239.597.3111
FBPR: 31200
FDACS: LB8416
www.LJA.com
7400 Trail Blvd. Suite 200, Naples, Florida 34108

February 11, 2025

Lee County Community Development
Development Services
1500 Monroe Street
Fort Myers, FL 33901

Via Accela Citizen Access

Re: Arthrex at Plantation – DCI2024-00034 – Major PD — *Submittal 4*

Dear Intake Team:

This letter is in response to the County's comments dated January 21, 2025, to the initial application for the Arthrex at Plantation MPD application. Responses to each comment are provided below in ***bold*** and ***blue italic*** print. The following items are included in this submittal:

- Revised Boundary Survey
- Revised TIS dated January 27, 2025
- Revised Application *(see page 5)*
- Revised Request Narrative, Consistency Analysis *(see pages 1 & 2)*

Rejected Review: Legal Description Review
Reviewed By: Sophia Ludlam
Email: SLudlam@leegov.com Phone: (239) 533-8585

(6) Please provide a boundary survey of the subject property in accordance with the requirements of Lee County LDC §34-202(a)(6).
-The boundary survey is required to have a legal description for the entire continuous perimeter of the subject property, and when a different legal description is used in the Title Opinion than the Sketch and Legal, both unique legal descriptions should appear on the boundary survey.

Response: Please see the revised signed and sealed survey that includes a legal description for the entire continuous perimeter of the subject property.

Rejected Review: TIS Review
Reviewed By: Lili Wu
Email: LWu@leegov.com Phone: (239) 533-8573

It is mentioned in the application the proposed project includes 110,000 sf of commercial uses and 510,000 sf of industrial uses and a total of 464 multi-family dwelling units. But the uses analyzed in the TIS are 510,000 sf of industrial uses and 110,000 sf of office uses. The 110,000 sf of commercial uses in the application and the uses of drive-through facility, fast food restaurant, convenience store, gasoline dispensing system special, pharmacy in the schedule of uses will generate much more traffic than the 110,000 sf of office uses in the TIS. The schedule of uses and the uses in the application must be consistent with the uses in the TIS. The TIS or the schedule of uses and the uses in the application shall be revised.

Response: The following documents have been revised to address these comments:

- ***TIS dated January 27, 2025***
- ***Application page 5 has been revised to note the limitations on retail***
- ***Request Narrative, Consistency Analysis pages 1&2***

If you have any questions, please do not hesitate to contact me by telephone at (239) 597-3111 or by email at memblidge@lja.com.

Sincerely,

LJA ENGINEERING, INC.

Margaret Emblidge

Margaret Emblidge, AICP
Planning Director

ME/drr

APPLICATION FOR PLANNED DEVELOPMENT PUBLIC HEARING UNINCORPORATED AREAS ONLY

Project Name: Arthrex at Plantation

Request: Rezone from: IPD & RPD To: Mixed Use Planned Development in a Mixed Use Overlay Area

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

Bonus Density included? ☐ NO ☒ YES[1] for: 168 Bonus Units

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

Summary of Project:

The applicant is requesting to rezone 37.7+/- acres from an Industrial Planed Development (IPD) and a Residential Planned Development (RPD) to a Mixed-Use Planned Development (MPD).

The proposed development program includes a maximum of 110,000 SF of commercial uses (which may include up to 5,000 SF of medical uses, up to 30,000 SF of retail uses or up to 110,000 SF of General Office uses), a maximum of 510,000 SF of industrial uses and 528 multi-family residential units.

PART 1
APPLICANT/AGENT INFORMATION

A. Name of Applicant: RES Myers Holdings LLC & Earthwork Myers LLC
Address: 1130 Creekside Parkway, #112666
City, State, Zip: Naples, FL 34108
Phone Number: (239) 643-5553
E-mail Address: david.bumpous@arthrex.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: LJA Engineering, Inc.
Contact Person: Margaret Emblidge, AICP
Address: 7400 Trail Boulevard, Suite 200
City, State, Zip: Naples, FL 34108
Phone Number: (239) 597-3111 Email: memblidge@lja.com

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

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: RES Myers Holdings LLC & Earthwork Myers LLC
Address: 1130 Creekside Parkway, #112666
City, State, Zip: Naples, FL 34108
Phone Number: (239) 633-5553 Email: david.bumpous@arthrex.com

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): 9/19/2011 & 1/17/2017

PART 3
PROPERTY INFORMATION

A. STRAP Number(s): [Attach extra sheets if additional space is needed.] **[34-203(a)(5)]**
30-45-25-00-00002.103A 30-45-25-00-00002.1030

B. Street Address of Property: 14550 Plantation Road, Fort Myers, FL 33912 and Undetermined

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: IPD & RPD

☒ Provide a list of all Zoning Resolutions and Zoning Approvals applicable to the subject property: Zoning Nos. Z-06-093 and Z-03-071

F. Use(s) of Property:
1. Current uses of property are: Warehouse & Vacant Residential
2. Intended uses of property are: Industrial, Commercial & Residential

G. Future Land Use Classification (Lee Plan):

Mixed Use Overlay/Intensive Development	37.7+/-	Acres	100	% of Total
		Acres		% of Total
		Acres		% of Total

H. Property Dimensions:

1. Width (average if irregular parcel): 1,246.5 Feet
2. Depth (average if irregular parcel): 660 Feet
3. Total area: 37.7 +/- **Acres** or square feet
4. Frontage on road or street: 1,323+/- Feet on Plantation Road Street
   2nd Frontage on road or street: _____ Feet on _____ 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)**			**37.7**	**Acres**
1.	Submerged land subject to tidal influence			_____	Acres
2.	**a.** Preserved freshwater wetlands	_____	Acres		
	b. Impacted wetlands	_____	Acres		
	c. Preserved saltwater wetlands	_____	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			_____	Acres
4.	Non-residential use areas (1) (2)			_____	Acres
B.	**Total area not eligible as gross residential acreage** (Items A.1. + A.3. + A.4.).			_____	**Acres**
C.	**Gross residential acres. (A minus B)** (3)			**37.7**	**Acres**

D. Gross residential acres (by Land Use Category)

1.	**a.** Intensive Development – upland	37.7	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)	**37.7**	**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: **Intensive**

		Lee Plan Table 1(a) Max. standard density			Units
1.	**Standard Units**				
	a. Total upland acres (from Part 4, D.)	37.7	x 14	equals	528
	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)				_____
2.	**Bonus Units [2-143]**				
	a. Site-built Affordable Housing				_____
	b. Transferrable Dwelling Units				_____
	c. Sub-total				_____
3.	**Total Permitted Units** (1)				**528**

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	55	(5,000)
2.	General Office	55	110,000
3.	Retail	55	(30,000)
4.	Other:		
5.	**TOTAL FLOOR AREA**		**110,000**

* **See revised TIS for development options and limitations on retail based on a defined conversion for development in Option A. Option A is limited to a maximum of 70,000 SF of retail in place of Office. Option B is limited to 30,000 SF of retail.**

		Height	Total Floor Area (Square Feet)
B.	**Industrial**		
1.	Under Roof	55	510,000
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)] See Enclosed Request Narrative/Comp Plan & LDC Consistency**

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)] See Enclosed TIS**

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)] See Enclosed MCP**
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)] See Enclosed Schedule of Uses.**
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)] N/A**

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- See Environmental Data Report

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 Environmental Data Report

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 Environmental Data Report

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

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

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.]**
See Environmental Data Report

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.] See Environmental Data Report**

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.] N/A**

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.] N/A**

PART 9
SANITARY SEWER & POTABLE WATER FACILITIES- N/A

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:

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:

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2. Quality of the effluent:

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3. Expected life of the facility:

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

5. Receiving bodies or other means of effluent disposal:

C. **Spray Irrigation:** If spray irrigation will be used, specify:
1. The location and approximate area of the spray fields:

2. Current water table conditions:

3. Proposed rate of application:

4. Back-up system capacity:

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)] See enclosed writeup.**
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)] N/A**
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)] See enclosed Environmental Data Report.**

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)] N/A**

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)] N/A**

D. **Private Recreational Facility Planned Developments (PRFPDs): N/A**
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)] See enclosed writeup.**
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.] N/A**

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?

- **X** **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)] N/A**

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.
- **X** The minimum elevation required for the first habitable floor is 14.5 FT NAVD (MSL)

H. Excavations/Blasting:

- **X** 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)]

- **X** Not Applicable
- ☐ Provide a Hazardous materials emergency plan.

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

- **X** 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:

- **X** 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	X	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)] **N/A**
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)] N/A
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) N/A
3	☐	**Waivers** from Application Submission Requirements (if applicable) [34-201(c)] **N/A**
3	☐	Preliminary **Density** Calculations (if applicable) N/A
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.] **See Environmental Report**
3	☒	Existing and Historic **Flow-Ways Map** [34-373(a)(4)b.v.
3	☐	**Surface Water Management Plan** (if applicable) [34-373(b)(1) N/A
3	☐	**Phasing Program** (if applicable) [34-373(b)(3)] **N/A**
3	☒	**Protected Species Survey** (if applicable) [34-373(b)(2)]
3	☐	**Proof of Notice** (if applicable) [34-373(c)] N/A

3	☐	**Binding Letter** from DCA (if applicable) [34-373(d)(9)] N/A
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)] N/A
3	☐	**Well Drawdown** Information (if applicable) [34-941(d)(3)d.] N/A
3	☐	Preliminary Indigenous **Restoration Plan** (if applicable) [34-941(e)(5)f.iii.] **N/A**
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)] **N/A**
3	☐	Information Regarding **Proposed Blasting** (if applicable). **N/A**
3	☐	Hazardous Materials **Emergency Plan** (if applicable) **N/A**
3	☐	Mobile Home Park **Dislocated Owners** Information (if applicable) [34-202(b)(4)] **N/A**
3	☐	**Tall Structures Permit** (if applicable) [34-1108] **N/A**

Arthrex at Plantation

Revised Request Narrative, Consistency Analysis

Request

The applicant is requesting the rezone of 37.7+/- acres from an Industrial Planned Development (IPD) and a Residential Planned Development (RPD) to a Mixed-Use Planned Development (MPD). The subject property is located on the west side of Plantation Road, north of Six Mile Cypress Parkway.

The applicant is proposing a Mixed-Use Development to allow the maximum flexibility of developing Industrial, Commercial and Residential uses. The properties are within the Intensive Development future Land use Category and is within the Mixed Use Overlay pursuant to Lee Plan Objective 11.2 and attendant Policies. See Lee Plan consistency further in this analysis. The initial development plan is to expand the existing Arthrex Logistics Center (ALC) a thriving employment center and future development to allow a mix of multi-family residential and commercial. These development scenarios are consistent with the Mixed Use Overlay previously mentioned.

Site Development will be pursuant to Option A or Alternative Site Development Scenario B. The existing development includes 46,000 SF of office uses and 191,140 SF of warehouse uses. The initial development plan will include expanding the office and warehouse uses.

This is further detailed in the TIS dated January 27, 2025. For Site development Scenario Option 1 The revised TIS provides conversion for office space that can be converted to retail space at a rate of 1.5 sf of office for each 1.0 sf of retail. This will limit the amount of retail within Option 1 as further described below. The two proposed development scenarios will not exceed 660 total peak hour trips.

Site Development Scenario A

Land Use	Existing Size	Proposed Increase	Total Size
Warehousing	210,000 s.f.	See Below	See Below
Light Industrial (Includes warehousing)	0 s.f.	+ 510,000 s.f. (Includes Warehousing)	510,000 s.f.
Medical Office	0 s.f.	+5,000 s.f.	5,000 s.f.
Professional Office[1] and/or Retail Commercial[1] (See Footnote 1)	46,000 s.f. 0 s.f.	+59,000 s.f. +70,000 s.f. (See Footnote 1)	0 s.f. to 105,000 s.f. and/or 0 s.f. to 70,000 s.f. (See Footnote 1)

Footnote 1 - Office to Retail Conversion

The PUD's Professional Office Space will be limited to a maximum of 105,000 sf and the Retail Commercial will be limited to a maximum of 70,000 sf; and for every 1,000 sf of Retail Space that is constructed the allowable Professional Office Space will be reduced by 1,500 sf (i.e., conversion factor of 1.5) which is prorated on a per sf basis.

Alternative Site Development Scenario B

As an alternative the site could be redeveloped to include up to 464 multi-family dwelling units and 30,000 sf of retail and/or office space. The proposed residential includes 295.951+/- standard multi-family residential units plus 168 bonus density units, for a total of 464 +/- multi-family units.

Land Use	Existing Size	Proposed Increase	Total Size
Warehousing	210,000 s.f.	(-) 210,000 0 s.f.	0 s.f.
Professional Office	46,000 s.f.	(-) 46,000 s.f.	0 s.f.
Multi-Family	0 d.u.'s.	+464 d.u.'s.	464 d.u.'s.
Retail and/or Office	0 s.f.	+30,000 s.f.	30,000 s.f.

Property History

Arthrex Inc. purchased the property in 2011 and opened the ALC in 2012. This project started off with approximately 50-60 employees and currently employs approximately 500 employees. The expansion is anticipated to employ approximately 1,350 employees in two shifts.

Arthrex is an international medical device company and leader in new product development and medical education in orthopedics. The corporate headquarters, located in Naples, houses corporate and manufacturing operations, as well as Arthrex's Medical Education Center, which serves as an education destination for surgeons from around the world to learn about new products and techniques through hands-on surgical skills training programs. The ALC (the subject project) is where the customer services, international accounts and shipping teams work.

The application includes two parcels. The IPD Resolution No. Z-03-071 approved 47,000 SF of office and 235,000 SF of warehouse. The current ALC includes 46,000 SF of office space and 210,000 SF of warehouse space. The RPD Resolution No. Z-06-093 approved 219 residential multi-family dwelling units. The RPD parcel is currently vacant and does not have any additional approvals. These Resolutions will be rescinded and replaced with the approval of this proposed MPD zoning.

The IPD Resolution Z-03-71 was amended administratively through ADD2004-00113 which approved and corrected the required open space calculations per Z-03-071 from 6.83 acres to 6 acres.

IPD Development Order (DOS2003-000258) was approved to develop a Robb & Stucky Warehouse (former owner) with a final certificate of compliance issued in 2006.

In addition to the above, there have been a number of limited development orders approved meeting the provisions of the IPD.

Character of the Area

The area is developed with a wide variety of uses. Immediately adjacent uses include the South Fort Myers High School, Hammond Stadium/CenturyLink Sports Complex, International Diamond Center Office complex, the Mirage Bay rental apartments, and to the south is the Hope Preserve Mixed-Use Development that includes an Assisted Living Facility, Medical Offices, and undeveloped parcels. In addition, Gulf Coast Hospital complex is to the north of this site, at the corner of Metro Parkway and Daniels Parkway. A Publix shopping center is located at the intersection of Daniels Parkway and Six Mile Cypress Parkway.

SURROUNDING ZONING & LAND USES			
	FUTURE LAND USE	ZONING	EXISTING LAND USE
NORTH	Intensive Development/MUO	A-2 / CPD	High School/ Commercial/ Medical/Office and Retail
SOUTH	Intensive Development/MUO	MPD	Hope Preserve/Vacant/Medical Office/Assisted Living Facility
EAST	Intensive Development/MUO	CPD/CF	CenturyLink Sports Complex/ Hammond Stadium
WEST	Intensive Development/MUO	RPD/CPD	Multi-Family Residential/Office Park/Bank

Review Criteria Analysis

Per LDC Sec. 34-145(d)(4)(a)1 and 2, the following review criteria is met through this request.

a) Complies with the Lee Plan:

POLICY 1.1.2: The Intensive Development future land use category is located along major arterial roads. By virtue of their location, the County's current development patterns, and the available and potential levels of public services, areas with this designation are suited to accommodate high densities and intensities. Mixed use developments of high-density residential, commercial, limited light industrial, and office uses are encouraged to be developed as described in Objective 11.1, where appropriate. The standard density range is from eight dwelling units per acre (8 du/acre) to fourteen dwelling units per acre (14 du/acre), with a maximum total density of twenty-two dwelling units per acre (22 du/acre). The maximum total density may be increased to thirty dwelling units per acre (30 du/acre) utilizing Greater Pine Island Transfer of Development Units.

As described, the Intensive Development Future Land Use Category (FLUC) is characterized as mixed use developments of high-density residential, and intensity commercial, limited light industrial, and office uses encouraged to be developed as described in Objective 11.1. regarding

Mixed Use Development. The subject property is also located within the Mixed Use Overlay per Objective 11.2 which is further analyzed below.

The proposed uses include 295.951 standard multi-family residential units plus 168 bonus density units, for a total of 464 +/- multi-family units, 110,000 SF of Commercial uses and 510,000 SF of Industrial uses. These uses will allow flexibility in future development and redevelopment. The initial development plan is to expand the existing Arthrex Logistics Center and future redevelopment to allow a mix of multi-family residential and commercial. This proposal furthers the intent of the Intensive Development FLUC as described above.

The subject property is located in an area that is already served by existing public utilities and infrastructure that has the capacities to support intensive development. This creates the efficiencies anticipated by mixed use developments.

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

The subject property is located on Plantation Road and is surrounded by a wide variety of uses. The proposed rezoning will allow for a mixed use development pattern in an area already served by public infrastructure, which is in direct compliance with the above policy. As outlined in detail within the application, the project essentially represents an infill development within an already urbanized area of Lee County where mixed use development is encouraged.

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 F.S. 163.3164(7)) will be granted only when consistent with the provisions of Sections 163.3202(2)(g) and 163.3180, Florida Statutes and the county's Concurrency Management Ordinance.*

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

The Applicant has provided a letter of availability from Lee County Utilities which states: "Potable water and sanitary sewer lines are in operation adjacent to the property" and that "potable water service will be provided through our Corkscrew Water Treatment Plant" and "sanitary sewer service will be provided by the City of Ft Myers South Water Reclamation Facility."

As concluded in the enclosed TIS, "Based upon the findings and conclusions of this report, it was determined that the proposed Arthrex Logistics Center expansion will not adversely impact the surrounding road network. It was verified that all roadways, within the project's area of impact, currently have a surplus of capacity and can accommodate the traffic associated with the proposed expansion of the existing land use. More specifically, the road network will continue to operate at acceptable levels of service for project build-out traffic conditions. Also, the report concludes that the project will not create any transportation deficiencies that need to be mitigated."

The public road network, transit and bike/pedestrian pathways in the area support large-scale employment centers and mixed use development that provide sufficient multi-modal access to

customers and employees. There are existing sidewalks and a bus stop within ¼ mile that will be connected to the project. See enclosed LeeTran and Bike/Pedestrian exhibits.

Based on the above, the proposed rezoning complies with Objective 2.2 intent to direct new growth to appropriate Future Urban Areas of the County that have adequate public facilities.

GOAL 4: GENERAL DEVELOPMENT STANDARDS. *Pursue or maintain land development regulations which protect the public health, safety and welfare, encourage creative site designs and balance development with service availability and protection of natural resources.*
Goal 4 and the associated objectives and policies require new development to utilize public water and sewer systems to avoid impacts the surrounding natural features. This development will comply with these goals by utilizing the existing facilities which adds to the appropriateness of this development.

Potable water and sanitary sewer services are available to service the development as outlined in the attached Availability Letter provided by Lee County Utilities.

STANDARD 4.1.4: ENVIRONMENTAL FACTORS.

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

According to the enclosed Environmental Data prepared by Earth Tech Environmental, LLC there are not environmentally sensitive areas on the subject properties therefore there is no required protections.

2. Ensure that land uses and structures are well integrated, properly oriented, and functionally related to the topographic and natural features of the site.

The existing development and proposed expansion integrate the existing stormwater lake and buffers along with the required additional stormwater systems.

3. Ensure development minimizes the need for expansion and construction of street and utility improvements.

As previously stated, there are existing public utilities and infrastructure.

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

The proposed mixed use development will integrate multiple land uses including residential, commercial, and industrial. The connectivity to the adjacent area is provided via an existing sidewalk and proposed sidewalk connection to the north. This connection will provide direct access to an existing LeeTran bus stop located in front of the South Fort Myers High School. In addition, there are bike paths within the Plantation ROW. All of these elements provide multi-modal opportunities

that the existing and future employees, end users and residents may utilize. See enclosed LeeTran exhibits and Sidewalk/Pedestrian exhibit.

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

As previously stated, there are existing public utilities and infrastructure.

POLICY 11.1.1: *Developments located within the Intensive Development, Central Urban, or Urban Community future land use categories that have existing connectivity or can demonstrate that connectivity may be created to adjacent neighborhoods are strongly encouraged to be developed with two or more of the following uses: residential, commercial (including office), and light industrial (including research and development use).*

See discussion for Goal 11.

POLICY 11.1.2: *Residential densities may be calculated from the entire project area when the development is consistent with the following:*

- *At least three uses are proposed and must include residential, commercial (including office) and light industrial (including research and development use).*

- *The development is located in the Intensive Development, Central Urban, or Urban Community future land use categories.*

The enclosed density calculation provided by Joe Sarracino reflects a total of 295.951 standard dwelling units and a maximum of 464.591 dwelling units utilizing bonus density. The application includes these numbers and the request for bonus density.

OBJECTIVE 11.2: MIXED USE OVERLAY. *The County will maintain an Overlay in the future land use map series identifying locations appropriate for mixed use located in proximity to: public transit routes; education facilities; recreation opportunities; and, existing residential, shopping and employment centers. Mixed Use, Traditional Neighborhood, and Transit Oriented development patterns are encouraged and preferred within the Mixed Use Overlay.*

POLICY 11.2.1: *The Mixed Use Overlay identifies locations where mixed use development will have a positive impact on transportation facilities though increased transit service, internal trip capture, and reduced travel distance. Requests to expand the Mixed Use Overlay will be evaluated based on all of the following criteria:*
1. Located within the extended pedestrian shed of established transit routes; and,
2. Distinct pedestrian and automobile connections to adjacent uses can be achieved without accessing arterial roadways; and,
3. Located within the Intensive Development, Central Urban, or Urban Community future land use categories; and,
4. Availability of adequate public facilities and infrastructure; and
5. Will not intrude into predominately single-family residential neighborhoods.

POLICY 11.2.2: *Development in the Mixed Use Overlay should accommodate connections to adjacent uses.*

Objective 11.2, Policy 11.2.1 and 11.2.2 support the proposed mixed use development. This includes the existing and proposed sidewalk/bike paths and transit connections along with the two access points to Plantation Road. There are existing and proposed internal pathway/sidewalk connections throughout the property. In addition, there is no intrusion to single-family neighborhoods. The adjacent rental apartments (Mirage Bay) are approximately 500ft. from the existing building and is separated by a water management lake and an existing landscape buffer previously approved by the County.

Goal 39: Transportation and Land Use and Objectives 39.1 and 39.2, emphasize multi-modal transportation systems.

Policy 39.2.1 *Future urban areas will have a balanced emphasis on automobile, freight, transit, pedestrian, and bicycle modes of transportation by:*

- *Promoting safe and convenient street, bicycle and pedestrian facility connectivity for easy access between modes.*
- *Utilizing short block lengths within urban Mixed Use Overlay areas.*
- *Providing transit service with an emphasis on urban Mixed Use Overlay areas.*
- *Incentivizing infill and redevelopment, mixed uses, pedestrian friendly design, and higher density in areas served by transit.*
- *Providing sidewalks along all roads and streets in urban areas, except where prohibited.*

The proposed mixed use development incorporates the multi-modal transportation modes and would qualify as infill and redevelopment based on the undeveloped portion of the property being one of the few undeveloped parcels in the immediate area and based on the existing building proposed for expansion.

GOAL 53: POTABLE WATER INFRASTRUCTURE. Provide high-quality central potable water service throughout Lee County. Ensure that the costs of providing facilities is borne by those who benefit from them.

The project will connect to the existing Lee County Utilities potable water infrastructure. The developer will incur any costs from the potable water services provided by Lee County Utilities.

GOAL 56: SANITARY SEWER INFRASTRUCTURE. In partnership with franchised/certificated utilities providers, provide sanitary sewer service and wastewater treatment and disposal throughout Lee County.

Lee County Utilities shall service The Arthrex Development by tying into existing infrastructure for sanitary sewer service, water treatment and disposal.

GOAL 59: PROTECTION OF LIFE AND PROPERTY. *To reduce the hazards to life, health, and property created by flooding due to rainfall in a manner consistent with the community's criteria for the preservation of environmental values and the conservation of natural resources.*

The project will be designed to meet or exceed standards set by FEMA and South Florida Water Management District (SFWMD) to reduce hazards to life, health and property created by flooding due to rainfall.

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

The project will protect the ground water by installing erosion control protection such as silt fence and inlet protection during construction to prevent any erosion or sediment from entering the master stormwater management system. The stormwater management system will meet the SFWMD quality and quantity requirements and remove nutrients to pre- development conditions.

POLICY 67.3.1: *Protect the integrity of schools so that educational functions are not disrupted by the intrusion of incompatible land uses.*

POLICY 67.3.5: *Land uses and development will not be permitted to the extent that it could necessitate the relocation of schools due to pressures from incompatible uses.*

Policies 67.3.1 and 67.3.5. Both of these policies pertain to compatibility issues regarding schools. The subject property is immediately adjacent to the South Fort Myers High School. The proposed building will be setback a minimum of 100ft. and will have an intervening stormwater area.

The School District has been contacted to coordinate on the development plans and to discuss and address any comments or concerns they may have.

GOAL 123: RESOURCE PROTECTION. *Manage coastal, wetland and upland ecosystems and natural resources in order to maintain and enhance native habitats, floral and faunal species diversity, water quality, and natural surface water characteristics.*

Based on the enclosed Environmental Data provided by Earth Tech Environmental, LLC there are no indigenous vegetation communities that exist and therefore no indigenous vegetation preservation is required. This conclusion was also supported by County staff for the previous zoning approvals. These conditions are due to historic agricultural use on the entire subject property.

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

The Stormwater Plan describes that development will be designed to meet all permitting requirements.

Goal 158: *Lee County will achieve and maintain a diversified and stable economy by providing positive business climate that assures maximum employment opportunities while maintaining high quality of life.*

The proposed mixed use allows for commercial and industrial uses which will provide additional employment opportunities provided by the Arthrex company. The Arthrex ALC project started off with approximately 50-60 employees and currently employs approximately 500 employees. The expansion is anticipated to employ approximately 1,350 employees in two shifts.

b) Meets this Code and other applicable County regulations or qualifies for deviations; No deviations are being requested at this time.

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

The area is developed with a wide variety of uses. Immediately adjacent uses include the South Fort Myers High School, Hammond Stadium/CenturyLink Sports Complex, International Diamond Center Office complex, the Mirage Bay rental apartments, and to the south is the Hope Preserve Mixed-Use Development that includes an Assisted Living Facility, Medical Offices, and undeveloped parcels. In addition, Gulf Coast Hospital complex is to the north of this site, at the corner of Metro Parkway and Daniels Parkway. A Publix shopping center is located at the intersection of Daniels Parkway and Six Mile Cypress Parkway. The proposed mixed use project will meet the requirements in the LDC for lighting, noise, and special setbacks for industrial uses. The County's Lee Plan promotes the density and intensity of this type of development. That said the project would be compatible with the surrounding area and meet the definition of Compatible in the LDC:

Compatible means, in describing the relation between two land uses, buildings or structures, or zoning districts, the state wherein those two things exhibit either a positive relationship based on fit, similarity or

reciprocity of characteristics, or a neutral relationship based on a relative lack of conflict (actual or potential) or on a failure to communicate negative or harmful influences one to another.

And in addition, the Planning industry standard definition of compatibility would support the proposed project.

Compatibility: A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

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

The proposed project has two existing access points onto Plantation Road. No additional access points are proposed nor necessary.

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

As concluded in the enclosed TIS, "Based upon the findings and conclusions of this report, it was determined that the proposed Arthrex Logistics Center expansion will not adversely impact the surrounding road network. It was verified that all roadways, within the project's area of impact, currently have a surplus of capacity and can accommodate the traffic associated with the proposed expansion of the existing land use. More specifically, the road network will continue to operate at acceptable levels of service for project build-out traffic conditions. Also, the report concludes that the project will not create any transportation deficiencies that need to be mitigated."

The public road network, transit and bike/pedestrian pathways in the area supports large-scale employment centers and mixed use development that provides sufficient multi-modal access to customers and employees. There are existing sidewalks and a bus stop within a ¼ mile that will be connected to the project. See enclosed LeeTran and Bike/Pedestrian exhibits.

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

Based on the enclosed Environmental Data provide by Earth Tech Environmental, LLC, there are no indigenous vegetation communities that exist and, therefore, no indigenous vegetation preservation is required. This conclusion was also supported by County staff for the previous zoning approvals. These conditions are due to historic agricultural use on the entire subject property.

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

The project will be served by urban services as defined in the Lee Plan, including utilities, municipal water, sewer as well as provide the required stormwater quality and quantity. The Lee County Utilities have provided availability Letter.

34-145(D)(4) A.2: FINDINGS/REVIEW CRITERIA FOR PLANNED DEVELOPMENTS.

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

The density and intensity proposed is appropriate given the existing Intensive Development FLUC and Mixed Use Overlay along with surrounding land uses and existing infrastructure and aligns with the current entitlements already on most of the site.

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

Conditions have not yet been set.

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

1) Enhances the achievement of the objectives of the planned development; and

2) Preserves and promotes the general intent of this Code to protect the public health, safety and welfare.

No deviations are proposed.

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

Based on the enclosed Environmental Data provide by Earth Tech Environmental, LLC, there are no indigenous vegetation communities that exist and therefore no indigenous vegetation preservation is required. This conclusion was also supported by County staff for the previous zoning approvals. These conditions are due to historic agricultural use on the entire subject property.

DCI2024-00034 Lee County ePlan Additional Info Dated 02-11-2025

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

TRAFFIC IMPACT STATEMENT

Arthrex Logistics Center

(Plantation Road, Lee County, Florida)

Revised January 27, 2025

Prepared by:

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

CERTIFICATE OF AUTHORIZATION NO. 27830

(JMB PROJECT NO. 240512)

DCI2024-00034 Lee County ePlan Additional Info Dated 02-11-2025

TABLE OF CONTENTS

Conclusions	**2**
Purpose of Report	**5**
Scope of Project	**5**
Table A - Proposed Site Development Scenario A	**5**
Table B - Alternative Site Development Scenario B	**7**
Project Generated Traffic	**8**
Table C - Development Scenario A - Trip Summary	**8**
Table D - Development Scenario B - Trip Summary	**9**
Existing + Committed Road Network	**10**
Project Generated Traffic Distribution	**10**
Area of Significant Impact	**10**
Project Build-Out Conditions	**11**
Concurrency Review	**11**
Site Access Evaluation	**12**
Off-Site Intersection Evaluation	**13**
Appendix A and B	**14**

Conclusions

Road Impact Mitigation Requirements

Based upon the findings and conclusions of this report, it was determined that the proposed Arthrex Logistics Center expansion will not adversely impact the surrounding road network. It was verified that all roadways, within the project's area of impact, currently have a surplus of capacity and can accommodate the traffic associated with the proposed expansion of the existing land use. More specifically, the road network will continue to operate at acceptable levels of service for project build-out traffic conditions. Also, the report concludes that the project will not create any transportation deficiencies that need to be mitigated.

However, it was determined that the intersection of Six Mile Cypress Parkway and Plantation Road currently operates below a desirable level of service for peak hour conditions and will be further degraded by the year 2028, regardless of the proposed expansion of the Arthrex facility. As concluded, the intersection will need to be signalized and the eastbound-to-northbound left turning movement demand will require dual left turn lanes to be constructed, which will require two (2) northbound receiving lanes on Plantation Road to be constructed at the subject intersection. These improvements will be needed by the year 2028 regardless of the proposed project. Once these improvements are completed, then the intersection will operate at an acceptable level of service for existing, 2028 background traffic and 2028 background plus project build-out traffic demands.

Because Arthrex Logistics Center expansion will not cause any transportation deficiencies to occur, the Developer will not be required to fund any off-site roadway improvements/mitigation, other than the payment of road impact fees, which will be used to fund a portion of the costs of area-wide improvements as established by Lee County's CIE and Long-Range Transportation Plan (LRTP). More specifically, the Developer will be required to pay for the project's portion of "consumed" capacity via payment of road impact fees. As set forth by Lee County's Impact Fee Ordinance, the fees are a pro rata assessment towards the funding of area-wide transportation improvements in order to support new growth. The amount of road impact fees paid per type of land use are determined via a "consumption-based impact fee approach", in which new development is charged based upon the proportion of vehicle-miles of travel (VMT) that each unit of new development is expected to consume of a lane mile of roadway network. The cost of consumed lane mile is based upon current roadway construction costs within Lee County. Therefore, the payment of road impact fees is the project's pro rata share of funding transportation improvements that are deemed necessary to support the demands generated by new growth.

Concurrency Review

Plantation Road (between Six Mile Cypress Parkway and Daniels Parkway) is classified as a two-lane arterial having an adopted performance standard of level of service LOS E. A maximum service volume capacity of 860 vph for the 100th highest hour peak direction has been established for this road by the Lee County Concurrency Management Policy. As concluded, Plantation Road will have a project build-out traffic demand of 693 vphpd and a *v/c* ratio of 0.81.

Six Mile Cypress Parkway (between Metro Parkway and Plantation Road) is classified as a four-lane divided arterial having an adopted performance standard of level of service LOS E. A maximum service volume capacity of 2,000 vph for the 100th highest hour peak direction has been established for this road by the Lee County Concurrency Management Policy. As concluded, Six Mile Cypress Parkway will have a project build-out traffic demand of 1,944 vphpd and a *v/c* ratio of 0.97. As such, this project will be consistent with the criteria of the Concurrency Management Policy.

Six Mile Cypress Parkway (between Plantation Road and Daniels Parkway) is classified as a four-lane divided arterial having an adopted performance standard of level of service LOS E. A maximum service volume capacity of 1,900 vph for the 100th highest hour peak direction has been established for this road by the Lee County Concurrency Management Policy. As concluded, Six Mile Cypress Parkway will have a project build-out traffic demand of 1,272 vphpd and a *v/c* ratio of 0.67. As such, this project will be consistent with the criteria of the Concurrency Management Policy.

Site-Related Roadway Improvements

The site currently has one (1) full access and one (1) right-in/out and left-out access on Plantation Road. The northern full access is aligned with the intersection of Crown Pointe Parkway and Plantation Road and the southern access is a "T" configuration intersection. Any required site access modification details will be established at the time of acquiring final development approval.

At the request of Lee County staff, an operational analysis of the site's primary full access and the secondary southern access on Plantation Road was performed for the AM and PM peak hour for 2028 project build-out conditions. The evaluation and results are discussed in further detail later in this report.

Off-Site Intersection Evaluation

At the request of Lee County staff, an operational analysis was performed for the intersection of Plantation Road and Six Mile Cypress Parkway. The analyses included 2024 existing, 2028 background and 2028 background + project traffic conditions. The evaluation and results are discussed in further detail later in this report, but a summary of the findings is as follows.

It was determined that the intersection of Six Mile Cypress Parkway and Plantation Road currently operates below a desirable level of service for peak hour peak season conditions and will be further degraded by the year 2028, regardless of the proposed expansion of the Arthrex facility. As concluded, the intersection will need to be signalized and the eastbound-to-northbound left turning movement demand will require dual left turn lanes to be constructed, which will require two (2) northbound receiving lanes on Plantation Road to be constructed at the subject intersection. These improvements will be needed by the year 2028 regardless of the proposed project. Once these improvements are completed, then the intersection will operate at an acceptable level of service for existing, 2028 background traffic and 2028 background plus project build-out traffic demands.

Purpose of Report

The following report has been prepared pursuant to the criteria set forth by the Traffic Impact Statement Guidelines as set forth by the Lee County Government. This report provides an in-depth evaluation of the potential transportation related impacts which may occur as a result of developing Arthrex Logistics Center expansion.

Scope of Project

Development Scenario A

Arthrex Logistics Center is an existing and on-going enterprise which has one of its business campuses located on the west side of Plantation Road and offset to the north of Six Mile Cypress Parkway, within Lee County Florida. The existing facility consists of 46,000 square feet of office space which also has 210,000 square feet of business associated warehouse space. It is proposed to redevelop the site and expand the campus to have up to 510,000 square feet of light industrial floor space, 5,000 square feet of medical use and 105,000 square feet of office space. Note, the office space can be converted to retail space at a rate of 1.5 s.f. of office for ever 1.0 s.f. of retail as further described below in Footnote 1.

The site currently has one (1) full access and one (1) right-in/out and left-out access on Plantation Road. The northern full access is aligned with the intersection of Crown Pointe Parkway and Plantation Road and the southern access is a "T" configuration intersection. Any site access modification details will be established at the time of acquiring final development approval.

Table A
Proposed Site Development Scenario A

Land Use	Existing Size	Proposed Increase	Total Size
Warehousing	210,000 s.f.	See below	See below
Light Industrial *(Includes Warehousing)*	0 s.f.	+ 510,000 s.f. *(Includes Warehousing)*	510,000 s.f.
Medical Office	0 s.f.	+ 5,000 s.f.	5,000 s.f.
Professional Office[1] and/or Retail Commercial[1] (See Footnote 1)	46,000 s.f. 0 s.f.	+59,000 s.f. +70,000 s.f. (See Footnote 1)	0 s.f. to 105,000 s.f. and/or 0 s.f. to 70,000 s.f. (See Footnote 1)

Footnote 1 – Office to Retail Conversion

The PUD's Professional Office Space will be limited to a maximum of 105,000 s.f. and the Retail Commercial will be limited to a maximum of 70,000 s.f.; and for every 1,000 s.f. of Retail Space that is constructed the allowable Professional Office Space will be reduced by 1,500 s.f. (i.e., conversion factor of 1.5) which is prorated on a per s.f. basis.

Example 1: If 22,350 s.f. of Retail is constructed, then the allowable Office Space that can be constructed is determined as follows:

(22,350 s.f. Retail) x (1.5 Conversion Factor) = 33,525 s.f.
Therefore,
(105,000 s.f. of Office) – (33,525 s.f.)= 71,425 s.f. of allowable Office Space.

Results are: Retail = 22,350 s.f. and Office = 71,425 s.f.

Example 2: If 70,000 s.f. of Retail is constructed, then the allowable Office Space that can be constructed is determined as follows:

(70,000 s.f. Retail) x (1.5 Conversion Factor) = 105,000 s.f.
Therefore,
(105,000 s.f. of Office) – (105,000 s.f.)= 0 s.f. of allowable Office Space.

Results are: Retail = 70,000 s.f. and Office = 0 s.f.

Development Scenario B

The MCP proposes various types/sizes/unit count of land uses that could be developed, but the site can only accommodate a portion of the uses. As discussed during the pre-app meeting, the TIS is based upon the most intense development scenario (i.e., Scenario A) that might occur which will generate a total of 660 existing + new trips and a total of 616 net new trips. The net new trips were determined based upon the total site generated trips less existing site generated trips. A condition of zoning approval can reference a trip cap of total trips of 660 total peak hour trips which will ensure whatever land use scenario is constructed, the project will not exceed the maximum allowed trip cap.

As an alternative, the site could be redeveloped to consist of 464 multi-family dwelling units and 30,000 square feet of retail and/or office space.

Table B
Alternative Site Development Scenario B

Land Use	Existing Size	Net Increase/Decrease	Total Size/Units
Warehousing	210,000 s.f.	(-) 210,000 s.f.	0 s.f.
Professional Office	46,000 s.f.	(-) 46,000 s.f.	0 s.f.
Mutli-Family	0 d.u.'s.	+ 464 d.u.'s	464 d.u.'s
Retail and/or Office	0 s.f.	+ 30,000 s.f.	30,000 s.f.

Project Generated Traffic

Development Scenario A

Traffic which can be expected to be generated by Development Scenario A was estimated based upon the guidelines established by the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition. That is, historical traffic data collected at similar land uses was relied upon in estimating the project's traffic. In referencing the Trip Generation Manual, it was concluded that the land use codes identified on Table 1A and Table 1B *(refer to pages A3 and A 4 in the Appendix)* were the most appropriate uses in order to estimate the total site-generated traffic and the net new site-generated traffic, respectively.

Table 1A of this report provides a detail of the trip generation computations for Development Scenario A, which are summarized below in Table C *(refer to page A5 in the Appendix)*.

Table C
Development Scenario A – Total Trip Computations Summary
(Summation of Table 1A – refer to page A3 in Appendix)

Total Daily Trips (ADT)	Total AM Trips (vph)	Total PM Trips (vph)
3,472	660	301

Development Scenario A – Net New Trip Computations Summary
(Summation of Table 1B– refer to page A4 in Appendix)

Net New Total Daily Trips (ADT)	Net New Total AM Trips (vph)	Net New Total PM Trips (vph)
2,911	616	243

The report finds that the project will generate more than 300 trip ends during the highest peak hour. As such, the Report investigated the traffic impacts associated with the project based upon the criteria set forth by the Lee County Traffic Impact Statement Guidelines for developments generating "More Than 300 Trips".

Development Scenario B

Traffic which can be expected to be generated by Development Scenario B was estimated based upon the guidelines established by the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition. In referencing the Trip Generation Manual, it was concluded that the land use codes identified on Table 1C were the most appropriate uses in order to estimate the traffic generated by the project.

Table 1B of this report provides a detail of the trip generation computations for Development Scenario B, which are summarized below in Table D.

Table D
Trip Computations Summary
(Summation of Table 1C– refer to page A5 in Appendix)

Net New Total Daily Trips (ADT)	Net New Total AM Trips (vph)	Net New Total PM Trips (vph)
4,171	208	339

Development Scenario A vs. Scenario B

The report finds that Development Scenario A will generate significantly more AM peak hour trips than Development Scenario B. Therefore, this report will evaluate the project's impact based upon Development Scenario A.

Existing + Committed Roadway Conditions
Figure 1 and Table 2 depict the (E + C) surrounding roadway classifications. Tabel 2 also provides a detail of the adjacent roadways' adopted level of service standards.

Plantation Road (between Six Mile Cypress Parkway and Daniels Parkway) is classified as a two-lane arterial having an adopted performance standard of level of service LOS E. A maximum service volume capacity of 860 vph for the 100th highest hour peak direction has been established for this road by the Lee County Concurrency Management Policy.

Six Mile Cypress Parkway (between Metro Parkway and Plantation Road) is classified as a four-lane divided arterial having an adopted performance standard of level of service LOS E. A maximum service volume capacity of 2,000 vph for the 100th highest hour peak direction has been established for this road by the Lee County Concurrency Management Policy.

Six Mile Cypress Parkway (between Plantation Road Daniels Parkway) is classified as a four-lane divided arterial having an adopted performance standard of level of service LOS E. A maximum service volume capacity of 1,900 vph for the 100th highest hour peak direction has been established for this road by the Lee County Concurrency Management Policy.

Project Generated Traffic Distribution
The project's traffic was distributed to the surrounding roadway network based upon logical means of ingress/egress, current and future traffic patterns in the area, and proximity of supporting and competing land uses, such as business, retail, medical and nearby residential areas. Also, traffic counts were obtained at the site's accesses on Plantation Road and found that 42% of the existing site-generated trips travel to/from the north and 58% to/from the south on Plantation Road. Table 2 and Figure 2 provide a detail of the traffic distributions based on a percentage basis. Table 2 also depicts the project traffic by peak directional volume. Figures 3 and 4 depict the site access turning movement volumes for project build traffic conditions.

Area of Significant Impact
The area of significant impact was determined based upon Lee County's 10% criteria (i.e., if the project's traffic is 10% or more of a roadway's adopted level of service LOS C capacity, then the project has a significant impact upon that link). Table 2 describes the project traffic distributions and the level of impact on the surrounding roadways and depicts those roads that will be significantly impacted by the project.

Project Build-Out Conditions

In order to establish 2028 project build-out traffic conditions, the project traffic was added to the forecasted 2028 background build-out traffic volumes. The roadways' annual growth rates (AGR) were established based upon 6-year historical traffic data contained in Lee County's 2023 Traffic Count Report *(refer to page A16 in Appendix A)*. In those cases where the annual growth rate was determined to be less than 2.0%, a minimum AGR of 2% was applied in order to forecast 2028 background traffic conditions. The minimum growth rate of 2% or greater was applied to the 100th highest hour traffic volumes published in the Lee County Concurrency Report. Table 3 provides a detail of the existing and 2028 background traffic conditions. Table 4 reflects the 2028 background plus project traffic conditions. Table 4 describes the traffic volumes based upon the 100th highest hour peak direction demand for all roads under review, as well as the applicable level of service. As determined, all roadways within the project's area of impact will continue to operate at acceptable levels of service at project build-out conditions.

Concurrency Review

Plantation Road (between Six Mile Cypress Parkway and Daniels Parkway) is classified as a two-lane arterial having an adopted performance standard of level of service LOS E. A maximum service volume capacity of 860 vph for the 100th highest hour peak direction has been established for this road by the Lee County Concurrency Management Policy. As concluded, Plantation Road will have a project build-out traffic demand of 693 vphpd and a *v/c* ratio of 0.81.

Six Mile Cypress Parkway (between Metro Parkway and Plantation Road) is classified as a four-lane divided arterial having an adopted performance standard of level of service LOS E. A maximum service volume capacity of 2,000 vph for the 100th highest hour peak direction has been established for this road by the Lee County Concurrency Management Policy. As concluded, Six Mile Cypress Parkway will have a project build-out traffic demand of 1,944 vphpd and a *v/c* ratio of 0.97. As such, this project will be consistent with the criteria of the Concurrency Management Policy.

Six Mile Cypress Parkway (between Plantation Road and Daniels Parkway) is classified as a four-lane divided arterial having an adopted performance standard of level of service LOS E. A maximum service volume capacity of 1,900 vph for the 100th highest hour peak direction has been established for this road by the Lee County Concurrency Management Policy. As concluded, Six Mile Cypress Parkway will have a project build-out traffic demand of 1,272 vphpd and a *v/c* ratio of 0.67. As such, this project will be consistent with the criteria of the Concurrency Management Policy.

Site Access Evaluation

The site currently has one (1) full access and one (1) right-in/out and left-out access on Plantation Road. The northern full access is aligned with the intersection of Crown Pointe Parkway and Plantation Road and the southern access is a "T" configuration intersection. Any required site access modification details will be established at the time of acquiring final development approval.

At the request of Lee County staff, an operational analysis of the site's primary full access and the secondary southern access on Plantation Road was performed for the AM and PM peak hour for 2028 project build-out conditions.

As part of the operational evaluation, turning movement counts were obtained at the existing driveways on September 24, 2024 (Tuesday). Thereafter, the traffic counts were adjusted to reflect peak season conditions, which was based upon the established peak season traffic demands of the closest Lee County Permanent Counts Station, which is Metro Parkway (PCS 45). As found, the highest peak season demand occurs in February which yields a PSCF = 1.12 *(refer to page A15 in Appendix A).*

Following the peak season adjustment, the traffic counts were then forecasted to 2028 background traffic conditions based upon an annual growth rate for Plantation Road. Based upon 6-year historical data provided by the Lee County Traffic Count Report, it was determined that Plantation Road has an AGR less than 1.00%, so the annual growth rate for Six Mile Cypress Parkway of 1.01% *(refer to page A16 in Appendix A)* was applied to the north/south thru volumes in order to forecast 2028 background traffic demand. The results of the forecasted traffic demands are provided in Appendix (refer to pages B1, B2, B5 and B). This report provides a graphic summary of the forecasted 2028 AM and PM peak hour peak season background traffic at the subject intersection (refer to Figures 3 and 4).

It was determined that the full access and the secondary southern access will not cause any notable delay to north/south traffic flow along Plantation Road, although motorists exiting the site at the northern access will not incur delay as is common for driveway access to arterial roadways *(Intersection turning movement counts and HCS summary sheets are provided in the Appendix – refer to pages B1 thru B8).*

Off-Site Intersection Evaluation

At the request of Lee County staff, an operational analysis was performed for the intersection of Plantation Road and Six Mile Cypress Parkway. The analyses included 2024 existing, 2028 background and 2028 background + project traffic conditions.

The intersection of Plantation Road and Six Mile Cypress Parkway is a four-way configuration. The primary thru movement is east/west along Six Mile Cypress Parkway, which is a free-flow condition. The minor side street approach is Plantation Road, which is under STOP sign traffic control.

As part of the operational evaluation, turning movement counts were obtained at the subject intersection on October 1, 2024 (Tuesday). Thereafter, the traffic counts were adjusted to reflect peak season conditions, which was based upon the established peak season traffic demands of the closest Lee County Permanent Counts Station, which is Metro Parkway (PCS 45). As found, the highest peak season demand occurs in February which yields a PSCF = 1.12 *(refer to page A15 in Appendix A).*

Following the peak season adjustment, the traffic counts were then forecasted to 2028 background traffic conditions based upon an annual growth rate for Six Mile Cypress Parkway and Plantation Road. Based upon 6-year historical data provided by the Lee County Traffic Count Report, it was determined that an appropriate annual growth rate for Six Mile Cypress Parkway was 1.01% and Plantation Road was less than 1.01% *(refer to page A14 in Appendix A).* Therefore, the greater value (i.e., AGR = 1.01%) was applied to all turning movements to forecast 2028 background traffic demand. The results of the forecasted traffic demands are provided in the Appendix. This report provides a graphic summary of the forecasted 2028 AM and PM peak hour peak season background traffic at the subject intersection (refer to Figures 3 and 4).

An operational intersection analysis was performed for the subject intersection based upon the guidelines set forth by the Highway Capacity Manual (HCM). The HCM software was used for both STOP sign controlled and anticipated signalized traffic control for the 2024 existing traffic demands, the 2028 background traffic and 2028 project build-out traffic demands. The results of the HCM intersection analyses are provided in the appendix *(Intersection turning movement counts and HCS summary sheets are provided in Appendix B – refer to pages B9 thru B18*).

It was determined that the intersection of Six Mile Cypress Parkway and Plantation Road currently operates below a desirable level of service for peak hour conditions and will be further degraded by the year 2028, regardless of the proposed expansion of the Arthrex facility. As concluded, the intersection will need to be signalized and the eastbound-to-northbound left turning movement demand will require dual left turn lanes to be constructed, which will require two (2) northbound receiving lanes on Plantation Road to be constructed at the subject intersection. These improvements will be needed by the year 2028 regardless of the proposed project. Once these improvements are completed, then the intersection will operate at an acceptable level of service for existing, 2028 background traffic and 2028 background plus project build-out traffic demands.

APPENDIX A

Master Concept Plan

Figures 1 thru 4

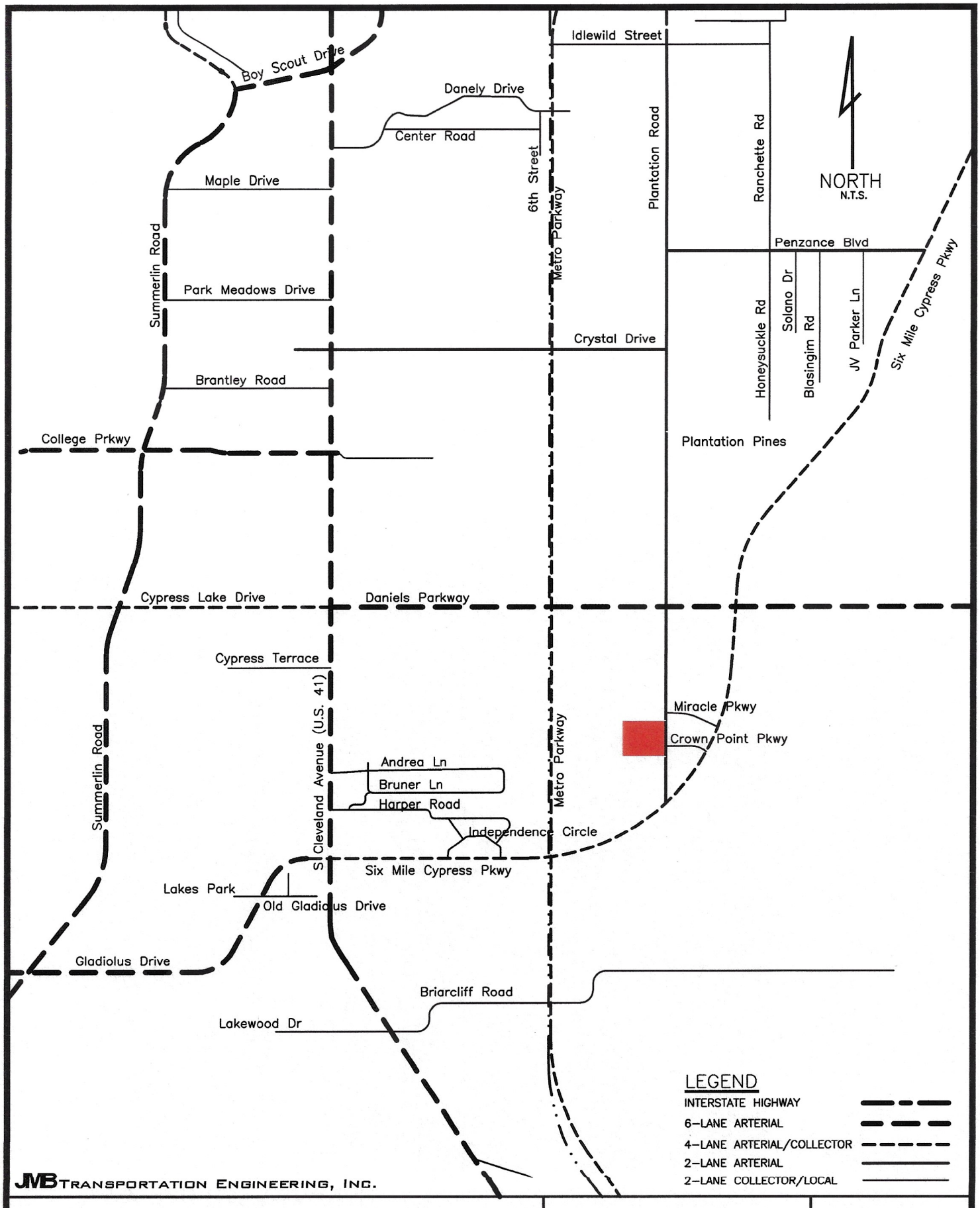
Tables 1A thru 4

Support Documents

APPENDIX B

Traffic Counts

Highway Capacity Manual Intersection Operational Evaluation Results

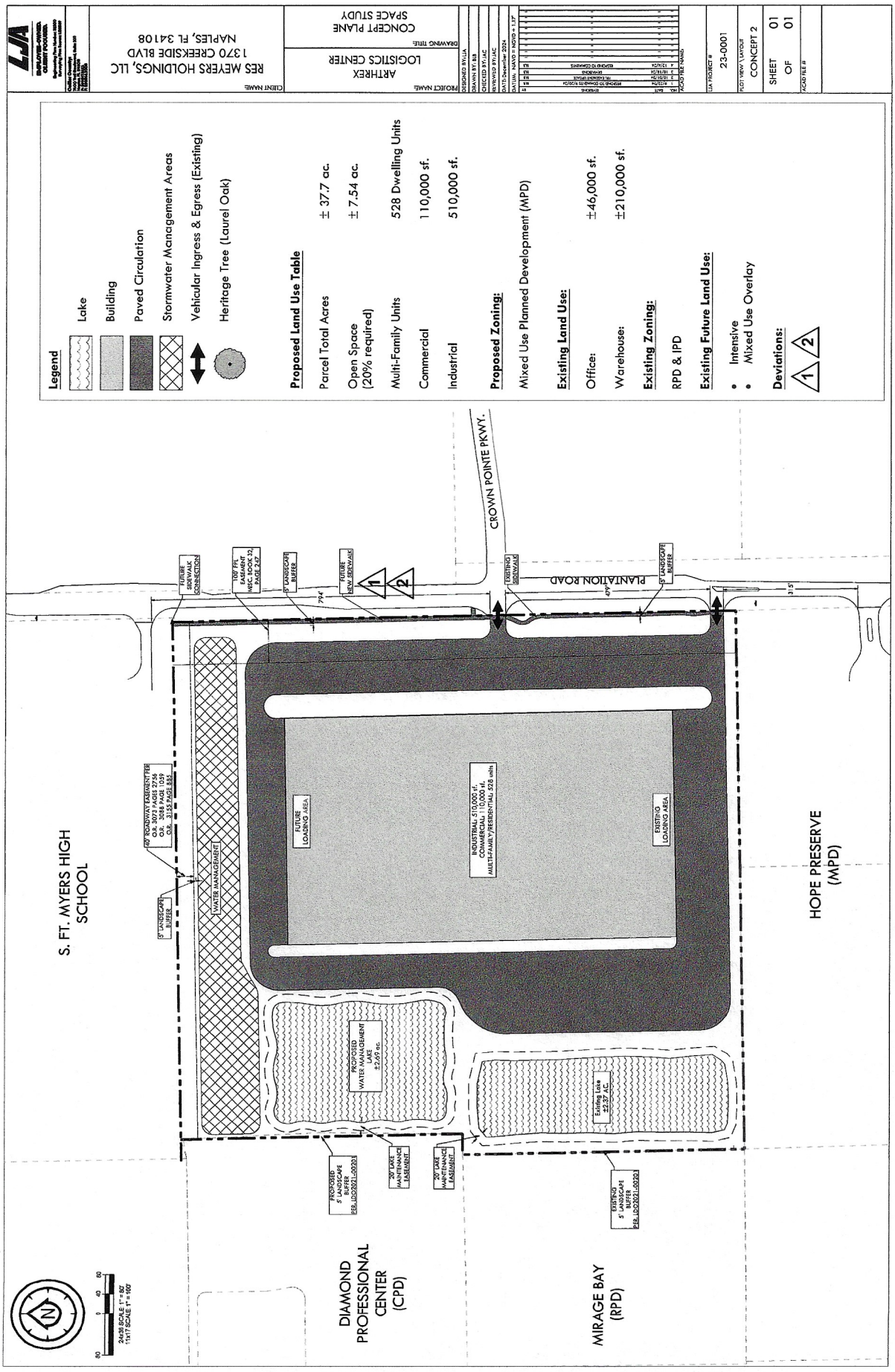


Arthrex Logistics Center

July 1, 2024

Project Location & Roadway Classification

FIGURE 1


LJA
CLIENT NAME
RES MEYERS HOLDINGS, LLC
1370 CREEKSIDE BLVD
NAPLES, FL 34108
PROJECT NAME
ARTHREX
LOGISTICS CENTER
DRAWING TITLE
CONCEPT PLANE
SPACE STUDY
LJA PROJECT #
23-0001
PLOT VIEW \ LAYOUT
CONCEPT 2
SHEET 01
OF 01
Legend
Lake
Building
Paved Circulation
Stormwater Management Areas
Vehicular Ingress & Egress (Existing)
Heritage Tree (Laurel Oak)
Proposed Land Use Table
Parcel Total Acres ± 37.7 ac.
Open Space (20% required) ± 7.54 ac.
Multi-Family Units 528 Dwelling Units
Commercial 110,000 sf.
Industrial 510,000 sf.
Proposed Zoning:
Mixed Use Planned Development (MPD)
Existing Land Use:
Office: ±46,000 sf.
Warehouse: ±210,000 sf.
Existing Zoning:
RPD & IPD
Existing Future Land Use:
Intensive
Mixed Use Overlay
Deviations:
1
2
CROWN POINTE PKWY.
PLANTATION ROAD
FUTURE SIDEWALK CONNECTION
100' FPL EASEMENT W/SC. BOOK 32, PAGE 247
8' LANDSCAPE BUFFER
FUTURE BIKE SIDEWALK
EXISTING SIDEWALK
794'
479'
315'
60' ROADWAY EASEMENT PER O.R. 3073 PAGES 2756 O.R. 3074 PAGES 1855 O.R. 3155 PAGES 881
8' LANDSCAPE BUFFER
WATER MANAGEMENT
FUTURE LOADING AREA
INDUSTRIAL - 510,000 s.f. COMMERCIAL - 110,000 s.f. MULTI-FAMILY/RESIDENTIAL 528 units
EXISTING LOADING AREA
PROPOSED WATER MANAGEMENT ±2.69 ac.
Existing Lake ±2.37 AC.
PROPOSED 5' LANDSCAPE BUFFER PER ADD2021-00203
30' LAKE MAINTENANCE EASEMENT
20' LAKE MAINTENANCE EASEMENT
EXISTING 5' LANDSCAPE BUFFER PER ADD2021-00203
S. FT. MYERS HIGH SCHOOL
DIAMOND PROFESSIONAL CENTER (CPD)
MIRAGE BAY (RPD)
HOPE PRESERVE (MPD)
N
24x36 SCALE 1" = 80'
11x17 SCALE 1" = 160'

A2

TABLE 1A

TRIP GENERATION COMPUTATIONS

Arthrex - Plantation Road

TOTAL SITE GENERATED TRIPS (Existing + Proposed)

Land Use Code	Land Use Description	Build Schedule
110	**General Light Industrial**	510,000 s.f.
720	**Medical-Dental Office**	5,000 s.f.
750	**Office Park**	105,000 s.f.

Land Use Code	Trip Period	Trip Generation Equation (Based upon S.F.)	Total Trips	Trips Enter/Exit
LUC 110	Daily Traffic (ADT) =	T = 3.76(X) + 50.17 =	**1,968 ADT**	
	AM Peak Hour (vph) =	T = 0.68(X) + 3.81 =	**351 vph**	309 / 42 vph
		88% Enter/ 12% Exit =		
	PM Peak Hour (vph) =	Ln(T) = 0.72Ln(X)+0.65 =	**130 vph**	18 / 112 vph
		14% Enter/ 86% Exit =		
**********				
LUC 720	Daily Traffic (ADT) =	T= 42.97 (X) - 108.01 =	**107 ADT**	
	AM Peak Hour (vph) =	Ln(T) = 0.90Ln(X)+1.34 =	**16 vph**	13 / 3 vph
	7-9 AM	79% Enter/ 21% Exit =		
	PM Peak Hour (vph) =	T= 4.07(X) - 3.17 =	**17 vph**	5 / 12 vph
	4-6 PM	30% Enter/ 70% Exit =		
**********				
LUC 750	Daily Traffic (ADT) =	Ln(T) = 0.89Ln(X)+3.10 =	**1,397 ADT**	
	AM Peak Hour (vph) =	T= 0.94(X) + 194.06 =	**293 ADT**	261 / 32 vph
		89% Enter/ 11% Exit =		
	PM Peak Hour (vph) =	T= 1.26(X)+ 20.98 =	**153 ADT**	21 / 132 vph
		14% Enter/ 86% Exit =		
**********				
	TOTALS	Daily Traffic (ADT) =	**3,472 ADT**	
		AM Peak Hour (vph) =	**660 vph**	582 / 78 vph
		PM Peak Hour (vph) =	**301 vph**	45 / 256 vph

TABLE 1B

TRIP GENERATION COMPUTATIONS

Arthrex - Plantation Road

DEVELOPMENT SCENARIO A

NET NEW SITE GENERATED TRIPS (Proposed - Existing)

Code	Land Use Description		Build Schedule
110	**General Light Industrial**		510,000 s.f.
720	**Medical-Dental Office**		5,000 s.f.
750	**Office Park**	Net new = 105 ksf - 46 ksf=	59,000 s.f.

Land Use Code	Trip Period	Trip Generation Equation (Based upon S.F.)	Total Trips	Trips Enter/Exit
LUC 110	Daily Traffic (ADT) =	T = 3.76(X) + 50.17 =	**1,968 ADT**	
	AM Peak Hour (vph) =	T = 0.68(X) + 3.81 =	**351 vph**	309 / 42 vph
		88% Enter/ 12% Exit =		
	PM Peak Hour (vph) =	Ln(T) = 0.72Ln(X)+0.65 =	**130 vph**	18 / 112 vph
		14% Enter/ 86% Exit =		
LUC 720	Daily Traffic (ADT) =	T= 42.97 (X) - 108.01 =	**107 ADT**	
	AM Peak Hour (vph) =	Ln(T) = 0.90Ln(X)+1.34 =	**16 vph**	13 / 3 vph
	7-9 AM	79% Enter/ 21% Exit =		
	PM Peak Hour (vph) =	T= 4.07(X) - 3.17 =	**17 vph**	5 / 12 vph
	4-6 PM	30% Enter/ 70% Exit =		
LUC 750	Daily Traffic (ADT) =	Ln(T) = 0.89Ln(X)+3.10 =	**836 ADT**	
	AM Peak Hour (vph) =	T= 0.94(X) + 194.06 =	**250 ADT**	222 / 27 vph
		89% Enter/ 11% Exit =		
	PM Peak Hour (vph) =	T= 1.26(X)+ 20.98 =	**95 ADT**	13 / 82 vph
		14% Enter/ 86% Exit =		
	TOTALS	Daily Traffic (ADT) =	**2,911 ADT**	
		AM Peak Hour (vph) =	**616 vph**	543 / 73 vph
		PM Peak Hour (vph) =	**243 vph**	37 / 206 vph

TABLE 1C

TRIP GENERATION COMPUTATIONS

Arthrex - Plantation Road

DEVELOPMENT SCENARIO B

Land Use Code	Land Use Description	Build Schedule
220	**Multi-Family (Low Rise)**	464 Units
822	**Strip Retail Plaza (<40k)**	30,000 s.f.

Land Use Code	Trip Period	Trip Generation Equation (Based upon S.F.)	Total Trips	Trips Enter/Exit
LUC 220	Daily Traffic (ADT) =	T = 6.41(X) + 75.31 =	**3,050 ADT**	
	AM Peak Hour (vph) =	T = 0.31(X) + 22.85 =	**167 vph**	40 / 127 vph
		24% Enter/ 76% Exit =		
	PM Peak Hour (vph) =	T = 0.43(X) + 20.55 =	**220 vph**	139 / 81 vph
		63% Enter/ 37% Exit =		
**********				
LUC 822	Daily Traffic (ADT) =	T= 42.20(X)+ 229.68 =	**1,496 ADT**	
< 40 k	AM Peak Hour (vph) =	Ln(T) = 0.66Ln(X)+1.84 =	**59 vph**	36 / 24 vph
	7-9 AM	60% Enter/ 40% Exit =		
	PM Peak Hour (vph) =	Ln(T) = 0.71Ln(X)+2.72 =	**170 vph**	85 / 85 vph
	4-6 PM	50% Enter/ 50% Exit =		

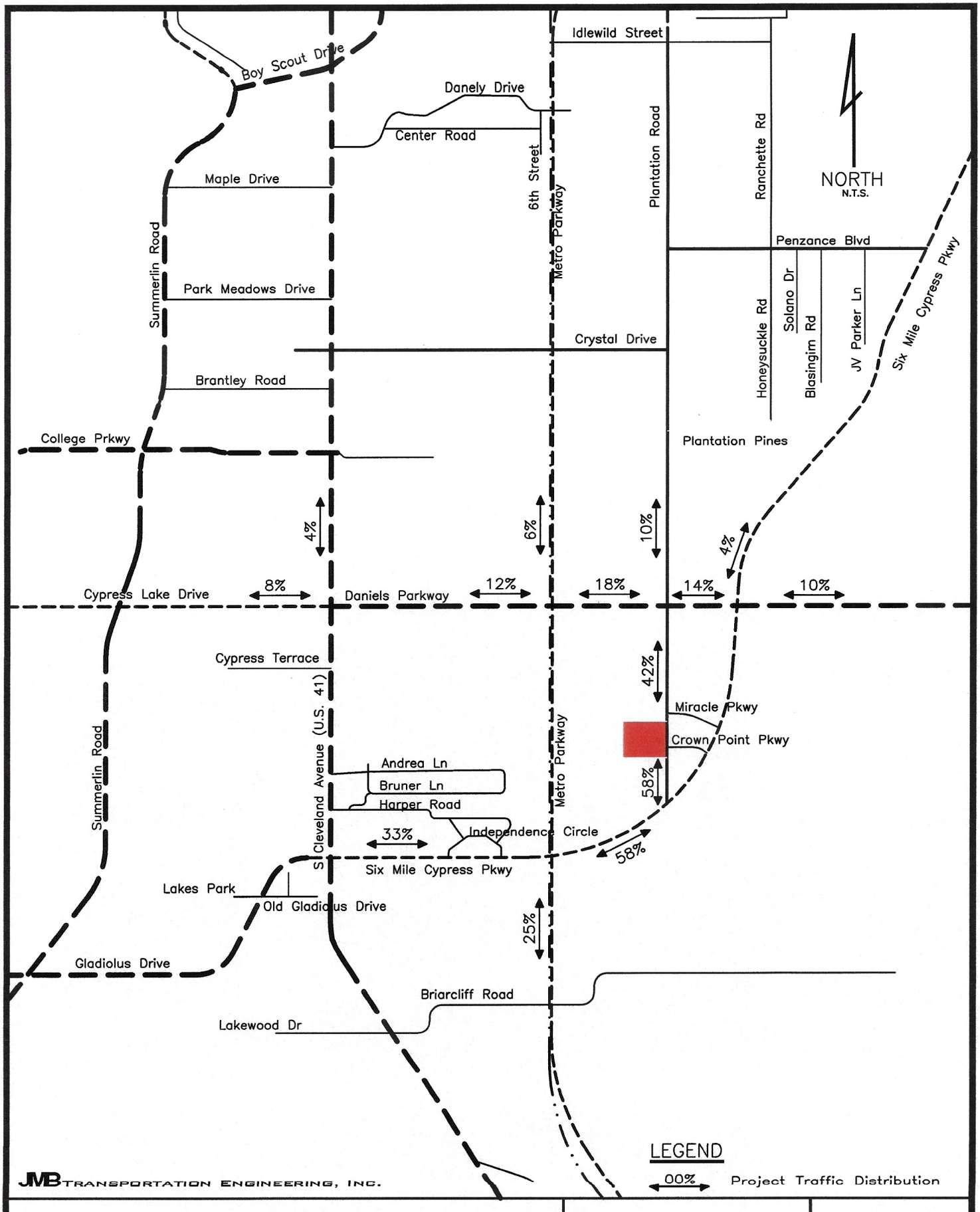
Pass-by Trips per ITE= Ln(T) = -0.29Ln(X) + 5.00 = **55%**

Per Lee County ADT = Pass-by = 25% ADT and 30% AM & PM

25% Daily Pass-by Rate

30% AM & PM Pass-by Rate

	Pass-by Daily Traffic (ADT) =	**374 ADT**	
	Pass-by AM Peak Hour (vph) =	**18 vph**	11 / 7 vph
	Pass-by PM Peak Hour (vph) =	**51 vph**	25 / 26 vph
	**********		
	New Daily Traffic (ADT) =	**1,122 ADT**	
	New AM Peak Hour (vph) =	**42 vph**	25 / 17 vph
	New PM Peak Hour (vph) =	**119 vph**	60 / 59 vph
**********			
TOTALS	Daily Traffic (ADT) =	**4,171 ADT**	
	AM Peak Hour (vph) =	**208 vph**	65 / 143 vph
	PM Peak Hour (vph) =	**339 vph**	199 / 140 vph

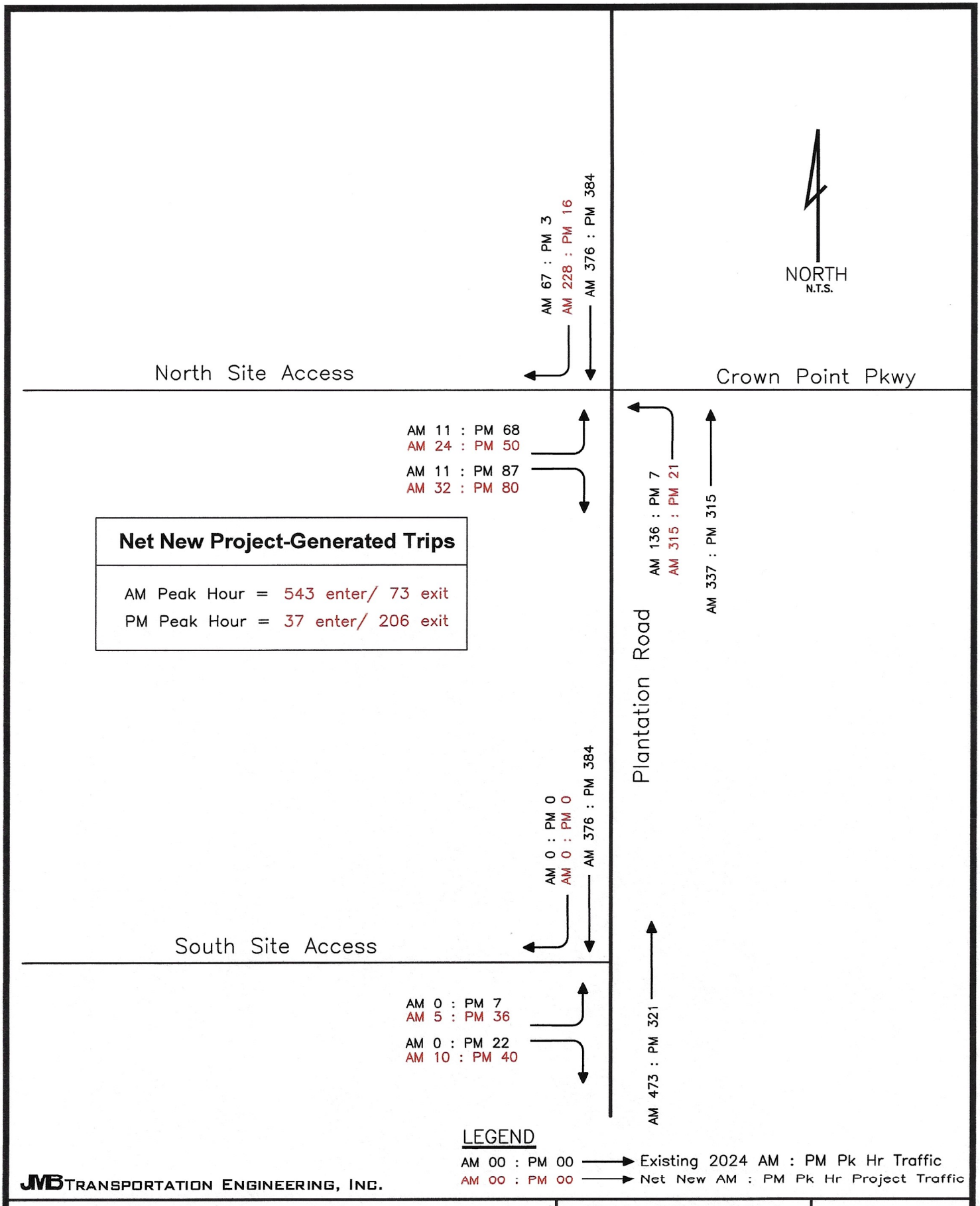


Arthrex Logistics Center

Oct 8, 2024

Project-Generated Traffic Distribution

FIGURE 2



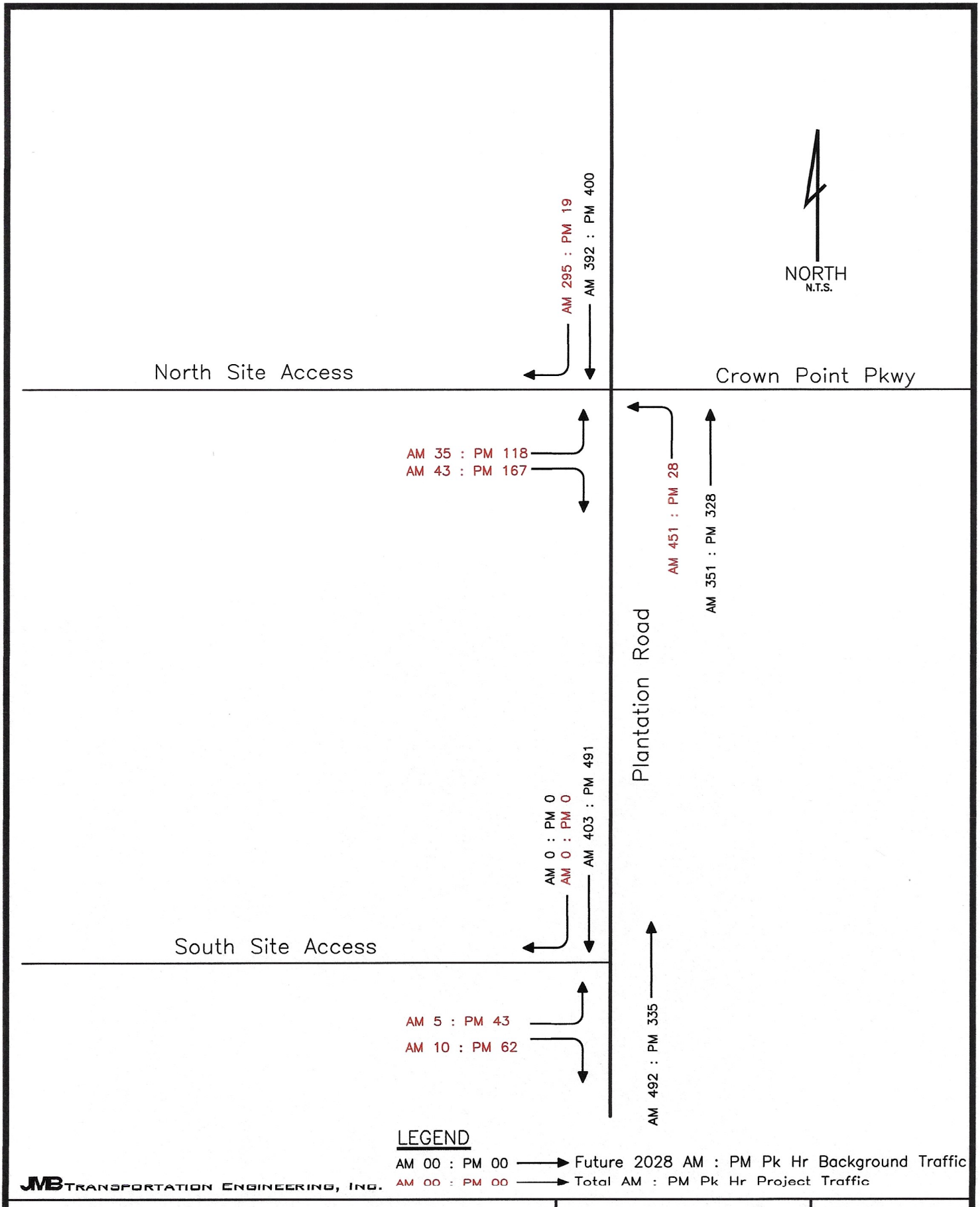
JMB TRANSPORTATION ENGINEERING, INC.

Arthrex Logistics Center

Oct 8, 2024

Project-Generated Traffic Assignment & Background Traffic

FIGURE 3



JMB Transportation Engineering, Inc.

Arthrex Logistics Center

Oct 8, 2024

Project-Generated & Background Traffic

FIGURE 4

TABLE 2
PROJECT'S AREA OF IMPACT

Total Project Traffic Peak Hour Peak Direction (vphpd) = **582**
Net New Prjct Traffic Peak Hour Peak Direction (vphpd) = **543**

		Road Class	Prjct Traffic % Distrib	Total Project Traffic PK Direction Volume (vph)	Net New Project Traffic PK Direction Volume (vph)	LOS "C" Service Volume Pk Direction (vphpd)	Project's Percentage Impact	Significant Impact	Adopted Service Volume Pk Direction (vphpd)
Cypress Lake Drive	Winkler to Summerlin Rd	4LD	8%	**47**	43	890	5.2%	NO	1940
	Summerlin Rd to U.S. 41	6LD	8%	**47**	43	1360	3.4%	NO	2940
Daniels Pkwy	U.S. 41 to Metro Pkwy	6LD	12%	**70**	65	2590	2.7%	NO	2680
	Metro Pkwy to Plantation Rd	6LD	18%	**105**	98	2590	4.0%	NO	2680
	Plantation Rd to Six Mile Cypress	6LD	14%	**81**	76	2590	3.1%	NO	3040
	Six Mile Pkwy to Palomino	6LD	10%	**58**	54	3040	1.9%	NO	3040
	W. of I-75	6LD	5%	**29**	27	3040	1.0%	NO	3040
Gladiolus Drive	Summerlin Road to U.S. 41	6LD	25%	**146**	136	2780	5.2%	NO	2900
Metro Parkway	S. of Six Mile Cypress	6LD	6%	**35**	33	2100	1.7%	NO	2814
Plantation Road	S. of Idelwild	2LN	10%	**58**	54	550	10.6%	YES	860
	N. of Daniels Pkwy	2LN	10%	**58**	54	550	10.6%	YES	860
	Site to Daniels Pkwy	2LN	42%	**244**	228	550	44.4%	YES	860
	Six Mile Cypress to Site	2LN	58%	**338**	315	550	61.4%	YES	860
Six Mile Cypress Pkwy	U.S. 41 to Metro Parkway	4LD	33%	**192**	179	2000	9.60%	NO	1900
	Metro Pkwy to Plantaion Rd	4LD	58%	**338**	315	2000	16.88%	YES	2000
	Plantation Rd to Daniels Pkwy	4LD	1%	**6**	5	2000	0.29%	NO	2000
	Daniels Pkwy to Challenger	4LD	4%	**23**	22	1900	1.23%	NO	1900
	Challenger to Colonial	6LD	4%	**23**	22	2860	0.81%	NO	2860

A9

DCI2024-00034 Lee County ePlan Additional Info Dated 02-11-2025

TABLE 3
ROADWAY LINK VOLUMES

		Base Year Traffic Count (ADT)	2022 2023 Traffic Count (ADT)	Years of Growth	Growth Rate	Min. Growth Rate	2023 Peak Hour PK Direction (VPHPD)	2024 Peak Hour PK Direction (VPHPD)	2028 Peak Hour PK Direction (VPHPD)
Plantation Road	S. of Idelwild	14200	11700	6	-3.18%	2.00%	702	716	775
	N. of Daniels Pkwy	14200	11700	6	-3.18%	2.00%	702	716	775
	Site to Daniels Pkwy	6400	5700	6	-1.91%	2.00%	342	349	378
	Six Mile Cypress to Site	6400	5700	6	-1.91%	2.00%	342	349	378
Six Mile Cypress Pkwy	Metro Pkwy to Plantaion Rd	30600	32500	6	1.01%	1.01%	1549	1565	1629
	Plantation Rd to Daniels Pkwy	15400	20200	8	3.45%	3.45%	1069	1106	1267
	Daniels Pkwy to Challenger	14000	20200	8	4.69%	4.69%	1038	1087	1305

A10

DCI2024-00034 Lee County ePlan Additional Info Dated 02-11-2025

TABLE 4
CONCURRENCY ROADWAY LINK VOLUME & CAPACITY ANALYSIS

Total Project Traffic Peak Hour Peak Direction (vphpd) = 582
Net New Prjct Traffic Peak Hour Peak Direction (vphpd) = 543

		2024 Peak Hour PK Direction (vphpd)	2024 Peak Hour PK Direction LOS	2028 Peak Hour PK Direction (vphpd)	2028 Peak Hour PK Direction LOS	Total Project Peak Hour PK Direction (vphpd)	Less Existing Project Peak Hour PK Direction (vphpd)	2028 Total Pk Hr Peak Season PK Direction (vphpd)	LOS E Service Vol. Peak Hour PK Direction (vphpd)	v/c Ratio	2028 Build-Out Peak Hour PK Direction LOS
Plantation Road	S. of Idelwild	716	D	775	D	58	-4	829	860	0.96	D
	N. of Daniels Pkwy	716	D	775	D	58	-4	829	860	0.96	D
	Site to Daniels Pkwy	349	C	378	C	244	-16	606	860	0.70	C
	Six Mile Cypress to Site	349	C	378	C	338	-23	693	860	0.81	C
Six Mile Cypress Pkwy	Metro Pkwy to Plantaion Rd	1565	D	1629	D	338	-23	1944	2000	0.97	E
	Plantation Rd to Daniels Pkwy	1106	C	1267	C	6	0	1272	2000	0.64	C
	Daniels Pkwy to Challenger	1087	B	1305	B	23	-2	1327	1900	0.70	B

A11

DCI2024-00034 Lee County ePlan Additional Info Dated 02-11-2025

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]	
13900	JOEL BLVD	18TH ST	SR 80	2LN	E	1,010	C	476	0.47	D	500	0.50	
14000	JOHN MORRIS RD	BUNCHE BEACH	SUMMERLIN RD	2LN	E	860	C	65	0.08	C	68	0.08	
14100	JOHN MORRIS RD	SUMMERLIN RD	IONA RD	2LN	E	860	C	322	0.37	C	338	0.39	
14200	KELLY RD	McGREGOR BLVD	SAN CARLOS BLVD	2LN	E	860	C	308	0.36	C	324	0.38	
14300	KELLY RD	SAN CARLOS BLVD	PINE RIDGE RD	2LN	E	860	C	123	0.14	C	129	0.15	
14500	LAUREL DR	BUS 41	BREEZE DR	2LN	E	860	C	393	0.46	C	413	0.48	
14600	LEE BLVD	SR 82	ALVIN AVE	6LD	E	2,840	E	2,429	0.86	E	2,553	0.90	
14700	LEE BLVD	ALVIN AVE	GUNNERY RD	6LD	E	2,840	E	2,001	0.70	E	2,103	0.74	
14800	LEE BLVD	GUNNERY RD	HOMESTEAD RD	6LD	E	2,840	E	2,118	0.75	E	2,255	0.79	
14900	LEE BLVD	HOMESTEAD RD	WILLIAMS AVE	4LD	E	1,980	B	909	0.46	B	955	0.48	
14930	LEE BLVD	WILLIAMS AVE	LEELAND HEIGHTS	2LN	E	1,020	B	909	0.89	E	955	0.94	
15000	LEE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	549	0.64	D	577	0.67	
15100	LEELAND HEIGHTS	HOMESTEAD RD	JOEL BLVD	4LN	E	1,800	B	764	0.42	B	803	0.45	
15200	LEONARD BLVD	GUNNERY RD	WESTGATE BLVD	2LN	E	860	D	711	0.83	D	851	0.99	Fairway Villages/pre-dev order res dev
15300	LITTLETON RD	CORBETT RD	US 41	2LN	E	860	C	498	0.58	C	523	0.61	
15400	LITTLETON RD	US 41	BUS 41	2LN	E	860	C	426	0.50	C	448	0.52	
15500	LUCKETT RD	ORTIZ AVE	I-75	2LN	E	880	C	376	0.43	C	427	0.49	Luckett Landing Hotel/Luckett Road C-Store
15600	LUCKETT RD	I-75	COUNTRY LAKES DR	2LN	E	860	C	330	0.38	C	347	0.40	
15700	MAPLE DR*	SUMMERLIN RD	2ND AVE	2LN	E	860	C	79	0.09	C	83	0.10	
15800	McGREGOR BLVD	SANIBEL T PLAZA	HARBOR DR	4LD	E	1,960	E	1,179	0.60	E	1,239	0.63	
15900	McGREGOR BLVD	HARBOR DR	SUMMERLIN RD	4LD	E	1,960	E	1,129	0.58	E	1,187	0.61	
16000	McGREGOR BLVD	SUMMERLIN RD	KELLY RD	4LD	E	1,960	A	966	0.49	A	1,015	0.52	
16100	McGREGOR BLVD	KELLY RD	GLADIOLUS DR	4LD	E	1,960	A	966	0.49	A	1,015	0.52	
16200	McGREGOR BLVD (SR 867)	OLD McGREGOR /GLADIOLUS DR	IONA LOOP RD	4LD	D	1,900	C	1,334	0.70	C	1,402	0.74	
16300	McGREGOR BLVD (SR 867)	IONA LOOP RD	PINE RIDGE RD	4LD	D	1,900	C	1,334	0.70	C	1,402	0.74	
16400	McGREGOR BLVD (SR 867)	PINE RIDGE RD	CYPRESS LAKE DR	4LD	D	1,942	D	1,837	0.95	D	1,931	0.99	
16500	McGREGOR BLVD (SR 867)	CYPRESS LAKE DR	COLLEGE PKWY	4LD	D	1,810	D	1,716	0.95	D	1,804	1.00	
16600	McGREGOR BLVD (SR 867)	COLLEGE PKWY	WINKLER RD	2LN	D	1,124	C	735	0.65	C	772	0.69	constrained
16700	McGREGOR BLVD (SR 867)	WINKLER RD	TANGLEWOOD BLVD	2LN	D	1,166	F	1,208	1.04	F	1,270	1.09	constrained
16800	McGREGOR BLVD (SR 867)	TANGLEWOOD BLVD	COLONIAL BLVD	2LN	D	1,224	D	1,087	0.89	D	1,142	0.93	constrained
16900	METRO PKWY (SR 739)	SIX MILE PKWY	DANIELS PKWY	6LD	D	2,814	C	1,186	0.42	C	1,273	0.45	
17000	METRO PKWY (SR 739)	DANIELS PKWY	CRYSTAL DR	4LD	D	1,900	C	1,186	0.62	C	1,246	0.66	
17100	METRO PKWY (SR 739)	CRYSTAL DR	DANLEY DR	4LD	D	1,900	D	1,684	0.89	D	1,770	0.93	
17200	METRO PKWY (SR 739)	DANLEY DR	COLONIAL BLVD	4LD	D	1,900	D	1,755	0.92	D	1,845	0.97	
	MICHAEL RIPPE PKWY	US41	SIX MILES PKWY	6LD	D	2,866	C	1,589	0.55	C	1,670	0.58	
17600	MILWAUKEE BLVD	ALABAMA BLVD	BELL BLVD	2LN	E	860	C	171	0.20	C	180	0.21	[4]
17700	MILWAUKEE BLVD	BELL BLVD	COLUMBUS BLVD	2LN	E	860	C	171	0.20	C	202	0.23	[4]
17800	MOODY RD	HANCOCK B. PKWY	PONDELLA RD	2LN	E	860	C	184	0.21	C	193	0.22	
17900	NALLE GRADE RD	SLATER RD	NALLE RD	2LN	E	860	C	72	0.08	C	76	0.09	
18000	NALLE RD	SR 78	NALLE GRADE RD	2LN	E	860	C	124	0.14	C	130	0.15	[4]
18100	NEAL RD	ORANGE RIVER BLVD	BUCKINGHAM RD	2LN	E	860	C	141	0.16	C	148	0.17	[4]
18200	NORTH RIVER RD	SR 31	FRANKLIN LOCK RD	2LN	E	1,140	A	145	0.13	B	265	0.23	The Broadlands
18300	NORTH RIVER RD	FRANKLIN LOCK RD	BROADWAY RD	2LN	E	1,140	A	145	0.13	B	255	0.22	River Run Estates
18400	NORTH RIVER RD	BROADWAY RD	COUNTY LINE	2LN	E	1,140	A	100	0.09	A	131	0.12	
18900	OLGA RD*	SR 80 W	SR 80 E	2LN	E	860	C	84	0.10	C	88	0.10	
19100	ORANGE GROVE BLVD	CLUB ENTR.	HANCOCK B. PKWY	2LN	E	860	C	407	0.47	C	428	0.50	
19200	ORANGE GROVE BLVD	HANCOCK B. PKWY	PONDELLA RD	4LN	E	1,790	C	510	0.28	C	536	0.30	
19300	ORANGE RIVER BLVD	SR 80	STALEY RD	2LN	E	1,000	C	381	0.38	C	400	0.40	

A12

DCI2024-00034 Lee County ePlan Additional Info Dated 02-11-2025

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	

A13

DCI2024-00034 Lee County ePlan
Additional Info Dated 02-11-2025

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

A4

DCI2024-00034 Lee County ePlan
Additional Info Dated 02-11-2025

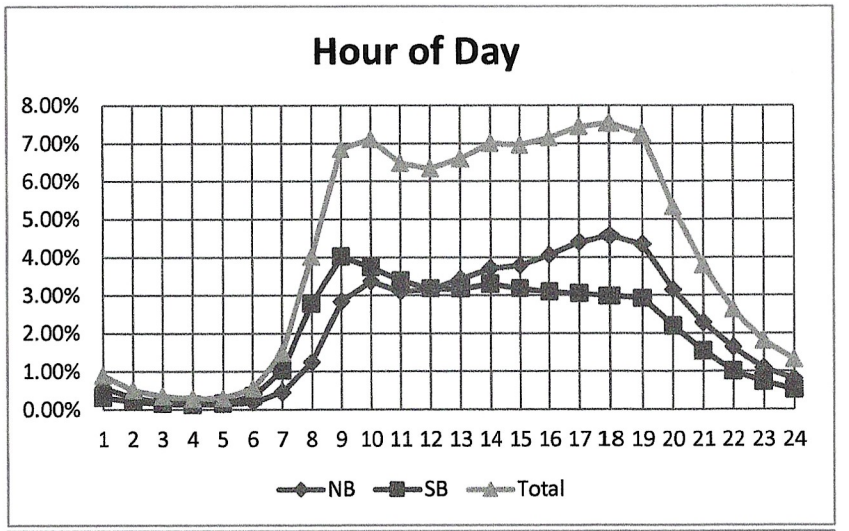
PCS 45 - Metro Pkwy north of Arc Way

2023 AADT = 25,900 VPD

Hour	NB	SB	Total
0	0.57%	0.32%	0.89%
1	0.30%	0.21%	0.51%
2	0.19%	0.16%	0.35%
3	0.15%	0.13%	0.28%
4	0.14%	0.16%	0.30%
5	0.19%	0.35%	0.55%
6	0.45%	1.03%	1.48%
7	1.24%	2.78%	4.02%
8	2.84%	4.02%	6.85%
9	3.37%	3.74%	7.12%
10	3.09%	3.38%	6.48%
11	3.16%	3.18%	6.34%
12	3.43%	3.17%	6.60%
13	3.71%	3.30%	7.01%
14	3.78%	3.18%	6.96%
15	4.06%	3.09%	7.15%
16	4.40%	3.05%	7.44%
17	4.56%	2.98%	7.53%
18	4.34%	2.92%	7.26%
19	3.14%	2.19%	5.33%
20	2.27%	1.53%	3.80%
21	1.63%	1.00%	2.63%
22	1.08%	0.73%	1.80%
23	0.80%	0.51%	1.32%

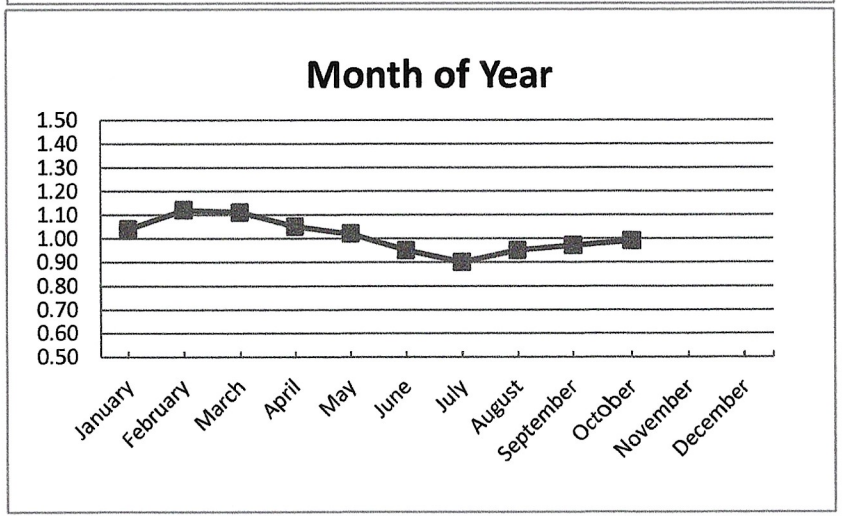
Month of Year	Fraction
January	1.04
February	1.12
March	1.11
April	1.05
May	1.02
June	0.95
July	0.90
August	0.95
September	0.97
October	0.99
November	
December	

Directional Factor		
AM	0.69	SB
PM	0.59	NB



Day of Week	Fraction
Sunday	0.46
Monday	1.08
Tuesday	1.18
Wednesday	1.21
Thursday	1.22
Friday	1.2
Saturday	0.66

Design Hour Volume		
#	Volume	Factor
5	2797	0.108
10	2753	0.106
20	2724	0.105
30	2694	0.104
50	2668	0.103
100	2623	0.101
150	2581	0.100
200	2560	0.099



A15

DCI2024-00034 Lee County ePlan Additional Info Dated 02-11-2025

Updated 5/29/2024		Daily Traffic Volume (AADT)										
STREET	LOCATION	Station #	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
PLANTATION RD	N OF SIX MILE CYPRESS	521	5500		6400		5100		4700		5700	
PONDELLA RD	E OF PINE ISLAND RD	373		12000		14900				18200		20500
PONDELLA RD	E OF ORANGE GROVE BLVD											
PONDELLA RD	E OF BETMAR BLVD	34	19000	20000	21000	21300	21600	22000	20800	23600	24900	25400
PONDELLA RD	W OF BUSINESS 41	374	17100		19800					24500		
RAY AVE	N OF MEADOW RD	533						4900				
RIVER RANCH RD	S OF CORKSCREW RD	466								2200		
SAN CARLOS BLVD	S OF PRESCOTT ST	8	22800	22400	22400	22800	22000	22100	22700	24000		
SAN CARLOS BLVD	S OF PINE RIDGE	127							23200	28000	28400	
SANIBEL BLVD	E OF US 41	467	7300		8900		9400				9700	
SANTA BARBARA BV	S OF SW 22 TERR	54	22800	24900	25000	24400	23900	24200	29700			
SANTA BARBARA BV	S OF SW 28 ST	55	23400	24800	25200	25700	26100	26300	24700	26500	26800	27900
SENTINELA BLVD	E OF MOORE AVE	478										2800
SIX MILE CYPRESS PKWY	E OF METRO PKWY	387	26700		30600		32700		29600		32500	
SIX MILE CYPRESS PKWY	N OF DANIELS PKWY	388	17000	18200	20200	20500	21900	23300	19400		23500	
SIX MILE CYPRESS PKWY	N OF WINKLER AVE	18	15200	18000	17800	18300	19300	19900	17600	20200	20700	20700
SLATER RD	N OF BAYSHORE RD (SR 78)	389		7600		7600						9600
STALEY RD	S OF ORANGE RIVER BLVD	398		2600		3900		4300				
STRINGFELLOW BLVD	N OF CASTILE RD	27	4200	4400	4500	4600	4600	4600	4500	4400	5000	5000

AA416

DCI2024-00034 Lee County ePlan
Additional Info Dated 02-11-2025

INTERSECTION TURNING MOVEMENT COUNTS

Intersection: N. Site Access at Plantation Road
Date of Count: 9/24/2024 Tuesday

	Eastbound				Westbound				Northbound			Southbound			Total All
AM Period	U	L	T	R	U	L	T	R	L	T	R	L	T	R	Apprch's
7:00 - 7:15	0	1	0	1	0	0	0	0	16	57	0	0	55	10	140
7:15 - 7:30	0	5	0	0	0	0	0	0	18	40	0	0	75	11	149
7:30 - 7:45	0	7	0	3	0	0	0	0	19	67	0	0	88	13	197
7:45 - 8:00	0	0	0	1	0	0	0	0	30	71	0	0	62	13	177
8:00 -8:15	0	3	0	2	0	0	0	0	42	80	0	0	84	21	232
8:15 -8:30	0	5	0	7	0	0	0	0	31	77	0	0	97	16	233
8:30 - 8:45	0	2	0	0	0	0	0	0	18	73	0	0	93	10	196
8:45 - 9:00	0	9	0	5	0	0	0	0	12	78	0	0	91	7	202
AM Totals	0	32	0	19					186	543	0	0	645	101	1526
Approach %	0.0%	62.7%	0.0%	37.3%					25.5%	74.5%	0.0%	0.0%	86.5%	13.5%	
% / Lane	0.0%	2.1%	0.0%	0.1%					12.2%	35.6%	0.0%	0.0%	42.3%	6.6%	
% / Inter.			2.2%							47.8%			48.9%		

	Eastbound				Westbound				Northbound			Southbound			
PM Period	U	L	T	R	U	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	0	10	0	7	0	0	0	0	1	52	0	0	65	2	137
4:15 - 4:30	0	4	0	3	0	0	0	0	1	70	0	0	81	1	160
4:30 - 4:45	0	9	0	10	0	0	0	0	0	66	0	0	71	1	157
4:45 - 5:00	0	7	0	9	0	0	0	0	2	69	0	0	77	1	165
5:00 - 5:15	0	19	0	28	0	0	0	0	2	67	0	0	88	2	206
5:15 -5:30	0	23	0	27	0	0	0	0	0	74	0	0	93	0	217
5:30 - 5:45	0	12	0	14	0	0	0	0	2	71	0	0	85	0	184
5:45 - 6:00	0	2	0	5	0	0	0	0	0	83	0	0	105	0	195
PM Totals	0	86	0	103					8	552	0	0	665	7	1421
Approach %	0.0%	45.5%	0.0%	54.5%					1.4%	98.6%	0.0%	0.0%	99.0%	1.0%	
% / Lane	0.0%	6.1%	0.0%	7.2%					0.6%	38.8%	0.0%	0.0%	46.8%	0.5%	
% / Inter.			13.3%							39.4%			47.3%		

PEAK HOUR TURNING MOVEMENT VOLUMES

	Eastbound				Westbound				Northbound			Southbound			
	U	L	T	R	U	L	T	R	L	T	R	L	T	R	
AM Period															
7:45-8:45	0	10	0	10					121	301	0	0	336	60	838
Approach %	0.0%	50.0%	0.0%	50.0%					28.7%	71.3%	0.0%	0.0%	84.8%	15.2%	
PM Period															
4:45 - 5:45	0	61	0	78					6	281	0	0	343	3	772
Approach %	0.0%	43.9%	0.0%	56.1%					2.1%	97.9%	0.0%	0.0%	99.1%	0.9%	

AM Peak Hour Factor = 0.90
PM Peak Hour Factor = 0.89

Intersection: N. Site Access at Plantation Road
Date of Count: 9/24/2024

2024 PEAK HOUR TURNING MOVEMENT VOLUMES

	Eastbound				Westbound				Northbound			Southbound		
	U	L	T	R	U	L	T	R	L	T	R	L	T	R
AM Period	0	10	0	10	0	0	0	0	121	301	0	0	336	60
PM Period	0	61	0	78	0	0	0	0	6	281	0	0	343	3

2024 PEAK SEASON PEAK HOUR TURNING MOVEMENTS

PSCF = 1.12

	Eastbound				Westbound				Northbound			Southbound		
	U	L	T	R	U	L	T	R	L	T	R	L	T	R
AM Period	0	11	0	11	0	0	0	0	136	337	0	0	376	67
PM Period	0	68	0	87	0	0	0	0	7	315	0	0	384	3

2028 PEAK SEASON PEAK HOUR TURNING MOVEMENTS

Annual Growth Rate = 1.01%

	Eastbound				Westbound				Northbound			Southbound		
	U	L	T	R	U	L	T	R	L	T	R	L	T	R
AM Period	0	11	0	11	0	0	0	0	136	351	0	0	392	67
PM Period	0	68	0	87	0	0	0	0	7	328	0	0	400	3

PROJECT BUILD-OUT PEAK HOUR TRAFFIC

	Eastbound				Westbound				Northbound			Southbound		
	U	L	T	R	U	L	T	R	L	T	R	L	T	R
AM Period	0	24	0	32	0	0	0	0	315	0	0	0	0	228
PM Period	0	50	0	80	0	0	0	0	21	0	0	0	0	16

2028 PEAK SEASON PEAK HOUR "+" PROJECT TRAFFIC

	Eastbound				Westbound				Northbound			Southbound		
	U	L	T	R	U	L	T	R	L	T	R	L	T	R
AM Period	0	35	0	43	0	0	0	0	451	351	0	0	392	295
PM Period	0	118	0	167	0	0	0	0	28	328	0	0	400	19

DCI2024-00034 Lee County ePlan Additional Info Dated 02-11-2025

HCS7 Two-Way Stop-Control Report

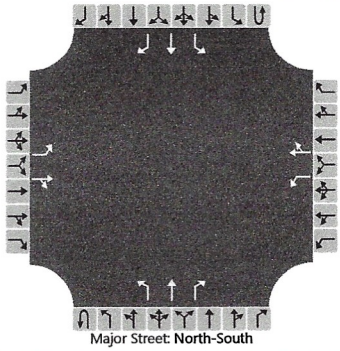
General Information

Analyst	JMB Transportation
Agency/Co.	
Date Performed	10/9/2024
Analysis Year	2028
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Project Build-out

Site Information

Intersection	North Site Access
Jurisdiction	
East/West Street	N. site Access
North/South Street	Plantation Road
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	1	1	0	1	1	1
Configuration		L		TR		L		TR		L	T	R		L	T	R
Volume (veh/h)		35	0	43		0	0	0		451	351	0		0	392	295
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized										No				No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		39		48		0		0		501				0		
Capacity, c (veh/h)		31		619		21				845				1163		
v/c Ratio		1.25		0.08		0.00				0.59				0.00		
95% Queue Length, Q_{95} (veh)		4.3		0.3		0.0				4.0				0.0		
Control Delay (s/veh)		440.6		11.3		176.1				15.3				8.1		
Level of Service (LOS)		F		B		F				C				A		
Approach Delay (s/veh)		203.9								8.6				0.0		
Approach LOS		F														

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DCI2024-00034 Lee County ePlan Additional Info Dated 02-11-2025

HCS7 Two-Way Stop-Control Report

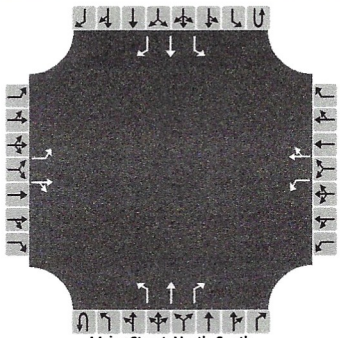
General Information

Analyst	JMB Transportation
Agency/Co.	
Date Performed	10/9/2024
Analysis Year	2028
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Project Build-out

Site Information

Intersection	North Site Access
Jurisdiction	
East/West Street	N. site Access
North/South Street	Plantation Road
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	1	1	0	1	1	1
Configuration		L		TR		L		TR		L	T	R		L	T	R
Volume (veh/h)		118	0	167		0	0	0		28	328	0		0	400	19
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized										No				No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		133		188		0		0		31				0		
Capacity, c (veh/h)		260		607		153				1086				1184		
v/c Ratio		0.51		0.31		0.00				0.03				0.00		
95% Queue Length, Q_{95} (veh)		2.7		1.3		0.0				0.1				0.0		
Control Delay (s/veh)		32.4		13.6		28.6				8.4				8.0		
Level of Service (LOS)		D		B		D				A				A		
Approach Delay (s/veh)		21.3								0.7				0.0		
Approach LOS		C														

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INTERSECTION TURNING MOVEMENT COUNTS

Intersection: S. Site Access at Plantation Road
Date of Count: 9/24/2024 Tuesday

	Eastbound				Westbound				Northbound			Southbound			Total All
AM Period	U	L	T	R	U	L	T	R	L	T	R	L	T	R	Apprch's
7:00 - 7:15	0	0	0	0	0	0	0	0	0	73	0	0	56	0	129
7:15 - 7:30	0	0	0	0	0	0	0	0	0	58	0	0	75	0	133
7:30 - 7:45	0	0	0	0	0	0	0	0	0	86	0	0	91	0	177
7:45 - 8:00	0	0	0	0	0	0	0	0	0	101	0	0	63	0	164
8:00 -8:15	0	0	0	0	0	0	0	0	0	122	0	0	86	0	208
8:15 -8:30	0	0	0	0	0	0	0	0	0	108	0	0	104	0	212
8:30 - 8:45	0	0	0	0	0	0	0	0	0	91	0	0	93	0	184
8:45 - 9:00	0	0	0	0	0	0	0	0	0	90	0	0	96	0	186
AM Totals	0	0	0	0					0	729	0	0	664	0	1393
Approach %									0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	
% / Lane									0.0%	52.3%	0.0%	0.0%	47.7%	0.0%	
% / Inter.										52.3%			47.7%		

	Eastbound				Westbound				Northbound			Southbound			
PM Period	U	L	T	R	U	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	0	7	0	9	0	0	0	0	0	53	0	0	72	0	141
4:15 - 4:30	0	2	0	1	0	0	0	0	0	71	0	0	84	0	158
4:30 - 4:45	0	1	0	8	0	0	0	0	0	66	0	0	81	0	156
4:45 - 5:00	0	1	0	3	0	0	0	0	0	71	0	0	86	0	161
5:00 - 5:15	0	3	0	10	0	0	0	0	0	69	0	0	116	0	198
5:15 -5:30	0	2	0	6	0	0	0	0	0	74	0	0	120	0	202
5:30 - 5:45	0	0	0	1	0	0	0	0	0	73	0	0	99	0	173
5:45 - 6:00	0	0	0	0	0	0	0	0	0	83	0	0	110	0	193
PM Totals	0	16	0	38					0	560	0	0	768	0	1382
Approach %	0.0%	29.6%		70.4%					0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	
% / Lane	0.0%	1.2%		2.7%					0.0%	40.5%	0.0%	0.0%	55.6%	0.0%	
% / Inter.										40.5%			55.6%		

PEAK HOUR TURNING MOVEMENT VOLUMES

	Eastbound				Westbound				Northbound			Southbound			
	U	L	T	R	U	L	T	R	L	T	R	L	T	R	
AM Period															
7:45-8:45	0	0	0	0					0	422	0	0	346	0	768
Approach %									0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	
PM Period															
4:45 - 5:45	0	6		20					0	287	0	0	421	0	734
Approach %	0.0%	23.1%		76.9%					0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	

AM Peak Hour Factor = 0.91
PM Peak Hour Factor = 0.91

Intersection: S. Site Access at Plantation Road
Date of Count: 9/24/2024

2024 PEAK HOUR TURNING MOVEMENT VOLUMES

	Eastbound				Westbound				Northbound			Southbound		
	U	L	T	R	U	L	T	R	L	T	R	L	T	R
AM Period	0	0	0	0	0	0	0	0	0	422	0	0	346	0
PM Period	0	6	0	20	0	0	0	0	0	287	0	0	421	0

2024 PEAK SEASON PEAK HOUR TURNING MOVEMENTS

PSCF = 1.12

	Eastbound				Westbound				Northbound			Southbound		
	U	L	T	R	U	L	T	R	L	T	R	L	T	R
AM Period	0	0	0	0	0	0	0	0	0	473	0	0	388	0
PM Period	0	7	0	22	0	0	0	0	0	321	0	0	472	0

2028 PEAK SEASON PEAK HOUR TURNING MOVEMENTS

Annual Growth Rate = 1.01%

	Eastbound				Westbound				Northbound			Southbound		
	U	L	T	R	U	L	T	R	L	T	R	L	T	R
AM Period	0	0	0	0	0	0	0	0	0	492	0	0	403	0
PM Period	0	7	0	22	0	0	0	0	0	335	0	0	491	0

NET NEW PROJECT BUILD-OUT PEAK HOUR TRAFFIC

	Eastbound				Westbound				Northbound			Southbound		
	U	L	T	R	U	L	T	R	L	T	R	L	T	R
AM Period	0	5	0	10	0	0	0	0	0	0	0	0	0	0
PM Period	0	36	0	40	0	0	0	0	0	0	0	0	0	0

2028 PEAK SEASON PEAK HOUR "+" PROJECT TRAFFIC

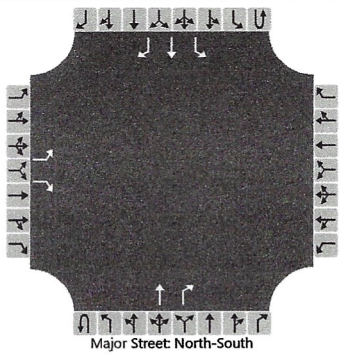
	Eastbound				Westbound				Northbound			Southbound		
	U	L	T	R	U	L	T	R	L	T	R	L	T	R
AM Period	0	5	0	10	0	0	0	0	0	492	0	0	403	0
PM Period	0	43	0	62	0	0	0	0	0	335	0	0	491	0

DCI2024-00034 Lee County ePlan Additional Info Dated 02-11-2025

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JMB Transportation	Intersection	North Site Access
Agency/Co.		Jurisdiction	
Date Performed	10/9/2024	East/West Street	S. Site Access
Analysis Year	2028	North/South Street	Plantation Road
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Project Build-out		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	1	1	0	1	1	1
Configuration		L		R							T	R		L	T	R
Volume (veh/h)		5		10							492	0		0	403	0
Percent Heavy Vehicles (%)		3		3										3		
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No								No				No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2										4.1		
Critical Headway (sec)		7.13		6.23										4.13		
Base Follow-Up Headway (sec)		3.5		3.3										2.2		
Follow-Up Headway (sec)		3.53		3.33										2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5		11										0		
Capacity, c (veh/h)		227		613										1023		
v/c Ratio		0.02		0.02										0.00		
95% Queue Length, Q_{95} (veh)		0.1		0.1										0.0		
Control Delay (s/veh)		21.3		11.0										8.5		
Level of Service (LOS)		C		B										A		
Approach Delay (s/veh)		14.4												0.0		
Approach LOS		B														

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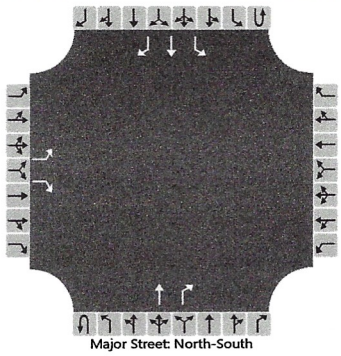
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JMB Transportation	Intersection	North Site Access
Agency/Co.		Jurisdiction	
Date Performed	10/9/2024	East/West Street	S. Site Access
Analysis Year	2028	North/South Street	Plantation Road
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Project Build-out		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	1	1	0	1	1	1
Configuration		L		R							T	R		L	T	R
Volume (veh/h)		43		62							335	0		0	491	0
Percent Heavy Vehicles (%)		3		3										3		
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No								No				No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2										4.1		
Critical Headway (sec)		7.13		6.23										4.13		
Base Follow-Up Headway (sec)		3.5		3.3										2.2		
Follow-Up Headway (sec)		3.53		3.33										2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		47		68										0		
Capacity, c (veh/h)		255		540										1185		
v/c Ratio		0.19		0.13										0.00		
95% Queue Length, Q_{95} (veh)		0.7		0.4										0.0		
Control Delay (s/veh)		22.3		12.6										8.0		
Level of Service (LOS)		C		B										A		
Approach Delay (s/veh)		16.6												0.0		
Approach LOS		C														

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INTERSECTION TURNING MOVEMENT COUNTS

Intersection: Six Mile Cypress & Plantation Road
Date of Count: 10/1/2024 Tuesday

	Eastbound				Westbound				Northbound			Southbound			Total All
AM Period	U	L	T	R	U	L	T	R	L	T	R	L	T	R	Apprch's
7:00 - 7:15	0	27	162	0	0	2	233	2	0	1	2	2	0	48	479
7:15 - 7:30	0	59	155	0	0	1	228	8	0	0	4	0	2	69	526
7:30 - 7:45	0	80	216	0	0	1	244	0	0	0	0	1	0	77	619
7:45 - 8:00	0	78	192	0	0	4	302	10	0	0	10	4	0	82	682
8:00 -8:15	0	117	211	0	0	2	299	16	0	0	3	3	0	88	739
8:15 -8:30	0	94	190	0	0	3	278	12	0	0	0	3	0	82	662
8:30 - 8:45	0	82	178	0	0	3	255	10	0	0	3	0	0	96	627
8:45 - 9:00	0	84	162	0	0	1	263	6	0	0	0	2	0	85	603
AM Totals	0	621	2247	0	0	17	3370	64	0	1	22	15	2	627	6986
Approach %	0.0%	21.7%	78.3%	0.0%	0.0%	0.5%	97.7%	1.9%	0.0%	4.3%	95.7%	2.3%	0.3%	97.4%	
% / Lane	0.0%	8.9%	32.2%	0.0%	0.0%	0.2%	48.2%	0.9%	0.0%	0.0%	0.3%	0.2%	0.0%	9.0%	
% / Inter.			41.1%				49.4%			0.3%			9.2%		

	Eastbound				Westbound				Northbound			Southbound			
PM Period	U	L	T	R	U	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	0	39	234	0	0	3	159	0	0	0	3	1	0	66	505
4:15 - 4:30	0	42	274	0	0	0	183	0	0	0	3	6	0	93	601
4:30 - 4:45	0	33	254	0	0	2	201	0	0	0	0	3	0	78	571
4:45 - 5:00	0	45	288	0	0	3	172	3	1	0	4	5	0	94	615
5:00 - 5:15	0	53	317	0	0	1	215	4	0	0	16	17	0	111	734
5:15 -5:30	0	82	345	0	0	3	205	1	0	1	6	7	0	92	742
5:30 - 5:45	0	53	365	0	0	0	218	3	0	0	8	4	0	118	769
5:45 - 6:00	0	62	367	0	0	2	193	0	0	0	5	5	0	107	741
PM Totals	0	409	3370	0	0	14	2247	11	1	1	45	48	0	759	6905
Approach %	0.0%	10.8%	89.2%	0.0%	0.0%	0.6%	98.9%	0.5%	2.1%	2.1%	95.7%	5.9%	0.0%	94.1%	
% / Lane	0.0%	5.9%	48.8%	0.0%	0.0%	0.2%	32.5%	0.2%	0.0%	0.0%	0.7%	0.7%	0.0%	11.0%	
% / Inter.			54.7%				32.9%			0.7%			11.7%		

PEAK HOUR TURNING MOVEMENT VOLUMES

	Eastbound				Westbound				Northbound			Southbound			
	U	L	T	R	U	L	T	R	L	T	R	L	T	R	
AM Period															
7:45-8:45	0	371	771	0	0	12	1134	48	0	0	16	10	0	348	2710
Approach %	0.0%	32.5%	67.5%	0.0%	0.0%	1.0%	95.0%	4.0%	0.0%	0.0%	100.0%	2.8%	0.0%	97.2%	
PM Period															
5:00 - 6:00	0	250	1394	0	0	6	831	8	0	1	35	33	0	428	2986
Approach %	0.0%	15.2%	84.8%	0.0%	0.0%	0.7%	98.3%	0.9%	0.0%	2.8%	97.2%	7.2%	0.0%	92.8%	

AM Peak Hour Factor = 0.92
PM Peak Hour Factor = 0.97

Intersection: Six Mile Cypress & Plantation Road
Date of Count: 10/1/2024

2024 PEAK HOUR TURNING MOVEMENT VOLUMES

	Eastbound				Westbound				Northbound			Southbound		
	U	L	T	R	U	L	T	R	L	T	R	L	T	R
AM Period	0	371	771	0	0	12	1134	48	0	0	16	10	0	348
PM Period	0	250	1394	0	0	6	831	8	0	1	35	33	0	428

2024 PEAK SEASON PEAK HOUR TURNING MOVEMENTS

PSCF = 1.12

	Eastbound				Westbound				Northbound			Southbound		
	U	L	T	R	U	L	T	R	L	T	R	L	T	R
AM Period	0	416	864	0	0	13	1270	54	0	0	18	11	0	390
PM Period	0	280	1561	0	0	7	931	9	0	1	39	37	0	479

2028 PEAK SEASON PEAK HOUR TURNING MOVEMENTS

Annual Growth Rate = 1.01%

	Eastbound				Westbound				Northbound			Southbound		
	U	L	T	R	U	L	T	R	L	T	R	L	T	R
AM Period	0	433	899	0	0	14	1322	56	0	0	19	12	0	406
PM Period	0	291	1625	0	0	7	969	9	0	1	41	38	0	499

PROJECT BUILD-OUT PEAK HOUR TRAFFIC

	Eastbound				Westbound				Northbound			Southbound		
	U	L	T	R	U	L	T	R	L	T	R	L	T	R
AM Period	0	315	0	0	0	0	0	0	0	0	0	0	0	42
PM Period	0	21	0	0	0	0	0	0	0	0	0	0	0	120

2028 PEAK SEASON PEAK HOUR "+" PROJECT TRAFFIC

	Eastbound				Westbound				Northbound			Southbound		
	U	L	T	R	U	L	T	R	L	T	R	L	T	R
AM Period	0	748	899	0	0	14	1322	56	0	0	19	12	0	448
PM Period	0	312	1625	0	0	7	969	9	0	1	41	38	0	619

DCI2024-00034 Lee County ePlan Additional Info Dated 02-11-2025

HCS7 Two-Way Stop-Control Report

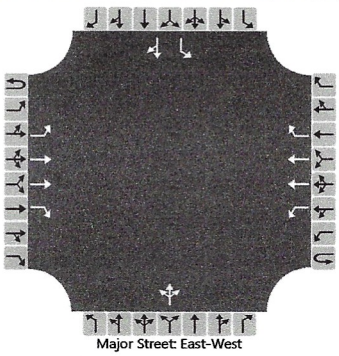
General Information

Analyst	JMB Transportation
Agency/Co.	
Date Performed	10/9/2024
Analysis Year	2024
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Existing Traffic

Site Information

Intersection	6 Mile & Plantation Road
Jurisdiction	
East/West Street	Six Mile Cypress Pkwy
North/South Street	
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		1	1	0
Configuration		L	T	R		L	T	R			LTR			L		TR
Volume (veh/h)	0	371	771	0	0	12	1134	48		0	0	16		10	0	348
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				Yes										
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		403				13					17			11		378
Capacity, c (veh/h)		556				786					580			29		431
v/c Ratio		0.73				0.02					0.03			0.37		0.88
95% Queue Length, Q_{95} (veh)		6.0				0.1					0.1			1.2		9.1
Control Delay (s/veh)		26.8				9.7					11.4			187.7		49.6
Level of Service (LOS)		D				A					B			F		E
Approach Delay (s/veh)		8.7				0.1				11.4				53.4		
Approach LOS										B				F		

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DCI2024-00034 Lee County ePlan Additional Info Dated 02-11-2025

HCS7 Two-Way Stop-Control Report

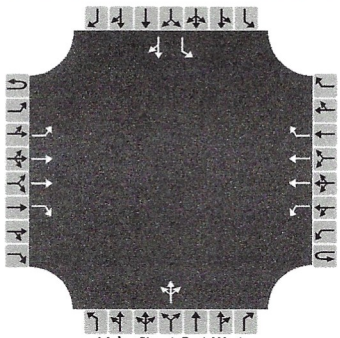
General Information

Analyst	JMB Transportation
Agency/Co.	
Date Performed	10/9/2024
Analysis Year	2024
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Existing Traffic

Site Information

Intersection	6 Mile & Plantation Road
Jurisdiction	
East/West Street	Six Mile Cypress Pkwy
North/South Street	
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		1	1	0
Configuration		L	T	R		L	T	R			LTR			L		TR
Volume (veh/h)	0	250	1394	0	0	6	831	8		0	1	35		33	0	428
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				Yes											
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		258				6					37			34		441
Capacity, c (veh/h)		773				463					305			77		572
v/c Ratio		0.33				0.01					0.12			0.44		0.77
95% Queue Length, Q_{95} (veh)		1.5				0.0					0.4			1.8		7.1
Control Delay (s/veh)		12.0				12.9					18.4			84.4		29.4
Level of Service (LOS)		B				B					C			F		D
Approach Delay (s/veh)	1.8				0.1				18.4				33.3			
Approach LOS									C				D			

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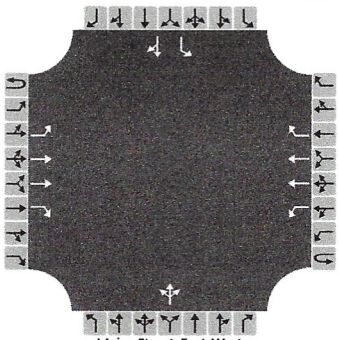
DCI2024-00034 Lee County ePlan Additional Info Dated 02-11-2025

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JMB Transportation	Intersection	6 Mile & Plantation Road
Agency/Co.		Jurisdiction	
Date Performed	10/9/2024	East/West Street	Six Mile Cypress Pkwy
Analysis Year	2028	North/South Street	
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Background Traffic		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		1	1	0
Configuration		L	T	R		L	T	R			LTR			L		TR
Volume (veh/h)	0	433	899	0	0	14	1322	56		0	0	19		12	0	406
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				Yes										
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		471				15					21			13		441
Capacity, c (veh/h)		463				696										
v/c Ratio		1.02				0.02										
95% Queue Length, Q_{95} (veh)		13.7				0.1										
Control Delay (s/veh)		76.0				10.3										
Level of Service (LOS)		F				B										
Approach Delay (s/veh)		24.7				0.1										
Approach LOS																

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DCI2024-00034 Lee County ePlan Additional Info Dated 02-11-2025

HCS7 Two-Way Stop-Control Report

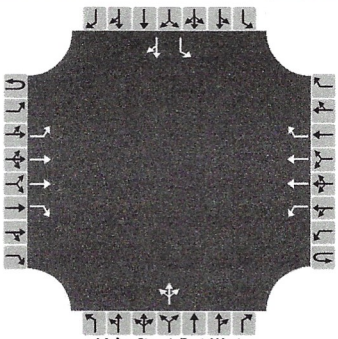
General Information

Analyst	JMB Transportation
Agency/Co.	
Date Performed	10/9/2024
Analysis Year	2028
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Background Traffic

Site Information

Intersection	6 Mile & Plantation Road
Jurisdiction	
East/West Street	Six Mile Cypress Pkwy
North/South Street	
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		1	1	0
Configuration		L	T	R		L	T	R			LTR			L		TR
Volume (veh/h)	0	291	1625	0	0	7	969	9		0	1	41		38	0	499
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				Yes										
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		300				7					43			39		514
Capacity, c (veh/h)		683				374								45		514
v/c Ratio		0.44				0.02								0.87		1.00
95% Queue Length, Q_{95} (veh)		2.2				0.1								3.5		13.9
Control Delay (s/veh)		14.3				14.8								235.1		68.4
Level of Service (LOS)		B				B								F		F
Approach Delay (s/veh)		2.2				0.1								80.2		
Approach LOS														F		

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DCI2024-00034 Lee County ePlan Additional Info Dated 02-11-2025

HCS7 Two-Way Stop-Control Report

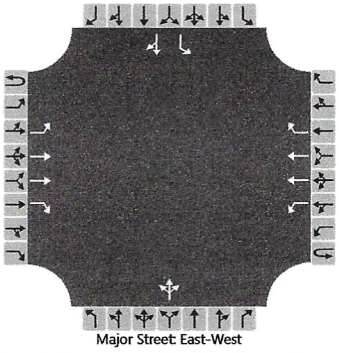
General Information

Analyst	JMB Transportation
Agency/Co.	
Date Performed	10/9/2024
Analysis Year	2028
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Project Build-out

Site Information

Intersection	6 Mile & Plantation Road
Jurisdiction	
East/West Street	Six Mile Cypress Pkwy
North/South Street	
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		1	1	0
Configuration		L	T	R		L	T	R			LTR			L		TR
Volume (veh/h)	0	748	899	0	0	14	1322	56		0	0	19		12	0	448
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				Yes										
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		813				15					21			13		487
Capacity, c (veh/h)		463				696										
v/c Ratio		1.75				0.02										
95% Queue Length, Q_{95} (veh)		49.8				0.1										
Control Delay (s/veh)		369.6				10.3										
Level of Service (LOS)		F				B										
Approach Delay (s/veh)		167.9				0.1										
Approach LOS																

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DCI2024-00034 Lee County ePlan Additional Info Dated 02-11-2025

HCS7 Two-Way Stop-Control Report

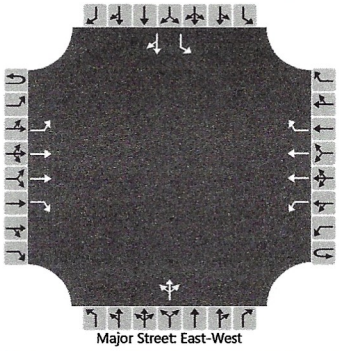
General Information

Analyst	JMB Transportation
Agency/Co.	
Date Performed	10/9/2024
Analysis Year	2028
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Project Build-out

Site Information

Intersection	6 Mile & Plantation Road
Jurisdiction	
East/West Street	Six Mile Cypress Pkwy
North/South Street	
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		1	1	0
Configuration		L	T	R		L	T	R			LTR			L		TR
Volume (veh/h)	0	312	1625	0	0	7	969	9		0	1	41		38	0	619
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				Yes										
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		322				7					43			39		638
Capacity, c (veh/h)		683				374										514
v/c Ratio		0.47				0.02										1.24
95% Queue Length, Q_{95} (veh)		2.5				0.1										25.1
Control Delay (s/veh)		14.9				14.8										149.2
Level of Service (LOS)		B				B										F
Approach Delay (s/veh)		2.4				0.1										
Approach LOS																

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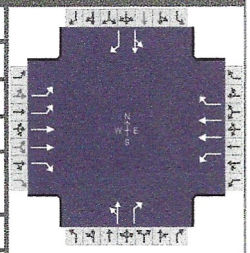
HCS7 Signalized Intersection Results Summary

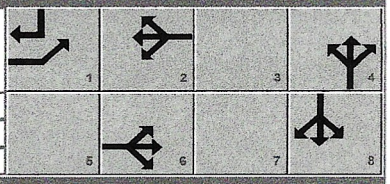
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	JMB Transportation	Analysis Date	10/9/2024	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.92
Urban Street	Six Mile Cypress Pkwy	Analysis Year	2028 Project Build-out	Analysis Period	1> 7:00
Intersection	Plantation Road & Six M…	File Name	^ Mile and Plantation 2028 AM Project Build-out.xus		
Project Description	2028 AM Project Build-out				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	748	899	0	14	1322	56	0	0	19	12	0	448

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	19.4	65.6	20.0	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2		4		8
Case Number	1.0	3.0		5.3		7.0		7.0
Phase Duration, s	24.4	95.0		70.6		25.0		25.0
Change Period, (*Y+R c*), s	5.0	5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.2		3.2
Queue Clearance Time (*g s*), s	18.1					2.4		22.0
Green Extension Time (*g e*), s	1.3	0.0		0.0		0.8		0.0
Phase Call Probability	1.00					1.00		1.00
Max Out Probability	0.15					0.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	813	977	0	15	1437	45		0	21		13	367
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1689	1738	1610	585	1738	1610		0	1610		1440	1547
Queue Service Time (*g s*), s	16.1	0.0	0.0	1.5	30.0	1.5		0.0	0.4		0.9	20.0
Cycle Queue Clearance Time (*g c*), s	16.1	0.0	0.0	1.5	30.0	1.5		0.0	0.4		0.9	20.0
Green Ratio (*g/C*)	0.73	0.75	0.75	0.55	0.55	0.55			0.71		0.17	0.33
Capacity (*c*), veh/h	883	2607	1208	380	1900	880			1149		300	508
Volume-to-Capacity Ratio (*X*)	0.921	0.375	0.000	0.040	0.756	0.051		0.000	0.018		0.043	0.723
Back of Queue (*Q*), ft/ln (95 th percentile)	475.1	7	0	8.9	302.5	24.6		0	22.6		14.3	381
Back of Queue (*Q*), veh/ln (95 th percentile)	18.3	0.3	0.0	0.4	11.6	1.0		0.0	0.9		0.6	14.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00
Uniform Delay (*d 1*), s/veh	27.1	0.0	0.0	12.7	11.4	12.7			5.0		42.1	35.5
Incremental Delay (*d 2*), s/veh	10.9	0.4	0.0	0.2	2.9	0.1		0.0	0.0		0.0	4.4
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	38.0	0.4	0.0	12.9	14.3	12.8			5.0		42.1	39.9
Level of Service (LOS)	D	A		B	B	B			A		D	D
Approach Delay, s/veh / LOS	17.5	B		14.2	B		5.0	A		40.0	D	
Intersection Delay, s/veh / LOS	18.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.85	B	2.25	B	2.48	B	2.60	C
Bicycle LOS Score / LOS	1.96	B	1.72	B	0.52	A	1.12	A

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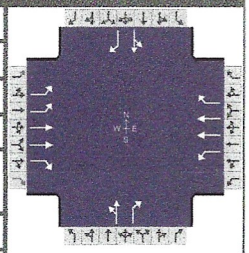
HCS7 Signalized Intersection Results Summary

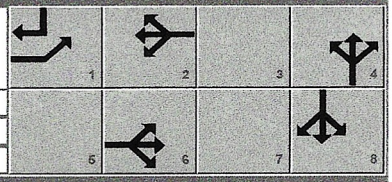
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	JMB Transportation	Analysis Date	10/9/2024	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.92
Urban Street	Six Mile Cypress Pkwy	Analysis Year	2028 Project Build-out	Analysis Period	1> 7:00
Intersection	Plantation Road & Six M...	File Name	^ Mile and Plantation 2028 PM Project Build-out.xus		
Project Description	2028 PM Project Build-out				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	312	1625	0	7	969	9	0	1	41	38	0	619

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.5	67.5	30.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2		4		8
Case Number	1.0	3.0		5.3		7.0		7.0
Phase Duration, s	12.5	85.0		72.5		35.0		35.0
Change Period, (*Y+R c*), s	5.0	5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.2		3.2
Queue Clearance Time (*g s*), s	6.8					2.6		32.0
Green Extension Time (*g e*), s	0.7	0.0		0.0		1.1		0.0
Phase Call Probability	1.00					1.00		1.00
Max Out Probability	0.00					0.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	339	1766	0	8	1053	10		0	45		41	434
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1689	1738	1610	275	1738	1610		0	1610		1435	1547
Queue Service Time (*g s*), s	4.8	21.0	0.0	1.7	15.2	0.3		0.0	0.6		2.7	30.0
Cycle Queue Clearance Time (*g c*), s	4.8	21.0	0.0	10.1	15.2	0.3		0.0	0.6		2.7	30.0
Green Ratio (*g/C*)	0.64	0.67	0.67	0.56	0.56	0.56			0.81		0.25	0.31
Capacity (*c*), veh/h	787	2318	1074	195	1957	906			1309		419	483
Volume-to-Capacity Ratio (*X*)	0.431	0.762	0.000	0.039	0.538	0.011		0.000	0.034		0.099	0.898
Back of Queue (*Q*), ft/ln (95 th percentile)	72.4	157.5	0	5.5	196.8	5		0	43.8		40.8	525.5
Back of Queue (*Q*), veh/ln (95 th percentile)	2.8	6.1	0.0	0.2	7.6	0.2		0.0	1.8		1.6	20.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00
Uniform Delay (*d 1*), s/veh	10.4	3.4	0.0	15.9	8.4	11.5			2.2		34.8	39.4
Incremental Delay (*d 2*), s/veh	0.1	2.4	0.0	0.4	1.1	0.0		0.0	0.0		0.0	18.8
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	10.5	5.8	0.0	16.2	9.5	11.6			2.2		34.9	58.3
Level of Service (LOS)	B	A		B	A	B			A		C	E
Approach Delay, s/veh / LOS	6.6	A		9.6	A		2.9	A		56.2	E	
Intersection Delay, s/veh / LOS	13.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.87	B	2.40	B	2.45	B	2.59	C
Bicycle LOS Score / LOS	2.22	B	1.37	A	0.56	A	1.27	A

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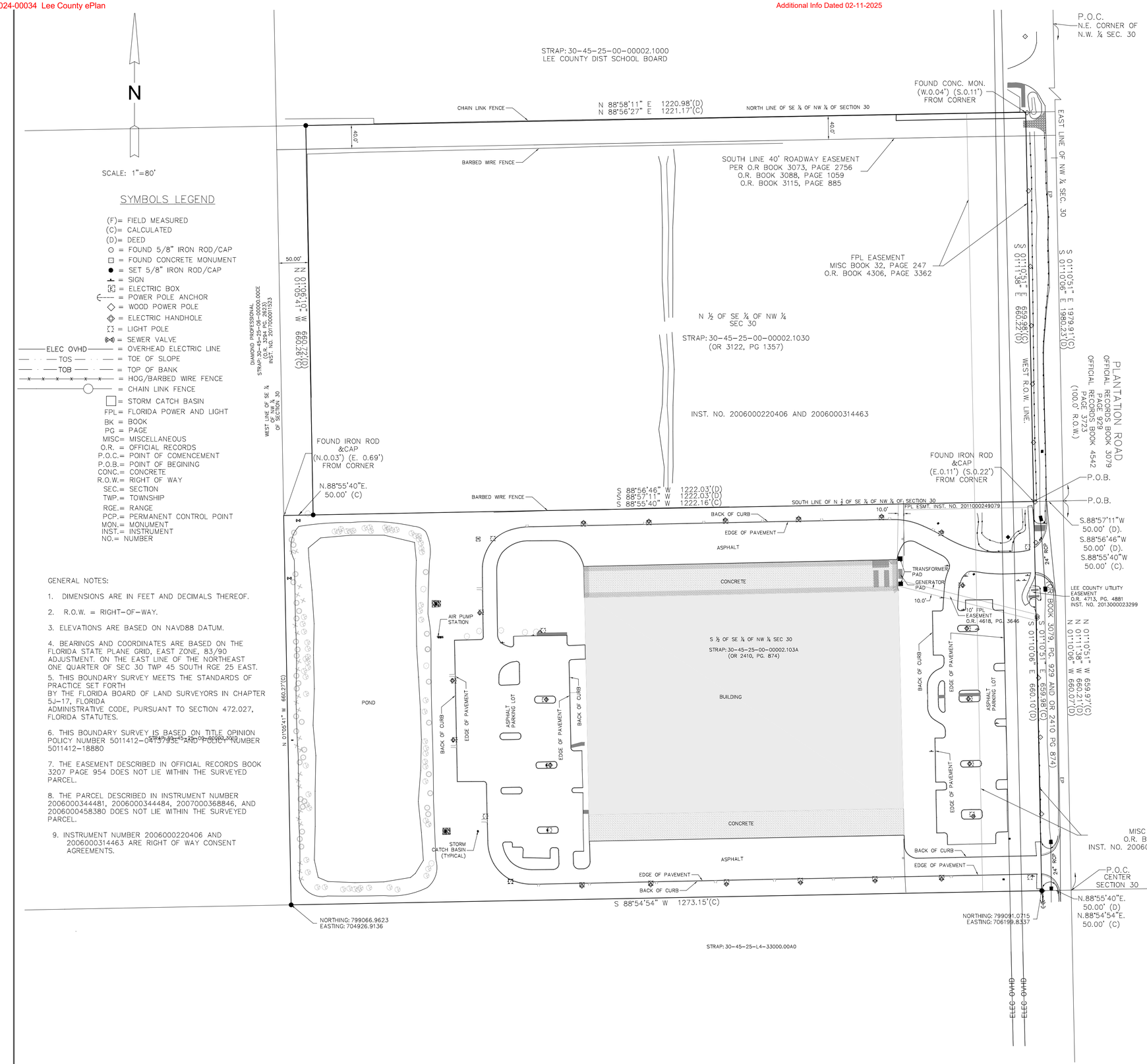

SYMBOLS LEGEND

- (F)= FIELD MEASURED
- (C)= CALCULATED
- (D)= DEED
- ○ = FOUND 5/8" IRON ROD/CAP
- □ = FOUND CONCRETE MONUMENT
- ● = SET 5/8" IRON ROD/CAP
- = SIGN
- E = ELECTRIC BOX
- = POWER POLE ANCHOR
- ◇ = WOOD POWER POLE
- = ELECTRIC HANDHOLE
- = LIGHT POLE
- = SEWER VALVE
- ELEC OVHD = OVERHEAD ELECTRIC LINE
- TOS = TOE OF SLOPE
- TOB = TOP OF BANK
- = HOG/BARBED WIRE FENCE
- = CHAIN LINK FENCE
- = STORM CATCH BASIN
- FPL= FLORIDA POWER AND LIGHT
- BK = BOOK
- PG = PAGE
- MISC= MISCELLANEOUS
- O.R. = OFFICIAL RECORDS
- P.O.C.= POINT OF COMENCEMENT
- P.O.B.= POINT OF BEGINING
- CONC.= CONCRETE
- R.O.W.= RIGHT OF WAY
- SEC.= SECTION
- TWP.= TOWNSHIP
- RGE.= RANGE
- PCP.= PERMANENT CONTROL POINT
- MON.= MONUMENT
- INST.= INSTRUMENT
- NO.= NUMBER

GENERAL NOTES:

1. DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
2. R.O.W. = RIGHT-OF-WAY.
3. ELEVATIONS ARE BASED ON NAVD88 DATUM.
4. BEARINGS AND COORDINATES ARE BASED ON THE FLORIDA STATE PLANE GRID, EAST ZONE, 83/90 ADJUSTMENT. ON THE EAST LINE OF THE NORTHEAST ONE QUARTER OF SEC 30 TWP 45 SOUTH RGE 25 EAST.
5. THIS BOUNDARY SURVEY MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF LAND SURVEYORS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.
6. THIS BOUNDARY SURVEY IS BASED ON TITLE OPINION POLICY NUMBER 5011412-04157SE AND POLICY NUMBER 5011412-18880
7. THE EASEMENT DESCRIBED IN OFFICIAL RECORDS BOOK 3207 PAGE 954 DOES NOT LIE WITHIN THE SURVEYED PARCEL.
8. THE PARCEL DESCRIBED IN INSTRUMENT NUMBER 2006000344481, 2006000344484, 2007000368846, AND 2006000458380 DOES NOT LIE WITHIN THE SURVEYED PARCEL.
9. INSTRUMENT NUMBER 2006000220406 AND 2006000314463 ARE RIGHT OF WAY CONSENT AGREEMENTS.

DESCRIPTION

SOUTH ½ OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼ OF SECTION 30, TOWNSHIP 45 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA. LESS AND EXCEPT THE FOLLOWING DESCRIBED PARCEL OF LAND CONVEYED TO LEE COUNTY, FLORIDA BY DEED RECORDED IN O.R. BOOK 3079, PAGE 929:

A TRACT OR PARCEL OF LAND SITUATED IN THE STATE OF FLORIDA, COUNTY OF LEE, LYING IN SECTION 30, TOWNSHIP 45 SOUTH, RANGE 25 EAST BEING A PART OF THE PARCEL AS DESCRIBED IN O.R. BOOK 2410, PAGE 874, LEE COUNTY PUBLIC RECORDS AND BEING FURTHER BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE NORTHWEST ¼ OF SAID SECTION 30; THENCE SOUTH 01°10'06" EAST, ALONG THE EAST LINE OF SAID NORTHWEST ¼ FOR 1980.23 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 88°57'11" WEST ALONG THE NORTH LINE OF SAID PARCEL FOR 50.00 FEET; THENCE SOUTH 01°10'06" EAST FOR 660.10 FEET; THENCE NORTH 88°55'40" EAST ALONG THE SOUTH LINE OF SAID PARCEL FOR 50.00 FEET; THENCE NORTH 01°10'06" WEST ALONG SAID EAST LINE OF THE NORTHWEST ¼ AND THE EAST LINE OF SAID PARCEL FOR 660.07 FEET TO THE POINT OF BEGINNING.

TOTAL AREA= 806314 SQ. FEET; 18.51 ACRES MORE OR LESS.

TOGETHER WITH:

A PARCEL OF LAND SITUATED IN THE STATE OF FLORIDA, COUNTY OF LEE, LYING IN THE NORTHWEST ¼ OF SECTION 30, TOWNSHIP 45 SOUTH, RANGE 25 EAST, AND FURTHER DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER OF SAID SECTION 30; THENCE NORTH 01°11'38" WEST ALONG THE NORTH-SOUTH ¼ SECTION LINE OF SAID SECTION 30 FOR 660.21 FEET TO THE SOUTHEAST CORNER OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3122, PAGE 1357 AS "DESCRIPTION PART TWO"; THENCE SOUTH 88°56'46" WEST ALONG THE SOUTH LINE OF SAID PARCEL AND ALONG THE SOUTH LINE OF THE NORTH ½ OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼ OF SAID SECTION 30 FOR 50 FEET TO THE WEST RIGHT-OF-WAY LINE OF PLANTATION ROAD (100 FEET WIDE) AND THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 88°56'46" WEST ALONG THE SOUTH LINE OF SAID PARCEL AND THE SOUTH LINE OF THE NORTH ½ OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼ OF SAID SECTION 30 FOR 1222.03 FEET TO THE SOUTHEAST CORNER OF DIAMOND PROFESSIONAL CENTER, A CONDOMINIUM, ACCORDING TO THE DECLARATION OF CONDOMINIUM AS RECORDED IN OFFICIAL RECORDS BOOK 3294 AT PAGE 2623, TOGETHER WITH AMENDMENTS THERETO, SAID CORNER LYING 50.00 FEET EAST OF THE WEST LINE OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼ OF SAID SECTION 30; THENCE NORTH 01°06'10" WEST ALONG THE EAST LINE OF SAID CONDOMINIUM LYING 50.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼ OF SAID SECTION 30 FOR 660.72 FEET TO THE NORTHEAST CORNER OF SAID CONDOMINIUM; THENCE NORTH 88°58'11" EAST ALONG THE NORTH LINE OF SAID PARCEL DESCRIBED IN OFFICIAL RECORDS BOOK 3122, PAGE 1357 AS "DESCRIPTION PART TWO" AND THE NORTH LINE OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼ OF SAID SECTION 30 FOR 1220.98 FEET TO THE WEST RIGHT-OF-WAY LINE OF SAID PLANTATION ROAD (100 FEET WIDE), SAID POINT LYING 50.00 FEET WEST OF THE NORTHEAST CORNER OF SAID PARCEL DESCRIBED IN OFFICIAL RECORDS BOOK 3122, PAGE 1357; THENCE SOUTH 01°11'38" EAST ALONG THE WEST RIGHT-OF-WAY OF SAID PLANTATION ROAD (100 FEET WIDE) AND 50.00 FEET WEST OF AND PARALLEL WITH THE NORTH-SOUTH ¼ SECTION LINE OF SAID SECTION 30 FOR 660.22 FEET TO THE POINT OF BEGINNING.

TOTAL AREA = 839496 SQ. FEET; 19.27 ACRES MORE OR LESS.

ALSO DESCRIBED AS :

DESCRIPTION A PORTION OF SECTION 30, TOWNSHIP 45 SOUTH, RANGE 25 EAST, COLLIER COUNTY, FLORIDA, A PORTION OF SECTION 30, TOWNSHIP 45 SOUTH, RANGE 25 EAST, COLLIER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE CENTER OF SAID SECTION 30; THENCE S88°54'54"W ALONG THE SOUTH LINE COMMENCE AT THE CENTER OF SAID SECTION 30; THENCE S88°54'54"W ALONG THE SOUTH LINE OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 30, FOR A DISTANCE OF 50.00 FEET, TO OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 30, FOR A DISTANCE OF 50.00 FEET, TO THE SOUTHEAST CORNER OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 2410, PAGE 874 LEE COUNTY, FLORIDA, THE SOUTHEAST CORNER OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 2410, PAGE 874 LEE COUNTY, FLORIDA, -OF --OF -WAY LINE OF PLANTATION ROAD (100 FEET WIDE), AND THE POINT OF WAY LINE OF PLANTATION ROAD (100 FEET WIDE), AND THE POINT OF AND THE WEST RIGHT AND THE WEST RIGHT BEGINNING OF THE PARCEL OF LAND HERIN DESCRIBED; BEGINNING OF THE PARCEL OF LAND HERIN DESCRIBED; THENCE CONTINUE S88°54'54"W ALONG THE SOUTH LINE OF SAID LANDS, AND THE SOUTH LINE THENCE CONTINUE S88°54'54"W ALONG THE SOUTH LINE OF SAID LANDS, AND THE SOUTH LINE OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 30, FOR A DISTANCE OF 1273.15 FEET TO OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 30, FOR A DISTANCE OF 1273.15 FEET TO THE SOUTHWEST CORNER OF SAID LANDS, AND THE WEST LINE OF DIAMOND PROFESSIONAL CENTER THE SOUTHWEST CORNER OF SAID LANDS, AND THE WEST LINE OF DIAMOND PROFESSIONAL CENTER A CONDOMINIUM, ACCORDING TO THE DECLARATION OF CONDOMINIUM AS RECORDED IN OFFICIAL A CONDOMINIUM. ACCORDING TO THE DECLARATION OF CONDOMINIUM AS RECORDED IN OFFICIAL RECORD BOOK 3294 AT PAGE 2623 LEE COUNTY, FLORIDA, TOGETHER WITH AMENDMENTS THERETO, RECORD BOOK 3294 AT PAGE 2623 LEE COUNTY, FLORIDA, TOGETHER WITH AMENDMENTS THERETO, AND THE WEST LINE OF THE SOUTHEAST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF SAID AND THE WEST LINE OF THE SOUTHEAST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 30; SECTION 30; THENCE N01°05'41"W ALONG THE EAST LINE OF SAID CONDOMINIUM, AND THE WEST LINE OF THE THENCE N01°05'41"W ALONG THE EAST LINE OF SAID CONDOMINIUM, AND THE WEST LINE OF THE SOUTHEAST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 30, FOR A SOUTHEAST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 30, FOR A DISTANCE OF 660.27 FEET TO THE NORTHWEST CORNER OF SAID LANDS; DISTANCE OF 660.27 FEET TO THE NORTHWEST CORNER OF SAID LANDS; THENCE N88°55'40"E ALONG THE NORTH LINE OF SAID LANDS, FOR A DISTANCE OF 50.00 FEET THENCE N88°55'40"E ALONG THE NORTH LINE OF SAID LANDS, FOR A DISTANCE OF 50.00 FEET TO THE SOUTHWEST CORNER OF A PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 3122 TO THE SOUTHWEST CORNER OF A PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 3122 PAGE 1357 LEE COUNTY, FLORIDA, SAID CORNER LYING 50.00 FEET EAST OF THE WEST LINE OF THE PAGE 1357 LEE COUNTY, FLORIDA, SAID CORNER LYING 50.00 FEET EAST OF THE WEST LINE OF THE SOUTHEAST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 30; THENCE N01°05'41"W ALONG THE WEST LINE OF SOUTHEAST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 30; THENCE N01°05'41"W ALONG THE WEST LINE OF SAID PARCEL, AND THE EAST LINE OF SAID CONDOMINIUM, LYING 50.00 FEET EAST OF AND PARALLEL SAID PARCEL, AND THE EAST LINE OF SAID CONDOMINIUM, LYING 50.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF THE SOUTHEAST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 30, FOR A DISTANCE OF WITH THE WEST LINE OF THE SOUTHEAST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 30, FOR A DISTANCE OF 660.26 FEET TO THE NORTHWEST CORNER OF SAID PARCEL AND THE SOUTH LINE OF LEE COUNTY SCHOOL DISTRICT; 660.26 FEET TO THE NORTHWEST CORNER OF SAID PARCEL AND THE SOUTH LINE OF LEE COUNTY SCHOOL DISTRICT; THENCE N88°56'27"E ALONG THE NORTH LINE OF SAID PARCEL, AND THE SOUTH LINE OF SAID DISTRICT, THENCE N88°56'27"E ALONG THE NORTH LINE OF SAID PARCEL, AND THE SOUTH LINE OF SAID DISTRICT, FOR A DISTANCE OF 1221.17 FEET TO THE INTERSECTION WITH SAID WEST RIGHT-OF-WAY LINE OF FOR A DISTANCE OF 1221.17 FEET TO THE INTERSECTION WITH SAID WEST RIGHT-OF-WAY LINE OF PLANTATION ROAD AND THE NORTHEAST CORNER OF SAID PARCEL; PLANTATION ROAD AND THE NORTHEAST CORNER OF SAID PARCEL; THENCE S01°10'51"E ALONG SAID RIGHT-OF-WAY LINE, AND SAID PARCEL, FOR A DISTANCE OF THENCE S01°10'51"E ALONG SAID RIGHT-OF-WAY LINE, AND SAID PARCEL, FOR A DISTANCE OF 659.98 FEET TO A CORNER COMMON TO SAID PARCEL AND SAID LANDS; 659.98 FEET TO A CORNER COMMON TO SAID PARCEL AND SAID LANDS; THENCE S01°10'51"E ALONG SAID RIGHT-OF-WAY LINE AND SAID LANDS, FOR A DISTANCE OF THENCE S01°10'51"E ALONG SAID RIGHT-OF-WAY LINE AND SAID LANDS, FOR A DISTANCE OF 659.98 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED. 659.98 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED. CONTAINING 37.8 ACRES MORE OR LESS.

Date of Field Survey: AUGUST 07, 2024

Prepared For: ARTHREX INC., A DELAWARE CORPORATION
LEE COUNTY

LJA ENGINEERING, INC.

Mark Texter Digitally signed by Mark Texter Date: 2025.02.04 08:12:42 -05'00'

MARK TEXTER, P.S.M. No. 6392 DATE

MARK TEXTER LICENSE No.6392 STATE OF FLORIDA PROFESSIONAL SURVEYOR & MAPPER

NOT VALID WITHOUT SEAL
CERTIFIED TO FIELD DATE.
PREPARED FOR:

CERTIFIED TO:

THIS SURVEY MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF LAND SURVEYORS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

14550 PLANTATION RD BOUNDARY SURVEY

approved:

revision:

for: ARTHREX INC.

title: MAP OF BOUNDARY SURVEY OF PARCELS IN SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 30, TOWNSHIP 45 SOUTH & RANGE 25 EAST LEE COUNTY, FLORIDA

LJA EMPLOYEE-OWNED. CLIENT FOCUSED.
Collier Country:
7400 Trail Boulevard, Suite 200
Naples, FL 34108
P: 2392973311
F: 2392662305

bk:	pg:	date:
1309	36,49,63	JUNE 5, 2024
1305	62,68,70	scale: 1" = 70'
		cogo #: 21-0051

Engineering Firm Number: 31200
Surveying Firm license: LB8569

design: XXX
drawn: LD
checked: GWH
acad #: 13809-BS
view: LIMITS
project #: 21-0051
sheet #: 1 of 1
file #: 13809