest corner of the development with no landscaping for the purpose of maintaining an operable boat triage staging area.**

The intent of deviating from the outlined sections above is to allow the employee and valet parking lot to act as a boat triage area during emergencies with unobstructed work in the vicinity of the southwest portion of the proposed project. The area between the boat lift well (to be utilized only in emergencies), and the maintenance building, is intended to be utilized for this boat triage purpose. The proposed open area is proposed to be screened by buffers from adjoining residential properties, and will have no adverse effects to the health, safety, and welfare of the public; while simultaneously providing a service to the community and County during post-storm cleanups.

- 2. Deviation from section 10-416 (d)(6) required combination berm and solid wall of no less than 8' in height for roads, drives or parking areas situated within 125 feet of a residential property, to allow for the following (2a-2e) outlined deviations.**

The intent of deviating from the outlined section above is to allow the following: There are 5 sections throughout the proposed development where the buffer requirements are not able to meet the standard outlined in section 10-416(d)6). Please see below 2A. through 2E for each itemized buffers and related deviation requests.

2a.) Deviation from section 10-416 (d)(6) requiring a combination berm and solid wall of no less than 8' in height for roads, drives or parking areas situated within 125 feet of a residential property, to allow for no buffer along the first 100 feet in length of drive.

The intent of deviating from the outlined section above is to allow for no buffer along the first 100 feet in length of project access drive, in order to keep the entrance in its original and current configuration without impacting the de facto secondary frontage yards of the two adjoining properties (north and south). The entrance driveway to the subject property (part of this CPD request) is situated on a 50-foot wide strip between two single-family residences. This portion of the entrance drive to the proposed project is currently constructed, and mirrors the remainder of Inlet Drive, however this small strip of land that acts as access to the subject property is actually a part of the overall CPD property assemblage, not right-of-way. Currently and historically this 50' wide portion of property has operated the same as the remainder of inlet drive, with even one neighbor having driveway connecting to the existing subject property entrance drive and both neighbors having lawns which currently extend to the edge of the existing asphalt.

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2b.) Deviation from section 10-416 (d)(6) required combination berm and solid wall of no less than 8' in height for roads, drives or parking areas situated within 125 feet of a residential property, to allow a varying width landscape buffer of 12 to 30 feet.

The intent of deviating from the outlined section above is to allow a varying width landscaped buffer of 12 to 30 feet wide along the Northwestern property line for the access drive situated less than 125 feet away from the adjacent residential properties. All other additional Type F requirements shall be met including 10 trees per 100 linear feet and a double row hedge at a minimum height of 4'

2c.) Deviation from section 10-416 (d)(6) required combination berm and solid wall of no less than 8' in height for roads, drives or parking areas situated within 125 feet of a residential property, to allow a varying landscape buffer of 4 to 33 feet.

The intent of deviating from the outlined section above is to allow a varying width landscaped buffer of 4 to 33 feet wide along the Northwestern property line, for the access drive situated less than 125 feet away from the adjacent residential properties. The buffer will consist of the type F code requirements with 10 trees per 100 linear feet and a double row hedge at a minimum height of 4'.

2d.) Deviation from section 10-416 (d)(6) required combination berm and solid wall of no less than 8' in height for roads, drives or parking areas situated within 125 feet of a residential property, to allow a varying width landscape buffer of 9 to 15 feet.

The intent of deviating from the outlined section above is to allow a varying width landscaped buffer of 9 to 15 feet wide along the western property line, with parking situated 118 feet away from the adjacent residential properties to the northwest. Given the distance to the edge of the residential properties is only slightly under the requirement of 125', we are requesting a reduction in the required buffer. (For reference example, the parking situated 118' away would require no buffer at all if moved an additional 7'. The buffer will consist of the type F code requirements with 10 trees per 100 linear feet and a double row hedge at a minimum height of 4'.

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2e.) Deviation from section 10-416 (d)(6) required combination berm and solid wall of no less than 8' in height for roads, drives or parking areas situated within 125 feet of a residential property, to allow an 8-foot-wide landscape buffer.

The intent of deviating from the outlined section above is to allow an 8-foot-wide landscape buffer along the southern property line to screen the proposed valet parking area, with parking situated 110 feet away from the adjacent residential properties to the South. Given the distance to the edge of the residential properties is only slightly under the requirement of 125', we are requesting a reduction in the required buffer. (For reference example, the parking that is situated 110' away would require no buffer at all if moved an additional 15'). The buffer will consist of the type F code requirements with 10 trees per 100 linear feet and a double row hedge at a minimum height of 4'.

3. Deviation from section 34-935(f)(1)(e) buildings may be as tall as 45 feet above minimum flood elevation with no more than three habitable stories, to allow a building height of 57' above BFE.

The intent of deviating from the outlined section above is to allow a building height of 57' above BFE for the proposed boat barn. This property development includes only one structure that will not meet the height requirement set forth by code, which is the indoor dry-stack boat storage boat barn. The intent is to deviate from the requirement of a maximum 45' building height for the proposed dry slip Boat Barn to exceed this height requirement at a maximum height of 57 feet above base flood elevation. No other proposed structures for this site will exceed the height requirement.

4. Deviation from section 34-2194(b) buildings and structures may not be placed closer than 25 feet to a canal or to a bay or other water body, to allow for a 4', 12' & 15' waterbody setback for three of the proposed structures on site.

The intent of deviating from the outlined section above is to allow for the placement of 3 proposed structures closer than the 25' setback requirement. We are requesting that the restaurant building be placed with a 4' waterbody setback, the office and ships store building placement at a 15' waterbody setback, and the maintenance & member building be placed at a 12' waterbody setback. Setback deviations are related to site configuration, site constraints, and the water-dependent uses on the property. This setback deviation request mirrors the previously approved waterbody setback in the prior zoning approval.

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- 5. Deviation from section 33-1543(a) Requiring Landscape buffers for high density or high intensity development abutting a subdivided lot in an existing large lot residential subdivision must utilize, at a minimum, a 30-foot buffer width, to allow no buffer for the first 100' length of drive into the property and to allow tapered buffers on both sides for significant screening thereafter.**

The intent of deviating from the outlined section above is to allow the following: The location where the property directly abuts single-family residences is limited to a small portion of property approximately 50' wide, that is situated between two single family residences. The portion of property in question currently functions the same as the 50' ROW for inlet drive and will continue to function in this manner). The current configuration results in residential lots which act as though they are dual-frontage corner lots, although in practice it is a private piece of property between them instead of a right of way. (See Deviation #2a) It is our intent to continue to operate this portion of the property as the same as the Inlet Drive ROW for the first 100 feet to keep the integrity of the residential lots intact. The portion of the property past the single-family homes is intended to have a tapered buffer along the entrance drive on each side of the road providing a buffer of 4' to 33' in width. This proposed buffer will provide significant screening from the residences to the parking and marina operations within the subject property.

- 6. Deviation from section 34-2016(4) Requiring that Parking must be developed throughout the site utilizing the same degree of angle, to allow the use of varying angled parking spaces.**

The intent of deviating from the outlined section above is to allow the use of varying angled parking spaces throughout the site. For the East, North and Southern parking lots we have provided parking at 90 degrees. We are seeking relief for the western parking lot as the spaces have been proposed at 45 degrees. The western parking lot is intended to be utilized by members-only, and is a completely separate portion of the site, therefore different angle configuration parking spaces do not in practice conflict with each other.

- 7. Deviation from section 34-2020 Requiring that a total of 293 spaces must be provided on the site, to allow for a total of 214 spaces.**

The intent of deviating from the outlined section above is to allow a total of 214 parking spaces for the proposed development. The intent is to request a deviation from the outlined requirement of 293 parking spaces to be provided for the overall site. The MCP delineates a total of 214 spaces with 158 standard and 56 non-stacked valet/employee spaces. We are requesting relief for the additional 79 spaces that are deficient with the current site design. According to Section 34-2020 (c) minimum required parking may be reduced up to 5 percent if there is a sidewalk connection to the Bikeways/Walkways

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Facility Plan - Planned Facilities and Existing Facilities, Map 3D of the Lee Plan. We have reviewed this County Map and compared GIS imagery of the existing pedestrian walkway connection to the site. The connection starts from Birkdale Avenue heading East to Orange Grove Blvd North where the Inlet Drive Pedestrian walkway connects perpendicular and will route pedestrian traffic to the site. As a part of this submittal, we have attached a schematic delineating pedestrian traffic navigation to the proposed site. Additionally, 15 bike racks will be provided on site in accordance with section 10-610(e)(3) where this provided number of racks will amount to 5% of the total required parking. It should be noted that many of the parking spaces as calculated double-count the required parking, as members who utilize the member's building will have already been calculated for their boat slip within the marina required parking, however the code requires these parking spaces be calculated and added separately. [Additionally, it should be noted that the previously approved Planned Development on the property (Z-06-065) requested and received a parking deviation from 236 total spaces to 164 total spaces]. The previously approved parking reduction deviation totaled a 30.5% reduction. The current proposed parking reduction deviation totals 27.0%.

8. Deviation from section 10-291 Requiring Access Roadway to meet the minimum standards outlined in the subject section to allow for a 20' wide roadway with a single sidewalk.

The intent of deviating from the outlined section above is to allow the following: Inlet Drive is a suburban local street with open drainage. Per section 10-291, a local street that serves a commercial use should have lanes of 11 feet in width with sidewalks on both sides of the roadway. Current roadway width varies approximately 19.5' to 20' in width. Widening the roadway an extra two feet would adversely impact local residents that front the existing roadway. After discussions with both local residents and Lee County DOT, the wish is to have the least invasive improvements possible along inlet drive, with the single sidewalk along the north side remaining as-is, and the roadway milled and resurfaced to provide a new surface and consistent 20' width along the entire length from Orange Grove Boulevard to the project entrance drive.

9. Deviation from section 34-935(b)(1)(b) Requiring a minimum setback of 15 feet for all structures and buildings from the development perimeter boundaries for properties to be zoned CPD, to allow for a 4' boundary setback.

The intent of deviating from the outlined section above is to allow the following: The intent is to request a deviation from the outlined requirement for the placement of 1 proposed structure on site that does not meet the 15' setback from perimeter boundary. We are requesting that the restaurant building be placed with a 4' boundary setback. Setback deviations are related to site configuration, site constraints, and the water-dependent uses on the property. This setback deviation request mirrors the previously approved waterbody setback in the prior zoning approval.

SPEATH ENGINEERING

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10. Deviation from section 10-296(2)(5)(iii)(b) Requiring Inlet Drive a Local Street to meet the minimum standards outlined in the subject section to allow for a 20' wide roadway with a single sidewalk.

According to Lee County Community Development code 10-296(d)(3) a deviation from the roadway standards outlined in 10-296 may be applied for but "must meet the standards and criteria established by FDOT in the Florida Greenbook with consideration of the Plans Preparation Manual and guidance in AASHTO publications".

According to the Florida Greenbook Table 3 – 20 Minimum Lane Widths Footnote Section on Chapter 3's pg. 57 Footnote number 3 states the following "In constrained areas where truck volumes are low and speeds are < 35 mph, 10' lanes may be used."

To meet the requirements of this footnote, Speath Engineering has generated a Truck Volume analysis report utilizing the 2018 FDOT Florida Greenbook and ITE trip generation 11th edition as well as the FDOT Online Traffic Portal to evaluate the truck volume for inlet drive and its standing compared to what is classified as a low truck volume. According to the Florida Greenbook chapter 13 page 138, C.13 states that a very low-volume local road is classified as (ADT less than or equal to 400 trips per day). Delineated in the Truck Volume analysis the total Daily Truck Volume (DTV) for inlet drive was determined to be 124 trips which is significantly lower than what is classified as a low volume road. As this meets half of the requirements in Footnote 3, we have also attached in the report google map imaging showing this roadway posted speed is below 35mph, therefore sufficiently meeting the criteria of the Greenbook deviation standard.

11. Deviation from section 34-1264(a) requiring no establishment for the sale or service of alcoholic beverages for consumption on the premises may be located within 500 feet of 2. A dwelling unit under separate ownership, except when approved as part of a planned development, to allow consumption on premises as part of the planned development within 500 feet of a dwelling unit.

To meet the requirements of this section, to allow consumption on premises areas within 500 feet of a dwelling unit, this deviation is requested. The consumption on premises is consistent with typical ancillary uses within the marina, and the wish to integrate both indoor an outdoor uses. Three areas on the site have been identified within the Consumption on Premises exhibit are a 2,850 square foot area along the Member's building, 2,500 square feet of outdoor seating adjacent to the restaurant, and 2,150 square feet of marina patio seating area adjacent to the Marina building. The locations of the consumption on premises is directly adjacent to other building uses within the site and does not present any additional undue impact on residences within 500 feet, across the canal.

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PROPERTY DEVELOPMENT REGULATIONS TABLE

SITE INFO		REQUIRED	PROPOSED
MINIMUM LOT AREA & DIMENSIONS	-----	Lot Area: 20,000 SF Lot Width: 100 FT Lot Depth: 100 FT	7.34 AC Irregular Irregular
SETBACKS	-----	Side Yard: 15 FT Rear Yard: 15 FT Street: 15 FT Waterbody: 25 FT	N/A N/A N/A 4.0' (Restaurant) 15.0' (Marina Bld) 12.0' (Member)
MAX BUILDING HT.	-----	45	57' (Boat Barn) 45' (All Other Bld)
MAX LOT COVERAGE	-----	40 %	24.6%
PROPOSED STRUCTURES	Structures	Uses	SF Provided
	Boat Barn	Dry Storage	49,000 SF
	Maintenance & Member Building	Storage 1 st Fl	3,400 SF
		Storage 2 nd Fl	1,235 SF
		Private Club 2 nd Fl	4,525 SF
		Office 2 nd Fl	700 SF
		Boat Repair and Service	5,400 SF
	Restaurant Building	Restaurant	10,000 SF
	Office & Ships store	Retail Office	1,800 SF 1,400 SF
	TOTAL STRUCTURE SF=		<u>77,460 SF</u>
FUTURE LAND USE	Suburban & Public Facilities	-----	-----
STRAP NUMBERS	16-44-24-030030A.0000 16-44-24-030030B.0000 16-44-24-03-0030B.00A0	-----	-----
PLANNING COMM.	North Fort Myers	-----	-----
FOLIO NUMBERS	10162893 10162894 10162895	-----	-----
BOAT SLIPS	Dry	-----	239
BOAT SLIPS	Wet	-----	44

44 W FLAGLER ST | SUITE 1850 | MIAMI, FLORIDA 33130
10491 SIX MILE CYPRESS PARKWAY | SUITE 280 | FORT MYERS, FLORIDA 33966
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TOTAL OPEN SPACE	-----	2.07 AC (30% of Lot Area)	2.1 AC (30.3%)
PARKING	Use	Rate	Provided
	Restaurant, 10,000 SF	14 / 1000 sf = 140 spaces	Standard = 158 Valet = 56
	Office, 2,100 SF	1/300 sf = 7 spaces	
	Retail (Ships Store), 1,800 SF	1/ 250 sf = 8 spaces	
	Private Club (4,525 SF)	1 space/100sf 4,525 SF / 100 = 46	
	Boat Repair & Service	3 Services Bays (5 spaces/bay) + 7 employees = 22	
	Dry slips (239)	1 space/5 slips = 48 spaces	
	Wet slips (44)	1 space/2 slips = 22	
	Total Spaces Required = 293 spaces		Total = 214
SOLID WASTE	Commercial Business Bldg. SF	Min SF for Solid Waste	SF Provided
	Total SF of Industrial & Commercial Business Bldg. = 28,460 SF	216 SF up to 25,000 SF Plus 8 SF for each additional 1,000 SF	256 SF
		Required: 256 SF	

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Lee Plan Analysis

Safe Harbor Port Phoenix (Waterway Marina) – DCI2023-00054

Proposed is a rezoning from IL & CPD to CPD, to develop a commercial marina facility which consists of four commercial structures within the proposed commercial Planned Development. The site consists of surface parking, vehicular circulation, stormwater management, landscaping, and marine improvements. The four proposed structures include a retail/office/ships store structure (northeast corner of the site), restaurant structure (southeast corner of the site), 239 dry-slip boat barn (center of the site), and a maintenance and member structure (center of the site). In addition, 44 wet slips are proposed around the perimeter of the site. The site is situated on the sites of a former marina facility and former wastewater treatment facility. The Safe Harbor Port Phoenix (Waterway Marina) Marina property is located within the North Fort Myers Planning Community.

The proposed site has been planned in accordance with the applicable sections of the Lee Plan and the Lee County Land Development Code, with the exception of the proposed minor variances associated with this application.

Access to the site by motor vehicles is from Inlet Drive by way of Orange Grove Blvd to the west of the property. Surface parking is provided throughout the site for member and public usage. The Marina services of the site are private, with a marina membership required to utilize the property for boat storage, however additional publicly available services will be available on the site, such as the boat maintenance facility (which is capable of servicing non-member boats), the ship's store, marine fueling, and the on-site restaurant.

Boats will be launched from the south side of the boat barn into the canal along the southern side of the property. An electric crane system will be utilized to store and retrieve boats and launch them into the water. The proposed electric crane system is significantly more efficient and quieter than conventional forklift boat launching. At the location where the boats are launched into the water, there is an existing wider portion of the canal, which allows for the launching of boats without disruption to the flow of boats within the canal. Additionally, boats are launched parallel to the canal, further reducing the potential impact along the waterway.

Goal 30: North Fort Myers Community Plan – The vision statement of North Fort Myers as updated within Ordinance 09-11 and the Lee Plan conveys to Improve the livability and economic vitality in the North Fort Myers Community Plan area by: promoting compact, mixed use development in the form of town and neighborhood centers; attracting appropriate investment to revitalize older neighborhoods and commercial corridors; stabilizing and enhancing, existing neighborhoods; and preserving natural resources.

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The proposed planned development is consistent with the goals of the North Fort Myers vision by means of redeveloping an underutilized waterfront property, providing mixed uses of marine-oriented uses as well as restaurant, and other ancillary uses that improve the livability and economic activity for the area and breathe new life into the nearby neighborhood.

Below lists additional goals, objectives, and policies and specifics on how the proposed development complies with these goals, objectives, and policies.

POLICY 1.1.5: The Suburban future land use category will consist of predominantly residential areas that are either on the fringe of the Central Urban or Urban Community future land use categories or in areas where it is appropriate to protect existing or emerging residential neighborhoods. This category provides housing near the more urban areas but does not provide the full mix of land uses typical of urban areas. Industrial land uses are not permitted. This category has a standard density range from one dwelling unit per acre (1 du/acre) to six dwelling units per acre (6 du/acre). The maximum total density may only be increased to eight dwelling units per acre (8 du/acre) utilizing Greater Pine Island Transfer of Development Units except in areas that specifically prohibit bonus density. Other forms of bonus densities are not allowed.

The proposed development, as presented, includes redevelopment of an existing marina site and the inclusion of a property which previously functioned as a wastewater treatment plant. As such, the commercial use of the property within the primarily residential neighborhood has been previously established as a commercial node relative to the neighborhood. In addition, the redevelopment of the previously industrial wastewater treatment property to a commercial marina, removes the non-conforming zoning from within the overlying land use. The redevelopment of the property maintains the commercial node while also helping bring the overall property into conformity with the established future land use category.

POLICY 1.1.8: The Public Facilities areas include the publicly owned lands within the County such as public schools, parks, airports, public transportation, and other governmental facilities. The allowable uses within these areas are determined by the entity owning each such parcel and the local government having zoning and permitting jurisdiction.

The portion of the proposed development within the Public Facilities land use is primarily utilized for vehicular circulation and parking; however, during emergency events, this area, has been reserved for boat triage activities, which provides a service to the public, by helping clear waterways and other areas of non-seaworthy craft after an emergency event, such as a hurricane.

OBJECTIVE 2.1: DEVELOPMENT LOCATION. Contiguous and compact growth patterns will be promoted through the rezoning process to contain urban sprawl, minimize energy costs,

SPEATH ENGINEERING

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conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where large tracts of land are by-passed in favor of development more distant from services and existing communities.

The proposed development is a redevelopment of properties previously developed with commercial marina and industrial uses. The proposed development is infill development, which does not add to urban sprawl, utilizes primarily existing infrastructure and services, has consistency with future land use designations, and is designed to integrate with the surrounding community.

OBJECTIVE 2.2: DEVELOPMENT TIMING. Direct new growth to those portions of the future urban areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Development orders and permits (as defined in §163.3164, Fla. Stat.) will be granted only when consistent with the provisions of §163.3202(2)(g) and § 163.3180, Fla. Stat. and the concurrency requirements in the LDC.

The proposed project is a redevelopment of Previously developed properties within an existing community with local infrastructure and capacity available to serve the proposed project. As such, the proposed project is consistent with objective 2.2.

OBJECTIVE 4.1: WATER, SEWER, AND ENVIRONMENTAL STANDARDS. Consider water, sewer, and environmental standards during the rezoning process. Ensure the standards are met prior to issuing a local development order.

STANDARD 4.1.1: WATER.

7. Any new residential development that exceeds 2.5 dwelling units per gross acre, and any new single commercial or industrial development in excess of 30,000 square feet of gross leasable (floor) area per parcel, must connect to a public water system (or a "community" water system as that is defined by Fla. Admin. Code R. 62-550).

The proposed development is intended to connect to a public water system (Lee County Utilities).

2. If the proposed development lies within the boundaries of a water utility's certificated or franchised service area, or Lee County Utilities' future potable water service area (see Map 4-A), then the development must be connected to that utility.

The proposed project will be connected to Lee County Utilities water service.

3. The developer must provide proof that the prior commitments of the water utility, plus the projected need of the developer, do not exceed the supply and facility capacity of the utility.

SPEATH ENGINEERING

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A letter of availability to serve the proposed project from Lee County Utilities has been provided.

4. All waterline extensions to new development will be designed to provide minimum fire flows, as well as adequate domestic services as required by Fla. Admin. Code R. 62-555.

All water line extensions to the proposed development will be designed to provide minimum fire flows and service flow requirements as required by the FAC.

5. If a new development is located in a certificated or franchised service area, or Lee County Utilities' future potable water service area (see Map 4-A), and the utility cannot provide the service or cannot provide the service except at a clearly unreasonable cost to the developer, the developer is encouraged to petition the appropriate regulatory agency to contract the service area so that the development may establish its own community water system or invite another adjacent utility to expand its service area in order to provide the required service.

Lee County Utilities has confirmed service and availability at the project location.

6. If a development lies outside any service area as described above, the developer may:

- request that the service area of Lee County Utilities or an adjacent water utility be extended to incorporate the property;*
- establish a community water system for the development; or*
- develop at an intensity that does not require a community water system.*

The development lies within the Lee County Utilities Service area.

7. Lee County Utilities may provide potable water service to properties not located within the future water service area when such potable water service is found to benefit public health, safety, and welfare, including protection of Lee County's natural resources.

The development lies within the Lee County Utilities Service area.

STANDARD 4.1.2: SEWER.

7. Any new residential development that exceeds 2.5 dwelling units per gross acre, and any new single commercial or industrial development that generates more than 5,000 gallons of sewage per day, must connect to a sanitary sewer system.

The proposed development is intended to connect to a public sanitary sewer system (Lee County Utilities).

2. If the proposed development exceeds the thresholds listed above and lies within the boundaries of a sewer utility's certificated or franchised service area, or Lee County Utilities' future sanitary sewer service area (see Map 4-B), and that utility has sufficient capacity to provide minimum service to the development, then the development must connect to that sewer

SPEATH ENGINEERING

Civil Engineers

utility if there is existing infrastructure adequate to accept the effluents of the development within 1/4 mile from any part of the development.

The proposed development will connect to Lee County Utilities' sanitary system.

3. If there is not sufficient capacity nor adequate infrastructure within 1/4 mile of the development, the developer must provide proof in the form of a clearly stated rejection of service.

Availability and Capacity to serve have been confirmed by Lee County Utilities.

4. If a new development is located in a certificated or franchised service area, or Lee County Utilities' future sanitary sewer service area (see Map 4-B), and the utility cannot provide the service, or cannot provide the service except at a clearly unreasonable cost to the developer, the developer may establish on a temporary basis a self-provided sanitary sewer facility for the development, to be abated when the utility extends service to the site. The developer may also petition the appropriate regulatory agency to contract the service area of the utility in order that another utility may be invited to provide the service.

The proposed development will connect to Lee County Utilities' sanitary system.

5. If a development lies outside any service area as described above, the developer may:

- request that the service area of Lee County Utilities or an adjacent sewer utility be expanded to incorporate the property;*
- establish a self-provided sanitary sewer system for the development;*
- develop at an intensity that does not require sanitary sewer service; or*
- if no more than 5000 gallons of effluent per day per parcel is produced, an individual sewage disposal system per Fla. Admin. Code R. 64E-6 may be utilized, contingent on approval by all relevant authorities.*

The proposed development is within the service area and will connect to Lee County Utilities' sanitary system.

6. Lee County Utilities may provide sanitary sewer service to properties not located within the future sewer service area when such sanitary sewer service is found to benefit public health, safety, and welfare, including protection of Lee County's natural resources.

The proposed development is within the service area and will connect to Lee County Utilities' sanitary system.

STANDARD 4.1.3: REUSE.

1. Any development that requires a development order, on a property that is adjacent to public reuse infrastructure with sufficient capacity, must connect to the reuse system for irrigation needs.

2. Any new development that, at build-out, has an anticipated irrigation demand of 50,000

SPEATH ENGINEERING

Civil Engineers

gallons per day, or more, using the Blaney-Criddle method, must connect to a public reuse system for irrigation needs when sufficient capacity and adequate infrastructure is within ¼ mile from any part of the development.

There is no reuse infrastructure within 1/4 mile of the proposed project. Previously the subject neighborhood where the project is located had reuse infrastructure, however this was serviced by the previously removed wastewater treatment plant.

STANDARD 4.1.4: ENVIRONMENTAL FACTORS.

7. In any case where there exists or there is the probability of environmentally sensitive areas (as identified by Lee County, the Corps of Engineers, Department of Environmental Protection, South Florida Water Management District (SFWMD), or other applicable regulatory agency), the developer/applicant must prepare an environmental assessment that examines the existing conditions, addresses existing or anticipated environmental problems, and proposes means and mechanisms to protect, conserve, or preserve the environmental and natural resources.

The majority of the subject site is previously developed area without environmentally sensitive areas with the exception of the strip of existing mangroves along the south border of the property. As part of the proposed development, this strip of mangroves is to be protected and is intended to be preserved in its current form.

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. Requests for conventional rezonings will be denied in the event that the buffers provided in the LDC, Chapter 10, are not adequate to address potentially incompatible uses in a satisfactory manner. If such uses are proposed in the form of a Planned Development or special exception and generally applicable development regulations are deemed to be inadequate, conditions will be attached to minimize or eliminate the potential impacts or, where no adequate conditions can be devised, the application will be denied altogether. The LDC will continue to require appropriate buffers for new developments.

The proposed development, as presented, includes redevelopment of an existing marina site and the inclusion of a property which previously functioned as a wastewater treatment plant. The historical makeup of the Waterway Estates community included the marina from the onset, and even includes “Waterway” (an allusion to connection to the water) in the name of the residential community). As such, the redevelopment of the marina is an integral part of the local community and environment. Buffers between the proposed marina and the existing residential portions of the community have been integrated into the proposed site design to soften the transition between the commercial water-dependent uses and the residential community, while keeping in mind the existing integration of the two.

SPEATH ENGINEERING

Civil Engineers

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

1. Traffic and access impacts (rezoning and development orders);
2. Landscaping and detailed site planning (development orders);
3. Screening and buffering (Planned Development rezoning and development orders);
4. Availability and adequacy of services and facilities (rezoning and development orders);
5. Impact on adjacent land uses and surrounding neighborhoods (rezoning);
6. Proximity to other similar centers (rezoning); and
7. Environmental considerations (rezoning and development orders).

Through the Planned Development rezoning, and through the Development Order process, all of the above items #1-#7 have been, or will be, addressed.

POLICY 6.1.3: Commercial developments requiring rezoning and meeting DCI thresholds, must be rezoned to a Planned Development except if located within the Mixed Use Overlay. The Planned Development must be designed to arrange uses in an integrated and cohesive unit in order to: provide visual harmony and screening; reduce dependence on the automobile; promote pedestrian movement within the development; utilize joint parking, access and loading facilities; avoid negative impacts on surrounding land uses and traffic circulation; protect natural resources; and, provide necessary services and facilities where they are inadequate to serve the proposed use.

The proposed commercial development does not meet the DCI threshold and is not within the commercial overlay.

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 proposed development, as presented, includes redevelopment of an existing marina site and the inclusion of a property which previously functioned as a wastewater treatment plant. The historical makeup of the Waterway Estates community included the marina from the onset, and even includes “Waterway” (an allusion to connection to the water) in the name of the residential community). As such, the redevelopment of the marina is an integral part of the local community and environment.

POLICY 6.1.6: Maintain land development regulations that require commercial development provide adequate and appropriate landscaping, open space, buffering, and architectural standards.

As further described in the previous section, buffers between the proposed marina and the existing residential portions of the community have been integrated into the proposed site

SPEATH ENGINEERING

Civil Engineers

design to soften the transition between the commercial water-dependent uses and the residential community, while keeping in mind the existing integration of the two.

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 development, as presented, includes redevelopment of an existing marina site and the inclusion of a property which previously functioned as a wastewater treatment plant. The project is an infill redevelopment of a commercial property, in a location which historically served this type of commercial use.

GOAL 60: COORDINATED SURFACE WATER MANAGEMENT AND LAND USE PLANNING ON A WATERSHED BASIS. To protect or improve the quality of receiving waters and surrounding natural areas and the functions of natural groundwater aquifer recharge areas while also providing flood protection for existing and future development.

OBJECTIVE 60.1: SURFACE WATER. Develop a surface water management program that is multi-objective in scope, geographically based on basin boundaries, and incorporates the requirements of applicable adopted Basin Management Action Plans.

POLICY 60.1.1: Require design of surface water management systems to protect or enhance the groundwater.

POLICY 60.1.5: Maintain land development regulations that require the installation of proper stormwater management systems when land is redeveloped. Provide exemptions, as appropriate, for individual residential structures and for historic districts. This policy will not be interpreted so as to waive any concurrency or LOS standards.

OBJECTIVE 60.2: BASIN PROGRAM. Promote water management permitting on a basin-wide basis, as opposed to the current individual-site approach used by Lee County and the SFWMD.

It is the intent of the proposed project to meet Federal, County, FDEP, and Water Management District water quality standards both during construction and during the operation of the facility. An operating stormwater system will be provided on site which meets these standards and a construction Stormwater Pollution Prevention Plan will be generated and adhered to during construction.

OBJECTIVE 60.4: INCORPORATION OF NATURAL SYSTEMS INTO THE SURFACE WATER MANAGEMENT SYSTEM. Incorporate natural systems into surface water management systems to improve water quality, air quality, water recharge/infiltration, water storage, wildlife habitat, recreational opportunities, and visual relief.

As this site is a redevelopment of two fully developed sites, incorporation of existing natural systems is not possible, however dry detention basins with plantings are proposed to

SPEATH ENGINEERING

Civil Engineers

improve water quality, filtration, infiltration, water storage, and a visual relief to the developed portions of the property.

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

Landscape and vegetation will be integrated into the proposed surface water management system to the extent possible on the previously developed commercial site. During Development Order and Water Management permitting, the design team will work with staff to develop any feasible BMPs to integrate into the surface water management system.

GOAL 61: PROTECTION OF WATER RESOURCES. To protect the County's water resources through the application of innovative and sound methods of surface water management and by ensuring that the public and private construction, operation, and maintenance of surface water management systems are consistent with the need to protect receiving waters.

It is the intent of the proposed project to meet Federal, County, FDEP, and Water Management District water quality standards both during construction and during the operation of the facility. An operating stormwater system will be provided on site which meets these standards and a construction Stormwater Pollution Prevention Plan will be generated and adhered to during construction.

POLICY 61.1.6: When and where available, reuse water should be the first option for meeting irrigation needs of a development. Where reuse water is not available, surface water or low quality groundwater should be utilized for irrigation. All other potential water sources must be eliminated prior to selecting potable water as the sole source for meeting the irrigation needs of a development. New developments will coordinate with County staff regarding the source of irrigation water.

Reuse water is not available at the subject site. Low quality groundwater is intended to be used for irrigation. Prior to considering potable water for irrigation, all other potential sources for irrigation will be investigated, and utilized, as feasible.

OBJECTIVE 61.3: GENERAL SURFACE WATER MANAGEMENT STANDARDS. Lee County will continue to provide sufficient performance and/or design standards for development protective of the function of natural drainage systems.

The proposed project is intending to provide a surface water management system in compliance with South Florida Water Management standards and will include sufficient

SPEATH ENGINEERING

Civil Engineers

performance and design standards to control runoff to allowable post-development rates and not exceed pre-development rates and/or additional requirements by the district. Additionally, water quality standards shall be adhered to as well as stage-storage volumes for all required design storms. During construction pollution prevention control measures will be implemented to control erosion and protect adjacent waterbodies.

GOAL 62: SOLID WASTE. To ensure the health, safety, and general welfare of the citizens of Lee County by protecting the quality of the environment through the proper management and disposal of solid waste.

Solid waste requirements are intended to follow all requirements as outlined within the Land Development Code to control solid waste and provide provisions for recycling.

GOAL 63: GROUNDWATER. To protect the County's groundwater supplies from those activities having the potential for depleting or degrading those supplies.

The proposed project is anticipated to have no adverse impacts to groundwater.

GOAL 70: POLICE AND JUSTICE. To ensure the effective and efficient provision of facilities and services in support of law enforcement and justice for the growing population of Lee County.

Reserved areas for water-dependent police and fire operations are included as part of the proposed project, increasing the immediate availability of these services, as police/fire may require them.

GOAL 72: EMERGENCY MANAGEMENT. Establish objectives and policies to help prevent and mitigate threats from natural disasters by reducing their potential impact on future development and responding efficiently to disasters and hazards after the fact.

As part of the proposed development, the proposed lift well near the southwest corner of the property and the adjacent limerock open parking area is intended to have a dual function to allow for boat triage operations post hurricanes. The site was utilized post Hurricane Ian as a boat triage location and provided a vital resource to the county for post disaster efforts. As mentioned, the design implements these elements to allow for similar operations, post-disaster, during future events.

GOAL 77: DEVELOPMENT DESIGN REQUIREMENTS. To require new development to provide adequate open space for improved aesthetic appearance, visual relief, environmental quality, preservation of existing native trees and plant communities, and the planting of required vegetation.

SPEATH ENGINEERING

Civil Engineers

The proposed project incorporates outdoor open spaces and pedestrian facilities, especially around the perimeter of the property, to provide access to docks & facilities, but also to provide an integrated usable cohesive property for patrons to enjoy. Open space will be planted with vegetation per the guidelines of the Land Development Code. The limited existing vegetation that is present on the site (mangroves along the south property line), are to be maintained and integrated into the proposed project.

GOAL 79: Increase the recreation potential of Lee County's natural waterways.

Although not a public facility, the proposed marina and water-dependent uses associated with the proposed marina expand the accessibility of surrounding waterways to local patrons, which helps support the intent of Goal 79 by increasing accessibility to the County's waterways.

GOAL 101: COASTAL AREAS. Protect human life along with current and future development from the impacts of coastal flooding. Coastal flooding includes, but is not limited to, high tide events, storm surge, flash floods, stormwater runoff, and impacts of sea level rise.

The proposed site is currently existing with a perimeter bulkhead seawall. As part of the proposed project, segments of this seawall will be replaced and raised. In addition to the raised seawalls the site will include additional berms and retaining wall structures which additionally harden the perimeter of the property to protect from coastal flooding, as well as create a comprehensive internal stormwater system in increase control of stormwater runoff.

OBJECTIVE 101.4: SHORELINE STABILIZING SYSTEMS. Encourage the construction of environmentally compatible shoreline stabilizing systems where stabilizing systems are needed.

The proposed site is currently existing with a perimeter bulkhead seawall. As part of the proposed project, segments of this seawall will be replaced and raised. It is the intent for perimeter docks to be constructed along these seawalls. Construction of all new seawalls will conform to Lee County and Florida Department of Environmental Protection requirements. Build-back of vertical seawalls on this site will no cause shoreline erosion or endanger shorelines of surrounding properties, will not threaten wetland resources, and will not be a threat to public safety or block access.

GOAL 114: MARINE AND NAVIGATION MANAGEMENT. Protect and maintain the County's waterways and marine resources through proper navigational, sanitation, and dredging activities.

SPEATH ENGINEERING

Civil Engineers

It is the goal of this project to provide perimeter maintenance dredging (in accordance with all applicable regulations), which helps to maintain the functionality of the proposed facility and to increase the viability of the local area waterway. These maintenance activities are in accordance with the intent of Goal 114.

GOAL 125: WATER QUALITY. To ensure that water quality is maintained or improved for the protection of the environment and people of Lee County.

It is the intent of the proposed project to meet Federal, County, and Water Management District water quality standards both during construction and during the operation of the facility. An operating stormwater system will be provided on site which meets these standards and a construction Stormwater Pollution Prevention Plan will be generated and adhered to during construction.

GOAL 128: SHORELINE MANAGEMENT. To encourage the maintenance and development of water-dependent shoreline uses and to avoid their displacement by non-water-dependent uses.

The proposed facility is maintaining and improving a location which has historically been primarily a water dependent use, as well as integrating an additional piece of property which was previously a wastewater treatment plant and adding this land area to the proposed water dependent use, reinforcing this type of use as the continued primary use at this peninsula location.

OBJECTIVE 128.4: MARINE FACILITIES SITING CRITERIA. The County will consider the following criteria in evaluating requests for new and expanded marinas, other wet slip facilities, dry slip facilities with launches, and boat ramps in order to make efficient use of limited shoreline locations and to minimize environmental impacts.

POLICY 128.4.1: Proposed boat access facilities (and expansion of existing facilities) in the following areas face a variety of technical, legal, or environmental obstacles which must be addressed during the review process:

- *Aquatic Preserve (DEP)*
- *Outstanding Florida Waters (DEP)*
- *Class I Waters (DEP)*
- *Marine and Estuarine Sanctuaries (NOAA)*
- *Manatee Sanctuaries or Critical Manatee Habitats (DEP, USFWS, USACE)*
- *Approved or conditionally approved shellfish harvesting areas (DEP)*
- *Federal navigation channel setbacks (USCG, USACE)*
- *Bridge/road right-of-way easement (County DOT, State DOT)*
- *Other Endangered/Threatened Species Habitat (USFWS, DEP, USACE)*

Extra caution and consideration will be given prior to authorizing use of areas with high

SPEATH ENGINEERING

Civil Engineers

environmental values.

The proposed marina is a redevelopment of an existing facility at the same location. The number of proposed boat slips are consistent with the historical approvals for the subject site and will not exceed previous established limits. In addition to adherence to these existing limitations, the proposed facility will be thoroughly permitted through the County, Water Management District, Florida Department of Environmental Protection, and Army Corps of Engineers – whereas any concerns or considerations on the bulleted items within Policy 128.4.1 will be thoroughly addressed.

POLICY 128.4.2: Cumulative effects of several boat access facilities in a small area will be considered in the review of proposed projects.

The proposed facility is an isolated facility and therefore Policy 128.4.2 does not apply.

POLICY 128.4.4: Boat access facilities must be consistent with the following recommendations of the DNR Blue Ribbon Marina Committee (Final Report, January 1983):

- Priority should be given to the expansion of existing facilities, if environmentally sound, over new facilities.*
- Marinas are encouraged in previously disturbed areas and in areas that have historically been used for marina-related activities.*
- Marinas should be located as close as possible to boating demand.*
- Marinas should be encouraged where adequate uplands are available to develop related support activities and to allow for possible future expansion.*
- Location of marinas in highly productive marine habitats should be discouraged.*
- Location of marinas in or near well-flushed, deep-water areas should be encouraged.*
- Impacts upon state-designed manatee sanctuaries should be considered. Particular marina locations or design features which threaten manatees in these sanctuaries should be discouraged.*

The proposed facility conforms directly with the bullet points as outlined in Policy 128.4.4 as the site was a previously developed site primarily for the former use as a marina. The new development is a redevelopment of a site which was previously disturbed and that has been historically used for marina-related activities, is close as possible to boating demand, and has adequate uplands for support activities and ancillary marina uses. Marine impact, including manatee impact, will be equal-to, or less, than historical approved usage of the subject site.

POLICY 128.4.5: New boat access facilities must be designed to avoid erosion on adjacent shorelines.

SPEATH ENGINEERING

Civil Engineers

The proposed facility is designed to utilize the existing configuration and is not anticipated to have erosion impact on adjacent shorelines.

POLICY 128.4.6: Proposed boat access facilities and expansion of existing facilities will be evaluated in accordance with the Lee County MPP, dated June 17, 2004 and approved by the Board of County Commissioners on June 29, 2004. Specifically, Section 8 of the MPP, Marine Facility Siting Requirements, will be used to determine the appropriate number of slips as defined by the MPP for each new project or allowable expansion.

The proposed marina is not intending to expand the number of slips beyond the number historically approved for the subject site.

POLICY 128.4.7: Boat access facilities, including multi-slip docking facilities and boat ramps which would disturb or destroy wetlands or grassbeds must demonstrate a pressing need for the proposed facility and must provide for continued use by the general public.

Proposed docking facilities will not destroy wetlands or grassbeds.

POLICY 128.4.8: Boat access facilities should be located in areas of maximum physical advantage (e.g. adequate water depth). Adequate existing water depths between the proposed facility and any navigational channel, inlet, or deep water, are preferred, as new dredging is discouraged.

The proposed facility is located at a location of maximum physical advantage, located along an existing channel with access to the Caloosahatchee River.

POLICY 128.4.9: Boat access facility locations should minimize natural shoreline disruption.

The existing shoreline configuration is intended to be utilized with various locations of seawall replacements and upgrades.

POLICY 128.4.10: Boat access facility construction in dead-end canals is discouraged due to difficulty in meeting state water quality standards.

The proposed project uses the existing shoreline and seawall configuration, which does include a dead end canal along the northwest boundary, however this is an existing historic condition. Efforts will be made during marina operations to address any experienced water quality deficiencies within this area.

SPEATH ENGINEERING

Civil Engineers

POLICY 128.4.11: Proposed boat access facilities must demonstrate that the site has adequate uplands to provide support facilities for all activities proposed on site without damaging or removing wetlands or rare and unique upland systems.

The proposed project is of sufficient size to provide support for proposed facilities. The site will redevelop a previously developed site and will not impact any wetlands or rare / unique upland systems.

POLICY 128.4.12: Rezoning and DRI applications for boat access facilities will be evaluated in the context of cumulative impacts on manatees and marine resources.

Marine impact, including manatee impact, will be equal-to, or less, than historical approved usage of the subject site.

OBJECTIVE 128.5: MARINA DESIGN CRITERIA. The County will utilize the following criteria in evaluating the design of new marinas (or expansion of wet slip facilities at existing marinas) in order to minimize negative impacts; detailed regulations on these subjects may be contained in the County's development regulations.

POLICY 128.5.1: Boat maintenance activities in new or expanded marina sites must be located as far as possible from open water bodies in order to reduce contamination of water bodies by toxic substances common to boat maintenance. Runoff from boat maintenance activities must be collected and treated prior to discharge.

The boat maintenance facility is located close to the center of the project site, providing the ability to collect and treat runoff, in an effort to reduce contamination and protect adjacent water bodies. The design of the boat maintenance facility will include proper capture and treatment of runoff.

POLICY 128.5.2: Open wet slips will be preferred to covered wet slips in marina design to reduce shading of water bodies which results in lowered biological productivity.

Covered boat slips are not intended with the proposed design.

POLICY 128.5.3: Fuel and/or oil containment facilities or contingency plans are required at all new marina sites and in marina expansion proposals.

Fuel / Oil containment facilities and contingency plans will be part of the integrated design and operations of the proposed marina.

SPEATH ENGINEERING

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POLICY 128.5.4: All marinas serving the general public or live-aboards must provide pump-out facilities if sanitary sewer service is available.

The proposed marina is intended for private membership and will not include live-aboard docking. Sanitary pump-out facilities may or may not be provided.

POLICY 128.5.5: All parking, dry storage, and non-water-dependent facilities must be built on existing uplands.

All parking, dry storage, and non-water dependent facilities are to be constructed on existing uplands.

POLICY 128.5.6: Marinas and multi-slip docking facilities must prepare disaster preparedness plans with the assistance of the County which describe measures to be taken to minimize damage to marina sites, neighboring properties, and the environment; this disaster preparedness plan is subject to County approval.

An initial version of operation and disaster preparedness plan has been provided with the zoning application, and a final version will be submitted for County approval during the Development Order phase of the project.

POLICY 128.5.7: Fueling facilities associated with marinas must be designed to preclude spills and must be prepared to contain any spills which reach the water.

The Safe Harbor Safety, OSHA, and Environmental Programs document addresses procedures and best practices to reduce the occurrence of spills and steps to be taken during a spill event. In addition to established procedures, the site will be designed to preclude spills and to minimize potential impacts.

POLICY 128.5.8: Marina design must incorporate natural wetland vegetative buffers near the docking area and in ingress/egress areas for erosion and sediment control, runoff purification, and habitat purposes.

Natural Vegetative buffers are existing across the canal from the proposed project to the south (where a conservation easement is established), and to the east on the other side of the canal where existing mangroves are situated.

POLICY 128.5.9: New fuel facilities must be located on the uplands of a marina site. Proper use and maintenance of fuel pump hoses and other fueling equipment is required.

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New fuel facilities are intended to be located on the uplands of the marina site. The location of the fuel tank is shown on the MCP and fuel docks identified. Specific details of the pump facilities will be included in the Development Order with elements situated on the uplands of the site as required to be in conformance with the standard. Proper use and maintenance of the fuel pump and equipment will be part of the normal operation of the facility and established within a written operations and maintenance manual.

POLICY 128.5.10: Piling construction and other non-dredge-and-fill techniques shall be utilized where possible to minimize habitat destruction.

Dredge and fill construction is not proposed as part of the construction of the proposed marina.

POLICY 128.5.11: Mitigation or restoration to offset proposed adverse environmental effects will be required as a condition of approval for any new or expanded marina facilities. Mitigation/restoration is not preferred over preservation of existing resources.

As the proposed site is a redevelopment of a previously developed site, there are no anticipated adverse environmental impacts associated with the proposed marina facilities that are in excess of the historic use of the site.

POLICY 128.5.12: To reduce dredging, docks should extend to naturally deep waters when possible. County regulations will specify the criteria for such extensions.

Docks will be situated along the existing seawall in approximately the same configuration as the historic planned condition of the site. Due to narrow waterways, docks will be situated as close to the existing seawalls as feasible.

POLICY 128.5.13: Dry storage of small boats should be encouraged, with dry storage structures located inland as far as feasible.

The dry storage boat barn will contain 239 dry slips for the storage of boats utilizing the site (typically smaller than those utilizing wet slips). The structure is situated close to the center of the site, providing close to the most inland location possible on the site, given the surrounding waterways on all sides.

POLICY 128.5.14: Marina designs must not reduce water quality in adjacent natural water bodies in order to accommodate an increase in water quality in the marina basin itself.

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It is not anticipated that the proposed marina will reduce water quality in adjacent natural water bodies.

POLICY 128.5.15: Existing navigational channels will be used to access new marina sites where possible.

The existing navigational channels will be used as access to the marina site.

POLICY 128.5.16: Expansion of dry storage capabilities will be strongly encouraged to reduce dredging.

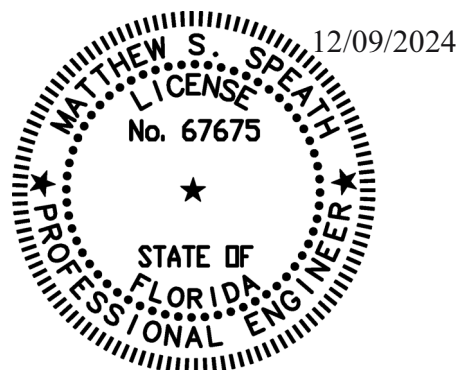
Dry storage and wet storage capacities are consistent with historical approved usage of the site. At this time, only maintenance dredging of existing facilities is anticipated as part of the project.

Traffic Impact Statement

Prepared For:

**Port Phoenix
(Waterway Marina)**

**1687 Inlet Drive
Fort Myers, FL**



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY MATTHEW S. SPEATH, P.E. ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES

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Issued: December 9, 2024

**SPEATH
ENGINEERING**

Project #F22-56

INTRODUCTION

Speath Engineering has conducted a traffic impact assessment of a proposed development to fulfill requirements of the Lee County Department of Community Development and the Lee County Land Development Code. This report has been completed in accordance with current guidelines as established in the Lee County Traffic Impact Assessment Guidelines and provided by the Division of Development Review.

The following analysis has been prepared for a Development Order submittal for a Commercial development of a marina which consists of 44 wet slips and a 49,000 square foot boat barn with 239 dry slips, a 15,260 square foot member and maintenance building, a 3,200 square foot ships store, and a 10,000 square foot restaurant (7,500 SF building area and 2,500 SF of outdoor seating space). The site has a total land area of 252,658 SF. This analysis reviews the potential impact of the new development on the surrounding roadways.

PROPOSED/EXISTING DEVELOPMENT

The developer proposes to improve the property located at 1687 Inlet Drive, Fort Myers, FL 33903. The improvements to the commercial parcel include site development from two vacant parcels and the construction of a marina, a maintenance and member building, a ships store, and a 10,000 SF restaurant (7,500 SF building area and 2,500 SF of outdoor seating space). The proposed marina consists of 283 total berths and includes a dry storage boat barn. The maintenance and member building includes a 4,525 SF member lounge, 700 SF of office space, 4,635 SF of storage space, and 5,400 SF for boat and repair services. The proposed ships store building contains 1,400 SF of office space and 1,800 SF of retail space. A single access point is located on the north side of the subject property onto Inlet Drive, classified as local road maintained by the County.

TRIP GENERATION

Trip generation for the proposed development was determined using the Institute of Transportation Engineers Trip Generation Manual, 11th Edition. We have utilized the following Land Use Codes (LUC) for trip generation analysis:

- LUC 420 “Marina” was used for analysis of the boat barn, slips, and all marina ancillary uses. The ancillary uses of the marina cover 9,590 SF of the maintenance and member building and is comprised of:
 - 4,525 SF private member lounge
 - 700 SF office space
 - 4,365 SF storage space
- LUC 712 “Small Office Building” was used for analysis of the 1,400 SF office portion of the ships store building.
- LUC 851 “Convenience Store” was used for analysis of the 1,800 SF retail portion of the ship store building.
- LUC 932 “High-Turnover Restaurant” for analysis of the 10,000 SF restaurant. This includes the 7,500 SF restaurant building and 2,500 SF of outdoor seating space.
- LUC 943 “Automobile Parts and Service Center” was used for analysis of the 5,400 SF boat and repair services portion of the member and maintenance building, which is the only portion of the building that will be accessible to the public. While the ITE does not have a land use for boat repair and services, this ITE land use was determined to most closely resemble the proposed use.

The following tables summarize the anticipated increase in number of AM and PM peak hour trips and total daily trip generation of the proposed buildings.

ITE Trip Generation (11th Ed)**Table 1A: Trip Rates**

Land Use	Weekday A.M. Peak Hour of adjacent street traffic	Weekday P.M. Peak Hour of adjacent street traffic	Total Daily
Marina (420)	Trips = 0.07 per berth 33% entering, 67% exiting	Trips = 0.21 per berth 60% entering, 40% exiting	Trips = 2.41 per berth
Small Office Building (712)	Trips = 1.67 per 1,000 square feet 82% entering, 18% exiting	Trips = 2.16 per 1,000 square feet 34% entering, 66% exiting	Trips = 14.39 per 1,000 sf
Convenience Store (851)	Trips = 62.54 per 1,000 square feet 50% entering, 50% exiting	Trips = 49.11 per 1,000 square feet 51% entering, 49% exiting	Trips = 762.28 per 1,000 sf
Restaurant (932)	Trips = 9.57 per 1,000 square feet 55% entering, 45% exiting	Trips = 9.05 per 1,000 square feet 61% entering, 39% exiting	Trips = 107.20 per 1,000 sf
Automobile Parts & Service Center (943)	Trips = 1.91 per 1,000 square feet 72% entering, 28% exiting	Trips = 2.06 per 1,000 square feet 39% entering, 61% exiting	Trips = 16.60 per 1,000 sf

Table 1B: Trip Generation

	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Total Daily (2 way)
	In	Out	Total	In	Out	Total	
Marina (420) 283 Berths	7	13	20	36	24	60	683
Small Office Building (712) 1,400 SF	2	1	3	1	3	4	21
Convenience Store (851) 1,800 SF	57	56	113	44	45	89	1,373
Restaurant (932) 10,000 SF	53	43	96	56	35	91	1,702
Automobile Parts & Service Center (943) 5,400 SF	8	3	11	5	7	12	90
Total	127	116	243	142	114	256	3,869

TRIP DISTRIBUTION

Based on the project's location, directions to shopping centers, residential locations, regional business locations, probable client service locations, and other existing uses in the area, a distribution of site traffic to the surrounding roadway system was formulated. This analysis was on the anticipated routes that drivers would utilize when approaching or leaving the site.

All project traffic is expected to utilize Inlet Drive to access the project site and Orange Grove Blvd, which is the nearest major collector road and only road that provides access to and from other areas within the County. The trip distribution has been anticipated as follows:

- 100% on Inlet Drive towards Orange Grove Blvd.
- 60% on Orange Grove Blvd, north of Inlet Drive, towards Hancock Bridge Pkwy.
- 40% on Orange Grove Blvd, south of Inlet Drive, towards Birkdale Avenue.

Based on the trip distribution above, project trips are distributed to the roadway as shown below:

Table 2: Trip Distribution

Direction	Distribution	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Inlet Drive	100%	127	116	243	142	114	256
Orange Grove Blvd N/o Inlet Drive	60%	76	70	146	85	68	154
Orange Grove Blvd S/o Inlet Driver	40%	51	46	97	57	46	102

ANNUAL GROWTH RATE

Historical Average Annual Daily Traffic (AADT) data was obtained from FDOT to produce a traffic growth rate over time to establish future roadway volumes. Data was obtained from FDOT Traffic Monitoring Site 1269, located on Orange Grove Blvd, between Tropic Terrace and Java Way, due to its proximity to the site and it being the only available count station on Orange Grove Blvd.

Table 3: Growth Rate

Roadway	Segment	Station	2015 AADT	2022 AADT	Years	Growth Rate
Orange Grove Blvd	Btwn. Tropic Terrace and Java Way	FDOT Site 1269	9,200	10,500	7	1.91%

LEVEL OF SERVICE ANALYSIS

A roadway link level of service analysis was conducted for Orange Grove Blvd utilizing data from the 2023 Lee County Level of Service and Concurrency Report. This data was used to determine the current peak hour volume and level of service performance standard. The growth rate determined using FDOT data was applied to the current 100th highest peak hour volume to determine the 100th highest peak hour volume under the future 2026 condition. The peak hour volumes were compared with the service volumes contained in the Lee County Service Volume Reports, provided in Table 4, to determine the operating LOS of the roadways.

Table 4: Generalized Peak Hour Directional Service Volumes

Roadway Type	Functional Classification	LOS A Volume	LOS B Volume	LOS C Volume	LOS D Volume	LOS E Volume
2LN	Collector	*	*	550	860	860

Table 5: 100th Highest Hour LOS Analysis – Existing & Future without Project

Direction	Roadway Type	Performance Standard		2022 100 th Highest Peak Hour	2022 LOS	2026 Future Forecast	2026 LOS
		LOS	Capacity				
North	2LN	E	860	407	C	439	C
South	2LN	E	860	407	C	439	C

Table 6: 100th Highest Hour LOS Analysis – Future with Project

Direction	Roadway Type	Performance Standard		2026 100 th Highest Peak Hour	Project Traffic		2026 Future Forecast + Project		LOS
		LOS	Capacity		AM	PM	AM	PM	
North	2LD	E	860	439	146	154	585	593	D
South	2LD	E	860	439	97	102	536	541	C

An LOS analysis was also performed for the intersection of Orange Grove Blvd and Inlet Drive, which is an unsignalized intersection. Lee County does not provide traffic data for Inlet Drive as it is classified as a local road and only provides access to the project location and the residences in the immediate vicinity of Inlet Drive. The existing volume on Inlet Drive was therefore estimated by the number of residences that utilize Inlet Drive for access and assigning the number of trips based on the ITE Trip Generation for Single-Family Detached Housing (LUC 210). The estimated existing volume was distributed following the same distribution described above for the project trips. The intersection LOS analysis was performed in Synchro utilizing the HCM method for unsignalized intersections. Table 7 below summarizes the results of this analysis showing the LOS of the intersection during the AM and PM peak hours under the existing condition and 2026 future condition both with and without the project. The complete Synchro reports are attached at the end of this report.

Table 7: Orange Grove Blvd & Inlet Dr – Intersection LOS Summary

	AM Peak Hour	PM Peak Hour
Existing LOS	A	B
2026 Future w/o Project LOS	A	B
2026 Future with Project LOS	D	D

The intersection LOS is expected to be the same for the existing and future conditions without the project. Under the future condition with the project the LOS is expected to decrease to LOS D for the AM and PM peak periods. While the LOS for this intersection will decrease with the project, the intersection is still expected to operate within its LOS performance standard of E under this condition.

WARRANT ANALYSIS

A warrant analysis was conducted to determine whether exclusive turn lanes are required at the intersection of Orange Grove Blvd and Inlet Drive. The warrant analysis follows the “Turn Lane Policy” as set forth in Lee County Administrative Code AC-11-4. In each analysis, a separate turn lane is required when two (2) or more of the following warrants are satisfied:

Right Turn Lane Warrant Analysis for Inlet Drive:

Intersecting Street/Connection to Collector Street:

1. No (Posted Speed $\geq$ 35 mph)
2. Yes (Number of right turning vehicles is equal to or greater than 90 during any peak hour)
3. No (Signalized intersection)
4. N/A

Right Turn Lane Warranted: No

Left Turn Lane Warrant Analysis for Inlet Drive:

Intersecting Street/Connection to Collector Street:

1. No (Posted Speed $\geq$ 35 mph)
2. Yes (Number of left turning vehicles is equal to or greater than 60 during any peak hour)
3. No (Signalized intersection)
4. N/A

Left Turn Lane Warranted: No

Right Turn Lane Warrant Analysis for Orange Grove Blvd:

Collector Street:

1. No (Posted Speed $\geq$ 35 mph)
2. Yes (Right turn volume is equal to or greater than 30 during any peak hour)
3. No (Sight Distance $<$ 200 ft)
4. No (Signalized intersection)
5. N/A

Left Turn Lane Warrant Analysis for Orange Grove Blvd:

Collector Street:

1. No (Posted Speed $\geq$ 35 mph)
2. Yes (Left turn volume is equal to or greater than 30 during any peak hour)
3. No (Sight Distance < 200 ft)
4. No (Signalized intersection)
5. No (Intersects arterial or collector street)
6. N/A
7. N/A

CONCLUSION

Traffic as depicted in this report will generate 3,869 daily trips with a maximum of 256 trips occurring during the peak hour. These trips will affect Inlet Drive and distribute to the nearby major collector road, Orange Grove Blvd, which is located approximately 0.5 miles west of the subject property and provides access to all other areas within the county. All other roads connecting to Inlet Drive only provide access to the residential properties within the immediate vicinity of the subject property. The roadway link analysis shows that northbound Orange Grove Blvd will decrease from LOS C, under the existing and future conditions without the project, to LOS D under the future condition with the project. The intersection LOS analysis shows that the intersection of Orange Grove Blvd and Inlet Drive will decrease from LOS B (during the PM Peak hour), under the existing and future conditions without the project, to LOS D under the future condition with the project. While the LOS of the roadways are expected to decrease with the project, the roadways are still expected to operate within their performance standard of LOS E.

HCM Unsignalized Intersection Capacity Analysis

3: Orange Grove Blvd & Inlet Dr

07/01/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	31	47	360	11	16	391
Future Volume (Veh/h)	31	47	360	11	16	391
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	51	391	12	17	425
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			Raised
Median storage veh						1
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	856	397			403	
vC1, stage 1 conf vol	397					
vC2, stage 2 conf vol	459					
vCu, unblocked vol	856	397			403	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	92			99	
cM capacity (veh/h)	445	652			1156	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	85	403	442			
Volume Left	34	0	17			
Volume Right	51	12	0			
cSH	550	1700	1156			
Volume to Capacity	0.15	0.24	0.01			
Queue Length 95th (ft)	10	0	1			
Control Delay (s/veh)	12.7	0.0	0.5			
Lane LOS	B		A			
Approach Delay (s/veh)	12.7	0.0	0.5			
Approach LOS	B					
Intersection Summary						
Average Delay		1.4				
Intersection Capacity Utilization		44.8%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: Orange Grove Blvd & Inlet Dr

07/01/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	21	31	376	36	53	354
Future Volume (Veh/h)	21	31	376	36	53	354
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	34	409	39	58	385
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			Raised
Median storage veh						1
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	930	429			448	
vC1, stage 1 conf vol	429					
vC2, stage 2 conf vol	501					
vCu, unblocked vol	930	429			448	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	95			95	
cM capacity (veh/h)	408	626			1112	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	57	448	443			
Volume Left	23	0	58			
Volume Right	34	39	0			
cSH	515	1700	1112			
Volume to Capacity	0.11	0.26	0.05			
Queue Length 95th (ft)	7	0	3			
Control Delay (s/veh)	12.9	0.0	1.6			
Lane LOS	B		A			
Approach Delay (s/veh)	12.9	0.0	1.6			
Approach LOS	B					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			56.9%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Orange Grove Blvd & Inlet Dr

07/01/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	34	50	389	12	18	421
Future Volume (Veh/h)	34	50	389	12	18	421
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	54	423	13	20	458
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			Raised
Median storage veh						1
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	928	430			436	
vC1, stage 1 conf vol	430					
vC2, stage 2 conf vol	498					
vCu, unblocked vol	928	430			436	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	91	91			98	
cM capacity (veh/h)	419	626			1124	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	91	436	478			
Volume Left	37	0	20			
Volume Right	54	13	0			
cSH	521	1700	1124			
Volume to Capacity	0.17	0.26	0.02			
Queue Length 95th (ft)	11	0	1			
Control Delay (s/veh)	13.4	0.0	0.5			
Lane LOS	B		A			
Approach Delay (s/veh)	13.4	0.0	0.5			
Approach LOS	B					
Intersection Summary						
Average Delay		1.5				
Intersection Capacity Utilization		48.4%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: Orange Grove Blvd & Inlet Dr

07/01/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	23	34	405	38	58	381
Future Volume (Veh/h)	23	34	405	38	58	381
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	37	440	41	63	414
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		Raised	
Median storage veh					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1001	461			481	
vC1, stage 1 conf vol	461					
vC2, stage 2 conf vol	540					
vCu, unblocked vol	1001	461			481	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	94			94	
cM capacity (veh/h)	384	601			1082	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	62	481	477			
Volume Left	25	0	63			
Volume Right	37	41	0			
cSH	489	1700	1082			
Volume to Capacity	0.13	0.28	0.06			
Queue Length 95th (ft)	8	0	3			
Control Delay (s/veh)	13.4	0.0	1.7			
Lane LOS	B		A			
Approach Delay (s/veh)	13.4	0.0	1.7			
Approach LOS	B					
Intersection Summary						
Average Delay		1.6				
Intersection Capacity Utilization		60.2%		ICU Level of Service		B
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: Orange Grove Blvd & Inlet Dr

07/09/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	80	120	389	63	94	421
Future Volume (Veh/h)	80	120	389	63	94	421
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	87	130	423	68	102	458
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			Raised
Median storage veh						1
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1119	457			491	
vC1, stage 1 conf vol	457					
vC2, stage 2 conf vol	662					
vCu, unblocked vol	1119	457			491	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	74	78			90	
cM capacity (veh/h)	336	604			1072	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	217	491	560			
Volume Left	87	0	102			
Volume Right	130	68	0			
cSH	457	1700	1072			
Volume to Capacity	0.47	0.29	0.10			
Queue Length 95th (ft)	45	0	6			
Control Delay (s/veh)	19.8	0.0	2.5			
Lane LOS	C		A			
Approach Delay (s/veh)	19.8	0.0	2.5			
Approach LOS	C					
Intersection Summary						
Average Delay		4.5				
Intersection Capacity Utilization		73.5%		ICU Level of Service		D
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: Orange Grove Blvd & Inlet Dr

07/09/2024

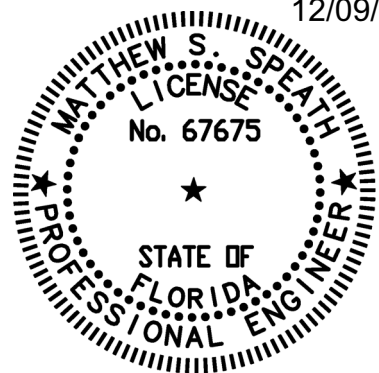
						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	69	102	405	95	143	381
Future Volume (Veh/h)	69	102	405	95	143	381
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	75	111	440	103	155	414
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			Raised
Median storage veh						1
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1216	492			543	
vC1, stage 1 conf vol	492					
vC2, stage 2 conf vol	724					
vCu, unblocked vol	1216	492			543	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	75	81			85	
cM capacity (veh/h)	296	577			1026	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	186	543	569			
Volume Left	75	0	155			
Volume Right	111	103	0			
cSH	418	1700	1026			
Volume to Capacity	0.45	0.32	0.15			
Queue Length 95th (ft)	40	0	10			
Control Delay (s/veh)	20.4	0.0	3.8			
Lane LOS	C		A			
Approach Delay (s/veh)	20.4	0.0	3.8			
Approach LOS	C					
Intersection Summary						
Average Delay			4.6			
Intersection Capacity Utilization			75.1%	ICU Level of Service		D
Analysis Period (min)			15			

Truck Volume Analysis Report

For

Inlet Drive North Fort Myers, Florida

12/09/2024



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dnQualifier=A01410C00000181A0FCE7
5A00026A6E, cn=Matthew Speath
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Prepared By:
Matthew S. Speath, P.E.
10491 Six Mile Cypress Parkway, Suite 280
Fort Myers, FL 33966
(239) 365-1005

Issued: December 9, 2024

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ENGINEERING

Project #F22-56

SPEATH ENGINEERING

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1

INTRODUCTION

Speath Engineering has conducted a truck volume analysis for the existing roadway Inlet Drive to fulfill deviation requirements of the Lee County Department of Community Development and the 2018 Florida Greenbook. This report has been completed in accordance with current guidelines as established in the 2018 Florida Greenbook, Lee County Community Development Code and ITE trip Generation 11th Edition.

The following analysis has been prepared as a justification to Deviation 10's to allow statement in the attached Schedule of Deviations, "*Deviation from section 10-296(2)(5)(iii)(b) Requiring Inlet Drive a Local Street to meet the minimum standards outlined in the subject section to allow for a 20' wide roadway with a single sidewalk.*"

To justify Deviation 10, Lee County Community Development Code Section 10-296(d)(3) permits deviations from the roadway standards outlined in Section 10-296, provided they comply with the standards and criteria established by FDOT in the Florida Greenbook, along with considerations from the Plans Preparation Manual and guidance in AASHTO publications. Upon reviewing the footnotes in Table 3-20: Minimum Lane Widths (page 3-57) of the Florida Greenbook, we identified a relevant justification. Specifically, Footnote 3 states: "In constrained areas where truck volumes are low and speeds are < 35 mph, 10' lanes may be used."

LOW TRUCK VOLUME

To satisfy the low-volume criteria outlined in Footnote 3, a review of the standards for classifying a Low Volume Road was conducted. According to the 2018 Florida Greenbook, a Very Low Volume Road is defined as: "A road that is functionally classified as a local road and has a design average daily traffic volume of 400 vehicles per day or less."

Based on the LCDC, Inlet Road is classified as a Local Suburban roadway. Additionally, as detailed in the calculation below, the truck volume for Inlet Road is significantly lower than the minimum threshold. For the full Low Truck Volume calculation, please refer to Section DTV.

LOW POSTED SPEEDS

To fulfill the final requirement of Footnote 3, Inlet Drive must have a posted speed limit of less than 35 mph. We have included a posted speed limit review based on Google Maps street view imagery and the speed classifications provided by the Lee County GIS "Roads" interactive mapping system. Please see Figures 1 & 2 on page 5 for reference imagery.

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DTV (Daily Truck Volume)

Table 1A has been created to provide a detailed breakdown of how the total Daily Truck Volume (DTV) was calculated. The land use categories and the corresponding average rates listed in the AADT-to-DTV column were derived from data graphs in the ITE Trip Generation, 11th Edition.

However, the truck volume data graphs for the Marina (420), and Single-Family Detached Housing (210) land use categories were unavailable from ITE. To address this, we developed specialized calculations for each category to accurately estimate the Daily Truck Volumes. For reference, we have provided a detailed explanation of how the DTV for each land use category was calculated.

**ITE Trip Generation (11th Ed)
Table 1A: Trip Rates**

Land Use	AADT to DTV	Total DTV (2 way)
Marina (420) 283 Berths	Trips = 2.41 per berth * 5.3%T (2.41 * 283) = 682 trips 682 * 5.3%	37
Small Office Building (712) 1,400 SF	Trips = 0.35 per 1,000 sf 1,400 / 1,000 = 1.4 factor 1.4 * 0.35	1
Convenience Store/ Gas Station – None (945) 3 Employees	Trips = 2.29 per 6 employees 3 / 6 = 0.5 0.5 * 2.29	2
Restaurant (932) 10,000 SF	Trips = 0.54 per 1,000 sf 10,000 / 1,000 = 10 factor 10 * 0.54	6
Automobile Parts & Service Center (943) 5,400 SF	Trips = 0.87 per 1,000 sf 5,400 / 1,000 = 5.4 factor 5.4 * 0.87	5
Single Family Detached housing (210) 150 Dwelling units	Trips = 9.43/Dwelling Unit * 5.3% (150 * 9.43) = 1,415 Trips 1,415 * 5.3%	75
Total	-----	124 Trips

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Marina (420)

To calculate the daily truck volume (DTV) for this specific use, we applied Equation 2-6 ($DTV = AADT \times T$) from the *2019 Project Traffic Forecasting Handbook*. This equation uses the Annual Average Daily Trips (AADT) multiplied by the percentage of trucks (T).

Since no ITE truck volume graph was available for this land use, the AADT was calculated using the standard annual average vehicle trip generation rate. Specifically, the Marina category generates 2.41 trips per berth or slip. With 283 berths, the AADT is calculated as follows: $2.41 \times 283 = 682$ total trips.

According to the *Project Traffic Forecasting Handbook*, it is permissible to multiply the AADT by the percentage of trucks (T). For this calculation, we used a conservative truck percentage (T) based on data from the adjacent Orange Grove Boulevard, a Major Collector roadway with a higher traffic volume than the local suburban roadway in question. The truck percentage (T) for Orange Grove Boulevard, derived from the FDOT Traffic Online interactive map, is 5.3% of its AADT.

Given that Orange Grove Boulevard experiences higher traffic volumes, applying this conservative percentage to the Marina use for Inlet Drive ensures a reasonable estimate of the daily truck volume. Please Refer to Table 1A for the Daily truck Volume calculation of the Marina (420) use.

Small Office Building (712)

The proposed development includes 1,400 square feet designated for Small Office Building use. The Daily Truck Volume (DTV) for this area has been calculated based on the ITE 11th Edition Daily Truck Volume Graph. According to the graph, the average daily truck trips for Small Office Building use are 0.35 trips per 1,000 square feet.

To adjust this rate for the proposed 1,400 square feet, we derived a factoring rate by dividing the proposed square footage by 1,000 (the baseline square footage). This gives a factoring rate of 1.4. Applying this rate, the final DTV is calculated as:

$1.4 \times 0.35 = 0.49$ trips per day, rounded to 1 trip per day.

Thus, the anticipated daily truck volume for the proposed office space is 1 trip per day.

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Convenience Store/Gas Station – None (945)

Upon reviewing the graphical data in the ITE 11th Edition, we were unable to find a specific average daily truck count for the Convenience Store (851) land use. However, the ITE provides related uses to aid in estimating the Daily Truck Volume (DTV) for this development. One such related use is the Convenience Store/Gas Station-None (945), defined as a convenience store without gas pumps. This is comparable to the proposed 1,800-square-foot convenience store. Unlike other land uses, the estimated DTV for this category is based on the average employee count rather than square footage. According to the ITE graph, the average truck trip rate is 2.29 trips per day for every 6 employees. The proposed convenience store plans to have 3 employees, which is half of the baseline employee count.

To adjust the calculation, we halved the average trip rate to account for the smaller staff size:
 $2.29 \times 0.5 = 1.145$ trips per day, rounded to 2 trips per day.

Thus, the estimated daily truck volume for the proposed convenience store is 2 trips per day.”

Restaurant (932)

The planned development includes a 10,000-square-foot restaurant space. The Daily Truck Volume (DTV) for this use, contributing to Inlet Drive, has been calculated as follows:
For restaurant use, the average daily truck trip rate is 0.54 trips per 1,000 square feet. To adjust this for the proposed space, we calculated a factoring rate by dividing the total square footage by the baseline of 1,000 square feet: $10,000 \div 1,000 = 10$

We then multiplied this factor by the average trip rate to determine the total daily truck volume:
 $10 \times 0.54 = 5.4$ trips per day, rounded to 6 trips per day.

Therefore, the restaurant space is expected to generate an average of 6 truck trips per day.

Automobile Parts and Service Center (943)

We have calculated the average daily truck trips contributing to inlet drive for this use similar to how the Restaurant and Small Office building use was calculated. For every 1,000 sf, this use will generate 0.87 daily truck trips. To adjust this for the proposed space, we calculated a factoring rate by dividing the total square footage by the baseline of 1,000 square feet:
 $5,400 \div 1,000 = 5.4$

We then multiplied this factor by the average trip rate to determine the total daily truck volume:
 $5.4 \times 0.87 = 4.7$ trips per day, rounded to 5 trips per day.

Therefore, the Automobile parts and service center is expected to generate an average of 5 truck trips per day.

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Single Family Detached Housing (210)

Similar to the Marina use, we calculated the daily truck volume (DTV) for the Single Family Detached Housing contribution by applying Equation 2-6 ($DTV = AADT \times T$) from the *2019 Project Traffic Forecasting Handbook*.

Since no ITE truck volume graph was available for this land use, the AADT was calculated using the standard annual average vehicle trip generation rate. Specifically, the Single Family Detached Housing category generates 9.43 trips per household. We have performed a dwelling unit count totaling 150 units contributing to Inlet Drive traffic volume.

The AADT has been calculated as follows: $9.43 \times 150 = 1,415$ total trips. As stated above the *Project Traffic Forecasting Handbook* permits DTV to be derived from Equation 2-6 by multiplying Percent (T) by the AADT. In this scenario we have utilized the conservative 5.3% T for our DTV calculation. Please Refer to Table 1A for the Daily truck Volume calculation of the Single Family Detached housing (210) use.

Figure 1: Low Posted Speeds
Speed $\leq$ 35 mph (Google Map Street-View Imagery)



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6

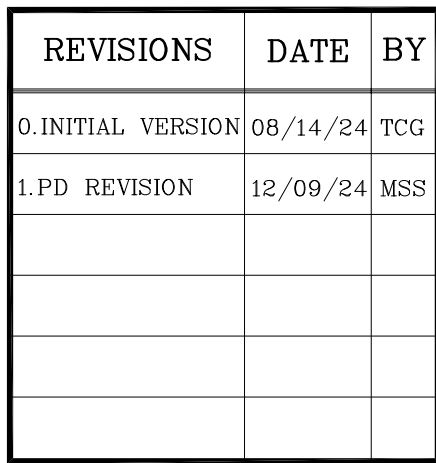
**Figure 2: Low Posted Speeds
Speed $\leq$ 35 mph (Lee County Roads GIS Data)**

SOURCE	AERIALS
LOCATION	NFM
JUSTIFY	Ccmb 16/150
NOTES	
COMMDIST	4
ROADID	31,225
LANES	2
SPEED	30
SPEED_SOURCE	CALC
MINUTES	0.09
MILES	0.045
INMAJORROADS	NO

CONCLUSION

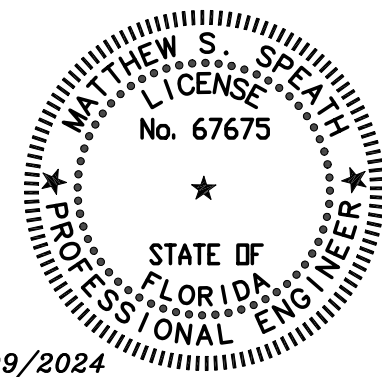
In conclusion, the average truck volume and speed limit analysis for Inlet Drive confirms that the proposed deviation meets the necessary criteria outlined in the Lee County Community Development Code and the 2018 Florida Greenbook. After an in-depth review of the contribution per ITE Land use categories, we were able to calculate the Daily Truck Volume contribution for Inlet drive which came out to be 124 total trips. This value is significantly lower than the minimum threshold (400 Trips per day) for low traffic volume local roadways. Additionally, Google map imagery and Lee County Roads GIS data was utilized to find that the roadway is in fact under the 35-mph threshold meeting the second requirement outlined in footnote number 3 of the Florida Greenbook.

Overall, this report provides a comprehensive justification demonstrating that all requirements outlined in the Lee County Community Development Code and the 2018 Florida Greenbook have been satisfied, supporting the approval of Deviation 10 in the Port Phoenix Planned Development Schedule of Deviations.



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MIAMI, FL 33131 • PHONE: 305-584-4213

CONSUMPTION ON PREMISE EXHIBIT
FOR
WATERWAY MARINA
SAFE HARBOR MARINAS
LEE COUNTY, FLORIDA



12/09/2024

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LIC. #67675

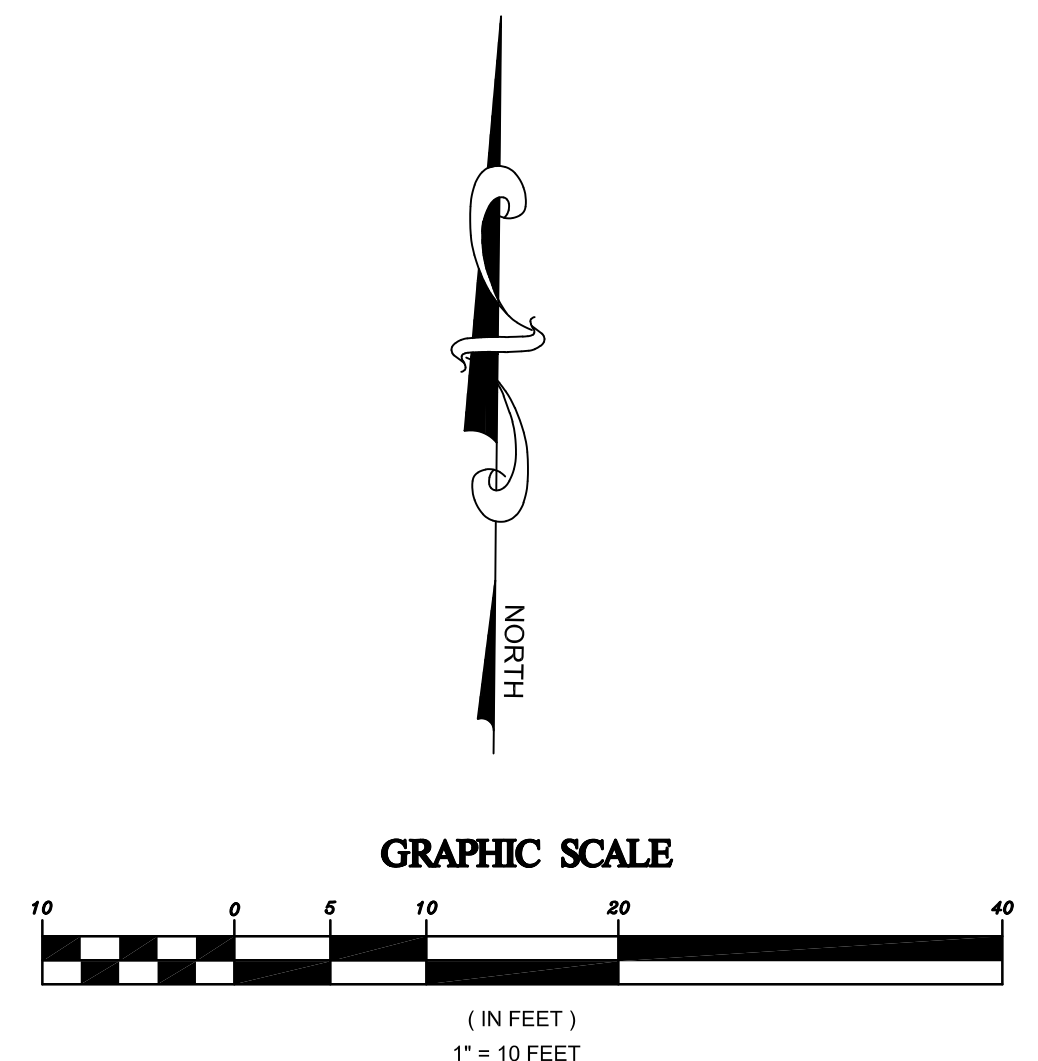
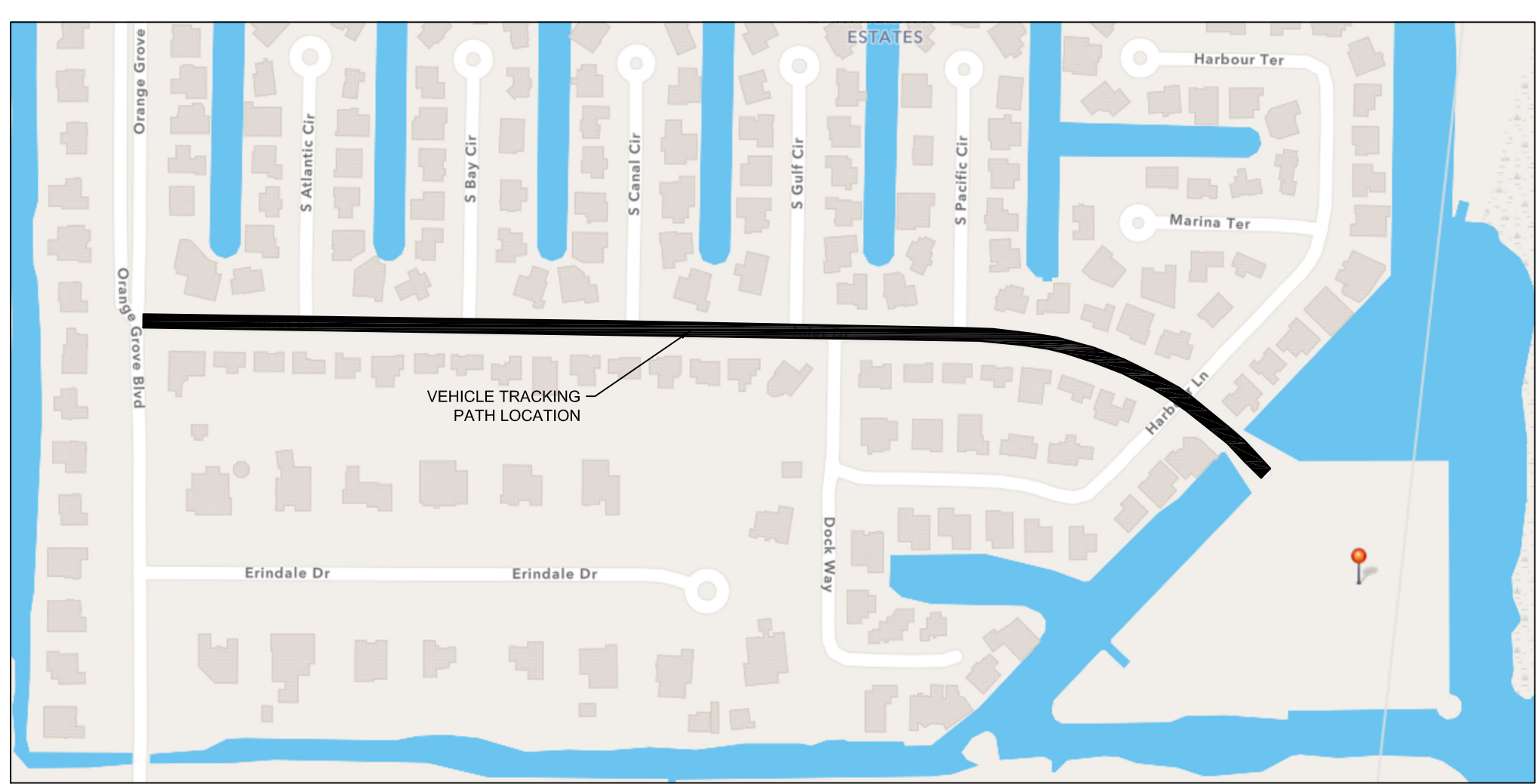
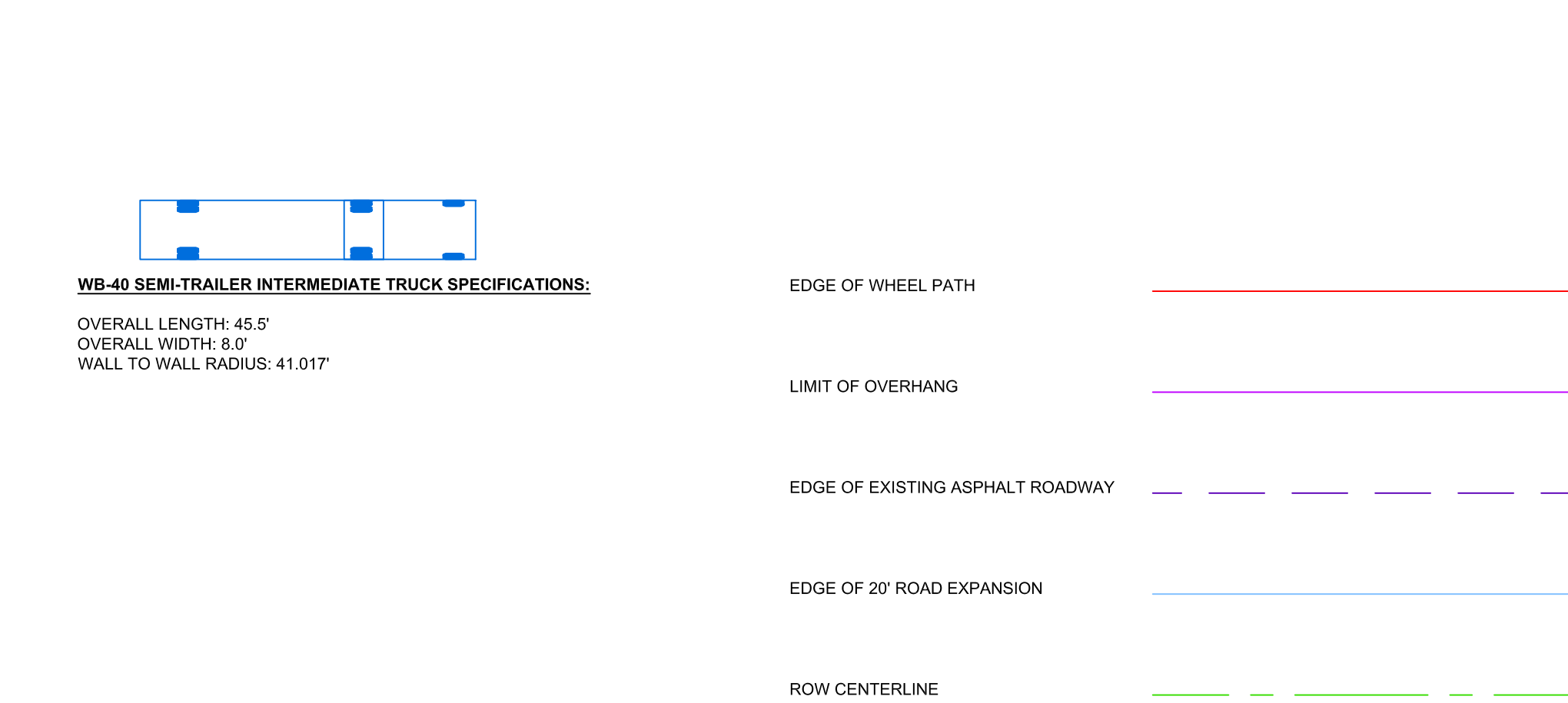
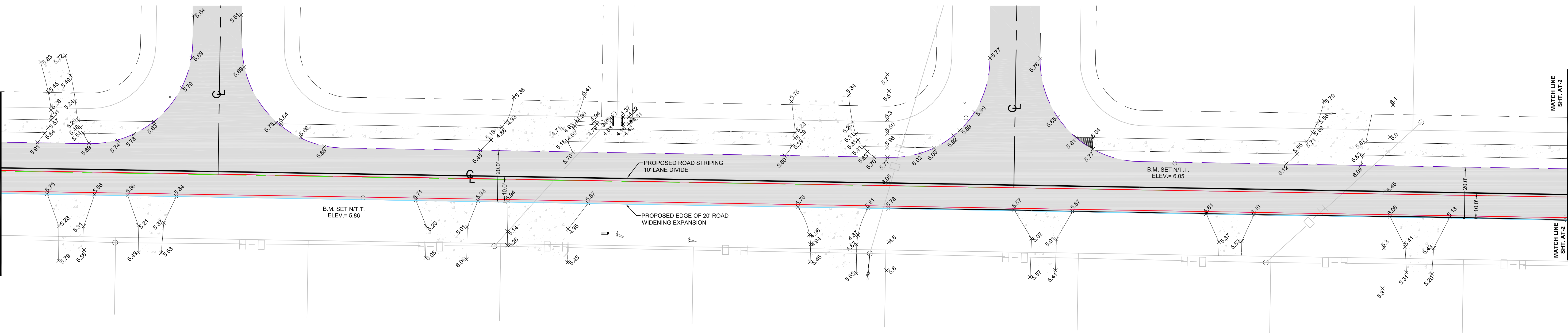
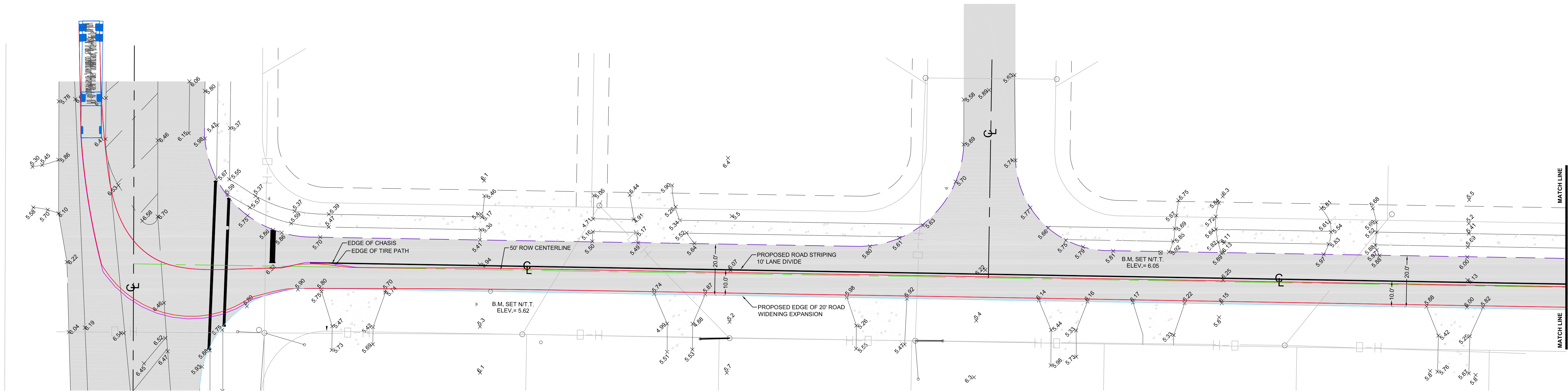
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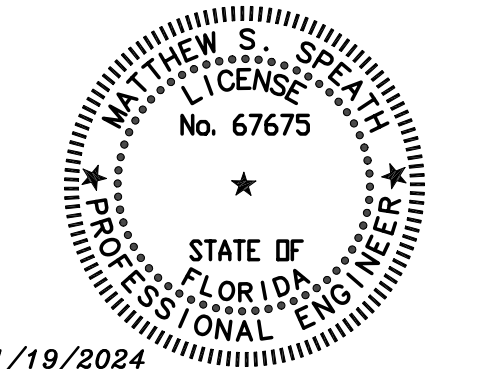
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MIAMI, FL 33131 - PHONE: 305-84-4323

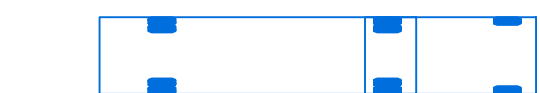
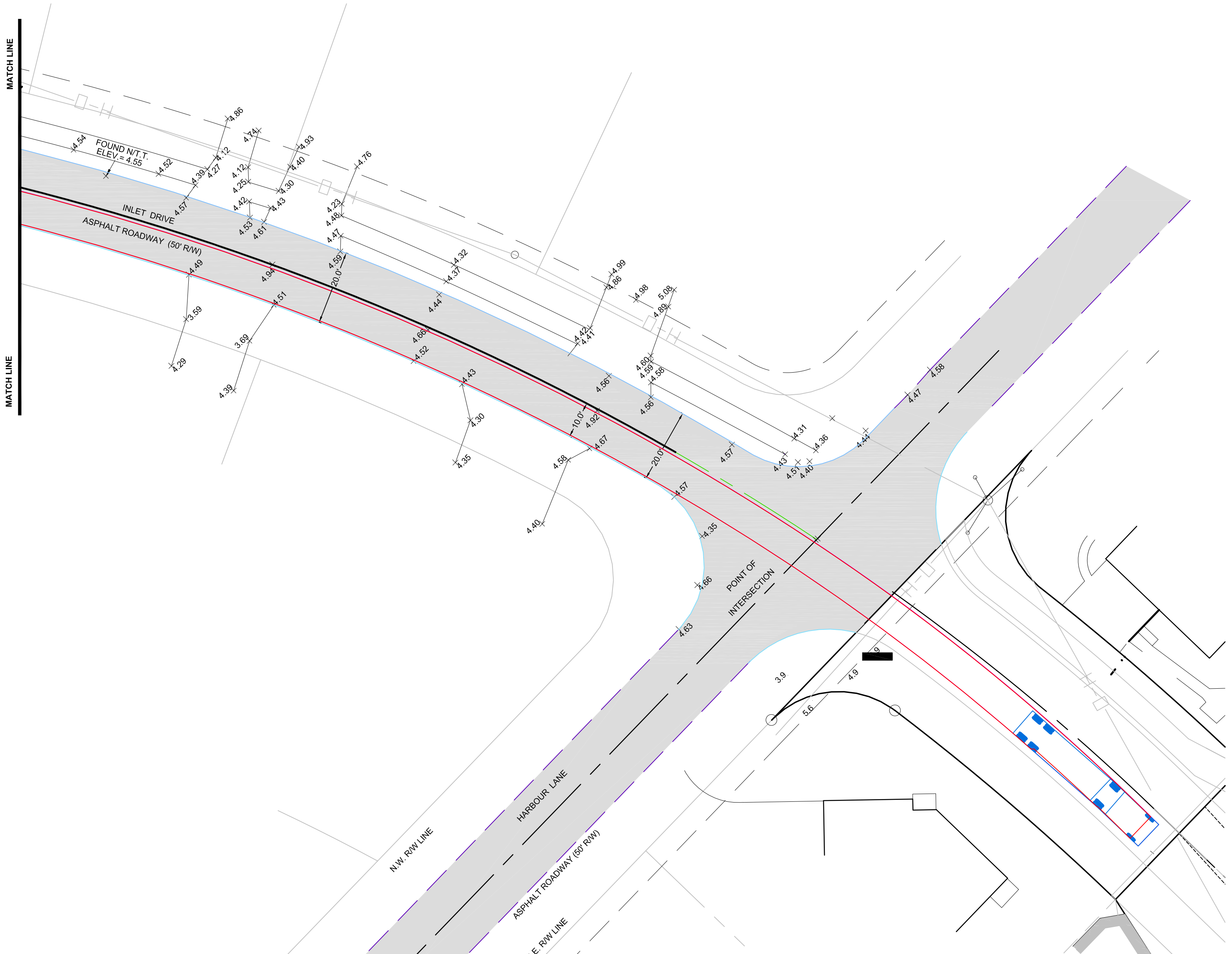
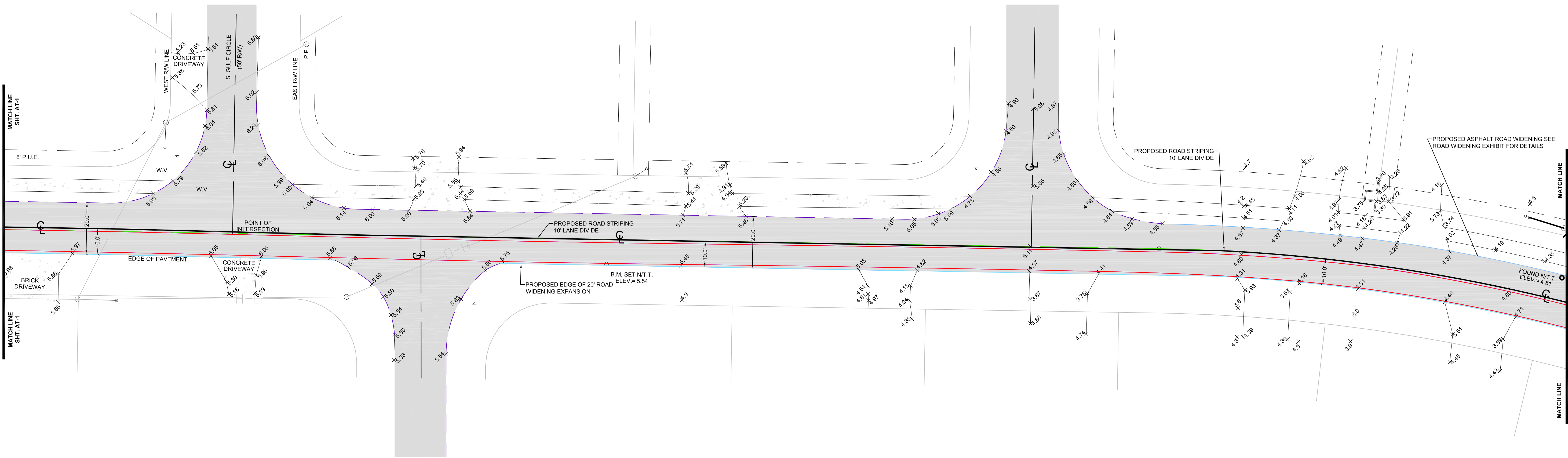
AUTOTURN INLET DR. EXHIBIT SHT. 1
FOR
WATERWAY MARINA
SAFE HARBOR MARINAS
LEE COUNTY, FLORIDA



11/19/2024
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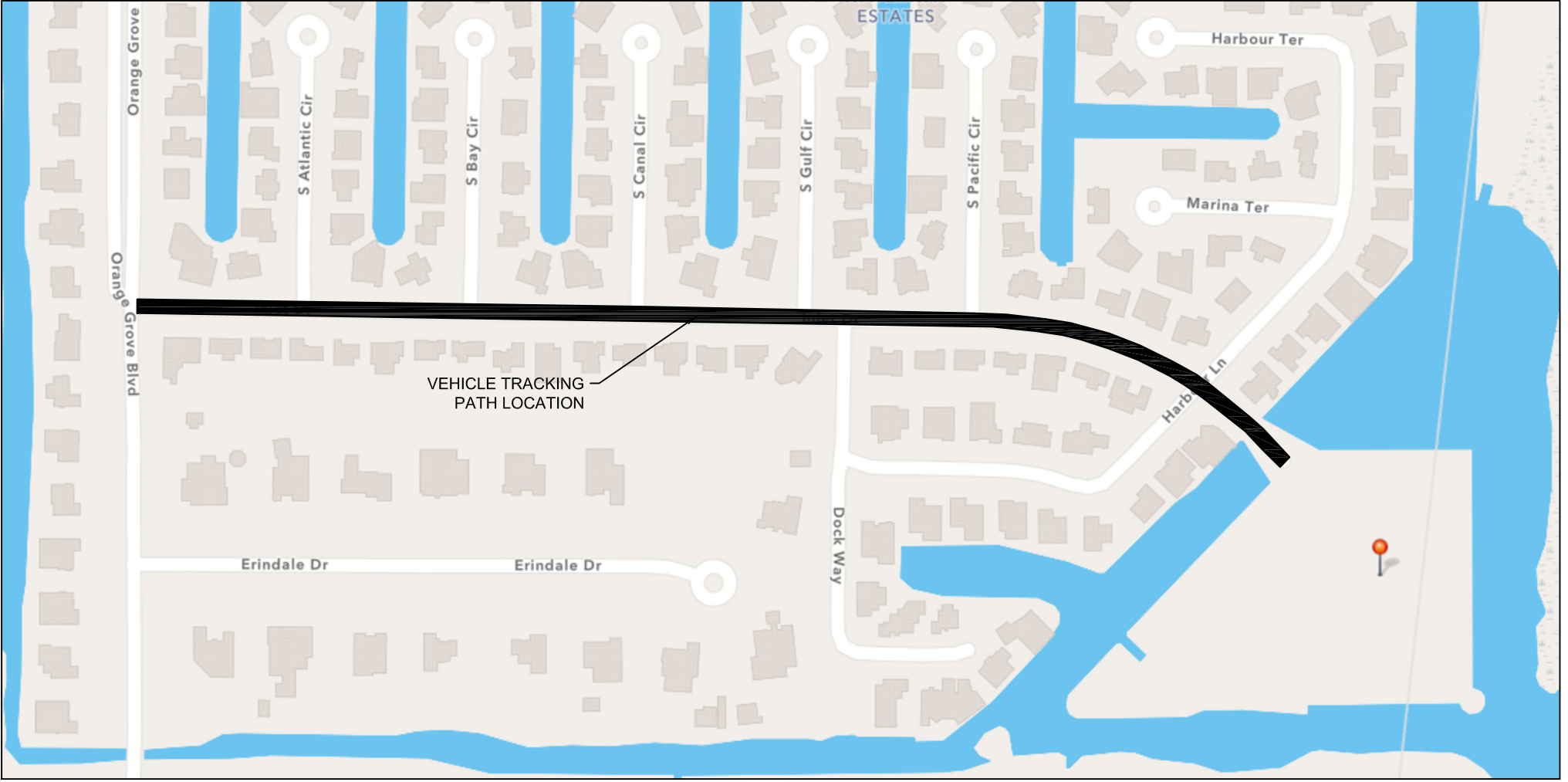
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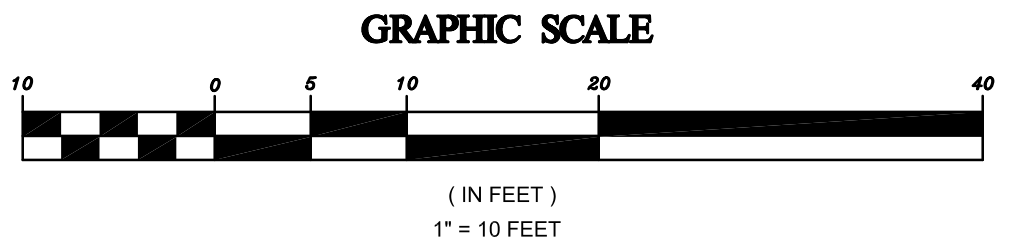


WB-40 SEMI-TRAILER INTERMEDIATE TRUCK SPECIFICATIONS:
OVERALL LENGTH: 45'5"
OVERALL WIDTH: 8'0"
WALL TO WALL RADIUS: 41.017'

- EDGE OF WHEEL PATH
- LIMIT OF OVERHANG
- EDGE OF EXISTING ASPHALT ROADWAY
- EDGE OF 20' ROAD EXPANSION



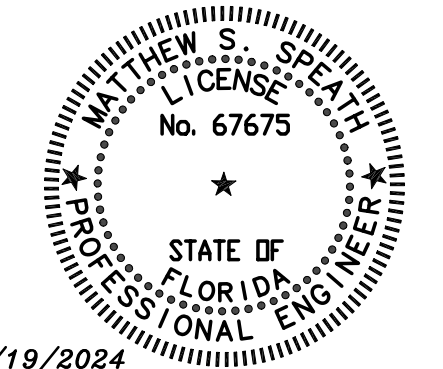
LOCATION MAP
NTS



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MIAMI, FL 33131 - PHONE: 305-84-483

AUTOTURN INLET DR. EXHIBIT SHT. 2
FOR
WATERWAY MARINA
SAFE HARBOR MARINAS
LEE COUNTY, FLORIDA

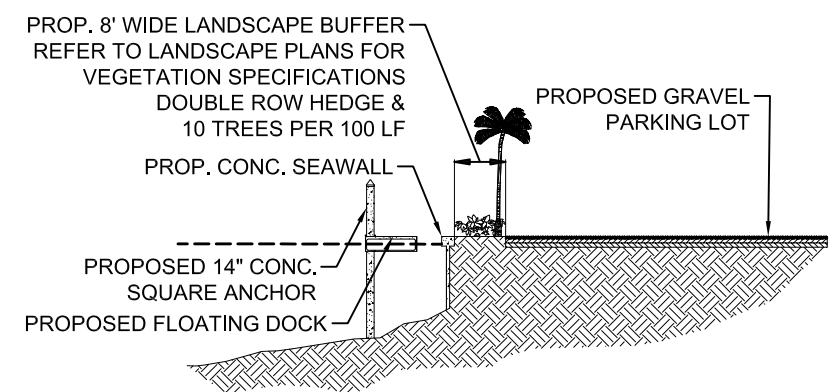


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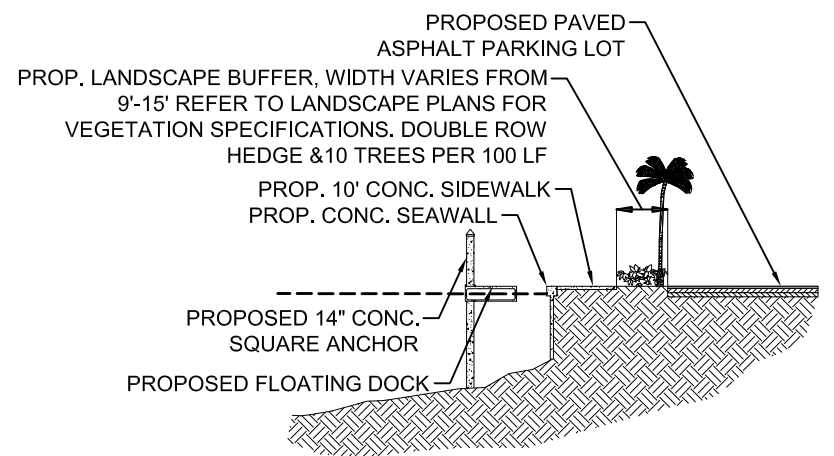
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LIC. #67675
FBPE # 31292

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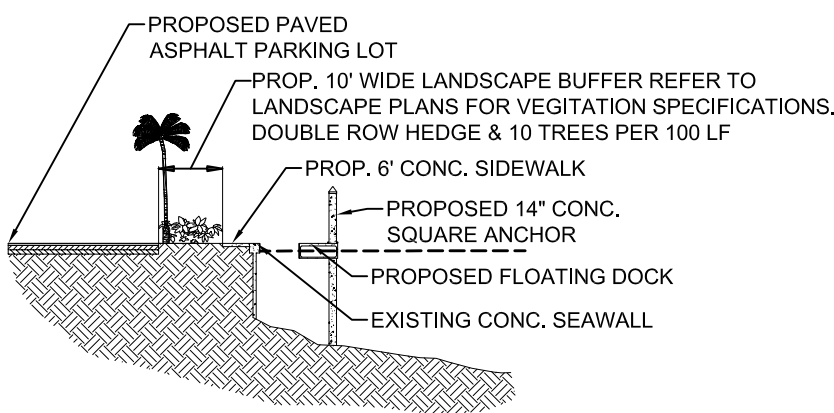
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2 OF 2



CROSS SECTION A-A

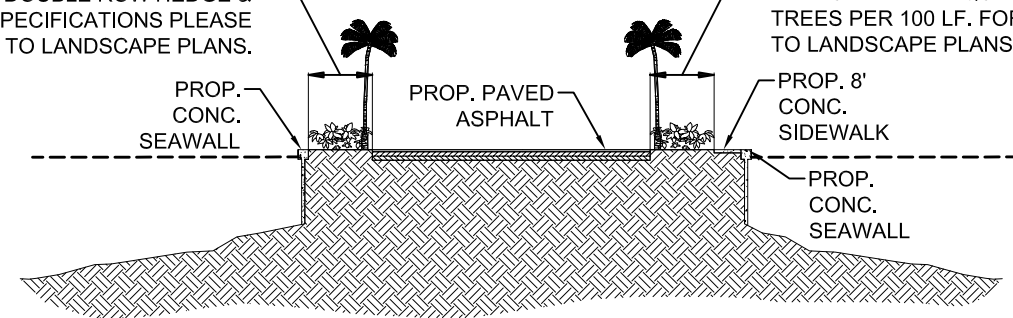


CROSS SECTION B-B

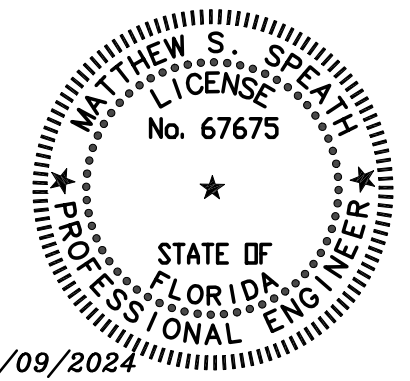
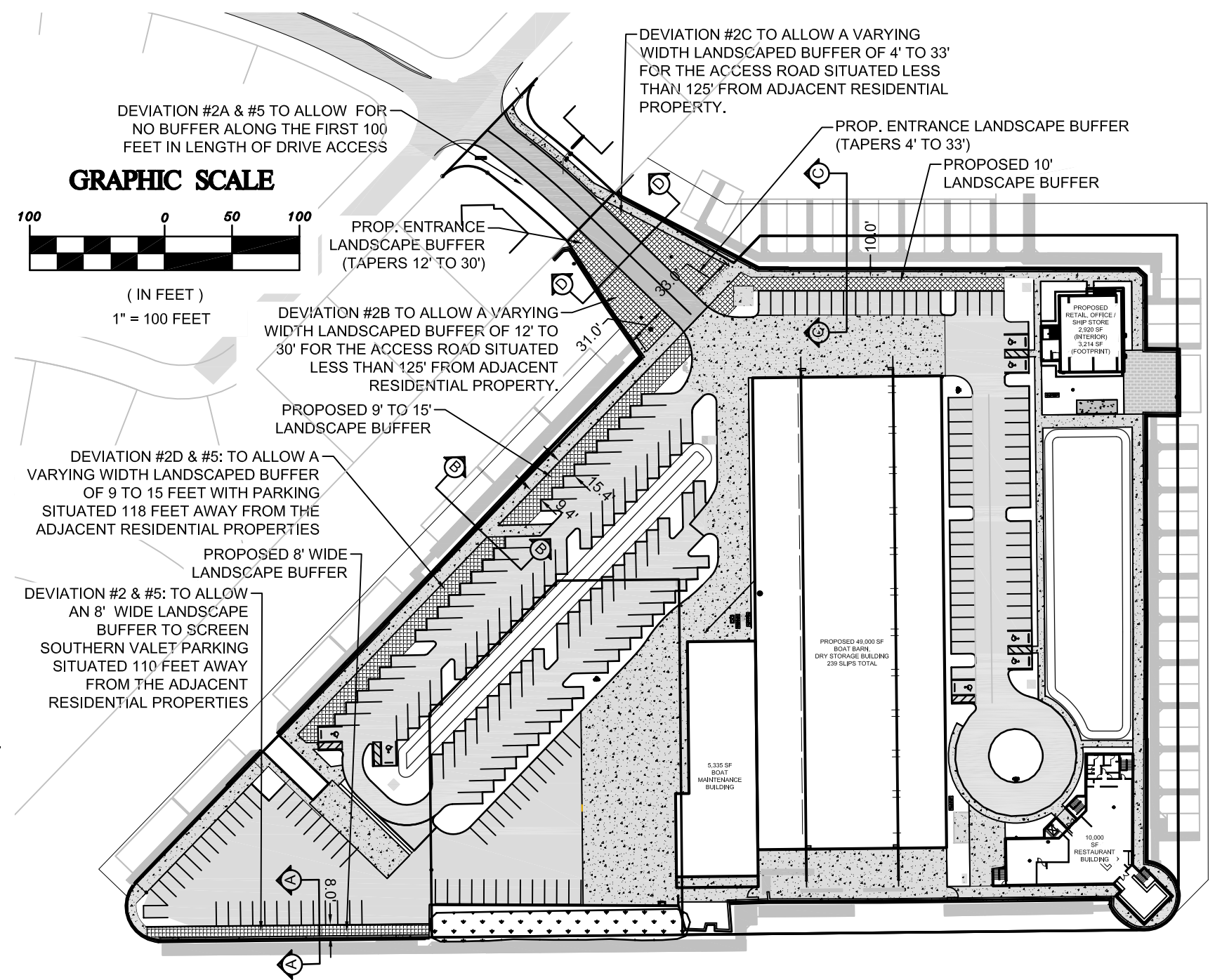


CROSS SECTION C-C

PROP. ENTRANCE LANDSCAPE BUFFER, WIDTH VARIES.
(TAPERS FROM 12' TO 30')
3. MEETS TYPE F REQUIREMENTS DOUBLE ROW HEDGE &
10 TREES PER 100 LF. FOR SPECIFICATIONS PLEASE
REFER TO LANDSCAPE PLANS.



CROSS SECTION D-D



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dnQualifier=A01410C00000181A0FCE75A00026A6E, cn=Matthew Speath
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2. CNTY CMNTS	08/14/24	TG
3. CNTY CMNTS	12/09/24	TG

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SPEATH ENGINEERING FL, LLC - 111 BRICKELL AVE, 8TH FL.
MIAMI, FL 33131 - PHONE 305-84-4215

LANDSCAPE EXHIBIT
FOR
WATERWAY MARINA
SAFE HARBOR MARINAS
LEE COUNTY, FLORIDA

MATTHEW S. SPEATH P.E.
LIC. #67675
FBPE # 31292

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DATE	12/09/24
SCALE	1" = 30'
PROJ. NO.	F22-56

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10/11/24		45-25-19	OF - 2	

FLORIDA CERTIFICATE OF AUTHORIZATION LB6921

SKETCH TO ACCOMPANY DESCRIPTION:
A PARCEL OF LAND LYING IN TRACT "A" & "B", & A PORTION OF TRACT "D", WATERWAY ESTATES OF FORT MYERS UNIT 2,
(PLAT BOOK 12, PAGES 53-67)
SECTION 16, TOWNSHIP 44 SOUTH, RANGE 24 EAST,
PUBLIC RECORDS OF LEE COUNTY, FLORIDA
& A PARCEL OF LAND LYING IN SECTION 16,
TOWNSHIP 44 SOUTH, RANGE 24 EAST,
PUBLIC RECORDS OF LEE COUNTY, FLORIDA

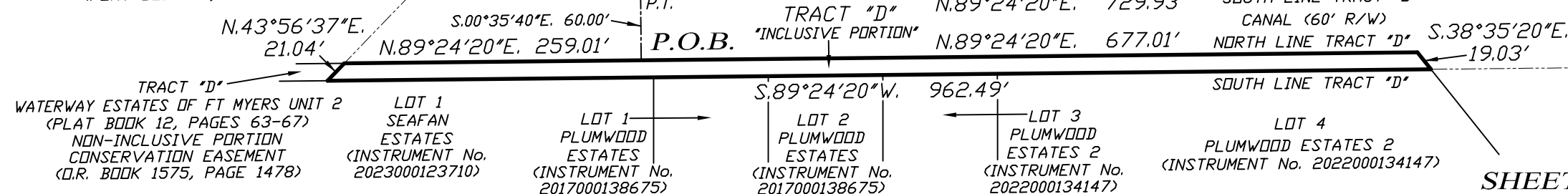
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1. BASIS OF BEARING SHOWN HEREON TAKEN FROM THE SOUTH LINE OF TRACT "B", AS BEING N.89°24'20"E.
2. FIELD NOTES IN WATERWAY ESTATES UNIT 2.
3. SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.
4. THIS CERTIFICATION IS ONLY FOR LANDS DESCRIBED HEREON. IT IS NOT A CERTIFICATION OF TITLE, ZONING OR FREEDOM OF ENCUMBRANCES.
5. THIS MAP/PLAT IS CONSIDERED SIGNED USING A DIGITAL SEAL IN ACCORDANCE WITH THE APPLICABLE STATE LAWS AND STATUTES FS 668.001-006; FS 668.50; FS 472.025; 5J-17.062, FLORIDA ADMINISTRATIVE CODE, STATE OF FLORIDA.
6. THIS SKETCH IS INTENDED TO BE VIEWED AS AN 8 1/2" x 14", 120 SCALE DRAWING.

SEE EXHIBIT "A", SHEET 2 OF 2 FOR DESCRIPTION

THIS IS NOT A BOUNDARY SURVEY

SOUTHERLY PROLONGATION OF BLOCK 1
WATERWAY ESTATES OF FT MYERS UNIT 2
(PLAT BOOK 12, PAGE 64)



LEGEND:

R/W	RIGHT-OF-WAY
CL	CENTERLINE
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
P.R.C.	POINT OF REVERSE CURVATURE
P.C.C.	POINT OF COMPOUND CURVATURE
P.C.	POINT OF CURVATURE
P.T.	POINT OF TANGENCY
(1)	CURVE NUMBER

CURVE TABLE

NO.	RADIUS	DELTA	ARC	CHORD	CHORD BEARING
1	25.00'	89°30'20"	39.05'	35.20'	N.44°39'10"E.
2	718.68'	05°47'17"	72.60'	72.57'	N.48°56'29"W.
3	25.00'	95°47'20"	41.80'	37.10'	N.03°57'03"W.
4	25.00'	83°14'22"	36.32'	33.21'	N.85°33'48"E.
5	668.68'	06°41'37"	78.12'	78.08'	S.49°24'00"E.
6	25.00'	134°32'17"	58.70'	46.12'	S.23°19'32"E.

DESCRIPTION TO ACCOMPANY SKETCH
EXHIBIT "A"

**A PARCEL OF LAND LYING IN TRACT "A" & "B",
 & A PORTION OF TRACT "D",
 WATERWAY ESTATES OF FORT MYERS UNIT 2,**

(PLAT BOOK 12, PAGES 53-67)
 SECTION 16, TOWNSHIP 44 SOUTH, RANGE 24 EAST,
 PUBLIC RECORDS OF LEE COUNTY, FLORIDA

& A PARCEL OF LAND LYING IN SECTION 16,

TOWNSHIP 44 SOUTH, RANGE 24 EAST,
 PUBLIC RECORDS OF LEE COUNTY, FLORIDA

DESCRIPTION:

A PLOT OR PARCEL OF LAND LYING IN TRACT "A" AND "B", WATERWAY ESTATES OF FORT MYERS UNIT 2, AS RECORDED IN PLAT BOOK 12, PAGES 53 THROUGH 67, PUBLIC RECORDS OF LEE COUNTY, FLORIDA AND A PLOT OR PARCEL OF LAND LYING IN SECTION 16, TOWNSHIP 44 SOUTH, RANGE 24 EAST, LEE COUNTY, FLORIDA, SAID PLOT OR PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT OF TANGENCY ON THE SOUTH LINE OF THE AFORESAID TRACT "B", FOR THE POINT OF BEGINNING; THENCE RUN N.89°24'20"E. ALONG SAID SOUTH LINE TO A POINT OF CURVATURE FOR 729.93 FEET; THENCE RUN NORTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE NORTHWESTERLY FOR 39.05 FEET, SAID CURVE HAVING THE FOLLOWING ELEMENTS, A RADIUS OF 25.00 FEET, A CENTRAL DELTA ANGLE OF 89°30'20", A CHORD THAT BEARS N.44°39'10"E. AND A CHORD DISTANCE OF 35.20 FEET TO A POINT OF TANGENCY; THENCE RUN N.00°06'00"W. ALONG THE EAST LINE OF THE AFORESAID TRACT "B" FOR 490.23 FEET; THENCE RUN S.89°54'00"W. FOR 309.45 FEET; THENCE RUN S.43°56'37"W. FOR 27.98 FEET; THENCE RUN N.59°32'51"W. FOR 102.84 FEET TO THE NORTHEASTERLY CORNER OF THE AFORESAID TRACT "A", SAID POINT LYING ON A NON TANGENT CURVE; THENCE RUN NORTHWESTERLY ALONG THE ARC OF A CURVE CONCAVE SOUTHWESTERLY FOR 72.60 FEET, SAID CURVE HAVING THE FOLLOWING ELEMENTS, A RADIUS OF 718.68 FEET, A CENTRAL DELTA ANGLE OF 05°47'17", A CHORD THAT BEARS N.48°56'29"W. AND A CHORD DISTANCE OF 72.57 FEET TO A POINT OF REVERSE CURVATURE; THENCE RUN NORTHWESTERLY ALONG THE ARC OF A CURVE CONCAVE NORTHEASTERLY FOR 41.80 FEET TO A POINT OF CUSP, SAID CURVE HAVING THE FOLLOWING ELEMENTS, A RADIUS OF 25.00 FEET, A CENTRAL DELTA ANGLE OF 95°47'20", A CHORD THAT BEARS N.03°57'03"W. AND A CHORD DISTANCE OF 37.10 FEET TO THE NORTHWESTERLY CORNER OF THE AFORESAID TRACT "A" AND SAID POINT LYING ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF HARBOUR LANE (50 FEET WIDE); THENCE RUN S.43°56'37"W. ALONG SAID RIGHT OF WAY LINE TO THE SOUTHWESTERLY CORNER OF SAID TRACT "A" BEING A POINT OF CUSP AND POINT OF CURVATURE FOR 100.61 FEET; THENCE RUN NORTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE SOUTHWESTERLY FOR 36.32 FEET, SAID CURVE HAVING THE FOLLOWING ELEMENTS, A RADIUS OF 25.00 FEET, A CENTRAL DELTA ANGLE OF 83°14'22", A CHORD THAT BEARS N.85°33'48"E. AND A CHORD DISTANCE OF 33.21 FEET TO A POINT OF COMPOUND CURVATURE; THENCE RUN SOUTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE SOUTHWESTERLY FOR 78.12 FEET, SAID CURVE HAVING THE FOLLOWING ELEMENTS, A RADIUS OF 668.68 FEET, A CENTRAL DELTA ANGLE OF 06°41'37", A CHORD THAT BEARS S.49°24'00"E. AND A CHORD DISTANCE OF 78.08 FEET TO THE SOUTHEASTERLY CORNER OF SAID TRACT "A" AND A POINT OF TANGENCY, NOT RADIAL TO THE PREVIOUSLY DESCRIBED LINE; THENCE RUN S.32°33'43"E. FOR 102.84 FEET TO A POINT ON THE NORTHWESTERLY LINE OF THE AFORESAID TRACT "B"; THENCE RUN S.43°56'37"W. ALONG SAID LINE TO A POINT OF CURVATURE FOR 540.61 FEET; THENCE RUN SOUTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE NORTHEASTERLY FOR 58.70 FEET, SAID CURVE HAVING THE FOLLOWING ELEMENTS, A RADIUS OF 25.00 FEET, A CENTRAL DELTA ANGLE OF 134°32'17", A CHORD THAT BEARS S.23°19'32"E. AND A CHORD DISTANCE OF 46.12 FEET TO THE POINT OF BEGINNING.

CONTAINS 302,277 SQUARE FEET OR 6.94 ACRES MORE OR LESS.

AND A PORTION OF TRACT "D", OF THE AFORESAID WATERWAY ESTATES OF FORT MYERS UNIT 2, AS RECORDED IN PLAT BOOK 12, PAGES 53 THROUGH 67, PUBLIC RECORDS OF LEE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT OF TANGENCY ON THE SOUTH LINE OF THE AFORESAID TRACT "B", THENCE RUN S.00°35'40"E., TO A POINT ALONG THE NORTH LINE OF THE AFORESAID TRACT "D", FOR 60.00 FEET, TO THE POINT OF BEGINNING; THENCE RUN N.89°24'20"E. SAID NORTH LINE, FOR 677.01 FEET; THENCE RUN S.38°35'20"E., FOR 19.03; THENCE RUN S.89°24'20"W. ALONG THE SOUTH LINE OF THE AFORESAID TRACT "D" TO POINT ALONG THE SOUTHERLY PROLONGATION OF BLOCK 1, OF THE AFORE SAID WATERWAY WAY ESTATES UNIT 2, FOR 962.49 FEET; THENCE RUN N.43°56'37"E. ALONG SAID PROLONGATION OF BLOCK 1 TO THE AFORESAID NORTH LINE OF TRACT "D", FOR 21.04 FEET; THENCE RUN N.89°24'20"E. ALONG SAID NORTH LINE, FOR 259.01 FEET, TO THE POINT OF BEGINNING.

CONTAINS 302,277 SQUARE FEET OR 6.94 ACRES MORE OR LESS.

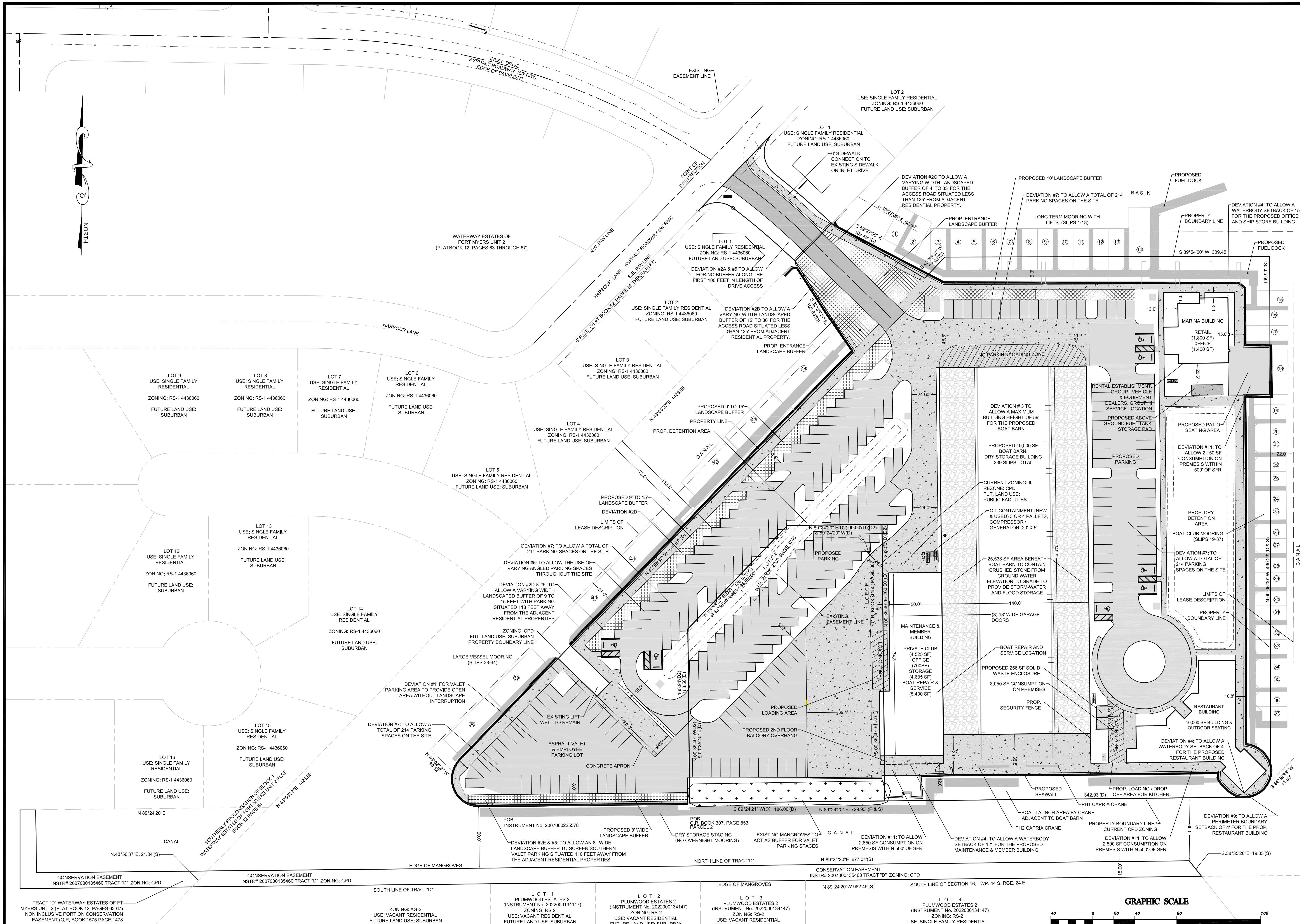
BEARINGS ARE BASED ON THE SOUTH LINE OF THE AFORESAID TRACT "B", AS BEING N.89°24'20"E.

Phillip M Mould,
 LS6515, State of
 Florida

Digitally signed by Phillip M
 Mould, LS6515, State of Florida
 Date: 2024.10.11 13:18:40
 -04'00'

PHILLIP M. MOULD
 PROFESSIONAL SURVEYOR AND MAPPER, LS6515
 OCTOBER 11, 2024

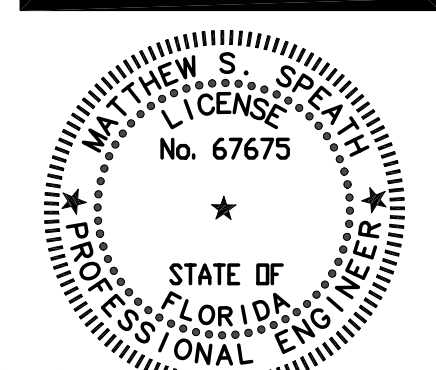
SHEET 2 OF 2
 1687 INLET DR



REVISIONS	DATE	BY
0. INITIAL SUB	12/12/23	TG
1. CNTY CMNTS	04/19/24	TG
2. CNTY CMNTS	08/14/24	TG
3. CNTY CMNTS	12/09/24	TG

SPEATH
ENGINEERING
SPEATH ENGINEERING FL LLC - 311 BRICKELL AVE, 8TH FL.
MIAMI, FL 33131 - PHONE: 305-84-4823

MASTER CONCEPT PLAN
FOR
PORT PHOENIX
SAFE HARBOR MARINAS
LEE COUNTY, FLORIDA



12/09/2024
THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY MATTHEW S. SPEATH P.E. ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

MATTHEW S. SPEATH P.E.
LIC. #67675
FBPE # 31292

c=US, o=Speath Engineering FL LLC,
dnQualifier=A01410C00000181A0FCE75A00026A
6E, cn=Matthew Speath
2024.12.09 16:40:51 -05'00'

DRAWN	TCC
CHECK	MSS
DATE	12/09/24
SCALE	1" = 40'
PROJ. NO.	F22-56

SHEET:
MCP
1 OF 1

AS-BUILT SURVEY OF:
**A PARCEL OF LAND LYING IN TRACTS "A" & "B",
& A PORTION OF TRACT "D", WATERWAY ESTATES
OF FORT MYERS UNIT 2,
(PLAT BOOK 12, PAGES 53-67)
SECTION 16, TOWNSHIP 44 SOUTH, RANGE 24 EAST,
PUBLIC RECORDS OF LEE COUNTY, FLORIDA
& A PARCEL OF LAND LYING IN SECTION 16,
TOWNSHIP 44 SOUTH, RANGE 24 EAST,
PUBLIC RECORDS OF LEE COUNTY, FLORIDA**

DESCRIPTION: TITLE CERTIFICATION

PART OF WATERWAY ESTATES OF FORT MYERS UNIT 2 SECTION 16, TOWNSHIP 44 SOUTH, RANGE 24 EAST, LEE COUNTY, FLORIDA
A TRACT OR PARCEL OF LAND LYING IN WATERWAY ESTATES OF FORT MYERS UNIT 2 IN THE SOUTHEAST QUARTER (SE-1/4) OF THE SOUTHEAST QUARTER (SE-1/4) OF SECTION 16, TOWNSHIP 44 SOUTH, RANGE 24 EAST, LEE COUNTY, FLORIDA, AS SHOWN ON SHEET 2 OF THE PLAT RECORDED IN PLAT BOOK 12 BEGINNING AT PAGE 63, LEE COUNTY RECORDS, WHICH TRACT OR PARCEL IS DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF CURVATURE ON CURVE "K" ON THE SOUTH LINE OF TRACT "B", AS SHOWN ON SAID PLAT OF WATERWAY ESTATES OF FORT MYERS UNIT 2, RUN N89°24'20"E ALONG SAID SOUTH LINE FOR 20.00 FEET TO THE WEST LINE OF THE PARCEL DESCRIBED IN DEED RECORDED IN OFFICIAL RECORDS BOOK 145 AT PAGE 95, LEE COUNTY RECORDS; THENCE RUN N00°35'40"W ALONG SAID WEST LINE FOR 163.84 FEET TO THE NORTHWEST LINE OF SAID PARCEL; THENCE RUN N00°35'40"W ALONG SAID NORTHWEST LINE FOR 126.87 FEET TO AN INTERSECTION WITH THE NORTHERLY LINE OF SAID PARCEL; THENCE RUN N89°24'20"E ALONG SAID NORTH LINE FOR 90.00 FEET TO AN INTERSECTION WITH THE EAST LINE OF SAID PARCEL; THENCE RUN S00°35'40"E ALONG SAID EAST LINE FOR 263.50 FEET TO AN INTERSECTION WITH THE SOUTH LINE OF SAID TRACT "B"; THENCE RUN N89°24'20"E ALONG SAID SOUTH LINE FOR 342.93 FEET TO A POINT OF CURVATURE; THENCE RUN EASTERLY, NORTHEASTERLY, AND NORTHERLY ALONG THE ARC OF A CURVE TO THE LEFT OF RADIUS 25 FEET (DELTA 89°30'20" (CHORD BEARING N44°39'10"E) CHORD 35.20 FEET) TO A POINT OF TANGENCY ON THE EAST LINE OF SAID TRACT "B"; THENCE RUN N00°35'40"W ALONG SAID EAST LINE AND A NORTHERLY PROLONGATION THEREOF ON THE EAST LINE OF THE FIRST PARCEL DESCRIBED IN RESOLUTION RECORDED IN OFFICIAL RECORDS BOOK 245 BEGINNING AT PAGE 753 OF SAID PUBLIC RECORDS; THENCE RUN N00°35'40"W ALONG SAID NORTH LINE OF SAID PARCEL; THENCE RUN S89°24'20"E ALONG SAID NORTH LINE FOR 309.45 FEET TO AN INTERSECTION WITH THE NORTHEASTERLY LINE OF SAID PARCEL; THENCE RUN S43°56'37"W ALONG SAID NORTH LINE FOR 27.98 FEET TO A NORTHEASTERLY LINE OF SAID PARCEL; THENCE RUN N59°33'03"W ALONG SAID NORTHEASTERLY LINE FOR 102.84 FEET TO THE NORTHERLY MOST CORNER OF SAID TRACT "B"; THENCE RUN S43°56'37"W ALONG THE SOUTHEASTERLY LINE OF TRACT "A" OF SAID WATERWAY ESTATES FOR 50.00 FEET TO THE SOUTHERLY MOST CORNER OF SAID TRACT "A"; THENCE RUN S32°33'43"E ALONG THE SOUTHWESTERLY LINE OF THE SECOND PARCEL DESCRIBED IN SAID RESOLUTION RECORDED IN OFFICIAL RECORDS BOOK 245 BEGINNING AT PAGE 753 OF SAID PUBLIC RECORDS; THENCE RUN N00°35'40"W ALONG SAID NORTH LINE FOR 263.50 FEET TO AN INTERSECTION WITH THE NORTHEASTERLY LINE OF SAID TRACT "B"; THENCE RUN S43°56'37"W ALONG SAID NORTHWESTERLY LINE FOR 540.61 FEET TO A POINT OF CURVATURE ON SAID CURVE "K"; THENCE RUN SOUTHWESTERLY, SOUTHERLY AND SOUTHEASTERLY ALONG AN ARC OF CURVE TO THE LEFT OF RADIUS 25.00 FEET (DELTA 134°32'17" (CHORD BEARING S23°19'32"E) (CHORD 46.12 FEET) FOR 58.70 FEET TO THE POINT OF BEGINNING.

SUBJECT TO EASEMENTS, RESTRICTIONS AND RESERVATIONS OF RECORD.

CONTAINING 5.80 ACRES MORE OR LESS.

BEARINGS HEREINAFTER MENTIONED ARE BASED ON SAID PLAT OF WATERWAY ESTATES UNIT 2.

TOGETHER WITH ALL OF TRACT "A" OF SAID WATERWAY ESTATES OF FORT MYERS UNIT 2 AS PER SAID PLAT RECORDED IN PLAT BOOK 12, PAGE 64.

TOGETHER WITH ALL OF TRACT "D" LYING EASTERLY OF THE SOUTHERLY PROLONGATION OF BLOCK 1 OF SAID WATERWAY ESTATES OF FORT MYERS UNIT 2 AS PER SAID PLAT RECORDED IN PLAT BOOK 12, PAGE 64.

AND

TRACT D OF THAT CERTAIN SUBDIVISION KNOWN AS WATERWAY ESTATES OF FORT MYERS UNIT TWO, ACCORDING TO MAP OR PLAT THEREOF ON FILE AND RECORDED IN THE OFFICE OF THE CLERK OF THE CIRCUIT COURT OF LEE COUNTY, FLORIDA, IN PLAT BOOK 12, PAGE 64.

AND

TRACT A OF THAT CERTAIN SUBDIVISION KNOWN AS WATERWAY ESTATES OF FORT MYERS UNIT 2, ACCORDING TO THE MAP OR PLAT THEREOF ON FILE AND RECORDED IN THE OFFICE OF THE CLERK OF THE CIRCUIT COURT OF LEE COUNTY, FLORIDA, IN PLAT BOOK 12, PAGE 63.

DESCRIPTION: D.R. BOOK 307, PAGE 853
PARCEL 2

FROM A POINT OF CURVATURE ON THE SOUTH LINE OF SAID TRACT "B" WHICH IS DESIGNATED AS CURVE "K" ON SAID PLAT RUN N89°24'20"E ALONG SAID SOUTH LINE AND ALONG THE NORTH LINE OF A CANAL FOR 20.00 FEET TO THE P.O.B. OF THE LANDS HEREIN DESCRIBED, FROM SAID POINT OF BEGINNING CONTINUE N89°24'20"E ALONG SAID SOUTH LINE FOR 186.00 FEET TO A POINT OF TANGENCY; THENCE RUN N00°35'40"W ALONG SAID NORTHWESTERLY LINE FOR 126.87 FEET TO AN INTERSECTION WITH THE NORTHERLY LINE OF SAID PARCEL; THENCE RUN N89°24'20"E ALONG SAID NORTH LINE FOR 90.00 FEET TO AN INTERSECTION WITH THE EAST LINE OF SAID PARCEL; THENCE RUN S00°35'40"E ALONG SAID EAST LINE FOR 263.50 FEET TO AN INTERSECTION WITH THE SOUTH LINE OF SAID TRACT "B"; THENCE RUN N89°24'20"E ALONG SAID SOUTH LINE FOR 342.93 FEET TO A POINT OF CURVATURE; THENCE RUN EASTERLY, NORTHEASTERLY, AND NORTHERLY ALONG THE ARC OF A CURVE TO THE LEFT OF RADIUS 25 FEET (DELTA 89°30'20" (CHORD BEARING N44°39'10"E) CHORD 35.20 FEET) TO A POINT OF TANGENCY ON THE EAST LINE OF SAID TRACT "B"; THENCE RUN N00°35'40"W ALONG SAID EAST LINE AND A NORTHERLY PROLONGATION THEREOF ON THE EAST LINE OF THE FIRST PARCEL DESCRIBED IN RESOLUTION RECORDED IN OFFICIAL RECORDS BOOK 245 BEGINNING AT PAGE 753 OF SAID PUBLIC RECORDS; THENCE RUN N00°35'40"W ALONG SAID NORTH LINE OF SAID PARCEL; THENCE RUN S89°24'20"E ALONG SAID NORTH LINE FOR 309.45 FEET TO AN INTERSECTION WITH THE NORTHEASTERLY LINE OF SAID PARCEL; THENCE RUN S43°56'37"W ALONG SAID NORTH LINE FOR 27.98 FEET TO A NORTHEASTERLY LINE OF SAID PARCEL; THENCE RUN N59°33'03"W ALONG SAID NORTHEASTERLY LINE FOR 102.84 FEET TO THE NORTHERLY MOST CORNER OF SAID TRACT "B"; THENCE RUN S43°56'37"W ALONG THE SOUTHEASTERLY LINE OF TRACT "A" OF SAID WATERWAY ESTATES FOR 50.00 FEET TO THE SOUTHERLY MOST CORNER OF SAID TRACT "A"; THENCE RUN S32°33'43"E ALONG THE SOUTHWESTERLY LINE OF THE SECOND PARCEL DESCRIBED IN SAID RESOLUTION RECORDED IN OFFICIAL RECORDS BOOK 245 BEGINNING AT PAGE 753 OF SAID PUBLIC RECORDS; THENCE RUN N00°35'40"W ALONG SAID NORTH LINE FOR 263.50 FEET TO AN INTERSECTION WITH THE NORTHEASTERLY LINE OF SAID TRACT "B"; THENCE RUN S43°56'37"W ALONG SAID NORTHWESTERLY LINE FOR 540.61 FEET TO A POINT OF CURVATURE ON SAID CURVE "K"; THENCE RUN SOUTHWESTERLY, SOUTHERLY AND SOUTHEASTERLY ALONG AN ARC OF CURVE TO THE LEFT OF RADIUS 25.00 FEET (DELTA 134°32'17" (CHORD BEARING S23°19'32"E) (CHORD 46.12 FEET) FOR 58.70 FEET TO THE POINT OF BEGINNING.

DESCRIPTION: PER HARRIS JORGENSEN, LLC.

A PLOT OR PARCEL OF LAND LYING IN TRACT "A" AND "B", WATERWAY ESTATES OF FORT MYERS UNIT 2, AS RECORDED IN PLAT BOOK 12, PAGES 53 THROUGH 67, PUBLIC RECORDS OF LEE COUNTY, FLORIDA, AND A PLOT OR PARCEL OF LAND LYING IN SECTION 16, TOWNSHIP 44 SOUTH, RANGE 24 EAST, LEE COUNTY, FLORIDA, SAID PLOT OR PARCEL OF LAND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT OF TANGENCY ON THE SOUTH LINE OF THE AFORESAID TRACT "B", FOR THE POINT OF BEGINNING; THENCE RUN N89°24'20"E ALONG SAID SOUTH LINE TO A POINT OF CURVATURE FOR 72.60 FEET; THENCE RUN NORTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE NORTHEASTERLY FOR 39.05 FEET; SAID CURVE HAVING THE FOLLOWING ELEMENTS: A RADIUS OF 25.00 FEET, A CENTRAL DELTA ANGLE OF 89°30'20" (CHORD BEARING N44°39'10"E) CHORD 35.20 FEET TO A POINT OF TANGENCY; THENCE RUN N00°35'40"W ALONG SAID EAST LINE OF THE AFORESAID TRACT "B" FOR 490.23 FEET; THENCE RUN S89°24'20"E ALONG SAID NORTH LINE FOR 309.45 FEET TO AN INTERSECTION WITH THE NORTHEASTERLY LINE OF SAID PARCEL; THENCE RUN S43°56'37"W ALONG SAID NORTH LINE FOR 27.98 FEET TO A NORTHEASTERLY LINE OF SAID PARCEL; THENCE RUN N59°33'03"W ALONG SAID NORTHEASTERLY LINE FOR 102.84 FEET TO THE NORTHERLY MOST CORNER OF SAID TRACT "B"; THENCE RUN S43°56'37"W ALONG THE SOUTHEASTERLY LINE OF TRACT "A" OF SAID WATERWAY ESTATES FOR 50.00 FEET TO THE SOUTHERLY MOST CORNER OF SAID TRACT "A"; THENCE RUN S32°33'43"E ALONG THE SOUTHWESTERLY LINE OF THE SECOND PARCEL DESCRIBED IN SAID RESOLUTION RECORDED IN OFFICIAL RECORDS BOOK 245 BEGINNING AT PAGE 753 OF SAID PUBLIC RECORDS; THENCE RUN N00°35'40"W ALONG SAID NORTH LINE FOR 263.50 FEET TO AN INTERSECTION WITH THE NORTHEASTERLY LINE OF SAID TRACT "B"; THENCE RUN S43°56'37"W ALONG SAID NORTHWESTERLY LINE FOR 540.61 FEET TO A POINT OF CURVATURE ON SAID CURVE "K"; THENCE RUN SOUTHWESTERLY, SOUTHERLY AND SOUTHEASTERLY ALONG AN ARC OF CURVE TO THE LEFT OF RADIUS 25.00 FEET (DELTA 134°32'17" (CHORD BEARING S23°19'32"E) (CHORD 46.12 FEET) FOR 58.70 FEET TO THE POINT OF BEGINNING.

CONTAINS 302,277 SQUARE FEET OR 6.94 ACRES MORE OR LESS.

AND A PORTION OF TRACT "D", OF THE AFORESAID WATERWAY ESTATES OF FORT MYERS UNIT 2, AS RECORDED IN PLAT BOOK 12, PAGES 53 THROUGH 67, PUBLIC RECORDS OF LEE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT OF TANGENCY ON THE SOUTH LINE OF THE AFORESAID TRACT "B", FOR THE POINT OF BEGINNING; THENCE RUN N89°24'20"E ALONG SAID SOUTH LINE TO A POINT OF CURVATURE FOR 72.60 FEET; THENCE RUN NORTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE NORTHEASTERLY FOR 39.05 FEET; SAID CURVE HAVING THE FOLLOWING ELEMENTS: A RADIUS OF 25.00 FEET, A CENTRAL DELTA ANGLE OF 89°30'20" (CHORD BEARING N44°39'10"E) CHORD 35.20 FEET TO A POINT OF TANGENCY; THENCE RUN N00°35'40"W ALONG SAID EAST LINE OF THE AFORESAID TRACT "B" FOR 490.23 FEET; THENCE RUN S89°24'20"E ALONG SAID NORTH LINE FOR 309.45 FEET TO AN INTERSECTION WITH THE NORTHEASTERLY LINE OF SAID PARCEL; THENCE RUN S43°56'37"W ALONG SAID NORTH LINE FOR 27.98 FEET TO A NORTHEASTERLY LINE OF SAID PARCEL; THENCE RUN N59°33'03"W ALONG SAID NORTHEASTERLY LINE FOR 102.84 FEET TO THE NORTHERLY MOST CORNER OF SAID TRACT "B"; THENCE RUN S43°56'37"W ALONG THE SOUTHEASTERLY LINE OF TRACT "A" OF SAID WATERWAY ESTATES FOR 50.00 FEET TO THE SOUTHERLY MOST CORNER OF SAID TRACT "A"; THENCE RUN S32°33'43"E ALONG THE SOUTHWESTERLY LINE OF THE SECOND PARCEL DESCRIBED IN SAID RESOLUTION RECORDED IN OFFICIAL RECORDS BOOK 245 BEGINNING AT PAGE 753 OF SAID PUBLIC RECORDS; THENCE RUN N00°35'40"W ALONG SAID NORTH LINE FOR 263.50 FEET TO AN INTERSECTION WITH THE NORTHEASTERLY LINE OF SAID TRACT "B"; THENCE RUN S43°56'37"W ALONG SAID NORTHWESTERLY LINE FOR 540.61 FEET TO A POINT OF CURVATURE ON SAID CURVE "K"; THENCE RUN SOUTHWESTERLY, SOUTHERLY AND SOUTHEASTERLY ALONG AN ARC OF CURVE TO THE LEFT OF RADIUS 25.00 FEET (DELTA 134°32'17" (CHORD BEARING S23°19'32"E) (CHORD 46.12 FEET) FOR 58.70 FEET TO THE POINT OF BEGINNING.

CONTAINS 302,277 SQUARE FEET OR 6.94 ACRES MORE OR LESS.

BEARINGS ARE BASED ON THE SOUTH LINE OF THE AFORESAID TRACT "B", AS BEING N89°24'20"E.

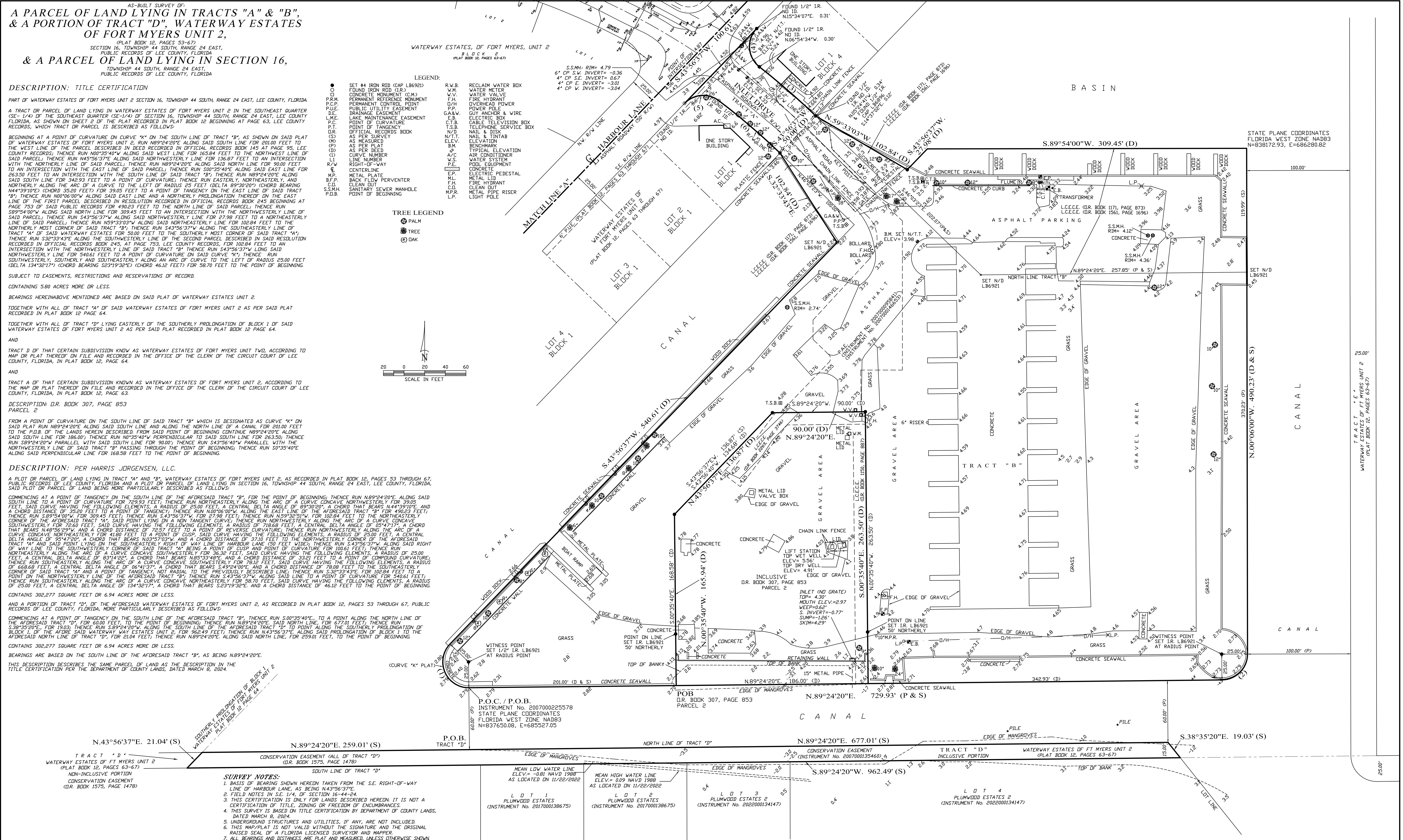
THIS DESCRIPTION DESCRIBES THE SAME PARCEL OF LAND AS THE DESCRIPTION IN THE TITLE CERTIFICATION PER THE DEPARTMENT OF COUNTY LANDS, DATED MARCH 6, 2024.

Philip M Mould, LS6515 State of Florida PROFESSIONAL SURVEYOR AND MAPPER LB6515 - STATE OF FLORIDA HARRIS-JORGENSEN, LLC 3048 DEL PRADO BLVD. S., SUITE 100 CAPE CORRAL, FLORIDA 33904 PHONE: (239) 257-2624 FAX: (239) 257-2921 FLORIDA CERTIFICATE OF AUTHORIZATION LB6515	REVISED: 7/5/23 3/13/24 10/7/24	DESCRIPTION: ADDED INLET DRIVE TITLE CERTIFICATION ADDED TRACT "D"	BY: RBH RBH RBH
	DATE OF LAST FIELD WORK: 7/5/2023	DRAWN: R.L.B.	CHECKED: P.M.M.
	SURVEY DATE: 12/7/2022	SCALE: 1"=40'	PROJ. #: 1687 INLET DR
	FILE NO. 12/7/2022	SHT. - OF - 2	

SURVEY NOTES:

1. BASIS OF BEARING SHOWN HEREIN TAKEN FROM THE S.E. RIGHT-OF-WAY LINE OF HARBOUR LANE, AS BEING N43°56'37"E.
2. FIELD NOTES IN SE. 1/4, OF SECTION 16-44-24.
3. THIS CERTIFICATION IS ONLY FOR LANDS DESCRIBED HEREIN. IT IS NOT A CERTIFICATION OF TITLE, ZONING OR FREEDOM OF ENCUMBRANCES.
4. THIS SURVEY IS BASED ON TITLE CERTIFICATION BY DEPARTMENT OF COUNTY LANDS, DATED MARCH 6, 2024.
5. UNDERGROUND STRUCTURES AND UTILITIES, IF ANY, ARE NOT INCLUDED.
6. THIS MAP/PLAT IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
7. ALL BEARINGS AND DISTANCES ARE PLAT AND MEASURED, UNLESS OTHERWISE SHOWN.
8. THIS SURVEY IS INTENDED TO BE VIEWED AS AN 24X36, 40 SCALE DRAWING.
9. BENCHMARK DERIVED FROM GPS FDOT RTK NETWORK FPRN 0117, ELEVATION 2201 NAVD 1988.
10. ELEVATIONS ARE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 1988).

FLOOD ZONE: "AE" ELEVATION: 10' NAVD 1988
FLOOD ZONE: "VE" ELEVATION: 12' NAVD 1988
COMMUNITY NO. 125124 PANEL NO. 0268
SUFFIX --- G REVISION DATE: 11/17/22
MAP NUMBER: 12071002680
THIS SURVEY IS CERTIFIED TO:
FOULDER CONSTRUCTION AND DEVELOPMENT



Curve number 1

Radius= 25.00'
Delta= 134°32'17"
Arc= 58.70'
Tangent= 59.67'
Chord= 46.12'
Chord Brg= S.23°19'32"E.

Curve number 2

Radius= 25.00'
Delta= 05°47'20"
Arc= 39.05'
Tangent= 24.79'
Chord= 35.20'
Chord Brg= N.44°39'10"E.

Curve number 3

Radius= 718.68'
Delta= 05°47'17"
Arc= 72.60'
Tangent= 36.33'
Chord= 37.10'
Chord Brg= N.48°56'29"W.

Curve number 4

Radius= 25.00'
Delta= 83°14'22"
Arc= 46.12'
Tangent= 22.21'
Chord= 33.21'
Chord Brg= N.03°57'03"W.

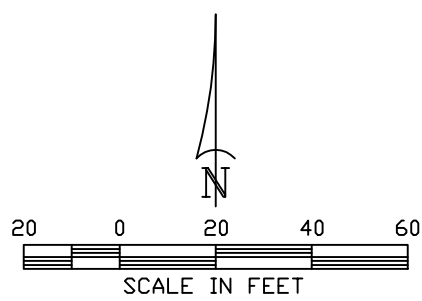
Curve number 5

Radius= 25.00'
Delta= 83°14'22"
Arc= 46.12'
Tangent= 22.21'
Chord= 33.21'
Chord Brg= N.03°57'03"W.

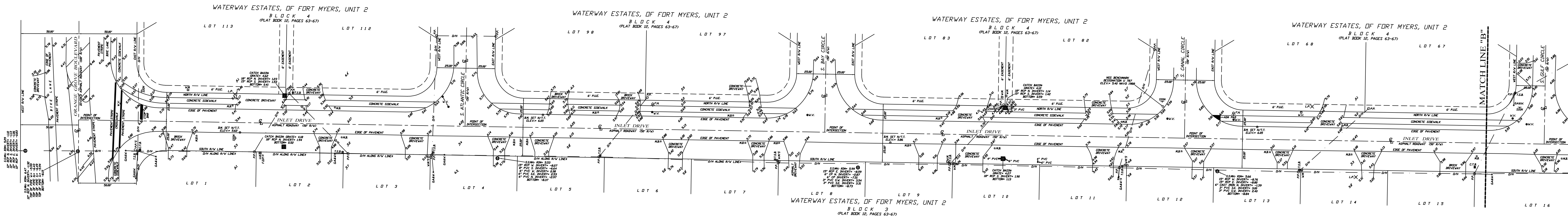
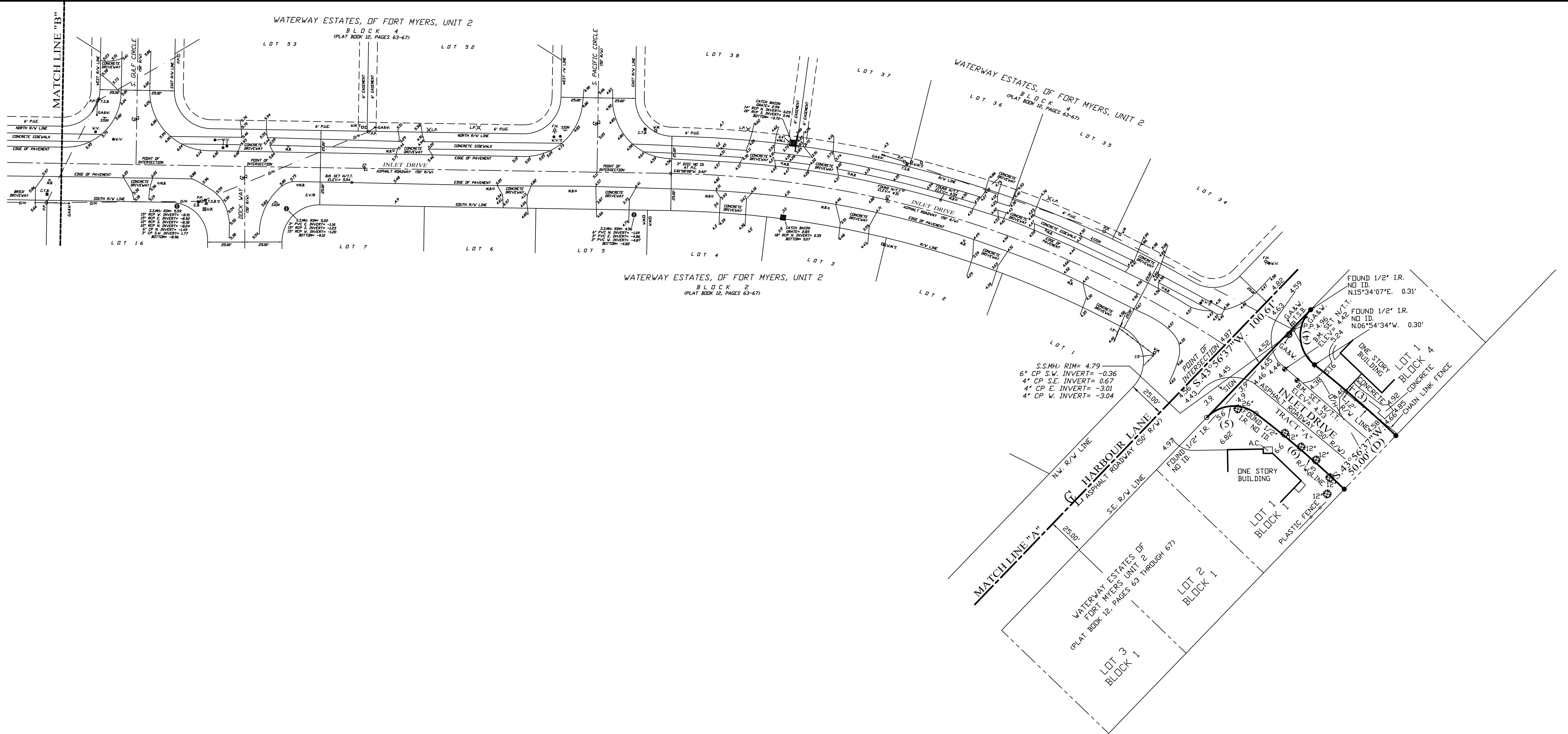
Curve number 6

Radius= 668.68'
Delta= 06°41'37"
Arc= 78.12'
Tangent= 39.10'
Chord= 78.08'
Chord Brg= S.49°24'00"E.

AS-BUILT SURVEY OF:
**A PARCEL OF LAND LYING IN TRACTS "A" & "B",
& A PORTION OF TRACT "D", WATERWAY ESTATES
OF FORT MYERS UNIT 2,**
(PLAT BOOK 12, PAGES 53-67)
SECTION 16, TOWNSHIP 44 SOUTH, RANGE 24 EAST,
PUBLIC RECORDS OF LEE COUNTY, FLORIDA
**& A PARCEL OF LAND LYING IN SECTION 16,
TOWNSHIP 44 SOUTH, RANGE 24 EAST,
PUBLIC RECORDS OF LEE COUNTY, FLORIDA**



- LEGEND:**
- | | | | |
|----------|------------------------------|----------|-----------------------|
| ● | SET #4 IRON ROD (CAP LB692) | R.W.B. | RECLAIM WATER BOX |
| ○ | FOUND IRON ROD (I.R.) | W.M. | WATER METER |
| P.C.M. | CONCRETE MONUMENT (C.M.) | W.V. | WATER VALVE |
| P.C.P. | PERMANENT REFERENCE MONUMENT | F.H. | FIRE HYDRANT |
| P.U.E. | PUBLIC UTILITY EASEMENT | D/H | OVERHEAD POWER |
| D.E. | DRAINAGE EASEMENT | P.P. | POWER POLE |
| L.W.E. | LAKE MAINTENANCE EASEMENT | G.A.W. | GUY ANCHOR & WIRE |
| P.C. | POINT OF CURVATURE | E.B. | ELECTRIC BOX |
| P.T. | POINT OF TANGENCY | C.T.B. | CABLE TELEVISION BOX |
| D.R. | OFFICIAL RECORDS BOOK | T.S.B. | TELEPHONE SERVICE BOX |
| (S) | AS PER SURVEY | N/D | NAIL & DISK |
| (M) | AS MEASURED | N/T.T. | NAIL & TINTAB |
| (P) | AS PER PLAT | ELEV. | ELEVATION |
| (C) | AS PER DEED | B.M. | BENCHMARK |
| (I) | CURVE NUMBER | N/C | AIR CONDITIONER |
| L1 | LINE NUMBER | W.S. | WATER SYSTEM |
| R/W | RIGHT-OF-WAY | P.E. | POOL EQUIPMENT |
| C | CENTERLINE | CONCRETE | CONCRETE |
| M.P. | METAL PLATE | E.P. | ELECTRIC PEDESTAL |
| B.F.P. | BACKFLOW PREVENTER | M.L. | METAL LID |
| C.D. | CLEAN DUT | F.H. | FIRE HYDRANT |
| S.S.M.H. | SANITARY SEWER MANHOLE | C.D. | CLEAN DUT |
| P.G.B. | POINT OF BEGINNING | M.P.R. | METAL PIPE RISER |
| | | L.P. | LIGHT POLE |



REVISED:	DESCRIPTION:	BY:
7/5/2023	ADDED INLET DRIVE	RBH
10/7/24	ADDED TRACT "D"	RBH
DATE OF LAST FIELD WORK: 7/5/2023		
DRAWN:	CHECK:	SCALE:
RLB	PMM	1"=40'
PROJECT: # 3049 DEL PRADO BLVD S, SUITE 100 CAPE CORAL, FLORIDA 33904		
SURVEY DATE: 12/7/2022		
FILE NO: 44-24-21		
SHT.: 2		
DF: - 2		
PHONE: (239) 257-2624		
FAX: (239) 257-2921		
FLORIDA CERTIFICATE OF AUTHORIZATION LB6921		