

Lee County, Florida
DEPARTMENT OF COMMUNITY DEVELOPMENT
ZONING SECTION
STAFF REPORT

Case Number: DCI2024-00023

Case Name: JBRA CPD

Case Type: Planned Development Rezoning

Area to be Rezoned: ±0.6 Acres

Sufficiency Date: February 17, 2025

Hearing Date: April 24, 2025

Commissioner District: 3 (Commissioner Mulicka)

REQUEST:

RVi Planning + Landscape Architecture, has filed an application to rezone ±0.6 acres from Two-Family Conservation (TFC-2) and Commercial (C-1) to Commercial Planned Development (CPD) to allow 2,840 square feet of commercial floor area with access on Main Street, and development of a commercial parking lot on property with access on South Street.

SUMMARY:

The request seeks to repurpose two residential lots with a 33-space commercial parking lot and a former office building with a package store in the San Carlos Island Community Plan Area. The property is designated Urban Community on the County Future Land Use Map and is located at 19260 San Carlos Boulevard and 810/816 South Street.

Staff recommends **APPROVAL** of the CPD zoning request with the conditions and deviations found in Attachment E of this report.

HISTORY OF PROPERTY:

The property's Two-Family Conservation (TFC-2) and Commercial (C-1) zoning designations are original, as converted from the 1962 County Zoning Maps. There are no subsequent zoning actions on record concerning the subject property. One of the two residential lots comprising the subject property is developed with a duplex over ground level parking and storage, while the other remains undeveloped. The commercially-zoned quarter-acre lot is developed with a ±2,840 square-foot commercial building bordered by Main Street and San Carlos Boulevard. This building was last occupied by the Fort Myers Beach Observer, a local newspaper business.

CHARACTER OF THE AREA:

San Carlos Island is a small, unincorporated area located in Lee County, Florida. Although relatively small, the island is comprised of a diverse mixture of land uses such as marine-oriented, industrial, commercial, public/quasi-public, recreational vehicle, and residential. The island is separated from the Town of Fort Myers Beach by the bridged Matanzas Pass. The subject property is part of Block

6, record in Plat Book 6 at Page 6 in the Lee County Official Records. Block 6 is described generally as those lands between San Carlos Boulevard and South Street, north of Main Street. The majority of Block 6 is currently utilized for non-residential purposes, with some remnant Two-Family Conservation (TFC-2) zoning along South Street. Property immediately surrounding the subject property is depicted in Attachment C of this report and is further described below:

North

Land to the north of the subject property and abutting San Carlos Boulevard is zoned Commercial (C-1) and is located in the Urban Community Future Land Use category. This property is under common ownership and is developed with a bar/cocktail lounge/adult cabaret. Land to the north of the subject property along South Street is zoned Commercial Planned Development (CPD) and is currently vacant after sustaining damage from Hurricane Ian. The CPD is approved for a 50-unit hotel and subordinate restaurant.

East

Land to the east of the subject property, across San Carlos Boulevard, is zoned Mobile Home (MH-2) and is located in the Urban Community and Industrial Development Future Land Use categories. This property is currently being utilized as a temporary recreational vehicle park as redevelopment efforts of the former 33-unit mobile home park on ± 1.29 acres materialize after the impacts from Hurricane Ian.

Southwest

Land abutting the subject property to the southwest is zoned Two-Family Conservation (TFC-2) and borders Main Street and South Street. This property is developed and owned by Lee County, which operates the master sanitary sewer lift station that services both Fort Myers Beach and San Carlos Island. Further southwest, across Main Street, is property zoned Commercial Parking (CP), which is also owned by Lee County and is currently developed with a park-and-ride parking lot accommodating approximately 61 passenger vehicles on ± 0.91 acres. Both county-owned properties are located in the Public Facilities Future Land Use category.

West

Lands to the west of the subject property, across South Street, are zoned Residential Single-Family (RS-1) and are located in the Suburban Future Land Use Category. These lands are subdivided into single-family through lots with access from San Carlos Drive. As such, the rear yards of the proximate two-single residences are separated from the subject property by South Street, a 60-foot-wide street right-of-way.

AVAILABILITY OF PUBLIC SERVICES:

Public services are defined by the Lee Plan as “the requisite services, facilities, capital improvements, and infrastructure necessary to support growth and development.” The following details the level of public services currently serving the subject property:

Public water and sewer: The subject property is located within the Lee County Utilities (LCU) potable water and wastewater franchise area. Potable water and wastewater lines currently exist within the subject property and connect to LCU systems. The applicant obtained a letter of availability from LCU (see Attachment J) demonstrating the utility provider has available capacity. Required connections to utilities are effectuated at time of local development order approval in accordance with Lee Plan Standards 4.1.1 and 4.1.2 and LDC Sections 10-352 and 10-353.

Paved streets and roads: The retail component on the subject property has approximately 120 feet of frontage on Main Street, a County-maintained two-lane local road along with two existing access points. The commercial parking lot component of the subject property has approximately 120 feet of frontage on South Street, a County-maintained two-lane local road. The property also has frontage on San Carlos Boulevard, a state maintained arterial road with four travel lanes condensing to two in the approach to the Matanzas Pass Bridge in proximity to the subject property. No direct access is proposed to the subject property from this state facility.

Police, fire, and emergency services: The subject property is located in the Fort Myers Beach Fire District with the nearest fire station (#31) at 2545 Estero Boulevard, approximately 1.5 miles from the subject property in the Town of Fort Myers Beach, which includes a Lee County EMS dispatch (Medic #31). A Lee County Sheriff's District office is located at 14750 Six Mile Cypress Parkway approximately 8.5 miles northeast.

Schools: The subject property is served by the Lee County School District. The proposed uses are not expected to create any impact on the School District.

ANALYSIS:

The proposed Commercial Planned Development (CPD) is comprised of two small development areas contiguous only by vertex and accessed from separate streets. Outside of the scope of this CPD request, an abutting property (19240 San Carlos Boulevard) under common ownership is subject to vested nonconforming use and development standards that pre-date current land development regulations, and therefore, is omitted from this CPD proposal; however, a code-required parking lot interconnection opportunity is provided from both development areas within the proposed CPD. For the purpose of this analysis, staff identifies the land associated with the repurposed office building along Main Street as **Tract #1** and the remaining land associated with the repurposed duplex property along South Street as **Tract #2**.

Tract #1 is currently zoned conventionally, within the C-1 Zoning District. This district permits a wide array of land uses, including residential and commercial¹, and is no longer available to rezone to unless located in the Lee Plan designated Mixed Use Overlay pursuant to LDC Section 34-841(b).

The requested schedule of uses proposes no new uses on **Tract #1** that are not currently permitted in the underlying C-1 District. Instead, the proposed schedule of uses significantly narrows the scope of permitted uses on **Tract #1** to 13 potential principal uses (see Attachment F). Of the 13 uses sought in this request, the immediate focus is the principal use of a Package Store², which is defined as “a place where alcoholic beverages are dispensed or sold in factory sealed containers for consumption off the premises.”³

As indicated above, the use of a package store is currently permitted in the C-1 District; however, the use is subject to certain distance requirements adopted in supplemental regulations pertaining to the sale of alcoholic beverages for off-premises consumption. Within these regulations the following subsection exists:

“In any PD, planned development, where the applicant is contemplating the sale of alcoholic beverages for consumption off the premises in an establishment which cannot meet the distance requirements set forth in this Subsection (e), the applicant shall request a deviation from the requirements of this Subsection (e).”

Accordingly, Deviation #1 of this planned development request seeks relief from LDC Section 34-1263(e), as further analyzed in this report.

Tract #2 along South Street proposes two scenarios according to the proposed Master Concept Plans: Retention of the existing duplex as “Existing Only” (EO)⁴, which is authorized by LDC Table 34-934⁵, or the principal use of a commercial parking lot.⁶ A use qualifies for Existing Only if it lawfully existed prior to September 27, 1993. The duplex on the subject property first appears on the Lee County Tax Roll in 1977, 15 years prior to the referenced effective date and qualifies as EO.

¹ The C-1 District permits all residential dwelling unit types, excluding mobile homes and recreational vehicles. The District also permits several intensive commercial uses, such as vehicle dealerships, car washes, convenience food and beverage stores with fuel pumps, and fast-food restaurants (See LDC Table 34-844).

² See Applicant’s Request Statement, Section I (Attachment F).

³ See LDC § 34-2, Definitions.

⁴ *Existing only* means “the use is permitted only if it lawfully existed on September 27, 1993, or was granted a special exception within two years prior to that date and commenced the approved construction within two years after that date. A use that qualifies as “existing only” will not be classified as a nonconforming use. It will be afforded the same privileges as a permitted use and may be expanded or reconstructed, in accordance with all applicable current regulations, but only on the specific parcel on which it is located, as that parcel was legally described on September 27, 1993. Where the use of a structure or building is discontinued or abandoned for 12 months or more, the use no longer qualifies as “existing only”...” See LDC § 34-2.

⁵ Duplex dwelling unit type listed as “EO” within LDC Table 34-934 Use Regulations for Planned Development Districts.

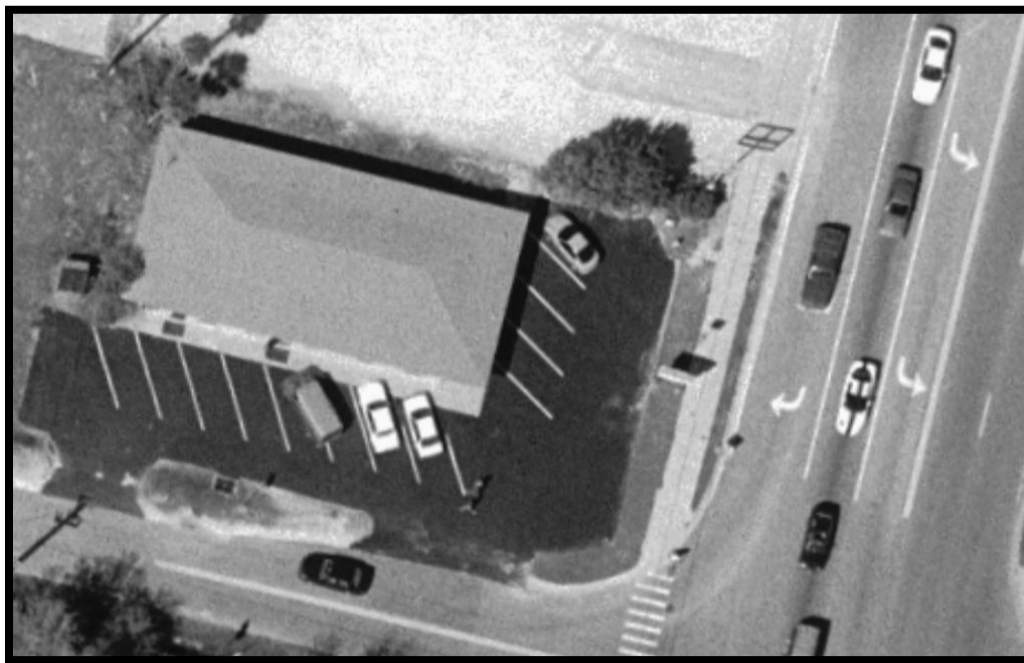
⁶ *Parking lot, commercial*, means a parking lot which constitutes the principal use of the property, and which is available to the public for a fee, or which may be leased to individual persons. See LDC § 34-2.

The Applicant's schedule of uses does not propose uses by tracts; however, the staff recommended conditions limit Tract #2 in alignment with the uses proposed on the Master Concept Plans provided.

Master Concept Plan

Within Tract #1, the proposed Master Concept Plan (MCP) maintains the existing access points on Main Street with some improvements to decrease the driveway width of the connection point closest to San Carlos Boulevard. The MCP also maintains the existing location of the 2,840 square-foot building on the premises and modernizes the historic parking configuration (see Figure 1 below).

Figure 1: 1998 Aerial Photography | Subject Property



Source: LeeGIS Data Explorer | Basemaps

Two access points are proposed on South Street to enable one-way drive aisles within the proposed commercial parking lot. The Master Concept Plan Alternate depicts retention of the existing residential duplex adjoining a proposed single drive aisle of 17 commercial parking spaces (see Attachment D).

Proposed Deviations

Deviation means “a departure from a specific regulation of the LDC or other applicable regulation or code, when requested as part of a planned development in accordance with LDC Section 34-373(a)(9), based on the findings established in LDC Section 34-377(a)(4).” Each deviation must enhance the achievement of the objectives of the planned development and preserve and promote the general intent of the LDC to protect the public health, safety and welfare. The applicant has provided a schedule of deviations with corresponding justifications found in Attachment F (see *Deviations and Justifications*) of the report.

Deviation #1:

Seeks relief from LDC §34-1263(e), requiring a separation of 500 feet from a package store to any existing dwelling unit under separate ownership, to allow for a minimum separation of 150 feet from the property line of the Sunnyland Mobile Home Park (east); and 291 feet from the single-family home at 810 San Carlos Drive for establishment of a package store on Tract #1.

The separation is measured from the nearest public entrance/exit of the existing building to the property line of the dwelling units under separate ownership pursuant to LDC Section 34-1263(e)(1). These separations are clearly depicted on the Master Concept Plans (see Attachment D), which demonstrate that the nature of the separation involves bisecting roads. In the case of the dwelling units on South Street, the Lee County Utilities lift station infrastructure and buildings separate the existing building on the subject property from line of sight.

With the public entrance/exit to the package store limited to the façade facing San Carlos Boulevard, staff finds that the use within the repurposed building will not detract from the tourist-heavy commercial corridor. There is no existing package store on San Carlos Island at time of this review and the specified distances incorporated into this deviation and depicted on the MCP assure that the public entrance/exit must be located on San Carlos Boulevard.

Therefore, the request meets the established findings in LDC Section 34-377(a)(4) to enhance the objectives of the planned development and preserve the general intent of the LDC. Staff recommends **APPROVAL** of Deviation #1.

Deviation #2:

Seeks relief from LDC §10-285(a), requiring driveway connection separations of 60 feet on local roads with speed limits under 45 mph, to allow a minimum connection separations of 45 feet along South Street for Tract #2 and a minimum of 49 feet along Main Street for Tract #1.

Other referenced connection separation distances in the Applicant's deviation request are depicted as measured to and from the existing residential driveway on the subject property. LDC Section 10-285 requires separation from privately-maintained streets, access roads or accessways, as those terms are defined in LDC Section 10-1. The existing duplex driveway does not meet the definition for any of the applicable terms, and is therefore, not subject to connection separation.

Staff recommends **APPROVAL** of Deviation #2.

Staff Note: *The Master Concept Plan should be revised to align with the staff recommendation to eliminate Deviation Marker (2) along South Street on the MCP Alternate*

Deviation #3:

Seeks relief from LDC §10-416(b), which requires certain plantings surrounding the perimeter of a commercial building, to allow no building perimeter plantings on Tract #1.

The CPD aims to repurpose an existing building constructed circa 1978, prior to the regulation in question. Minimal provisions for site access about the facades facing the abutting roads and the existing parking areas necessary to support the property's reuse. Existing parking areas include no excess areas to retroactively install perimeter plantings. Staff finds that pedestrian and parking facilities must be maintained to enhance the objectives of the planned development and preserve public health, safety and welfare.

Staff recommends **APPROVAL** of Deviation #3.

Deviation #4:

Seeks relief from LDC §10-416(d), which requires a 5-foot Type A Buffer between abutting commercial properties, to allow a 4-foot modified Type A buffer along the north boundary of Tract #1 (19260 San Carlos Boulevard).

An existing 2-foot-wide public utility easement runs along this common boundary line north of the existing building on the subject property. The dimensions on the MCP demonstrate the 4-foot planting area is not located within the 2-foot-wide easement. LDC Section 10-421(a)(5) provides that a utility easement may overlap a required buffer; however, no Code-required trees or shrubs may be located in the easement.

The applicant is not requesting a reduction in required plant material and appears to only be referencing the buffer width. The LDC allows the 2-foot-wide public utility easement to overlap with the abutting 4-foot-wide planting area; therefore, a potential 6-foot-wide buffer area is depicted on the MCP, which negates the need for the deviation.

Staff recommends **WITHDRAWAL** of Deviation #3.

Staff Note: *The Master Concept Plan should be revised to align with the staff recommendation to eliminate Deviation Marker (4) and renumber remaining deviations accordingly.*

Deviation #5:

Seeks relief from LDC §34-2016(3), which requires a one-way parking aisle for parking spaces angled at 45 degrees with a minimum width of 12 feet, to allow a minimum width of 8.5 feet on Tract #1.

The Master Concept Plans depict the 8.5-foot-wide parking aisle width along the south side of the existing building in order to preserve the existing parking supply as exhibited in Figure 1 of this report. The applicant has provided a Vehicle Maneuvering Sketch to demonstrate a passenger vehicle can be maneuvered effectively to utilize the angled parking, as evidenced by its functional existence for several decades (see Attachment I). Staff finds that parking facilities must be maintained to enhance the objectives of the planned development, and that the deviation preserves public health, safety and welfare.

Staff recommends **APPROVAL** of Deviation #5.

Deviation #6:

Seeks relief from LDC §34-2015(2)d, which requires parking spaces be provided with sufficient maneuvering room to allow an existing vehicle to leave the parking lot in a forward motion, to allow a dumpster enclosure design that would require a garbage truck to back out of the parking lot onto Main Street on Tract #1.

Lee County Development Services staff have reviewed the requested deviation and recommend that the deviation be limited to the solid waste enclosure facilities and solid waste collection vehicles. The design and location of the enclosure and design of the parking lot would also naturally limit the necessity to back into the right-of-way to solid waste collection vehicles during collection. Lee County Solid Waste has also reviewed the deviation request and location of the enclosure and has found the request sufficient.

Staff recommends **APPROVAL** of Deviation #6 subject to the following condition:

1. *Solid waste collection vehicles are the only vehicles permitted to exit the site in a backward motion during collection of solid waste and refuse from the site from the deviation marker location depicted on the Master Concept Plans.*

Deviation #7:

Seeks relief from LDC §10-416(d), which requires a 15-foot Type D buffer between commercial properties and rights-of-way, to allow no buffer along the east and south boundaries of Tract #1. As identified in Deviation #3, Staff finds that pedestrian and parking facilities must be maintained to enhance the objectives of the planned development and preserve public health, safety and welfare. The existing parking facility is constrained and there no opportunity along the south boundary for plant area or green space on the subject property. Staff does believe the green space depicted along San Carlos Drive should be maintained to help buffer the parking aisle spatially from the sidewalk in the right-of-way. Therefore, Staff recommends **APPROVAL** of Deviation #6 subject to the following condition:

1. *The parking area pavement may not extend into green space depicted on the Master Concept Plans along San Carlos Drive.*

Deviation #8:

Seeks relief from LDC § 10-285(b), which requires access roads intersecting another road that also intersects the parallel arterial or collector to have an outer separation of at least 100 feet from the edge of pavement of the arterial or collector, to allow a separation of 53 feet from the edge of pavement on Tract #1. Lee County Department of Transportation staff has reviewed this request and recommends **APPROVAL** of Deviation #8.

Deviation #9:

Seeks relief from LDC §10-416(d), which requires a 15-foot Type C buffer between the existing duplex on Tract #2 and the proposed commercial parking lot depicted on the MCP Alternate, to allow a 5-foot Type A buffer along the north boundary of 810 South Street. The deviation request aims to reduce the required buffer between uses internal to the project and has no external impact. Therefore, Staff recommends **APPROVAL** of Deviation #9.

Deviation #10:

Seeks relief from LDC §10-416(d)(6), which requires a certain 25-foot-wide buffer with a wall when parking areas are proposed within 125 feet of single-family residential, to allow a 15-foot-wide Type C buffer⁷ along South Street on Tract #2.

Staff finds the proposed alternative will adequately buffer the abutting single-family residences with screening achieved through the use of an 8-foot-high solid wall, with 5 trees and 18 shrubs per 100 linear feet, softening the exterior side of the wall facing South Street. Therefore, the request meets the established findings in LDC Section 34-377(a)(4) to enhance the objectives of the planned development and preserve the general intent of the LDC. Staff recommends **APPROVAL** of Deviation #10 with the following conditions:

1. *Prior to local development order approval, a completely opaque 8-foot-high masonry wall or 8-foot-high masonry wall and berm combination must be depicted on the development order plans.*

Review Criteria

LDC Section 34-145 establishes the review criteria for rezoning requests. Before recommending approval of a rezoning request, the Hearing Examiner must find the request:

- a) Complies with the Lee Plan;
- b) Meets the Land Development Code and other applicable County regulations or qualifies for deviations;
- c) Is compatible with existing and planned uses in the surrounding area;
- d) Will provide access sufficient to support the proposed development intensity;
- e) The expected impacts on transportation facilities will be addressed by existing County regulations and conditions of approval;
- f) Will not adversely affect environmentally critical or sensitive areas and natural resources; and

⁷ LDC §10-416(d)(4) establishes a Type C Buffer as containing an eight-foot wall with 5 trees and 18 shrubs per 100 linear feet.

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

For Planned Development rezoning requests, the Hearing Examiner must also find:

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

The applicant has provided a narrative that addresses the proposed rezoning with analysis of the applicable criteria (see Attachment F). The following provides staff's analysis of the request, as measured by the established criteria.

Compliance with the Lee Plan

The subject property is located in the Urban Community future land use category. **Lee Plan Policy 1.1.4** establishes that the Urban Community category areas "are areas characterized by a mixture of relatively intense commercial and residential uses" and "as in the Central Urban future land use category, predominant land uses in this category will be residential, commercial, public and quasi-public, and limited light industrial with future development encouraged to be mixed use, as described in **Objective 11.1**, where appropriate." The areas surrounding the San Carlos Boulevard corridor include intensive uses such as marinas and commercial centers which immediately abut industrial lands accessed on Buttonwood Drive. The request seeks to facilitate relatively low intensity retail uses and expand commercial parking opportunity by increasing the depth of commercial lands on a block predominately utilized for commercial purposes. Therefore, staff finds the request to be CONSISTENT with **Policy 1.1.4**.

Policy 5.1.5 requires protection of existing residential land uses from land uses that are potentially destructive to the character and integrity of the residential environment. The Policy further speaks specifically to planned development requests "If such uses are proposed in the form of a Planned Development or special exception and generally applicable development regulations are deemed to be inadequate, conditions will be attached to minimize or eliminate the potential impacts." Residential areas west of South Street currently coexist with the commercialization of Block 6, which abuts a major arterial roadway. The limited commercial use of the subject property along South Street serves as an appropriate transition between the arterial road and South Street. The recommendation limits commercial zoning along South Street to a small inventory of surface level commercial parking, which currently exists and interfaces with the same residential environment approximately 100 feet south,

across Main Street. The proposed buffer with an 8-foot-high masonry wall will buffer this limited commercial use from residential areas in a satisfactory manner. The recommended conditions of approval include a measure to mitigate the concern of late-night parking activity associated with the abutting adult entertainment business. The recommended condition requires a security guard to provide night patrol of the parking areas between the hours of 7:00 p.m. through 2:00 a.m., and is similar to a condition originally imposed on the abutting property as a result of a consumption on premises approval in 2010. Staff finds that the condition will effectively minimize or eliminate potential detrimental impacts and therefore, the request, as conditioned, is CONSISTENT with **Policy 5.1.5**.

Goal 6 promotes orderly and well-planned commercial development at appropriate locations in the county. **Policy 6.1.1** requires development approvals for commercial land uses to be consistent with various policies, including traffic and access impacts, screening and buffering, adequacy of urban services, compatibility with surrounding land uses, proximity to other similar centers and environmental considerations. **Policy 6.1.4** states that “commercial development will be approved only when compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities.” As detailed in this report, the request is compatible with surrounding land uses, and public services are available to serve the proposed development. Policies **6.1.5** through **6.1.11** address traffic, buffering, architecture and open space, prohibiting premature scattered development, school safety, commercial entitlements, redevelopment incentives and revitalization directives. Staff finds that the request, as conditioned, is CONSISTENT with Goal 6.

The request, as conditioned, is consistent with the **Lee Plan**.

Land Development Code Compliance

County regulations which are not specifically departed from as part of this planned development request will apply to the balance of applicable LDC, Code of Ordinances and Administrative Code provisions. If future deviations are proposed, each will be evaluated with established LDC review criteria.

Staff finds the planned development rezoning request, as conditioned, will be in compliance with the LDC, including and not limited to regulations pertaining to use specific regulations, including supplemental regulations and development standards. The San Carlos Island Community Plan Area LDC regulations are optional and are intended to stimulate redevelopment without rezoning pursuant to LDC Section 33-1742(b). The applicant is not electing to utilize these regulations, and therefore, analysis of these regulations is not necessary.

Compatibility with existing and planned uses in the surrounding area

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.”⁸

Staff finds the request compatible with surrounding land uses with emphasis on compatibility with residential uses west of South Street, as analyzed in Policy 5.1.5. The recommendation includes conditions that reasonably relate to the impacts on the public's interest expected from the proposed development.

Sufficiency of Access and Transportation Impacts

The request proposes to maintain its vehicular access points on Main Street. Access on South Street is provided with two driveways on both MCP Scenarios. The MCP facilitates parking lot interconnection potential with neighboring property to the north, improving connectivity in this area to reduce conflicts on San Carlos Boulevard. The applicant has provided a traffic impact statement (TIS) concerning the trip generation expected by the project (see Attachment G). Lee County Department of Transportation staff has issued a memorandum concerning the project's transportation impacts (see Attachment H). In summary, all affected road segments will continue to operate at an acceptable level of service with or without the project. Therefore, the project will not have a detrimental impact on the surrounding roadway system.

No adverse impacts to environmentally critical or sensitive areas and natural resources

All land subject to this rezoning has been previously cleared and do not contain environmentally sensitive areas. This finding was a basis for submittal waivers from LDC-required maps of existing conditions (see Attachment K). The request does not seek reduction in required open space (20 percent of the entire project area). The request, as conditioned, will not disturb environmentally critical or sensitive areas or natural resources.

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

As noted, and defined above, the subject property is located within a future urban area. The subject property has adequate access to public services to accommodate the proposed development, as conditioned herein. Future improvements required as part of development order approval will further improve urban services and pedestrian facilities.

Supplemental Planned Development Criteria

Staff finds the proposed development to be consistent with the following additional criteria:

- a) The proposed use is appropriate at the proposed location;

⁸ See "Compatibility" LDC §34-2, Definitions.

- 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; and
- c) The requested deviations, as conditioned:
 - 1) Enhance the achievement of the objectives of the planned development; and
 - 2) Preserve and promote the general intent of this Code to protect the public health, safety and welfare.

CONCLUSION:

Based upon an analysis of the application and the standards for approval of planned development rezonings, staff finds the request to be consistent with the established review criteria. The proposed CPD rezoning, as conditioned, provides the property owner with the opportunity to facilitate compatible infill development and the reuse a of commercial building along a primary corridor in the county. The rezoning is consistent with Urban Community Future Land Use category, and other applicable goals, objectives, and policies of the Lee Plan.

ATTACHMENTS:

- A. Expert Witness Information
- B. Legal Description, Sketch and Boundary Survey
- C. Aerial, Future Land Use, and Current Zoning Maps
- D. Master Concept Plan
- E. Development Regulations, Conditions and Deviations
- F. Applicant's Composite Submittals:
 - Project Narrative
 - Surface Water Management Narrative
 - Deviations & Justifications
 - Applicant's Schedule of Uses & Development Regulations
- G. Applicant's Traffic Impact Statement
- H. Lee County Dept. of Transportation Memorandum
- I. Vehicle Maneuvering Sketch
- J. Utility Letters of Availability
- K. GEN2024-00239 – Submittal Waiver

**LEE COUNTY STAFF EXPERT WITNESS INFORMATION
PROVIDED PURSUANT TO AC-2-6**

Case Number: DCI2024-00023

Project Name: JBRA CPD

Hearing Examiner Date: April 24, 2025

Adam Mendez, Planner, Principal, Zoning, 1500 Monroe Street, Fort Myers, FL 33901

- Previously qualified as an expert witness in the Lee County Land Development Code, the Lee Plan, zoning, and land use planning. Current resume is on file with the Hearing Examiner.
- Report and documents are submitted with the Staff Report for this case. Additional documents that may be relied upon and used as evidence during the hearing include: the Lee County Land Development Code, the Lee Plan, and documentation submitted by the applicant as part of the subject application.

Beth Workman, Planner, Principal, Zoning, 1500 Monroe Street, Fort Myers, FL 33901

- Previously qualified as an expert witness by the Lee County Hearing Examiner. Current resume is on file with the Hearing Examiner.
- Seeking to be qualified as an expert witness in the Lee County Land Development Code, the Lee Plan, zoning, environmental and land use planning.
- Report and documents are submitted with the Staff Report for this case. Additional documents that may be relied upon and used as evidence during the hearing include: the Lee County Land Development Code, the Lee Plan, and documentation submitted by the applicant as part of the subject application.

Anthony R. Rodriguez, AICP, Zoning Manager, Zoning, 1500 Monroe Street, Fort Myers, FL 33901

- Previously qualified as an expert witness by the Lee County Hearing Examiner. Current resume is on file with the Hearing Examiner.
- Seeking to be qualified as an expert witness in the Lee County Land Development Code, the Lee Plan, zoning, and land use planning.
- Report and documents are submitted with the Staff Report for this case. Additional documents that may be relied upon and used as evidence during the hearing include: the Lee County Land Development Code, the Lee Plan, and documentation submitted by the applicant as part of the subject application.

Robert Price, P.E., Director, Development of Transportation, 1500 Monroe Street, Fort Myers, FL 33901

- Previously qualified as an expert witness by the Lee County Hearing Examiner. Current resume is on file with the Hearing Examiner.

- Seeking to be qualified as an expert witness in Traffic Engineering and Transportation Planning.
- Report and documents are submitted with the Staff Report for this case. Additional documents that may be relied upon and used as evidence during the hearing include: the Lee County Land Development Code; the Lee Plan; and documentation submitted by the applicant as part of the subject application.

Brian Roberts P.E., Manager, Development Services 1500 Monroe Street, Fort Myers, FL 33901

- Previously qualified as an expert witness by the Lee County Hearing Examiner. Current resume is on file with the Hearing Examiner.
- Seeking to be qualified as an expert witness in the Lee County Land Development Code, Lee Plan, zoning, civil engineering and land use planning.
- Report and documents are submitted with the Staff Report for this case. Additional documents that may be relied upon and used as evidence during the hearing include: the Lee County Land Development Code; the Lee Plan; and documentation submitted by the applicant as part of the subject application.

Katie Burgess, AICP, Planner, Principal, Planning, 1500 Monroe Street, Fort Myers, FL 33901

- Previously qualified as an expert witness by the Lee County Hearing Examiner. Current resume is on file with the Hearing Examiner.
- Seeking to be qualified as an expert witness in the Lee County Land Development Code, the Lee Plan, zoning, and land use planning.
- Report and documents are submitted with the Staff Report for this case. Additional documents that may be relied upon and used as evidence during the hearing include: the Lee County Land Development Code, the Lee Plan, and documentation submitted by the applicant as part of the subject application.

Attachment B

CASE NUMBER: DCI2024-00023

LEGAL DESCRIPTION

Lots 2, 3, & 36, Block 6, San Carlos on the Gulf, Section 24,
Township 46 South, Range 23 East, According to the map or
plat thereof as recorded on file in the Office of the Clerk of the
Circuit Court, Recorded in Plat Book 6 Page 6, Public Records of
Lee County, Florida.

STRAP NUMBER

24-46-23-01-00006.0020

24-46-23-01-00006.0030

24-46-23-01-00006.0360

REVIEWED
DCI2024-00023
Rick Burris, Principal
Planner
Lee County DCD/Planning
1/23/2025

BOUNDARY SURVEY

LEGAL DESCRIPTION:

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

CERTIFIED TO:

ALLOIA, ROLAND, LUBELL & MORGAN, PLLC

COMMUNITY NUMBER: 125124

PANEL: 12071C0554 SUFFIX: G

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

FLOOD ZONE: AE

FIELD WORK: 3/29/2024

PROPERTY ADDRESS:

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

SURVEY NUMBER: 627806

SYMBOL DESCRIPTIONS:

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

816 SOUTH STREET
FORT MYERS BEACH, FL 33931

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

Fund File Number: OYFL-08097292

Agent's File Reference: KS-8250

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

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

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

810 SOUTH STREET
FORT MYERS BEACH, FL 33931

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

Fund File Number: 81C170B09

Agent's File Reference: 24-0152

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

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

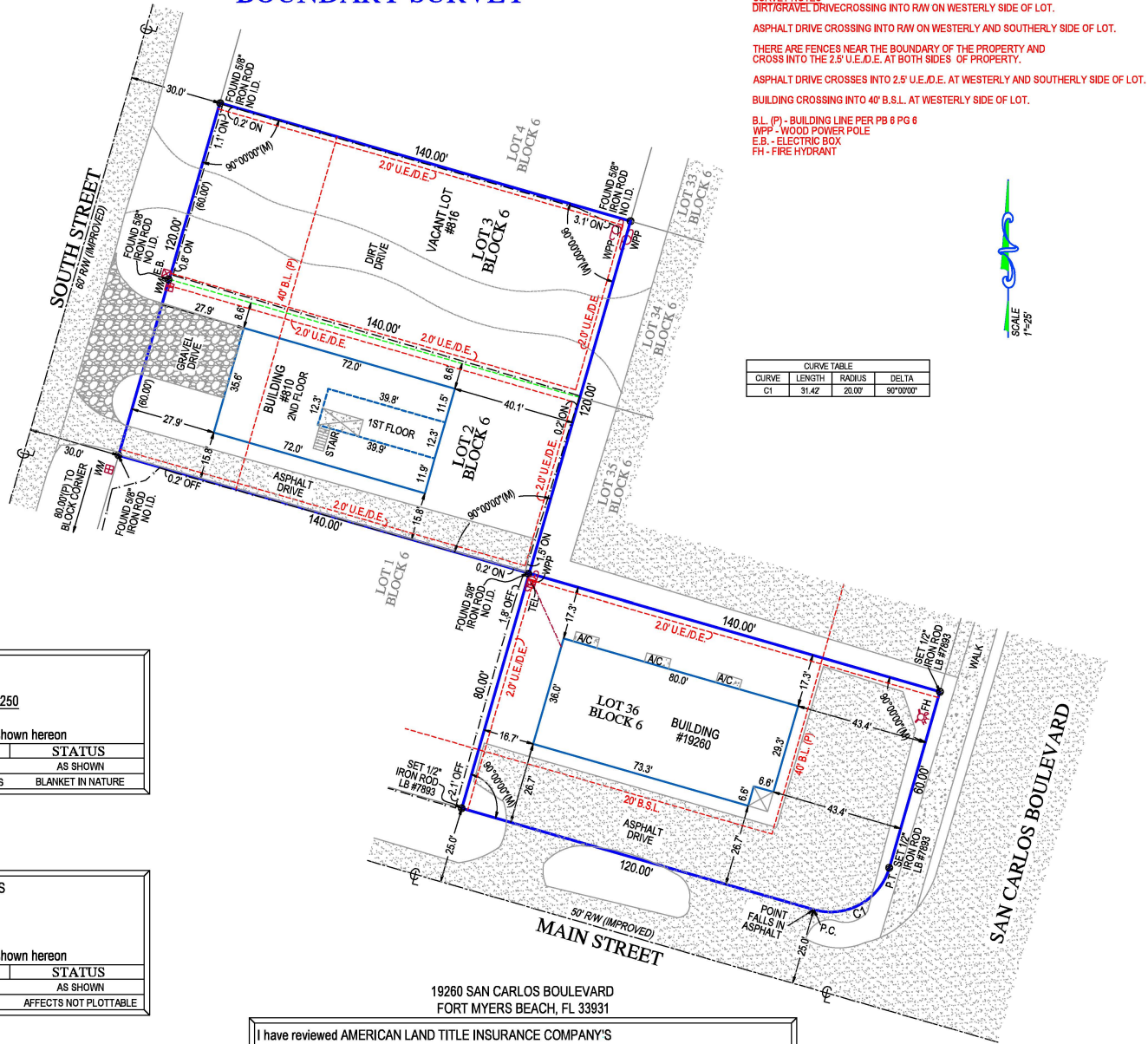
ITEM#	O.R.B.	PG.	CONVEYANCE	STATUS
6	6	6	PLAT OF SAN CARLOS-ON-THE-GULF	AS SHOWN
7	131	576	RESTRICTIONS, COVENANTS AND CONDITIONS	AFFECTS NOT PLOTTABLE

ABBREVIATION DESCRIPTION:

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

REVISIONS:

- 1) EASEMENTS REVISED... 10-30-2024



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

ASPHALT DRIVE CROSSING INTO RW ON WESTERLY AND SOUTHERLY SIDE OF LOT.

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

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

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

B.L. (P) - BUILDING LINE PER PB 8 PG 8

WPP - WOOD POWER POLE

E.B. - ELECTRIC BOX

FH - FIRE HYDRANT



GENERAL NOTES:

- 1) LEGAL DESCRIPTION PROVIDED BY OTHERS
- 2) THE LANDS SHOWN HEREON WERE ABSTRACTED FOR EASEMENTS OR ENCUMBRANCES FROM THE PUBLIC RECORDS, FOUNDATIONS OR OTHER SOURCES. THE SURVEYOR HAS CONDUCTED A VISUAL INSPECTION OF THE LANDS SHOWN HEREON AND HAS FOUND NO EVIDENCE OF ENCUMBRANCES OR EASEMENTS. THE SURVEYOR IS NOT RESPONSIBLE FOR ANY ENCUMBRANCES OR EASEMENTS THAT MAY EXIST AND ARE NOT TO BE USED TO RECONSTRUCT THE BOUNDARY LINES.
- 3) ONLY VISIBLE ENCUMBRANCES LOCATED ON THE LANDS SHOWN ARE PLAT AND MEASURED UNLESS OTHERWISE SHOWN.
- 4) THE LOCATION OF THE IMPROVEMENTS OVER SCALED POSITIONS.
- 5) FENCE OWNERSHIP NOT DETERMINED.
- 6) LAND 1988
- 7) THIS SURVEY HAS BEEN COMPLETED FOR A MORTGAGE TRANSACTION. ITS DETERMINATION OF TITLE DEFICIENCIES, NO DESIGN OR CONSTRUCTION SHALL BE BASED UPON THIS SURVEY WITHOUT APPROVAL FOR THE SAME. THE SURVEYOR IS NOT RESPONSIBLE FOR ANY ENCUMBRANCES OR EASEMENTS THAT MAY EXIST AND ARE NOT TO BE USED TO RECONSTRUCT THE BOUNDARY LINES.
- 8) MORE CLEARLY ILLUSTRATE RELATIONSHIPS BETWEEN PHYSICAL ENCUMBRANCES AND LOT LINES. IN ALL CASES, DIMENSIONS SHALL CONTROL.

LB #7893

SERVING FLORIDA

6250 N. MILITARY TRAIL, SUITE 102
WEST PALM BEACH, FL 33407
PHONE: (800) 224-4807
STATEWIDE PHONE: (800) 224-4807
STATEWIDE FACSIMILE: (800) 741-4576
WEBSITE: <http://targetsurveying.net>

TARGET
SURVEYING, LLC

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

Fund File Number: 23-069034

Agent's File Reference: 23-7561

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

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

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

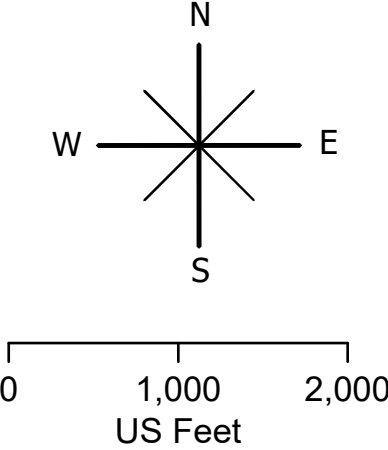
SURVEYORS CERTIFICATE
I HEREBY CERTIFY THAT THIS BOUNDARY SURVEY IS A TRUE AND CORRECT REPRESENTATION OF A SURVEY PREPARED UNDER MY DIRECTION, NOT VALID WITHOUT AN AUTHENTICATED ELECTRONIC SIGNATURE AND AUTHENTICATED ELECTRONIC SEAL OR A RAISED EMBOSSED SEAL AND SIGNATURE.

(SIGNED)

Kenneth J. Osborne

KENNETH J. OSBORNE
PROFESSIONAL SURVEYOR AND MAPPER #6415



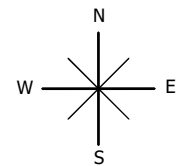


DCI2024-00023

Aerial

 Subject Property

 City Limits



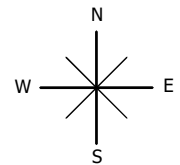
0 500
Feet



DCI2024-00023

Future Land Use

-  Subject Property
-  Central Urban
-  Urban Community
-  Suburban
-  Industrial
-  Public Facilities
-  Wetlands
-  City Limits



0 500
Feet



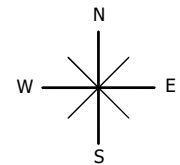
Lee County, FL, Maxar, Microsoft

DCI2024-00023

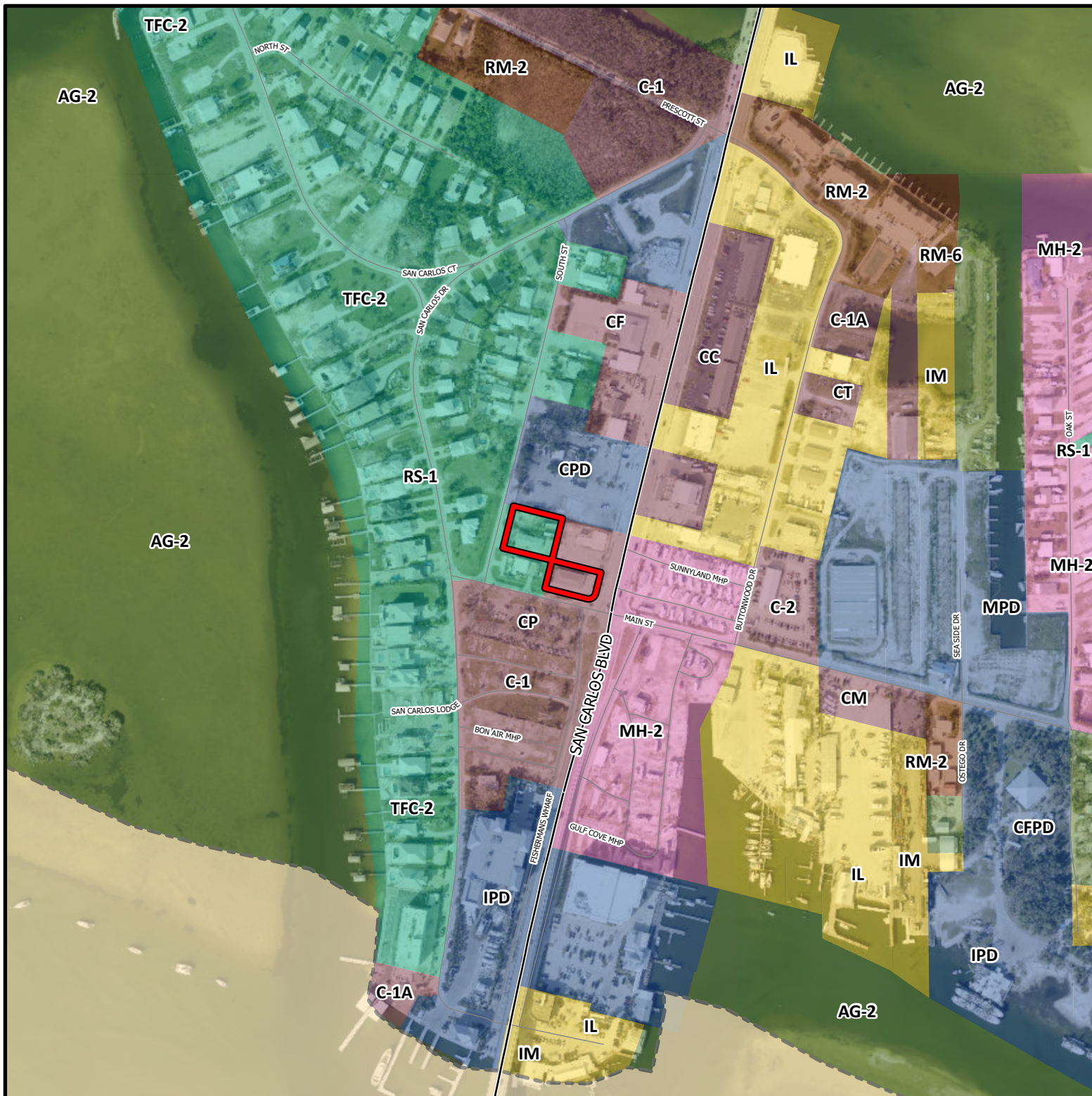
Zoning

 Subject Property

 City Limits



0 500
Feet



SOUTH STREET
(60' R/W)

810 SOUTH ST

GRAVEL DRIVE

ASPHALT DRIVE

2' UTILITY EASEMENT TYP.

19260 SAN CARLOS BLVD

2' UTILITY EASEMENT TYP.

2' UTILITY EASEMENT TYP.

GRAPHICAL SCALE

0 25 50

SCALE IN FEET

MAIN STREET
(50' R/W)

SAN CARLOS BOULEVARD
(100' R/W)

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

COMPONENT	EXISTING CONDITION		PROPOSED CONDITION	
	AREA (SF)	COV (%)	AREA (SF)	COV (%)
BUILDINGS	5378	19.3%	2840	10.2%
PAVEMENT	6921	24.8%	14472	51.8%
SIDEWALKS	598	2.1%	611	2.2%
DETENTION AREAS	0	0.0%	2362	8.5%
PERVIOUS AREAS	15017	53.8%	7629	27.3%
TOTAL	27914	100.0%	27914	100.0%

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

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

1

STEPHANIE K. CALDWELL, P.E.
FL P.E. NO. 56103
DATE: 1/5/2025

Site Plan Details:

- Streets:** SOUTH STREET (60' R/W), 816 SAN CARLOS DRIVE, 810 SAN CARLOS DRIVE, SAN CARLOS BOULEVARD (100' R/W), MAIN STREET (50' R/W).
- Properties and Zoning:**
 - 816 SOUTH STREET: ZONING = N/A, FLU = SUBURBAN, CURRENT USE = RIGHT-OF-WAY.
 - 810 SOUTH STREET: ZONING = TFC-2, FLU = PUBLIC FACILITIES, CURRENT USE = TREATMENT PLANT.
 - 19240 SAN CARLOS BOULEVARD: ZONING = C-1, FLU = URBAN COMMUNITY, CURRENT USE = COMMERCIAL.
 - 19260 SAN CARLOS BOULEVARD: EXISTING BUILDING (RENOVATED INTO PACKAGE LIQUOR STORE), 2840 SF / 1 STORY (MAX HEIGHT 30 FEET).
- Setbacks and Buffers:** 15' TYPE C BUFFER WITH WALL, 5' TYPE A BUFFER, 7.5' SIDE SETBACK, 2' PUE*, 20' REAR SETBACK, 25' STREET SETBACK, 4' MODIFIED TYPE A BUFFER.
- Other Features:** SURFACE WATER MGMT AREA, ASPHALT PAVEMENT, ASPHALT OVERLAY, PROPOSED BUFFER AREA, OTHER GREEN SPACE, DEVIATION REQUEST.
- Legend:**
 - PROPERTY LINE
 - PARKING COUNT
 - SURFACE WATER MGMT AREA
 - ASPHALT PAVEMENT
 - ASPHALT OVERLAY
 - PROPOSED BUFFER AREA
 - OTHER GREEN SPACE
 - DEVIATION REQUEST
- Scale and Orientation:** GRAPHICAL SCALE (0 to 40 FEET), SCALE IN FEET, NORTH ARROW.

PROPERTY LINE

PARKING COUNT

SURFACE WATER MGMT AREA

ASPHALT PAVEMENT

ASPHALT OVERLAY

PROPOSED BUFFER AREA

OTHER GREEN SPACE

DEVIATION REQUEST

The diagram illustrates a cross-section of a property line and associated areas. At the top, a blue line represents the 'PROPERTY LINE'. Below it, a blue box labeled '#1' indicates the 'PARKING COUNT'. A blue line labeled 'SURFACE WATER MGMT AREA' runs horizontally. Below this, a grey box represents 'ASPHALT PAVEMENT'. A hatched box represents 'ASPHALT OVERLAY'. A green box with a cross-hatch pattern represents the 'PROPOSED BUFFER AREA'. A solid green box represents 'OTHER GREEN SPACE'. At the bottom, a grey box labeled '#2' indicates the 'DEVIATION REQUEST'.

LOCATION MAP



SCALE: 1"=500'

EXISTING CONDITIONS



PROJECT INFORMATION

PARCEL NUMBER:	24-46-23-01-00006.0030	24-46-23-01-00006.0020	24-46-23-01-00006.0360
SITE ADDRESS:	816 SOUTH STREET FORT MYERS BEACH, FL 33931	810 SOUTH STREET FORT MYERS BEACH, FL 33931	19260 SAN CARLOS BOULEVARD FORT MYERS BEACH, FL 33931
PARCEL AREA:	0.19 AC	0.19 AC	0.26 AC
SECTION/TOWNSHIP/RANGE:	24/46/23	24/46/23	24/46/23
ZONING:	TFC-2	TFC-2	C-1
FUTURE LAND USE:	URBAN COMMUNITY	URBAN COMMUNITY	URBAN COMMUNITY
FEMA PANEL:	12071C0554G (11/17/22)	12071C0554G (11/17/22)	12071C0554G (11/17/22)
FEMA FLOOD ZONE:	ZONE AE (BFE 11.0)	ZONE AE (BFE 11.0)	ZONE AE (BFE 11.0)
OPEN SPACE REQD (20%):	1680 SF	1680 SF	2222.8 SF
OPEN SPACE PROVIDED:	3517.2 SF	3400.2 SF	2520.9 SF

LAND USE SUMMARY

COMPONENT	EXISTING CONDITION		PROPOSED CONDITION	
	AREA (SF)	COV (%)	AREA (SF)	COV (%)
BUILDINGS	5378	19.3%	5378	19.3%
PAVEMENT	6921	24.8%	11782	42.2%
SIDEWALKS	598	2.1%	611	2.2%
DETENTION AREAS	0	0.0%	889	3.2%
PERVIOUS AREAS	15017	53.8%	9254	33.2%
TOTAL	27914	100.0%	27914	100.0%

PARKING CALCULATIONS

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

PD MASTER CONCEPT PLAN NOTES

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

greensite
engineering, inc.

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

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

PROJECT NAME

**BREEZE BUILDING
RENOVATION**

SITE IMPROVEMENTS

FORT MYERS BEACH, FLORIDA

CLIENT

**JBRA JUNIOR
LAND HOLDINGS LLC**

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

FILE NAME:

223912Z20.DWG

FILE PATH:

G:\223912\DWG\IP

DRAWN BY:

SKC

CHECKED BY:

SKC

PLOT DATE:

SUNDAY 1/5/2025 10:54 AM

© 2025 GREENSITE ENGINEERING, INC. ALL RIGHTS RESERVED. REPRODUCTIONS AND/OR MODIFICATIONS PROHIBITED WITHOUT EXPRESS WRITTEN CONSENT BY GREENSITE ENGINEERING, INC.

	NO	1	2	3	4	5	6	7	8	9	10
BY											
DATE											
REVISIONS											

PLAN STATUS:

PERMIT APPROVAL
NOT FOR CONSTRUCTION

ISSUE DATE:

JAN 2025

DRAWING TITLE

**MASTER
CONCEPT PLAN
(ALTERNATE)**

GEI PROJECT NUMBER

223912

SHEET NUMBER

2

ENGINEER OF RECORD
STEPHANIE K. CALDWELL, P.E.
FL P.E. NO. 86103
DATE: 1/5/2025

816 SAN CARLOS DRIVE

810 SAN CARLOS DRIVE

ZONING = N/A
FLU = SUBURBAN
CURRENT USE = RIGHT-OF-WAY

ZONING = CPD
FLU = URBAN COMMUNITY
CURRENT USE = COMMERCIAL

ZONING = C-1
FLU = URBAN COMMUNITY
CURRENT USE = COMMERCIAL

ZONING = TFC-2
FLU = PUBLIC FACILITIES
CURRENT USE = TREATMENT PLANT

ZONING = N/A
FLU = URBAN COMMUNITY
CURRENT USE = RIGHT-OF-WAY

ZONING = MH-2
FLU = URBAN COMMUNITY
CURRENT USE = MOBILE HOME PARK

* NOTE: PER SAN CARLOS-ON-THE-GULF PLAT (PLAT BOOK 8 PAGE 6), A 4-FOOT EASEMENT IS RESERVED FOR PUBLIC UTILITIES ALONG EACH SIDE AND REAR PROPERTY LINE. EASEMENT STRADDLES PROPERTY LINES SO 2 FEET OF EASEMENT SITS ON EACH ADJACENT PARCEL.

NOTE: DELIVERIES WILL UTILIZE STANDARD PARKING SPACES

LEGEND

PROPERTY LINE	---
PARKING COUNT	#
SURFACE WATER MGMT AREA	[Blue Hatched]
ASPHALT PAVEMENT	[Grey]
ASPHALT OVERLAY	[Dark Grey]
PROPOSED BUFFER AREA	[Green Hatched]
OTHER GREEN SPACE	[Light Green]
DEVIATION REQUEST	#

Attachment E

Conditions

All references to uses are as defined or listed in the Lee County Land Development Code (LDC).

(1) Master Concept Plan and Development Parameters

- a. Master Concept Plan. Development of the subject property must be substantially consistent with the one-page Master Concept Plan or the one-page Master Concept Plan Alternate, last revised X/XX/2025 and attached hereto as Attachment D.
Staff note: Applicant to prepare revised MCP and Open Space Plan to align with staff recommendation including labeling lands within the CPD as "Tract #1" and "Tract #2."
- b. Development Parameters. Development intensity is limited to a maximum of 2,840-square-feet of commercial floor area on Tract #1 and a 33-space commercial parking lot on Tract #2. A duplex on Tract#2 is permitted as existing only. The maximum building height is 30 feet.
- c. Compliance with Lee Plan and LDC. Development must comply with all the requirements of the LDC at the time of local development order approval, except as may be granted by deviation as part of this planned development. Subsequent amendments to the Master Concept Plan or its auxiliary documentation attached thereto are subject to the planned development amendment process established by the Land Development Code.

(2) Schedule of Uses and Property Development Regulations

- a. Schedule of Uses

Uses indicated with an asterisk (*) signify the only uses permitted on Tract #2.

Accessory uses and structures
Administrative offices
ATM (Automatic teller machine)
Business Services, Group I
Clothing stores, general
Drugstore, pharmacy
Dwelling unit:
 Duplex (existing only)*
Essential services
Essential service facilities, Group I
Excavation, water retention*
Fences, walls*
Package store (see Deviation #1)
Parking lot (see Condition #3):
 Accessory*
 Commercial*
Pet shop

Signs
Specialty retail shops, Groups I & II

b. Site Development Regulations

Minimum Lot Size:	7,500 square feet
Minimum Lot Width:	60 feet
Minimum Lot Depth:	100 feet

Minimum Setbacks, Maximum Building Height and Lot Coverage

Street:	25 feet
Side:	7.5 feet
Rear:	15 feet
Maximum building height:	30 feet
Lot coverage:	40 percent
Building separation:	10 feet unless a greater separation is required by building/fire code

(3) Night Parking Operations

A parking attendant must be provided to patrol the parking lots on the subject property between the hours of 7:00 p.m. and 2:00 a.m. on the days of business operation for the adult entertainment business located at 19240 San Carlos Boulevard. The parking attendant must maintain peaceful operation of the parking lots and deter objectionable behavior on the property subject to this rezoning (i.e. individuals shouting or playing loud music, etc.).

Deviations

Deviation #1:

Seeks relief from LDC §34-1263(e), requiring a separation of 500 feet from a package store to any existing dwelling unit under separate ownership, to allow for a minimum separation of 150 feet from the property line of the Sunnyland Mobile Home Park (east); and 291 feet from the single-family home at 810 San Carlos Drive for establishment of a package store on Tract #1.

This deviation is **APPROVED**.

Deviation #2:

Seeks relief from LDC §10-285(a), requiring driveway connection separations of 60 feet on local roads with speed limits under 45 mph, to allow a minimum connection separations of 45 feet along South Street for Tract #2 and a minimum of 49 feet along Main Street for Tract #1.

This deviation is **APPROVED**.

Deviation #3:

Seeks relief from LDC §10-416(b), which requires certain plantings surrounding the perimeter of a commercial building, to allow no building perimeter plantings on Tract #1.

This deviation is **APPROVED**.

Deviation #4:

Seeks relief from LDC §10-416(d), which requires a 5-foot Type A Buffer between abutting commercial properties, to allow a 4-foot modified Type A buffer along the north boundary of Tract #1 (19260 San Carlos Boulevard).

This deviation is **WITHDRAWN**.

Deviation #5:

Seeks relief from LDC §34-2016(3), which requires a one-way parking aisle for parking spaces angled at 45 degrees with a minimum width of 12 feet, to allow a minimum width of 8.5 feet on Tract #1.

This deviation is **APPROVED**.

Deviation #6:

Seeks relief from LDC §34-2015(2)d, which requires parking spaces be provided with sufficient maneuvering room to allow an existing vehicle to leave the parking lot in a forward motion, to allow a dumpster enclosure design that would require a garbage truck to back out of the parking lot onto Main Street on Tract #1.

This deviation is **APPROVED** subject to the following condition:

Solid waste collection vehicles are the only vehicles permitted to exit the site in a backward motion during collection of solid waste and refuse from the site from the deviation marker location depicted on the Master Concept Plans.

Deviation #7:

Seeks relief from LDC §10-416(d), which requires a 15-foot Type D buffer between commercial properties and rights-of-way, to allow no buffer along the east and south boundaries of Tract #1.

this deviation is **APPROVED**.

Deviation #8:

Seeks relief from LDC § 10-285(b), which requires access roads intersecting another road that also intersects the parallel arterial or collector to have an outer separation of at least 100 feet from the edge of pavement of the arterial or collector, to allow a separation of 53 feet from the edge of pavement on Tract #1.

this deviation is **APPROVED**.

Deviation #9:

Seeks relief from LDC §10-416(d), which requires a 15-foot Type C buffer between the existing duplex on Tract #2 and the proposed commercial parking lot depicted on the MCP Alternate, to allow a 5-foot Type A buffer along the north boundary of 810 South Street.

this deviation is **APPROVED**.

Deviation #10:

Seeks relief from LDC §10-416(d)(6), which requires a certain 25-foot-wide buffer with a wall when parking areas are proposed within 125 feet of single-family residential, to allow a 15-foot-wide Type C buffer along South Street on Tract #2.

this deviation is **APPROVED** subject to the following condition:

Prior to local development order approval, a completely opaque 8-foot-high masonry wall or 8-foot-high masonry wall and berm combination must be depicted on the development order plans.



JBRA CPD Request Statement

REVISED JANUARY 2025

I. REQUEST

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

II. EXISTING CONDITIONS

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

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

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

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

Table 1: Inventory of Surrounding Lands

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

Public infrastructure is in place to serve the intensive, existing development pattern, including arterial roads, utilities, fire/EMS, and solid waste. The site is served by Lee County Utilities, Fort Myers Beach Fire District, and Lee County Sheriff. A letter of availability from Lee County Utilities is provided confirming capacity.

IV. FUTURE CONDITIONS

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

High-turnover LDC Regulations:

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

The applicant will meet these requirements.

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

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

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

VI. LDC COMPLIANCE

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

a) Complies with the Lee Plan;

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

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

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

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

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

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

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

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

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

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

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

As mentioned above in the Narrative, the proposed development will provide parking for the commercial package store and a commercial parking lot to service the surrounding businesses and beaches. The subject property will strictly provide 12 parking spaces for the commercial business and 33 parking spaces within the public parking lot.

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

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

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

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

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

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

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

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

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

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

Conditions have not yet been set.

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

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

A deviation is a requesting leniency from a regulation that requires a 500-foot separation between a package store and any existing dwelling unit. The sale of alcohol is not uncommon for this site as the parcel directly abutting to the north holds a liquor license therefore suggesting that the proposed package store would fit seamlessly into the

current commercial landscape. Additionally, package store proposes no increase to the size or scale of the building which are familiar to the surrounding residents.

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

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

VII. LEE PLAN COMPLIANCE

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

GOAL 4

Standard 4.1.1: Water & 4.1.2: Sewer

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

GOAL 5 (RESIDENTIAL LAND USES)

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

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

Additionally, the commercial parking area will provide a low-intensity transition between the proposed package store and the San Carlos arterial frontage to the lower density residential uses to the west.

GOAL 6 (COMMERCIAL LAND USES)

POLICY 6.1.1

a. Traffic and access impacts;

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

c. Screening and buffering;

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

d. Availability and adequacy of services and facilities;

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

e. Impact on adjacent land uses and surrounding neighborhoods;

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

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

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

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

f. Proximity to other similar centers; and

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

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

g. Environmental considerations.

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

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

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

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

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

GOAL 32: SAN CARLOS ISLAND

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

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

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

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

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

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

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

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

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

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

GOAL 101 (COASTAL AREAS)

POLICY 101.1.1 Require that development within the Coastal High Hazard Area be compatible with natural systems, such as, water retention and purification, wildlife habitat, primary productivity, and defense against coastal flooding.

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

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

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

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

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

IX. CONCLUSION

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

JBRA CPD

SURFACE WATER MANAGEMENT PLAN

September 2024

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

19260 San Carlos Boulevard

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

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

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

810 South Street (Commercial Parking Lot MCP Option)

- a. The runoff characteristics of the property in its existing state.
This parcel was developed in 1977 as a single-family residential lot. It currently has an impervious coverage of approximately 55%, consisting of the building structure and gravel driveway. Runoff percolates into the parcel's green space and any overflow likely sheet flows toward South Street at the parcel's frontage.
- b. In general terms, the drainage concept proposed, including the outfall to canals or natural water bodies including how drainage flow from adjacent properties will be maintained.
Under this option, an onsite dry retention area is incorporated into the parking lot concept to store and treat the parcel's runoff. With no receiving storm drainage structures or conveyances near the parcel, the system is expected to be a dry retention system. A berm will be located around the perimeter of the parcel to retain its runoff within the property boundaries without impact to offsite properties. The surrounding area is very flat with no evidence of considerable runoff flowing to or from adjacent parcels. Please note the stormwater system will be designed in detail during the Development Order (DO) process through Lee County Development Services.
- c. The retention features (including existing natural features) that will be incorporated into the drainage system and the legal mechanism which will guarantee their maintenance.
An onsite dry retention area is proposed to treat and attenuate the parcel's runoff. The property owner will assume responsibility for ensuring the functionality of the retention area.
- d. How existing natural features will be preserved. Include an estimate of the ranges of existing and post development water table elevations, where appropriate.
The parcel currently contains a residential structure and driveway surrounding by green space along the perimeter of the parcel. The structure and driveway will be removed to accommodate the proposed parking lot. Buffers around the perimeter will be planted, providing an enhancement over the existing condition. The water table elevation has been preliminarily estimated at elevation 1.0 feet NAVD based on nearby SFWMD permits and existing spot elevations in the area. The water table elevation will not change in the post development condition.
- e. If the property is subject to seasonal inundation or subject to inundation by a stream swollen by the rains of a 100-year storm event, indicate the measures that will be taken to mitigate the effects of expectable flooding.

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

810 South Street (Existing Duplex MCP Option)

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

816 South Street

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

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

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

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

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

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

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

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

Schedule of Deviations and Justifications***REVISED JANUARY 2025***

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

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

2. Deviate from LDC §10-285(a) requiring driveway connection separation of 60 feet for local roads with speed limits under 45 mph; to allow a minimum separation of 45 feet along South Street on the primary MCP and 30 feet on the alternate MCP and a minimum of 49 feet along Main Street as shown on the Master Concept Plan.

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

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

JUSTIFICATION: The lack of perimeter plantings surrounding the commercial building lies in the unique positioning of the existing building on the subject property. Implementing the required plantings would significantly reduce functional space and hinder operational efficiency. Furthermore, the current layout optimizes customer access and parking, crucial for commercial success. Alternative landscaping solutions, such as potted plants and vertical gardens, can be considered to enhance aesthetics without compromising the practicality of the building's location and design.

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

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

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

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

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

JUSTIFICATION: An exhibit included with the resubmittal package demonstrates that reverse movement from the angled spaces allows a standard passenger vehicle to exit the property safely within the proposed pavement limits. Despite the reverse

maneuvering, the design maintains safety, operational efficiency, and unobstructed traffic flow within the site.

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

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

8. Deviate from LDC 10-285(b) requiring access roads intersecting another road that also intersects the parallel arterial or collector must have an outer separation of at least 100 feet from the edge of pavement of the arterial or collector; to allow a separation of 53 feet from the edge of pavement.

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

9. Deviate from LDC §10-416(d) requiring a 15-foot Type C buffer between the existing duplex abutting commercial properties; to allow a 5-foot Type A buffer along the north boundary of 810 South Street.

JUSTIFICATION: The proposed reduction in the buffer requirement is grounded in the long-term development plan for the property and the fact that the duplex is within the CPD and not an externally impacted use. The existing duplex is intended to transition to a commercial parking lot in the future, at which time the site will conform to LDC requirements. The current buffer reduction is appropriate for an internal site condition and will have no adverse impact on surrounding properties, as it is internal to the planned development. The reduced buffer reflects the temporary nature of the duplex use, aligning with the project's phased development and the ultimate commercial intent of the site.

10. Deviate from LDC §10-416(d)(6) requiring a solid wall not less than 8 feet in height constructed not less than 25 feet from the abutting property; to allow the wall to be setback 15 feet from the property line. along the west boundary along 810 and 816 South Street.

JUSTIFICATION: The requested deviation balances the need for efficient land use with the intent to provide sufficient buffering between the proposed commercial parking lot and the adjacent single-family lots. The 15-foot Type C buffer includes landscaping and the 8-foot solid wall that will effectively mitigate visual and noise impacts on neighboring properties, achieving the spirit of the regulation within a reduced

footprint. The proposed buffer design and wall placement ensures compatibility with adjacent residential uses while maintaining functional site design and compliance with the overall intent of the LDC.

**Schedule of Uses & Site Development Regulations****REVISED JANUARY 2025****SCHEDULE OF USES**

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

PROPERTY DEVELOPMENT REGULATIONS**TABLE 1: Intensity and Density**

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

TABLE 2: Development Regulations

GENERAL PARAMETERS	
Category	Requirement
Maximum Lot Coverage:	40 percent
Maximum Building Height:	30 feet
Minimum Open Space:	20%

Minimum Lot Area:	7,500 square feet
Minimum Lot Dimensions:	Width: 60 feet Depth: 100 feet
Minimum PD Boundary:	15 feet

NON-RESIDENTIAL USES	
Setbacks	Requirement
Minimum Front (Street):	25 feet
Minimum Rear:	15 feet
Minimum Side:	7.5 feet



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

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT STATEMENT

FOR

BREEZE BUILDING CPD

(PROJECT NO. F2405.12)

PREPARED BY:

**TR Transportation Consultants, Inc.
Certificate of Authorization Number: 27003
2726 Oak Ridge Court, Suite 503
Fort Myers, Florida 33901-9356
(239) 278-3090**

June 14, 2024

CONTENTS

- I. INTRODUCTION
- II. EXISTING CONDITIONS
- III. PROPOSED DEVELOPMENT
- IV. TRIP GENERATION
- V. TRIP DISTRIBUTION
- VI. FUTURE TRAFFIC CONDITIONS
- VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS
- VIII. CONCLUSION

I. INTRODUCTION

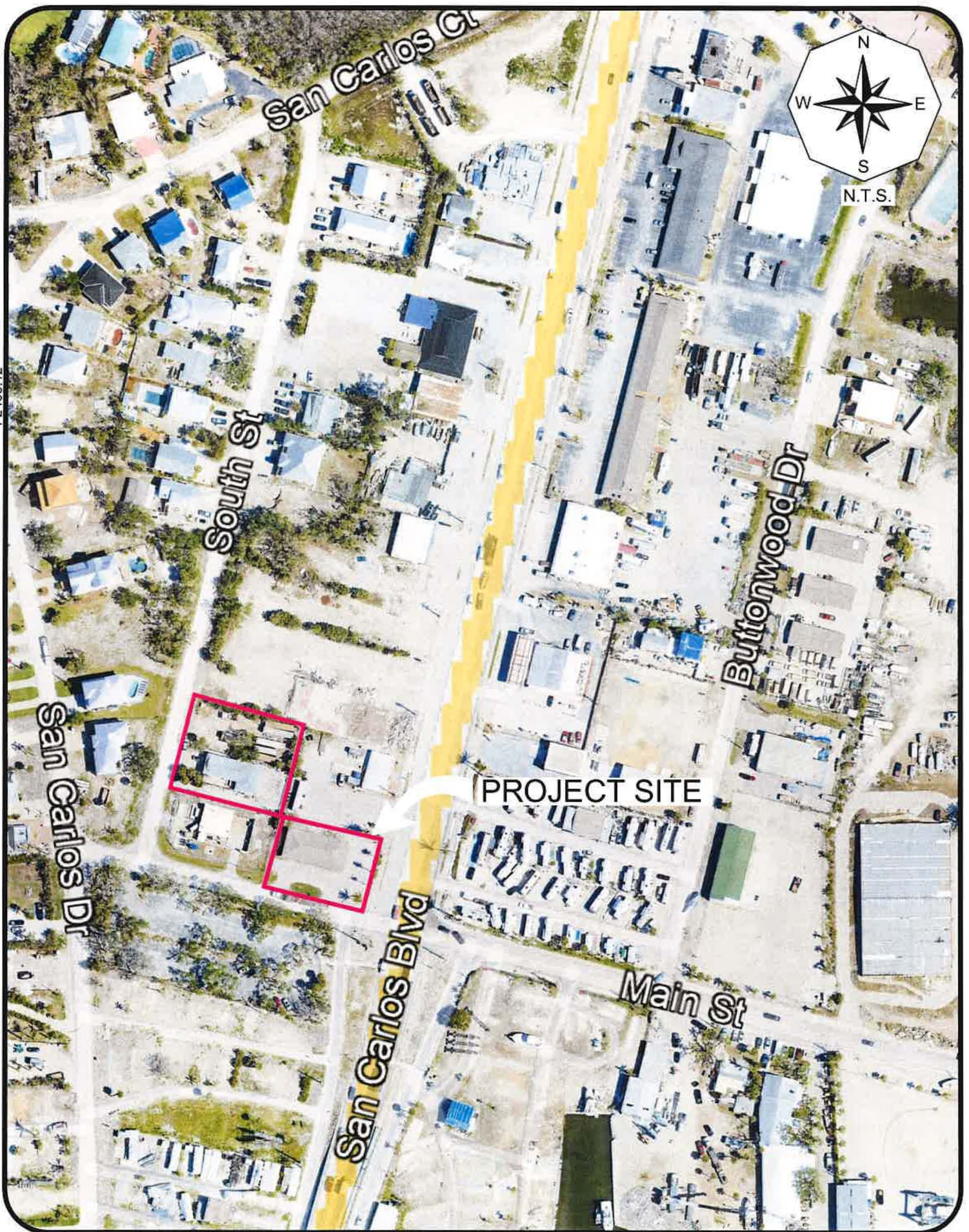
TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking rezoning approval. The project site will occupy three parcels located at 19260 San Carlos Boulevard and 816/810 South Street in Lee County, Florida. **Figure 1** illustrates the approximate location of the subject site.

The approximate 0.26-acre parcel (Strap #24-46-23-01-00006.0360) at 19260 San Carlos Boulevard is currently zoned as Commercial (C-1). The two remaining parcels (Straps #24462301000060020 & #24-46-23-01-00006.0030) at 816 & 810 South Street are currently zoned as Residential Two-Family Conservation District (TFC-2). The applicant is proposing to rezone all three parcels to Commercial Planned Development (CPD) to permit the development of a 2,840 square foot package/liquor store along San Carlos Boulevard and up to 33 commercial parking spaces along South Street. Access to the subject site will be provided to Main Street and South Street via two (2) connections at each location.

This report examines the impact of the development on the surrounding roadways and intersections. Trip generation and assignments to the various site access drives were completed and an analysis conducted to determine the impacts of the development on the surrounding streets and intersections.

II. EXISTING CONDITIONS

The parcel at 19260 San Carlos Boulevard is currently occupied by a vacant office building that was previously occupied by the Fort Myers Beach Bulletin. The parcels at 816/810 South Street are currently occupied by a duplex and trailer storage. The overall subject site is generally bordered by Main Street to the south, San Carlos Boulevard (SR 865) to the east, a parking lot and vacant land to the north, and South Street to the west.



PROJECT LOCATION MAP
BREEZE BUILDING CPD

Figure 1

Main Street & South Street are both two-lane undivided local roadways within the vicinity of the subject site. Main Street has a posted speed limit of 25 mph. Since there is no posted speed limit on South Street, the speed limit per Florida Statute 316.183(2) is 30 mph. Both roadways are under the jurisdiction of the Lee County Department of Transportation.

San Carlos Boulevard (SR 865) is a north/south four-lane undivided arterial to the north of Main Street and a two-lane undivided arterial (Matanzas Pass Bridge) to the south. San Carlos Boulevard (SR 865) has a posted speed limit of 35 mph to the south of Main Street and 45 mph to the north. SR 865 is under the jurisdiction of the Florida Department of Transportation (FDOT). FDOT is beginning an improvement project to SR 865 that will signalize the intersection of San Carlos Boulevard and Main Street. This project will begin construction in August of 2024.

III. PROPOSED DEVELOPMENT

The approximate 0.26-acre parcel (Strap #24-46-23-01-00006.0360) at 19260 San Carlos Boulevard is currently zoned as Commercial (C-1). The two remaining parcels (Straps #24462301000060020 & #24-46-23-01-00006.0030) at 816 & 810 South Street are currently zoned as Residential Two-Family Conservation District (TFC-2). The applicant is proposing to rezone all three parcels to Commercial Planned Development (CPD) to permit the development of a 2,840 square foot package/liquor store along San Carlos Boulevard and a commercial up to 33 commercial parking spaces along South Street. The intent of the proposed commercial parking lot is to be used as additional parking for surrounding businesses and/or park-and-ride lot. **Table 1** summarizes the land use utilized for the purposes of this analysis.

Table 1
Land Use
Breeze Building CPD

Land Use	Proposed
Liquor Store	2,840 Sq. Ft.
Commercial Parking Lot	33 Spaces

Access to the subject site will be provided to Main Street and South Street via two (2) connections at each location.

IV. TRIP GENERATION

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled *Trip Generation Manual*, 11th Edition. Land Use Code 899 (Liquor Store) was utilized for the trip generation purposes of the proposed package/liquor store and Land Use Code 90 (Park-and-Ride Lot with Bus Service) was utilized for the trip generation purposes of the proposed commercial parking lot based on number of occupied parking spaces. Assuming LUC 90 for the commercial parking lot represents the worst-case trip generation scenario for this portion of the property. The commercial parking lot would not generate any new trips should it be entirely utilized as a general parking lot for surrounding businesses instead. The trip generation equations utilized from this land use are contained in the Appendix of this report for reference. **Table 2** outlines the anticipated weekday A.M. and P.M. peak hour and daily trip generation of the development as currently proposed.

Table 2
Trip Generation
Breeze Building CPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Liquor Store (2,840 Sq. Ft.)	1	1	2	41	40	81	541
Commercial Parking Lot (33 Parking Spaces)	22	6	28	5	15	20	169
Total Trips	23	7	30	46	55	101	710

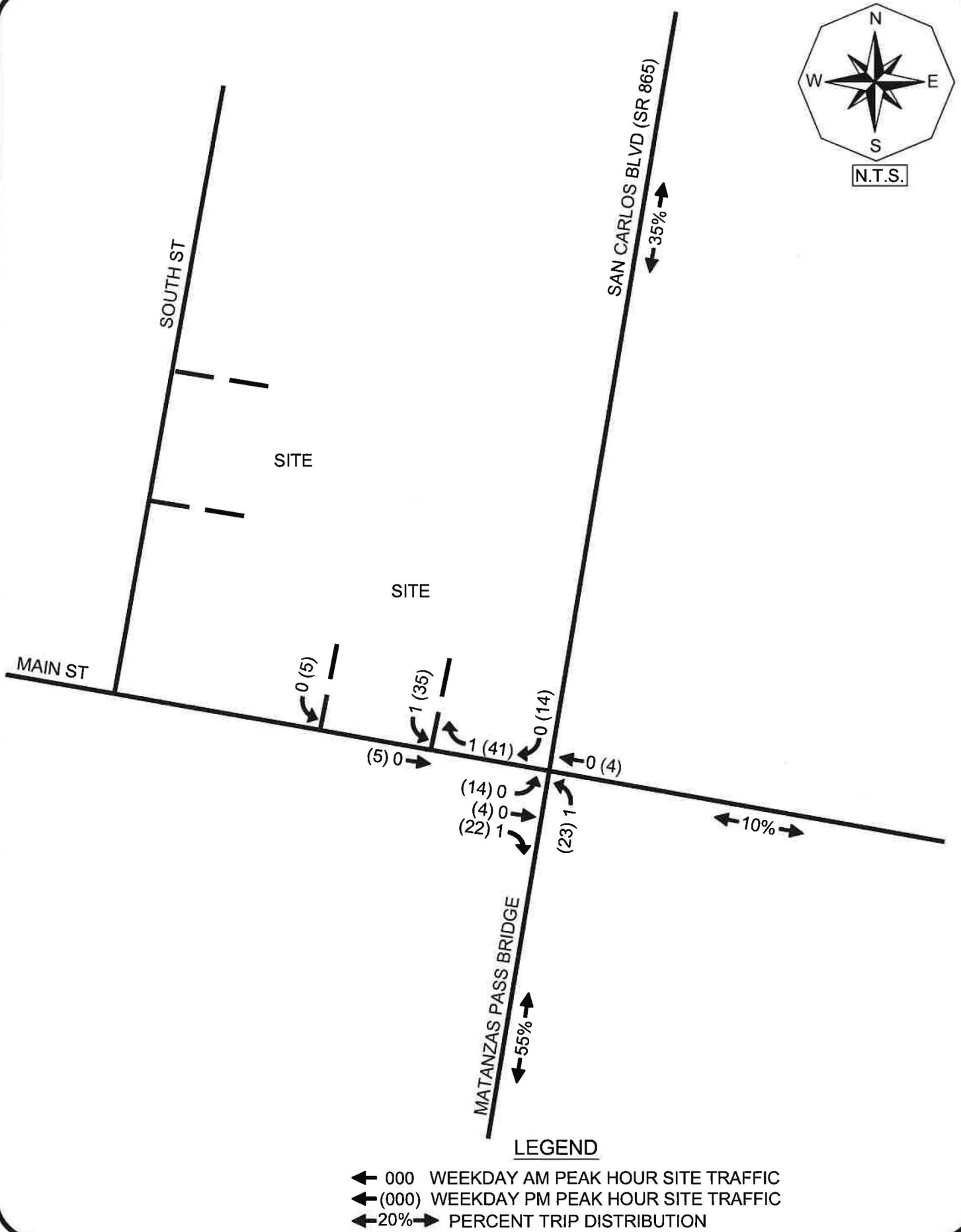
V. TRIP DISTRIBUTION

The trips the proposed development is anticipated to generate as shown in Table 2 were then assigned to the surrounding roadway system based on the anticipated routes the drivers will utilize to approach the site. Based on current and projected population in the area and other existing or planned competing/complementary uses in the area, a distribution of the site traffic was formulated. The anticipated trip distribution and assignment of project traffic related to the proposed liquor store site is shown in **Figure 2**. The anticipated trip distribution and assignment of project related traffic related to the proposed commercial parking lot site is shown in **Figure 3**. **Figure 4** illustrates the resulting assignment of all project related trips to the proposed site access drives and surrounding intersections.

In order to determine which roadway segments surrounding the site may be significantly impacted as outlined in the Lee County Traffic Impact Statement Guidelines, **Table 1A**, in the Appendix, was created. This table indicates which roadway links will accommodate greater than 10% of the Peak Hour Level of Service “C” volumes. The Level of Service threshold volumes for San Carlos Boulevard (SR 865) were obtained from FDOT’s *Generalized Service Volume Tables*. Based on Table 1A, no roadway segments in the study area are projected to be significantly impacted as a result of the proposed development.

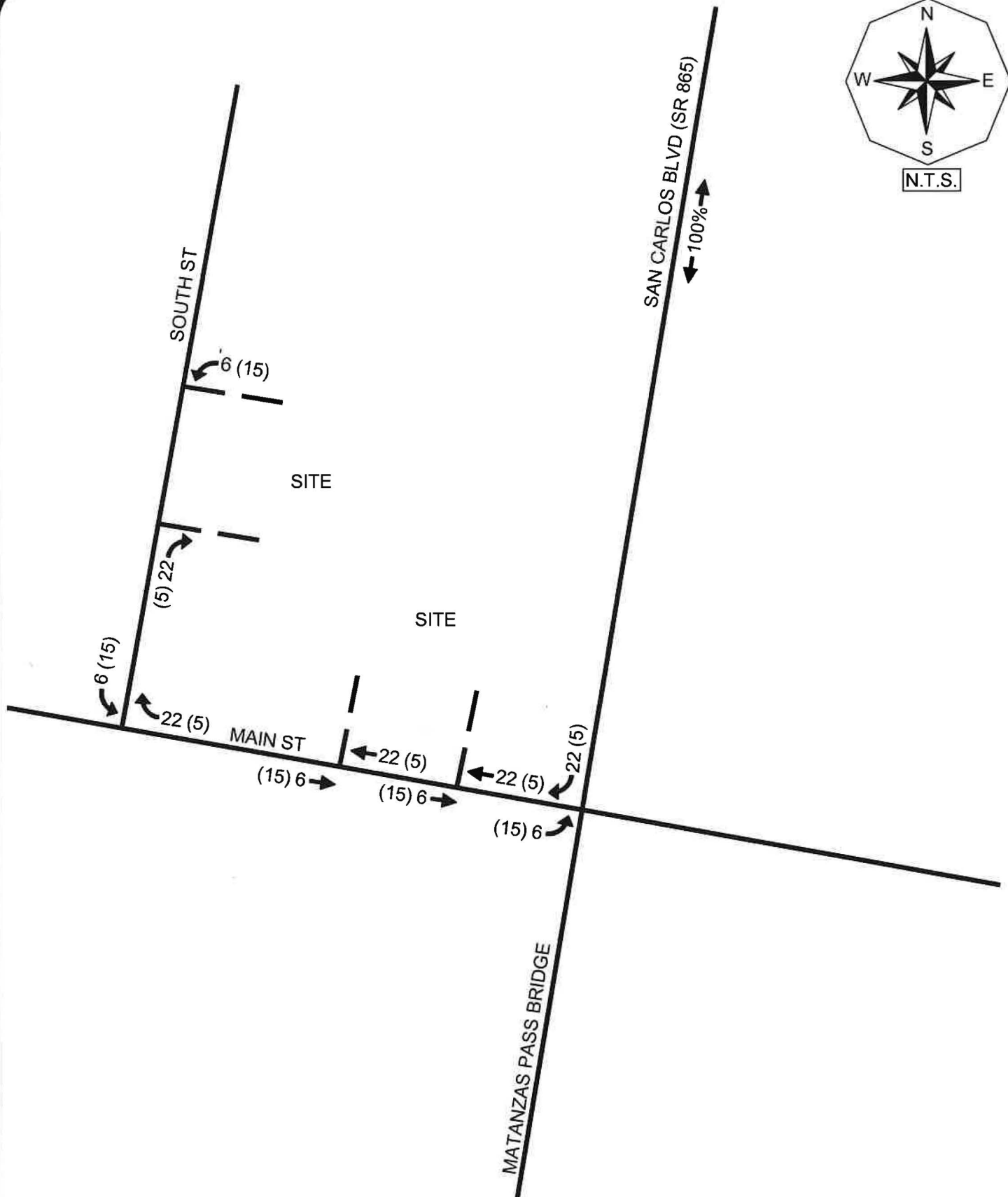
VI. FUTURE TRAFFIC CONDITIONS

A horizon year analysis of 2029 was selected as the analysis year to evaluate the future impacts this project will have on the surrounding roadway network. Based on this horizon year, a growth rate was applied to the existing traffic conditions for all roadway links in the study area. The growth rate on SR 865 was determined through comparisons of historical annual traffic data obtained from the FDOT’s *Florida Traffic Online* webpage. Based on the project distribution illustrated in Figure 2 and Figure 3, the link data was analyzed for the year 2029 without the development and year 2029 with the development.



TRIP DISTRIBUTION & SITE TRAFFIC ASSIGNMENT
LIQUOR STORE SITE
BREEZE BUILDING CPD

Figure 2

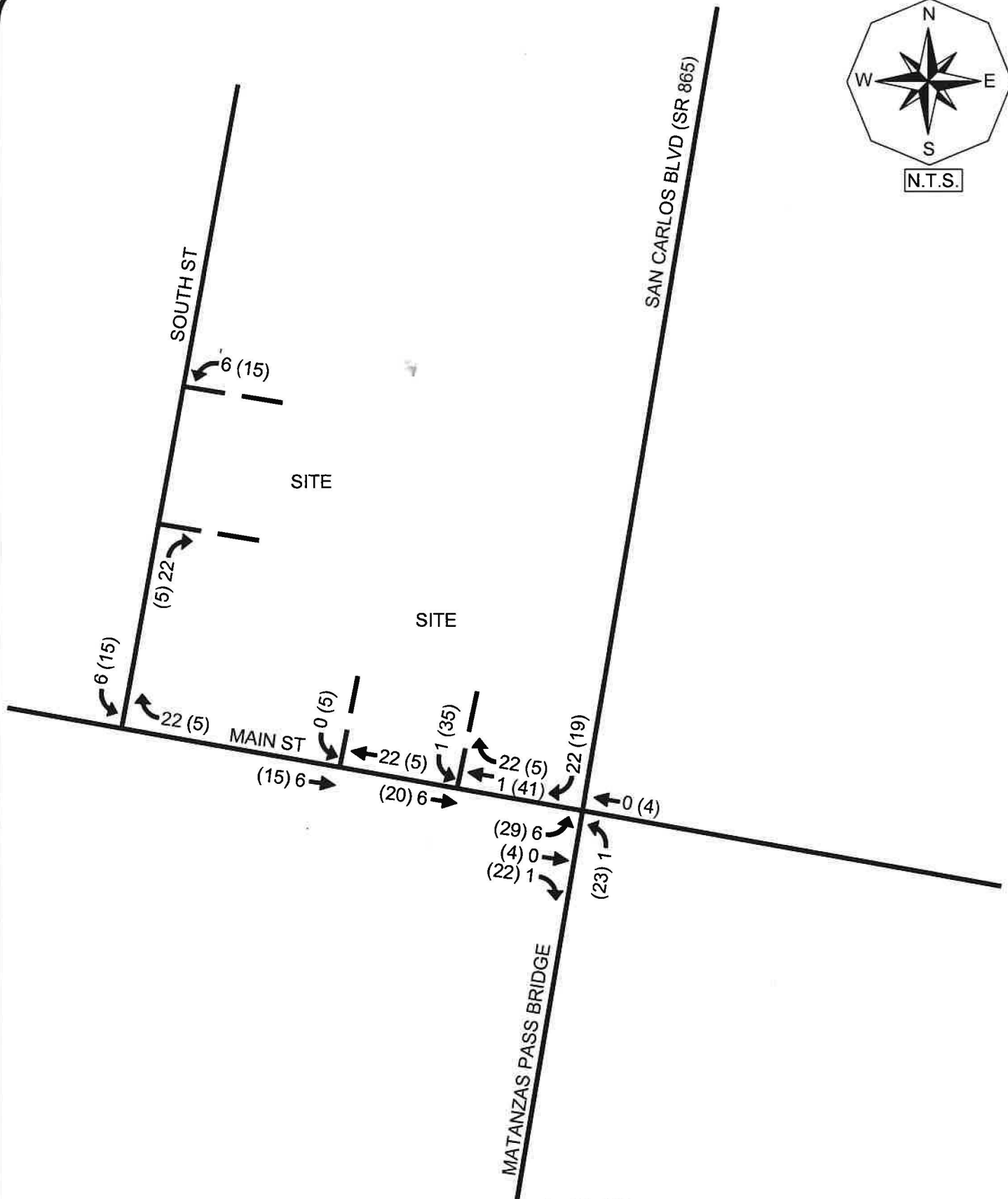
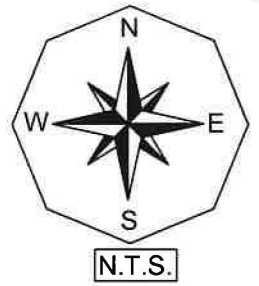


LEGEND

- ← 000 WEEKDAY AM PEAK HOUR SITE TRAFFIC
- ← (000) WEEKDAY PM PEAK HOUR SITE TRAFFIC
- ← 20% → PERCENT TRIP DISTRIBUTION

TRIP DISTRIBUTION & SITE TRAFFIC ASSIGNMENT
COMMERCIAL PARKING LOT SITE
BREEZE BUILDING CPD

Figure 3



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

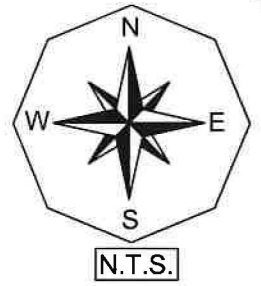
Figure 4

Table 2A in the Appendix of the report indicates the methodology utilized to obtain the year 2029 build-out traffic volumes as well as the growth rate utilized for each roadway segment. The base year traffic volumes were obtained from the 2023 *Lee County Public Facilities Level of Service and Concurrency Report*.

Figure 5 indicates the year 2029 peak hour – peak direction traffic volumes and Level of Service for the various roadway links within the study area. Noted on Figure 5 is the peak hour – peak direction volume and Level of Service of each link should no development occur on the subject site and the peak hour – peak direction volume and Level of Service for the weekday P.M. peak hour with the development traffic added to the roadways. This figure was derived from Table 2A contained in the Appendix.

VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS

Adverse impacts are defined as a degradation of the Level of Service beyond the adopted Level of Service Thresholds for those links as indicated in Table 1A. In comparing the links' functional classification and calculated 2029 traffic volumes to the Service Volume Tables, it was determined that all analyzed roadways are projected to operate above the minimum adopted Level of Service in 2029 both with and without the proposed development. San Carlos Boulevard (SR 865) was shown to operate at a Level of Service "C" in 2029 both with and without the proposed rezoning request. Therefore, roadway capacity improvements will not be warranted as a result of the additional traffic to be generated by the proposed development.



SOUTH ST

SAN CARLOS BLVD (SR 865)

SITE

SITE

MAIN ST

1,221 - "C"
(1,250 - "C")

MATANZAS PASS BRIDGE

1,221 - "C"
(1,244 - "C")

LEGEND

XXX - "X" 2029 PEAK SEASON PEAK HOUR PEAK DIRECTION BACKGROUND TRAFFIC
AND LEVEL OF SERVICE DESIGNATION

(XXX - "X") 2029 PEAK SEASON PEAK HOUR PEAK DIRECTION BACKGROUND PLUS PM
PEAK DIRECTION PROJECT TRAFFIC AND LEVEL OF SERVICE DESIGNATION

2029 LEVEL OF SERVICE ANALYSIS
BREEZE BUILDING CPD

Figure 5

Turn lane improvements at the proposed site access drives will be evaluated at the time the project seeks a Local Development Order approval.

VIII. CONCLUSION

The proposed development will occupy three parcels located at 19260 San Carlos Boulevard and 816/810 South Street in Lee County, Florida. The Level of Service analysis conducted as part of this report indicates all roadways to operate above the minimum adopted Level of Service in 2029 both with and without the proposed development. Therefore, roadway capacity improvements will not be warranted as a result of the additional traffic to be generated by the proposed development. The zoning amendment as proposed is consistent with the goals and objectives of the Lee County Comprehensive Plan in that there is sufficient roadway capacity projected to accommodate the anticipated development.

Turn lane improvements at the site access drive intersections will be evaluated at the time the project seeks a Local Development Order approval.

APPENDIX

TABLES 1A & 2A

TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
BREEZE BUILDING CPD

Liquor Store Trips

TOTAL AM PEAK HOUR PROJECT TRAFFIC =	2 VPH	IN=	1	OUT=	1
TOTAL PM PEAK HOUR PROJECT TRAFFIC =	81 VPH	IN=	41	OUT=	40

Commerical Parking Lot Trips

TOTAL AM PEAK HOUR PROJECT TRAFFIC =	28 VPH	IN=	22	OUT=	6
TOTAL PM PEAK HOUR PROJECT TRAFFIC =	20 VPH	IN=	5	OUT=	15

<u>ROADWAY</u>	<u>SEGMENT</u>	<u>CLASS</u>	<u>LOS A</u> <u>VOLUME</u>	<u>LOS B</u> <u>VOLUME</u>	<u>LOS C</u> <u>VOLUME</u>	<u>LOS D</u> <u>VOLUME</u>	<u>LOS E</u> <u>VOLUME</u>	<u>CUMULATIVE</u>	
								<u>PM PROJECT</u> <u>TRAFFIC</u> ¹	<u>PROJ/</u> <u>LOS C</u>
San Carlos Blvd (SR 865)	N. of Main St	4LU	0	0	1,596	1,900	1,900	29	1.8%
	S. of Main St	2LB	0	0	1,596	1,900	1,900	23	1.4%

1 Obtained from Figure 4 of the TIS Report.

* Level of Service Threshold were obtained from FDOT's Generalized Service Volume Tables based on C3C roadway classification.

**TABLE 2A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
BREEZE BUILDING CPD**

	<u>Liquor Store Trips</u>					
TOTAL AM PEAK HOUR PROJECT TRAFFIC	2	VPH	IN =	1	OUT=	1
TOTAL PM PEAK HOUR PROJECT TRAFFIC	81	VPH	IN=	41	OUT=	40

	<u>Commerical Parking Lot Trips</u>					
TOTAL AM PEAK HOUR PROJECT TRAFFIC	28	VPH	IN=	22	OUT=	6
TOTAL PM PEAK HOUR PROJECT TRAFFIC	20	VPH	IN=	5	OUT=	15

							2022	2029			LIQUOR STORE	COMMERCIAL LOT		2029		
							PK HR	PK HR	PK SEASON	PERCENT	PERCENT	LIQUOR STORE	COMMERCIAL LOT	CUMULATIVE	BCKGRND	
ROADWAY	SEGMENT	Sta#	BASE YR	LATEST	YRS OF	ANNUAL	PK SEASON	PEAK DIRECTION	PROJECT	PROJECT	PM PROJ	PM PROJ	PM PROJECT	+ PM PROJ		
			ADT	ADT	GROWTH	RATE	PEAK DIR. ¹	VOLUME	LOS	TRAFFIC	TRAFFIC	TRAFFIC	TRAFFIC	TRAFFIC	VOLUME	LOS
San Carlos Blvd (SR 865)	N. of Main St	126008	20,711	23,000	14	2.00%	1,063	1,221	C	35%	100%	14	15	29	1,250	C
	S. of Main St	126009	20,711	23,000	14	2.00%	1,063	1,221	C	55%	0%	23	0	23	1,244	C

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

* Remaining 10% of Liquor Store project related traffic was assigned to/from Main Street east of San Carlos Blvd.

**TRAFFIC DATA FROM THE LEE
COUNTY PUBLIC FACILITIES LEVEL
OF SERVICE AND CONCURRENCY
REPORT**

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		1,056	1.17		1,110	1.23	City of Fort Myers
19700	ORTIZ AVE	SR 82	LUCKETT RD	2LN	E	900	E	897	1.00		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		2,204	1.16		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		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		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 VBI 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		778	1.02		818	1.07	

**FDOT GENERALIZED SERVICE
VOLUMES TABLE**

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**



Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided
 Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

**TRAFFIC DATA FROM FDOT
FLORIDA TRAFFIC ONLINE**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6008 - SR 865/SAN CARLOS BLVD, 200' S OF PRESCOTT/N OF MATANZAS PASS, PTMS10, LCPR8

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	23000 X	0	0	9.00	53.80	5.90
2022	22000 X	0	0	9.00	53.70	8.30
2021	22000 T	0	0	9.00	53.10	4.10
2020	21500 S	0	0	9.00	52.80	5.70
2019	22000 F	0	0	9.00	53.30	3.10
2018	21982 C	0	0	9.00	54.50	2.60
2017	22000 F	0	0	9.00	54.50	3.60
2016	22352 C	N 11136	S 11216	9.00	54.50	2.80
2015	22387 C	N 11098	S 11289	9.00	53.80	2.80
2014	22728 C	N 11284	S 11444	9.00	53.90	5.20
2013	22603 C	N 11213	S 11390	9.00	54.30	3.10
2012	22194 C	N 11021	S 11173	9.00	54.70	3.00
2011	22541 C	N 11204	S 11337	9.00	54.60	3.50
2010	21796 C	N 10844	S 10952	9.08	55.72	2.80
2009	20711 C	N 9603	S 11108	9.75	56.00	3.10

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

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

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

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

TRIP GENERATION EQUATIONS

Park-and-Ride Lot with Bus or Light Rail Service (090)

Vehicle Trip Ends vs: Occupied Parking Spaces
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 43

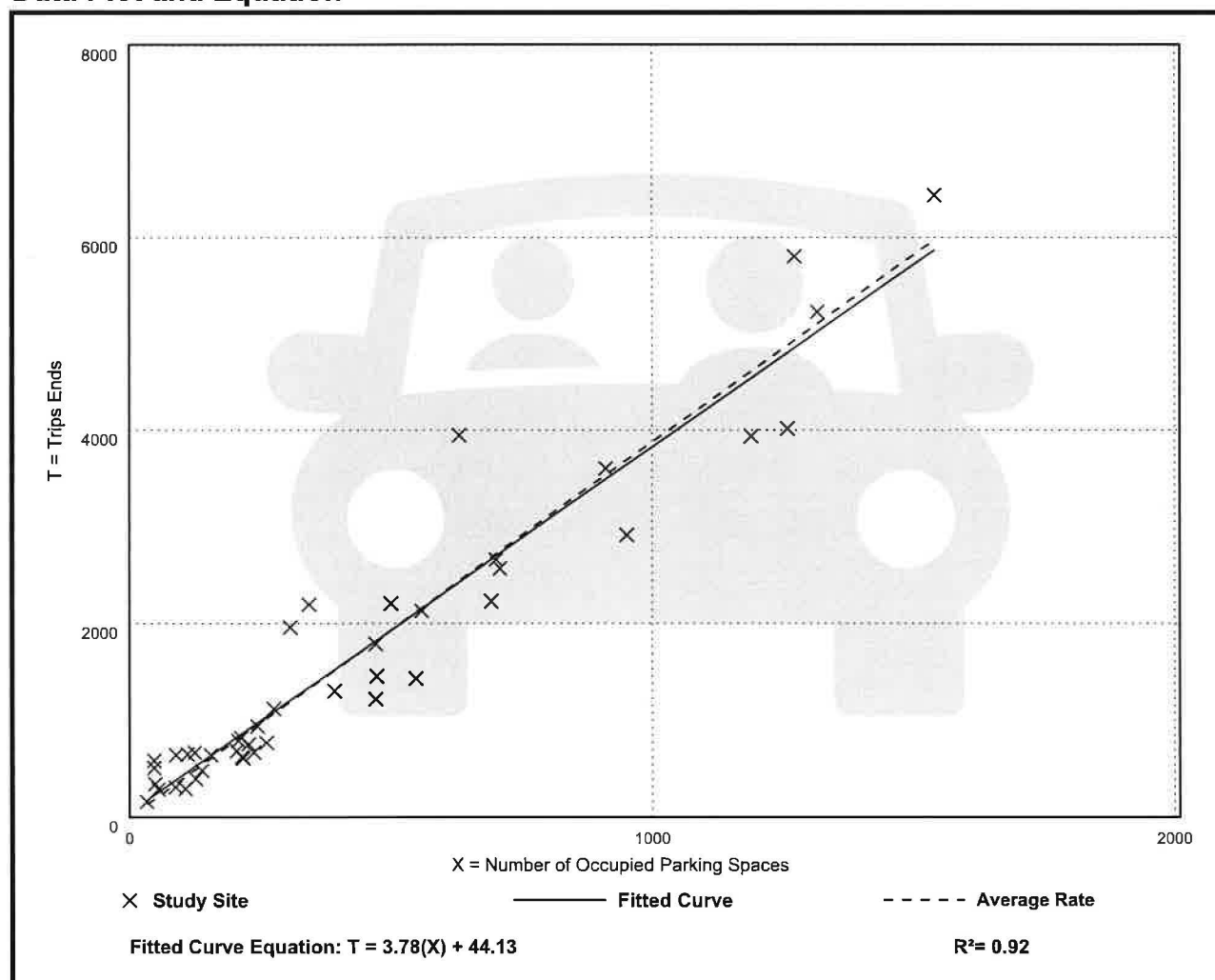
Avg. Num. of Occupied Parking Spaces: 436

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Occupied Parking Space

Average Rate	Range of Rates	Standard Deviation
3.88	2.60 - 12.15	1.09

Data Plot and Equation



Park-and-Ride Lot with Bus or Light Rail Service (090)

Vehicle Trip Ends vs: Occupied Parking Spaces

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 44

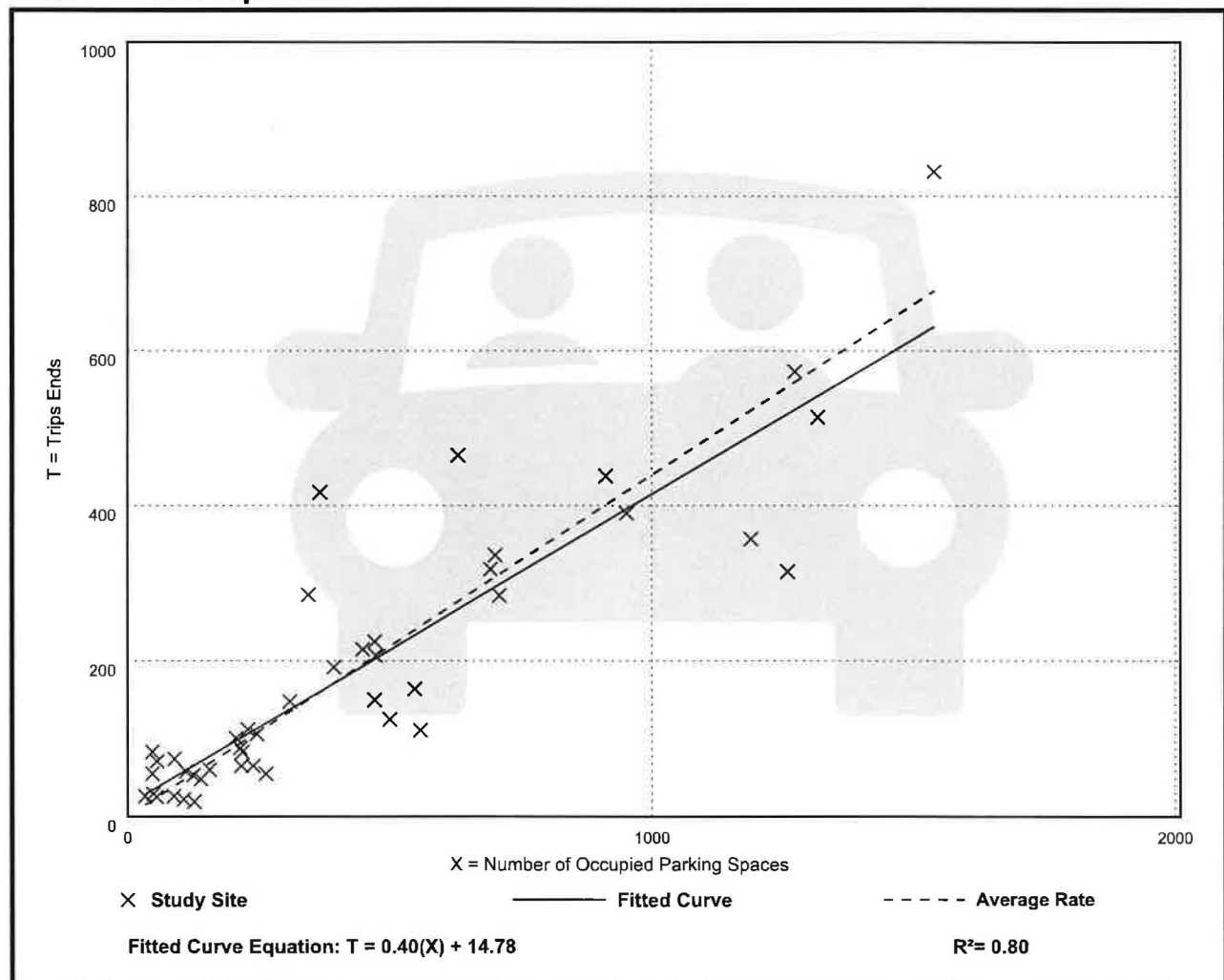
Avg. Num. of Occupied Parking Spaces: 434

Directional Distribution: 80% entering, 20% exiting

Vehicle Trip Generation per Occupied Parking Space

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.73	0.19

Data Plot and Equation



Park-and-Ride Lot with Bus or Light Rail Service (090)

Vehicle Trip Ends vs: Occupied Parking Spaces

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

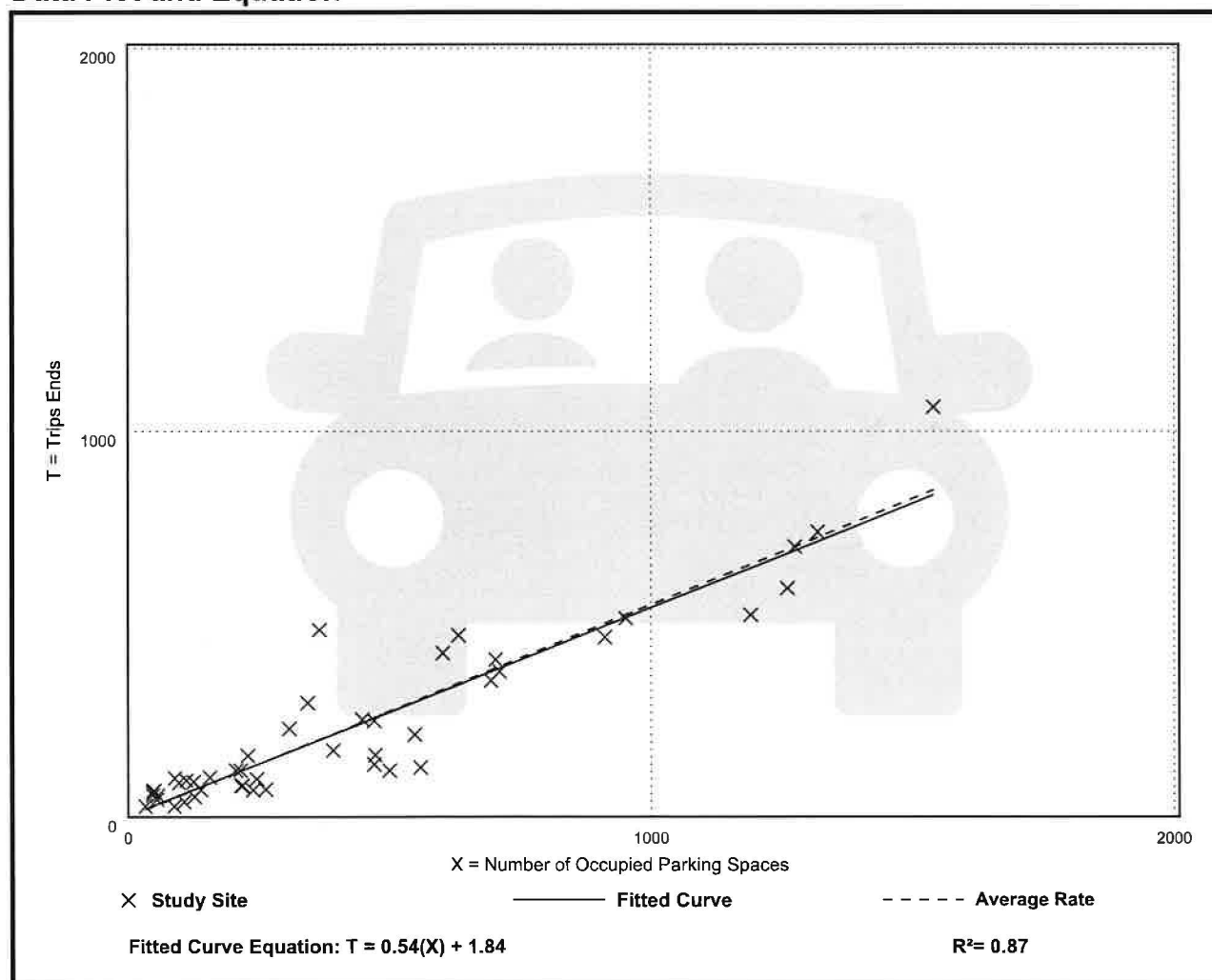
Avg. Num. of Occupied Parking Spaces: 431

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Occupied Parking Space

Average Rate	Range of Rates	Standard Deviation
0.55	0.23 - 1.36	0.20

Data Plot and Equation



Liquor Store (899)

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

Setting/Location: General Urban/Suburban

Number of Studies: 5

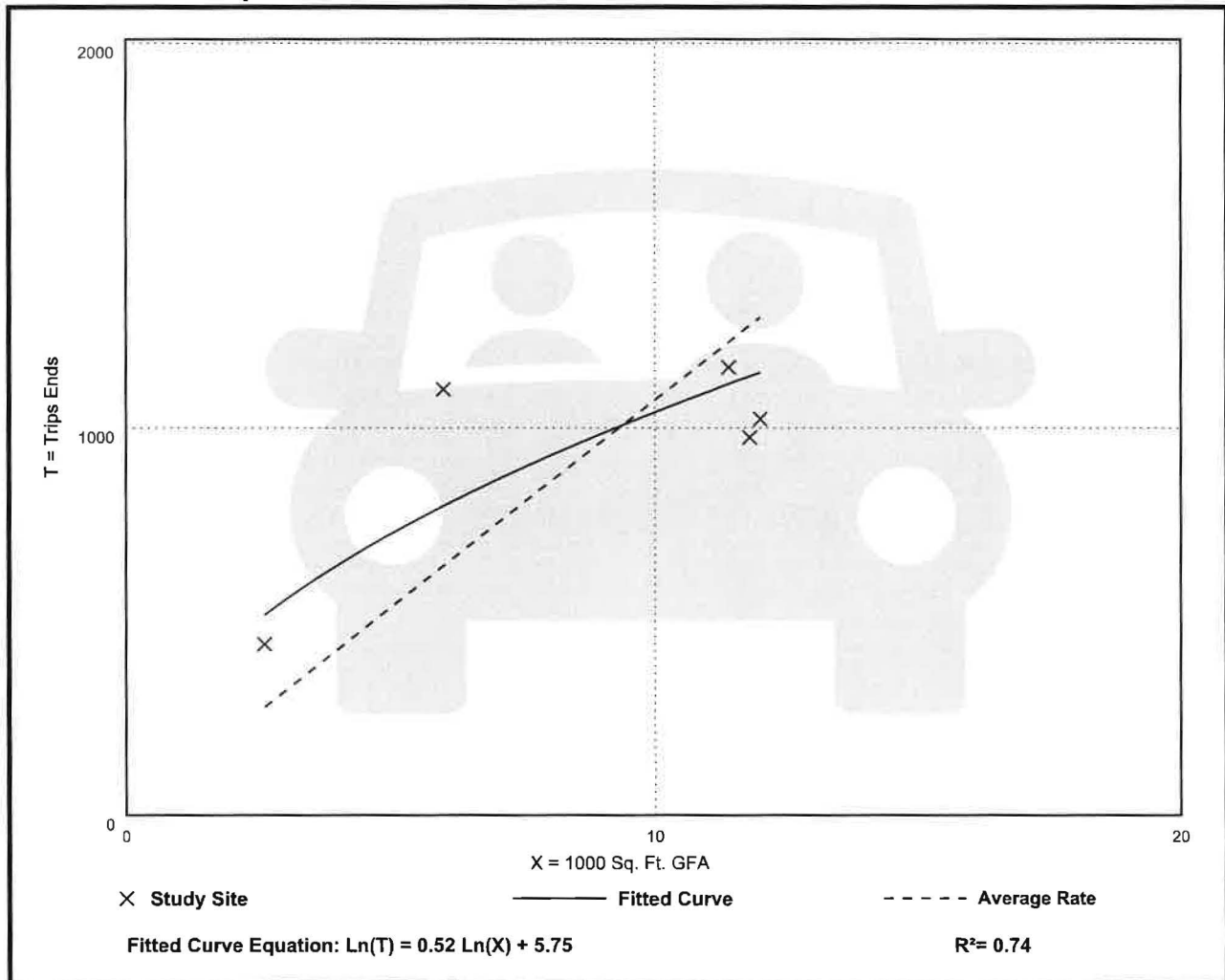
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.21	82.63 - 183.33	40.75

Data Plot and Equation



Liquor Store (899)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 4

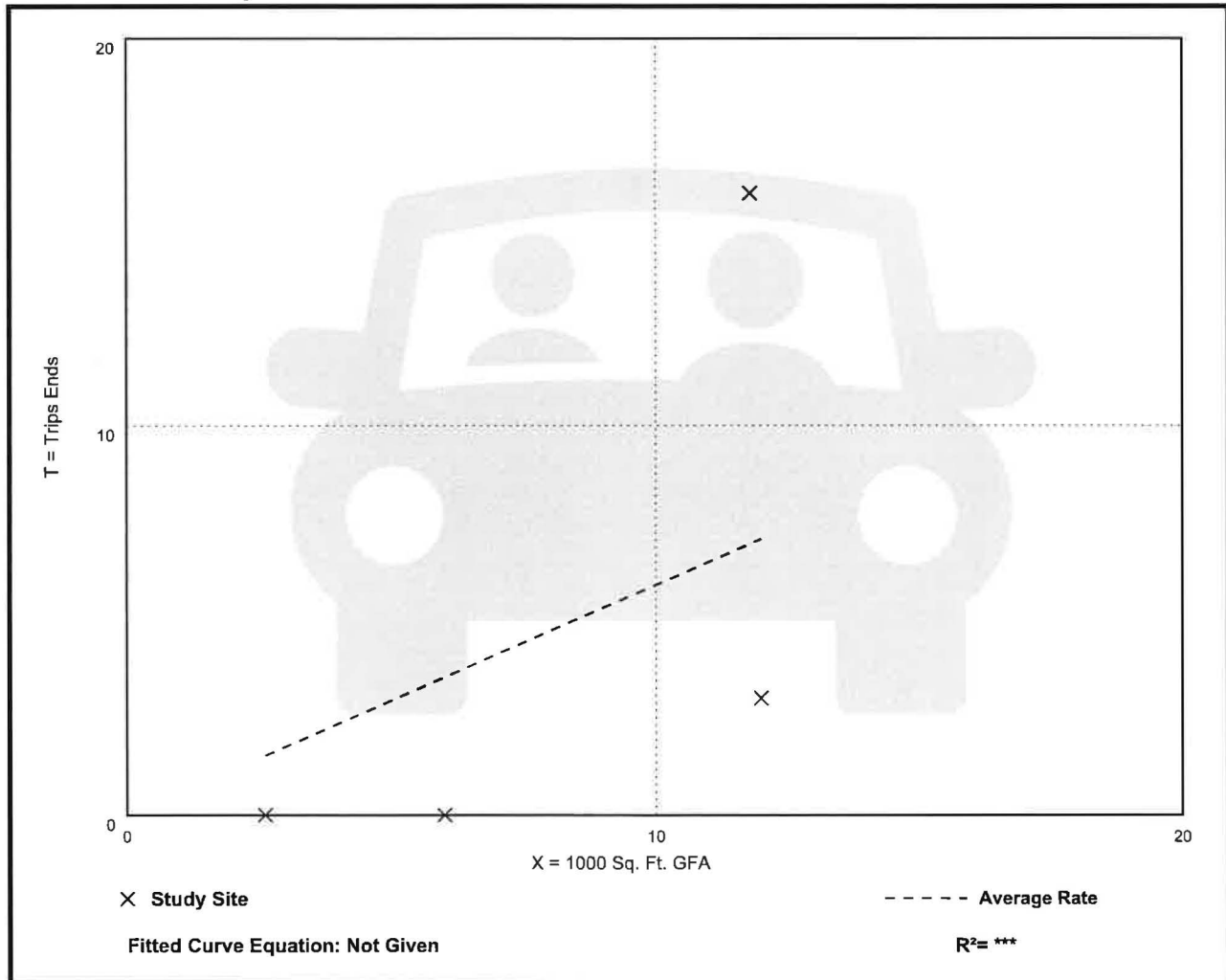
Avg. 1000 Sq. Ft. GFA: 8

Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.59	0.00 - 1.36	0.68

Data Plot and Equation



Liquor Store (899)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

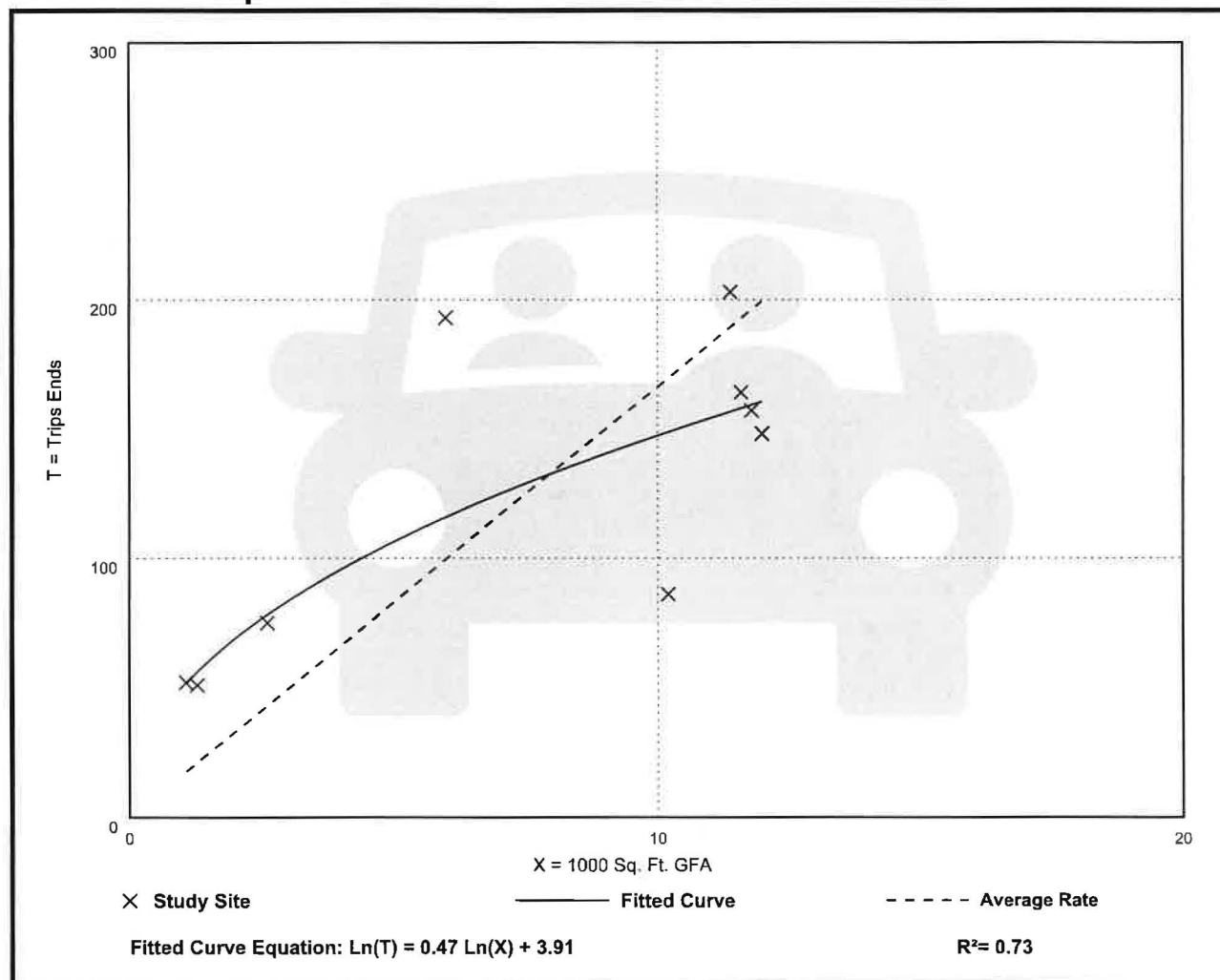
Avg. 1000 Sq. Ft. GFA: 8

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
16.62	8.43 - 48.60	8.86

Data Plot and Equation



September 1, 2024

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

RE: JBRA CPD
DCI2024-00023

Dear Ms. Kulak:

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

LC T.I.S. Application Sufficiency Checklist:

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

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

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

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

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

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

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

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

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

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

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

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

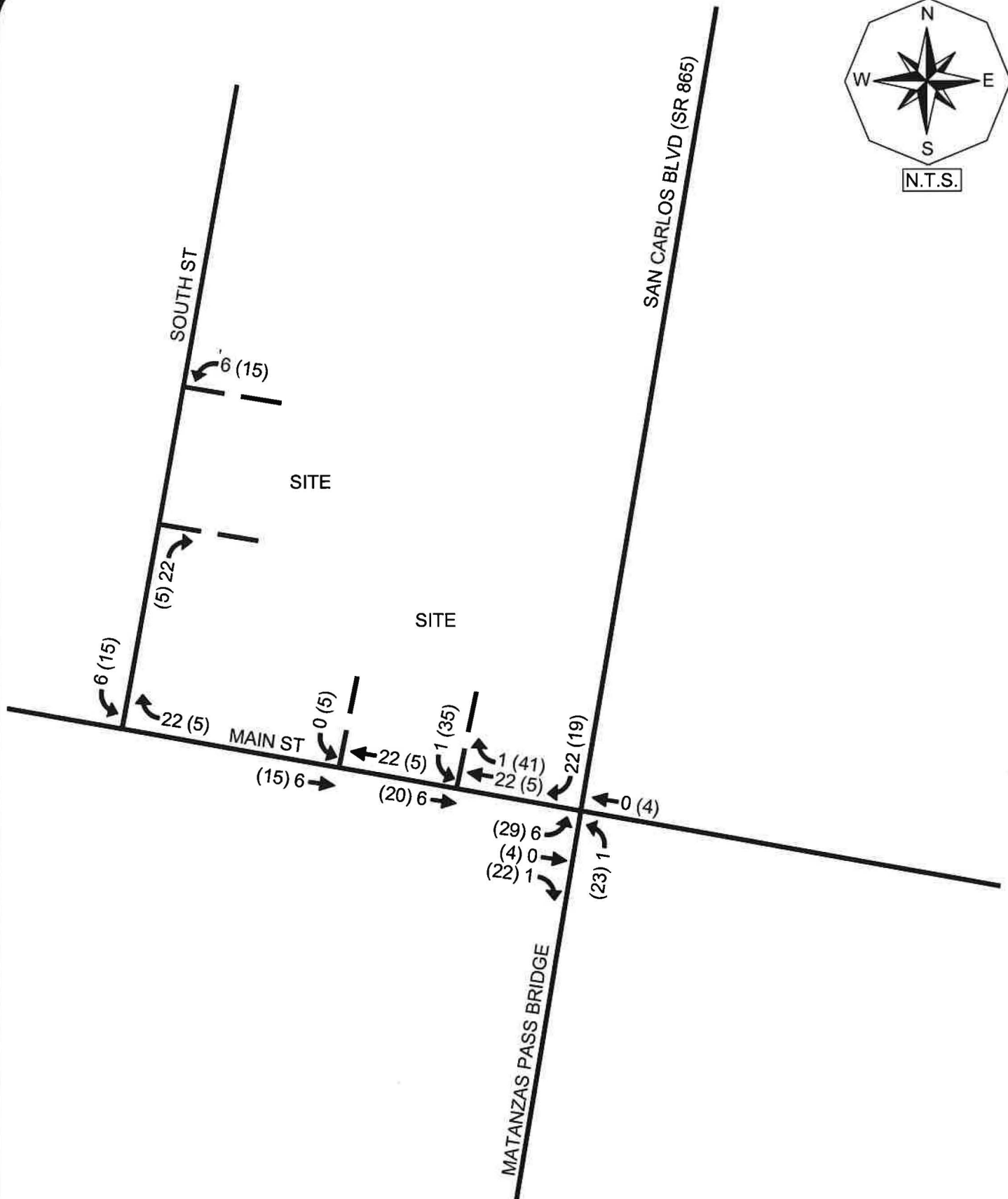
Sincerely,



Yury Bykau, P.E.
Senior Project Manager

Attachments

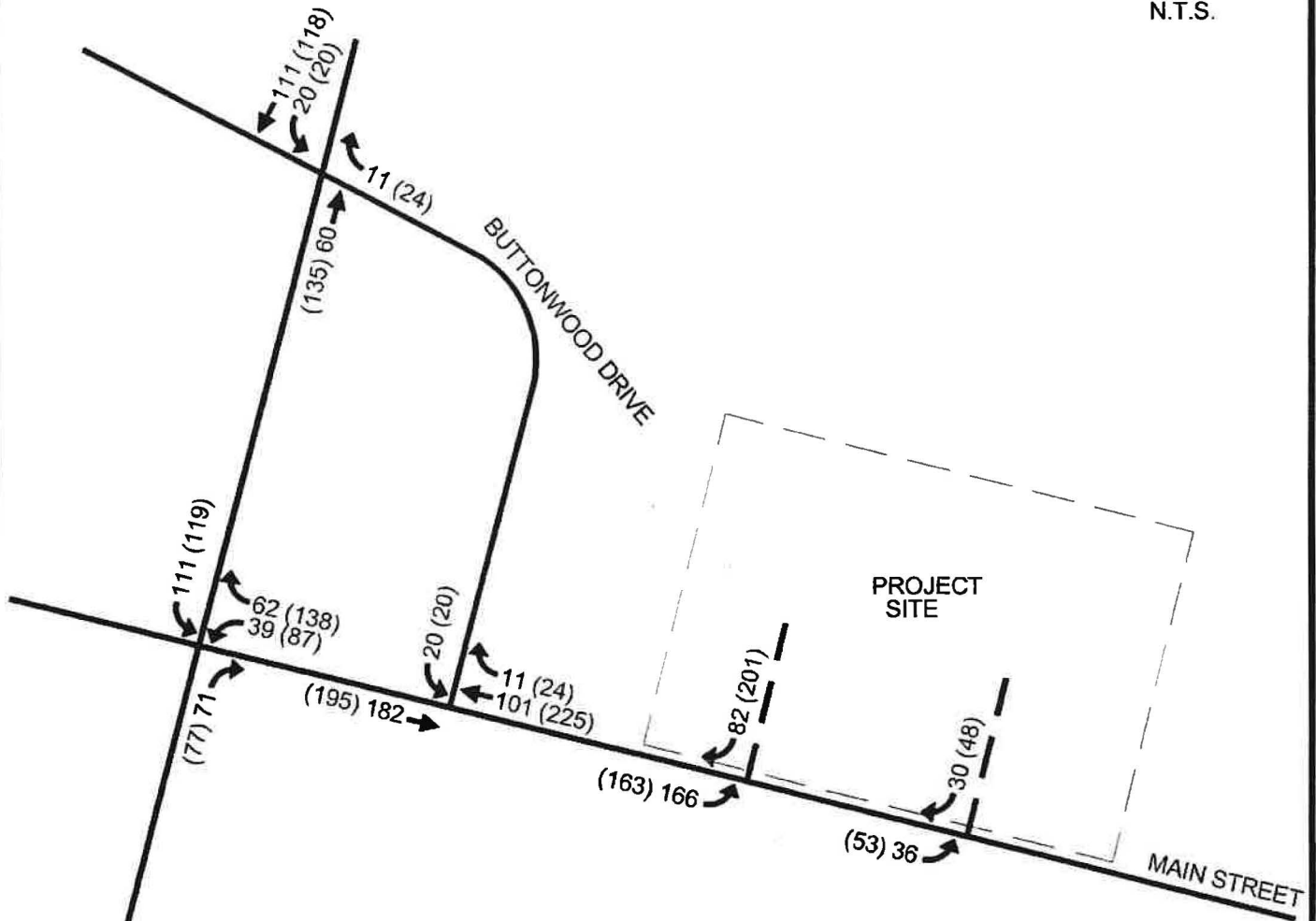
FIGURE 4
JBRA CPD



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

Figure 4

FIGURE 3
BAY HARBOUR
MARINA VILLAGE MPD
(DCI2023-00023



LEGEND

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

TRAFFIC COUNTS
MAIN ST @ SAN CARLOS BLVD

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

Time	Southbound San Carlos Blvd						Westbound Main St						Northbound San Carlos Blvd						Eastbound Main St						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:00 AM	0	11	174	22	0	207	0	7	0	6	0	13	0	0	39	2	0	41	0	0	0	5	0	5	268
7:15 AM	0	10	153	11	0	174	0	3	0	5	0	8	0	1	43	1	0	45	0	1	0	0	0	1	228
7:30 AM	0	7	191	16	0	214	0	11	0	3	0	14	0	4	71	5	0	80	0	0	0	5	0	5	313
7:45 AM	0	6	187	13	0	206	0	4	1	3	0	8	0	1	62	9	0	72	0	2	0	2	0	4	290
Hourly Total	0	34	705	62	0	801	0	25	1	17	0	43	0	6	215	17	0	238	0	3	0	12	0	15	1097
8:00 AM	0	7	173	11	0	191	0	5	0	9	0	14	0	5	73	8	0	86	0	1	0	1	0	2	293
8:15 AM	0	13	165	17	0	195	0	5	0	4	0	9	0	3	70	3	0	76	0	1	0	7	0	8	288
8:30 AM	0	6	161	6	0	173	0	3	1	6	0	10	0	6	78	4	0	88	0	0	0	6	0	6	277
8:45 AM	0	7	152	15	0	174	0	3	2	16	0	21	0	6	80	5	0	91	0	2	0	2	0	4	290
Hourly Total	0	33	651	49	0	733	0	16	3	35	0	54	0	20	301	20	0	341	0	4	0	16	0	20	1148
TOTAL Cars	0	67	1356	111	0	1534	0	41	4	52	0	97	0	26	516	37	0	579	0	7	0	28	0	35	2245
Heavy Vehicles	0	63	1298	103	0	1464	0	36	3	47	0	86	0	23	487	32	0	542	0	7	0	22	0	29	2121
Heavy Vehicle %	0.00%	4	58	8	0	70	0	5	1	5	0	11	0	3	29	5	0	37	0	0	0	6	0	6	124
	0.00%	5.97%	4.28%	7.21%	0.00%	4.56%	0.00%	12.20%	25.00%	9.62%	0.00%	11.34%	0.00%	11.54%	5.62%	13.51%	0.00%	6.39%	0.00%	0.00%	0.00%	21.43%	0.00%	17.14%	5.52%

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

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:30 AM	0	7	191	16	0	214	0	11	0	3	0	14	0	4	71	5	0	80	0	0	0	5	0	5	313
7:45 AM	0	6	187	13	0	206	0	4	1	3	0	8	0	1	62	9	0	72	0	2	0	2	0	4	290
8:00 AM	0	7	173	11	0	191	0	5	0	9	0	14	0	5	73	8	0	86	0	1	0	1	0	2	293
8:15 AM	0	13	165	17	0	195	0	5	0	4	0	9	0	3	70	3	0	76	0	1	0	7	0	8	288
Peak Hour Total PHF	0	33	716	57	0	806	0	25	1	19	0	45	0	13	276	25	0	314	0	4	0	15	0	19	1184
	0.000	0.635	0.937	0.838	0.000	0.942	0.000	0.588	0.250	0.528	0.000	0.804	0.000	0.650	0.945	0.694	0.000	0.913	0.000	0.500	0.000	0.536	0.000	0.594	0.946

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

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

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

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	7	84	6	0	97	0	6	2	35	3	43	2	7	157	4	0	170	0	0	0	3	0	3	313
4:15 PM	0	5	92	11	0	108	0	6	1	29	1	36	0	4	152	5	2	161	0	0	0	2	0	2	307
4:30 PM	0	7	83	10	0	100	0	5	0	12	1	17	0	5	128	5	0	138	0	3	1	3	0	7	262
4:45 PM	0	6	92	10	1	108	0	7	0	14	2	21	1	12	126	9	0	148	0	2	0	6	0	8	285
Peak Hour Total	0	25	351	37	1	413	0	24	3	90	7	117	3	28	563	23	2	617	0	5	1	14	0	20	1167
PHF	0.000	0.893	0.954	0.841	0.250	0.956	0.000	0.857	0.375	0.643	0.583	0.680	0.375	0.583	0.806	0.639	0.250	0.907	0.000	0.417	0.250	0.583	0.000	0.625	0.932

TRAFFIC COUNTS
MAIN ST @ SOUTH ST

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

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

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

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	6
8:15 AM	0	4	0	0	0	4	0	0	3	1	1	4	0	1	0	2	2	3	0	1	4	0	0	5	16
8:30 AM	0	1	0	3	1	4	0	0	5	2	0	7	0	0	0	0	0	0	0	0	4	0	0	4	15
8:45 AM	0	2	0	0	0	2	0	2	5	1	0	8	0	0	0	1	0	1	0	1	1	1	0	3	14
Peak Hour Total	0	7	0	3	1	10	0	2	18	4	1	24	0	1	0	3	2	4	0	2	10	1	0	13	51
PHF	0.000	0.438	0.000	0.250	0.250	0.625	0.000	0.250	0.900	0.500	0.250	0.750	0.000	0.250	0.000	0.375	0.250	0.333	0.000	0.500	0.625	0.250	0.000	0.650	0.797

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

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

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

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	0	1	3	0	0	4	7
4:45 PM	0	1	0	0	0	1	0	0	0	2	0	2	0	0	1	0	0	1	0	0	1	0	0	1	5
5:00 PM	0	0	0	1	1	1	0	0	0	2	0	2	0	0	0	1	0	1	0	0	3	0	0	3	7
5:15 PM	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	2	0	2	0	0	2	0	0	2	6
Peak Hour Total	0	1	0	2	1	3	0	0	3	4	0	7	0	0	1	4	0	5	0	1	9	0	0	10	25
PHF	0.000	0.250	0.000	0.500	0.250	0.750	0.000	0.000	0.375	0.500	0.000	0.875	0.000	0.000	0.250	0.500	0.000	0.625	0.000	0.250	0.750	0.000	0.000	0.625	0.893

PEAK SEASON FACTOR

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

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

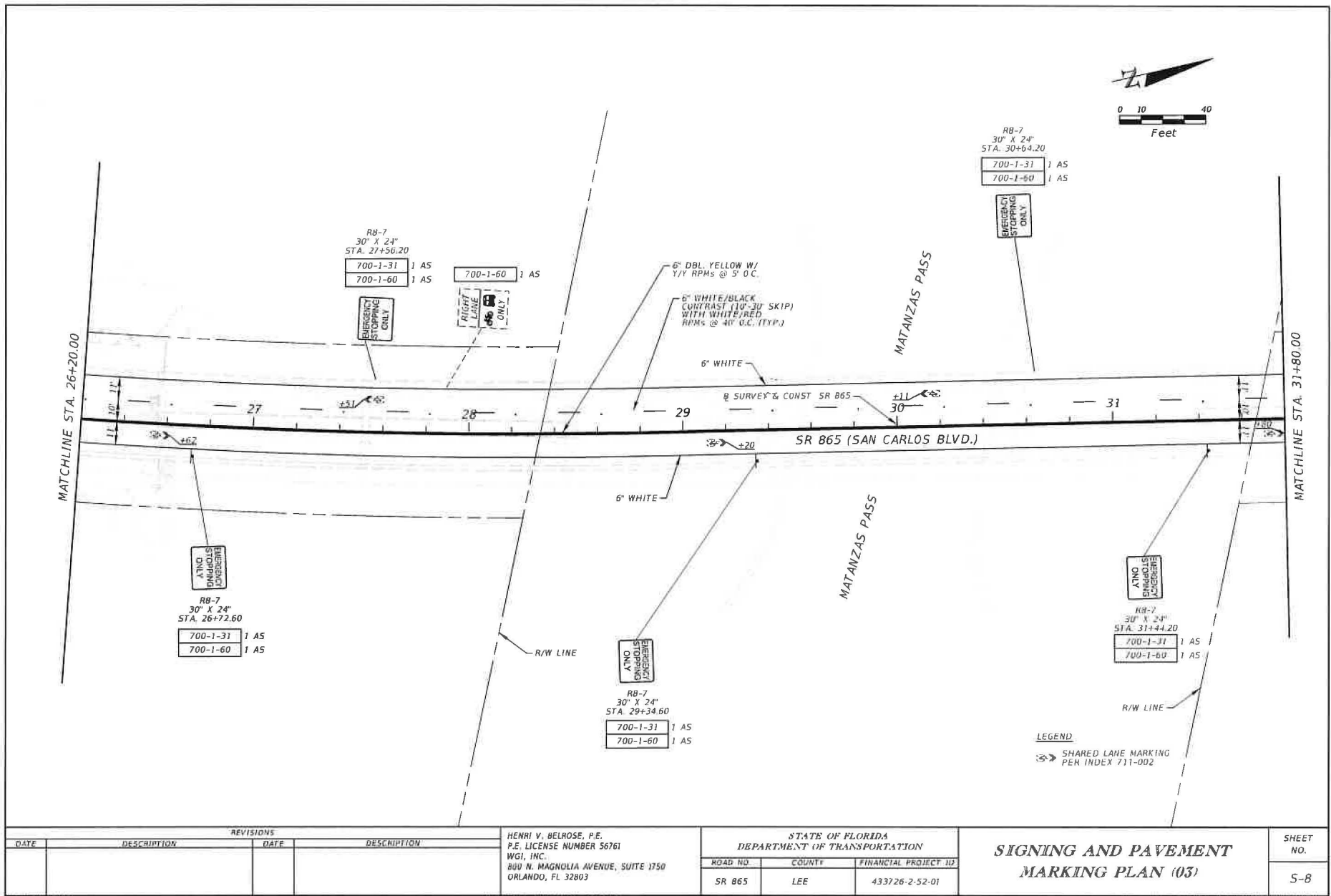
* PEAK SEASON

09-MAR-2024 18:41:38

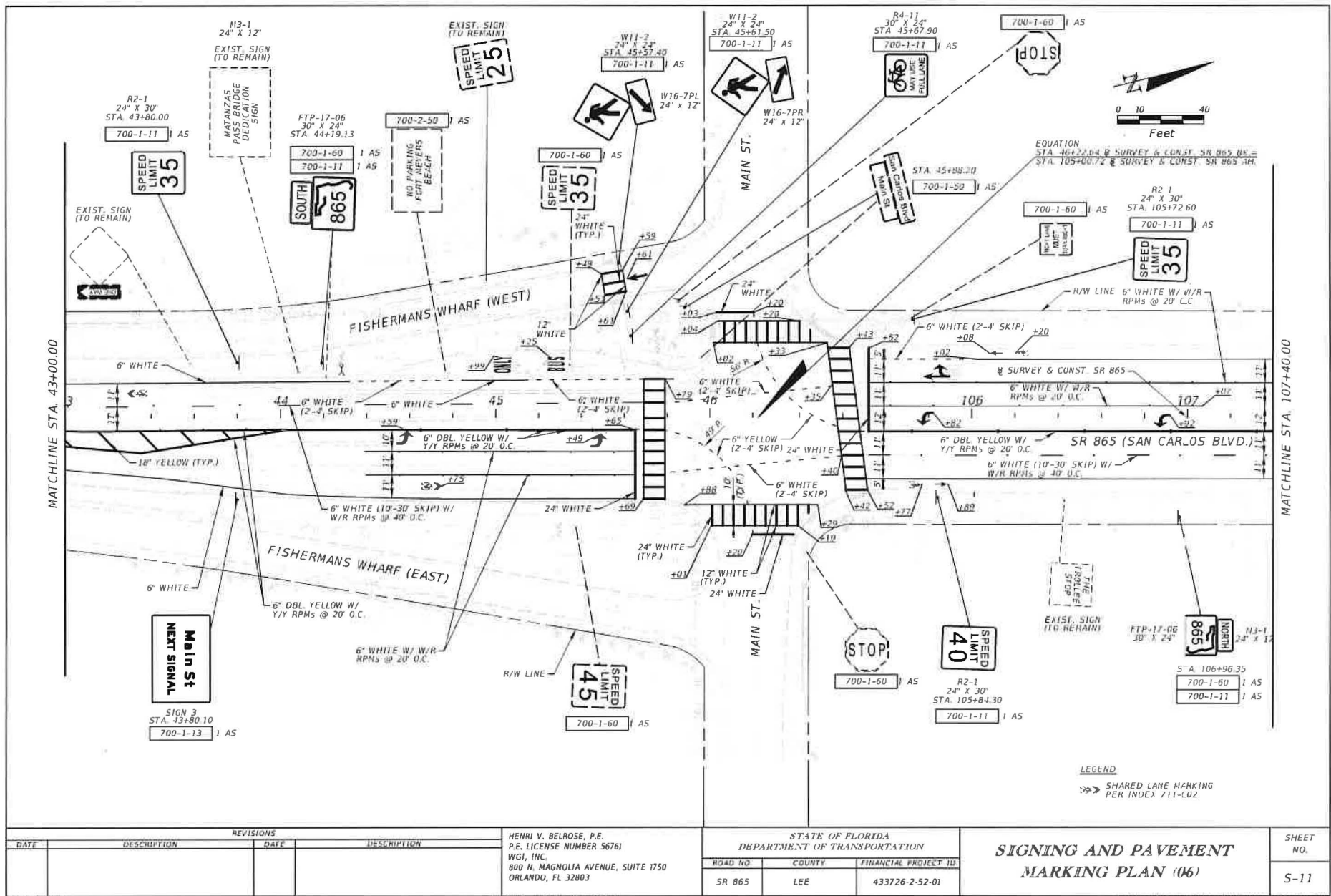
830UPD

1_1250_PKSEASON.TXT

FDOT SR 865
IMPROVEMENT PROJECT



THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61C15-23.004, F.A.C.

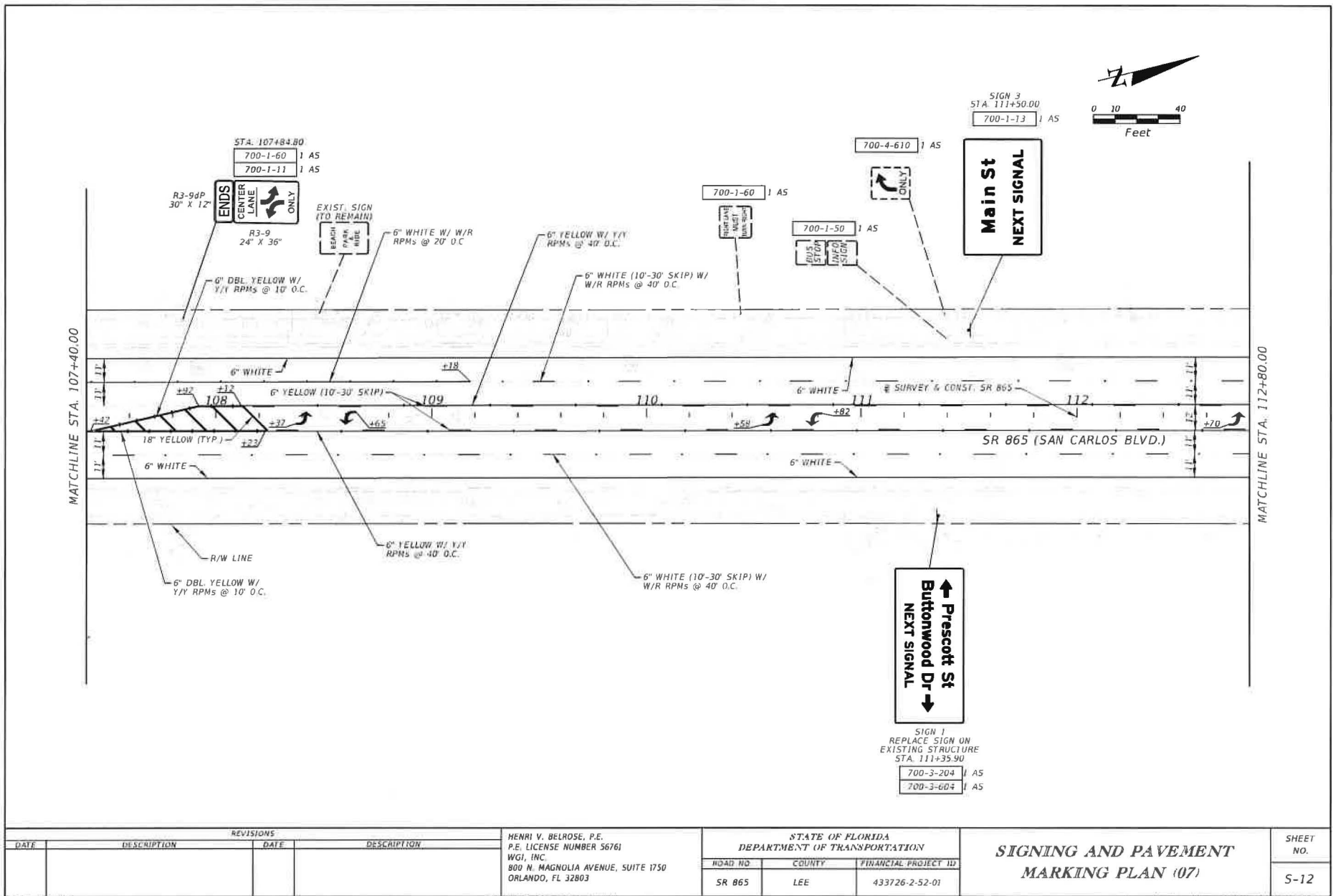


USER: Lili Smith

8/7/2023 10:46:20 AM Default

c:\pwworking\wgi\lil.smith\2199402\PLANS\06.dgn

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61C15-23.004, F.A.C.

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

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

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

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

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

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

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

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

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

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

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

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

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

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

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

Maint St @South Street
August 20, 2024
2029

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

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

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

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

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

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

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

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

2029 AM Pk Hr Background

09/01/2024

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

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

2029 AM Pk Hr Background

09/01/2024

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

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 89.8

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 9.1

Intersection LOS: A

Intersection Capacity Utilization 55.9%

ICU Level of Service B

Analysis Period (min) 15

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

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

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

2029 PM Pk Hr Background

09/01/2024

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

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

2029 PM Pk Hr Background
09/01/2024

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

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 98

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 20.5

Intersection LOS: C

Intersection Capacity Utilization 68.7%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

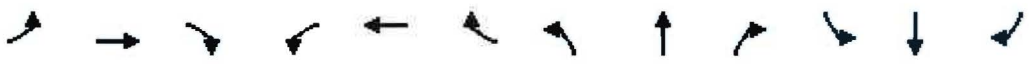
Splits and Phases: 3: San Carlos Blvd. & Main St.

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

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

2029 AM Pk Hr Background + Project

09/01/2024

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

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

2029 AM Pk Hr Background + Project

09/01/2024

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

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 89.8

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 9.2

Intersection LOS: A

Intersection Capacity Utilization 54.0%

ICU Level of Service A

Analysis Period (min) 15

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

 Ø1	 Ø2	 Ø4
11 s	52 s	27 s
 Ø5	 Ø6	 Ø8
11 s	52 s	27 s

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

2029 PM Pk Hr Background + Project

09/01/2024

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

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

2029 PM Pk Hr Background + Project

09/01/2024

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

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 98.5

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 21.3

Intersection LOS: C

Intersection Capacity Utilization 65.5%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

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

SYNCHRO SUMMARY SHEETS
MAIN ST @ E. SITE ACCESS

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	28	104	1	1	0
Future Vol, veh/h	0	28	104	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	113	1	1	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	114	0	-	0	144	114
Stage 1	-	-	-	-	114	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1475	-	-	-	849	939
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1475	-	-	-	849	939
Mov Cap-2 Maneuver	-	-	-	-	849	-
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	993	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.2		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1475	-	-	-	849	
HCM Lane V/C Ratio	-	-	-	-	0.001	
HCM Control Delay (s)	0	-	-	-	9.2	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	43	83	41	35	0
Future Vol, veh/h	0	43	83	41	35	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	47	90	45	38	0

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

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

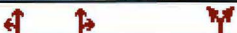
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1449	-	-	-	831
HCM Lane V/C Ratio	-	-	-	-	0.046
HCM Control Delay (s)	0	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

SYNCHRO SUMMARY SHEETS
MAIN ST @ W. SITE ACCESS

Intersection

Int Delay, s/veh 0

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations 

Traffic Vol, veh/h 0 28 104 0 0 0

Future Vol, veh/h 0 28 104 0 0 0

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 30 113 0 0 0

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 113 0 - 0 143 113

Stage 1 - - - - 113 -

Stage 2 - - - - 30 -

Critical Hdwy 4.12 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Pot Cap-1 Maneuver 1476 - - - 850 940

Stage 1 - - - - 912 -

Stage 2 - - - - 993 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 1476 - - - 850 940

Mov Cap-2 Maneuver - - - - 850 -

Stage 1 - - - - 912 -

Stage 2 - - - - 993 -

Approach EB WB SB

HCM Control Delay, s 0 0 0

HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1476 - - - -

HCM Lane V/C Ratio - - - - -

HCM Control Delay (s) 0 - - - 0

HCM Lane LOS A - - - A

HCM 95th %tile Q(veh) 0 - - - -

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	38	83	0	5	0
Future Vol, veh/h	0	38	83	0	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	41	90	0	5	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	90	0	0	131	90
Stage 1	-	-	-	90	-
Stage 2	-	-	-	41	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1505	-	-	863	968
Stage 1	-	-	-	934	-
Stage 2	-	-	-	981	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1505	-	-	863	968
Mov Cap-2 Maneuver	-	-	-	863	-
Stage 1	-	-	-	934	-
Stage 2	-	-	-	981	-

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

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

SYNCHRO SUMMARY SHEETS
MAIN ST @ SOUTH ST

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	2	11	1	2	21	4	1	0	3	8	0	3
Future Vol, veh/h	2	11	1	2	21	4	1	0	3	8	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	12	1	2	23	4	1	0	3	9	0	3

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

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

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

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	10	0	0	3	4	0	1	4	1	0	2
Future Vol, veh/h	1	10	0	0	3	4	0	1	4	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	11	0	0	3	4	0	1	4	1	0	2

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

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

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

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	11	1	2	21	26	1	0	3	14	0	3
Future Vol, veh/h	2	11	1	2	21	26	1	0	3	14	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	12	1	2	23	28	1	0	3	15	0	3

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

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

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

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	10	0	0	3	9	0	1	4	16	0	2
Future Vol, veh/h	1	10	0	0	3	9	0	1	4	16	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	11	0	0	3	10	0	1	4	17	0	2

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

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

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

SYNCHRO SUMMARY SHEETS
SOUTH ST @ N. SITE ACCESS

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	0	7	0	0	11
Future Vol, veh/h	6	0	7	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	8	0	0	12

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

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

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

Intersection						
Int Delay, s/veh	5.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y			Y
Traffic Vol, veh/h	15	0	7	0	0	3
Future Vol, veh/h	15	0	7	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	0	8	0	0	3
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	11	8	0	0	8	0
Stage 1	8	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1009	1074	-	-	1612	-
Stage 1	1015	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	1009	1074	-	-	1612	-
Mov Cap-2 Maneuver	1009	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.6	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	1009	1612	-	
HCM Lane V/C Ratio	-	-	0.016	-	-	
HCM Control Delay (s)	-	-	8.6	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	



DCI2024-00023 JBRA CPD Memo.DOCX
DEPARTMENT OF COMMUNITY
DEVELOPMENT

Memo

To: Adam Mendez, Planner, Principal

From: Tim Brooks, Project Manager, DOT

Date: April 4, 2025

Subject: JBRA CPD (DCI2024-00023) Transportation-Related Analysis

Proposed Development

The memo only addresses items pertinent to the zoning action. Development Order related items, that were included in the analysis, will be reviewed at the time of DO. This application requests approval to rezone approximately 0.6 acres from Residential Two-Family Conservation (TFC-2) and Commercial (C-1) to Commercial Planned Development (CPD). To allow a maximum of 2,840 square feet of liquor store and an auxiliary parking lot.

Site Location

The site is adjacent to the intersection of Main St and San Carlos Blvd in unincorporated Fort Myers Beach, FL (24-46-23-01-00-006.0360, 24-46-23-01-00006.0020, & 24-46-23-01-00006.0010).

Site Access

The site will be accessed via 2 entrances on Main St and two one-way (one ingress & one egress for the primary MCP, and one only egress for the alternate MCP) driveways on South St. The liquor store and auxiliary parking lot sites will both provide interconnectivity to 19240 San Carlos Blvd (24-46-23-01-00006.0340). In the primary MCP, which has a larger auxiliary parking lot that is split between two parcels: there will be interconnectivity between these two parcels to have one connected parking lot. LCDOT recommends approval of deviations 2 & 8 for the following reason: Although the eastern driveway on Main St is not in an ideal location, the location is being moved back further away from the intersection of Main St & San Carlos Blvd and is being narrowed. This is a significant improvement given the existing condition of the site. The site is constrained by the size of the existing building relative to the size of the site. Additionally, interconnectivity is being provided to the parcel to the north which also provides interconnectivity to the proposed parking lot in this application.

Trip Generation Review

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) Trip Generation 11th Edition Report. Table 1 outlines the proposed

project's new trip generation for weekday AM and PM peak hours and daily traffic volumes. LUC 090-Park and Ride Lot with Bus Service was used for the parking lot's trip generation.

Table 1: Trip Generation

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
2,840 SF Liquor Store (LUC 899)	1	1	2	41	40	81	541
33 Spaces Parking Lot (LUC 090)	22	6	28	5	15	20	139
Total Trips	23	7	30	46	55	101	680

Roadway Section Traffic Operation Level of Service Analysis

The proposed development was assumed to be completed by 2029 (build-out year). So, the roadway significantly impacted by the proposed development was analyzed for the horizon year 2029 without and with the proposed development (Table 2).

Table 2: Arterial/Collector Roadway Section(s) Adjacent to Site Expected to be Significantly Impacted by the Proposed Development

Roadway	Segment	Significant Impact Expected	Level of Service		
			Existing	Future	Future+ Project
San Carlos Blvd	N of Main St	No	C	C	C
	S of Main St	No	C	C	C

Roadway Intersection Traffic Operation Level of Service Analysis

Because the proposed site generates more than 100 trips, an intersection analysis was performed for the intersection of San Carlos Blvd & Main St. The Florida Dept. of Transportation (FDOT) is planning to install a signal at this intersection. It was found that the proposed trip generation did not decrease the LOS of the future intersection (C to C in PM peak hour). Intersection analysis of the access points on Main St and South St were also provided. Please see the traffic impact statement for more information.

Conclusion

The proposed project will not have a detrimental impact on the surrounding roadway system as per LDC 34-145(d)(4)(a)(1)(d) & (e). However, please consider recommending the following condition be added to the zoning resolution:

“Interconnectivity and cross-access easements must be provided and constructed in accordance with the primary or alternate MCP. Both interconnects must be constructed prior to or concurrent

to C.C. of the proposed parking lots shown on the primary and alternate MCP. In the case that the alternate MCP is used, the auxiliary parking lot (24-46-23-01-00006.0020) must still provide a cross-access easement and construct an interconnect stub-out to the property to the south (24-46-23-01-00006.0010). If the property to the south ever redevelops, it must also provide interconnectivity/cross-access easement to the auxiliary parking lot at the time of development order.”



Attachment I

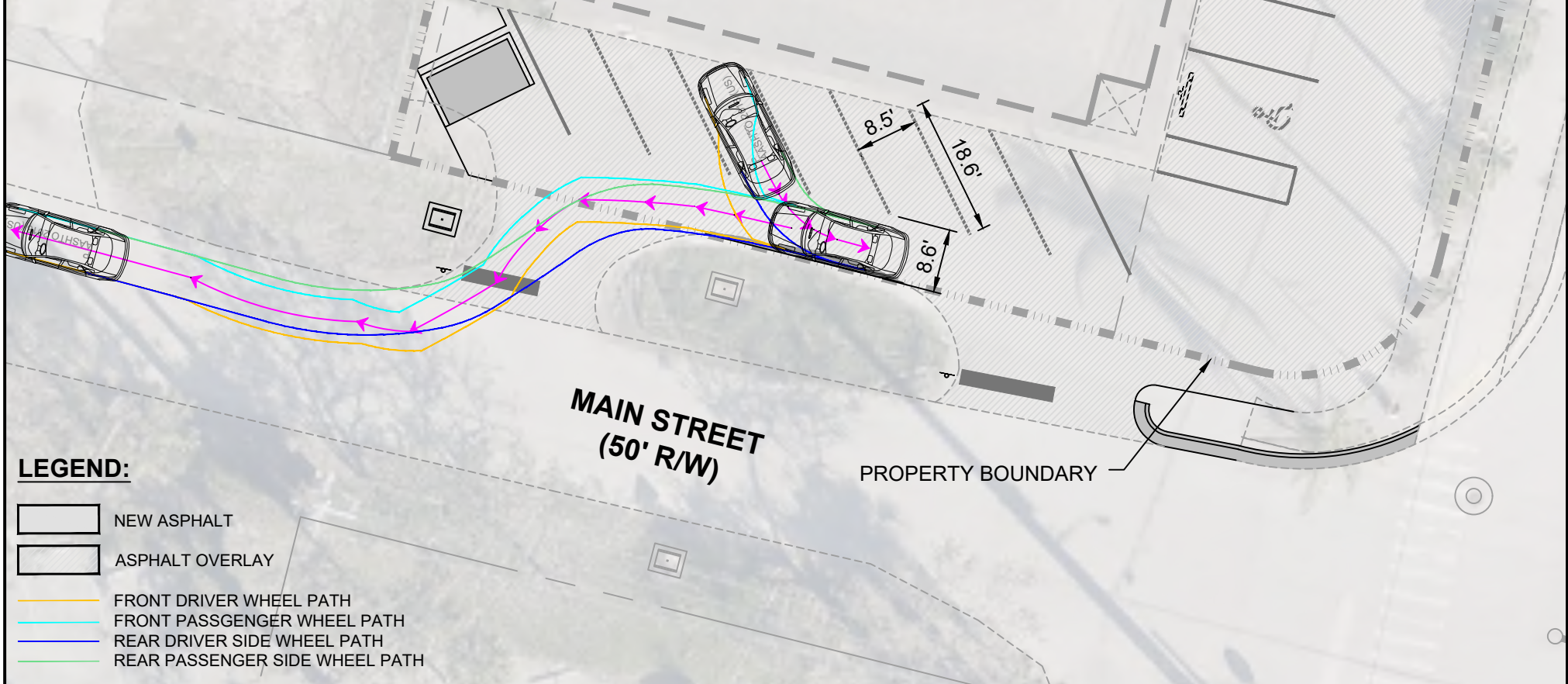
GRAPHICAL SCALE

0 10 20

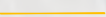
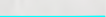
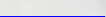
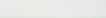


SCALE IN FEET

EXISTING BUILDING
(FORMER BREEZE BULLETIN)
2840 SF



LEGEND:

-  NEW ASPHALT
-  ASPHALT OVERLAY
-  FRONT DRIVER WHEEL PATH
-  FRONT PASSENGER WHEEL PATH
-  REAR DRIVER SIDE WHEEL PATH
-  REAR PASSENGER SIDE WHEEL PATH

VEHICLE MANEUVERING SKETCH
FORMER BREEZE BULLETIN BUILDING



BOARD OF COUNTY COMMISSIONERS

Kevin Ruane
District One

May 31, 2024

Via E-Mail

Cecil L Pendergrass
District Two

Ray Sandelli
District Three

Brian Hamman
District Four

Michael Greenwell
District Five

Dave Harner, II
County Manager

Richard Wm Wesch
County Attorney

Donna Marie Collins
County Hearing Examiner

PATTY KULAK
RVI
28100 Bonita Grande Drive, Suite 300
Bonita Springs, FL 34135

RE: Potable Water and Wastewater Availability
810 / 816 SOUTH ST & 19260 SAN CARLOS BLVD - Commercial
STRAP # 24-46-23-01-00006.0020 / 24/46/23/01/00006.0030/ 24-46-23/01/00006.0360

To whom this may concern:

The subject properties are located within Lee County Utilities Future Service Area as depicted on Map 4A and Map 4B of the Lee County Comprehensive Land Use Plan. Potable water and sanitary sewer lines are in operation adjacent to the property mentioned above. However, in order to provide service to the subject parcels, developer funded system enhancements such as line extensions may be required.

Your firm has indicated that this project will consist of 1 commercial unit with an estimated flow demand of approximately 426 gallons per day. Lee County Utilities presently has sufficient capacity to provide potable water and sanitary sewer service as estimated above.

Availability of potable water and sanitary sewer service is contingent upon final acceptance of the infrastructure to be constructed by the developer. Upon completion and final acceptance of this project, potable water service will be provided through our Green Meadows Water Treatment Plant.

Sanitary sewer service will be provided by our Fort Myers Beach Water Reclamation Facility. The Lee County Utilities' Design Manual requires the project engineer to perform hydraulic computations to determine what impact this project will have on our existing system.

There are no reuse mains in the vicinity of this parcel.

Prior to beginning design work on this project, please meet with LCU Staff to determine the best point of connection and discuss requirements for construction.

This letter should not be construed as a commitment to serve, but only as to the availability of service. Lee County Utilities will commit to serve only upon receipt of all appropriate

connection fees, a signed request for service and/or an executed service agreement, and the approval of all State and local regulatory agencies.

Sincerely,

LEE COUNTY UTILITIES

Judy Carlson
Utilities Project Manager,
New Development & Construction.





REQUEST FOR SUBMITTAL REQUIREMENT WAIVER FOR UNINCORPORATED AREAS ONLY

Upon written request, the Director may modify the submittal requirements for Public Hearings, Development Orders, Limited Review Development Orders and other Administrative Action Applications where it can be clearly demonstrated that the submission will have no bearing on the review and processing of the application. The request and the Director's written response must accompany the application submitted and will become a part of the permanent file.

APPLICATION FOR WAIVER OF REQUIRED SUBMITTAL ITEMS (indicate the appropriate application type)

- ☐ Public Hearing - General Requirements **(34-202)**
- ☐ Public Hearing - Mining Excavation Planned Development **(12-110)**
- ☒ Public Hearing - Additional Requirements for:
- ☐ Development of Regional Impact **(34-202(b)(1))**
 - ☒ Planned Developments **(34-202(b)(2))**
 - ☐ Planned Development Amendment **(34-202(b)(2))**
 - ☐ Rezoning other than Planned Developments **(34-202(b)(3))**
 - ☐ Special Exceptions **(34-202(b)(5))**
 - ☐ Variances **(34-202(b)(6))**
 - ☐ Limited Amendment to Existing Mine Zoning Approval **[12-121(j)]**
 - ☐ Private Recreational Facilities Planned Development **(34-941(g))**
- ☐ Development Order - Submittal Requirements **(10-152)**
- ☐ Application Form and Contents **(10-153)**
 - ☐ Additional Required Submittals **(10-154)**
- ☐ Limited Review Development Order – Submittal Requirements **(10-152)**
- ☐ Required Submittals **(10-175)**
- ☐ Administrative Action Application Requirements **[34-203]**
- State the Type of Administrative Application: _____

PLEASE PRINT OR TYPE:

STRAP Number: 24-46-23-01-00006.0020, 24-46-23-01-00006.0030, and 24-46-23-01-00006.0360

Name of Project: JBRA Package Sales

Name of Agent: Patty Kulak – RVi Planning + Landscape Architecture

Street Address: 28100 Bonita Grande Drive, Suite 305

City, State, Zip: Bonita Springs, FL 34135

Phone Number: 239-908-3408 Email Address: PKulak@rviplanning.com

Name of Applicant*: JBRA Junior Land Holdings LLC

Street Address: 3618 Fowler Street, Suite D

City, State, Zip: Fort Myers, FL 33901

Phone Number: (954) 854-3484 Email Address: Gal2701@aol.com

***If applicant is not the owner, a letter of authorization from the owner must be submitted.**

**LEE COUNTY COMMUNITY DEVELOPMENT
P.O. BOX 398 (1500 MONROE STREET), FORT MYERS, FLORIDA 33902
PHONE (239) 533-8585**

A. SPECIFIC SECTION(S) AND REQUIREMENT(S) FOR WHICH A WAIVER IS SOUGHT:

	Section Number	Requirement
#1	34-373(a)(4)(b)	Soil and Vegetation Map
#2	34-373(a)(4)(c)	FLUCCS Map
#3		
#4		
#5		
#6		
#7		
#8		
#9		

B. SCOPE OF PROJECT AND REASON(s) FOR REQUEST:

Please provide an explanation of the scope of the project and the reason(s) why you think the request for submittal waiver(s) should be approved. Use additional sheets if necessary and attach to this application form. (Please print or type)
 See Attached.

Under penalties of perjury, I declare that I have read the foregoing application and that the facts stated in it are true.

 Signature of Applicant

 Date

.....
FOR STAFF USE ONLY

DIRECTOR'S DECISION:

☐ Request Denied
☒ Request Approved
☐ Request Approved Per Attached Comments

Electronically signed on 7/10/2024 by
 Anthony R. Rodriguez, AICP, CPM, Zoning Manager
 Lee County Department of Community Development

 Director Signature

 Date