Kimley»Horn

January 31, 2025

Brianna Schroeder
Department of Community Development
1500 Monroe St.
Fort Myers, FL 33901

RE: Response to Request for Additional Information – Insufficiency Comments

Project Name: **Daniel's Parkway Multifamily Planned Development**
Record: **Case Number: DC12024-00042**
Address: **Northeast Corner of Palomino Land and Kings Crossing Road, Ft. Myers**

Our ref: 043012003

Dear Ms. Schroeder:

The purpose of this letter is to provide satisfactory answers to the comments/questions issued in an insufficiency notice dated December 10, 2024. The **responses** are listed below in **bold** and are preceded by the comments/questions listed in the original letter**.**

ZONING:

1. Property Development Regulations (PDRs)

   Provide a property development regulations table that establishes the minimum lot area and dimensions, minimum setbacks, maximum height, and maximum lot coverage within the planned development. Uses that have specific setback requirements within the LDC will be subject to the requirements set forth in the LDC, unless specifically stated within the proposed property development regulations table.

Response: Please see the updated project narrative for the Property Development Regulations table.

2. Master Concept Plan

   Please provide an updated MCP that meets the regulations established in Land Development Code (LDC) Section 34-373(a)(6):

   a. The provided MCP provides that the Mixed-use overlay regulations will be utilized for this Planned Development. The subject property is not within the Mixed-Use Overlay, please adjust.

Response: Please see the updated MCP.

   b. The MCP notes Land Development Code Section 34-2192 for areas that are not located on a street, please adjust.

Response: Please see the updated MCP.

c. The location and explanation of all existing easements, whether or not those easements are recorded. If an easement is based upon a recorded document, the official records book reference must be stated.

Response: Please see the updated MCP.

d. Demonstrate all of the proposed uses on the MCP, i.e. the dog park and any additional uses not already demonstrated.

Response: Please see the updated MCP.

e. NOTE: Deviation #2 was demonstrated on the MCP, however, Deviation #1 was omitted from the MCP. Depending on the outcome of Deviation #1, a parking schedule will need to be provided.

Response: Please see the updated MCP.

3. Request Narrative

The narrative provided indicates that there are no deviations being requested and then proceeds to address one deviation request to show compliance with LDC Sec. 34-145(b)(d)(4)a.2.c), however, a deviation request narrative consisting of two deviation requests has been provided and noted on the MCP. Please verify and adjust this on the request narrative and any supporting documents.

Response: The narrative has been updated for consistency with the number of deviations being requested.

4. Schedule of Uses

The current list only provides three proposed uses. Please verify this and include any additional uses to be proposed that are provided in LDC Section 34-934.

Response: Please see the revised schedule of uses.

PLANNING:

1. The proposed bonus density within the application does not match the bonus density discussed in the narrative. Please demonstrate that the project would be eligible for some form of bonus density as provided in Land Development Code (LDC) Chapter 2. Additionally, please be aware that the form of bonus density utilized does not need to be specified until the Development Order stage.

Response: The application form has been revised to reflect the correct bonus units.

2. The environmental assessment shows potential wetlands on the subject property. In accordance with Lee Plan Policies 1.5.1, 124.1.1, and 124.1.2, the allowable density at the time of Development Order will depend on the extent of state-designated wetlands on the site. State-designated wetlands which are not preserved on the subject property will contribute 0.05 dwelling units per acre to the total density calculation, and bonus density cannot be utilized on wetland acreage.

Response: FLUCCS map is currently being finalized to determine wetland limits. Once completed, a revised density calculation will be provided.

3. Please provide an analysis of Land Development Code (LDC) Section 2-146(b) in the Project Narrative to demonstrate compliance with the approval requirements of the Bonus Density program.

Response: Please see the revised narrative for the Bonus Density program consistency analysis.

4. Provide an analysis of Lee Plan Policy 67.3.7 within the Project Narrative.

Response: Please see the revised narrative for analysis of Lee Plan Policy 67.3.7.

LEGAL DESCRIPTION:

Land Development Code Section 34-202(a) establishes the submittal requirements for applications requiring public hearing. Please provide the following noted from this section:

1. Legal description and sketch to accompany legal description, a legal description was not submitted. Please refer to LDC Section 34-202(a)(5) for additional information.

Response: Please see attached legal description.

2. The boundary survey does not include the required state plane coordinates, one at the point of beginning (POB) and one at an opposing corner. The boundary survey must be based on the accepted title certification, the commitment for title insurance does not meet this requirement. The boundary survey does not include a metes and bounds description of the perimeter of the subject property. The boundary survey sketch does not include a line table for the numbered line segments. Please refer to LDC Section 34-202(a)(6) for additional information.

Response: Ownership is awaiting title opinion and updated survey. Title opinion and updated survey will be submitted upon receipt.

3. The certification submitted is not a title opinion prepared by a licensed Florida attorney (no greater than 90 days old at the time of the initial application submittal), a certification of title/title certification prepared by a title abstractor or company (no greater than 90 days old at the time of the initial application submittal), or a title insurance policy with appropriate schedules (no greater than five years old at the time of the initial zoning case submittal) and an affidavit of no change covering the period of time between issuance of the policy and the application date, and is not an excepted form of certification of title and encumbrances. A commitment to issue a title insurance policy is not an accepted form. Please refer to LDC Section (a)(7) for additional information.

Response: Ownership is awaiting title opinion and updated survey. Title opinion and updated survey will be submitted upon receipt.

ENVIRONMENTAL SCIENCES:

1. The total acreage of the site is 19.48 acres and is required to provide 40% open space as a large project or 7.8 acres of open space. Provide a revised Open Space map and chart denoting the areas used in the open space calculation.

Response: Please see attached chart and open space exhibit.

2. Please demonstrate how Land Development Code (LDC) Section 10-415(b)(2) is met, which asks that open space areas are designed to incorporate as many of the existing large native trees and sabal palms as possible. In accordance with LDC Sec. 34-373(a)(4)b., please provide the location of all native tree preservation areas on the MCP.

Response: A tree inventory has been conducted to identify the existing native trees on-site. Due to the location of the trees they are unable to be preserved, therefore the applicant will be mitigating the native trees on-site. The tree mitigation will be provided as part of the Development Order process.

3. Pursuant to Land Development Code (LDC) Section 10-415(b)(2), please demonstrate how open space has been designed to incorporate as many of the existing large native trees and sabal palms as possible.

Response: A tree inventory has been conducted to identify the existing native trees on-site. Due to the location of the trees they are unable to be preserved, therefore the applicant will be mitigating the native trees on-site. The tree mitigation will be provided as part of the Development Order process.

4. The project is a large development, and based on an aerial review, Heritage Trees appear to be on site and therefore would need to comply with Land Development Code (LDC) Section 10-416(a)(4). Provide a FLUCCS map of current site conditions and identify the location of any Heritage Trees.

Response: A tree inventory has been conducted to identify the existing native trees on-site. Due to the location of the trees they are unable to be preserved, therefore the applicant will be mitigating the native trees on-site. The tree mitigation will be provided as part of the Development Order process.

5. Pursuant to Land Development Code (LDC) Section 10-415(c), the minimum width of open space areas must be 10 feet, and the area must not be less than 180 square feet, demonstrate all areas used in the open space calculation meet this distance.

Response: See attached open space exhibit.

6. Please adjust the MCP to demonstrate compliance and identify the buffer types. Also, be aware that buffers may not be located on any portion of an existing or dedicated street right-of-way or road easement, except that buffers may be located within slope easements as long as appropriate panting soil is provided in the slope as set forth in Land Development Code (LDC) Section 10-416(d)(1).

Response: Please see revised MCP.

7. To determine if the project will adversely affect environmentally critical or sensitive areas, provide a FLUCCS map and a protected species survey. If wetlands are identified on the FLUCCS, please also provide a 62-340 F.A.C., jurisdictional determination delineating the landward extent of surface waters or wetlands. Additional comments may follow.

Response: A FLUCCS Map is currently being finalized and will be provided to staff once completed. However, this requirement of delineating wetlands will be handled during the Development Order Process.

8. Large developments with existing indigenous native vegetation communities must provide 50% open space through on-site preservation. If the development area does not contain existing indigenous native vegetation communities but does contain existing indigenous native trees, then 50% of the open space requirement must be met through the on-site preservation of existing native trees. Provide a FLUCCS map with the exotic descriptor for each community type and revise the MCP if current site conditions meet the conditions set forth in Land Development Code (LDC) Section 10-415 (b).

Response: A FLUCCS Map is currently being finalized and will be provided to staff once completed. However based on site observations, existing native vegetation communities are not present on the site but does contain existing native trees based on the attached tree inventory. The existing native trees will be mitigated on-site, this mitigation will meet the LDC requirement of 50% of the open space requirement be met through the preservation of existing native trees.

9. Pursuant to Lee Plan Policy, 61.3.12, surface water management lakes must be sinuous, revise the MCP to demonstrate compliance.

Response: Please see attached deviation narrative.

10. Please identify the location/s of the planted littoral shelf, required under Land Development Code (LDC) Sec. 10-418(2), so that staff can be sure the water management system is sufficient to mimic the function of natural systems, improve water quality and provide habitat for a variety of aquatic species, including wading birds, and other waterfowl.

Response: Please see attached deviation narrative.

NATURAL RESOURCES:

1. Please provide analysis of Lee Plan objective 60.3 and Lee Plan policies 125.1.2 and 125.1.4.

Response: Please see the updated project narrative for analysis of the above objective and policies.

DEPARTMENT OF TRANSPORTATION:

1. The Master Concept Plan (MCP) needs to show all of the adjacent driveway locations on Palomino Lane including on the west side of the road and show the distances between the proposed project's access and the adjacent driveways/streets. If the distances do not meet the intersection separation requirements, a deviation is required. Lee County DOT staff recommends the proposed project's access on Palomino Lane is aligned with Springs at Daniels Pkwy Apartments driveway on the west side of Palomino Lane.

Response: MCP has been revised to show all adjacent driveway locations and dimensions have been provided for separations between existing and proposed driveways.

TRAFFIC IMPACT STUDY (TIS):

1. The roadway Level of service (LOS) analysis in the Table 2 and Table 3 needs to include what LOS the roadway will operate (A, B, C, D, E or F).

Response: Table 2 and Table 3 has been revised as requested, please see attached Traffic Impact Study.

2. The directional capacity of 4,040 for 8 lanes from the FDOT's 2020 Quality/Level of Service Handbook is out of date. The Generalized Service Volume Tables of FDOT's 2023 Multimodal Quality/Level of Service Handbook shall be used for the analysis.

Response: The directional capacity has been revised as requested, please see attached Traffic Impact Study.

3. Please note the turn lane analysis and the entry gate analysis are not in the rezoning review stage, it will be in the Development Order review process.

Response: Acknowledged.

4. For the Deviation #1, please demonstrate why the site cannot be redesigned to accommodate the required number of parking spaces for the proposed uses. If the site cannot be redesigned to accommodate required parking for the proposed uses, the deviation request should be accompanied by a parking demand study to justify the deviation. The study should be performed at a minimum of three similar local (i.e. Lee County) facilities in accordance with the guidelines set forth in the most current Institute of Transportation Engineers Parking Generation Manual. A methodology meeting with staff to discuss the parameters of the study is recommended prior to any data collection. (11/19/2024 ME).

Response: A parking study methodology is currently being coordinated with Lee County. Due to Marcus Evans no longer with Lee County the applicant is currently awaiting a contact from staff to discuss the parking study methodology. Once the methodology is confirmed a parking study will be developed to accompany Deviation #1.

DEVELOPMENT SERVICES:

1. Land Development Code (LDC) Section 34-373(a)(6)(a) requires the location and explanation of all existing easements to be shown on the MCP. If an easement is based upon a recorded document, the official records book reference must be stated. Please show all easements on the MCP and provide all recording information as required.

Response: Please see updated MCP.

2. Land Development Code (LDC) Section 10-256(b)(2)c. establishes that the developer must construct bicycle and/or pedestrian ways, where applicable, in private subdivisions internal to the development. See 10-256(b)(2)c.1 & 2. Please note that at the time of development order the applicant must demonstrate compliance with this requirement.

Response: The Applicant will address the above comment at the time of Development Order.

3. Land Development Code (LDC) Section 34-2015(2)c. establishes that parking lots utilizing 90 degree parking with dead-end aisles must provide a turning bay for those spaces at the end of the aisle. It is difficult to determine if this requirement is being met based on the proposed MCP. Please ensure compliance with this requirement.

Response: Please see updated MCP.

4. Is an entrance gate proposed? If so, please ensure compliance with Land Development Code (LDC) 34-1748(1)-(5). The provisions of LDC Section 34-1748 apply to entrance gates or gatehouses that control access to three or more dwelling units or recreational vehicles, or any commercial, industrial or recreational facility.

Response: Entrance gates are proposed and will be in compliance with LDC Sec. 34-1748(1)-(5).

5. **Informal Comment**: For all lakes deeper than 12 feet, a Deep Lake Management Plan must be submitted and approved prior to development order issuance in accordance with Land Development Code (LDC) Sec. 10-329(d)(3).

Response: Comment acknowledged, thank you.

LEETRAN:

1. The proposed development is within one-quarter mile of a fixed-route corridor and the closest bus stop is # 11493. If this becomes a DO or LDO type D, the developer must provide an 8' x 30', landing pad within the road right-of-way or dedicated easement, however, the current sidewalk that can be considered within these dimensions; a bicycle storage rack, and curbing does not meet the code. Therefore, the developer would be required to make the necessary improvements based on the current Lee County Transit LDC section 10-442 (a)(1) and 10-296 (4)(a) but will be reassessed at the time of DO/LDO.

Response: Comment acknowledged.

If you have any further questions or need any additional information, I can be reached by phone at 941.379.7600 or by email directly at Philip.DiMaria@kimley-horn.com.

Sincerely,



Philip DiMaria, AICP, CNU-A
Project Manager

(Documents/Desktop/In Process/RAI/RAI_Lee County_Daniel's Parkway Multifamily Planned Development_d.docx)

Lee County Community Development

APPLICATION FOR PLANNED DEVELOPMENT PUBLIC HEARING UNINCORPORATED AREAS ONLY

Project Name: Daniel's Parkway Multifamily

Request: Rezone from: CPD To: RPD

Type: ☐ Major PD ☒ Minor PD ☐ DRI w/Rezoning ☐ PRFPD
☐ Major PD Amendment ☐ Minor PD Amendment

Bonus Density included? ☐ NO ☒ YES[1] for: 94 Bonus Units

[1] *If **YES**, submit additional fee required by LDC 2-147(A)(3)*

Summary of Project:

Request to rezone ±19.48 acres from Commercial Planned Development (CPD) to Residential Planned Development (RPD) to allow for up to 364 multiple-family residential units at a density of 18.68 du/ac. The development will utilize Lee County Utilities for potable/waste water service. Primary ingress/egress is proposed from Mall Loop Road.

PART 1
APPLICANT/AGENT INFORMATION

A. Name of Applicant: David Fellows, American Land Ventures, LLC
Address: 3350 Virginia Street, Suite 430
City, State, Zip: Coconut Grove, FL, 33133
Phone Number: 305-350-1901
E-mail Address: dfellows@ameriland.com

B. Relationship of Applicant to owner (check one) and provide Affidavit of Authorization form:

☐ Applicant is the sole owner of the property. **[34-201(a)(1)a.1.]**

☒ Applicant has been authorized by the owner(s) to represent them for this action. **[34-202(a)(3)]**

☐ Application is County initiated. Attach BOCC authorization.

C. Authorized Agent: (If different than applicant) Name of the person who is to receive all County-initiated correspondence regarding this application. [34-202(a)(4)]

1. Company Name: Kimley-Horn and Associates, Inc.
Contact Person: Philip DiMaria, AICP, CNUA
Address: 1800 2nd Street
City, State, Zip: Sarasota, FL, 34236
Phone Number: 941.379.7600 Email: Philip.dimaria@kimley-horn.com

2. Additional Agent(s): Provide the names of other agents that the County may contact concerning this application. **[34-202(a)(4)]**

PART 2
PROPERTY OWNERSHIP

A. Property owner(s): If multiple owners (corporation, partnership, trust, association), provide a list with owner interest. [34-202(a)(2)]

Name: Lee County District School Board
Address: 2855 Colonial Boulevard
City, State, Zip: Fort Myers, FL 33966
Phone Number: _____ Email: _____

B. Disclosure of Interest [34-202(a)(2)]:

☒ Attach Disclosure of Interest Form.

C. Multiple parcels:

☐ Property owners list. **[34-202(a)(8)]**
☐ Property owners map. **[34-202(a)(8)]**

D. Certification of Title and Encumbrances [34-202(a)(7)]

1. Title certification document, no greater than 90 days old.
2. Date property was acquired by present owner(s): February 7, 2020

PART 3
PROPERTY INFORMATION

A. STRAP Number(s): [Attach extra sheets if additional space is needed.] **[34-203(a)(5)]**
22-45-25-L1-00001.0010

B. Street Address of Property: N/A – NE corner of Palomino Ln and Kings Crossing Rd

C. Legal Description (must submit) [34-202(a)(5)]:

☒ Legal description (metes and bounds) (8½"x11") and sealed sketch of the legal description.
OR
☐ Legal description (NO metes and bounds) if the property is located within a subdivision platted per F.S. Chapter 177, and is recorded in the Official Records of Lee County under Instruments or Plat Books. (Click here to see an example of a legal description with no metes and bounds.)
AND

Boundary Survey [34-202(a)(6):

☒ A Boundary survey, tied to the state plane coordinate system.
OR
☐ Not required if the property is located within a subdivision platted per F.S. Chapter 177.

D. Surrounding property owners (within 500 feet of the perimeter of the subject parcel or portion thereof that is subject of the request)**:**

1. ☒ List of surrounding property owners. **[34-202(a)(9)]**
2. ☒ Map of surrounding property owners. **[34-202(a)(9)]**
3. ☒ One set of mailing labels. **[34-202(a)(9)]**

Note: When the case is found complete/ sufficient, a new list and mailing labels must be submitted.

E. Current Zoning of Property: Commercial Planned Development (CPD)

☒ Provide a list of all Zoning Resolutions and Zoning Approvals applicable to the subject property.

Resolution # Z-23-020, case number DCI2002-00051

F. Use(s) of Property:

1. Current uses of property are: Vacant
2. Intended uses of property are: Residential Multiple Family

G. Future Land Use Classification (Lee Plan):

General Interchange	19.48	Acres	100	% of Total
		Acres		% of Total
		Acres		% of Total

H. Property Dimensions:

1. Width (average if irregular parcel): 740 Feet
2. Depth (average if irregular parcel): 945 Feet
3. Total area: 19.48 Acres or square feet
4. Frontage on road or street: 1,541 Feet on Mall Loop/Sky Port/Kings Crossing Street
   2nd Frontage on road or street: 943 Feet on Palomino Ln Street

I. Planning Communities/Community Plan Area Requirements: If located in one of the following planning communities/community plan areas, provide a meeting summary document of the required public informational session.

- ☒ Not Applicable
- ☐ Captiva Planning Community (Captiva Island). **[33-1612(a)&(b); Lee Plan Policy 13.1.7]**
- ☐ North (Upper) Captiva Community Plan area. **[33-1711]**
- ☐ Boca Grande Planning Community. **[Lee Plan Policy 22.1.5]**
- ☐ Caloosahatchee Shores Community Plan area. **[33-1482(a)&(b); Lee Plan Policy 21.6.3]**
- ☐ Page Park Community Plan area. **[33-1203(a) & (b); Lee Plan Policy 27.11.2]**
- ☐ Palm Beach Boulevard Community Plan area. **[Lee Plan Policy 23.5.2]**
- ☐ Buckingham Planning Community. **[Lee Plan Policy 17.7.2]**
- ☐ Pine Island Planning Community. **[33-1004(a) & (b); Lee Plan Policy 14.7.1]**
- ☐ Lehigh Acres Planning Community. **[33-1401(a)&(b); Lee Plan Policy 32.12.2]**
- ☐ North Fort Myers Planning Community. **[33-1532(a)&(b)]**
- ☐ North Olga Community Plan area. **[33-1663(a)&(b)]**

J. Waivers from Application Submission Requirements: Attach waivers, if any, approved by the Director of Zoning. **[34-201(c)]**

PART 4
TYPES OF LAND AREA ON PROPERTY

A.	**Gross Acres (total area within described parcel)**			**19.48**	**Acres**
1.	Submerged land subject to tidal influence			0 Acres	
2.	**a.** Preserved freshwater wetlands	0	Acres		
	b. Impacted wetlands		Acres		
	c. Preserved saltwater wetlands	0	Acres		
	d. Total wetlands (A.2.a. plus A.2.b. plus A.2.c.)				Acres
3.	R-O-W providing access to non-residential uses			0 Acres	
4.	Non-residential use areas (1) (2)			0 Acres	
B.	**Total area not eligible as gross residential acreage** (Items A.1. + A.3. + A.4.).			**0**	**Acres**
C.	**Gross residential acres. (A minus B)** (3)			**19.48**	**Acres**

D. Gross residential acres (by Land Use Category)

1.	**a.** Intensive Development – upland		Acres
	b. Intensive Development – preserved freshwater wetlands		Acres
	c. Intensive Development – impacted wetlands		Acres
2.	**a.** Central Urban – upland		Acres
	b. Central Urban – preserved freshwater wetlands		Acres
	c. Central Urban – impacted wetlands		Acres
3.	**a.** Urban Community or Suburban – upland		Acres
	b. Urban Community or Suburban – preserved freshwater wetlands		Acres
	c. Urban Community or Suburban – impacted wetlands		Acres

4.	**a.**	Suburban – upland	_____	Acres
	b.	Suburban – preserved freshwater wetlands	_____	Acres
	c.	Suburban – impacted wetlands	_____	Acres
5.	**a.**	Outlying Suburban – upland	_____	Acres
	b.	Outlying Suburban – preserved freshwater wetlands	_____	Acres
	c.	Outlying Suburban – impacted wetlands	_____	Acres
6.	**a.**	Sub-Outlying Suburban – upland	_____	Acres
	b.	Sub-Outlying Suburban – preserved freshwater wetlands	_____	Acres
	c.	Sub-Outlying Suburban – impacted wetlands	_____	Acres
7.	**a.**	Rural, Outer Island, Rural Community Preserve – upland	_____	Acres
	b.	Rural, Outer Island, Rural Community Preserve – wetlands	_____	Acres
8.	**a.**	Open Lands – upland	_____	Acres
	b.	Open Lands – wetlands	_____	Acres
9.	**a.**	Resource – upland	_____	Acres
	b.	Resource – wetlands	_____	Acres
10.	**a.**	Wetlands	_____	Acres
11.	**a.**	New Community – upland	_____	Acres
	b.	New Community – wetlands	_____	Acres
12.	**a.**	University Community – upland	_____	Acres
	b.	University Community – wetlands	_____	Acres
13.	**a.**	Coastal Rural – upland	_____	Acres
	b.	Coastal Rural – wetlands	_____	Acres
		TOTAL (should equal "C" above)	**0**	**Acres**

Notes:

(1) Lands for commercial, office, industrial uses, natural water bodies, and other non-residential uses must not be included except within the Mixed Use Overlay {see Note (2) below}.

(2) Within the Mixed Use Overlay, lands for commercial, office, industrial uses, natural water bodies, and other non-residential uses may be included in density calculations {see Lee Plan Objective 4.3}.

(3) Lands to be used for residential uses including land within the development proposed to be used for streets & street rights of way, utility rights-of-way, public & private parks, recreation & open space, schools, community centers, & facilities such as police, fire & emergency services, sewage & water, drainage, and existing man-made waterbodies.

PART 5
RESIDENTIAL DEVELOPMENT - PRELIMINARY DENSITY CALCULATIONS

i. Complete only if living units are proposed in a Future Land Use Category.

ii. If more than one classification, calculations for each classification must be submitted. Attach extra sheets as necessary.

iii. If wetlands are located on the property, density calculations are considered preliminary pending a wetlands jurisdictional determination.

A. Future Land Use Category: **General Interchange**

		Lee Plan Table 1(a) Max. standard density		Units
1.	**Standard Units**			
	a. Total upland acres (from Part 4, D.)	19.48	x 14 equals	272.72
	b. Total preserved freshwater wetlands acres (from Part 4, D.)	_____	x _____ equals	_____
	c. Total impacted wetlands acres (from Part 4, D.)	_____	x _____ equals	_____
	d. **Total Allowed Standard Units** (1)			**272.72**
2.	**Bonus Units [2-143]**			
	a. Site-built Affordable Housing			_____
	b. Transferrable Dwelling Units			92
	c. Sub-total			**92**
3.	**Total Permitted Units** (1)			**364**

Note:

(1) Subject to revision if wetlands jurisdictional determination indicates a different acreage of wetlands.

PART 6
COMMERCIAL, INDUSTRIAL, MINING, ASSISTED LIVING FACILITIES, HOTELS & MOTELS
PRELIMINARY INTENSITY CALCUATIONS

		Height	Total Floor Area (Square Feet)
A.	**Commercial**		
1.	Medical		
2.	General Office		
3.	Retail		
4.	Other: _____		
5.	**TOTAL FLOOR AREA**		

		Height	Total Floor Area (Square Feet)
B.	**Industrial**		
1.	Under Roof		
2.	Not Under Roof		
3.	**TOTAL FLOOR AREA**		

		Depth	Total Acres
C.	**Mining**		
1.	Area to be excavated		

		Height	Total Beds/Units
D.	**Assisted Living Facilities**		
1.	Dependent Living Units		
2.	Independent Living Units		
3.	**TOTAL BEDS/UNITS**		

		Height	Total Rental Units
E.	**Hotels/Motels (Room Size)**		
1.	< 425 sq. ft.		
2.	426-725 sq. ft.		
3.	725 < sq. ft.		
4.	**TOTAL UNITS**		

PART 7
ACTION REQUESTED

A. **Request Statement:** Provide a single narrative explaining the nature of the request and how the property qualifies for the rezoning to a planned development. This narrative should include how the proposed development complies with the Lee Plan, the Land Development Code, and the applicable findings/review criteria set forth in LDC section 34-145(d)(4). This narrative may be utilized by the Board of County Commissioners, Hearing Examiner and staff in establishing a factual basis for the granting or denial of the rezoning. **[34-373(a)(5)]**

B. **Traffic Impact Statement.** A traffic impact statement in a format and to the degree of detail required by the County and in conformance with the adopted Lee County Administrative Code. TIS is not required for an existing development. **[34-373(a)(7)]**

C. **Master Concept Plan:**

1. **Master Concept Plan, Non-PRFPD:** A graphic illustration (Master Concept Plan) of the proposed development, showing and identifying the information required by LCLDC Section 34-373(a)(6)a. Copies of the Master Concept Plan must be provided in two sizes, 24”x36” and 11”x17”, and must be clearly legible and drawn at a scale sufficient to adequately show and identify the required information. In addition to the Master Concept Plan, an open space design plan delineating the indigenous preserves and/or native tree preservation areas as required by LDC Section 10-415(b) must be submitted. **[34-373(a)(6)]**
2. **Schedule of Uses:** A schedule of uses keyed to the Master Concept Plan as well as a summary for the entire property including the information required by LCLDC Section 34-373(a)(8)]. **[34-373(a)(8)]**

3. **Schedule of Deviations and Written Justification:** A schedule of deviations and a written justification for each deviation requested as part of the Master Concept Plan accompanied by documentation including sample detail drawings illustrating how each deviation would enhance the achievement of the objectives of the planned development and will not cause a detriment to public interests. The location of each requested deviation must be located/shown on the Master Concept Plan. **[34-373(a)(9)]**

D. Bonus Density: [34-202(a)(11)]

☐ Not Applicable

☒ Bonus Density will be used. Provide the number of Bonus Density units being requested and a narrative of how the request meets the requirements of LDC Section 2-146.

PART 8
ENVIRONMENTAL REQUIREMENTS

A. Topography: Describe the range of surface elevations of the property. Attach a county topographic map (if available) or a USGS quadrangle map showing the subject property. **[34-373(a)(4)b.iv.]**
See enclosed.

B. Sensitive Lands: Identify any environmentally sensitive lands, including, but not limited to, wetlands (as defined in the LEE Plan Section XII), flowways, creek beds, sand dunes, other unique land forms [see LEE Plan Policy 77.1.1 (2)] or listed species occupied habitat [see LCLDC Section 10-473(f)].
See enclosed.

C. Preservation/Conservation of Natural Features: Describe how the lands listed in PART 6.B. above will be protected by the completed project:
See enclosed.

D. Shoreline Stabilization: If the project is located adjacent to navigable natural waters, describe the method of shoreline stabilization, if any, being proposed:
See enclosed.

E. Soils Map: Attach maps drawn at the same scale as the Master Concept Plan marked or overprinted to show the soils classified in accordance with the USDA/SCS System. **[34-373(a)(4)b.i.]**

F. FLUCCS Map: A Florida Land Use, Cover and Classification System (FLUCCS) map, at the same scale as the Master Concept Plan, prepared by an environmental consultant. The FLUCCS map must clearly delineate any Federal and State jurisdictional wetlands and other surface waters, including the total acreage of Federal and State wetlands. **[34-373(a)(4)c.]**

G. Rare & Unique Upland Habitat Map: Maps drawn at the same scale as the Master Concept Plan marked or overprinted to show significant areas of rare and unique upland habitat as defined in the LEE Plan Section XII. **[34-373(a)(4)b.iii.]**

H. Existing and Historic Flow-Ways Map: Map(s) drawn at the same scale as the master concept plan marked or overprinted to show existing and historic flow-ways. **[34-373(a)(4)b.v.]**

PART 9
SANITARY SEWER & POTABLE WATER FACILITIES

A. Special Effluent: If the discharge of any special effluent is anticipated, please specify what it is and what strategies will be used to deal with its' special characteristics:
N/A

B. Private On-Site Facilities: If a private on-site wastewater treatment and disposal facility is proposed, please provide a detailed description of the system including:

1. Method and degree of treatment:
   N/A
2. Quality of the effluent:
   N/A

3. Expected life of the facility:
N/A

4. Who will operate and maintain the internal collection and treatment facilities:
N/A

5. Receiving bodies or other means of effluent disposal:
N/A

C. **Spray Irrigation:** If spray irrigation will be used, specify:

1. The location and approximate area of the spray fields:
N/A

2. Current water table conditions:
N/A

3. Proposed rate of application:
N/A

4. Back-up system capacity:
N/A

PART 10
ADDITIONAL REQUIREMENTS

A. **Major Planned Developments:**

1. **Surface Water Management Plan.** A written description of the surface water management plan as required by LCLDC Section 34-373(b)(1). **[34-373(b)(1)]**
2. **Phasing Program.** If the development is to be constructed in phases or if the Traffic Impact Statement utilized phasing, then a description of the phasing program must be submitted. **[34-373(b)(3)]**
3. **Protected Species Survey.** A protected species survey is required for large developments (as defined in LCLDC Section 10-1) as specified in LCLDC Section 10-473. **[34-373(b)(2)]**

B. **Amendments to Built Planned Developments:** The consent of the owners of the remainder of the original planned development is not required, but these owners must be given notice of the application and other proceedings as if they were owners of property abutting the subject property regardless of their actual proximity to the subject property. Attach proof of notice to other property. **[34-373(c)]**

C. **Development of Regional Impact:** Binding letter of interpretation from DCA or a complete and sufficient ADA. (See also Application for Public Hearing for DRI Form.) **[34-373(d)(9)]**

D. **Private Recreational Facility Planned Developments (PRFPDs):**

1. **Master Concept Plan, PRFPD.** Master Concept Plan showing and identifying information required by LDC Section 34-941(g)(1). Copies of the Master Concept Plan must be provided in two sizes, 24”x36” and 11”x17”, and must be clearly legible and drawn at a scale sufficient to adequately show and identify the required information. **[34-941(g)(1)]**
2. **Conceptual Surface Water Management Plan.** A Conceptual Surface Water Management Plan must be submitted. The plan must be viable and take into consideration any natural flowway corridors, cypress heads, natural lakes, and the restoration of impacted natural flowway corridors. **[34-941(d)(3)b.i.1)]**
3. **Well Drawdown Information.** If within an area identified as an anticipated drawdown area for existing or future well development, demonstration of compliance with LCLDC Section 34-941(d)(3)d.i & ii. must be provided. **[34-941(d)(3)d.]**
4. **Preliminary Indigenous Restoration Plan.** A Preliminary Indigenous Restoration Plan must be provided if on-site indigenous restoration is being used to meet the indigenous native plant community preservation requirement. **[34-941(e)(5)f.iii.]**

5. **Environmental Assessment.** An Environmental Assessment must be provided which includes, at a minimum, an analysis of the environment, historical and natural resources. **[34-941(g)(2)]**

6. **Demonstration of Compatibility.** Written statements concerning how the applicant will assure the compatibility of the proposed development with nearby land uses (by addressing such things as noise, odor, lighting and visual impacts), and the adequate provision of drainage, fire and safety, transportation, sewage disposal and solid waste disposal must be provided. **[34-941(g)(4)]**

E. Potable Water & Central Sewer. Will the project be connected to potable water and central sewer as part of any development of the property?

☒ **YES** (Provide a letter from the appropriate Utility to which the connection(s) are proposed confirming availability of service.) **[34-202(a)(10)]**

☐ **NO** (Provide a narrative explaining why the connection is not planned and how the water and sewer needs of the project will be met.) **[34-202(a)(10)]**

F. Existing Agricultural Use: If the property owner intends to continue an existing agricultural use on the property subsequent to the zoning approval, an Existing Agricultural Use Affidavit must be provided. Entitle as "Existing Agricultural Uses at Time of Zoning Application." **[34-202(a)(12)]**

G. Flood Hazard:

☒ Not applicable

☐ The property is within an Area of Special Flood Hazard as indicated in the Flood Insurance Rate Maps (FIRM)s.

☐ The minimum elevation required for the first habitable floor is _____ NAVD (MSL)

H. Excavations/Blasting:

☒ No blasting will be used in the excavation of lakes or other site elements.

☐ If blasting is proposed, provide Information Regarding Proposed Blasting (including soil borings, a map indicating the location of the proposed blasting, and other required information).

I. Hazardous Materials Emergency Plan for Port Facilities: [12-110(a)(16)]

☒ Not Applicable

☐ Provide a Hazardous materials emergency plan.

J. Mobile Home Park: [34-174(h)]

☒ Not Applicable

☐ Request includes rezoning of a Mobile Home Park. Provide facts related to the relocation of dislocated owners that meets the requirements of F.S. § 723.083 (1995).

K. Airport Zones & Lee County Port Authority (LCPA) Requirements:

☒ Not Applicable

☐ Property is located within _____ Airport Noise Zone: **[34-1104]**

☐ Property is located within Airport Runway Protection Zone. Indicate which Zone below. **[34-1105]**

☐ Property is located within Airport Residential and Educational Protection Zone: **[34-1106]**

☐ Property is located in an Airport Obstruction Notification Zone and subject to LCPA regulations. **[34-1107]**

☐ A Tall Structures Permit is required. **[34-1108]**

PART 5 SUBMITTAL REQUIREMENT CHECKLIST		
Clearly label your attachments as noted in bold below		
Copies Required		**SUBMITTAL ITEMS**
3	☒	Completed application for Public Hearing [34-202(a)(1)]
1	☒	Filing Fee - [34-201(d)]
1	☒	Bonus Density Filing Fee - (if applicable) [34-202(a)(11)]
3	☒	**Affidavit of Authorization** (notarized) Form [34-202(a)(3)]
3	☒	**Additional Agents** [34-202(a)(4)]
3	☐	**Multiple Owners List** (if applicable) [34-202(a)(2)]
3	☒	**Disclosure of Interest** Form (multiple owners) [34-202(a)(2)]
3	☒	**Legal description (must submit)** [34-202(a)(5)]
		☒ Legal description (metes and bounds) and sealed sketch of legal description
		OR
		☐ Legal description (NO metes and bounds) if the property is located within a subdivision platted per F.S. Chapter 177, and is recorded in the Official Records of Lee County under Instruments or Plat Books. (Click here to see an example of a legal description with no metes and bounds.)
3	☒	**Boundary Survey** – not required if platted lot (2 originals required) [34-202(a)(6)]
3	☐	**Property Owners list** (if applicable) [34-202(a)(8)]
3	☐	**Property Owners map** (if applicable) [34-202(a)(8)]
3	☒	Confirmation of **Ownership/Title Certification** [34-202(a)(7)]
3	☒	**STRAP Numbers** (if additional sheet is required) [34-202(a)(5)]
1	☒	**List of Surrounding Property Owners** [34-202(a)(9)]
1	☒	**Map of Surrounding Property Owners** [34-202(a)(9)]
1	☒	**Mailing labels** [34-202(a)(9)]
3	☐	List of **Zoning Resolutions** and Approvals
3	☐	Summary of **Public Informational Session** (if applicable)
3	☐	**Waivers** from Application Submission Requirements (if applicable) [34-201(c)]
3	☒	Preliminary **Density** Calculations (if applicable)
3	☒	**Request Statement** [34-373(a)(5)]
3	☒	Traffic Impact Statement (**TIS**) (not required for existing development) [34-373(a)(7)]
3	☒	Master Concept Plan (**MCP**), **Non-PRFPD** [34-373(a)(6)]
3	☒	**Schedule of Uses** [34-373(a)(8)]
3	☒	Schedule of **Deviations and** Written **Justification** [34-373(a)(9)]
3	☒	**Topography** (if available) [34-373(a)(4)b.iv.]
3	☒	**Soils Map** [34-373(a)(4)b.9.]
3	☐	**FLUCCS Map** [34-373(a)(4)c.]
3	☒	Rare & Unique **Upland Habitat Map** [34-373(a)(4)b.iii.]
3	☒	Existing and Historic **Flow-Ways Map** [34-373(a)(4)b.v.]
3	☒	**Surface Water Management Plan** (if applicable) [34-373(b)(1)]
3	☐	**Phasing Program** (if applicable) [34-373(b)(3)]
3	☒	**Protected Species Survey** (if applicable) [34-373(b)(2)]
3	☐	**Proof of Notice** (if applicable) [34-373(c)]
3	☐	**Binding Letter** from DCA (if applicable) [34-373(d)(9)]

3	☒	Master Concept Plan (**MCP**), **PRFPD** (if applicable) [34-941(g)(1)]
3	☒	**Conceptual Surface Water Management Plan** (if applicable) [34-941(d)(3)b.i.1)]
3	☐	**Well Drawdown** Information (if applicable) [34-941(d)(3)d.]
3	☐	Preliminary Indigenous **Restoration Plan** (if applicable) [34-941(e)(5)f.iii.]
3	☒	**Environmental Assessment** (if applicable) [34-941(g)(2)]
3	☐	Demonstration of **Compatibility** (if applicable) [34-941(g)(4)]
3	☒	**Potable Water & Sanitary Sewer**. Letter from the appropriate utility entity indicating the utility entity or explanation of how water and sewer needs will be met if connection will not be made. [34-202(a)(10)]
3	☐	Existing **Agricultural Use Affidavit** (if applicable) [34-202(a)(12)]
3	☐	Information Regarding **Proposed Blasting** (if applicable).
3	☐	Hazardous Materials **Emergency Plan** (if applicable)
3	☐	Mobile Home Park **Dislocated Owners** Information (if applicable) [34-202(b)(4)]
3	☐	**Tall Structures Permit** (if applicable) [34-1108]

Daniels Parkway Multifamily
Request Narrative/Lee Plan Compliance Statement

I. REQUEST

The Applicant, American Land Ventures, LLC, is requesting a Comprehensive Plan consistent rezone from Commercial Planned Development (CPD) to Residential Planned Development (RPD) to allow for a 364 multifamily residential development with a maximum height of 4 stories (60 feet). The subject property ("Property") is located at the northeast corner of Palomino Lane and Kings Crossing Road, north of Daniels Parkway, in unincorporated Lee County and made up of a single parcel totaling approximately ±19.48-acres (STRAP #: 22-45-25-L1-00001.0010). The Property is located within the General Interchange Future Land Use Category and not within a designated Planning Community per the Lee Plan. The proposed concept plan features clustered garden-style apartments buildings surrounding a stormwater lake. A community clubhouse/leasing office is proposed at the main entrance. Access is proposed from Mall Loop Road with secondary egress proposed to Palomino Lane. The RPD will include perimeter buffers and open space that will provide spatial separation and physical screening between the proposed units and the surrounding properties for compatibility purposes.

II. BACKGROUND

The Property is currently undeveloped with approximately 1,480 feet of frontage to the south/southeast on Mall Loop Rd/ Kings Crossing and 930 feet of frontage on Palomino Lane. The Property is accessed via both roadways.

The Property is designated in the General Interchange Future Land Use Category and is zoned CPD. The Property is not located within a Community Planning Area or an Overlay per the LeeGIS Data Explorer.

III. SURROUNDING LAND USES

The Property is located just north of Daniels Parkway, a 6-8 lane County Road, which serves as a major east-west county thoroughfare. The site is proximate to an I-75 interchange to the east. There are a variety of surrounding uses that serve the Daniels Parkway corridor and the major I-75 interchange.

Generally, the property abuts a mix of existing residential and commercial uses, and lands zoned for future commercial development. The table below demonstrates the surrounding property classifications:

	Future Land Use	Zoning	Surrounding Land Use
North	Outlying Suburban	RPD	Renaissance Country Club & Housing Development
South	General Interchange	CG; CPD	ROW; Drug Store/Convenience Store; Fast-food establishment

East	General Interchange	RPD; CPD	ROW; Commercial; Office
West	General Interchange	RPD; CN-3	ROW; Multifamily Residential; Office

IV. PUBLIC INFRASTRUCTURE

The Property is served by existing public infrastructure that can accommodate the proposed multifamily residential development. Potable and wastewater service is provided by Lee County Utilities, please see the enclosed Utility Availability Letter. The proposed development will connect to existing utility infrastructure. The surrounding roadway network has adequate capacity as set forth in the enclosed Traffic Circulation Analysis.

Additionally, there are numerous community facilities and services within 5 miles of the project, including:

- Parks and recreation facilities:
  - Six-Mile Cypress Preserve – 3.45 miles west
  - Six-Mile Cypress Park Addition – 1.50 miles north
  - Flag Pond Preserve – 2 miles east
- Urban levels of police, fire, and emergency services:
  - Lee County Sheriff – 4.5 miles west
  - South Trail Fire Station – 1 mile west
  - Gulf Coast Medical Center – 2.9 miles west
- Schools:
  - South Fort Myers High School – 2.8 miles west
  - Gateway Charter Elementary School – 3.2 miles east
  - Gateway Elementary School – 5.6 miles east

V. PROPOSED DEVELOPMENT

The Applicant is requesting a Residential Planned Development (RPD) rezoning in order to develop 364 multifamily residential units. Based on the underlying future land use of General Interchange, multifamily units are permitted at a base density up to 14 dwelling units per acre – this would allow up to 272 dwelling units on the 19.48-acre property. The General Interchange FLU category allows bonus density to be utilized with a total density not to exceed 22 dwelling units per acre. The Applicant is requesting 92 additional units, which would utilize the affordable housing bonus density to allow for up to 364 dwelling units on site. Please refer to the Preliminary Density Calculation included on the PD application form.

Property Development Regulations

Property Development Regulations		
Minimum Lot Area and dimensions		
	Lot area (square feet)	10,000

	Lot width (feet)	100
	Lot depth (feet)	100
Minimum setbacks:		
	Side yard (feet)	25
	Rear yard (feet)	25
Maximum height (feet)		60
Maximum lot coverage (percent of total lot area)		45

The proposed development will add much-needed rental units to Lee County with proximity to the interstate to serve a larger area. The community will include a Community Clubhouse with a pool and recreation courts, a dog park, open space, and adequate parking per the Lee County LDC. The main community entrance is proposed from Mall Loop Road with secondary egress proposed onto Palomino Lane.

The enclosed Master Concept Plan (MCP) provided with this application details the Applicant's intended development program and outlines developable area, buffers, access, and stormwater areas.

VI. LEE COUNTY LDC CONSISTENCY ANALYSIS

According to LDC Section 34-145(d)(4)(a)(1-2), a complete application shall include the following listed. (Responses/justifications to the following are in **bold**.)

A. Complies with the Lee Plan;

The proposed rezone request initiated by this formal application is compliant with the Lee Plan. A Comprehensive Plan Consistency Analysis is contained within this application package.

B. Meets this Code and other applicable County regulations or qualifies for deviations;

The proposed rezone request initiated by this formal application is consistent with all applicable Land Development Code and Lee County regulations. Please see the deviation narrative enclosed with this submittal package to review all deviation requests.

C. Is compatible with existing and planned uses in the surrounding area;

The proposed rezone is consistent with existing and planned uses in the surrounding area. The proposed project is supported by the adjacent multifamily residential development Springs at Daniels Parkway Apartments located immediately west, across Palomino Lane. Additionally, the project offers a compatible transition from commercial developments along Daniels Parkway to single family developments located north of the project site.

D. Will provide access sufficient to support the proposed development intensity;

The proposed rezone initiated by this formal application will provide sufficient access to support the proposed development's intensity. The main community entrance is proposed from Mall Loop Road with secondary egress proposed onto Palomino Lane. The proximity to I-75, with access to Daniel's Parkway, allows future residents to efficiently access the interstate without having to generate additional traffic on local neighborhood streets.

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

The expected impacts on transportation facilities have been addressed by existing County regulations and conditions of approval. Please see the enclosed Traffic Impact Analysis prepared by Kimley-Horn and Associates.

F. Will not adversely affect environmentally critical or sensitive areas and natural resources; and

The proposed development will not adversely affect environmentally critical or sensitive areas and natural resources. Please see the enclosed Environmental Assessment Study prepared by Kimley-Horn and Associates.

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

The proposed development will utilize urban services. According to the Lee Plan, the proposed development is located within General Interchange Future Land Use Category which is defined as a "Future Urban Area" FLUC.

H. The proposed use or mix of uses is appropriate at the proposed location.

As noted above, the proposed rezone is consistent with existing and planned uses in the surrounding area. The proposed project is supported by the adjacent multifamily residential development located immediately west, across Palomino Lane. Additionally, the project offers a compatible transition from commercial development along Daniels Parkway to single family developments located north of the project site.

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

The recommended conditions provide sufficient safeguard to the public interest and are reasonably related to the impacts on the public's interest expected from the proposed development. The RPD will include perimeter buffers and open space that will provide spatial separation and physical screening between the proposed units and the surrounding properties for compatibility purposes.

J. If the application includes deviations pursuant to Section 34-373(a)(9), that each requested deviation:
   1. Enhances the achievement of the objectives of the planned development; and
   2. Protects the public health, safety and welfare.

Please see the attached deviation request narrative that addresses Section 34-373(a)(9).

K. Mine excavation planned development.

The Applicant is not requesting a Mine Excavation Planned Development.

VII. BONUS DENSITY PROGRAM CONSISTENCY ANALYSIS

According to LDC Section 2-146, a request for bonus density must demonstrate compliance with the following listed. (Responses/justifications to the following are in **bold**.)

(b) Minimum requirements:

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

The traffic generated by the proposed development is not anticipated to have to travel through areas with significantly lower densities before reaching the nearest collector or arterial road. The proposed development has direct access to Palomino Lane, designated as a collector roadway, and

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

It is not anticipated that the proposed development will overwhelm existing and committed public facilities.

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

The proposed development is not located within the coastal high hazard area.

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

The proposed development will be compatible with the existing and planned surrounding land uses. See Section III for the surrounding land uses.

(5) Work force housing may be developed on barrier islands within the Mixed-Use Overlay if transit is available and bonus density is approved through the Affordable Housing Program.

The proposed development is not located on a barrier island, therefore this regulation is not applicable.

VIII. COMPREHENSIVE PLAN CONSISTENCY ANALYSIS

The justification for the requested Rezone is supported by, and not in conflict with, the Lee County Comprehensive Plan. Responses and/or justifications to the listed Principles, Goals, Objectives, and Policies are in **bold**.

As outlined in the application materials, the Property is located within the General Interchange FLU category. The General Interchange FLU is described in the Lee County Comprehensive Plan as being intended for commercial, light industrial, or multifamily uses, suitable for development near the I-75 interchange.

FLU OBJECTIVE 1.3: INTERSTATE HIGHWAY INTERCHANGE AREAS. Special areas adjacent to the interchanges of interstate 75 that maximize critical access points will be designated on the Future Land Use Map. Development in these areas must minimize adverse traffic impacts and provide appropriate buffers, visual amenities, and safety measures. Each interchange area is designated for a specific primary role: General, General Commercial, Industrial Commercial, Industrial, and University Village. Residential uses are only permitted in these categories in accordance with Policy 1.3.2.

The proposed development minimizes adverse traffic impacts by proposing direct access to Kings Crossing. Residents of the future development can reach Daniels Parkway from two separate points at signalized intersections. Landscape buffers, other visual amenities, and safety measures will be provided consistent with the Lee County LDC. The proposed development is also consistent with FLU Policy 1.3.2, please see response to FLU Policy 1.3.2 below.

FLU POLICY 1.3.2: The General Interchange areas are intended primarily for land uses that serve the traveling public: service stations, hotel, motel, restaurants, and gift shops. But because of their location, market attractions, and desire for flexibility, these interchange uses permit a broad range of land uses that include tourist commercial, general commercial, light industrial/commercial, and multi-family dwelling units. The standard density range is from eight dwelling units per acre (8 du/acre) to fourteen dwelling units per acre (14 du/acre). Maximum density is twenty-two dwelling units per acre (22 du/acre).

The Applicant intends to develop the site with up to 364 multifamily units with primary access from Mall Loop Road. The proposed development would utilize bonus density with a total density of approximately 18.68 dwelling units/acre, under the maximum density for the FLU category. Table 1b of the Lee Plan allows for up to 58 acres of residential development within the General Interchange FLU category, and there is available residential acreage for the proposed development.

FLU OBJECTIVE 2.1: DEVELOPMENT LOCATION. Contiguous and compact growth patterns will be promoted through the rezoning process to contain urban sprawl, minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where

large tracts of land are by-passed in favor of development more distant from services and existing communities.

The project site is located on a vacant tract of land surrounded by a wide variety of existing uses including, commercial, single-family residential, and multifamily residential. The proposed development is in-fill in nature and is in an area with adequate existing infrastructure to support the project.

FLU POLICY 2.1.2: New land uses will be permitted only if they are consistent with the Future Land Use Map and the goals, objectives, policies, and standards of this plan.

The intended multifamily development is proposed on a property with a FLU classification of General Interchange which allows for multiple family residential development. The proposed development is in-fill in nature and occurring in an area with adequate existing infrastructure to support the project.

FLU 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 rezone is consistent with the provisions of §163.3202(2)(g) and § 163.3180, Fla. Stat. and the concurrency requirements in the LDC. This Comprehensive Plan Consistency analysis is accompanied by an LDC Consistency Analysis.

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

The proposed RPD will be served by adequate infrastructure to support the project buildout. Please see the attached Traffic Impact Statement, prepared by Kimley-Horn and Associates, and a Letter of Availability form Lee County Utilities. Additionally, the proposed development is near several parks and school facilities for future residents.

STANDARD 4.1.1: WATER.

1. *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).*
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.*

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.*
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.*
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.*
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.*
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.*

Lee County has provided a Letter of Availability of potable water and sanitary sewer service to be utilized for purposes of zoning (See attached). According to the letter, based on the projects anticipated 364 multifamily residential units with an estimated flow demand of approximately 72,000 gallons per day, Lee County Utilities presently has sufficient capacity to provide potable water and sanitary sewer service as estimated.

STANDARD 4.1.2: SEWER.

1. *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.*
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 utility if there is existing infrastructure adequate to accept the effluents of the development within l/4 mile from any part of the development.*
3. *If there is not sufficient capacity nor adequate infrastructure within l/4 mile of the development, the developer must provide proof in the form of a clearly stated rejection of service.*
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, Future Land Use II-17 April 2024 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.

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.*
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 will be served by Lee County Utilities for potable water/wastewater (see attached letter of availability). The surrounding system has demonstrated adequate capacity to serve the 364 proposed dwelling units at buildout.

FLU POLICY 5.1.1: Residential developments requiring rezoning and meeting Development of County Impact (DCI) thresholds must be developed as Planned Developments except if located within the Mixed Use Overlay.

The Applicant's intended development program meets Policy 5.1.1 by proposing a Residential Planned Development in an area that has available infrastructure to support the multifamily project.

FLU POLICY 5.1.2: Prohibit residential development where physical constraints or hazards exist, or require the density and design to be adjusted accordingly. Such constraints or hazards include but are not limited to flood, storm, or hurricane hazards; unstable soil or geologic conditions; environmental limitations; aircraft noise; or other characteristics that may endanger the residential community.

The project site is not located in an area with any major notable physical constraints or hazards that would cause for the prohibition of residential development.

FLU POLICY 5.1.3: During the rezoning process, direct high-density residential developments to locations that are near employment and shopping centers; are close to parks and schools; and are accessible to mass transit and bicycle facilities.

The proposed RPD is located directly north of Daniel's Parkway, near the I-75 interchange. The site is located near park, commercial uses, and has adequate infrastructure to serve the future development. The proximity to I-75, with access to Daniel's Parkway, allows future residents to efficiently access the interstate without having to generate additional traffic on local neighborhood streets.

FLU 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 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 RPD will include perimeter buffers and open space that will provide spatial separation and physical screening between the proposed units and the surrounding properties for compatibility purposes. The Master Concept Plan contained within this application has been designed in accordance with LDC Chapter 10.

FLU POLICY 5.1.6: Maintain development regulations that require high-density, multi-family, cluster, and mixed use developments to have open space, buffering, landscaping, and recreation areas appropriate to their density and design.

The proposed multifamily RPD is consistent with the Lee Plan and the LDC with density within the acceptable range for the General Interchange FLU category (through utilizing the affordable housing density bonus). The proposed development clusters the multifamily buildings around the proposed stormwater/retention lake. Recreational areas are proposed for future residents, ranging from recreational courts, a clubhouse, parks, and a pool. The RPD is compliant with all buffering, landscaping, and open space requirements outlined in the LDC.

FLU POLICY 5.1.7: Maintain development regulations that require community facilities (such as park, recreational, and open space areas) in residential developments are functionally related to all dwelling units and easily accessible via pedestrian and bicycle pathways. These pathways must be interconnected with adjoining developments and public pathways whenever possible. Townhouses, condominiums, apartments, and other types of multi-family residential development must have directly accessible common open space.

As demonstrated on the provided Master Concept Plan, the proposed RPD has been designed in accordance with FLU Policy 5.1.7. The proposed development clusters the multifamily buildings around the proposed stormwater/retention lake, also providing recreational areas such as: recreational courts, a clubhouse, parks, and a pool strategically placed throughout the development for resident convenience. The community amenities will be accessible for the residents of the development.

FLU POLICY 5.1.8: Provide for adequate locations of low- and moderate-income housing through the rezoning process, the provision of public facilities and services, and the elimination of unnecessary administrative and legal barriers.

The Applicant is proposing 92 affordable units to be included within the RPD rezone. The units would be available to individuals at or below 140% of the area median income (AMI) and would be designated affordable as required by Lee County.

SURFACE WATER MANAGEMENT OBJECTIVE 60.3: CRITICAL AREAS. The Six Mile Cypress Basin (as defined in the LDC, Chapter 10) and the DR/GR land use category are both identified as "critical areas for surface water management." The County will maintain existing regulations to protect the unique environmental and water resource values of these areas.

The proposed development will adhere to County and SFWMD regulations.

EDUCATION AND PUBLIC SCHOOL FACILITIES POLICY 67.3.7: Require that new residential developments provide for adequate pedestrian and bicycle access for school children.

Sidewalks internal to the development will be provided with possible connection to Palomino Lane.

PARKS OBJECTIVE 77.1: Development regulations will continue to require that new residential developments provide sufficient open space to meet the needs of their residents.

As demonstrated on the provided Master Concept Plan, the proposed RPD provides open space, buffers, and residential amenities to meet the LDC standards. The multifamily development will be adequately buffered from the surrounding uses and ROW to ensure a desirable community for future residents.

PARKS OJECTIVE 77.3: New developments must use innovative open space design to preserve existing vegetation, provide visual relief, and buffer adjacent uses and proposed and/or existing rights-of-way. This objective and subsequent policies are to be implemented through the zoning process.

As demonstrated on the Master Concept Plan, the proposed development will provide innovative open space design to preserve existing vegetation, provide visual relief, and buffer adjacent uses in accordance with Parks Objective 77.3.

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

The proposed development shall adhere to SFWMD standards.

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

It is not anticipated that the proposed development will lower existing water quality below state and federal water quality standards. The proposed development shall adhere to County and SFWMD standards.

HOUSING OBJECTIVE 135.1: HOUSING AVAILABILITY. To ensure the types, costs, and locations of housing are provided to meet the needs of the County's population by working with private and public housing providers.

The proposed RPD includes 92 bonus affordable units available to those with an income at or below 140% of the AMI. These units will serve the County's moderate- and workforce-income residents.

ECON POLICY 160.1.3: Ensure the development of a wide variety of housing options are available to support a diverse workforce.

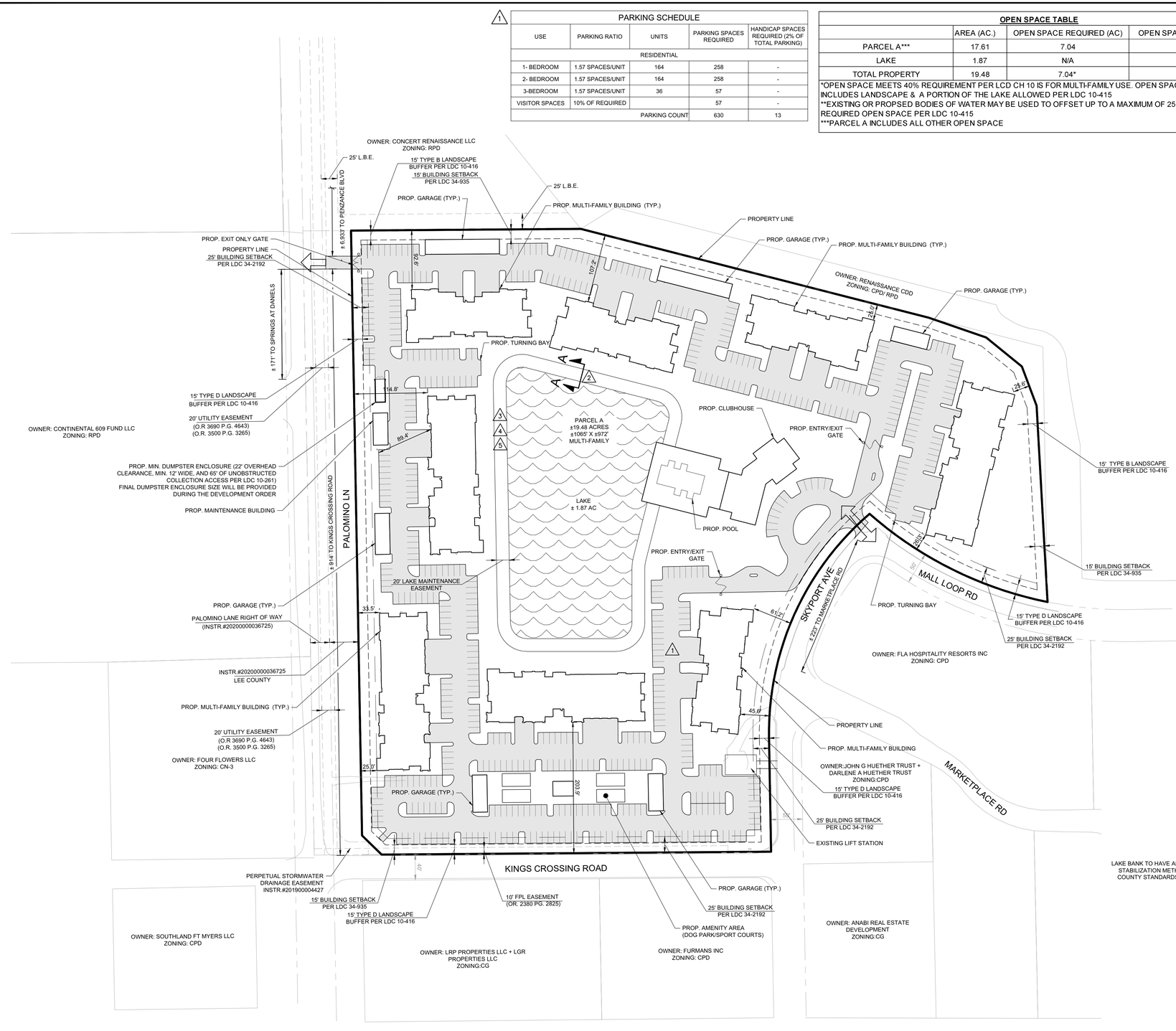
The development proposing a variety of housing types at various price points, to provide residents flexible housing options.

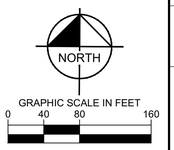
1

PARKING SCHEDULE				
USE	PARKING RATIO	UNITS	PARKING SPACES REQUIRED	HANDICAP SPACES REQUIRED (2% OF TOTAL PARKING)
RESIDENTIAL				
1- BEDROOM	1.57 SPACES/UNIT	164	258	-
2- BEDROOM	1.57 SPACES/UNIT	164	258	-
3-BEDROOM	1.57 SPACES/UNIT	36	57	-
VISITOR SPACES	10% OF REQUIRED		57	-
		PARKING COUNT	630	13

OPEN SPACE TABLE			
	AREA (AC.)	OPEN SPACE REQUIRED (AC)	OPEN SPACE PROVIDED (AC.)
PARCEL A***	17.61	7.04	7.10
LAKE	1.87	N/A	1.76
TOTAL PROPERTY	19.48	7.04*	8.86

*OPEN SPACE MEETS 40% REQUIREMENT PER LCD CH 10 IS FOR MULTI-FAMILY USE. OPEN SPACE PROVIDED INCLUDES LANDSCAPE & A PORTION OF THE LAKE ALLOWED PER LDC 10-415
**EXISTING OR PROPSED BODIES OF WATER MAY BE USED TO OFFSET UP TO A MAXIMUM OF 25 PERCENT OF THE REQUIRED OPEN SPACE PER LDC 10-415
***PARCEL A INCLUDES ALL OTHER OPEN SPACE

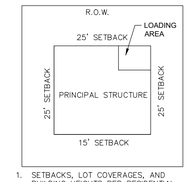




LEGEND

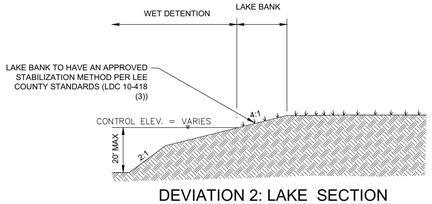
- PROPERTY BOUNDARY
- LAKE
- PAVEMENT
- SETBACK LINE
- EASEMENT
- ACCESS POINTS
- 2 DEVIATION

* HATCH PATTERNS ARE FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL HATCH PATTERNS ON DRAWING MAY VARY IN SCALE, ANGLE & COLOR.



1. SETBACKS, LOT COVERAGES, AND BUILDING HEIGHTS PER RESIDENTIAL PLANNED DEVELOPMENT REGULATION TABLES

TYPICAL LOT INFORMATION
NTS



DEVIATION 2: LAKE SECTION A-A
NTS

NOTES:
1. TOP OF BANK LOCATION & ELEVATION WILL VARY DEPENDING ON EX GROUND ELEVATION.
2. THE LITTORAL AND TREE PLANTING REQUIREMENTS WILL BE ADDRESSED AND LOCATED AT THE LOCAL D.O. REVIEW LEVEL.
3. THE LITTORAL SHELF WILL NOT EXTEND MORE THAN 2' BELOW CONTROL.

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
1514 BROADWAY, SUITE 301 , FORT MYERS, FL 33901
PHONE: 239-271-2650 FAX: 941-379-4352
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL

DATE:

KHA PROJECT	123456789
DATE	JANUARY 2025
SCALE	AS SHOWN
DESIGNED BY	KHA
DRAWN BY	KHA
CHECKED BY	JTN

MASTER CONCEPT PLAN

DANIELS MULTI-FAMILY
PREPARED FOR
AMERICAN LAND VENTURES, LLC
LEE COUNTY FLORIDA

SHEET NUMBER
EX-1

Plotted By: Napolitano, Justin Sheet Set: Khs Layout: Layout1 January 31, 2025, 09:56:31am K:\FTM_Civil\043912003 - Daniels Multi-Family\CAD\Concept\2024.10.02_MCP.dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

OPEN SPACE TABLE			
	AREA (AC.)	OPEN SPACE REQUIRED (AC)	OPEN SPACE PROVIDED (AC.)
PARCEL A***	17.61	7.04	7.10
LAKE	1.87	N/A	1.76
TOTAL PROPERTY	19.48	7.04*	8.86

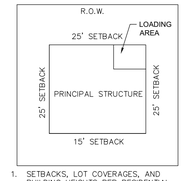
*OPEN SPACE MEETS 40% REQUIREMENT PER LCD CH 10 IS FOR MULTI-FAMILY USE OPEN SPACE PROVIDED INCLUDES LANDSCAPE & A PORTION OF THE LAKE ALLOWED PER LDC 10-415
**EXISTING OR PROPSED BODIES OF WATER MAY BE USED TO OFFSET UP TO A MAXIMUM OF 25 PERCENT OF THE REQUIRED OPEN SPACE PER LDC 10-415
***PARCEL A INCLUDES ALL OTHER OPEN SPACE



LEGEND

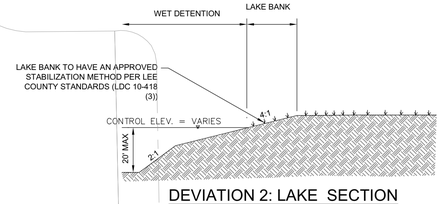
- PROPERTY BOUNDARY
- LAKE
- OPEN SPACE
- SETBACK LINE
- EASEMENT
- ACCESS POINTS
- DEVIATION

* HATCH PATTERNS ARE FOR ILLUSTRATIVE PURPOSES ONLY, ACTUAL HATCH PATTERNS ON DRAWING MAY VARY IN SCALE, ANGLE & COLOR.



1. SETBACKS, LOT COVERAGES, AND BUILDING HEIGHTS PER RESIDENTIAL PLANNED DEVELOPMENT REGULATION TABLES

TYPICAL LOT INFORMATION
NTS



DEVIATION 2: LAKE SECTION
A-A
NTS

NOTES:
1. TOP OF BANK LOCATION & ELEVATION WILL VARY DEPENDING ON EX GROUND ELEVATION.
2. THE LITTORAL AND TREE PLANTING REQUIREMENTS WILL BE ADDRESSED AND LOCATED AT THE LOCAL D.O. REVIEW LEVEL.
3. THE LITTORAL SHELF WILL NOT EXTEND MORE THAN 2' BELOW CONTROL.

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
1514 BROADWAY, SUITE 301 , FORT MYERS, FL 33901
PHONE: 239-271-2650 FAX: 941-379-4352
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL

KHA PROJECT 123456789		DESIGNED BY	KHA
DATE	OCTOBER 2024	DRAWN BY	KHA
SCALE	AS SHOWN	CHECKED BY	JTN
		DATE:	

OPEN SPACE EXHIBIT

DANIELS
MULTI-FAMILY
PREPARED FOR
AMERICAN LAND VENTURES, LLC
LEE COUNTY FLORIDA

SHEET NUMBER
EX-1

Plotted By:Napolitano, Justin Sheet Set:Kha Layout:Layout1 January 31, 2025, 09:12:18am K:\FTM_Civil\043012003 - Daniels Multi-Family\CADD\Exhibits\2025.01.08 - Open Space\Open Space.dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Daniels Parkway Multifamily
Schedule of Uses

In accordance with LDC Section 34-934, the following uses are proposed for the Daniels Parkway Multifamily project:

- Administrative Office (Leasing)
- Model Unit
- Residential Accessory Uses (Carports/Garages, Maintenance Building)
- Residential Multiple-Family Buildings
- Parking Lot, Accessory
- Common Open Space

Deviation #1: The deviation requested seeks relief from LDC Section 34-2020(a), which requires single use developments containing multiple-family units to provide a minimum of 2 parking spaces per unit. Per note (1), in addition to the spaces required, additional parking spaces equal to ten percent of the total required must be provided to accommodate guest parking in a common parking lot. The Applicant is proposing to provide 630 parking spaces for the 364 multiple-family units, resulting in parking ratio of 1.57 spaces per unit.

Justification: The required parking ratio of 2 parking spaces per multi-family unit does not take into account the varying unit sizes and number of rooms provided within the units. The proposed parking ratio of 1.57 spaces per unit is more suitable for the future residents of the proposed multi-family development. An approved, reduced parking ratio can be seen in a similar multifamily development located in Lee County, such as the Inspiration at South Pointe (1.46 Ratio/ 296 Multifamily units).

Additionally, the proposed parking reduction is justified by the Lee County Comprehensive Plan, Objective 34.3: Establish transitional use areas between commercial corridors and single-family residential neighborhoods. According to Policy 34.3.1: Transitional uses include pedestrian oriented retail uses, commercial offices, day care centers, mid-rise multi-family buildings, live-work units, and accessory apartments. The implementation of a multifamily development providing less parking and more pedestrian oriented infrastructure, a transitional use, is supported by the comprehensive plan.

Deviation #2: The deviation requested seeks relief from LDC Section 10-329(d)(4), which requires a maximum 6H:1V slope from top of bank to 2 feet below control, to allow a maximum 4H:1V slope from top of bank to 2 feet below control.

Justification: The property will be under a common ownership and therefore any potential erosion concerns upon build-out will be maintained by a common entity. 4H:1V slopes are acceptable per South Florida Water Management District requirements and have been proven to be an acceptable slope to allow for maintenance vehicles such as lawn mowers to properly drive along these slopes and maintain slope banks. Slope bank stabilization measures and methods will be provided at time of Development Order, as required.

Deviation #3: The deviation requested seeks relief from LDC Section 10-418, which requires the shorelines of surface water management areas to be sinuous in configuration.

Justification: Pursuant to FAA AC 150/5200-33B, all water management ponds, lakes, canals, conveyances, and other features within 10,000 feet of any public airport are encouraged to be designed and built in accordance with FAA recommendations. The property is located within 10,000 ft of the Southwest Florida International Airport and therefore the proposed lake will be designed in a non-sinuous manner to deter wildlife.

Deviation #4: The deviation requested seeks relief from LDC Section 10-418, which requires a 20-foot-wide planted littoral shelf extending waterward of the control elevation at a depth no greater than two feet below the control elevation.

Justification: Pursuant to FAA AC 150/5200-33B, all water management ponds, lakes, canals, conveyances, and other features within 10,000 feet of any public airport are encouraged to be designed and built in accordance with FAA recommendations. The property is located within 10,000 ft of the Southwest Florida International Airport and therefore the proposed lake will be designed to not include littoral shelf plantings to minimize potential for bird attractants. In lieu of this requirement, one wetland tree will be substituted for every 100 herbaceous littorals within the 4:1 lake bank slope. Wetland trees will be specified at ten feet-in-height, two-inch caliper, and a four-foot spread.

DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

Deviation #5: The deviation requested seeks relief from LDC Section 10-418(2)(d)(3), which requires native wetland trees may be substituted for up to 25 percent of the total number of herbaceous plants required.

Justification: Pursuant to FAA AC 150/5200-33B, all water management ponds, lakes, canals, conveyances, and other features within 10,000 feet of any public airport are encouraged to be designed and built in accordance with FAA recommendations. The project is requesting a deviation from LDC Section 10-418(2) which requires surface water management systems to provide a planted littoral shelf, in-lieu it is requested to utilize wetland trees to substitute the herbaceous plants utilized within a planted littoral shelf. LDC Section 10-418(2)(d)(3) limits the amount of native wetland trees to 25% of the number of herbaceous plants required. It is requested to allow for 100% of the total number of herbaceous plans required be substituted with wetland trees.

Kimley»Horn

Technical Memorandum

To: American Land Ventures, LLC
Attn: Adam J. Daszkal, Development Associate
3350 Virginia Street, Suite 430
Coconut Grove, FL 33133

From: Danielle Puls
Environmental Scientist
Kimley-Horn & Associates, Inc.

Date: January 14, 2025

RE: **Daniels Parkway Multi-Family Tree Inventory Evaluation**
Folio ID No. 10596511
Fort Myers, Lee County, FL

Introduction

Kimley-Horn and Associates, Inc. (Kimley-Horn) conducted field reconnaissance on December 23rd, 2024, at the above referenced site. The purpose of this field review was to conduct a tree inventory to identify native tree species, including Lee County-designated Heritage Trees, in accordance with the Lee County Land Development Code (LDC), Chapter 14, Article V – *Tree Protection*. The project limits are located east of Palomino Lane and north of Kings Crossing Road, and include Folio ID No. 10596511, Lee County, Florida.

Methodology

Prior to field reconnaissance, a desktop review of readily available documentation regarding Lee County LDC and Code of Ordinances was reviewed. Field reconnaissance included pedestrian transects throughout the project limits to verify tree species, diameter at breast height (DBH), and evaluate tree health conditions, as needed. Health condition evaluations followed the *Guide for Plant Appraisal, 10th Edition,* and were based on a scoring method that considers several factors of an individual tree's health, including roots, trunk, branches, foliage, and location relative to its environment. Healthy trees were then sorted by DBH and by species, based off Lee County's definition of trees qualifying for protection, defined in Appendix E – *Protected Trees List*.

Results

Several species were identified within the project limits. Trees included native, non-native, and invasive species. Native hardwood trees included laurel oak (*Quercus laurifolia*), live oak (*Quercus virginiana*), and slash pine (*Pinus elliottii*). Native palms included cabbage palms (*Sabal palmetto*). Trees designated by Lee County as not requiring protection, per Appendix E, were observed throughout the project limits and included swamp mahogany (*Eucalyptus robusta*), Brazilian pepper (*Schinus terebinthifolia*), Australian umbrella tree (*Heptapleurum actinophyllum*), and earleaf acacia (*Acacia auriculiformis*).

Results of the inventory of trees are summarized below in **Table 1.** The majority of the trees on the property were classified as invasive or non-native, with a dominance of Brazilian pepper and earleaf acacia throughout the site. Non-native or invasive trees are not included in the summary table below.

TABLE 1: Tree Inventory Summary

Tree Category	Count of Trees
Native Hardwood Trees Qualifying for Protection (Non-Heritage)	26
Cabbage Palms Qualifying for Protection (Non-Heritage)	1
Lee County-Designated Heritage Trees	11
Total Count of Trees Qualifying for Protection	**38**

A total of 38 trees qualified for protection based on their species, DBH, and health condition (see **Figure 1 –Tree Inventory Map**). Of the trees that qualify for protection, 11 passed the threshold of 20 inches DBH to be considered County-designated Heritage Trees (**Attachment A – Protected Tree Inventory Table**). The remaining trees located on site were considered exempt from protection based on species or health condition.

Conclusion

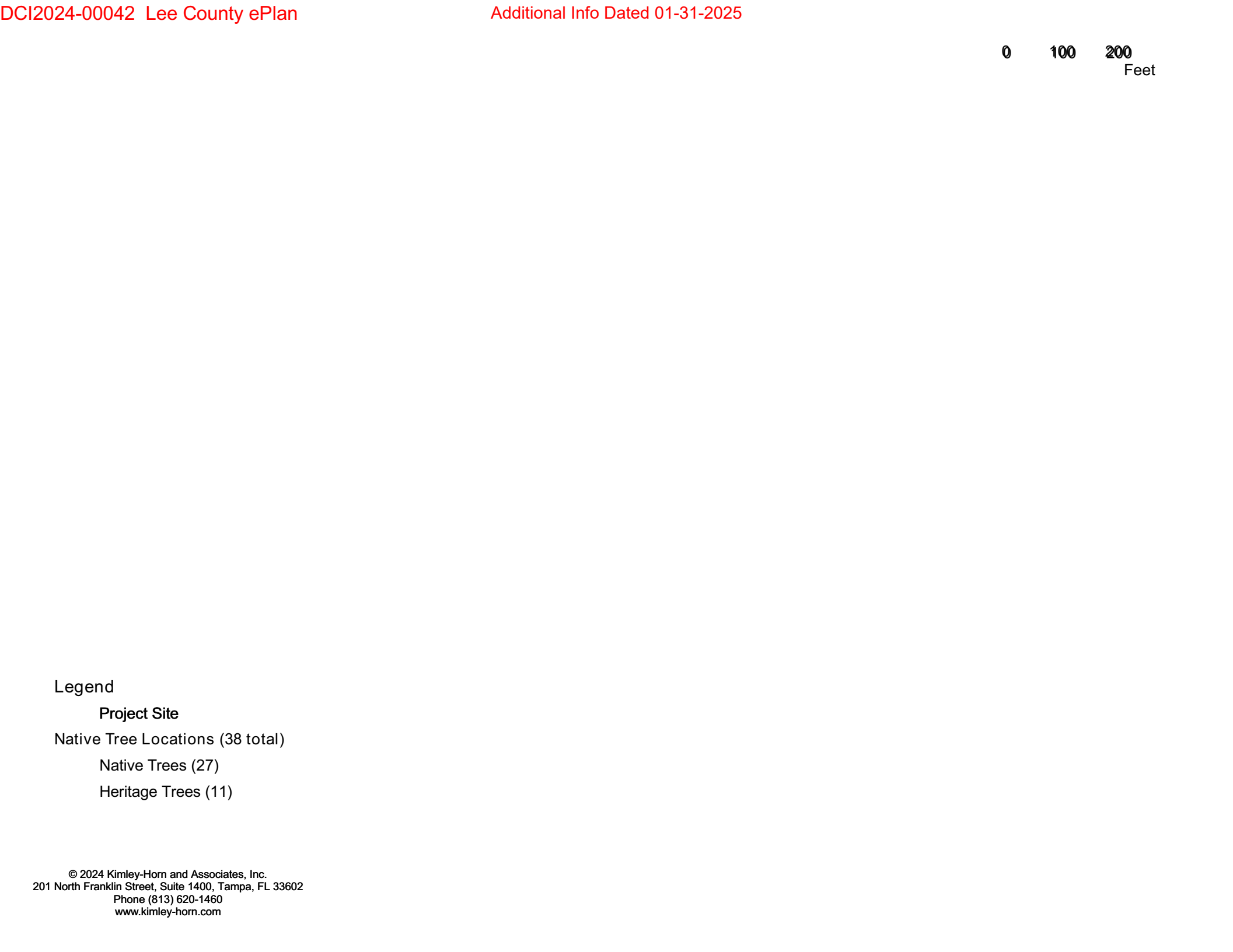
Kimley-Horn conducted field reconnaissance on December 23rd, 2024, at the Daniels Parkway Multi-Family project site in Fort Myers, Florida. The purpose of this site visit was to identify protected tree species, including Lee County-designated Heritage Trees, in accordance with the Lee County Land Development Code. A total of 38 trees qualifying for protection were identified. Eleven of those trees qualify as Heritage Trees. The remaining trees located with the construction limits were considered exempt from protection based on species or health condition.

Kimley»Horn

Sincerely,

Danielle Puls, ISA Certified Arborist
Certification ID: FL-9700A

Attachments:
Figure 1 – Tree Inventory Map
Attachment A – Protected Tree Inventory Table



© 2024 Kimley-Horn and Associates, Inc.
201 North Franklin Street, Suite 1400, Tampa, FL 33602
Phone (813) 620-1460
www.kimley-horn.com

Kimley»Horn

Daniels Parkway Muli-Family

Protected Tree Inventory Table

Count	Scientific Name	DBH (inches)	Height (feet)	Notes
1	Pinus elliottii	12	40	
2	*Quercus laurifolia*	27	30	Heritage Tree
3	*Quercus laurifolia*	11	20	
4	*Pinus elliottii*	21	50	Heritage Tree
5	*Pinus elliottii*	19	50	
6	*Quercus laurifolia*	43	40	Heritage Tree
7	*Pinus elliottii*	23	50	Heritage Tree
8	*Pinus elliottii*	8	20	
9	*Quercus laurifolia*	14	20	
10	*Pinus elliottii*	18	45	
11	*Quercus laurifolia*	22	35	Heritage Tree
12	*Pinus elliottii*	15	50	
13	*Pinus elliottii*	11	40	
14	*Pinus elliottii*	11	40	
15	*Pinus elliottii*	16	50	
16	*Sabal palmetto*	1	10	
17	*Pinus elliottii*	10	40	
18	*Quercus laurifolia*	22	30	Heritage Tree
19	*Pinus elliottii*	12	45	
20	*Pinus elliottii*	10	40	
21	*Quercus laurifolia*	12	20	
22	*Quercus laurifolia*	12	30	
23	*Pinus elliottii*	17	40	
24	*Quercus laurifolia*	16	30	
25	*Quercus laurifolia*	9	25	
26	*Quercus laurifolia*	17	35	
27	*Quercus laurifolia*	21	35	Heritage Tree
28	*Quercus virginiana*	22	30	Heritage Tree
29	*Quercus laurifolia*	40	35	Heritage Tree
30	*Quercus laurifolia*	15	30	
31	*Quercus laurifolia*	45	35	Heritage Tree
32	*Quercus laurifolia*	24	20	Heritage Tree
33	*Pinus elliottii*	12	40	
34	*Quercus laurifolia*	12	30	
35	*Quercus laurifolia*	9	30	
36	*Quercus laurifolia*	8	30	
37	*Quercus laurifolia*	18	30	
38	*Quercus laurifolia*	13	30	

DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

Traffic Impact Analysis
For Submittal to
Lee County

DANIELS MULTI-FAMILY
LEE COUNTY, FLORIDA

Kimley»Horn

© 2024 Kimley-Horn and Associates, Inc.
October 2024
Revised December 2024
043012003

Traffic Impact Study for Submittal to Lee County

DANIELS MULTI-FAMILY
LEE COUNTY, FLORIDA

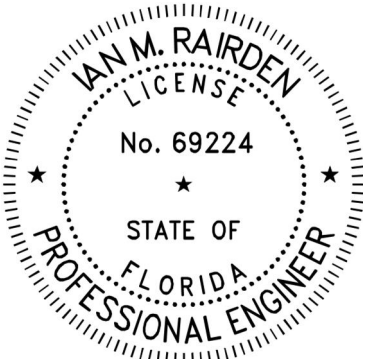
Prepared for:

American Land Ventures, LLC

Prepared by:

Kimley-Horn and Associates, Inc

Ian Rairden
ian.rairden@kimley-horn.com
2025.01.31 10:05:11 -05'00'



This item has been digitally signed and sealed by Ian M. Rairden, PE, 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.

Ian M. Rairden, P.E.
Florida Registration Number 69224
Kimley-Horn and Associates, Inc.
1514 Broadway, Suite 301
Fort Myers, FL 33901
Registry No. 35106

©2024 Kimley-Horn and Associates, Inc.
October 2024
Revised December 2024
043012003

DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

EXECUTIVE SUMMARY

American Land Ventures, LLC is proposing to develop the property generally located at the northeast corner of Palomino Lane and Kings Crossing Road in Lee County, Florida. Currently, the site proposed for development is vacant. The proposed development consists of 360 mid-rise residential units. The development is expected to be completed by the year 2026.

Access to the proposed site will be provided via one (1) full access driveway located at the intersection of Skyport Avenue at Mall Loop Road and one (1) egress only (right-out/left-out) driveway located along Palomino Lane north of Kings Crossing Road.

Trip generation calculations for the proposed development were performed using equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The project is expected to generate 147 net new weekday A.M. peak hour vehicular trips and 141 net new weekday P.M. peak hour vehicular trips.

The results of the roadway segment capacity analysis indicate that the study roadway segment is expected to operate below capacity under future total conditions during the A.M. and P.M. peak hours with the planned widening of Daniels Parkway from six-lanes to eight-lanes.

The results of the intersection capacity analysis indicate that all approaches to the study intersections are anticipated to operate at LOS A during both the A.M. and P.M. peak hours.

DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

TABLE OF CONTENTS

INTRODUCTION 1
EXISTING TRAFFIC 3
FUTURE BACKGROUND CONDITIONS 5
Background Area Growth 5
PROJECT TRAFFIC 7
Existing and Proposed Land Use 7
Project Access 7
Trip Generation 7
Net New Project Trips 7
Trip Distribution and Assignment 7
FUTURE TOTAL TRAFFIC 10
ROADWAY SEGMENT ANALYSIS 12
INTERSECTION CAPACITY ANALYSIS 14
CONCLUSION 16

LIST OF FIGURES

FIGURE 1: PROJECT LOCATION MAP 2
FIGURE 2: EXISTING PEAK HOUR TRAFFIC 4
FIGURE 3: FUTURE BACKGROUND PEAK HOUR TRAFFIC 6
FIGURE 4: PEAK HOUR NET NEW TRIP DISTRIBUTION 8
FIGURE 5: PEAK HOUR NET NEW TRIP ASSIGNMENT 9
FIGURE 6: FUTURE TOTAL PEAK HOUR TRAFFIC 11

LIST OF TABLES

TABLE 1: TRIP GENERATION 7
TABLE 2: FUTURE TOTAL PEAK HOUR ROADWAY SEGMENT ANALYSIS 13
TABLE 3: FUTURE TOTAL PEAK HOUR ROADWAY SEGMENT ANALYSIS – DANIELS PARKWAY WIDENING 13
TABLE 4: A.M. PEAK HOUR INTERSECTION CAPACITY ANALYSIS 14
TABLE 5: P.M. PEAK HOUR INTERSECTION CAPACITY ANALYSIS 15

DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

LIST OF APPENDICES

APPENDIX A:	Conceptual Site Plan
APPENDIX B:	Methodology Correspondence
APPENDIX C:	Traffic Data
APPENDIX D:	Background Growth
APPENDIX E:	Trip Generation Calculations
APPENDIX F:	D1RPM Model Plot
APPENDIX G:	Volume Development Worksheets
APPENDIX H:	Intersection Capacity Analysis Worksheets

DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

INTRODUCTION

American Land Ventures, LLC is proposing to develop the property generally located at the northeast corner of Palomino Lane and Kings Crossing Road in Lee County, Florida. Currently, the site proposed for development is vacant. The proposed development consists of 360 mid-rise residential units. The development is expected to be completed by the year 2026. A project location map is provided as Figure 1. A conceptual site plan is included in Appendix A.

Kimley-Horn and Associates, Inc. has completed this traffic impact study for submittal to Lee County. The purpose of the study is to assess the proposed development's impact on the surrounding transportation network. This report summarizes the project trip generation, trip distribution and assignment, and intersection capacity analysis.



Kimley»Horn

© 2024

Figure 1
Location Map
Daniels Multi-family
Lee County, Florida

DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

EXISTING TRAFFIC

Weekday A.M. peak period (7:00 to 9:00 A.M.) and P.M. peak period (4:00 to 6:00 P.M.) turning movement counts (TMC) were collected on Thursday, May 30, 2023, at the following intersections:

- Renaissance Way and Mall Loop Road
- Skyport Avenue and Marketplace Road
- Skyport Avenue and Kings Crossing Road

All traffic volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. Turning movement counts also included pedestrian and bicycle data. The appropriate Florida Department of Transportation (FDOT) peak season conversion factor (PSCF) of 1.11 was applied to the traffic data collected.

The turning movement counts and FDOT peak season factor category reports are included in Appendix C. Figure 2 presents the existing turning movement volumes at the study intersections during the weekday A.M. peak hour and weekday P.M. peak hour.

N

NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX Entering Traffic
- (XX) Exiting traffic

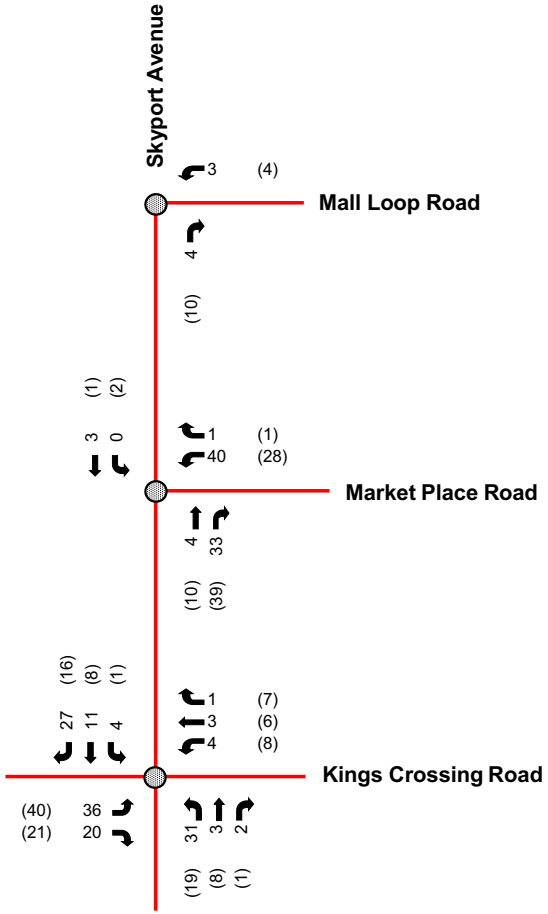


Figure 2
Existing Peak Hour Traffic
Daniels Multi-Family
Lee County, Florida

Kimley»Horn

© 2024

DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

FUTURE BACKGROUND CONDITIONS

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2026 without the construction of the proposed development. Future background traffic volumes used in the analysis are the sum of the existing traffic and additional traffic generated by growth in the study area. Refer to Figure 3 for the future background peak hour traffic volumes.

BACKGROUND AREA GROWTH

The historical growth rate analysis was based on Road Link Volumes from Lee County Public Facilities Level of Service and Concurrency Report (Concurrency Report). The analysis calculated a linear growth rate between the 2022 and 2027 traffic volumes provided in the Concurrency Report. The average annual growth rate of the three links used for the analysis yielded 1.17 percent (1.17%). The Lee County Public Facilities Level of Service and Concurrency Report and the background growth rate calculations are included in Appendix D.

N

NOT TO SCALE

Legend

Study Roadway
Study Intersection
XX Entering Traffic
(XX) Exiting traffic

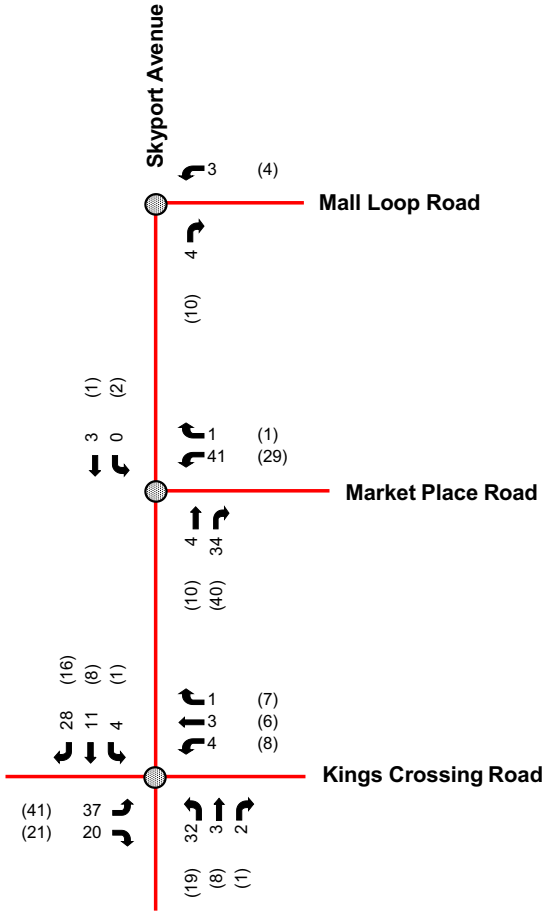


Figure 3
Future Background Peak Hour Traffic
Daniels Multi-Family
Lee County, Florida

Kimley»Horn
© 2024

DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

EXISTING AND PROPOSED LAND USE

Currently, the site proposed for development is vacant. The proposed development consists of 360 mid-rise residential units. The development is expected to be completed by the year 2026.

PROJECT ACCESS

Access to the proposed site will be provided via one (1) full access driveway located at the intersection of Skyport Avenue at Mall Loop Road and one (1) egress only (right-out/left-out) driveway located along Palomino Lane north of Kings Crossing Road.

TRIP GENERATION

Trip generation calculations for the proposed development were performed using equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the proposed development was determined using ITE Land Use Code (LUC) 221 (Multi-Family [Mid-rise]).

NET NEW PROJECT TRIPS

The net new project trips represent the additional vehicles on the roadway network associated with the project. As shown in Table 1, the project is expected to generate 147 net new weekday A.M. peak hour vehicular trips and 141 net new weekday P.M. peak hour vehicular trips. Detailed trip generation information is included in Appendix E.

Table 1: Trip Generation

A.M. Peak Hour (P.M. Peak Hour)

Future Land Use (ITE Code)	Scale	Entering Trips	Exiting Trips	Net New External Trips
Multifamily Housing (Mid-Rise) (LUC 221)	360 dwelling units	34 (86)	113 (55)	147 (141)

TRIP DISTRIBUTION AND ASSIGNMENT

The likely distribution of project traffic was forecast for the trips expected to be generated by the proposed development. The trip distribution was developed using the latest FDOT District One Regional Planning Model (D1RPM) - Version 2.1 and supplemented with engineering judgement as needed. Figure 4 and Figure 5 present the peak hour net new trip distribution and peak hour net new trip assignment, respectively. The D1RPM model plot is included in Appendix F.

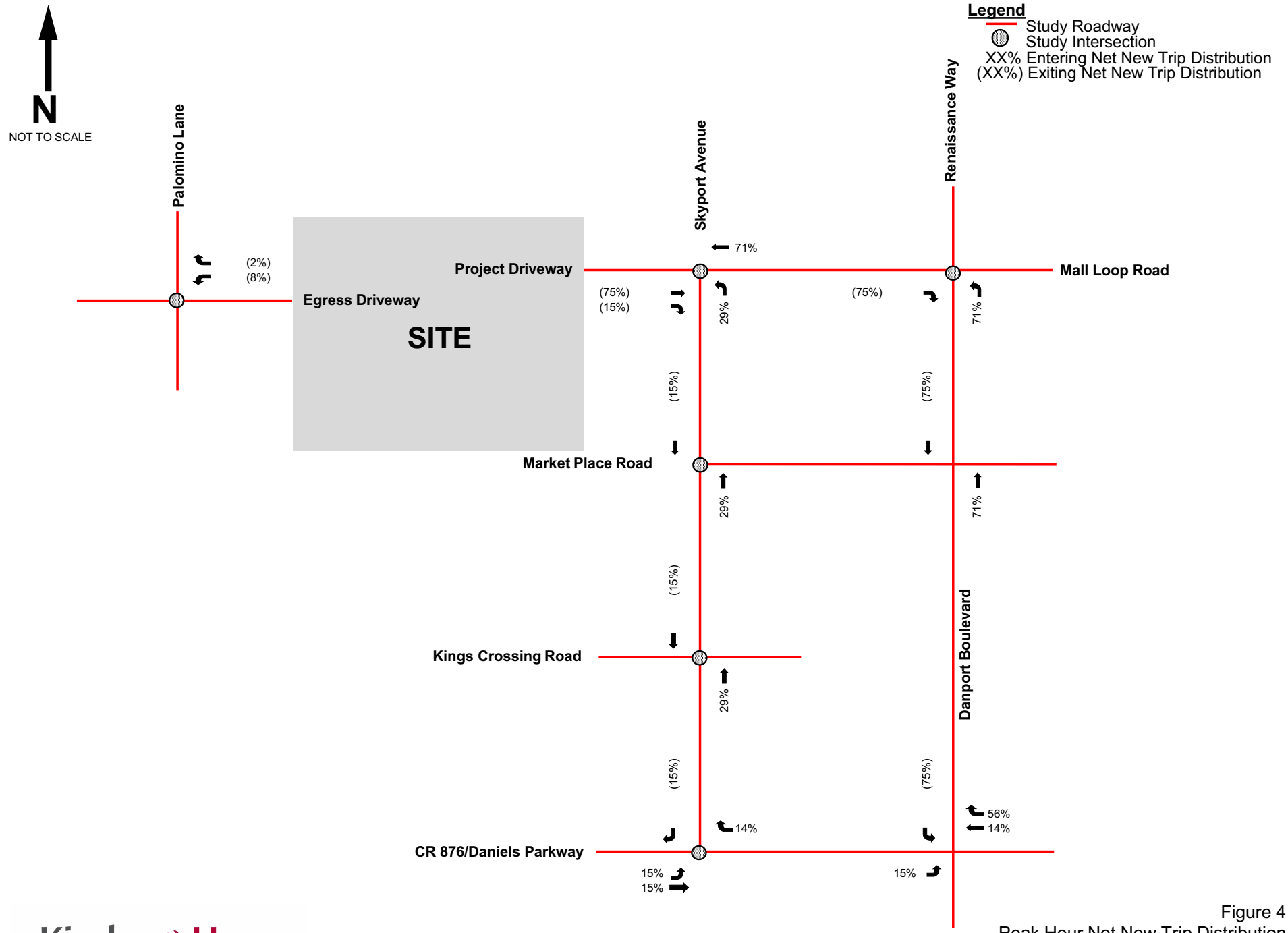
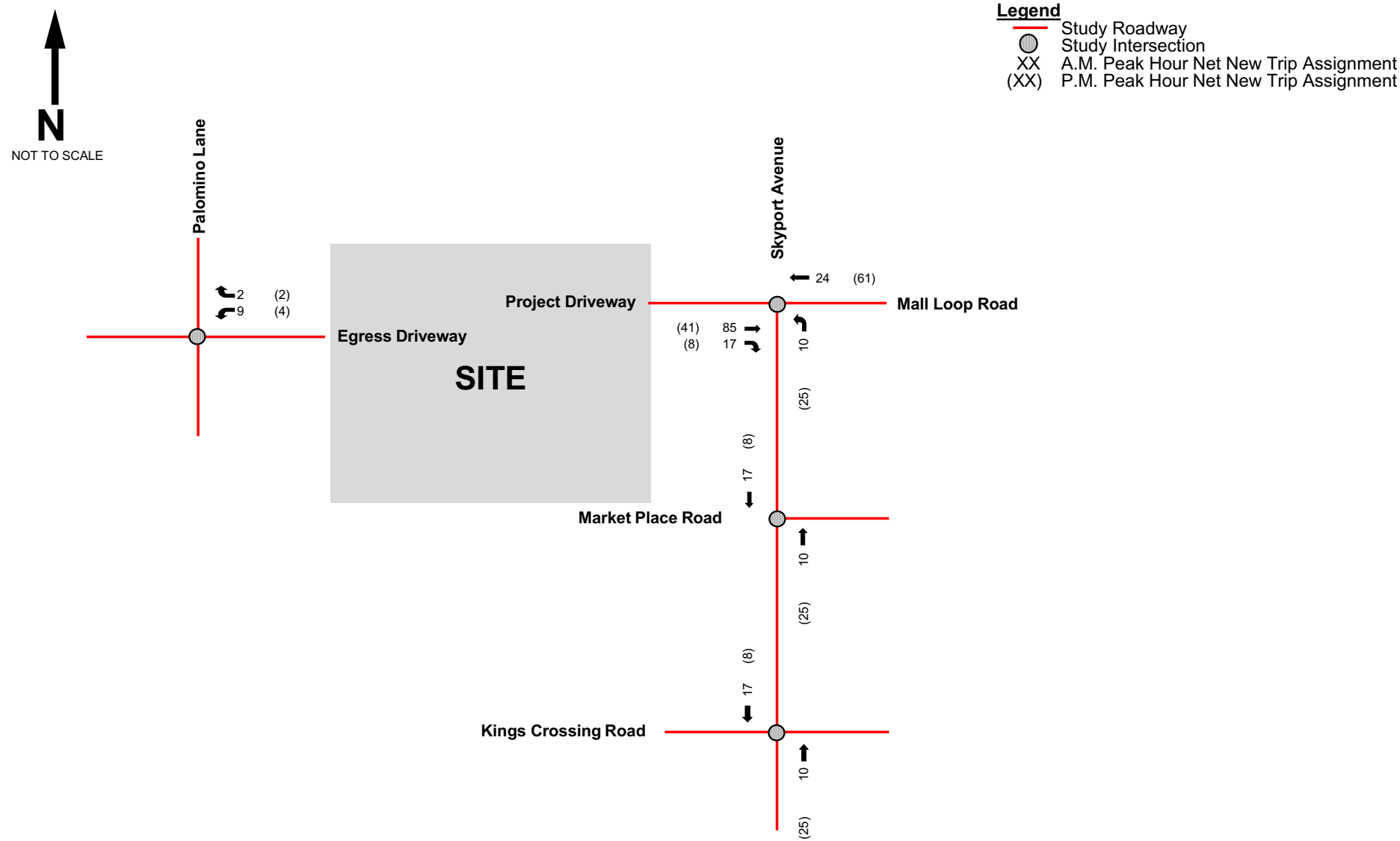


Figure 4
Peak Hour Net New Trip Distribution
Daniels Multi-Family
Lee County, Florida

Kimley»Horn
© 2024



Kimley»Horn

© 2024

Figure 5
Peak Hour Net New Trip Assignment
Daniels Multi-Family
Lee County, Florida

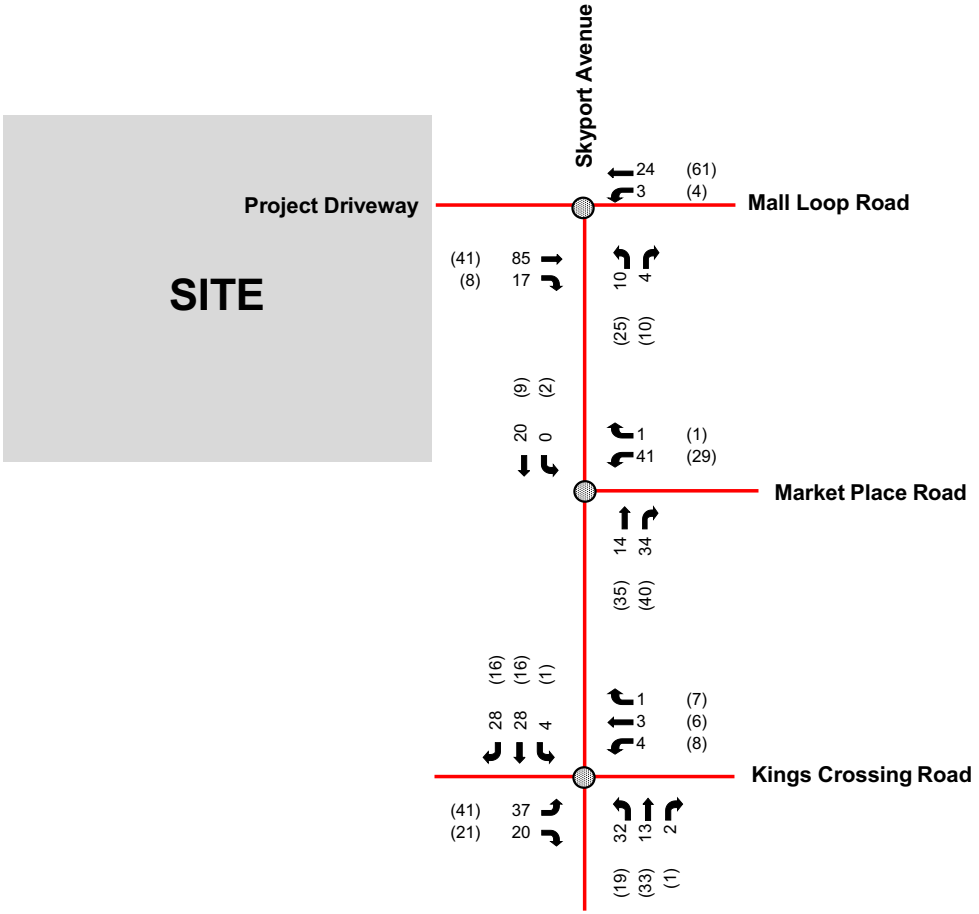
DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the background (2026) traffic volumes and the expected project traffic volumes. Figure 6 presents the future total turning movement volumes at the study intersections during the weekday A.M. and P.M. peak hours. Volume development worksheets for the study intersections are provided in Appendix G.

N
NOT TO SCALE

Legend
Study Roadway
Study Intersection
XX A.M. Peak Hour Traffic
(XX) P.M. Peak Hour Traffic



Kimley»Horn

© 2024

Figure 6
Future Total Peak Hour Traffic
Daniels Multi-Family
Lee County, Florida

DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

ROADWAY SEGMENT ANALYSIS

A roadway segment analysis was conducted in accordance with Lee County's *Public Facilities Level of Service and Concurrency Report 2023 – Inventory and Projections* for the following roadway segments:

- CR 876/Daniels Parkway from Palomino Lane to I-75 (Link No. 08100)

As shown in Table 2, based on the *Public Facilities Level of Service and Concurrency Report 2023 – Inventory and Projections* results indicate that the study roadway segment is expected to operate over capacity under future total conditions. The traffic tables from Lee County's *Public Facilities Level of Service and Concurrency Report 2023 – Inventory and Projections* are included in Appendix D. However it should be noted that there is a planned Lee County project for Three Oaks Parkway which includes the widening of Daniels Parkway. Per the project website (https://threeoaksextension.com/project-information) "Daniels Parkway will be converted from a six-lane divided highway to an eight-lane divided highway." As shown in Table 3, the study segment of Daniels Parkway will have sufficient capacity upon project buildout as an eight-lane roadway. The concept plan for the Daniels Road widening is included in Appendix D.

DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

Table 2: Future Total Peak Hour Roadway Segment Analysis														
Link No.	Roadway	Segment		Road Type	Capacity	2027 Future Forecast[1] [2]			Project Trips[3]		Future Total		
		From	To			Volume	V/C	LOS	Trip Distribution[4] (%)	Trip Assignment[5]	Volume	V/C	LOS
08100	CR 876/Daniels Parkway	Palomino Lane	I-75	6LD	3,040	3,141	1.03	F	75%	85	3,226	1.06	F

Notes:
[1] Maximum volume in one (1) direction.
[2] Future capacity obtained from Table 21.b in Lee County's *Public Facilities Level of Service and Concurrency Report 2023 – Inventory and Projections.*
[3] Based on net new AM Peak Hour trip generation as AM trips are higher than PM trips (147 AM trips / 141 PM trips).
[4] Based on D1RPM model plot, see Appendix F.
[5] Based on outbound AM Peak Hour trips as outbound trips are higher than inbound trips (34 inbound trips / 113 outbound trips).
- *Link 08100 – 113 trips x 75% = 85*

Table 3: Future Total Peak Hour Roadway Segment Analysis – Daniels Parkway Widening														
Link No.	Roadway	Segment		Road Type	Capacity	2027 Future Forecast			Project Trips		Future Total		
		From	To			Volume	V/C	LOS	Trip Distribution (%)	Trip Assignment	Volume	V/C	LOS
08100	CR 876/Daniels Parkway	Palomino Lane	I-75	8LD	3,506[1]	3,141	0.90	C	75%	85	3,226	0.92	C

Notes:
[1] Based on 4-lanes in one (1) direction per the FDOT's 2023 Multimodal Quality/Level of Service Handbook. (3,180 base capacity for C3C x 1.05 for exclusive left-turn lanes x 1.05 for exclusive right turn lanes)

DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

INTERSECTION CAPACITY ANALYSIS

The study area intersections operating conditions were analyzed under three (3) scenarios (existing conditions, future background conditions (without project traffic), and future total conditions (with project traffic) during the weekday A.M. and P.M. peak hours using Trafficware's *SYNCHRO* 12 software, which applies methodologies outlined in the Transportation Research Board's (TRB's) Highway Capacity Manual (HCM). A summary of the intersection analyses for the A.M. and P.M. peak hours is presented in Table 4 and Table 5, respectively. Synchro worksheets for the study intersections are included in Appendix H.

Table 4: A.M. Peak Hour Intersection Capacity Analysis

Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			EB	WB	NB	SB
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
Renaissance Way and Mall Loop Road	Two-Way Stop-Controlled	(1)	A (A) [A]	A (A) [A]	(3)	(3)
Skyport Avenue and Market Place Road	One-Way Stop-Controlled	(1)	(2)	A (A) [A]	(3)	(3)
Skyport Avenue and Kings Crossing Road	Two-Way Stop-Controlled	(1)	A (A) [A]	A (A) [A]	(3)	(3)
Skyport Avenue and Project Driveway	One-Way Stop-Controlled	(1)	(1) ((1)) [A]	(3)	(3)	(2)

Notes: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Intersection/Approach does not exist for this scenario.
(3) Approach operates under free-flow conditions. LOS is not defined.

DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

Table 5: P.M. Peak Hour Intersection Capacity Analysis						
Intersection	**Traffic Control**	**Overall LOS/Delay**	**Approach LOS**			
			EB	**WB**	**NB**	**SB**
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
Renaissance Way and Mall Loop Road	Two-Way Stop-Controlled	(1)	A (A) [A]	A (A) [A]	(3)	(3)
Skyport Avenue and Market Place Road	One-Way Stop-Controlled	(1)	(2)	A (A) [A]	(3)	(3)
Skyport Avenue and Kings Crossing Road	Two-Way Stop-Controlled	(1)	A (A) [A]	A (A) [A]	(3)	(3)
Skyport Avenue and Project Driveway	One-Way Stop-Controlled	(1)	(1) ((1)) [A]	(3)	(3)	(2)

Notes: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Intersection/Approach does not exist for this scenario.
(3) Approach operates under free-flow conditions. LOS is not defined.

DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

CONCLUSION

The results of the roadway segment capacity analysis indicate that the study roadway segment is expected to operate below capacity under future total conditions during the A.M. and P.M. peak hours with the planned widening of Daniels Parkway from six-lanes to eight-lanes.

The results of the intersection capacity analysis indicate that all approaches to the study intersections are anticipated to operate at LOS A during both the A.M. and P.M. peak hours.

Appendix A

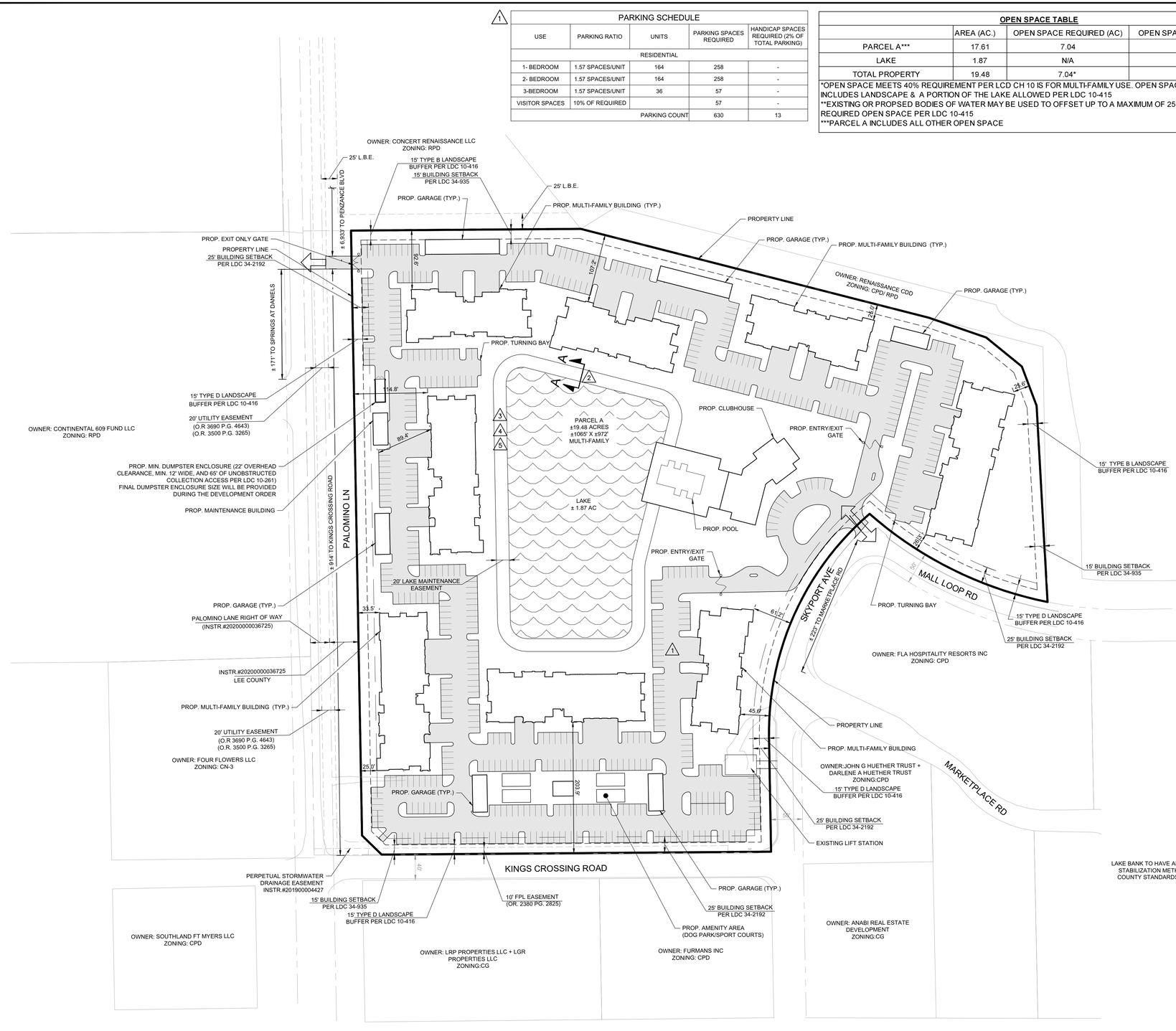
Conceptual Site Plan

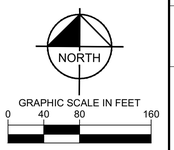
1

PARKING SCHEDULE				
USE	PARKING RATIO	UNITS	PARKING SPACES REQUIRED	HANDICAP SPACES REQUIRED (2% OF TOTAL PARKING)
RESIDENTIAL				
1- BEDROOM	1.57 SPACES/UNIT	164	258	-
2- BEDROOM	1.57 SPACES/UNIT	164	258	-
3-BEDROOM	1.57 SPACES/UNIT	36	57	-
VISITOR SPACES	10% OF REQUIRED		57	-
		PARKING COUNT	630	13

OPEN SPACE TABLE			
	AREA (AC.)	OPEN SPACE REQUIRED (AC)	OPEN SPACE PROVIDED (AC.)
PARCEL A***	17.61	7.04	7.10
LAKE	1.87	N/A	1.76
TOTAL PROPERTY	19.48	7.04*	8.86

*OPEN SPACE MEETS 40% REQUIREMENT PER LCD CH 10 IS FOR MULTI-FAMILY USE. OPEN SPACE PROVIDED INCLUDES LANDSCAPE & A PORTION OF THE LAKE ALLOWED PER LDC 10-415
**EXISTING OR PROPSED BODIES OF WATER MAY BE USED TO OFFSET UP TO A MAXIMUM OF 25 PERCENT OF THE REQUIRED OPEN SPACE PER LDC 10-415
***PARCEL A INCLUDES ALL OTHER OPEN SPACE

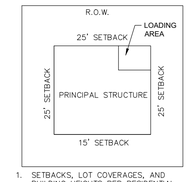




LEGEND

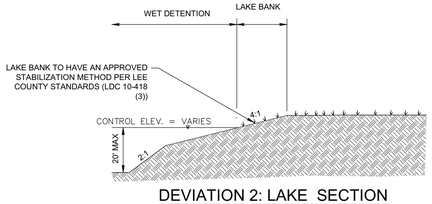
- PROPERTY BOUNDARY
- LAKE
- PAVEMENT
- SETBACK LINE
- EASEMENT
- ACCESS POINTS
- 2 DEVIATION

* HATCH PATTERNS ARE FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL HATCH PATTERNS ON DRAWING MAY VARY IN SCALE, ANGLE & COLOR.



1. SETBACKS, LOT COVERAGES, AND BUILDING HEIGHTS PER RESIDENTIAL PLANNED DEVELOPMENT REGULATION TABLES

TYPICAL LOT INFORMATION
NTS



DEVIATION 2: LAKE SECTION A-A
NTS

NOTES:
1. TOP OF BANK LOCATION & ELEVATION WILL VARY DEPENDING ON EX GROUND ELEVATION.
2. THE LITTORAL AND TREE PLANTING REQUIREMENTS WILL BE ADDRESSED AND LOCATED AT THE LOCAL D.O. REVIEW LEVEL.
3. THE LITTORAL SHELF WILL NOT EXTEND MORE THAN 2' BELOW CONTROL.

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
1514 BROADWAY, SUITE 301 , FORT MYERS, FL 33901
PHONE: 239-271-2650 FAX: 941-379-4352
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL

DATE:

KHA PROJECT	123456789
DATE	JANUARY 2025
SCALE	AS SHOWN
DESIGNED BY	KHA
DRAWN BY	KHA
CHECKED BY	JTN

MASTER CONCEPT PLAN

DANIELS MULTI-FAMILY
PREPARED FOR
AMERICAN LAND VENTURES, LLC
LEE COUNTY FLORIDA

SHEET NUMBER
EX-1

Plotted By: Napolitano, Justin Sheet Set: Khs Layout: Layout1 January 31, 2025, 09:56:31am K:\FTM_Civil\043912003 - Daniels Multi-Family\CAD\Concept\2024.10.02_MCP.dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Appendix B

Methodology Correspondence

Kimley»Horn

MEMORANDUM

To: Mr. Marcus Evans
Lee County Department of Community Development
1500 Monroe Street
Fort Myers, FL 33901

From: Ian Rairden, P.E.

Date: September 18, 2024

Subject: Daniels Multi-family
Lee County, Florida
Traffic Impact Study Methodology

The purpose of this memorandum is to summarize the traffic impact study methodology for the property generally located at the northeast corner of Palomino Lane and Kings Crossing Road in Lee County, Florida. The property proposed for development is currently vacant. The development is proposed to consist of 360 mid-rise residential units. Access to the proposed site will be provided via one (1) full-access driveway located at the intersection of Skyport Avenue at Mall Loop Road and one (1) egress-only (right-out/left-out) driveway located along Palomino Lane north of Kings Crossing Road. A project location map and conceptual site plan are provided in Attachment A. The following sections summarize the traffic study methodology.

PROJECT TRIP GENERATION

Trip generation calculations for the proposed development was performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the proposed land uses was determined using ITE Land Use Code (LUC) 221 (Multifamily Housing [Mid-Rise]).

The project is expected to generate 147 net new A.M. peak hour vehicular trips (34 entering, 113 exiting) and 141 net new P.M. peak hour vehicular trips (86 entering, 55 exiting), as identified in Table 1. Detailed trip generation calculations are included in Attachment B.

Table 1. Peak-Hour Trip Generation

ITE TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		NET NEW TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Period	Percent In	Percent Out	In	Out	Total
Multifamily Housing (Mid-Rise)	11	221	360	du	AM	23%	77%	34	113	147
					PM	61%	39%	86	55	141

DATA COLLECTION

Turning movement counts will be collected on a typical weekday (Tuesday, Wednesday, or Thursday) during the A.M. (7:00 to 9:00 A.M.) and P.M. (4:00 to 6:00 P.M.) peak periods at all study intersections. Turning movement counts will be collected in 15-minute intervals during the two (2) peak periods. Turning movement counts will also include pedestrians and bicyclists. All traffic counts will be adjusted to peak season conditions using the appropriate Florida Department of Transportation (FDOT) peak season category factors. All traffic data collected will be provided in the Appendix of the traffic impact study.

METHODOLOGY

DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

STUDY AREA

Based on the proposed development plan, the following intersections will be analyzed:

1. Renaissance Way and Mall Loop Road
2. Skyport Avenue and Marketplace Road
3. Skyport Avenue and Kings Crossing Road

TRIP DISTRIBUTION

The distribution and assignment of project traffic will be performed using the Florida Standard Urban Transportation Model Structure (FSUTMS) transportation planning model outputs and supplemented with engineering judgement as needed. The latest FDOT District One Regional Planning Model (DIRPM) will be used to generate the model distribution of project trips.

BACKGROUND GROWTH RATE

Traffic growth on the transportation network will be determined based upon traffic volume comparisons from the year 2022 and 2027, obtained from the latest Lee County Public Facilities Level of Service and Concurrency Report Road Link Volumes.

ROADWAY ANALYSIS

Adjacent study area roadway links will be evaluated relative to their minimum adopted level of service (LOS) standards. According to the *Lee Plan Policy 95.1.3*, the LOS standard for state arterials (Daniels Parkway) is LOS E. The study area roadway links will be analyzed for existing, background, and buildout conditions. Existing AADT volumes in Lee County's *Public Facilities Level of Service Concurrency Report* (2023) will be utilized for the roadway conditions analysis.

CAPACITY ANALYSIS

Capacity analyses will be conducted for the A.M. and P.M. peak hours at the study intersections. Intersection analyses will be performed using *Synchro 12* traffic engineering analysis software which applies the Transportation Research Board's (TRB's), *Highway Capacity Manual* (HCM) methodologies. Capacity analyses will be conducted for three (3) scenarios: existing, future build-out without project (future background conditions), and future build-out with project (future total conditions). An assumed build-out year of 2026 will be used in the analysis. The following figures will be included for the study intersections:

- Existing conditions
- Future background traffic conditions (with growth rate)
- Trip distribution
- Trip assignment
- Future total traffic conditions (with project)

TURN LANE ANALYSIS

Based upon the Lee County *Traffic Impact Statement Guidelines for Development Orders*, an analysis to determine if turn lanes, traffic signals, or other site related improvements will be required at the project's proposed access points. Turn lanes, if warranted, shall include and enhance turning, acceleration, deceleration and/or storage movements of vehicles as required by Lee County Land Development Code (LDC) and/or the Lee County Turn Lane Policy (Administrative Code 11-4).

METHODOLOGY

DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

ENTRY GATE OPERATIONS ANALYSIS

A 95th percentile entry gate analysis will be prepared for entry points, if entry gates are provided. The entry gate queuing analysis will be prepared for the weekday A.M. and P.M. peak hours. Entry gate queuing analysis will be conducted consistent with the procedures outlined in ITE's Transportation and Land Development, 1988 and/or Parking Structures 3rd Edition: Planning, Design, Construction, Maintenance, and Repair, 2001. The purpose of this analysis is to determine any future queue storage deficiencies at the entry gates and provide preliminary recommendations for mitigating these deficiencies.

Furthermore, the entry gate queueing results will be compared to the applicable Lee County Municode Sec. 34-1748. – Entrance gates and gatehouses storage requirement.

DOCUMENTATION

The results of the traffic analysis will be summarized in a report. The report will include supporting documents including, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis. Furthermore, please see Attachment C for responses to comments provided by Lee County received on September 10th, 2024.

\\kimley-horn.com\FL_FTL1\FTL_TPTO\043012003 - Daniels Multi-Family\Correspondence\Methodology\Daniels multifamily Traffic Study Methodology 09 18 2024.docx

METHODOLOGY

METHODOLOGY

Attachment A

Project Location Map and Conceptual Site Plan



Kimley»Horn
© 2024

Figure 1
Location Map
Daniels Multi-family
Lee County, Florida



Legend

1. Main Entry/Exit
2. Clubhouse
3. Mailboxes
4. Clubhouse Outdoor Activities
5. Exit Only
6. Dog Park
7. Garages
8. Pickleball Court
9. Existing Lift Station access

Daniels Parkway Site		
Proposed Mulit-Family Development		
Garden Apartments	40,000 sf/bldg	**360-units**
12,000-sf footprint	4-Stories/bldg	9-buildings
Clubhouse	1 no.	**8,000-sf**
Fitness, Club Room, Co-work Area		
CH Outdoor Activities	Pool/Spa/Bbq	**11,100-sf**
Sheltered table/seating		
Pickleball	1	**880-sf**
Dog Park	1	**4,800-sf**
Parking	2-p.s./unit	**720-spaces**
Garages	13 | 65-bays	**13,000-sf**
Ponds	15%	**2.72%**
Total		**18.12-ac**
Density		**19.87-un/ac**

N

0 50 100 200 Feet

1 inch = 100 feet

Kimley»Horn

Revised Preliminary Concept Plan

METHODOLOGY

Attachment B

Trip Generation Calculations

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Multifamily Housing (Mid-Rise)	11	221	360	du	23%	77%	34	113	147	0.0%	0	34	113	147	0.0%	0	34	113	147	0.0%	0	34	113	147
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation			**Total:**		34	113	147	0.0%	0	34	113	147	0.0%	0	34	113	147	0.0%	0	34	113	147
		221		Y=0.44*(X)+-11.61																						

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Multifamily Housing (Mid-Rise)	11	221	360	du	61%	39%	86	55	141	0.0%	0	86	55	141	0.0%	0	86	55	141	0.0%	0	86	55	141
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation			**Total:**		86	55	141	0.0%	0	86	55	141	0.0%	0	86	55	141	0.0%	0	86	55	141
		221		Y=0.39*(X)+0.34																						

METHODOLOGY

METHODOLOGY

Attachment C

Response to Traffic Impact Study Methodology Comments

Kimley»Horn

MEMORANDUM

To: Marcus Evans
Department of Community Development

From: Ian M. Rairden, P.E.

Date: September 18, 2024

Subject: Daniels Multi-family
Response to Traffic Impact Study Methodology Comments

We have received comments provided by Lee County received on September 10th, 2024. We offer the following responses to the provided comments:

1. The residential uses proposed in the methodology do not appear to be allowed in the commercial planned development approved by Lee County Zoning Resolution Z-03-020.

   Response: Comment noted.

2. Peak season adjustment factors used in the analysis should be derived from the nearest Lee County Department of Transportation permanent count stations if available.

   Response: Please note that the 2023 FDOT Peak Season Factor Category Report, Category: 1207 SR 876/DANIELS RD, was utilized in the analysis as Lee County Department of Transportation permanent count stations are not available.

3. Historic growth rates used in the analysis should generally disregard years 2020-2023 due to potential traffic data skewing associated with COVID-19 and local Hurricane Ian recovery efforts; a minimum annual growth rate of 1% should be considered for all Lee County roadways.

   Response: Please note that a background growth rate will be determined based upon traffic volume comparisons from the year 2022 and 2027, obtained from the latest Lee County Public Facilities Level of Service and Concurrency Report Road Link Volumes.

4. The LOS link analysis must reference the current Lee County Concurrency Report "existing" peak hour, peak season directional traffic volumes.

   Response: Please note that existing AADT volumes in Lee County's Public Facilities Level of Service Concurrency Report (2023) will be utilized for the roadway conditions analysis.

5. The traffic study must comply with the requirements of applicable zoning resolution conditions, the current Lee County Land Development Code and related codes/policies

   Response: Comment noted.

METHODOLOGY

Appendix C

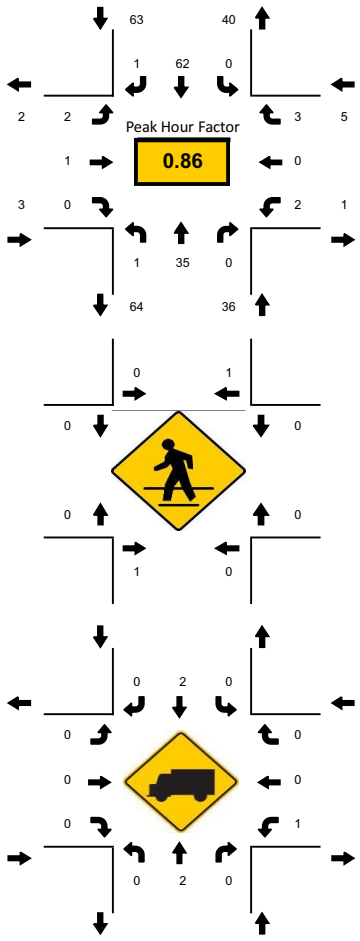
Traffic Data

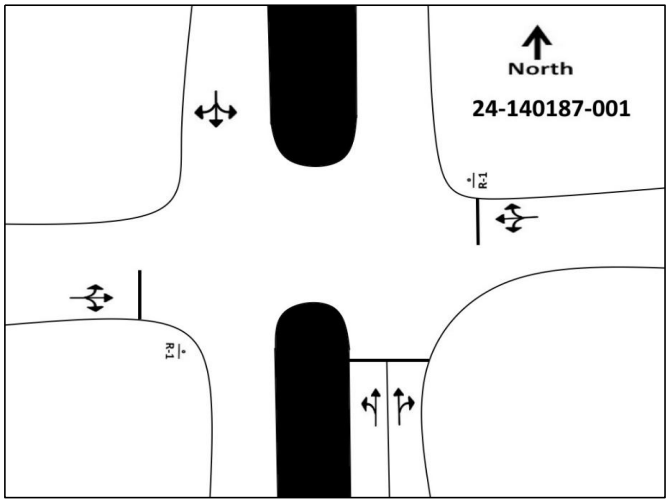
Turning Movement Counts

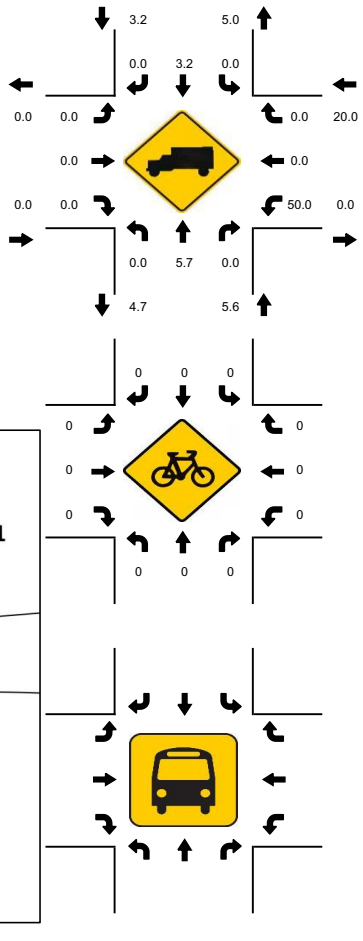
LOCATION: Renaissance Way/Danport Blvd & Mall Loop Rd
CITY/STATE: Fort Myers, FL

PROJECT ID: 24-140187-001
DATE: Thu, May 30, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM





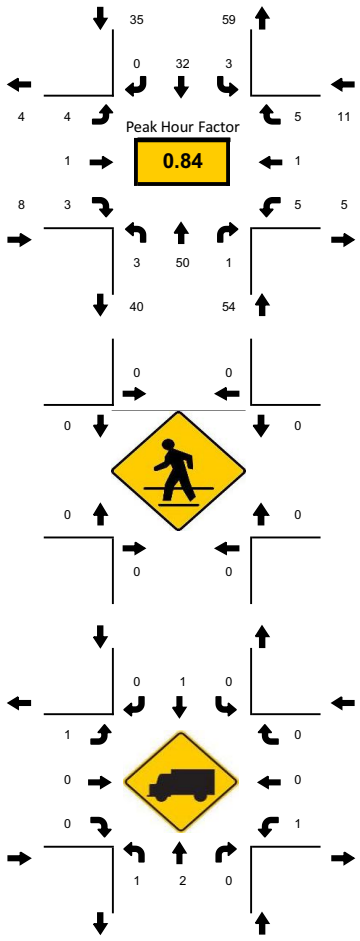


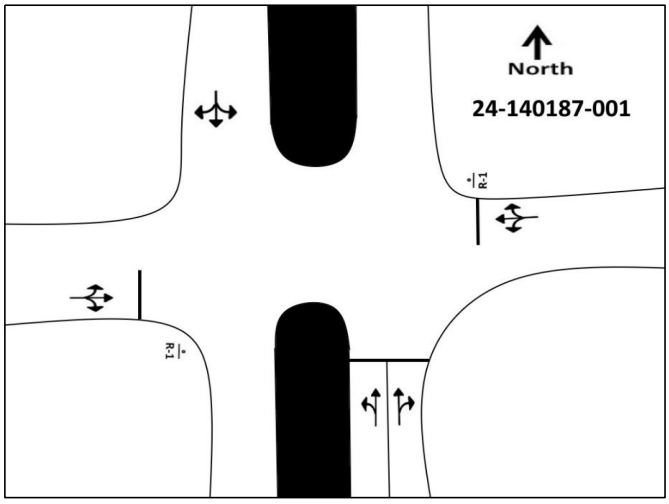
15-Min Count Period Beginning At	Renaissance Way/Danport Blvd Northbound					Renaissance Way/Danport Blvd Southbound					Mall Loop Rd Eastbound					Mall Loop Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	7	1	0		0	6	0	0		0	0	0	0		0	0	0	0		14	76
7:15 AM	0	9	0	0		0	4	0	0		1	0	0	0		1	0	0	0		15	84
7:30 AM	0	8	1	0		0	7	3	0		1	1	0	0		1	0	0	0		22	94
7:45 AM	0	8	0	0		1	12	0	0		0	0	2	0		2	0	0	0		25	101
8:00 AM	0	7	0	0		0	15	0	0		0	0	0	0		0	0	0	0		22	107
8:15 AM	0	8	0	0		0	15	1	0		0	0	0	0		1	0	0	0		25	85
8:30 AM	0	10	0	0		0	14	0	0		1	1	0	0		1	0	2	0		29	60
8:45 AM	1	10	0	0		0	18	0	0		1	0	0	0		0	0	1	0		31	31
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	4	40	0	0		0	72	4	0		4	4	0	0		4	0	8	0		**140**	
Heavy Trucks	0	8	0	0		0	4	0	0		0	0	0	0		4	0	0	0		**16**	
Pedestrians		4					4					0					0				**8**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

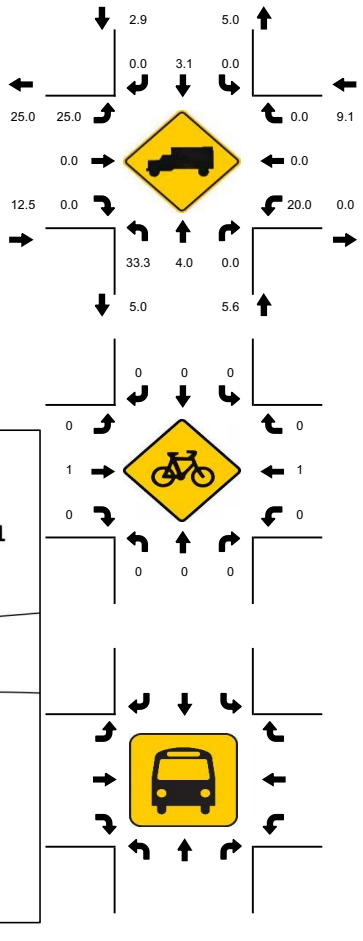
LOCATION: Renaissance Way/Danport Blvd & Mall Loop Rd
CITY/STATE: Fort Myers, FL

PROJECT ID: 24-140187-001
DATE: Thu, May 30, 2024

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:45 PM - 05:00 PM





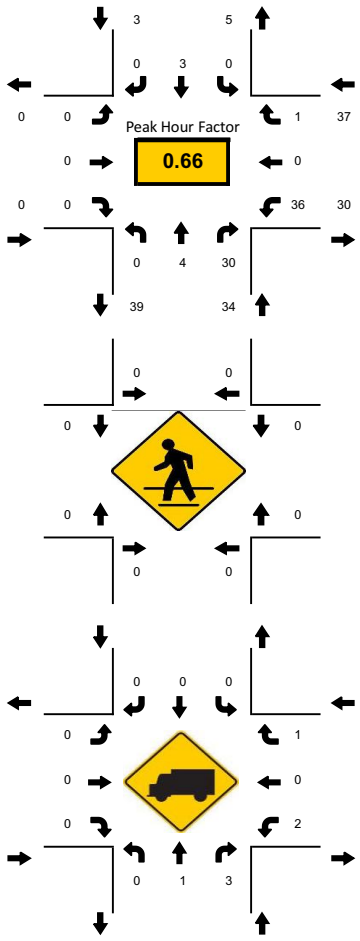


15-Min Count Period Beginning At	Renaissance Way/Danport Blvd Northbound					Renaissance Way/Danport Blvd Southbound					Mall Loop Rd Eastbound					Mall Loop Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	17	0	0		0	9	0	0		1	0	1	0		1	1	0	0		30	108
4:15 PM	2	6	1	0		0	7	0	0		0	1	0	0		1	0	1	0		19	98
4:30 PM	1	15	0	0		0	4	0	1		1	0	1	0		3	0	1	0		27	97
4:45 PM	0	12	0	0		2	12	0	0		2	0	1	0		0	0	3	0		32	100
5:00 PM	0	13	0	0		0	4	1	0		0	0	1	0		1	0	0	0		20	88
5:15 PM	0	3	0	0		0	10	0	0		2	0	0	0		1	0	2	0		18	68
5:30 PM	0	14	1	0		0	9	1	0		2	0	0	0		1	1	1	0		30	50
5:45 PM	0	8	0	0		0	7	0	0		3	0	1	0		0	0	1	0		20	20
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	8	68	4	0		8	48	0	4		8	4	4	0		12	4	12	0		**184**	
Heavy Trucks	4	8	0	0		0	4	0	0		4	0	0	0		4	0	0	0		**24**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	4	0	0		**8**	
Buses																						
Stopped Buses																						

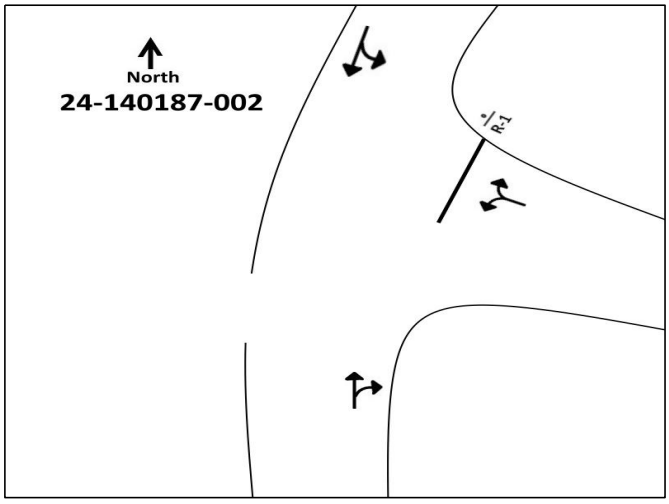
LOCATION: Skyport Ave & Marketplace Rd
CITY/STATE: Fort Myers, FL

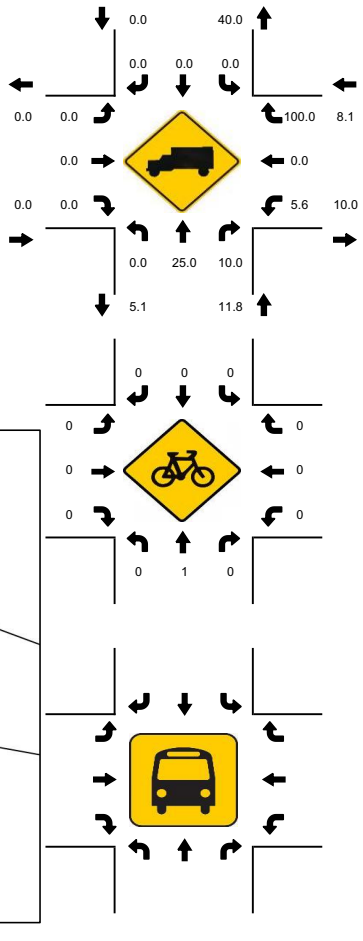
PROJECT ID: 24-140187-002
DATE: Thu, May 30, 2024

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:45 AM - 08:00 AM



National Data & Surveying Services



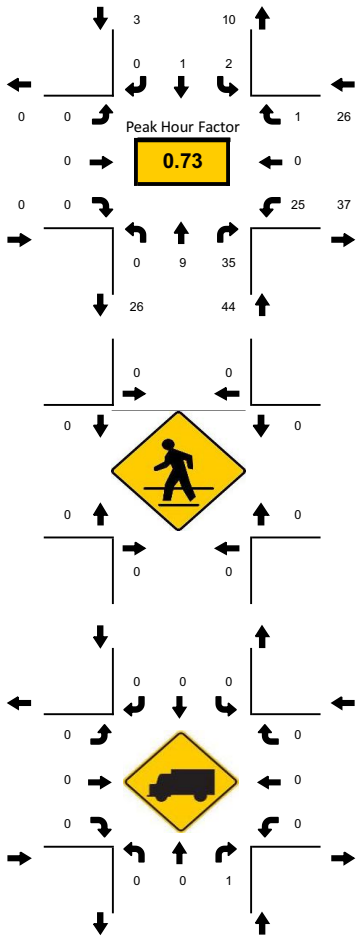


15-Min Count Period Beginning At	Skyport Ave Northbound					Skyport Ave Southbound					Marketplace Rd Eastbound					Marketplace Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	2	0		0	1	0	0		0	0	0	0		4	0	0	0		7	62
7:15 AM	0	1	6	0		0	0	0	0		0	0	0	0		6	0	0	1		14	68
7:30 AM	0	1	4	0		0	2	0	0		0	0	0	0		6	0	0	0		13	74
7:45 AM	0	2	11	0		0	1	0	0		0	0	0	0		14	0	0	0		28	73
8:00 AM	0	0	8	0		0	0	0	0		0	0	0	0		4	0	1	0		13	58
8:15 AM	0	1	7	0		0	0	0	0		0	0	0	0		12	0	0	0		20	45
8:30 AM	0	1	4	0		0	0	0	0		0	0	0	0		6	0	1	0		12	25
8:45 AM	0	1	3	0		0	0	0	0		0	0	0	0		9	0	0	0		13	13
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	8	44	0		0	8	0	0		0	0	0	0		56	0	4	0		**120**	
Heavy Trucks	0	4	4	0		0	0	0	0		0	0	0	0		4	0	4	0		**16**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

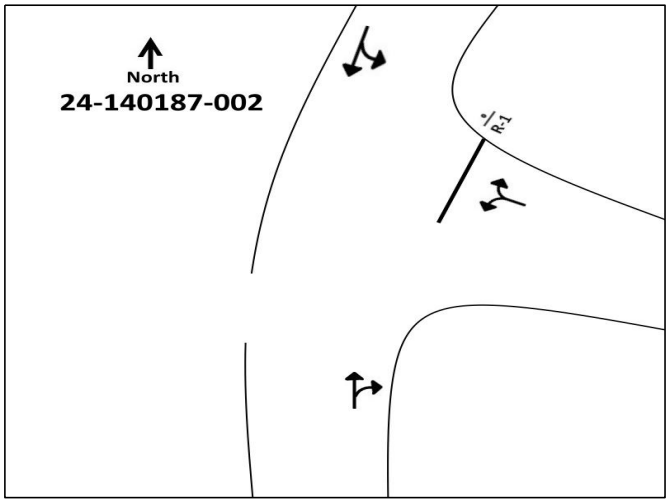
LOCATION: Skyport Ave & Marketplace Rd
CITY/STATE: Fort Myers, FL

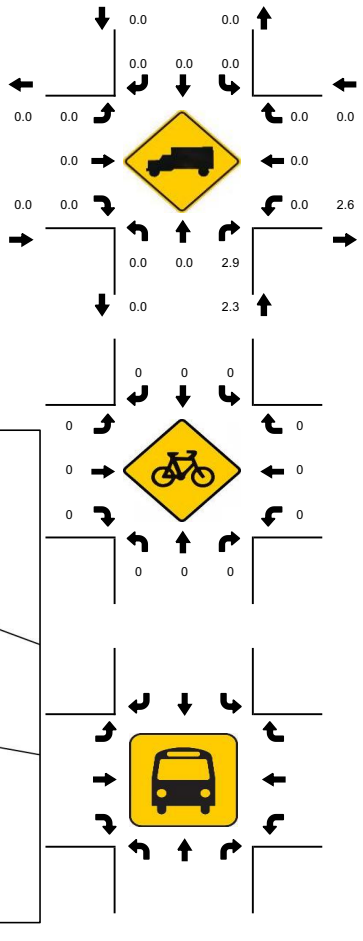
PROJECT ID: 24-140187-002
DATE: Thu, May 30, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 04:45 PM - 05:00 PM



National Data & Surveying Services





15-Min Count Period Beginning At	Skyport Ave Northbound					Skyport Ave Southbound					Marketplace Rd Eastbound					Marketplace Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	3	10	0		0	0	0	0		0	0	0	0		5	0	0	1		19	71
4:15 PM	0	2	5	0		0	1	0	0		0	0	0	0		6	0	0	0		14	61
4:30 PM	0	3	8	0		0	0	0	0		0	0	0	0		2	0	0	0		13	63
4:45 PM	0	2	14	0		1	1	0	0		0	0	0	0		7	0	0	0		25	73
5:00 PM	0	1	4	0		0	0	0	0		0	0	0	0		4	0	0	0		9	66
5:15 PM	0	3	7	0		0	0	0	0		0	0	0	0		5	0	0	1		16	57
5:30 PM	0	3	10	0		1	0	0	0		0	0	0	0		8	0	1	0		23	41
5:45 PM	0	3	11	0		0	0	0	0		0	0	0	0		4	0	0	0		18	18
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	12	56	0		4	4	0	0		0	0	0	0		32	0	4	4		**116**	
Heavy Trucks	0	0	4	0		0	0	0	0		0	0	0	0		0	0	0	0		**4**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

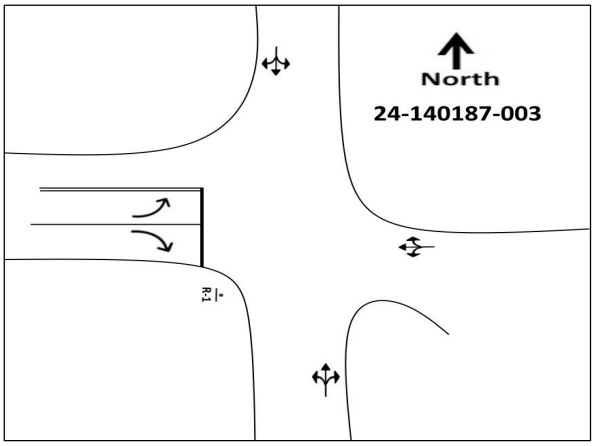
LOCATION: Skyport Ave & Kings Crossing Rd
CITY/STATE: Fort Myers, FL

PROJECT ID: 24-140187-003
DATE: Thu, May 30, 2024

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:45 AM - 08:00 AM

Peak Hour Factor
0.79

National Data & Surveying Services



15-Min Count Period Beginning At	Skyport Ave Northbound					Skyport Ave Southbound					Kings Crossing Rd Eastbound					Kings Crossing Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	3	1	0	0		0	1	4	0		0	0	5	0		2	0	1	0		17	114
7:15 AM	5	2	0	0		1	2	3	0		5	0	5	0		1	1	0	0		25	121
7:30 AM	8	1	0	0		0	6	2	0		4	1	7	0		2	0	0	0		31	129
7:45 AM	4	0	0	0		1	3	11	0		13	1	4	0		2	1	1	0		41	119
8:00 AM	8	1	1	0		0	0	4	0		6	1	1	0		0	2	0	0		24	105
8:15 AM	8	1	1	0		3	1	7	0		7	0	5	0		0	0	0	0		33	81
8:30 AM	3	1	0	0		0	1	6	0		4	2	4	0		0	0	0	0		21	48
8:45 AM	6	1	0	0		0	2	7	0		2	0	4	0		3	1	1	0		27	27
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	32	4	4	0		12	24	44	0		52	4	28	0		8	8	4	0		**224**	
Heavy Trucks	4	0	0	0		0	4	0	0		4	0	0	0		0	4	4	0		**20**	
Pedestrians		4					0					0					0				**4**	
Bicycles	0	0	0	0		0	0	0	0		4	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

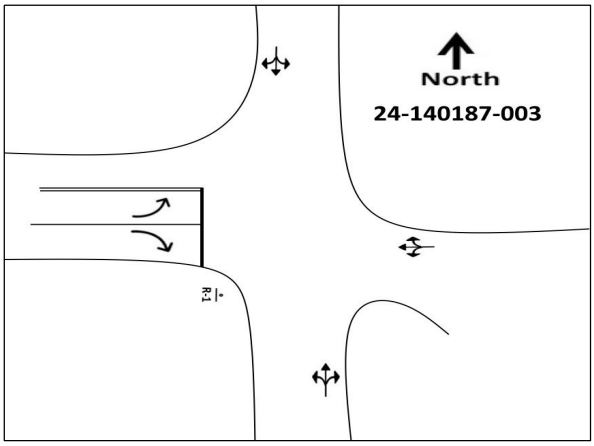
LOCATION: Skyport Ave & Kings Crossing Rd
CITY/STATE: Fort Myers, FL

PROJECT ID: 24-140187-003
DATE: Thu, May 30, 2024

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:15 PM - 04:30 PM

Peak Hour Factor
0.91

National Data & Surveying Services

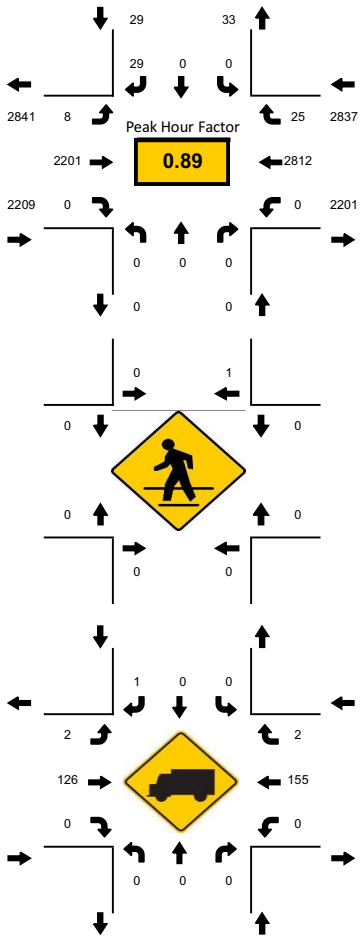


15-Min Count Period Beginning At	Skyport Ave Northbound					Skyport Ave Southbound					Kings Crossing Rd Eastbound					Kings Crossing Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	3	3	0	0		0	3	2	0		9	1	4	0		4	2	1	0		32	120
4:15 PM	8	1	0	0		1	1	5	0		5	1	5	0		3	1	2	0		33	110
4:30 PM	2	2	1	0		0	1	1	0		8	1	5	0		0	1	0	0		22	99
4:45 PM	4	1	0	0		0	2	6	0		12	0	4	0		0	1	3	0		33	109
5:00 PM	8	1	1	0		0	2	2	0		4	0	2	0		2	0	0	0		22	110
5:15 PM	1	3	1	0		0	0	5	0		6	0	4	0		1	0	1	0		22	88
5:30 PM	6	6	0	0		1	2	5	0		7	2	2	0		0	1	0	0		32	66
5:45 PM	3	3	2	0		0	1	3	0		10	0	6	0		5	0	1	0		34	34
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	32	12	4	0		4	12	24	0		48	4	20	0		16	8	12	0		**196**	
Heavy Trucks	4	0	0	0		0	4	0	0		4	0	4	0		4	0	4	0		**24**	
Pedestrians		0					0					4					0				**4**	
Bicycles	0	0	0	0		0	4	0	0		4	0	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

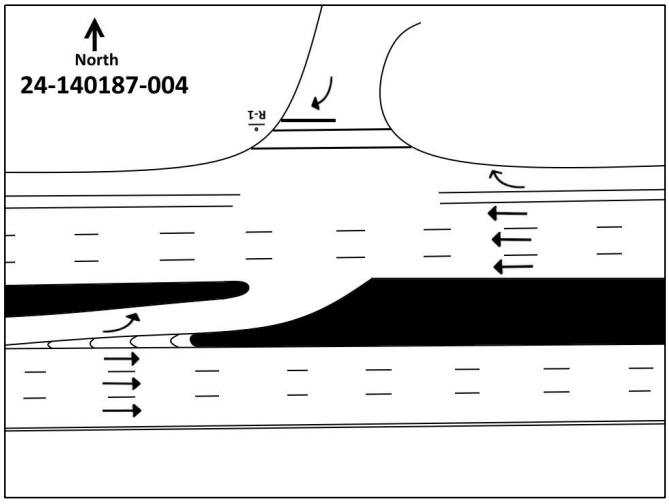
LOCATION: Skyport Ave & CR 876/Daniels Pkwy
CITY/STATE: Fort Myers, FL

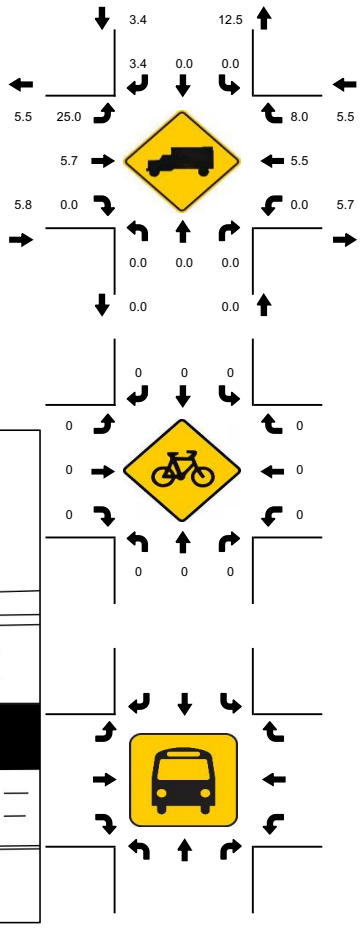
PROJECT ID: 24-140187-004
DATE: Thu, May 30, 2024

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 07:45 AM - 08:00 AM



National Data & Surveying Services



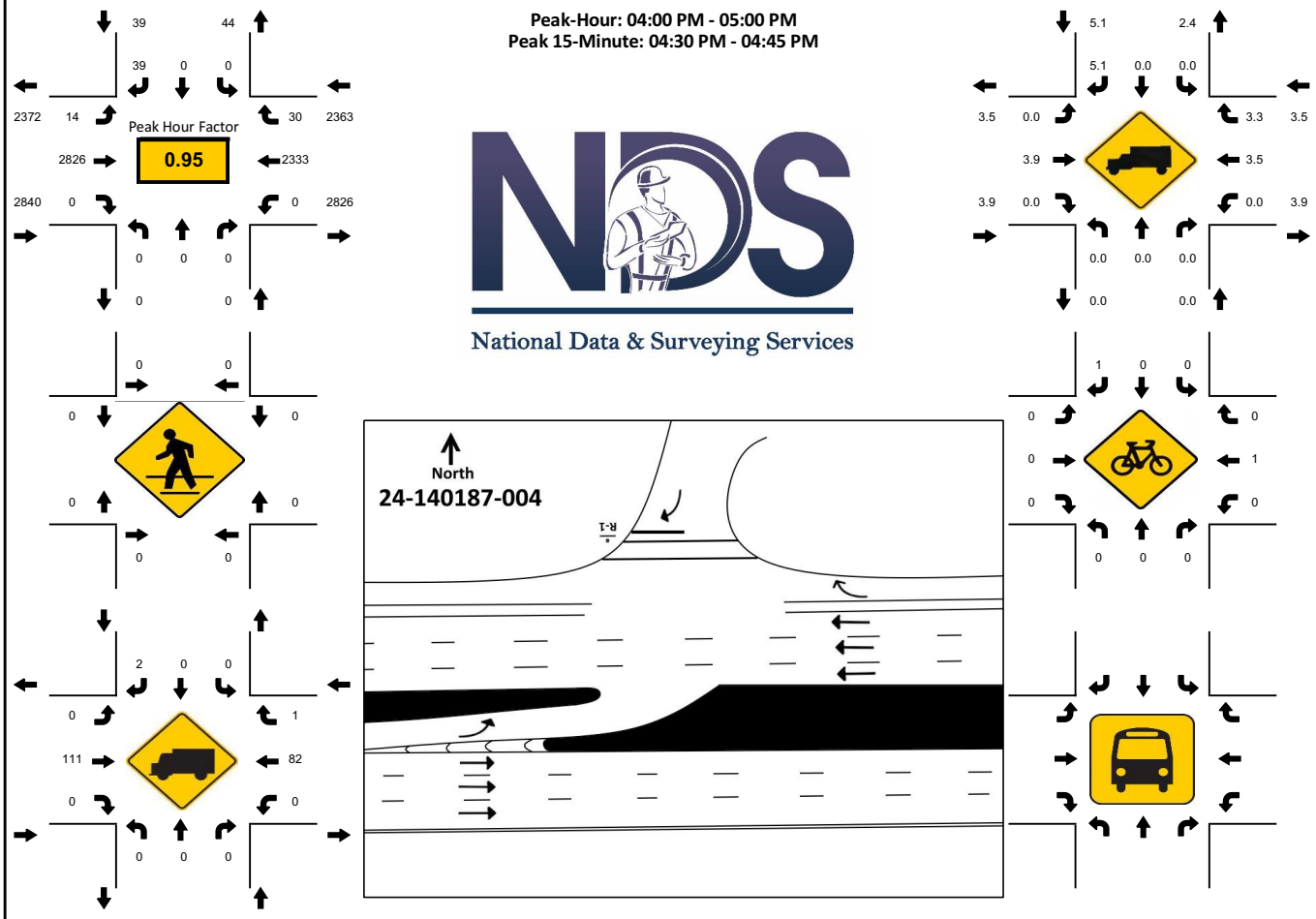


15-Min Count Period Beginning At	Skyport Ave Northbound					Skyport Ave Southbound					CR 876/Daniels Pkwy Eastbound					CR 876/Daniels Pkwy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0		0	0	10	0		2	449	0	0		0	722	5	0		1188	5012
7:15 AM	0	0	0	0		0	0	9	0		1	492	0	0		0	703	8	0		1213	5071
7:30 AM	0	0	0	0		0	0	14	0		1	539	0	0		0	629	10	0		1193	5007
7:45 AM	0	0	0	0		0	0	14	0		1	627	0	0		0	767	9	0		1418	5075
8:00 AM	0	0	0	0		0	0	3	0		1	529	0	1		0	707	6	0		1247	4907
8:15 AM	0	0	0	0		0	0	8	0		4	505	0	0		0	627	5	0		1149	3660
8:30 AM	0	0	0	0		0	0	4	0		1	540	0	0		0	711	5	0		1261	2511
8:45 AM	0	0	0	0		0	0	12	0		2	516	0	2		0	709	9	0		1250	1250
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		0	0	56	0		16	2508	0	4		0	3068	36	0		**5688**	
Heavy Trucks	0	0	0	0		0	0	4	0		4	152	0	0		0	216	8	0		**384**	
Pedestrians		0					4					0					0				**4**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

LOCATION: Skyport Ave & CR 876/Daniels Pkwy
CITY/STATE: Fort Myers, FL

PROJECT ID: 24-140187-004
DATE: Thu, May 30, 2024

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:30 PM - 04:45 PM



15-Min Count Period Beginning At	Skyport Ave Northbound					Skyport Ave Southbound					CR 876/Daniels Pkwy Eastbound					CR 876/Daniels Pkwy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0		0	0	11	0		4	707	0	1		0	596	7	0		1326	5242
4:15 PM	0	0	0	0		0	0	12	0		1	683	0	2		0	561	14	0		1273	5214
4:30 PM	0	0	0	0		0	0	7	0		5	747	0	0		0	617	4	0		1380	5236
4:45 PM	0	0	0	0		0	0	9	0		1	689	0	0		0	559	5	0		1263	5173
5:00 PM	0	0	0	0		0	0	6	0		5	692	0	0		0	587	8	0		1298	5044
5:15 PM	0	0	0	0		0	0	8	0		3	688	0	0		0	590	6	0		1295	3746
5:30 PM	0	0	0	0		0	0	5	0		5	725	0	0		0	574	8	0		1317	2451
5:45 PM	0	0	0	0		0	0	15	0		4	675	0	0		0	433	7	0		1134	1134
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		0	0	48	0		20	2988	0	8		0	2468	56	0		**5588**	
Heavy Trucks	0	0	0	0		0	0	8	0		0	156	0	0		0	92	4	0		**260**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	4	0		0	0	0	0		0	4	0	0		**8**	
Buses																						
Stopped Buses																						

FDOT Peak Season Factor

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1207 SR 876/ DANIELS RD

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	0.98	1.04
2	01/08/2023 - 01/14/2023	0.98	1.04
3	01/15/2023 - 01/21/2023	0.97	1.03
* 4	01/22/2023 - 01/28/2023	0.96	1.02
* 5	01/29/2023 - 02/04/2023	0.95	1.01
* 6	02/05/2023 - 02/11/2023	0.94	1.00
* 7	02/12/2023 - 02/18/2023	0.93	0.99
* 8	02/19/2023 - 02/25/2023	0.93	0.99
* 9	02/26/2023 - 03/04/2023	0.92	0.98
*10	03/05/2023 - 03/11/2023	0.92	0.98
*11	03/12/2023 - 03/18/2023	0.91	0.97
*12	03/19/2023 - 03/25/2023	0.92	0.98
*13	03/26/2023 - 04/01/2023	0.94	1.00
*14	04/02/2023 - 04/08/2023	0.95	1.01
*15	04/09/2023 - 04/15/2023	0.96	1.02
*16	04/16/2023 - 04/22/2023	0.97	1.03
17	04/23/2023 - 04/29/2023	0.98	1.04
18	04/30/2023 - 05/06/2023	1.00	1.06
19	05/07/2023 - 05/13/2023	1.01	1.07
20	05/14/2023 - 05/20/2023	1.02	1.09
21	05/21/2023 - 05/27/2023	1.03	1.10
22	05/28/2023 - 06/03/2023	1.04	1.11
23	06/04/2023 - 06/10/2023	1.04	1.11
24	06/11/2023 - 06/17/2023	1.05	1.12
25	06/18/2023 - 06/24/2023	1.06	1.13
26	06/25/2023 - 07/01/2023	1.06	1.13
27	07/02/2023 - 07/08/2023	1.07	1.14
28	07/09/2023 - 07/15/2023	1.07	1.14
29	07/16/2023 - 07/22/2023	1.07	1.14
30	07/23/2023 - 07/29/2023	1.07	1.14
31	07/30/2023 - 08/05/2023	1.08	1.15
32	08/06/2023 - 08/12/2023	1.08	1.15
33	08/13/2023 - 08/19/2023	1.08	1.15
34	08/20/2023 - 08/26/2023	1.08	1.15
35	08/27/2023 - 09/02/2023	1.09	1.16
36	09/03/2023 - 09/09/2023	1.09	1.16
37	09/10/2023 - 09/16/2023	1.09	1.16
38	09/17/2023 - 09/23/2023	1.08	1.15
39	09/24/2023 - 09/30/2023	1.06	1.13
40	10/01/2023 - 10/07/2023	1.05	1.12
41	10/08/2023 - 10/14/2023	1.03	1.10
42	10/15/2023 - 10/21/2023	1.02	1.09
43	10/22/2023 - 10/28/2023	1.01	1.07
44	10/29/2023 - 11/04/2023	1.01	1.07
45	11/05/2023 - 11/11/2023	1.00	1.06
46	11/12/2023 - 11/18/2023	0.99	1.05
47	11/19/2023 - 11/25/2023	0.99	1.05
48	11/26/2023 - 12/02/2023	0.99	1.05
49	12/03/2023 - 12/09/2023	0.98	1.04
50	12/10/2023 - 12/16/2023	0.98	1.04
51	12/17/2023 - 12/23/2023	0.98	1.04
52	12/24/2023 - 12/30/2023	0.97	1.03
53	12/31/2023 - 12/31/2023	0.97	1.03

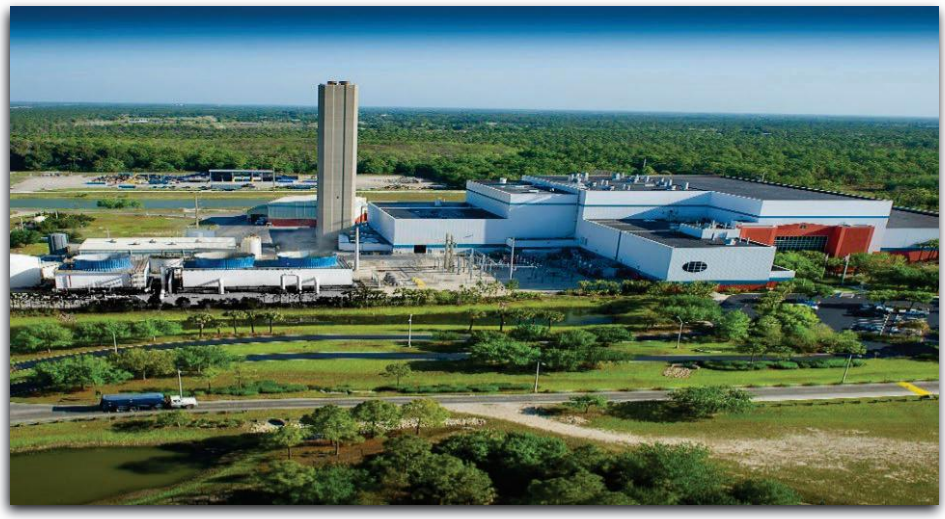
* PEAK SEASON

09-MAR-2024 18:41:38 830UPD 1_1207_PKSEASON.TXT

Appendix D

Background Growth

Lee County
Southwest Florida



PUBLIC FACILITIES

LEVEL OF SERVICE AND CONCURRENCY REPORT

2023

INVENTORY AND PROJECTIONS





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

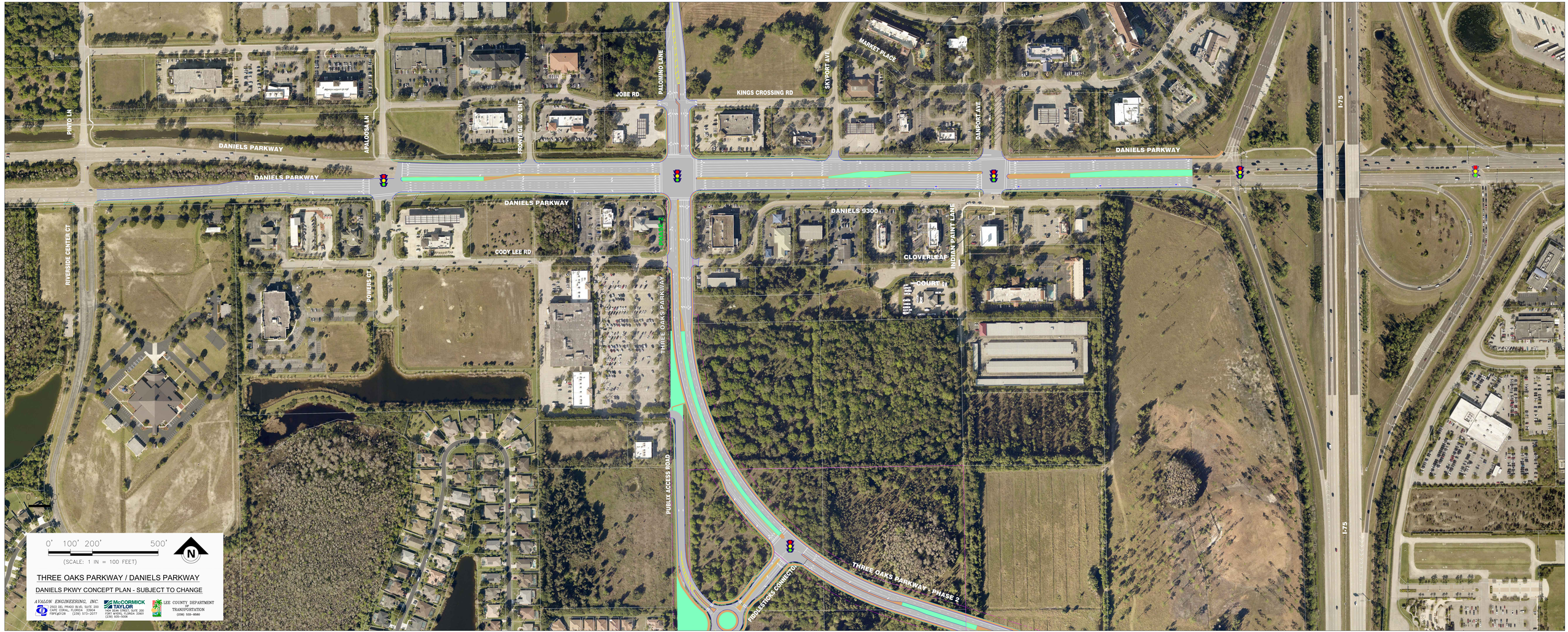
Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2022 100TH HIGHEST HOUR			2027 FUTURE FORECAST			Notes
		FROM	TO		LOS[1]	CAPACITY[2]	LOS[1]	VOLUME[2]	V/C[3]	LOS[1]	VOLUME[2]	V/C[3]	
04800	CEMETERY RD	BUCKINGHAM RD	HIGGINS AVE	2LN	E	860	C	326	0.38	C	343	0.40	
04900	CHAMBERLIN PKWY	AIRPORT ENT	DANIELS PKWY	4LN	E	1,790	C	450	0.25	C	473	0.26	Port Authority maintained
05000	COCONUT RD	WEST END	VIA VENETTO BLVD	2LN	E	860	C	275	0.32	C	289	0.34	non-county maintained to east
05100	COLLEGE PKWY	McGREGOR BLVD	WINKLER RD	6LD	E	2,980	D	2,668	0.90	E	2,804	0.94	[4]
05200	COLLEGE PKWY	WINKLER RD	WHISKEY CREEK DR	6LD	E	2,980	D	1,928	0.65	D	2,027	0.68	
05300	COLLEGE PKWY	WHISKEY CREEK DR	SUMMERLIN RD	6LD	E	2,980	D	1,928	0.65	D	2,027	0.68	
05400	COLLEGE PKWY	SUMMERLIN RD	US 41	6LD	E	2,980	D	1,795	0.60	D	1,886	0.63	
05500	COLONIAL BLVD	McGREGOR BLVD	SUMMERLIN RD	6LD	E	2,840	E	2,697	0.95	E	2,835	1.00	[4]
05600	COLONIAL BLVD	SUMMERLIN RD	US 41	6LD	E	2,840	E	2,550	0.90	E	2,680	0.94	
06200	COLONIAL BLVD	DYNASTY DR	SR 82	6LD	D	3,040	B	2,116	0.70	B	2,224	0.73	[4]
06300	COLUMBUS BLVD	SR 82	MILWAUKEE BLVD	2LN	E	860	C	105	0.12	C	110	0.13	
06400	CONSTITUTION BLVD	US 41	CONSTITUTION CIR	2LN	E	860	C	347	0.40	C	365	0.42	
06500	CORBETT RD	SR 78 (PINE ISLAND RD)	LITTLETON RD	2LN	E	860	C	30	0.03	C	32	0.04	
06600	CORKSCREW RD	US 41	THREE OAKS PKWY	4LD	E	1,900	E	901	0.47	E	947	0.50	
06700	CORKSCREW RD	THREE OAKS PKWY	W OF I-75	4LD	E	1,900	E	1,764	0.93	E	1,854	0.98	
06800	CORKSCREW RD	E OF I-75	BEN HILL GRIFFIN BLVD	4LD	E	1,900	E	1,080	0.57	E	1,135	0.60	
06900	CORKSCREW RD	BEN HILL GRIFFIN BLVD	ALICO RD	4LD	E	1,960	C	1,222	0.62	C	1,337	0.68	Corkscrew Woods/Wildblue
07000	CORKSCREW RD	ALICO RD	COUNTY LINE	2LN	E	1,140	C	464	0.41	F	1,213	1.06	Verdana Village RPD
07100	COUNTRY LAKES BLVD	LUCKETT RD	TICE ST	2LN	E	860	C	145	0.17	C	154	0.18	
07200	CRYSTAL DR	US 41	METRO PKWY	2LN	E	860	C	534	0.62	D	561	0.65	
07300	CRYSTAL DR	METRO PKWY	PLANTATION RD	2LN	E	860	C	387	0.45	C	407	0.47	
07400	CYPRESS LAKE DR	McGREGOR BLVD	SOUTH POINT BLVD	4LD	E	1,940	D	1,169	0.60	D	1,228	0.63	
07500	CYPRESS LAKE DR	SOUTH POINT BLVD	WINKLER RD	4LD	E	1,940	D	1,447	0.75	D	1,521	0.78	
07600	CYPRESS LAKE DR	WINKLER RD	SUMMERLIN RD	4LD	E	1,940	D	1,447	0.75	D	1,521	0.78	
07700	CYPRESS LAKE DR	SUMMERLIN RD	US 41	6LD	E	2,940	D	2,049	0.70	D	2,154	0.73	
07800	DANIELS PKWY	US 41	METRO PKWY	6LD	E	2,680	D	2,318	0.86	D	2,436	0.91	unincorporated Lee County
07900	DANIELS PKWY	METRO PKWY	SIX MILE PKWY	6LD	E	2,680	D	2,318	0.86	D	2,436	0.91	unincorporated Lee County; constrained
08000	DANIELS PKWY	SIX MILE PKWY	PALOMINO LN	6LD	E	3,040	E	2,985	0.98	F	3,141	1.03	unincorporated Lee Co; constrained; Dan Falls
08100	DANIELS PKWY	PALOMINO LN	I-75	6LD	E	3,040	E	2,985	0.98	F	3,137	1.03	unincorporated Lee County; constrained
08200	DANIELS PKWY	I-75	TREELINE AVE	6LD	E	3,260	E	2,962	0.91	E	3,113	0.95	unincorporated Lee County
08300	DANIELS PKWY	TREELINE AVE	CHAMBERLIN PKWY	6LD	E	3,260	E	2,962	0.91	E	3,113	0.95	unincorporated Lee County
08400	DANIELS PKWY	CHAMBERLIN PKWY	GATEWAY BLVD	6LD	E	3,260	E	2,772	0.85	E	2,914	0.89	unincorporated Lee County
08500	DANIELS PKWY	GATEWAY BLVD	SR 82	4LD	E	2,160	F	2,232	1.03	F	2,453	1.14	unincorporated Lee County; Timber Creek RPD
08600	DANLEY DR	US 41	METRO PKWY	2LN	E	860	C	426	0.50	C	448	0.52	
08700	DAVIS RD	McGREGOR BLVD	IONA RD	2LN	E	860	C	17	0.02	C	18	0.02	
08800	DEL PRADO BLVD	CAPE CORAL PKWY	SE 46TH ST	6LD	E	2,660	E	1,932	0.73	E	2,031	0.76	
08900	DEL PRADO BLVD	SE 46TH ST	CORONADO PKWY	6LD	E	2,660	E	1,932	0.73	E	2,031	0.76	
09000	DEL PRADO BLVD	CORONADO PKWY	CORNWALLIS PKWY	6LD	E	2,660	E	2,069	0.78	E	2,174	0.82	
09100	DEL PRADO BLVD	CORNWALLIS PKWY	CORAL POINT DR	6LD	E	2,660	E	2,479	0.93	E	2,605	0.98	
09200	DEL PRADO BLVD	CORAL POINT DR	HANCOCK B. PKWY	6LD	E	2,800	E	2,024	0.72	E	2,127	0.76	
09300	DEL PRADO BLVD	HANCOCK B. PKWY	SR 78	6LD	E	2,800	C	1,580	0.56	C	1,660	0.59	[4]
09400	DEL PRADO BLVD	US 41	SLATER RD	2LN	E	860	C	503	0.59	D	574	0.67	Crane Landing Golf Course Community
09700	EAST 21ST ST	JOEL BLVD	GRANT AVE	2LN	E	860	C	34	0.04	C	36	0.04	[4]
09800	ESTERO BLVD	BIG CARLOS PASS BRIDGE	PESCADORA AVE	2LN	E	726	A	374	0.51	A	393	0.54	[4]; constrained
09900	ESTERO BLVD	PESCADORA AVE	VOORHIS ST	2LN	E	726	B	606	0.84	C	637	0.88	[4]; constrained
10000	ESTERO BLVD	VOORHIS ST	TROPICAL SHORES WAY	2LN	E	726	B	606	0.84	C	637	0.88	[4]; constrained
10100	ESTERO BLVD	TROPICAL SHORES WAY	CENTER ST	2LN	E	671	F	722	1.08	F	759	1.13	constrained
14400	ESTERO PKWY	US 41	THREE OAKS PKWY	4LD	E	2,000	E	740	0.37	E	916	0.46	non-county maint; T and T DRI/W Cyp Vw CPD

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

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

Background Growth Rate

Concurrency Report Link No.	Road Name	From	To	Volume 2022	Volume 2027	Total Linear Growth	Annual Linear Growth Rate
08000	CR 876/Daniels Parkway	Six Mile Parkway	Palomino Lane	2,985	3,141	5.23%	1.05%
08100	CR 876/Daniels Parkway	Palomino Lane	Interstate 75	2,985	3,137	5.09%	1.02%
20500	Palomino Lane	CR 876/Daniels Parkway	Penzance Boulevard	352	414	17.61%	3.52%
			Total	6,322	6,692	5.85%	**1.17%**



THREE OAKS PARKWAY / DANIELS PARKWAY

DANIELS PKWY CONCEPT PLAN - SUBJECT TO CHANGE

AVALON ENGINEERING, INC.
3905 DEL PRADO BLVD, SUITE 200
CAPE CORAL, FLORIDA 33904
FAX (239) 573-2077

McCORMICK TAYLOR
1500 MEDICAL DRIVE, SUITE 200
FORT MYERS, FLORIDA 33901
(239) 935-5006

LEE COUNTY DEPARTMENT OF TRANSPORTATION
(239) 533-8580

Appendix E

Trip Generation

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Multifamily Housing (Mid-Rise)	11	221	360	du	23%	77%	34	113	147	0.0%	0	34	113	147	0.0%	0	34	113	147	0.0%	0	34	113	147
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	34	113	147	0.0%	0	34	113	147	0.0%	0	34	113	147	0.0%	0	34	113	147
		221		Y=0.44*(X)+-11.61																						

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

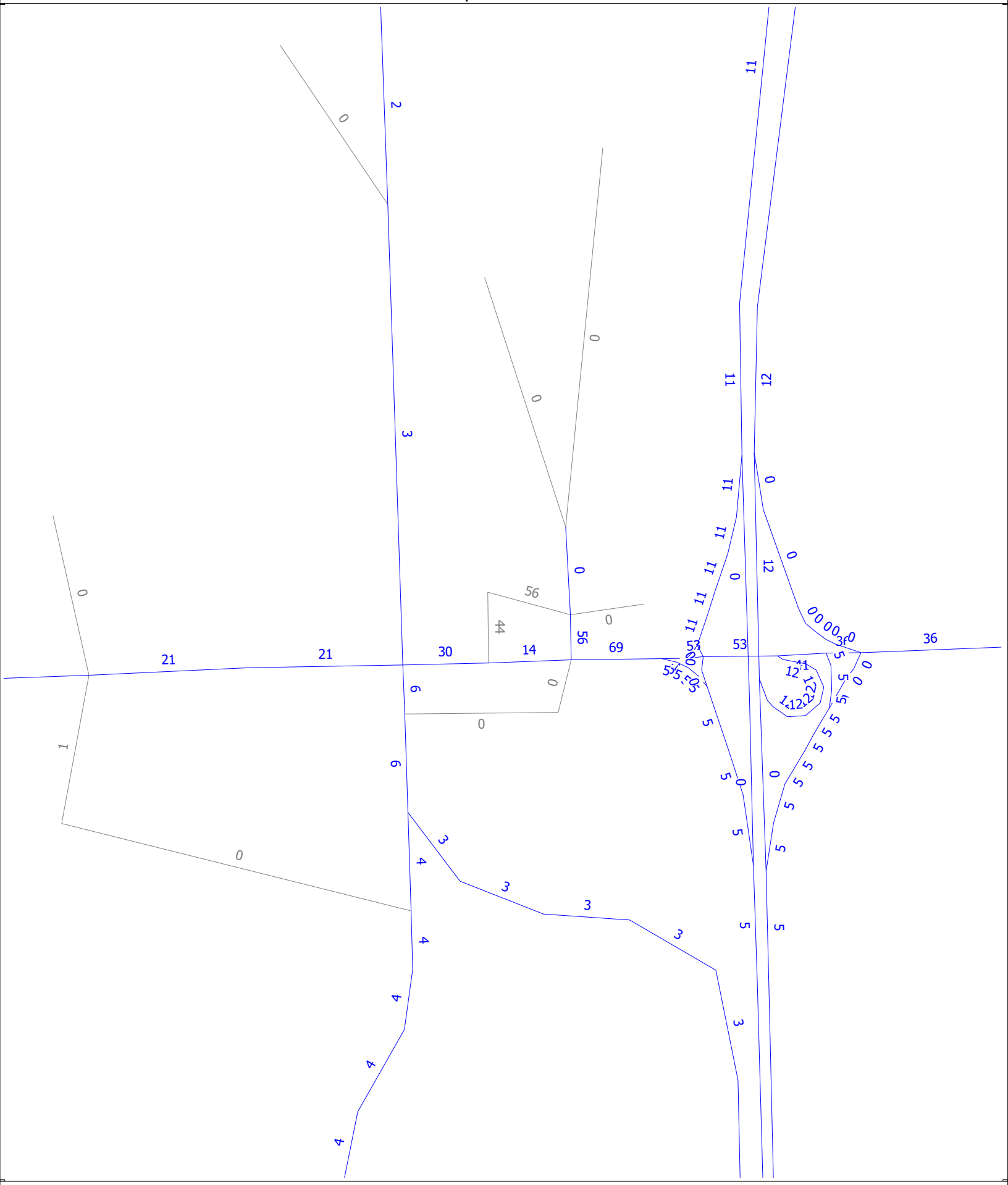
		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Multifamily Housing (Mid-Rise)	11	221	360	du	61%	39%	86	55	141	0.0%	0	86	55	141	0.0%	0	86	55	141	0.0%	0	86	55	141
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	86	55	141	0.0%	0	86	55	141	0.0%	0	86	55	141	0.0%	0	86	55	141
		221		Y=0.39*(X)+0.34																						

Appendix F

D1RPM Model Plot

DCI2024-00042 Lee County ePlan Additional Info Dated 01-31-2025

Daniels Multi-Family
YR2024EC
D1RPM_v2.1
Trip Distribution



Appendix G

Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Renaissance Way and Mall Loop Road
COUNT DATE: May 30, 2024
AM PEAK HOUR FACTOR: 0.86
PM PEAK HOUR FACTOR: 0.84

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		2	1	0		2	0	3	0	1	35	0	0	0	62	1
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
AM EXISTING CONDITIONS		**2**	**1**	**0**		**2**	**0**	**3**	**0**	**1**	**39**	**0**	**0**	**0**	**69**	**1**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		4	1	3		5	1	5	0	3	50	1	1	2	32	0
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PM EXISTING CONDITIONS		**4**	**1**	**3**		**6**	**1**	**6**	**0**	**3**	**56**	**1**	**1**	**2**	**36**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0	0	0	1	0	0	0	2	0
AM NON-PROJECT TRAFFIC		**2**	**1**	**0**		**2**	**0**	**3**	**0**	**1**	**40**	**0**	**0**	**0**	**71**	**1**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0	0	0	1	0	0	0	1	0
PM NON-PROJECT TRAFFIC		**4**	**1**	**3**		**6**	**1**	**6**	**0**	**3**	**57**	**1**	**1**	**2**	**37**	**0**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering										71.0%						
Distribution	Exiting				75.0%												

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering										71.0%						
Distribution	Exiting				75.0%												

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New				85						24						
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**85**		**0**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	
AM TOTAL TRAFFIC		**2**	**1**	**85**		**2**	**0**	**3**	**0**	**25**	**40**	**0**	**0**	**0**	**71**	**1**	

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New				41						61						
PM TOTAL PROJECT TRAFFIC		**0**	**0**	**41**		**0**	**0**	**0**	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	
PM TOTAL TRAFFIC		**4**	**1**	**44**		**6**	**1**	**6**	**0**	**64**	**57**	**1**	**1**	**2**	**37**	**0**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Skyport Avenue and Marketplace Road
COUNT DATE: May 30, 2024
AM PEAK HOUR FACTOR: 0.66
PM PEAK HOUR FACTOR: 0.73

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		36	0	1		0	4	30		0	3	0
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
AM EXISTING CONDITIONS		**0**	**0**	**0**		**40**	**0**	**1**		**0**	**4**	**33**		**0**	**3**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		25	0	1		0	9	35		2	1	0
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PM EXISTING CONDITIONS		**0**	**0**	**0**		**28**	**0**	**1**		**0**	**10**	**39**		**2**	**1**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		1	0	0		0	0	1		0	0	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**41**	**0**	**1**		**0**	**4**	**34**		**0**	**3**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		1	0	0		0	0	1		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**29**	**0**	**1**		**0**	**10**	**40**		**2**	**1**	**0**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering											29.0%					
	Exiting															15.0%	

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering											29.0%					
	Exiting															15.0%	

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New											10				17	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**10**	**0**		**0**	**17**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**0**		**41**	**0**	**1**		**0**	**14**	**34**		**0**	**20**	**0**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New											25				8	
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**25**	**0**		**0**	**8**	**0**
PM TOTAL TRAFFIC			**0**	**0**	**0**		**29**	**0**	**1**		**0**	**35**	**40**		**2**	**9**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Skyport Avenue and Kings Crossings Road
COUNT DATE: May 30, 2024
AM PEAK HOUR FACTOR: 0.79
PM PEAK HOUR FACTOR: 0.91

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		32	0	18		4	3	1		28	3	2		4	10	24
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
AM EXISTING CONDITIONS		**36**	**0**	**20**		**4**	**3**	**1**		**31**	**3**	**2**		**4**	**11**	**27**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		36	0	19		7	5	6		17	7	1		1	7	14
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PM EXISTING CONDITIONS		**40**	**0**	**21**		**8**	**6**	**7**		**19**	**8**	**1**		**1**	**8**	**16**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%
AM BACKGROUND TRAFFIC GROWTH		1	0	0		0	0	0		1	0	0		0	0	1
AM NON-PROJECT TRAFFIC		**37**	**0**	**20**		**4**	**3**	**1**		**32**	**3**	**2**		**4**	**11**	**28**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%
PM BACKGROUND TRAFFIC GROWTH		1	0	0		0	0	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		**41**	**0**	**21**		**8**	**6**	**7**		**19**	**8**	**1**		**1**	**8**	**16**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering											29.0%					
	Exiting															15.0%	

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering											29.0%					
	Exiting															15.0%	

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New											10				17	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**10**	**0**		**0**	**17**	**0**
AM TOTAL TRAFFIC			**37**	**0**	**20**		**4**	**3**	**1**		**32**	**13**	**2**		**4**	**28**	**28**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New											25				8	
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**25**	**0**		**0**	**8**	**0**
PM TOTAL TRAFFIC			**41**	**0**	**21**		**8**	**6**	**7**		**19**	**33**	**1**		**1**	**16**	**16**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Skyport Avenue and CR 876/Daniels Parkway
COUNT DATE: May 30, 2024
AM PEAK HOUR FACTOR: 0.89
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	1	7	2,201	0		0	2,812	25		0	0	0		0	0	29
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
AM EXISTING CONDITIONS	**1**	**8**	**2,443**	**0**		**0**	**3,121**	**28**		**0**	**0**	**0**		**0**	**0**	**32**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	3	11	2,826	0		0	2,333	30		0	0	0		0	0	39
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PM EXISTING CONDITIONS	**3**	**12**	**3,137**	**0**		**0**	**2,590**	**33**		**0**	**0**	**0**		**0**	**0**	**43**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC	0	0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%
AM BACKGROUND TRAFFIC GROWTH	0	0	58	0		0	73	1		0	0	0		0	0	1
AM NON-PROJECT TRAFFIC	**1**	**8**	**2,501**	**0**		**0**	**3,194**	**29**		**0**	**0**	**0**		**0**	**0**	**33**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC	0	0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%
PM BACKGROUND TRAFFIC GROWTH	0	0	74	0		0	61	1		0	0	0		0	0	1
PM NON-PROJECT TRAFFIC	**3**	**12**	**3,211**	**0**		**0**	**2,651**	**34**		**0**	**0**	**0**		**0**	**0**	**44**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		15.0%	15.0%					14.0%								
	Exiting																15.0%

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		15.0%	15.0%					14.0%								
	Exiting																15.0%

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		5	5					5								17
AM TOTAL PROJECT TRAFFIC		**0**	**5**	**5**	**0**		**0**	**0**	**5**		**0**	**0**	**0**		**0**	**0**	**17**
AM TOTAL TRAFFIC		**1**	**13**	**2,506**	**0**		**0**	**3,194**	**34**		**0**	**0**	**0**		**0**	**0**	**50**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		13	13					12								8
PM TOTAL PROJECT TRAFFIC		**0**	**13**	**13**	**0**		**0**	**0**	**12**		**0**	**0**	**0**		**0**	**0**	**8**
PM TOTAL TRAFFIC		**3**	**25**	**3,224**	**0**		**0**	**2,651**	**46**		**0**	**0**	**0**		**0**	**0**	**52**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Skyport avenue and Project Driveway
COUNT DATE: May 30, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		3	0	0		0	0	4		0	0	0
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
AM EXISTING CONDITIONS		**0**	**0**	**0**		**3**	**0**	**0**		**0**	**0**	**4**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		4	0	0		0	0	9		0	0	0
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PM EXISTING CONDITIONS		**0**	**0**	**0**		**4**	**0**	**0**		**0**	**0**	**10**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**3**	**0**	**0**		**0**	**0**	**4**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**4**	**0**	**0**		**0**	**0**	**10**		**0**	**0**	**0**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering							71.0%			29.0%						
Distribution	Exiting			75.0%	15.0%												

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering							71.0%			29.0%						
Distribution	Exiting			75.0%	15.0%												

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			85	17			24			10						
AM TOTAL PROJECT TRAFFIC			**0**	**85**	**17**		**0**	**24**	**0**		**10**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**85**	**17**		**3**	**24**	**0**		**10**	**0**	**4**		**0**	**0**	**0**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			41	8			61			25						
PM TOTAL PROJECT TRAFFIC			**0**	**41**	**8**		**0**	**61**	**0**		**25**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**41**	**8**		**4**	**61**	**0**		**25**	**0**	**10**		**0**	**0**	**0**

Appendix H

Intersection Capacity Analysis Worksheets

AM Existing Conditions

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	0	2	0	3	1	39	0	0	69	1
Future Vol, veh/h	2	1	0	2	0	3	1	39	0	0	69	1
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	1	0	2	0	3	1	45	0	0	80	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	107	128	42	89	129	24	81	0	0	45	0	0
Stage 1	81	81	-	48	48	-	-	-	-	-	-	-
Stage 2	26	48	-	42	81	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	858	759	1017	883	758	1044	1507	-	-	1554	-	-
Stage 1	916	825	-	957	852	-	-	-	-	-	-	-
Stage 2	985	852	-	965	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	854	758	1016	880	758	1043	1507	-	-	1554	-	-
Mov Cap-2 Maneuver	817	728	-	839	727	-	-	-	-	-	-	-
Stage 1	916	825	-	956	852	-	-	-	-	-	-	-
Stage 2	980	852	-	962	824	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.61	8.81	0.19	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	90	-	-	785	951	1554	-	-
HCM Lane V/C Ratio	0.001	-	-	0.004	0.006	-	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.6	8.8	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	1	4	33	0	3
Future Vol, veh/h	40	1	4	33	0	3
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	61	2	6	50	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	37	32	0	0	57	0
Stage 1	32	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	973	1039	-	-	1541	-
Stage 1	988	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	972	1038	-	-	1540	-
Mov Cap-2 Maneuver	972	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.95	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	974	1540	-
HCM Lane V/C Ratio	-	-	0.064	-	-
HCM Control Delay (s/veh)	-	-	8.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

HCM 7th TWSC
3: Skyport Avenue & Kings Crossing Road

Existing Conditions
A.M. Peak Hour

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	0	20	4	3	1	31	3	2	4	11	27
Future Vol, veh/h	36	0	20	4	3	1	31	3	2	4	11	27
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	46	0	25	5	4	1	39	4	3	5	14	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	125	-	32	109	142	5	48	0	0	6	0	0
Stage 1	41	-	-	84	84	-	-	-	-	-	-	-
Stage 2	84	-	-	25	58	-	-	-	-	-	-	-
Critical Hdwy	7.13	-	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	-	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	-	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	-	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	846	0	1039	868	748	1075	1553	-	-	1608	-	-
Stage 1	971	0	-	922	824	-	-	-	-	-	-	-
Stage 2	921	0	-	990	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	817	-	1038	822	726	1075	1553	-	-	1608	-	-
Mov Cap-2 Maneuver	817	-	-	822	726	-	-	-	-	-	-	-
Stage 1	968	-	-	899	803	-	-	-	-	-	-	-
Stage 2	893	-	-	962	842	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.27	9.53	6.35	0.69
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1435	-	-	817	1038	806	150	-	-
HCM Lane V/C Ratio	0.025	-	-	0.056	0.024	0.013	0.003	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.7	8.6	9.5	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	0	-	-

AM Future Background Conditions

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	0	2	0	3	1	40	0	0	71	1
Future Vol, veh/h	2	1	0	2	0	3	1	40	0	0	71	1
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	1	0	2	0	3	1	47	0	0	83	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	110	132	43	92	133	24	84	0	0	47	0	0
Stage 1	83	83	-	49	49	-	-	-	-	-	-	-
Stage 2	27	49	-	43	84	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	854	756	1015	880	755	1043	1504	-	-	1552	-	-
Stage 1	913	823	-	956	851	-	-	-	-	-	-	-
Stage 2	984	851	-	963	822	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	850	755	1014	877	754	1042	1504	-	-	1552	-	-
Mov Cap-2 Maneuver	814	725	-	837	725	-	-	-	-	-	-	-
Stage 1	913	823	-	955	851	-	-	-	-	-	-	-
Stage 2	979	851	-	961	822	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.62	8.82	0.19	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	88	-	-	782	949	1552	-	-
HCM Lane V/C Ratio	0.001	-	-	0.004	0.006	-	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.6	8.8	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	1	4	34	0	3
Future Vol, veh/h	41	1	4	34	0	3
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	62	2	6	52	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	37	33	0	0	59	0
Stage 1	33	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	972	1038	-	-	1539	-
Stage 1	987	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	971	1037	-	-	1538	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.96	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	973	1538	-
HCM Lane V/C Ratio	-	-	0.065	-	-
HCM Control Delay (s/veh)	-	-	9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	0	20	4	3	1	32	3	2	4	11	28
Future Vol, veh/h	37	0	20	4	3	1	32	3	2	4	11	28
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	47	0	25	5	4	1	41	4	3	5	14	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	128	-	33	111	146	5	49	0	0	6	0	0
Stage 1	42	-	-	86	86	-	-	-	-	-	-	-
Stage 2	87	-	-	25	59	-	-	-	-	-	-	-
Critical Hdwy	7.13	-	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	-	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	-	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	-	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	842	0	1038	864	744	1075	1551	-	-	1608	-	-
Stage 1	970	0	-	919	822	-	-	-	-	-	-	-
Stage 2	919	0	-	990	843	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	812	-	1037	818	722	1075	1551	-	-	1608	-	-
Mov Cap-2 Maneuver	812	-	-	818	722	-	-	-	-	-	-	-
Stage 1	967	-	-	895	800	-	-	-	-	-	-	-
Stage 2	889	-	-	962	841	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.3	9.55	6.39	0.67
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1441	-	-	812	1037	802	146	-	-
HCM Lane V/C Ratio	0.026	-	-	0.058	0.024	0.013	0.003	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.7	8.6	9.5	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	0	-	-

AM Future Total Conditions

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	85	2	0	3	25	40	0	0	71	1
Future Vol, veh/h	2	1	85	2	0	3	25	40	0	0	71	1
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	1	99	2	0	3	29	47	0	0	83	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	166	188	43	148	188	24	84	0	0	47	0	0
Stage 1	83	83	-	105	105	-	-	-	-	-	-	-
Stage 2	82	105	-	43	84	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	780	703	1015	804	703	1043	1504	-	-	1552	-	-
Stage 1	913	823	-	887	805	-	-	-	-	-	-	-
Stage 2	914	805	-	963	822	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	762	690	1014	709	689	1042	1504	-	-	1552	-	-
Mov Cap-2 Maneuver	759	682	-	713	676	-	-	-	-	-	-	-
Stage 1	913	823	-	869	790	-	-	-	-	-	-	-
Stage 2	892	790	-	867	822	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.01	9.12	2.9	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1385	-	-	1001	879	1552	-	-
HCM Lane V/C Ratio	0.019	-	-	0.102	0.007	-	-	-
HCM Control Delay (s/veh)	7.4	0.1	-	9	9.1	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	1	14	34	0	20
Future Vol, veh/h	41	1	14	34	0	20
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	62	2	21	52	0	30

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	78	48	0	0	74	0
Stage 1	48	-	-	-	-	-
Stage 2	30	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	922	1018	-	-	1520	-
Stage 1	972	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	921	1017	-	-	1518	-
Mov Cap-2 Maneuver	921	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	990	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.19	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	923	1518	-
HCM Lane V/C Ratio	-	-	0.069	-	-
HCM Control Delay (s/veh)	-	-	9.2	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	0	20	4	3	1	32	13	2	4	28	28
Future Vol, veh/h	37	0	20	4	3	1	32	13	2	4	28	28
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	47	0	25	5	4	1	41	16	3	5	35	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	163	-	54	145	180	18	71	0	0	19	0	0
Stage 1	63	-	-	99	99	-	-	-	-	-	-	-
Stage 2	99	-	-	47	81	-	-	-	-	-	-	-
Critical Hdwy	7.13	-	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	-	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	-	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	-	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	800	0	1010	821	712	1058	1523	-	-	1591	-	-
Stage 1	945	0	-	905	811	-	-	-	-	-	-	-
Stage 2	904	0	-	965	826	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	771	-	1009	776	691	1058	1523	-	-	1591	-	-
Mov Cap-2 Maneuver	771	-	-	776	691	-	-	-	-	-	-	-
Stage 1	942	-	-	881	790	-	-	-	-	-	-	-
Stage 2	875	-	-	936	823	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.51	9.76	5.06	0.48
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1194	-	-	771	1009	766	109	-	-
HCM Lane V/C Ratio	0.027	-	-	0.061	0.025	0.013	0.003	-	-
HCM Control Delay (s/veh)	7.4	0	-	10	8.7	9.8	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	17	3	24	10	4
Future Vol, veh/h	85	17	3	24	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	92	18	3	26	11	4

Major/Minor	Minor2		Major2	
Conflicting Flow All	33	26	0	0
Stage 1	33	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.53	6.23	4.13	-
Critical Hdwy Stg 1	5.53	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.027	3.327	2.227	-
Pot Cap-1 Maneuver	858	1047	-	-
Stage 1	866	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1047	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Control Delay, s/v	8.85	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	1047	-	-
HCM Lane V/C Ratio	0.106	-	-
HCM Control Delay (s/veh)	8.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

PM Existing Conditions

HCM 7th TWSC
1: Renaissance Way & Mall Loop Road

Existing Conditions
P.M. Peak Hour

Intersection													
Int Delay, s/veh	2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	4	1	3	6	1	6	3	56	1	1	2	36	0
Future Vol, veh/h	4	1	3	6	1	6	3	56	1	1	2	36	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	1	4	7	1	7	4	67	1	1	2	43	0

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	91	125	21	104	124	34	43	0	0	68	68	0	0
Stage 1	50	50	-	74	74	-	-	-	-	-	-	-	-
Stage 2	41	75	-	29	50	-	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	6.46	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.53	2.23	-	-
Pot Cap-1 Maneuver	880	762	1048	863	763	1028	1557	-	-	1290	1524	-	-
Stage 1	954	850	-	923	830	-	-	-	-	-	-	-	-
Stage 2	965	829	-	981	850	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	870	760	1048	855	760	1028	1557	-	-	1434	1434	-	-
Mov Cap-2 Maneuver	832	727	-	819	728	-	-	-	-	-	-	-	-
Stage 1	953	849	-	921	828	-	-	-	-	-	-	-	-
Stage 2	955	828	-	975	849	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.12	9.1	0.38	0.59
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	176	-	-	884	895	277	-	-
HCM Lane V/C Ratio	0.002	-	-	0.011	0.017	0.002	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.1	9.1	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	1	10	39	2	1
Future Vol, veh/h	28	1	10	39	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	38	1	14	53	3	1

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	47	40	0	0	67	0
Stage 1	40	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	960	1028	-	-	1528	-
Stage 1	979	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	958	1028	-	-	1528	-
Mov Cap-2 Maneuver	958	-	-	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.91	0	4.91
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	960	1200	-
HCM Lane V/C Ratio	-	-	0.041	0.002	-
HCM Control Delay (s/veh)	-	-	8.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 7th TWSC
3: Skyport Avenue & Kings Crossing Road

Existing Conditions
P.M. Peak Hour

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	0	21	8	6	7	19	8	1	1	8	16
Future Vol, veh/h	40	0	21	8	6	7	19	8	1	1	8	16
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	44	0	23	9	7	8	21	9	1	1	9	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	75	-	19	62	81	9	27	0	0	10	0	0
Stage 1	21	-	-	51	51	-	-	-	-	-	-	-
Stage 2	54	-	-	11	30	-	-	-	-	-	-	-
Critical Hdwy	7.13	-	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	-	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	-	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	-	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	913	0	1057	930	808	1069	1580	-	-	1603	-	-
Stage 1	995	0	-	959	850	-	-	-	-	-	-	-
Stage 2	956	0	-	1007	868	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	886	-	1056	897	796	1069	1578	-	-	1603	-	-
Mov Cap-2 Maneuver	886	-	-	897	796	-	-	-	-	-	-	-
Stage 1	994	-	-	946	839	-	-	-	-	-	-	-
Stage 2	929	-	-	984	867	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9	9.05	4.96	0.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1195	-	-	886	1056	913	64	-	-
HCM Lane V/C Ratio	0.013	-	-	0.05	0.022	0.025	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.3	8.5	9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.1	0	-	-

PM Future Background Conditions

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	4	1	3	6	1	6	3	57	1	1	2	37	0
Future Vol, veh/h	4	1	3	6	1	6	3	57	1	1	2	37	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	1	4	7	1	7	4	68	1	1	2	44	0

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	93	127	22	105	127	35	44	0	0	69	69	0	0
Stage 1	51	51	-	76	76	-	-	-	-	-	-	-	-
Stage 2	42	76	-	30	51	-	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	6.46	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.53	2.23	-	-
Pot Cap-1 Maneuver	878	760	1047	860	761	1028	1555	-	-	1288	1523	-	-
Stage 1	953	849	-	922	829	-	-	-	-	-	-	-	-
Stage 2	965	828	-	980	849	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	867	757	1047	853	758	1028	1555	-	-	1432	1432	-	-
Mov Cap-2 Maneuver	830	726	-	817	727	-	-	-	-	-	-	-	-
Stage 1	951	848	-	920	827	-	-	-	-	-	-	-	-
Stage 2	954	827	-	974	848	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.12	9.1	0.37	0.58
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	173	-	-	883	893	270	-	-
HCM Lane V/C Ratio	0.002	-	-	0.011	0.017	0.002	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.1	9.1	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	1	10	40	2	1
Future Vol, veh/h	29	1	10	40	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	40	1	14	55	3	1

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	48	41	0	0	68	0
Stage 1	41	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	959	1027	-	-	1526	-
Stage 1	979	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	957	1027	-	-	1526	-
Mov Cap-2 Maneuver	957	-	-	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.92	0	4.91
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	960	1200	-
HCM Lane V/C Ratio	-	-	0.043	0.002	-
HCM Control Delay (s/veh)	-	-	8.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	0	21	8	6	7	19	8	1	1	8	16
Future Vol, veh/h	41	0	21	8	6	7	19	8	1	1	8	16
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	45	0	23	9	7	8	21	9	1	1	9	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	75	-	19	62	81	9	27	0	0	10	0	0
Stage 1	21	-	-	51	51	-	-	-	-	-	-	-
Stage 2	54	-	-	11	30	-	-	-	-	-	-	-
Critical Hdwy	7.13	-	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	-	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	-	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	-	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	913	0	1057	930	808	1069	1580	-	-	1603	-	-
Stage 1	995	0	-	959	850	-	-	-	-	-	-	-
Stage 2	956	0	-	1007	868	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	886	-	1056	897	796	1069	1578	-	-	1603	-	-
Mov Cap-2 Maneuver	886	-	-	897	796	-	-	-	-	-	-	-
Stage 1	994	-	-	946	839	-	-	-	-	-	-	-
Stage 2	929	-	-	984	867	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.01	9.05	4.96	0.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1195	-	-	886	1056	913	64	-	-
HCM Lane V/C Ratio	0.013	-	-	0.051	0.022	0.025	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.3	8.5	9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.1	0	-	-

PM Future Total Conditions

Intersection													
Int Delay, s/veh	4.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	4	1	44	6	1	6	64	57	1	1	2	37	0
Future Vol, veh/h	4	1	44	6	1	6	64	57	1	1	2	37	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	1	52	7	1	7	76	68	1	1	2	44	0

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	238	273	22	251	272	35	44	0	0	69	69	0	0
Stage 1	51	51	-	221	221	-	-	-	-	-	-	-	-
Stage 2	187	221	-	30	51	-	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	6.46	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.53	2.23	-	-
Pot Cap-1 Maneuver	694	631	1047	680	631	1028	1555	-	-	1288	1523	-	-
Stage 1	953	849	-	758	717	-	-	-	-	-	-	-	-
Stage 2	794	716	-	980	849	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	652	598	1047	611	599	1028	1555	-	-	1432	1432	-	-
Mov Cap-2 Maneuver	660	601	-	627	598	-	-	-	-	-	-	-	-
Stage 1	951	848	-	721	681	-	-	-	-	-	-	-	-
Stage 2	748	681	-	929	848	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.89	9.83	3.95	0.58
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1525	-	-	985	761	270	-	-
HCM Lane V/C Ratio	0.049	-	-	0.059	0.02	0.002	-	-
HCM Control Delay (s/veh)	7.4	0.1	-	8.9	9.8	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	1	35	40	2	9
Future Vol, veh/h	29	1	35	40	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	40	1	48	55	3	12

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	93	75	0	0	103	0
Stage 1	75	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	904	983	-	-	1483	-
Stage 1	945	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	903	983	-	-	1483	-
Mov Cap-2 Maneuver	903	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.17	0	1.35
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	905	327	-
HCM Lane V/C Ratio	-	-	0.045	0.002	-
HCM Control Delay (s/veh)	-	-	9.2	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 7th TWSC
3: Skyport Avenue & Kings Crossing Road

Future Total Conditions
P.M. Peak Hour

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	0	21	8	6	7	19	33	1	1	16	16
Future Vol, veh/h	41	0	21	8	6	7	19	33	1	1	16	16
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	45	0	23	9	7	8	21	36	1	1	18	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	111	-	27	98	117	37	36	0	0	37	0	0
Stage 1	30	-	-	79	79	-	-	-	-	-	-	-
Stage 2	81	-	-	20	38	-	-	-	-	-	-	-
Critical Hdwy	7.13	-	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	-	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	-	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	-	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	865	0	1045	881	771	1033	1568	-	-	1567	-	-
Stage 1	985	0	-	928	828	-	-	-	-	-	-	-
Stage 2	925	0	-	996	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	838	-	1044	849	760	1033	1567	-	-	1567	-	-
Mov Cap-2 Maneuver	838	-	-	849	760	-	-	-	-	-	-	-
Stage 1	983	-	-	915	816	-	-	-	-	-	-	-
Stage 2	898	-	-	974	860	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.2	9.24	2.63	0.22
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	642	-	-	838	1044	872	50	-	-
HCM Lane V/C Ratio	0.013	-	-	0.054	0.022	0.026	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.5	8.5	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	8	4	61	25	10
Future Vol, veh/h	41	8	4	61	25	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	45	9	4	66	27	11

Major/Minor	Minor2		Major2	
Conflicting Flow All	75	66	0	0
Stage 1	75	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.53	6.23	4.13	-
Critical Hdwy Stg 1	5.53	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.027	3.327	2.227	-
Pot Cap-1 Maneuver	813	995	-	-
Stage 1	831	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	995	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Control Delay, s/v	8.82	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	995	-	-
HCM Lane V/C Ratio	0.054	-	-
HCM Control Delay (s/veh)	8.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Legal Description

A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 22, TOWNSHIP 45 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 22, THENCE ALONG THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 22, NORTH 89°34'17" EAST, A DISTANCE OF 644.65 FEET TO A POINT ON THE CENTER LINE OF AN INGRESS AND EGRESS EASEMENT RECORDED IN OFFICIAL RECORDS BOOK 444, PAGE 487, AND BEING NEAR THE CENTERLINE OF PALOMINO ROAD; THENCE ALONG SAID CENTERLINE THE FOLLOWING BEARING AND DISTANCE CALLS: NORTH 01°02'35" WEST, A DISTANCE OF 350.84 FEET TO THE TRUE POINT OF BEGINNING AND BEING THE NORTHWEST CORNER OF THE SOUTH 20 FEET OF THE NORTH ONE-HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 22; THENCE CONTINUING ALONG THE CENTERLINE OF SAID INGRESS AND EGRESS EASMENT, NORTH 01°02'35" WEST, A DISTANCE OF 972.52 FEET TO A POINT MARKING THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 22, AND BEING THE SOUTHWEST CORNER OF RENAISSANCE COMMUNITY DEVELOPMENT DISTRICT BOUNDARY; THENCE LEAVING SAID CENTERLINE OF SAID EASEMENT AND CONTINUING ALONG SAID RENAISSANCE BOUNDARY LINE, ALSO BEING THE SOUTH LINE OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SECTION 22, THE FOLLOWING BEARING AND DISTANCE CALLS: NORTH 89°34'24" EAST, A DISTANCE OF 433.00 FEET TO A POINT; THENCE LEAVING SAID SOUTH LINE AND CONTINUING ALONG THE RENAISSANCE COMMUNITY DEVELOPMENT DISTRICT BOUNDARY, SOUTH 75°40'45" EAST, A DISTANCE OF 559.73 FEET TO A POINT; THENCE SOUTH 71°00'28" EAST, A DISTANCE OF 94.47 FEET; THENCE SOUTH 50°49'37" EAST, A DISTANCE OF 71.73 FEET; THENCE SOUTH 20°36'50" EAST, A DISTANCE OF 65.23 FEET; THENCE SOUTH 03°11;41" EAST, A DISTANCE OF 306.23 FEET; THENCE ALONG THE PLAT BOUNDARY OF DANPORT CENTER PHASE 1-A AS RECORDED IN PLAT BOOK 49, PAGES 87-92 OF THE LEE COUNTY PUBLIC RECORDS FOR THE FOLLOWING BEARING AND DISTANCE CALLS: AROUND A NON-TANGENT CURVE TO THE RIGHT WITH A DELTA ANGLE OF 29°53'54" HAVING A RADIUS OF 600.00 FEET, AN ARC LENGTH OF 313.09 FEET, A CHORD BEARING OF NORTH 63°38'44" WEST, A DISTANCE OF 309.55 FEET TO A POINT ON THE WEST RIGHT-OF-WAY OF SKYPORT AVENUE; THENCE AROUND A NON-TANGENT CURVE TO THE LEFT WITH A DELTA ANGLE OF 50°21'58" HAVING A RADIUS OF 450.00 FEET, AN ARC LENGTH OF 395.57 FEET, A CHORD BEARING OF SOUTH 24°08'16" WEST, A DISTANCE OF 382.96 FEET TO A PONT; THENCE SOUTH 01°02'42" EAST, A DISTANCE OF 176.93 FEET; THENCE LEAVING SAID PLAT AND CONTINUING ALONG THE NORTH LINE OF THE SOUTH 20 FEET OF THE NORTH ONE-HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 22, SOUTH 89°34'18" WEST, A DISTANCE OF 711.85 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT LANDS DESCRIBED IN QUITCLAIM DEED RECORDED IN OFFICIAL RECORDS INSTRUMENT NUMBER 2020000036724, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA.

ALSO LESS AND EXCEPT LANDS DESCRIBED IN WARRANTY DEED RECORDED IN OFFICIAL RECORDS INSTRUMENT NUMBER 2020000036725, OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA.