CPA 2000-30 PRIVATELY SPONSORED AMENDMENT TO THE

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

Privately Sponsored Application and Staff Analysis

LPA Public Hearing Document for the November 26th, 2001 Public Hearing

Lee County Planning Division 1500 Monroe Street P.O. Box 398 ' Fort Myers, FL 33902-0398 (941) 479-8585

November 19, 2001

LEE COUNTY DIVISION OF PLANNING STAFF REPORT FOR COMPREHENSIVE PLAN AMENDMENT CPA 2000-30

1	Text Amendment	1	Map Amendment

1	This Document Contains the Following Reviews:				
1	Staff Review				
	Local Planning Agency Review and Recommendation				
	Board of County Commissioners Hearing for Transmittal				
	Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report				
	Board of County Commissioners Hearing for Adoption				

STAFF REPORT PREPARATION DATE: November 19, 2001

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Simon Property Group and Oakbrook Properties, represented by Matthew D. Uhle of Knott, Consoer, Ebelini, Hart & Swett, P.A.

2. REQUEST:

- Amend the Future Land Use Map series, Map 1, the Future Land Use Map, for a 483-acre parcel of land located in Sections 04 and 09, Township 47 South, and Range 25 East to change the Future Land Use classification from "Rural" to "Urban Community."
- Amend Policy 6.1.2.4 of the Lee Plan to specifically allow the consideration of a Regional Commercial center on the subject property.

B. BACKGROUND INFORMATION

1. EXISTING CONDITIONS

SIZE OF PROPERTY: 483 +/- ACRES

PROPERTY LOCATION: The subject property is generally located on the east side of U.S. 41, at its intersection with Coconut Road in South Estero.

EXISTING USE OF LAND: The subject property is currently vacant.

CURRENT ZONING: The subject property is zoned AG-2

CURRENT FUTURE LAND USE CATEGORY: The 483-acre subject property has two Future Land Use designations: Rural (432.35 acres) and Wetlands (50.79 acres)

C. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. RECOMMENDATION: Planning staff recommends that the Board of County Commissioners transmit the proposed amendment to Map 1, the Future Land Use Map, to change the Future Land Use designation of the subject property from the "Rural" land use category to the "Urban Community" land use category. Staff recommends that the areas of the property currently designated as "Wetlands" will remain designated as such.

Staff further recommends approval of the requested text amendment to Policy 6.1.2.4 to allow the consideration of a Regional Commercial center on the subject property. Staff recommends the following language be added to Policy 6.1.2.4:

- f. Not withstanding prohibitions contained elsewhere in this plan, Regional Commercial development may be granted in a portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the East by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the North by a line located one-half mile north of Coconut Road, provided that:
- (1) A minimum of one acre of the property must be donated to Lee County for use as a fire station. This land must be deeded to the County prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated, if it is eligible for credits under the County's impact fee ordinance.
- (2) A minimum of five acres of the property must be donated to the School District of Lee County for use as a public school. This land must be deeded to the School District prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated, if it is eligible for credits under the County's proposed school impact fee ordinance.
- (3) Subsequent to these land donations, the County will initiate an amendment to the Future Land Use Map to change the Future Land Use designation of the donated properties to Public Facilities.

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- (3) Subsequent to these land donations, the County will initiate an amendment to the Future Land Use Map to change the Future Land Use designation of the donated properties to Public Facilities.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- The proposed plan amendment is being undertaken for the specific purpose of developing a regional mall and associated commercial and residential development on the subject property. A rezoning application and a DRI development approval application have been submitted concurrently with this amendment.
- While the analysis of the amendment should focus primarily on the impacts of the land use category change alone, it is necessary to consider the impacts of the potential development scenario that has been proposed.
- The redesignation of the subject property from Rural to Urban Community will
 increase the demand for public services and infrastructure in this area. This will
 occur whether the end use is a regional mall or some other development that fits
 within the density/intensity limitations of the Urban Community land use category.
- The potential number of residential dwelling units that could develop on the subject property will increase from 434 to 2,898 if this plan amendment is approved.
- Staff has identified potential deficiencies in the capacity of the surrounding road network, the public school system, and fire protection services that could result from this proposed plan amendment. All other infrastructure and services are existing or planned, with adequate capacity to serve the subject property.
- The development of a regional mall will cause four road segments to operate below
 acceptable levels of service prior to the Year 2020. The land use map amendment
 alone will result in increased traffic in Estero, but will not necessarily cause any
 road segments to fail. The ultimate end use of the property will be required to
 provide appropriate traffic impact mitigation at the time of rezoning or DRI
 development approval.
- A compact and contiguous development pattern will be maintained through this amendment. The proposed amendment will not promote urban sprawl, as the subject property is located adjacent to a significant amount of existing and approved urban development.
- Since the time when the subject property was originally designated as Rural in the 1984 Lee Plan, conditions and land use patterns in the area have changed to the point that Rural is no longer the most appropriate land use category for the subject property.
- The retail commercial intensity proposed by the Simon Suncoast DRI would not meet the applicable commercial site location standard under Goal 6 for a regional commercial development.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

SUMMARY OF REQUEST

The applicants, Simon Property Group and Oakbrook Properties, are requesting a change of Future Land Use designation from "Rural" to "Urban Community" for approximately 483 acres of land in Estero. The application materials and correspondence associated with this plan amendment have been included with this report. The site is located between U.S. 41 and the Seminole Gulf Railway tracks, and extends from Williams Road south past Coconut Road. The subject property is in Sections 04 and 09, Township 47 South, Range 25 East. A graphic showing the location of the subject property is provided in Attachment 1 of this report.

The applicants have also requested a text amendment to Policy 6.1.2.4 of the Lee Plan to allow the consideration of a Regional Commercial center on a portion of the subject property.

It should be noted that, while it is not part of this comprehensive plan amendment application, a rezoning application has been submitted to the County to rezone the subject property from AG-2 to MPD to accommodate a regional mall. A Development of Regional Impact (DRI) application for a regional mall has also been provided to the County as well as to the Regional Planning Council. While it is not common to consider specific development scenarios in the review of a comprehensive plan amendment application, staff has considered the fact that this plan amendment has been undertaken specifically to accommodate a regional mall, and that the mall will be the likely end use of the property, if in fact the Simon site ends up being the site for the regional mall in Lee County. The proposed land use summary as established in the rezoning and DRI application is as follows:

Retail: 1,800,000 square feet Office: 300,000 square feet

Hotel: 600 Rooms

Assisted Living Facility: 200 units Multi-Family Residential: 1,000 units

The parameters listed above are just one proposed development scenario that could be accommodated under the proposed Urban Community land use category. There is a wide variety of other uses that could occur on the property. This staff report will primarily consider the impact of the proposed change to the Future Land Use Map, while giving secondary consideration to the possibility of the regional mall complex being a likely end user of the property.

LAND USE PLANNING CONSIDERATIONS

Surrounding Zoning and Land Uses

To the north of the subject property are several vacant parcels zoned AG-2. The Future Land Use designation for the area immediately north of the subject property is Suburban. The parcels to the north of the subject property are currently vacant. It should also be noted that Estero High School is located approximately one-half mile to the north and west of the subject property.

To the east of the subject property is The Brooks of Bonita Springs, which is a partially-developed 2,492-acre mixed use project. The Brooks is approved for a total of 4,060 multi family dwelling units, 1,140 single family dwelling units, a 120-room hotel/motel, and 250,000 square feet of commercial development. There is a pending amendment to the Brooks DRI that would increase the number of single family units to 1,600, reduce the number of multi-family units to 2,460, and add 20,000 square feet of commercial use. The Brooks development is zoned MPD, and is located in the Rural Future Land Use Category, with a small portion of the property located in the Suburban Future Land Use Category. The Brooks was approved under the Planned Development District Option (PDDO), which allowed urban densities to be achieved outside of the future urban areas, provided the applicant demonstrated that the proposal will be totally independent of County-subsidized facilities and services.

To the south of the subject property is a 62-acre industrial subdivision that is zoned IL. Also, immediately to the south of the subject property is a CG-zoned parcel containing a restaurant. The Future Land Use designation for the area south of the subject property is Industrial Development.

To the west of the subject property is U.S. 41, and a variety of developments set out as follows from north to south:

- Williams Place CPD, which is a 12.19-acre parcel approved for 90,000 square feet of commercial, and is currently being developed as a strip center, anchored by an Albertson's supermarket.
- Estero Greens CPD, which is approved for 100,000 square feet of retail and 129,000 square feet of office uses.
- Tulip Associates CPD, which is a 13.47 acre property approved for 130,500 square feet of commercial uses, 30,000 of which may be retail.
- Coconut Road MPD, which is a 46-acre property approved for 250,000 square feet of retail
 uses and 142 dwelling units. In the alternative, the property could develop with 200,000
 square feet of light industrial uses.
- Pelican Landing RPD/CPD, which is approved for 4,400 residential units, 750 hotel/motel units, 475,000 square feet of commercial office, and 300,000 square feet of commercial retail.

The Future Land Use designations to the west of the subject property are Suburban and Urban Community.

An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing, with the recent development of The Brooks, Pelican Landing, and several small commercial parcels. The surrounding Future Land Use categories consist of Urban Community, Suburban, Industrial Development, and Rural. The Rural areas adjacent to the subject property are currently being developed with urban densities through the use of the PDDO option. The proposed Urban Community designation would be generally compatible with the adjacent

Future Land Use categories, although compatibility will be ultimately determined during the rezoning process based on a proposed plan of development.

Environmental Considerations

The 483-acre subject property contains 36.23 acres of South Florida Water Management District jurisdictional wetlands and an additional 14.56 acres of surface waters. The following FLUCCS categories were observed on the site:

FLUCCS Code	Description	Acreage
211	Improved Pasture	404.45
415	Slash Pine-Melaleuca Upland Forest	6.74
526	Borrow Lakes	19.37
624	Melaleuca-Slash Pine-Cypress Mixed Wetland Forest	20.61
640	Vegetated Non-Forested Wetlands	10.81
746	Previously Cleared/Disturbed Area	6.84
814	Roads	14.32
		483.14

According to materials submitted with the rezoning/DRI application, development of the property will occur primarily within the improved pasture areas and the melaleuca infested pine flatwoods. Approximately 22.15 acres of jurisdictional wetlands and 4.81 acres of jurisdictional surface waters will remain unaltered.

The majority of the wetlands on the property are part of a natural surface water flowway that runs east to west across the property. This is a well-defined drainage conveyance that will be utilized in the overall surface water management system for the property. This flowway plays an important role in water conveyance, stormwater storage, and providing wildlife habitat. Most of the flowway is currently designated as Wetlands on the Future Land Use Map. The on-site wetlands have not been included in the plan amendment request, and will therefore remain as Wetlands on the Future Land Use Map. The wetland lines on the map will be adjusted to reflect the jurisdictional wetland lines surveyed by the South Florida Water Management District and provided by the applicant.

A species survey of the subject property has been conducted, and the following wildlife species were observed on the site: wood stork, little blue heron, snowy egret, and tricolored heron.

Soils

The applicant has provided a soils map in the background materials. The following is a list and description of all soil types that appear on the subject property. The brief descriptions associated with these soil types are based on information provided in the <u>Soil Survey of Lee County</u>, <u>Florida</u> (U.S. Department of Agriculture, Soil Conservation Service, 1984).

- 6 Hallandale Fine Sand This is a nearly level, poorly drained soil, on low, broad flatwoods areas. The available water capacity of this soil is low.
- 11 Myakka Fine Sand This is a nearly level, poorly drained soil on broad flatwoods areas. The available water capacity is medium in the subsoil and very low in the surface and subsurface layers.
- 13 Boca Fine Sand This is nearly level, poorly drained soil on flatwoods. The available water capacity is low in the surface and subsurface layers and medium in the subsoil.
- 14 Valkaria Fine Sand This is a nearly level, poorly drained soil in sloughs. The available water capacity is low.
- 26 Pineda Fine Sand This is a nearly level, poorly drained soil in sloughs. The available water capacity is very low in the surface and subsurface layers, and in the upper sandy part of the subsoil, and medium in the lower loamy part of the subsoil.
- 27 Pompano Fine Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is low.
- 28 Immokalee Sand This is a nearly level, poorly drained soil in flatwoods areas. The available water capacity is medium in the subsoil and very low in the surface and subsurface layers.
- 34 Malabar Fine Sand This is a nearly level, poorly drained soil in sloughs. The available water capacity is low in the surface and subsurface layers and the upper part of the subsoil and medium in the lower part of the subsoil.
- 42 Wabasso Sand Limestone Substratum This is a nearly level, poorly drained soil on broad flatwoods areas. The available water capacity is low in the surface and subsurface layers and the upper part of the subsoil, and medium in the lower part of the subsoil.
- 49 Felda Fine Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is low in the surface and subsurface layers and medium in the subsoil.
- 51 Floridana Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is medium in the surface layer and subsoil, and low in the subsurface layer.
- 73 Pineda Fine Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is low in the surface and subsurface layers and medium in the subsoil.

75 - Hallandale Fine Sand, Slough - This is a nearly level, poorly drained soil in sloughs. The available water capacity is low.

Internal Consistency with the Lee Plan

The proposed amendment seeks to change the Future Land Use category of the subject property from Rural to Urban Community. The Rural category is considered part of the "Non-Urban Areas" on the Future Land Use Map. Objective 1.4 describes the "Non-Urban Areas" as "those areas not anticipated for urban development at this time." Policy 1.4.1 describes the Rural land use category as follows:

POLICY 1.4.1: The Rural areas are to remain predominantly rural--that is, low density residential, agricultural uses, and minimal non-residential land uses that are needed to serve the rural community. These areas are not programmed to receive urban-type capital improvements, and they can anticipate a continued level of public services below that of the urban areas. Maximum density in the Rural area is one dwelling unit per acre (1 du/acre).

Policy 1.4.1 states that Rural areas are comprised primarily of low density residential uses, agriculture, and minimal non-residential uses needed to serve the rural community. These areas are not programmed to receive urban-type capital improvements, and they will have a level of public services below that the urban areas. The subject property no longer fits these characteristics of the Rural land use category. The subject property is located in an area of the county that has experienced significant growth and development in recent years. The areas around the subject property have developed with large master-planned communities such as Pelican Landing and The Brooks, both of which contain single-family and multi-family dwelling units plus large commercial components. There are also several commercial developments planned along the west side of U.S. 41. The subject property is located on U.S. 41, a four lane divided arterial roadway that is currently programmed for widening to 6 lanes. Public utilities and services are readily available to the subject property. These factors lead staff to the conclusion that Rural is no longer the most appropriate designation for the subject site. A continued designation of Rural would represent an underutilization of existing public facilities and services available in this area of the County.

The proposed land use category for the subject property is Urban Community. Policy 1.1.4 describes the Urban Community areas as follows:

POLICY 1.1.4: The Urban Community areas are areas outside of Fort Myers and Cape Coral that are characterized by a mixture of relatively intense commercial and residential uses. Included among them, for example, are parts of Lehigh Acres, San Carlos Park, Fort Myers Beach, South Fort Myers, Bonita Springs, Pine Island, and Gasparilla Island. Although the Urban Communities have a distinctly urban character, they should be developed at slightly lower densities. As the vacant portions of these communities are urbanized, they will need to maintain their existing bases of urban services and expand and strengthen them accordingly. As in the Central Urban area, predominant land uses in the Urban Communities will be residential, commercial, public and quasi-public, and limited light industry (see Policy 7.1.6). Standard density ranges from one dwelling unit per acre (1 du/acre)

to six dwelling units per acre (6 du/acre), with a maximum of ten dwelling units per acre (10 du/acre).

Policy 1.1.4 describes Urban Community areas as having a relatively intense mix of residential and commercial uses. The description of the Urban Community category is consistent with the existing and planned uses on and around the subject parcel. The Urban Community category would also be one of the few land use categories in the Lee Plan that could be applied to this property in order to accommodate the development of a regional mall.

The subject property is currently located in the Bonita Springs Planning Community, but will be located in the newly created Estero Planning Community upon adoption of pending plan amendment PAM/T 99-20. This plan amendment has been transmitted by the Board of County Commissioners to the Department of Community Affairs for review. For purposes of this staff analysis, it has been assumed that the new planning communities map and acreage allocation table 1(b) will be adopted as transmitted by the BoCC, and that this property will be in the Estero Planning Community.

Policy 1.7.6 discusses the Planning Communities Map (Map 16) and Acreage Allocation Table (Table 1(b)). This map and table depict the proposed distribution, extent, and location of generalized land uses for the year 2020. Acreage totals are provided for land in each Planning Community in unincorporated Lee County. No final development orders or extensions to final development orders will be issued or approved by Lee County which would allow the acreage totals for residential, commercial or industrial uses contained in Table 1(b) to be exceeded.

Once the pending amendments to the 2020 allocations are adopted, there will be 327 acres allocated for residential development in the Urban Community land use category in the new Estero Planning Community. Of these 327 acres, approximately 100 acres will remain available for residential development. There will also be 1,379 acres allocated for commercial development in the new Estero Planning Community. Of these 1,379 acres, 1,203 acres will remain available for commercial development.

Staff believes that the existing allocations for residential and commercial will be sufficient to accommodate the proposed urban density and intensity on the subject 483-acre site. Depending upon the specific density and intensity that would develop on the subject property, changes may be necessary to the acreage allocation Table 1(b). The development parameters of the rezoning and DRI that are being processed concurrently with this plan amendment application could be accommodated under the existing acreage allocations. If subsequent changes are necessary, the applicant or developer will be responsible for amending Table 1(b) accordingly.

Goal 2 of the Lee Plan and its subsequent objectives and policies address growth management concerns. Goal 2 seeks to provide for an economically feasible plan which coordinates the location and timing of new development with the provision of infrastructure by government agencies, private utilities, and other sources. The subject property has access to the arterial road network as well as to public water and sewer. The designation of the subject property to a more urban land use category would allow for new urban development to occur in an area that already has urban infrastructure. The development of a regional mall on the property, however, will create a need for

some additional infrastructure and services. The proposed amendment could result in certain roadway segments operating below acceptable level of service standards. The amendment could also overburden public school resources in the area as well as reduce the effectiveness of existing fire protection services. These items will be addressed in more detail later within this staff report. Any deficiencies in public infrastructure and services that result from the development of the subject property will need to be mitigated by the developer during the rezoning and DRI approval process.

Objective 2.2 seeks to direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Staff believes that a compact and contiguous growth pattern will be achieved through this plan amendment. The subject property is within an already urbanized area between Estero and Bonita Springs, and is surrounded on three sides by existing or approved development. At buildout, The Brooks to the east will contain over 5,000 residential units and Pelican Landing to the east and south will contain nearly 4,500 residential units. Both of these developments will also contain significant amounts of commercial area at buildout. Additionally, there are several individual commercial developments that are built or approved on the east side of U.S. 41, making this area an emerging urban center. The requested plan amendment will allow urban development to occur on vacant property contiguous to existing urban development. Staff finds that a compact growth pattern is preferable to urban development occurring more distant from existing urban areas and urban infrastructure. Staff finds that the proposed plan amendment promotes a compact growth pattern and minimizes urban sprawl.

Policy 2.2.1 states that the Future Land Use Map indicates the uses and density ranges that will ultimately be permitted on a given parcel. However, it is not a guarantee that such densities or uses are immediately appropriate, as the map provides for the county's growth up to the Year 2020. During the rezoning process, the Board of County Commissioners will balance the overall standards and policies of this plan with three additional factors:

- 1. Whether a given proposal would further burden already overwhelmed existing and committed public facilities such that the approval should be delayed until the facilities can be constructed; and
- 2. Whether a given proposal is for land so far beyond existing development or adequate public facilities that approval should be delayed in an effort to encourage compact and efficient growth patterns; and
- 3. Whether a given proposal would result in unreasonable development expectations which may not be achievable because of acreage limitations contained in the Acreage Allocation Table (see Policy 1.7.6, Map 16 and Table 1(b)).

Staff believes that this is a critical policy in light of the fact that this plan amendment is being processed concurrently with the rezoning and DRI cases. While staff acknowledges that the purpose of the amendment is to accommodate a regional mall on the subject property, this amendment to the Future Land Use Map does nothing more than change the potential uses that could occur on the property. The amendment changes the Future Land Use designation to a

category that could accommodate a regional mall development, but the plan amendment by itself does not guarantee approval of a regional mall on this property. Policy 2.2.1 ensures that any potential development of the property will be served by adequate public facilities and services; will encourage compact and efficient growth patterns, and will be consistent with the Acreage Allocation Table 1(b). These standards will be applicable at the time of rezoning.

Objective 2.4 of the Lee Plan is to regularly examine the Future Land Use Map in light of new information and changed conditions, and make necessary modifications. Staff finds that conditions around the subject property have changed significantly since the property was designated as Rural with the establishment of the 1984 Lee Plan. At that time, this area of south Estero was still rural in nature, with sparse residential development and a minimal amount of commercial development. Since 1984, many new residential projects have been developed in the immediate area, including: The Brooks MPD, Pelican Landing RPD/CPD, and Fountain Lakes. Additionally, a significant amount of commercial development has been approved along U.S. 41, some of which remains unbuilt. Examples of approved commercial projects in the area include: Estero Greens CPD, Williams Place CPD, Camargo Trust MPD, Coconut Road MPD, The Brooks MPD, Pelican Landing RPD/CPD, and the Hyatt Regency Hotel. When all of these projects are built out, the area will have a distinctly urban character. Staff believes that these changing conditions must be considered in the evaluation of the proposed plan amendment. The development of major commercial and residential projects around the Simon property indicate that the property is no longer appropriate for rural levels of development, and that an urban designation would be more appropriate.

Policy 2.4.4 states that Lee Plan amendment applications to expand the Lee Plan's employment centers, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the Airport Commerce category just south of the Southwest Florida International Airport. Staff believes that this area is emerging as an employment center due to the presence of the approved commercial projects in the area. The redesignation of this property to Urban Community will allow for more retail development, which will create a significant number of additional jobs. The proposed plan amendment will solidify the status of this area as an employment center in Lee County.

Policy 6.1.2 of the Lee Plan identifies standards for commercial site location for various levels of commercial development. If a regional mall were developed on the subject property, it would need to be located at the intersection of two, and preferably three, arterial roadways. The subject property, however, only has access to one arterial roadway, U.S. 41. The property also has access to two collector roadways, Coconut Road and Williams Road. The subject property will also have access to the future Sandy Lane, which will be a two-lane road and classified as a collector. The applicant is in the process of obtaining binding commitments to provide 120 feet of right-of-way for a four-lane Sandy Lane that would extend from the project's southern boundary to Corkscrew Road. There is a possibility that this road could be classified as an arterial in the future, although the adopted 2020 Transportation Plan shows the future Sandy Lane as a collector road. At the present time, however, the property does not have the required intersection of two arterials that is necessary to develop a Regional Commercial center. The applicant has submitted a text amendment request to Policy 6.1.2 that would specifically allow a Regional Commercial center to

be developed on the property as an isolated case. Staff believes that, in light of the property's access to several existing and future collector roads as well as to U.S. 41, the access to the site is adequate to support the development of a regional mall. Staff believes that the overall access to the subject property from the surrounding road network is better than the access to the other two potential regional mall sites.

During the 2000/2001 amendment cycle, a new goal and subsequent objectives and policies were proposed to be added to the Lee Plan to address the Estero community planning effort. These new provisions have been transmitted by Board to DCA as of this writing. Policy 19.1.4 of the new language states that the Estero Community will work in conjunction with private developers, public agencies and community service providers to establish one or several town commons that encourage the location of a post office, public meeting hall, outdoor plaza, governmental offices, medical providers and recreational opportunities. Although the end uses of the subject property are beyond the scope of this plan amendment, staff believes that the final development will be a town center concept that could allow for the types of uses listed under Policy 19.1.4. The applicant has submitted that the proposed mall will function as a community center, in a manner that is consistent with the vision of the Estero Community Plan.

Staff finds no apparent internal inconsistencies with any Lee Plan provisions associated with the proposed plan amendment. The County will be required to make a finding of Lee Plan consistency for the specific development plans associated with the rezoning and DRI process. At that time, staff will attempt to advance specific conditions to ensure consistency with all applicable provisions of the Lee Plan.

Comparison of Development Potential

As noted previously, the subject property contains 432.35 acres of uplands and 50.79 acres of wetlands and surface waters. The subject property is currently designated as "Rural" and "Wetlands" on the Future Land Use Map. The Rural land use category allows a maximum density of one dwelling unit per acre of uplands, while the Wetlands category allows a maximum density of one dwelling unit per 20 acres. Under the existing Rural designation, the 483-acre property could potentially develop with approximately 434 residential dwelling units. Commercial uses would be limited to only those that would be necessary to serve the rural community. Industrial uses would not be permitted.

Under the proposed Urban Community designation, the subject property would be eligible for significantly more development than it would under the Rural designation. The Urban Community land use category allows a standard residential density of up to 6 dwelling units per acre. According to the Lee Plan Density Table 1(a), density in the Urban Community areas may be transferred from wetlands to contiguous uplands, as long as the resulting upland density does not exceed 8 dwelling units per acre. A separate calculation is also done where the entire acreage of the property is multiplied by the maximum standard density for Urban Community (6 dwelling units per acre). The method of calculation that produces the lower number of units is the method that is used for the density calculation. In this case, the lower number is produced by multiplying the entire project acreage by the maximum standard density (483.14ac. x 6 du/ac). The maximum number of dwelling units under the Urban Community Designation, therefore, is 2,898. As far as commercial uses, there is no specific size limitation other than what could reasonably fit on the

property while still being consistent with all other provisions of the Lee Plan and Land Development Code. Light industrial uses are also permitted in the Urban Community category, but are not assigned any specific square footage limitation.

Population Accommodation

Under the current Rural land use designation, approximately 434 dwelling units could be constructed on the subject property. These dwelling units would accommodate approximately 907 persons on the Future Land Use Map (434 dwelling units x 2.09 persons per dwelling unit). The population accommodation capacity of the subject property under the current Future Land Use designation is 907 persons.

Under the proposed Urban Community land use category, approximately 2,898 dwelling units could be constructed on the subject property under the standard density restriction of 6 dwelling units per acre. These dwelling units would accommodate approximately 6,056 persons on the Future Land Use Map (2,898 dwelling units x 2.09 persons per dwelling unit). The population accommodation capacity of the subject property under the proposed Future Land Use designation is 6,056 persons.

The proposed Urban Community land use category provides the option to use bonus density, which would allow a maximum density of up to 10 dwelling units per acre. The subject property could accommodate up to 4,830 dwelling units using one of the bonus density options. These dwelling units would accommodate approximately 10,094 persons on the Future Land Use Map (4,830 dwelling units x 2.09 persons per dwelling unit). The population accommodation capacity of the subject property under the proposed Urban Community designation, using one of the bonus density options, would be approximately 10,094 persons.

The proposed Future Land Use Map change will increase the population accommodation of the Future Land Use Map by approximately 5,047 persons, if the maximum standard density for the Urban Community category is utilized. If the maximum bonus density is utilized, then the proposed map amendment will increase the population accommodation of the Future Land use map by a maximum of 9,085 persons. The figures presented above assume that the entire property would develop with residential uses. If portions of the subject property are ultimately utilized for non-residential uses, then the population accommodation of the property will be reduced.

Re-designating Lands from Non-Urban to Future Urban

The proposed amendment would redesignate 483 acres of land from a non-urban designation to a Future Urban designation. There is no established need for additional urban land in Lee County, as the Future Land Use map contains more than enough urban land to accommodate the County's projected population to the Year 2020. Staff believes, however, that the subject property is not ideally suited for its current non-urban designation. The subject property is located in an urbanized area and has urban infrastructure available or programmed. The development of rural densities and intensities on the subject property would represent an underutilization of the existing and planned urban infrastructure and services in the area.

The Florida Department of Community Affairs (DCA) has defined sprawl as "premature, low-density development that 'leapfrogs' over land that is available for urban development." Clearly,

the redesignation of the subject property to an urban land use category does not constitute sprawl. The property is surrounded on all sides by existing or approved urban development. A contiguous and compact growth pattern will be encouraged through this change to the Future Land Use Map. Vacant parcels will not be bypassed in a "leapfrog" manner in order to accommodate urban development on the subject property.

Staff finds that the addition of 483 acres of urban land to the Future Land Use Map is justified in this case. In fact, this area is more suitable for urban development in terms of infrastructure availability than many of the current Future Urban Areas shown on the Future Land Use Map. Staff is not making a finding that a regional mall development is necessarily appropriate in this location, but is simply making a finding that an urban designation is justified for the subject property at this time.

IMPACTS TO SERVICES

Transportation

The subject property currently has access from several County roadways. The property will have its primary access from U.S. 41, an arterial roadway. The property will also have secondary access from Williams Road (major collector), Coconut Road (major collector), and the future Sandy Lane extension (listed as a future collector).

The Lee County Department of Transportation (LCDOT) has reviewed the request and has provided written comments dated July 6, 2001, October 3, 2001, and November 15, 2001 (see Attachments 2, 3, and 4). LCDOT used the Florida Standard Urban Transportation Modeling Structure (FSUTMS) to project future roadway needs for the Lee Plan horizon year, which is currently 2020. Part of the input data is the land use, population and employment projections by Traffic Analysis Zone. The input data has been modified for this analysis to include the Simon Suncoast project. The FSUTMS output is given in peak season weekday traffic. The output was converted to P.M. peak hour directional volumes in order to develop a level of service estimate. The results are compared to the model output reflecting the December 8, 2000 Lee County MPO 2020 Financially Feasible Highway Plan.

DOT had previously established that several road segments in the area are projected to operate below the adopted level of service standard in 2020 if the subject property is developed with a regional mall. Based on the most recent analysis, the projected P.M. peak hour directional volumes would exceed the generalized service volumes at the adopted standards on the following four roadway segments:

I-75 from the Collier County line to Daniels Parkway
Old 41 from Bonita Beach Road to Terry Street
Ben Hill Griffin Parkway from the FGCU entrance to Alico Road, and
U.S. 41 from Koreshan Boulevard to Alico Road.

In the case of I-75, the current level of service standard set by the State is "C". The Simon Suncoast project would add traffic to the interstate, but with the planned six-lane improvement and other parallel facilities, I-75 is projected to operate at LOS "D". With the growth projected for Lee County, it is expected that the interstate will be within the urban area boundaries by 2020, which would change the

level of service standard to "D", and would bring the projected road condition within the established standards.

The impacted segment of Old 41 is also a unique circumstance. The segment from Bonita Beach Road to Terry Street is defined in Lee Plan Table 2(a) as a constrained road, precluding widening of the roadway despite the level of service failure. There are, however, intersection improvements that could be implemented to improve the operation of the roadway.

The Ben Hill Griffin segment is projected to exceed its maximum level of service "E" if the Simon regional mall is constructed. However, this roadway segment is located in an area of the University Community where the development plans concentrate most of the commercial square footage in the recently approved Gulf Coast Town Center DRI, another proposed location for a regional mall. The Alico Interchange Park DRI on the west side of the Alico Road/I-75 Interchange is a third proposed regional mall site. The projected model input data in both of those locations does not fully reflect the intensity of a Regional Retail Center over 1 million square feet, but does assume a significant amount of development that may not happen if the Simon Suncoast is successful in capturing the regional mall. Since it is our understanding that only one of the regional mall sites will be selected by the anchor stores for development, the conditions on Ben Hill Griffin Parkway may be overstated if the regional mall is ultimately developed on the Simon property.

The most significant impact from a comprehensive plan standpoint is on U.S. 41 from Koreshan Boulevard to Alico Road, where the 2020 AADT increased from 56,000 to 62,900 or by approximately 6,900 vehicles per day. The v/c ratio increased from 0.95 without the project to 1.04 with the project, exceeding the capacity of this roadway segment. This segment is also identified as being regionally impacted in the staff DRI analysis. The applicant has submitted information dated November 6, 2001 that analyzed the needed improvements to address this impact. They concluded that "improvements at key intersections will enhance the carrying capacity of this section of US 41, so that the Lee Plan level of service standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities." While DOT staff does not necessarily agree with this conclusion, staff believes that the mitigation for this comprehensive plan amendment impact will be most appropriately addressed as part of the DRI mitigation.

Utilities

The subject property is located within Bonita Springs Utilities franchise area for sanitary sewer service. According to the application, the subject property is projected to produce 590,000 gallons of sewage per day under the proposed Urban Community designation. This calculation was based on a proposed development scenario of 1,800,000 square feet of retail, 300,000 square feet of office, 600 hotel units, 200 assisted living units, and 1,000 dwelling units. Bonita Springs Utilities has indicated that it has the available capacity to serve the subject property from its existing wastewater treatment plant which has a maximum capacity of 4,250,000 gallons per day. There is an existing 24-inch force main located along U.S. 41 that would service the subject property. Bonita Springs Utilities has provided correspondence dated August 24, 2000 confirming that wastewater plant capacity is adequate to support the increase in development intensity that would result from this proposed land use map change.

The subject property is located in the Bonita Springs Utilities franchise area for potable water. The application has indicated, and staff has confirmed, that there is a 12-inch water main that runs along U.S. 41 at the subject property's boundary. According to the application, the subject property is projected to need 590,000 gallons of water per day under the proposed Urban Community designation. This calculation was based on a proposed development scenario of 1,800,000 square feet of retail, 300,000 square feet of office, 600 hotel units, 200 assisted living units, and 1,000 dwelling units. Bonita Springs Utilities has indicated that the available capacity of its existing water treatment plant is 7,500,000 gallons per day, and the current demand is 4,800,000 gallons per day. The existing water treatment plant, therefore, has adequate capacity to serve the subject property under the Urban Community designation. Bonita Springs Utilities has provided correspondence dated August 24, 2000 confirming that water plant capacity is adequate to support the increase in development intensity that would result from this proposed land use map change.

Solid Waste

The subject property is within Lee County Solid Waste District #2. The collection company for District #2 is Florida Recycling Services, Inc. With the existing Gulf Coast Landfill, the Waste-to-Energy facility, and the Lee/Hendry Disposal facility all online, staff anticipates that there will be adequate capacity in the County's solid waste system to accommodate the additional waste that will likely accompany the change to the Future Land Use Map.

Emergency Management - Hurricane Evacuation/Shelter Impacts

The Lee Plan discourages increased residential densities in Coastal High Hazard Areas. Objective 75.1 states that allowable densities for undeveloped areas within coastal high hazard areas will be considered for reduction. Policy 75.1.4 further states that land use designations of undeveloped areas within coastal high hazard areas will be considered for reduced density categories. Staff finds that the subject property is not located in the Coastal High Hazard Area as defined by the Lee Plan, and is therefore not subject to consideration of reduced density categories under Objective 75.1 and Policy 75.1.4. The property is located in the Category 3 storm surge zone according to the 1991 Lee County Hurricane Storm Tide Atlas, and is located in Flood Zone B, according the FEMA Flood Insurance Rate Maps.

Lee County Division of Emergency Management has reviewed the plan amendment request, and provided written comments dated July 7, 2001. A copy of this correspondence has been included as Attachment 5 to this report. If the land use category remains Rural, Emergency Management staff estimates that, in the event of a category 3 storm, there could be up to 515 vehicles evacuating the property that would use U.S. 41 as their primary evacuation route. Emergency Management staff estimates that these 515 evacuating vehicles would add approximately 11 minutes to the current evacuation time.

If the land use category is changed to Urban Community, Emergency Management staff estimate that, in the event of a category 3 storm, there could be up to 3,092 vehicles evacuating the property that would use U.S. 41 as their primary evacuation route. Emergency Management staff estimate that these 3,092 evacuating vehicles would add approximately 66.68 minutes to the current evacuation time.

These estimates assume that the entire property will be developed with residential uses. Emergency Management staff have correctly assumed a worst-case scenario where 2,898 dwelling units would be developed on the property. In reality, however, the proposed development plan only calls for 1,000 dwelling units, which would lower the projected evacuation times developed by Emergency Management staff. The projected 66.68 minutes added to evacuation times would be the maximum time that would be added under the Urban Community designation. This figure would be a worst-case scenario.

Police Protection

The Lee County Sheriff's office has reviewed the proposed plan amendment, and provided written comments dated July 24, 2000. A copy of this correspondence has been included as an Attachment 6 to this report. The Sheriff's office has indicated that it believes it will receive the necessary funding to generally support growth in demand, and that it will be able to provide service to any development that might occur on the subject property.

Fire Protection

The subject property is located in the Estero Fire District. The District staff have reviewed the proposed plan amendment, and provided written correspondence dated July 30, 2001 (see Attachment 10). According to the Estero Fire District, they will be able to provide service to the subject property provided that the developer sets aside approximately one acre of land on which The District could construct a fire rescue station. The Fire District is suggesting that such a condition be placed on the plan amendment. Staff has formulated a recommendation to add language to the Lee Plan that would require one acre of the subject property to be set aside specifically for a fire station prior to any development on the property. The donation of this land would be required whether the regional commercial center is developed on the property or if some other development were to occur. The impacts to fire protection services would actually be greater if the subject property were developed with residential uses rather than the regional commercial center. If this land donation is eligible for impact fee credits under the current impact fee ordinance, staff would recommend that credits be issued in exchange for the land donation. The area to be donated for the fire station would subsequently be redesignated as Public Facilities on the Future Land Use Map.

Emergency Medical Services (EMS) Impact

Lee County EMS staff have reviewed the proposed plan amendment and provided written comments dated September 19, 2001. A copy of this correspondence has been included as Attachment 7 of this report. According to Lee County EMS staff, the current and planned budgetary projections for additional EMS resources should adequately address any increased service demand from individuals or businesses occupying this parcel.

School Impacts

Staff of the School District of Lee County have reviewed the proposal and provided written comments dated July 24, 2001 (see Attachment 8). The subject property is located in the South Region of the District, south of Estero High School. Based on the proposed maximum total of 2,898 possible residential dwelling units that could result from the plan amendment from Rural to Urban Community, the Lee County School District is estimating that the proposal could generate up to 898 additional public school-aged children. This uses a standard generation rate of .31

students per dwelling unit. If the maximum number of dwelling units were developed on the property, it would create the need for approximately one new school in the system, encompassing the entire requisite staff, transportation costs, and core facilities. School District staff have also stated that regional mall developments create a multitude of spin-off developments and employment opportunities that will also contribute to further growth in the Lee County School District.

According to District staff, the schools in this region that would serve this development are operating at or above permanent student capacity levels. Those schools that exceed permanent student capacity levels are operating through the use of portable classroom buildings. The potential growth generated by this land use change would require either the addition of permanent student and auxiliary space or the placement of portable buildings. Either action imposes a fiscal impact on the District that should be addressed by the applicant. Based upon the current District budget, the fiscal operating impact would be \$5,907 per Full Time Equivalent (FTE) student, or up to \$5,304,486.00, separate from additional capital construction costs.

In order to provide mitigation for the public school impacts associated with this plan amendment, the School District has recommended that a five-acre site be set aside on the subject property for a public school. The applicant has previously indicated that they may be amenable to donating a 1.5-acre site to the Lee County School District, however, this small of a site would not enable the District to provide any type of sufficient facility to the community. Staff believes that, if the proposed regional mall is developed on the property, a five-acre school site should be provided by the applicant.

Staff has formulated a recommendation to add language to the Lee Plan that would require five acres of the subject property to be set aside specifically for a school site. The donation of this land would be required whether the regional commercial center is developed on the property or if some other development were to occur. The impacts to public school facilities would actually be greater if the subject property were developed with residential uses rather than the regional commercial center. If this land donation is eligible for impact fee credits under the proposed school impact fee ordinance, staff would recommend that credits be issued in exchange for the land donation. The area to be donated for the public school site would subsequently be resignated as Public Facilities on the Future Land Use Map.

Mass Transit

Lee Tran staff have reviewed the proposed plan amendment and offered written comments dated August 31, 2001. A copy of this correspondence is included as Attachment 9 of this report. Lee Tran has indicated that if the proposed regional mall is developed on the property, there would be increased ridership at this location. Lee Tran staff, therefore, have requested to have an opportunity to examine the subject property for additional transit amenities. Staff believes that transit amenities are a site-specific item that should be addressed during the DRI and rezoning process.

Community Parks

The subject property is located in Community Park District #8. The Lee Plan sets out a regulatory level of service and a "desired" level of service for community parks. The regulatory level of service is currently 0.8 acres per 1,000 permanent residents in the unincorporated area of each

district. The "desired" level of service was increased in 1996 to 1.75 acres per 1,000 permanent residents in the unincorporated area of each district, and was increased again in 1998 to 2.00 acres per 1,000 permanent residents in the unincorporated area of each district. According to the Concurrency Management Inventory and Projections the district will meet the basic regulatory standard for level of service through the Year 2005. The district, however, has not met the "desired" standard since 1997. The proposed plan amendment will add more potential residents to this park district, increasing the number of park acres required to meet the "desired" level of service.

B. CONCLUSIONS

The location of the subject property makes it more suitable for an urban designation than its current nonurban designation. The subject property is located in an emerging urban center along this segment of U.S. 41. The redesignation of the subject property would result in a contiguous and compact growth pattern and would minimize urban sprawl. Most basic urban infrastructure is either available or will be available at the time of development. The continued designation of the subject property as Rural would represent an underutilization of the existing and planned infrastructure and services in the area.

Staff found that the proposed land use change could result in deficiencies in the capacity of the road network and the school system in the area. Staff also found that additional facilities for fire protection would be needed. The change of land use category from Rural to Urban Community alone would not necessarily result in the need for these additional facilities and services. The development of the proposed regional mall creates the burden on roads, public schools, and fire protection services. Staff has formulated a recommendation that would address the potential public school and fire protection deficiencies through specific language in the Lee Plan. Staff believes that the transportation impacts would be more appropriately addressed through mitigation provided as part of the DRI.

C. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners transmit the proposed plan amendment. Staff recommends that the following amendments be made to the Lee Plan.

- 1. Change the Future Land Use Map designation for the subject property from Rural to Urban Community.
- 2. Add the following language to Policy 6.1.2.4 of the Lee Plan:
 - f. Not withstanding prohibitions contained elsewhere in this plan, Regional Commercial development may be granted in a portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the East by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the North by a line located one-half mile north of Coconut Road, provided that:

(1) A minimum of one acre of the property must be donated to Lee County for use as a fire station. This land must be deeded to the County prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated, if it is eligible for credits under the County's impact fee ordinance.

- (2) A minimum of five acres of the property must be donated to the School District of Lee County for use as a public school. This land must be deeded to the School District prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated, if it is eligible for credits under the County's proposed school impact fee ordinance.
- (3) Subsequent to these land donations, the County will initiate an amendment to the Future Land Use Map to change the Future Land Use designation of the donated properties to Public Facilities.

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: November 26, 2001

A.	LOC	CAL PLANNING AGENCY REVIEW
B. L	OCAL	PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY
	1.	RECOMMENDATION:
	2.	BASIS AND RECOMMENDED FINDINGS OF FACT:
C.	vo	ΓE:
		NOEL ANDRESS
		SUSAN BROOKMAN

GREG STUART

PART IV - BOARD OF COUNTY COMMISSIONERS HEARING FOR TRANSMITTAL OF PROPOSED AMENDMENT

	DAT	E OF TRANSMITTAL HEARING:
A.	BOA	ARD REVIEW:
В.	BOA	ARD ACTION AND FINDINGS OF FACT SUMMARY:
	1.	BOARD ACTION:
	2.	BASIS AND RECOMMENDED FINDINGS OF FACT:
C.	VOT	TE:
		JOHN ALBION
		ANDREW COY
		BOB JANES
		RAY JUDAH
		DOUG ST. CERNY

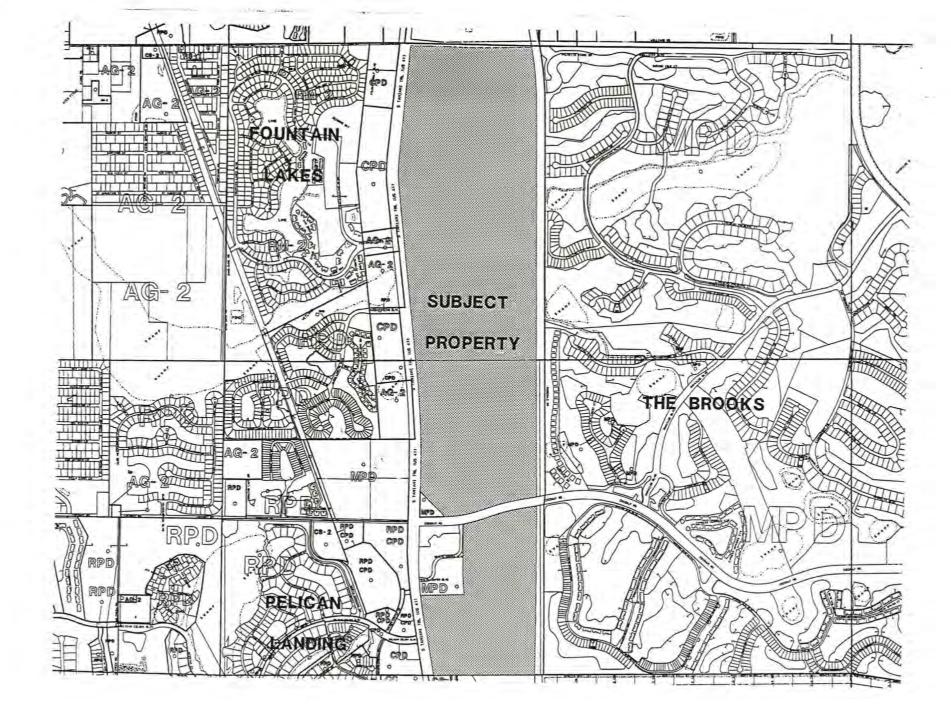
PART V - DEPARTMENT OF COMMUNITY AFFAIRS OBJECTIONS, RECOMMENDATIONS, AND COMMENTS (ORC) REPORT

DATE OF ORC REPORT:	
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- A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS
- B. STAFF RESPONSE

PART IV - BOARD OF COUNTY COMMISSIONERS HEARING FOR ADOPTION OF PROPOSED AMENDMENT

	DAT	E OF ADOPTION HEARING:
A.	BOA	ARD REVIEW:
B.	BOA	ARD ACTION AND FINDINGS OF FACT SUMMARY:
	1.	BOARD ACTION:
	2.	BASIS AND RECOMMENDED FINDINGS OF FACT:
C.	VOT	TE:
		JOHN ALBION
		ANDREW COY
		BOB JANES
		RAY JUDAH
		DOUG ST. CERNY





DEPARTMENT OF TRANSPORTATION

Memo

To:

Paul O'Connor, Director, Division of Planning

From:

David Loveland, Planning Program Director

Date:

July 6, 2001

Subject:

CPA 2000-30 - Simon Suncoast Lee Plan Amendment

We have reviewed the Simon Suncoast Comprehensive Plan Amendment Traffic Study and found it is insufficient for review because the information is out of date. We conducted a 2020 traffic study on the financially feasible plan network and compared the roadway levels of service with and without the proposed project. That study indicated that three additional road links would fail with the project in place: Sandy Lane from San Carlos Boulevard to Koreshan Boulevard; Ben Hill Griffin Parkway from Koreshan Boulevard to Corkscrew Road; and US 41 from Koreshan Boulevard to San Carlos Boulevard. Additional analysis is required to determine what additional improvements beyond those already planned will be necessary to address these impacts, and what the cost of these improvements will be.

LW/DML/mlb

cc:

DRI File



DEPARTMENT OF TRANSPORTATION

Memo

To:

Paul O'Connor, Planning Division Director

From:

David Loveland, Manager, Transportation Planning

Date:

October 3, 2001

Subject:

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT

We have reviewed the "Sufficiency Response For Traffic Study" prepared by David Plummer & Associates dated August 24, 2001, and we disagree with their conclusion that no roadway segments will fail because of the project. We utilized the updated Lee County 2020 travel model assignments and determined that there are potential problems on four roadway segments.

Two of the segments, on Sandy Lane and Ben Hill Griffin Parkway, would be considered failing if the model volumes were adjusted to peak season, peak hour conditions using the adjustment factors from the permanent count stations previously assumed by staff for long range level of service analysis. However, in the Simon Suncoast DRI other DOT planning staff members had allowed this same consultant to use different permanent count stations to adjust the volumes for those two segments (PCS 25 for Sandy Lane and PCS 15 for Ben Hill Griffin Parkway). The use of the different adjustment factors leads to the conclusion that the segments would be operating at an acceptable level of service in the future.

Two segments on US 41, from Koreshan Boulevard to San Carlos Boulevard and from San Carlos Boulevard to Alico Road, are also projected to fail in 2020 with the Simon Suncoast project. The consultant has attempted to revise the service volumes (capacities) for these segments by applying a higher g/c ratio, in an attempt to show the segments at an acceptable level of service. This approach is not acceptable to DOT staff.

As noted in Policy 22.1.2 of the Lee Plan, the generalized service volumes developed by Lee DOT staff are to be used for future year analyses, and the determination of the appropriate service volumes to use is to be made by DOT staff. Because the calculation of route specific service volumes is so heavily dependent on existing geometrics, signal timing and signal spacing, and those variables are subject to considerable change over time, the more generalized service volumes calculated from County-wide averaged data are most appropriate for future evaluations. The consultant's approach represents a spot

Paul O'Connor, Planning Division Director October 3, 2001 Page 2

adjustment in an attempt to make an identified problem go away. It is unacceptable for the following reasons:

- (1) The consultant assumes that the g/c ratio at the signalized intersections on US 41 will be the same in the future as current conditions;
- (2) The consultant has no real basis for his assumed g/c ratio for any new signals on US 41;
- (3) The g/c ratio represents just one variable of many in the service volume calculation – if an adjustment is to be made, then all variables should be revisited. In fact, some variables are directly related, i.e. assuming a higher g/c ratio should result in a lower assumed % turns from exclusive lanes;
- (4) Just revising the service volumes for two segments out of all that are impacted by the project creates an inconsistency in the evaluation process.

For the purposes of this analysis, the generalized service volumes should be used without adjustment.

DML/mlb

cc: Dawn Perry-Lehnert
Donna Marie Collins
Andy Getch
Mike Pavese
Ken Heatherington
DRI File



DEPARTMENT OF TRANSPORTATION

Memo

To:

Paul O'Connor

Development Services Planning Director

From: Andy Getch, P.E.

LCDOT Senior Engineer

Date:

November 15, 2001

(supplemental to October 19, 2001 DRI substantive comments)

Re:

Simon Suncoast Proposed Text Amendment Comments

CPA2000-00030

We have reviewed the supporting analysis for the Comprehensive Plan Amendment (CPA) for Simon Suncoast dated November 2, 2001. Our October 19, 2001 substantive comments to Mike Pavese are supplemented herein based on Exhibit "C" of the CPA prepared by David Plummer and Associates, Inc. As noted below, our recommendation is that the project, if approved, should address the northsouth long-range transportation plan needs in the area as part of the DRI transportation mitigation conditions.

Analysis Approach

The Florida Standard Urban Transportation Modeling Structure (FSUTMS) is used to project future roadway needs for the LeePlan horizon year, which is currently 2020. Part of the input data is the land use, population and employment projections by Traffic Analysis Zone. The input data has been modified for this analysis to include the Simon Suncoast project. The FSUTMS output is in peak season weekday traffic. The output was converted to P.M. peak hour directional volumes in order to develop a level of service estimate. The results are compared to the model output reflecting the December 8, 2000 Lee County MPO 2020 Financially Feasible Highway Plan.

Analysis Conclusions

As noted in Dave Loveland's July 6, 2001 memorandum to you, some of the road segments in the area are projected to operate below the adopted level of service standard in 2020. Subsequent to the July memo, staff met with the applicant's consultant, David Plummer & Associates (DPA), to discuss methodological issues and we have slightly modified our analysis. Based on the revised analysis, the

projected P.M. peak hour directional volumes exceed the generalized service volumes at the adopted standards on four roadways. These segments are:

- 1) I-75 from the Collier County line to Daniels Parkway;
- Old 41 from Bonita Beach Road to Terry Street;
- 3) Ben Hill Griffin Parkway from the FGCU entrance to Alico Road; and
- 4) U.S. 41 from Koreshan Boulevard to Alico Road..

In the case of I-75, the current level of service standard as set by the state is "C", based on the surrounding area type (transitioning). The Simon Suncoast project does add traffic to the interstate, but with the planned six-lane improvement and other parallel facilities, I-75 is projected to operate at LOS "D". With the growth projected for Lee County, it is expected that the interstate will be within the urban area boundaries by 2020, which would change the level of service standard to "D" and therefore bring the projected road condition within standards.

The impacted segment of Old 41 is also a unique circumstance. The segment from Bonita Beach Road to Terry Street is defined in Lee Plan Table 2(a) as a constrained road, precluding widening of the roadway despite the level of service failure. However, intersection improvements to improve the operation of the roadway may be appropriate. These improvements are also identified as being regionally impacted in the staff DRI analysis.

The Ben Hill Griffin segment is projected to exceed its maximum level of service "E" volume. However, this is in an area of the University Community land use category where the development plans concentrate most of the commercial square footage in the Gulf Coast Town Center DRI, another proposed location for a regional mall. The Alico Interchange Park DRI on the west side of the Alico Road/I-75 Interchange is a third proposed regional mall site. The projected model input data in both of those locations does not fully reflect the intensity of a Regional Retail Center over 1 million square feet, but does assume a significant amount of development that may not happen if the Simon Suncoast is successful in capturing the regional mall. Since it is our understanding that only one of the regional mall sites will be selected by the anchor stores for development, the conditions on Ben Hill Griffin Parkway may be overstated if the regional mall goes to Simon Suncoast.

The most significant impact from a comprehensive plan standpoint is on U.S. 41 from Koreshan Boulevard to Alico Road, where the 2020 AADT increased from 56,000 to 62,900 or by approximately 6,900 vehicles per day. The v/c ratio increased from 0.95 without the project to 1.04 with the traffic, exceeding capacity. This segment is also identified as being regionally impacted in the staff DRI analysis. DPA has submitted some supplemental information dated November 6, 2001 that analyzed the needed improvements to address this impact. They concluded that "improvements at key intersections will enhance the carrying capacity of this section of US 41, so that the Lee Plan level of service standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities". While staff is not totally convinced of this conclusion, we have agreed in discussions with DPA representatives that the mitigation for this comprehensive plan impact will be addressed as part of the DRI mitigation.

While the specific impacts will be addressed as noted above, we want to emphasize that the addition of this large development will result in more traffic on roadways in the study area. This is identified in Table 1 below. The overall v/c ratios are higher in 2020 than they are currently, and the FSUTMS analysis with the project shows an overall volume increase of approximately 6 percent in the Estero area. Three east-west and one north-south screenline were used to estimate the overall change in traffic. An east-west screenline measures total traffic across north-south roads. Conversely, a north-south screenline measures traffic across east-west roads. The overall v/c ratio across the screenlines increases from 0.67 to 0.72. The north-south screenline measured a 24 percent increase in east-west traffic. Even with the increase, less than one-half of the overall available east-west capacity is utilized in 2020.

Along the east-west screenlines, the increase in traffic volume is 8 percent through the project just south of Williams Road. North of Koreshan shows a 5 percent increase in traffic. South of Terry Street overall north-south volumes are approximately the same. It would appear that due to the increase in v/c in 2020 with the proposed project, additional lane-miles of roadway would need to be incorporated into the plan to replace the capacity consumed by a project of this magnitude. Simon Suncoast will be required to perform transportation mitigation as part of DRI conditions of approval, and discussions are expected to continue in that respect.

The primary challenge in this area is to identify and implement north-south capacity improvements in short and long range term. In reality, the final determination of the regional mall location in south Lee County will determine the ultimate needed north-south improvements in the area.

Table 1
Comparison of existing Level of Service to 2020 conditions

East-West Screenlines	2000 Existing			2020 current Plan			2020 Plan w/project		
Road	AADT	LOS	V/C	AADT	LOS	V/C	AADT	LOS	V/C
Screenline #1 North of Koreshan Blvd San Carlos/Estero community									
Alico Road (N of Corkscrew Rd)	1000	В	0.05	2000	В	0.10	2000	В	0.10
Ben Hill Griffin Pkwy	3000	Α	0.29	52500	D	0.83	52800	D	0.83
I-75	59000	E*	0.86	84000	D*	0.79	87000	D*	0.82
Three Oaks Parkway	5900	C	0.24	29800	C	0.73	31200	C	0.77
Sandy Lane	N/A			11000	C	0.81	12100	D	0.88
U.S. 41	31500	C	0.77	56000	D	0.95	62900	F*	1.04
Other connections	N/A		-	100					
Screenline #1 total	100400		0.48	235400		0.78	248000		0.82
Screenline #2 Along San Carlos/Estero and Bonita Springs community boundary									
Bonita Grande Dr ext	N/A			18500	В	0.47	17000	В	0.44
I-75	52500	D*	0.76	82300	D*	0.78	84200	D*	0.79
Three Oaks Parkway	N/A			43700	В	0.68	50000	C	0.76
Sandy Lane	N/A			10300	C	0.76	10300	C	0.76
U.S. 41	31600	C	0.72	46600	C	0.81	57700	D	0.97
Other connections	N/A			3300	100	м.	3000		
Screenline #2 total	84100		0.75	204700		0.72	222200		0.77
Screenline #3 North of Bonita Beach Road Bonita Springs community									
Bonita Grande Dr	N/A	11-		30000	C	0.75	26000	В	0.65
1-75	52500	D*	0.76	82300	D*	0.78	84200	D*	0.79
Three Oaks Parkway/Imperial Street	1000	C	0.15	23200	В	0.57	21600	В	0.59
Matheson Avenue	1000	C	0.15	7600	C	0.45	7600	C	0.45
Old 41	15700	D	0.94	15200	F**	1.05	16600	F**	1.14
U.S. 41	35700	C	0.78	54800	C	0.90	56500	C	0.92
Other connections	N/A		17 17	2500	1	1 - 1 -	2900		
Screenline #3 total	105900		0.67	215600		0.77	215400		0.77
Net/pct change in 2020 volumes	18 19 19 19 19		1100			11	+26900	+4%	
North-South volume comparison			0.61	0		0.77		10000	0.79

North-South Screenline	2000 Existing			2020 current Plan			2020 Plan w/project		
Road	AADT	LOS	V/C	AADT	LOS	V/C	AADT	LOS	V/C
Screenline #4 Between U.S. 41 and Three Oaks Parkway			1					4.4	
West Terry Street	10800	В	0.69	7500	В	0.50	7300	В	0.49
Old 41	9300	C	0.50	14100	В	0.46	18000	В	0.58
Strike Lane	N/A			2300	C	0.29	3300	C	0.42
Coconut Road	2500	C	0.07	8900	В	0.24	18800	В	0.49
Williams Road	3100	C	0.21	6600	C	0.41	9200	C	0.57
Corkscrew Road	14700	В	0.38	18000	В	0.47	14800	В	0.49
E Broadway	1000	C	0.07	2000	C	0.14	1800	C	0.13
Koreshan Boulevard	2400	A	0.05	13000	В	0.33	16600	В	0.43
Screenline #4 total	43800		0.24	72400		0.36	89800		0.47
Sum of Screenline volumes	334200			728100	11	+	775400		
Net/pct change in 2020 volumes				0			+47300	6.5%	
Overall comparison			0.50		1 14	0.67			0.72

^{*} Projected to operate below adopted level of service

AJG/mlb

cc:

Scott Gilbertson

David Loveland Mike Pavese

Dawn Lehnert - Assistant County Attorney

Ken Heatherington - SWFRPC

Gary Price - Bonita Springs City Manager

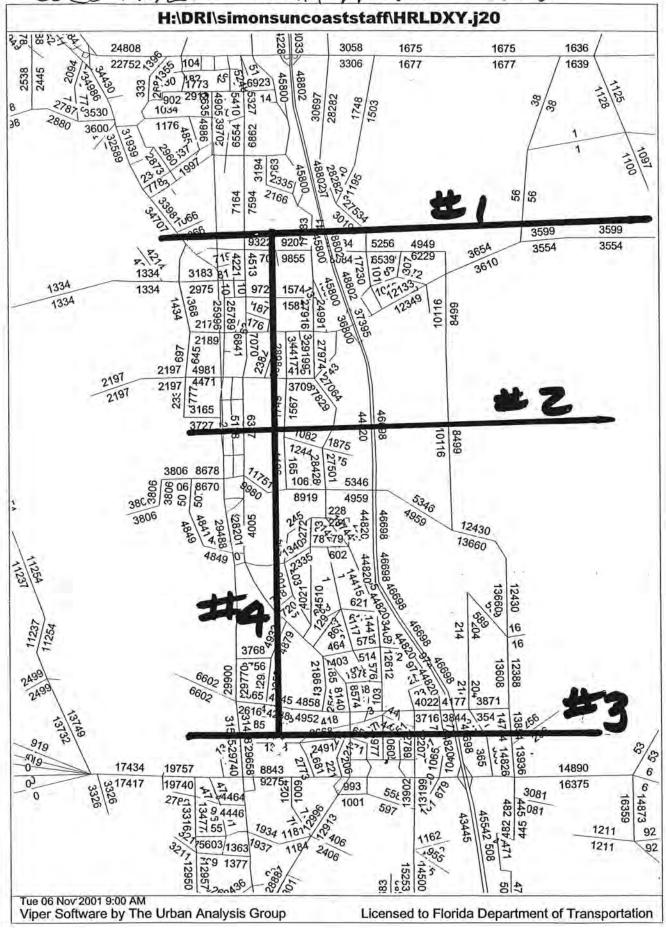
Bernard Piawah - FDCA

Comprehensive Plan Amendment File

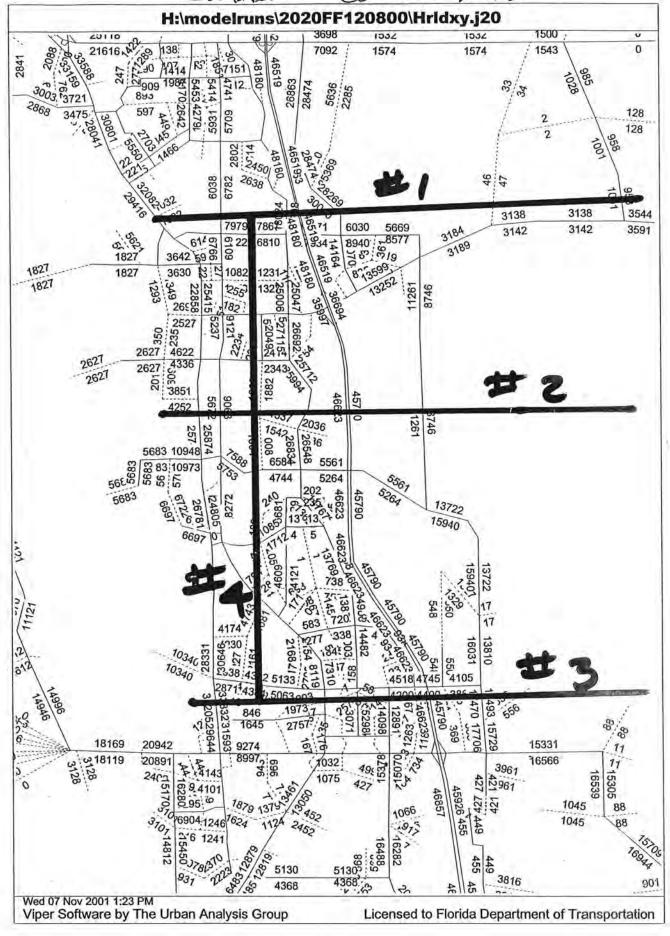
DRI File

^{**} Constrained facility

2020 FFRAN WITH PROJECT USES



CURRENT 2020 FF PLAN



Interoffice Memo

Date: 07/02/01

To: Paul O'Connor, AICP, Director

From: Terry Kelley, Emergency Management Coordinator

RE: CPA 2000-30 - Simon Suncoast Privately Initiated Lee Plan Future Land Use Map

Amendment

The subject property is shown on the National Weather Service's storm surge model, "SLOSH," map # 59, which reflects the composite of the maximum extent of flooding, which may result from each hurricane category, as receiving approximately Sixteen point six (16.6) feet of storm surge flooding from a category 3 storm. It would therefore be necessary to evacuate the site in question.

If the land use classification remains the same - Rural, the impacts are listed below:

483 acres x Rural classification of 1 unit per acre = 483 units

483 single family dwelling units x 2.25 people/occupied unit x 97% occupancy rate = 1054 people evacuating

483 single family units x 97% x 1.1 vehicles/occupied unit = 515 evacuating vehicles

1054 people evacuating x 21% = 221 people seeking public shelter

221 people x 20 square feet of shelter space per person = 4,420 square feet of space

515 evacuating vehicles divided by S. Tamiamia Trail's capacity of 2,776 x 60 minutes = 11 minutes added to the existing evacuation time

If the land use classification is changed to Urban Community, the impacts are listed below:

483 acres x Outlying Suburban classification of 6 units per acre = 2,898 units

2,898 single family dwelling units x 2.25 people/occupied unit x 97% occupancy rate = 6,325 people evacuating

2,898 single family units x 97% x 1.1 vehicles/occupied unit = 3,092 evacuating vehicles

6,325 people evacuating x 21% = 1,328 people seeking public shelter

2/23/00

Interoffice Memo: PAM 99-26 Response

1,328 people x 20 square feet of shelter space person = 26,560 square feet of space

3,092 evacuating vehicles divided by S. Tamiami Trail's capacity of 2,776 \times 60 minutes = 66.68 minutes added to the existing evacuating time

Conclusions:

By reviewing the calculations I've done on page one and the top of this page, as is the case in most instances, retention of the current land use of Rural produces smaller impacts on shelter space and evacuation time.

However, since the proposed land use classification permits six (6) times as many units per acre, that the impacts to evacuation time and shelter space are essentially six fold.

While none of these impacts are large and this is a worst case scenario, when considered as an isolated case, they have to be considered in the big picture of an existing shelter space deficit in excess of 40,000 spaces and an evacuation time, which is considered too high by most experts. Under these circumstances, each new shelter space we must add to the existing deficit has to be of concern. Every minute we add to the already too high evacuation time is likewise a matter of great concern.

C `ce of the Sheriff



John J. McDougall State of Florida County of Lee

July 24, 2000

Kimley-Horn and Associates, Inc. 4431 Embarcadero Drive West Palm Beach, Florida 33407

RE: Simon Suncoast DRI

Application for Development Approval

Dear Ms. Emily Hollis:

Due to severe budget constraints coupled with the growth of the county, my office operates at full capacity. It is policy of the Lee County Sheriff's Office to support community growth and we will do everything possible to accommodate the law enforcement needs.

We anticipate that we will receive the reasonable and necessary funding to support growth in demand. We therefore believe that the Lee County Sheriff's Office will be able to serve your project as it builds out.

Sincerely,

John J. McDougall Sheriff of Lee County

Copy: File



SE835616004 Writer's Direct Dial

BOARD OF COUNTY COMMISSIONERS

Bob Janes District One

Douglas R St Cerny District Two

Ray Judah District Three

September 19, 2001

Andrew W. Coy District Four

John E. Albion District Five

Donald D. Stilwell

James G. Yaeger County Attorney

Diana M. Parker

County Hearing Examiner

County Manager

Re:

Mr. Michael Roeder Humphrey & Knott, P.A. P.O. Box 2449

Fort Myers, Florida 33902-2449

Written Determination of Adequacy from EMS services Simon Suncoast DRI - Williams and Coconut Roads

Dear Mr. Roeder:

I have reviewed your letter faxed to me on September 12, 2001. Please be advised that the current and planned budgetary projections for additional EMS resources should adequately address any increased demand for service from persons occupying this parcel or any support facilities.

If you would like to discuss this further, please call me at the above referenced number.

Respectfully submitted,

DIVISION OF PUBLIC SAFETY

H.C. "Chris" Hansen EMS Program Manager



THE SCHOOL DISTRICT OF LEE COUNTY

2055 CENTRAL AVENUE . FORT MYERS, FLORIDA 33901-3916 . (941) 334-1102

KATHERINE BOREN CHAIRMAN . DISTRICT 4

TERRI K. WAMPLER

JEANNE S. DOZIER DISTRICT 2

JANE E. KUCKEL, PH.D.

LISA POCKAUS

BRUCE HARTER, PH.D. SUPERINTENDENT

> KEITH B. MARTIN BOARD ATTORNEY

July 24, 2001

Mr. Paul O'Connor, AICP, Director Lee County Division of Planning P. O. Box 398 Ft. Myers, FL 33902-0398

Re: Simon Suncoast Privately Initiated Lee Plan Future Land Use Map Amendment, CPA 2000-30

Dear Mr. O'Connor:

Thank you for the opportunity to review this proposed Lee Plan Future Land Use Map Amendment for a regional mall located off U. S. 41 and Williams Road in Estero for impacts to the Lee County School District. This proposed development is in the South Region of the District, south of Estero High School. Based on the proposed maximum total of 2,898 possible residential dwelling units that could result from the plan amendment from Rural to Urban Community, the Lee County School District is estimating that the proposal could generate up to 898 additional public school-aged children. This uses a generation rate of .31 students per dwelling unit. This would create the need for approximately one new school in the system, encompassing the entire requisite staff, transportation costs, and core facilities. In addition, it has been well documented that Regional Mall developments create a multitude of spin-off developments and employment opportunities that will also contribute to further growth in the Lee County School District system.

The schools in this region that would serve this development are operating at or above permanent student capacity levels. Those schools that exceed permanent student capacity levels are operating through the use of portable classroom buildings. The growth generated by this development will require either the addition of permanent student and auxiliary space or the placement of portable buildings. Either action imposes a fiscal impact on the District that should be addressed by the applicant. Based upon the current District budget, the fiscal operating impact would be \$5,907 per Full Time Equivalent (FTE) student, or up to \$5,304,486.00, separate from additional capital construction costs. Clearly, this project needs to mitigate its anticipated public school impacts. While

SimonPlanAmend7-24-01.doc

EI

ATTACHMENT 8

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local officials are presently contemplating a school impact fee, it alone would not offset these public costs created by the land use plan change from Rural to Urban Community.

Furthermore, the applicant states that the project's Town Center could "incorporate a number of public uses, including a site for a fire station. It will be a "town center" in every possible sense. As such, to create a true town center, the Lee County School District would respectfully request that a public school site of up to five acres be donated to the District to offset these anticipated impacts created by the plan amendment. In light of the magnitude of this project and the District's lack of infrastructure in this area, a five acre school site is the minimum the District could use for a facility serving this area. Without this school site, the District is concerned about the project meeting the Development Timing objective and policies in the Lee Plan, a necessary issue to address in seeking the plan amendment from Rural to Urban Community, without such a land donation. The applicant has previously indicated that they may be amenable to donating a 1.5 acre site to the Lee County School District. Unfortunately, this size site would not enable the district to provide any type of meaningful facility to the community. We would therefore respectfully request the five acre school site to accommodate growing needs in this community, and needs that will clearly be accelerated by such an impact-inducing project as a Regional Mall and its concurrent residential, commercial, and institutional uses planned by the developer at this site.

Please note that, as previously stated in our DRI response, the Lee County School District remains very concerned about the impact the proposed project will have on the nearby Estero High School, traffic congestion on Williams Road, River Ranch and Three Oaks Parkway. At this time there are often significant bottlenecks for school bus traffic, parents, teachers, and school visitors on these various roadways, and a project of this magnitude will only serve to exacerbate this issue.

In addition, the Lee County School District remains concerned with compatibility of the regional mall with regard to traffic, safety issues, and ancillary uses with Estero High School, and would like to ensure proper buffering, traffic signalization, roadway improvements, safety markings, lighting, community policing, and so on are in place in compliance with the Lee Plan. These are community issues that need to be addressed as well.

According to an analysis prepared by the Lee County DOT, Williams Road and River Ranch Road are both significantly impacted by the proposed mall project. The 2000 Lee County Traffic Count Report indicates an existing AADT of 3,100 on Williams Road and 3,000 on River Ranch Road. Based on the FSUTMS analysis with the project (with Three Oaks Parkway extension completed to Coconut Road), Williams Road would have an AADT of 11,500 and River Ranch Road would have an AADT of 10,200. This is a 271% increase in traffic on Williams Road, and a 240% traffic increase on River Ranch Road. These roads are plainly not built to withstand this type of impact. Williams Road and River Ranch Road are estimated to operate at Level of Service "D" with the project in the weekday P.M. peak hour. Of the total volume assigned by FSUTMS, approximately

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75 percent or about 7,500 AADT would use Williams Road and River Ranch Road to go to the Simon Suncoast project.

However, in the comparative analysis without Three Oaks Parkway, the total AADT with the Simon Suncoast project assigned by FSUTMS to Williams Road and River Ranch Road increases to 16,500 AADT. This includes 7,700 daily Simon Suncoast trips. Based on the methodology to convert this average daily volume to P.M. peak hour directional volume, Williams Road and River Ranch Road will function at a level of service "E" with the total volume near the maximum service volume. In fact, Simon Suncoast or school events occurring in off-peak hours may generate volumes of traffic such that Williams Road could exceed maximum service volume for LOS "E".

While newly planned improvements to Three Oaks Parkway, the extension of Williams Road to Three Oaks Parkway, and a new Sandy Lane Extension are all expected to help reduce traffic on River Ranch and Williams Road, it would appear that substantial improvements to the two laned Williams Road would be needed along with signalization. Therefore, the Lee County School District strongly supports and requests the four-laning of Williams Road as a minimum improvement to offset these substantial impacts that this project will clearly have on the Estero High School and surrounding neighborhood traffic situation. The District's transportation experts as well as the Principal of Estero High School also back up these sentiments. Your assistance in this matter would be greatly appreciated.

Thank you for your attention to this matter. If I may be of further assistance, please call.

Sincerely,

Stephanie Keyes, Facilities Planner

Construction Services

cc: Tyler F. Patak, NCARB, Director

Mr. William Humbaugh, Director, Support Services

Dan Trescott, Southwest Florida Regional Planning Council

Dr. Fred Bode, Principal, Estero High School

MEMORANDUM

from the

TRANSIT DIVISION

DATE: August 31, 2001

To:

Paul O'Connor, Director

Division of Planning

FROM:

Darren R. Brugmann

Transit Planner

RE:

CPA 2000-30 Simon Suncoast Privately Initiated

Lee Plan Future Land Use Map Amendment

Lee Tran has reviewed your letter of June 22, 2001 regarding the referenced project.

Future development such as this could generate ridership at that location, we therefore, would like to request that Lee Tran have the opportunity, if this property is developed, to examine the location for additional transit amenities.

I can be reached at 277-5012 ext. 2233 if you have any questions.



Estero FIRE RESCUE

19850 Breckenridge Drive, Suite A Estero, Florida 33928

Phone: (941) 947-FIRE (3473)

Fax: (941) 947-9538

web site: http://www.esterofire.org

July 30, 2001

Mr. Paul O'Connor P.O. Box 398 Fort Myers, Florida 33902-0398

Dear Mr. O'Conner:

We would like to bring to the attention of Lee County the needs of Estero Fire Rescue (EFR) pursuant to the proposed Simon Suncoast Regional Mall.

In preparation of Simon's submission to the Regional Planning we were asked if we could provide fire and rescue services to the proposed project. EFR responded that we could provide service to that site if provided a parcel of land of about 1 acre on which we could build a fire rescue station.

It is our understanding that Simon has submitted their proposal with a site identified for use as a fire rescue facility. It is imperative that this be a stipulation of granting approval along with a requirement to close the transaction with EFR within a reasonable period of time following approval of the DRI, preferably within 30 days of approval.

Should you have further questions please do not hesitate to contact us.

Sincerely,

DENNIS J. MERRIFIELE

Fire Chief DJM/llc



BOARD OF COUNTY COMMISSIONERS

(941) 479-8585 Writer's Direct Dial Number:

Bob Janes District One

Douglas R. St. Cerny District Two

Ray Judah District Three

Andrew W. Coy District Four

John E. Albion District Five

Donald D. Stilwell County Manager

James G. Yaeger County Attorney

Dear Mr. Uhle:

Matthew D. Uhle

1625 Hendry Street

Fort Myers, FL 33901

Humphrey & Knott, P.A.

Diana M. Parker County Hearing Examiner

February 5, 2001

Due to the various issues and complexities of the proposed amendment, staff is requesting that you, on behalf of your client, formally waive the regulatory review standards of Chapter 380.06,

F.S. regarding the local government's time frame for making a determination on the transmittal of the amendment. It would be beneficial to the Planning Division and the applicant to have ample opportunity for the review of the amendment in order to provide the best possible analysis of the proposal. It is staff's intention to track the Plan Amendment review with the Development

of Regional Impact (DRI) review so that the review can occur holistically.

Simon Suncoast DRI/Lee Plan Amendment (CPA2000-30)

If you have any questions, or if I can be of further assistance in this matter, please feel free to call me at the above telephone number.

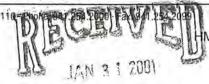
Sincerely,

DEPT. OF COMMUNITY DEVELOPMENT Division of Planning

Paul O'Connor, AICP Director of Planning



950 Encore Way Naples, Florida 3411@



M PROJECT #1997079 1/17/01 REF. DWG. #A-994-2 PAGE 1 OF 2

PERMIT COUNTER,

LEGAL DESCRIPTION

A PORTION OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA; THENCE RUN S.88°56'17"W., ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 9, FOR A DISTANCE OF 5.89 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF THE SEABOARD COASTLINE RAILROAD, A 130.00 FOOT RIGHT-OF-WAY, AND THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED: THENCE CONTINUE S.88°56'17"W., ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 9, FOR A DISTANCE OF 1,733.04 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HWY. NO. 41 (FLORIDA STATE ROAD NO. 45), A 200.00 FOOT RIGHT-OF-WAY; THENCE RUN N.10°32'05"W., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 971.33 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE EASTERLY; THENCE RUN NORTHERLY, ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 5,605.39 FEET, THROUGH A CENTRAL ANGLE OF 04°03'11", SUBTENDED BY A CHORD OF 396.43 FEET AT A BEARING OF N.08°30'30"W., FOR A DISTANCE OF 396.52 FEET TO THE END OF SAID CURVE; THENCE RUN N.88°07'51"E. FOR A DISTANCE OF 747.22 FEET TO A POINT ON A CIRCULAR CURVE, CONCAVE EASTERLY, WHOSE RADIUS POINT BEARS N.82°31'42"E., A DISTANCE OF 3,909.60 FEET THEREFROM; THENCE RUN NORTHERLY, ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 3,909.60 FEET, THROUGH A CENTRAL ANGLE OF 08°29'31", SUBTENDED BY A CHORD OF 578.92 FEET AT A BEARING OF N.03°13'32"W., FOR A DISTANCE OF 579.45 FEET TO THE END OF SAID CURVE; THENCE RUN N.00°15'56"W., FOR A DISTANCE OF 583.09 FEET; THENCE RUN N.00°15'56"W., FOR A DISTANCE OF 47.04 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF COCONUT ROAD, A 150.00 FOOT RIGHT-OF-WAY, THE SAME BEING A POINT ON A CIRCULAR CURVE, CONCAVE NORTHERLY, WHOSE RADIUS POINT BEARS N.10°26'58"W., A DISTANCE OF 2,025.00 FEET THEREFROM; THENCE RUN EASTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 2,025.00 FEET, THROUGH A CENTRAL ANGLE OF 09°12'27", SUBTENDED BY A CHORD OF 325.07 FEET AT A BEARING OF N.74°56'48"E., FOR A DISTANCE OF 325.42 FEET TO THE END OF SAID CURVE; THENCE RUN N.70°20'35"E., ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE FOR A DISTANCE OF 200.00 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE SOUTHERLY: THENCE RUN EASTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 3,025,00 FEET, THROUGH A CENTRAL ANGLE OF 09°15'04", SUBTENDED BY A CHORD OF 487.89 FEET AT A BEARING OF N.74°58'07"E., FOR A DISTANCE OF 488,42 FEET TO THE END OF SAID CURVE; THENCE RUN N.79°35'39"E., ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 238.23 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF THE SEABOARD COASTLINE RAILROAD, A 130.00 FOOT RIGHT-OF-WAY; THENCE RUN S.00°59'47"E., ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 2,869.10 FEET TO THE POINT OF BEGINNING; CONTAINING 95.885 ACRES, MORE OR LESS.

AND

A PORTION OF SECTIONS 3, 4, 9, AND 10, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA; THENCE RUN S.88°56'17"W., ALONG THE SOUTH LINE OF THE

DCI 2001-00005
Naples - Fort Myers - Venice - Englewood DRT 2000-00015

HM PROJECT #1997079 1/17/01 REF, DWG, #A-994-2 PAGE 2 OF 2

SOUTHEAST QUARTER OF SAID SECTION 9, FOR A DISTANCE OF 5.89 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF THE SEABOARD COASTLINE RAILROAD, A 130.00 FOOT RIGHT-OF-WAY; THENCE RUN N.00°59'47"W., ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 3,021.15 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; THENCE RUN N.00°59'47"W., ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 2,320.56 FEET TO A POINT ON THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 47 SOUTH, RANGE 25 EAST; THENCE RUN N.00°59'47"W., ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 2,692.32 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 47 SOUTH, RANGE 25 EAST: THENCE RUN N.00°56'59"W., ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 1,590.78 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE WESTERLY; THENCE RUN NORTHERLY, ALONG SAID WESTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 5,641.38 FEET, THROUGH A CENTRAL ANGLE OF 09°31'27", SUBTENDED BY A CHORD OF 936.68 FEET AT A BEARING OF N.05°42'42"W., FOR A DISTANCE OF 937.76 FEET TO THE END OF SAID CURVE; THENCE RUN N.10°28'26"W., ALONG SAID WESTERLY RIGHT-OF -WAY LINE, FOR A DISTANCE OF 98.54 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF WILLIAMS ROAD, A 100.00 FOOT RIGHT-OF-WAY; THENCE RUN S.88°20'53"W., ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 1,029.70 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE NORTHERLY; THENCE RUN WESTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 7,050.00 FEET, THROUGH A CENTRAL ANGLE OF 03°00'00", SUBTENDED BY A CHORD OF 369.09 FEET AT A BEARING OF S.89°50'53"W., FOR A DISTANCE OF 369.14 FEET TO THE END OF SAID CURVE; THENCE RUN N.88°39'07"W., ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 674.92 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HWY. NO. 41 (FLORIDA STATE ROAD NO. 45), A 200.00 FOOT RIGHT-OF-WAY; THENCE RUN S.04°52'41"W., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 1,901.57 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE EASTERLY; THENCE RUN SOUTHERLY, ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 2,725.19 FEET, THROUGH A CENTRAL ANGLE OF 11°32'50", SUBTENDED BY A CHORD OF 548.30 FEET AT A BEARING OF S.00°53'44"E., FOR A DISTANCE OF 549.23 FEET TO THE END OF SAID CURVE; THENCE RUN S.06°40'09"E., ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR A DISTANCE OF 225.81 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 4; THENCE CONTINUE S.06°40'09"E., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 2,710.61 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 4; THENCE CONTINUE S.06°40'09"E., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 626.03 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE WESTERLY: THENCE RUN SOUTHERLY, ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 11,584.73 FEET, THROUGH A CENTRAL ANGLE OF 06°24'13", SUBTENDED BY A CHORD OF 1,294.08 FEET AT A BEARING OF S.03°28'03"E., FOR A DISTANCE OF 1,294.76 FEET TO THE END OF SAID CURVE; THENCE RUN S.00°15'56"E., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 274.74 FEET; THENCE RUN S.46°02'16"E., FOR A DISTANCE OF 577.44 FEET; THENCE RUN S.01°57'26"E. FOR A DISTANCE OF 25.19 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF COCONUT ROAD, A 150.00 FOOT RIGHT-OF-WAY; THENCE RUN N.88°02'34"E., ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 32.80 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE NORTHERLY; THENCE RUN EASTERLY, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 1,875.00 FEET, THROUGH A CENTRAL ANGLE OF 17°41'59", SUBTENDED BY A CHORD OF 576.92 FEET AT A BEARING OF N.79°11'34"E., FOR A DISTANCE OF 579.22 FEET TO THE END OF SAID

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CURVE; THENCE RUN N.70°20'35"E., ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 200.00 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE SOUTHERLY; THENCE RUN EASTERLY, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 3,175.00 FEET, THROUGH A CENTRAL ANGLE OF 09°15'04", SUBTENDED BY A CHORD OF 512.09 FEET AT A BEARING OF N.74°58'07"E., FOR A DISTANCE OF 512.65 FEET TO THE END OF SAID CURVE; THENCE RUN N.79°35'39"E., ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 263.08 FEET TO THE POINT OF BEGINNING; CONTAINING 386.536 ACRES, MORE OR LESS.

NOTES:

THIS PROPERTY IS SUBJECT TO EASEMENTS, RESERVATIONS OR RESTRICTIONS OF RECORD.

TOTAL PROPERTY AREA: 482.421 ACRES, MORE OR LESS.

INFORMATION RELATING TO BOUNDARY DATA OF SECTIONS 3, 4, 9 AND 10, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, TOGETHER WITH THE LOCATION OF THE US HIGHWAY #41 RIGHT-OF-WAY, WAS OBTAINED FROM A SURVEY OF THE SWEETWATER RANCH PREPARED BY DENI ASSOCIATES HAVING ORDER NUMBER 8409031, DATED 9/14/84. INFORMATION RELATING TO THE LOCATION OF COCONUT ROAD AND ADJOINING EXCEPTED PARCELS WAS OBTAINED FROM PROPERTY DESCRIPTIONS PROVIDED BY CLIENT.

BEARINGS REFER TO THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, AS BEING S.88°56'17"W.

HOLE, MONTES, INC.

CERTIFICATE OF AUTHORIZATION LB #1772

THOMAS J. GARRIS

P.L.S. #3741

STATE OF FLORIDA

Applicant's Legal Checked

by Am 1/13/02

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HUMPHREY & KNOTT

PROFESSIONAL ASSOCIATION ATTORNEYS-AT-LAW

1625 HENDRY STREET (33901) P. O. BOX 2449 FORT MYERS, FLORIDA 33902-2449

TELEPHONE (941) 334-2722

TELECOPIER (941) 334-1446

MUhle@humphreyandknott.com

THOMAS B. HART
MARK A. HOROWITZ
H. ANDREW SWETT
MATTHEW D. UHLE
AARON A. HAAK

DIRECTOR OF ZONING AND
LAND USE PLANNING
MICHAEL E. ROEDER, AICP

December 7, 2000

JAMES T. HUMPHREY

GEORGE H. KNOTT * †

MARK A. EBELINI

GAREY F. BUTLER

GEORGE L. CONSOER, JR. **

*Board Certified Civil Trial Lawyer

** Board Certified Real Estate Lawyer

*Board Certified Business Litigation Lawyer

Mr. Paul O'Connor, Director Lee County Division of Planning P.O. Box 398 Fort Myers, Fl 33902

Re: Simon Suncoast DRI/Lee Plan Amendment

Dear Paul:

You will recall that you took the position in your October 3rd memo that Sandy Lane Extension will be a collector, rather than an arterial road. We are currently in the process of obtaining binding commitments to provide 120 feet of right-of-way for a four-lane road which will extend from the southern boundary of the project to Corkscrew Road. It is our expectation that the road will at some point be extended south to Old US 41 and north to Alico Road.

In our opinion, the new road should be classified as an arterial, not a collector, for the following reasons:

- Sandy Lane was added to the MPO 2020 Financially Feasible Plan, and subsequently Map 3A in The Lee Plan, because six-lane US 41 could not handle the projected volumes in 2020, even with the six-lane Three Oaks Parkway Extension south to Bonita Springs. Hence, Sandy Lane is being provided to divert north/south traffic volumes off of US 41. This being the case, Sandy Lane should be planned and designed as an arterial to provide sufficient speed and capacity to successfully divert volumes off of US 41.
- 2. Map 3B in The Lee Plan, which identifies the future functional classification of roads in Lee County, identifies Old 41 in Bonita Springs as an arterial road. With Sandy Lane as a collector, Old 41 simply dead-ends at US 41, where traffic is forced to use US 41 to travel to and from the north. System continuity would be much improved by connecting Old 41 directly with the Sandy Lane Extension to



PERMIT COUNTER

Mr. Paul O'Connor, Director December 7, 2000 Page 2

form a continuous arterial, so that north/south traffic on Old 41 could continue north on Sandy Lane, rather than on US 41.

- 3. The upgrade of Sandy Lane from a collector to an arterial would provide significantly greater speed and capacity, with slight increase in cost.
- 4. As shown in Maps 3A and 3B of The Lee Plan, Sandy Lane is a continuous road extending from Old 41 in Bonita Springs to Alico Road north of San Carlos Park, a distance of approximately 8 miles. A continuous road that extends 8 miles and interconnects five major arterials (Old 41, Coconut Road, Corkscrew Road, Koreshan Boulevard and Alico Road) would function as an arterial, not a collector.
- On page 84 of the ITE report titled <u>Transportation and Land Development</u>, the collector system is described as follows:

The collector system provides both land access and movement within residential, commercial, and industrial areas. Collectors penetrate, but should not have continuity through, residential areas.

Sandy Lane clearly is not consistent with this description of collector roads. Sandy Lane does not provide for movement within residential, commercial, and industrial areas. Rather, Sandy Lane has continuity through several residential areas in Bonita Springs, Estero and San Carlos Park.

6. Table 4-1 in the ITE report titled <u>Transportation and Land Development</u> provides a number of characteristics of collector roads, including the following: (1) collector roads should not extend across arterials; and (2) thru traffic should be discouraged on collector roads. Sandy Lane clearly does not comply with these characteristics of collector roads. As noted previously, Sandy Lane extends across several arterials and has been included in the plan to encourage, not discourage, thru traffic as an alternative to US 41.

Since Lee Plan Map 3A shows Sandy Lane Extension as a collector, we are confronted with the question as to whether our FLUM amendment application should be accompanied by a request to revise Map 3A, as well. At this point, we have chosen not to do so, largely because the time involved in generating the necessary data and analysis would result in unacceptable delays in filing the map amendment request. We believe, however, that Map 3A should, in fact, be amended; it simply comes down to an issue

Mr. Paul O'Connor, Director December 7, 2000 Page 3

of timing. If the County feels strongly that the amendment should be considered concurrently with the DRI, we are certainly willing to comply with that direction.

We will be asking for impact fee credits in connection with the construction and dedication of the new road. The amount of the credits will obviously be the subject of discussion at a later date.

If you have any questions, please let me know.

Sincerely,

HUMPHREY & KNOTT, P.A.

Matt While

Matthew D. Uhle MDU/zw

Encls.

cc: 7

Tom Schneider Chuck Schneider David McArdle Ron Dillon Ned Dewhirst Ron Talone Dave Loveland



Lee County Board of County Commissioners
Department of Community Development
Division of Planning
Post Office Box 398
Fort Myers, FL 33902-0398
Telephone: (941) 479-8585
FAX: (941) 479-8519

APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT

	(To be com	npleted at time of intake)
DATE REC'D: 12-4	3-00	REC'D BY:
APPLICATION FEE:	144000	TIDEMARK NO: COA 2000 -000
THE FOLLOWING VE	RIFIED:	
Zoning		Commissioner District
Designation on FLUM		
	(To be com	pleted by Planning Staff)
Plan Amendment Cyc	le: Normal	Small Scale DRI Emergency
Request No:		
additional space is no sheets in your applical Submit 6 copies of the including maps, to the required for Local Plat Department of Community I, the undersigned ow	completely and eeded, number artion is: 184 ne complete applie Lee County Donning Agency, Bounity Affairs' packwaer or authorize	lication and amendment support documentation, Division of Planning. Additional copies may be coard of County Commissioners hearings and the cages. Id representative, hereby submit this application documentation. The information and documents
12 7/00	mathe	the best of my knowledge. OWNER OR AUTHORIZED REPRESENTATIVE
DAIL	JUNA TUNE OF	OWNER OF AUTHORIZED REFRESENTATIVE

I. APPLICANT/AGENT/OWNER INFORMATION

Simon Property Group, attn: T	homas J. Schneider	
Oakbrook Properties, attn: Day	vid McArdle	
APPLICANT		
115 West Washington Street		
1600 Main Street, Suite B		
ADDRESS		
Indianapolis	IN	46204
St. Charles	IL	60174
CITY	STATE	ZIP
317/263-7032		317/685-7299
630/584-6580		630/5584-6504
TELEPHONE NUMBER		FAX NUMBER
ADDRESS		
Fort Myers	FL	33901
CITY	STATE	ZIP
941/334-2722		941/334-1446
TELEPHONE NUMBER		FAX NUMBER
Edward J., McArdle, TR		
OWNER(s) OF RECORD		
1600 East Main Street, Suite B		
ADDRESS	2.1	
St. Charles	IN	60174
CITY	STATE	ZIP
630/584-6580		630/584-6504
TELEPHONE NUMBER		FAX NUMBER

Name, address and qualification of additional planners, architects, engineers, environmental consultants, and other professionals providing information contained in this application. Note: Please see attachment 1 for a list of all consultants and copies of their resumes.

^{*} This will be the person contacted for all business relative to the application.

I	Text A	mendment	x	(Maps 1 thre	u 19)	Map Series A	Amendment e amended
В.	SUMMAR	Y OF REQUE	ST (Brief	explanation)):		
	Amend the	ne Future Lan	d Use Ma	ap to change "Rural"	e the la	and use des "Urban	signation of the Community.
1000		SIZE AND LO					
Ü		nents affectin	g develo	pment poter	ntial of	property)	
A.	Property I	Location:					
	1. Site A	ddress <u>: U.S. 4</u>	1 South.	Estero (no s	specifi	c address a	assigned)
		ddress <u>: U.S. 4</u> P(s) <u>: 04-47-25</u>			WE.	At the four	
В.	2. STRA				47-25	At the four	
В.	2. STRA	P(s) <u>: 04-47-25</u>	-00-0000	1.0000 & 09	47-25	-00-00001.0	
В.	2. STRA Property I Total Acre	P(s) <u>: 04-47-25</u> Information	rty: 483.1	1.0000 & 09	-47-25- U	-00-00001.0	
В.	2. STRA Property I Total Acre Total Acre	P(s) <u>: 04-47-25</u> Information eage of Proper	rty: <u>483.1</u> in Reque	38 acres	47-25	-00-00001.0 182-421	
В.	2. STRA Property I Total Acre Total Acre Area o	P(s): 04-47-25 Information eage of Proper eage included	rty: <u>483.1</u> in Reque g Future I	38 acres	47-25	-00-00001.0 182-421	
В.	2. STRA Property I Total Acre Total Acre Area of	P(s): 04-47-25 Information eage of Proper eage included of each Existing	rty: 483.1 in Reque g Future I	38 acres	47-25	-00-00001.0 182-421	
В.	2. STRA Property I Total Acre Total Acre Area of Total I Total I	P(s): 04-47-25 Information eage of Proper eage included of each Existing	rty: 483.1 in Reque g Future I	38 acres	47-25	-00-00001.0 182-421	
В.	2. STRA Property I Total Acre Area of Total I Total I Current Z	P(s): 04-47-25 Information eage of Proper eage included of each Existing Uplands: 432.3 Wetlands: 50.7	rty: 483.1 in Reque g Future I	38 acres st 432,35 ac	cres etegory.	-00-00001.0 182-421	

C. State if the subject property is located in one of the following areas and if so how does the proposed change effect the area:

Lehigh Acres Commercial Overlay: N/A

Airport Noise Zone 2 or 3: N/A

Acquisition Area: N/A

Joint Planning Agreement Area (adjoining other jurisdictional lands): N/A

Community Redevelopment Area: N/A

D. Proposed change for the Subject Property:

Change the future land use designation of the subject property from Rural to Urban Community.

- E. Potential development of the subject property:
 - 1. Calculation of maximum allowable development under existing FLUM:

Residential Units/Density 1 du/acre (uplands) + 1 du/20 acres

(wetlands) = 434.89 du

Commercial intensity 30,000 square feet

Industrial intensity No specific square footage limit; mining

and agriculturally-related uses only.

2. Calculation of maximum allowable development under proposed FLUM:

Residential Units/Density 6 du/acre (uplands and adjoining

freshwater wetlands) = 2,898.828 du

Commercial intensity No specific square footage limit.

Industrial intensity Light industrial in IPD only; no specific

square footage limit.

IV. AMENDMENT SUPPORT DOCUMENTATION

At a minimum, the application shall include the following support data and analysis. These items are based on comprehensive plan amendment submittal requirements of the State of Florida, Department of Community Affairs, and policies contained in the Lee County Comprehensive Plan. Support documentation provided by the applicant will be used by staff as a basis for evaluating this request. To assist in the preparation of amendment packets, the applicant is encouraged to provide all data and analysis electronically. (Please contact the Division of Planning for currently accepted formats)

A. General Information and Maps

NOTE: For <u>each</u> map submitted, the applicant will be required to provide a reduced map (8.5" x 11") for inclusion in public hearing packets.

The following pertains to all proposed amendments that will affect the development potential of properties (unless otherwise specified).

Nove 1. Provide any proposed text changes. None

 Provide a Future Land Use Map showing the boundaries of the subject property, surrounding street network, surrounding designated future land uses, and natural resources.

Map and describe existing land uses (not designations) of the subject property and surrounding properties. Description should discuss consistency of current uses with the proposed changes.

Map and describe existing zoning of the subject property and surrounding properties.

The legal description(s) for the property subject to the requested change.

6. A copy of the deed(s) for the property subject to the requested change.

An aerial map showing the subject property and surrounding properties.

8. If applicant is not the owner, a letter from the owner of the property authorizing the applicant to represent the owner.

B. Public Facilities Impacts

NOTE: The applicant must calculate public facilities impacts based on a maximum development scenario (see Part II.H.).

1 Traffic Circulation Analysis

The analysis is intended to determine the effect of the land use change on the Financially Feasible Transportation Plan/Map 3A (20-year horizon) and on the Capital Improvements Element (5-year horizon). Toward that end, an applicant must submit the following information:

Long Range - 20-year Horizon:

- a. Working with Planning Division staff, identify the traffic analysis zone (TAZ) or zones that the subject property is in and the socio-economic data forecasts for that zone or zones;
- b. Determine whether the requested change requires a modification to the socio-economic data forecasts for the host zone or zones. The land uses for the proposed change should be expressed in the same format as the socio-economic forecasts (number of units by type/number of employees by type/etc.);
- c. If no modification of the forecasts is required, then no further analysis for the long range horizon is necessary. If modification is required, make the change and provide to Planning Division staff, for forwarding to DOT staff. DOT staff will rerun the FSUTMS model on the current adopted Financially Feasible Plan network and determine whether network modifications are necessary, based on a review of projected roadway conditions within a 3-mile radius of the site;
- d. If no modifications to the network are required, then no further analysis for the long range horizon is necessary. If modifications are necessary, DOT staff will determine the scope and cost of those modifications and the effect on the financial feasibility of the plan;
- e. An inability to accommodate the necessary modifications within the financially feasible limits of the plan will be a basis for denial of the requested land use change;
- f. If the proposal is based on a specific development plan, then the site plan should indicate how facilities from the current adopted Financially Feasible Plan and/or the Official Trafficways Map will be accommodated.

Short Range - 5-year CIP horizon:

- a. Besides the 20-year analysis, for those plan amendment proposals that include a specific and immediated development plan, identify the existing roadways serving the site and within a 3-mile radius (indicate laneage, functional classification, current LOS, and LOS standard);
- Identify the major road improvements within the 3-mile study area funded through the construction phase in adopted CIP's (County or Cities) and the State's adopted Five-Year Work Program;
- Projected 2020 LOS under proposed designation (calculate anticipated number of trips and distribution on roadway network, and identify resulting changes to the projected LOS);
- c. For the five-year horizon, identify the projected roadway conditions (volumes and levels of service) on the roads within the 3-mile study area with the programmed improvements in place, with and without the proposed development project. A methodology meeting with DOT staff

prior to submittal is required to reach agreement on the projection methodology;

d. Identify the additional improvements needed on the network beyond those programmed in the five-year horizon due to the development proposal.

2. Provide an existing and future conditions analysis for:

(a) Sanitary Sewer — documentation? Analysis?

Potable Water — documentation? Analysis?

Surface Water/Drainage Basins — where is CERP? Analysis?

d. Parks, Recreation, and Open Space. Analysis?

Analysis should include (but is not limited to) the following:

- Franchise Area, Basin, or District in which the property is located;
- · Current LOS, and LOS standard of facilities serving the site;
- Projected 2020 LOS under existing designation;
- Projected 2020 LOS under proposed designation;
- Improvements/expansions currently programmed in 5 year CIP, 6-10 year CIP, and long range improvements; and
- Anticipated revisions to the Community Facilities and Services Element and/or Capital Improvements Element (state if these revisions are included in this amendment).
- 3. Provide a letter from the appropriate agency determining the adequacy/provision of existing/proposed support facilities, including:
 - Va. Fire protection with adequate response times;
 - b. Emergency medical service (EMS) provisions;
 - c. Law enforcement;
 - C. Solid Waste;
 - d Mass Transit; and
 - ve. Schools.

In reference to above, the applicant should supply the responding agency with the information from Section's II and III for their evaluation. This application should include the applicant's correspondence to the responding agency.

C. Environmental Impacts

Provide an overall analysis of the character of the subject property and surrounding properties, and assess the site's suitability for the proposed use upon the following:

- A map of the Plant Communities as defined by the Florida Land Use Cover and Classification system (FLUCCS).
- 2. A map and description of the soils found on the property (identify the source of the information).
- 3. A topographic map with property boundaries and 100-year flood prone areas indicated (as identified by FEMA).
- A. A map delineating wetlands, aquifer recharge areas, and rare & unique uplands.
 - 5. A table of plant communities by FLUCCS with the potential to contain species (plant and animal) listed by federal, state or local agencies as endangered, threatened or species of special concern. The table must include the listed species by FLUCCS and the species status (same as FLUCCS map).

D. Impacts on Historic Resources

List all historic resources (including structure, districts, and/or archeologically sensitive areas) and provide an analysis of the proposed change's impact on these resources. The following should be included with the analysis:

- 1 A map of any historic districts and/or sites, listed on the Florida Master Site File, which are located on the subject property or adjacent properties.
- 2. A map showing the subject property location on the archeological sensitivity map for Lee County.

E. Internal Consistency with the Lee Plan

- Discuss how the proposal affects established Lee County population projections, Table 1(b) (Planning Community Year 2020 Allocations), and the total population capacity of the Lee Plan Future Land Use Map.
- 2. List all goals and objectives of the Lee Plan that are affected by the proposed amendment. This analysis should include an evaluation of all relevant policies under each goal and objective.
- Describe how the proposal affects adjacent local governments and their comprehensive plans.
- 4. List State Policy Plan and Regional Policy Plan goals and policies which are

relevant to this plan amendment.

F. Additional Requirements for Specific Future Land Use Amendments

- Requests involving Industrial and/or categories targeted by the Lee Plan as employment centers (to or from)
 - State whether the site is accessible to arterial roadways, rail lines, and cargo airport terminals,
 - b. Provide data and analysis required by Policy 2.4.4,
 - c. The affect of the proposed change on county's industrial employment goal specifically policy 7.1.4.

2. Requests moving lands from a Non-Urban Area to a Future Urban Area

- a. Demonstrate why the proposed change does not constitute Urban Sprawl. Indicators of sprawl may include, but are not limited to: low-intensity, low-density, or single-use development; 'leap-frog' type development; radial, strip, isolated or ribbon pattern type development; a failure to protect or conserve natural resources or agricultural land; limited accessibility; the loss of large amounts of functional open space; and the installation of costly and duplicative infrastructure when opportunities for infill and redevelopment exist.
- 3. Requests involving lands in critical areas for future water supply must be evaluated based on policy 2.4.2.
- 4. Requests moving lands from Density Reduction/Groundwater Resource must fully address Policy 2.4.3 of the Lee Plan Future Land Use Element.
- G. Justify the proposed amendment based upon sound planning principles. Be sure to support all conclusions made in this justification with adequate data and analysis.

Item 1: Fee Schedule

Map Amendment Flat Fee	\$500.00 each
Map Amendment > 20 Acres	\$500.00 and \$20.00 per 10 acres up to a maximum of \$2,255.00
Text Amendment Flat Fee	\$1,250.00 each

AFFIDAVIT

herein, and that all answers to the questions is supplementary matter attached to and made a part knowledge and belief. I also authorize the staff of L	or authorized representative of the property described in this application and any sketches, data, or other of this application, are honest and true to the best of my see County Community Development to enter upon the bose of investigating and evaluating the request made
Mathle D. Zlle Signature of owner or owner-authorized agent	
Matthew D. Uhle Typed or printed name	
STATE OF FLORIDA) COUNTY OF LEE)	**
The foregoing instrument was certified and subscribe by	who is <u>personally known to</u> me or who has produced as identification.
(SEAL)	Signature of notary public
OFFICIAL NOTARY SEAL ERIN E HOUCK NOTARY PUBLIC STATE OF FLORIDA COMMISSION NO. CC906817 MY COMMISSION FOR JAN. 31 2004	Erin E. Houck Printed name of notary public

ATTACHMENT 1 ADDITIONAL CONSULTANTS

GENERAL ENGINEERING & PLANNING CONSULTANT:

Mr. Christopher A. Squires, P.E. Kimley-Horn & Associates, Inc. 4431 Embarcadero Drive West Palm Beach, FL 33407 561/845-0665 561/882-3703

CIVIL ENGINEER:

Mr. Ned E. Dewhirst, P.E. Hole, Montes & Associates 6202-F Presidential Court Fort Myers, FL 33919 941/481/7874 941/481/1015

TRANSPORTATION ENGINEERING:

Mr. Ronald T. Talone, AICP & Mr. David Plummer, P.E. David Plummer & Associates
1531 Hendry Street
Fort Myers, FL 33901
941/332/2617
941/332/2645

ENVIRONMENTAL SCIENTISTS:

Dr. Michael Dennis, Ph.D. Breedlove, Dennis & Associates 330 West Canton Avenue Winter Park, FL 32789 407/677-1882 407/657-7008

ATTACHMENT 1 ADDITIONAL CONSULTANTS

GENERAL ENGINEERING & PLANNING CONSULTANT:

Mr. Christopher A. Squires, P.E. Kimley-Horn & Associates, Inc. 4431 Embarcadero Drive West Palm Beach, FL 33407 561/845-0665 561/882-3703

CIVIL ENGINEER:

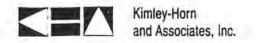
Mr. Ned E. Dewhirst, P.E. Hole, Montes & Associates 6202-F Presidential Court Fort Myers, FL 33919 941/481/7874 941/481/1015

TRANSPORTATION ENGINEERING:

Mr. Ronald T. Talone, AICP & Mr. David Plummer, P.E. David Plummer & Associates
1531 Hendry Street
Fort Myers, FL 33901
941/332/2617
941/332/2645

ENVIRONMENTAL SCIENTISTS:

Dr. Michael Dennis, Ph.D. Breedlove, Dennis & Associates 330 West Canton Avenue Winter Park, FL 32789 407/677-1882 407/657-7008



Christopher A. Squires, P.E.

Chris Squires, a transportation engineer, provides project direction on a range of transportation projects. His principal areas of practice include regional and traffic impact analysis associated with public and private development, impact fee studies, preparation of signal timing plans, and preparation of signal design plans.

Education

- Master of Science in Civil Engineering, Georgia Institute of Technology, 1988
- Bachelor of Civil Engineering, Georgia Institute of Technology, 1987

Registration

- Professional Engineer in Florida

Awards -

 Council of Outstanding Young Engineering Alumni, Georgia Institute of Technology, College of Engineering, 1996

Professional Organizations

- Institute of Transportation Engineers, Member
- Tampa Bay FSUTMS Users Group, Treasurer, 1993-94, President, 1994-95

Publications

 "Accident Comparison of Raised Median and Two-Way, Left-Turn Lane Median Treatments," Transportation Research Record No. 1239, Transportation Research Board, 1990



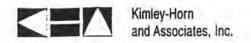
Principal Areas of Practice

- Regional Impact Analysis
- Traffic Impact Analysis
- Access, Circulation, and Parking Layout
- Pedestrian Studies

Regional Impact Analysis

- Palmer Ranch, Sarasota County, FL
- Broward County Civic Arena, Sunrise, FL
- Sawgrass Mills, Sunrise, FL
- West Palm Beach Transportation Concurrency Exemption Area, West Palm Beach, FL
- Paddock Park, Ocala, FL
- Winterset, Polk County, FL
- Harbor Town Center, Indian River County, FL
- Grand Harbor, Indian River County, FL
- Tampa Palms, Tampa, FL
- Lake Fair Mall, Hillsborough County, FL
- Eagle Ridge, Polk County, FL
- Bridgewater, Polk County, FL
- Dadeland Mall, Dade County, FL
- Portofino, Miami Beach, FL
- AmeriFirst Tract DRI, Sunrise, FL
- Pembroke Meadows, Broward County, FL
- Weston, Broward County, FL
- Rolling Hills, Broward County, FL.
- Blue Lake, Boca Raton, FL
- Northcorp, Palm Beach County, FL
- St. Lucie West, St. Lucie County, FL
- The Reserve, St. Lucie County, FL

- Seminole Town Center, Seminole County, FL
- Imagination Farms, Broward County, FL
- Hunters Creek, Orlando, FL
- Northwest Regional Mall, Hillsborough County, FL
- Coastland Center, Naples, FL
- Saddlebrook, Pasco County, FL
- Town Centre, Port St. Lucie, FL
- Ridgewood Lakes, Polk County, FL
- Spectrum, Broward County, FL
- Summit, Orange County, FL
- ImperiaLakes, Polk County, FL
- Altamonte Springs Central Development Plan, Altamonte Springs, FL
- The Gateway to Sarasota, Sarasota County, FL
- Venice Center, Sarasota County, FL
- Jacaranda West, Sarasota County, FL
- Heathrow International Business Center, Seminole County, FL
- Bonnet Creek, Osceola County, FL
- Waterford, Palm Beach County, FL
- The Galleria, Fort Lauderdale, FL
- Tampa Business Park, Tampa, FL
- Sarasota County Interstate Business Center, Sarasota County, FL
- Hatchett Creek, Sarasota County, FL
- Woodmere Community Center, Sarasota County, FL
- Woodmere Village, Sarasota County, FL



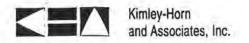
Regional Impact Analysis, cont.

- Palm Beach International Airport,
 Palm Beach County, FL
- Florida Corporate Center, Hillsborough County, FL
- Carolina Forest, South Carolina
- Northport, Fort Lauderdale, FL
- Regency Park, Hillsborough County, FL
- Vista Center, West Palm Beach,FL
- Arvida Park of Commerce, Boca Raton, FL

Traffic Impact Analysis

- Publix Supermarkets, FL
- Winn-Dixie Supermarkets, FL
- Kash 'N Karry Supermarkets, FL
- Taco Bell, FL
- Golden Corral, FL
- Florida Power & Light, Manatee County, FL
- Florida Power Corporation, Polk County, FL
- City Island, Sarasota, FL
- Florida Beach, Indian River County, FL
- Home Depot, FL
- Wal-Mart Stores, FL
- Polk County Jail Annex
 Expansion, Polk County, FL
- Florida Keys Factory Shops,
 Florida City, FL
- Carlton Arms Apartments, FL
- Key Wester Motel, Key West, FL
- Baptist Hospital, Miami, FL
- Hilton Grand Vacation Club, Ft. Lauderdale, FL
- Tradewinds, Ft. Lauderdale, FL

- Ambassador of Liberty, Miami Beach, FL
- Washington Corners, Miami Beach, FL
- Ocean Parcel, Miami Beach, FL
- Park Centre Commons, Ocala, FL
- Shepherd Pines, Polk County, FL
- Roosevelt Annex, Key West, FL
- Seaside Condominium, Key West, FL
- Duval Street Retail, Key West, FL
- Tavernior Towne Shopping Center, Monroe County, FL
- Babcock Entertainment Center, Melbourne, FL
- Vie De France, Ft. Lauderdale, FL
- Morse Subdivision, Polk County, FL
- Briar Grove, Polk County, FL
- Lucille Smith Tract, Polk County, FL
- Sun-Air East, Polk County, FL
- Terrace Community Church Day Care, Temple Terrace, FL
- Loma Vista, Polk County, FL
- Oak Meadows, Polk County, FL
- Sun Coast Hospital, Largo, FL
- Piper Glen, Oldsmar, FL
- Checker's Drive-In Restaurants, FL
- Key Haven Hotel, Monroe County, FL
- South Vero Square, Indian River County, FL
- Glen Ayers, Hernando County, FL
- Shoppes of Brooksville, Hernando County, FL
- Laguna Vista, Sarasota County, FL
- Lowe's Companies, Ocala, FL



Traffic Impact Analysis, cont.

- Sea Mist Shoppes, Indian River County, FL
- Stone's Throw, St. Petersburg, FL
- Scotties, St. Petersburg, FL
- Manufacturer's Outlet Center, Fort Pierce, FL
- Pineview Neo-Traditional Town, Sarasota County, FL
- Parkway Collection, Sarasota County, FL
- Britton's, Venice, FL
- Peace Creek Club, Polk County, FL
- Lake Ruth Ranch, Hillsborough County, FL
- CCD Office, Boca Raton, FL
- Crocker Centre, Boca Raton, FL
- Palm Beach Medical Group, West Palm Beach, FL
- Bayshore Center, Tampa, FL
- Lost Tree Village, Indian River County, FL
- Sand Ridge Golf Course, Indian River County, FL
- Beach Bank, Vero Beach, FL
- Hunters Crossing, Polk County, FL
- Lake Margaret Shores, Polk County, FL
- Sevco Shopping Center, Indian River County, FL
- Woodfield Commercial Center, Boca Raton, FL
- Northlake Economy Inn, Palm Beach County, FL
- Polo Club, Boca Raton, FL
- Crocker Plaza II, Boca Raton, FL
- MacArthur Foundation, Palm Beach County, FL

- Riscorp, Sarasota, FL
- Cobb Theatres, Ocala, FL
- Diocese of Venice, Manatee County, FL
- Waterford South, Venice, FL
- Laurel Interstate Business Center, Venice, FL
- Polo Trace, Palm Beach County, FL
- Key West Fairways, Key West, FL
- Land of Sleep, Sarasota County, FL
- St. Andrews Medical Center, Sarasota County, FL
- I-75/Clark Road Sector Plan, Sarasota County, FL
- Venetian Shores/Coral Shores Convenience Stores, Monroe County, FL
- Reynolds Metals, Fort Pierce, FL
- St. Lucie Groves, St. Lucie County, FL
- Garner Woods, Indian River County, FL
- Crossroads Park of Commerce, Fort Pierce, FL
- The Courtyards, Key West, FL
- Davenport Hills, Polk County, FL
- Thousand Oaks, Polk County, FL
- Lake Haines Golf Club, Polk County, FL
- Lake Myrtle Subdivision, Polk County, FL
- Braden River Plaza, Bradenton, FL
- Sarasota Bank, Sarasota, FL
- Silverstein Ear Research Institute, Sarasota, FL
- Temple Terrace Public Works Complex, Temple Terrace, FL

Traffic Impact Analysis, cont.

- Applebees, Temple Terrace, FL
- Englewood Golf and Country Club, Sarasota County, FL
- Cool Spray Golf Range, Sarasota County, FL
- North River Village, Manatee County, FL
- Plantation PUD, Sarasota County, FL
- Bedford Park, Polk County, FL
- McLeod Gardens, Polk County, FL
- Jones Industrial Park, Polk County, FL
- Smith Industrial Park, Polk County, FL
- Canterbury Subdivision, Polk County, FL
- Fox Hill, Polk County, FL
- Charloma, Polk County, FL
- Heritage Oaks, Sarasota County, FL
- Sparky's Convenience Stores, Polk County, FL
- LaQuinta Inns, Ocala, FL
- Zom Communities, Tampa, FL
- Blockbuster Video, Manatee County, FL
- Aurora Office Building, Manatee County, FL
- Circuit City, Palm Beach County, FL
- Tower Estates, Sarasota County, FL
- Gates Creek, Manatee County, FL
- Key West Outlet Center, Key West, FL
- Villages of Spirit Lake, Polk County, FL
- Hillcrest Homes, Polk County, FL

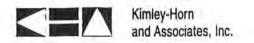
- Nazarene Church, Sarasota, FL
- Pep's Seafood Restaurant, Port Richey, FL
- La Grangeville, Polk County, FL
- Chick-Fil-A, Hillsborough County, FL
- Westminster Academy, Broward County, FL
- Mariner Homes, Sanibel Island, FL
- Queens Cove, Polk County, FL
- Hall Communications, Lakeland, FL

Access, Circulation, and Parking Layout

- Publix Supermarkets, FL
- Sun Coast Hospital, Largo, FL
- City Island, Sarasota, FL
- Florida Beach, Indian River County, FL
- Palmer Ranch, Sarasota County, FL
- The Galleria, Fort Lauderdale, FL
- Sawgrass Mills, Sunrise, FL

Pedestrian Studies

 Atlantic Princess, Fort Lauderdale, FL



Christopher A. Squires, P.E. Transportation Planning

Principal Areas of Practice

- Impact Fee Studies
- Corridor Studies
- Traffic Operations
- Transportation Review
- Traffic Forecast Modeling

Impact Fee Studies

- Wal-Mart Stores, FL
- North River Village, Manatee County, FL
- City of Palm Bay, FL
- SuperAmerica, Pinellas County, FL
- Countryside Baptist Church, Pinellas County, FL
- University North Conference, Hillsborough County, FL
- Transportation Impact Fee Preliminary Review, Sarasota County, FL
- Cool Spray Golf Range, Sarasota County, FL
- Kenny Rogers Roasters Restaurants, Hillsborough County, FL
- Golden Corral, FL

Corridor Studies

- Pine Street East-West Link, Sarasota County, FL
- Dade Road Pricing Study, Dade County, FL
- North Dade Transportation Study, Dade County, FL
- Aberdeen, Palm Beach County, FL
- Lee County 2020 Thoroughfare Plan, Lee County, FL
- Hagen Ranch Road, Palm Beach County, FL

- SR 75 Action Plan, Jackson and Bay Counties, FL
- North Miami Avenue, Dade County, FL
- Coral Avenue, Vero Beach, FL

Traffic Operations

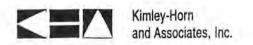
- City of Temple Terrace, FL
- SW 80th Avenue, Marion County, FL
- Dixie Highway/Olive Avenue,
 West Palm Beach, FL
- Clearwater Beach Parking Study, Clearwater, FL

Transportation Review

- Town of Jupiter, FL
- City of Temple Terrace, FL
- University Commons DRI, Manatee County, FL
- Exclusive Golf Club DRI Review, Manatee County, FL
- West Lakeland DRI Review, Polk County, FL
- ImperiaLakes DRI Review, Polk County, FL
- Old Florida Plantation DRI Review, Polk County, FL
- Beacon TradePort DRI Review, Dade County, FL

Traffic Forecast Modeling

- Pine Street Traffic Modeling, Sarasota County, FL
- Altamonte Springs, FL
- Myrtle Street, Sarasota, FL
- Town of Fountain Hills, AZ
- Hunt Brothers Road, Polk County, FL



Christopher A. Squires, P.E. Signal System Analysis, Design, and Implementation

Principal Areas of Practice

- Signal Timing
- Signal Design
- Intelligent Transportation Systems

Signal Timing

- Pinellas County Signal System,
 Pinellas County, FL
- City of Vero Beach, FL
- Centerville Tumpike, Virginia Beach, VA
- Eagle Ridge, Polk County, FL

Signal Design

- SR 40 and Wal-Mart Stores, Ocala, FL
- SR 60 and Hunt Brothers Road, Lake Wales, FL
- SR 200 and SW 35th Terrace, Ocala, FL

Intelligent Transportation Systems

- I-95/I-195 Multimodal Plan, Dade County, FL
- I-95 Intelligent Corridor System,
 Dade County, FL
- I-75 Master Plan

RONALD T. TALONE, AICP

SENIOR ASSOCIATE - CHIEF TRANSPORTATION PLANNER

American Institute of Certified Planners

Master of Arts, Geography University of Florida

Professional Affiliations:

Institute of Transportation Engineers American Planning Association Bachelor of Arts, Geography University of South Florida

EXPERIENCE:

Mr. Talone is a Chief Transportation Planner in David Plummer & Associates' Southwest Florida Regional Office. His responsibilities include the management of major public and private transportation planning studies, the development of traffic circulation plans, and the analysis of land use and traffic impacts of various residential, commercial, industrial, office and mixed use developments. This includes trip generation, distribution and assignment, roadway/intersection level of service analysis, access management studies and recommendations for roadway/intersection improvements to serve developments and to mitigate their impacts.

Before joining DPA, Mr. Talone was the Lee County MPO/Local Government Liaison for the Florida Department of Transportation. Mr. Talone served as the Department's Project Manager for the Lee County Transportation Study Standard Model Application and Plan Update and the Lee County Access Management Study. In 1989, Mr. Talone presented the Lee County Access Management Study to the Institute of Transportation Engineers, Florida Section, and received a Special Achievement Award from the Florida Department of Transportation for this study. Previously, Mr. Talone was Principal Planner for Transportation at the Lee County Division of Planning and a Transportation Planner for the Kentuckiana Regional Planning & Development Agency, Louisville, Kentucky. Mr. Talone has over twenty years of experience as a transportation planning professional.

REPRESENTATIVE PROJECTS:

- FDOT District Seven, Florida Intrastate Highway System
- The Lee Plan, 1990 Plan Amendments, Traffic Circulation Element
- Collier County 2010 Financially Feasible Plan Update and 1990 Model Validation
- Collier County 2020 Long Range Plan Update
- Collier County Congestion Management System
- Corkscrew Road Special Improvement Unit Study, Transportation Element
- Page Field Master Plan Update
- Fowler/Summerlin Road Corridor Alignment Study
- Pelican Landing DRI
- Boston Red Sox Spring Training Facilities, Traffic Impact Statement
- The Brooks of Bonita Springs DRI
- Winding Cypress DRI
- Southwest Florida Transportation Initiative (SWFTI), Traffic Consultant



DAVID S. PLUMMER, PE

PRESIDENT

EDUCATION:

Bachelor of Science, Civil Engineering Masters in Business Administration, Finance
University of Arizona Northwestern University

EXPERIENCE:

Mr. Plummer founded David Plummer and Associates in 1978. The firm provides a wide variety of engineering services with emphasis on traffic and roadway design. His engineering career spans more than 35 years and includes some of the most significant projects in Florida.

Formerly, Mr. Plummer was the Assistant Director of Engineering at the Traffic Institute at Northwestern University. While in that position he developed and published materials related to capital improvements for transit, guidelines for driveway design, intersection capacity analysis, and traffic accident reconstruction. He has lectured in many of these subjects at the following Universities.

North Carolina State University University of Hawaii

University of Alaska

Florida International University

Northwestern University

College of Engineering/San Juan

University of Miami

Mr. Plummer's public engineering experience involves local, county, and state jurisdictions where he pioneered studies of street protection systems to reduce crime and traffic. He was affiliated with the Criminal Justice Institute in South Florida and promotes close cooperation between law enforcement and traffic engineering.

REPRESENTATIVE PROJECTS:

Mr. Plummer has been involved in some of the most complicated and exciting projects undertaken in South Florida. This involvement was both technical and management. Several of the most significant projects are:

Dade County Rapid Rail System

Mr. Plummer was part of the management team for the development of the Dade County Metro-Rail System. As part of the management team he was responsible for technical decisions related to the system concepts. Mr. Plummer was also responsible for pre-development political and funding of the transit referendum.

Metropolitan Dade County Zoological Park

Mr. Plummer was the Project Manager for master planning and design of the new zoological park. The Federal Government gave Dade County 1,000 acres, which would have been part of a military

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DAVID S. PLUMMER, PE

PRESIDENT

base, for the development of the zoological park. Mr. Plummer toured seven zoos in the United States and Canada to establish civil engineering design standards. He was responsible for the Master Plan and for the civil engineering design.

Miami Seaguarium

Mr. Plummer has participated as a transportation and civil engineering consultant to the Seaquarium. Seaguarium, constructed in the 1950's, is undergoing extensive expansion to the educational and entertainment facilities. Mr. Plummer has been involved in the access, parking, circulation, development rights, litigation, and general engineering aspects of the redevelopment of the project.

Truman Annex

Private interest purchased the Truman Annex naval base in Key West. Mr. Plummer served as a traffic and civil consultant to the redevelopment of the commercial, residential and entertainment portions of the site. The responsibilities began with the traffic and civil master planning of the site, including such unusual items such as the restoration of a 70 year old surface water system, and expanding to the supporting roadway improvements in historic Key West. The successful project, now complete, has become a Key West landmark.

American Airlines Arena

Mr. Plummer has been the traffic and parking consultant for the 24,000 seat arena in Miami. The Arena, located in a downtown environment, makes full use of the transit system, existing parking and off-peak hour street conditions. The Transportation Management Plan supporting this site included a Special Event Traffic Plan, Internet Web site to direct unfamiliar driver, and promotion of pre-stops at restaurants and other entertainment sites.

OTHER SIGNIFICANT PROJECTS:

Sweetwater Ranch Regional Center Florida Marlins Site Evaluations

Brickell Avenue Area Transportation Study Miami International Airport (Automated People Mover) Southwest Florida International Airport (Terminal Design) Marco Island Transportation Strategy Downtown Miami Development of Regional Impacts Coral Gables / Merrick Circle Parking Facilities Beacon TradePort Villages of Merrick Park One Miami Center

Boston Red Sox Spring Stadium Cocowalk Health Park of Florida Doctors Hospital of South Miami Coral Gables Street Calming Plans Falls Regional Center Health Park of Florida

DAVID S. PLUMMER, PE

PRESIDENT

WORK EXPERIENCE AND PROFESSIONAL HISTORY:

In addition to Northwestern University, previous employment included California Department of Transportation and the Illinois Department of Transportation. He was a graduate of the training programs of both public organizations. This training included planning, traffic engineering, design, material testing, and construction.

Mr. Plummer is involved in professional committee service. He was a member of the Coral Gables Planning and Zoning Board, Dade County Impact Fee Committee, and a member of the NW Dade/SW Broward Planning Committee. In Florida he has been involved in the Florida Supreme Court Transportation Training, the Criminal Justice Institute, and committee's of the Florida Department of Community Affairs. The committee service with the Institute of Transportation Engineer's is:

Driveway Design Standards Trip Generation Manual (3rd, 4th, 5th Edition) Parking Generation (2nd Edition) Neo-Traditional Neighborhood Design Standards

PROFESSIONAL DEVELOPMENT AND SUMMARY OF QUALIFICATIONS:

Mr. Plummer is a registered engineer in the State of Florida (17976) and the State of Illinois (62-26484). He is a current member of the Urban Land Institute and the Institute of Transportation Engineers.



W. MICHAEL DENNIS, Ph.D.

Areas of Specialization:

13:19

Wetland delineation, permitting and mitigation; plant taxonomy and ecology; remote sensing and aerial photointerpretation; threatened and endangered species; and wildlife evaluations.

Experience:

President, Breedlove, Dennis & Associates, Inc., Orlando, Florida. 1997 to present

Principal, Breedlove, Dennis & Associates, Inc., Orlando, Florida. 1984 to present.

Vice President, Breedlove, Dennis & Associates, Inc., Orlando, Florida. 1983 to 1997.

Senior Scientist, Breedlove & Associates, Inc., Gainesville, Florida 1981 to 1983.

Projects and responsibilities included development of technical data and management of projects in the following areas:

- Vegetation analysis and wetlands jurisdictional evaluations for land development activities in Orange, Osceola, Seminole, Lake, Polk, Wakulla, Martin, St. Lucie, Marion, Hamilton, Brevard, Hillsborough, Sarasota, Dade, Duval, Jackson, Gadsden, Leon, Liberty, Franklin, Citrus, Hernando, Pasco, Volusia, Hardee, Manatee, Palm Beach, Indian River, Flagler, Lee, Collier, Escambia, Walton, Alachua, Putnam, Sumter, Charlotte, Broward, and Monroe counties.
- Wetlands evaluations for phosphate, sand, and limerock mining activities.
- Vegetation mapping of plant communities in Florida, Georgia, South Carolina, Alabama, Tennessee, New Jersey.
- Wetland reclamation planning.
- Ordinary high water line determinations: Lake Saunders, Lake County; and Peace River Valley, Alafia River, Lake Kissimmee, Lake Hatchineha, Lake Tohopekaliga.
- Power plant and right-of-way siting.
- Technical Advisor in administrative and legislative rule making process.
- Served on Technical Committee advising the Senate Natural Resources Committee on the 1984 Wetlands Legislation.
- Member of the Wildlife Advisory Group appointed by the Department of Community Affairs.

Member of the Econlockhatchee River Task Force appointed by the St. Johns River Water Management District

BREEDLOVE DENNIS

- Expert witness testimony-qualified in wetlands evaluation, and jurisdictional determinations and permitting, botanical indicators of ordinary high water line determinations, terrestrial and wetlands ecology, threatened and endangered species surveys, and wildlife investigations.
- Participated in development of Florida Wetland Delineation and Environmental Permitting State Rules during the 1993/1994 Legislative Session.
- Member of the Environmental Constraints and Development Suitability Mapping Project Advisory Committee for Orange County,

Botanist, Tennessee Valley Authority. 1976-1981. Responsible for planning, implementing, and presenting studies on the environmental impact of proposed Tennessee Valley Authority facilities on aquatic macrophyte communities, and ecological and taxonomic studies of aquatic plant species.

Project experience includes:

- Studies of aquatic and wetland plants of the Tennessee Valley.
- Phipps Bend Nuclear Plant environmental report.
- Bellefonte Nuclear Plant environmental report.
- Yellow Creek Nuclear Plant environmental report.
- Future power plant siting studies, Courtland, Westmoreland, Town Creek sites.
- Pumped storage site evaluation report.
- Hydrilla contingency plan for the Tennessee River watershed.
- Aquatic weed control program.
- Study of the vegetation of naturally occurring ponds of the Cumberland Plateau.
- Ecology of mud flat vegetation of Tennessee Valley reservoirs.
- Preparation of a manual of the submersed and floating-leaved plants of the Tennessee Valley.
- Utilization and revegetation of reservoir shorelines.

- Acid rain studies program for assessing impact of acid precipitation on aquatic systems.
- Studies of heavy metals accumulation in aquatic plants, Holston River basin.
- Vegetation study of Towns and Rabun counties, Georgia.

Faculty Associate, University of Tennessee. 1980-present,

Adjunct Professor, University of North Alabama. 1980-1981.

Visiting Assistant Professor, University of Tennessee. 1979.

Graduate Teaching Assistant, University of Tennessee. 1973-1976.

Research Assistant, University of South Carolina. 1973.

Studied floristic composition and ecological parameters in ponds of the sandhill belt of South Carolina.

Research Assistant, University of South Carolina. 1972. Studied the flora and ecology of the Santee Swamp.

Teaching Assistant, University of South Carolina. 1971-1973.

Medical Laboratory Technician, U.S. Army, 1969-1971.

Education:

- Ph.D. University of Tennessee, Knoxville, Tennessee, 1976. Botany.
- M.S. University of South Carolina, Columbia, South Carolina, 1973. Biology.
- B.S. Emory University, Atlanta, Georgia, 1969. Biology.

Habitat Evaluation Procedure (HEP) 150 - Executive HEP Briefing Workshop, 1989.

HEP 400 - Advanced Recreation Economic Techniques Workshop, 1989.

EL 305 - Expert Witness Workshop, 1990

Civil Service Commission Workshop in Environmental Assessment, 1977.

National Aeronautics and Space Administration Technology Transfer Course, 1976. Basic concepts of remote sensing and data handling techniques as they apply to the analysis of digitally recorded LANDSAT multispectral scanner data and the Earth Resources Laboratory's data analysis system.

Associations:

Ecological Society of America Association of Southeastern Biologists Southern Appalachian Botanical Club Society of Werland Scientists

Honors:

Distinguished Alumni Award - Oxford College of Emory University, 1987.

Selected Publications and Presented Papers:

Bates A.L., W.M. Dennis and T.L. Goldsby. 1978. Experimental use of diquat in Guntersville Reservoir. Aquatic Plant Management Society.

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- Bates, A.L., T.L. Goldsby, and W.M. Dennis. 1978. A prevention and contingency control plan for Hydrilla. Aquatic Plant Management Society.
- Bates A.L., W.M. Dennis, and T.L. Goldsby. 1978. The use of remote sensing for determining effectiveness and planning of aquatic plant control operations in the Tennessee Valley. Aquatic Plant Management Society.
- Bates, A.L., W.M. Dennis, and T.L. Goldsby. 1980. Eurasian water-milfoil (Myriophyllum spicatum L.) identification, distribution, and life history. Proceeding of the Mississippi Aquatic Weed Workshop, 13 February 1980, Mississippi State University.
- Bates A.L., W.M. Dennis, and T.L. Goldsby. 1980. Prevention and control of Hydrilla. Proceedings of the Mississippi Aquatic Weed Workshop, 13 February 1980, Mississippi State University.
- Bates, A.L., E. Pickard, and W.M. Dennis. 1978. Tree plantings: a diversified management tool for reservoir shorelines. Proceedings of the National Symposium on Strategies for protection and Management of Floodplain Wetlands and other Riparian Ecosystems.
- Batson, W.T. and W.M. Dennis, 1973. Record trees of South Carolina. South Carolina Wildlife 20(5):12-16.
- Bierner, M.W., W.M. Dennis, and B.E. Wofford. 1977. Flavonoid chemistry, chromosome number and phylogenetic relationships of *Helenium chihuahuensis* (Asteraceae). Biochemical Systematics and Ecology 5:23-28.
- Breedlove, B.W. and W.M. Dennis. 1984. The use of Small-format Assessment of Microphyton; collection, use, and meaning of the American Society for Testing and Materials STP 843.
- Breedlove, B.W. and W.M. Dennis. 1987. Recent changes in and responses to U.S. Army Corps of Engineers 404 permitting. Environmental Land Use Law Section Reporter 10(1):22-23.

- Carriker, N.E., W.M. Dennis, and R.C. Young. 1981. Quantification of allochthonous organic input to Cherokee Reservoir: Implications of hypolimnetic oxygen depletions. Proceedings of the International Symposium on Inland Waters and Lake Restoration, September 8-12, 1980, Portland, Maine.
- Dennis, W.M. 1973. A new record water hickory for South Carolina. Castanea 38:205.
- Dennis, W.M. 1974. A synecological study of the Santee Swamp, Sumter County, South Carolina. ASB Bulletin 21(2):51.
- Dennis, W.M. 1976. Chromosome morphology of Clematis, subsection Viornae, (Ranunculaceae). Canadian Journal of Botany 54(10):1135-1139.
- Dennis, W.M. 1977. Contributed Clematis (in part) to M.C. Johnston and J. Hendrickson, Chihuahuan Desert Flora.
- Dennis, W.M. 1978. Contributed Macrophyle section for C.I. Weber (ed.), Office of Water Data Coordination Manual.
- Dennis, W.M. 1978. The taxonomic status of Clematis gattingeri Small (Ranunculaceae). Brittonia 30:463-465.
- Dennis, W.M. 1979. The new combination Clematis pitcheri T. & G. var. dictyota (Creen) Dennis. Sida 8:194-195.
- Dennis, W.M. 1980. Sarracenia oreophila (Kearny) Wherry in the Blue Ridge Province of northeastern Georgia. Castanea 45:101-103.
- Dennis, W.M. 1982. Contributed Jamesianthus alabamensis and Clematis Subsection Viornae to the National List of Scientific Plant Names, United States Department of Agriculture Soil Conservation Service-TP-159.
- Dennis, W.M. 1982. Ecological notes on Jamesianthus alabamensis Blake and Sherff (Asteraceae) and an hypothesis on its endemism. Sida 9(3):210-214.
- Dennis, W.M. 1984. Aquatic Macrophyton Sampling: An overview. Ecological Assessment of Macrophyton: Collection, use and meaning of data, American Society for Testing and Materials STP 843.
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W. MICHAEL DENNIS, Ph.D.

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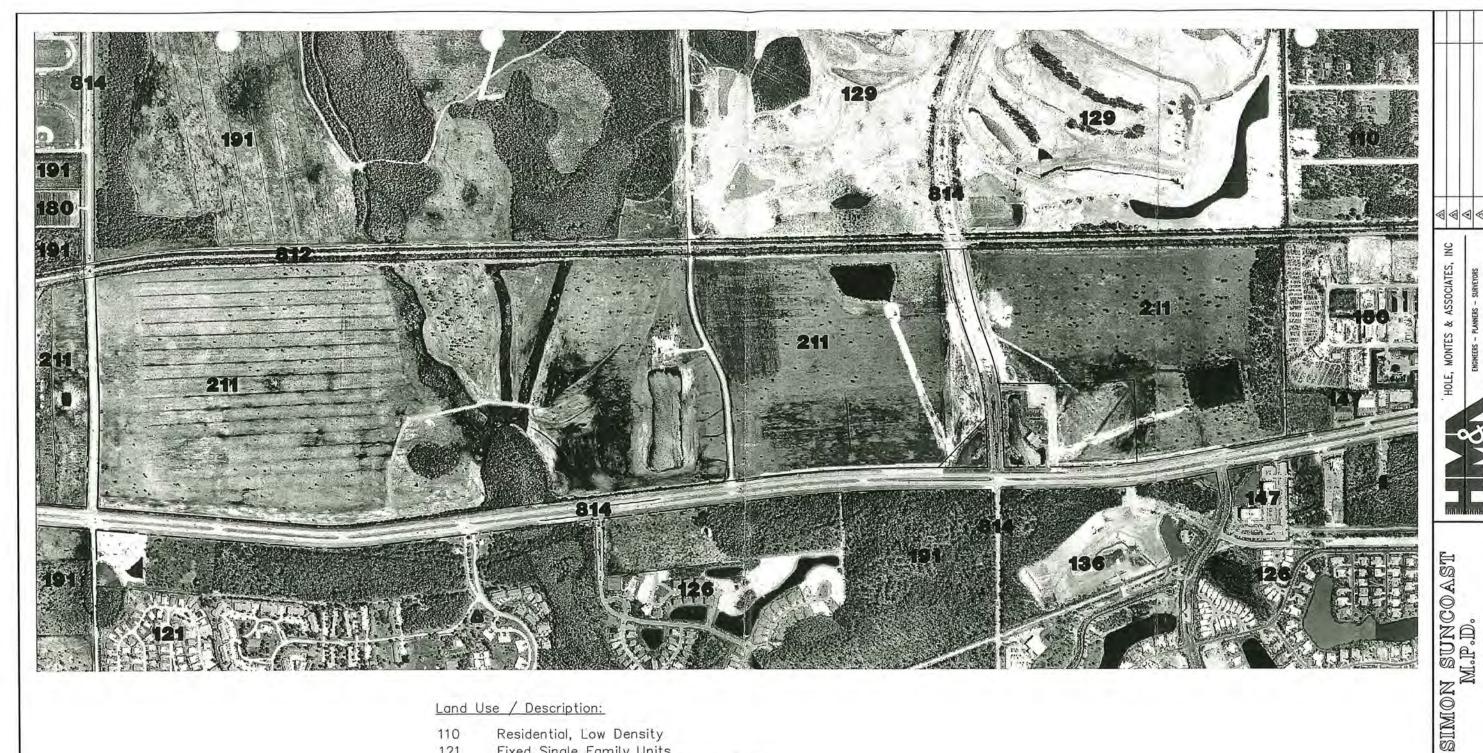
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PROJECT LOCATION MAP

SIMON SUNCOAST DRI LEE PLAN AMENDMENT AMENDMENT SUPPORT DOCUMENTATION

Document	Name				
A.2	Future Land Use Map				
A.3	Existing Uses Map				
A.4	Existing Zoning Map				
A.5	Legal Description				
A.6	Warranty Deed				
A.7	Aerial				
A.8	Authorization Form				
B.1	Traffic Circulation Analysis				
B.2	Analyses				
	(a) Sanitary Sewer				
	(b) Potable Water				
	(c) Surface Water/Drainage Basins				
	(d) Parks, Recreation and Open Space				
B.3	Agency Letters Determining Adequacy/Provision of Existing/Proposed				
	Support Facilities				
	(a) Fire Protection				
	(b) Emergency Medical Services				
	(c) Law Enforcement				
	(d) Solid Waste				
	(e) Mass Transit				
	(f) Schools				
C	Environmental Analysis				
C.1	FLUCCS Map				
C.2	Soils Map				
C.3	Topography Map				
C.4	Wetlands Map				
C.5	Table of Land Use & Associated Cover Types and Associated Lee County				
	Listed Wildlife and Plant Species				
D	Letter from Florida Department of State Regarding Archaeological and				
	Historical Resources				
E	Discussion of Internal Consistency with the Lee Plan				
F	Discussion of Addition to Future Urban Areas				
G	Planning Justification				



Land Use / Description:

110 Residential, Low Dens	10	Residential,	Low	Densit	y
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- 121
- Fixed Single Family Units Residential, Medium Density with Golf Course 126
- Residential, Medium Density Under Construction 129
- Multiple High Density units 136
- Retail Sales and Services 141
- Mixed Commercial and Services 147
- 150 Industrial
- Medical and Health Care 174
- Recreational 180
- Undeveloped Land 191
- Improved Pastures 211
- 812 Railroads
- Roads and Highways 814

DOCUMENT A.3
EXISTING USES MAP



9779BLEU

DESIGNED: N.E.D.

C.R.B.

N.E.D.

10/31/00

10/31/00 HORZ SCALE 1"= 400'

DOCUMENT A.5 LEGAL DESCRIPTION

ALL OF THOSE PORTIONS OF SECTIONS 3, 4, 9 AND 10, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, LYING WEST OF THE WESTERLY RIGHT-OF-WAY LINE OF THE SEABOARD COASTLINE RAILROAD (A 130.00 FOOT RIGHT-OF-WAY) AND

LYING EAST OF THE EASTERLY RIGHT-OF-WAY LINE OF US HIGHWAY 41 (STATE ROAD 45) A 200,00 FOOT RIGHT OF WAY AND LYING SOUTH OF THE SOUTHERLY RIGHT-OF-WAY LINE OF WILLIAMS ROAD (A 100,00 FOOT RIGHT-OF-WAY).

LESS TRACT 2

A PORTION OF THE NORTH HALF OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA; THENCE RUN N. 00°57′23″ W., ALONG THE EAST LINE OF SAID SECTION 9, FOR A DISTANCE OF 2674.19 FEET TO THE EAST QUARTER CORNER OF SAID SECTION 9; THENCE RUN N. 01°15′50″ W., ALONG THE EAST LINE OF SAID SECTION 9, FOR A DISTANCE OF 68.17 FEET; THENCE RUN S. 88°02′34″ W. FOR A DISTANCE OF 1555.19 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL OF LAND; THENCE CONTINUE S. 88°02′34″ W. FOR A DISTANCE OF 413.96 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF US HIGHWAY 41 (STATE ROAD 45, A 200 FOOT RIGHT-OF-WAY); THENCE RUN N. 00°15′56″ W., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 415.00 FEET; THENCE RUN S. 46°02′16″ E. FOR A DISTANCE OF 577.45 FEET TO THE POINT OF BEGINNING.

AND LESS TRACT 3

A PORTION OF THE SOUTH HALF OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA; THENCE RUN N. 00°57'23" W., ALONG THE EAST LINE OF SAID SECTION 9, FOR A DISTANCE OF 2542.33 FEET; THENCE RUN S. 88°02'34" W. FOR A DISTANCE OF 1221.61 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL OF LAND; THENCE CONTINUE S. 88°02'34" W. FOR A DISTANCE OF 750.33 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE

OF US HIGHWAY NO. 41 (STATE ROAD NO. 45, A 200 FOOT RIGHT-OF-WAY); THENCE RUN S. 00°15'56" E., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 553.06 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE EASTERLY: THENCE RUN SOUTHERLY, ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 5605,39 FEET, THROUGH A CENTRAL ANGLE OF 06°12'58", SUBTENDED BY A CHORD OF 607.83 FEET AT A BEARING OF S. 03°22'24" E., FOR A DISTANCE OF 608.13 FEET; THENCE RUN N. 88°07'51" E. FOR A DISTANCE OF 747.23 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENTIAL CIRCULAR CURVE, CONCAVE EASTERLY, WHOSE RADIUS POINT BEARS N. 82°31'42" E., A DISTANCE OF 3909.60 FEET THEREFROM; THENCE RUN NORTHERLY, ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 3909.60 FEET, THROUGH A CENTRAL ANGLE OF 08°29'31", SUBTENDED BY A CHORD OF 578.92 FEET AT A BEARING OF N. 03°13'32" W., FOR A DISTANCE OF 579.45 FEET TO THE END OF SAID CURVE; THENCE RUN N. 00°15'56" W. FOR A DISTANCE OF 583,09 FEET TO THE POINT OF BEGINNING.

AND LESS COCONUT ROAD RIGHT-OF-WAY

A PORTION OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 9. TOWNSHIP 47 SOUTH. RANGE 25 EAST, LEE COUNTY, FLORIDA; THENCE RUN N. 00°57' 23" W., ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 9, FOR A DISTANCE OF 2674.19 FEET TO THE EAST OUARTER CORNER OF SAID SECTION 9: THENCE RUN N. 01°15'50" W., ALONG THE EAST LINE OF THE NORTHEAST OUARTER OF SAID SECTION 9, FOR A DISTANCE OF 196,04 FEET; THENCE RUN S. 79°35'39" W. FOR A DISTANCE OF 6.93 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF THE SEABOARD COASTLINE RAILROAD (A 130.00 FOOT RIGHT-OF-WAY) AS THE SAME IS RECORDED IN DEED BOOK 68 AT PAGES 78 THROUGH 80 OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA, AND THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; THENCE CONTINUE S. 79°35'39" W., FOR A DISTANCE OF 238,23 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE SOUTHEASTERLY; THENCE RUN SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 3025.00 FEET, THROUGH A CENTRAL ANGLE OF 09°15'04", SUBTENDED BY A CHORD OF 487.89 FEET AT A BEARING OF S. 74°58'07" W., FOR A DISTANCE OF 488.42 FEET TO THE END OF SAID CURVE; THENCE RUN S. 70°20'35" W. FOR A DISTANCE OF 200.00 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE NORTHWESTERLY; THENCE RUN SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 2025.00 FEET, THROUGH A CENTRAL ANGLE OF 17°41'59", SUBTENDED BY A CHORD OF 623.08

FEET AT A BEARING OF S. 79°11'34" W., FOR A DISTANCE OF 625.56 FEET TO THE END OF SAID CURVE; THENCE RUN S. 88°02'34"W. FOR A DISTANCE OF 451.93 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 41 (STATE ROAD NO. 45), A 200,00 FOOT RIGHT-OF-WAY; THENCE RUN N. 00°15'56" W., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 150.07 FEET; THENCE RUN N. 88°02'34" E. FOR A DISTANCE OF 447.50 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE NORTHWESTERLY; THENCE RUN NORTHEASTERLY, ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 1875.00 FEET, THROUGH A CENTRAL ANGLE OF 17°41'59", SUBTENDED BY A CHORD OF 576.92 FEET AT A BEARING OF N. 79°11'34" E., FOR A DISTANCE OF 579.22 FEET TO THE END OF SAID CURVE; THENCE RUN N. 70° 20'35" E. FOR A DISTANCE OF 200,00 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE SOUTHEASTERLY; THENCE RUN NORTHEASTERLY, ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 3175.00 FEET, THROUGH A CENTRAL ANGLE OF 09°15'04", SUBTENDED BY A CHORD OF 512.09 FEET AT A BEARING OF N. 74°58'07" E., FOR A DISTANCE OF 512.65 FEET TO THE END OF SAID CURVE; THENCE RUN N. 79°35'39" E. FOR A DISTANCE OF 263.08 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF SEABOARD COASTLINE RAILROAD; THENCE RUN S.00°59'47" E., ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 152.05 FEET TO THE POINT OF BEGINNING.

PROPERTY AREA: 483.138 ACRES, MORE OR LESS.

THIS PROPERTY IS SUBJECT TO EASEMENTS, RESERVATIONS OR RESTRICTIONS OF RECORD. BEARINGS REFER TO THE EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, AS BEING N. 00°57'23" W.

3.70

3899148

0R2669 PG104

This instrument prepared by: J. Stephen Crawford, Esq. 5129 Castello Drive, Suite 1 Naples, Florida 33940

■ RECORD VERIFIED - CHAPLIE GMEN, CLERK ■ ■ BY: SUSAN THOMPSON ■

WARRANTY DEED TO TRUSTEE

THIS INDENTURE, made December 13, 1995, between Edward J. McArdle, of Houston, Texas, as Grantor, and Edward J. McArdle, Trustee, as trustee of the trust created by that certain Declaration of Trust, dated January 6, 1992, and known as the Edward J. McArdle Grantor Trust, whose Post Office address is 311 Kautz Road, St. Charles, Illinois 60174, as Grantee, witnesseth:

GRANTOR, for and in consideration of the sum of Ten Dollars and other good and valuable consideration to Grantor in hand paid, the receipt whereof is hereby acknowledged, has granted, bargained and sold to Grantee, and Grantee's successors and assigns, forever, the real property (the "Property") in Lee County, Florida, described as follows:

PARCEL 1

That part of Section 2, Township 47 South, Range 25 East, lying West of the right-of-way of Interstate Highway I-75, together with all easements and appurtenances thereunto belonging, but subject to the Mortgage, Assignment of Rents and Security Agreement in favor of NFS Mortgage Corporation, dated March 28, 1983, and recorded April 4, 1983, in Official Records Book 1664 at page 4259 of the Public Records of Lee County, Florida, to the Mortgage, Assignment of Rents and Security Agreement in favor of Naples Federal Savings and Loan Association, dated March 26, 1984, and recorded March 28, 1984, in Official Records Book 1718 at page 2901 of the Public Records of Lee County, Florida, and all assignments and modifications thereof, to all encumbrances, easements, reservations, covenants and restrictions of record, and to all assessments and taxes for the current and all subsequent years.

PARCEL 2

That part of Section 3, Township 47 South, Range 25 East, lying East

of the right-of-way of the Seaboard Coastline Railroad, less and except the right-of-way of Williams Road (Official Records Book 2106 at page 2505), together with all easements and appurtenances thereunto belonging, but subject to the Mortgage, Assignment of Rents and Security Agreement in favor of Naples Federal Savings and Loan Association, dated March 26, 1984, and recorded March 28, 1984, in Official Records Book 1718 at page 2901 of the Public Records of Lee County, Florida, and all assignments and modifications thereof, to all encumbrances, easements, reservations, covenants and restrictions of record, and to all assessments and taxes for the current and all subsequent years.

PARCEL 3

That part of Section 4, Township 47 South, Range 25 East, lying East of the right-of-way of the Seaboard Coastline Railroad, less and except the right-of-way of Williams Road (Official Records Book 2106 at page 2505), together with all easements and appurtenances thereunto belonging, but subject to all encumbrances, easements, reservations, covenants and restrictions of record, and to all assessments and taxes for the current and all subsequent years.

PARCEL 4

That part of Section 9, Township 47 South, Range 25 East, lying East of the right-of-way of U. S. Highway 41 (State Road 45) and West of the right-of-way of Seaboard Coastline Railroad, together with all easements and appurtenances thereunto belonging, but subject to all encumbrances, easements, reservations, covenants and restrictions of record, and to all assessments and taxes.

PARCEL 5

That part of Section 10, Township 47 South, Range 25 East, lying East of the right-of-way of the Seaboard Coastline Railroad together with all easements and appurtenances thereunto belonging, but subject to all encumbrances, easements, reservations, covenants and restrictions of record, and to all assessments and taxes for the current and all subsequent years.

PARCEL 6

That part of Section 11, Township 47 South, Range 25 East, lying West of the right-of-way of Interstate Highway I-75, together with all easements and appurtenances thereunto belonging, but subject to all encumbrances, easements, reservations, covenants and restrictions of record, and to all assessments and taxes for the current and all subsequent years.

PARCEL 7

The North 200.00 feet of the East 360.00 feet of that part of the Southeast quarter of the Northeast quarter of Section 34, Township 46 South, Range 25 East, lying South of the South right-of-way line of Corkscrew Road (State Route S-850), together with all easements and appurtenances thereunto belonging, but subject to the Mortgage, Assignment of Rents and Security Agreement in favor of NFS Mortgage Corporation, dated March 28, 1983, and recorded April 4, 1983, in Official Records Book 1664 at page 4259 of the Public Records of Lee County, Florida, to the Mortgage, Assignment of Rents and Security Agreement in favor of Naples Federal Savings and Loan Association, dated March 26, 1984, and recorded March 28, 1984, in Official Records Book 1718 at page 2901 of the Public Records of Lee County, Florida, and all assignments and modifications thereof, to all encumbrances, easements, reservations, covenants and restrictions of record, and to all assessments and taxes for the current and all subsequent years.

PARCEL 8

The West 100 feet of the East 230.00 feet of that part of the Southeast quarter of the Northeast quarter of Section 34, Township 46 South, Range 25 East, Iying South of the South right-of-way line of Corkscrew Road (State Route S-850) less and except the North 200.00 feet thereof, together with all easements and appurtenances thereunto belonging, but subject to the Mortgage, Assignment of Rents and Security Agreement in favor of NFS Mortgage Corporation, dated March 28, 1983, and recorded April 4, 1983, in Official Records Book 1664 at page 4259 of the Public Records of Lee County, Florida, to the Mortgage, Assignment of Rents and Security Agreement in favor of Naples Federal Savings and Loan Association, dated March 26, 1984, and recorded March 28, 1984, in Official Records Book 1718 at page 2901 of the Public Records of Lee County, Florida, and all assignments and modifications thereof, to all encumbrances, easements, reservations, covenants and restrictions of record, and to all assessments and taxes for the current and all subsequent years.

PARCEL 9

The West 200.00 feet of the Northwest quarter (NW%) of the Southwest quarter (SW%) of Section 35, Township 46 South, Range 25 East, lying South of the centerline of the Estero River, together with all easements and appurtenances thereunto belonging, but subject to the Mortgage, Assignment of Rents and Security Agreement in favor of NFS Mortgage Corporation, dated March 28, 1983, and recorded April 4, 1983, in Official Records Book 1664 at page 4259 of the Public Records of Lee County,

Florida, to the Mortgage, Assignment of Rents and Security Agreement in favor of Naples Federal Savings and Loan Association, dated March 26, 1984, and recorded March 28, 1984, in Official Records Book 1718 at page 2901 of the Public Records of Lee County, Florida, and all assignments and modifications thereof, to all encumbrances, easements, reservations, covenants and restrictions of record, and to all assessments and taxes for the current and all subsequent years.

PARCEL 10

The West 100.00 feet of the East 230.00 feet of that part of the North half (N½) of the Northeast quarter (NE½) of the Southeast quarter (SE½) of Section 34, Township 46 South, Range 25 East, Iying North of the centerline of the Estero River, together with all easements and appurtenances thereunto belonging, but subject to the Mortgage, Assignment of Rents and Security Agreement in favor of NFS Mortgage Corporation, dated March 28, 1983, and recorded April 4, 1983, in Official Records Book 1664 at page 4259 of the Public Records of Lee County, Florida, to the Mortgage, Assignment of Rents and Security Agreement in favor of Naples Federal Savings and Loan Association, dated March 26, 1984, and recorded March 28, 1984, in Official Records Book 1718 at page 2901 of the Public Records of Lee County, Florida, and all assignments and modifications thereof, to all encumbrances, easements, reservations, covenants and restrictions of record, and to all assessments and taxes for the current and all subsequent years.

PARCEL 11

The East 230.00 feet of that part of the North half (N½) of the Northeast quarter (NE½) of the Northeast quarter (NE½) of the Southeast quarter (SE½) of Section 34, Township 46 South, Range 25 East, lying South of the centerline of the Estero River, together with all easements and appurtenances thereunto belonging, but subject to the Mortgage, Assignment of Rents and Security Agreement in favor of NFS Mortgage Corporation, dated March 28, 1983, and recorded April 4, 1983, in Official Records Book 1664 at page 4259 of the Public Records of Lee County, Florida, to the Mortgage, Assignment of Rents and Security Agreement in favor of Naples Federal Savings and Loan Association, dated March 26, 1984, and recorded March 28, 1984, in Official Records Book 1718 at page 2901 of the Public Records of Lee County, Florida, and all assignments and modifications thereof, to all encumbrances, easements, reservations, covenants and restrictions of record, and to all assessments and taxes for the current and all subsequent years.

PARCEL 12

That part of Lot C-30 in Florida Gulf Coast Land Company's Subdivision, according to the map or plat thereof on file and recorded in the office of the Clerk of the Circuit Court of Lee County, Florida, in Plat Book 1 at page 59, lying East of a line running from the Southeast corner of said Lot C-30 Northwesterly to a point on the North line of said Lot C-30, together with all easements and appurtenances thereunto belonging, but subject to the Mortgage, Assignment of Rents and Security Agreement in favor of NFS Mortgage Corporation, dated March 28, 1983, and recorded April 4, 1983, in Official Records Book 1664 at page 4259 of the Public Records of Lee County, Florida, to the Mortgage, Assignment of Rents and Security Agreement in favor of Naples Federal Savings and Loan Association, dated March 26, 1984, and recorded March 28, 1984, in Official Records Book 1718 at page 2901 of the Public Records of Lee County, Florida, and all assignments and modifications thereof, to all encumbrances, easements, reservations, covenants and restrictions of record, and to all assessments and taxes for the current and all subsequent years.

PARCEL 13

A 102 foot wide easement for drainage purposes, the centerline of which is legally described as: Beginning 51 feet East of the Northwest corner of the Southwest quarter of the Southwest quarter of Section 35, Township 46 South, Range 25 East, Lee County, Florida; thence run Northerly parallel to the West line of said Section approximately 1,100 feet, more or less, to the centerline of the Estero River, also, right of ingress and egress for purposes of cleaning out the existing river bed to Corkscrew Road Bridge, a distance of approximately 2,000 feet, more or less, and all other rights provided in the Drainage Easement granted by Ranch River Properties, Inc. and C. C. Marshall to Aeroproducts, Inc., as recorded in Deed Book 381 at page 645 in the public records of Lee County, Florida, but subject to the Mortgage, Assignment of Rents and Security Agreement in favor of NFS Mortgage Corporation, dated March 28, 1983, and recorded April 4, 1983, in Official Records Book 1664 at page 4259 of the Public Records of Lee County, Florida, to the Mortgage, Assignment of Rents and Security Agreement in favor of Naples Federal Savings and Loan Association, dated March 26, 1984, and recorded March 28, 1984, in Official Records Book 1718 at page 2901 of the Public Records of Lee County, Florida, and all assignments and modifications thereof, to all encumbrances, easements, reservations, covenants and restrictions of record, and to all assessments and taxes for the current and all subsequent years.

TO HAVE AND TO HOLD the Property in fee simple upon the trusts and for the

purposes set forth herein and in the aforesaid Declaration of Trust. This Deed confers upon the Grantee full power and authority to deal in and with the Property, including the power and authority to protect, conserve, sell, lease, encumber or otherwise to manage and dispose of the Property; it is the intent of Grantor to vest in Grantee all rights and powers authorized and contemplated by \$689.071, Florida Statutes. Any party dealing with Grantee in relation to the Property, or to whom the Property or any part thereof shall be conveyed, contracted to be sold, leased, or mortgaged by Grantee, shall not be obligated to see to the application of any purchase money, rent money or money borrowed or advanced on the Property, or be obligated to see that the terms of the Declaration of Trust have been complied with, or be obligated to inquire into the necessity or expediency of any act of Grantee, or be obligated or privileged to inquire into any of the terms of the Declaration of Trust. Every deed, trust deed, mortgage, lease or other instruments executed by Grantee in relation to the Property shall be conclusive evidence in favor of every person relying upon or claiming under any such conveyance, lease or other instrument that at the time of its delivery the trust created by this Indenture and the Declaration of Trust was in full force and effect; that such conveyance or other instrument was executed in accordance with the trusts, conditions and limitations contained in this Indenture and in the Declaration of Trust and is binding upon each and every beneficiary under such instruments; that Grantee was duly authorized and empowered to execute and deliver such deed, trust deed, mortgage, lease or other instrument; and that if the conveyance is made by Grantee's successor in trust, such successor in trust has been properly appointed and fully vested with all the title, estate, rights, powers, duties and obligations of the predecessor in trust. Grantee shall have no individual liability or obligation whatsoever arising from the ownership of the Property as trustee under the Declaration of Trust, as holder of the legal title to the Property, or with respect to any act done or any contract, obligation or indebtedness incurred or entered into by Grantee in connection with the Property. Any act done or any contract, obligation or indebtedness incurred or entered into by Grantee in connection with the Property may be entered into by Grantee in the name of the then beneficiaries under the Declaration of Trust as their attorney-in-fact by this Indenture irrevocably appointed for such purpose, or, at the election of Grantee, in the name of Grantee as trustee of an express trust and not individually, and Grantee shall have no obligation whatsoever with respect to any such contract, obligation or indebtedness except only so far as the trust property and funds in the actual possession of Grantee shall be applicable for its payment and discharge, and all persons shall be charged with notice of this condition from the date of filing for record of this Indenture. Any and all liability, if any, arising with respect to the ownership of the Property shall be solely the responsibility of each and every beneficiary of the Declaration of Trust. The interests of each and every beneficiary under this Indenture and the Declaration of Trust, and the interests of all persons claiming under any beneficiary, shall be only in the earnings, avails and proceeds arising from the sale or other disposition of the Property, and such interest is hereby declared to be personal property, and no beneficiary of the trusts created by this Indenture and by the Declaration of Trust shall have any title or interest, legal or equitable, in or to the Property as such but only in the earnings, avails and proceeds of the Property.

GRANTOR COVENANTS with Grantee that, except as above noted, at the time of delivery of this deed, Grantor is lawfully seized of the Property in fee simple, that Grantor has good right and lawful authority to sell and convey the Property, that except as herein provided the Property is free from all encumbrances, and that Grantor hereby fully warrants the title to the Property and will defend the same against the lawful claims of all persons whomsoever.

GRANTOR FURTHER COVENANTS with Grantee that no part of the property hereby conveyed is Grantor's homestead and that Grantor does not reside in the State of Florida.

IN WITNESS WHEREOF, Grantor executed and delivered this Warranty Deed on the date first above written.

Signed, sealed and delivered in the presence of:

Print Name: FRANK 5. SCAZIATE UR

Print Name: ROBERT A HALL

Lochwood HW Gledies Edward J. McArdle

State of Illinois County of Kane

The foregoing instrument was acknowledged on oath before me on December 13, 1995, by Edward J. McArdle, personally known by me.

"OFFICIAL SEAL"

MARIE L. BALESKI

NOTARY PUBLIC, STATE OF ILLINOIS

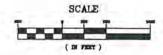
MY COMMISSION EXPIRES 6/25/97

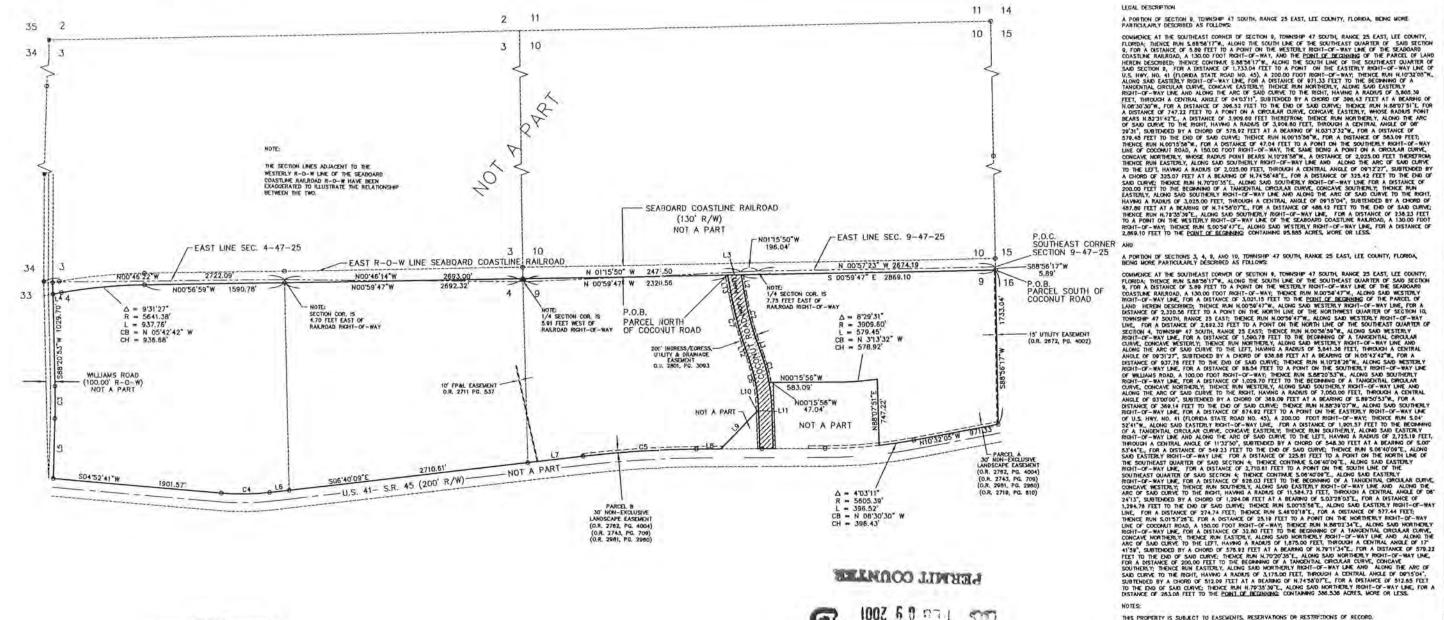
Notary Public, State of Illinois
Name: Marie L. Baleski
Commission No.:

Expiration Date: 4 - 25 - 97

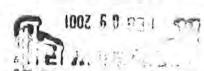
Grantee's Taxpayer's Identification No.:

Property Tax Identification Nos.: 02-47-25-00-00001.0000; 03-47-25-00-00002.0000; 09-47-25-00-00001.0010; 10-47-25-00-00002.0000; 11-47-25-00-00001.0000; 34-48-25-00-00018.0010





PERMIT COUNTER



HOLE, MONTES, INC. CERTIFICATE OF AUTHORIZATION LB #1772

P.L.S. #3741 STATE OF FLORIDA

LINE LENGTH BEARMED 11 200.00 M70707357E 12 2256.73 M70707357F 13 152.05 M007347F 14 96.54 M007347F 15 674.92 M8073707F 15 674.92 M8073707F 15 826.03 50040007E 17 826.03 50040007E 17 826.03 50040007E 18 225.81 S0040007E 18 274.74 3001547E 10 23.19 501.57.24E 11 23.20 M8070.37E 11 22.00 M0070.37E 11 253.00 M8070.37E 11 253.00 M7072.33F 11 253.00

CAPSE TABLE

CA

""NOT A SURVEY"

NOT YALID WITHOUT THE SIGNATURE AND THE ORDORAL RASED SEAL OF A FLOREDA LICENSED SURVEYOR AND MAPPER.

01/18/01 DATE CHECKED BY: HOPEZONI/L SCALE

950 Encore Way Naples, FL 34110 Phone: (941) 254-2000 Florida Certificate of Authorization No.1772 SKETCH AND LEGAL DESCRIPTION

3, 4, 9 AND 10,

A PORTION OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARTICLAMLY DESCRIBED AS FOLLOWS:

COMMINCE AT THE SOUTHLAST CORNER OF SECTION 0, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LIFE COUNTY,
PLORIDA: THENCE RIM. SEB 56/17 W., ALONG THE SOUTH LINE OF THE SOUTHCAST QUARTER OF SAID SECTION
9, FOR A DISTANCE OF 8.80 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF THE SEADOURD
COASTLINE RAILROAD, A 130.00 FOOT ROSTI-OF-WAY, AND THE POINT OF RECEIVING OF THE PARCEL OF LAND
HEREN DESCRIBED, THENCE CONTRAVE SANSAITYW, ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF
SAID SECTION 9, FOR A DISTANCE OF 1733.04 FEET TO A POINT ON THE EASTERY ROSTI-OF-WAY LINE OF
U.S. HWY, NO. 41 (FLORIDA STATE ROAD NO. 45), A 200.00 FOOT ROSTI-OF-WAY, THENCE RIM HAID'S203TW,
ALONG SAID EASTERLY ROSTI-OF-WAY LINE, FOR A OSTANCE OF 973.35 FEET, THENCE RIM HAID'S203TW,
ALONG SAID EASTERLY ROSTI-OF-WAY LINE, FOR A OSTANCE OF 973.35 FEET, THENCE RIM HAID'S203TW,
ALONG SAID EASTERLY ROSTI-OF-WAY LINE, FOR A OSTANCE TO THE ROSTI, HANNOE AROUNG OF A 5805.39
FEET, THROUGH A CENTRAL ANGEL OF 040.37 FEET TO BE DON OF SAID CURRYL THE BECOMING OF
A DISTANCE OF 747.22 FEET TO A POINT ON A DISTANCE OF 390.43 FEET AF A BEASONG OF
A DISTANCE OF 747.22 FEET TO A POINT ON A DISTANCE OF MADERN OF SAID CURRYL THE PROPERTY.

PEARS M BOSTI-OF-WAY, FOR A DISTANCE OF 390.00 FEET, THROUGH A CONTRAL, WHOSE RABINS POINT
BEARS M BOSTI-42TL, A DISTANCE OF 390.00 FEET THROUGH A CONTRAL, WHOSE RABINS POINT
FROM CONTRACT OF THE MORN, HAVEN A RADING OF A BOARNO OF A CONTRAL ANGLE OF OF
374.45 FEET TO THE MORN, FOR A DISTANCE OF 770.00 FEET TO HOLD ON A CONTRAL OF SAID OF FEET
THEOLE RIM NO COSTS OF A CONTRAL CONT

UNIT OF DOCUMENT ROAD, A 150.00 TOOT RIGHT-OF-WAY, THE SAME BOND A POINT ON A DISCOULD COME.

CONCAR MORTHEREN, MINDSE FADRUS POINT BEARS ALLOYS'S MY. A DISTANCE OF 2,025.00 FEET THEORY RICH.

THENCE RIN LESTINGLY, ALONG SAD SCOTHEREN ROCKT-OF-MAY LIBE AND ALONG THE ARC OF SAME CIRYS

TO THE LEST, NAMMO A RADIUS OF 2,025.00 FEET, THROUGH A CONTRAL AND OF SAME CIRYS

SAME CIRYOT THESE AT A BEARMON OF N.74-54 4FE, FOR A DISTANCE OF 333-42 FEET TO THE DISTANCE OF SAME CIRYS

SAME CIRYOT THESE RIN N.7073'03"E. ALONG SAME SOUTHEREN ROCKT-OF-MAY LIBE FOR A DISTANCE OF 323-42 FEET TO THE DISTANCE OF 325-42 FEET TO THE DISTANCE OF SAME CIRYS

EASTERLY, N.CHO'S SAME SOUTHEREN ROCKT-OF-MAY LIBE AND ALONG THE ARC OF SAME CIRYS TO THE ROCKT
HAVING A RADIUS OF 3,025.00 FEET, THROUGH A COSTINAL ANGLE OF 9919'04", SHITTENED BY A CHORD OF 487.00 FEET TO THE DISTANCE OF 323-25 FEET TO A POINT ON THE CHORD OF SAME CIRYS

TO A POINT ON THE WESTERLY BOOT-OF-MAY LIBE OF THE SEADOND COASTINE RALAROOA, A 130.00 FOOT TO THE COUNT OF BEGINNING CONTAINING 84.885 ACRES, MORE OR LESS.

A PORTION OF SECTIONS 3, 4, 9, AND 10, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THIS PROPERTY IS SUBJECT TO EASEMENTS, RESERVATIONS OF RESTROYDONS OF RECORD.

INFORMATION RELATING TO BOUNDARY DATA OF SECTIONS 3, 4, 9 AND 10, TOWNSHIP 47 SOUTH, BANCE 25 EAST, LEE COUNTY, FLOKIDA, TOCKTHER WITH THE LOCATION OF THE US HIGHWAY AN ROUTH-OF-WAY, WAS COLAMBE FROM A SURVEY OF THE SMELTHANDER AND IN PREPARED BY ODD ASSOCIATES HAVING ORDOR. HOUSER 8409031, DATED 9/14/84. INFORMATION RELATING TO THE LOCATION OF COCCOUNT ROAD AND ADJOINING EXCEPTED PARCELS WAS OBTAINED FROM PROPERTY DESCRIPTIONS PROVIDED BY CLENY.

> A-994-2 1997079B REFERENCE NO. CHELIDEIN

LEGEND

FIELD BOOK

OF A PORTION OF SECTIONS

TOWNSHIP 47 SOUTH, RANGE 25 EAST

DOCUMENT A.8 AUTHORIZATION FORM

LETTER OF AUTHORIZATION

TO LEE COUNTY COMMUNITY DEVELOPMENT

The undersigned do hereby swear or affirm that they are the fee simple title holders and owners of record of property commonly known as <u>Simon Suncoast</u> and legally described in exhibit A attached hereto.

The property described herein is the subject of an application for an amendment to the Lee County Comprehensive Plan. We hereby designate <u>Humphrey & Knott, P.A.</u> as the legal representative of the property for the purpose of filing the Plan amendment.

Owner* (signature)

Edward J. McArdle, Trustee

Printed Name

STATE OF FLORIDA COUNTY OF LEE KAN

Edward J. Mc Ordle , who is personally known to me or who has produced

as identification.

(SEARICIAL SEAL SONJA N GALLAGHER

NOTARY PUBLIC, STATE OF ILLINOIS MY COMMISSION EXPIRES:03/31/02 (Name typed, printed or stamped)

Notary Public

*If more than one owner then all owners must sign. See explanation on back.

EXPLANATORY NOTES

Where there is more than one owner, either legal or equitable, then all such owners must jointly initiate the application. Exceptions to this are:

- It is not required that both husband and wife initiate the application on private real property owned by them.
- 2) Where the property is subject to a land trust agreement, the trustee may initiate the application.
- Where the fee owner is a corporation, any duly authorized corporate official may initiate the application.
- 4) Where the fee owner is a partnership, the general partner may initiate the application.
- 5) Where the fee owner is an association, the association may appoint an agent to initiate the application on behalf of the association.
- Where the property is a condominium or time-share condominium, refer to Sec. 34-201(a)(1)b. for rules.
- 7) Where the property is a subdivision, refer to Sec. 34-201(a)(1)c. for rules.
- 8) Rezonings initiated by the Board of County Commissioners on property not owned by the county.

EXHIBIT A

PROPERTY DESCRIPTION

ALL OF THOSE PORTIONS OF SECTIONS 3, 4, 9 AND 10, TOWNSHIP 47
SOUTH, RANGE 15 EAST, LEE COUNTY, FLORIDA, LYING WEST OF THE
WESTERLY RIGHT-OF-WAY LINE OF THE SEABOARD COASTLINE
RAILROAD (A 130.00 FOOT RIGHT-OF-WAY) AND
LYING EAST OF THE EASTERLY RIGHT-OF-WAY LINE OF US HIGHWAY 41
(STATE ROAD 45) A 200.00 FOOT RIGHT OF WAY, AND LYING SOUTH OF
THE SOUTHERLY RIGHT-OF-WAY LINE OF WILLIAMS ROAD (A 100.00
FOOT RIGHT-OF-WAY).

LESS TRACT 2

A PORTION OF THE NORTH HALF OF SECTION 9. TOWNSHIP 47 SOUTH, RANGE 15 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 9. TOWNSHIP 47
SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA: THENCE RUN N.
00°57'23" W., ALONG THE EAST LINE OF SAID SECTION 9. FOR A
DISTANCE OF 1674.19 FEET TO THE EAST QUARTER CORNER OF SAID
SECTION 9: THENCE RUN N. 01°15'50" W., ALONG THE EAST LINE OF
SAID SECTION 9, FOR A DISTANCE OF 68.17 FEET; THENCE RUN S.
88°92'34" W. FOR A DISTANCE OF 1555.19 FEET TO THE POINT OF
BEGINNING OF THE HEREIN DESCRIBED PARCEL OF LAND: THENCE
CONTINUE S. 38°92'34" W. FOR A DISTANCE OF 413.96 FEET TO A POINT
ON THE EASTERLY RIGHT-OF-WAY LINE OF US HIGHWAY 41 (STATE
ROAD 45, A 100 FOOT RIGHT-OF-WAY); THENCE RUN N. 00°15'56" W.,
ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF
415.00 FEET; THENCE RUN S. 46°02'16" E. FOR 1 DISTANCE OF 577.45
FEET TO THE POINT OF BEGINNING.

AND LESS TRACT 3

A PORTION OF THE SOUTH HALF OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 15 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 9. TOWNSHIP 47 SOUTH. RANGE 25 EAST, LEE COUNTY, FLORIDA: THENCE RUN N. 00°57'23" W., ALONG THE EAST LINE OF SAID SECTION 9. FOR A DISTANCE OF 2542.33 FEET; THENCE RUN S. 88°02'34" W. FOR A DISTANCE OF 1221.61 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL OF LAND; THENCE CONTINUE S. 88°02'34" W. FOR A DISTANCE OF 750.33 FEET TO A POINT ON THE EASTERLY

RIGHT-OF-WAY LINE OF US HIGHWAY NO. 41 (STATE ROAD NO. 45, A 200 FOOT RIGHT-OF-WAY); THENCE RUN S. 00°15'56" E., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF \$53.06 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE. CONCAVE EASTERLY: THENCE RUN SOUTHERLY, ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE LEFT. HAVING A RADIUS OF 5605.39 FEET. THROUGH A CENTRAL ANGLE OF 06°!2'58", SUBTENDED BY A CHORD OF 607.83 FEET AT A BEARING OF S. 03°22'24" E., FOR A DISTANCE OF 608.13 FEET: THENCE RUN N.88°07'51" E. FOR A DISTANCE OF 747.23 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENTIAL CIRCULAR CURVE. CONCAVE EASTERLY, WHOSE RADIUS POINT BEARS N. 82°31'42" E., A DISTANCE OF 3909.60 FEET THEREFROM: THENCE RUN NORTHERLY, ALONG THE ARC OF SAID CURVE TO THE RIGHT. HAVING A RADIUS OF 3909.60 FEET. THROUGH A CENTRAL ANGLE OF 08°29'31", SUBTENDED BY A CHORD OF 578.92 FEET AT A BEARING OF N. 03°13'52" W., FOR A DISTANCE OF 379.45 FEET TO THE END OF SAID CURVE: THENCE RUN N. 00°15'56" W. FOR A DISTANCE OF 583.09 FEET TO THE POINT OF BEGINNING.

AND LESS COCONUT ROAD RIGHT-OF-WAY

A PORTION OF SECTION 9, TOWNSHIP 17 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA: THENCE RUN N.00°57'23"W. ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 9, FOR A DISTANCE OF 1674.19 FEET TO THE EAST OUARTER CORNER OF SAID SECTION 9; THENCE RUN N.01°15'50"W. ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 9, FOR A DISTANCE, OF 196.04 FEET: THENCE RUN S.79°35'39"W. FOR A DISTANCE OF 5.93 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF THE SEABOARD COASTLINE RAILROAD (A 130.00 FOOT RIGHT-OF-WAY) AS THE SAME IS RECORDED IN DEED BOOK 68 AT PAGES 78 THROUGH 80 OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA. AND THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED: THENCE CONTINUE S.79°35'39"W., FOR A DISTANCE OF 338.23 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE. CONCAVE SOUTHEASTERLY; THENCE RUN SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 3025.00 FEET, THROUGH A CENTRAL ANGLE OF 09°!5'04", SUBTENDED BY A CHORD OF 487.89 FEET AT A BEARING OF 5.74°58'07"W. FOR A DISTANCE OF 488.42 FEET TO THE END OF SAID CURVE: THENCE RUN S.70°20'35"W. FOR A DISTANCE OF 200.00 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE. CONCAVE NORTHWESTERLY: THENCE RUN SOUTHWESTERLY, ALONG

THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 2025.00 FEET. THROUGH A CENTRAL ANGLE OF 17°41'59", SUBTENDED BY A CHORD OF 623.08 FEET AT A BEARING OF S.79°11'34"W., FOR A DISTANCE OF 625.56 FEET TO THE END OF SAID CURVE: THENCE RUN S.88°02'34"W. FOR A DISTANCE OF 451.93 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 41 (STATE ROAD NO. 45), A 200.00 FOOT RIGHT-OF-WAY: THENCE RUN N.00°15'56"W., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 150.07 FEET: THENCE RUN N.88°02'34"E. FOR A DISTANCE OF 447.50 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE. CONCAVE NORTHWESTERLY: THENCE RUN NORTHEASTERLY, ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 1875.00 FEET. THROUGH A CENTRAL ANGLE OF 17º41'59", SUBTENDED BY A CHORD OF 576.92 FEET AT A BEARING OF N. 79°!1'34"E., FOR A DISTANCE OF 579.22 FEET TO THE END OF SAID CURVE: THENCE RUN N.70°20'35"E. FOR A DISTANCE OF 100.00 FEET TO THE SEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE SOUTHEASTERLY: THENCE RUN YORTHEASTERLY, ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 3175.00 FEET, THROUGH A CENTRAL ANGLE OF 09°15'04", SUBTENDED BY A CHORD OF 512,09 FEET AT A BEARING OF N.74°58'07"E., FOR A DISTANCE OF 312.65 FEET TO THE END OF SAID CURVE: THENCE RUN N. 79°35'39"E. FOR A DISTANCE OF 263,08 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF SEABOARD COASTLINE RAILROAD: THENCE RUN 5.00°59'47"E., ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 152.05 FEET TO THE POINT OF 3EGINNING.

PROPERTY AREA: 483.138 ACRES. MORE OR LESS.

THIS PROPERTY IS SUBJECT TO EASEMENTS. RESERVATIONS OR RESTRICTIONS OF RECORD.

BEARINGS REFER TO THE EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 9. TOWNSHIP 39 SOUTH. RANGE 25 EAST, LEE COUNTY. FLORIDA, AS BEING N. 00°57'23" W.

ATTACHMENT B.2(a) SANITARY SEWER ANAYLSIS

The property is located within the Bonita Utilities Franchise Area. The closest service line is at U.S. 41 and Coconut Road, being a 24"/16" force main. Presently Bonita Springs Utilities Sewage Treatment Plan currently has a capacity of 5.25 MGD, with a current demand of ± 2.5 MGD during summer and ± 3.25 during winter months. The proposed project is estimated to generate a demand of 0.590 MGD. This would be an increase of approximately 0.455 MGD above which could be permitted by the existing FLUM (based upon 450 s.f. units @ 300 GPD). However, no improvements will be necessary to service this additional demand. This amendment will not require any revisions to the sanitary sewer sub-element or CIE.



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ATTACHMENT B.2(b) POTABLE WATER ANAYLSIS

The property is located within the Bonita Utilities Franchise Area. The closest service line is at U.S. 41 and the project's property line (12" water main). Presently Bonita Springs Utilities Water Treatment Plan has a capacity of 7.5 MGD, with a current demand of ± 4.8 MGD. The proposed project is estimated to generate a demand of 0.590 MGD. This would be an increase of approximately 0.455 MGD above which could be permitted by the existing FLUM (based upon 450 s.f. units @ 300 GPD). No improvements will be necessary to service this additional demand. This amendment will not require any revisions to the potable water sub-element or CIE.



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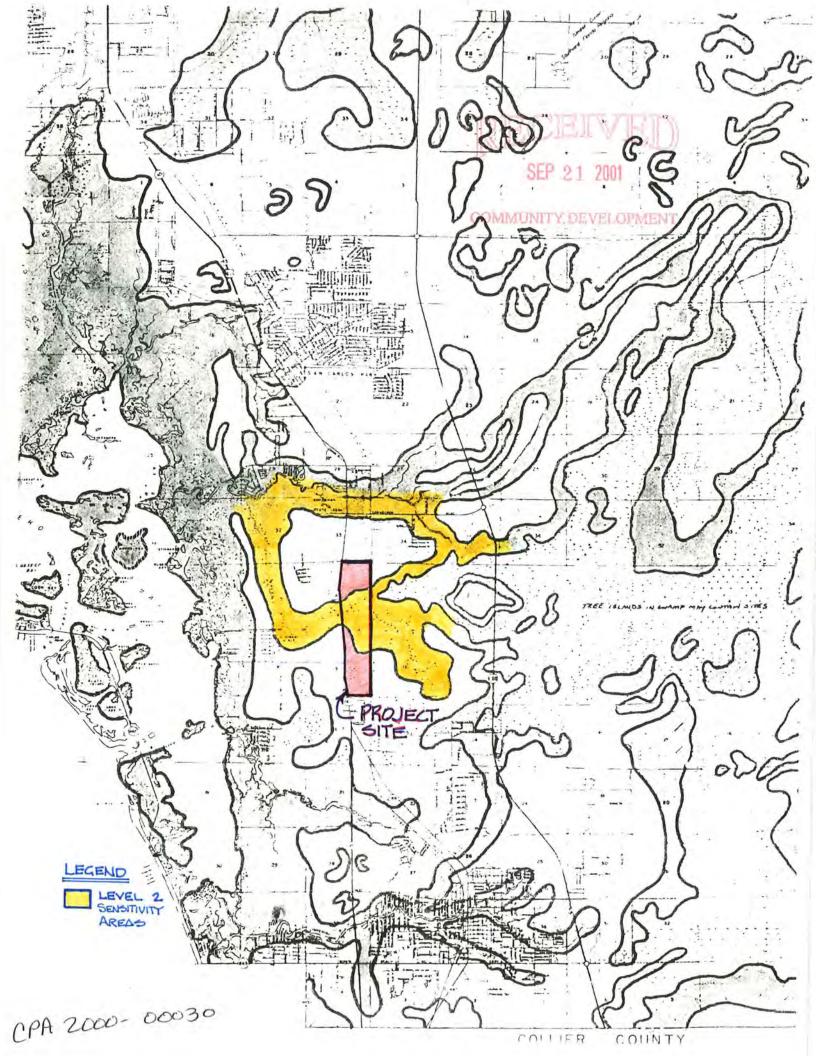
ATTACHMENT B.2(c) DRAINAGE/SURFACE WATER MANAGEMENT ANAYLSIS

The property is located within the Halfway Creek Watershed. The proposed project has received a Conceptual Environmental Resource Permit from South Florida Water Management District (SFWMD), therefore the project is deemed concurrent with the level of service standards set forth in the Lee Plan. The project will require construction approval from SFWMD and also compliance with the Lee County's Level of Service Policy 70.1.3. for stormwater management facilities. Per the Lee County Concurrency Management Report for inventories and projections (1999/2000 – 2000/2001), no crossings of evacuation routes within the watershed are anticipated to be flooded for more than 24 hours, thus meeting concurrency standards. This amendment will not require any revisions to the surface water management sub-element or to the CIE.



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CPA 2000- 00030



RESPONSE TO POPULATION QUESTION

E.1. As noted in the original submittal, the applicant has not attempted to amend the current version of the 2020 Planning Communities Acreage Table because the existing allocations are sufficient to accommodate both the residential and commercial components of the project. In the absence of a request to add acres to the table, the amendment has no impact whatsoever on the established Lee County population projections.

The applicant has reviewed the data and analysis which accompanies PAM/T 99-20, which has been recommended for approval by the LPA, but which has not been transmitted by the Board of County Commissioners as of the date of the writing of this document. The proposed allocation of commercial acres for the new Estero Planning Community (1,379 acres) is more than adequate to accommodate the Simon Suncoast Project. The residential allocation of 327 acres, however, to the Urban Community FLUM category in the Estero Planning Community will leave the residential portion of the project with a deficit, the precise amount of which cannot be determined at this time, since the project is in its early stages, and the County's 2020 acreage methodology is extremely complex. It should not, however, exceed 100 acres.

In light of the buildout period for the project and the county's commitment to readdress the allocation in the Evaluation and Appraisal Report process, the applicant has decided that it is unnecessary to request additional residential acres as part of this plan amendment. The

applicant would note, however, that Page 31 of the analysis supporting PAM/T99-20 identified a "unit bank" of 13,825 units which could be used to eliminate the deficit today without increasing the residential capacity of the FLUM. Many of these units have been allocated to projects in non-urban areas which do not have any development approvals to date. The proposed 1,600 unit reduction in size of the Brooks could also have the effect of freeing up units and acres for Simon Suncoast.



RESPONSE TO URBAN LAND QUESTION

- G. As noted in the original submittal document, the subject parcel is surrounded by existing or approved urban uses and has access to infrastructure which will operate, even with the project in place, at acceptable levels of service. In addition, the following changed circumstances support the amendment to a Future Urban land use category:
 - The approval of the Brooks PDDO and DRI immediately to the east of the subject parcel effectively turned that 2,492 acre parcel into a Future Urban area. The current approved density for the Brooks is ± 2 units per acre, which would not be permitted in a non-urban category in the absence of the PDDO. The 250,000 square feet of commercial uses in the Brooks would also be prohibited in the Rural land use category but for the approval of the PDDO.
 - 2. The capacity of the FLUM has been reduced by 1,159 units (page 31 of the Staff Report for PAM/T 99-20) as a result of acquisitions of property by Lee County for conservation purposes.
 - 3. The amount of growth in the Estero Planning Community has exceeded all previous estimates (pages 35-37 of PAM/T 99-20 Staff Report). The following chart presents comparative building permit information for the past several years:

BUILDING PERMITS ISSUED

	Estero Fire District	Lee County (excluding Cape Coral and Sanibel)	Estero as % of County
1995	348	4574	7.6%
1996	456	5041	9.0%
1997	323	5306	6.1%
1998	1098	6062	18.1%
1999	1437	5861	24.5%
2000	2052	6991	29.4%
2001 through 7/31/01	1375	4788	28.7%

4. The current BEBR 2020 population estimate for Lee County is 3,900 higher than the estimate used to review the capacity of the FLUM in 1996. (Page 23 of Data and Analysis for CPA 2000-04).

The plan amendment application, if viewed as a stand-alone request separate from the DRI, is consistent with a number of Lee Plan Goals, Objectives and Policies relating to mixed use, infill development, including the following:

- 1. Goal 1: The property is centrally located in a rapidly growing area of South Lee County, is surrounded by existing and proposed urban uses, has access to adequate public facilities, and consists primarily of cleared pasture. The amendment is, therefore, consistent with the County's desire "to protect natural and man-made resources, provide essential services in a costeffective manner, and discourage urban sprawl."
- 2. <u>Policy 1.1.4</u>: The subject property, when developed in accordance with the DRI, will be an area outside of Fort Myers and Cape Coral which is categorized by a mixture of relatively intense commercial and residential uses.
- 3. <u>Policy 1.4.1</u>: The subject parcel is surrounded by existing and approved urban uses and already has access to urban levels of public services.
- 4. Objective 2.1: Given the central location of the project, the amount and type of development contemplated around it, and the urban services available at the site, the amendment will certainly promote a contiguous and compact growth pattern and discourage urban sprawl.
- Objective 2.2: As noted above and throughout the various submittals for the amendment and the DRI, the property will have access to public facilities meeting the required levels of service in the Lee Plan in accordance with conditions proposed in the DRI development order.
- 6. <u>Objective 2.4</u>: Changed conditions supporting the amendment are listed above.
- Objective 4.1: The amendment will permit the construction of a mixed use development.
- 8. <u>Standards 11.1 and 11.2</u>: The property is served by public water and sewer system.



DOCUMENT B.2(d)

COMMENTAL CONTROL

PARKS, RECREATION AND OPEN SPACE ANALYSIS

The subject property is located in Community Park District 8. The proposed amendment will result in a demand for 15 additional acres of regional parks (1,200 x 2.09 x 6/1000) and 2 acres of community parks (1,200 x 2.09 x 0.8/1000) in District 8 by 2006. According to the County's Concurrency Inventory, the regulatory levels of service for regional parks and for Community Park District 8 will be met by a wide margin for the next 5 years. In addition, there is currently a 60 acre community park under development next to the Estero High School. No amendments to the Parks element or to the C.I.E. will be necessary as a result of this amendment. The site plan included in the ADA submittal indicates adequate open space for this project.

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CPA 2000-00030



LEGAL DESCRIPTION

COMMUNITY DEVISOR DESIGNATION

A PORTION OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA; THENCE RUN S.88'56'17"W., ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 9, FOR A DISTANCE OF 5.89 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF THE SEABOARD COASTLINE RAILROAD, A 130.00 FOOT RIGHT-OF-WAY, AND THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; THENCE CONTINUE S.88'56'17"W., ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 9, FOR A DISTANCE OF 1,733.04 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HWY. NO. 41 (FLORIDA STATE ROAD NO. 45), A 200.00 FOOT RIGHT-OF-WAY; THENCE RUN N.10'32'05"W., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 971.33 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE EASTERLY; THENCE RUN NORTHERLY, ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 5,605.39 FEET, THROUGH A CENTRAL ANGLE OF 04'03'11", SUBTENDED BY A CHORD OF 396.43 FEET AT A BEARING OF N.08'30'30"W., FOR A DISTANCE OF 396.52 FEET TO THE END OF SAID CURVE; THENCE RUN N.88'07'51"E. FOR A DISTANCE OF 747.22 FEET TO A POINT ON A CIRCULAR CURVE, CONCAVE EASTERLY, WHOSE RADIUS POINT BEARS N.82'31'42"E., A DISTANCE OF 3,909.60 FEET THEREFROM; THENCE RUN NORTHERLY, ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 3,909.60 FEET, THROUGH A CENTRAL ANGLE OF 08" 29'31", SUBTENDED BY A CHORD OF 578.92 FEET AT A BEARING OF N.03"13'32"W., FOR A DISTANCE OF 579.45 FEET TO THE END OF SAID CURVE; THENCE RUN N.00"15"56"W., FOR A DISTANCE OF 583.09 FEET; THENCE RUN N.0045'56"W., FOR A DISTANCE OF 47.04 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF COCONUT ROAD, A 150.00 FOOT RIGHT-OF-WAY, THE SAME BEING A POINT ON A CIRCULAR CURVE, CONCAVE NORTHERLY, WHOSE RADIUS POINT BEARS N.10'26'58"W., A DISTANCE OF 2,025.00 FEET THEREFROM; THENCE RUN EASTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 2,025.00 FEET, THROUGH A CENTRAL ANGLE OF 0912'27", SUBTENDED BY A CHORD OF 325.07 FEET AT A BEARING OF N.74'56'48"E., FOR A DISTANCE OF 325.42 FEET TO THE END OF SAID CURVE; THENCE RUN N.70°20'35"E., ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE FOR A DISTANCE OF 200.00 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE SOUTHERLY; THENCE RUN EASTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE RIGHT. HAVING A RADIUS OF 3,025.00 FEET, THROUGH A CENTRAL ANGLE OF 09"15"04", SUBTENDED BY A CHORD OF 487.89 FEET AT A BEARING OF N.74'58'07"E., FOR A DISTANCE OF 488.42 FEET TO THE END OF SAID CURVE; THENCE RUN N.79"35"39"E., ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 238.23 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF THE SEABOARD COASTLINE RAILROAD, A 130,00 FOOT RIGHT-OF-WAY; THENCE RUN S.00'59'47"E., ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 2,869.10 FEET TO THE POINT OF BEGINNING; CONTAINING 95.885 ACRES, MORE OR LESS.

AND

A PORTION OF SECTIONS 3, 4, 9, AND 10, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA; THENCE RUN S.88'56'17"W., ALONG THE SOUTH LINE OF THE SQUTHEAST QUARTER OF SAID SECTION 9, FOR A DISTANCE OF 5.89 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF THE SEABOARD COASTLINE RAILROAD, A 130,00 FOOT RIGHT-OF-WAY; THENCE RUN N.00'59'47"W., ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 3,021,15 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; THENCE RUN N.00°59'47"W., ALONG SAID WESTERLY RIGHT-OF-WAY LINE. FOR A DISTANCE OF 2,320.56 FEET TO A POINT ON THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 47 SOUTH, RANGE 25 EAST; THENCE RUN N.00'59'47"W., ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 2,692.32 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 47 SOUTH, RANGE 25 EAST; THENCE RUN N.00'56'59"W., ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 1,590.78 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE WESTERLY; THENCE RUN NORTHERLY, ALONG SAID WESTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 5,641.38 FEET, THROUGH A CENTRAL ANGLE OF 09"31'27", SUBTENDED BY A CHORD OF 936.68 FEET AT A BEARING OF N.05"42'42"W., FOR A DISTANCE OF 937.76 FEET TO THE END OF SAID CURVE; THENCE RUN N.10'28'26"W., ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 98.54 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF WILLIAMS ROAD, A 100.00 FOOT RIGHT-OF-WAY; THENCE RUN S.88'20'53"W., ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 1,029.70 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE NORTHERLY; THENCE RUN WESTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 7,050.00 FEET, THROUGH A CENTRAL ANGLE OF 03'00'00", SUBTENDED BY A CHORD OF 369.09 FEET AT A BEARING OF S.89'50'53"W., FOR A DISTANCE OF 369.14 FEET TO THE END OF SAID CURVE; THENCE RUN N.88'39'07"W., ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 674.92 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HWY. NO. 41 (FLORIDA STATE ROAD NO. 45), A 200.00 FOOT RIGHT-OF-WAY; THENCE RUN S.04' 52'41"W., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 1,901.57 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE EASTERLY; THENCE RUN SOUTHERLY, ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 2,725.19 FEET, THROUGH A CENTRAL ANGLE OF 11'32'50", SUBTENDED BY A CHORD OF 548.30 FEET AT A BEARING OF S.00' 53'44"E., FOR A DISTANCE OF 549.23 FEET TO THE END OF SAID CURVE; THENCE RUN S.06'40'09"E., ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR A DISTANCE OF 225.81 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 4; THENCE CONTINUE S.06'40'09"E., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 2,710.61 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 4; THENCE CONTINUE S.06'40'09"E., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 626.03 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE WESTERLY; THENCE RUN SOUTHERLY, ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 11,584.73 FEET, THROUGH A CENTRAL ANGLE OF 06" 24'13", SUBTENDED BY A CHORD OF 1,294.08 FEET AT A BEARING OF S.03'28'03"E., FOR A DISTANCE OF 1,294.76 FEET TO THE END OF SAID CURVE; THENCE RUN S.0015'56"E., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 274.74 FEET; THENCE RUN S.46°02'16"E., FOR A DISTANCE OF 577.44 FEET; THENCE RUN S.01'57'26"E. FOR A DISTANCE OF 25.19 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF COCONUT ROAD, A 150.00 FOOT RIGHT-OF-WAY; THENCE RUN N.88'02'34"E., ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 32.80 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE. CONCAVE NORTHERLY; THENCE RUN EASTERLY, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 1,875.00 FEET, THROUGH A CENTRAL ANGLE OF 17 SUBTENDED BY A CHORD OF 576.92 FEET AT A BEARING OF N.79"11"34"E., FOR A DISTANCE OF 579.22 FEET TO THE END OF SAID CURVE: THENCE RUN N.70'20'35"E., ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 200.00 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE SOUTHERLY: THENCE RUN EASTERLY, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 3,175.00 FEET, THROUGH A CENTRAL ANGLE OF 09"15"04", SUBTENDED BY A CHORD OF 512.09 FEET AT A BEARING OF N.74'58'07"E., FOR A DISTANCE OF 512.65 FEET TO THE END OF SAID CURVE: THENCE RUN N.79'35'39"E., ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 263.08 FEET TO THE POINT OF BEGINNING; CONTAINING 386.536 ACRES, MORE OR LESS.

NOTES:

THIS PROPERTY IS SUBJECT TO EASEMENTS, RESERVATIONS OR RESTRICTIONS OF RECORD.

TOTAL PROPERTY AREA 482,421 ACRES MORE OR LESS.



Kimley-Horn and Associates, inc.

August 7, 2000

Mr. Dennis J. Merrifield Fire Chief Estero Fire Rescue 19850 Breckenridge Drive, Suite A Estero, Florida 33928

Re:

Simon Suncoast DRI

Application for Development Approval

Dear Mr. Merrifield:

Kimley-Horn and Associates, Inc. is preparing an Application for Development Approval (ADA) for the proposed development of Simon Suncoast. The project is located east of Tamiami Trail (U.S. 41) and bounded to the south by Coconut Road and to the north by Williams Road in Bonita Springs, Lee County, Florida. A location map is attached for your reference.

4431 Embarcadero Drive

West Palm Beach, Florida

33407

The proposed development will include 1,800,000 square feet of commercial retail space, 300,000 square feet of office space, two 300-room hotels (for a total of 600 rooms) and 1,200 dwelling units comprised of apartments, residential condominiums, and assisted living facilities. The development is anticipated to be completed in 2007.

To complete the ADA process, we are required to secure a response from your agency regarding whether present facilities and manpower are capable of serving the project, specifying any additional manpower/equipment necessary to serve the development.

Please direct any questions and your response letter to:

Kimley-Horn and Associates, Inc. 4431 Embarcadero Drive West Palm Beach, Florida 33407 Phone: 561/845-0665

Fax:

561/882-3703

Thank you for your assistance.

Sincerely,

EH/lm

Attachment

Emily Hollis

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TEL 561 845 0665 FAX 561 863 8175



Estero FIRE RESCUE

19850 Breckenridge Drive, Suite A Estero, Florida 33928

Phone: (941) 947-FIRE (3473)

Fax: (941) 947-9538

web site: http://www.esterofire.org

August 14, 2000

Ms. Emily Hollis Kimley-Horn and Associates, Inc. 4431 Embarcadero Drive West Palm Beach, FL 33407 AUG 2 1 2000
WEST PALM BEACH, TATES

Dear Ms. Hollis:

We have reviewed your letter of August 7, 2000, concerning the proposed Simon Suncoast project along U.S. 41 in Estero.

Presently, Estero Fire Rescue does not have the facilities and equipment to service the proposed project. Normally, by inter-local agreement Lee County collects a Fire Impact Fee that is used to provide the necessary fire rescue infrastructure required as a result of a proposed development. In this case, given the development time frame and size of the project outlined in your letter, it does not appear that Estero will have the necessary infrastructure in place at the time of development.

To accommodate your proposed project and the resulting impact we will need to obtain a site for a fire rescue station early enough to allow the station and equipment to be placed into service for construction of your project. If Simon Suncoast is able to provide a fire rescue station site, Estero Fire Rescue will be able to service the proposed project as outlined in your letter.

If you have any further questions, please do not hesitate to call.

Sincerely,

Dennis J. Merriffeld

Fire Chief

Cc: Cathy L. Condrone, Fire Marshal

DOCUMENT B.3(b) AGENCY LETTER EMERGENCY MEDICAL SERVICES

HUMPHREY & ANOTT

JAMES T. HUMPHREY GEORGE H. KNOTT * † GEORGE L. CONSOER, JR. ** MARK A. EBELINI GAREY F. BUTLER

*Board Certified Civil Trial Lawyer

** Board Certified Real Estate Lawyer

Board Certified Business Litigation Lawyer

PROFESSIONAL ASSOCIATION ATTORNEYS - AT - LAW

1625 HENDRY STREET (33901) P. O. BOX 2449 FORT MYERS, FLORIDA 33902-2449

TELEPHONE (941) 334-2722

TELECOPIER (941) 334-1446

EHouck@humphreyandknott.com

THOMAS B. HART MARK A. HOROWITZ MATTHEW D. UHLE H. ANDREW SWETT

DIRECTOR OF ZONING AND LAND USE PLANNING MICHAEL E. ROEDER, AICP

October 2, 2000

Lee County Emergency Medical Services P.O. Box 398 Fort Myers, FL 33902-0398 Attn: Chris Hanson

RE: Simon Suncoast DRI

Dear Mr. Hanson,

We are in the process of preparing an application for a Lee County Comprehensive Plan Amendment for a 483.14 acre project located between U.S. 41 and the Seminole Gulf Railway tracks, south of Williams Road; Coconut Road bisects the southern portion of the property. The STRAP numbers for the project are: 04-47-25-00-00001,0000 & 09-47-25-00-00001,0010. Please see the attached excerpt from the Application for Development Approval for a breakdown of the proposed uses.

Please provide our office with a letter determining the adequacy of existing or proposed support facilities for EMS.

Should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

HUMPHREY & KNOTT, P.A.

Erin E. Houck

Land Use Paralegal

Question 10 - General Project Description

Part 1 - Specific Project Description

A. Describe and discuss in general terms all major elements of the proposed development in its completed form. Include in this discussion the proposed phases (or stages) of development (not to exceed five years), magnitude in the appropriate units from Chapter 28-24, F.A.C., where applicable, and expected beginning and completion dates for construction.

It is proposed to develop the Simon Suncoast site with a mixed use development that will provide the southern Lee County area with retail, office, hotel, and residential uses. The 483.14 acre project site is located between U.S. 41 and the Seminole Gulf Railway tracks, south of Williams Road. Coconut Road, a County road, splits the southern portion of the property. It is proposed to develop the project in a single phase with a 2006 buildout with the following land uses:

Retail 1,800,000 square feet gross leasable area
Office 300,000 square feet
Hotel 600 rooms
Assisted Living Facility 200 units
Residential Units 1,000 units

The office development is expected to consist of:

200,000 square feet of general use office buildings 100,000 square feet of medical office buildings

The 1,000 residential units are expected to be multi-family units consisting of:

500 apartments 500 condominiums

B. Provide a breakdown of the existing and proposed land uses on the site for each phase of development through completion of the project. The developed land uses should be those identified in Section 380.0651, F.S. and Chapter 28-24, F.A.C. Use Level III of The Florida Land Use and Cover Classifications System: A Technical Report (September 1985), available from each regional planning council. Refer to Maps D (Existing Land Use) and H (Master Plan). Use the format below and treat each land use category as mutually exclusive unless otherwise agreed to at the preapplication conference.



July 18, 2000

Sheriff John J. McDougall C/o Captain Kerry Griener Lee County Sheriff's Office South District 1470 Six Mile Cypress Creek Parkway Fort Myers, Florida 33912

Re:

Simon Suncoast DRI

Application for Development Approval

Dear Sheriff McDougall:

Kimley-Horn and Associates, Inc. is preparing an Application for Development Approval (ADA) for the proposed development of Simon Suncoast. The project is located east of Tamiami Trail (U.S. 41) and bounded to the south by Coconut Road and to the north by Williams Road in Bonita Springs, Lee County, Florida. A location map is attached for your reference.

4431 Embarcadero Drive West Palm Beach, Florida

The proposed development will include 1,800,000 square feet of commercial retail space, 300,000 square feet of office space, two 300-room hotels (for a total of 600 rooms) and 1,200 dwelling units comprised of apartments, residential condominiums, and assisted living facilities. The development is anticipated to be completed in 2007.

To complete the ADA process, we are required to secure a response from your agency regarding two areas of concern. Please indicate whether present facilities and manpower are capable of serving the project or specify the additional manpower/equipment necessary to serve the development.

Please direct any questions and your response letter to:

Kimley-Horn and Associates, Inc. 4431 Embarcadero Drive West Palm Beach, Florida 33407 Phone: 561/845-0665

Fax: 561/882-3703

Thank you for your assistance.

Sincerely,

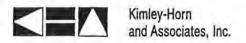
EH/lm

Attachment

Emily Hollis

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TEL 561 845 0665 FAX 561 863 8175



Student Distribution

Elementary	Middle School	High School	Total
50%	23%	27%	100%
110	51	59	220

^{*} Student generation rates & distribution ratios were provided by Lee County Schools staff.

To complete the ADA process, we are required to secure a response from your agency acknowledging receipt of the estimated school age population (in the above tables) and providing a statement of what capital improvement adjustments would be necessary to accommodate these students.

Please direct any questions and your response letter to:

Kimley-Horn and Associates, Inc. 4431 Embarcadero Drive West Palm Beach, Florida 33407

Phone: 561/845-0665 Fax: 561/882-3703

Thank you for your assistance.

Sincerely,

Emily Hollis

EH/lm

Attachment

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C `ce of the Sheriff



John J. McDougall
State of Florida
County of Lee

July 24, 2000

Kimley-Horn and Associates, Inc. 4431 Embarcadero Drive West Palm Beach, Florida 33407

RE: Simon Suncoast DRI

Application for Development Approval

Dear Ms. Emily Hollis:

Due to severe budget constraints coupled with the growth of the county, my office operates at full capacity. It is policy of the Lee County Sheriff's Office to support community growth and we will do everything possible to accommodate the law enforcement needs.

We anticipate that we will receive the reasonable and necessary funding to support growth in demand. We therefore believe that the Lee County Sheriff's Office will be able to serve your project as it builds out.

Sincerely,

John J. McDougall Sheriff of Lee County

Copy: File



Bonita Springs Utilities, Inc.

Lee County Division of Concurrency Management Post Office Box 398 Fort Myers, Florida 33901 August 24, 2000

Re:

Simon Sun Coast DRI, Approx. 482 acres at NE comer of Coconut Road

& US 41, Lee County, Florida

Dear Sir or Madam:

Please be advised that the Developer, Simon Sun Coast DRI, has requested potable water and sewer service for the project referenced above. The Developer is required to install all off-site and on-site waterline and sewer service extensions necessary to provide service to the project in accordance with Bonita Springs Utilities, Inc. (BSU) specifications.

The projects engineer, Hole, Montes & Associates, estimates the usage to be 590,000 gallons per day. Bonita Springs Utilities, Inc. currently has the capacity to provide the above estimated gallonage from its 7.5 million gallon per day water treatment plant. The Water Reclamation Facility currently has the capacity to treat the above estimated gallonage from its 4.25 million gallon per day treatment plant. Plant capacities are adequate; however, Developer may be required to construct or pay hydraulic pro-rata share of collection/distribution systems.

The static water pressure at the point the developers waterline extension will connect, currently exceeds 20 psi,

This letter should not be construed as a commitment or guarantee to serve, but only as to the availability of potable water and sewer at this time. Bonita Springs Utilities, Inc. may commit to reserve plant capacity if available, at such time as the water company and developer enter into a Developers Agreement and approval is obtained from all appropriate state and local regulatory agencies.

Utility Engineer

Mings. P

PJ/mar

DOCUMENT B.3(e) AGENCY LETTER MASS TRANSIT

HUMPHREY & KNOTT

JAMES T. HUMPHREY GEORGE H. KNOTT * † GEORGE L. CONSOER, JR. ** MARK A. EBELINI GAREY F. BUTLER

*Board Certified Civil Trial Lawyer ** Board Certified Real Estate Lawyer

Board Certified Business Litigation Lawyer

PROFESSIONAL ASSOCIATION ATTORNEYS - AT - LAW

1625 HENDRY STREET (33901) P. O. BOX 2449 FORT MYERS, FLORIDA 33902-2449

> TELEPHONE (941) 334-2722 TELECOPIER (941) 334-1446

EHouck@humphreyandknott.com

THOMAS B. HART MARK A. HOROWITZ H. ANDREW SWETT MATTHEW D. UHLE

DIRECTOR OF ZONING AND LAND USE PLANNING MICHAEL E. ROEDER, AICP

November 28, 2000

Steve Myers, Director Lee Tran 10715 East Airport Road Fort Myers, FL 33907

RE: Simon Suncoast DRI - Lee County Comprehensive Plan Amendment

Dear Mr. Myers,

We are currently in the process of preparing an application for an amendment to the Lee County Comprehensive Plan ("Lee Plan"), which will change the land use designation of the subject property from "Rural" to "Urban Community." A requirement for this application is a letter determining the adequacy/provision of existing/proposed support facilities for mass transit.

The subject property of this application is located on the east side of U.S. 41 in Estero and is bounded to the south by Coconut Road and to the north by Williams Road; the STRAP numbers for the property are 04-47-25-00-00001.0000 and 09-47-25-00-00001.0010. The property is comprised of 432.35 acres of uplands and 50.79 acres of wetlands (432.138 acres, total), is currently zoned AG-2 and the existing use is improved pasture. The following chart provides a comparison of the maximum allowable development under the existing and proposed future land use designations.

	Rural	Urban Community
Residential	1 du/acre (uplands) + 1 du/20 acres (wetlands) = 434.89 du	6 du/acre = 2898.83 du (uplands & adjoining freshwater wetlands)
Commercial	30,000 square feet	No specific square footage limit.
Industrial	No specific square footage limit; mining and agriculturally-related uses only.	Light industrial in IPD only; no specific square footage limit.

Steve Meyers, Director November 28, 2000 Page 2

A copy of the project description from the Application for Development Approval is included for your reference.

Should you have any questions or require additional information for the preparation of your response, please do not hesitate to contact me at 334-2722.

Sincerely,

HUMPHREY & KNOTT, P.A.

Erin E. Houck Land Use Paralegal

Enclosure

Question 10 - General Project Description

Part 1 - Specific Project Description

A. Describe and discuss in general terms all major elements of the proposed development in its completed form. Include in this discussion the proposed phases (or stages) of development (not to exceed five years), magnitude in the appropriate units from Chapter 28-24, F.A.C., where applicable, and expected beginning and completion dates for construction.

It is proposed to develop the Simon Suncoast site with a mixed use development that will provide the southern Lee County area with retail, office, hotel, and residential uses. The 483.14 acre project site is located between U.S. 41 and the Seminole Gulf Railway tracks, south of Williams Road. Coconut Road, a County road, splits the southern portion of the property. It is proposed to develop the project in a single phase with a 2006 buildout with the following land uses:

Retail 1,800,000 square feet gross leasable area
Office 300,000 square feet
Hotel 600 rooms
Assisted Living Facility 200 units
Residential Units 1,000 units

The office development is expected to consist of:

200,000 square feet of general use office buildings 100,000 square feet of medical office buildings

The 1,000 residential units are expected to be multi-family units consisting of:

500 apartments
500 condominiums

B. Provide a breakdown of the existing and proposed land uses on the site for each phase of development through completion of the project. The developed land uses should be those identified in Section 380.0651, F.S. and Chapter 28-24, F.A.C. Use Level III of The Florida Land Use and Cover Classifications System: A Technical Report (September 1985), available from each regional planning council. Refer to Maps D (Existing Land Use) and H (Master Plan). Use the format below and treat each land use category as mutually exclusive unless otherwise agreed to at the preapplication conference.



Kimley-Horn and Associates, Inc.

July 19, 2000

4431 Embarcadero Drive West Palm Beach, Florida 33407

Ms. Stephanie Keyes Lee County Schools 3308 Canal Street Fort Myers, Florida 33916

Re:

Simon Suncoast DRI

Application for Development Approval

Dear Ms. Keyes:

Kimley-Horn and Associates, Inc. is preparing an Application for Development Approval (ADA) for the proposed development of Simon Suncoast. The project is located east of Tamiami Trail (U.S. 41) and bounded to the south by Coconut Road and to the north by Williams Road in Bonita Springs, Lee County, Florida. A location map is attached for your reference.

The proposed development will include 1,800,000 square feet of commercial retail space, 300,000 square feet of office space, two 300-room hotels (for a total of 600 rooms) and 1,200 dwelling units comprised of apartments, residential condominiums, and assisted living facilities. The development is anticipated to be completed in 2007.

There are an estimated 220 students that will be generated due to the Simon Suncoast development. The student generation and age distribution of those students are described in the tables below. Please note these calculations are based on student generation rates and distribution ratios provided by Lee County Schools staff.

Student Generation

Land Use	Rate (Students/d.u.)	Dwelling Units	Students
Apartments	0.31	500	155
Condominiums	0.13	500	65
Assisted Living Facilities	0	200	0
Total		1200	220

Student Distribution

Elementary	Middle School	High School	Total
50%	23%	27%	100%
110	51	59	220

^{*} Student generation rates & distribution ratios were provided by Lee County Schools staff.

To complete the ADA process, we are required to secure a response from your agency acknowledging receipt of the estimated school age population (in the above tables) and providing a statement of what capital improvement adjustments would be necessary to accommodate these students.

Please direct any questions and your response letter to:

Kimley-Horn and Associates, Inc. 4431 Embarcadero Drive

West Palm Beach, Florida 33407

Phone: 561/845-0665 Fax: 561/882-3703

Thank you for your assistance.

Sincerely,

Emily Hollis

EH/lm

Attachment

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THE SCHOOL DISTRICT OF LEE COUNTY

2055 CENTRAL AVENUE . FORT MYERS, FLORIDA 33901-3988 . (941) 334-1102 . FAX (941) 337-8378

RECEIVED

AUG 1 7 2000

KIMLEY FALM BEACH, FL

PATRICIA ANN RILEY

KATHERINE BOREN VICE CHAIRMAN - DISTRICT 4

TERRI K. WAMPLER

LANNY MODRE, SR.

LIBA POCKRUB

BRUCE HARTER, PH.D.

KEITH B. MARTIN

August 14, 2000

Ms. Emily Hollis Kimley-Horn and Associates, Inc. 4431 Embarcadero Drive West Palm Beach, FL 33407

Re: Simon Suncoast DRI

Application for Development Approval

Dear Ms. Hollis:

Thank you for the opportunity to review and comment on your response to the Education section in the Simon Suncoast Application for Development Approval. This proposed development, located off U. S. 41 in Estero, is in the South Region of the District. Based on the proposed maximum total of 500 apartment units and 500 condominium dwelling units at the project, the Lee County School District concurs with your estimate that up to 220 new public school students would be generated by your development. This would create the need for approximately nine new classrooms in the system, as well as additional staff and core facilities. Students would not be generated by the proposed 200 Assisted Living Facility units.

The schools in this region that would serve this development are operating at or above permanent student capacity levels. Those schools that exceed permanent student capacity levels are operating through the use of portable classroom buildings. The growth generated by this development will require either the addition of permanent student and auxiliary space or the placement of portable buildings, as well as additional staff and increased District resources. According to the FY 00-01 District budget, expenditures per Full Time Equivalent (FTE) student are \$5,907.00, so the proposed project could create a financial impact of up to \$1,299,540.00 to the District. Clearly, the fiscal impacts are significant and the applicant will need to mitigate the increased demands the development will place upon the Lee County School District.

Previous studies for regional malls in Lee County have indicated that these types of developments typically create substantial employment opportunities, thereby increasing

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growth and further impacting the resources of the Lee County School District. For example, recent testimony in the Jacobs Group proposed Gulf Coast Towne Centre mall zoning hearings revealed that a 1.8 million square foot regional mall such as the one Simon Suncoast is proposing is expected to generate 2,586 new jobs along with another 4,420 indirect jobs upon opening. As such, it can be expected that some of these employment opportunities will be filled by newcomers into the area, bringing additional students into the District. Simon Suncoast will need to provide the District estimates of the additional students expected as a result of new growth expected in the community.

Thank you for your attention to this matter. If I may be of further assistance, please give me a call.

Sincerely,

Stephanie Keyes, Facilities Planner

Facilities Management and Capital Projects

cc: Frederick Gutknecht, Director, Facilities Management and Capital Projects Dr. Ande Albert, Assistant Superintendent for Support Services file

DOCUMENT C ENVIRONMENTAL ANALYSIS (EXCERPTED FROM ADA, SECTIONS 12-15)

Part III. Environmental Resources Impacts

QUESTION 12 - VEGETATION AND WILDLIFE

A. Identify the dominant species and other unusual or unique features of the plant communities on Map F. Identify and describe the amount of all plant communities that will be preserved in a natural state following development as shown on Map H.

The Simon Suncoast DRI project site encompasses a total of 483.14 acres of land in southern Lee County, Florida. The majority (89.5%) of the project area consists of land that has been previously cleared and maintained for agricultural purposes. These agricultural lands are currently being utilized for cattle grazing. The remaining (10.5%) land use and vegetative cover types on the parcel include unpaved farm roads, a previously cleared/disturbed area, agricultural drainage swales, manmade borrow lakes (surface waters), melaleuca (Melaleuca quinquernervia)-infested pine (Pinus sp.) flatwoods, mixed forested wetlands, and vegetated non-forested wetlands. The majority of the forested and herbaceous wetlands on-site are infested with melaleuca. These disturbed wetlands are collectively considered to be of low to moderate functional quality.

Upland vegetative cover types and land use comprise 432.35 acres (89.5%) of the project site. The on-site wetlands and surface waters encompass 50.79 acres (10.5%) of the parcel. The vegetative communities and land use on the project were classified to Level III using the nomenclature system for vegetation and land use mapping found in the Florida Land Use, Cover and Forms Classification System (FLUCFCS) (Florida Department of Transportation, 1985). These classifications were based on groundtruthing of site conditions, as conducted between 1993 and 1995. Groundtruthing of current site conditions was conducted in November 1999 to confirm the land use and vegetative cover type classifications. The following sections provide detailed characterizations of each of the land use and vegetative cover types that occur on the project site. Land use and cover types are depicted on Map F-1. Table 12-1 lists the land use and vegetative cover types and their associated acreages and percent land area.

Table 12-1

Land Use and Vegetative Cover Types on the Simon Suncoast Project Site

Lee County, Florida

FLUCFCS Code	Description	Acreage	Percent Area
211	Improved Pasture	404.45	83.71
415	Slash Pine-Melaleuca Upland Forest	6.74	1.40
526	Borrow Lakes	19.37	4.01
624	Melaleuca-Slash Pine-Cypress Mixed Wetland Forest	20.61	4.27
640	Vegetated Non-Forested Wetlands	10.81	2.24
746	746 Previously Cleared/Disturbed Area		1.41
814	Roads	14.32	2.96
	Total	483.14	100.00

The predominant upland cover type on the project site is Improved Pasture (211) (404.45 acres) (83.71%). These pasturelands are currently being utilized for cattle grazing and hay production. Agricultural management activities include periodic mowing and bush hogging. These lands have less than 5% areal cover of trees and shrubs. The vegetation includes a broad assemblage of grasses and forbs, although the predominant species is bahiagrass (Paspalum notatum). The sub-associate species include dog fennel (Eupatorium capillifolium), Indian hemp (Sida rhombifolia), rustweed (Polypremum procumbens), sweet broom (Scoparia dulcis), knotroot foxtail (Setaria geniculata), broomsedge (Andropogon virginicus), bermudagrass (Cynodon dactylon), frog-fruit (Phyla nodiflora), and flat sedge (Cyperus sp.). Southern slash pine (Pinus elliottii var. densa), cabbage palm (Sabal palmetto), melaleuca, wax myrtle (Myrica cerifera), and Brazilian pepper (Schinus terebinthifolius) are also present within the improved pastures; however, none of these species is dominant.

The Slash Pine-Melaleuca Upland Forest (415) community is singularly represented by one area. This community occurs within the extreme southern portion of the project site (6.74 acres) (1.40%). The canopy is comprised of southern slash pine and melaleuca. The understory vegetation includes saplings of southern slash pine and melaleuca, saw palmetto (Serenoa repens), wiregrass (Aristida beyrichiana), and scattered occurrences of dahoon holly (Ilex cassine) and Brazilian pepper. The canopy and shrub strata of this relict pine flatwoods community is heavily infested with melaleuca.

The Previously Cleared/Disturbed Area (746) is located within the north central portion of the parcel. These altered lands occupy 6.84 acres (1.41%) of the project site. The vegetation includes a mixture of transitional species and shrub and herbaceous species that are common to the Vegetated Non-Forested Wetland (640) community, as described below. The disturbance to the vegetation and soils of this area originated when a previous attempt was made to convert the pasturelands, via excavation, into a flow-way for drainage of stormwater.

Roads (814) account for the remaining land use on the subject parcel. Field roads occur throughout the northern half of the parcel and along the eastern and southern property boundaries within the southern half of the parcel. They provide access through and between the improved pasture compartments. The unpaved roads encompass approximately 14.32 acres, or 2.96% of the total project area. Small agricultural swales also occur within some of the improved pasture compartments. These swales facilitate drainage within the pasturelands.

Wetland communities and surface waters on the Simon Suncoast project site total 50.79 acres (10.5%) and consist of Melaleuca-Slash Pine-Cypress Mixed Wetland Forests (624), Vegetated Non-Forested Wetlands (640), and Borrow Lakes (526).

Approximately 20.61 acres (4.27%) of Melaleuca-Slash Pine-Cypress Mixed Wetland Forests (624) occur on the project site. These wetlands are located within the north central portion of the parcel. The canopy stratum is comprised of a mixture of southern slash pine, melaleuca, and pond cypress (Taxodium ascendens). The vegetation within the shrub and groundstory strata includes saplings of southern slash pine, melaleuca, pond cypress, cabbage palm, dahoon holly, wax myrtle, Brazilian pepper, swamp fern (Blechnum serrulatum), royal fern (Osmunda regalis), sawgrass (Cladium jamaicense), bamboo-vine (Smilax laurifolia), and pockets of cattail (Typha sp.) and fire flag (Thalia geniculata). Surface water hydrology in these areas has been historically altered through ditch excavations, the creation of adjacent, artificial surface waters, and the construction of paved roadways (U.S. Highway 41) and field roads. Such activities have promoted the establishment of melaleuca within these wetlands, particularly the forested wetlands that occur along the western property boundary. The mixed cypresshardwood wetland forests account for 40.58% of the total area of wetlands and surface waters on the project site.

The Vegetated Non-Forested Wetland (640) community occupies 10.81 acres (2.24%) of the project site. These herbaceous wetlands are located within the north central portion of the parcel and along the eastern property boundary within the southern half of the parcel. The groundcover includes a relatively diverse mixture of species, such as soft rush (Juncus effusus), mermaid-weed

(Proserpinaca pectinata), lance-leaf arrowhead (Sagittaria lancifolia), red ludwigia (Ludwigia repens), coinwort (Centella asiatica), climbing hemp weed (Mikania scandens), beakrushes (Rhynchospora spp.), flat sedges, white-top sedge (Dichromena colorata), umbrellagrass (Fuirena sp.), water dropwort (Oxypolis filiformis), rayless goldenrod (Bigelowia nudata), marsh fleabane (Pluchea sp.), and bushy bluestem (Andropogon glomeratus). Wax myrtle, Brazilian pepper, pond cypress, southern slash pine, and seedlings of melaleuca were occasionally observed within the herbaceous wetlands. These wetlands are typically inundated during the wet season. The Vegetated Non-Forested Wetlands (640) account for 21.28% of the total area of wetlands and surface waters on the project site.

Approximately 19.37 acres (4.01%) of the project site consist of Borrow Lakes (526). These borrow lakes (surface waters) are located within the central and southern portions of the parcel. The littoral zone vegetation includes a mixture of cattail, torpedo grass (Panicum repens), water-primrose (Ludwigia octovalvis), lance-leaf arrowhead, red ludwigia, soft rush, pickerelweed (Pontederia cordata), and marsh pennywort (Hydrocotyle umbellata). Brazilian pepper, pond cypress, southern slash pine, and seedlings of melaleuca were occasionally observed along the edges of the borrow lakes. The borrow lakes are typically inundated throughout the year. The borrow lakes account for 38.14% of the total area of wetlands and surface waters on the project site.

Map F-2 depicts the landward limits of South Florida Water Management District (SFWMD) wetland jurisdiction on the Simon Suncoast project site. The wetland boundaries on the 3,054-acre Sweetwater Mixed-Use Planned Development (MPD)/The Brooks of Bonita Springs DRI (Brooks) project, which encompassed the Simon Suncoast project site, were verified by SFWMD staff. Under durational grandfathering, the jurisdictional wetland boundaries on the Sweetwater MPD/Brooks project were included in SFWMD Construction and Operation Permit No. 36-00288-S. SFWMD Permit No. 36-00288-S, as modified, was issued by the SFWMD on October 9, 1997. Among the four Borrow Lakes (526) that occur in the Simon Suncoast project site, only the northernmost surface water (the southern portion of Wetland No. 19) was claimed as jurisdictional by the SFWMD.

Development of the Simon Suncoast project site will primarily occur within agricultural lands (improved pastures) and relict pine flatwoods that are infested with melaleuca. Approximately 22.15 acres of SFWMD jurisdictional wetlands [Melaleuca-Slash Pine-Cypress Mixed Wetland Forests (624) and Vegetated Non-Forested Wetlands (640)] and 4.81 acres of SFWMD jurisdictional surface waters [Borrow Lakes (526)] will remain unaltered post-development (see Map 13.A.3-1). Approximately 6.72 acres of existing, non-jurisdictional, surface waters [Borrow Lakes (526)] will be excavated (dredged) and incorporated into the surface water management

system (SWMS) and 7.84 acres of non-jurisdictional surface waters will be filled for commercial development. The water quality, vegetation, and edaphic conditions of the forested and herbaceous wetlands and the existing borrow lakes on the property have been impacted over time by cattle grazing activities. The condition of the remaining surface waters and wetlands on the project site, in the post-development condition, will not be further impacted in this manner, as cattle will no longer be grazing on-site.

B. Discuss what survey methods were used to determine the absence or presence of state or federally listed wildlife and plants. (Sampling methodology should be agreed to by the regional planning council and other reviewing agencies at preapplication conference stage.) State actual sampling times and dates, and discuss any factors that may have influenced the results of the sampling effort. Show on Map G the location of all transects, trap grids, or other sampling stations used to determine the on-site status of state of federally listed wildlife and plant resources.

Under Section 10-473(a) of the Lee County Land Development Code, "a survey must accompany all planned development rezoning applications and all development order applications where the Florida Land Use, Cover and Forms Classification System codes for the property indicate a possible presence of a Lee County listed species. The survey must be prepared by using survey methods, which are set forth in the administrative code, except that an alternative method may be approved by the director. Such survey must include Lee County listed species presence (sightings, signs, tracks, trails, nests, evidence of feeding, etc.), population estimates and occupied habitat boundaries. A map and narrative must describe the methodology as applied and the findings." The methodology that was utilized to determine the presence and abundance of listed species on the Simon Suncoast project site was discussed and agreed upon during the pre-application meeting for this project. The methodology incorporated elements of the survey method of diminishing quarters. The diminishing quarters survey methodology was prepared by staff from the Florida Department of Natural Resources, for use with the Lee County Protected Species Ordinance. In general, belt transects are established, within mapped sample areas (FLUCFCS registers), in an ordered sequence of survey to determine presence or abundance of target species.

A field reconnaissance was conducted by Breedlove, Dennis & Associates, Inc. (BDA) on November 18 and 19, 1999 to determine the absence or presence of state or federally listed wildlife species and listed plant species (inclusive of Lee County listed species) on the Simon Suncoast project site. The field reconnaissance included surveying all habitat areas throughout the site and documenting wildlife observations (listed species and common/generalist species). Data on non-listed plant species composition, habitat suitability

(quality and abundance), general edaphic conditions, and listed plant species occurrence and distribution were also reported. On November 18, 1999, the field reconnaissance was conducted between mid-morning (10:30 a.m.) and dusk (6:00 p.m.). On November 19, 1999, the reconnaissance was conducted between early morning (7:35 a.m.) and late afternoon (4:20 p.m.). The ambient air temperature ranged from 70 to 80° Fahrenheit (partly cloudy weather conditions) on the two sample dates. There were no climatological, biological, or other factors that influenced the collection of data or the results of the field investigation.

The land use and vegetative cover types (FLUCFCS registers) that were surveyed on November 18 and 19, 1999 for absence or presence of listed wildlife and plant species included Improved Pasture (211), Slash Pine-Melaleuca Upland Forest (415), Melaleuca-Slash Pine-Cypress Mixed Wetland Forest (624), Vegetated Non-Forested Wetlands (640), Borrow Lakes (526), a Previously Cleared/Disturbed Area (746), and Roads (814). Under Section 10-472 (Definitions) of the Lee County Land Development Code, "Lee County listed species means any plant or animal (vertebrate) species found in the county that are endangered, threatened or of special concern and are manageable in the context of private land development. A list of such species is contained in appendix H." Before the survey was conducted, Appendix H [Lee County Protected Species List (derived from Ordinance No. 94-10, dated April 20, 1994)] was reviewed to identify which Lee County listed wildlife and plant species have a potential to occur on the Simon Suncoast project site within each of the associative FLUCFCS registers. Table 12-2 presents the Lee County listed wildlife and plant species and the associated mapped FLUCFCS registers for the subject property. In the field, the identification of listed species (presence) generally included direct visual observation, calls/vocalizations, or sign (nest, burrow, den, scat, tracks, cast, faunal footpath, etc.). As a component of this investigation, a literature review was conducted to determine the potential occurrence of any listed species with known geographic ranges encompassing the project site, i.e., wildlife species listed as Threatened or Endangered (T&E) species or Species of Special Concern (SSC) by the U.S. Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission (FWC) and plant species listed as T&E by the USFWS. State databases of T&E species were also researched to provide the nearest known location of rookeries and bald eagle (Haliaeetus leucocephalus) nests. The Florida Natural Areas Inventory (FNAI) database was also reviewed to determine which listed species of wildlife and plants should be surveyed for potential occurrence on-site. As previously mentioned, the vegetative communities and land use on the project were originally classified to Level III and slightly modified in November 1999 to reflect current site conditions and fully depict all Level III categories, as represented. The details of the survey of the individual Level III FLUCFCS registers are presented below.

Table 12-2

Land Use and Vegetative Cover Types and Associated Lee County Listed Wildlife and Plant Species for the Simon Suncoast Project Site, Lee County, Florida

FLUCFCS Code	Lee County Listed Species
211	Florida sandhill crane (Grus canadensis pratensis)
	Florida panther (Felis concolor coryi)
415	Eastern indigo snake (Drymarchon corais couperi)
	Gopher tortoise (Gopherus polyphemus)
	Gopher frog (Rana areolata)
	Southeastern American kestrel (Falco sparverius paulus)
	Red-cockaded woodpecker (Picoides borealis)
	Florida panther
	Big Cypress fox squirrel (Sciurus niger avicennis)
	Florida black bear (Ursus americanus floridanus)
14 112	Fakahatchee burmannia (Burmannia flava)
	Satinleaf (Chrysophyllum olivaeforme)
	Beautiful paw-paw (Deeringothamnus pulchellus)
624	American alligator (Alligator mississipiensis)
	Gopher frog
	Limpkin (Aramus guarauna)
	Little blue heron (Egretta caerulea)
	Snowy egret (Egretta thula)
100	Tricolored heron (Egretta tricolor)
(Car	Arctic peregrine falcon (Falco peregrinus tundrius)
	Wood stork (Mycteria americana)
	Florida panther
	Everglades mink (Mustela vison evergladensis)
	Florida black bear
640	Limpkin

FLUCFCS Code	Lee County Listed Species	
	Little blue heron	
	Reddish egret (Egretta rufescens)	
	Snowy egret	
	Tricolored heron	
	Wood stork	
	Snail kite (Rostrhamnus sociabilis)	
	Everglades mink	
526	American alligator	
	Roseate spoonbill (Ajaia ajaja)	
	Limpkin	
	Little blue heron	
	Reddish egret	
	Snowy egret	
	Tricolored heron	
	Everglades mink	
746	No species listed	
814	No species listed	

Map G-1 presents the location of survey transects that were established in the various Level III FLUCFCS registers to determine the on-site status of state or federally listed wildlife species and listed plant resources. Within the Improved Pastures (211 FLUCFCS register), five cells, or distinct sample areas, were demarcated and surveyed to determine presence and abundance of listed wildlife and plant species. From south to north, the sample areas included Cell Nos. 211A, 211B, 211D, 211C2, and 211C1. Within Cell Nos. 211A, 211B, 211D, and 211C1, belt transects were established along the north-south axis of the parcel. Cell Nos. 211A, 211B, and 211C1 were further subdivided through the addition of belt transects that were established along the east-west axis of the parcel. Within Cell No. 211C2, a meandering belt transect was established. The width of the belt transects ranged from 50 to 100 feet, as based on site conditions (density of groundcover and other visual obstructions). Each belt transect was comprised of two observers. The point of origin and the point of end of each transect was marked with colored

flagging to facilitate the survey. As designed, a survey of 100% of the land area that was mapped as improved pasture was completed.

Within the Slash Pine-Melaleuca Upland Forest (415 FLUCFCS register), one cell (sample area) was surveyed to determine presence and abundance of listed wildlife and plant species. This FLUCFCS register was singularly represented by only one polygon. Within Cell No. 415A, two belt transects were established along the east-west axis of the cell. The width of the belt transects was 50 feet (two observers per transect). The point of origin and the point of end of each transect was marked with colored flagging to facilitate the survey. As designed, a survey of 100% of the land area that was mapped as slash pinemelaleuca upland forest was completed.

Three distinct areas on the project were mapped as Melaleuca-Slash Pine-Cypress Mixed Wetland Forests (624 FLUCFCS register). Within Cell No. 624C1, four meandering belt transects were established to document listed species presence and abundance. Two meandering transects were established within Cell No. 624C3 and one transect was established in Cell No. 624C2. Along each transect, the two observers frequently examined habitat conditions beyond (landward and waterward) the outer boundaries of the belt transects, The width of the belt transects ranged from 50 to 100 feet (two observers per transect). As designed, a survey of at least 50% of the land area that was mapped as melaleuca-slash pine-cypress mixed wetland forest was completed.

Two distinct areas on the project were mapped as Vegetated Non-Forested Wetland (640 FLUCFCS register). Within Cell No. 640B, five belt transects were established along the north-south axis of the cell to document listed species presence and abundance. These five transects were extensions of belt transects that were established to document listed species occurrence within the Improved Pasture (Cell 211B). The width of the belt transects was 50 feet (two observers per transect). One meandering belt transect was established within Cell No. 640C. Along this latter transect, the two observers were able to visually examine habitat conditions within the entire cell. The Previously Cleared/Disturbed Area (746) was included in the examination area of Cell No. 640C. The point of origin and the point of end of each transect was marked with colored flagging to facilitate the survey. As designed, a survey of 100% of the land area that was mapped as a vegetated non-forested wetland (inclusive of the previously cleared/disturbed area) was completed.

Four surface waters were mapped as borrow lakes (526 FLUCFCS register) on the project. From south to north, these borrow lakes included Cell Nos. 526A, 526B, 526D, and 526C. Along the entire perimeter of each borrow lake, the two observers visually inspected the deep water and littoral zone habitats of these surface waters. One belt transect of 50-foot width (one observer) was also established within a shallowly inundated portion of Cell No. 526C. As

conducted, the two observers were able to visually examine all (100%) of these surface waters without obstruction.

Roads (814 FLUCFCS register) account for the remaining land area on the subject parcel. The field roads occur throughout the northern half of the parcel and along the eastern and southern property boundaries within the southern half of the parcel. The survey of the Improved Pastures (211 FLUCFCS register) encompassed these roads; therefore, the review for listed species presence and abundance included both FLUCFCS registers. The field roads were examined for sign (tracks and scats) of wildlife presence and use. Field roads along the property boundaries were also thoroughly examined to determine presence or potential for occurrence of listed species. From these outer field roads, a visual inspection was conducted of the land use and vegetative cover types that exist beyond the project boundaries.

In addition to the November 18 and 19, 1999 survey of the aforementioned FLUCFCS registers, site conditions within the 3,054-acre Sweetwater MPD/Brooks project were investigated during July 1993, November-December 1994, and July 1995 by BDA staff. The purpose of these site visits was to record site conditions within the vegetative communities and document presence and potential for occurrence of listed wildlife and plant species on the Sweetwater MPD/Brooks project. The 483,14-acre Simon Suncoast DRI project site was included in the 1993-1995 field reconnaissance of the Sweetwater MPD/Brooks project. This field reconnaissance included the survey of representative habitat areas throughout the project site and the documentation of wildlife observations (listed species and common species).

There were no climatological, biological, or other factors that affected the collection of data during the November 18 and 19, 1999 site evaluations. There were no factors that influenced the results of the field investigations of the Simon Suncoast project site.

C. List all state or federally listed wildlife and plant resources that were observed on the site and show location on Map G. Given the plant communities on-site, list any additional state or federally listed wildlife and plant resources expected to occur on the site and show the location of suitable habitat on Map G. Additionally, address any unique wildlife and plant resources, such as colonial bird nesting sites and migrating bird concentration areas. For species that are either observed or expected to utilize the site, discuss the known or expected location and population size on-site, existence (and extent, if known) of adjacent, contiguous habitat off-site, and any special habitat requirements of the species.

Map G-1 depicts the locations of all survey transects and the habitats (Level III FLUCFCS registers) that were examined on the Simon Suncoast project site

during the November 18 and 19, 1999 site evaluations. Map G-1 also depicts the locations of all listed species that were observed during the field survey. Table 12-3 presents the results of the November 18 and 19, 1999 site evaluations, as related to the percent of area that was surveyed and the presence/absence of Lee County listed wildlife and plant species for each FLUCFCS register on the project. Table 12-4 presents state- and federally listed wildlife species and listed plant resources that were either observed on the project, during the November 18 and 19, 1999 site evaluations, or have the potential to occur on the site. Table 12-4 is based on the BDA database (Lee County element) of wildlife species that are listed as T&E species or SSC by the USFWS and the FWC and plant species that are listed as T&E by the USFWS.

Table 12-3
Results of Survey of Lee County Listed Wildlife and Plant Species, by Associated
Land Use and Vegetative Cover Types, on the Simon Suncoast Project Site, Lee
County, Florida
(November 18 and 19, 1999)

FLUCFCS Code	Percent Area Surveyed	Lee County Listed Species	Observation
211	100	Florida sandhill crane (Grus canadensis pratensis)	Absent
		Florida panther (Felis concolor coryi)	Absent
415	100	Eastern indigo snake (Drymarchon corais couperi)	Absent
		Gopher tortoise (Gopherus polyphemus)	Absent
	Gopher frog (Rana areolata)	Absent	
		Southeastern American kestrel (Falco sparverius paulus)	Absent
		Red-cockaded woodpecker (Picoides borealis)	Absent
		Florida panther	Absent
		Big Cypress fox squirrel (Sciurus niger avicennis)	Absent
		Florida black bear (Ursus americanus floridanus)	Absent
		Fakahatchee burmannia (Burmannia flava)	Absent
		Satinleaf (Chrysophyllum olivaeforme)	Absent
		Beautiful paw-paw (Deeringothamnus pulchellus)	Absent
624	50	American alligator (Alligator mississipiensis)	Absent
		Gopher frog	Absent

FLUCFCS Code	Percent Area Surveyed	Lee County Listed Species	Observation
		Limpkin (Aramus guarauna)	Absent
		Little blue heron (Egretta caerulea)	Absent
	1 1	Snowy egret (Egretta thula)	Absent
	3/1	Tricolored heron (Egretta tricolor)	Absent
		Arctic peregrine falcon (Falco peregrinus tundrius)	Absent
		Wood stork (Mycteria americana)	Present
		Florida panther	Absent
		Everglades mink (Mustela vison evergladensis)	Absent
		Big cypress fox squirrel	Absent
		Florida black bear	Absent
640	100	Limpkin	Absent
		Little blue heron	Present
		Reddish egret (Egretta rufescens)	Absent
		Snowy egret	Present
		Tricolored heron	Absent
		Wood stork	Absent
		Snail kite (Rostrhamnus sociabilis)	Absent
		Everglades mink	Absent
526	100	American alligator	Absent
		Roseate spoonbill (Ajaia ajaja)	Absent
		Limpkin	Absent
		Little blue heron	Absent
		Reddish egret	Absent
		Snowy egret	Absent
		Tricolored heron	Present
		Everglades mink	Absent
746	100	No species listed	

FLUCFCS Code	Percent Area Surveyed	Lee County Listed Species	Observation
814	100	No species listed	

As presented in Table 12-4, the likelihood of occurrence of each listed species is based on a review of databases, maps, and ancillary documents and an assessment (field review) of the project site for the occurrence or potential occurrence of the species. Listed wildlife species with a high probability for occurrence tended to be those avifaunal species that are most likely to occur in water bodies or wetland ecosystems that provide suitable foraging, loafing, breeding, or nesting habitat; thus, they would be expected to periodically visit the surface waters and suitable wetland habitat within the general project area. A number of other listed species have a reasonable (moderate to high) probability of occurring on the project site within specific cover types (Map G-2). Many species that are listed in Table 12-4 have a low probability of occurrence (or an unlikely probability of occurrence) due to the general lack of suitable habitat or other factors.

Table 12-4
Projected Plants and Animals with Potential for Occurrence on the Simon Suncoast Project Site
Lee County, Florida

Species	Habitat	Likelihood of	Designated Status 1	
		Occurrence	USFIVS ²	FWC ³
Rana capito Florida gopher (=crawfish) frog	Sandhills with turkey and bluejack oaks; sand pine scrub, in and around gopher tortoise burrows.	<u>Unlikely</u>		SSC
Ajaia ajaja Roseate spoonbill	Primarily coastal birds. Nests are located in thickets of large red mangrove or black mangrove on islands.	Low		SSC
Aphelocoma c. coerulescens Florida scrub jay	Oak scrub, with shrubs of live, myrtle, and Chapman's oaks, palmettos and sand pine.	Unlikely	T	T
Aramus guarauna Limpkin	Slow moving streams and rivers, marshes, and lakeshores.	Moderate to high		SSC
Charadrius alexandrinus tenuirostis Southeastern snowy plover	Requires expansive open, dry, sandy beaches for breeding, and both dry and tidal sand flats for foraging.	Unlikely		T
Charadrius melodus Piping plover	Outer beaches, extensive sand fills, large tidal sand flats, and mud flats.	Unlikely	T	T

Table 12-4
Projected Plants and Animals with Potential for Occurrence on the Simon Suncoast Project Site
Lee County, Florida

Species	Habitat	Likelihood of	Designated Status 1	
		Occurrence	USFWS2	FWC3
Cistothorus palustris marianae Marian's marsh wren	Salt water or brackish marshes containing extensive areas of black rush and/or cordgrass, usually within the estuaries of rivers, but occasionally in sawgrass and phragmites near the coast.	<u>Unlikely</u>		SSC
Egrețta caerulea Little blue heron	Shallow freshwater, brackish, and saltwater habitats.	Observed on- site		SSC
Egretta rufescens Reddish egret	Almost entirely a coastal species nesting on mangrove islands and feeding in the surrounding shallows. Rarely seen in inland freshwater habitats even in extreme southern Florida	Low		SSC
Egretta thula Snowy egret	Ponds, stream banks, marshes, and pastures.	Observed on- site		SSC
Egretta tricolor Tricolored heron	Ponds, stream banks, marshes, and pastures.	Observed on- site		SSC

Table 12-4
Projected Plants and Animals with Potential for Occurrence on the Simon Suncoast Project Site
Lee County, Florida

Species	Habitat	Likelihood of	Designated Status ¹	
		Occurrence	USFWS ²	FIVC3
Eudocimus albus White ibis	Freshwater, brackish and saline environment.	Observed on- site		SSC
Falco peregrinus anatum American peregrine falcon	Migrant and wintering; open terrain, coastal and barrier island shorelines, lake and river margins, prairies, coastal ponds, sloughs, marshes and urban areas with adequate prey.	Low	E	
Falco peregrinus tundrius Artic peregrine falcon	Winter in Florida: coastal areas provide optimum habitat where mangroves are regenerating from hurricane damage, with dead stubs standing among scattered ponds and sloughs.	Low		Е
Falco sparverius paulus Southeastern American kestrel	Pine flatwoods, dry prairies.	Moderate		T
Grus canadensis pratensis Florida sandhill crane	Wet prairies, marshy lake margins, and low-lying improved cattle pastures.	High in pastures (foraging)		T

Table 12-4
Projected Plants and Animals with Potential for Occurrence on the Simon Suncoast Project Site
Lee County, Florida

Species	Habitat	Likelihood of	Designated Status 1	
		Occurrence	USFWS ²	FWC3
Haematopus palliatus American oystercatcher	Broad open coastal beaches, mud flats, and spoil islands.	Unlikely		SSC
Haliaeetus l. leucocephalus Southern bald eagle	Pine flatwoods, dry prairies.	Moderate in reservoirs (foraging)	T	Т
Mycteria americana Wood stork	Wetlands; nesting in cypress swamps.	Observed on- site	E	Е
Pelecanus occidentalis carolinensis Eastern brown pelican	Nest primarily in mangrove trees from 2 to 35 feet above high tide line. Nesting is confined to coastal islands. Feeding occurs primarily in shallow estuarine waters.	Unlikely		SSC
Picoides borealis Red-cockaded woodpecker	Pinewoods with mature to overmature pines.	Unlikely	E	T

Table 12-4
Projected Plants and Animals with Potential for Occurrence on the Simon Suncoast Project Site
Lee County, Florida

<u>Species</u>	Habitat	Likelihood of	Designated Status 1	
	4	Occurrence	USFWS ²	FWC ³
Polyborus plancus audubonii Audubon's crested caracara	Open country. Dry prairies with scattered cabbage palms and wetter areas constitute the typical habitat, although it also occurs in improved pasture lands and even in relatively wooded areas with more limited stretches of open grassland.	Low	T	T
Speotyto cunicularia floridana Florida burrowing owl	High sandy ground with little growth, particularly prairies, sandhills, and pastures, and on prairie-like expanses of airports, industrial plants, and campuses.	Low to moderate		SSC
Vermivora bachmani Bachman's warbler	Variety of woodlands, usually in lowlands.	Unlikely	E	E
Blarina carolinensis (=brevicauda) shermani Sherman's short-tailed shrew		Low to moderate		SSC
Mustela vison evergladensis Everglades mink	Freshwater wetlands such as streams, lakes, and swamps.	Low		T

Table 12-4
Projected Plants and Animals with Potential for Occurrence on the Simon Suncoast Project Site
Lee County, Florida

Species	Habitat	Likelihood of	Designated Status ¹	
		Occurrence	USFWS ²	FWC3
Oryzomys palustris sanibeli Sanibel Island rice rat		Unlikely		SSC
Sciurus niger avicennia Big Cypress (=mangrove) fox squirrel	Open pinelands, dry cypress strands, and coastal broad-leaf tropical evergreen hammocks.	Moderate		T
Trichechus manatus latirostris West Indian manatee	Sluggish rivers.	Unlikely	E	E
Ursus americanus floridanus Florida black bear	Swamps, bays, and thickets. Protective status not applicable within the Apalachicola National Forest and Baker and Columbia counties.	Low	С	T
Cladonia perforata Perforate reindeer lichen; deer moss		Unlikely	Е	

12-19

Simon Suncoast

Table 12-4
Projected Plants and Animals with Potential for Occurrence on the Simon Suncoast Project Site
Lee County, Florida

<u>Species</u>	Habitat	Likelihood of	Designated Status 1	
		Occurrence	USFIVS ²	FIVC3
Deeringothammus pulchellus Beautiful pawpaw; white squirrel-banana	Poorly drained slash pine-saw palmetto flatwoods.	Low	E	
Alligator mississippiensis American alligator	Wetlands, lakes, and streams.	Moderate to high	T(S/A)	SSC
Drymarchon corais couperi Eastern indigo snake	Pine flatwoods, tropical hammocks.	Low to moderate	T	T
Gopherus polyphemus Gopher tortoise	Xeric; sand pine, longleaf pine, turkey oak, and live oak hammocks and sand pine scrub.	Low		SSC

 $^{^{1}}E$ = Endangered; T = Threatened; T(S/A) = Threatened due to Similarity of Appearance; SSC = Species of Special Concern; C = Candidate for Listing, Sufficient Information Available; CE = Commercially Exploited

²U.S. Fish and Wildlife Service

³Florida Fish and Wildlife Conservation Commission

Several wading bird species have a high potential to utilize the Vegetated Non-Forested Wetlands (640), Borrow Lakes (526), or higher quality mixed wetland forests (624) for foraging, loafing, or roosting (Map G-2). Such species include limpkin (Aramus guarauana) (SSC, FWC), little blue heron (Egretta caerulea) (SSC, FWC), snowy egret (Egretta thula), (SSC, FWC), tricolored heron (Egretta tricolor) (SSC, FWC), white ibis (Eudocimus albus) (SSC, FWC), and wood stork (Mycteria americana) (E, USFWS and FWC). On November 18, 1999, one little blue heron and four tricolored herons were observed loafing and sporadically foraging in the improved pastures within the southern portion of the site (Cell No. 211A) (Map G-1). It is important to note that these wading birds were observed in an area of the improved pasture that was shallowly flooded as a result of dewatering activities on the adjacent out parcel. On November 19, 1999, two adult wood storks were spotted in the mixed wetland forest habitat (perched in mature pond cypress trees) within the northern portion of the site (Cell No. 624C3). Within the adjacent surface water (Cell No. 526C), 13 white ibises were perched in a solitary pond cypress tree and three tricolored herons were observed loafing on the water (November 19, 1999). Five little blue herons, two white ibises, one snowy egret, and 12 glossy ibises (Plegadis falcinellus) were also observed loafing and sporadically foraging within the vegetated non-forested wetland community (Cell No. 640C) to the east of the aforementioned surface water (November 19, 1999). (Note: the glossy ibis is not a state or federally listed species). During the field reconnaissance, no listed avifaunal species were observed in the other borrow lakes (Cell Nos. 526A, 526B, and 526D) or the remaining vegetated non-forested wetland (Cell No. 640B) and lower quality, mixed wetland forests (Cell Nos. 624C1 and 624C2). No nests of listed avifaunal species were found during the groundtruthing of the wetland habitat and surface waters on the project. According to the Florida Atlas of Breeding Sites for Herons and Their Allies (FWC Nongame Wildlife Program, Technical Report No. 10, September 1991), the nearest recorded rookeries (three) are located between three and five miles to the west of the subject parcel, in the Estero Bay Aquatic Preserve and adjacent lands.

Florida sandhill cranes (Grus canadensis pratensis) (T, FWC) have a high potential to forage within the Improved Pastures (211). Essentially, any areas in maintained grassland can be utilized for foraging. Some of the herbaceous wetland areas may also provide some potential for Florida sandhill crane foraging. No Florida sandhill cranes or their nests were observed or detected in the project site during the site investigations. The property does not appear to contain the type of emergent habitat that would be suitable for sandhill crane nesting. Florida sandhill crane nests are often constructed in wetland depressions comprised of emergent vegetation. Suitable nesting habitat typically includes Freshwater Marshes (641). Such habitat, however, is essentially uncommon on-site.

Neither southern bald eagle (Haliaeetus l. leucocephalus) (T, USFWS and FWC) nor their nests were observed on the project site during the field reconnaissance. The Borrow Lakes (526) may provide a source of fisheries for southern bald eagles. However, no southern bald eagles were observed foraging within any of the on-site surface waters. Ms. Julia B. Dodge of the FWC was contacted in regard to the FWC southern bald eagle nesting database and the locations of nests that may occur in close proximity to the project site. Although correspondence from Ms. Dodge (dated August 1, 2000) indicates that Nest No. LE028 is within a mile of Sections 4 and 9 in which the project site falls, in a further discussion with Ms. Dodge on August 23, 2000 it was determined that the nest is greater than a mile from the project site. If future nesting southern bald eagle census data reveal the existence of a nest within close proximity to the property, such that protective zones could extend into the property, the appropriate regulatory agencies will be contacted.

Although not observed during the site investigation, a moderate potential exists for the occurrence of the southeastern American kestrel (Falco sparverius paulus) (T, FWC) on the project. In general, such occurrences would be limited to the portions of the project site that provide an adequate prey base and suitable nesting sites. Foraging kestrels could utilize the open habitat that is present within the Improved Pastures (211) or other areas that exhibit suitable substrate conditions. Suitable nest sites would include dead pine or oak trees with cavities. No suitable cavity trees were observed, however, during the investigation. A low to moderate potential exists for the occurrence of burrowing owls (Speotyto cunicularia) (SSC, FWC) within the improved pastures. No burrowing owls or their sign (ground burrows and casts) were observed, however, during the groundtruthing efforts.

Although not observed, a moderate to high potential exists for the occurrence of the American alligator (Alligator mississippiensis) (SSC, FWC) within the Borrow Lakes (526) on-site. Potential feeding, loafing, and nesting habitat is present within these surface waters. The population of the American alligator has increased statewide; therefore, no regional impact on this species would essentially occur from development of the property iffuture inhabitation by this species occurred.

No gopher tortoises (Gopherus polyphemus) (SSC, FWC) or their sign (burrows, tracks, and scat) were observed or detected on the project site. A survey of 100% of the area of potentially suitable habitat was conducted in accordance with the FWC guidelines as outlined in "Ecology and Habitat Protection Needs of Gopher Tortoise Populations Found on Lands Slated for Large-Scale Development in Florida" (Nongame Wildlife Program Technical Report No. 4, December 1987). Among upland cover types, the Improved Pastures (211) were considered to be the most suitable for inhabitation by gopher tortoises. However, the likelihood of occurrence was determined to be

low due to the intensive management activities, such as mowing and bush hogging, that have been conducted for many years. Commensal species which are known to inhabit gopher tortoise burrows, such as the Florida gopher frog (Rana capito) (SSC, FWC) and the eastern indigo snake (Drymarchon corais couperi) (T, USFWS and FWC) were not observed, nor was any sign of their presence detected during the groundtruthing of areas of suitable habitat within the subject parcel. An unlikely potential for occurrence of the Florida gopher frog was presumed, as tortoise burrows were not observed during the field survey. The eastern indigo snake occasionally utilizes wetland habitats and the burrows of other animals, in addition to the burrows of gopher tortoises. A low to moderate potential for occurrence is presumed for this latter species.

Although not observed, a moderate potential exists for the occurrence of the Big Cypress fox squirrel (Sciurus niger avicennia) (T, FWC) on the project. Among upland cover types, the slash pine-melaleuca upland forest community (Cell No. 415A) was considered to be the most suitable for inhabitation by Big Cypress fox squirrels. Although the scientific literature is not exhaustive, southern slash pine is considered to be a preferred food source for this species. Nevertheless, the likelihood of occurrence was determined to be moderate at best, primarily due to the heavy infestation of melaleuca in the canopy and shrub strata of this relict pine flatwoods community. The melaleuca-slash pine-cypress mixed wetland forests that occur along the western property boundary (Cell Nos. 624C1 and 624C2) were considered to be relatively unsuitable, also due to the heavy infestation of melaleuca in the canopy and understory.

A low potential for occurrence of the Florida black bear (Ursus americanus floridanus) (T, FWC) was reported for the project. Habitat loss from expanding urbanization, agricultural development, and other factors is considered to be the major cause of the decline of this species in Florida. As Florida black bears are particularly vulnerable to habitat loss and prefer extensive forested landscapes, their occurrence in small areas of marginally suitable habitat would not be highly expected. Marginally suitable habitat for the Florida black bear is present on the project site, within the forested uplands and wetlands. These areas are not large in size, however, and are graphic examples of fragmented habitat. An isolated population of the Florida black bear is not expected to exist on the Simon Suncoast DRI project site. No sign of the Florida black bear was detected during the field survey. A low potential for occurrence is also presumed for the Florida panther (Felis concolor coryi).

No federally listed plant species were observed on the Simon Suncoast project site during the field survey. The overall potential for occurrence of federally listed plant species is considered to be low due to historic and current alterations in the landscape from agricultural activities and the pronounced

invasion of nuisance and exotic plant species within the forested uplands, forested wetlands, and herbaceous wetlands.

For all of the observed listed wildlife species, and potentially occurring listed wildlife and plant species, unique or specific habitat requirements are relatively limited on the property. For observed wading bird species such as little blue heron, snowy egret, tricolored heron, white ibis, and wood stork, shallow emergent wetland areas, the littoral edges of surface waters, and even some upland areas that are temporarily inundated can serve as foraging habitat. Nesting habitat is relatively unique, in that it is typically comprised of an island surrounded by water deep enough to exclude predators. Some of this type of unique nesting habitat may exist in the vicinity of the property, but appears to be relatively limited on-site. Foraging habitat of Florida sandhill cranes and southeastern American kestrels generally includes open pasture areas that are common throughout this region of Lee County. Forested uplands and wetlands provide habitat for the Big Cypress fox squirrel; however, the forested communities on the project are not considered to be highly suitable due to the heavy infestation of melaleuca in the canopy and understory of these areas. Forested uplands and wetlands within areas adjacent to the project can provide habitat for listed wildlife and plant species, particularly in expansive undeveloped areas where habitat fragmentation has not accelerated.

During the November 18 and 19, 1999 field surveys, observations of non-listed species of wildlife were also reported. These species, along with the aforementioned, observed state and federally listed wildlife species, are presented in Table 12-5 below.

Table 12-5 Wildlife Species Observed on the Simon Suncoast Project Site, Lee County, Florida

S	pecies		Designated Status	
Common Name	Scientific Name	Type of Observation ¹	FWC ³	USFWS 4
	BIRD	S		
American bittern	Botaurus lentiginosus	0		- 5
American coot	Fulica americana	0	4	11.6
American crow	Corvus brachyrhynchos	0	-	
Anhinga	Anhinga anhinga	0		1.5
Belted kingfisher	Ceryle alcyon	0		-
Cattle egret	Bubulcus ibis	0	-	-2
Common grackle	Quiscalus quiscula	O/C		
Common moorhen	Gallinula chloropus	0	1 4.	
Common snipe	Gallinago gallinago	0	17.	-
Eastern meadowlark	Sturnella magna	O/C	7.0-1	L. 5 + 5.
Glossy ibis	Plegadis falcinellus	0		100
Great blue heron	Ardea herodias	0	19.	11.97
Great egret	Ardea alba	0	7.50	Ti At
Killdeer	Charadrius vociferus	0	T.A.	1.44
Little blue heron	Egretta caerulea	0	SSC	- 3-7
Loggerhead shrike	Lanius ludovicianus	0	Ę.,	12.0
Mourning dove	Zena:da macroura	0		-:
Northern harrier	Circus cyaneus	0	9.	- 1
Red-bellied woodpecker	Melanerpes carolinus	C	-61	
Red-headed woodpecker	Melunerpes erythrocephalus	0		
Red-shouldered hawk	Buteo lineatus	O/C	114	1
Red-winged blackbird	Agelaius phoeniceus	O/C	321	100

Species			Designated Status ²		
Common Name	Scientific Name	Type of Observation ¹	FWC ³	USFWS 4	
Snowy egret	Egretta thula	0	SSC		
Tricolored heron	Egretta tricolor	0	SSC	A -1	
Turkey vulture	Cathartes aura	0	9. 1	47-1	
White ibis	Eudocimus albus	0	SSC		
Wood stork	Mycteria americana	0	E	E	
	MAMM	ALS			
Raccoon	Procyon lotor	T/S	-	12.1	

¹⁰⁼Observed: C=Call: T=Tracks: S=Scat.

D. Indicate what impact development of the site will pose to affected state or federally listed wildlife and plant resources.

Development of the Simon Suncoast project site will primarily occur within agricultural lands [Improved Pastures (211)] and relict pine flatwoods that are infested with melaleuca (415). With the exception of the reported occurrence of one little blue heron and four tricolored herons in the improved pastures within the southern portion of the project site, no state or federally listed wildlife species were observed in these upland vegetative cover and land use types. The occasional utilization of the on-site pastures by listed wading bird species (i.e., for loafing or foraging) is not considered to be unusual. Such land use is common in Lee County. Therefore, no significant impacts to listed wildlife species are anticipated for this project, with respect to the utilization of these upland areas by listed species. No federally listed plant resources were found during the field survey of the upland cover types in the project.

Based on the results of the on-site reconnaissance effort and a review of maps and databases, the project site provides suitable habitat for various wetland-dependent and upland-dependent wildlife species. The majority of these species, however, are not listed. Suitable habitat for certain other listed species of wildlife is not present in the project, or is of low quality. The various contributory factors include site fragmentation and increased isolation from major wildlife corridors, historic and current land use (primarily cattle ranching), and encroachment from urban development.

 $^{^2}E$ = Endangered; T = Threatened; T(S/A) = Threatened due to Similarity of Appearance; SSC = Species of Special Concern.

³Florida Fish and Wildlife Conservation Commission.

⁴U.S. Fish and Wildlife Service.

Common avian and small mammalian species are expected to utilize the project site more than listed wetland-dependent and upland-dependent species. Foraging habitat of Florida sandhill cranes and southeastern American kestrels generally includes open pasture. Such areas are common within Lee County and can be utilized by these species. Intensive management activities in the improved pastures on-site have also significantly reduced the potential of these agricultural lands to support a population of gopher tortoises. The small, relict, pine flatwoods area that exists within the southern portion of the property is not considered to be optimal habitat for the Big Cypress fox squirrel or the Florida black bear.

Approximately 22.15 acres of SFWMD jurisdictional wetlands [Melaleuca-Slash Pine-Cypress Mixed Wetland Forests (624) and Vegetated Non-Forested Wetlands (640)] and 4.81 acres of SFWMD jurisdictional surface waters [Borrow Lakes (526)] will remain unaltered post-development. Due to the amount of wetland/surface water acreage remaining on-site post-development, suitable habitat will be available for species that can utilize these areas for feeding, loafing, and/or nesting. During the field survey, various listed avifaunal species were observed within the forested and herbaceous wetlands and surface waters within the north central portion of the project site. These species included wood stork, white ibis, tricolored heron, snowy egret, and little blue heron. As the majority of these areas will not be impacted, no significant loss of habitat is expected.

Under the proposed site development plan, approximately 3.06 acres of Melaleuca-Slash Pine-Cypress Mixed Wetland Forests (624) (Cell No. 624C2) will be impacted. During the field survey, no listed wildlife species were observed in this melaleuca-infested forested wetland. The diversity of the existing vegetation is relatively low and the surrounding land use is improved pasture. No adverse impacts to listed wildlife species are anticipated as a result of development. Wetland No. 21, a 2.78-acre Vegetated Non-Forested Wetland (640) (Cell No. 640B) within the east central portion of the project site will also be impacted under the proposed site development plan. Melaleuca is present in the canopy and understory of this isolated herbaceous wetland. The surrounding land use is improved pasture. During the field survey, no listed wildlife species were observed in the wetland. No adverse impacts to listed wildlife species are anticipated as a result of development.

Approximately 6.72 acres of existing, non-jurisdictional, surface waters [Borrow Lakes (526)] will be excavated (dredged) and incorporated into the SWMS and 7.84 acres of non-jurisdictional surface waters will be filled for commercial development. These surface waters are not unique in Lee County. During the field survey, no listed wildlife species were observed in the non-jurisdictional surface waters. The functions that are currently being provided by these isolated water bodies, such as water storage, water quality, and wildlife habitat, will essentially be replaced by the SWMS and

the construction of stormwater ponds. In general, no adverse impacts to listed wildlife species are anticipated as a result of development.

The water quality, vegetation, and edaphic conditions of the forested and herbaceous wetlands and the existing borrow lakes on the property have been impacted over time by cattle grazing activities. The condition of the remaining wetlands and surface waters on the project site, in the post-development condition, will not be further impacted in this manner, as cattle will no longer be grazing on-site.

No federally listed plant species were observed on the Simon Suncoast project site during the field reconnaissance. The existing upland and wetland plant communities were not characterized as unique or rare in the region. Therefore, no adverse impacts are expected as a result of construction activities.

E. Discuss what measures are proposed to be taken to mitigate impacts to state and federally listed wildlife and plant resources. If protection is proposed to occur on-site, describe what legal instrument will be used to protect the site, and what management actions will be taken to maintain habitat value. If protection is proposed to occur off-site, identify the proposed amount and type of lands to be mitigated as well as whether mitigation would be through a regional mitigation land bank, by acquisition of lands that adjoin existing public holdings, or by other means.

No critical habitat for T&E species occurs on-site. Only incidental use by wading bird species is anticipated. Therefore, no special measures are proposed for protection of T&E species.

The majority of the SFWMD jurisdictional wetlands and surface waters within the north central portion of the property will not be impacted by the proposed development plan (Figure 13-1). Consequently, the listed wading bird species that are known to utilize these areas will be afforded appropriate protection. These forested and herbaceous wetlands comprise a portion of a historic wetland strand (Halfway Creek) that terminates at the Estero River. Although the construction of U.S. Highway 41 and the Seminol? Gulf Railway along the respective western and eastern boundaries of the property has historically affected the mobility (travel) of mammalian and herpetofaunal wildlife along this corridor, there appears to be no restrictions to utilization of the on-site wetland/surface water habitat by avifaunal species, Through on-site preservation, listed avifaunal species and other aquatic and wetland-dependent species will be provided the opportunity to continue to utilize these wetlands and surface waters.

Based on a review of draft guidelines, including Ecology and Protection Needs of Florida Sandhill Cranes and Areas Proposed for Land Conversion Activities

(September 1994), Ecology and Habitat Protection Needs of the Southeastern American Kestrel on Large-Scale Development Sites in Florida (Technical Report No. 13), Development Guidelines for the White Ibis Habitat Protection in Florida (Draft Non-game Wildlife Program Technical Report, unnumbered), and other documents, there does not appear to be any specific mitigation needs to ensure that habitat is provided for these species. The preservation of onsite, jurisdictional wetland areas and surface waters, along with the construction of stormwater ponds (with sodded berms), should provide sufficient habitat for many of these species.

From FWC Wildlife Methodology Guidelines for Completing Question 12 of the Application for Development Approval:

A.1. A valid collector's permit from the Florida Fish and Wildlife Conservation Commission is required for individuals engaged in the handling and collection of birds, mammals, and all listed species. Please provide the permit number, expiration date, and name(s) of the individual(s) involved with sampling activities which require a permit.

Please refer to response to Questions 12.B and 12.C. The only listed species observed on the Simon Suncoast project site were wading birds. No nests of avifaunal species were observed during site reconnaissance. As observations of these avifaunal species were limited strictly to loafing and foraging situations, a collector's permit from FWC will not be required.

A.2. List all the species classified as endangered, threatened, or of special concern that are known, or have the potential, to utilize the project site.

Please refer to response to Question 12.C.

A.3. Cite the reference and date of publication of the list being used.

Please refer to response to Question 12.B.

A.4. For those protected species specifically sampled for, include the sampling methodology, sampling dates, and amount of effort expended.

Please refer to response to Question 12.B.

A.5. Identify on a map the locations of pedestrian transects, trap grids, herp arrays, or other field sampling plots used to determine the onsite status of protected species.

Please refer to response to Question 12.C and to Map G-1.

A.6. Present the results of all sampling efforts in terms of number of individuals, and map (scale 1" = 200') the location of observed individuals.

Please refer to response to Question 12.C.

A.7 Discuss what measures will be taken to minimize the project's impacts on protected fish and wildlife and their habitats.

Please refer to response to Question 12.D and Question 12.E.

Natural Plant Communities

 Use Level III of the Florida Land Use, Cover and Forms Classification System to identify and map all land uses on the site.

Please refer to response to Question 12.A.

 Indicate the occurrence of any of the following rare natural upland plant communities: sand pine scrub, xeric oak scrub, longleaf pine/xeric oak sandhill, xeric oak hammock, tropical hardwood hammock, coastal hammock, longleaf pine-wiregrass, and old growth stands of longleaf pine and slash pine flatwoods.

None of the above-listed cover types occur on the Simon Suncoast project site.

Discuss the condition (successional state, species diversity and composition) and past land uses of any of the above plant communities found on site.

None of the above plant communities are found on-site.

4. Discuss what measures will be taken to retain viable amounts of these communities within the proposed development.

None of the above plant communities are found on-site.

QUESTION 13 - WETLANDS

- A. If there are valid wetlands on the site, discuss and specify the following:
 - Acreage and percentage of property which is currently wetlands.
 These wetlands should be shown on Map F, Vegetation Associations and identified by individual reference numbers. (Their numbers should be utilized in responding to the other sub-questions.)

As discussed in Question 12.A, wetlands and surface waters on the Simon Suncoast project site encompass 50.79 acres (10.51%) of the parcel (Table 13-1). General descriptions of these wetlands and surface waters have been provided in our response to Question 12.A. Map F-1 depicts the FLUCFCS cover types, as based on photointerpretation, field investigations, and documentation submitted to the SFWMD as part of existing permit approvals. Each wetland and surface water area on Map F-1 is identified by a reference number. Map F-2 depicts the landward limits of SFWMD wetland jurisdiction on the Simon Suncoast project site. Among the four Borrow Lakes (526) that occur in the Simon Suncoast project site, only the northernmost surface water (the southern portion of Wetland No. 19) was claimed as jurisdictional by the SFWMD in the existing permits.

Table 13-1

Cover Type and Acreage of Wetlands and Surface Waters Found on the Simon

Suncoast Project Site, Lee County, Florida

FLUCFCS Code	Wetland/Surface Water No.	Description	Acreage	Percent of Total Wetland Acreage
624	W18	Melaleuca-Slash Pine-Cypress Mixed Wetland Forest	9.06	17.84
624	W19	Melaleuca-Slash Pine-Cypress Mixed Wetland Forest	3.06	6.02
624	W22	Melaleuca-Slash Pine-Cypress Mixed Wetland Forest	8.49	16.72
640	W20	Vegetated Non-Forested Wetland	8.03	15.81
640	W21	Vegetated Non-Forested Wetland	2.78	5.47
526	W19 -	Borrow Lakes	4.81	9.47
526	SW1	Borrow Lakes	5.80	11.42
526	SW2	Borrow Lakes	4.17	8.21
526	SW3	Borrow Lakes	4.59	9.04
	Tot	tal	50.79	100.00

SFWMD Jurisdictional Areas include W18, W19 (both 526 and 624 cover types), W20, W21, and W22.

2. Historic hydroperiods and seasonal water elevations of on-site wetlands.

The hydrology for the Simon Suncoast project site has experienced various changes in the past 10 to 15 years due to active agricultural activities and drainage basin changes. Historically, the project's stormwater runoff consisted of shallow overland sheetflow from the upland areas into wetland areas for conveyance to the nearby Halfway Creek (to the west). During the late 1970s, agricultural improvements served to drain the property for improved pasture areas. These agricultural improvements were incorporated into the SFWMD Construction and Operation Permit (Permit No. 36-00288-S) in 1982. Proposed facilities under this SFWMD Construction and Operation Permit included on-site lakes, additional swales, dikes and weir control structures. The proposed weir structures

established control elevations for the site at 13.0 feet National Geodetic Vertical Datum (NGVD).

1

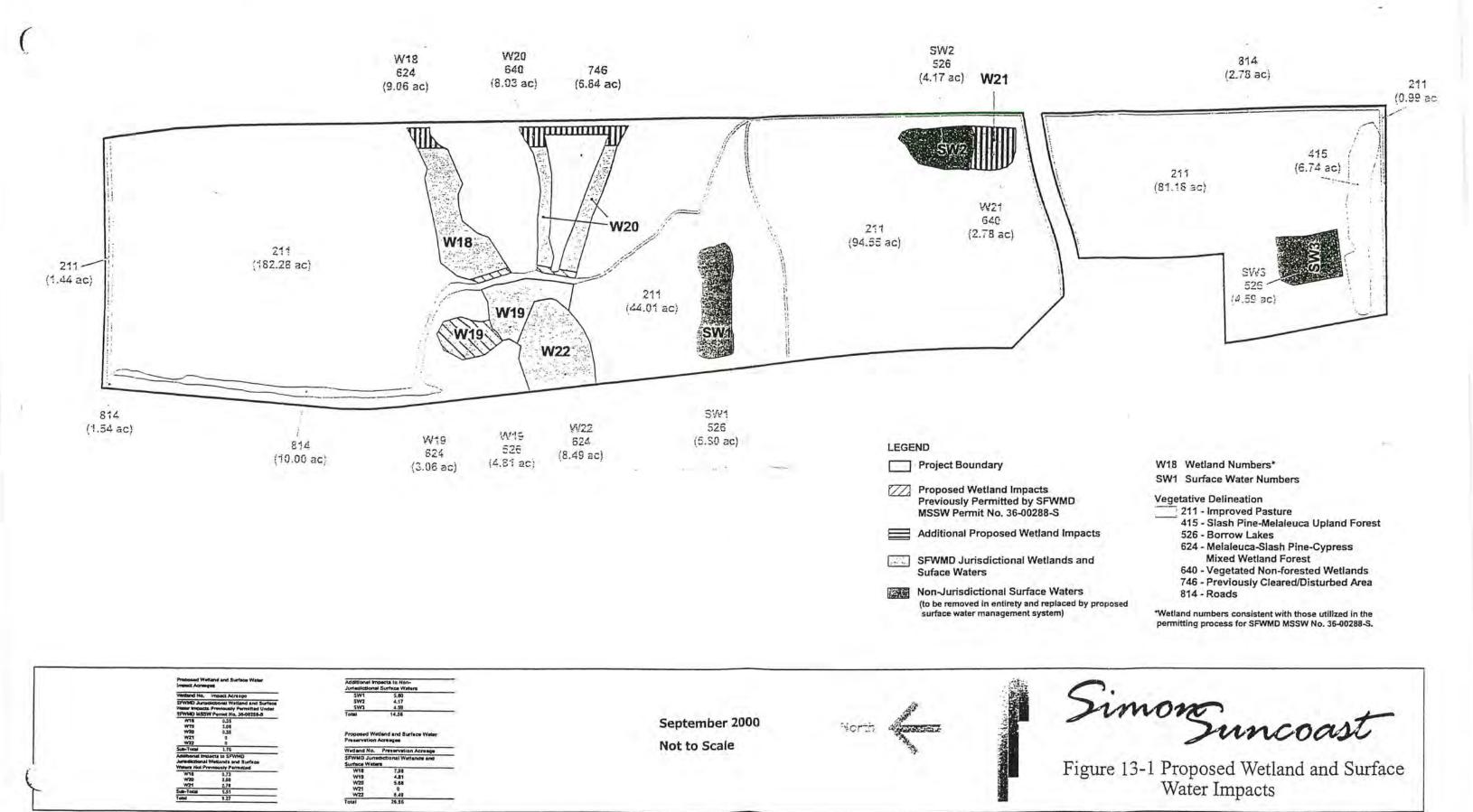
During a series of SFWMD Construction and Operation Permit modifications from 1986 to 1990, the project's SWMS was revised to incorporate more current drainage concepts, which utilized the on-site wetlands for stormwater conveyance while also reestablishing their historical hydroperiods. As part of the SFWMD permit modifications, the project's control elevations for Sections 4 and 9 were lowered to 12.0 feet NGVD (based upon historic, biological indicators for normal pool and seasonal high water levels). As a result, the connected "flow-way" wetland strands have experienced increased hydroperiods. The 23.98 acres of wetland hydroperiod enhancement on the project site has improved and will continue to improve the hydrology of these wetland systems. Wetland functions and values (e.g., water quality and wildlife habitat) have also improved as a result of the of the wetland hydroperiod enhancement.

 Acreage and location of wetlands which are to be preserved in their natural or existing state, including proposed hydroperiods, seasonal water elevations and methods for preservation.

The development of the Simon Suncoast project site will primarily occur in the upland areas of the parcel. Therefore, the majority of the SFWMD jurisdictional wetlands and surface waters will remain unaltered post-development. As depicted on Figure 13-1, the preserved wetlands and surface waters include 16.47 acres of Melaleuca-Slash Pine-Cypress Mixed Wetland Forests (624), 5.68 acres of Vegetated Non-Forested Wetland (640), and 4.81 acres of Borrow Lakes (526). The forested and herbaceous wetlands and surface waters that will remain on-site post-development will be protected via a deed of conservation easement. In addition, the preserved wetlands and surface waters will retain a functional hydroperiod through the use of a previously approved SWMS, as permitted with the SFWMD under Permit No. 36-00288-S.

 Acreage and location of areas to be enhanced, including proposed hydroperiods, seasonal water elevations and methods of enhancement.

The proposed wetland preservation/enhancement plan for the Simon Suncoast DRI project site was incorporated into the overall mitigation plan for the Sweetwater MPD/Brooks project that was previously approved by the SFWMD in Permit No. 36-00288-S and the Department of the Army, Corps of Engineers (ACOE) Individual Permit (IP) No. 199504886 (IP-CC). The 424.3 acres of wetland hydroperiod enhancement previously permitted for the Sweetwater MPD/Brooks project has improved and will continue to improve the hydrology of the wetland systems on this property.



Wetland functions and values (e.g., water quality and wildlife habitat) have also improved as a result of the of the wetland hydroperiod enhancement. The mode of enhancement was presented in Question 13.A.2. On the Simon Suncoast project site, the wetland hydroperiod enhancement encompassed 8.71 acres of Melaleuca-Slash Pine-Cypress Mixed Wetland Forests (624) and 2.78 acres of Vegetated Non-Forested Wetland (640). Hydroperiod enhancement to restored wetlands included 7.68 acres of Vegetated Non-Forested Wetland (640) and 4.81 acres of Borrow Lakes (526). These SFWMD jurisdictional areas are depicted on Figure 13-1.

Actions taken to minimize or mitigate impacts on wetland areas, including maintaining the hydroperiod and providing buffers.

The project has been designed to provide a balance between appropriate development activities and conservation of the various on-site (SFWMD jurisdictional) wetland communities and surface waters. The project was designed to avoid unnecessary impacts to the higher quality wetlands (i.e., the majority of the area of the forested/herbaceous wetland strand in the north central portion of the site) and shift necessary wetland impacts to the smaller, isolated wetlands (Wetland No. 21) and the non-jurisdictional surface waters (Surface Water Nos. 6, 7, and 8) on the project.

It is important to note that the majority of the proposed wetland impacts that are associated with the Simon Suncoast DRI project site have been previously approved and permitted by the SFWMD and the ACOE. However, additional impacts, primarily associated with the construction of an arterial road serving as a north/south reliever roadway for U.S. 41, are proposed along the eastern portion of the project site. Although the roadway alignment will encroach into Wetland Nos. 18, 20, and 21, the total impact to these SFWMD jurisdictional areas is considered to be minimal (5.51 acre). This unavoidable road crossing should not significantly lower the functional quality of these areas.

The proposed impacts to the SFWMD jurisdictional wetlands and surface waters were determined based on the overall project plan and surrounding land uses, the net developable acreage needed to support the basic project purpose, and the location of the on-site wetlands and surface waters with respect to the individual development pods. Through the careful development of a site plan that is sensitive to the locations and functions of the higher quality wetlands and surface waters, the project will minimize impacts to the SFWMD jurisdictional areas. The preserved wetlands will essentially include all areas where common utilization by listed avifaunal species can be expected.

To minimize impacts to wetland hydrology, a previously permitted SWMS will be utilized to maintain and further establish designed wetland

hydroperiods. In addition, erosion and sediment control measures will be implemented during construction.

Acreage and location of wetlands which will be disturbed or altered, including a discussion of the specific alterations and disturbances.

Under the current site development plan, approximately 3.41 acres of Melaleuca-Slash Pine-Cypress Mixed Wetland Forests (624) and 0.35 acre of Vegetated Non-Forested Wetlands (640) will be impacted. As proposed, the northern portion of Wetland No. 19 and the western edge of Wetland Nos. 18 and 20 will be filled as previously permitted under SFWMD Management and Storage of Surface Waters (MSSW) Permit No. 36-00288-S and ACOE IP No. 199504886 (IP-CC). The diversity of the existing vegetation is relatively low within this melaleuca-infested wetland. No listed wildlife species or plant resources were observed in this wetland during the field survey.

A 2.78-acre Vegetated Non-Forested Wetland (640) (Wetland No. 21) located within the east central portion of the project site will also be impacted under the current site development plan. As proposed, this isolated herbaceous wetland will be filled in association with the construction of a county arterial roadway and minor commercial and office uses. Melaleuca is present in the canopy and understory of the wetland. The surrounding land use consists of improved pasture. During the field survey, no listed wildlife species or plant resources were observed in this wetland.

A county arterial road is proposed that will extend along the eastern portion of the project site. The roadway alignment will encroach into Wetland Nos. 18, 20, and 21. The respective fill impacts to these SFWMD jurisdictional areas will be 0.73, 2.00, and 2.78 acres, respectively. An additional 2.09 acres of impact is also proposed to Surface Water No. 2. This unavoidable road crossing should not significantly lower the functional quality of these areas.

Approximately 6.72 acres of existing, non-jurisdictional surface waters [Borrow Lakes (526)] will be excavated (dredged) and incorporated into the proposed SWMS. In addition, approximately 7.84 acres of non-jurisdictional surface waters will be filled for commercial development. These surface waters are not unique in Lee County. During the field survey, no listed wildlife species or plant resources were observed in any of the non-jurisdictional surface waters. The functions that are currently being provided by these isolated water bodies, such as water storage, water quality, and wildlife habitat, will essentially be replaced by the SWMS and the construction of stormwater ponds.

According to the current land use plan, approximately 9.27 acres of fill impacts to SFWMD jurisdictional wetlands and surface waters are proposed for the Simon Suncoast project site. In addition, approximately 14.56 acres of dredge and fill impacts to non-jurisdictional surface waters are proposed. It is important to note that 3.76 acres of the proposed wetland impacts that are associated with the Simon Suncoast DRI project site have been previously approved and permitted by the SFWMD and the ACOE. Only 5.51 acres of additional wetland impacts beyond what has been previously permitted are being proposed, and will be associated with the construction of a county arterial roadway and minor commercial and office uses. Figure 13-1 depicts the approximate locations of the proposed wetland and surface water impacts, while the approximate acreage of each impact area is presented in Table 13-2.

Table 13-2
Proposed Wetland and Surface Water Impacts According to the Current Land
Use Plan for the Simon Suncoast Project Site, Lee County, Florida

Impact Area	Cover Type Description	Estimated Impact Acreage
	dictional Wetland and Surface Water Impacts Previously Per	mitted Under SFWMD
Permit No. 36-	00288-S	
W18	Melaleuca-Slash Pine-Cypress Mixed Wetland Forest (624)	0.35
W19	Melaleuca-Slash Pine-Cypress Mixed Wetland Forest (624)	3.06
W22	Melaleuca-Slash Pine-Cypress Mixed Wetland Forest (624)	0.00
W20	Vegetated Non-Forested Wetland (640)	0.35
W21	Vegetated Non-Forested Wetland(640)	0.00
W19	Borrow Lakes (526)	0.00
	Subtotal	3.76
Additional Imp	acts Not Previously Permitted	
W18	Melaleuca-Slash Pine-Cypress Mixed Wetland Forest (624)	0.73
W20	Vegetated Non-Forested Wetland (640)	2.00
W21	Vegetated Non-Forested Wetland (640)	2.78
	Subtotal	5.51
OTAL		9.27

SFWMD Jurisdictional Areas include W1, W2, SW3, W4, and W5.

7. Precautions to be taken during construction to protect wetland areas.

Wetlands and surface waters remaining on the project site will be protected during construction through the implementation of temporary erosion and sedimentation control procedures. The limits of wetlands and surface waters will be clearly identified in construction documents. Temporary erosion controls would include, but are not limited to, grassing, mulching, seeding, watering and reseeding spoil and borrow area surfaces. Temporary sedimentation controls would include, but are not be limited to, filter cloths, silt dams, traps, barriers, appurtenances at the foot of the sloped surfaces, which will ensure that sedimentation pollution will either be eliminated or maintained within acceptable limits as established by the SFWMD. These control mechanisms will be installed and maintained as shown on approved descriptions and working drawings.

The contractor shall be responsible for providing these temporary erosion and sedimentation control measures during construction or until final controls become effective. Should any of the control measures fail to produce results that comply with the SFWMD, the contractor shall immediately take whatever steps are necessary to correct the deficiency at his own expense.

8. If available, provide jurisdictional determinations.

Map F-2 depicts the landward limits of SFWMD wetland jurisdiction on the Simon Suncoast project site. The wetland boundaries on the 3,054acre Sweetwater MPD/Brooks project, which encompassed the Simon Suncoast project site, were verified by SFWMD staff over a series of field reconnaissance since 1986. Under durational grandfathering, the jurisdictional wetland boundaries on the Sweetwater MPD/Brooks project were included in SFWMD MSSW Construction and Operation Permit No. 36-00288-S. SFWMD Permit No. 36-00288-S, as modified, was issued by the SFWMD on October 9, 1997. Among the four Borrow Lakes (526) that occur in the Simon Suncoast project site, only the northernmost surface water (the southern portion of Wetland No. 19) was claimed as jurisdictional by the SFWMD. Other permits issued by the SFWMD for the Sweetwater MPD/Brooks project include Water Use Permit No. 36-00445-W (issued on February 12, 1998), which allows for the use of groundwater from the water table aquifer for pasture and the construction of eight wells and pumps with an annual allocation of 1,314 million gallons of water. Wetland Resource Permit No. 36-00116-D for the Sweetwater MPD/Brooks project was issued by the SFWMD on July 10, 1997.

The Sweetwater MPD/Brooks project (inclusive of the Simon Suncoast project site) is grandfathered from the application of both the new Environmental Resource Permit (ERP) rules, which were adopted on

October 3, 1995, and the Section 373.4211, Florida Statutes, ratified wetlands delineation methodology rule (Ratified Wetlands Delineation Methodology). By correspondence dated July 15 and August 20, 1996, Mr. John Fumero, Assistant General Counsel, Regulatory and Planning Section, Office of Counsel, SFWMD, confirmed that the Section 373.414(12)(b) applies to grandfather the Sweetwater MPD/Brooks from the application of the Ratified Wetlands Delineation Methodology. In addition, the Sweetwater MPD/Brooks is grandfathered from the application of ERP and the Ratified Wetlands Delineation Methodology pursuant to Section 373.414(13), since the Petition for Jurisdictional Declaratory Statement, dated May 31, 1994, for the Sweetwater MPD/Brooks was filed with the Florida Department of Environmental Protection (FDEP) on May 31, 1994, in the matter of In Re: Edward J. McArdle Trust, Sweetwater Ranch (West), Lee County, Florida, FDEP No. BJ-36-253986-5.

The ACOE issued IP No. 199504886 (IP-CC) on September 12, 1997, for impacts to "waters of the United States" on the Sweetwater MPD/Brooks project.

B. Provide any proposed plans (conceptual or specific) for created or enhanced wetland areas, including littoral lake slopes, buffers, vegetative species to be planted, etc.

Mitigation for 3.76 acres of previously permitted wetland impacts associated with the Simon Suncoast project site was provided by the approved and permitted mitigation plan included in SFWMD MSSW Permit No. 36-00288-S issued for the Sweetwater MPD/Brooks project. As stated in the permit, the mitigation plan includes the eradication of exotic vegetation and wetland hydroperiod enhancement within the entire Sweetwater MPD/Brooks project. The hydroperiod enhancement activities have served to improve and will continue to improve the hydrology of the wetland systems on this property. Wetland functions and values (e.g., water quality and wildlife habitat) have also improved as a result of the of the wetland hydroperiod enhancement. The mode of enhancement was presented in Question 13.A.2. On the Simon Suncoast project site, the wetland hydroperiod enhancement encompassed 8.71 acres of Melaleuca-Slash Pine-Cypress Mixed Wetland Forests (624), and 2.78 acres of Vegetated Non-Forested Wetland (640) (see Figure 13-1).

An additional 5.51 acres of impacts not previously permitted by SFWMD for impact, are proposed for the Simon Suncoast DRI project site in association with a county arterial roadway and minor commercial and office uses. Appropriate mitigation for these impacts will be provided through the modification of the existing SFWMD MSSW Permit (No. 36-00288-S) and ACOE IP [No. 199504886 (IP-CC)].

From SWFRPC Supplemental Questions and Clarification:

13.B.1. If wetlands are to be eliminated by filling and excavation, please describe, in detail, any mitigation proposed.

Please refer to response to Question 13.B.

From FWC Guidelines for Completing Question 13 of the Application for Development Approval:

 List the acreage and community type of all wetlands found on the project site according to the Florida Land Use and Cover Classification System, Level III.

Please refer to response to Question 12.A and Question 13.A.1.

 For each wetland type, include a discussion of plant species dominance and composition of the overstory, midstory, and groundcover strata.

Please refer to response to Question 12.A and Question 13.A.1.

 Discuss the importance of these wetland communities to regional drainage patterns including location and functional role within the drainage system (i.e. headwaters; 1st, 2nd, or 3rd order tributary; bay; estuary; etc.)

Please refer to response to Question 13.A.2.

 For each wetland type, discuss hydroperiod characteristics including depth and duration of flooding, and seasonality of fluctuation.

Please refer to response to Question 13.A.2.

 Provide acreage figures and a map showing the location of all wetlands to be preserved or altered, by plant community type.

Please refer to response to Question 13.A.3, Question 13.A.4, and Question 13.A.6, and to Figure 13-1.

Describe mechanisms to be utilized to insure the continued viability
of wetlands to be preserved onsite including building setbacks and
buffers, water control structures, and water management plans.

Please refer to response to Question 13.A.3 and Question 13.A.7.

- Discuss types of proposed wetland alteration (i.e. dredging, filling, hydroperiod alteration, etc.)
 - Please refer to response to Question 13.A.2, Question 13.A.4, and Question 13.A.6.
- 8. Provide wetlands mitigation and restoration details including location, size, plant species composition, hydroperiod, and functional replacement value.

Please refer to response to Question 13.A.2, Question 13.A.3, Question 13.A.4, and Question 13.B.

QUESTION 14 - WATER

A. Describe the existing hydrologic conditions (both ground and surface water) on an abutting the site, including identification and discussion of any potential aquifer recharge areas. Please identify and describe any Outstanding Florida Waters, Wild and Scenic Rivers, Florida Aquatic Preserves or Florida Class I or II Waters that occur within, abutting or downstream of the site.

Description of Geology and Hydrology

The characteristics of the hydrologic and geologic conditions underlying south Lee County have been established by investigations completed by the South Florida Water Management District (SFWMD), the United States Geological Survey, and consulting firms. The geology beneath southwest Florida consists of over 16,000 feet of sedimentary rocks, including carbonates and siliciclastics. Although groundwater is présent in all aquifers underlying south Lee County, only the uppermost several hundred feet of strata contain freshwater. Deeper aquifers occur beneath the area that contain brackish and saline groundwater, which can be utilized for potable purposes only after desalination treatment. This discussion will focus primarily on the uppermost 100 feet of strata beneath south Lee County with less detailed description of deeper aquifers. Refer to Figure 14A-1 for a hydrogeologic column of the uppermost 800 + feet of strata underlying the site. Lithologic logs obtained from test wells are provided in Tables 14 A-1 and 14 A-2. The following stratigraphic units are described: The Pamlico Sand Formation, the Pinecrest Limestone Member, the Bonita Springs Marl Member, the Ochopee Limestone Member of the Tamiami Formation, and the Hawthorn Group (Peace River and Arcadia Formations).

Two (2) lithologic logs are provided herein: Test Well W-12 (refer to Figure 14A-2 for the location of test well W-12 and proposed production wells for the project), which was drilled under the supervision of Coastal Resource Management, Inc. (CRM) in 1992, and is located approximately one (1) mile east of the subject property; and Test/Production Well ML-5010, which was reported to have been drilled at Pelican': Nest, about one (1) mile southwest of the project site (A copy of this lithologic log was obtained from Public Records; The Brooks of Bonita Springs, DRI #7-9697-133, 1997).

PAMLICO SAND

The Pamlico Sand is the uppermost geologic formation encountered at the study site. This unit is a marine terrace sand of late Pleistocene to Holocene age that was deposited during the last interglacial period. The Pamlico

Sand is widespread in occurrence in northwest Collier County and south Lee County, where it ranges in thickness from 5 to 30 feet. Lithologically, this unit consists of quartz sand, with varying amounts of shell, clay, and organic matter. Occasionally, the sand and shell are lithified, forming a near-surface rock (cap rock) of either sandstone or limestone. On-site, the Pamlico Sand is about ten (10) feet thick.

TAMIAMI FORMATION

The Tamiami Formation underlies most of northwest Collier County and south Lee County. This formation consists of three (3) mappable geologic units (members) of Pliocene-age rocks and sediment. These members include the Pinecrest Limestone, the Bonita Springs Marl, and the Ochopee Limestone.

The Pinecrest Limestone

The Pinecrest Limestone is the uppermost member of the Tamiami Formation, and lies unconformably beneath the Pamlico Sand. This member is characterized as a coral- and shell-bearing limestone that varies in thickness from 5 to 15 feet. Secondary dissolution has resulted in high-permeability zones within this unit. On-site, the Pinecrest Limestone ranges in thickness between about 5 to 15 feet.

The Bonita Springs Marl

The Bonita Springs Marl is a green carbonate mud that is encountered beneath the Pinecrest Limestone. Lithologically, the Bonita Springs Marl consists mainly of dolosilt, calcite, quartz and occasional shell and limestone clasts. This unit ranges in thickness between 10 and 40 feet. The fine-grained texture of the Bonita Springs Marl results in an overall low permeability, and serves as a confining unit to underlying aquifers. On-site, the Bonita Springs Marl likely ranges between 0 and 10 feet in thickness.

The Ochopee Limestone

The Ochopee Limestone underlies the Bor, ita Springs Marl and is the lowermost member of the Tamiami Formation. Lithologically, the Ochopee Limestone is characterized as a fossiliferous limestone with abundant casts and molds, and occasional quartz sand. Similar to the Pinecrest Limestone, secondary dissolution has resulted in zones of high permeability. Regionally, the Ochopee Limestone ranges in thickness between 20 and 70 feet; the thickness of this unit is variable, and may be absent on-site.

PEACE RIVER FORMATION OF THE HAWTHORN GROUP

The Peace River Formation of the Hawthorn Group is a regional stratigraphic unit that underlies all of Florida, and parts of Georgia and South Carolina. Beneath northwest Collier County and south Lee County, the Peace River Formation is generally accepted to be late Pliocene-Miocene in age, and consists of a mixed carbonate-siliciclastic assemblage. The upper four (4) members of the Peace River Formation, which extend to about 200 feet below land surface, are described below.

Cape Coral Clay

The Cape Coral Clay provides confinement between the Sandstone Aquifer and overlying aquifers. The Cape Coral Clay is characterized as a low permeable, relatively stiff silty clay which likely ranges between 40 and 80 feet on the Simon Suncoast property.

Lehigh Acres Sandstone

The Lehigh Acres Sandstone Member, which underlies the Cape Coral Clay, ranges in thickness between 50 and 80 feet in northwest Collier and south Lee Counties, and consists of interbedded sandstone, limestone, unconsolidated sands, and clay.

Fort Myers Clay

The lowermost member of the Peace River Formation to be described is the Fort Myers Clay. This unit is up to 50 feet thick, and consists of fine-grained quartz sand, dolosilt, phosphate nodules, and occasional shell. The bottom of this unit marks a regional unconformity on an unnamed limestone member of the Peace River Formation.

ARCADIA FORMATION OF THE HAWTHORN GROUP

Arcadia Formation

The Arcadia Formation corresponds to the lowermost portion of the Hawthorn Group, and occurs from about 200 to 750 feet below land surface. The uppermost portion of the Arcadia Formation consists of a phosphatic limestone unit which regionally ranges in thickness between 30 and 50 feet. The middle to lowermost portions of the Arcadia Formation consists of interbedded sediments, siliciclastics and limestone units.

AOUIFER DESCRIPTIONS

Numerous aquifers are present in the uppermost 800 feet of strata underlying the Simon Suncoast Property. Only the uppermost four (4) aquifer systems will be described, including on the water-table aquifer, the Sandstone Aquifer, the Mid-Hawthorn Aquifer and the Lower Hawthorn Aquifer.

Water-Table Aquifer

The water-table aquifer is by definition unconfined, and is open directly to atmospheric pressure. It is recharged mainly from rainfall, and responds rapidly to climatic changes and to alterations in drainage. In northwest Collier and south Lee Counties, the water-table aquifer consists of the Pamlico Sand and, where present, the Pinecrest Limestone. The transmissivity of the water-table aquifer ranges from about 5,000 gpd/ft near the coast, to more than 1,000,000 gpd/ft in central and eastern portions of Lee County. Specific yield of the water-table aquifer is typically between 0.1 and 0.2. Water levels within the water-table aquifer, which are primarily a function of rainfall and topography, are at or near land surface in the wet season, and four (4) to six (6) feet below land surface in the dry season.

Sandstone Aquifer

In south Lee County the Sandstone Aquifer is a semi-confined aquifer system (artesian) and consists of strata corresponding to the Lehigh Acres Sandstone Member of the Peace River Formation. The thickness of the Sandstone Aquifer is variable on-site, and likely ranges between 40 and 60 feet (e.g., refer to lithologic log W-12). The top of the Sandstone Aquifer occurs between about 80 and 110 feet below land surface. The aquifer coefficients of the Sandstone Aquifer were determined at a site located approximately 2.5 miles to the northwest of the Simon Suncoast property (CRM, 1999). The coefficients determined were as follows:

Transmissivity = 15,630 gpd/ft

Storage Coefficient = 0.00045

Leakance = 0.0038 gpd/ft^3

In the area of the Simon Suncoast project, the transmissivity of the Sandstone Aquifer is probably less than 10,000 gpd/ft.

The Sandstone Aquifer is confined from the water-table by the Cape Coral Clay, and is confined from underlying aquifers by low permeable clay. Recharge to the Sandstone Aquifer is primarily from vertical leakance

through overlying confining zones, and secondarily from horizontal recharge. Water levels within the Sandstone Aquifer range in the project site area from less than five (5) feet NGVD at the end of the dry season, to about ten (10) feet NGVD in the wet season (SFWMD, 1982).

Mid-Hawthorn Aquifer

The Mid-Hawthorn Aquifer corresponds to strata of the uppermost Arcadia Formation. Regionally, the thickness of the Mid-Hawthorn Aquifer is variable, and typically does not exceed 80 feet (SFWMD, 1982). On-site, the Mid-Hawthorn Aquifer is about 70 feet thick (refer to lithologic log ML-1980). The top of the Mid-Hawthorn Aquifer occurs at about 200 feet below land surface. The transmissivity of the Mid-Hawthorn Aquifer ranges between 3,600 gpd/ft to 70,000 gpd/ft (SFWMD, 1982), with storage coefficients ranging between 0.0016 to 0.0005.

Water level data are scarce in the vicinity of Simon Suncoast site. Recharge to the aquifer system is from lateral inflow and vertical recharge.

Lower Hawthorn Aquifer

The Lower Hawthorn Aquifer corresponds to strata of the lowermost Arcadia Formation of the Hawthorn Group. Regionally, the thickness of the Lower Hawthorn Aquifer ranges between 180 and 350 feet (SFWMD, 1982). The uppermost portion of the Lower Hawthorn Aquifer occurs between about 400 and 600 feet below land surface. The Lower Hawthorn Aquifer is characterized as an artesian system, with the potentiometric surface as high as +50 feet NGVD (SFWMD, 1982); in the area of Simon Suncoast, the potentiometric surface of the aquifer system is estimated to be about +30 feet NGVD (SFWMD, 1982). The transmissivity of the Lower Hawthorn Aquifer in the Simon Suncoast area has been estimated to be between 60,000 gpd/ft and 80,000 gpd/ft (SFWMD Technical Publication 84-10, 1984); the storage coefficient is estimated to range between 1.0 x 10-3 and 1.2 x 10-3 (SFWMD, 1984). The leakance value have been estimated at 11 x 10-4 (SFWMD, 1984). Recharge to the Lower Hawthorn Aquifer is both from vertical leakance and lateral inflow.

OUTSTANDING/SIGNIFICANT WATERS OF FLORIDA

There are no Outstanding Florida Waters (OFW) or other significant surface water bodies occurring on-site. Standing water on the Simon Suncoast property is limited to ditches, ponds and borrow pits. Estero Bay, located two (2) miles to the west of Simon Suncoast, is classified as both an OFW and as Waters within State Aquatic Preserves (Chapter 62-3, F.A.C.). Halfway Creek, located west of the Simon Suncoast property, is a tributary of Estero Bay and is classified as Special Waters. Portions of the Estero River, located about 1.5 miles to the north of the project site, and the Cocohatchee River, located about 3.5 miles to the south of the site, are classified as Class II tidal waters. The development of the Simon Suncoast project will not adversely impact these OFW's or Class II tidal waters.

B. Describe, in terms of appropriate water quality parameters, the existing ground and surface water quality conditions on and abutting the site. (The appropriate parameters and methodology should be agreed to by the regional planning council and other reviewing agencies at the preapplication conference stage.)

WATER QUALITY - GROUNDWATER

Water quality on and abutting the project site was determined from existing databases, including the South Florida Water Management District (SFWMD), the United States Geological Survey (USGS), Lee County, and inhouse files. The bulk of the existing data in the project site area was collected from wells tapping into the water-table aquifer, the Sandstone Aquifer and the Mid-Hawthorn Aquifer. A summary of wells on file with the Lee County Division of Water Resources for Sections 3, 4, 5, 8, 9 and 10 of Township 47S, Range 25 E is provided as Exhibit 14A. A total of 191 wells are included in the well inventory; when available, construction details and water quality (dissolved chloride concentration) are provided.

Water-Table Aquifer

The water-table aquifer in the area of the project site is used primarily for irrigation of farm fields, golf courses, and landscaped areas. Water quality within the water-table aquifer, is typically characterized as fresh with respect to dissolved chloride concentration, with known values ranging between 20 mg/l and 100 mg/l; however one (1) well (located in Section 5, Township 47S, Range 25E) has a reported dissolved chloride concentration of 1,790 mg/l which is not typical of the water-table aquifer in the area, and is probably a typographical error. The water-table aquifer typically contains iron and organic acids, which often results in a tan or light brown color. The dissolved iron concentration of the water-table aquifer often exceed the Florida Department of Environmental Protection (FDEP) criteria for

drinking water purposes, although treatment can reduce the iron concentration to within acceptable concentrations. A further limitation to the use of the water-table aquifer for potable purposes is the relative ease at which surface-derived contaminants can migrate into the aquifer.

Sandstone Aquifer

The Sandstone Aquifer is typically characterized as a density-stratified system, and is used for irrigation (golf course, landscaping and agricultural) and potable purposes. Water quality within the upper portion of the Sandstone Aquifer is typically fresh with respect to dissolved chloride concentration (except near coastal areas), but salinity usually increases with depth. Known values of dissolved chloride concentration in the project area range between 68 and 650 mg/l. Confinement between the water-table aquifer and the Sandstone Aquifer restricts the downward movement of aerobic water, which results in groundwater with relatively low iron and organic acid concentrations. The Sandstone Aquifer does, however, contain dissolved hydrogen sulfide that results in a swamp gas or rotten egg smell, which can be eliminated by aeration.

Deeper Aquifers

Aquifers underlying the Tamiami Aquifer include the Mid-Hawthorn Aquifer and the Lower Hawthorn Aquifer. There is currently little data available for the Mid-Hawthorn Aquifer in the project site area. Water quality of the Mid-Hawthorn Aquifer in the Simon Suncoast area is typically brackish, with dissolved chloride concentrations ranging between 150 and 1150 mg/l. The Lower Hawthorn Aquifer, which contains groundwater with dissolved chloride concentrations exceeding 1,000 mg/l, is used in northern Collier County and Lee County as a reverse-osmosis feed water source for reverse-osmosis treatment.

WATER QUALITY - SURFACE WATER

Surface water on-site is limited to ditches associated with the farm field, ponds, borrow pits and wetlands. The source of water within the ditches is either groundwater derived from the water-table aquifer, or rainfall. The quality of surface water would be similar to that within the water-table aquifer.

C. Describe the measures which will be used to mitigate (or avoid where possible) potential adverse effects upon ground and surface water quality, including any resource identified in Subquestion A.

The Simon Suncoast project consists of $483 \pm acres$, of which $120 \pm acres$ may require irrigation. An existing water use permit (36-00445-W) exists for

the subject property (formerly known as Sweetwater Ranch). A copy of portions of water use permit no. 36-00445-W is provided as Exhibit 14B, including a description and locations of wells and computer model grid setup, and calculations of irrigation requirements.

The current allocation for the Simon Suncoast property is 61.88 million gallons per month (maximum month), of which 52.7 million gallons per month will be withdrawn from the water-table aquifer, and 9.18 million gallons per month from the Lower Hawthorn Aquifer, if necessary.

The SFWMD has determined that no adverse impacts are anticipated from the permitted withdrawals; the actual irrigated acreage at the Simon Suncoast project may be less than currently permitted, further minimizing pumpage impacts. The withdrawal sources include eight (8) proposed eight (8)-inch diameter water-table wells with 20 feet of casing and 20 feet of open hole interval (40 feet total depth), and one (1) proposed eight (8)-inch diameter Lower Hawthorn Aquifer well with 650 feet of casing and 200 feet of open hole interval (850 feet total depth). No known wells exist on the subject property.

Potential adverse impacts to off-site areas via storm water runoff are provided in Question 19 of the DRI/ADA (Storm Water Management). Measures to minimize potential off-site impacts from storm water runoff include maximizing storage on-site and maximizing travel time of surface water prior to off-site discharge.

References Cited

Coastal Resource Management, 1993, "Hydrologic Investigation in support of water use application, Sweetwater Ranch, Lee County, Florida; consultants report to Sweetwater Ranch".

Coastal Resource Management, 1999, "Submittal of Individual Water Use Permit for Irrigation, Timberland, Section 25, Township 46S, Range 25E, Lee County, Florida; consultants report to Florida Development Partners, L.C.".

South Florida Water Management District, 1982, Technical Publication 82-1, "Hydrogeologic Reconnaissance of Lee County, Florida".

South Florida Water Management District, 1984, Technical Publication 84-10, "Preliminary Water Resource Assessment of the Mid and Lower Hawthorn Aquifers in the Western Lee County, Florida".

FEET NGVD	SERIES PLEISTOCENE	FORMATI	ON	LITHOLOGY SAND, QUARTZ, BROWN TO GREY		AQUIFER	
	PLIO- PLEISTOCENE	TAMIAN	(l	LIMESTONE, GREY TO BROWN, FOSSILIFEROUS		WATER TABLE	
- 100 -			8	CLAY, GREEN, STIFF, PHOSPHATIC		CONFINING BEDS (CAPE CORAL CL)	XY)
			PEACE RIVER	CALCAREOUS SANDSTONE / SANDY LIMESTONE, GREY, TO BROWN, INTERLAYERED WITH SAND, SILT AND SHELL		SANDSTONE	
200 -			ď	CLAY, GREY TO GREEN, MODERATELY STIFF		CONFINING BEDS	
	MIOCENE			LIMESTONE, LIGHT GREY TO OFF WHITE, PHOSPHATIC		MID - HAWTHORN	
- 300 -				CLAY, GREEN, STIFF, PHOSPHATIC		CONFINING BEDS	
- 400 — - 500 —		HAWTHORN GROUP	ARCADIA			CONFINING BEDS	
- 600 —				INTERLAYERED LIMESTONE, SAND, SILT AND SHELL			
- 700 —						LOWER - HAWTHORN	N
- 800						-	
EGEND		Annual Div		Coastal			mue:
				Resc	Resource		APPROXIMATE SCALE: NO
					Me	ement, Inc.	ATT ADMINITE SCALE IN

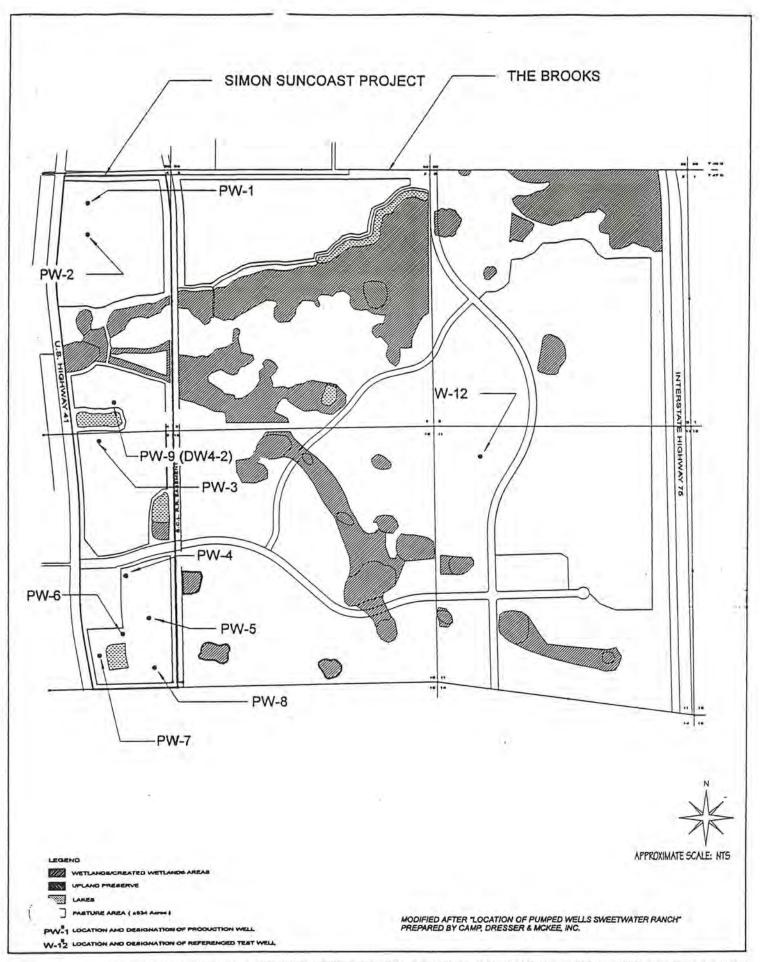


FIGURE 14A-2. MAP SHOWING THE LOCATIONS OF THE PROJECT BOUNDARY AND WELLS, SIMON SUNCOAST PROJECT.

Table 14-1

LITHOLOGIC LOG TEST WELL WL-12

DEPTH (FEET)	LITHOLOGY	
0 - 10	Sand, quartz, light brown, fine to medium grain; shell fragments.	
10 - 12	Limestone, sandy, brown, moderately indurated.	
12 - 15	Clay, green, stiff.	
15 - 21	Limestone, sandy, brown, moderately indurated.	
21 - 30	Limestone, brown, moldic porosity; soft.	
39 - 81	Clay, green, stiff.	
81 - 140	Limestone, sandy, tan, soft; intermixed with sand and shell; formation in this interval is soft, and collapsed, subsequent to drilling operations.	
140 - 152	Clay, sand, green, stiff.	

Table 14-2

DEPTH (FEET)	LITHOLOGY	
0 - 3	Sand, gray, fine grained quartz, medium permeability.	
3 - 28	Sand, brown, fine grained quartz, clayey, medium to low permeability.	
28 - 30	Limestone, gray, medium hard, sandy, shell present, sand is fine grained quartz, medium permeability.	
30 - 35	Limestone, gray and tan, medium soft, silty, medium permeability.	
35 - 45	Limestone, tan and gray, tan is soft, gray is harder, moldic, medium to high permeability.	
45 - 85	Dolosilt, green, soft, very low permeability.	
85 - 90	Sand, green, clayey, very fine grained dolosilt, low permeability.	
90 - 110	Limestone, tan calcarenite, very soft, minor shell, medium permeability.	
110 - 120	Sand, green, fine grained dolosilt with interbedded gray and tan clay, tan calcarenite, and shell, all very soft, low to medium permeability.	
120 - 155	Sand, green, fine grained dolosilt, some green clay present, very minor tan and white clay, all soft, minor thin limestone bed at 145 feet, low permeability.	
155 - 165	Marl, light green clay with limestone and shell, low permeability.	

DEPTH (FEET)	Clay, blue-gray and green, very dense and stiff, slow drilling, minor limestone and shell, very low permeability.	
165 - 190		
190 - 200	Sand, dark gray, fine grained, with gray clay present, low permeability.	
200 - 210	Limestone, gray, white and tan, medium soft, phosphatic, shell abundant, coral fragments present, medium permeability.	
210 - 220	Limestone, tan, unconsolidated shell and bryozoan hash, medium to high permeability.	
220 - 240	Limestone, light gray to white, abundant shell, bryozoans, barnacles, and coral, medium soft, high permeability.	
240 - 270	Same as above with hard and soft layers, good molds and moldic porosity, high permeability.	
270 - 275	Clay, green-gray, stiff, interbedded with thin limestone layers, low permeability.	
275 - 300	Limestone, tan to white, marly (white clay), shell common, medium permeability.	
300 - 305	Marl, white limestone and shell fragments with some white lime mud, medium to low permeability.	
305 - 315	Clay, green, dense, minor limestone content, low permeability.	
315 - 320	Clay, green, very dense, very low permeability.	
320 - 330	Limestone, tan, vugged, moldic, very minor tan clay, medium permeability.	

DEPTH (FEET)	LITHOLOGY	
330 - 335	Clay, green, and white moldic limestone, sandy, interbedded, low to medium permeability.	
335 - 340	Marl, white, moldic, sandy limestone with soft, white clay matrix, medium to low permeability.	
340 - 365	Limestone, tan to white, moldic porosity, echinoid spines and gastropod molds, very minor clay, medium to high permeability.	
365 - 370	Marl, limestone as above with soft, off-white clay, medium to low permeability.	
370 - 378	Limestone, tan to white, moldic porosity, minor clay, medium to high permeability.	
378 - 390	Clay, soft, off-white with very minor white limestone and shell, low permeability.	
390 - 393	Limestone, tan to white, medium hard, moldic porosity, medium to high permeability.	
393 - 396	Marl, white, soft, clay, very slightly phosphatic, with light tan to white limestone as above, low to medium permeability.	
396 - 400	Limestone, hard, white to light tan, abundance of echinoid parts, shell, good molds and moldic porosity, high permeability.	
400 - 403	Clay, gray and white to tan hard limestone interbedded, low permeability.	
403 - 405	Limestone, echinoid hash, with very minor clay, medium permeability.	

DEPTH (FEET)	LITHOLOGY Clay and limestone interbedded, gray clay, slightly phosphatic, with off-white, hard moldic limestone, echinoid spines common, low to medium permeability.	
405 - 408		
408 - 410	Limestone, off-white, soft calcarenite, slightly phosphatic, echinoid spines abundant, clayey, partially indurated lime mud, medium to low permeability.	
410 - 420	Clay, light gray, very phosphatic, sone rock and shell present, low permeability.	
420 - 423	Clay, very dark gray, phosphatic, low permeability.	
423 - 426	Interbedded tan limestone, gray phosphatic clay, shell, phosphate nodules, medium to low permeability.	
426 - 428	Limestone, white and tan, marly, moldic, medium soft to hard, medium to low permeability.	
428 - 435	Limestone, off-white, medium hard, echinoid ossicles, spines common, medium permeability.	
435 - 438	Clay, dark green-gray, low permeability.	
438 - 440	Clay, light tannish gray, minor soft tan limestone, low permeability.	
440 - 443	Clay, light gray with shell, tan limestone fragments, and phosphate pebbles common, low to medium permeability.	
443 - 450	Dolomite, brown, hard, microcrystalline, medium to low permeability.	

DEPTH (FEET)	LITHOLOGY
450 - 456	Limestone, off-white, soft, calcarenite, bryozoans abundant, many partially phosphatic, minor white clay, medium permeability.
456 - 460	Clay, light gray with shell fragments and white to light gray, medium soft limestone interbedded, low to medium permeability.
460 - 465	Limestone, off-white, soft bryozoan hash, medium permeability.
465 - 470	Clay, gray, soft, low permeability.
470 - 502	Clay, light gray, soft, minor white limestone interbedded, low permeability.
502 - 504	Clay, dark gray, medium soft, low permeability.
504 - 506	Clay, light greenish-tan, with black phosphate pebbles, white shell fragments and echinoid spines, ossicles, low permeability.
506 - 508	Dolomite, brown-gray, hard, microcrystalline, low to medium permeability.
508 - 510	Dolosilt, brown-gray, soft, microcrystalline, low permeability.
510 - 512	Lime mud, light gray, soft, low permeability.
512 - 513	Dolomite, dark green, medium hard, low to medium permeability.
513 - 518	Clay, dark green, dense, medium soft, very low permeability.
518 - 523	Clay, light green, soft, low permeability.
523 - 525	Clay, light gray, soft, low permeability.

DEPTH (FEET)	LITHOLOGY	
525 - 528	Clay, light gray, soft, as above with medium soft, off- white limestone and some minor black phosphate pebbles, low permeability.	
528 - 530	Marl, white calcarenite, tan and white shell, minor phosphate pebbles in a white lime mud matrix, low to medium permeability.	
530 - 560	Limestone, white to tan calcarenite, echinoids, bivalve and gastropod molds abundant, hard and soft, minor phosphate pebbles, medium to high permeability.	
560 - 563	Dolomite, dark green, hard, microcrystalline, low to medium permeability.	
563 - 568	Limestone, medium hard, white, shell and shell molds present, moldic porosity, medium to high permeability.	
568 - 573	Limestone, tan calcarenite, medium soft, some molds, medium permeability.	
573 - 575	Clay, light gray, soft, low permeability.	
575 - 577	Clay, light green, soft, low permeability.	
577 - 580	Clay, medium gray, soft, some is indurated and hard at bottom, low permeability.	
580 - 588	Limestone, white, medium hard, good moldic porosity, high permeability.	
588 - 590	Clay, soft, white, low permeability.	
590 - 670	Limestone, white to light gray to tan, harder and softer layers, shell molds abundant, good moldic porosity, high permeability.	

DEPTH (FEET)	LITHOLOGY
670 - 675	Dolomite, light brown, hard, medium to low permeability.
675 - 683	Limestone, tan calcarenite, soft to medium hard, some gray color, some molds, medium to high permeability.
683 - 685	Limestone, tan, harder than above, dolomitic, medium permeability.
685 - 692	Limestone, light gray, white, and tan, medium hard, echinoid spines abundant, medium to high permeability.
692 - 694	Limestone/dolomite, tan, hard, microcrystalline, medium permeability.
694 - 707	Limestone, tan to white, hard, dolomitic, medium permeability.
707 - 712	Clay, white lime mud, soft, low permeability.
712 - 725	Limestone, off-white to tan, partially dolomitic, shell molds abundant, good moldic porosity, high to medium permeability.
725 - 727	Dolomite, tannish-green, hard, microcrystalline, medium permeability.
727 - 732	Limestone, light brown to gray, medium hard to soft, moldic, high permeability.
732 - 737	Limestone, tan calcarenite, medium hard, moldic, high permeability.
737 - 750	Limestone, off-white to light tan, medium hard to soft calcarenite, moldic, high permeability.

DEPTH (FEET)	LITHOLOGY
750 - 760	Same as above with some minor interbedded white lime mud, medium permeability.
760 - 770	Limestone, dark tan, hard and soft, moldic, possibly dolomitic, medium to high permeability.
770 - 780	Limestone, tan, medium soft to hard calcarenite, moldic, high to medium permeability.
780 - 790	Limestone, off-white, medium soft and hard calcarenite, moldic porosity, high to medium permeability.
790 - 810	Limestone, light tan, medium soft calcarenite, moldic porosity, medium to high permeability.
810 - 905	Limestone, cream colored, some medium tan, some gray, medium soft calcarenite, good molds and moldic porosity, medium to high permeability.
905 - 915	Clay, cream colored, stiff, low permeability.
915 - 937	Limestone, light tan and light gray, medium soft to hard, good molds and moldic porosity, minor creamed-colored clay, medium to high permeability.
937 - 949	Clay, cream to light gray in color, fairly stiff, low permeability.
949 - 959	Limestone, tan (darker than above) and light gray, medium hard, with minor thin interbedded cream-colored clays, medium to low permeability.
959 - 974	Limestone, light tan, soft, moldic calcarenite, medium permeability.

DEPTH (FEET)	LITHOLOGY	
974 - 991	Limestone, tan to gray, hard, good bivalve molds and moldic porosity, medium to high permeability.	
991 - 1119	Limestone, light tan to cream with some gray, medium soft to hard, calcarenite, shell molds common, moldic porosity, medium to high permeability.	
1119 - 1129	Same as above with minor interbedded beige and white clay, medium to low permeability.	
1129 - 1150	Limestone, tan, cream, and gray in color, medium soft calcarenite, medium permeability.	
1150 - 1161	Limestone, tan (darker than above), soft calcarenite, medium permeability.	
1161 - 1197	Limestone, tan to cream, lighter in color than above, harder than above, shell molds common, moldic porosity, medium permeability.	
1197 - 1203	Dolomite, dark gray, hard, medium permeability.	
1203 - 1234	Limestone, tan to light tan, medium soft to hard calcarenite, shell molds, moldic porosity, medium to high permeability.	
1234 - 1239	Dolomite, dark brown, hard, microcrystalline, medium to low permeability.	
1239 - 1250	Dolomite, light brown, hard, microcrystalline, medium to low permeability.	
1250 - 1255	Dolomite, dark gray, medium hard, microcrystalline, medium permeability.	

DEPTH (FEET)	LITHOLOGY	
1255 - 1260	Dolomite, light gray, medium hard, microcrystalline, medium permeability.	
1260 - 1266	Dolomite, dark brown, hard, medium to low permeability.	
1266 - 1271	Limestone, tan to brown, dolomitic, medium hard, bivalve and gastropod molds, echinoids, medium permeability.	
1271 - 1276	Dolomite, dark gray-brown, very hard, low to medium permeability.	
1276 - 1281	Dolomite, dark gray, very hard, microcrystalline, low to medium permeability.	
1281 - 1287	Dolomite, dark gray to light gray, hard, microcrystalline, medium to low permeability.	
1287 - 1302	Dolomite, interbedded soft, highly vugged, moldic, medium tan dolomite and hard dark gray and brown dolomite, large (>1 inch) rounded fragments, appears to be a highly transmissive cobble or boulder zone, very high permeability.	
1302 - 1307	Limestone, medium soft/hard, off-white micrite, Lepidocyclina sp. abundant, Operqulinoides sp. present, medium permeability.	

^{*}Lithologic Log from the Document AThe Brooks of Bonita Springs, DRI #7-9697-133, 1997; Southwest Florida Regional Planning Council

Exhibit 14A:

Well Inventory, Lee County Records, for Sections 3, 4, 5, 8, 9 and 10. Township 47S, Range 25E

1	Number	Date	Date	Site Address	Diameter	Depth Casing	Depth	Well	Mg/Liter Chlorides	Flow	Air Pu Yield (gpi
3472500020000	27766	App 02/03	Inspection 02/04	22801 OLD WILDE BLVD	- Casing	16	30	PW	47		50
34725010000F0000	200000373	03/03		TEST BORINGS/ 22800 DAKWILDE BLVD			_	тв			
4472500000010000	23810	02/02	02/05	22251 S. S TAMIAMI TRL	1 4 1	80	95	loo	125	-1	35
4472500000010010	16772	10/25	10/26	22758 CAROLINE AV	4	176	230	IR	212	44	50
4472500000010010	15400	02/22	03/21	22700 S TAMIAMI TRAIL	6	360	700	TS		200	
H4725000000400CE	28644	06/10	06/21	FOUNTAIN LAKES	8	15	30	TS	132	-	200
044725000000400CE	28643	06/10	06/22	FOUNTAIN LAKES	8	19	30	TS	40		200
0447250100001002C	23896	02/23	03/12	SW CORNER OF WILLIAMS & S. US 41	4	200	240	TS	355		150
04472502000000000	12866	12/05	12/05	22632 FOUNTAIN LAKES BLVD	4	92	112	IR	183		50
044725030000100CE	27685	12/07	12/15	22161 SUNDANCER CT	4	94	115	HP	184		30
044725030000100CE	27686	12/07	12/08	22161 SUNDACER CT	9	100	120	n	362		30
05472500000040000	15747	04/20	04/26	WILLIAMS RD	1 4 1	27	30	TS	1 1	1	1
05472500000040000	15748	04/20	04/25	WILLIAMS RD	4	22	40	TS			30
05472501000030000	23303	08/16	08/23	OFF WILLIAMS RD/ACCESS UNDET.	18.	204	212	TS	150		200
05472501000030000	16059	05/30		NORTH END OF ELDORADO ACRES	4	185	225	TS			
05472501000030000	15749	04/20	05/01	WILLIAMS RD	4	15	23	TS	1790		
05472501000030000	15751	04/20	04/30	WILLIAMS RD	4	15	25	TS	515		1
05472501000030000	15750	04/20	04/26	WILLIAMS RD	4	17	30	TS	19	- 1	40
05472501000030070	15350	02/15	03/06	22201 KINGS RD	4	200	215	DO	1		100
05472501000030130	26440	01/13	01/20	WILLIAMS RD	6	206	236	IR	196		100
05472501000030130	26493	01/27	01/28	WEST BAY CLUB PW#4	6	196	205	IR	530		100
05472501000030130	26461	01/21	01/21	WEST BAY CLUB 4	6	200	210	IR	2.15		100
05472501000030550	17848	07/05	06/23	4651 WILLIAM RD	4	195	210	IR	650	5	75
05472501000210010	24507	08/06		4261 WILLIAMS RD	100	100	30	TS	420		2.7
05472502000010270	18963	05/18	06/24		- 4	190	210	DO	1150		100
05472502000010270	19025	06/01		22061 TROPICANA LANE	4	40	60	DO			
05472502000090150	10946	01/21	01/22	MONTANA	2	28	30	DO	1 1		30
05472504000040090	23001	05/23	08/19	4060 CORONADO ST	4	100	120	RP	302	- 1	15
08472500000000000	199900076	12/20		TESTBORINGS PELICAN COLONY BLVD	1 3		1	тв	i f	1	- 1
08472500000010000	15746	04/20	04/24	4940 COCONUT RD			150	TS			
08472500000040000	17687	05/24	05/28	4408-4410 COCONUT RD	2	26	28	DO	18		30
08472500000040000	17851	07/05	07/08	4406 COCONUT RD	4	105	110	00	74	1	20
08472500000050000	25923	08/21	08/27	23483 SAN MARINO CIRCLE	4	200	220	PO	570		100
084725000000000000	24012	03/29	04/24	4541 COCONUT RD	10	340	640	IR	900	800	
084725000000000000	24013	03/29	04/04	4541 COCONUT RD	10	208	300	IR	1340		300
0847250000008000A	28120	03/19	03/29	SPRING CREEK RD	4	29	34	TS			100
0847250000000000A	28121	03/19	03/24	SPRING CREEK RD	4	24	33	TS	275	1	50
08472501000010140	7566	02/28	03/06	VILLA CAPRI ST.	2	26	27	DO	40		
08472501000020010	26008	09/08	09/17	23291 EL DORADO BLVD	4	108	128	DO	102		25
08472501000020050	9606	7 10/03		3RD ST	4	80	100	00		1	-20
08472501000020050	9139	02/17	02/17	3RD ST	4	109	150	DO	66	- 1	50
08472501000020200	9611	06/11	08/17	SAN ANTONIO LANE	2	25	27	DO			30
08472501000020200	25918	08/20	08/22	4592 SAN ANTONIO LN	3	108	128	IR	103		50
08472501000030040	200000418	03/06		4567 DEL RIO LN				DO			
08472501000030080	25:57	08/28	09/10	4535 DEL RIO LN	4	105	115	DO	100		60

Natural Resources

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084725 030200	15861	05/03		4592 SIERRA LANE	2	63	80	DO			
M72 30200	17165	01/31	02/04	4592 SIERRA LANE	2	110	140	DO		35	
47250100040010	18721	03/12	04/16	23171 EL DORADO BLVD .		4 1	140	DO	125	20	
1472501000040030	24396	07/05	07/12	4575 SANTIAGO LANE	4	115	135	00	71	50	
3472501000040040	22910	05/02	05/09	4567 SANTIAGÓ LANE	4	185	260	DO	630	100	
3472501000040050	28843	07/16	07/20	4559 SANTIAGO LN	4	220	240	DO	480	100	
8472501000040090	7911	05/06	07/22	5TH CT LOT 9	2	21	22	DO	44		45
8472501000040100	29110	09/30	11/18	4519 SANTIAGO LN	- 4	120	140	00	76	15	
8472501000040150	27568	11/05	01/05	4552 DEL RIO LN	4	110	120	DO		60	
8472501000040180	199900045	12/16	01/06	4576 DEL RIO LN	4	100	140	DO		10	
8472501000050070	8908	12/17	07/09	6TH ST	2	30	50	DO	142		
8472501000050070	19074	06/09	07/28	4543 CATALINA LANE	4	116	135	00	1 A 1	15	
8472501000050070	10016	07/17	07/20	4353 CATALINA LN	11.6	0.00	30	PL			
8472501000050070	9953	07/08	07/09	4353 CATALINA LANE			20	PL			
6472501000050080	10127	06/12	08/17	745 E. B.	2	20	23	DO	68	11	70
8472501000050080	19390	09/17	09/18	4543 CATALINA LANE	4	180	220	DO	470	50	
8472501000050100	24542	08/15	08/22	4519 CATALINA LANE	1 4	115	135	00	75	20	
6472501000050100	27535	10/28	12/30	4519 CATALINA LN	1 4	180	240	DO	400	50	
6472501000050110	18792	03/31	07/30		1.3	22	30	DO	100	30	
	2.5		7.44		1.2	7.4	0.00	DO	410	150	
8472501000050120	27574	12/03	12/26	4528 SANTIAGO LN		180	240	7.55	418	50	
8472501000050140	25022	01/08	01/10	4544 SANTIAGO LN	4	220	240	DO	21	100	
8472501000050160	14925	11/29	12/01	4560 SANTIAGO LANE	2	24	25	00	21		
8472501000050180	9470	04/20	06/19	4576 SANTIAGO	2	21	23	DO	56	-5	30
6472501000060010	27521	10/21	10/28	4591 KEY LARGO LN	4	212	240	DO.	405	50	
6472501000060020	28726	06/29	07/21	4583 KEY LARGO LN	4	114	144	DO	202	30	
8472501000060040	28601	06/02	09/15	4567 KEY LARGO LN		120	140	DO	128	25	1
6472501000060050	29105	09/30	11/08	4559 KEY LARGO LN	1 1	115	135	DO	235	25	
6472501000060080	17559	04/26	06/12	4535 KEY LARGO LANE	2	25	27	DO	40	1	40
6472501000060160	17164	01/30	01/31	4560 CATALINA RD	2	42	43	DO	58		10
6472501000060180	28793	07/12	07/14	4576 CATALINA LN	4	115	140	DO	90	50	
6472501000060190	18371	11/26	01/22	4582 CATALINA LANE	4	120	150	DO	96	40	
6472501000060200	26343	12/10	12/19	4592 CATALINA LN	2	120	140	DO	176	18	
8472501000070020	25718	06/17	07/02	4657 SAN ANTONIO LN	4	107	137	DO	135	35	
8472501000070050	12635	10/28	12/20	COCONUT RD.			25	00	116	-	
08472501000070140	10640	11/16	01/20	4634 VILLA CAPRI LANE	3	100	120	00	600	40	
6472501000070170	22221	11/10	01/04	4656 VILLA CAPRI LANE		110	138	DO	152	40	
08472501000090010	21595	06/10	06/13	4665 DEL RIO LANE		100	140	DO	102	15	
8472501000090070	19849	02/16	02/22	4617 DEL RIO LANE	3.	22	29	00	204		
8472501000090100	24130	04/30	05/02	23250 ELDORADO BLVD	4	110	130	00	198	70	
06472501000090120	23771	01/23	01/24	4616 SIERRA LANE	4	205	232	DO	562	100	
6472501000090130	23523	11/03	11/17	4626 SIERRA LN	4	210	230	DO	570	100	
8472501000090150	26074	09/23	09/26	10352 INDIANA ST	4	211	231	DO	528	100	
8472501000090160	24534	08/15	06/14	SIERRA DR.	1 4	118	138	00	93	35	
8472501000090170	25125	02/10	02/25	4658 SIERRA LANE	4	210	230	DO	562	50	(-
6472501000100100	27496	10/14	10/15	4602 DEL RIO LN	4.0	212	220	00	510	80	1
6472501000100180	14351	06/11	10/13	4666 DEL RIO LANE	4	21	31	DO	215		60
8472501000100180	15340	02/15	02/19		2	24	26	00	200		40
08472501000110020	20960	01/07	01/24	4657 CATALINA LANE	4	170	220	DO	589 10	100	
6472501000110090	27570	11/05	11/12		4	110	120	00	68	60	
08472501000110100	27569	11/05	377,10	23110 ELDORADO BLVD	100	100	130	00	9		

Natural Resources (941) 479-8114

084725 110100	200000022	01/06		WELL ABANDONMENT / 23110 ELDORA'	1.0			24	-				l
06472 110110	8294	07,21	4434	этн ст		43	- 545	40	DO				1
08472500110140	27393	09/16	0.7105	4626 SANTIAGO WAY	- 1	4	120	145	00	k /		50	1
08472501000110160	10390	10/01	03/16	4650 SANTIAGO LANE	- 1	4	70	90	DO				ı
08472501000110170	28816	07/16	07/30	4658 SANTIAGO LN	- 1	4	116	136	DO	146		30	l
08472501000110180	20412	08/02	1000	4668 SANTIAGE LANE	- 1	4	90	120	DO	1 23			1
08472501000120030	15074	12/27	05/16	4649 KEY LARGO LANE		4	205	245	00	435		50	
08472501000120050	14353	08/11	10/16	4633 KEY LARGO LANE	- 1	4	28	31	DO	134			35
08472501000120060	9208	03/03	03/09	KEY LARGO LANE	- 1	4	30	52	DO	164		40	
08472501000120090	27523	10/21	11/03	4601 KEY LARGO LN		4	110	126	DO	73	-	40	
28472501000120100	24784	10/25	10/31	4602 CATALINA LANE		4	200	220	DO	460		100	
08472501000120170	20961	01/07	01/10	4658 CATALINA LANE	- 1	4	175	220	DO	1 1		80	1
08472501000130150	20607	09/23	09/29	23160 WEST ELDORADO AVENUE	- 1	4	208	218	DO	565	15	100	l
08472501000130230	22505	01/24	01/25	23032 ELDORADO BLVD.	- 1	4	208	220	DO	408		50	l
08472501000140010	8558	09/23	03/09	7ТН СТ		4	30	52	DO			40	
08472501000140020	17735	06/06	06/07	4672 KEY LARGO LANE		4	10	30	DO	67		50	
06472501000140120	17785	06/17	07/10	4592 KEY LARGO LANE		2	29	30	DO	106		7.4	35
08472501000140130	23429	10/02	10/25	4584 KEY LARGO LN		4	215	235	00	385		100	
08472501000140140	22213	11/08	11/14	4576 KEY LARGO LANE		4	215	225	00	410	12	50	
08472501000140160	22223	11/10	12/09	4560 KEY LARGO LANE		4	117	140	00	88		15	
08472501000140170	23170	07/05	07/06	4552 KEY LARGO LANE		4	20	30	00	108			
08472501000140170	26482	01/26	02/13	4552 KEY LARGO LN		4	216	236	DO	375		50	
08472501000140190	24629	C9/18	09/16	4536 KEY LARGO LANE		4	219	234	00			50	
08472501000140190	15647	04/06	06/01	4536 KEY LARGO LANE		2	24	27	DO	146			30
08472501000150040	29334	11/29	12/16	23353 E EL DORADO AV	- 1	4	110	130	DO	186		20	
06472501000150050	15598	03/27	04/02	23337 EAST ELDORADO AV		2	21	27	DO	31			40
08472501000150080	11395	04/07	09/16	23289 E ELDORADO AV		2	32	33	00	68			25
08472501000150140	14315	08/04	11/07	23193 EAST ELDORADO AV		2	24	28	DO	54			30
06472501000150160	23106	06/13	07/07	23161 EL ELDORADO AVENUE	- 1	4	28	28	00	148		40	-
08472501000150180	26397	12/30		23129 E ELDORADO AV			1000	70	DO	1 1		- 00	
08472501000150180	26625	03/16	03/16	23129 E ELDORADO AV	- 1	4	100	120	00	74		20	
06472501000150180	26625	03/18	03/18	23129 E ELDORADO AV	- 1	4	100	120	00	3,5		20	
06472502000000060	13586	03/30	05/08	23438 ELDORADO BLVD	- 1	4	108	120	00	80		60	-
08472502000000070	24371	06/28		23442 ELDORADO BLVD		4	215	235	DO	950		50	
08472502000000100	14352	08/11	10/17	23434 EL DORADO BLVD		4	30	31	00	460			40
08472502000000100	14959	12/05		23434 ELDORADO BLVD			1000	120	FR	,,,,			
08472502000000110	29034	09/13	09/09	23430 ELDORADO BLVD		4	180	240	DO	750		50	
08472502000000110	16763	10/23		23430 ELDORADO BLVD.		2	29	30	DO	240			30
08472502000000130	9328	03/25	05/18	VILLA CAPRI LANE		2	80	110	00	2,40		30	~
08472502000000150	24086	04/17	04/23	4651 VILLA CAPRI LANE		4	120	135	DO	355		100	
08472502000000160	22149	10/20	10/21	4661 VILLA CAPRI LANE		4	110	130	00	230		30	
08472502000000170	29008	09/02	10/28	4667 VILLA CAPRI LN			130	130	DO	101		30	
08472502000000190	10207	08/26		VILLA CAPRI		2	56	66	DO	92	. N	30	30
08472503000010020	26639	03/19	4 5 43	23499 OLDE MEADOW BROOK CIR		4	203	220	IR.	625		50	30
08472503000030010	29156	10/18		23473 OLD MEADOW BROOK CIR		-	200	220	iR	545		50	
08472503000050030	28251	04/08		23470 OLD MEADOW BROOK CIR		4	203	240	00			50	
08472503000050040	27930	02/09		23468 OLDE MEADOWBROOK CIR		4	1 6 23	220	IR.	630		50	
08472503000060010	28113	03/19		4103 DAHOON HOLLY CT			205		1.00	500		50	
08472503000060080	27097	1000000		4117 DAHOON HOLLY CT		4	190	218	IR ID	550		50	
08472503000050080	27097	07/06		4121 DAHOON HOLLY CT		4	205	240	IR IR	470 510		100	

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0847250 760120	26928	05/28	06/	9 4118 DAHOON HOLLY CT (variance)	4	100	110	IR	100	50
084725 30150	27437	10/01	12/	1 4112 DAHOON HOLLY CT	4	210	230	IR	530	50
0847250050170	28553	05/25	07/	5 4108 DAHOON HOLLY CT	4	205	225	IR	525	50
08472503000060180	200000255	02"18	02/	4 4104 DAHOON HOLLY CT	4	185	220	IR.		50
08472503000070010	27308	08/24	107	7 23464 OLDE MEADOWBROOK CIR	4	210	230	IR	550	50
08472503000070020	27929	02/09	02/	7 23460 OLDE MEADOWBROOK CIR	4	202	220	IR	490	80
08472503000070030	27305	08/24	107	7 23458 OLDE MEADOWBROOK CIR	4	210	230	(R	500	40
084725030000G0000	27420	09/22	09/	8 23495 OLDE MEADOW BROOK CIR	4	160	200	IR	560	50
08472505000000210	200000276	02/23	A N	23385 OLD MEADOWBROOK CIR			169	IR		
08472505000000230	199900065	12/17	017	1 23389 OLDE MEADOWBROOK CIR	4	215	240	IR	1	50
8472505000000550	199900094	12/27	010	0 23428 CORAL BEAN CT	4	190	220	IR		50
08472505000000590	28743	07/01	07/	0 23427 CORAL BEAN CT	4	200	230	IR	320	100
08472505000000660	199900064	12/17	017	23443 OLDE MEADOWBROOK CIR	4	190	230	IR	375	50
08472505000000670	29254	11/12	116	9 23445 OLDE MEADOWBROOK CIR	*	180	220	IR	400	50
08472505000000680	29381	12/09	12/	1 23447 OLDE MEADOWBROOK CIR	4	200	220	IR	460	50
08472505000001280	28762	07/01		4105 OLDE MEADOWBROOK LN	X.3.1	10,17	1	IR	495	
08472505000001340	29205	10/29	11/	0 4117 OLDE MEADOW BROOK LANE	4	192	220	IR	520	50
08472505000001770	200000385	03/06	3.0	23445 RED ROOT CT		1	6	IR		1 1 22
08472505000001790	200000256	02/18	02/	25 23449 RED ROOT CT	4	200	240	IR		50
08472505000001800	29159	10/14	10/			205	225	IR	475	50
08472505000001860	200000459	03/10		4102 OLDE MEADOWBROOK LN		11/2/1	1 4 13	IR		- 13
08472505000001900	200000072	01/18	03/	23436 OLDE MEADOWBROOK CIR	4	190	220	IR	1 1	50
09472500000010000	15657	04/06	04/	9 23800 SOUTH TAMIAMI TRAIL-WELL #3	4	17	30	Ts	50	60
09472500000010000	15655	04/06	04/	9 23800 SOUTH TAMIAMI TRAIL-WELL #1	4	20	35	TS	59	
09472500000010000	15972	05/16	05/		12	19	30	TS	54	135
09472500000010000	15656	04/06	04/	9 23800 SOUTH TAMIAMI TRAIL-WELL #2	4	17	20	TS	60	40
09472500000010018	26233	11/05	11/		8	22	35	IR	86	100
0947250000001001A	26686	04/02	04/	7 23711 S TAMIAMI TRAIL	4	29	29	IR	28	400
0947250000001001A	26691	04/01	04/	23711 S TAMIAMI TRAIL	8	375	375	IR	1100 20	
0947250000001001A	26687	04/01	04/		4	23	35	IR:	35	100
0947250000001001A	26688	04/02	04/	The state of the s	4	26	33	IR.	3	200
0947250000001001A	26689	04/01	04/		4	17	35	IR.	1 1	100
0947250000001001A	26690	04/01	04/	A CONTRACTOR OF THE CONTRACTOR	8	17	35	IR	2	200
0947250000001001A	26810	04/30	05/		8	17.5	32	IR	25	300
09472500000010070	21868	08/12	09/	The state of the s	12	20	23	iR	2.5	
09472500000010070	21869	08/12	09/		12	20	22	IR.	72	
09472500000010070	22349	12/12	12/		12	20	26	IR.	61	60
09472500000010070	21865	08/15	08/		4	22	26	TS	0.1	100
09472500000010070	21864	08/12	06/	7 777 7 777 777 777 777	2	20	25	TS		20
09472500000010070	21862	08/12	09/		1	17	23	TS		100
09472500000010070	21863	08/12	08/		- 2	20	30	TS		100
094725000000020000	29163	10/12	11/		4	22	30	FR	10	150
09472500000020000	29162	10/12	11/			23	10.00	FR	40	150
09472500000020000	29164	10/12	11/				30	10.00	39	100
034123000002000	28687	06/11		18 3250 COCONUT RD	4	25 83	35 123	IR PW	38.5	100 50

Exhibit B:

Portions of Water Use Permit No. 36-00445-W, Simon Suncoast (formerly known as Sweetwater Ranch) 3301 Gun Club Road, West ralm Beach, Florida 33406 · (561) 686-8800 · FL W. 1-800-432-2045 · TDD (561) 697-2574 Mailing Address: P.O. Box 24680, West Palm Beach, FL 33416-4680 · www.sfwmd.gov

RECEIVED

MAY 2 5 2000

CON 24-06

Regulation Department Application No.: 000201-2

Hole, Montes & Assoc., I....

May 22, 2000

EDWARD MCARDLE THE PLAZA ON THIRD STREET 1170 THIRD STREET SOUTH SUITE C-206 NAPLES. FL 34102

Dear Permittee:

SUBJECT: PERMIT MODIFICATION NO.: 36-00445-W

Project: SWEETWATER RANCH

Location: Lee County. S2.3.4.9.11/T47S/R25E

District staff has reviewed the information submitted on February 01, 2000, in which the applicant requested the reduction of total project area from 1944 acres to 668 acres and the irrigated area from 779 acres to 393 acres. Further the applicant requested a reduction in Water Table aquifer withdrawals from 90 MG on a monthly basis to 52.7 MG (1.67 MGD). Based on that information. District staff has determined that the proposed activities are in compliance with the original permit and appropriate provisions of Rule 40E-2.331(4)(a). F.A.C. Therefore, these changes have been recorded in our files and our database has been updated. Please understand that your permit remains subject to the 25 Limiting Conditions and all other terms of the permit authorization remain as originally issued.

Sincerely.

Jeffrey Rosenfeld, P.G.

ff Roughly

Sr Supv Hydrogeologist

Palm Beach Branch Office

JKR/pg

Div of Recreation and Park - District 8

Florida Fish & Wildlife Conservation Commission

HOLE MONTES AND ASSOCIATES INC

Lee County HRS

Lee County Regional Water Supply Authority

Mr. Ed Carlson, Mgr., Nat. Audubon Soc. S.W.F.R.P.C. - Glenn Heath

Utilities Division

Wm. Scott Manahan

JOVERNING BHEATY J. McCoy, Hydrogeologist, Lee

EXECUTIVE OFFICE

WELL LOCATIONS

EXHIBIT 1

TABLE A DESCRIPTION OF WELLS

APPLICATION NUMBER: 000201-2

1	2	1 3	1 4	1 5
PW1 (DW2-1)	PW2 (DW2-2)	PW3 (NEW-1)	PW4 (DW3-2)	PW5 (DW4-2)
p	P	P	P	P
8	1 8	1 8	1 8	1 8
		N. Control of the con	M 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	40
20	20 	20	20	20
Р	l P	P	I I P	I P
N	N	N	N	N
				1
SUBMERSIBLE	SUBMERSIBLE	SUBMERSIBLE	SUBMERSIBLE	SUBMERSIBLE
5	5	5	5	5
250	250	250	250	250
		1	1	1
	P	1	1	1
		1		
APPLICANT	APPLICANT	APPLICANT	APPLICANT	APPLICANT
391579E 758579N	391469E 757593N	391332E 753947N	390948E 750302N	392373E 750110N
10723550		1		1
FLOW METER	FLOW METER	FLOW METER	FLOW METER	FLOW METER
PRIMARY	PRIMARY	PRIMARY	PRIMARY	PRIMARY
	12	i	i	1
		1	II .	1
	PW1 (DW2-1) P 8 40 20 P N SUBMERSIBLE 5 250 APPLICANT 391579E 758579N FLOW METER	PW1 (DW2-1)	PW1 (DW2-1) PW2 (DW2-2) PW3 (NEW-1) P P P 8 8 8 40 40 40 20 20 20 P P P N SUBMERSIBLE SUBMERSIBLE SUBMERSIBLE SUBMERSIBLE 5 5 5 5 250 250 250 APPLICANT APPLICANT APPLICANT 391332E 758579N 757593N 753947N FLOW METER FLOW METER FLOW METER	PW1 (DW2-1) PW2 (DW2-2) PW3 (NEW-1) PW4 (DW3-2) P P P P B B B B 40 40 40 40 20 20 20 20 P P N N SUBMERSIBLE SUBMERSIBLE SUBMERSIBLE SUBMERSIBLE 5 5 5 5 250 250 250 250 APPLICANT 391579E APPLICANT 391469E APPLICANT 391332E APPLICANT 390948E APPLICANT 750302N FLOW METER FLOW METER FLOW METER FLOW METER FLOW METER

EXHIBI

TABLE A
DESCRIPTION OF WELLS

APPLICATION NUMBER: 000201-2

WELL NUMBER	6	1 7	[8]	9 1
MAP DESIGNATOR	PW6 (DW3-1)	 PW7 (NEW-2)	PW8 (DW4-1)	PW-8 (LH-1)
EXISTING/PROPOSED	P	P	P	P
DIAMETER (INCHES)	8	8	8	8
TOTAL DEPTH (FT)	40	1 40	i 40	850 I
CASED DEPTH (FT) SCREENED INTERVAL	20	20	20	650 j
PUMPED/FLOWING	Р	 P	P	F
WORKING VALVE	N	N	N	N
PUMP MANUF				
PUMP TYPE ,	SUBMERSIBLE	SUBMERSIBLE	SUBMERSIBLE	SUBMERSIBLE
INTAKE DEPTH (FT. NGVD)	5	5	5	
PUMP CAPACITY (GPM)	250	250	250	700
YEAR DRILLED		-	1 1	
PLANAR				
SOURCE	APPLICANT	APPLICANT	APPLICANT	APPLICANT
COORDINATES	391743E 749781N	391222E 749205N	392401E 748931N	391496E 754304N
ACCOUNTING				
METHOD	FLOW METER	FLOW METER	FLOW METER	FLOW METER
USE STATUS	PRIMARY	PRIMARY	PRIMARY	PRIMARY
WELL CONST PERMIT NO			1 1	

TABLE B
DESCRIPTION OF SURFACE WATER PUMPS

Application Number: 000201-2

PUMP NO	15	
MAP DESIGNATOR	SW14	12
SURFACE WATER BODY	ON-SITE LAKE/POND	1 ± +
EXISTING/ PROPOSED	P	*1
PUMP MANUF.		
PUMP TYPE		÷ .
CAPACITY (GPM)	500	
HORSEPOWER	20	÷
DIAMETER (IN.)	12	
ELEV OF INTAKE (FT. NGVD)		
TWO WAY PUMP?	· N	
PLANAR SOURCE PLANAR COORDINATE	APPLICANT 391711E 754561N	
ACCT METHOD	FLOW METER	
USE STATUS	PRIMARY	*

CHRIPITY

22 Wells

XHIBIT

CALCULATIONS OF IRRIGATION REQUIREMENTS

APPLICATION NUMBER: 000201-2

TATION: FT MYERS

CROP: PASTURE

ACREAGE: 393.00 SOIL TYPE: 0.80 SYSTEM: FLOOD/SEEPAGE

EFFICIENCY: 0:60 ALLOCATION COEFFICIENT: 1.67

ANNUAL SUPPLEMENTAL REQUIREMENT: 20.52" INCHES

ANNUAL SUPPLEMENTAL WATER USE:

20.52 IN X 393 AC X 1.67 X .02715 MG/AC-IN =

365.67 MG

MAXIMUM MONTHLY SUPPLEMENTAL CROP REQUIREMENT: 3.47 INCHES

MAXIMUM MONTHLY WATER USE:

3.47 IN X 393 AC X 1.67 X .02715 MG/AC-IN =

61.88 MG

TOTAL ANNUAL SUPPLEMENTAL REQUIREMENT: 20.52 INCHES

TOTAL ANNUAL DEMAND: 365.67 MG

TOTAL MAXIMUM MONTHLY SUPPLEMENTAL CROP REQUIREMENT: 3.47 INCHES

OTAL MAXIMUM MONTHLY DEMAND: 61.88 MG

QUESTIONS 15 - SOILS

A.

1. Provide a description of each of the soils indicted on Map E utilizing the following format:

Table 15-1 provides a list of soils on the Simon Suncoast site. Please refer to Map E for the location of soil types by NRCS number (formerly known as SCS).

TABLE 15-1 SOIL DESCRIPTIONS AND INTERPRETATIONS

Soil Name and Map Symbol	Soil Description	Depth to Rock, In.	Seasonal High Water Table, ft	Water Table Duration	Permeability, In/Hr	Limitation for Low Buildings	Limitations for Pond Embankment
<u>6</u> Hallandale fine sand	Nearly level, poorly drained soil on low, broad flatwood areas. Slopes are smooth and range from 0 to 2%	7-20	0-0.1	June- Nov.	6.0-20	Severe: weiness.	Severe: seepage, piping weiness
Myakka	Nearly level, poorly drained soil on broad flatwood areas, Slopes are smooth to slightly concave and range from 0 to 2%	>60	0-1.0	June- Nov.	6.0-20	Severe: wetness.	Severe: seepage, piping, welness
<u>13</u> Boca fine sand	Nearly level, poorly drained soil on flatwoods. Slopes are smooth and range from 0 to 2%	24-40	0-1.0	June-Feb.	6.0-20	Severe: wetness	Severe: seepage, piping, wetness
Valkaria Jine sand	Nearly level, poorly drained soil in sloughs. Slopes are smooth to concave and range from 0 to 1%	>60	0-1.0	June- Sept.	6.0-20	Severe: wetness	Severe: seepage, piping, wetness
26 Pineda fine sand	Nearly level, poorly drained soil in sloughs. Slopes are smooth to slightly concave and range from 0 to 1%	>60	0-1.0	June- Nov.	6.0-20	Severe: weiness	Severe: seepage, piping, wetness
27 Pompano fine sand, depressional	Nearly level, poorly drained soils in depressions. Slopes are concave and less than 1%	>60	2 above soil to 1 below soil surface	June-Feb.	6.0-20	Severe: wetness	Severe: seepage, piping, wetness
28 Immokalee sand	Nearly level, poorly drained soil in flatwoods areas. Slopes are smooth to convex and range from 0 to 2%	>60	. 0-1.0	June- Nov.	6.0-20	Severe: wetness	Severe: seepage, piping, wetness

TABLE 15-1
SOIL DESCRIPTIONS AND INTERPRETATIONS cont.

Soil Name and Map Symbol	Soil Description	Depth to Rock, In.	Seasonal High Water Table, ft	Water Table Duration	Permeability, In/Hr	Limitation for Low Buildings	Limitations for Pond Embankment
<u>6</u> Hallandale fine sand	Nearly level, poorly drained soil on low, broad flatwood areas. Slopes are smooth and range from 0 to 2%	7-20	0-0.1	June- Nov.	6.0-20	Severe: weiness.	Severe: seepage, piping, wetness
<u>II</u> Myakka	Nearly level, poorly drained soil on broad flatwood areas. Slopes are smooth to slightly concave and range from 0 to 2%	>60	0-1,0	June- Nov.	6.0-20	Severe: weiness.	Severe: seepage, piping, weiness
Boca fine sand	Nearly level, poorly drained soil on flatwoods, Slopes are smooth and range from 0 to 2%	24-40	0-1.0	June-Feb.	6.0-20	Severe: wetness	Severe: seepage, piping, wetness
Valkaria fine sand	Nearly level, poorly drained soil in sloughs. Slopes are smooth to concave and range from 0 to 1%	>60	0-1.0	June- Sept.	6.0-20	Severe: weiness	Severe: seepage, piping, weiness
Pineda fine sand	Nearly level, poorly drained soil in sloughs. Slopes are smooth to slightly concave and range from 0 to 1%	>60	0-1.0	June- Nov.	6.0-20	Severe: wetness	Severe: seepage, piping, weiness
Pompana fine sand, depressional	Nearly level, poorly drained soils in depressions. Slopes are concave and less than 1%	>60	2 above soil to I below soil surface	June-Feb.	6.0-20	Severe: wetness	Severe: seepage, piping, wetness
Immokalee sand	Nearly level, poorly drained soil in flatwoods areas. Slopes are smooth to convex and range from 0 to 2%	>60	0-1,0	June- Nov.	δ.0-20	Severe: wetness	Severe: seepage, piping, wetness

TABLE 15-1
SOIL DESCRIPTIONS AND INTERPRETATIONS, cont'd

Soil Name and Map Symbol	Soil Description	Depth to Rock, In.	Seasonal High Water Table, ft	Water Table Duration	Permeability, In/Hr	Limitation for Low Buildings	Limitations for Pond Embankment
3 <u>4</u> Malabar fine sand	Nearly level, poorly drained soil on slough. Slopes are smooth to concave and range from 0 to 1%	>60	0-1.0	June- Nov.	6.0-20	Severe: wetness.	Severe: ponding, seepage
42 Wabasso sand, limestone substratum	Nearly level, very poorly drained soil on broad flatwoods. Slopes range from 0 to 2%.	40-80	0-1.0	June-Oct.	6.20-20	Severe: weiness.	Severe: thin layer, wetness
49 Felda fine sand, depressional	Nearly level, poorly drained soil in depressions. Slopes are concave and less than 1%.	>60	2 above soil to 1 below soil surface	June-Dec.	6.0-20	Severe: ponding.	Severe: Seepage Piping ponding
5] Floridana sand, depressional	Nearly level, very poorly drained soil in depressions. Slopes are concave and less than 1%.	>60	2 above soil to 1 below soil surface	June-Feb.	6.0-20	Severe: ponding	Severe: ponding
73 Pineda fine sand, depressional	Nearly level, very poorly drained soil in depressions. Slopes are concave and are less that 1%.	>60	2 above soil to 1 below soil surface	June- Dec.	6.0-20	Severe: ponding	Severe: seepage. piping, ponding
7 <u>5</u> Hallandale fine sand, slough	Nearly level, poorly drained soil in slough. Slopes are smooth to slightly concave and range from 0 to 1%.	2-20	0-1.0	June-Oct.	6.0-20	Severe: wetness, depth to rock	Severe: thin layer, seepage, wetness

Source: Soil Survey of Lee County, Florida (1984) by U.S. Soil and Conservation Service, now known as Natural Resource Conservation Service.

 Describe the potential for subsidence and any unique geologic features (such as sand dunes, bluffs, sinkholes, springs, steepheads, etc.) on the site. Discuss what aspects of the site plan will be used to compensate for or take advantage of these features.

No unique geologic features are located on the Simon Suncoast site. No known areas susceptible to subsidence are located on site.

B. Where a soil presents a limitation to the type of use proposed in the development, state how the limitation will be overcome. Specify construction methods that would be used for building, road and parking lot foundations, and for lake or canal bank stabilization as relevant.

According to the preliminary Soil Survey of Lee County, prepared by the USDA, Soil Conservation Service now known as the Natural Resource Conservation Service (NRCS), the Simon Suncoast site contains soils that are common to Lee County and southwest Florida. As in other Lee County projects, soil limitations or hazards will be considered and generally overcome by proper soil compaction. In limited areas, muck removal may be necessary for a proper compaction. Foundation systems for specific site conditions will be designed and utilized for building areas where common methods are not appropriate. Water management lakes will have banks designed to prevent erosion and promote vegetation. Existing soil characteristics will be considered in the design of water management systems and soil stabilization.

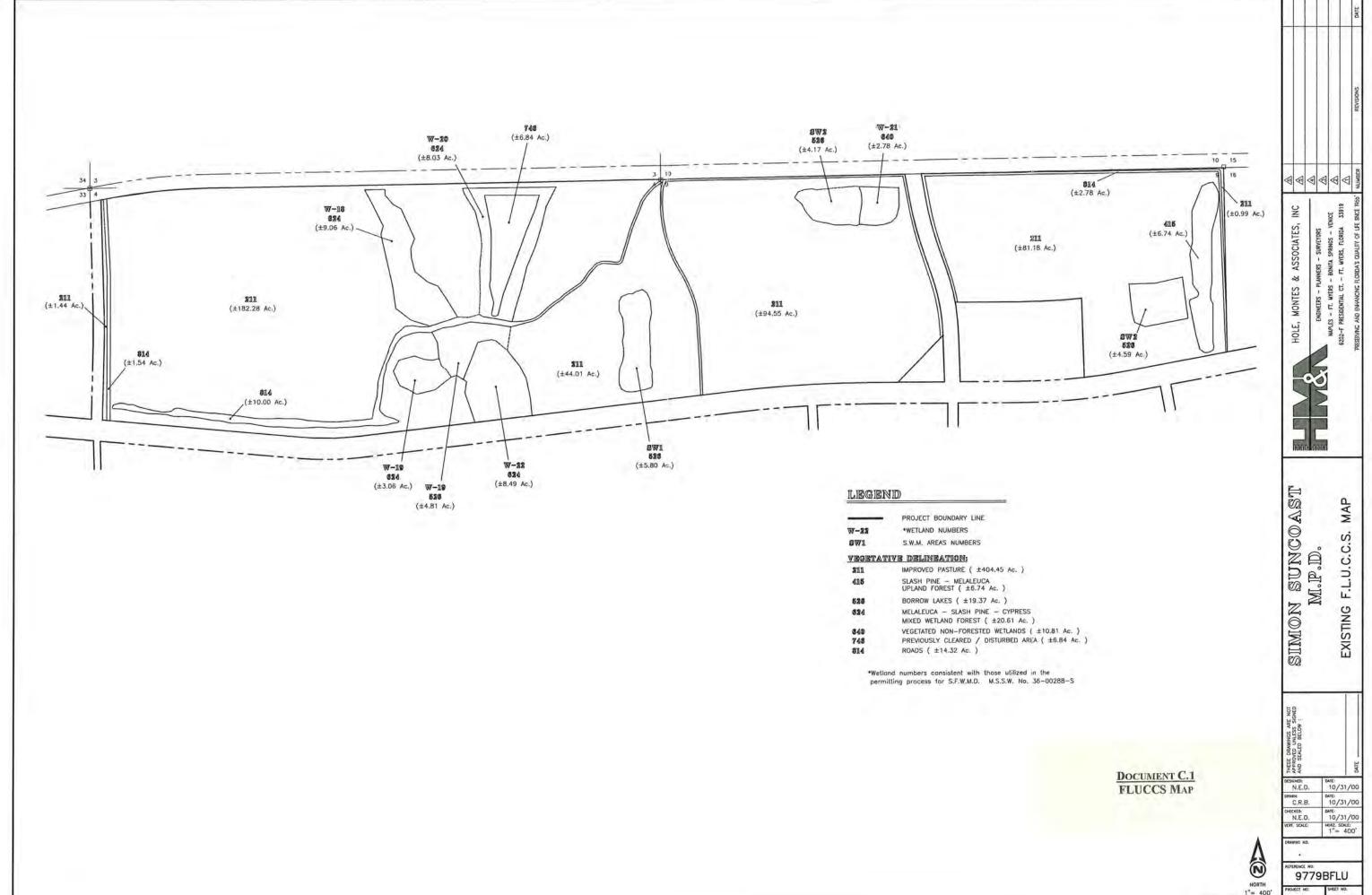
C. What steps will be taken during site preparation and construction to prevent or control wind and water soil erosion? Include a description of proposed plans for clearing and grading as related to erosion control.

A Stormwater Pollution Prevention Plan (SWP3) shall be in accordance with the EPA Notice of Intent for proposed construction activities. The SWP3 shall utilize Best Management Practices for controlling sedimentation, erosion and pollution.

Areas under construction in the Simon Suncoast site will be frequently watered to control wind erosion and fugitive dust. Developed areas will be landscaped and stabilized to minimize erosion from wind and water.

D. To what degree and in what location(s) will the development site be altered by fill material? If known, specify the source location and composition of the fill. Also identify the disposal location of any overburden or spoil.

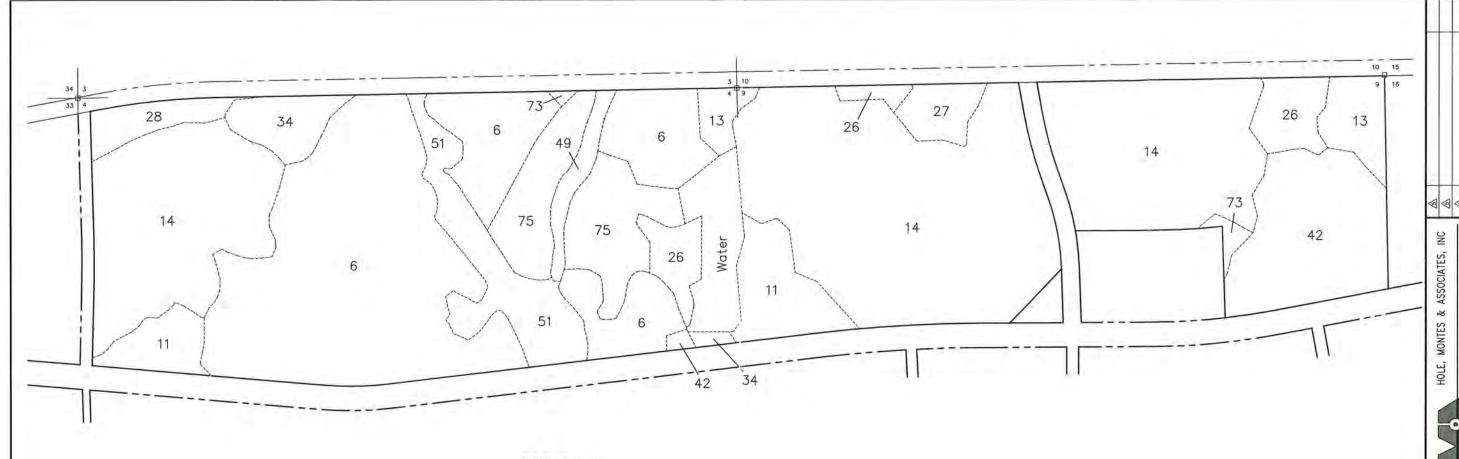
Most building and roadway areas will require fill; most of the fill will be obtained from excavation of the proposed surface water management lakes. A fine sand quality is anticipated for local fill. (See Map E and Table 15-1) Overburden or spoil will be used for top dressing of filled areas and landscape amenities.



97.79-B

NORTH 1"= 400'

DRAWING CURRENT AS OF: 10/31/0



SOILS LEGEND:

HALLANDALE FINE SAND MYAKKA FINE SAND BOCA FINE SAND VALKARIA FINE SAND

PINEDA FINE SAND POMPANO FINE SAND, DEPRESSIONAL

IMMOKALEE SAND 28

MALABAR FINE SAND 34 WABASSO SAND, LIMESTONE SUBSTRATUM FELDA FINE SAND, DEPRESSIONAL

51 FLORIDANA SAND, DEPRESSIONAL

PINEDA FINE SAND, DEPRESSIONAL 73

HALLANDALE FINE SAND, SLOUGH 75

NOTE: SOILS INFORMATION FROM SOIL SURVEY OF LEE COUNTY, FLORIDA (1984)

DOCUMENT C.2 SOILS MAP



NORTH 1"= 400'

DRAWING CURRENT AS OF: 10/31/00 97.79-B

DESIGNED: N.E.D.

C.R.B.

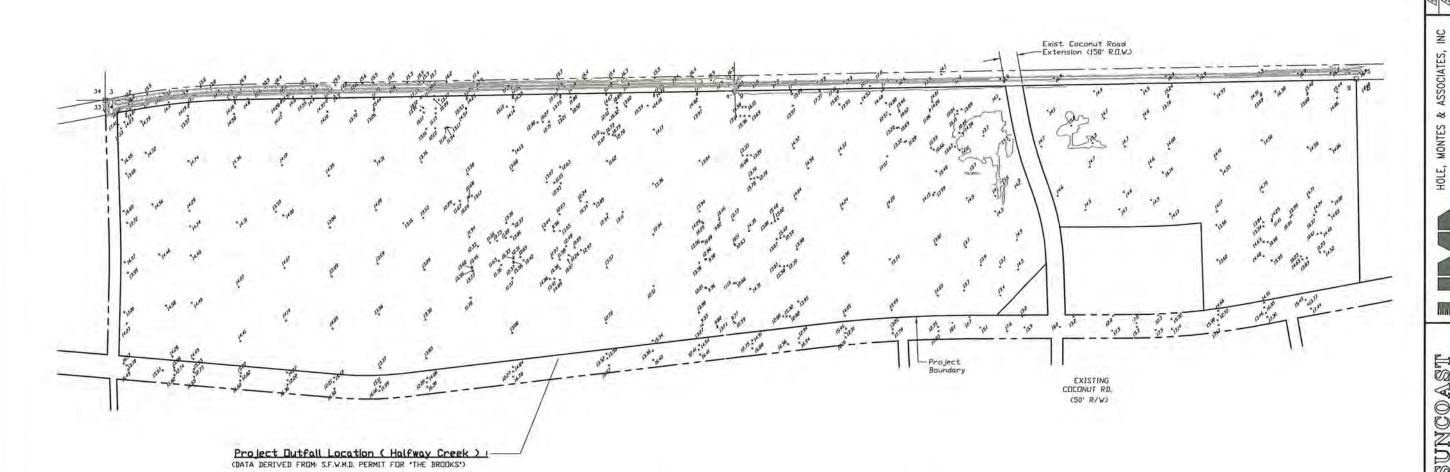
10/31/00

10/31/00

CHICKED: DATE:
N.E.D. 10/31/00
VENT, SCALE: HORZ. SCALE:
1"= 400'

9779BS0I

SIMON SUNCOAST M.P.D.



SPOT ELEVATIONS (NGVD)

CONTOUR LINES W/ ELEVATIONS (NGVD)

LEGEND

25 Year - Elev. @ 14.00 (NGVD)

NOTES

- 1.) Project Site is located within Catagory 2 & 3 Storn Surge according to Hurricane Storn Tide Atlas for Lee County.
- 2.) Project Site lies within Zone B (100 500 yr. f(ood) per FEMA FIRM Maps
- 3.) Estinated flood profiles are indicated at the Project's Drainage Outfall Location (Halfway Creek).
- 4.) For Project Post Development Flood Elevations, See Map I (Master Drainage Plan).

DOCUMENT C.3 TOPOGRAPHY MAP



SCALE: 1"= 400" DRAWING CURRENT AS OF: 10/31/0

TOPOGRAPHIC MAP

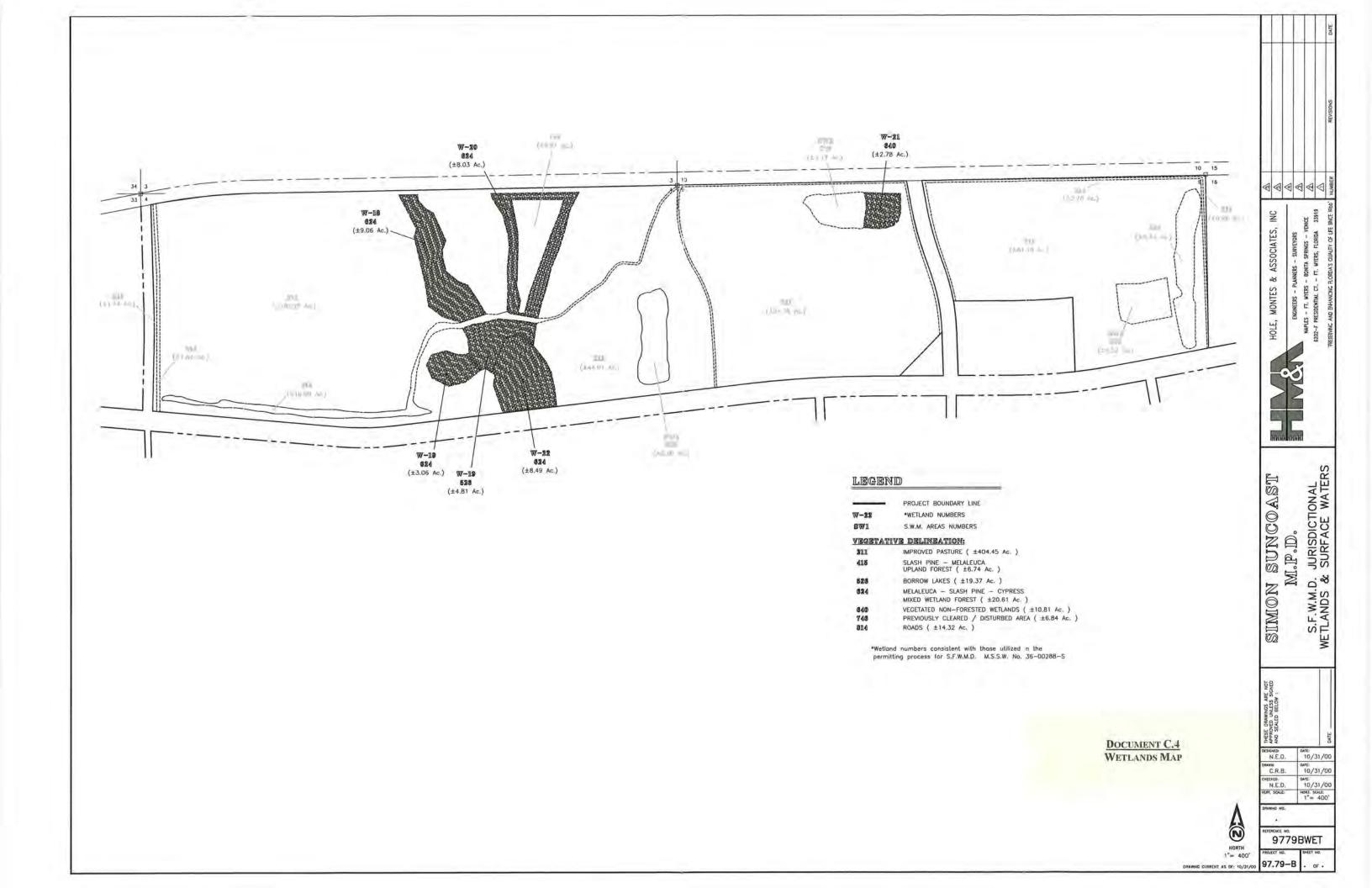
SIMON SUNCOAST M.P.D.

THESE DRAWINGS ARE N APPROVED UNLESS SIGN AND SEALED BELOW : N.E.D.

10/31/00 C.R.B. 10/31/00 N.E.D. 10/31/00 HORZ. SCALE: 1"= 400"

9779BEXC

97.79-B



DOCUMENT C.5

TABLE OF LAND USE AND VEGETATIVE COVER TYPES AND ASSOCIATED LEE COUNTY
LISTED WILDLIFE AND PLAN SPECIES FOR THE SIMON SUNCOAST PROJECT SITE, LEE
COUNTY, FLORIDA

FLUCFCS Code	Lee County Listed Species							
211	Florida sandhill crane (Grus canadensis pratensis)							
	Florida panther (Felis concolor coryi)							
415	Eastern indigo snake (Drymarchon corais couperi)							
	Gopher tortoise (Gopherus polyphemus)							
	Gopher frog (Rana areolata)							
	Southeastern American kestrel (Falco sparverius paulus)							
	Red-cockaded woodpecker (Picoides borealis)							
	Florida panther							
	Big Cypress fox squirrel (Sciurus niger avicennis)							
	Florida black bear (Urus americanus floridanus)							
	Fakahatchee burmannia (Burmannia flava)							
	Satinleaf (Chrysophyllum olivaeforme)							
	Beautiful paw-paw (Deeringothamnus pulchellus)							
624	American alligator (Alligator mississipiensis)							
	Gopher frog							
	Limpkin (Aramus guarauna)							
	Little blue heron (Egretta caerulea)							
524	Snowy egret (Egretta thula)							
	Tricolored heron (Egretta tricolor)							
	Arctic peregrine falcon (Falco peregrinus tundrius)							
	Wood stork (Mycteria americana)							
	Florida panther							
	Everglades mink (Mustela vison evergladensis)							
	Florida black bear							
640	Limpkin							

FLUCFCS Code	Lee County Listed Species							
	Little blue heron							
	Reddish egret (Egretta rufescens)							
	Snowy egret							
	Tricolored heron							
	Wood stork							
	Snail kite (Rostrhamnus sociabilis)							
	Everglades mink							
526	American alligator							
	Roseate spoonbill (Ajaia ajaja)							
	Limpkin							
	Little blue heron							
	Reddish egret							
	Snowy egret							
	Tricolored heron							
	Everglades mink							
746	No species listed							
814	No species listed							

DIVISI. "S OF FLORIDA DEPARTMENT OF STATE

Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Corporations
Division of Cultural Affairs

If of Historical Resources
Collibrary and Information Services

Division of Administrative Services

Division of Licensing

DOCUMENT D

ETTER FROM FLORIDA DEPARTMENT
OF STATE REGARDING
ARCHAEOLOGICAL & HISTORICAL
RESOURCES

2000

MEMBER OF THE FLORIDA CABINET

State Board of Education
Trustees of the Internal Improvement Trust Fund
Administration Commission
Florida Land and Water Adjudicatory Commission
Siting Board
Division of Bond Finance
Department of Revenue
Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs



FLORIDA DEPARTMENT OF STATE Katherine Harris Secretary of State

DIVISION OF HISTORICAL RESOURCES

Ms. Emily Hollis Kimley-Horn and Associates, Inc. 4431 Embarcadero Drive West Palm Beach, FL 33407

July 14, 2000

RE:

DHR Project File No. 2000-05657

Cultural Resource Assessment Request

Job No. 040325004 - Simon Suncoast Development of Regional Impact Application for

Development Approval Lee County, Florida

Dear Ms. Hollis:

In accordance with this agency's responsibilities under Section 380.06, Florida Statutes, we have reviewed the information in the Florida Site File to determine whether any archaeological or historical resources are recorded in the above referenced project area, and also to determine the potential for such resources which are presently unrecorded to be located within it.

A review of the Florida Master Site File and our records indicates that the above project area was formerly called Bonita DCI Parcel. A cultural resource assessment survey was conducted of the project area in 1996. No site s were located as a result of the survey, and none have since been located. It is therefore the opinion of this agency that no historic properties are likely to be located within the project's area of potential effects.

If you have any questions concerning these comments, please contact Ms. Robin Jackson, Historic Sites Specialist at (850) 487-2333 or 1-(800) 847-7278. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Janet Shyder Matthews, Ph.D., Director

Division of Historical Resources State Historic Preservation Officer

JSM/Jri

xc: Dan Trescott, SWFRPC

(850) 595-5985 · FAX: 595-5989



July 13, 2000

4431 Embarcadero Drive West Palm Beach, Florida 33407

Ms. Robin D. Jackson
Historic Sites Specialist
Florida Department of State
Division of Historical Resources
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

Re:

Project File No. 961708

An Archaeological Report of the Bonita D.C.I. Parcel

Lee County, Florida

Dear Ms. Jackson:

Kimley-Horn and Associates, Inc. has a letter dated May 9, 1996, issued from your office regarding An Archaeological Report of the Bonita D.C.I. Parcel, Lee County, Florida. The same tract of land discussed in that letter (reference number 961708) is currently included in the Simon Suncoast Development of Regional Impact Application for Development Approval. The project boundaries have not changed. A graphic illustrating the site and the previously mentioned letter are attached for your reference.

Please provide a letter addressed to Emily Hollis identifying any recorded archeological or historical sources within the DRI. Please forward this letter to the above printed address.

Thank you for your time and assistance.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

EH/lm

Attachments

P:\0403\25004\071300rj.doc

TEL 561 845 0665 FAX 561 863 8175

DOCUMENT E DISCUSSION OF INTERNAL CONSISTENCY WITH APPLICABLE PLANS

 The applicant is not requesting any additional developable acres in the 2020 Planning Communities Table. The requested amendment will not, therefore, have any effect on the residential or commercial capacity of the FLUM within its 2020 timeframe.

There are 561 acres of commercial uses available in the Bonita Planning Community and 1,356 acres of residential uses that may be developed within the Urban Community FLUM category in the Bonita area. The project will fit easily within these parameters; therefore, the applicant is not requesting an amendment to add acres to the table.

- The project, as proposed in the Urban Community Future Land Use Map category is consistent with the Lee Plan in general and the following objectives and policies in particular:
 - (1) Policy 1.1.4: The proposed uses and intensities are consistent with the Urban Community Future Land Use Map category;
 - (2) Policy 1.4.1: The property has access to a very high level of urban services (three arterial roads and a collector; public water; and public sewer) and is, therefore, no longer suitable for rural uses;
 - (3) Policy 1.7.6: The project can be accommodated without any amendments to the 2020 Planning Communities Acreage Table;
 - (4) Objective 2.1: The project abuts a large mixed-use DRI (The Brooks). Another mixed-used DRI (Pelican Landing) and several large approved commercial projects are located on the west side of US 41 across from the proposed development. The request will, therefore, result in a contiguous and compact growth pattern.
 - (5) Objective 2.2: The various analyses contained in the ADA establish that adequate levels of service can be maintained with the adoption of appropriate conditions within the DRI development order;
 - (6) Objective 2:4: The re-examination of the Future Land Use Map category is consistent with this objective;
 - (7) Policies 2.4.2 and 2.4.3: Given the nature and location of the project, these policies do not apply to the requested plan amendment;
 - (8) Policy 2.4.4: The addition of lands to the Airport Commerce category is not relevant to the demand for the kinds of uses that will be developed at this site. The demand for a regional mall in the southern part of Lee County has been established by numerous market studies and is discussed in the ADA;

- (9) Objective 4.1: This is a mixed-use development which could incorporate a number of public uses, including a site for a fire station. It will be a "town center" in every possible sense;
- (10) Policy 4.1.1: The site plan appropriately allocates the most intense uses to the areas that are closest to the major intersection and to existing commercial uses. As noted in the discussion of the State Comprehensive Plan below and throughout the ADA, the most prominent natural feature of the site, a flowway running through the middle of the subject property, will be protected from development;
- (11) Policy 5.1.2: There are no unusual physical constraints or hazards which should limit the density or intensity of use on the site;
- (12) Policy 5.1.3: The residential uses will be in close proximity to public services, employment opportunities, parks and schools;
- (13) Policy 5.1.5: The commercial components of the project will be separated from the residential portion of The Brooks by a new arterial road (Sandy Lane Extension) and by an existing railroad right-of-way;
- (14) Policy 5.1.7: The detailed Master Concept Plan which will be submitted with the rezoning application will show pedestrian and bicycle linkages between the commercial and residential areas;
- (15) Policy 6.1.2: The Town Center portion of the site will meet the site location standard for a regional mall, as it will have direct access to three arterials (US 41, Sandy Lane Extension, and Coconut Road). Coconut Road can be considered an arterial because the Town Center will not be completed before it has been extended to Three Oaks Parkway, and the Board of County Commissioners has previously determined that its function will change from a collector at that point (see the zoning resolution for Coconut Road MPD). The remaining retail development on the site will comply with the standards for neighborhood commercial centers;
- (16) Policy 6.1.4: As noted above, the project will be compatible with the area and will be served by adequate public facilities;
- (17) Policy 6.1.6: The Town Center will be architecturally designed to enhance the appearance of structures and parking areas;

- (18) Policy 6.1.7: The project abuts the commercial portion of The Brooks and is across US 41 from numerous commercial projects, including Coconut Road MPD, Estero Greens, and Williams Place;
- (19) Standards 11.1 and 11.2: The project will have access to public water and wastewater facilities, as noted above;
- (20) Policy 21.1.1: The traffic mitigation for the project will be used to construct improvements shown on the 2020 Traffic Circulation Map;
- (21) Policy 24,1.2: The project will have adequate parking and access to the public road system and will fund its own site-related improvements;
- (22) Policy 24.1.5: The site layout will not require traffic to pass through areas of low intensity uses to reach areas of high intensity uses;
- (23) Policies 31.1.5 and 34.1.5: As noted previously, the project will have access to water and sewer facilities with adequate available capacity; and
- (24) Policy 38.3.1: The project will comply with the County's level of service for surface water management.
- 3. The proposed development abuts the City of Bonita Springs. The project's traffic impacts on roads within the City are addressed in the Traffic Analysis which accompanies this application. The remainder of the infrastructure which will serve the site will be provided by public facilities which are owned and operated by entities other than the City.
- 4.A. The application is consistent with the State Comprehensive Plan in general and the following goals and policies in particular:

HOUSING

(1) Goal 5: As documented in the ADA and by subsequent studies, adequate affordable housing will be available to serve the employees of the project.

WATER RESOURCES

- Policy 2: The subject property is not in a prime aquifer recharge area. No potable water wellfields are planned for this site;
- (2) Policy 5: As indicated in the ADA, adequate supplies of potable and non-potable water are available for this development.

- (3) Policies 6-8: The plan for the site includes the protection of a flowway averaging approximately 800 feet in width which runs through the property from the railroad right-of-way to US 41, as well as associated wetlands; and
- (4) Policy 12: As described in the ADA, stormwater runoff from the site will receive the treatment required by the SFWMD.

NATURAL SYSTEMS

(1) Policy 1: As indicated above, the majority of the wetlands associated with the historic flowway will be preserved on the site.

LAND USE

- Goal 16: As indicated throughout the ADA, the subject property has access to adequate public facilities; and
- (2) Policy 3: The project is a mixed-use development with a functional mix of commercial, residential, and public uses. Shopping, employment, and recreational opportunities will be available on or in close proximity to the site for residents of the development.

PUBLIC FACILITIES

- (1) Policy 1: The central location of the site in the rapidly-growing area of South Lee County and the mix of residential, commercial, and public uses on the site guarantee that the use of existing public facilities will be maximized; and
- (2) Policy 3: The applicant will be required to pay its fair share of the costs of any new infrastructure which is necessary to serve this project through the DRI process.

TRANSPORTATION

- Policy 9: The centrally-located mixed-use development will provide the citizens of both Lee and Collier Counties with timely and efficient access to services, jobs, markets, and attractions.
- 4.B. The application is consistent with the Southwest Florida Regional Policy Plan in general, and the following policies in particular:

HOUSING

- Goal I-5, Policy 1.c: The proposed comprehensive plan amendment will increase density and promote infill development in what is emerging as a centralized urban area in South Lee County;
- (2) Goal I-5, Policy 2: The proposed development will occur on land which is centrally located in the Estero area, has relatively few valuable environmental features, and will have access to adequate public facilities.

ECONOMIC DEVELOPMENT

- Goal II-6, Policy 1: The location and mix of uses in this development will maximize the efficient use of public facilities;
- (2) Goal II-6, Policy 7: The project will be required to pay a fair share of the cost of any public facility improvements that it makes necessary through the DRI process;
- (3) Goal II-6, Policy 8.f. As noted throughout the ADA, the project will have access to adequate public facilities;
- (4) Goal II-24, Policies 1a. And 1e: The development is an infill project and will provide a mix of uses for balanced growth in the Estero area; and
- (5) Goal II-24, Policy 7: As noted above, the project will be served by public facilities operating at an adequate level of service.

NATURAL RESOURCES

- (1) Goal IV-2, Policy 2: As noted in the discussion of the State Comprehensive Plan above and in the ADA responses to Question 13, the majority of the jurisdictional wetlands on the site will be preserved, and adequate mitigation will be provided for alterations of jurisdictional wetlands that have not been previously permitted by the SFWMD and the ACOE;
- (2) Goal IV-3, Policy 6: As noted in the ADA, the project will have access to adequate potable water supplies;
- (3) Goal IV-4, Policy 1b: As indicated in the discussion of the State Comprehensive Plan above, the majority of a major flowway containing approximately 27 acres running through the middle of the site will be protected from development; and

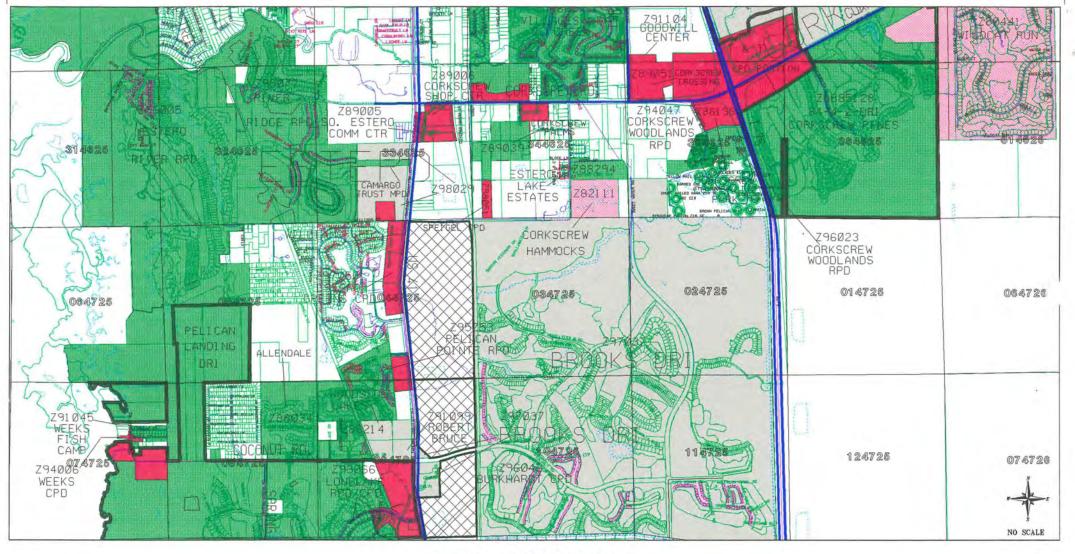
(4) Goal IV-6, Policy 7: The project will be served by a central sewer system.

TRANSPORTATION

- Goal V-3, Policy 2: The project will contain an appropriate mix of uses and will, therefore, reduce the travel time between activity centers (see also Goal V-II, Policy 12.); and
- (2) Goal V-6, Policy 1: Bike paths, sidewalks, and transit sites will be shown on the detailed Master Concept Plan which will be submitted with the rezoning request.

DOCUMENT F DISCUSSION OF ADDITION TO FUTURE URBAN AREAS

- 1. The proposed amendment does not constitute urban sprawl for the following reasons:
 - As noted in Exhibit "D", the applicant is not requesting an amendment to add acres to the 2020 Planning Communities Table. The request will not, therefore, increase the capacity of the FLUM;
 - b. The property abuts a municipal boundary to the south, a large mixed-use DRI and a railroad line to the east, an arterial road to the west, and a collector to the north. Numerous large commercial or mixed-use developments, including Pelican Landing, Coconut Road MPD, Estero Greens, Williams Place, and the Camargo Trust MPD are located immediately to the west of US 41 in this area (see Map 1 attached). The property is literally surrounded, therefore, by urban services and uses;
 - As noted throughout this document and the ADA, the level of urban services
 which will serve this project is characteristic of an urban area, not a rural area;
 and
 - d. The project is a high-intensity mixed use project on a parcel with relatively few natural resources.
- 2. The subject parcel was designated rural in the 1984 version of the FLUM. This classification had never been reviewed or changed in the ensuing years in spite of extremely rapid growth in the Estero/Bonita area. The amendment, as noted above, will not cause any increase in the capacity of the FLUM or result in urban sprawl; instead, it will focus development on a central location with adequate services in the Estero area.



LEE COUNTY PLANNED DEVELOPMENT ZONING

INDUSTRIAL PLANNED DEVELOPMENT
RESIDENTIAL PLANNED DEVELOPMENT
MOBILE HOME PLANNED DEVELOPMENT
COMMERCIAL PLANNED DEVELOPMENT
AIRPORT OPERATIONS PLANNED DEVELOPMENT
PLANNED UNIT DEVELOPMENT
COMMUNITY FACILITIES PLANNED DEVELOPMENT
MIXED USE PLANNED DISTRICT

UPDATED THROUGH JANUARY 1998
PREPARED BY DIVISION OF DEVELOPMENT SERVICES & PROPERTY APPRAISER'S OFFICE

MAP 1

DOCUMENT G PLANNING JUSTIFICATION

The justification for this amendment is contained within the ADA and documents E and F of this package.

SIMON SUNCOAST PROPOSED TEXT AMENDMENT (CPA 2000-30)

RESPONSE TO DCA OBJECTION

Project #99532

May 24, 2002 Revised September 13, 2002 Prepared by: DAVID PLUMMER & ASSOCIATES, INC. 1531 Hendry Street Fort Myers, Florida 33901



SIMON SUNCOAST PROPOSED TEXT AMENDMENT (CPA 2000-30)

RESPONSE TO DCA OBJECTION

OBJECTIONS RECOMMENDATION AND COMMENTS REPORT PROPOSED COMPREHENSIVE PLAN AMENDMENT 02-D1 LEE COUNTY

I. CONSISTENCY WITH RULES 9J-5 AND CHAPTER 163..F.S.

Lee County's proposed Amendment 02-D1 involves changes to the Future Land Use Map changes and text. The Department raises an objection to the proposed amendment.

Objection:

This is a proposal to revise the Future Land Use Map for a 483-acre site located between U.S. 41 and Seminole Gulf Railway tracks and extending from Williams Road south past Coconut Road from "Rural" to "Urban Community", and Policy 6.1.2, in order to facilitate the location of the Simon Suncoast Development of Regional Impact. According to the information provided, the proposed land use change will degrade the level of service standards on U.S. 41. This is inconsistent with the County's commitment in Goal 22, Objective 70.1 and Policy 70.1.1 to maintain the adopted level of service standards. The County has not demonstrated, through scheduled improvements within the first three years of the Five-Year Schedule of Capital Improvements, how the level of service standard on this roadway will be maintained in view of the impact of the proposed land use designation on U.S. 41. Chapter 163.3177(2),(6)(a), Florida Statutes; Rule 9J-5.006(3)(c)3.; 9J-5.016(3)(b)5., (4)(a) & (b); and 9J-5.019(4)(c)1., Florida Administrative Code.

Recommendation: Demonstrate, with adequate data and analysis, how the increased density and intensity on the site will take place without exacerbating the traffic condition on U.S. 41. In addition, demonstrate the consistency of the amendment with the Lee Plan Goal, Objective and Policy listed above which commit the County to maintain the adopted level of service standards; and show, by including any needed improvements that will enable the maintenance of the level of service standards within the first three years of a financially feasible Five-Year Schedule of Capital Improvements. Since the Urban Community designation that allows six units per acre and the proposed commercial use may be too intense for the site, in light of the traffic impact on U.S. 41, the County should consider designating on the site a less intense land use category.

Applicant's Response

The Applicant has previously provided adequate data and analysis to demonstrate that, with appropriate traffic mitigation by the Applicant, US 41 will operate at an acceptable level of service in the year 2020, which is the current horizon year for The Lee Plan. The data and analysis were provided in the report titled <u>Simon Suncoast Comprehensive Plan Amendment Traffic Study</u>, <u>Supplemental Information</u>, which was prepared by David Plummer & Associates (DPA) dated November 6, 2001, and is included as Appendix I in this report.

The traffic analyses submitted by the Applicant to date, in support of the proposed Amendment, are reviewed below, in chronological order. All traffic analyses prepared in support of the proposed Amendment have evaluated conditions in 2020, the horizon year for the Lee Plan. Conditions in the near future have been evaluated fully as part of the Development of Regional Impact (DRI) review.

The initial Simon Suncoast Comprehensive Plan Amendment Traffic Study was dated November 1, 2000. This study compared traffic conditions, both with and without the proposed Comprehensive Plan Amendment, in the year 2020 under the current (at that time) MPO 2020 Financially-Feasible Plan. The traffic study concluded that the proposed Comprehensive Plan Amendment will not cause any roadway segments to fail.

In a memorandum dated July 6, 2001, however, the Lee County DOT staff found this initial traffic study to be insufficient for review because the information was out of date. The Applicant's traffic consultant, David Plummer & Associates (DPA), had used the travel model and 2020 roadway network that were in effect at the time the study was prepared, but, by the time the Lee County DOT staff reviewed the study, the travel model and 2020 roadway network had been superceded.

In the July 6 memo, the Lee County DOT staff informed the Applicant that the staff had conducted a 2020 traffic study on the new 2020 Financially-Feasible Plan roadway network and compared the roadway levels of service with and without the proposed Amendment. DPA obtained the County's travel model assignments and level of service spreadsheets and utilized them to update the Comprehensive Plan Amendment Traffic Study. The updated study was submitted to Lee County as a Sufficiency Response for Traffic Study dated August 24, 2001.

For this <u>Sufficiency Response</u>, DPA utilized the updated 2020 travel model assignments and the LOS spreadsheets provided by the Lee County DOT. The County's travel model assignments with and without the Project were not adjusted in any way. The assignments and resulting assigned volumes were utilized without modification. A few modifications were made, however, to the LOS spreadsheets provided by the County. These modifications were fully documented in the <u>Sufficiency Response</u>.

As in the initial <u>Comprehensive Plan Amendment Traffic Study</u>, DPA concluded that the Project will not cause any roadway segments to fail. In other words, there were <u>no</u> segments where the level of service is at or above (better than) the standard without the Project, but below the standard with the Project. All segments were either at or above the standard, both with or without the Project, or below the standard, both with and without the Project.



In a memorandum dated October 3, 2001, the Lee County DOT staff disagreed with DPA's conclusion that no roadway segments would fail because of the Project. The staff generally accepted the travel model assignments and LOS spreadsheets used in the <u>Sufficiency Response</u> dated August 24, 2001, but did not agree with modifications DPA made to the roadway service volumes on the section of US 41 between Koreshan Boulevard and Alico Road. The staff advised DPA that these US 41 modifications were unacceptable.

DPA met with the County staff on October 31, 2001, to discuss the staff's concerns regarding this section of US 41. It was agreed that DPA would use the County's generalized service volumes for this section of US 41 in the LOS spreadsheets, rather than the modified service volumes used in the Sufficiency Response, in accordance with Lee Plan Policy 22.1.2. It was also agreed that DPA would perform a traffic engineering evaluation of this section of US 41 to determine the appropriate improvements needed to address the apparent LOS deficiencies on this section of US 41. Finally, it was agreed that the Applicant could address these US 41 deficiencies through the Project's DRI traffic mitigation.

Following this meeting, DPA submitted a new report titled <u>Simon Suncoast Comprehensive Plan Amendment</u>, <u>Supplemental Information</u> and dated November 6, 2001. This <u>Supplemental Information</u> is included as Appendix I in this report, because it represents the final analysis that was reviewed and accepted by the Lee County staff.

The <u>Supplemental Information</u> addresses the County staff's concerns regarding the section of US 41 between Koreshan Boulevard and Alico Road. As agreed, Lee County generalized services volumes were used for all roads in the LOS spreadsheet, including the section of US 41 between Koreshan Boulevard and Alico Road. In addition, the report provided detailed intersection capacity analysis (based on Highway Capacity Software) and ART_PLAN analysis that demonstrated that improvements at key intersections will enchance the carrying capacity of this section of US 41, so that the Lee Plan LOS standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities.

Exhibit 2 (Revised) in this <u>Supplemental Information</u> provides roadway levels of service in 2020, under the adopted 2020 Financially-Feasible Plan, with the proposed Simon Suncoast Project in place. It is important to point out that this LOS spreadsheet relies very heavily on information provided by the Lee County DOT: (1) the spreadsheet itself was developed by the Lee County DOT; (2) the 2020 volumes are from a travel model assignment by the Lee County DOT of future 2020 conditions under the adopted 2020 Financially-Feasible Plan; (3) the seasonal and peak hour adjustment factors are based on Lee County permanent count station data; and (4) the roadway service volumes are based on Lee County generalized service volumes.

A review of Exhibit 2 (Revised) reveals that, except for the section of US 41 between Koreshan Boulevard and Alico Road, all segments of US 41 will operate better than the Lee Plan LOS standard of LOS "E". The levels of service on US 41 segments are as follows:



Road Segment LOS

US 41 Segments	Levels of Service
US 41 from Collier County line to Coconut Road	C
US 41 from Coconut Road to N. Project Entrance	D
US 41 from N. Project Entrance to Koreshan Boulevard	C
US 41 from Koreshan Boulevard to Alico Road	(1)
US 41 from Alico Road to Island Park Road	В
US 41 from Island Park Road to Six Mile Parkway	C

Footnote

As explained above, intersection capacity analysis and ART_PLAN analysis demonstrate that, with improvements at a number of key intersections, the six-lane section of US 41 between Koreshan Boulevard and Alico Road will operate better than the Lee Plan LOS standard (LOS "C" northbound and LOS "C" southbound) in 2020 under the adopted 2020 Financially-Feasible Plan and with the Simon Suncoast Project in place. The needed intersection improvements include dual left-turn lanes on the approaches to four key intersections.

US 41 is expected to operate better than the Lee Plan standard in 2020 primarily for two reasons. First, in accordance with the adopted 2020 Financially-Feasible Plan, all of US 41 will be widened to six lanes by 2020. As a matter of fact, most four-lane sections of US 41 are already scheduled for widening to six lanes within the next five years. Second, in accordance with the 2020 Plan, several existing parallel facilities will be widened and several new north-south facilities will be constructed by 2020. As shown in Exhibit 3 of the Supplemental Information, the following improvements to north-south facilities are included in the adopted 2020 Plan.

- the construction of the six-lane Metro Parkway Extension between Six Mile Parkway and Alico Road.
- the construction of the two-lane Oriole Road/Sandy Lane corridor east of US 41 between Alico Road and Old 41 in Bonita Springs.
- the construction of the four-lane Three Oaks Parkway Extension between Daniels Parkway to Alico Road.
- the widening of Three Oaks Parkway to four lanes between Alico Road and Corkscrew Road.
- the construction of the four-lane Three Oaks Parkway Extension between Corkscrew Road and E. Terry Street.



⁽¹⁾ Acceptable LOS with improvements at key intersections.

- the construction of four-lane Imperial Street between E. Terry Street and Bonita Beach Road.
- the construction of four- to six-lane Livingston Road between Bonita Beach Road and Immokalee Road (in Collier County).
- the widening of I-75 to six lanes throughout South Lee County.
- the construction of the four- to six-lane Treeline Avenue Extension between Daniels Parkway and Alico Road.
- the widening of Ben Hill Griffin Parkway to six lanes between Alico Road and Koreshan Boulevard,
- the construction of the four-lane Bonita Grande Drive (CR 951) Extension east of I 75 between Corkscrew Road and Bonita Beach Road.
- the construction of the four-lane CR 951 Extension east of I-75 between Bonita Beach Road and Immokalee Road (in Collier County).

The Three Oaks Parkway, Imperial Street and Livingston Road improvements listed above are already scheduled for construction within five years in the Lee County Capital Improvement Program.

The <u>Supplemental Information</u> provided by DPA was reviewed and accepted by the County staff. Accordingly, the <u>Supplemental Information</u> served as the basis for the Lee County DOT staff's Simon Suncoast Proposed Text Amendment Comments dated November 15, 2001, and the staff's LPA Public Hearing Document for the November 26th, 2001 Public Hearing, which was dated November 19, 2001. The later document recommended approval of the proposed Text Amendment and, as stated at the top of Page 12 of 24, provided the following conclusion:

"Staff believes that, in light of the property's access to several existing and future collector roads as well as to US 41, the access to the site is adequate to support the development of a regional mall. Staff believes that the overall access to the subject property from the surrounding road network is better than the access to the other two potential regional mall sites."

Unfortunately, an inaccurate statement on Page 3 of 24, under Basis and Recommended Findings of Fact, in the November 19 LPA Public Hearing Document, has led to a misunderstanding regarding the impacts of the Project on the adopted 2020 Financially-Feasible Plan. This inaccurate statement reads as follows:

"The development of a regional mall will cause four road segments to operate below acceptable levels of service prior to the Year 2020."



This statement is incorrect in that three of the four segments identified in the staff's analysis have the same level of service with or without the proposed Project. Therefore, the regional mall does not "cause" these three segments to operate below the level of service standard. Also, two of these three segments will not be "deficient" in 2020.

Here is a summary of the situation for these three segments:

- The LCDOT staff's projections indicate that I-75 will operate at LOS "D" both with and without the Project. And, while the State's LOS standard on I-75 is currently LOS "C", it is expected that by 2020 the LOS standard on I-75 will be changed to LOS "D", because I-75 will then be within an urbanized area with a population over 500,000. This future change in the LOS standard on I-75 is anticipated in Lee Plan Policy 22.1.1, which identifies LOS "C" as the standard in transitioning areas and LOS "D" as the standard in urbanized areas. With the anticipated change in the LOS standard, there would not be a level of service deficiency on I-75, with or without the regional mall.
- The section of Old 41 from Bonita Beach Road to Terry Street is over capacity, both with and without the Project. However, this section of Old 41 is recognized in The Lee Plan as a constrained facility. A volume to capacity (V/C) ratio of 1.85 has been established in Lee Plan Policy 22.2.2 as the relevant measure of deficiency for a constrained roadway, not the level of service on the road. Year 2020 traffic volumes on this section of Old 41 are not expected to exceed the V/C ratio established in the Lee Plan for constrained facilities, either with or without the Project. Therefore, this section of Old 41 will not be deficient in 2020, in terms of Lee Plan Policy 22.2.2.
- According to the staff's projections, Ben Hill Griffin Parkway from the FGCU
 entrance to Alico Road operates at LOS F both with and without the Project. The
 Project does not cause this section of Ben Hill Griffin Parkway to fail.

As for the remaining segment, US 41 from Koreshan Boulevard to Alico Road, DPA has submitted documentation that, with improvements at key intersections, this section of US 41 should operate at the LOS standard in 2020. Furthermore, the Applicant and the staff have agreed that the Project's mitigation for this Comp Plan Amendment impact will be appropriately addressed as part of the DRI traffic mitigation.

The inaccurate statement referenced above was brought to the attention of the Lee County staff at the Board of County Commissioner's Transmittal Hearing on December 13, 2001, and again in an e-mail from DPA to the Lee County DOT on December 14, 2001. The staff subsequently agreed with DPA that the statement was not accurate and advised DPA in an e-mail on January 8, 2002, that the statement in the staff report would be modified to read as follows:



"Three road segments in the project area will operate below acceptable levels of service prior to the Year 2020, with or without the proposed amendment or mall development. The land use map change could result in one additional road segment operating below the adopted level of service, if a regional mall is developed as planned."

The County's reference to "one additional road segment operating below the adopted level of service" refers to the section of US 41 between Koreshan Boulevard and Alico Road.

As agreed by the Applicant and the Lee County staff, the Project's Comprehensive Plan impacts on the section of US 41 between Koreshan Boulevard and Alico Road are being fully mitigated as part of the DRI traffic mitigation. Transportation Condition D.3 in the draft DRI Development Order (D.O.) requires the Applicant to mitigate the Project's Comprehensive Plan impacts. While the Applicant and the County staff continue to disagree on some of the Conditions in the draft D.O., both parties are in agreement on Condition D.3 regarding the Project's Comprehensive Plan traffic mitigation.

PROPOSED LEE PLAN REVISIONS AFTER FURTHER DISCUSSIONS WITH DCA

This report was transmitted informally to DCA on June 11, 2002. On July 2, 2002, during a follow-up phone conference with a representative from DCA, it became apparent that the DCA objection was directed towards the use of the DRI development order as the vehicle for providing the mitigation for the affected intersections. DCA was requesting that the mitigation be included in the first three years of the County's CIP, not merely in the DRI development order.

Representatives from the Applicant and County staff met on July 18, 2002, to discuss the procedural issue raised by DCA. The County staff members were reluctant, for several good reasons, to include the mitigation in the CIP immediately. They agreed to explore this issue further with DCA.

As a result of these discussions between the County and DCA, all parties, including the Applicant, have agreed that the addition of the following language to Policy 21.1.1 in The Lee Plan is an appropriate way to address DCA's concern:

POLICY 21.1.1: The Lee County Metropolitan Planning Organization's 2020 Financially Feasible Plan Map series is hereby incorporated as part of the Transportation Map series for this Lee Plan comprehensive plan element. The MPO 2020 Financially Feasible Highway Plan Map, as adopted December 8, 2000, is incorporated as Map 3A of the Transportation Map series, with one format change as approved by the Lee County Board of County Commissioners on March 23, 1999. The format change is a visual indication (with shading) that alignment options for the County Road 951/Bonita Grande Drive extension are still under consideration, consistent with Note 52. Also, the comprehensive plan amendment analysis for the Simon Suncoast (Coconut Point) DRI identified the need for improvements at key



intersections on US 41 from Koreshan Boulevard to Alico Road to address the added impacts from the project for year 2020, and a mitigation payment has been required as part of the DRI development order. Lee County considers the following intersection improvements to be part of Map 3A and will program the necessary funds to make these improvements at the point they are required to maintain adopted level of service standards on US 41:

Intersection	<u>Improvements</u>
US 41/Constitution Boulevard	Southbound Dual Left Turn Lanes
US 41/B&F Parcel	Northbound, Southbound, Eastbound and Westbound Dual Left Turn Lanes
US 41/Sanibel Boulevard	Southbound Dual Left Turn Lanes
US 41/Koreshan Boulevard	Southbound and Westbound Dual Left Turn Lanes



APPENDIX I.

SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT
TRAFFIC STUDY
SUPPLEMENTAL INFORMATION

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY SUPPLEMENTAL INFORMATION

Project #99532

November 6, 2001

Prepared by: DAVID PLUMMER & ASSOCIATES, INC. 1531 Hendry Street Fort Myers, Florida 33901



SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

SUPPLEMENTAL INFORMATION (November 6, 2001)

Introduction

In a memorandum dated October 3, 2001, which is included as Appendix A, the LCDOT Transportation Planning staff disagreed with DPA's conclusion that no roadway segments would fail because of the Simon Suncoast project. This was DPA's conclusion in both the original Comprehensive Plan Amendment Traffic Study dated November 1, 2000, and the Sufficiency Response dated August 24, 2001, which relied on the updated travel model assignments and level of service (LOS) spreadsheets provided by the County staff. In particular, the staff did not accept adjustments that were made in the County's generalized roadway service volumes for two segments of US 41 south of Alico Road.

To resolve this issue, DPA met with the LCDOT staff on October 31, 2001. During this meeting, it was agreed that the County's generalized service volumes should be used in the LOS spreadsheets, in accordance with Lee Plan Policy 22.1.2. These generalized service volumes indicate that there may be level of service deficiencies in 2020 on the two segments of US 41 south of Alico Road with the Simon Suncoast project. It was also agreed, however, that DPA could utilize other, more detailed transportation planning methodologies to determine the appropriate improvements needed to address the apparent LOS deficiencies on US 41.

Accordingly, DPA has completed a traffic engineering evaluation of these two US 41 segments. This engineering evaluation indicates that improvements at key intersections will enhance the carrying capacity of this section of US 41, so that the Lee Plan LOS standard can be met without widening US 41 beyond six lanes or upgrading parallel facilities.

This report provides revised LOS spreadsheets for 2020 traffic conditions under the 2020 Financially-Feasible Transportation Plan, both with and without Simon Suncoast. In addition, the results of the engineering evaluation of this section of US 41 are provided.

Revised Level of Service Spreadsheets

Exhibits 1 and 2 (Revised) are updated versions of the LOS spreadsheets (without and with the Simon Suncoast project, respectively) that were originally prepared by the LCDOT and were subsequently modified by DPA as part of the Sufficiency Response dated August 24, 2001. The spreadsheets have been updated to reflect the County's generalized service volumes for the two segments of US 41 south of Alico Road, in accordance with Lee Plan Policy 22.1.2.



The spreadsheets indicate that there may be level of service deficiencies in 2020 on the two segments of US 41 south of Alico Road with the Simon Suncoast project. However, as will be shown below, these two US 41 segments will operate at or above the Lee Plan LOS standard with improvements at key intersections.

Also, it is important to note the 2020 Financially-Feasible Transportation Plan actually works very well with the Simon Suncoast project. Exhibit 3, which was developed using the levels of service reported in Exhibit 2, shows the 2020 levels of service on roadway segments in south Lee County. All roadway segments in the vicinity of the project operate well above the Lee Plan LOS standard. Other than the two US 41 segments, which can be addressed through intersection improvements, the only deficient segment is the segment on Ben Hill Griffin Parkway just south of Alico Road. This segment fails to meet the County's LOS standard both with and without the Simon Suncoast project.

Unique Characteristics of US 41 South of Alico Road

As noted above, a traffic engineering evaluation of the section of US 41 south of Alico Road indicates that improvements at key intersections will enhance the carrying capacity of this section of US 41, so that the Lee Plan LOS standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities. This is due to the intersection improvements and to the fact that there are several transportation characteristics that are unique to this section of US 41 between Alico Road and Koreshan Boulevard.

Among these unique characteristics are the following:

- While the Lee County Group I service volumes assume a weighted effective green time of only 0.46, the actual g/C ratios at all signalized intersections between Alico Road and Koreshan Boulevard are currently at 0.50 or higher. As shown in Exhibit 4, the County's Signal Operating Plans (SOPs) indicate that the g/C ratio at Constitution Boulevard is 0.62 and the g/C ratio at Sanibel Boulevard is 0.50.
- 2. As shown in Exhibit 3, the 2020 Financially-Feasible Transportation Plan (Map 3A) does not include any major east-west roads that cross this section of US 41. All of the roads in the Plan that intersect this section of US 41 are essentially T-intersections. While local access may be provided on the opposite side of US 41, east-west through volumes will be relatively low. As a result, these cross-streets should not draw much green time off of US 41. Therefore, future g/C ratios will remain relatively high.
- 3. According to LCDOT's updated 2020 travel model assignment, which is shown in Exhibit 5, all of the cross-streets (and centroid connectors) along this section of US 41 carry relatively low volumes, with most carrying less than 10,000 vehicles per day. This is another clear indication that these cross-streets will not require a reduction in the g/C ratios on US 41 and, therefore, future g/C ratios will remain relatively high.



- The San Carlos Park area on the east side of US 41 is largely built out. Therefore, volumes onto and off of US 41 from the east will not increase substantially from those found today.
- 5. In the 2020 Plan, two major north-south road improvements east of US 41 (i.e., the new two-lane corridor connecting Oriole Road and Sandy Lane and the four-laning of Three Oaks Parkway) will draw San Carlos Park traffic away from US 41. Therefore, the traffic entering and exiting US 41 from San Carlos Park should decline. (This may be seen in the relatively low assigned traffic volumes on Sanibel Boulevard.) This is another clear indication that these cross-streets will not require a reduction in the g/C ratios on US 41 and, therefore, future g/C ratios will remain relatively high.
- 6. The 2020 Financially-Feasible Transportation Plan includes a grade-separation at the US 41/Alico Road intersection. This eliminates the only major intersection where the g/C ratio on this section of US 41 would be less than 0.50, because this new interchange will allow free-flow conditions on US 41 through this intersection.

Projected 2020 Traffic Volumes on US 41 South of Alico Road

Exhibit 5 shows the relatively low peak season daily volumes assigned by the travel model to the cross-streets (and centroid connectors) along this section of US 41. To perform a traffic engineering evaluation of this section of US 41, it was necessary to convert these daily volumes to peak hour volumes and to assign the peak hour volumes to specific intersections.

The adjustment factors in Exhibit 2 were used to convert the 2020 assigned daily volumes to 2020 peak hour volumes. In addition, the north-south volumes on US 41 were controlled to those reported in Exhibit 2 to ensure consistency.

The side street (and centroid connector) volumes were then assigned to specific intersections based on the travel model assignment and FDOT's access management plan for this section of US 41. FDOT's access management plan for the section of US 41 from Alico Road to Hickory Boulevard, which is now under construction, indicates that there will be full median openings at Babcock Road, Constitution Boulevard, Sanibel Boulevard and Hickory Boulevard. FDOT's access management plan for the Project Development and Environmental (PD&E) Study for US 41 south of San Carlos Boulevard indicates that there will be full median openings at Vintage Parkway and Koreshan Parkway. Of course, these access plans also show directional median openings and right-in/right-out driveways at various locations.

In addition, to be conservative, it was assumed that a full median opening will be located at the new entrance to the B&F Parcel about 1/4 mile north of Sanibel Boulevard on the west side of US 41. This assumption was made with the understanding that the developers of the B&F Parcel have been negotiating with the FDOT regarding a full median opening at this location.

The side street volumes were then assigned to all of the planned access points, including full median



openings, directional median openings and right-in/right-out driveways. The resultant peak hour traffic volumes, at full median openings only, are shown in Exhibit 6.

The traffic volumes shown on Sanibel Boulevard are actually higher than the assigned volumes. Some of the assigned volumes from the centroid connector on the east side of US 41 to the north and from San Carlos Boulevard to the south were reassigned to Sanibel Boulevard, because Sanibel Boulevard has a traffic signal at US 41, and San Carlos Boulevard will only have a directional median opening.

One traffic analysis zone on the west side of US 41 (i.e. TAZ 768) stretches from Constitution Boulevard in the north to Broadway in the south. Traffic from this zone was assigned to several intersections along US 41, including the B&F Parcel.

ART PLAN Analysis of US 41 South of Alico Road

A review of the traffic projections in Exhibit 6 indicates that four US 41 intersections are likely to be signalized in 2020: Constitution Boulevard, the B&F Parcel, Sanibel Boulevard and Koreshan Parkway. These are shown in Exhibit 7.

The projected volumes at the other full median openings do not appear to warrant signalization. For this reason, DPA performed an ART_PLAN analysis of this section of US 41 assuming four signalized intersections and using the projected volumes shown in Exhibit 6.

First, intersection capacity analyses were performed using the latest Highway Capacity Software (HCS). A standard cycle length of 120 seconds was assumed, and the yellow and all red times were controlled to the existing times found on US 41, as preferred by the LCDOT. Sufficient green time was allocated to the side streets to maintain the Lee Plan LOS standard on the side streets (LOS "E"). Then, the remaining green time was allocated to the north-south traffic.

The results of the HCS analyses are summarized below and provided in detail in Appendix B.

Intersection Levels of Service

Act 102		Leve			
Intersection	<u>All</u>	NB	<u>SB</u>	EB	WB
US 41/Constitution Boulevard	D	D	С	D	D
US 41/B&F Parcel	C	D	В	E	В
US 41/Sanibel Boulevard	C	D	В	E	D
US 41/Koreshan Boulevard	C	D	В	-	D

As shown above, all intersections operate well above the Lee Plan LOS standard of LOS "E". Furthermore, all of the northbound approaches operate at LOS "D" and all of the southbound

approaches operate at LOS "C" or LOS "B".

The intersection capacity analysis identified a number of intersection improvements that can enhance traffic operations. Most importantly, the construction of dual left-turn lanes at key intersections allows more green time to be allocated to the north-south traffic movements. The recommended intersection improvements are summarized below.

Intersection Improvements

<u>Intersection</u>	<u>Improvements</u>
US 41/Constitution Boulevard	Southbound Dual Left-Turn Lanes
US 41/B&F Parcel	Northbound Dual Left-Turn Lanes Southbound Dual Left-Turn Lanes Eastbound Dual Left-Turn Lanes Westbound Dual Left-Turn Lanes
US 41/Sanibel Boulevard	Southbound Dual Left-Turn Lanes
US 41/Koreshan Boulevard	Southbound Dual Left-Turn Lanes Westbound Dual Left-Turn Lanes

The results of the HCS analyses were input into the ART_PLAN analysis, which is provided in Appendix C. Interestingly, the g/C ratios on US 41 are much higher than the generalized tables assume, but the percentage of turns off of the main road are lower. This is consistent with the observations made above regarding the unique characteristics of this section of US 41.

The results of the ART_PLAN analysis are summarized below.

Segment Levels of Service

	Level of	Service
JS 41 from Sanibel Blvd. to B&F Parcel JS 41 B&F Parcel to Constitution Blvd.	<u>NB</u>	SB
US 41 from Koreshan Blvd. to Sanibel Blvd.	C	С
US 41 from Sanibel Blvd. to B&F Parcel	D	D
US 41 B&F Parcel to Constitution Blvd.	C	C
US 41 from Constitution Blvd. to Alico Rd.		<u>C</u>
Overall: US 41 from Koreshan Blvd. to Alico Road	C	C



It should be noted that the northbound level of service would actually be better than indicated if the segment of US 41 from Constitution Boulevard to Alico Road was included in the analysis. A level of service for this segment is not reported because the US 41/Alico Road intersection is shown as a grade-separated interchange in the 2020 Financially-Feasible Transportation Plan, rather than a signalized intersection. This would provide free flow movements through this intersection.

The resultant arterial level of service of LOS "C" in both directions on US 41 is well above the Lee Plan standard of LOS "E". To test the reliability of this conclusion, DPA performed another ART_PLAN analysis with an additional signal at Babcock Road. (This was simply a sensitivity test, because it does not appear that the volumes at Babcock Road would warrant a signal.) This test also resulted in an arterial level of service of LOS "C" in both directions on US 41. This indicates that an acceptable level of service can be maintained on this section of US 41 even if there are more signals on US 41.

Conclusions

As agreed with the County staff, the level of service spreadsheets with and without the Simon Suncoast project were updated to reflect the County's generalized service volumes on all roads in the study area, including the section of US 41 south of Alico Road. These generalized service volumes indicate that there may be level of service deficiencies in 2020 on the two segments of US 41 between Alico Road and Koreshan Boulevard with the Simon Suncoast project.

However, a traffic engineering evaluation of this section of US 41 indicates that improvements at key intersections (i.e. the construction of dual left-turn lanes) will enhance the carrying capacity of this section of US 41, so that the Lee Plan LOS standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities. This is due to both the intersection improvements and to the fact that there are several transportation characteristics that are unique to this section of US 41 between Alico Road and Koreshan Boulevard.



Exhibit 1 (Revised)
Simon Suncoast Comprehensive Plan Amendment Traffic Study
Year 2020 Traffic Conditions Without Project
Directional PM Peak Hour, Peak Season

MPO 2020 Financially-Feasible Highway Plan

Roadway Alico Rd	From	То	# of lanes	LOS std	FSUTMS Volumes	PS factors	2020 AADT	K-100 Factors	Two way PM peak	D-factors	Peak Dir. Volumes	SV @ LOS		eak Dir. OS	V/C ratio
AllCo No	US 41	Railroad	4LD	E	29,913	1.092	27,393	0.111	3,041	0.60	1.824	2,030	1	C	0.9
	Railroad	Lee Blvd	6LD	E	51,512	1.073	48,007	0.099	4,753	0.60	2,852	3.040	-	Č	0.9
	Lee Blvd	Three Oaks Pkwy	6LD	E	46,740	1.077	43,398	0.102	4,427	0.60	2,656		-	· · ·	0.8
	Three Oaks Pkwy	1-75	6LD	E	38,124	1.085	35,137	0.107	3,760	0.60	2,256	3,040	-	-c	0.7
	1-75	Ben Hill Griffin Pkwy	6LD	E	25,834	1.096	23,571	0.114	2,687	0.60	1,612	3.040	-	В	0.5
and all all all all all all all all all al	Ben Hill Griffin Pkwy	East	2LN	E	7,586	1,112	6,822	0.124	846	0.60	508	960	-	- B	0.5
Bonita Beach Rd	Hickory Blvd	Vanderbilt Dr.	4LD	1 E	41,024	1.271	32,277	0.110	3,550	0.53	1,882	2.030	-		
	Vanderbilt Dr.	US 41	"4LD	E	28,442	1.321	21,531	0.116	2,498	0.53			-		0.9
	US 41	Old 41	4LD	E	17,323	1.365	12,691	0.112	1,548		1,324	2,030	-	C	0.6
	Old 41	Imperial St	4LD	E	31,225	1.184	26,372	0.104	2.743	0.53	821	2,030	-	В	0.4
	Imperial St	1-75	6LD	E	38,638	1.166	33,137			0.54	1,481	2,030	-	C	0.7
	1-75	Bonita Grade Dr.	4LD	Ē	17,243	1.218		0.101	3,347	0.54	1,807	3,040		В	0.5
	Bonita Grade Dr.	East	4LD	Ē			14,157	0.110	1,557	0.54	841	2,030		В	0.4
Corkscrew Rd	US 41	Sandy Ln	4LD	Ē	29,354	1.189	24,688	0.105	2,592	0.54	1,400	2,030		C	0.6
	Sandy Ln	River Ranch Rd	4 24 2		21,205	1.154	18,375	0.105	1,929	0.50	965	2,030		В	0.48
	River Ranch Rd		4LD	E	20,799	1.155	18,008	0.105	1,891	0.50	945	2,030		В	0.47
		Three Oaks Pkwy	4LD	E	23,075	1.151	20,048	0.104	2,085	0.50	1,042	2,030		В	0.51
	Three Oaks Pkwy	1-75	4LD	E	31,792	1.137	27,961	0.101	2,824	0.50	1,412	2,030	-	C	0.7
		Ben Hill Griffin Pkwy	4LD] E	26,570	1.145	23,205	0.103	2,390	0.50	1,195	2,030		В	0.5
	Ben Hill Griffin Pkwy	Wildcat Run	4LD	E	24,737	1.148	21,548	0.104	2,241	0.50	1,120	2,030	-	В	0.5
	Wildcat Run	The Habitat	4LD	E	8,957	1.174	7,629	0.109	832	0.50	416	2,030	-	B	0.20
	The Habitat	Alico Rd	2LN	E	6,907	1.178	5,863	0.110	645	0.50	322	1,200	-	C	0.27
	Alico Rd	East	2LN	E	7,805	1.176	6,637	0.109	723	0.50	362	1,200		C	0.30
Coconut Rd	West of US 41	US 41	2LN	E	16,525	1.162	14,221	0.106	1,507	0.50	754	960	-	č	0.7
	US 41	Sandy Ln	4LD	E	10,291	1,172	8,781	0.108	948	0.50	474	2.030	-		0.23
57	Sandy Ln	Three Oaks Pkwy	4LD	E	10,423	1,172	8.893	0.108	960	0.50	480	2,030	-		The second second
-75	Immokalee Rd	Bonita Beach Rd	6LF	1 C	89,661	1.136	78,927	0.097	7,656	0.54	4,134	3,970	(1)	- B	0.24
	Bonita Beach Rd	Corkscrew Rd	6LF	C	89,499	1.087	82,336	0.099	8.151	0.57	4,646	3,970	1	- D	1.04
	Corkscrew Rd	Alico Rd	6LF	C	91,327	1.087	84,017	0.099	8.318	0.57			(1)		1.17
	Alico Rd	Daniels Pkwy	6LF	Č	87,405	1.087	80,409	0.099	7,961	aller to	4,741	3,970	(1)	D	1.19
Old 41	County Line	Bonita Beach Rd	4LD	Ē	26,510	1.138	23,295			0.57	4,538	3,970	(1)	D	1.14
	Bonita Beach Rd	Terry St	2LN	Ê	17,458			0.098	2,283	0.66	1,507	2,030		C	0.74
	Terry St	Rosemary Rd	4LD	E		1.151	15,168	0.101	1,532	0.66	1,011	960	(2)	N/A	N/A
8 .	Rosemary Rd	Cockleshell Dr.	4LD		13,864	1.157	11,983	0.101	1,210	0.66	799	2,030		В	0.39
	Cockleshell Dr.	US 41	4LD	E	17,001	1.152	14,758	0.101	1,491	0.66	984	2,030		В	0.48
Sandy Ln (Ext.)	Alico Rd	San Carlos Blvd	2LN	E	16,216	1.153	14,064	0.101	1,420	0.66	938	2,030		В	0.46
	San Carlos Blvd	Koreshan Blvd	Carrier Co.	E	10,703	1.110	9,642	0.122	1,176	0.60	706	960	t(E)	C	0.74
1	Koreshan Blvd	Corkscrew Rd	2LN	E	13,520	1.227	11,019	0.121	1,333	0.58	773	960	100	C	0.81
	Corkscrew Rd		2LN	E	14,504	1.225	11,840	0.121	1,433	0.58	831	960	-	D	0.87
	Williams Rd	Williams Rd	2LN	E	11,803	1.232	9,580	0.122	1,169	0.58	678	960		C	0.7
		Coconut Rd	2LN	E	12,717	1.229	10,347	0.122	1,262	0.58	732	960		C	0.70
here Oaks Diver	Coconut Rd	Old 41	2LN	E	11,335	1.233	9,193	0.122	1,122	0.58	650	960		C	0.6
hree Oaks Pkwy	Daniels Pkwy	Fiddlesticks	4LD	E	26,879	1.095	24,547	0.113	2,774	0.60	1,664	2,030		C	0.8
	Fiddlesticks	Alico Rd	4LD	E	30,628	1.092	28,048	0.111	3,113	0.60	1.868	2,030		Ċ	0.9
	Alico Rd	San Carlos Blvd	4LD	E	27,685	1.094	25,306	0.113	2,860	0.60	1,716	2,030	-	C	0.8
	San Carlos Blvd	Koreshan Blvd	4LD	E	33,749	1.133	29,787	0.100	2,979	0.50	1,489	2,030	-	č	0.7
	Koreshan Blvd	Corkscrew Rd	6LD	E	52,285	1,103	47,403	0.094	4,456	0.50	2,228	3,040	-	č	0.7
	Corkscrew Rd	Williams Rd	6LD	E	52,395	1.102	47,545	0.094	4,469	0.50	2,235	3.040	-	Č	0.7
	Williams Rd	Coconut Rd	6LD	E	48,415	1.109	43,656	0.095	4,147	0.50	2,074	3,040	\times	В	0.6
	Coconut Rd	Strike Ln	4LD	E	37,419	1.127	33,202	0.099	3,287	0.50		Committee of the control of			1 1 1 1 1 1 1 1
	Strike Ln	Terry St	4LD	Ē	27,381	1.144	23,934	0.099	2,465		1,644	2,030		C	0.8
reeline Ave	Daniels Pkwy	SWFIA	4LD	E	34,613					0.50	1,233	2,030	-	В	0.61
	SWFIA	Alico Rd	6LD	E		1.211	28,582	0.098	2,801	0.51	1,429	2,030		C	0.70
en Hill Griffin Pkwy	Alico Rd	FGCU	- 6LD		50,392	1.164	43,292	0.093	4,026	0.51	2,053	3,040		C	0.68
- Con Servin I May	FGCU	Koreshan Blvd	6LD	E	56,833	1.068	53,214	0.096	5,109	0.60	3,065	3,040	(3)	F	1.01
	Koreshan Blvd	Corkscrew Rd	4LD	E	57,428	1.094	52,494	0.096	5,039	0.50	2,520	3,040	3	D	0.83
·	Librarian Diva	JOURSCIEW NO	410		28,376	1.142	24,848	0.113	2,808	0.50	1,404	2,030		C	0.69

Exhibit 1 (Revised)
Simon Suncoast Comprehensive Plan Amendment Traffic Study
Year 2020 Traffic Conditions Without Project
Directional PM Peak Hour, Peak Season

MPO 2020 Financially-Feasible Highway Plan

Based on the Control of the Control			1.00	U.L.	FSUTMS		12277.22	K-100	Two way			SV @ LOS	Peak Dir.	
Roadway	From	То	# of lanes	LOS std	Volumes	PS factors	2020 AADT			D-factors	Volumes	Std	LOS	V/C ratio
US 41	County Line	Bonita Beach Rd	6LD	E	56,127	1.134	49,495	0.090	4,455	0.56	2,495	3,040	C	0.82
W. Terry St Old 41	Bonita Beach Rd	W. Terry St	6LD	E	61,322	1.120	54,752	0.089	4,873	0.56	2,729	3,040	C	0.90
	W. Terry St	Old 41	6LD	E	53,903	1.128	47,786	0.091	4,349	0.58	2,522	3,040	C	0.83
	Old 41	South Project's Entr.	6LD	E	49,540			0.092	4,001	0.58	2,321	3,040	C	0.76
	South Project's Ent.	Coconut Rd	6LD	E	49,511	1,139	43,469	0.092	3,999	0.58			C	0.76
	Coconut Rd	M. Project's Entr.	6LD	E	52,757	1,131	46,646	0.091	4,245	0.58	2,462	3,040	C	0.81
	M. Project's Entr.	N. Project's Entr.	BLD	E	52,757	1.131	46,646	0.091	4,245	0.58	2,462	3,040	C	0.81
	N. Project's Entr.	Williams Rd	6LD	E	50,833	1.136	44,747	0.092	4,117	0.58	2,388		C	0.79
	Williams Rd	Corkscrew Rd	6LD	E	51,066	1.135	44.992	0.092					C	0.79
	Corkscrew Rd	Koreshan Blvd	6LD	E	46,054		40,152	0.093			2,166		C	0.71
	Koreshan Blvd	San Carlos Blvd	6LD	E	62,071	1,108	56,021	0.089			2,892		В	0.95
	San Carlos Blvd	Alico Rd	6LD	E	64,748	1.101	58,808	0.088	5,175	0.58			В	0.99
	Alico Rd	Island Park Rd	6LD	E	47,569		41,581	0.093			2,243		C	0.74
	Island Park Rd	Jamaica Bay West	6LD	E	59,827	1.114		0.089	4,780	0.58	2,772		C	0.91
	Jamaica Bay West	Six Mile Pkwy	6LD	E	62,286	1.108		0.089	5,003	0.58			D	0.95
Williams Rd	West US 41	'US 41	2LN	E	8,415			0.109		0.50			T C	0.45
	US 41	Sandy Ln	2LN	E	5,670	1.180	4,805	0.110	529	0.50	264	870	C	0.30
	Sandy Ln	River Ranch Rd	2LN	E	7,739		6,581	0,109	717	0.50	359	870	C	0.41
	River Ranch Rd	Three Oaks Pkwy	2LN	E	6,159			0.110	DOUBLE D. Branche			870	C	0.33
River Ranch Rd	Williams Rd	Corkscrew Rd	2LN	E	4,414	I com meners to		0.110	I - make a frame	0.50			C	0.24

Footnotes:

(2) The Lee Plan identifies that section of Old 41 as a "constrained" facility. Therefore, the level of service does not apply

(3) LOS problem without and with Simon Suncoast.

⁽¹⁾ Current FDOT LOS standard on I-75 is LOS "C". However, the Lee Co. MPO assumed that the standard is likely to be adjusted to LOS "D" by 2020 in accordance with FDOT policy, because I-75 will then be in an unbanized area with a population over 500,000.

Exhibit 2 (Revised)
Simon Suncoast Comprehensive Plan Amendment Traffic Study
Year 2020 Traffic Conditions With Project
Directional PM Peak Hour, Peak Season

MPO 2020 Financially-Feasible Highway Plan

Roadway	From	To		LOS STD			2020 AADT	K-100 Factors	Two way PM peak	D-factors	Peak Dir. Volumes	SV @ LOS	Peak Dir.	V/C ratio
Alico Rd	US 41	Railroad	4LD	E	24,022	1.098	21,878	0.115	2,516	0.60	1,510	2.030	C	0.74
	Railroad	Lee Blvd	6LD		47,560	1.077	44,160	0.101	4,460	0.60	2,676	3,040	C	0.88
	Lee Blvd	Three Oaks Pkwy	6LD	E	47,889	1.076	44,507	0.101	4,495	0.60	2,697	3,040	C	0.89
	Three Oaks Pkwy	1-75	6LD	E	40,257	1.083	37,172	0.106	3,940	0.60	2,364	3.040	C	0.78
	1-75	Ben Hill Griffin Pkwy	6LD	E	27,924	1.094	25,525	0.112	2.859	0.60	1,715	3,040	В	0.56
	Ben Hill Griffin Pkwy	East	2LN	E	6,364	1.113	5,718	0.124	709	0.60	425	960	В	0.44
Bonita Beach Rd	Hickory Blvd	Vanderbilt Dr.	4LD	E	39,497	1.277	30,930	0.110	3,402	0.53	1,803	2,030	Č	0.89
	Vanderbilt Dr.	US 41	4LD	E	27,832	1.323	21.037	0.117	2,461	0.53	1,305	2,030	č	0.64
	'US 41	Old 41	4LD	. E	21,306	1.349	15,794	0.120	1,895	0.53	1,004	2.030	В	0.49
	Old 41	Imperial St	4LD	. E	31,400	1.184	26,520	0.104	2,758	0.54	1.489	2,030	+-c	0.73
	Imperial St	1-75	i GLD	E	36,378	1.172	31,039	0.102	3,166	0.54	1,710	3,040	B	0.56
	1-75	Bonita Grade Dr.	T 4LD	E	17,633	1.217	14,489	0.109	1,579	0.54	853	2,030	В	0.42
	Bonita Grade Dr.	East	7 4LD	E	31,265	1.184	26,406	0.104	2,746	0.54	1,483	2,030	- č	0.72
Corkscrew Rd	US 41	Sandy Ln	1 4LD	F	17,124	1.161	14,749	0.106	1,563	0.50	782	2,030	В	
	Sandy Ln	River Ranch Rd	4LD	· Ē	21.802	1.153	18,909	0.105	1,985	0.50	993	2,030	- B	0.3
	River Ranch Rd	Three Oaks Pkwy	4LD		24,496	1.149	21,319	0.104	2,217	0.50	1,109		D .	0.49
	Three Oaks Pkwy	1-75	4LD		35,151	1.131	31,080	0.100				2,030	В	0.55
	1-75	Ben Hill Griffin Pkwy	4LD		27,494	1.144			3,108	0.50	1,554	2,030	C	0.77
	Ben Hill Griffin Pkwy	Wildcat Run	4LD		24.482	1.149	24,033	0.103	2,475	0.50	1,238	2,030	C B	0.61
	Wildcat Run	The Habital	4LD				21,307	0.104	2,216	0.50	1,108	2,030	В	0.55
	The Habitat	Alico Rd			11,758	1.170	10,050	0.108	1,085	0.50	543	2,030	В	0.27
	Alico Rd		2LN	. 5	7,264	1.177	6,172	0.109	673	0.50	336	1,200	_ C	0.28
Coconut Rd	West of US 41	East	2LN	. E	8,335	1.175	7,094	0.109	773	0.50	387	1,200	C	0.32
Cocondi Ra		US 41	1 2LN	. =	17,348	1.160	14,955	0.106	7,585	0.50	793	960	C	0.83
	US 41	Sandy Ln	4LD	. E	14,312	1.166	12,274	0.107	1,313	0.50	657	2,030	В	0.32
-75	Sandy Ln	Three Oaks Pkwy	4LD	. E	21,731	1.153	18,847	0.105	1,979	0.50	989	2,030	B	0.49
1-73	Immokalee Rd	Bonita Beach Rd	6LF	C	88,987	1.136	78,334	0.097	7,598	0.54	4,103	3,970 (D -	1.03
	Bonita Beach Rd	Corkscrew Rd	6LF	, C	91,518	1.087	84,193	0.099	8,335	0.57	4,751	3,970 (D	1.20
	Corkscrew Rd	Alico Rd	6LF	C	94,602	1.087	87,030	0.099	8,616	0.57	4.911	3,970) D	1.24
011.11	Alico Rd	Daniels Pkwy	6LF	C	92,261	1.087	84,877	0.099	8,403	0.57	4,790	3,970 (D	1.21
Old 41	County Line	Bonita Beach Rd	4LD	E	25,909	1.138	22,767	0.098	2,231	0.66	1,473	2.030	- C	0.73
	Bonita Beach Rd	Terry St	2LN	E	19,097	1.149	16,621	0.100	1,662	0.66	1,097		2) N/A	N/A
	Terry St	Rosemary Rd	4LD	E	16,714	1.153	14,496	0.101	1.464	0.66	966	2.030	В	0.48
	Rosemary Rd	Cockleshell Dr.	4LD	. E	20,693	1.146	18,057	0.100	1,806	0.66	1,192	2.030	В	0.59
And the second second	Cockleshell Dr.	US 41	4LD	E	20,632	1.147	17,988	0.100	1,799	0.66	1,187	2,030	В-	0.58
Sandy Ln (Ext.)	Alico Rd	San Carlos Blvd	1 2LN	. E	13,416	1.107	12.119	0.120	1,454	0.60	873	960	Č -	0.91
	San Carlos Blvd	Koreshan Blvd	2LN	E	14,758	1.224	12,057	0.121	1,459	0.58	846	960	Ď	0.88
	Koreshan Blvd	Corkscrew Rd	2LN	F	8.734	1.239	7.049	0.124	874	0.58	507	960	В	0.53
	Corkscrew Rd	Williams Rd	2LN	F	13,911	1.226	11,347	0.121	1,373	0.58	796	960	- c -	0.85
	Williams Rd	Coconut Rd	2LN	F	12,699	1.229	10,333	0.122	1,261	0.58	731	960	č	0.7
	Coconut Rd	Old 41	2LN	Ē	7,841	1.241	6,318	0.124	783	0.58	454	960 -	В	
Three Oaks Pkwy	Daniels Pkwy	Fiddlesticks	1 ALD	Ē	26.112	1.096	23,825	0.114	2,716	0.60	1,630	2,030	c	0.47
The series with	Fiddlesticks	Alico Rd	4LD	. =	32,309	1.090	29.641		3,261		1,030			0.80
	Alico Rd	San Carlos Blvd	4LD	·	24,961	1.097		0.110	3,201	0.60	1,956	2,030	D	0.96
	San Carlos Blvd	Koreshan Blvd	4LD	. 5			22,754	0.114	2,594	0.60	1,556	2,030	C	0.77
	Koreshan Blvd			: =	35,324	1.131	31,233	0.100	3,123	0.50	1,562	2,030	C	0.77
		Corkscrew Rd	6LD	. 5	54,393	1.099	49,493	0.093	4,603	0.50	2,301	3,040	C	0.76
	Corkscrew Rd	Williams Rd	6LD	Сшшшшшшшшшшшшшшшшш	57,173	1.094	52,261	0.092	4,808	0.50	2,404	3,040	C	0.79
>-	Williams Rd	Coconut Rd	6LD	} E	54,893	1.098	49,994	0.093	4,649	0.50	2,325	3,040	C	0.76
	Coconut Rd	Strike Ln	4LD	E	40,064	1.123	35,676	0.098	3,496	0.50	1,748	2,030	C	0.86
- 17 Y - 17 - 17 - 17 - 17 - 17 - 17 - 1	Strike Ln	Terry St	4LD	E	27,828	1.143	24,346	0.102	2,483	0.50	1,242	2,030	B	0.61
Treeline Ave	Daniels Pkwy	SWFIA	4LD	E	35,944	1.207	29,780	0.098	2,918	0.51	1,488	2,030	C	0.73
and the same of the	SWFIA	Alico Rd	6LD	E	53,031	1.157	45,835	0.092	4,217	0.51	2,151	3,040	C	0.71
Ben Hill Griffin Pkwy	Alico Rd	FGCU	6LD	E	58,979	1.066	55,327	0.095	5,256	0.60	3,154		3) F	1.04
-	FGCU	Koreshan Blvd	6LD	E	57,729	1.094	52,769	0.096	5,066	0.50	2,533	3,040	" D	0.83
		Corkscrew Rd												

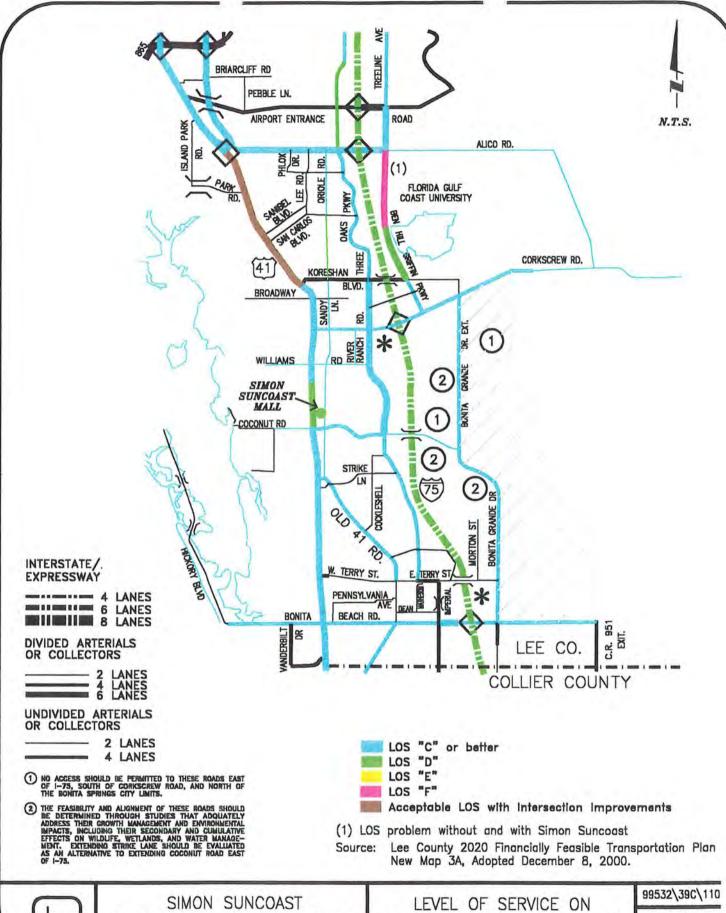
Exhibit 2 (Revised) Simon Suncoast Comprehensive Plan Amendment Traffic Study Year 2020 Traffic Conditions With Project Directional PM Peak Hour, Peak Season

MPO 2020 Financially-Feasible Highway Plan

			Was bed to		FSUTMS			K-100	Two way			SV @ LOS	5	Peak Dir.	
Roadway	From	To	# of lanes	LOS std	Volumes	PS factors	2020 AADT	Factors	PM peak	D-factors	Volumes			LOS	V/C ratio
US 41	County Line	Bonita Beach Rd	6LD	E	57,102	1.131	50,488	0.090	4,544	0.56	2,545	3,040		C	0.84
	Bonita Beach Rd	W. Terry St	6LD	E	62,993	1.115	56,496	0.088	4,972	0.56	2,784	3,040		C	0.92
	W. Terry St	Old 41	6LD	E	55,355	1.125	49,204	0.091	4,478	0.58	2,597	3,040		C	0.85
	Old 41	South Project's Entr.	6LD	E	57,689	1.119	51,554	0.090	4,640	0.58	2,691	3,040		C	0.89
	South Project's Ent.	Coconut Rd	6LD	E	58,237	1.117	52,137	0.090	4,692	0.58	2,722	3,040		C	0.90
	Coconut Rd	'M. Project's Entr.	1 6LD	E	63,120	1.105	57,122	0.088	5,027	0.58	2,916	3,040	-	D .	0.96
	M. Project's Entr.	N. Project's Entr.	6LD	E	63,676	1.104	57,678	0.088	5,076	0.58	2,944	3,040	7	D	0.97
	N. Project's Entr.	Williams Rd	6LD	E	59,504	1.114	53,415	0.089	4,754	0.58	2,757	3,040		C	0.91
	Williams Rd	Corkscrew Rd ·	1 6LD	E	57,750	1.119	51,609	0.090	4,645	0.58	2,694	3,040		C	0.89
	Corkscrew Rd	Koreshan Blvd	6LD	E	51,785	1.133	45,706	0.092	4,205	0.58	2,439	3,040	7	C	0.80
	Koreshan Blvd	San Carlos Blvd	6LD	E	68,688	1.092	62,901	0.087	5,472	0.58	3,174	3,040	(4)		
	San Carlos Blvd	Alico Rd	6LD	E	69,416	1.090	63,684	0.086	5,477	0.58	3,177	3,040	(4)		000
	Alico Rd	Island Park Rd	6LD	E	35,340	1.174	30,102	0.096	2,890	0.58	1,676	3,040	-	- B	0.55
	Island Park Rd	Jamaica Bay West	6LD	E	48,710	1.141	42,691	0.093	3.970	0.58	2,303	3,040	100	C	0.76
	Jamaica Bay West	Six Mile Pkwy	6LD	E	48,729	1.141	42,707	0.093	3,972	0.58	2,304	3,040	-	C	0.7£
Williams Rd	West US 41	'US 41	2LN	E	9.452	1.174	8,051	0.109	878	0.50	439	870	-	C-	0.50
	'US'41	Sandy Ln	1 2LN	E	11,030	1.171	9,419	0.108	1,017	0.50	509	870		C	0.58
	Sandy Ln	River Ranch Rd	2LN	E	10,805	1.171	9,227	0.108	997	0.50	498	870	7	C	0.57
	River Ranch Rd	Three Oaks Pkwy	2LN	E	7,870	1.176	6,692	0.109	729	0.50	365	870		C	0.42
River Ranch Rd	Williams Rd	Corkscrew Rd	2LN	E	7,315	1.243	5,885	0.110	647	0.50	324	870		C	0.37

Footnotes:

Current FDOT LOS standard on I-75 is LOS "C". However, the Lee Co. MPO assumed that the standard is likely to be adjusted to LOS "D" by 2020 in accordance with FDOT policy, because I-75 will then be in an unbanized area with a population over 500,000.
 The Lee Plan identifies that section of Old 41 as a "constrained" facility. Therefore, the level of service does not apply.
 LOS problem without and with Simon Suncoast.
 Acceptable LOS with intersection improvements.

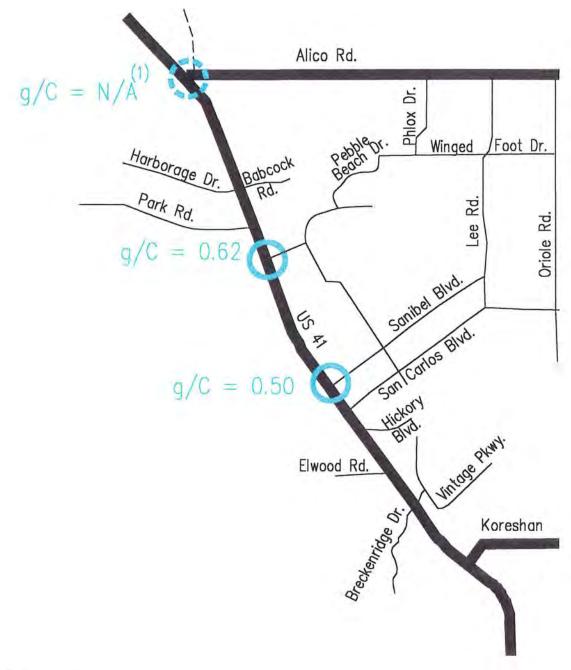




SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY LEVEL OF SERVICE ON 2020 FINANCIALLY—FEASIBLE PLAN NETWORK WITH SIMON SUNCOAST

EXHIBIT

3



Note:

(1) Future grade—separated interchange.

Source: Lee County DOT Signal Operating Plans.



SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

EXISTING g/C RATIOS ON US 41 99532\27B\110

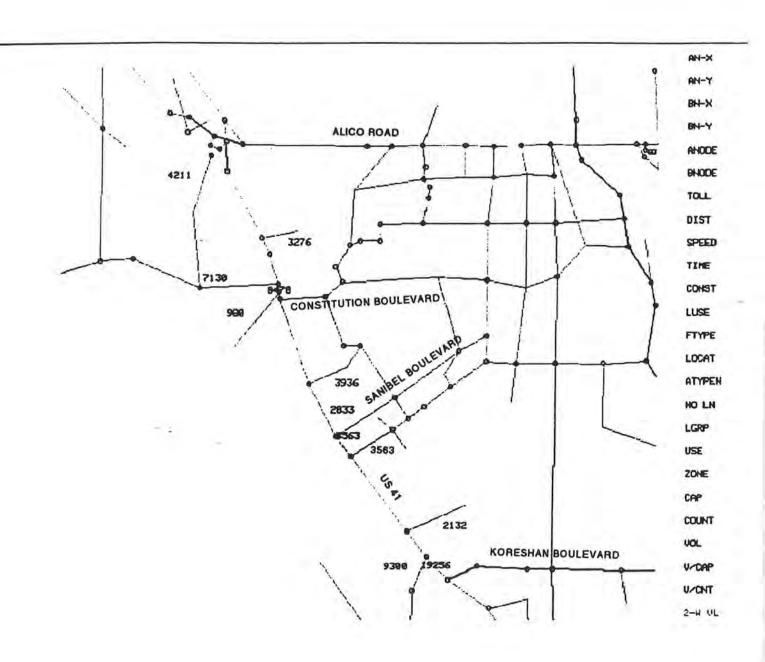
EXHIBIT

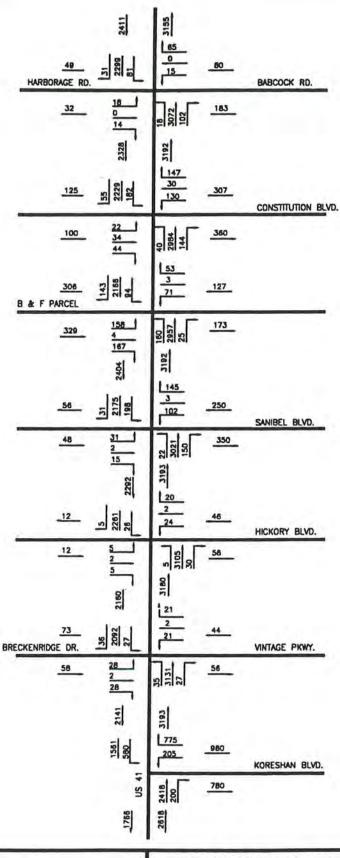
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EXHIBIT 5

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

PROJECTED 2020 PEAK SEASON DAILY VOLUMES FOR 2020 FINANCIALLY-FEASIBLE PLAN WITH SIMON SUNCOAST





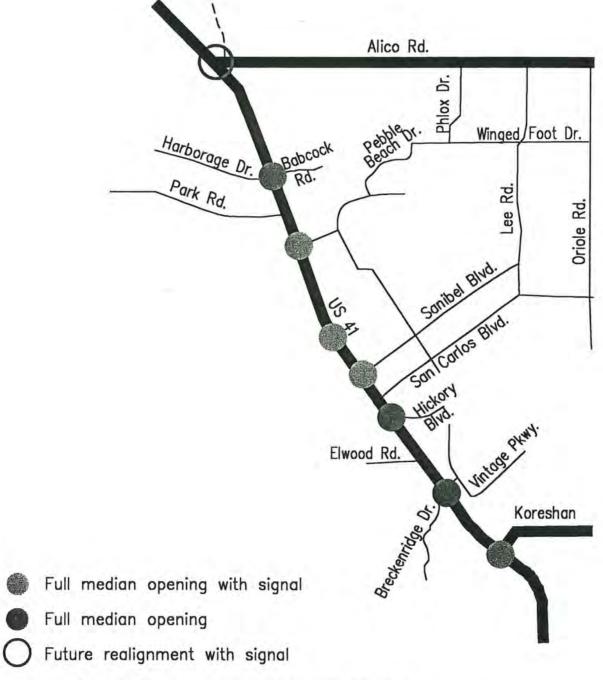


SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY PROJECTED PEAK HOUR
VOLUMES BASED ON 2020
FINANCIALLY-FEASIBLE PLAN
WITH SIMON SUNCOAST

99532/378/1101

EXHIBIT

6



Sources: (1) URS Greiner, S.R. 45 Signing and Pavement Marking Plan.

(2) US 41 PD&E Study Collier/Lee Counties Preferred Alternative, Revised February 2, 1998.



SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

FDOT ACCESS MANAGEMENT PLAN WITH PROBABLE SIGNAL LOCATIONS

99532\38B\1100

EXHIBIT 7

SIMON SUNCOAST PROPOSED TEXT AMENDMENT (CPA 2000-30)

RESPONSE TO DCA OBJECTION

Project #99532

May 24, 2002

Prepared by: DAVID PLUMMER & ASSOCIATES, INC. 1531 Hendry Street Fort Myers, Florida 33901



SIMON SUNCOAST PROPOSED TEXT AMENDMENT (CPA 2000-30)

RESPONSE TO DCA OBJECTION

OBJECTIONS RECOMMENDATION AND COMMENTS REPORT PROPOSED COMPREHENSIVE PLAN AMENDMENT 02-D1 LEE COUNTY

I. CONSISTENCY WITH RULES 9J-5 AND CHAPTER 163..F.S.

Lee County's proposed Amendment 02-D1 involves changes to the Future Land Use Map changes and text. The Department raises an objection to the proposed amendment.

Objection:

This is a proposal to revise the Future Land Use Map for a 483-acre site located between U.S. 41 and Seminole Gulf Railway tracks and extending from Williams Road south past Coconut Road from "Rural" to "Urban Community", and Policy 6.1.2, in order to facilitate the location of the Simon Suncoast Development of Regional Impact. According to the information provided, the proposed land use change will degrade the level of service standards on U.S. 41. This is inconsistent with the County's commitment in Goal 22, Objective 70.1 and Policy 70.1.1 to maintain the adopted level of service standards. The County has not demonstrated, through scheduled improvements within the first three years of the Five-Year Schedule of Capital Improvements, how the level of service standard on this roadway will be maintained in view of the impact of the proposed land use designation on U.S. 41. Chapter 163.3177(2),(6)(a), Florida Statutes; Rule 9J-5.006(3)(c)3.; 9J-5.016(3)(b)5., (4)(a) & (b); and 9J-5.019(4)(c)1., Florida Administrative Code.

Recommendation: Demonstrate, with adequate data and analysis, how the increased density and intensity on the site will take place without exacerbating the traffic condition on U.S. 41. In addition, demonstrate the consistency of the amendment with the Lee Plan Goal, Objective and Policy listed above which commit the County to maintain the adopted level of service standards; and show, by including any needed improvements that will enable the maintenance of the level of service standards within the first three years of a financially feasible Five-Year Schedule of Capital Improvements. Since the Urban Community designation that allows six units per acre and the proposed commercial use may be too intense for the site, in light of the traffic impact on U.S. 41, the County should consider designating on the site a less intense land use category.



Applicant's Response

The Applicant has previously provided adequate data and analysis to demonstrate that, with appropriate traffic mitigation by the Applicant, US 41 will operate at an acceptable level of service in the year 2020, which is the current horizon year for The Lee Plan. The data and analysis were provided in the report titled Simon Suncoast Comprehensive Plan Amendment Traffic Study, Supplemental Information, which was prepared by David Plummer & Associates (DPA) dated November 6, 2001, and is included as Appendix I in this report.

The traffic analyses submitted by the Applicant to date, in support of the proposed Amendment, are reviewed below, in chronological order. All traffic analyses prepared in support of the proposed Amendment have evaluated conditions in 2020, the horizon year for the Lee Plan. Conditions in the near future have been evaluated fully as part of the Development of Regional Impact (DRI) review.

The initial Simon Suncoast Comprehensive Plan Amendment Traffic Study was dated November 1, 2000. This study compared traffic conditions, both with and without the proposed Comprehensive Plan Amendment, in the year 2020 under the current (at that time) MPO 2020 Financially-Feasible Plan. The traffic study concluded that the proposed Comprehensive Plan Amendment will not cause any roadway segments to fail.

In a memorandum dated July 6, 2001, however, the Lee County DOT staff found this initial traffic study to be insufficient for review because the information was out of date. The Applicant's traffic consultant, David Plummer & Associates (DPA), had used the travel model and 2020 roadway network that were in effect at the time the study was prepared, but, by the time the Lee County DOT staff reviewed the study, the travel model and 2020 roadway network had been superceded.

In the July 6 memo, the Lee County DOT staff informed the Applicant that the staff had conducted a 2020 traffic study on the new 2020 Financially-Feasible Plan roadway network and compared the roadway levels of service with and without the proposed Amendment. DPA obtained the County's travel model assignments and level of service spreadsheets and utilized them to update the Comprehensive Plan Amendment Traffic Study. The updated study was submitted to Lee County as a Sufficiency Response for Traffic Study dated August 24, 2001.

For this <u>Sufficiency Response</u>, DPA utilized the updated 2020 travel model assignments and the LOS spreadsheets provided by the Lee County DOT. The County's travel model assignments with and without the Project were not adjusted in any way. The assignments and resulting assigned volumes were utilized without modification. A few modifications were made, however, to the LOS spreadsheets provided by the County. These modifications were fully documented in the <u>Sufficiency Response</u>.

As in the initial <u>Comprehensive Plan Amendment Traffic Study</u>, DPA concluded that the Project will not cause any roadway segments to fail. In other words, there were <u>no</u> segments where the level of service is at or above (better than) the standard without the Project, but below the standard with the Project. All segments were either at or above the standard, both with or without the Project, or below the standard, both with and without the Project.



In a memorandum dated October 3, 2001, the Lee County DOT staff disagreed with DPA's conclusion that no roadway segments would fail because of the Project. The staff generally accepted the travel model assignments and LOS spreadsheets used in the <u>Sufficiency Response</u> dated August 24, 2001, but did not agree with modifications DPA made to the roadway service volumes on the section of US 41 between Koreshan Boulevard and Alico Road. The staff advised DPA that these US 41 modifications were unacceptable.

DPA met with the County staff on October 31, 2001, to discuss the staff's concerns regarding this section of US 41. It was agreed that DPA would use the County's generalized service volumes for this section of US 41 in the LOS spreadsheets, rather than the modified service volumes used in the Sufficiency Response, in accordance with Lee Plan Policy 22.1.2. It was also agreed that DPA would perform a traffic engineering evaluation of this section of US 41 to determine the appropriate improvements needed to address the apparent LOS deficiencies on this section of US 41. Finally, it was agreed that the Applicant could address these US 41 deficiencies through the Project's DRI traffic mitigation.

Following this meeting, DPA submitted a new report titled <u>Simon Suncoast Comprehensive Plan Amendment</u>, <u>Supplemental Information</u> and dated November 6, 2001. This <u>Supplemental Information</u> is included as Appendix I in this report, because it represents the final analysis that was reviewed and accepted by the Lee County staff.

The <u>Supplemental Information</u> addresses the County staff's concerns regarding the section of US 41 between Koreshan Boulevard and Alico Road. As agreed, Lee County generalized services volumes were used for all roads in the LOS spreadsheet, including the section of US 41 between Koreshan Boulevard and Alico Road. In addition, the report provided detailed intersection capacity analysis (based on Highway Capacity Software) and ART_PLAN analysis that demonstrated that improvements at key intersections will enchance the carrying capacity of this section of US 41, so that the Lee Plan LOS standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities.

Exhibit 2 (Revised) in this <u>Supplemental Information</u> provides roadway levels of service in 2020, under the adopted 2020 Financially-Feasible Plan, with the proposed Simon Suncoast Project in place. It is important to point out that this LOS spreadsheet relies very heavily on information provided by the Lee County DOT: (1) the spreadsheet itself was developed by the Lee County DOT; (2) the 2020 volumes are from a travel model assignment by the Lee County DOT of future 2020 conditions under the adopted 2020 Financially-Feasible Plan; (3) the seasonal and peak hour adjustment factors are based on Lee County permanent count station data; and (4) the roadway service volumes are based on Lee County generalized service volumes.

A review of Exhibit 2 (Revised) reveals that, except for the section of US 41 between Koreshan Boulevard and Alico Road, all segments of US 41 will operate better than the Lee Plan LOS standard of LOS "E". The levels of service on US 41 segments are as follows:



Road Segment LOS

US 41 Segments	Levels of Service
US 41 from Collier County line to Coconut Road	C
US 41 from Coconut Road to N. Project Entrance	D
US 41 from N. Project Entrance to Koreshan Boulevard	C
US 41 from Koreshan Boulevard to Alico Road	(1)
US 41 from Alico Road to Island Park Road	В
US 41 from Island Park Road to Six Mile Parkway	C

Footnote:

As explained above, intersection capacity analysis and ART_PLAN analysis demonstrate that, with improvements at a number of key intersections, the six-lane section of US 41 between Koreshan Boulevard and Alico Road will operate better than the Lee Plan LOS standard (LOS "C" northbound and LOS "C" southbound) in 2020 under the adopted 2020 Financially-Feasible Plan and with the Simon Suncoast Project in place. The needed intersection improvements include dual left-turn lanes on the approaches to four key intersections.

US 41 is expected to operate better than the Lee Plan standard in 2020 primarily for two reasons. First, in accordance with the adopted 2020 Financially-Feasible Plan, all of US 41 will be widened to six lanes by 2020. As a matter of fact, most four-lane sections of US 41 are already scheduled for widening to six lanes within the next five years. Second, in accordance with the 2020 Plan, several existing parallel facilities will be widened and several new north-south facilities will be constructed by 2020. As shown in Exhibit 3 of the <u>Supplemental Information</u>, the following improvements to north-south facilities are included in the adopted 2020 Plan.

- the construction of the six-lane Metro Parkway Extension between Six Mile Parkway and Alico Road.
- the construction of the two-lane Oriole Road/Sandy Lane corridor east of US 41 between Alico Road and Old 41 in Bonita Springs.
- the construction of the four-lane Three Oaks Parkway Extension between Daniels Parkway to Alico Road.
- the widening of Three Oaks Parkway to four lanes between Alico Road and Corkscrew Road.
- the construction of the four-lane Three Oaks Parkway Extension between Corkscrew Road and E. Terry Street.



⁽¹⁾ Acceptable LOS with improvements at key intersections.

- the construction of four-lane Imperial Street between E. Terry Street and Bonita Beach Road.
- the construction of four- to six-lane Livingston Road between Bonita Beach Road and Immokalee Road (in Collier County).
- the widening of I-75 to six lanes throughout South Lee County.
- the construction of the four- to six-lane Treeline Avenue Extension between Daniels Parkway and Alico Road.
- the widening of Ben Hill Griffin Parkway to six lanes between Alico Road and Koreshan Boulevard.
- the construction of the four-lane Bonita Grande Drive (CR 951) Extension east of I 75 between Corkscrew Road and Bonita Beach Road.
- the construction of the four-lane CR 951 Extension east of I-75 between Bonita Beach Road and Immokalee Road (in Collier County).

The Three Oaks Parkway, Imperial Street and Livingston Road improvements listed above are already scheduled for construction within five years in the Lee County Capital Improvement Program.

The <u>Supplemental Information</u> provided by DPA was reviewed and accepted by the County staff. Accordingly, the <u>Supplemental Information</u> served as the basis for the Lee County DOT staff's Simon Suncoast Proposed Text Amendment Comments dated November 15, 2001, and the staff's LPA Public Hearing Document for the November 26th, 2001 Public Hearing, which was dated November 19, 2001. The later document recommended approval of the proposed Text Amendment and, as stated at the top of Page 12 of 24, provided the following conclusion:

"Staff believes that, in light of the property's access to several existing and future collector roads as well as to US 41, the access to the site is adequate to support the development of a regional mall. Staff believes that the overall access to the subject property from the surrounding road network is better than the access to the other two potential regional mall sites."

Unfortunately, an inaccurate statement on Page 3 of 24, under Basis and Recommended Findings of Fact, in the November 19 LPA Public Hearing Document, has led to a misunderstanding regarding the impacts of the Project on the adopted 2020 Financially-Feasible Plan. This inaccurate statement reads as follows:

"The development of a regional mall will cause four road segments to operate below acceptable levels of service prior to the Year 2020."



This statement is incorrect in that three of the four segments identified in the staff's analysis have the same level of service with or without the proposed Project. Therefore, the regional mall does not "cause" these three segments to operate below the level of service standard. Also, two of these three segments will not be "deficient" in 2020.

Here is a summary of the situation for these three segments:

- The LCDOT staff's projections indicate that I-75 will operate at LOS "D" both with and without the Project. And, while the State's LOS standard on I-75 is currently LOS "C", it is expected that by 2020 the LOS standard on I-75 will be changed to LOS "D", because I-75 will then be within an urbanized area with a population over 500,000. This future change in the LOS standard on I-75 is anticipated in Lee Plan Policy 22.1.1, which identifies LOS "C" as the standard in transitioning areas and LOS "D" as the standard in urbanized areas. With the anticipated change in the LOS standard, there would not be a level of service deficiency on I-75, with or without the regional mall.
- The section of Old 41 from Bonita Beach Road to Terry Street is over capacity, both with and without the Project. However, this section of Old 41 is recognized in The Lee Plan as a constrained facility. A volume to capacity (V/C) ratio of 1.85 has been established in Lee Plan Policy 22.2.2 as the relevant measure of deficiency for a constrained roadway, not the level of service on the road. Year 2020 traffic volumes on this section of Old 41 are not expected to exceed the V/C ratio established in the Lee Plan for constrained facilities, either with or without the Project. Therefore, this section of Old 41 will not be deficient in 2020, in terms of Lee Plan Policy 22.2.2.
- According to the staff's projections, Ben Hill Griffin Parkway from the FGCU
 entrance to Alico Road operates at LOS F both with and without the Project. The
 Project does not cause this section of Ben Hill Griffin Parkway to fail.

As for the remaining segment, US 41 from Koreshan Boulevard to Alico Road, DPA has submitted documentation that, with improvements at key intersections, this section of US 41 should operate at the LOS standard in 2020. Furthermore, the Applicant and the staff have agreed that the Project's mitigation for this Comp Plan Amendment impact will be appropriately addressed as part of the DRI traffic mitigation.

The inaccurate statement referenced above was brought to the attention of the Lee County staff at the Board of County Commissioner's Transmittal Hearing on December 13, 2001, and again in an e-mail from DPA to the Lee County DOT on December 14, 2001. The staff subsequently agreed with DPA that the statement was not accurate and advised DPA in an e-mail on January 8, 2002, that the statement in the staff report would be modified to read as follows:



"Three road segments in the project area will operate below acceptable levels of service prior to the Year 2020, with or without the proposed amendment or mall development. The land use map change could result in one additional road segment operating below the adopted level of service, if a regional mall is developed as planned."

The County's reference to "one additional road segment operating below the adopted level of service" refers to the section of US 41 between Koreshan Boulevard and Alico Road.

As agreed by the Applicant and the Lee County staff, the Project's Comprehensive Plan impacts on the section of US 41 between Koreshan Boulevard and Alico Road are being fully mitigated as part of the DRI traffic mitigation. Transportation Condition D.3 in the draft DRI Development Order (D.O.) requires the Applicant to mitigate the Project's Comprehensive Plan impacts. While the Applicant and the County staff continue to disagree on some of the Conditions in the draft D.O., both parties are in agreement on Condition D.3 regarding the Project's Comprehensive Plan traffic mitigation.



APPENDIX I.

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY SUPPLEMENTAL INFORMATION

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY SUPPLEMENTAL INFORMATION

Project #99532

November 6, 2001

Prepared by: DAVID PLUMMER & ASSOCIATES, INC. 1531 Hendry Street Fort Myers, Florida 33901



SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

SUPPLEMENTAL INFORMATION (November 6, 2001)

Introduction

In a memorandum dated October 3, 2001, which is included as Appendix A, the LCDOT Transportation Planning staff disagreed with DPA's conclusion that no roadway segments would fail because of the Simon Suncoast project. This was DPA's conclusion in both the original Comprehensive Plan Amendment Traffic Study dated November 1, 2000, and the Sufficiency Response dated August 24, 2001, which relied on the updated travel model assignments and level of service (LOS) spreadsheets provided by the County staff. In particular, the staff did not accept adjustments that were made in the County's generalized roadway service volumes for two segments of US 41 south of Alico Road.

To resolve this issue, DPA met with the LCDOT staff on October 31, 2001. During this meeting, it was agreed that the County's generalized service volumes should be used in the LOS spreadsheets, in accordance with Lee Plan Policy 22.1.2. These generalized service volumes indicate that there may be level of service deficiencies in 2020 on the two segments of US 41 south of Alico Road with the Simon Suncoast project. It was also agreed, however, that DPA could utilize other, more detailed transportation planning methodologies to determine the appropriate improvements needed to address the apparent LOS deficiencies on US 41.

Accordingly, DPA has completed a traffic engineering evaluation of these two US 41 segments. This engineering evaluation indicates that improvements at key intersections will enhance the carrying capacity of this section of US 41, so that the Lee Plan LOS standard can be met without widening US 41 beyond six lanes or upgrading parallel facilities.

This report provides revised LOS spreadsheets for 2020 traffic conditions under the 2020 Financially-Feasible Transportation Plan, both with and without Simon Suncoast. In addition, the results of the engineering evaluation of this section of US 41 are provided.

Revised Level of Service Spreadsheets

Exhibits 1 and 2 (Revised) are updated versions of the LOS spreadsheets (without and with the Simon Suncoast project, respectively) that were originally prepared by the LCDOT and were subsequently modified by DPA as part of the Sufficiency Response dated August 24, 2001. The spreadsheets have been updated to reflect the County's generalized service volumes for the two segments of US 41 south of Alico Road, in accordance with Lee Plan Policy 22.1.2.



The spreadsheets indicate that there may be level of service deficiencies in 2020 on the two segments of US 41 south of Alico Road with the Simon Suncoast project. However, as will be shown below, these two US 41 segments will operate at or above the Lee Plan LOS standard with improvements at key intersections.

Also, it is important to note the 2020 Financially-Feasible Transportation Plan actually works very well with the Simon Suncoast project. Exhibit 3, which was developed using the levels of service reported in Exhibit 2, shows the 2020 levels of service on roadway segments in south Lee County. All roadway segments in the vicinity of the project operate well above the Lee Plan LOS standard. Other than the two US 41 segments, which can be addressed through intersection improvements, the only deficient segment is the segment on Ben Hill Griffin Parkway just south of Alico Road. This segment fails to meet the County's LOS standard both with and without the Simon Suncoast project.

Unique Characteristics of US 41 South of Alico Road

As noted above, a traffic engineering evaluation of the section of US 41 south of Alico Road indicates that improvements at key intersections will enhance the carrying capacity of this section of US 41, so that the Lee Plan LOS standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities. This is due to the intersection improvements and to the fact that there are several transportation characteristics that are unique to this section of US 41 between Alico Road and Koreshan Boulevard.

Among these unique characteristics are the following:

- While the Lee County Group I service volumes assume a weighted effective green time of only 0.46, the actual g/C ratios at all signalized intersections between Alico Road and Koreshan Boulevard are currently at 0.50 or higher. As shown in Exhibit 4, the County's Signal Operating Plans (SOPs) indicate that the g/C ratio at Constitution Boulevard is 0.62 and the g/C ratio at Sanibel Boulevard is 0.50.
- 2. As shown in Exhibit 3, the 2020 Financially-Feasible Transportation Plan (Map 3A) does not include any major east-west roads that cross this section of US 41. All of the roads in the Plan that intersect this section of US 41 are essentially T-intersections. While local access may be provided on the opposite side of US 41, east-west through volumes will be relatively low. As a result, these cross-streets should not draw much green time off of US 41. Therefore, future g/C ratios will remain relatively high.
- 3. According to LCDOT's updated 2020 travel model assignment, which is shown in Exhibit 5, all of the cross-streets (and centroid connectors) along this section of US 41 carry relatively low volumes, with most carrying less than 10,000 vehicles per day. This is another clear indication that these cross-streets will not require a reduction in the g/C ratios on US 41 and, therefore, future g/C ratios will remain relatively high.



- The San Carlos Park area on the east side of US 41 is largely built out. Therefore, volumes onto and off of US 41 from the east will not increase substantially from those found today.
- 5. In the 2020 Plan, two major north-south road improvements east of US 41 (i.e., the new two-lane corridor connecting Oriole Road and Sandy Lane and the four-laning of Three Oaks Parkway) will draw San Carlos Park traffic away from US 41. Therefore, the traffic entering and exiting US 41 from San Carlos Park should decline. (This may be seen in the relatively low assigned traffic volumes on Sanibel Boulevard.) This is another clear indication that these cross-streets will not require a reduction in the g/C ratios on US 41 and, therefore, future g/C ratios will remain relatively high.
- 6. The 2020 Financially-Feasible Transportation Plan includes a grade-separation at the US 41/Alico Road intersection. This eliminates the only major intersection where the g/C ratio on this section of US 41 would be less than 0.50, because this new interchange will allow free-flow conditions on US 41 through this intersection.

Projected 2020 Traffic Volumes on US 41 South of Alico Road

Exhibit 5 shows the relatively low peak season daily volumes assigned by the travel model to the cross-streets (and centroid connectors) along this section of US 41. To perform a traffic engineering evaluation of this section of US 41, it was necessary to convert these daily volumes to peak hour volumes and to assign the peak hour volumes to specific intersections.

The adjustment factors in Exhibit 2 were used to convert the 2020 assigned daily volumes to 2020 peak hour volumes. In addition, the north-south volumes on US 41 were controlled to those reported in Exhibit 2 to ensure consistency.

The side street (and centroid connector) volumes were then assigned to specific intersections based on the travel model assignment and FDOT's access management plan for this section of US 41. FDOT's access management plan for the section of US 41 from Alico Road to Hickory Boulevard, which is now under construction, indicates that there will be full median openings at Babcock Road, Constitution Boulevard, Sanibel Boulevard and Hickory Boulevard. FDOT's access management plan for the Project Development and Environmental (PD&E) Study for US 41 south of San Carlos Boulevard indicates that there will be full median openings at Vintage Parkway and Koreshan Parkway. Of course, these access plans also show directional median openings and right-in/right-out driveways at various locations.

In addition, to be conservative, it was assumed that a full median opening will be located at the new entrance to the B&F Parcel about 1/4 mile north of Sanibel Boulevard on the west side of US 41. This assumption was made with the understanding that the developers of the B&F Parcel have been negotiating with the FDOT regarding a full median opening at this location.

The side street volumes were then assigned to all of the planned access points, including full median



openings, directional median openings and right-in/right-out driveways. The resultant peak hour traffic volumes, at full median openings only, are shown in Exhibit 6.

The traffic volumes shown on Sanibel Boulevard are actually higher than the assigned volumes. Some of the assigned volumes from the centroid connector on the east side of US 41 to the north and from San Carlos Boulevard to the south were reassigned to Sanibel Boulevard, because Sanibel Boulevard has a traffic signal at US 41, and San Carlos Boulevard will only have a directional median opening.

One traffic analysis zone on the west side of US 41 (i.e. TAZ 768) stretches from Constitution Boulevard in the north to Broadway in the south. Traffic from this zone was assigned to several intersections along US 41, including the B&F Parcel.

ART PLAN Analysis of US 41 South of Alico Road

A review of the traffic projections in Exhibit 6 indicates that four US 41 intersections are likely to be signalized in 2020: Constitution Boulevard, the B&F Parcel, Sanibel Boulevard and Koreshan Parkway. These are shown in Exhibit 7.

The projected volumes at the other full median openings do not appear to warrant signalization. For this reason, DPA performed an ART_PLAN analysis of this section of US 41 assuming four signalized intersections and using the projected volumes shown in Exhibit 6.

First, intersection capacity analyses were performed using the latest Highway Capacity Software (HCS). A standard cycle length of 120 seconds was assumed, and the yellow and all red times were controlled to the existing times found on US 41, as preferred by the LCDOT. Sufficient green time was allocated to the side streets to maintain the Lee Plan LOS standard on the side streets (LOS "E"). Then, the remaining green time was allocated to the north-south traffic.

The results of the HCS analyses are summarized below and provided in detail in Appendix B.

Intersection Levels of Service

	Leve	of Ser	vice	
All	NB	SB	EB	WB
D	D	C	D	D
C	D	В	E	В
C	D	В	E	D
C	D	В	4	D
	D C	All NB D D C D	All NB SB D D C C D B	D D C D C D B E

As shown above, all intersections operate well above the Lee Plan LOS standard of LOS "E". Furthermore, all of the northbound approaches operate at LOS "D" and all of the southbound



approaches operate at LOS "C" or LOS "B".

The intersection capacity analysis identified a number of intersection improvements that can enhance traffic operations. Most importantly, the construction of dual left-turn lanes at key intersections allows more green time to be allocated to the north-south traffic movements. The recommended intersection improvements are summarized below.

Intersection Improvements

Intersection	<u>Improvements</u>
US 41/Constitution Boulevard	Southbound Dual Left-Turn Lanes
US 41/B&F Parcel	Northbound Dual Left-Turn Lanes Southbound Dual Left-Turn Lanes Eastbound Dual Left-Turn Lanes Westbound Dual Left-Turn Lanes
US 41/Sanibel Boulevard	Southbound Dual Left-Turn Lanes
US 41/Koreshan Boulevard	Southbound Dual Left-Turn Lanes Westbound Dual Left-Turn Lanes

The results of the HCS analyses were input into the ART_PLAN analysis, which is provided in Appendix C. Interestingly, the g/C ratios on US 41 are much higher than the generalized tables assume, but the percentage of turns off of the main road are lower. This is consistent with the observations made above regarding the unique characteristics of this section of US 41.

The results of the ART_PLAN analysis are summarized below.

Segment Levels of Service

	Level of	Service
Roadway Segment	<u>NB</u>	SB
US 41 from Koreshan Blvd. to Sanibel Blvd.	C	C
US 41 from Sanibel Blvd. to B&F Parcel	D	D
US 41 B&F Parcel to Constitution Blvd.	C	C
US 41 from Constitution Blvd. to Alico Rd.	<u>==</u>	<u>C</u>
Overall: US 41 from Koreshan Blvd. to Alico Road	C	C

It should be noted that the northbound level of service would actually be better than indicated if the segment of US 41 from Constitution Boulevard to Alico Road was included in the analysis. A level of service for this segment is not reported because the US 41/Alico Road intersection is shown as a grade-separated interchange in the 2020 Financially-Feasible Transportation Plan, rather than a signalized intersection. This would provide free flow movements through this intersection.

The resultant arterial level of service of LOS "C" in both directions on US 41 is well above the Lee Plan standard of LOS "E". To test the reliability of this conclusion, DPA performed another ART_PLAN analysis with an additional signal at Babcock Road. (This was simply a sensitivity test, because it does not appear that the volumes at Babcock Road would warrant a signal.) This test also resulted in an arterial level of service of LOS "C" in both directions on US 41. This indicates that an acceptable level of service can be maintained on this section of US 41 even if there are more signals on US 41.

Conclusions

As agreed with the County staff, the level of service spreadsheets with and without the Simon Suncoast project were updated to reflect the County's generalized service volumes on all roads in the study area, including the section of US 41 south of Alico Road. These generalized service volumes indicate that there may be level of service deficiencies in 2020 on the two segments of US 41 between Alico Road and Koreshan Boulevard with the Simon Suncoast project.

However, a traffic engineering evaluation of this section of US 41 indicates that improvements at key intersections (i.e. the construction of dual left-turn lanes) will enhance the carrying capacity of this section of US 41, so that the Lee Plan LOS standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities. This is due to both the intersection improvements and to the fact that there are several transportation characteristics that are unique to this section of US 41 between Alico Road and Koreshan Boulevard.



Exhibit 1 (Revised)
Simon Suncoast Comprehensive Plan Amendment Traffic Study
Year 2020 Traffic Conditions Without Project
Directional PM Peak Hour, Peak Season

MPO 2020 Financially-Feasible Highway Plan

Roadway Alico Rd	From US 41	To	# of lanes	LOS std	FSUTMS Volumes	PS factors	2020 AADT	K-100 Factors	Two way PM peak	D-factors	Peak Dir. Volumes	SV @ LOS		Peak Dir. LOS	V/C ratio
iico Nu		Railroad	4LD	E	29,913	1.092	27,393	0.111	3,041	0.60	1,824	2,030		C	0.9
	Railroad	Lee Blvd	6LD	E	51,512	1.073	48,007	0.099	4,753	0.60	2,852	3,040		C	0.9
	Lee Blvd	Three Oaks Pkwy	6LD	E	46,740	1.077	43,398	0.102	4,427	0.60	2,656	3,040		C	0.8
	Three Oaks Pkwy	1-75	6LD	E	38,124	1.085	35,137	0.107	3,760	0.60	2,256	3,040		C	0.74
	1-75	Ben Hill Griffin Pkwy	6LD	E	25,834	1.096	23,571	0.114	2,687	0.60	1,612	3,040		В	0.53
anda Deset Dd	Ben Hill Griffin Pkwy	East	2LN	E	7,586	1.112	6,822	0.124	846	0.60	508	960	-	В	0.53
onita Beach Rd	Hickory Blvd	Vanderbilt Dr.	4LD	E	41,024	1.271	32,277	0.110	3,550	0.53	1,882	2,030		C	0.93
	Vanderbilt Dr.	US 41	4LD	E	28,442	1.321	21,531	0.116	2,498	0.53	1,324	2,030	-	C	0.65
	US 41	Old 41	4LD	E	17,323	1.365	12,691	0.122	1,548	0.53	821	2,030	-	В.	0.40
-	Old 41	Imperial St	4LD	E	31,225	1.184	26,372	0.104	2,743	0.54	1,481	2.030	-	C	0.73
	Imperial St	1-75	6LD	E	38,638	1.166	33,137	0.101	3,347	0.54	1,807	3,040	-	В	0.59
	1-75	Bonita Grade Dr.	4LD	E	17,243	1.218	14,157	0.110	1,557	0.54	841	2,030	-	В	0.41
345 E.	Bonita Grade Dr.	East	4LD	E	29,354	1.189	24,688	0.105	2,592	0.54	1,400	2,030	-	C	0.69
orkscrew Rd	US 41	Sandy Ln	4LD	E	21,205	1.154	18,375	0.105	1,929	0.50	965	2,030	-	В	0.48
	Sandy Ln	River Ranch Rd	4LD	E	20,799	1.155	18,008	0.105	1,891	0.50	945	2,030	-	В	0.47
	River Ranch Rd	Three Oaks Pkwy	4LD	E	23,075	1.151	20,048	0.104	2,085	0.50	1,042	2,030	-	В	
	Three Oaks Pkwy	1-75	4LD	E	31,792	1.137	27,961	0.101	2.824	0.50	1,412	2,030	+	Č	0.51
	1-75	Ben Hill Griffin Pkwy	4LD	E	26,570	1.145	23,205	0.103	2,390	0.50	1,195	2,030	-	В	0.70
	Ben Hill Griffin Pkwy	Wildcat Run	4LD	E	24,737	1.148	21,548	0.104	2,330	0.50	1,120		-	В	0.59
	Wildcat Run	The Habitat	4LD	E	8,957	1.174	7,629	0.109	832	0.50		2,030	-		0.55
	The Habitat	Alico Rd	2LN	E	6,907	1.178	5,863	0.110			416	2,030		В	0.20
	Alico Rd	East	2LN	Ē	7,805	1.176	6,637	100 100 1	645	0.50	322	1,200	-	С	0.27
oconut Rd	West of US 41	US 41	2LN	Ē	16,525	1.162		0.109	723	0.50	362	1,200		С	0.30
	US 41	Sandy Ln	4LD	Ē	10,323	1.172	14,221	0.106	1,507	0.50	754	960		С	0.79
	Sandy Ln	Three Oaks Pkwy	4LD	Ē			8,781	0.108	948	0.50	474	2,030		В	0.23
75	Immokalee Rd	Bonita Beach Rd	6LF		10,423	1.172	8,893	0.108	960	0.50	480	2,030	1	В	0.24
	Bonita Beach Rd	Corkscrew Rd		C	89,661	1.136	78,927	0.097	7,656	0.54	4,134	3,970	(1)	D	1.04
	Corkscrew Rd	Alico Rd	6LF	C	89,499	1.087	82,336	0.099	8,151	0.57	4,646	3,970	(1)	D	1.17
	Alico Rd		6LF	C	91,327	1.087	84,017	0.099	8,318	0.57	4,741	3,970	(1)	D	1.19
ld 41	County Line	Daniels Pkwy Bonita Beach Rd	6LF	C	87,405	1.087	80,409	0.099	7,961	0.57	4,538	3,970	(1)	D	1.14
19.70	Bonita Beach Rd	Terry St	4LD	E	26,510	1.138	23,295	0.098	2,283	0.66	1,507	2,030		C	0.74
	Terry St		2LN	E	17,458	1,151	15,168	0.101	1,532	0.66	1,011	960	(2)	N/A	N/A
1		Rosemary Rd	4LD	E	13,864	1.157	11,983	0.101	1,210	0.66	799	2,030		В	0.39
	Rosemary Rd Cockleshell Dr.	Cockleshell Dr.	4LD	E	17,001	1,152	14,758	0.101	1,491	0.66	984	2,030		В	0.48
andy Ln (Ext.)	Alico Rd	US 41	4LD	E	16,216	1.153	14,064	0.101	1,420	0.66	938	2,030		В	0.46
andy Lit (Ext.)		San Carlos Blvd	2LN	E	10,703	1.110	9,642	0.122	1,176	0.60	706	960		C	0.74
	San Carlos Blvd	Koreshan Blvd	2LN	E	13,520	1.227	11,019	0.121	1,333	0.58	773	960		C	0.81
14	Koreshan Blvd	Corkscrew Rd	2LN	E	14,504	1.225	11,840	0.121	1,433	0.58	831	960	7	D	0.87
	Corkscrew Rd	Williams Rd	2LN	E	11,803	1.232	9,580	0.122	1,169	0.58	678	960		C	0.71
	Williams Rd	Coconut Rd	2LN	E	12,717	1.229	10,347	0.122	1,262	0.58	732	960	-	C	0.76
	Coconut Rd	Old 41	2LN	E	11,335	1.233	9,193	0.122	1,122	0.58	650	960	-	C	0.68
hree Oaks Pkwy	Daniels Pkwy	Fiddlesticks	4LD	E	26,879	1.095	24,547	0.113	2.774	0.60	1.664	2,030	-	C	0.82
	Fiddlesticks	Alico Rd	4LD	E	30,628	1.092	28,048	0.111	3,113	0.60	1,868	2,030	-	Č	0.92
	Alico Rd	San Carlos Blvd	4LD	E	27,685	1.094	25,306	0.113	2,860	0.60	1,716	2,030	-	Č	0.85
	San Carlos Blvd	Koreshan Blvd	4LD	E	33,749	1.133	29.787	0.100	2,979	0.50	1,489	2,030	-	Č	0.73
	Koreshan Blvd	Corkscrew Rd	6LD	E	52,285	1.103	47,403	0.094	4,456	0.50	2,228	3,040	-	č	0.73
	Corkscrew Rd	Williams Rd	6LD	E	52,395	1.102	47,545	0.094	4,469	0.50	2,226	3.040	-	Č	
	Williams Rd	Coconut Rd	6LD	E	48,415	1,109	43,656	0.095	4,147	0.50		and the same of the same of	-		0.74
	Coconut Rd	Strike Ln	4LD	Ē	37,419	1.127	33,202	0.093	3,287		2,074	3,040		В	0.68
	Strike Ln	Terry St	4LD	È	27,381	1,144	23,934	P1 (200)		0.50	1,644	2,030	12	C	0.81
reeline Ave	Daniels Pkwy	SWFIA	4LD	E	34,613	1.144		0.103	2,465	0.50	1,233	2,030	-	В	0.61
	SWFIA	Alico Rd	6LD	Ē			28,582	0.098	2,801	0.51	1,429	2,030	1	C	0.70
en Hill Griffin Pkwy	Alico Rd	FGCU			50,392	1.164	43,292	0.093	4,026	0.51	2,053	3,040		C	0.68
CHILLIAN CHILLIAN KWY	FGCU	Koreshan Blvd	6LD	E	56,833	1.068	53,214	0.096	5,109	0.60	3,065	3,040	(3)	F	1.01
-	Koreshan Blvd	THE RESIDENCE OF THE PARTY OF T	6LD	E	57,428	1.094	52,494	0.096	5,039	0.50	2,520	3,040		D	0.83
-	Troiestian bivu	Corkscrew Rd	4LD	E	28,376	1.142	24,848	0.113	2,808	0.50	1,404	2,030		C	0.69

Exhibit 1 (Revised) Simon Suncoast Comprehensive Plan Amendment Traffic Study Year 2020 Traffic Conditions Without Project Directional PM Peak Hour, Peak Season

MPO 2020 Financially-Feasible Highway Plan

n.ca.			V-42-	1000	FSUTMS			K-100	Two way		Peak Dir.	SV @ LOS	Peak Dir.	
Roadway	From	То	# of lanes	LOS std	Volumes	PS factors	2020 AADT	Factors	PM peak	D-factors	Volumes	Std	LOS	V/C ratio
US 41	County Line	Bonita Beach Rd	6LD	E	56,127	1.134	49,495	0.090	4,455	0.56	2,495	3,040	C	0.82
	Bonita Beach Rd	W. Terry St	6LD	E	61,322	1.120	54,752	0.089	4,873				C	0.90
	W. Terry St	Old 41	6LD	E	53,903	1.128	47,786	0.091	4,349				C	0.83
	Old 41	South Project's Entr.	6LD	E	49,540	1.139	43,494	0.092	4,001	0.58			C	0.76
	South Project's Ent.	Coconut Rd	6LD	E	49,511	1.139	43,469	0.092	3,999				C	0.76
	Coconut Rd	M. Project's Entr.	6LD	E	52,757	1.131	46,646	0.091	4,245	Annual Control of the	A company of the party of the		C	0.81
	M. Project's Entr.	N. Project's Entr.	6LD	E	52,757	1.131	46,646	0.091	4,245				+ č	0.81
	N. Project's Entr.	Williams Rd	6LD	E	50,833	1.136	44.747	0.092	4,117	Commence of the party of the pa			+ 6	0.79
	Williams Rd	Corkscrew Rd	6LD	E	51,066	1.135	44,992	0.092	4,139	1		The Contract of the	+ 6	0.79
	Corkscrew Rd	Koreshan Blvd	6LD	E	46,054		40,152	0.093	3,734				+ 6	0.71
	Koreshan Blvd	San Carlos Blvd	6LD	E	62,071	1.108		0.089	4,986				B -	0.95
	San Carlos Blvd	Alico Rd	6LD	E	64,748	1,101	58,808	0.088	5,175				- B	0.99
	Alico Rd	Island Park Rd	6LD	E	47,569	1.144	41,581	0.093	3,867		A CONTRACT OF THE PARTY OF THE		c	0.74
	Island Park Rd	Jamaica Bay West	6LD	E	59,827	1,114		0.089	4,780				+ 6	0.91
	Jamaica Bay West	Six Mile Pkwy	6LD	E	62,286			0.089	5,003				+ 6	0.95
Williams Rd	West US 41	US 41	2LN	E	8,415			0.109	781	0.50			+ 6	0.45
	US 41	Sandy Ln	2LN	E	5,670			0.110	529		The second second second		- 6	0.30
	Sandy Ln	River Ranch Rd	2LN	E	7,739			0.109	717	0.50		870		0.41
	River Ranch Rd	Three Oaks Pkwy	2LN	E	6,159		5,224	0.110				870	+ 6	0.33
River Ranch Rd	Williams Rd	Corkscrew Rd	2LN	E	4,414			0.110	411				+ c	0.33

Current FDOT LOS standard on I-75 is LOS "C". However, the Lee Co. MPO assumed that the standard is likely to be adjusted to LOS "D" by 2020 in accordance with FDOT policy, because I-75 will then be in an unbanized area with a population over 500,000.
 The Lee Plan identifies that section of Old 41 as a "constrained" facility. Therefore, the level of service does not apply.
 LOS problem without and with Simon Suncoast.

Exhibit 2 (Revised)
Simon Suncoast Comprehensive Plan Amendment Traffic Study
Year 2020 Traffic Conditions With Project
Directional PM Peak Hour, Peak Season

MPO 2020 Financially-Feasible Highway Plan

Roadway	From	То	# of lanes	LOS STD	FSUTMS Volumes	PS factors	2020 AADT	K-100 Factors	Two way PM peak	D-factors	Peak Dir.	SV @ LOS	Peak Dir	V/C ratio
Alico Rd	US 41	Railroad	4LD	E	24,022	1.098	21,878	0.115	2,516	0.60	1,510	2,030	C	0.74
	Railroad	Lee Blvd	6LD	E	47,560	1.077	44,160	0.101	4,460	0.60	2.676	3.040	č	0.88
	Lee Blvd	Three Oaks Pkwy	: 6LD	E	47.889	1.076	44,507	0.101	4,495	0.60	2,697	3,040	č	0.89
	Three Oaks Pkwy	1-75	6LD	F	40,257	1.083	37,172	0.106	3,940	0.60	2.364	3.040	č	
	1-75	Ben Hill Griffin Pkwy	6LD	шшшшшшшшш	27.924	1.094	25,525	0.112	2,859	0.60	1,715	3,040		0.78
	Ben Hill Griffin Pkwy	East	2LN	E	6,364	1.113	5,718	0.124	709				В	0.56
Ionita Beach Rd	Hickory Blvd	Vanderbilt Dr.	4LD	=	39,497	1.277				0.60	425	960	В	0.44
	Vanderbilt Dr.	US 41	4LD	E 1	27,832		30,930	0.110	3,402	0.53	1,803	2,030	C	0.89
	US 41	Old 41	4LD	=		1.323	21,037	0.117	2,461	0.53	1,305	2,030	C	0.64
	Old 41			Ē .	21,306	1.349	15,794	0.120	1,895	0.53	1,004	2,030	В	0.49
		Imperial St	4LD	E	31,400	1.184	26,520	0.104	2,758	0.54	1,489	2,030	C	0.73
	Imperial St	1-75	6LD	E	36,378	1.172	31,039	0.102	3,166	0.54	1,710	3,040	B	0.56
	1-75	Bonita Grade Dr.	4LD	E	17,633	1.217	14,489	0.109	1,579	0.54	853	2,030	В	0.42
	Bonita Grade Dr.	East	4LD	E :	31,265	1.184	26,406	0.104	2,746	0.54	1,483	2.030	Č	0.73
Corkscrew Rd	US 41	Sandy Ln	4LD	E	17,124	1.161	14,749	0.106	1,563	0.50	782	2,030	B	0.39
	Sandy Ln	River Ranch Rd	4LD	E	21.802	1.153	18,909	0.105	1,985	0.50	993	2,030	В	
	River Ranch Rd	Three Oaks Pkwy	4LD	F	24,496	1.149	21,319	0.104	2,217	0.50	1,109	2.030		0.49
	Three Oaks Pkwy	1-75	4LD	пшшшшшшшп	35,151	1.131	31.080	0.100					В	0.55
	1-75	Ben Hill Griffin Pkwy	4LD	=	27,494	A CONTRACTOR OF THE PARTY OF TH			3,108	0.50	1,554	2,030	C	0.77
	Ben Hill Griffin Pkwy	Wildcat Run	4LD	-	24,482	1.144	24,033	0.103	2,475	0.50	1,238	2,030	С	0.61
	Wildcat Run			=		1.149	21,307	0.104	2,216	0.50	1,108	2,030	В	0.55
	The Habitat	The Habitat	4LD	5	11,758	1.170	10,050	0.108	1,085	0.50	543	2,030	В	0.27
		Alico Rd	2LN	E	7,264	1.177	6,172	0.109	673	0.50	336	1,200	C	0.28
Secretary D.A.	Alico Rd	East	2LN	E	8,335	1.175	7,094	0.109	773	0.50	387	1,200	C	0.32
Coconut Rd	West of US 41	'US 41	2LN	E	17,348	1.160	14,955	0.106	1,585	0.50	793	960	Č	0.83
	US 41	Sandy Ln	4LD	E	14,312	1.166	12,274	0.107	1,313	0.50	657	2.030	В	0.32
	Sandy Ln	Three Oaks Pkwy	4LD	E	21.731	1.153	18,847	0.105	1,979	0.50	989	2.030	В	0.49
-75	Immokalee Rd	Bonita Beach Rd	6LF	C	88,987	1.136	78,334	0.097	7,598	0.54	4,103		(1) - 5	
	Bonita Beach Rd	Corkscrew Rd	6LF	Č i	91,518	1.087	84.193	0.099	8,335	0.57	4.751	3,970		1.03
	Corkscrew Rd	'Alico Rd	6LF	č	94,602	1.087	87.030	0.099				3,970		1.20
	Alico Rd	Daniels Pkwy	6LF	Č :	92,261	1.087			8,616	0.57	4,911		(1) D	1.24
Old 41	County Line	Bonita Beach Rd	4LD	Ĕ			84,877	0.099	8,403	0.57	4,790		(1) D	1.21
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Bonita Beach Rd	Terry St		5	25,909	1.138	22,767	0.098	2,231	0.66	1,473	2,030	C	0.73
			2LN	E 1	19,097	1.149	16,621	0.100	1,662	0.66	1,097	960	(2) N/A	N/A
	Terry St	Rosemary Rd	4LD	E	16,714	1.153	14,496	0.101	1,464	0.66	966	2,030	В	0.48
	Rosemary Rd	Cockleshell Dr.	4LD	E	20,693	1.146	18,057	0.100	1,806	0.66	1.192	2,030	В	0.59
ACCORD TO BE A TO	Cockleshell Dr.	US 41	4LD	E	20,632	1.147	17,988	0.100	1,799	0.66	1.187	2,030	В	0.58
Sandy Ln (Ext.)	Alico Rd	San Carlos Blvd	2LN	E	13,416	1.107	12,119	0.120	1,454	0.60	873	960	Č	0.91
	San Carlos Blvd	Koreshan Blvd	2LN	E	14,758	1.224	12,057	0.121	1,459	0.58	846	960	D	0.88
	Koreshan Blvd	Corkscrew Rd	2LN	E	8.734	1.239	7,049	0.124	874	0.58	507	960	В	0.53
	Corkscrew Rd	Williams Rd	2LN '	F	13,911	1.226	11.347	0.121	1,373	0.58	796	960	č	
	Williams Rd	Coconut Rd	2LN	Ē	12,699	1.229	10.333	0.122	1,261	0.58	731	960		0.83
	Coconut Rd	Old 41	2LN	Ē	7,841	1.241	6,318						C	0.76
hree Oaks Pkwy	Daniels Pkwy	Fiddlesticks	4LD	=	26.112			0.124	783	0.58	454	960	В	0.47
estile i iiii)	Fiddlesticks	Alico Rd		5		1.096	23,825	0.114	2,716	0.60	1,630	2,030	C	0.80
	Alico Rd		4LD	E .	32,309	1.090	29,641	0.110	3,261	0.60	1,956	2,030	D	0.96
		San Carlos Blvd	4LD	E	24,961	1.097	22,754	0.114	2,594	0.60	1,556	2,030	C	0.77
	San Carlos Blvd	Koreshan Blvd	4LD	E	35,324	1.131	31,233	0.100	3,123	0.50	1,562	2,030	C	0.77
	Koreshan Blvd	Corkscrew Rd	6LD	E	54,393	1.099	49,493	0.093	4,603	0.50	2,301	3.040	C	0.76
	Corkscrew Rd	Williams Rd	6LD	E	57,173	1.094	52,261	0.092	4,808	0.50	2.404	3.040	C	0.79
	Williams Rd	Coconut Rd	6LD	E	54.893	1.098	49.994	0.093	4,649	0.50	2.325	3.040	č	0.76
	Coconut Rd	Strike Ln	4LD	ммммммммммммммммм	40,064	1.123	35,676	0.098	3,496	0.50	1.748	2.030	- c	
	Strike Ln	Terry St	4LD	F	27.828	1.143	24,346	0.102	2,483	0.50	1,242		B -	0.86
reeline Ave	Daniels Pkwy	SWFIA	4LD	Ē	35,944	1.207	29,780	0.102	2,463		1,242	2,030		0.61
1 N- 1315	SWFIA	Alico Rd	6LD	E	53.031					0.51	1,488	2,030	C	0.73
Ben Hill Griffin Pkwy	Alico Rd	FGCU		-		1.157	45,835	0.092	4,217	0.51	2,151	3,040	C	0.71
Tim Cimili Fkwy	FGCU		6LD	E	58,979	1.066	55,327	0.095	5,256	0.60	3,154		(3) F	1.04
		Koreshan Blvd	6LD	Ē	57,729	1.094	52,769	0.096	5,066	0.50	2,533	3,040	D	0.83
	Koreshan Blvd	Corkscrew Rd	4LD	E	35,331	1.131	31,239	0.109	3,405	0.50	1,703	2,030	C	0.84

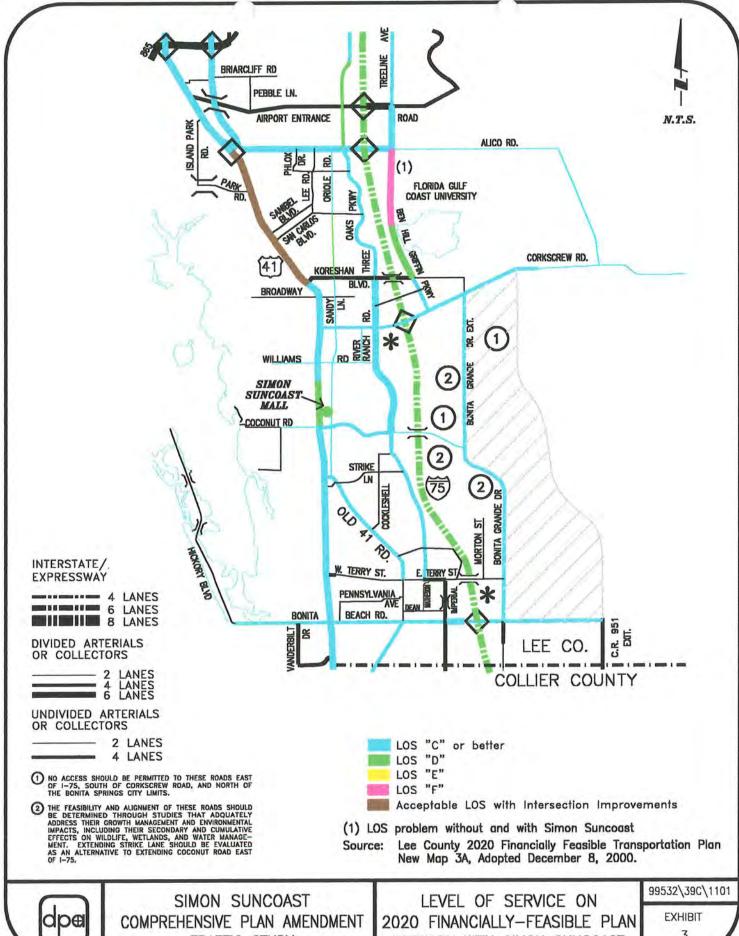
Exhibit 2 (Revised)
Simon Suncoast Comprehensive Plan Amendment Traffic Study
Year 2020 Traffic Conditions With Project
Directional PM Peak Hour, Peak Season

MPO 2020 Financially-Feasible Highway Plan

			Avancaria.	4.7	FSUTMS			K-100	Two way			SV @ LOS	11	Peak Dir.	
Roadway	From	To	# of lanes	LOS std			2020 AADT		PM peak	D-factors				LOS	V/C ratio
US 41	County Line	Bonita Beach Rd	6LD	E	57,102	1.131	50,488	0.090	4,544	0.56	2,545	3,040		C	0.84
	Bonita Beach Rd	W. Terry St	6LD	E	62,993	1.115	56,496	0.088	4,972	0.56	2,784	3,040		C	0.92
	W. Terry St	Old 41	6LD	E	55,355	1.125	49,204	0.091	4,478	0.58	2,597	3,040	1	C	0.85
	Old 41	South Project's Entr.	6LD	E	57,689	1.119	51,554	0.090	4,640	0.58	2,691	3,040	1	C	0.89
	South Project's Ent.	Coconut Rd	6LD	E	58,237	1.117	52,137	0.090	4.692	0.58	2,722	3.040	1	C	0.90
	Coconut Rd	'M. Project's Entr.	I 6LD	E	63,120	1.105	57,122	0.088	5.027	0.58	2,916	3,040		D	0.96
	M. Project's Entr.	N. Project's Entr.	6LD	E	63,676	1.104	57,678	0.088	5,076	0.58	2,944	3,040	-	D	0.97
	N. Project's Entr.	Williams Rd	6LD	E	59,504	1.114	53,415	0.089	4.754	0.58	2,757	3,040		C	0.91
	Williams Rd	Corkscrew Rd	6LD	E	57,750	1.119	51,609	0.090	4.645	0.58	2.694	3.040	-	C	0.89
	Corkscrew Rd	Koreshan Blvd	6LD	E	51.785	1.133	45,706	0.092	4,205	0.58	2,439	3,040		C	0.80
	Koreshan Blvd	San Carlos Blvd	6LD	E	68,688	1.092	62,901	0.087	5,472	0.58	3,174	3,040	(4)		****
	San Carlos Blvd	Alico Rd	6LD	E	69,416	1.090	63,684	0.086	5,477	0.58	3,177	3,040	(4)		.010
	Alico Rd	Island Park Rd	6LD	E	35,340	1.174	30,102	0.096	2,890	0.58	1,676	3,040	1	В	0.55
	Island Park Rd	Jamaica Bay West	6LD	E	48,710	1.141	42,691	0.093	3,970	0.58	2,303	3,040	-	C	0.76
	Jamaica Bay West	Six Mile Pkwy	6LD	E	48,729	1.141	42,707	0.093	3,972	0.58	2,304	3,040		C	0.76
Williams Rd	West US 41	US 41	2LN	E	9,452	1.174	8,051	0.109	878	0.50	439	870		C	0.50
	'US'41	Sandy Ln	2LN	E	11,030	1.171	9,419	0.108	1,017	0.50	509	870	-	C	0.58
	Sandy Ln	River Ranch Rd	2LN	E	10,805	1.171	9,227	0.108	997	0.50	498	870	-	C	0.57
	River Ranch Rd	Three Oaks Pkwy	2LN	E	7,870	1.176	6,692	0.109	729	0.50	365	870		C	0.42
River Ranch Rd	Williams Rd	Corkscrew Rd	2LN	E	7,315	1.243	5,885	0.110	647	0.50	324	870	- 3	C	0.37

Footnotes:

Current FDOT LOS standard on I-75 is LOS "C". However, the Lee Co. MPO assumed that the standard is likely to be adjusted to LOS "D" by 2020 in accordance with FDOT policy, because I-75 will then be in an unbanized area with a population over 500,000.
 The Lee Plan identifies that section of Old 41 as a "constrained" facility. Therefore, the level of service does not apply.
 LOS problem without and with Simon Suncoast.
 Acceptable LOS with intersection improvements.

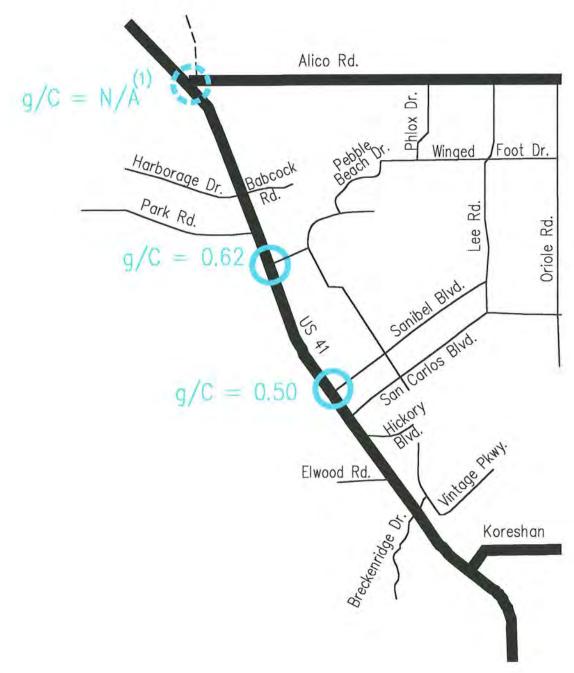




TRAFFIC STUDY

NETWORK WITH SIMON SUNCOAST

3



Note:

(1) Future grade-separated interchange.

Source: Lee County DOT Signal Operating Plans.



SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

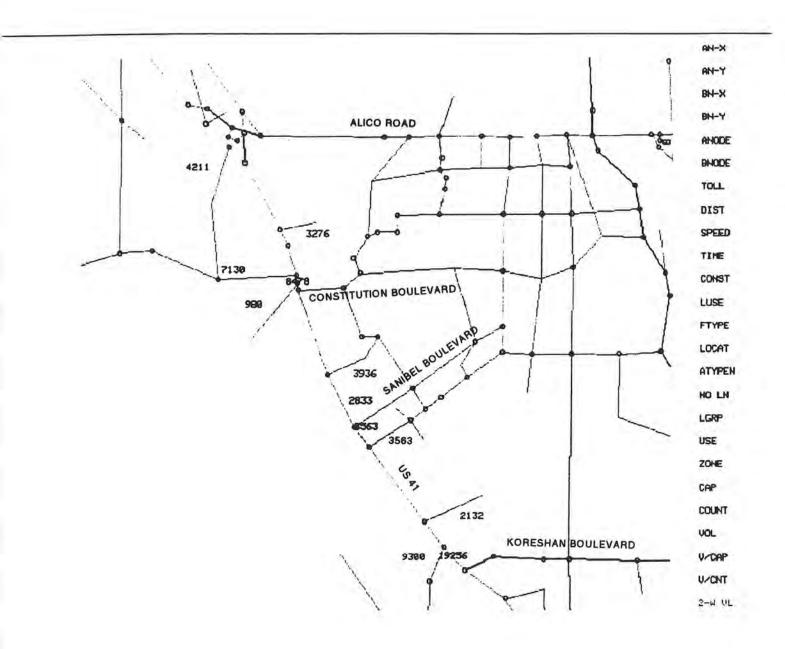
EXISTING g/C RATIOS ON US 41 99532\27B\1101

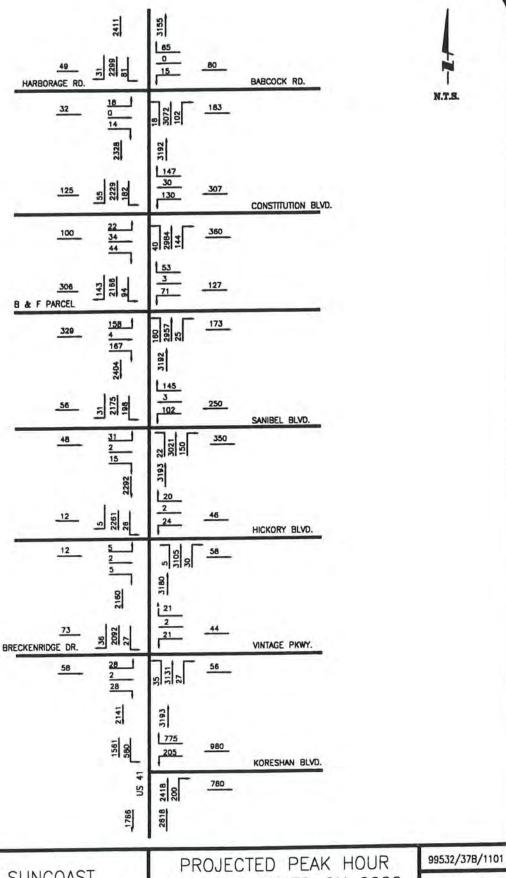
EXHIBIT 4

EXHIBIT 5

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

PROJECTED 2020 PEAK SEASON DAILY VOLUMES FOR 2020 FINANCIALLY-FEASIBLE PLAN WITH SIMON SUNCOAST



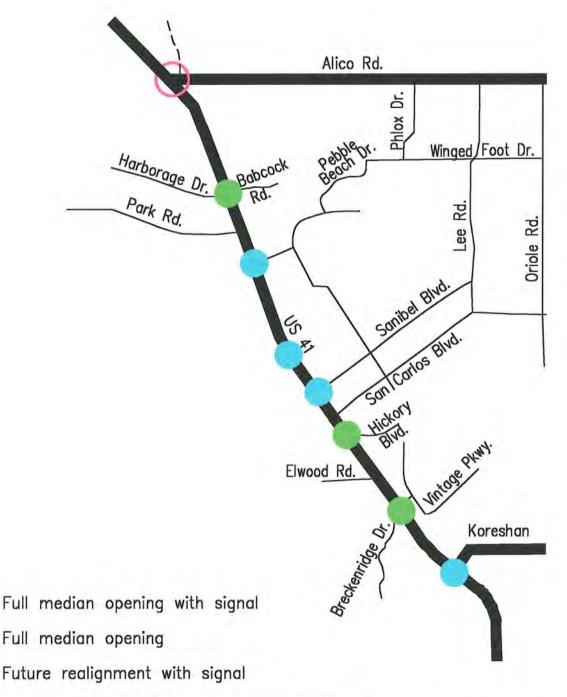




SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY PROJECTED PEAK HOUR VOLUMES BASED ON 2020 FINANCIALLY-FEASIBLE PLAN WITH SIMON SUNCOAST

EXHIBIT

6



Sources: (1) URS Greiner, S.R. 45 Signing and Pavement Marking Plan.

(2) US 41 PD&E Study Collier/Lee Counties Preferred Alternative, Revised February 2, 1998.



SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

FDOT ACCESS MANAGEMENT PLAN WITH PROBABLE SIGNAL LOCATIONS

99532\38B\1100

EXHIBIT

7

APPENDIX A · LCDOT MEMO DATED OCTOBER 3, 2001



DEPARTMENT OF TRANSPORTATION

Memo

To:

Paul O'Connor, Planning Division Director

From:

David Loveland, Manager, Transportation Planning

Date:

October 3, 2001

Subject:

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT

We have reviewed the "Sufficiency Response For Traffic Study" prepared by David Plummer & Associates dated August 24, 2001, and we disagree with their conclusion that no roadway segments will fail because of the project. We utilized the updated Lee County 2020 travel model assignments and determined that there are potential problems on four roadway segments.

Two of the segments, on Sandy Lane and Ben Hill Griffin Parkway, would be considered failing if the model volumes were adjusted to peak season, peak hour conditions using the adjustment factors from the permanent count stations previously assumed by staff for long range level of service analysis. However, in the Simon Suncoast DRI other DOT planning staff members had allowed this same consultant to use different permanent count stations to adjust the volumes for those two segments (PCS 25 for Sandy Lane and PCS 15 for Ben Hill Griffin Parkway). The use of the different adjustment factors leads to the conclusion that the segments would be operating at an acceptable level of service in the future.

Two segments on US 41, from Koreshan Boulevard to San Carlos Boulevard and from San Carlos Boulevard to Alico Road, are also projected to fail in 2020 with the Simon Suncoast project. The consultant has attempted to revise the service volumes (capacities) for these segments by applying a higher g/c ratio, in an attempt to show the segments at an acceptable level of service. This approach is not acceptable to DOT staff.

As noted in Policy 22.1.2 of the Lee Plan, the generalized service volumes developed by Lee DOT staff are to be used for future year analyses, and the determination of the appropriate service volumes to use is to be made by DOT staff. Because the calculation of route specific service volumes is so heavily dependent on existing geometrics, signal timing and signal spacing, and those variables are subject to considerable change over time, the more generalized service volumes calculated from County-wide averaged data are most appropriate for future evaluations. The consultant's approach represents a spot

Paul O'Connor, Planning Division Director October 3, 2001 Page 2

adjustment in an attempt to make an identified problem go away. It is unacceptable for the following reasons:

- The consultant assumes that the g/c ratio at the signalized intersections on US 41
 will be the same in the future as current conditions;
- (2) The consultant has no real basis for his assumed g/c ratio for any new signals on US 41;
- (3) The g/c ratio represents just one variable of many in the service volume calculation – if an adjustment is to be made, then all variables should be revisited. In fact, some variables are directly related, i.e. assuming a higher g/c ratio should result in a lower assumed % turns from exclusive lanes;
- (4) Just revising the service volumes for two segments out of all that are impacted by the project creates an inconsistency in the evaluation process.

For the purposes of this analysis, the generalized service volumes should be used without adjustment.

DML/mlb

cc: Dawn Perry-Lehnert
Donna Marie Collins
Andy Getch
Mike Pavese
Ken Heatherington
DRI File

APPENDIX B

2020 PEAK HOUR
INTERSECTION CAPACITY ANALYSES

HCS2000: Signalized Intersections Release 4.1a

Analyst: DPA Inter.: US41 / Constitution Blvd.

Area Type: All other areas

Agency: Lee County Date: 10/22/2001 Jurisd:

E/W St: Constitution Blvd.

Period: Future PM PH Year : # 99532 Project ID:

	Eas	stbou	nd	We	stbou	nd	No	rthbo	und	Soi	uthbou	und
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	1	1	3	1	2	3	1
LGConfig	L	TR		L	T	R	L	T	R	L	T	R
Volume	22	34	44	130	30	147	40	2984	144	182	2229	55
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	Charles III		0	1 - 1		60			0	1		0

N/S St: US 41

Dur	ation	0.25		Area			other						
					Si	gnal	Operat	ions	-				
Pha	se Comb	ination	1	2	3		4		5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru		A					Thru		A			
	Right		A					Right		A			
	Peds							Peds					
WB	Left		A				SB	Left	A				
	Thru		A					Thru		A			
	Right		A					Right		A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	en	1	7.0				1		10.0	74.0			
Yel	low	3	.5						3.5	5.0			
A11	Red	2	.0						2.0	3.0			
									Cural	e Lengt	0. 15	20 0	CACC

Appr/ Lane	Lane Group	Adj Sat Flow Rate		ios	Lane	Group	Appr	oach		
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	and									_
L	194	1370	0.12	0.14	45.3	D				
TR	242	1705	0.36	0.14	47.5	D	47.0	D		
Westbou	ind									
L	185	1305	0.78	0.14	68.5	E				
T	264	1863	0.13	0.14	45.2	D	53.6	D		
R	429	1583	0.23	0.27	34.3	C				
Northbo	ound									
L	148	1770	0.30	0.08	52.8	D				
T	3136	5085	1.06	0.62	56.9	E	54.7	D		
R	976	1583	0.16	0.62	9.9	A				
Southbo	ound									
L	286	3433	0.71	0.08	61.3	E				
T	3136	5085	0.79	0.62	18.6	В	21.6	C		
R	976	1583	0.06	0.62		A				
	Intersec	tion Delay	= 40.9	(sec/v		iterse	ction I	LOS =	D	

HCS2000: Signalized Intersections Release 4.1a

Analyst: DPA Inter.: US41 / B & F Parcel Area Type: All other areas Agency: Lee County

Date: 10/22/2001 Jurisd: Year : # 99532

Period: Future PM PH With Imp. Project ID:

E/W St: B & F Parcel N/S St: US 41

SIGNALIZED INTERSECTION SOMMAN	117	SIGNALIZED	INTERSECTION	SUMMAR!
--------------------------------	-----	------------	--------------	---------

	Eastbound			We	Westbound			rthbo	und	Southbound		
	L	T	R	P	T	R	L	T	R	L	T	R
No. Lanes	2	1	0	- 2	1	0	- 2	3	1	2	3	1
LGConfig	L	TR		L	TR		L	T	R	L	T	R
Volume	158	4	167	71	3	53	160	2957	75	94	2166	143
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	1000		0			0			0	11111		0

Dur	ation	0.25		Area			other Operat					
Pha	se Comb	ination	1	2	3	4	-		5	6	7 8	3
EB	Left		A				NB	Left	A			
	Thru		A					Thru		A		
	Right		A					Right		A		
	Peds							Peds				
WB	Left		A				SB	Left	A			
	Thru		A					Thru		A		
	Right		A				1	Right		A		
	Peds							Peds				
NB	Right						EB	Right				
SB	Right						WB	Right				
Gre	en	- 3	17.0						9.0	76.0		
Yel	low		3.5						3.5	4.0		
A11	Red		2.0						2.0	3.0		
									Cyc	le Length	: 120.0	secs

Appr/	Lane				Lane Group		Approach		
Lane Grp	Capacity	Flow Rate (s)	v/c	g/C	Delay	y LOS	Delay	LOS	7
Eastbo	und			-					
L	284	2002	0.62	0.14	52.6	D			
TR	225	1589	0.84	0.14	74.6	E	64.0	E	
Westbo	und								
L	215	1517	0.37	0.14	47.7	D			
TR	226	1597	0.27	0.14	46.7	D D	47.2	D	
Northbo	ound								
L	257	3433	0.69	0.08	61.9	E			
L F	3220	5085	1.02	0.63	43.3		43.4	D	
R	1003	1583	0.08	0.63	8.5	A			
Southbo	ound			1,000					
L	257	3433	0.40	0.08	54.0	D			
	3220	5085	0.75	0.63			17.3	В	
T R	1003		0.16						
	Intersec	tion Delay	= 34.3				ction I	LOS =	C

HCS2000: Signalized Intersections Release 4.1a

Analyst: DPA Inter.: US41 / Sanibel Blvd. Agency: Lee County Area Type: All other areas

Date: 10/22/2001 Jurisd:

Period: Future PM PH With Imp. Year : # 99532

Project ID:

Volume 31 Lane Width			nd	We	stbou	nd	No:	rthbou	und	Southbound			
LGConfig		T	R	L	T	R	L	T	R	L	T	R	
Volume 31 Lane Width	0	1	0	0	1	1	1	3	1	2	3	1	
Lane Width		LT		Luca d	LT	R	L	T	R	L	T	R	
TO STORE TO STORE THE STORE ST		2	15	102	3	140	22	3021	150	198	2175	31	
RTOR Vol		12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
TOTAL PROPERTY.			0			60			60			31	
Duration 0.	25		Area	Type:									
				Si	gnal (Operat	ions_						
Phase Combinat	101	1 1	2	3	4			5	6	7	8	3	
EB Left		A				NB	Left	A					
Thru		A				1 5 1	Thru		A				
Right		A					Right		A				

Phas	se Combination	1	2	3	4		1 T	5	6	7	8	
EB	Left	A				NB	Left	A				
	Thru	A				15.5	Thru		A			
	Right	A					Right		A			
	Peds						Peds					
WB	Left	A				SB	Left	A				
	Thru	A				1	Thru		A			
	Right	A					Right		A			
	Peds					1 - 4	Peds					
NB	Right					EB	Right					
SB	Right					WB	Right	A				
Gree	en 1	14.0						10.0	77.0			
Yell	Low 3	3.5						3.5	5.0			
All	Red 2	2.0						2.0	3.0			
***	neu .								e Lengtl	h.	120.0	0

Cycle Length: 120.0 secs Intersection Performance Summary_ Appr/ Adj Sat Ratios Lane Group Lane Approach

Lane	Group	Flow Rate			Dane	Group	Appr		
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	und								
LTR	81	693	0.65	0.12	68.1	E	68.1	E	
Westbo	und								
LT	156	1339	0.74	0.12	68.7	E	54.7	D	
R	389	1583	0.23	0.25	36.5	D			
Northbo	ound								
L	148	1770	0.16	0.08	51.6	D			
T	3263	5085	1.03	0.64	45.2	D	44.2	D	
R	1016	1583	0.10	0.64	8.3	A			
Southbo	ound					2.4			
L	286	3433	0.77	0.08	65.9	E			
T	3263	5085	0.74	0.64	15.6	В	19.8	В	
R	1016	1583	0.00	0.64	7.7	A			
		tion Delay		(sec/ve			ction I	LOS = C	

HCS2000: Signalized Intersections Release 4.1a

Analyst: DPA Agency: Lee County Inter.: US41 / Koreshan Blvd.
Area Type: All other areas
Jurisd:

Date: 10/22/2001

Period: Future PM PH With Imp.

Project ID:

T

4047

5085

0.43

Intersection Delay = 32.1 (sec/veh)

0.80 3.9

A

19.3 B

Intersection LOS = C

Year : # 99532

	I For	stbound		ED INTER				0-		- 5 1
	L	T R	L	tbound T R	L	thbou T	R	L	uthbou: T	R R
No. Lane LGConfig Volume Lane Wid RTOR Vol	lth	0 0	L 205 12.0	0 2 R 775 12.	0	3 T 2418 12.0		2 L 580 L2.0	3 T 1561 12.0	0
Duration	0.25	Area		All other						
Phase Co EB Left Thru Righ Peds	t.	1 1 2	3	4 N		5	6 A A	7	8	
WB Left Thru Righ Peds	t	A A		sı		A A	A			
NB Righ		A		EI	_					
SB Righ Green Yellow All Red		12.0 3.5 2.0				25.0 3.5 2.0 Cyc	65.0 4.0 3.0 le Leng	rth:	120.0	secs
Appr/	Lane	Interse Adj Sat		Performan ios		Group	Appr	oach		
Lane	Group Capacity	Flow Rate				LOS				
Eastboun				3,						
Westbound	d									
L	343	3433	0.66	0.10	56.9	E	47.4	D		
₹ Northbou	987 nd	2787	0.87	0.35	44.9	D	47.4	Б		
2	2754 1108	5085 1583	0.98	0.54	38.8 6.0	D A	37.0	D		
6										
Southbour L		3433	0.90	0.21	60.8	Е				

APPENDIX C

2020 PEAK HOUR
ART_PLAN ANALYSIS OF US 41

ART-PLAN 3.1

Arterial Level of Service Estimating Software
Based on Chapter 11 of the 1997 Highway Capacity Manual Update

Florida Department of Transportation February 1999

DESCRIPTION

Road Name	US 41	
From	Alico Road	
To	Koreshan Blvd.	
Peak Direction	Northbound	
Off-Peak Direction	Southbound	
Study Time Period	PM PEAK	
Analysis Date	11/06/2001	
User Notes	2020 With Project	

TRAFFIC CHARACTERISTICS

68,688
0.096
0.580
0.925
1,850
16

ROADWAY CHARACTERISTICS

# Through Lanes Peak Direction	3	
# Through Lanes Off-Peak Direction	3	
Urbanized, Transitioning/Urban, or Rural	U	
Arterial Class	1	
Free Flow Speed (mph)	40	(55,50, or 45)

For Class (Area):	Use Free Flow Speed of:
Class 1 (R)	55, 50, 45, 40 or 35
Class 1 (U or T)	55, 50, or 45
Class 2 (U or T)	45, 40 or 35
Class 3 (U or T)	40, 35, or 30
Class 4 (U only	35, 30 or 25

SIGNALIZATION CHARACTERISTICS

Arrival Type Peak Direction	4	(1,2,3,4,5,6)
Arrival Type Off-Peak Direction	3	
Type Signal System	Α	P=Pretimed,A=Actuated,S=Semiactuated
System Cycle Length	120	
Weighted Through Movement g/C	0.49	

Northbo	Northbound PEAK DIRECTION SPECIFIC INPUTS						US 41				
Segment	_	Volume	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 2-10	Effective g/C at Signals 2-10	Distance between Signals (Enter in Miles or Feet)	Segment Length (FT)	Arrival Type		
1-2	1	3,193	5.4	3	120	0.64	1.30	6,864	4		
2-3	1	3,192	7.4	3	120	0.63	0.30	1,584	4		
3-4	1	3,168	5.8	3	120	0.62	0.70	3,696	4		
4-5	1	0	0	3			1.20	6,336	4		
5-6	0			-							
6-7	0			4.0							
7-8	0										
8-9	0	T- U							1		
9-10	0										

		bound 41	Through Movement		Control	Intersection Approach	Speed	Arterial Segmen
Segment	From	То	Flow Rate	v/c Ratio	Delay	LOS	(MPH)	LOS
1-2	Koreshan Blvd.	Sanibel Blvd,	3265	0.92	10.2	В	32.3	C
2-3	Sanibel Blvd,	B & F Parcel	3195	0.91	10.9	В	25.1	D
3-4	B & F Parcel	Constitution Blvd.	3226	0.94	12.8	В	29.3	C
4-5	Constitution Blvd.	Alico						
5-6								
6-7								
7-8								
8-9								
9-10						_		

Southbound	OFF-PEAK DIRECTION'S SPECIFIC INPUTS									
Segment	Peak Hour Volume	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 9-1	Effective g/C at Signals 9-1	Segment Length (FT)	Arrival Type			
10-9										
9-8										
8-7										
7-6										
6-5										
5-4	2,433	10.2	3	120	0.62	6,336	3			
4-3	2,403	9.9	3	120	0.63	3,696	3			
3-2	2,404	9.5	3	120	0.64	1,584	3			
2-1	2,141	27	3	120	0.70	6,864	3			

Southbound US 41			Through Movement		Control	Intersection Approach	Speed	Arterial Segment
Segment	From	To	Flow Rate	v/c Ratio	Delay	LOS	(MPH)	LOS
10-9								
9-8								
8-7								
7-6		40 - 01						
6-5		1 - 1						
5-4	Alico	Constitution Blvd.	2,362	0.69	15.5	В	31.4	С
4-3	Constitution Blvd.	B & F Parcel	2,341	0.67	14.5	В	29.3	C
3-2	B & F Parcel	Sanibel Blvd,	2,352	0.66	13.8	В	24.0	D
2-1	Sanibel Blvd,	Koreshan Blvd	1,690	0.43	7.8	_ A	33.9	С
	n Length: mile(s)	Arteri	al Speed = LOS =	31.0 C	mph			

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

Project #99532

November 1, 2000

Prepared by: DAVID PLUMMER & ASSOCIATES, INC. 1531 Hendry Street Fort Myers, Florida 33901



SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

Introduction

The Simon Suncoast DRI (The Project) is a planned, mixed use development located in Estero, on the east side of US 41 near Coconut Road. The Project will include 1,200 residential units (apartments, residential condominiums, and adult living facilities), 1,800,000 square feet of commercial/retail use, 300,000 square feet of office space, and 600 hotel rooms. It is anticipated that the Project will be a one-phase development, with buildout occurring in the year 2006.

In general, the Project will have direct access to US 41, Williams Road and Coconut Road. In addition, access will be provided via a new Sandy Lane extension on the west side of the railroad tracks from Williams Road to Coconut Road.

An amendment to The Lee Plan is needed to support the Project. This report provides the traffic analysis in support of that comprehensive plan amendment.

Traffic Analysis

Future 2020 traffic conditions without the Project and with the Project were forecasted for the general South Lee County area, based on the adopted Lee County 2020 Financially-Feasible Transportation Plan, which is shown in Map 3A in The Lee Plan 2000 Codification (as amended through June, 2000). Volume forecasts were based on the Lee County FSUTMS travel model assignment for the adopted 2020 Financially-Feasible Plan provided by the MPO. Except as noted below, no adjustments were made to the zone structure, zonal data or 2020 highway network to ensure consistency with the adopted Plan.

The Lee County FSUTMS travel model was run for future conditions without the Project. The area represented by the future Simon Suncoast development was left as shown in the County model structure. Future traffic volumes were posted by road segment on a peak season weekday basis and then converted to peak season, peak hour, directional volumes.

Future traffic conditions without the Project are presented in Exhibit 1. Included in Exhibit 1 are the peak hour directional volumes, Lee County generalized service volumes, levels of service, and volume to capacity ratios.

The Lee County FSUTMS travel model was then re-run with the Simon Suncoast development. Two separate traffic analysis zones (TAZs 775 and 776) were created for Simon Suncoast, so that Project traffic had access onto US 41, Williams Road, Coconut Road and Sandy Lane.



The Project's development parameters, as reported in Exhibit 2, were converted to housing, population and employment estimates and input in the ZDATA1 and ZDATA2 files in the model, consistent with all other development reflected in the model. Full buildout of Simon Suncoast was assumed.

The Project is located in the geographic area shown in the model TAZ structure as the southern half of TAZ 815 and the northern half of TAZ 784. To eliminate double counting of dwelling units, population and employment in these TAZs, the dwelling units, population and employment in each zone were reduced by about one half.

Future traffic conditions with the Project are presented in Exhibit 3. Included in Exhibit 3 are the peak hour directional volumes, Lee County generalized service volumes, levels of service, and volume to capacity ratios.

Findings

The findings and conclusions of the traffic analysis are discussed below.

Most road segments in South Lee County operate at or above the adopted level of service standard, both without and with the Project, under the 2020 Financially-Feasible Plan. While the project may add volumes to those road segments, they still operate at acceptable levels of service.

A number of road segments operate below the adopted level of service standard, both without and with the Project. In some instances, traffic volumes increased and the volume to capacity ratios increased with the Project. However, the Project volumes do not further reduce the levels of service on those segments that are operating below the level of service standard without the Project.

In other words, there are <u>no</u> segments where the level of service is at or above the standard without the Project, but below the standard with the Project. All segments are either at or above the standard, both without and with the Project, or below the standard, both without and with the Project.

Recommended Improvements

An expansion of the 2020 Financially-Feasible Plan is needed to support all area development, including Simon Suncoast. The 2020 Financially-Feasible Plan is presented in Exhibit 4.

Recommended improvements to the 2020 Financially-Feasible Plan are summarized in the following and presented in Exhibit 5. These improvements are needed, both without and with the Simon Suncoast development.



Recommended Road Improvements

Roadway	Segment	# Lanes 2020 Plan	# Lanes Recommended
Three Oaks Pkwy.	Alico Rd. to San Carlos Blvd. San Carlos Blvd. to Koreshan Blvd.	4	6
Treeline Ave.	Daniels Pkwy. to SWFIA	4	6

The above changes to the 2020 Financially-Feasible Plan will help improve traffic conditions and operations in the overall study area. These changes are needed with or without the Simon Suncoast development and are needed to support all area development.

EXHIBIT 1
SIMON SUNCOAST DRI #99532
FUTURE 2020 TRAFFIC CONDITIONS WITHOUT PROJECT
TWO-WAY PM PEAK HOUR, PEAK SEASON

TOTAL TRAFFIC

		(3) (4)				Two Way	Total	Total							
		(1)	(2)	Total	PSWDT/		(5)	Backgrd	Peak Hr	Peak Hr	(6)	(6)	(6)	V/C	V/C
		# of	LOS	FSUTMS	AADT	AADT	K100	Peak Hr	Volume	Volume				Ratio	Ratio
7,777,07		Lanes	Std	PSWDT	Factor	2020	Factor	Volume	NE	SW	LOS Std	NE	SW	NE	SW
		2222	===	=====		=====	=====	======	=====	=====	=====		===	====	
U.S. 41	Railroad	4LD	E	32,244	1.103	29,230	0.113	3,300	1,490	1,820	2,030	С	C	0.73	0.90
Railroad	Lee Blvd.	6LD	E	72,168	1.103	65,430	0.089	5,820				C	F		1.05
Lee Blvd.	Three Oaks Pkwy.	6LD	E	56,109	1.103	50,870	0.099								0.91
	1-75	6LD	E	62,519	1.103	56,680	0.095	5,380	2,420				D		0.97
	Ben Hill Griffin Pkwy.	6LD	E	54,947	1.103	49,820	0.099	4,930	2,710				C		0.73
Ben Hill Griffin Pkwy.	East	2LU	E	4,161	1.103	3,770	0.129	490	270	220	The second second				0.22
Hickory Blvd.	Vanderbilt Dr.	4LD	E	29,663	1.307	22,700	0.115	2,610	1,360	1,250		В		-	0.62
Vanderbilt Dr.		6LD	E	47,472	1.307	36,320	0.107	3,890				В			0.62
U.S. 41	Old 41	4LD	E	29,479	1.307	22,550	0.115					В			0.61
Old 41	Imperial St.	6LD	E	34,956	1.213	28,820							В		0.43
Imperial St.	I-75	6LD	E												0.34
1-75	Bonita Grande Dr.	4LD	E	20,811			Account to the second							the second second	0.41
	East	4LD	E	20,687								В			0.40
U.S. 41	Sandy Ln	6LD	E	45,086					the second second second					the state of the s	0.59
Sandy Ln	River Ranch Rd.	6LD	E	41,435								-		and the second of the	0.55
River Ranch Rd.	Three Oaks Pkwy.	6LD	E	40,761											0.54
Three Oaks Pkwy.	1-75	6LD	E	35,738								Mr. Comment	В	100 To 10	0.57
	Ben Hill Griffin Pkwy.	4LD	E	30,719										and the second second	0.64
Ben Hill Griffin Pkwy.	School Entrance	4LD	E	34,953			0.114		1,700	and the second second second		100		manufacture of	0.71
School Entrance	Wildcat Run	4LD	E	33,061	1.263	26,180	0.115		1,630						0.42
Wildcat Run	The Habitat	4LD	E	2,474	1.263	1,960	0.131		160				-		0.03
The Habitat	Alico Rd.	2LU	E	1,823	1.263	1,440	0.131	190	110	80		-		_	0.06
Alico Rd.	East	2LU	E	4,801	1.263	3,800	0.130	490	290	200					0.16
West of U.S. 41		2LU	E	16,200	1.263	12,830	0.124	1,590	700	890	960				0.93
		4LD		10,165	1.263	8,050	0.127	1,020	570	450	2.030	В			0.22
Sandy Ln	Three Oaks Pkwy.	4LD	E	10,905	1.263	8,630	0.126	1,090	610			В			0.24
Winkler Rd.	Summerlin Rd.	4LD	E	61,744	1.160	53,230	0.092		2,400			F			1.25
Summerlin Rd.	U.S. 41	6LD	E	57,427	1.160		0.093					C			0.78
U.S. 41	Metro Pkwy.	6LD	E				and the same of th								0.86
Metro Pkwy.	Six Mile Pkwy.	6LD	E									-			0.81
Six Mile Pkwy.	Three Oaks Pkwy. Ext.		Ε									-			1.02
Three Oaks Pkwy. Ext	. I-75	6LD	E				0.088					-		and the second	0.92
1-75	Treeline Av.	6LD					0.089			and the same of the same of				-	0.80
Treeline Av.	SWFIA	6LD	E				0.094					1		-	0.58
SWFIA	Gateway Blvd.		E									_			0.78
Gateway Blvd.	SR 82	6LD	E												0.77
	U.S. 41 Railroad Lee Blvd. Three Oaks Pkwy. I-75 Ben Hill Griffin Pkwy. Hickory Blvd. Vanderbilt Dr. U.S. 41 Old 41 Imperial St. I-75 Bonita Grande Dr. U.S. 41 Sandy Ln River Ranch Rd. Three Oaks Pkwy. I-75 Ben Hill Griffin Pkwy. School Entrance Wildcat Run The Habitat Alico Rd. West of U.S. 41 U.S. 41 Sandy Ln Winkler Rd. Summerlin Rd. U.S. 41 Metro Pkwy. Six Mile Pkwy. Three Oaks Pkwy. Ext I-75 Treeline Av. SWFIA	U.S. 41 Railroad Railroad Lee Blvd. Three Oaks Pkwy. Three Oaks Pkwy. I-75 Ben Hill Griffin Pkwy. Ben Hill Griffin Pkwy. Hickory Blvd. Vanderbilt Dr. U.S. 41 Old 41 Old 41 Imperial St. I-75 Bonita Grande Dr. Bonita Grande Dr. Bonita Grande Dr. East U.S. 41 Sandy Ln Sandy Ln River Ranch Rd. Three Oaks Pkwy. I-75 Ben Hill Griffin Pkwy. School Entrance Wildcat Run The Habitat Alico Rd. West of U.S. 41 U.S. 41 Sandy Ln Sandy Ln Sandy Ln Three Oaks Pkwy. U.S. 41 Sandy Ln School Entrance Wildcat Run The Habitat Alico Rd. East U.S. 41 U.S. 41 U.S. 41 Sandy Ln Sandy Ln Three Oaks Pkwy. School Entrance Wildcat Run The Habitat Alico Rd. U.S. 41 U.S. 41 U.S. 41 Sandy Ln Sandy Ln Three Oaks Pkwy. Six Mile Pkwy. Six Mile Pkwy. Six Mile Pkwy. Three Oaks Pkwy. Ext Treeline Av. SWFIA	FROM TO Lanes	# of LOS Lanes Std	FROM TO # of LOS FSUTMS FSUTMS FROM Lanes Std PSWDT	FROM TO Lanes Std PSWDT/ Factor Factor FROM TO Lanes Std PSWDT/ Factor F	FROM TO Lanes Std PSWDT/ FSUTMS AADT AADT AADT COLORS FROM TO Lanes Std PSWDT Factor 2020	FROM TO	FROM TO #6 Los FSUTMS AADT AADT COS FSUTMS AADT AADT COS FACTOR COLOR FACTOR FACTOR COLOR FACTOR	FROM TO #6 LOS FSUTMS AADT AADT AADT AADT AADT AADT AADT AAD	FROM	FROM TO #0f LOS FSUMS AADT AADT AADT AADT AADT AADT AADT AAD	FROM TO #0f LOS FSUTNS AADT AADT #10f LOS FSUTNS AD	Total PSWDT	Track 11 12 Track PSWDT Factor 2020 Factor 2

EXHIBIT 1 SIMON SUNCOAST DRI #99532 FUTURE 2020 TRAFFIC CONDITIONS WITHOUT PROJECT TWO-WAY PM PEAK HOUR, PEAK SEASON

TOTAL TRAFFIC

					(3)	(4)			Two Way	Total	Total					
			(1)	(2)		PSWDT/		(5)		Peak Hr	Peak Hr	(6)	(6)	(6)	VIC	V/C
			# of	LOS	FSUTMS	AADT	AADT	K100		Volume	Volume	SV@	LOS	LOS	Ratio	Ratio
ROADWAY	FROM	TO	Lanes	Std	PSWDT	Factor	2020	Factor	Volume	NE	SW	LOS Std	NE	SW	NE	SW
**************		************	====	-==				=====					===	===	====	====
GLADIOLUS DR.	Winkler Rd.	Summerlin Rd.	4LD	E	46,812	1.160	40,360	0.094	3,790	1,900	1,900	2,030	C	C	0.94	0.94
	Summerlin Rd.	U.S. 41	6LD	E	73,148	1.160	63,060	0.087	5,490	2,750	2,750	3,040	C	C	0.90	0.90
1-75		Immokalee Rd.	6F	C	62,102	1.136	54,670	0.097	5,290	2,860	2,430	3,970	C	В	0.72	0.61
	Immokalee Rd.	Bonita Beach Rd.	6F	C	78,045	1.136	68,700	0.097	6,640	3,590	3,050	3,970	C	C	0.90	0.77
	Bonita Beach Rd.	Corkscrew Rd.	6F	C	75,200	1.087	69,180	0.099	6,830	3,890	2,940	3,970	C	C	0.98	0.74
	Corkscrew Rd.	Alico Rd.	6F	C	71,098	1.087	65,410	0.099	6,460	3,680	2,780	3,970	C	C	0.93	0.70
	Alico Rd.	Daniels Pkwy.	6F	C	69,921	1.087	64,320	0.099	6,350	3,620	2,730	3,970	C	В	0.91	0.69
	Daniels Pkwy.	Colonial Blvd.	6F	C	74,482	1.087	68,520	0.099	6,760	3,850	2,910	3,970	C	C	0.97	0.73
KORESHAN BLVD.	U.S. 41	Sandy Ln.	4LD	E	6,708	1.263	5,310	0.129	680	310	370	2,030	В	В	0.15	0.18
	Sandy Ln.	Three Oaks Pkwy.	4LD	E	10,095	1.263	7,990	0.127	1,010	460	550	2,030	В	В	0.23	0.27
LIVINGSTON RD	Bonita Beach Rd.	County Line	4LD	E	40,261	1.137	35,410	0.096	3,400	1,900	1,500	3,260	C	В	0.58	0.46
	County Line	Mediterra	4LD	D	39,777	1.137	34,980	0.096	3,360	1,880	1,480	2,900	C	В	0.65	0.51
	Mediterra	Carlton Lakes	4LD	D	43,851	1.137	38,570	0.095	3,660	2,050	1,610	2,900	C	В	0.71	0.56
	Carlton Lakes	Immokalee Rd.	4LD	D	45,543	1.137	40,060	0.094	3,770	2,110	1,660	2,900	C	В	0.73	0.57
METRO PKWY.	Alico Rd.	Briarcliff Rd.	6LD	E	86,268	1.060	81,380	0.081	6,590	3,430	3,160	3,040	F	F	1.13	1.04
The state of the s	Briarcliff Rd.	Six Mile Pkwy.	6LD	E	90,721	1.060	85,590	0.079	6,760	3,520	3,240	3,040	F	F	1.16	1.07
	Six Mile Pkwy	Daniels Pkwy.	6LD		38,769		36,570	0.099	3,620	1,880	1,740	3,040	В	В	0.62	0.57
	Daniels Pkwy.	Crystal Dr.	6LD	E	37,270	1.060	35,160	0.100	3,520	1,830	1,690	3,040	В	В	0.60	0.56
OLD 41	County Line	Bonita Beach Rd.	2LU	шшш	15,075	1.137	13,260	0.103	1,370	820	550	960	C	В	0.85	0.57
	Bonita Beach Rd.	Terry St.	2LU	E	16,261	1.137	14,300	0.102	1,460	820	640	960	C	В	0.85	0.67
	Terry St.	Rosemary Rd.	4LD	шшш	26,371	1.137	23,190	0.100	2,320	1,300	1,020	2,030	В	В	0.64	0.50
	Rosemary Rd.	Cockleshell Dr.	4LD	E	28,088	1.137	24,700	0.099	2,450	1,370	1,080	2,030	В	В	0.67	0.53
	Cockleshell Dr.	U.S. 41	2LU	E	9,468	1.137	8,330	0.104	870	380	490	960	В	В	0.40	0.51
SIX MILE PKWY.	U.S. 41	Metro Pkwy.	6LD		62,047	1.163	53,350	0.092	4,910	2,500	2,410	3,040	C	C	0.82	0.79
	Metro Pkwy.	Daniels Pkwy.	6LD	E	33,233	1.163	28,580	0.102	2,920	1,490	1,430	3,040	В	В	0.49	0.47
	Daniels Pkwy.	Brookshire Lakes Blvd	6LD	E	52,926	1.103	47,980	0.092	4,410	2,430	1,980	3,040	C	В	0.80	0.65
	Brookshire Lakes Blvd	Crystal Dr.	6LD	E	60,880	1.103	55,190	0.090	4,970	2,730	2,240	3,040	C	C	0.90	0.74
SANDY LN.	Alico Rd.	San Carlos Blvd.	2LU	E	23,362		21,180	0.118	2,500	1,400	1,100	960	F	F	1.46	1.15
	San Carlos Blvd.	Koreshan	2LU	E	19,293		17,490	0.120	2,100	1,180	920	960	F	D	1.23	0.96
	Koreshan	Corkscrew Rd.	2LU		19,706		17,870	0.120	2,140	1,200	940	960	F	D	1.25	
	Corkscrew Rd.	Williams Rd.	2LU	E	15,350	1,103		0.123	1,710	960	750	960	D	C	1.00	0.78
	Williams Rd.	Coconut Rd.	2LU	E	13,426	1.103	12,170	0.124	1,510	850	660	960	C	C	0.89	0.69
	Coconut Rd.	Old 41	2LU	E	9,111	1.103		0.126	1,040	580	460	960	В	В	0.60	0.48
TERRY ST.	U.S. 41	Edinburgh Ct.	4LD	E	8,163	1.213		0.108	730		340	2,030	В	В	0.19	and the second second
A. A	Edinburgh Ct.	Old 41	4LD		10,698	1.213		0.108	950	510	440	2,030	В	В	0.25	-
	Old 41	Matheson Av.	4LD	E	25,744		21,220	0.103	2,190		1,010	2,030	В	В	0.58	

EXHIBIT 1 SIMON SUNCOAST DRI #99532 FUTURE 2020 TRAFFIC CONDITIONS WITHOUT PROJECT TWO-WAY PM PEAK HOUR, PEAK SEASON

TOTAL TRAFFIC

			(1)			PSWDT/	AADT	(5)			Total Peak Hr	(6)	(6)	(6)	V/C	V/C
DOADIMAY	FROM	TO		LOS	FSUTMS	AADT		K100		Volume	Volume SW	SV@	NE		Ratio	
ROADWAY	FROM	TO	Lanes	Std	PSWDT	Factor	2020	Factor	Volume			LOS Std	===	0.000	====	====
THREE OAKS NORTH	Daniels Pkwy	Fiddlesticks	6LD	E	53,231	1.103	48,260	0.100	4,830	2,700	2,130	3,040	C	В	0.89	0.70
	Fiddlesticks	Alico Rd.	6LD	E	55,332	1.103	50,170	0.099	4,970	2,780	2,190	3,040	C	C	0.91	0.72
THREE OAKS PKWY.	Alico Rd.	San Carlos Blvd.	4LD	E	43,651	1.103	39,570	0.106	4,190	1,890	2,300	2,030	C	F	0.93	1.13
Strategic Control of the state of	San Carlos Blvd.	Koreshan Blvd.	4LD	E	44,669	1.263	35,370	0.109	3,860	2,080	1,780	2,030	F	C	1.02	0.88
	Koreshan Blvd.	Corkscrew Rd.	6LD	E	57,344	1.263	45,400	0.102	4,630	2,500	2,130	3,040	C	В	0.82	0.70
	Corkscrew Rd.	Williams Rd.	6LD	E	51,686	1.263	40,920	0.105	4,300	1,980	2,320	3,040	В	C	0.65	0.76
	Williams Rd.	Coconut Rd.	6LD	E	53,727	1.263	42,540	0.104	4,420	2,390	2,030	3,040	C	В	0.79	0.67
	Coconut Rd.	Strike Ln.	6LD		41,487	1.263	32,850	0.111	3,650	1,970	1,680	3,040	В	В	0.65	0.55
	Strike Ln.	Old 41	4LD		21,518	1.263	17,040	0.121	2,060	1,110	950	3,040	В	В	0.37	0.31
TREELINE AVE. NORTH	Daniels Pkwy.	SWFIA	4LD	E	29,318	1.217	24,090	0.116	2,790	1,560	1,230	2,030	C	В	0.77	0.61
	SWFIA	Alico Rd.	6LD	E	41,883	1.217	34,410	0.110	3,790	2,120	1,670	3,040	В	В	0.70	0.55
BEN HILL GRIFFIN PKW	Alico Rd.	Miromar Lakes	6LD	E	60,366	1.217	49,600	0.100	4,960	2,280	2,680	3,040	C	C	0.75	0.88
	Miromar Lakes	FGCU	6LD	E	51,969	1,217	42,700	0.104	4,440	2,040	2,400	3,040	В	C	0.67	0.79
	FGCU	Corkscrew Rd.	4LD	Ε	37,366	1.217	30,700	0.112	3,440	1,860	1,580	2,030	C	C	0.92	0.78
U.S. 41	Pine Ridge Rd.	Immokalee Rd.	6LD			1.180	44,890	0.097	4,350	2,260	2,090	3,110	В	В	0.73	0.67
-	Immokalee Rd.	Wiggins Pass Rd.	6LD	D		1,180	54,730	0.097	5,310	2,760	2,550	3,110	C	В	0.89	0.82
	Wiggins Pass Rd.	Old 41	6LD		65,751		55,720	0.097	5,400	2,810	2,590	3,110	C	В	0.90	0.83
	Old 41	County Line	6LD	D	54,384		46,090	0.097	4,470	2,410	2,060	3,110	В	В	0.77	0.66
	County Line	Bonita Beach Rd.	6LD		53,436		46,350	0.090	4,170	2,250	1,920	3,040	C	В	0.74	0.63
	Bonita Beach Rd.	W. Terry St.	6LD	E	66,462		57,640	0.087	5,010	2,710	2,300	3,040	C	C	0.89	0.76
	W. Terry St.	North Bay Dr.	6LD	E	65,962		56,720	0.088	4,990	2,790	2,200	3,040	C	C	0.92	0.72
	North Bay Dr.	Pelican's Nest Dr.	6LD		62,671		53,890	0.089	4,800	2,690	2,110	3,040	C	В	0.88	0.69
	Pelican's Nest Dr.	Old 41	6LD	E	53,304	1.163	45,830	0.091	4,170	2,340	1,830	3,040	C	В	0.77	0.60
	Old 41	Coconut Rd.	6LD	E	50,575	1.163	43,490	0.092	4,000	2,240	1,760	3,040	C	В	0.74	0.58
	Coconut Rd.	S. Project Entrance	6LD	E	61,670		53,030	0.089	4,720	2,640	2,080	3,040	C	В	0.87	0.68
	S. Project Entrance	N. Project Entrance	6LD	E	62,014		53,320	0.089	4,750	2,660	2,090	3,040	C	В	0.88	0.69
	N. Project Entrance	Williams Rd.	6LD	E	62,014	1.163	53,320	0.089	4,750	2,660	2,090	3,040	C	В	0.88	0.69
	Williams Rd.	Corkscrew Rd.	6LD			1.163	54,500	0.089	4,850	2,720	2,130	3,040	C	В	0.89	0.70
	Corkscrew Rd.	Koreshan Blvd.	6LD		56,488	1.163	48,570	0.090	4,370	2,450	1,920	3,040	C	В	0.81	0.63
	Koreshan Blvd.	San Carlos Blvd.	6LD	E	74,860	1.163	64,370	0.086	5,540	3,100	2,440	3,040	F	C	1.02	0.80
	San Carlos Blvd.	Alico Rd.	6LD	E	72,521		62,360	0.086	5,360	2,790	2,570	3,040	C	C	0.92	0.85
	Alico Rd.	Island Park Rd.	6LD	E	62,050		53,350	0.089	4,750	2,470	2,280	3,040	C	C	0.81	0.75
	Island Park Rd.	Jamaica Bay West	6LD	E	73,926		63,560	0.086	5,470	2,840	2,630	3,040	C	C	0.93	0.87
	Jamaica Bay West	Six Mile Pkwy.	6LD		66,275		56,990	0.088	5,020	2,610	2,410	3,040	C	C	0.86	0.79
	Six Mile Pkwy.	Daniels Pkwy.	6LD				43,670	0.090	3,930	1,930	2,000	3,040	В	В	0.63	0.66
	Daniels Pkwy.	College Pkwy.	6LD				52,950	0.088	4,660	2,280	2,380	3,000	С	C	0.76	

EXHIBIT 1 SIMON SUNCOAST DRI #99532 FUTURE 2020 TRAFFIC CONDITIONS WITHOUT PROJECT TWO-WAY PM PEAK HOUR, PEAK SEASON

MPO 2020 FINANCIALLY-FEASIBLE PLAN

TOTAL TRAFFIC

LEVEL OF SERVICE

			(1) # of	(2) LOS	(3) Total FSUTMS	(4) PSWDT/ AADT	AADT	(5) K100	Two Way Backgrd Peak Hr		Total Peak Hr Volume	(6) SV @	(6) LOS		V/C Ratio	V/C Ratio
ROADWAY	FROM	TO	Lanes	Std	PSWDT	Factor	2020	Factor	Volume	NE	SW	LOS Std	NE	SW	NE	SW
	College Pkwy.	Crystal Dr.	i 6LD	E	53,836	1.060	50.790	0.089	4,520	2,210	2,310	3,000	В	C	0.74	0.77
VANDERBILT DR.	Bonita Beach Rd.	County Line	4LD	E	33,795	1.307		0.092	2,380	1.240	1,140	2,030	В	В	0.61	0.56
WILLIAMS RD.	West of U.S. 41	U.S. 41	2LU	E	8,801	1.263	6,970	0.128	890	480	410	870	C	C	0.55	0.47
	U.S. 41	Sandy Ln	2LU	E	5,213	1.263	4,130	0.129	530	290	240	870	C	C	0.33	0.28
	Sandy Ln	River Ranch Rd.	2LU	E	1,334	1.263	1,060	0.131	140	80	60	870	C	C	0.09	0.07
Santa Santa	River Ranch Rd.	Three Oaks Pkwy.	2LU	E	1,233	1.263	980	0.131	130	70	60	870	C	C	0.08	0.07
RIVER RANCH RD.	Williams Rd.	Corkscrew Rd.	2LU	E	3,373	1.263	2,670	0.130	350	160	190	870	C	C	0.18	0.22

FOOTNOTES:

- (1) Existing plus future number of lanes.
- (2) Lee County roadway LOS standard based on The Lee Plan, Policy 22.1.1. City of Fort Myers LOS standard based on Comprehensive Plan. Collier County roadway LOS standard based on Collier Growth Management Plan. I-75 based on FDOT FIHS standards.
- (3) Peak season traffic volumes based on 2020 FSUTMS.
- (4) PSADT/AADT factor based on Lee County1999 permanent count station data. For I-75, PSADT/AADT factor reflects data from the FDOT 1999 Florida Traffic Information.
- (5) K(100) factors derived from Lee County 1999 permanent count station data. I-75 K(100) factor from the FDOT 1999 Florida Traffic Information.
- (6) Lee County Generalized Service Volumes, 02/04/2000.

EXHIBIT 2

SIMON SUNCOAST DEVELOPMENT PARAMETERS BUILDOUT (2006)

Land Use	Size
Residential	
Apartments	500 d.u.
Residential Condominiums	500 d.u.
Assisted Living Facility	200 d.u.
Total	1,200 d.u.
Commercial/Retail	1,800,000 sq. ft.
Office	
General Office	200,000 sq. ft.
Medical Office	100,000 sq. ft.
Total	300,000 sq. ft.
Hotel	
Hotel (Limited Services)	300 rooms
Conference Hotel	300 rooms
Hotel Total	600 rooms

EXHIBIT 3 SIMON SUNCOAST DRI #99532 FUTURE 2020 TRAFFIC CONDITIONS WITH PROJECT TWO-WAY PM PEAK HOUR, PEAK SEASON

	10.022 0.11)		(1)	(2)	(3)	(4) PSWDT/		(5)	Two Way	Total Peak Hr	Total Peak Hr	(6)	(6)	(6)	V/C	V/C
ROADWAY	FROM	то			FSUTMS PSWDT	AADT Factor	AADT	K100 Factor		Volume NE		SV @ LOS Std		LOS	Ratio NE	12.70
***********	**************	****************	2220	===	=====		=====			*****	=====	=====	===	===	====	====
ALICO RD.	U.S. 41	Railroad	4LD	E	31,870		28,890	0.113	3,260	1,470	1,790	2,030	C	C	0.72	0.88
	Railroad	Lee Blvd.	6LD	E	72,690		65,900	0.089	5,870	2,640	3,230	3,040	C	F	0.87	1.06
	Lee Blvd.	Three Oaks Pkwy.	6LD	E	56,095		50,860	0.099	5,040	2,270	2,770	3,040	С	C	0.75	0.91
	Three Oaks Pkwy.	1-75	6LD	E	63,740		57,790	0.094	5,430	2,440	2,990	3,040	С	D	0.80	0.98
	I-75	Ben Hill Griffin Pkwy.	6LD	E	55,284		50,120	0.099	4,960	2,730	2,230	3,040	С	C	0.90	0.73
201171 251011 25	Ben Hill Griffin Pkwy.	East	2LU	E	4,225	1,103	A Committee of the Comm	0.129	490	270	220	1,020	С	С	0.26	0.22
BONITA BEACH RD.	Hickory Blvd.	Vanderbilt Dr.	4LD	E	35,894		27,460	0.112	3,080	1,600	1,480	2,030	C	С	0.79	0.73
	Vanderbilt Dr.	U.S. 41	6LD	E	48,011		36,730	0.107	3,930	2,040	1,890	3,040	В	В	0.67	0.62
	U.S. 41	Old 41	4LD	E	30,828	The second secon	23,590	0.115	2,710	1,410	1,300	2,030	В	В	0.69	0.64
	Old 41	Imperial St.	6LD	E	74,782	and the latest and th	61,650	0.088	5,430	2,930	2,490	3,040	D	С	0.96	0.82
	Imperial St.	1-75	6LD	E	28,084		23,150	0.102	2,360	1,270	1,090	3,040	В	В	0.42	0.36
	1-75	Bonita Grande Dr.	4LD	E	21,449		17,680	0.104	1,840	990	850	2,030	В	В	0.49	0.42
CODECODEW DD	Bonita Grande Dr.	East	4LD	Ε	21,323		17,580	0.104	1,830	990	840	2,030	В	В	0.49	0.41
CORKSCREW RD.	U.S. 41	Sandy Ln	6LD	E	49,118	Company of the last of the las	38,890	0.107	4,160	2,250	1,910	3,040	C	В	0.74	0.63
	Sandy Ln	River Ranch Rd.	6LD	Ε	44,599		35,310	0.109	3,850	2,080	1,770	3,040	В	В	0.68	0.58
	River Ranch Rd.	Three Oaks Pkwy.	6LD	E	45,271		35,840	0.109	3,910	2,110	1,800	3,040	В	В	0.69	0.59
	Three Oaks Pkwy. I-75	1 - 1 - 1	6LD	E	39,466		31,250	0.112	3,500	1,610	1,890	3,040	В	В	0.53	0.62
	Ben Hill Griffin Pkwy.	Ben Hill Griffin Pkwy. School Entrance	4LD	E	33,253		26,330	0.115	3,030	1,640	1,390	2,030	C	В	0.81	0.68
	School Entrance	Wildcat Run	4LD	Ē	34,854 33,149	1.263	27,600 26,250	0.114	3,150 3,020	1,700	1,450	2,030	В	В	0.50	0.71
-	Wildcat Run	The Habitat	4LD	Ē	2,499	1.263		0.113	260	1,630 160	1,390	3,260 3,260	A	A	0.50	0.43
	The Habitat	Alico Rd.	2LU	E	1,867	1.263		0.131	190	110	80	1,270	A	A	0.05	0.03
	Alico Rd.	East	2LU	Ē	5,071	1.263		0.131	520	310	210	1,270	C	В	0.09	0.00
COCONUT RD.	West of U.S. 41	U.S. 41	2LU	Ē	16,776	1.263		0.123	1,630	720	910	960	C	D	0.75	0.17
COCONOT IND.	U.S. 41	Sandy Ln	4LD	E	22,476		17,800	0.120	2,140	1,200	940	2,030	В	В	0.59	0.46
	Sandy Ln	Three Oaks Pkwy.	4LD	Ē	13,528		10,710	0.125	1,340	750	590	2,030	В	В	0.37	0.40
CYPRESS LAKE DR.	Winkler Rd.	Summerlin Rd.	1 4LD	E	61,457		52,980	0.092	4,870	2,390	2,480	2,000	F	F	1.20	1.24
OTT THE OUT DITTE	Summerlin Rd.	U.S. 41	6LD	E	57,188		49,300	0.093	4,580	2,240	2,340	3,000	C	D	0.75	0.78
DANIELS PKWY.	U.S. 41	Metro Pkwy.	6LD			Commence of the second commence of	55.130	0.091	5,020	2,460	2,560	3,000	D	D	0.82	0.85
DANGED FROM	Metro Pkwy.	Six Mile Pkwy.	6LD	E	59,943		51,680	0.092	4,750	2,330	2,420	3,000	D	D	0.78	0.81
-	Six Mile Pkwy.	Three Oaks Pkwy. Ext.	6LD	E	84,087		72,300	0.032	6,070	2,970	3,100	3,040	D	F	0.78	1.02
	Three Oaks Pkwy, Ext.		6LD	E	72,998		62,770	0.088	5,520	2,700	2,820	3,040	C	C	0.89	0.93
	1-75	Treeline Av.	6LD				55,930	0.089	4,980	2,540	2,440	3,040	C	C	0.84	0.80
	Treeline Av.	SWFIA	6LD		49,491		40,670	0.009	3,820	1,950	1,870	3,040	В	B	0.64	0.62
	SWFIA	Gateway Blvd.	6LD	Simologia .	60,518		56,400	0.093	5,250	2,890	2,360	3,040	C	C	0.04	0.02
	Gateway Blvd.	SR 82	6LD		59,619		55,560	0.093	5,170	2,840	2,330	3,040	C	Č	0.93	0.76
	Caleway bivu.	011 02	LI OLD		39,019	1.073	33,300	0.033	5,170	2,040	2,330	3,040	10	0	0.93	0.77

EXHIBIT 3 SIMON SUNCOAST DRI #99532 FUTURE 2020 TRAFFIC CONDITIONS WITH PROJECT TWO-WAY PM PEAK HOUR, PEAK SEASON

TOTAL TRAFFIC

ROADWAY GLADIOLUS DR.	Winkler Rd Summerlin Rd. Pine Ridge Rd.	TO Summerlin Rd. U.S. 41	(1) # of Lanes ====	LOS	FSUTMS PSWDT	(4) PSWDT/ AADT Factor	AADT 2020	(5) K100 Factor		Peak Hr Volume	Volume	(6) SV@			V/C Ratio NE	
GLADIOLUS DR.	Winkler Rd. Summerlin Rd. Pine Ridge Rd.	Summerlin Rd.	Lanes		PSWDT	Factor						SV@				
GLADIOLUS DR.	Winkler Rd. Summerlin Rd. Pine Ridge Rd.	Summerlin Rd.		Std	1.001.000	9.000	2020	Factor	Volume	NIE	~		810	CIAL	NE	
GLADIOLUS DR.	Winkler Rd Summerlin Rd. Pine Ridge Rd.	Summerlin Rd.	4LD	===					VOIGITIC	NE	SW	LOS Std	NE	SVV	INE	SW
	Summerlin Rd. Pine Ridge Rd.	U.S. 41	41 D									=====	===	===		
1-75	Pine Ridge Rd.	U.S. 41		E	44,906	1.160	38,710	0.094	3,640	1,820	1,820	2,030	C	C	0.90	0.90
1-75		0.0.7.	6LD		73,344	1.160	63,230	0.087	5,500	2,750	2,750	3,040	C	C	0.90	0.90
		Immokalee Rd.	6F	C	62,170	1.136	54,730	0.097	5,290	2,860	2,430	3,970	C	В	0.72	0.61
	Immokalee Rd.	Bonita Beach Rd.	6F	C	79,652	1.136	70,120	0.097	6,780	3,660	3,120	3,970	C	С	0.92	0.79
	Bonita Beach Rd.	Corkscrew Rd.	6F	C	76,592	1.087	70,460	0.099	6,950	3,960	2,990	3,970	C	С	1.00	0.75
	Corkscrew Rd.	Alico Rd.	6F		72,456		66,660	0.099	6,580	3,750	2,830	3,970	C	C	0.94	0.71
	Alico Rd.	Daniels Pkwy.	6F	C	70,234		64,610	0.099	6,380	3,640	2,740	3,970	C	В	0.92	0.69
	Daniels Pkwy.	Colonial Blvd.	6F	C	74,662		68,690	0.099	6,780	3,860	2,920	3,970	C	C	0.97	0.74
KORESHAN BLVD.	U.S. 41	Sandy Ln.	4LD	E	6,693	1.263	5,300	0.129	680	310	370	2.030	В	В	0.15	0.18
	Sandy Ln.	Three Oaks Pkwy.	4LD	E	10,008	1.263	7,920	0.127	1,010	460	550	2,030	В	В	0.23	0.27
LIVINGSTON RD	Bonita Beach Rd.	County Line	4LD	E	41,657	1.137		0.095	3,480	1,950	1,530	3,260	C	В	0.60	0.47
	County Line	Mediterra	4LD	D	41,027	1.137	36,080	0.095	3,430	1,920	1,510	2,900	C	В	0.66	0.52
	Mediterra	Carlton Lakes	4LD	D	44,157		38,840	0.095	3,690	2,070	1,620	2,900	C	В	0.71	0.56
ALTON AND AND ADDRESS.	Carlton Lakes	Immokalee Rd.	4LD	D	45,635		40,140	0.094	3,770	2,110	1,660	2,900	C	В	0.73	0.57
METRO PKWY	Alico Rd.	Briarcliff Rd.	6LD	E	86,186	1.060	81,310	0.081	6,590	3,430	3,160	3,040	F	F	1.13	1.04
	Briarcliff Rd.	Six Mile Pkwy.	6LD		91,093		85,940	0.079	6,790	3,530	3,260	3.040	F	F	1.16	1.07
	Six Mile Pkwy.	Daniels Pkwy.	6LD	E	37,255	THE RESIDENCE	35,150	0.100	3,520	1,830	1,690	3.040	В	В	0.60	0.56
	Daniels Pkwy	Crystal Dr.	6LD	E	38,672	A code Wallington	36,480	0.099	3,610	1,880	1,730	3,040	В	В	0.62	0.57
OLD 41	County Line	Bonita Beach Rd.	2LU	E	13,932	The second second	12.250	0.103	1,260	760	500	960	C	В	0.79	0.52
	Bonita Beach Rd.	Terry St.	2LU	E	14,493	1.137	12,750	0.103	1,310	730	580	960	C	В	0.76	0.60
	Terry St.	Rosemary Rd.	4LD	E	26,926		23,680	0.099	2,340	1,310	1,030	2,030	В	В	0.65	0.51
	Rosemary Rd.	Cockleshell Dr.	4LD		29,352		25,820	0.099	2,560	1,430	1,130	2,030	C	В	0.70	0.56
	Cockleshell Dr.	U.S. 41	2LU	E	8,846	1.137	7,780	0.105	820	360	460	960	В	В	0.38	0.48
SIX MILE PKWY.	U.S. 41	Metro Pkwy.	6LD		61,551		52,920	0.092	4,870	2,480	2,390	3.040	C	C	0.82	0.79
	Metro Pkwy.	Daniels Pkwy.	6LD	E	33,367		28,690	0.102	2,930	1,490	1,440	3,040	В	В	0.49	0.47
	Daniels Pkwy.	Brookshire Lakes Blvd.	6LD	E	52,760	providences, a tribia in herette il	47,830	0.092	4,400	2,420	1,980	3,040	C	В	0.80	0.65
	Brookshire Lakes Blvd.	Crystal Dr.	6LD		60,331		54,700	0.090	4,920	2,710	2,210	3,040	C	C	0.89	0.73
SANDY LN	Alico Rd.	San Carlos Blvd.	2LU	E	24,051	The second second second	21,810	0.118	2,570	1,440	1,130	960	F	F	1.50	1.18
	San Carlos Blvd.	Koreshan	2LU	E	20,092		18,220	0.120	2,190	1.230	960	960	F	D	1.28	1.00
	Koreshan	Corkscrew Rd.	2LU		23,491		21,300	0.118	2,510	1,410	1,100	960	F	F	1.47	1.15
	Corkscrew Rd.	Williams Rd.	2LU	E	12,072		10,940	0.125	1,370	770	600	960	C	В	0.80	0.63
	Williams Rd.	N Project Entrance	2LU	E	14,350		13,010	0.123	1,600	900	700	960	C	C	0.94	0.73
	N Project Entrance	S Project Entrance	2LU	E	12,558		11,390	0.124	1,410	790	620	960	C	В	0.82	0.65
	S Project Entrance	Coconut Rd.	2LU		14,567	1.103		0.123	1,620	910	710	960	D	C	0.95	0.74
	Coconut Rd.	Old 41	2LU	E	8,664	1.103	7,850	0.127	1,000	560	440	960	В	В	0.58	0.46
TERRY ST.	U.S. 41	Edinburgh Ct.	4LD		9,347	1.213	7,710	0.108	830	450	380	2.030	В	В	0.22	0.19

EXHIBIT 3
SIMON SUNCOAST DRI #99532
FUTURE 2020 TRAFFIC CONDITIONS WITH PROJECT
TWO-WAY PM PEAK HOUR, PEAK SEASON

TOTAL TRAFFIC

					(3)	(4)			Two Way	Total	Total					
			(1)	(2)	Total	PSWDT/		(5)	Backgrd	Peak Hr	Peak Hr	(6)	(6)	(6)	V/C	V/C
			# of		FSUTMS	AADT	AADT	K100		Volume		SV@		LOS	Ratio	Ratio
ROADWAY	FROM	TO	Lanes	Std	PSWDT	Factor	2020	Factor	Volume	NE	SW	LOS Std	NE	SW	NE	SW
	=======================================			===		=====	=====						===	===		====
	Edinburgh Ct.	Old 41	4LD		11,686	1.213	9,630	0.107	1,030	560	470	2,030	В	В	0.28	0.23
A THE RESERVE AS A SECOND	Old 41	Matheson Av.	4LD	E	27,217	1.213	22,440	0.103	2,310	1,250	1,060	2,030	В	В	0.62	0.52
THREE OAKS NORTH	Daniels Pkwy.	Fiddlesticks	6LD	E	53,517	1.103	48,520	0.100	4,850	2,720	2,130	3,040	C	В	0.89	0.70
	Fiddlesticks	Alico Rd.	6LD	E	55,384	1.103	50,210	0.099	4,970	2,780	2,190	3,040	C	C	0.91	0.72
THREE OAKS PKWY.	Alico Rd.	San Carlos Blvd.	4LD	E	43,711	1.103	39,630	0.106	4,200	1,890	2,310	2,030	C	F	0.93	1.14
	San Carlos Blvd.	Koreshan Blvd.	4LD	E	45,166	1.263	35,760	0.109	3,900	2,110	1,790	2,030	F	C	1.04	0.88
	Koreshan Blvd.	Corkscrew Rd.	6LD	E	56,326		44,600	0.103	4,590	2,480	2,110	3,040	C	В	0.82	0.69
	Corkscrew Rd.	Williams Rd.	6LD	E	55,751		44,140	0.103	4,550	2,090	2,460	3,040	В	С	0.69	0.81
	Williams Rd.	Coconut Rd.	6LD	E	56,737	1.263	44,920	0.103	4,630	2,500	2,130	3,040	C	В	0.82	0.70
	Coconut Rd.	Strike Ln.	6LD	E	46,361		36,710	0.108	3,960	2,140	1,820	3,040	В	В	0.70	0.60
	Strike Ln.	Old 41	. 4LD		23,524		18,630	0.120	2,240	1,210	1,030	3,040	В	В	0.40	0.34
TREELINE AVE. NORTH	Daniels Pkwy.	SWFIA	4LD	E	33,092	1.217	27,190	0.114	3,100	1,740	1,360	2,030	C	В	0.86	0.67
	SWFIA	Alico Rd.	6LD	E	42,292		34,750	0.109	3,790	2,120	1,670	3,040	В	В	0.70	0.55
BEN HILL GRIFFIN PKW	Alico Rd.	Miromar Lakes	6LD	E	56,212		46,190	0.102	4,710	2,170	2,540	3,040	C	С	0.71	0.84
	Miromar Lakes	FGCU	6LD	E	59,880		49,200	0.100	4,920	2,260	2,660	3.040	C	C	0.74	0.88
	FGCU	Corkscrew Rd.	4LD		39,624		32,560	0.111	3,610	1,950	1,660	2,030	D	C	0.96	0.82
U.S. 41	Pine Ridge Rd.	Immokalee Rd.	i 6LD	D	53,186	the believe to the same	45,070	0.097	4,370	2,270	2,100	3,110	В	В	0.73	0.68
	Immokalee Rd.	Wiggins Pass Rd.	6LD	1	65,077	The second	55,150	0.097	5,350	2,780	2,570	3,110	Č	В	0.89	0.83
	Wiggins Pass Rd.	Old 41	6LD		66,216	The second second	56,120	0.097	5,440	2,830	2,610	3,110	C	В	0.91	0.84
	Old 41	County Line	6LD		53,117		45,010	0.097	4,370	2,360	2,010	3,110	В	В	0.76	0.65
	County Line	Bonita Beach Rd.	6LD	E	54,639	and the second second	47,390	0.089	4,220	2,280	1,940	3,040	C	В	0.75	0.64
	Bonita Beach Rd.	W. Terry St.	6LD		68,145		59,100	0.087	5,140	2,780	2,360	3,040	C	C	0.73	0.78
	W. Terry St.	North Bay Dr.	6LD	Ē	69,787		60,010	0.087	5,220	2,920	2,300	3,040	D	C	0.96	0.76
	North Bay Dr.	Pelican's Nest Dr.	6LD		67,383		57,940	0.088	5,100	2,860	2,240	3,040	C	C	0.94	0.74
	Pelican's Nest Dr.	Old 41	6LD	E	57,701	The same of the sa	49,610	0.090	4,460	2,500	1,960	3,040	C	В	0.82	0.64
	Old 41	Coconut Rd.	6LD	E	54,893		47,200	0.091	4,300	2,410	1,890	3,040	C	В	0.79	0.62
	Coconut Rd.	S. Project Entrance	6LD	Ē	67,353		57,910	0.088	5,100	2,860	2,240	3,040	C	C	0.73	0.02
	S. Project Entrance	N. Project Entrance	6LD	Ē	67,904		58,390	0.088	5,140	2,880	2,260	3,040	C	C	0.95	0.74
	N. Project Entrance	Williams Rd.	6LD	E	70,116		60,290	0.087	5,250	2,940	2,310	3,040	D	C	0.97	0.76
	Williams Rd.	Corkscrew Rd.	6LD	Ē	71,733		61,680	0.087	5,370	3,010	2,360	3,040	D	C	0.99	0.78
	Corkscrew Rd.	Koreshan Blvd.	6LD		57,718		49,630	0.007	4,470	2,500	1,970	3,040	C	В	0.82	0.76
-	Koreshan Blvd.	San Carlos Blvd.	6LD	E	75,748		65,130	0.086	5,600	3,140	2,460	3,040	F	C	1.03	0.81
	San Carlos Blvd.	Alico Rd.	6LD	E	71,765		61,710	0.087	5,370	2,790	2,580	3,040	C	C	0.92	0.85
-	Alico Rd.	Island Park Rd.	6LD	Ē	62,110	the second second second second	53,400	0.089	4,750	2,470	2,280	3,040	C	C	0.81	0.75
F 1	Island Park Rd.	Jamaica Bay West	6LD	E	74,032		63,660	0.086	5,470	2,470	2,280	3,040	C	C	0.93	
	Jamaica Bay West	Six Mile Pkwy.	6LD	E			56,660	0.088	4,990	2,590	2,400	3,040	C	C	0.93	
	Camaica Day West	Oly Mile L KMA	III OLD		05,036	1,103	50,000	0.000	4,550	2,590	2,400	3,040	C	C	0.05	0.79

EXHIBIT 3
SIMON SUNCOAST DRI #99532
FUTURE 2020 TRAFFIC CONDITIONS WITH PROJECT
TWO-WAY PM PEAK HOUR, PEAK SEASON

MPO 2020 FINANCIALLY-FEASIBLE PLAN

TOTAL TRAFFIC

LEVEL OF SERVICE

			(1)	(2)	(3) Total	(4) PSWDT/		(5)	Two Way Backgrd	Total Peak Hr	Total Peak Hr	(6)	(6)	(6)	V/C	V/C
ROADWAY	FROM	то	# of Lanes	LOS Std	FSUTMS PSWDT	AADT Factor	AADT 2020	K100 Factor	Peak Hr Volume		7.1.1.1	SV @ LOS Std	LOS	7.5	Ratio NE	C. T. T. T.
			====	===	=====			=====	======	=====		======	===	===	====	====
-	Six Mile Pkwy.	Daniels Pkwy.	6LD	E	46,469	1.060	43,840	0.090	3,950	1,940	2,010	3,040	В	В	0.64	0.66
	Daniels Pkwy.	College Pkwy.	6LD	E	56,423	1.060	53,230	0.088	4,680	2,290	2,390	3,000	C	C	0.76	0.80
	College Pkwy.	Crystal Dr.	6LD	E	53,744	1.060	50,700	0.089	4,510	2,210	2,300	3,000	В	C	0.74	0.77
VANDERBILT DR.	Bonita Beach Rd.	County Line	4LD	E	34,056	1.307	26,060	0.092	2,400	1,250	1,150	2,030	В	В	0.62	0.57
WILLIAMS RD.	West of U.S. 41	U.S. 41	2LU	E	10,432	1.263	8,260	0.127	1,050	570	480	870	D	C	0.66	0.55
	U.S. 41	Sandy Ln	2LU	E	5,684	1.263	4,500	0.129	580	310	270	870	C	C	0.36	0.31
	Sandy Ln	River Ranch Rd.	2LU	E	4,919	1.263	3,890	0.130	510	280	230	870	C	C	0.32	0.26
	River Ranch Rd.	Three Oaks Pkwy.	2LU	E		1.263	2,600	0.130	340	180	160	870	C	C	0.21	0.18
RIVER RANCH RD.	Williams Rd.	Corkscrew Rd.	2LU	E	5,806	1.263	4,600	0.129	590	270	320	870	C	C	0.31	0.37
			====	===	=====	=====	=====	=====	======	=====	=====		===	===	====	====

FOOTNOTES:

(1) Existing plus future number of lanes.

(2) Lee County roadway LOS standard based on The Lee Plan, Policy 22.1.1. City of Fort Myers LOS standard based on Comprehensive Plan. Collier County roadway LOS standard based on Collier Growth Management Plan. I-75 based on FDOT FIHS standards.

(3) Peak season traffic volumes based on 2020 FSUTMS.

(4) PSADT/AADT factor based on Lee County1999 permanent count station data. For I-75, PSADT/AADT factor reflects data from the FDOT 1999 Florida Traffic Information.

(5) K(100) factors derived from Lee County 1999 permanent count station data. I-75 K(100) factor from the FDOT 1999 Florida Traffic Information.

(6) Lee County Generalized Service Volumes, 02/04/2000.

APPENDIX B

ART_TAB SPREADSHEETS FOR LCDOT AND US 41 GROUP I SERVICE VOLUMES

ART-TAB 3.1

Arterial Level of Service Volume Tables Based on Chapter 11 of the 1997 Highway Capacity Manual Update

Florida Department of Transportation April 1999

DESCRIPTION			PEAK HOUR PEAK DIRECTION VOLUME (Includes vehicles in exclusive turn lanes)									
Road Name	LCDOT G	roup I SV's			ntersection		ive tuili lai	les)				
From												
То						Level of	Service					
Peak Direction			LANES	A	В	C	D	E				
Study Time Period			1	N/A	680	950	1,010	1,010				
Analysis Date	07/18/00		2	N/A	1,410	1,920	2,030	2,030				
Number of Lanes	4-6		3	N/A	2,150	2,900	3,040	3,040				
AADT			4	N/A	2,890	3,870	4,050	4,050				
User Notes	Default S	preadsheet		VOLUME	/BOTH DIE	ECTIONS						
TRAFFIC CHARACTERI	CTICE					RECTIONS						
TRAFFIC CHARACTERI	31103	E			ntersection	exclusive tu	rn ianes)					
	0.099	Range		1.1	ntersection	s per mile						
K Factor		(0.06 - 0.20)										
D Factor	0.58 0.925	(0.50 - 1.00)			evel of Se		D.	-				
Peak Hour Factor	1850	(0.70 - 1.00)	LANES	A	1 180	C	D 1.750	1.750				
Adj Saturation Flow Rate % Turns from Exclusive Lanes		(1400 - 2000)	2 4	N/A	1,180 2,440	1,640 3,320	1,750	1,750 3,490				
% Turns from Exclusive Lanes	10	(0 - 100)	6	N/A			3,490					
			Victor William	N/A	3,710	4,990	5,240	5,240				
DOADWAY CHADACTE	DISTICS		8 _	N/A	4,980	6,670	6,990	6,990				
ROADWAY CHARACTE	KISTICS		B(_1111000000000000000000000000000000000	AVEDACE	ANINITAL	DAILVID	AEEIC (AA	(a v a ()				
Urbanized, Transitioning/Urban			1				AFFIC (AA					
or Rural Area Type	U	(U, T, or R)			ntersection							
Arterial Class	1	(1,2,3, or 4)										
Free Flow Speed(mph)	50	(55,50,45,40,35)			evel of Ser	vice						
Total Length of Arterial(mi)	1		LANES	Α	В	С	D	Е				
Medians(Y/N)	Y		2	N/A	11,900	16,600	17,600	17,600				
Left Turn Bays (Y/N)	Y		4	N/A	24,600	33,500	35,300	35,300				
			6	N/A	37,500	50,400	52,900	52,900				
SIGNALIZATION CHARA	ACTERISTI	cs	8	N/A	50,300	67,400	70,600	70,600				
No.Signalized Intersections	1		of service	ce is not a	chievable							
Arrival Type, Peak Dir	3	(1,2,3,4,5 or 6)	Pea	k Hour Peal	Direction T	hrough/Righ	v/c Ratio for	the				
Type Signal System	Α	(P, S, or A)			Full	Hour						
System Cycle Length(sec)	120	(60 - 240 sec)			Level of	Service						
Weighted Thru Mvmt g/C	0.46	(0.20 - 0.80)	LANES	A	В	С	D	E				
			1 4 6	N/A	0.67	0.94	1.00	1.00				
Note that intersection cap	acity is rea	ched at LOS 'D'.	2	N/A	0.70	0.95	1.00	1.00				
		ing LOS ranges indicate that	3	N/A	0.71	0.95	1.00	1.00				
		ner volumes result in an 'F'.	4	N/A	0.71	0.96	1.00	1.00				
				1477	0.11	0,00	1.00	1.00				

ART-TAB 3.1

Arterial Level of Service Volume Tables Based on Chapter 11 of the 1997 Highway Capacity Manual Update

Florida Department of Transportation April 1999

DESCRIPTION Road Name	US 41 Gr	oup I SV's		(Incl		es in exclus	TION VOL	
From								
To Peak Direction		I www.	LANES	Α	В	Level of C	Service	E
			1 1	280	990	1,200	1,260	1,260
Study Time Period Analysis Date	08/24/01		2	560	2,060	2,420	2,510	2,510
Number of Lanes	4-6		3	840	3,140	3,640	3,770	3,770
AADT	4-0		4	1,120	4,200	4,860	5,020	5,020
User Notes	LCDOT S	preadsheet w/rev g/C		1,120	4,200	4,000	3,020	3,020
				VOLUME	(BOTH DI	RECTIONS		
TRAFFIC CHARACTERI	STICS			(Includes)	rehicles in e	exclusive tu	rn lanes)	
		Range		1	Intersection	s per mile		Harriet
K Factor	0.099	(0.06 - 0.20)						
D Factor	0.58	(0.50 - 1.00)			Level of Se	rvice		
Peak Hour Factor	0.925	(0.70 - 1.00)	LANES	A	В	С	D	E
Adj Saturation Flow Rate	1850	(1400 - 2000)	2	480	1,710	2,070	2,160	2,160
% Turns from Exclusive Lanes	16	(0 - 100)	4	960	3,550	4,170	4,330	4,330
			6	1,450	5,410	6,280	6,490	6,490
			8	1,930	7,240	8,390	8,660	8,660
ROADWAY CHARACTE	RISTICS			AVEDAGE	I A LIMITA I	DAII V TD	AFFIC (AA	DT)
Urbanized, Transitioning/Urban							ve turn lane	
or Rural Area Type	U	(U, T, or R)			ntersection		vo turri iarre	,3)
Arterial Class	1	(1,2,3, or 4)			ntersection	s per rime		
Free Flow Speed(mph)	50	(55,50,45,40,35)			_evel of Se	nvice		
Total Length of Arterial(mi)	1	(05,50,45,40,05)	LANES	Α	В	C	D	E
Medians(Y/N)	Y		2	4,800	17,200	20,900	21,900	21,900
Left Turn Bays (Y/N)	Y		4	9,700	35,900	42,200	43,700	43,700
cent rum bays (1714)			6	14,600	54,600	63,400	65,600	65,600
SIGNALIZATION CHARA	ACTERISTI	CS	8	19,500	73,200	84,700	87,500	87,500
CIONALIZATION CHAIC	.0.1	YY	L	#10,000	10,200	04,700	07,000	07,000
No.Signalized Intersections	1	7						Managaran (1973)
Arrival Type, Peak Dir	3	(1,2,3,4,5 or 6)	Pe	eak Hour Pea	k Direction T	hrough/Righ	t v/c Ratio for	the
Type Signal System	A	(P, S, or A)				Hour		
System Cycle Length(sec)	120	(60 - 240 sec)			Level of	-141111		
Weighted Thru Mvmt g/C	0.57	(0.20 - 0.80)	LANES	A	В	C	D	E
and the second s		PA-2-2-3-10-12-2-4	i i i r	0.22	0.79	0.96	1.00	1.00
Note that intersection cap	acity is rea	ched at LOS 'D'	2	0.22	0.82	0.96	1.00	1.00
		ing LOS ranges indicate that	3	0.22	0.83	0.97	1.00	1.00
		ner volumes result in an 'F'.	4	0.22	0.84	0.97	1.00	1.00

NEWS-PRESS

Published every morning - Daily and Sunday Fort Myers, Florida

Affidavit of Publication

STATE OF FLORIDA COUNTY OF LEE

Before the undersigned authority, personally appeared Kieanna Henry

who on outh says that he/she is the

Asst. Legal Clerk of the News-Press, a daily newspaper, published at Fort Myers, in Lee County, Florida; that the attached copy of advertisement, being a

Display

In the matter of CPA 2000-30

Court

1.11.

in the was published in said newspaper in the issues of

December 6, 2001

Affiant further says that the said News-Press is a paper of general circulation daily in Lee, Charlotte, Collier, Glades and Hendry Counties and published at Fort Myers, in said Lee County, Florida and that said newspaper has heretofore been continuously published in said Lee County: Florida, each day, and has been entered as a second class mail matter at the post office in Fort Myers in said Lee County, Florida, for a period of one year next preceding the first publication of the attached copy of the advertisement; and affiant further says that he/she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Busine Hen

Sworn to and subscribed before me this

day of December 2001

Kieanna Henry

personally known to me or who has produced

as identification, and who did or did not take an oath.

Notury Public

Print Name

My commission Expires:

SECUMB EL DOR PUB. WRKS, CNTR. COMMEDE V

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Collins

LEE COUNTY OF CHANGE OF LAND USE AND E LEE COUI COMPREHENSIVE PI

In Compliance with Sections 163.3164(18), 163.3174(1), 163.3181, 163.3184, and 163.3189, Florida Statutes, notice is hereby given that the Lee County Board of County Commissioners on Thursday, December 13, 2001 will hold a public hearing to consider an amendment to the Lee Plan. The hearing will be held in the Board of County Commissioners Hearing Chambers in the renovated Courthouse at 2120 Main Street in downtown Fort Myers. The hearing will commence at 9:05 a.m. The Board of County Commissioners of Lee County, Florida, proposes to review for transmittal to the Florida Department of Community Affairs the following amendment to the Lee Plan:

December 13, 2001 9:05 A.M.

- Call to order; Certification of Affidavit of Publication
- Public Comment on Transmittal Agenda
- Lee Plan Amendments Transmittal Agenda
 - A. CPA 2000-30 Amend the Future Land Use Map series, Map 1, the Future Land Use Map, for a 483 acre parcel of land located in Sections 0.4 and 0.9, Township 47 South and Range 25 East to change the Future Land Use classification from "Rural" to "Urban Community." In addition, amend Policy 6.1.2 of the Future Land Use Element of the Lee Plan by adding language pertaining to a regional commercial center within the same land area.

These meetings are open to the public and all interested parties are encouraged to attend. Interested parties may appear and be heard with respect to all proposed actions. Pursuant to Florida Statutes Section 163,3184(7), persons participating in the Comprehensive Plan Amendment process, who provide their name and address on the record, will receive a courtesy informational statement from the Department of Community Affairs prior to the publication of the Notice of Intent to find a plan amendment in compliance.

If a person decides to appeal any decision made by the board, agency or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Further information may be obtained by contacting the Lee County Division of Planning at 479-8585.

In accordance with the Americans with Disabilities Act, reasonable accommodations will be made upon request. If you are in need of a reasonable accommodation, please contact Janet Miller at 479-8585 Extension 5910.



RECEIVED LEE COUNTY

BOARD OF COUNTY COMMISSIONERS DRI AMENDMENT TRANSMITTAL HEARING December 13, 2001 COMMISSION CHAMBERS 9:05 A.M. AGENDA

- 1. Call to order; Certification of Affidavit of Publication
- 2. Public Comment on Transmittal Agenda
- 3. Lee Plan Amendments Transmittal Agenda
 - A. CPA 2000-30

Amend the Future Land Use Map series, Map 1, the Future Land Use Map, for a 483-acre parcel of land located in Sections 04 and 09, Township 47 South, and Range 25 East to change the Future Land Use classification from "Rural" to "Urban Community." In addition, amend Policy 6.1.2 of the Future Land Use Element of the Lee Plan by adding language pertaining to a regional commercial center within the same land area.

4. Adjourn

December 13, 2001

Board Transmitted Revised Language

Site Location Standards - Plus

Six Issues to be Addresses in the DRI Process

- 1) Impacts to flow-ways,
- 2) Community and Regional Park levels of service,
- 3) Roadway levels of service,
- 4) Public Schools,
- 5) Fire protection services, and
- 6) Affordable housing.

DCA ORC Objected to the Proposed Amendment Based on Possible Degraded Levels of Service Standards on US 41

Staff Worked with the Applicant and the DCA Crafted Additional Language to Address this Issue.

Dave

CPA 2000-30 Simon Suncoast Mall Adoption Hearing Oct 2102 Tim Ad OK explain todays process 9:30 Aunold Rosenthal-Affordable Housing - wide issue -solve Bill Mc Namara-Borita Sp. Road Issue . 41 quossly overloaded only a lanes 2 each way only Proposing a new development add to problem Close Public In put 9:55 - Zoning Hearing Mike overview Dave Traffic Matt - Litordable Housing Serious Issue Matt Uhle - Zoning - revised conditions Do-issues-Traffic - OK ut staff Afterdable Housing - Negotiated Puscess Two part process I submittal consistent with St. Rule did work at RPC Survey - Edison + Orlando

0 Second sufficiency - argued ito Hex - Survey + Formula = no deficiet cansed by this project Could take position - no impact But offered 350,000 t 10 lots in Rosemany Pank Jacobs - 97 units - 100 to be regionally significant Bacc 350,000 to county 350,000 to 7 qcy Thate our derivation for 350,000 Hearing - RPC Position 500 of property = 24 Dc. - not supported o Staff - 700,000 to Trust @ Staff changed to 1.8M Fishking -working For Bonita used formula that assumed head of household and 24.2 Ac x 6 mits per de = 145 wounded it up Would like to provide, but yeed certainty Staff 1.8 M - Value of 24 Ac near tracts = 1.8M Tie to CO For Regional Center

Coconvil 3 Judah Workforce - 287 heads of havidrald 3200 retail \$23,000 Vern A. - Back up what I said at HEX to Wabitat Staff not working with us - want lots to go to county - will take a year to get them-could have housing or them by they. Arnold Rosenthal - muge you to approve Smart Growth Group - this is smart growth Compatibility + Road impacts LE LOI A DIES Barbara B. B. - Fishkind 255 wiit deticiet Public Closed 11:55 Mike P proposed Zoning Resolutions Changes to # 3 + #5 Staff language more dear Retain #3 as per staff ut "mall" to "entire project"

5 Beauty Book vague (7) Strondable Housing Matt proposed new applicants? (78,000, to, 126 000) house cost 100,000 average ou 50 5% 5,000 down etien 225 Albion - 32.8 M to meet by Lee etimo ers Uhle - Cash Machine 255 - units - new ecidence Fishbird - not vight evidence 35000 excess somehat we one which is 0 24 Ac Figure RPC X 6 = 145 round 150 15000 x 29301,39 = 4,395,208 750000 × 16345.49 2,451,823 2250,000 Zoning Conditions

2 5

Uses 12 1B 1C Community

3 Albion - # of Convergience Store Gas Pamps Cond 3 +5 Matt U. our language is distinct + cleaver Attordable Housing 5100 employees Coconut Pt 3812 RPC & Jacobs Corralation to Jacobs + Facu sinergy - same here? yes 30,000 30% #90,000 house 9,000 per yr County Hax 120,000 house Lack of Housing costs as all build 100 units within housing assessment # of Units Mitigation 0 572 5000 150 SHIP 15000 000 005 50 000 025 S 9.11S 800851 two Cost 19,2 M 32,64 M 91HZ MIZS.88 1,275000 590 + 10 lots Tom Sahnider 933,000 1,000,000 - 150 Comp. Judah Str & Str & Dec31

December 13 01 9:00 > 2:00 Small Scale Adoption Hearing Bocc Brandy Trend in Judah-St Cenny loosing ID lands Adopt Frontage yes disional 9:05 -> 2:05 - 2:21 DMC -> DRI amendment Regional Mall Limited Detail Ben-Simon Prop Group. 483 La Rural to U.C. 6.1.2.4 - Commercial Location Staff agree 1 Le Fire 1 de school JPA - no tive or school Spaticant Uhle-Not a long presentation

one of 3 applications 1 Map Change Text Smend ment Trans withal hearing @ Re zoning - site planning 3 DRI assess in pacts Complete into and vecond Presentation - not comprehensive discussion of impacts Have materials don't need to use they Text amendment - in our opinion not needed but OK Not a public issue - outreach Enjoy public support - at least no opposition Surrounding uses 483 - in Estero - Red Hatch Brooks PDDO North - Suburban - AG Bounta Springs City Industrial Pelican landings Williams Place Estero Greens

Public Sorvices Impacts Meet standards 3

Only real difference is staffs proposed language re fire and In long - on only verne schools Talking with Five Dist making School - 5 de Fron statt Hen discussion school wants Changing position - leave it out Public Derris Merryfield - Matt correct Applicant har & spent time in community and 1000% Undah-Road Schools -

Afterdable Housing -not addressed DMC Coy - Zoning expectation? Albion -

Uhle - woods - can get into it you like
Panks - meeting LOS
5000-unite

Impacts to the availability of Aftordable Howing must be mitigated in paccordance with the provisions of Rule 95-2 F.A.C. Now-way State - these areas are unvestived must be , DRI veriew resolved in the

Question 24 - Housing

 Please document the source of the ratio used to calculate the number of employees for the Assisted Living Facility as shown in Table 24-2. This figure appears low, especially compared to the hotel ratio used.

No published information was found for Assisted Living Facilities. The projected employment, as shown in Table B-6, has been modified to reflect the employment rates used for hotels. The revised Table B-6 is attached. Tables B-12 and 24-3 were also revised to reflect the change.

2. Please list the average income for retail employees. From Table B-11, it appears to be \$31,406, which is high for retail work.

The previous data did not include information on average wages. The new data, which were collected at the request of Regional Planning Council staff, included a reporting of median household income. The median household income for the full-time staff surveyed at Edison Mall was \$37,818. Part-time staff reported a median household income of \$31,253. Survey results are attached for inclusion in Appendix B.

3. RPC staff discussed additional questions with the applicant that should be used in a follow-up survey of Edison Mall employees to gather better data on the need for housing for retail employees. This survey is referenced on page 15 of the Sufficiency Response. When will the survey data be available and will it be used to revise Table B-5? What is the relationship between Tables B-5 and B-11 and how were the heads of household calculated in Table B-11?

Survey data are available and are attached for inclusion in Appendix B. Because the new data produced a calculation of higher housing demand than the prior calculations, the new data were used to revise Tables B-5, B-11, and B-12. Table 24-3 was also revised to reflect the increased housing demand.

Table B-5 reflects the calculations used to convert the number of employees to the number of heads of household requiring housing as a result of the job creation from the retail component of the proposed project. The factors used in the calculations were taken from the survey data. The resulting 361 heads of household requiring housing were divided into single-earner and multi-earner households by income group using survey results. The subdivision of the 361 households into the various groups is shown on Table B-11 in a format consistent with the other land use types.

4. Please document the source of the figures used for mobile home dues.

Because no information was available for mobile home park dues, the dues were estimated to be equal to condominium / townhome dues. Based on a review of recent studies, it appears that park dues are not typically included in the evaluation of

affordable housing. Therefore, the analysis for Simon Suncoast may be underreporting available units compared to other studies.

Question 25 - Police and Fire Protection

Question 25 (3)

Since it has been established that the development will likely utilize natural gas at commercial (restaurants and hotels) operations, please provide a definitive response regarding whether the Estero Fire Protection Rescue Services has been inform of the potential natural gas use?

The Estero Fire & Rescue Service District has been notified of the potential use of natural gas at the project.

Question 25 (3)

Has contact been made with TECO People Gas regarding safety, emergency response training, and mitigation issues surrounding the use of natural gas in Lee County?

TECO People's Gas has not been contacted. It is anticipated that the natural gas supplier will not be contacted until specific users, which would use natural gas, are committed to the project.

Question 25 (3)

What is the current response time of a high priority call as estimated by the Lee County Sheriff's Office to the Simon Suncoast development?

Discussions have been held with the Sheriff's Office regarding the location of a site within the project. With a facility on site, response time for a high priority call would be minimal.

Question 25 (4)

Please provide the current estimated maximum response time for the fire protection and emergency medical services to the Simon Suncoast property?

Discussions have been held with the Estero Fire Protection District regarding the location of a fire station and emergency medical services facility on site. With a facility on the project site, response time would be minimal.

Question 27 - Education

In their response to the Lee County School District's Question #5, the applicants
indicate that placement of a school facility on the Simon Suncoast property is
not feasible. However, the applicants are willing to consider placement of a



SOUTHWEST FLORIDA REGIONAL PLANNING COUNCIL'S STAFF FINDINGS AND RECOMMENDATIONS

REGIONAL

IT IS THE RECOMMENDATION OF THE SOUTHWEST FLORIDA REGIONAL PLANNING COUNCIL THAT THE APPLICATION FOR DEVELOPMENT APPROVAL AS AMENDED BY THE SUFFICIENCY REPORTS DATED FEBRUARY 6, 2001 AND APRIL 6, 2001 BE APPROVED SUBJECT TO THE FOLLOWING CONDITIONS:

1. AFFORDABLE HOUSING (Refer to Appendix I, Section A)

The Simon Suncoast DRI is projected to employ 4,985 people at the completion of the single phased project. Of these, 54 % are anticipated to earn incomes that are considered low or very low. The remainder of the employees will earn moderate incomes.

Based on the calculations of affordable housing supply and demand, it was determined that adequate housing for very low, low and moderate income wage earners exists within the house assessment area serving the proposed development.

RECOMMENDATIONS

Any DRI Development Order issued by Lee County shall contain the following provisions:

a. At any time in the future, should the applicant request an extension to the approved buildout date for the proposed development, the applicant shall re-examine the housing needs for the DRI and provide an updated re-analysis of the housing required for the project. The applicant shall use the methodology in use at the time of re-analysis by SWFRPC, the Florida Department of Community Affairs, and Lee County. Any future mitigation requirements that are caused as a result of the re-analysis shall be consistent with the options listed in 9J-2.048, the Adequate Housing Uniform Standard Rule, section 8(a).

2. <u>ENERGY</u> (Refer to Appendix I, Section B)

The proposed development will be powered by electricity and natural gas and will increase the energy demands of the region. The applicant has committed in the ADA to a variety of conservation measures to help reduce the energy impact of the project.

RECOMMENDATION

Any DRI Development Order issued by Lee County shall contain a provision that the applicant's commitments for energy conservation are adopted where appropriate for this project.

Oct 21 Heaving

PROPOSED CHANGES TO ZONING RESOLUTION

1. Replace HEX Condition #3 with the following:

The development of the subject property must include a regional shopping center. Any change from the proposed regional center development will necessitate an amendment to the zoning approval through the public hearing process.

2. Replace HEX Condition #5 with the following:

The entire project must comply with the requirements on pages 12-20 of the document entitled "Coconut Point: Development Vision for a Mixed-Use Community" dated September, 2001. A document reflecting the design standards required by this condition and including a common landscaping and graphic theme must be submitted for review and approval by the Lee County Department of Community Development prior to the issuance of any local development orders for property within this MPD, public uses required by the DRI development order excepted.

Add Condition #17 to read as follows:

A Type "C" buffer, as that term is defined in LDC section 10-416, must be installed along the eastern side of Sandy Lane whenever any existing or proposed residences in The Brooks are or would be located within 250 feet of the eastern edge of the pavement of Sandy Lane before Sandy Lane is determined to be substantially complete. The buffer may be installed, in whole or in part, within the right-of-way of Sandy Lane.

4. Add Condition #18 to read as follows:

Lighting within the project and along Sandy Lane must be designed to prevent direct glare and light spillage on the Brooks.

Add Condition #19 to read as follows:

The developers must include in their contracts with all of the project's prime or general contractors a provision to use construction routes other than Coconut Road and Three Oaks Parkway through The Brooks. These contracts will specify that Sandy Lane will be the approved construction route for the development as soon as it is operational. The developers are further required to establish a system for receiving complaints from the public regarding contractor vehicles that are not using the contractually designated routes, for advising the contractors about these contractual violations, and for seeking their help in curbing those violations.

thirdy Porty delete 6. Add Condition #20 to read as follows:

Any drive-through facility that is constructed on Tract 2E must be oriented towards Sandy Lane or Coconut Road.

7. Add Condition #21 to read as follows:

A 15 foot wide buffer including a berm or berm/wall combination 8 feet in height, 10 trees per 100 linear feet, and a hedge is required along the eastern boundary of Parcel 2E as a condition of local development order approval for any use on Tract 2E which typically operates prior to 8:00 AM or after 6:00 PM.

8. Revise the Schedule of Uses to delete the following for Tract 2E:

Auto Parts Store
Food Stores, Groups I and II (except specialty stores, which are permitted)

Convenience Stores

Laundromats Mass Transit Depots

Restaurant, Fast Food Social Services, Groups I and II

Printing and Publishing (copy services are permitted)

Outdoor Kennels associated with animal clinics or pet shops

9. Limit building heights in Tract 2E to 2 stories and 40 feet.

James - gas station; tract- 1 A 18 10 car mash ? ZA





4 Lanes on Sarasota Square Boulevard

4 Lanes on Beneva Road

4 Lanes on US 41

2 Lanes on Club Drive

2 Lanes on Potter Park Drive

LEGEND

2 LANES

4 LANES

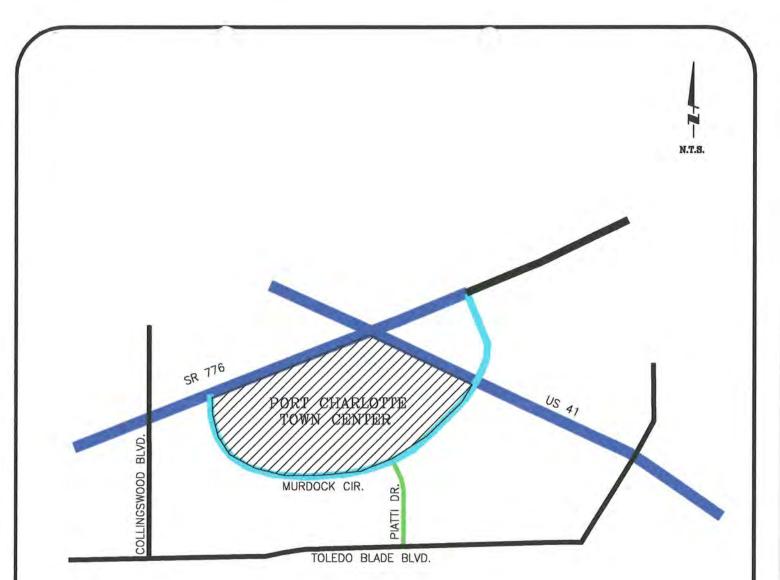


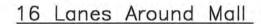
SIMON SUNCOAST

LANES AROUND COMPREHENSIVE PLAN AMENDMENT SARASOTA SQUARE SHOPPING CENTRE

99532/40A/1001

C-1





6 Lanes on US 41

6 Lanes on SR 776

4 Lanes on Murdock Circle

LEGEND

2 LANES

4 LANES

6 LANES

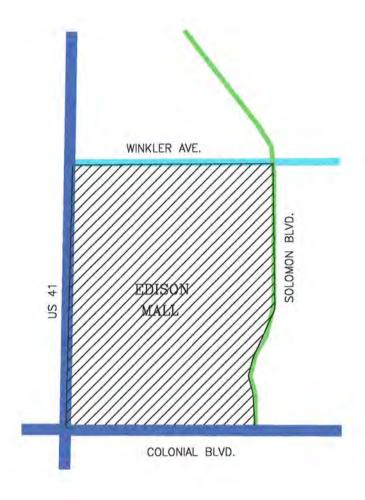


SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT

LANES AROUND PORT CHARLOTTE TOWN CENTER 99532/36A/1001

C-2





- 6 Lanes on US 41
- 4 Lanes on Winkler Avenue
- 2 Lanes on Solomon Boulevard
- 3 Lanes on Colonial Boulevard (WB only)

LEGEND

2 LANES

4 LANES

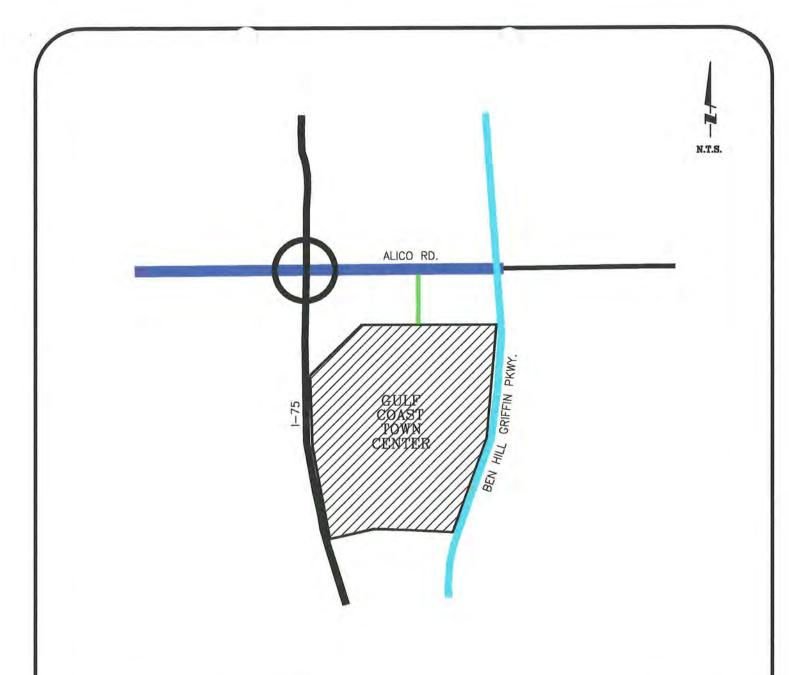
6 LANES

99532/33A/1001

C-3



SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT LANES AROUND EDISON MALL



3 Lanes on Alico Road (EB only)

4 Lanes on Ben Hill Griffin Parkway

LEGEND

2 LANES

6 LANES

6 LANES



SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT

LANES AROUND
GULF COAST TOWN CENTER

99532/35A/1001

C-4



6 Lanes on US 41

6 Lanes on Golden Gate Parkway

6 Lanes on Goodlette-Frank Road

2 Lanes on Fleishmann Boulevard



6 LANES



SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT

LANES AROUND
COASTLAND CENTER MALL

99532/34A/1001

C-5

From:

"Matthew Uhle" <MUhle@knott-law.com>

To:

<NOBLEMA@leegov.com>

Date:

11/16/01 11:31AM

Subject:

Re: Simon Suncoast LPA hearing

There is a 5.3 acre development area (Tract 1D) on the MCP that is designed primarily for that purpose. It does not have a legal description. We have agreed to accommodate the Fire District, but we do not have an agreement with the school system.

Matthew D. Uhle Attorney-At-Law Knott, Consoer, Ebelini, Hart & Swett, P.A. (941) 334-2722 MUhle@knott-law.com

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>>> "Matthew Noble" <NOBLEMA@leegov.com> 11/16/01 09:54AM >>>

Planning staff believes that reviewing agencies have identified a need for public facilities on the subject site as a result of the impacts of the proposed project. School Board staff is seeking a 5 acre site for a primary learning center or elementary school and the Fire District is seeking a 1 acre site. Can the applicant provide this, I assume the trade off would be impact fee credit in the amount of fair market value of the lands in question. Is it possible to designate these lands now so that the amendment could accommodate a Public Facilities designation...

Matthew A. Noble, Principal Planner Lee County Department of Community Development Division of Planning Email: noblema@bocc.co.lee.fl.us (941) 479-8548 (941) 479-8319 FAX

>>> "Matthew Uhle" <MUhle@knott-law.com> 11/15/01 7:31:34 AM >>>

In light of the scheduling problems we have experienced with this case, please forgive me for being a little paranoid. I need to be reassured that:

- 1. We are still on the LPA agenda for the 26th;
- 2. Someone has taken care of the scheduling of the transmittal hearing; and
- 3. The staff report will be out prior to 11/21 in order to give us a reasonable chance to prepare.

Matthew D. Uhle Attorney-At-Law Knott, Consoer, Ebelini, Hart & Swett, P.A. (941) 334-2722 MUhle@knott-law.com

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DEPARTMENT OF TRANSPORTATION

Memo

To: Paul O'Connor

Development Services Planning Director

From: Andy Getch, P.E.

LCDOT Senior Engineer

Date: November 15, 2001

(supplemental to October 19, 2001 DRI substantive comments)

Re: Simon Suncoast Proposed Text Amendment Comments

CPA2000-00030



We have reviewed the supporting analysis for the Comprehensive Plan Amendment (CPA) for Simon Suncoast dated November 2, 2001. Our October 19, 2001 substantive comments to Mike Pavese are supplemented herein based on Exhibit "C" of the CPA prepared by David Plummer and Associates, Inc. As noted below, our recommendation is that the project, if approved, should address the north-south long-range transportation plan needs in the area as part of the DRI transportation mitigation conditions.

Analysis Approach

The Florida Standard Urban Transportation Modeling Structure (FSUTMS) is used to project future roadway needs for the LeePlan horizon year, which is currently 2020. Part of the input data is the land use, population and employment projections by Traffic Analysis Zone. The input data has been modified for this analysis to include the Simon Suncoast project. The FSUTMS output is in peak season weekday traffic. The output was converted to P.M. peak hour directional volumes in order to develop a level of service estimate. The results are compared to the model output reflecting the December 8, 2000 Lee County MPO 2020 Financially Feasible Highway Plan.

Analysis Conclusions

As noted in Dave Loveland's July 6, 2001 memorandum to you, some of the road segments in the area are projected to operate below the adopted level of service standard in 2020. Subsequent to the July memo, staff met with the applicant's consultant, David Plummer & Associates (DPA), to discuss methodological issues and we have slightly modified our analysis. Based on the revised analysis, the

projected P.M. peak hour directional volumes exceed the generalized service volumes at the adopted standards on four roadways. These segments are:

- 1) I-75 from the Collier County line to Daniels Parkway;
- 2) Old 41 from Bonita Beach Road to Terry Street;
- 3) Ben Hill Griffin Parkway from the FGCU entrance to Alico Road; and
- 4) U.S. 41 from Koreshan Boulevard to Alico Road..

In the case of I-75, the current level of service standard as set by the state is "C", based on the surrounding area type (transitioning). The Simon Suncoast project does add traffic to the interstate, but with the planned six-lane improvement and other parallel facilities, I-75 is projected to operate at LOS "D". With the growth projected for Lee County, it is expected that the interstate will be within the urban area boundaries by 2020, which would change the level of service standard to "D" and therefore bring the projected road condition within standards.

The impacted segment of Old 41 is also a unique circumstance. The segment from Bonita Beach Road to Terry Street is defined in Lee Plan Table 2(a) as a constrained road, precluding widening of the roadway despite the level of service failure. However, intersection improvements to improve the operation of the roadway may be appropriate. These improvements are also identified as being regionally impacted in the staff DRI analysis.

The Ben Hill Griffin segment is projected to exceed its maximum level of service "E" volume. However, this is in an area of the University Community land use category where the development plans concentrate most of the commercial square footage in the Gulf Coast Town Center DRI, another proposed location for a regional mall. The Alico Interchange Park DRI on the west side of the Alico Road/I-75 Interchange is a third proposed regional mall site. The projected model input data in both of those locations does not fully reflect the intensity of a Regional Retail Center over 1 million square feet, but does assume a significant amount of development that may not happen if the Simon Suncoast is successful in capturing the regional mall. Since it is our understanding that only one of the regional mall sites will be selected by the anchor stores for development, the conditions on Ben Hill Griffin Parkway may be overstated if the regional mall goes to Simon Suncoast.

The most significant impact from a comprehensive plan standpoint is on U.S. 41 from Koreshan Boulevard to Alico Road, where the 2020 AADT increased from 56,000 to 62,900 or by approximately 6,900 vehicles per day. The v/c ratio increased from 0.95 without the project to 1.04 with the traffic, exceeding capacity. This segment is also identified as being regionally impacted in the staff DRI analysis. DPA has submitted some supplemental information dated November 6, 2001 that analyzed the needed improvements to address this impact. They concluded that "improvements at key intersections will enhance the carrying capacity of this section of US 41, so that the Lee Plan level of service standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities". While staff is not totally convinced of this conclusion, we have agreed in discussions with DPA representatives that the mitigation for this comprehensive plan impact will be addressed as part of the DRI mitigation.

While the specific impacts will be addressed as noted above, we want to emphasize that the addition of this large development will result in more traffic on roadways in the study area. This is identified in Table 1 below. The overall v/c ratios are higher in 2020 than they are currently, and the FSUTMS analysis with the project shows an overall volume increase of approximately 6 percent in the Estero area. Three east-west and one north-south screenline were used to estimate the overall change in traffic. An east-west screenline measures total traffic across north-south roads. Conversely, a north-south screenline measures traffic across east-west roads. The overall v/c ratio across the screenlines increases from 0.67 to 0.72. The north-south screenline measured a 24 percent increase in east-west traffic. Even with the increase, less than one-half of the overall available east-west capacity is utilized in 2020.

Along the east-west screenlines, the increase in traffic volume is 8 percent through the project just south of Williams Road. North of Koreshan shows a 5 percent increase in traffic. South of Terry Street overall north-south volumes are approximately the same. It would appear that due to the increase in v/c in 2020 with the proposed project, additional lane-miles of roadway would need to be incorporated into the plan to replace the capacity consumed by a project of this magnitude. Simon Suncoast will be required to perform transportation mitigation as part of DRI conditions of approval, and discussions are expected to continue in that respect.

The primary challenge in this area is to identify and implement north-south capacity improvements in short and long range term. In reality, the final determination of the regional mall location in south Lee County will determine the ultimate needed north-south improvements in the area.

Table 1 Comparison of existing Level of Service to 2020 conditions

East-West Screenlines	2000 Ex	isting		2020 cur	rent Pla	n	2020 Pla	n w/pro	ject
Road	AADT	LOS	V/C	AADT	LOS	V/C	AADT	LOS	V/C
Screenline #1 North of Koreshan Blvd San Carlos/Estero community									
Alico Road (N of Corkscrew Rd)	1000	В	0.05	2000	В	0.10	2000	В	0.10
Ben Hill Griffin Pkwy	3000	A	0.29	52500	D	0.83	52800	D	0.83
I-75	59000	E*	0.86	84000	D*	0.79	87000	D*	0.82
Three Oaks Parkway	5900	C	0.24	29800	C	0.73	31200	C	0.77
Sandy Lane	N/A			11000	C	0.81	12100	D	0.88
U.S. 41	31500	C	0.77	56000	D	0.95	62900	F*	1.04
Other connections	N/A			100				-	
Screenline #1 total	100400		0.48	235400		0.78	248000		0.82
Screenline #2 Along San Carlos/Estero and Bonita Springs community boundary									
Bonita Grande Dr ext	N/A			18500	В	0.47	17000	В	0.44
I-75	52500	D*	0.76	82300	D*	0.78	84200	D*	0.79
Three Oaks Parkway	N/A			43700	В	0.68	50000	C	0.76
Sandy Lane	N/A			10300	C	0.76	10300	C	0.76
U.S. 41	31600	C	0.72	46600	C	0.81	57700	D	0.97
Other connections	N/A			3300			3000		
Screenline #2 total	84100		0.75	204700		0.72	222200		0.77
Screenline #3 North of Bonita Beach Road Bonita Springs community									
Bonita Grande Dr	N/A	1, 1		30000	C	0.75	26000	В	0.65
I-75	52500	D*	0.76	82300	D*	0.78	84200	D*	0.79
Three Oaks Parkway/Imperial Street	1000	С	0.15	23200	В	0.57	21600	В	0.59
Matheson Avenue	1000	C	0.15	7600	C	0.45	7600	C	0.45
Old 41	15700	D	0.94	15200	F **	1.05	16600	F **	1.14
U.S. 41	35700	C	0.78	54800	C	0.90	56500	С	0.92
Other connections	N/A		244	2500			2900		
Screenline #3 total	105900		0.67	215600		0.77	215400		0.77
Net/pct change in 2020 volumes							+26900	+4%	
North-South volume comparison			0.61	0		0.77			0.79

North-South Screenline	2000 Exi	sting		2020 cur	rent Plan		2020 Pla	n w/proje	ect
Road	AADT	LOS	V/C	AADT	LOS	V/C	AADT	LOS	V/C
Screenline #4 Between U.S. 41 and Three Oaks Parkway									
West Terry Street	10800	В	0.69	7500	В	0.50	7300	В	0.49
Old 41	9300	C	0.50	14100	В	0.46	18000	В	0.58
Strike Lane	N/A			2300	C	0.29	3300	C	0.42
Coconut Road	2500	C	0.07	8900	В	0.24	18800	В	0.49
Williams Road	3100	C	0.21	6600	C	0.41	9200	C	0.57
Corkscrew Road	14700	В	0.38	18000	В	0.47	14800	В	0.49
E Broadway	1000	C	0.07	2000	C	0.14	1800	C	0.13
Koreshan Boulevard	2400	A	0.05	13000	В	0.33	16600	В	0.43
Screenline #4 total	43800		0.24	72400		0.36	89800		0.47
Sum of Screenline volumes	334200			728100			775400		
Net/pct change in 2020 volumes				0			+47300	6.5%	
Overall comparison			0.50			0.67			0.72

^{*} Projected to operate below adopted level of service

AJG/mlb

cc: Scott Gilbertson

David Loveland Mike Pavese

Dawn Lehnert - Assistant County Attorney

 $Ken\ Heatherington-SWFRPC$

Gary Price - Bonita Springs City Manager

Bernard Piawah - FDCA

Comprehensive Plan Amendment File

DRI File

^{**} Constrained facility

Tue 06 Nov 2001 9:00 AM

Viper Software by The Urban Analysis Group

Licensed to Florida Department of Transportation

DAVID PLUMMER & ASSOCIATES

TRANSPORTATION . CIVIL . STRUCTURAL . ENVIRONMENTAL

1531 HENDRY STREET FORT MYERS, FL 33901 941 332-2617 FAX: 941 332-2645 E-mail: dpalm@peganet.net

November 6, 2001

Mr. David Loveland Lee County Department of Transportation P. O. Box 398 Fort Myers, FL 33902

> Simon Suncoast Comprehensive Plan Amendment Traffic Study, #99532 Supplemental Information (November 6, 2001)

Dear Dave,

RE:

Thank you for meeting with us on October 31, 2001, to discuss the Comprehensive Plan Amendment Traffic Study. This meeting was very helpful.

Enclosed is supplemental information related to the Comprehensive Plan Amendment Traffic Study. This information is in response to your previous memo dated October 3, 2001.

As we agreed during our meeting, the 2020 level of service (LOS) spreadsheets with and without the Simon Suncoast Project have been updated to reflect the County's generalized service volumes on all roads in the study area, including the section of US 41 south of Alico Road. These generalized service volumes indicate that there may be level of service deficiencies in 2020 on the two segments of US 41 between Alico Road and Koreshan Boulevard with the Simon Suncoast Project.

However, as we agreed, DPA has performed a traffic engineering evaluation of this section of US 41 to determine the appropriate improvements needed to address the apparent LOS deficiencies on US 41. This engineering evaluation indicates that improvements at key intersections will enhance the carrying capacity of this section of US 41, so that the Lee Plan LOS standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities. This is due to both the intersection improvements and to the fact that there are several transportation characteristics that are unique to this section of US 41 between Alico Road and Koreshan Boulevard.



Please review the enclosed supplemental information and let us know if you have any questions. We will be glad to meet with you at your convenience to review the results of this study.

Very truly yours,

Ronald T. Talone

RTT:sw

99532:Loveland_1106.wpd

cc: Andy Getch

Paul O'Connor

Matt Noble

Mike Pavese

Donna Marie Collins

7 Talone

Dawn Perry-Lehnert

Ken Heatherington

Chris Squires

Matt Uhle

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

Project #99532

November 1, 2000

Prepared by: DAVID PLUMMER & ASSOCIATES, INC. 1531 Hendry Street Fort Myers, Florida 33901



SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

Introduction

The Simon Suncoast DRI (The Project) is a planned, mixed use development located in Estero, on the east side of US 41 near Coconut Road. The Project will include 1,200 residential units (apartments, residential condominiums, and adult living facilities), 1,800,000 square feet of commercial/retail use, 300,000 square feet of office space, and 600 hotel rooms. It is anticipated that the Project will be a one-phase development, with buildout occurring in the year 2006.

In general, the Project will have direct access to US 41, Williams Road and Coconut Road. In addition, access will be provided via a new Sandy Lane extension on the west side of the railroad tracks from Williams Road to Coconut Road.

An amendment to The Lee Plan is needed to support the Project. This report provides the traffic analysis in support of that comprehensive plan amendment.

Traffic Analysis

Future 2020 traffic conditions without the Project and with the Project were forecasted for the general South Lee County area, based on the adopted Lee County 2020 Financially-Feasible Transportation Plan, which is shown in Map 3A in The Lee Plan 2000 Codification (as amended through June, 2000). Volume forecasts were based on the Lee County FSUTMS travel model assignment for the adopted 2020 Financially-Feasible Plan provided by the MPO. Except as noted below, no adjustments were made to the zone structure, zonal data or 2020 highway network to ensure consistency with the adopted Plan.

The Lee County FSUTMS travel model was run for future conditions without the Project. The area represented by the future Simon Suncoast development was left as shown in the County model structure. Future traffic volumes were posted by road segment on a peak season weekday basis and then converted to peak season, peak hour, directional volumes.

Future traffic conditions without the Project are presented in Exhibit 1. Included in Exhibit 1 are the peak hour directional volumes, Lee County generalized service volumes, levels of service, and volume to capacity ratios.

The Lee County FSUTMS travel model was then re-run with the Simon Suncoast development. Two separate traffic analysis zones (TAZs 775 and 776) were created for Simon Suncoast, so that Project traffic had access onto US 41, Williams Road, Coconut Road and Sandy Lane.



The Project's development parameters, as reported in Exhibit 2, were converted to housing, population and employment estimates and input in the ZDATA1 and ZDATA2 files in the model, consistent with all other development reflected in the model. Full buildout of Simon Suncoast was assumed.

The Project is located in the geographic area shown in the model TAZ structure as the southern half of TAZ 815 and the northern half of TAZ 784. To eliminate double counting of dwelling units, population and employment in these TAZs, the dwelling units, population and employment in each zone were reduced by about one half.

Future traffic conditions with the Project are presented in Exhibit 3. Included in Exhibit 3 are the peak hour directional volumes, Lee County generalized service volumes, levels of service, and volume to capacity ratios.

Findings

The findings and conclusions of the traffic analysis are discussed below.

Most road segments in South Lee County operate at or above the adopted level of service standard, both without and with the Project, under the 2020 Financially-Feasible Plan. While the project may add volumes to those road segments, they still operate at acceptable levels of service.

A number of road segments operate below the adopted level of service standard, both without and with the Project. In some instances, traffic volumes increased and the volume to capacity ratios increased with the Project. However, the Project volumes do not further reduce the levels of service on those segments that are operating below the level of service standard without the Project.

In other words, there are <u>no</u> segments where the level of service is at or above the standard without the Project, but below the standard with the Project. All segments are either at or above the standard, both without and with the Project, or below the standard, both without and with the Project.

Recommended Improvements

An expansion of the 2020 Financially-Feasible Plan is needed to support all area development, including Simon Suncoast. The 2020 Financially-Feasible Plan is presented in Exhibit 4.

Recommended improvements to the 2020 Financially-Feasible Plan are summarized in the following and presented in Exhibit 5. These improvements are needed, both without and with the Simon Suncoast development.



Recommended Road Improvements

Roadway	Segment	# Lanes 2020 Plan	# Lanes Recommended
Three Oaks Pkwy.	Alico Rd. to San Carlos Blvd. San Carlos Blvd. to Koreshan Blvd.	4	6 6
Treeline Ave.	Daniels Pkwy. to SWFIA	4	6

The above changes to the 2020 Financially-Feasible Plan will help improve traffic conditions and operations in the overall study area. These changes are needed with or without the Simon Suncoast development and are needed to support all area development.

EXHIBIT 1 SIMON SUNCOAST DRI #99532 FUTURE 2020 TRAFFIC CONDITIONS WITHOUT PROJECT TWO-WAY PM PEAK HOUR, PEAK SEASON

MPO 2020 FINANCIALLY-FEASIBLE PLAN

TOTAL TRAFFIC

LEVEL OF SERVICE

MPO 2020 FINANCIALI	ET-I ENGIBLE FENIV		(1)	(2)	(3) Total	(4) PSWDT/		(5)	Two Way	Total Peak Hr	Total Peak Hr	(6)	(6)	(6)	V/C	V/C
ROADWAY	FROM	TO		LOS	FSUTMS PSWDT		AADT 2020	K100 Factor	Peak Hr Volume	Volume NE	Volume SW	SV @ LOS Std		LOS	Ratio NE	Ratio
ALICO RD.	U.S. 41	Railroad	4LD	E	32,244	1.103	29,230	0.113	3,300	1,490	1,820	2,030	C	C	0.73	0.90
	Railroad	Lee Blvd.	6LD	шшшшшш	72,168	1.103	65,430	0.089	5,820	2,620	3,200	3,040	C	F	0.86	1.05
	Lee Blvd.	Three Oaks Pkwy.	6LD	E	56,109	1.103	50,870	0.099	5,040	2,270	2,770	3,040	C	C	0.75	0.91
	Three Oaks Pkwy.	1-75	6LD	E	62,519	1.103	56,680	0.095	5,380	2,420	2,960	3,040	C	D	0.80	0.97
	1-75	Ben Hill Griffin Pkwy.	6LD	E	54,947	1.103	49,820	0.099	4,930	2,710	2,220	3,040	C	C	0.89	0.73
	Ben Hill Griffin Pkwy.	East	2LU	Ē	4,161	1.103	3,770	0.129	490	270	220	1,020	C	C	0.26	0.22
BONITA BEACH RD.	Hickory Blvd.	Vanderbilt Dr.	4LD	E	29,663	1.307	22,700	0.115	2,610	1,360	1,250	2,030	В	В	0.67	0.62
	Vanderbilt Dr.	U.S. 41	6LD	E	47,472		36,320	0.107	3,890	2,020	1,870	3,040	В	В	0.66	0.62
	U.S. 41	Old 41	4LD	E	29,479		22,550	0.115	2,590	1,350	1,240	2,030	В	В	0.67	0.61
	Old 41	Imperial St.	6LD	E	34,956		28,820	0.100	2,880	1,560	1,310	3,040	В	В	0.51	0.43
	Imperial St.	1-75	6LD	E	26,583		21,920	0.103	2,260	1,220	1,040	3,040	В	В	0.40	0.34
	1-75	Bonita Grande Dr.	4LD	E	20,811		17,160	0.105	1,800	970	830	2,030	В	В	0.48	0.41
	Bonita Grande Dr.	East	4LD	E	20,687		17,050	0.105	1,790	970	820	2,030	В	В	0.48	0.40
CORKSCREW RD.	U.S. 41	Sandy Ln	6LD	E	45,086		35,700	0.109	3,890	2,100	1,790	3,040	В	В	0.69	0.59
* 4 Line 4 Library Clean	Sandy Ln	River Ranch Rd.	6LD	E	41,435		32,810	0.111	3,640	1,970	1,670	3,040	В	В	0.65	0.55
	River Ranch Rd.	Three Oaks Pkwy.	6LD	F	40,761		32,270	0.111	3,580	1,930	1,650	3,040	В	В	0.63	0.54
100	Three Oaks Pkwy.	I-75	6LD	E	35,738		28,300	0.114	3,230	1,490	1,740	3,040	В	В	0.49	0.57
	1-75	Ben Hill Griffin Pkwy.	4LD	E	30,719		24,320	0.116	2,820	1,520	1,300	2,030	C	В	0.75	0.64
	Ben Hill Griffin Pkwy.	School Entrance	4LD	E	34,953		27,670	0.114	3,150	1,700	1,450	2,030	C	C	0.84	0.7
	School Entrance	Wildcat Run	4LD	Ē	33,061	1.263	26,180	0.115	3,010	1,630	1,380	3,260	В	В	0.50	0.42
	Wildcat Run	The Habitat	4LD		2,474	1.263	1,960	0.131	260	160	100	3,260	A	A	0.05	0.03
-25 E	The Habitat	Alico Rd.	2LU	=	1,823	1.263	1,440	0.131	190	110	80	1,270	A	A	0.09	0.00
	Alico Rd.	East	2LU	닅	4,801	1.263	3,800	0.130	490	290	200	1,270	В	В	0.23	0.16
COCONUT RD.	West of U.S. 41	U.S. 41	2LU	шшшш	16,200	1.263	12,830	0.124	1,590	700	890	960	C	C	0.73	0.93
COCONOT ND.	U.S. 41	Sandy Ln	4LD		10,165	1.263	8,050	0.127	1,020	570	450	2,030	В	В	0.28	0.2
	Sandy Ln	Three Oaks Pkwy.	4LD		10,105	1.263	8,630	0.126	1,090	610	480	2,030	В	В	0.30	0.24
CYDDECCIAVE DD		Summerlin Rd.	41 12 200	듣	61,744	1.160	53,230	0.120	4,900	2,400	2,500	2,000	F	F		1.2
CYPRESS LAKE DR.	Winkler Rd.	U.S. 41	4LD	- 5				0.092				3,000	_	D -	1.20 0.75	0.78
DANIEL C DIGAN	Summerlin Rd.		6LD		57,427				4,600	2,250	2,350		C	D		
DANIELS PKWY.	U.S. 41	Metro Pkwy.	6LD	==	64,208		55,350	0.091	5,040	2,470	2,570	3,000	D		0.82	0.8
	Metro Pkwy.	Six Mile Pkwy.	6LD		59,938		51,670	0.092	4,750	2,330	2,420	3,000	D	D	0.78	
	Six Mile Pkwy.	Three Oaks Pkwy. Ext.	6LD	- ang	84,099		72,310	0.084	6,070	2,970	3,100	3,040	D		0.98	1.02
	Three Oaks Pkwy. Ext		6LD		72,539		62,370	0.088	5,490	2,690	2,800	3,040	C	C	0.88	0.92
= :	1-75	Treeline Av.	6LD	_ E	67,571		55,520	0.089	4,940	2,520	2,420	3,040	С	C	0.83	0.80
	Treeline Av.	SWFIA	6LD	E	46,767		38,430	0.094	3,610	1,840	1,770	3,040	В	В	0.61	0.58
	SWFIA	Gateway Blvd.	6LD		61,116		56,960	0.092	5,240	2,880	2,360	3,040	C	C	0.95	
13	Gateway Blvd.	SR 82	6LD	E	60,281	1.073	56,180	0.093	5,220	2,870	2,350	3,040	С	C	0.94	0.77

EXHIBIT 1 SIMON SUNCOAST DRI #99532 FUTURE 2020 TRAFFIC CONDITIONS WITHOUT PROJECT TWO-WAY PM PEAK HOUR, PEAK SEASON

MPO 2020 FINANCIALLY-FEASIBLE PLAN

TOTAL TRAFFIC

LEVEL OF SERVICE

					(3)	(4)			Two Way	Total	Total					
			(1)			PSWDT/		(5)	Backgrd	Peak Hr	Peak Hr	(6)	(6)	(6)	VIC	VIC
			# of	LOS	FSUTMS	AADT	AADT	K100	Peak Hr	Volume	Volume	SV@	LOS	LOS	Ratio	Ratio
ROADWAY	FROM	TO	Lanes	Std	PSWDT	Factor	2020	Factor	Volume	NE	SW	LOS Std	NE	SW	NE	SV
				===				=====	******				===		====	
GLADIOLUS DR.	Winkler Rd.	Summerlin Rd.	4LD	E	46,812	1.160	40,360	0.094	3,790	1,900	1,900	2,030	С	C	0.94	0.94
	Summerlin Rd.	U.S. 41	6LD	E	73,148	1.160	63,060	0.087	5,490	2,750	2,750	3,040	C	C	0.90	0.90
1-75	Pine Ridge Rd.	Immokalee Rd.	6F	C	62,102	1.136	54,670	0.097	5,290	2,860	2,430	3,970	C	В	0.72	0.6
	Immokalee Rd.	Bonita Beach Rd.	6F	C	78,045	1.136	68,700	0.097	6,640	3,590	3,050	3,970	C	C	0.90	0.77
	Bonita Beach Rd.	Corkscrew Rd	6F	C	75,200	1.087	69,180	0.099	6,830	3,890	2,940	3,970	C	C	0.98	0.74
	Corkscrew Rd.	Alico Rd.	6F	C	71,098	1.087	65,410	0.099	6,460	3,680	2,780	3,970	C	C	0.93	0.70
	Alico Rd.	Daniels Pkwy.	6F	C	69,921	1.087		0.099	6,350	3,620	2,730	3,970	C	В	0.91	0.69
	Daniels Pkwy.	Colonial Blvd.	6F	C	74,482	1.087	68,520	0.099	6,760	3,850	2,910	3,970	C	C	0.97	0.73
KORESHAN BLVD.	U.S. 41	Sandy Ln.	4LD	E	6,708	1.263	5,310	0.129	680	310	370	2,030	В	В	0.15	0.18
	Sandy Ln.	Three Oaks Pkwy.	4LD	E	10,095	1.263	7,990	0.127	1,010	460	550	2,030	В	В	0.23	0.27
LIVINGSTON RD	Bonita Beach Rd.	County Line	4LD	E	40,261		35,410	0.096	3,400	1,900	1,500	3,260	C	В	0.58	0.46
	County Line	Mediterra	4LD	D	39,777		34,980	0.096	3,360	1,880	1,480	2,900	C	В	0.65	0.51
The state of the s	Mediterra	Carlton Lakes	4LD	D	43,851		38,570	0.095	3,660	2,050	1,610	2,900	C	В	0.71	0.56
	Carlton Lakes	Immokalee Rd.	4LD	D	45,543		40,060	0.094	3,770	2,110	1,660	2,900	C	В	0.73	0.57
METRO PKWY.	Alico Rd.	Briarcliff Rd.	6LD	E	86,268		81,380	0.081	6,590	3,430	3,160	3,040	F	F	1.13	1.04
12.0	Briarcliff Rd.	Six Mile Pkwy.	6LD	E	90,721		85,590	0.079	6,760	3,520	3,240	3,040	F	F	1.16	1.07
300	Six Mile Pkwy.	Daniels Pkwy.	6LD	E	38,769	1.060	36,570	0.099	3,620	1,880	1,740	3,040	В	В	0.62	0.57
	Daniels Pkwy.	Crystal Dr.	6LD	E	37,270		35,160	0.100	3,520	1,830	1,690	3,040	В	В	0.60	0.56
OLD 41	County Line	Bonita Beach Rd.	2LU	E	15,075	1.137	13,260	0.103	1,370	820	550	960	C	В	0.85	0.57
	Bonita Beach Rd.	Terry St.	2LU	E	16,261		14,300	0.102	1,460	820	640	960	C	В	0.85	0.67
	Terry St.	Rosemary Rd.	4LD	E	26,371	1,137		0.100	2,320	1,300	1,020	2,030	В	В	0.64	0.50
	Rosemary Rd.	Cockleshell Dr.	4LD	E	28,088		24,700	0.099	2,450	1,370	1,080	2,030	В	В	0.67	0.53
No. of the second	Cockleshell Dr.	U.S. 41	2LU	E	9,468	1.137	8,330	0.104	870	380	490	960	В	В	0.40	0.51
SIX MILE PKWY.	U.S. 41	Metro Pkwy.	6LD	шшшшшш	62,047		53,350	0.092	4,910	2,500	2,410	3,040	C	C	0.82	0.79
	Metro Pkwy.	Daniels Pkwy.	6LD	E	33,233		28,580	0.102	2,920	1,490	1,430	3,040	В	В	0.49	0.47
	Daniels Pkwy.	Brookshire Lakes Blvd.	6LD		52,926		47,980	0.092	4,410	2,430	1,980	3,040	C	В	0.80	0.65
Transaction of the contract of	Brookshire Lakes Blvd	Crystal Dr.	6LD	E	60,880		55,190	0.090	4,970	2,730	2,240	3,040	C	C	0.90	0.74
SANDY LN.	Alico Rd.	San Carlos Blvd.	2LU	E	23,362	1.103	21,180	0.118	2,500	1,400	1,100	960	F	F	1.46	1.15
	San Carlos Blvd.	Koreshan	2LU	шшшшш	19,293	1.103	17,490	0.120	2,100	1,180	920	960	F	D	1.23	0.96
	Koreshan	Corkscrew Rd.	2LU	E	19,706	1.103	17,870	0.120	2,140	1,200	940	960	F	D	1.25	0.98
	Corkscrew Rd.	Williams Rd.	2LU	E	15,350		13,920	0.123	1,710	960	750	960	D	C	1.00	0.78
	Williams Rd.	Coconut Rd.	2LU	шшшшш	13,426	1.103	12,170	0.124	1,510	850	660	960	C	C	0.89	0.69
	Coconut Rd.	Old 41	2LU	E	9,111	1.103	8,260	0.126	1,040	580	460	960	В	В	0.60	0.48
TERRY ST.	U.S. 41	Edinburgh Ct.	4LD	E	8,163	1.213	6,730	0.108	730	390	340	2,030	В	В	0.19	0.17
	Edinburgh Ct.	Old 41	4LD	E	10,698	1.213	8,820	0.108	950	510	440	2,030	В	В	0.25	0.22
	Old 41	Matheson Av.	4LD	E	25,744		21,220	0.103	2,190	1,180	1,010	2,030	В	В	0.58	

EXHIBIT 1
SIMON SUNCOAST DRI #99532
FUTURE 2020 TRAFFIC CONDITIONS WITHOUT PROJECT
TWO-WAY PM PEAK HOUR, PEAK SEASON

MPO 2020 FINANCIALLY-FEASIBLE PLAN

TOTAL TRAFFIC

LEVEL OF SERVICE

					(3)	(4)			Two Way	Total	Total					
			(1)			PSWDT/		(5)	Backgrd	Peak Hr	Peak Hr	(6)	(6)	(6)	V/C	V/C
			# of		FSUTMS	AADT		K100	Peak Hr	Volume	Volume	SV@	LOS	LOS	Ratio	Ratio
ROADWAY	FROM	то	Lanes		PSWDT	Factor	2020	Factor	Volume	NE		LOS Std	NE		NE	SV
	***********		3222	===	=====		=====			=====		=====	865	===	====	====
THREE OAKS NORTH	Daniels Pkwy.	Fiddlesticks	6LD		53,231	1.103	48,260	0.100	4,830	2,700	2,130	3,040	TC	В	0.89	0.70
	Fiddlesticks	Alico Rd.	6LD		55,332	1.103	50,170	0.099	4,970	2,780	2,190	3,040	C	C	0.91	0.72
THREE OAKS PKWY.	Alico Rd.	San Carlos Blvd.	4LD	E	43,651	1.103	39,570	0.106	4,190	1,890	2,300	2,030	C	F	0.93	1.13
	San Carlos Blvd.	Koreshan Blvd.	4LD	E	44,669	1.263	35,370	0.109	3,860	2,080	1,780	2,030	F	C	1.02	0.88
	Koreshan Blvd.	Corkscrew Rd.	6LD	E	57,344	1.263	45,400	0.102	4,630	2,500	2,130	3,040	C	В	0.82	0.70
	Corkscrew Rd.	Williams Rd.	6LD	E	51,686	1.263	40,920	0.105	4,300	1,980	2,320	3,040	В	C	0.65	0.76
	Williams Rd.	Coconut Rd.	6LD	E	53,727	1.263	42,540	0.104	4,420	2,390	2,030	3,040	C	В	0.79	0.67
	Coconut Rd.	Strike Ln.	6LD	E	41,487	1.263	32,850	0.111	3,650	1,970	1,680	3,040	В	В	0.65	0.55
	Strike Ln.	Old 41	4LD	E	21,518		17,040	0.121	2,060	1,110	950	3,040	В	В	0.37	0.31
TREELINE AVE. NORTH	Daniels Pkwy.	SWFIA	4LD	E	29,318		24,090	0.116	2,790	1,560	1,230	2,030	C	В	0.77	0.61
	SWFIA	Alico Rd.	6LD	E	41,883		34,410	0.110	3,790	2,120	1,670	3,040	В	В	0.70	0.55
BEN HILL GRIFFIN PKW	Alico Rd.	Miromar Lakes	6LD		60,366		49,600	0.100	4,960	2,280	2,680	3,040	C	C	0.75	0.88
	Miromar Lakes	FGCU	6LD		51,969		42,700	0.104	4,440	2,040	2,400	3,040	В	C	0.67	0.79
	FGCU	Corkscrew Rd.	4LD		37,366		30,700	0.112	3,440	1,860	1,580	2,030	C	C	0.92	0.78
U.S. 41	Pine Ridge Rd.	Immokalee Rd.	1 6LD		52,970		44,890	0.097	4,350	2,260	2,090	3,110	В	В	0.73	0.67
	Immokalee Rd.	Wiggins Pass Rd.	6LD		64,579		54,730	0.097	5,310	2,760	2,550	3,110	C	В	0.89	0.82
	Wiggins Pass Rd.	Old 41	6LD		65,751		55,720	0.097	5,400	2,810	2,590	3,110	C	В	0.90	0.83
	Old 41	County Line	6LD		54,384		46,090	0.097	4,470	2,410	2,060	3,110	В	В	0.77	0.66
	County Line	Bonita Beach Rd.	6LD		53,436		46,350	0.090	4,170	2,250	1,920	3,040	C	В	0.74	0.63
	Bonita Beach Rd.	W. Terry St.	6LD		66,462		57,640	0.087	5,010	2,710	2,300	3,040	C	C	0.89	0.76
	W. Terry St.	North Bay Dr.	6LD		65,962		56,720	0.088	4,990	2,790	2,200	3,040	C	C	0.92	0.72
	North Bay Dr.	Pelican's Nest Dr.	II 6LD		62,671		53,890	0.089	4,800	2,690	2,110	3,040	C	В	0.88	0.69
	Pelican's Nest Dr.	Old 41	6LD	E	53,304		45,830	0.091	4,170	2,340	1,830	3,040	C	В	0.77	0.60
	Old 41	Coconut Rd.	6LD		50,575		43,490	0.092	4,000	2,240	1,760	3,040	C	В	0.74	0.58
	Coconut Rd.	S. Project Entrance	6LD		61,670		53,030	0.089	4,720	2,640	2,080	3,040	C	В	0.87	0.68
	S. Project Entrance	N. Project Entrance	6LD		62,014		53,320	0.089	4,750	2,660	2,090	3,040	C	В	0.88	0.69
	N. Project Entrance	Williams Rd.	6LD		62,014		53,320	0.089	4,750	2,660	2,090	3,040	C	В	0.88	0.69
	Williams Rd.	Corkscrew Rd.	6LD		63,378	1.163		0.089	4,850	2,720	2,130	3,040	C	B	0.89	0.70
	Corkscrew Rd.	Koreshan Blvd.	ii 6LD		56,488		48,570	0.090	4,370	2,450	1,920	3,040	Č	В	0.81	0.63
	Koreshan Blvd.	San Carlos Blvd.	6LD		74,860		64,370	0.086	5,540	3,100	2,440	3,040	F	C	1.02	0.80
	San Carlos Blvd.	Alico Rd.	6LD		72,521		62,360	0.086	5,360	2,790	2,570	3,040	C	C	0.92	0.85
	Alico Rd.	Island Park Rd.	6LD		62,050			0.089	4,750	2,470	2,280	3,040	C	C	0.81	0.75
	Island Park Rd.	Jamaica Bay West	6LD		73,926		63,560	0.086	5,470	2,840	2,630	3,040	Č	C	0.93	0.87
	Jamaica Bay West	Six Mile Pkwy.	6LD		66,275		56,990	0.088	5,020	2,610	2,410	3,040	C	C	0.86	0.79
	Six Mile Pkwy.	Daniels Pkwy.	6LD		46,294		43,670	0.090	3,930	1,930	2,000	3,040	В	В	0.63	0.79
	Daniels Pkwy.	College Pkwy.	6LD		56,130		52,950	0.090	4,660	tions and a comment of	of the little way a series of the latest to		C	C	100	
	Daniels Pkwy.	College Fkwy.	OLU	_ =	30,130	1.000	32,930	0.008	4,000	2,280	2,380	3,000	C	U	0.76	0.79

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MPO 2020 FINANCIALLY-FEASIBLE PLAN

TOTAL TRAFFIC

LEVEL OF SERVICE

and a fact of the fact that			(1)	(2)	(3)	(4) PSWDT/		(5)	Two Way	Total Peak Hr	Total Peak Hr	(6)	(6)	(6)	V/C	V/C
ROADWAY	FROM	то	4.4	LOS	FSUTMS		AADT 2020	K100 Factor	Peak Hr Volume		Volume SW	SV @ LOS Std	LOS	LOS	Ratio NE	Ratio
**************				===							=====	=====	===	===	====	====
H.	College Pkwy.	Crystal Dr.	6LD	E	53,836	1.060	50,790	0.089	4,520	2,210	2,310	3,000	В	С	0.74	0.77
VANDERBILT DR.	Bonita Beach Rd.	County Line	4LD	E	33,795	1.307	25,860	0.092	2,380	1,240	1,140	2,030	В	В	0.61	0.56
WILLIAMS RD.	West of U.S. 41	U.S. 41	2LU	Ė	8,801	1.263	6,970	0.128	890	480	410	870	C	C	0.55	0.47
	U.S. 41	Sandy Ln	2LU	E	5,213	1.263	4,130	0.129	530	290	240	870	C	C	0.33	0.28
-	Sandy Ln	River Ranch Rd.	2LU	E	1,334	1.263	1,060	0.131	140	80	60	870	С	C	0.09	0.07
	River Ranch Rd.	Three Oaks Pkwy.	2LU	E	1,233	1.263	980	0.131	130	70	60	870	C	C	0.08	0.07
RIVER RANCH RD.	Williams Rd.	Corkscrew Rd.	2LU	E	3,373	1.263	2,670	0.130	350	160	190	870	С	С	0.18	0.22

FOOTNOTES:

(1) Existing plus future number of lanes.

(2) Lee County roadway LOS standard based on The Lee Plan, Policy 22.1.1. City of Fort Myers LOS standard based on Comprehensive Plan. Collier County roadway LOS standard based on Collier Growth Management Plan. I-75 based on FDOT FIHS standards.

(3) Peak season traffic volumes based on 2020 FSUTMS.

(4) PSADT/AADT factor based on Lee County1999 permanent count station data. For I-75, PSADT/AADT factor reflects data from the FDOT 1999 Florida Traffic Information.

(5) K(100) factors derived from Lee County 1999 permanent count station data. I-75 K(100) factor from the FDOT 1999 Florida Traffic Information.

(6) Lee County Generalized Service Volumes, 02/04/2000.

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY SUPPLEMENTAL INFORMATION

Project #99532

November 6, 2001

Prepared by: DAVID PLUMMER & ASSOCIATES, INC. 1531 Hendry Street Fort Myers, Florida 33901



SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

SUPPLEMENTAL INFORMATION (November 6, 2001)

Introduction

In a memorandum dated October 3, 2001, which is included as Appendix A, the LCDOT Transportation Planning staff disagreed with DPA's conclusion that no roadway segments would fail because of the Simon Suncoast project. This was DPA's conclusion in both the original Comprehensive Plan Amendment Traffic Study dated November 1, 2000, and the Sufficiency Response dated August 24, 2001, which relied on the updated travel model assignments and level of service (LOS) spreadsheets provided by the County staff. In particular, the staff did not accept adjustments that were made in the County's generalized roadway service volumes for two segments of US 41 south of Alico Road.

To resolve this issue, DPA met with the LCDOT staff on October 31, 2001. During this meeting, it was agreed that the County's generalized service volumes should be used in the LOS spreadsheets, in accordance with Lee Plan Policy 22.1.2. These generalized service volumes indicate that there may be level of service deficiencies in 2020 on the two segments of US 41 south of Alico Road with the Simon Suncoast project. It was also agreed, however, that DPA could utilize other, more detailed transportation planning methodologies to determine the appropriate improvements needed to address the apparent LOS deficiencies on US 41.

Accordingly, DPA has completed a traffic engineering evaluation of these two US 41 segments. This engineering evaluation indicates that improvements at key intersections will enhance the carrying capacity of this section of US 41, so that the Lee Plan LOS standard can be met without widening US 41 beyond six lanes or upgrading parallel facilities.

This report provides revised LOS spreadsheets for 2020 traffic conditions under the 2020 Financially-Feasible Transportation Plan, both with and without Simon Suncoast. In addition, the results of the engineering evaluation of this section of US 41 are provided.

Revised Level of Service Spreadsheets

Exhibits 1 and 2 (Revised) are updated versions of the LOS spreadsheets (without and with the Simon Suncoast project, respectively) that were originally prepared by the LCDOT and were subsequently modified by DPA as part of the Sufficiency Response dated August 24, 2001. The spreadsheets have been updated to reflect the County's generalized service volumes for the two segments of US 41 south of Alico Road, in accordance with Lee Plan Policy 22.1.2.



The spreadsheets indicate that there may be level of service deficiencies in 2020 on the two segments of US 41 south of Alico Road with the Simon Suncoast project. However, as will be shown below, these two US 41 segments will operate at or above the Lee Plan LOS standard with improvements at key intersections.

Also, it is important to note the 2020 Financially-Feasible Transportation Plan actually works very well with the Simon Suncoast project. Exhibit 3, which was developed using the levels of service reported in Exhibit 2, shows the 2020 levels of service on roadway segments in south Lee County. All roadway segments in the vicinity of the project operate well above the Lee Plan LOS standard. Other than the two US 41 segments, which can be addressed through intersection improvements, the only deficient segment is the segment on Ben Hill Griffin Parkway just south of Alico Road. This segment fails to meet the County's LOS standard both with and without the Simon Suncoast project.

Unique Characteristics of US 41 South of Alico Road

As noted above, a traffic engineering evaluation of the section of US 41 south of Alico Road indicates that improvements at key intersections will enhance the carrying capacity of this section of US 41, so that the Lee Plan LOS standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities. This is due to the intersection improvements and to the fact that there are several transportation characteristics that are unique to this section of US 41 between Alico Road and Koreshan Boulevard.

Among these unique characteristics are the following:

- While the Lee County Group I service volumes assume a weighted effective green time
 of only 0.46, the actual g/C ratios at all signalized intersections between Alico Road and
 Koreshan Boulevard are currently at 0.50 or higher. As shown in Exhibit 4, the
 County's Signal Operating Plans (SOPs) indicate that the g/C ratio at Constitution
 Boulevard is 0.62 and the g/C ratio at Sanibel Boulevard is 0.50.
- 2. As shown in Exhibit 3, the 2020 Financially-Feasible Transportation Plan (Map 3A) does not include any major east-west roads that cross this section of US 41. All of the roads in the Plan that intersect this section of US 41 are essentially T-intersections. While local access may be provided on the opposite side of US 41, east-west through volumes will be relatively low. As a result, these cross-streets should not draw much green time off of US 41. Therefore, future g/C ratios will remain relatively high.
- 3. According to LCDOT's updated 2020 travel model assignment, which is shown in Exhibit 5, all of the cross-streets (and centroid connectors) along this section of US 41 carry relatively low volumes, with most carrying less than 10,000 vehicles per day. This is another clear indication that these cross-streets will not require a reduction in the g/C ratios on US 41 and, therefore, future g/C ratios will remain relatively high.



- The San Carlos Park area on the east side of US 41 is largely built out. Therefore, volumes onto and off of US 41 from the east will not increase substantially from those found today.
- 5. In the 2020 Plan, two major north-south road improvements east of US 41 (i.e., the new two-lane corridor connecting Oriole Road and Sandy Lane and the four-laning of Three Oaks Parkway) will draw San Carlos Park traffic away from US 41. Therefore, the traffic entering and exiting US 41 from San Carlos Park should decline. (This may be seen in the relatively low assigned traffic volumes on Sanibel Boulevard.) This is another clear indication that these cross-streets will not require a reduction in the g/C ratios on US 41 and, therefore, future g/C ratios will remain relatively high.
- 6. The 2020 Financially-Feasible Transportation Plan includes a grade-separation at the US 41/Alico Road intersection. This eliminates the only major intersection where the g/C ratio on this section of US 41 would be less than 0.50, because this new interchange will allow free-flow conditions on US 41 through this intersection.

Projected 2020 Traffic Volumes on US 41 South of Alico Road

Exhibit 5 shows the relatively low peak season daily volumes assigned by the travel model to the cross-streets (and centroid connectors) along this section of US 41. To perform a traffic engineering evaluation of this section of US 41, it was necessary to convert these daily volumes to peak hour volumes and to assign the peak hour volumes to specific intersections.

The adjustment factors in Exhibit 2 were used to convert the 2020 assigned daily volumes to 2020 peak hour volumes. In addition, the north-south volumes on US 41 were controlled to those reported in Exhibit 2 to ensure consistency.

The side street (and centroid connector) volumes were then assigned to specific intersections based on the travel model assignment and FDOT's access management plan for this section of US 41. FDOT's access management plan for the section of US 41 from Alico Road to Hickory Boulevard, which is now under construction, indicates that there will be full median openings at Babcock Road, Constitution Boulevard, Sanibel Boulevard and Hickory Boulevard. FDOT's access management plan for the Project Development and Environmental (PD&E) Study for US 41 south of San Carlos Boulevard indicates that there will be full median openings at Vintage Parkway and Koreshan Parkway. Of course, these access plans also show directional median openings and right-in/right-out driveways at various locations.

In addition, to be conservative, it was assumed that a full median opening will be located at the new entrance to the B&F Parcel about 1/4 mile north of Sanibel Boulevard on the west side of US 41. This assumption was made with the understanding that the developers of the B&F Parcel have been negotiating with the FDOT regarding a full median opening at this location.

The side street volumes were then assigned to all of the planned access points, including full median



openings, directional median openings and right-in/right-out driveways. The resultant peak hour traffic volumes, at full median openings only, are shown in Exhibit 6.

The traffic volumes shown on Sanibel Boulevard are actually higher than the assigned volumes. Some of the assigned volumes from the centroid connector on the east side of US 41 to the north and from San Carlos Boulevard to the south were reassigned to Sanibel Boulevard, because Sanibel Boulevard has a traffic signal at US 41, and San Carlos Boulevard will only have a directional median opening.

One traffic analysis zone on the west side of US 41 (i.e. TAZ 768) stretches from Constitution Boulevard in the north to Broadway in the south. Traffic from this zone was assigned to several intersections along US 41, including the B&F Parcel.

ART_PLAN Analysis of US 41 South of Alico Road

A review of the traffic projections in Exhibit 6 indicates that four US 41 intersections are likely to be signalized in 2020: Constitution Boulevard, the B&F Parcel, Sanibel Boulevard and Koreshan Parkway. These are shown in Exhibit 7.

The projected volumes at the other full median openings do not appear to warrant signalization. For this reason, DPA performed an ART_PLAN analysis of this section of US 41 assuming four signalized intersections and using the projected volumes shown in Exhibit 6.

First, intersection capacity analyses were performed using the latest Highway Capacity Software (HCS). A standard cycle length of 120 seconds was assumed, and the yellow and all red times were controlled to the existing times found on US 41, as preferred by the LCDOT. Sufficient green time was allocated to the side streets to maintain the Lee Plan LOS standard on the side streets (LOS "E"). Then, the remaining green time was allocated to the north-south traffic.

The results of the HCS analyses are summarized below and provided in detail in Appendix B.

Intersection Levels of Service

		Leve	vice			
Intersection	<u>All</u>	<u>NB</u>	SB	EB	WB	
US 41/Constitution Boulevard	D	D	C	D	D	
US 41/B&F Parcel	C	D	В	E	В	
US 41/Sanibel Boulevard	C	D	В	E	D	
US 41/Koreshan Boulevard	C	D	В	-	D	

As shown above, all intersections operate well above the Lee Plan LOS standard of LOS "E". Furthermore, all of the northbound approaches operate at LOS "D" and all of the southbound



approaches operate at LOS "C" or LOS "B".

The intersection capacity analysis identified a number of intersection improvements that can enhance traffic operations. Most importantly, the construction of dual left-turn lanes at key intersections allows more green time to be allocated to the north-south traffic movements. The recommended intersection improvements are summarized below.

Intersection Improvements

Intersection	<u>Improvements</u>
US 41/Constitution Boulevard	Southbound Dual Left-Turn Lanes
US 41/B&F Parcel	Northbound Dual Left-Turn Lanes Southbound Dual Left-Turn Lanes Eastbound Dual Left-Turn Lanes Westbound Dual Left-Turn Lanes
US 41/Sanibel Boulevard	Southbound Dual Left-Turn Lanes
US 41/Koreshan Boulevard	Southbound Dual Left-Turn Lanes Westbound Dual Left-Turn Lanes

The results of the HCS analyses were input into the ART_PLAN analysis, which is provided in Appendix C. Interestingly, the g/C ratios on US 41 are much higher than the generalized tables assume, but the percentage of turns off of the main road are lower. This is consistent with the observations made above regarding the unique characteristics of this section of US 41.

The results of the ART_PLAN analysis are summarized below.

Segment Levels of Service

	Level of	Service
Roadway Segment	<u>NB</u>	SB
US 41 from Koreshan Blvd. to Sanibel Blvd.	C	C
US 41 from Sanibel Blvd. to B&F Parcel	D	D
US 41 B&F Parcel to Constitution Blvd.	C	C
US 41 from Constitution Blvd. to Alico Rd.	=	C
Overall: US 41 from Koreshan Blvd. to Alico Road	C	C

It should be noted that the northbound level of service would actually be better than indicated if the segment of US 41 from Constitution Boulevard to Alico Road was included in the analysis. A level of service for this segment is not reported because the US 41/Alico Road intersection is shown as a grade-separated interchange in the 2020 Financially-Feasible Transportation Plan, rather than a signalized intersection. This would provide free flow movements through this intersection.

The resultant arterial level of service of LOS "C" in both directions on US 41 is well above the Lee Plan standard of LOS "E". To test the reliability of this conclusion, DPA performed another ART_PLAN analysis with an additional signal at Babcock Road. (This was simply a sensitivity test, because it does not appear that the volumes at Babcock Road would warrant a signal.) This test also resulted in an arterial level of service of LOS "C" in both directions on US 41. This indicates that an acceptable level of service can be maintained on this section of US 41 even if there are more signals on US 41.

Conclusions

As agreed with the County staff, the level of service spreadsheets with and without the Simon Suncoast project were updated to reflect the County's generalized service volumes on all roads in the study area, including the section of US 41 south of Alico Road. These generalized service volumes indicate that there may be level of service deficiencies in 2020 on the two segments of US 41 between Alico Road and Koreshan Boulevard with the Simon Suncoast project.

However, a traffic engineering evaluation of this section of US 41 indicates that improvements at key intersections (i.e. the construction of dual left-turn lanes) will enhance the carrying capacity of this section of US 41, so that the Lee Plan LOS standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities. This is due to both the intersection improvements and to the fact that there are several transportation characteristics that are unique to this section of US 41 between Alico Road and Koreshan Boulevard.



Exhibit 1 (Revised)
Simon Suncoast Comprehensive Plan Amendment Traffic Study
Year 2020 Traffic Conditions Without Project
Directional PM Peak Hour, Peak Season

MPO 2020 Financially-Feasible Highway Plan

Roadway	From	То	# of lanes	LOS std	FSUTMS Volumes	PS factors	2020 AADT		Two way PM peak	D-factors	Peak Dir. Volumes	SV @ LOS Std		eak Dir. OS	V/C ratio
lico Rd	US 41	Railroad	4LD	E	29,913	1.092	27,393	0.111	3,041	0.60		2,030	1	C	0.90
	Railroad	Lee Blvd	6LD	E	51,512		48,007	0.099	4,753	0.60		3,040	1 .	C	0.9
	Lee Blvd	Three Oaks Pkwy	6LD	E	46,740		43,398	0.102	4,427	0.60		3,040	1 1	C	0.8
	Three Oaks Pkwy	1-75	6LD	E	38,124	1.085	35,137	0.107	3,760	0.60	2,256	3,040		C	0.74
	1-75	Ben Hill Griffin Pkwy	6LD	E	25,834	1.096	23,571	0.114	2,687	0.60	1,612	3,040	1	В	0.53
	Ben Hill Griffin Pkwy	East	2LN	E	7,586	1.112	6,822	0.124	846	0.60	508	960		В	0.53
Ionita Beach Rd	Hickory Blvd	Vanderbilt Dr.	4LD	E	41,024	1.271	32,277	0.110	3,550	0.53	1,882	2,030		C	0.93
	Vanderbilt Dr.	US 41	4LD	E	28,442	1.321	21,531	0.116	2,498	0.53	1,324	2,030	1	C	0.65
	US 41	Old 41	4LD	E	17,323	1.365	12,691	0.122	1,548	0.53	821	2,030		В	0.40
	Old 41	Imperial St	4LD	E	31,225	1.184	26,372	0.104	2,743	0.54	1,481	2,030	1 1	C	0.73
	Imperial St	1-75	6LD	E	38,638	1.166	33,137	0.101	3,347	0.54	1,807	3,040		В	0.59
	1-75	Bonita Grade Dr.	4LD	E	17,243	1.218	14,157	0.110	1,557	0.54	841	2,030		В	0.4
	Bonita Grade Dr.	East	4LD	E	29,354	1.189	24,688	0.105	2,592	0.54	1,400	2,030	1	C	0.69
Corkscrew Rd	US 41	Sandy Ln	4LD	E	21,205	1.154	18,375	0.105	1,929	0.50	965	2,030	1	В	0.48
	Sandy Ln	River Ranch Rd	4LD	. E	20,799	1.155	18,008	0.105	1,891	0.50	945	2.030	1	В	0.47
	River Ranch Rd	Three Oaks Pkwy	4LD	E	23,075	1.151	20,048	0.104	2,085	0.50		2,030	1	В	0.5
	Three Oaks Pkwy	1-75	4LD	E	31,792		27,961	0.101	2,824	0.50		2,030	1	C	0.70
	1-75	Ben Hill Griffin Pkwy	4LD	E	26,570		23,205	0.103				2.030	1	В	0.59
	Ben Hill Griffin Pkwy	Wildcat Run	4LD	E	24,737	1.148	21,548	0.104	2,241	0.50		2,030	1 1		0.55
	Wildcat Run	The Habitat	4LD	E	8,957	1.174	7,629	0.109		0.50		2,030	1 1	B B	0.20
	The Habitat	Alico Rd	2LN	E	6,907	1,178	5,863	0.110	1			1,200	1 1	C	0.27
	Alico Rd	East	2LN	. E	7,805	1.176	6,637	0.109		0.50		1,200	1 1	Č	0.30
Coconut Rd	West of US 41	US 41	2LN	E	16,525	1.162	14,221	0.106		0.50		960	L	Č	0.79
330.07.76	TUS 41	Sandy Ln	4LD	E	10,291	1.172	8,781	0.108		0.50		2,030	1	В	0.23
	Sandy Ln	Three Oaks Pkwy	4LD	E	10,423	1.172	8,893	0.108	960	0.50		2,030	1	В	0.24
-75	Immokalee Rd	Bonita Beach Rd	6LF	C	89,661	1.136	78,927	0.097	7,656	0.54		3,970	(1)	D	1.04
	Bonita Beach Rd	Corkscrew Rd	6LF	C	89,499	1.087	82.336	0.099	8,151	0.57		3,970		D	
	Corkscrew Rd	Alico Rd	6LF	Č	91,327	1.087	1000		I the state of the same of	ter 1	4,646	Annual Control			1.17
	Alico Rd	Daniels Pkwy	6LF	! C		1.087	84,017	0.099			4,741	3,970		D	1.19
Old 41		Bonita Beach Rd		E	87,405	7.55	80,409		7,961	0.57	4,538	3,970	(1)	C	1.14
Jiu 41	County Line Bonita Beach Rd	Terry St	4LD 2LN	E	26,510	1.138	23,295	0.098	2,283	0.66		2,030	(0)		0.74
			4LD	Ē	17,458	1.151	15,168	0.101	1,532	0.66		960	(2)	N/A	N/A
8.4	Terry St	Rosemary Rd Cockleshell Dr.	4LD		13,864	1.157	11,983	0.101	1,210			2,030	1	В	0.39
	Rosemary Rd			E	17,001	1.152	14,758	0.101	1,491	0.66		2,030		В	0.48
Sandy In (Ext)	Cockleshell Dr. Alico Rd	US 41	4LD	E	16,216	1,153	14,064	0.101	1,420	0.66		2,030		В	0.46
Sandy Ln (Ext.)		San Carlos Blvd	2LN	E	10,703	1.110	9,642	0.122	1,176			960	1	C	0.74
Graph:	San Carlos Blvd	Koreshan Blvd	2LN	E	13,520	1.227	11,019	0.121	1,333	0.58		960		C	0.81
1 11 11	Koreshan Blvd	Corkscrew Rd	2LN	E	14,504	1.225	11,840	0.121	1,433	0.58		960		D	0.87
	Corkscrew Rd	Williams Rd	2LN	E	11,803	1.232	9,580	0.122	1,169			960	1 1	C	0.71
	Williams Rd	Coconut Rd	2LN	E	12,717	1.229	10,347	0.122	1,262	0.58		960	1	C	0.76
	Coconut Rd	Old 41	2LN	E	11,335	1.233	9,193	0.122	1,122			960	1 1	C	0.68
hree Oaks Pkwy	Daniels Pkwy	Fiddlesticks	4LD	E	26,879	1.095	24,547	0.113				2,030	1 1	С	0.82
	Fiddlesticks	Alico Rd	4LD	E	30,628	1.092	28,048	0.111	3,113			2,030	1 1	C	0.92
	Alico Rd	San Carlos Blvd	4LD	E	27,685	1.094	25,306	0.113		0.60		2,030	100	C	0.85
	San Carlos Blvd	Koreshan Blvd	4LD	E	33,749	1.133	29,787	0.100				2,030	1 1	C	0.73
	Koreshan Blvd	Corkscrew Rd	6LD	E	52,285	1.103	47,403	0.094	4,456	0.50	2,228	3,040		C	0.73
	Corkscrew Rd	Williams Rd	6LD	E	52,395	1.102	47,545	0.094	4,469			3,040		C	0.74
	Williams Rd	Coconut Rd	6LD	E	48,415	1.109	43,656	0.095		0.50		3,040		В	0.68
	Coconut Rd	Strike Ln	4LD	E	37,419	1.127	33,202	0.099		0.50		2,030		C	0.81
	Strike Ln	Terry St	4LD	E	27,381	1.144	23,934	0.103	2,465	0.50	1,233	2,030		В	0.61
reeline Ave	Daniels Pkwy	SWFIA	4LD	E	34,613	1.211	28,582	0.098	2,801	0.51	1,429	2,030		C	0.70
	SWFIA	Alico Rd	6LD	E	50,392	1.164	43,292	0.093	4,026	0.51	2,053	3,040	1	C	0.68
Ben Hill Griffin Pkwy	Alico Rd	FGCU	6LD	E	56,833	1.068	53,214	0.096				3,040	(3)	F	1.01
The state of the s	FGCU	Koreshan Blvd	6LD	E	57,428	1.094	52,494	0.096					1-7	D	0.83
	Koreshan Blvd	Corkscrew Rd	4LD	Ē	28,376	1.142	24,848						1 1	C	0.69

Exhibit 1 (Revised)
Simon Suncoast Comprehensive Plan Amendment Traffic Study
Year 2020 Traffic Conditions Without Project
Directional PM Peak Hour, Peak Season

MPO 2020 Financially-Feasible Highway Plan

					FSUTMS		1	K-100	Two way		Peak Dir.	SV @ LOS	Peak Dir.	
Roadway	From	То	# of lanes	LOS std	Volumes	PS factors	2020 AADT	Factors	PM peak	D-factors	Volumes	Std	LOS	V/C ratio
US 41	County Line	Bonita Beach Rd	6LD	E	56,127	1.134	49,495	0.090	4,455	0.56	2,495	3,040	C	0.82
	Bonita Beach Rd	W. Terry St	6LD	E	61,322	1.120	54,752	0.089			2,729	3,040	C	0.90
	W. Terry St	Old 41	6LD	E	53,903	1.128	47,786	0.091	4,349	0.58	2,522	3,040	C	0.83
	Old 41	South Project's Entr.	6LD	E	49,540	1.139	43,494	0.092	4,001	0.58	2,321	3,040	C	0.76
	South Project's Ent.	Coconut Rd	6LD	E	49,511	1.139	43,469	0.092	3,999	0.58	2,319	3,040	C	0.76
	Coconut Rd	M. Project's Entr.	6LD	E	52,757	1.131	46,646	0.091	4,245	0.58	2,462	3,040	C	0.81
	M. Project's Entr.	N. Project's Entr.	6LD	E	52,757	1.131	46,646	0.091	4,245	0.58	2,462	3,040	C	0.81
	N. Project's Entr.	Williams Rd	6LD	E	50,833	1,136	44,747	0.092	4,117	0.58	2,388	3,040	C	0.79
	Williams Rd	Corkscrew Rd	6LD	E	51,066	1.135	44,992	0.092	4,139	0.58	2,401	3,040	C	0.79
	Corkscrew Rd	Koreshan Blvd	6LD	E	46,054	1.147	40,152	0.093	3,734	0.58	2,166	3,040	C	0.71
	Koreshan Blvd	San Carlos Blvd	6LD	E	62,071	1.108	56,021	0.089	4,986	0.58	2,892	3,040	В	0.95
	San Carlos Blvd	Alico Rd	6LD	E	64,748	1.101	58,808	0.088	5,175	0.58	3,002	3,040	В	0.99
	Alico Rd	Island Park Rd	6LD	E	47,569	1.144	41,581	0.093	3,867	0.58	2,243	3,040	C	0.74
	Island Park Rd	Jamaica Bay West	6LD	E	59,827	1.114	53,705	0.089	4,780	0.58	2,772	3,040	C	0.91
	Jamaica Bay West	Six Mile Pkwy	6LD	E	62,286	1.108	56,215	0.089	5,003	0.58	2,902	3,040	D	0.95
Williams Rd	West US 41	US 41	2LN	E	8,415	1.175	7,162	0.109		0.50	390	870	C	0.45
	US 41	Sandy Ln	2LN	E	5,670	1.180	4,805	0.110		0.50	264	870	C	0.30
	Sandy Ln	River Ranch Rd	2LN	E	7,739	1.176	6,581	0.109	717	0.50	359		C	0.41
	River Ranch Rd	Three Oaks Pkwy	2LN	E	6,159	1.179	5,224	0.110	575	0.50	287	870	C	0.33
River Ranch Rd	Williams Rd	Corkscrew Rd	2LN	E	4,414	1.182		0.110	411	0.50	205	870	C	0.24

Footnotes:

⁽¹⁾ Current FDOT LOS standard on I-75 is LOS "C". However, the Lee Co. MPO assumed that the standard is likely to be adjusted to LOS "D" by 2020 in accordance with FDOT policy, because I-75 will then be in an unbanized area with a population over 500,000.

⁽²⁾ The Lee Plan identifies that section of Old 41 as a "constrained" facility. Therefore, the level of service does not apply.

⁽³⁾ LOS problem without and with Simon Suncoast.

Exhibit 2 (Revised) Simon Suncoast Comprehensive Plan Amendment Traffic Study Year 2020 Traffic Conditions With Project Directional PM Peak Hour, Peak Season

MPO 2020 Financially-Feasible Highway Plan

Roadway	From	To	# of lanes	LOS STD	FSUTMS Volumes	PS factors	2020 AADT	K-100 Factors	Two way PM peak	D-factors	Volumes	SV @ LOS Std		Peak Dir. LOS	V/C ra
lico Rd	US 41	Railroad	4LD	E	24,022	1.098	21,878	0.115	2,516	0.60	1,510	2,030		C	0.74
	Railroad	Lee Blvd	6LD	Ē	47,560	1.077	44,160	0.101	4,460	0.60	2,676	3,040	1	č	0.8
	Lee Blvd	Three Oaks Pkwy	1 6LD		47,889	1.076	44,507	0.101	4.495	0.60		3,040	-		
				птапапапа							2,697		1	C	0.8
	Three Oaks Pkwy	1-75	6LD	. 5	40,257	1.083	37,172	0.106	3,940	0.60	2,364	3,040	1	C	0.7
	1-75	Ben Hill Griffin Pkwy	6LD	. E	27,924	1.094	25,525	0.112	2,859	0.60	1,715	3,040	1 1	B	0.5
	Ben Hill Griffin Pkwy	East	2LN	E	6,364	1.113	5,718	0.124	709	0.60	425	960	1 1	В	0.4
nita Beach Rd	Hickory Blvd	Vanderbilt Dr.	4LD	E	39,497	1.277	30,930	0.110	3,402	0.53	1,803	2,030	1	C	0.8
	Vanderbilt Dr.	US 41	4LD	E	27,832	1.323	21,037	0.117	2,461	0.53	1,305	2,030		C	0.6
	US 41	Old 41	4LD	E	21,306	1.349	15,794	0.120	1.895	0.53	1,004	2,030	1 -	В	0.4
	Old 41	Imperial St	4LD	E	31,400	1.184	26,520	0.104	2,758	0.54	1,489	2.030	1	C	0.7
	Imperial St	1-75	6LD	F	36,378	1.172	31,039	0.102	3,166	0.54	1,710	3,040		В	0.5
Corkscrew Rd	1-75	Bonita Grade Dr.	4LD	F	17,633	1.217	14,489	0.109	1,579	0.54	853	2,030	1	D	0.4
	Bonita Grade Dr.	East	4LD	· E	31,265	1.184	26,406	0.104	2.746	0.54	1,483	2,030	1	B	
	US 41		4LD		17,124							2,030	- 0	, c	0.7
ASCIEW AU		Sandy Ln		. 5		1.161	14,749	0.106	1,563	0.50	782	2,030		В	0.3
	Sandy Ln	River Ranch Rd	4LD	. 5	21,802	1.153	18,909	0.105	1,985	0.50	993	2,030		B	0.4
	River Ranch Rd	Three Oaks Pkwy	4LD	. E	24,496	1.149	21,319	0.104	2,217	0.50	1,109	2,030	1	В	0.5
	Three Oaks Pkwy	1-75	4LD	шшшшшшшшшшш	35,151	1.131	31,080	0.100	3,108	0.50	1,554	2,030		C	0.7
	1-75	Ben Hill Griffin Pkwy	4LD	E	27,494	1.144	24,033	0.103	2,475	0.50	1,238	2,030	1	C	0.6
	Ben Hill Griffin Pkwy	Wildcat Run	; 4LD	. E	24,482	1.149	21,307	0.104	2,216	0.50	1,108	2,030		B	0.5
	Wildcat Run	The Habitat	4LD	E	11,758	1.170	10,050	0.108	1,085	0.50	543	2,030		В	0.2
	The Habitat	Alico Rd	2LN	F	7,264	1.177	6.172	0.109	673	0.50	336	1,200	1- 1	C	0.2
	Alico Rd	East	1 2LN	. =	8.335	1.175	7.094	0.109	773	0.50	387	1,200	1 - 1	č	0.2
Coconut Rd	West of US 41	US 41	2LN	2 -	17,348	1.160	14,955	0.106	1,585	0.50	793	960	1 -1	Č	
	US 41			. 5			14,955		1,505			960	1	<u>.</u>	0.8
		Sandy Ln	: 4LD	=	14,312	1.166	12,274	0.107	1,313	0.50	657	2,030	1 1	В	0.3
	Sandy Ln	Three Oaks Pkwy	4LD	E	21,731	1.153	18,847	0.105	1,979	0.50	989	2,030	P. 0.1	В	0.4
	Immokalee Rd	Bonita Beach Rd	6LF	C	88,987	1.136	78,334	0.097	7,598	0.54	4,103	3,970	(1)	D	1.0
	Bonita Beach Rd	Corkscrew Rd	1 6LF	C	91,518	1.087	84,193	0.099	8,335	0.57	4,751	3,970	(1)	D	1.2
	Corkscrew Rd	Alico Rd	6LF	C	94,602	1.087	87,030	0.099	8,616	0.57	4,911	3,970	(1)	D	1.2
	Alico Rd	Daniels Pkwy	6LF	C	92,261	1.087	84.877	0.099	8.403	0.57	4.790	3,970	(1)	D	1.2
Old 41	County Line	Bonita Beach Rd	4LD	F	25,909	1.138	22,767	0.098	2,231	0.66	1,473	2,030	1	C	0.7
	Bonita Beach Rd	Terry St	I 2LN	F	19,097	1.149	16,621	0.100	1,662	0.66	1,097	960	(2)	N/A	N/
	Terry St	Rosemary Rd	1 4LD	E	16,714	1.153	14,496	0.101	1,464	0.66	966	2,030	(2)	B	0.4
	Rosemary Rd	Cockleshell Dr.	4LD		20,693	1.146	18.057	0.100	1.806	0.66	1,192	2,030	1	B	
B(-) /F	Cockleshell Dr.	US 41										2,030		В	0.5
	Cockieshell Dr.		4LD	: =	20,632	1.147	17,988	0.100	1,799	0.66	1,187	2,030	Î.	В	0.5
Sandy Ln (Ext.)	Alico Rd	San Carlos Blvd	2LN	E .	13,416	1.107	12,119	0.120	1,454	0.60	873	960	1 1	C	0.9
	San Carlos Blvd	Koreshan Blvd	2LN	E	14,758	1.224	12,057	0.121	1,459	0.58	846	960	1 [D	0.8
	Koreshan Blvd	Corkscrew Rd	2LN	E	8,734	1.239	7,049	0.124	874	0.58	507	960	1 1	B	0.5
	Corkscrew Rd	Williams Rd	2LN	E	13,911	1.226	11,347	0.121	1,373	0.58	796	960	-	C	0.8
	Williams Rd	Coconut Rd	2LN	' E	12,699	1.229	10,333	0.122	1,261	0.58	731	960	1	C	0.7
	Coconut Rd	Old 41	1 2LN	Спинининини	7.841	1.241	6,318	0.124	783	0.58	454	960	1 1	В	0.4
ree Oaks Pkwy	Daniels Pkwy	Fiddlesticks	4LD	Ē	26,112	1.096	23,825	0.114	2,716	0.60	1,630	2,030	1 1	Č-	0.8
Timee Caks I kmy	Fiddlesticks	Alico Rd	4LD	-	32,309	1.090	29,641	0.110				2,030	100	- Ď	
	Aller Di			5					3,261	0.60	1,956	2,030	1		0.9
	Alico Rd	San Carlos Blvd	4LD		24,961	1.097	22,754	0.114	2,594	0.60	1,556	2,030		C	0.7
	San Carlos Blvd	Koreshan Blvd	4LD	E	35,324	1.131	31,233	0.100	3,123	0.50	1,562	2,030		C	0.7
	Koreshan Blvd	Corkscrew Rd	6LD	E	54,393	1.099	49,493	0.093	4,603	0.50	2,301	3,040	1.3	C	0.7
	Corkscrew Rd	Williams Rd	6LD	E	57,173	1.094	52,261	0.092	4,808	0.50	2,404	3,040	1	C	0.7
	Williams Rd	Coconut Rd	6LD	E	54,893	1.098	49,994	0.093	4,649	0.50	2,325	3.040		C	0.7
	Coconut Rd	Strike Ln	4LD	E	40,064	1.123	35,676	0.098	3,496	0.50	1.748	2,030	1 1	C	0.8
	Strike Ln	Terry St	4LD	Ē	27,828	1.143	24,346	0.102	2,483	0.50	1,242	2,030	1 1	В	0.6
eeline Ave	Daniels Pkwy	SWFIA	1 4LD		35.944	1.207	29,780	0.098	2,918	0.51	1,488	2,030	1	Č	0.7
om o Mio	SWFIA	Alico Rd	6LD		53,031	1.157	45,835	0.092	4,217	0.51	2,151	3,040		č	0.7
Pan Hill Criffia Dlains	Alico Rd	FGCU		-									(2)	C F	
Ben Hill Griffin Pkwy			6LD	5	58,979	1.066	55,327	0.095	5,256	0.60	3,154	3,040	(3)	-	1.0
	FGCU	Koreshan Blvd	6LD	E	57,729	1.094	52,769	0.096	5,066	0.50	2,533	3,040		D	0.8
	Koreshan Blvd	Corkscrew Rd	4LD	E	35,331	1.131	31,239	0.109	3,405	0.50	1,703	2,030	1 1	C	0.8

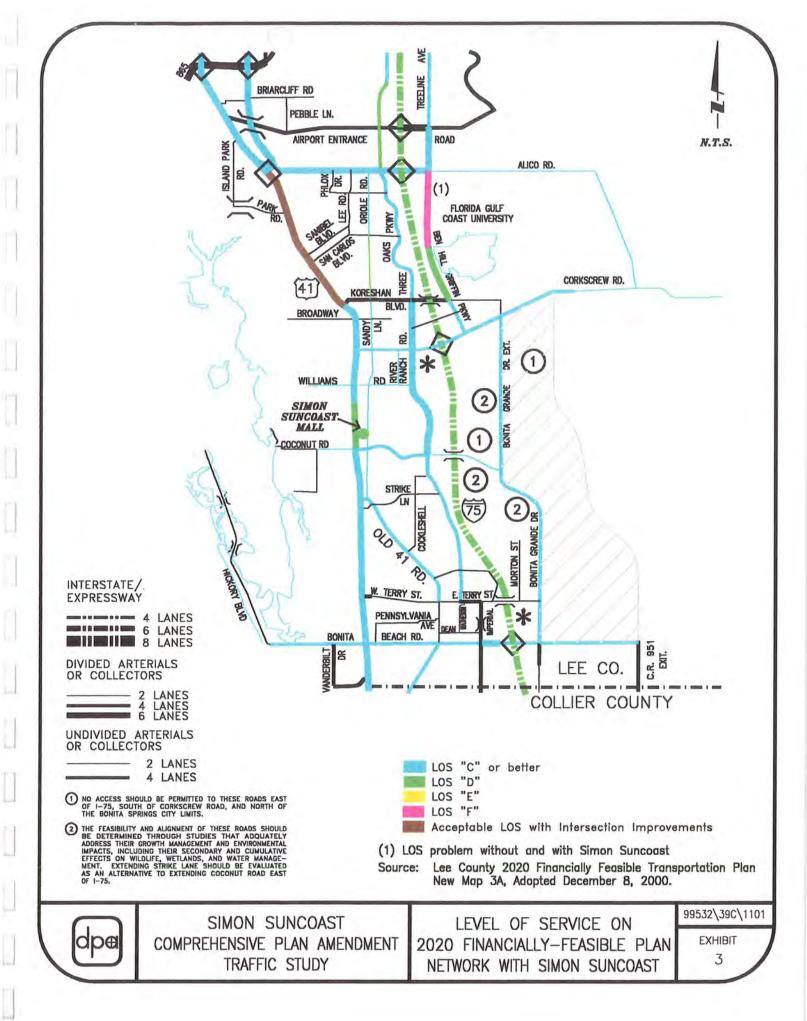
Exhibit 2 (Revised) Simon Suncoast Comprehensive Plan Amendment Traffic Study Year 2020 Traffic Conditions With Project Directional PM Peak Hour, Peak Season

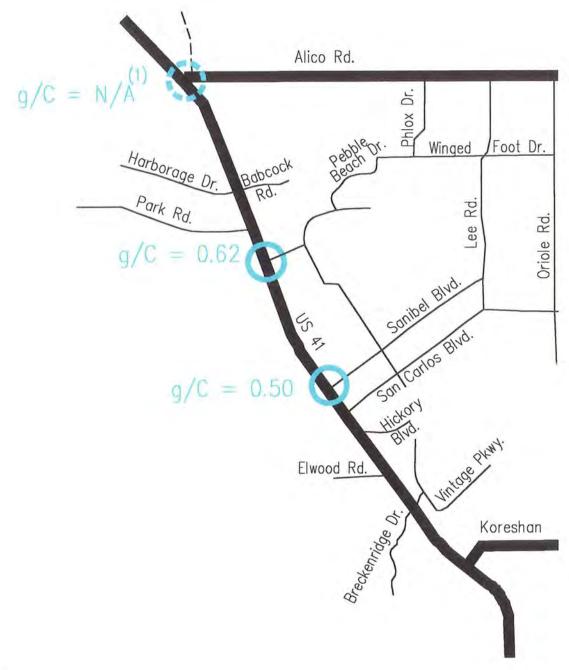
MPO 2020 Financially-Feasible Highway Plan

Dead	F	T-		100-13	FSUTMS		0000 4407	K-100	Two way		Peak Dir.	SV @ LOS	P	eak Dir.	
Roadway	From	То	# of lanes	LOS SIG	Volumes		2020 AADT		PM peak					LOS	V/C ratio
US 41	County Line	Bonita Beach Rd	6LD	E	57,102	1.131	50,488	0.090	4,544	0.56	2,545	3,040		C	0.84
	Bonita Beach Rd	W. Terry St	6LD	E	62,993	1.115	56,496	0.088	4,972	0.56	2,784	3,040		C	0.92
	W. Terry St	Old 41	6LD	E	55,355	1.125	49,204	0.091	4,478	0.58	2.597	3.040		C	0.85
	Old 41	South Project's Entr.	6LD	E	57,689	1.119	51,554	0.090	4,640	0.58	2.691	3.040	1	C	0.89
	South Project's Ent.	Coconut Rd	6LD	E	58,237	1.117	52,137	0.090	4,692	0.58	2.722	3,040		C	0.90
	Coconut Rd	M. Project's Entr.	6LD	E	63,120	1.105	57,122	0.088	5,027	0.58	2,916	3,040	1	D	0.96
	M. Project's Entr.	N. Project's Entr.	6LD	E	63,676	1.104	57,678	0.088	5.076	0.58	2,944	3,040	1-1-	D_	0.97
	N. Project's Entr.	Williams Rd	6LD	E	59,504	1.114	53,415	0.089	4.754	0.58	2,757	3,040	+	C	0.91
	Williams Rd	Corkscrew Rd	6LD	E	57,750	1.119	51,609	0.090	4,645	0.58	2,694	3,040	+	C	0.89
	Corkscrew Rd	Koreshan Blvd	6LD	E	51,785	1.133	45,706	0.092	4,205	0.58	2,439	3,040	****	_c	0.80
	Koreshan Blvd	San Carlos Blvd	6LD	E	68,688	1.092	62,901	0.087	5,472	0.58	3.174	3,040	(4)		888
	San Carlos Blvd	Alico Rd	6LD	E	69,416	1.090	63,684	0.086	5,477	0.58	3,177	3.040	(4)		500
	Alico Rd	Island Park Rd	6LD	E	35,340	1.174	30,102	0.096	2,890	0.58	1,676	3,040	17.7	В	0.55
	Island Park Rd	Jamaica Bay West	6LD	E	48,710	1.141	42,691	0.093	3,970	0.58	2,303	3,040	1	C	0.76
	Jamaica Bay West	Six Mile Pkwy	6LD	E	48,729	1.141	42,707	0.093	3,972	0.58	2,304	3,040	-	_ C	0.76
Williams Rd	West US 41	US 41	2LN	E	9,452	1.174	8.051	0.109	878	0.50	439	870	1	C	0.50
	US 41	Sandy Ln	2LN	F	11,030	1.171	9,419	0.108	1.017	0.50	509	870	1	C	0.58
	Sandy Ln	River Ranch Rd	2LN	E	10,805	1.171	9,227	0.108	997	0.50	498	870	+	C	0.57
	River Ranch Rd	Three Oaks Pkwy	2LN	E	7,870	1.176	6,692	0.109	729	0.50	365	870	1	C	0.42
River Ranch Rd	Williams Rd	Corkscrew Rd	2LN	Ē	7,315	1.243	5,885	0.110	647	0.50	324	870	1-1-	Č	0.37

Footnotes:

Current FDOT LOS standard on I-75 is LOS "C". However, the Lee Co. MPO assumed that the standard is likely to be adjusted to LOS "D" by 2020 in accordance with FDOT policy, because I-75 will then be in an unbanized area with a population over 500,000.
 The Lee Plan identifies that section of Old 41 as a "constrained" facility. Therefore, the level of service does not apply.
 LOS problem without and with Simon Suncoast.
 Acceptable LOS with intersection improvements.





Note:

(1) Future grade-separated interchange.

Source: Lee County DOT Signal Operating Plans.



SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

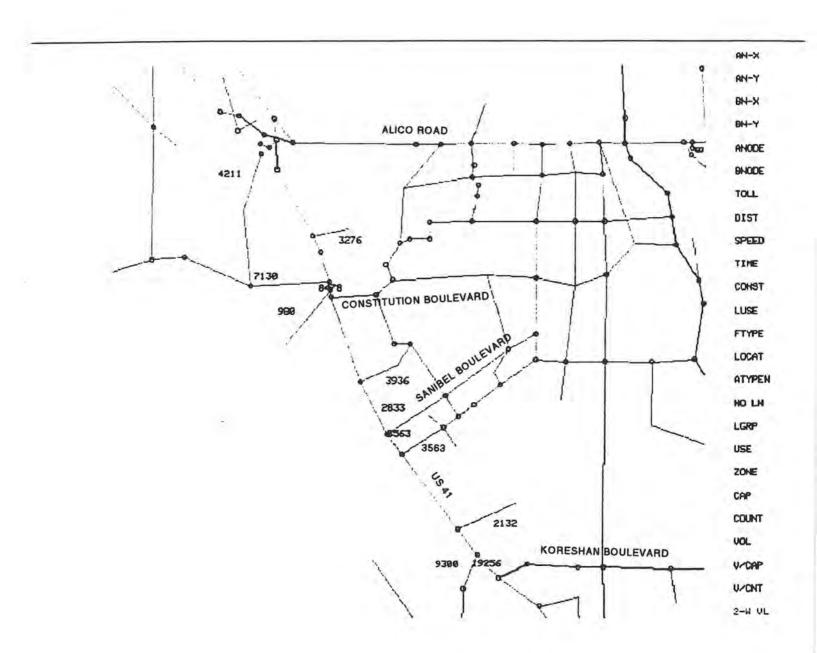
EXISTING g/C RATIOS ON US 41 99532\27B\1101 EXHIBIT

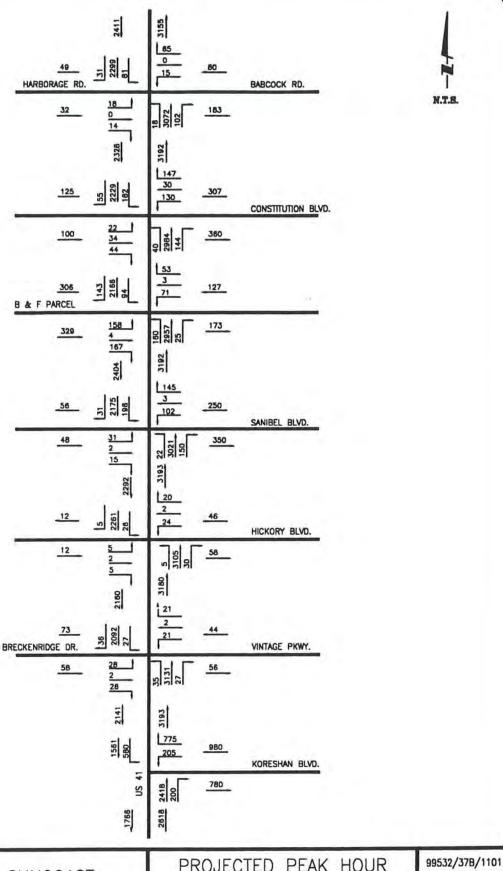
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EXHIBIT 5

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

PROJECTED 2020 PEAK SEASON DAILY VOLUMES FOR 2020 FINANCIALLY-FEASIBLE PLAN WITH SIMON SUNCOAST





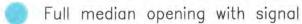


SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

PROJECTED PEAK HOUR VOLUMES BASED ON 2020 FINANCIALLY-FEASIBLE PLAN WITH SIMON SUNCOAST

EXHIBIT





Full median opening

Future grade-separated interchange.

(1) URS Greiner, S.R. 45 Signing and Pavement Marking Plan.

(2) US 41 PD&E Study Collier/Lee Counties Preferred Alternative, Revised February 2, 1998.



SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

FDOT ACCESS MANAGEMENT PLAN WITH PROBABLE SIGNAL LOCATIONS 99532\38B\1100

EXHIBIT

SIMON SUNCOAST PROPOSED TEXT AMENDMENT AND SUPPORTING ANALYSIS

The Applicant requests the addition of the following language to Policy 6.1.2.4(c):

A regional commercial center is permitted in the area in Sections 4 and 9, Township 47 South, Range 25 East, that is bounded to the West by U.S. 41, to the East by the Seminole Gulf Railroad track, to the South by Coconut Road, and to the North by a line located one-half mile North of Coconut Road.

INTRODUCTION

The parcel affected by this Application is the subject of pending applications for a rezoning, a development of regional impact, and a Lee Plan Future Land Use Map amendment. During the review of these applications, Lee County DOT concluded that the portion of Coconut Road that runs East of U.S. 41 would not function as an arterial roadway at the time of the project's buildout. There is no dispute that the rezoning application will be inconsistent with Policy 6.1.2.4 of the Lee Plan if this is, in fact, the case.

For reasons contained herein, the Applicant contends that the pertinent segment of Coconut Road will unquestionably function as an arterial at the time it is connected to Three Oaks Parkway. In an effort to clarify the issue and avoid an unnecessary dispute during the hearing process, however, the Applicant has prepared and filed this application for an amendment to Policy 6.1.2.4(c).

MARKETING AND DEMOGRAPHIC ADVANTAGES OF THE SITE

The Simon Suncoast site is located in the fastest growing portion of Lee County. The 2000 Census indicates that the population in the area between the Collier County line and Alico Road grew 82% between 1990 and 2000. A map showing the population density in this area is attached as Exhibit "A."

The property benefits from its location on US 41, which carries higher volumes of local traffic than I-75, but is only three (3) miles from the nearest interstate interchange. It is nearly equidistant (approximately 16 miles) from the Edison and Coastland Malls, which are the closest regional centers, and is roughly 13 miles from the Bell Tower and Waterside Shops, the two specialty retail centers in the Naples/Fort Myers market. The site is, therefore, perfectly centered to serve the market's impressive growth. There are approximately 81 active residential projects within five (5) miles of the site. The recent

opening of the Hyatt Regency Coconut Point Resort and Spa on Coconut Road will also provide an impetus to additional resort, tourist and residential development in the Estero/Bonita Springs area, thus further increasing the demand for the project.

A graphic setting out in detail the suitability of the property from a marketing perspective is attached as Exhibit "B."

ADEQUACY OF EXISTING AND FUTURE TRANSPORTATION NETWORK

See Exhibit "C" attached.

OTHER PLANNING CONSIDERATIONS

The overall suitability of the site for a regional commercial center is discussed at considerable length in the ADA and the application for the FLUM amendment. In a nutshell, some of the relevant facts are:

- 1. The property is surrounded by collector and arterial roads and approved developments at urban densities and intensities;
- The growth rate for Estero has far outstripped both expectations and the rate for the County as a whole, as shown by building permit data which was included in the map amendment application;
- 3. The project will have access to public water and sewer facilities;
- 4. A LeeTran route currently runs past the property on U.S. 41;
- 5. The amount of environmentally sensitive lands on the site is very limited; and
- 6. The demand for an additional regional center in the Estero area has already been established by the approval of the Gulf Coast Towne Center.

LEE PLAN CONSISTENCY

The proposed regional center is consistent with several provisions of the pending Estero Community plan amendment, including sections relating to public participation, the need for a true town center with public meeting places, and adequate public facilities. The representative for the Steering Committee for the Estero Plan testified during an LPA hearing on the Plan that the scale of the Simon Suncoast project was consistent with the vision statement for the area.

The Applicant, as noted above, contends that the project is consistent with the

current version of Lee Plan Policy 6.1.2.4 and that the requested amendment is nothing more than a clarification of the existing plan. The amendment is also consistent with the following additional Plan provisions:

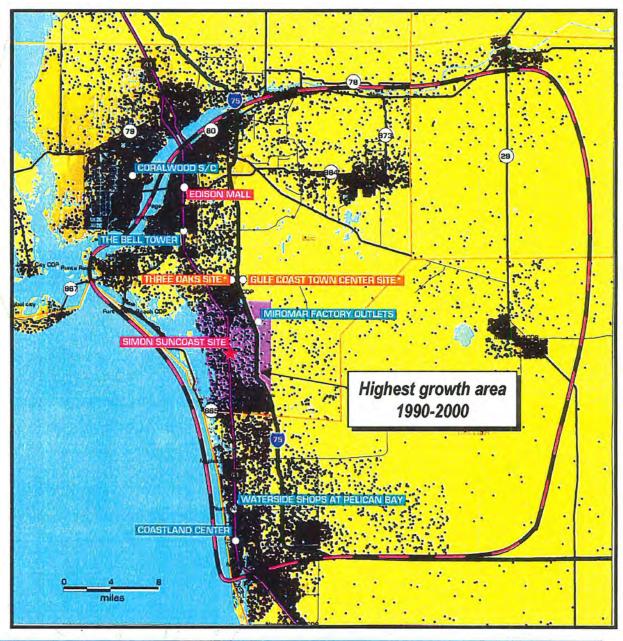
- Policy 1.1.4: Regional centers are permitted in the Urban Community FLUM category, which has been requested in a separate plan amendment application.
- Objective 2.1: Given the location of the property in close proximity to numerous existing and approved urban-style developments, most notably The Brooks, the approval of a regional center on the subject parcel will promote a contiguous and compact growth pattern.
- 3. Objective 2.2: As noted throughout the various applications, the proposed regional center will have access to adequate public facilities.
- 4. Goal 4: The regional center will be part of a large mixed-use development.
- 5. <u>Policy 5.1.5</u>: The subject property does not directly abut any existing residential uses, as it is separated from The Brooks by a railroad line.
- Policy 6.1.4: As noted throughout the various application documents, the project will be compatible with the surrounding neighborhood and will be served by adequate public facilities.
- 7. Policy 6.1.7: As noted above, the project is a large-scale, mixed-use, infill development.

2000 Census Population Density

2000 Population Density
1 Dot = 20 persons

SPG Centers
Competition
Proposed Sites

SIMON SUNCOAST A TOWN CENTER





Market Support Factors

Naples and Ft. Myers are the
#1 and #9 fastest growing markets
in the southeast, respectively.
Growth in these markets has
far outpaced previous
estimates and projections.

SIMON SUNCOAST A TOWN CENTER



SIMON SUNCOAST SITE - ESTERO / BONITA SPRINGS, FL

MARKET SUPPORT FACTORS SUMMARY

		PROPOSED TRADE AREA	TWO COUNTY AREA
POPULATION		THADE AREA	COUNTYALDA
1990 Census		302,471	486,864
2000 Estimate		429,359	692,265
2005 Projection		483,654	780,963
% Compound Annual Change:	1990-2000	3.6%	3.6%
	2000-2005	2.4%	2.4%
HOUSEHOLDS			
1990 Census		123,358	201,680
2000 Estimate		178,157	287,247
2005 Projection		205,810	332,325
% Compound Annual Change:	1990-2000	3.7%	3.6%
	2000-2005	2.9%	3.0%
AVERAGE HOUSEHOLD INCOME			
1989 Actual (as per the 1990 Census)		\$41,214	\$41,619
2000 Estimate		\$63,193	\$62,759
2005 Projection		\$74,015	\$73,118
% Compound Annual Change:	1989-2000	4.0%	3.8%
	2000-2005	3.2%	3.1%
2000 HOUSEHOLD INCOME DISTRIB	UTION		
% \$0 - \$14,999		11.8%	10.9%
% \$15,000 - \$24,999		14.2%	14.5%
% \$25,000 - \$34,999		13.3%	13.9%
% \$35,000 - \$49,999		17.0%	17.8%
% \$50,000 - \$74,999		20.1%	20.3%
% \$75,000 - \$99,999		9.1%	9.0%
% \$100,000 and over		14.5%	13.6%
SHOPPERS GOODS EXPENDITURE P	OTENTIAL (\$ Mil)		
Current Dollars	are a result of the		
1990 Estimate		\$914.7	\$1,507.4
2000 Estimate		\$1,947.7	\$3,118.7
2005 Projection		\$2,635.3	\$4,203.7
% Compound Annual Change:	1990-2000	7.9%	7.5%
	2000-2005	6.2%	6.2%

Source: Applied Geographic Solutions, Inc.

SPG Research, 23-Apr-01

SIMON SUNCOAST (AKA COCONUT POINT) COMPREHENSIVE PLAN AMENDMENT

TRANSPORTATION FACTORS IN SUPPORT OF TEXT AMENDMENT

Transportation Overview

The Simon Suncoast project is a proposed mixed use community with a regional shopping mall centrally located approximately midway between the existing Edison Mall in Fort Myers and Coastland Center Mall in Naples. In addition, the mall is well situated at a major intersection on US 41 where the mall can be served by several north-south and east-west roads.

There are several transportation advantages to this location, including its central location, its location at a major intersection, accessibility via several major roads, and abundant roadway capacity adjacent to the mall. These advantages are fully documented below.

Central Location

As shown in Exhibit 1, the Simon Suncoast Mall is centrally located approximately 14 miles south of the Edison Mall in Fort Myers and 16 miles north of the Coastland Center Mall in Naples. Furthermore, the mall is located approximately midway between the upscale Bell Tower Shops in south Fort Myers and the upscale Waterside Shops in north Naples.

This central location will help reduce long distance shopping trips for Estero and Bonita Springs residents who wish to shop at a regional mall. Exhibit 2 provides an illustration of the current situation, with Estero and Bonita Springs residents needing to travel long distances to shop at the Edison Mall to the north or the Coastland Center Mall to the south.

A new mall at the Simon Suncoast location will provide much closer shopping opportunities for Estero and Bonita Springs residents. It will no longer be necessary to travel several miles to the north on US 41 or I-75 to reach the Edison Mall or several miles to the south on US 41 or I-75 to reach the Coastland Center Mall. This is illustrated in Exhibit 3.

Location at a Major Intersection

As shown in Exhibit 4, the Simon Suncoast Mall is located in the northeast corner of the US 41/Coconut Road intersection. This location will allow traffic to approach the mall from the north, south, east and west.





US 41 is a principal arterial connecting the major urban areas along the Gulf Coast. US 41 also serves as the primary commercial hub in Southwest Florida. All four of the existing regional malls in Southwest Florida are located on US 41: the Sarasota Square Shopping Centre; the Port Charlotte Town Center; the Edison Mall in Fort Myers; and the Coastland Center Mall in Naples.

The section of US 41 passing the mall site is scheduled for widening to six lanes in the FDOT Adopted Work Program in 2005. However, the Governor has announced that, as part of an economic stimulus package, the widening of this section of US 41 will be moved up to June 2002.

Coconut Road is shown on Map 3A of The Lee Plan as a major east-west road that will eventually extend from west of US 41 to east of I-75 and will intersect US 41, Sandy Lane, Three Oaks Parkway and the CR 951 Extension. Coconut Road east of US 41 is recognized by the MPO in its 2020 travel model network as an arterial and is shown in new Map 3B of The Lee Plan as an arterial.

Furthermore, Coconut Road between US 41 and Three Oaks Parkway was designed to meet arterial road design standards and was constructed to those standards. The Typical Section for Coconut Road, which was approved by Lee County on October 27, 1998, includes a note (Typical Section Note 9), which is included in Appendix A, that states: "It is intended that Coconut Road will meet arterial design standards and will function as an arterial road upon its connection to the extension of Three Oaks Parkway in the future."

The Three Oaks Parkway Extension south to Coconut Road will be completed within a year. As stated by the Lee County DOT engineer in charge of the County portion of this project in an article in the Bonita Daily News on July 9, 2001: "Even by next year, when the part from Corkscrew to Williams gets done, it's going to give us some nice circulation all the way from Corkscrew to Coconut."

Finally, Coconut Road between US 41 and Three Oaks Parkway has an access management plan that meets the Lee County Land Development Code requirements for an arterial. In the Coconut Road Access Management Plan dated July 22, 1998, which is included in Appendix B, most access points are over 1,000 feet apart and none are closer than 660 feet apart.

Accessibility Via Several Major Roads

The location of the mall at the intersection of US 41 and Coconut Road offers several advantages in terms of the site's accessibility from several different directions on several different major roads. This is illustrated in Exhibit 5.

Of course, the mall site can be reached from the north and the south via US 41. However, as many as four other major north-south roads will allow traffic from the north and south to reach the mall without traveling on US 41.

First, traffic from the north and the south can reach the mall by using Three Oaks Parkway along



with Coconut Road or Williams Road. Approximately two miles of Three Oaks Parkway from Williams Road to south of Coconut Road is under construction and nearing completion by The Brooks. The section of Three Oaks Parkway between Corkscrew Road and Williams Road is currently under construction by Lee County and will be completed within the next year. Finally, the portion of Three Oaks Parkway from The Brooks to East Terry Street is scheduled for construction in the Lee County Capital Improvement Program in the year 2005. (The City of Bonita Springs is considering options for advancing the construction of Three Oaks Parkway south to East Terry Street.)

In addition, Map 3A in The Lee Plan (Exhibit 4) includes a new north-south road, referred to as the Sandy Lane Extension, as a major two-lane road extending from Alico Road in the north to Old 41 in the south. This new road, which will connect Alico Road, Koreshan Parkway, Corkscrew Road, Williams Road, Coconut Road and Old 41, passes immediately east of the Simon Suncoast Mall.

The Applicant has taken several steps to advance the construction of this road. First, the Applicant will construct the Sandy Lane Extension as four-lane divided roadway on site between Williams Road and Coconut Road. The capacity for two of these lanes will serve on-site development, while the capacity of the other two lanes will serve the general public, since they are, in effect, the two lanes identified in the MPO and County long range transportation plans. In addition, the Applicant is reserving right-of-way on it's property for the continuation of this road south toward Old 41. The Applicant is also working with property owners to the north to assemble the right-of-way needed to construct Sandy Lane between Corkscrew Road and Williams Road.

Map 3A in The Lee Plan (Exhibit 4) also includes a CR 951 Extension from the Lee/Collier County Line to Corkscrew Road. The new road east of I-75 will connect the Coconut Road Extension with Corkscrew Road (and possibly Alico Road) to the north and Bonita Beach Road and Immokalee Road to the south. Once constructed, this road would provide another way to reach the mall.

Although an I-75 interchange at Coconut Road is currently not included in the I-75 Master Plan, there is much interest in a new interchange at Coconut Road. With this in mind, the long-range transportation plans of both the MPO and the County were developed in a way that would allow an interchange at Coconut Road, if the need arises.

Finally, many residents can reach the mall without traveling on US 41 via several secondary roads. These include Williams Road, Fountain Lakes Boulevard, Pelican Pointe Boulevard, Coconut Road west of US 41 and Pelican Colony Boulevard.

In sum, residents will be able to reach the mall via US 41 and Three Oaks Parkway immediately and via Sandy Lane, the CR 951 Extension and possibly I-75 in the future. In addition, there are several secondary roads that people can use to reach the mall. Exhibit 6 provides a close-in view of the different roads that can be used to access the site from several different directions.



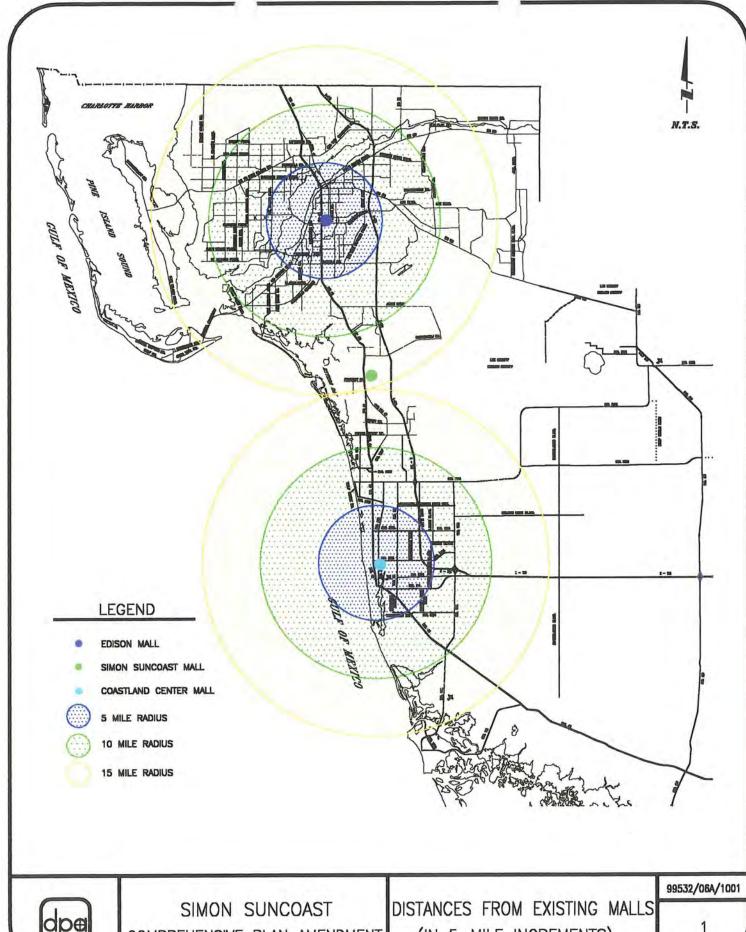
Abundant Roadway Capacity Serving the Mall

As shown in Exhibit 7, there will be a total of 16 travel lanes providing access to the mall. This includes six lanes on US 41, four lanes on Coconut Road, four lanes on Sandy Lane and two lanes on Williams Road. This provides abundant roadway capacity adjacent to the mall.

As shown below, the 16 travel lanes providing access to the Simon Suncoast Mal compares favorably to the other malls in Southwest Florida. Drawings showing the number of travel lanes serving each mall are provided in Appendix C. These drawings show existing lanes plus those scheduled for construction.

Name	Number of Travel Lanes
Sarasota Square Shopping Centre	16
Port Charlotte Town Center	16
Edison Mall	15
Gulf Coast Town Center (Proposed)	7
Simon Suncoast Mall (Proposed)	16
Coastland Center Mall	20

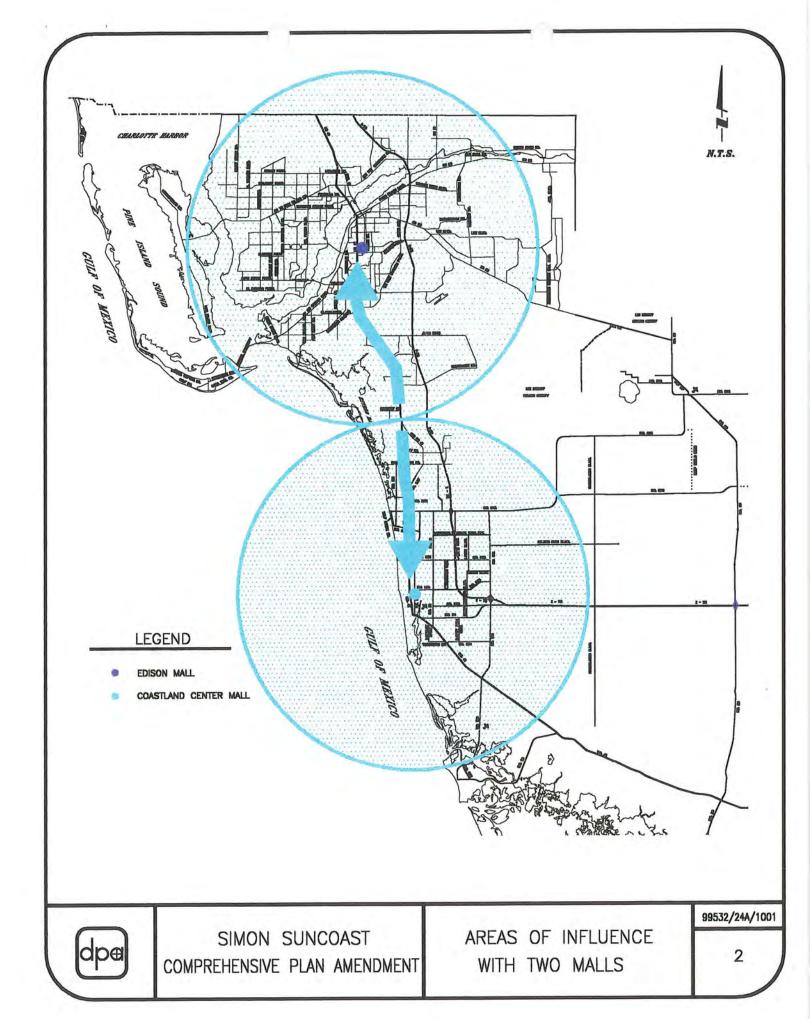
Finally, a travel model assignment was conducted by the Lee County DOT staff to test the adopted 2020 Financially-Feasible Plan with the proposed Simon Suncoast Mall. This travel model assignment indicated that all roads in the vicinity of the mall (i.e. within three miles) will operate at the adopted Lee Plan level of service standard in 2020.

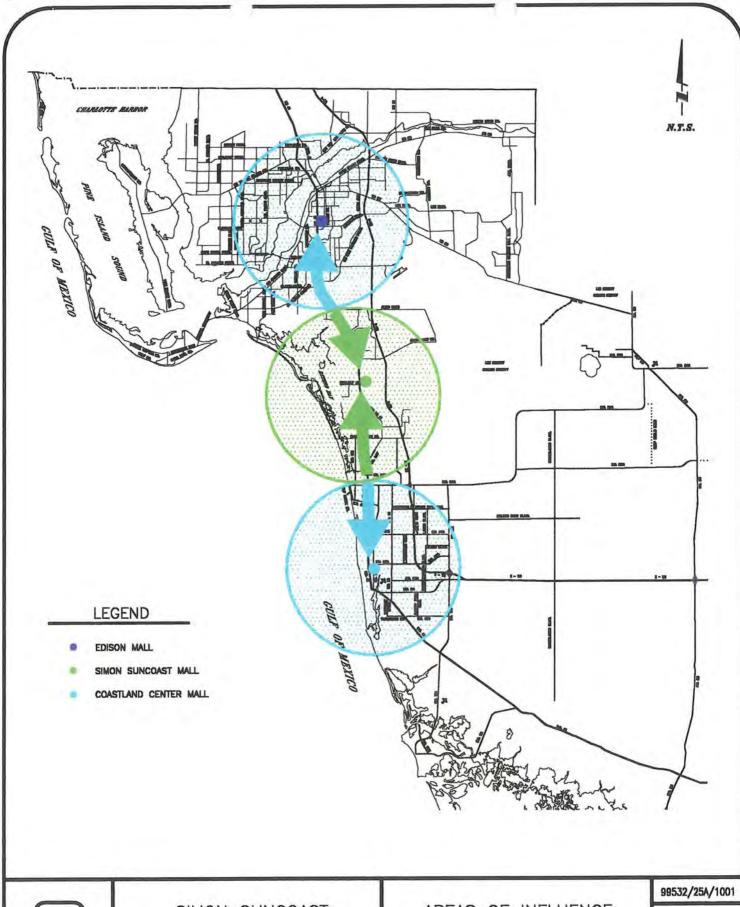




COMPREHENSIVE PLAN AMENDMENT

(IN 5-MILE INCREMENTS)

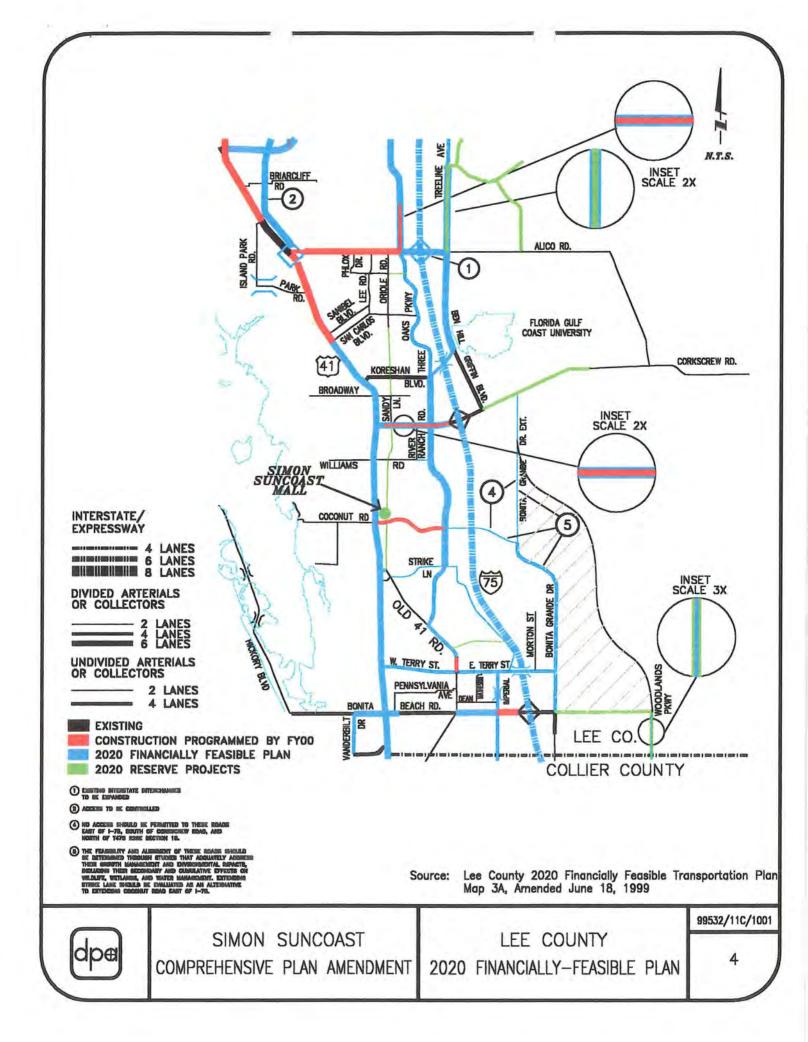


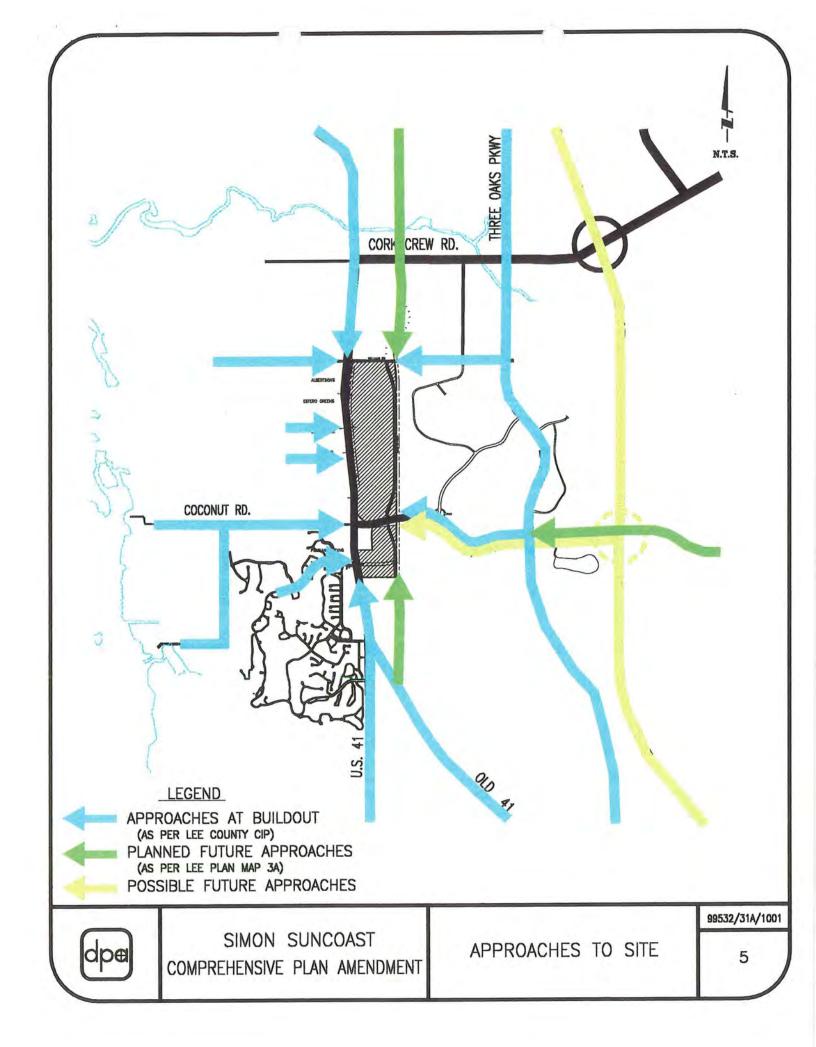


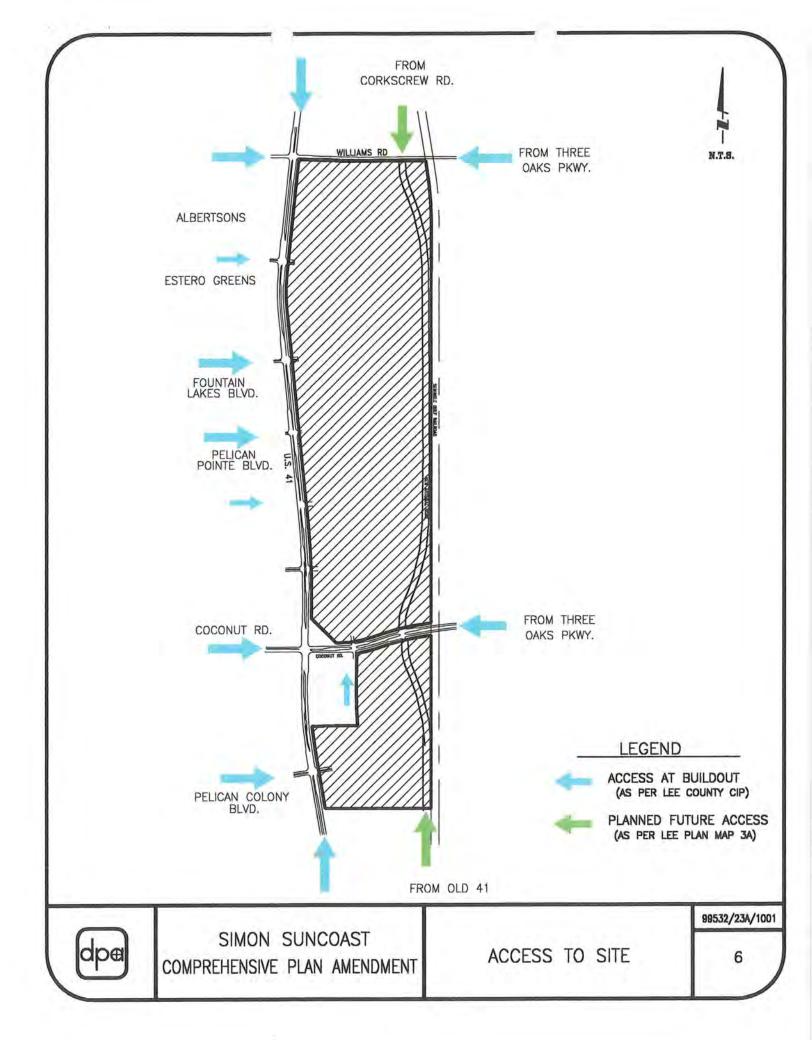


SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT

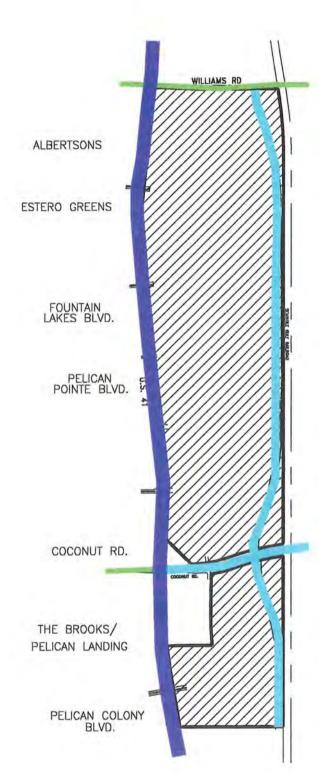
AREAS OF INFLUENCE WITH THREE MALLS











16 Lanes Around Mall

- 6 Lanes on US 41
- 4 Lanes on Coconut Road
- 4 Lanes on Sandy Lane
- 2 Lanes on Williams Road

LEGEND

2 LANES

4 LANES

6 LANES



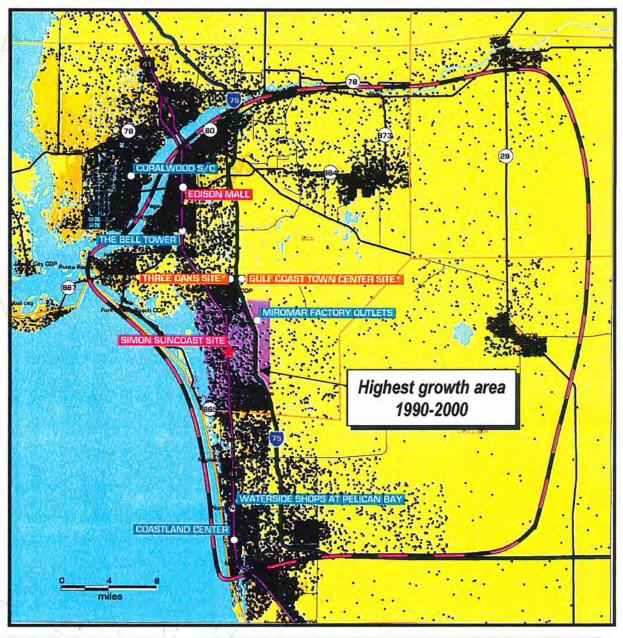
SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT

LANES AROUND SIMON SUNCOAST MALL 99532/30A/1001

2000 Census Population Density



SIMON SUNCOAST A TOWN CENTER





Market Support Factors

Naples and Ft. Myers are the
#1 and #9 fastest growing markets
in the southeast, respectively.
Growth in these markets has
far outpaced previous
estimates and projections.

SIMON SUNCOAST A TOWN CENTER



SIMON SUNCOAST SITE - ESTERO / BONITA SPRINGS, FL

MARKET SUPPORT FACTORS SUMMARY

		PROPOSED TRADE AREA	TWO COUNTY AREA
POPULATION		INAUE AREA	COUNTY AREA
1990 Census		302,471	486,864
2000 Estimate		429,359	692,265
2005 Projection		483,654	780,963
% Compound Annual Change:	1990-2000	3.6%	3.6%
	2000-2005	2.4%	2.4%
HOUSEHOLDS			
1990 Census		123,358	201,680
2000 Estimate		178,157	287,247
2005 Projection		205,810	332,325
% Compound Annual Change:	1990-2000	3.7%	3.6%
	2000-2005	2.9%	3.0%
AVERAGE HOUSEHOLD INCOME			
1989 Actual (as per the 1990 Census)		\$41,214	\$41,619
2000 Estimate		\$63,193	\$62,759
2005 Projection		\$74,015	\$73,118
% Compound Annual Change:	1989-2000	4.0%	3.8%
	2000-2005	3.2%	3.1%
2000 HOUSEHOLD INCOME DISTRIB	UTION		
% \$0 - \$14,999		11.8%	10.9%
% \$15,000 - \$24,999		14.2%	14.5%
% \$25,000 - \$34,999		13.3%	13.9%
% \$35,000 - \$49,999		17.0%	17.8%
% \$50,000 - \$74,999		20.1%	20.3%
% \$75,000 - \$99,999		9.1%	9.0%
% \$100,000 and over		14.5%	13.6%
SHOPPERS GOODS EXPENDITURE P	OTENTIAL (\$ Mil)		
Current Dollars			
1990 Estimate		\$914.7	\$1,507.4
2000 Estimate		\$1,947.7	\$3,118.7
2005 Projection		\$2,635.3	\$4,203.7
% Compound Annual Change:	1990-2000	7.9%	7.5%
	2000-2005	6.2%	6.2%

Source: Applied Geographic Solutions, Inc.
SPG Research, 23-Apr-01

SIMON SUNCOAST (AKA COCONUT POINT) COMPREHENSIVE PLAN AMENDMENT

TRANSPORTATION FACTORS IN SUPPORT OF TEXT AMENDMENT

Transportation Overview

The Simon Suncoast project is a proposed mixed use community with a regional shopping mall centrally located approximately midway between the existing Edison Mall in Fort Myers and Coastland Center Mall in Naples. In addition, the mall is well situated at a major intersection on US 41 where the mall can be served by several north-south and east-west roads.

There are several transportation advantages to this location, including its central location, its location at a major intersection, accessibility via several major roads, and abundant roadway capacity adjacent to the mall. These advantages are fully documented below.

Central Location

As shown in Exhibit 1, the Simon Suncoast Mall is centrally located approximately 14 miles south of the Edison Mall in Fort Myers and 16 miles north of the Coastland Center Mall in Naples. Furthermore, the mall is located approximately midway between the upscale Bell Tower Shops in south Fort Myers and the upscale Waterside Shops in north Naples.

This central location will help reduce long distance shopping trips for Estero and Bonita Springs residents who wish to shop at a regional mall. Exhibit 2 provides an illustration of the current situation, with Estero and Bonita Springs residents needing to travel long distances to shop at the Edison Mall to the north or the Coastland Center Mall to the south.

A new mall at the Simon Suncoast location will provide much closer shopping opportunities for Estero and Bonita Springs residents. It will no longer be necessary to travel several miles to the north on US 41 or I-75 to reach the Edison Mall or several miles to the south on US 41 or I-75 to reach the Coastland Center Mall. This is illustrated in Exhibit 3.

Location at a Major Intersection

As shown in Exhibit 4, the Simon Suncoast Mall is located in the northeast corner of the US 41/Coconut Road intersection. This location will allow traffic to approach the mall from the north, south, east and west.





US 41 is a principal arterial connecting the major urban areas along the Gulf Coast. US 41 also serves as the primary commercial hub in Southwest Florida. All four of the existing regional malls in Southwest Florida are located on US 41: the Sarasota Square Shopping Centre; the Port Charlotte Town Center; the Edison Mall in Fort Myers; and the Coastland Center Mall in Naples.

The section of US 41 passing the mall site is scheduled for widening to six lanes in the FDOT Adopted Work Program in 2005. However, the Governor has announced that, as part of an economic stimulus package, the widening of this section of US 41 will be moved up to June 2002.

Coconut Road is shown on Map 3A of The Lee Plan as a major east-west road that will eventually extend from west of US 41 to east of I-75 and will intersect US 41, Sandy Lane, Three Oaks Parkway and the CR 951 Extension. Coconut Road east of US 41 is recognized by the MPO in its 2020 travel model network as an arterial and is shown in new Map 3B of The Lee Plan as an arterial.

Furthermore, Coconut Road between US 41 and Three Oaks Parkway was designed to meet arterial road design standards and was constructed to those standards. The Typical Section for Coconut Road, which was approved by Lee County on October 27, 1998, includes a note (Typical Section Note 9), which is included in Appendix A, that states: "It is intended that Coconut Road will meet arterial design standards and will function as an arterial road upon its connection to the extension of Three Oaks Parkway in the future."

The Three Oaks Parkway Extension south to Coconut Road will be completed within a year. As stated by the Lee County DOT engineer in charge of the County portion of this project in an article in the Bonita Daily News on July 9, 2001: "Even by next year, when the part from Corkscrew to Williams gets done, it's going to give us some nice circulation all the way from Corkscrew to Coconut."

Finally, Coconut Road between US 41 and Three Oaks Parkway has an access management plan that meets the Lee County Land Development Code requirements for an arterial. In the Coconut Road Access Management Plan dated July 22, 1998, which is included in Appendix B, most access points are over 1,000 feet apart and none are closer than 660 feet apart.

Accessibility Via Several Major Roads

The location of the mall at the intersection of US 41 and Coconut Road offers several advantages in terms of the site's accessibility from several different directions on several different major roads. This is illustrated in Exhibit 5.

Of course, the mall site can be reached from the north and the south via US 41. However, as many as four other major north-south roads will allow traffic from the north and south to reach the mall without traveling on US 41.

First, traffic from the north and the south can reach the mall by using Three Oaks Parkway along



with Coconut Road or Williams Road. Approximately two miles of Three Oaks Parkway from Williams Road to south of Coconut Road is under construction and nearing completion by The Brooks. The section of Three Oaks Parkway between Corkscrew Road and Williams Road is currently under construction by Lee County and will be completed within the next year. Finally, the portion of Three Oaks Parkway from The Brooks to East Terry Street is scheduled for construction in the Lee County Capital Improvement Program in the year 2005. (The City of Bonita Springs is considering options for advancing the construction of Three Oaks Parkway south to East Terry Street.)

In addition, Map 3A in The Lee Plan (Exhibit 4) includes a new north-south road, referred to as the Sandy Lane Extension, as a major two-lane road extending from Alico Road in the north to Old 41 in the south. This new road, which will connect Alico Road, Koreshan Parkway, Corkscrew Road, Williams Road, Coconut Road and Old 41, passes immediately east of the Simon Suncoast Mall.

The Applicant has taken several steps to advance the construction of this road. First, the Applicant will construct the Sandy Lane Extension as four-lane divided roadway on site between Williams Road and Coconut Road. The capacity for two of these lanes will serve on-site development, while the capacity of the other two lanes will serve the general public, since they are, in effect, the two lanes identified in the MPO and County long range transportation plans. In addition, the Applicant is reserving right-of-way on it's property for the continuation of this road south toward Old 41. The Applicant is also working with property owners to the north to assemble the right-of-way needed to construct Sandy Lane between Corkscrew Road and Williams Road.

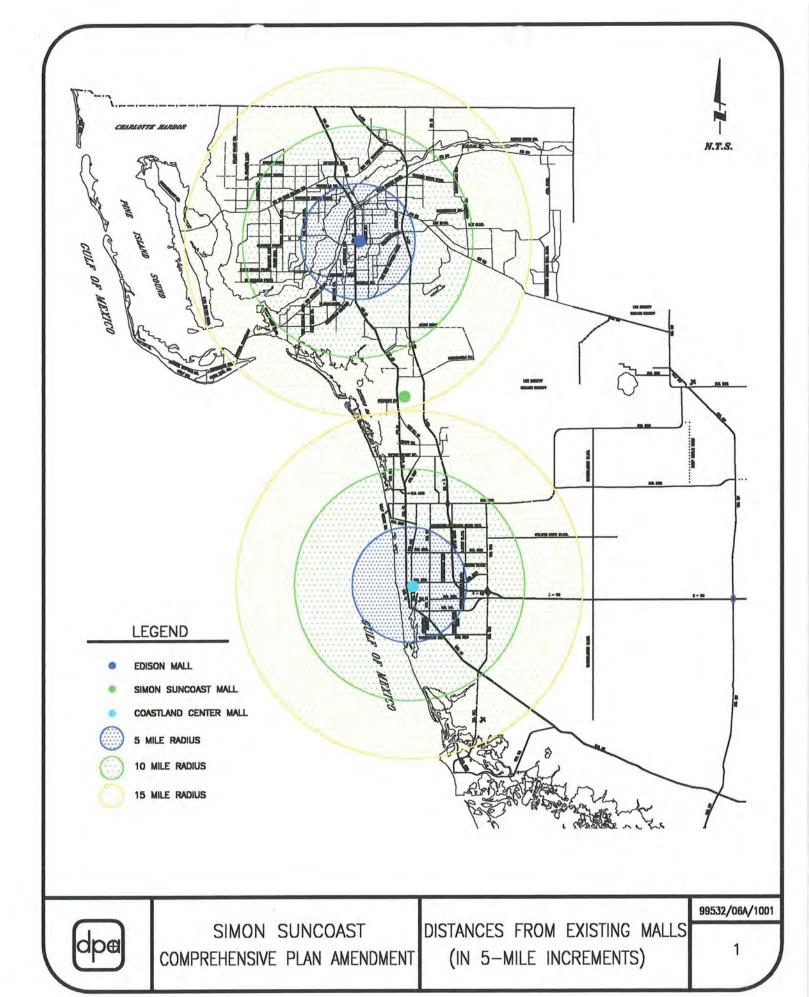
Map 3A in The Lee Plan (Exhibit 4) also includes a CR 951 Extension from the Lee/Collier County Line to Corkscrew Road. The new road east of I-75 will connect the Coconut Road Extension with Corkscrew Road (and possibly Alico Road) to the north and Bonita Beach Road and Immokalee Road to the south. Once constructed, this road would provide another way to reach the mall.

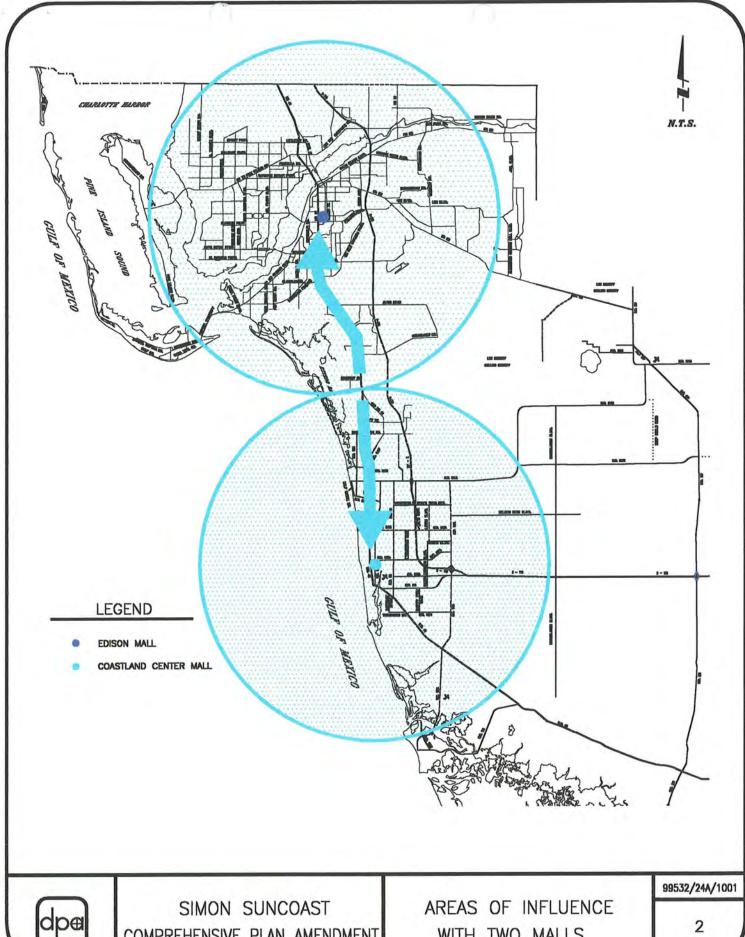
Although an I-75 interchange at Coconut Road is currently not included in the I-75 Master Plan, there is much interest in a new interchange at Coconut Road. With this in mind, the long-range transportation plans of both the MPO and the County were developed in a way that would allow an interchange at Coconut Road, if the need arises.

Finally, many residents can reach the mall without traveling on US 41 via several secondary roads. These include Williams Road, Fountain Lakes Boulevard, Pelican Pointe Boulevard, Coconut Road west of US 41 and Pelican Colony Boulevard.

In sum, residents will be able to reach the mall via US 41 and Three Oaks Parkway immediately and via Sandy Lane, the CR 951 Extension and possibly I-75 in the future. In addition, there are several secondary roads that people can use to reach the mall. Exhibit 6 provides a close-in view of the different roads that can be used to access the site from several different directions.

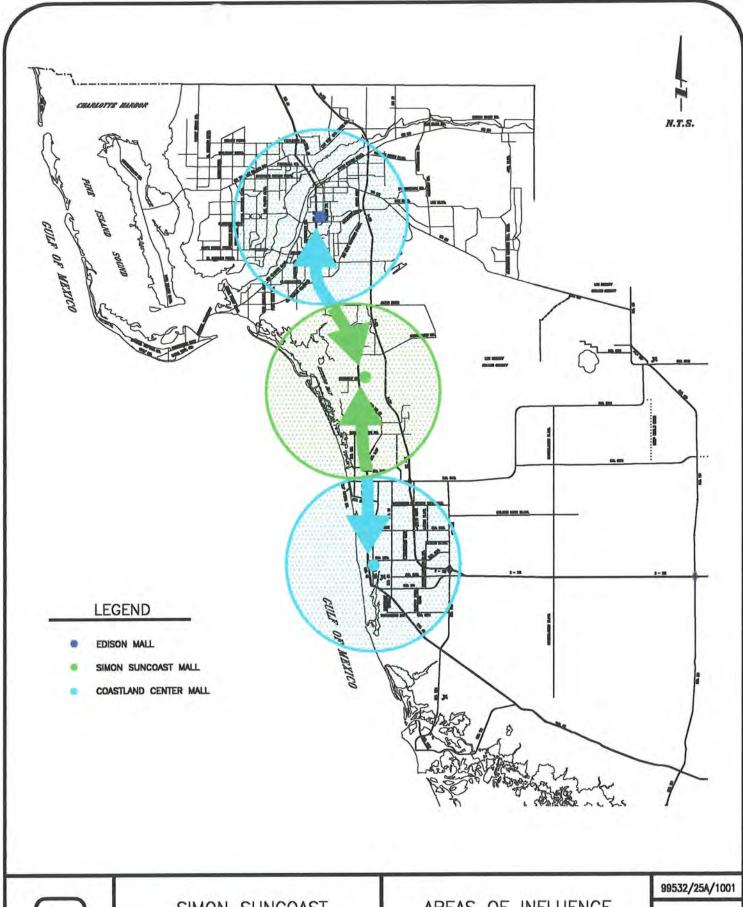






COMPREHENSIVE PLAN AMENDMENT

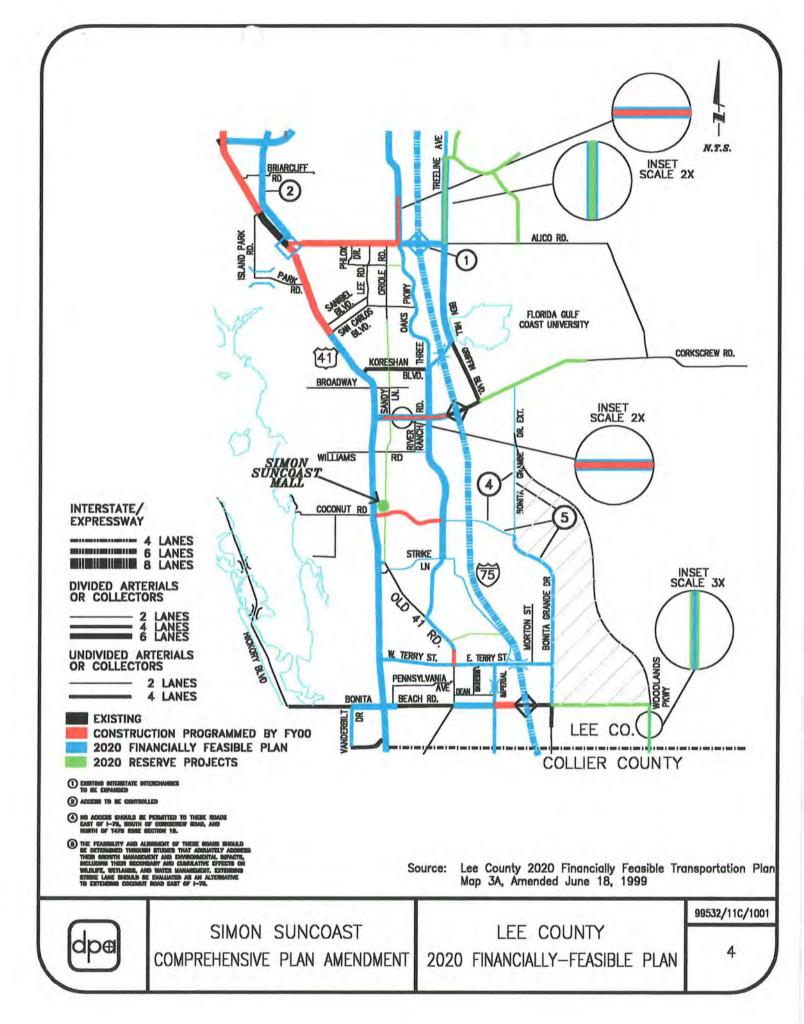
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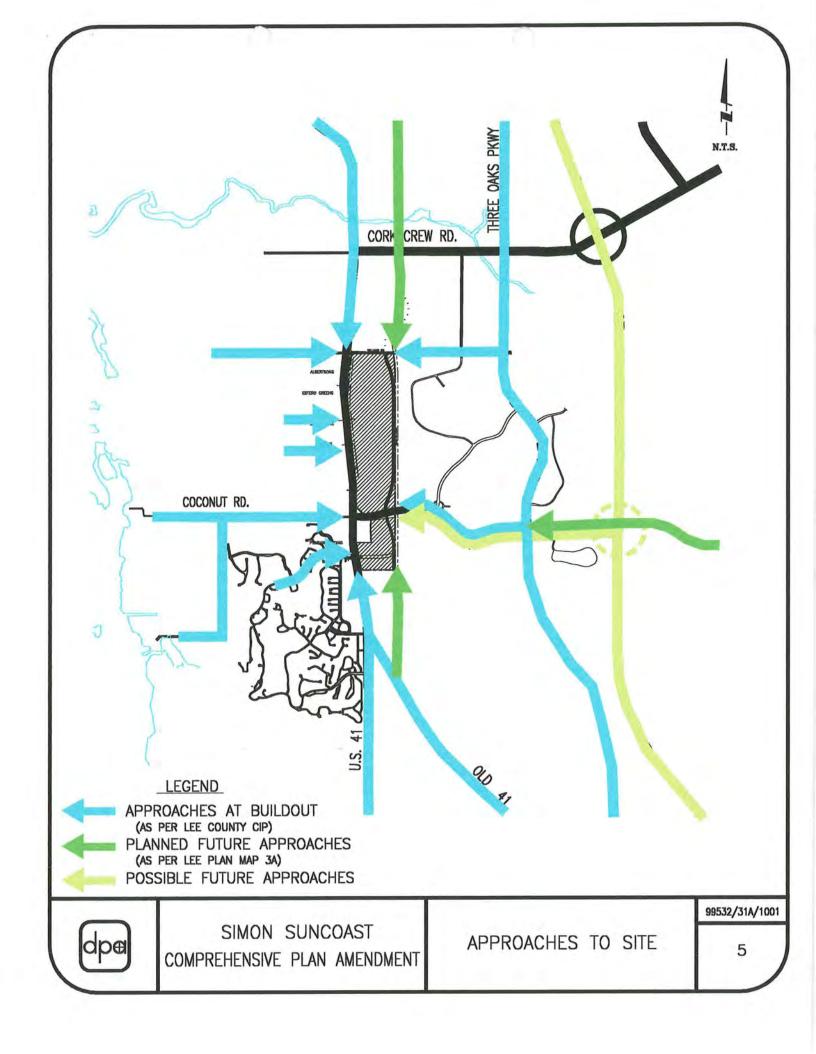


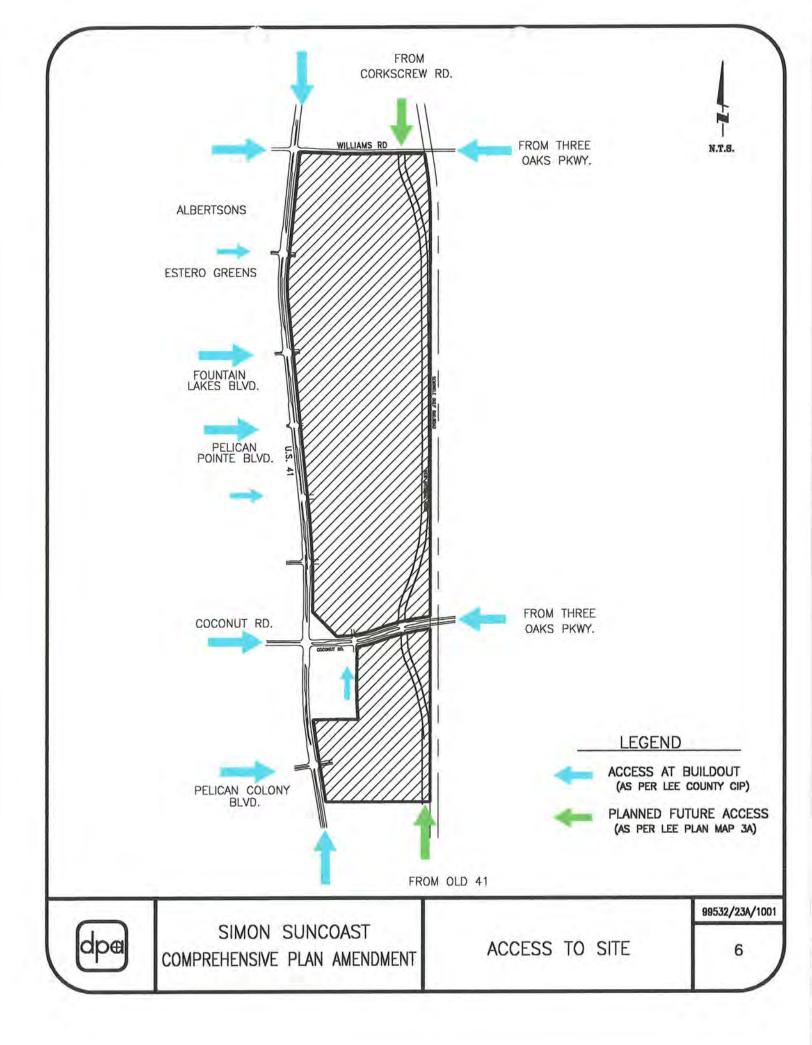


SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT

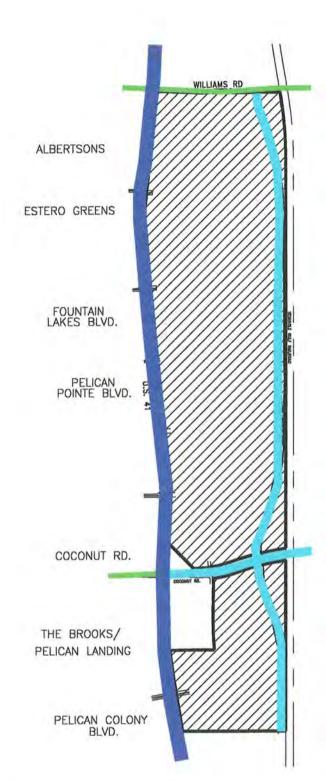
AREAS OF INFLUENCE WITH THREE MALLS











16 Lanes Around Mall

- 6 Lanes on US 41
- 4 Lanes on Coconut Road
- 4 Lanes on Sandy Lane
- 2 Lanes on Williams Road

LEGEND

2 LANES

4 LANES

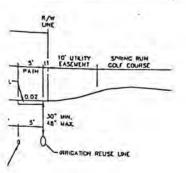
6 LANES

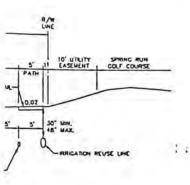


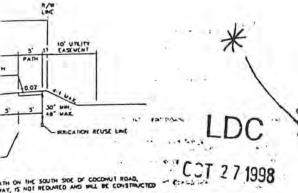
SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT

LANES AROUND SIMON SUNCOAST MALL 99532/30A/1001

APPENDIX A COCONUT ROAD TYPICAL SECTION NOTE 9







LTH ON THE SOUTH SIDE OF COCOMUT ROAD, TAY, IS NOT REQUATED AND WILL BE CONSTRUCTED LONGS.

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GENERAL DEVELOPMENT NOTES

- CONSTRUCTION TO BE IN ACCOMDANCE WITH F.D.D.T. STANDARD SPECIFICATIONS FOR DE AND BROCE CONSTRUCTION, LATEST EDITION, AND THE LEE COUNTY DEPARTMENT TRANSPORTATION STANDARDS.
- THE SHE CAN BE SAFELY USED FOR BURDING PURPOSES WITHOUT UNDER DANCER FROM FLOODS OR ADVERSE SOIL OR FOUNDATION CONDITIONS SUBJECT TO SUBJURIANCE SOIL EXPLORATION AND DESIGN OF EACH STRUCTURE BY AN ARCHIECT OR DECISIONICAL ENGINEER.
- THE CONTRACTOR SHALL RETAIN ON THE WORK SITE AT ALL TIMES COMES OF ALL PERMITS NECESSARY FOR CONSTRUCTION.
- THE CONTRACTOR SHALL INMEDIATELY REPORT ALL FIELD CHANGES TO THE ENGINEER.
- THE CONTRACTOR SHALL NOTIFY THE LEE COUNTY DIMBON OF DEVELOPMENT SERVICES A MINIMUM OF 72 HOURS PRIOR TO ALL INSPECTIONS REQUIRED BY THE LEE COUNTY LAND DEVELOPMENT COLD.
- THERE ARE NO POTENTIAL IMPACTS TO GROUND AND SURFACE WATERS, WETLANDS OR FLOOD PLAINS/RIVERINE AREAS ANTICPATED DUE TO CONSTRUCTION OF THIS PROJECT.
- THE CONTRACTOR SHALL NOTIFY THE OWICE AND CONTACT ALL UTILITY COMPANIES FOR LOCATIONS OF ENSTING UTILITIES IN THE AREA 72 HOURS (WHINUM) PRIOR TO COMMENCING CONSTRUCTION.
- THE MATIONAL GEOGETIC VERTICAL DATUM (MGVG) OF 1929 IS THE BENCHWARK DATUM FOR THIS PROJECT.
- THE LOCATION OF EXISTING LITHLINES, PAVENENT, VECETATION, AND MISCELLANEOUS IMPROVEMENTS ARE APPROXIMATE ONLY. THE EXACT LOCATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.
- ANY PUBLIC LAND CORNER WITHIN THE LIMITS OF CONSTRUCTION IS TO BE PROTECTED.
 ANY LAND CORNER MONIMENT IN DANCER OF BEING DESTROYED MUST BE PROPERLY
 REFERENCED BY THE CONTRACTOR.
- EXISTING IMPROVEMENTS SHALL BE RESTORED TO A CONDITION EQUIVALENT TO THAT WHICH EXISTED PRIOR TO COMMENCING CONSTRUCTION, AT MI ADDITIONAL COST TO OWNER,
- 12. CONTRACTOR TO UTILIZE DESCHATED CONSTRUCTION ENTRANCES FOR EMPLOYEES AND DELIVERY OF MATERIALS.
- 13. THE CONTRACTOR SHALL BE RESPONDED FOR OBTAINING ANY DEWATERING, CLEARING OR TREE REMOVAL PERMITS REQUIRED FOR THIS PROJECT.
- THE COMMISCION SHALL BE RESPONSIBLE FOR PREPARING AND THING A NOTICE OF INTENT AND SWOJ PLAN WITH BOTH THE C.P.A. AND LEE COUNTY DEVELOPMENT SERVICES DIMSON AT LEAST 48 HOURS PRIOR TO START OF CONSTRUCTION.

PROJECT PHASING PLAN:

- ALL IMPROVEMENTS EXCEPT THE 1" TIPE 5-TH ASPIRAL SURFACE COURSE W.ST OF THREE CHAS PARKWAY, INTO JA" LAT OF THREE SA SPIRAL SURFACE COURSE (AST OF DRIEE CHAS PARKWAY AND THAT PAYMENT MARKWEY)
- THE 1" TYPE S-M ASPHALT SURFACE COURSE WEST OF THREE GARS PARKWAY, THE 3/4" LIFT OF TYPE S-M ASPHALT SURFACE COURSE FAST OF THREE GARS PARKWAY AND THE THAN PAYKUNT MARKWES. PHASE T

TYPICAL SECTION NOTES:

- SMALE PROTILE SHOWN IS TO TOP OF SOO CONTRACTOR TO ADJUST SWALE GRADING ACCORDINGLY
- FOR OPTIONAL BASE CROUPS THE CONTRACTOR SHALL BID ON ONE OF THE OPTIONS FOR THESE CROUPS AS SHOWN ON STANDARD MOCK NO. SIX AND AS ALLOWED WITH PLANS. THE CONTRACTOR SHOULD WITHER THE OPTION OF MICHOE WITH THE ABOUT STANDARD THE OPTION CO. THE THE OPTION OF MICHOE WITH THE WITH MICHOE STANDARD THE OPTION CO. THE SHOULD BE PROPOSAL.
- THEES SHALL BE DUTSOE THE CLEAR ZONE & DIAMETER IS OR IS EXPECTED TO BE CAFATER THAN A" (MEASURED B" ABOVE THE CROWN)
- THE DUISIDE LANE REQUIRES A CROSS SLOPE OF IX
- CLEAR ZONE WOTHS FOR OUTSIDE CURBS ARE NEASURED FROM THE FACE OF THE CURB
- SIT DISTANCE AND INTERSECTION DESCRIPTION REDUREMENTS SHALL BE CONSIDERED FOR ALL LANDSCAPED AREAS.
- THERE SHALL BE A 5 MOE (WINNULL) CLEAR ZONE ADJACENT TO ALL PATHS
- COCONUT MORE IS PROPOSED TO BE TURNED OVER FOR COUNTY MAMIENANCE UPON COMPLETION OF CONSTRUCTION
- COCOMUT ROAD (MCST OF FUTURE THREE DAYS PARKWAY) IS SUBMITTED AT THIS THE AS A COLLECTOR ROAD WITH A DESIGN STRONGES AND MELT FUNCTION AS AN ARTERNAL ROAD THE UTET ARTERNAL ROAD DESIGN STRONGES AND MELT FUNCTION AS AN ARTERNAL ROAD UPON ITS' COMMECTION TO THE EXTENSION OF THREE DAYS PARKWAY IN THE FUTURE,
- SOO A 32" STRIP BEHIND ALL CONCRETE CURB AND VALLET CUTTER AND AT EDGE OF PAYEMENT SOO

CENERAL DRAINACE NOTES:

THE LENGTH OF STORM DRAIN PRES SHOWN ON PLANS ARE APPROXIMATE AND MAYER BEEN MEASURED FROM THE INSDETACE OF STRUCTURE.

- LOCATIONS OF DRAMACE STRUCTURES WAY BE FILED ADJUSTED TO PRESERVE ENSING VECETATION AS APPROVED BY THE EMBRER.
- THE COMPRECION IS REQUIRED TO ADJUST ALL ENSURES AND PROPOSED VALVE BOXES. MANHOLE MANY, CRATES, ETC. AS REQUIRED TO MATCH PROPOSED CRACES.
- ALL UMPAYED AREAS DISTURBED DURING CONSTRUCTION SHALL BE SEEDED AND NULCHED UNLESS HOTED DIFFERENCE.
- EXSTRUCTOF -SITE DRAINAGE PAIRTANS SHALL BE MAINTANED DURING CONSTRUCTION.
- THE TOP OF ALL ENDWALES SHALL BE NO HIGHER THAN DNE FOOT (1) BELOW THE LAKE CONTROL ELEVATION. THE CONTRACTOR SHALL REVEW PROPOSED STRUCTURE LOCATIONS WITH THE REPORTER AFTER STARE-DUT AND BEFORE CONVENIENCE CONSTRUCTION. ALL DRAWFACE STRUCTURES TO BE LOCATED ON THE LAKE BANK STALL BE FILLD ADJUSTED SO AS TO WEST THE STRUCTURE, TO THE GREATEST EXERN POSSIBLE, IN THE LAKE BANK.
- SWALL PROPERS SHOWN ARE TO TOP OF SOT CONTRACTOR TO ADJUST SMALL CHARGING
- SOO A 33" STRIP BEHIND ALL CONCRETE CURB AND VALLET CUTTER AND AT LOCE OF PANTALINE SOO JOHES STALL BE STACCTICO FUR FOOT REQUIREMENTS REMAINING AREAS WITHIN THE ROAD RAY STALL BE STOCK, FERRITO AND MAJORD
- DE COMINCION SANTE MINORE AT MENTANTE METERS (SCANSTO SANTE BE COMINCION SANTE MINORE AT MENTANTE METERS (SCANSTO SANTE BE COMINECTOR SANTE MINORE AT MENTANTE METERS (SCANSTO SANTE BE COMINECTOR SANTE MINORE AT MENTANTE METERS (SCANSTO SANTE BE
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BARRACO CIVIL ENGINEERS AND CONSULTANTS

2121 WEST FIRST STREET, SAITE 4 P.O. DRAMER 2800 FORT MYERS, FLORIDA 33902-2800 IONE (941)461-3170 FAZ (941)461-3169 Allp: //www BorrscaAssociales.com

CLIENT

LONG BAY PARTNERS, LLC

3451 BONITA BAY BOULEVARD, S.W. SUITE 202 BONITA SPRINGS, FL 34134-4395 PHONE (941)495-1000 FAX (941)992-2672

PROJECT NAME



THE BROOKS OF BONITA SPRINGS SCHON 10, 10 MISH AT SOUTH, BANCE 15 (AS BOWLA SPRINGS, LEE COUNTY, FLORIDA

PHASE IV

PROJECT ENGNEER . 144, Comices STATE OF

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APPROVAL SCOULTAL PLANS

TYPICAL SECTIONS AND GENERAL NOTES

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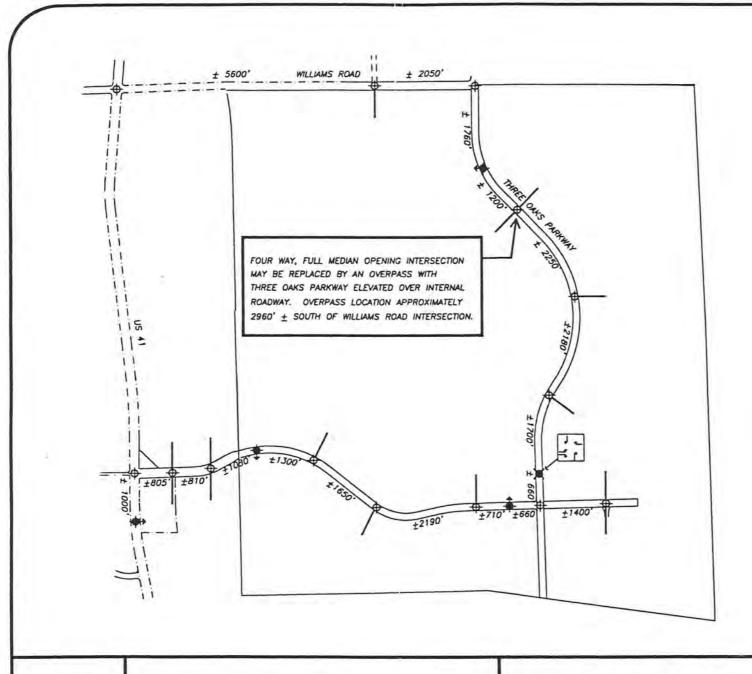
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APPENDIX B COCONUT ROAD ACCESS MANAGEMENT PLAN



N.T.S.

LEGEND

- + FULL MEDIAN OPENING
- DIRECTIONAL MEDIAN OPENING
- RESTRICTED ACCESS

All dimensions approximate. Dimensions may vary.
Access points shown only on Williams Road, US 41,
Coconut Road, and Three Daks Parkway.
Right-in/Right-out access points have not been
displayed, but may be provided if consistent
with LD.C.

Directional median opening includes inbound left, inbound right and outbound right.

Restricted occess at Town Center on Three Ooks Parkway may be modified at later time to include northbound left if that turn lone would improve operations at Three Ooks Parkway/Coconut Road intersection.



THE BROOKS OF BONITA SPRINGS

ACCESS MANAGEMENT PLAN (7/22/98)

APPENDIX C TRAVEL LANES AROUND MALLS

APPENDIX C

2020 PEAK HOUR
ART_PLAN ANALYSIS OF US 41

ART-PLAN 3.1

Arterial Level of Service Estimating Software
Based on Chapter 11 of the 1997 Highway Capacity Manual Update

Florida Department of Transportation February 1999

DESCRIPTION

Road Name	US 41	
From	Alico Road	
To	Koreshan Blvd.	
Peak Direction	Northbound	
Off-Peak Direction	Southbound	
Study Time Period	PM PEAK	
Analysis Date	11/06/2001	
User Notes	2020 With Project	

TRAFFIC CHARACTERISTICS

AADT	68,688
K Factor	0.096
D Factor	0.580
Peak Hour Factor	0.925
Adj. Saturation Flow Rate	1,850
% Turns from Exclusive Lanes	16

ROADWAY CHARACTERISTICS

# Through Lanes Peak Direction	3	
# Through Lanes Off-Peak Direction	3	
Urbanized, Transitioning/Urban, or Rural	U	
Arterial Class	1	
Free Flow Speed (mph)	40	(55,50, or 45

For Class (Area):	Use Free Flow Speed of:
Class 1 (R)	55, 50, 45, 40 or 35
Class 1 (U or T)	55, 50, or 45
Class 2 (U or T)	45, 40 or 35
Class 3 (U or T)	
Class 4 (U only) 35, 30 or 25

SIGNALIZATION CHARACTERISTICS

4	(1,2,3,4,5,6)
3	
Α	P=Pretimed,A=Actuated,S=Semiactuated
120	
0.49	

Northbo	und	PEAK DI							
Segment		Volume	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 2-10	Effective g/C at Signals 2-10	Distance between Signals (Enter in Miles or Feet)	Segment Length (FT)	Arrival Type
1-2	1	3,193	5.4	3	120	0.64	1.30	6,864	4
2-3	- 1	3,192	7.4	3	120	0.63	0.30	1,584	4
3-4	1	3,168	5.8	3	120	0.62	0.70	3,696	4
4-5	1	0	0	3			1.20	6,336	4
5-6	0								
6-7	0								
7-8	0								ilT
8-9	0								
9-10	0								-

			PEAK D	RECTIO	N RESULT	rs		
Segment	US	bound 41 To	Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS
1-2	Koreshan Blvd.	Sanibel Blvd,	3265	0.92	10.2	В	32.3	C
2-3	Sanibel Blvd.	B & F Parcel	3195	0.91	10.9	В	25.1	D
3-4	B & F Parcel	Constitution Blvd.	3226	0.94	12.8	В	29.3	C
4-5 5-6	Constitution Blvd.	Alico						
6-7								
7-8								
8-9		į.						
9-10								
	n Length: Mile(s)	Arte	rial Speed: LOS:	30.2 C	mph			

Southboun	ıd	OFF-PEAK DIRECTION'S SPECIFIC INPUTS												
Segment		Peak Hour Volume	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 9-1	Effective g/C at Signals 9-1	Segment Length (FT)	Arrival Type						
10-9		I a management												
9-8	1													
8-7		7												
7-6														
6-5	: -						2 000							
5-4	10.00	2,433	10.2	3	120	0.62	6,336	3						
4-3		2,403	9.9	3	120	0.63	3,696	3						
3-2		2,404	9.5	3	120	0.64	1,584	3						
2-1		2,141	27	3	120	0.70	6,864	3						
		OI	FF-PEAK	DIRECTI	ON RESUL	TS	_							
	South	bound	Through			Intersection		Arterial						
	US	41	Movement		Control	Approach	Speed	Segment						
Segment	From	To	Flow Rate	v/c Ratio	Delay	LOS	(MPH)	LOS						

4-3		2,403	9.9	3	120	0.63	3,696	3	
3-2		2,404	9.5	3	120	0.64	1,584	3	
2-1		2,141	27	3	120	0.70	6,864	3	
		OI	F-PEAK	DIREC	TION RESUL	TS			
	South	bound	Through			Intersection		Arterial	
	US	41	Movement		Control	Approach	Speed	Segment	
Segment	From	То	Flow Rate	v/c Ratio	Delay	LOS	(MPH)	LOS	
10-9									
9-8									
8-7									
7-6		1							
6-5	W								
5-4	Alico	Constitution Blvd.	2,362	0.69	15.5	В	31.4	C	
4-3	Constitution Blvd.	B & F Parcel	2,341	0.67	14.5	В	29.3	C	
3-2	B & F Parcel	Sanibel Blvd,	2,352	0.66	13.8	В	24.0	D	
2-1	Sanibel Blvd,	Koreshan Blvd.	1,690	0.43	7.8	Α	33.9	C	
	n Length: mile(s)	Arter	al Speed =	31.0 C	mph				

SIMON SUNCOAST PROPOSED TEXT AMENDMENT AND SUPPORTING ANALYSIS

The Applicant requests the addition of the following language to Policy 6.1.2.4(c):

A regional commercial center is permitted in the area in Sections 4 and 9, Township 47 South, Range 25 East, that is bounded to the West by U.S. 41, to the East by the Seminole Gulf Railroad track, to the South by Coconut Road, and to the North by a line located one-half mile North of Coconut Road.

INTRODUCTION

The parcel affected by this Application is the subject of pending applications for a rezoning, a development of regional impact, and a Lee Plan Future Land Use Map amendment. During the review of these applications, Lee County DOT concluded that the portion of Coconut Road that runs East of U.S. 41 would not function as an arterial roadway at the time of the project's buildout. There is no dispute that the rezoning application will be inconsistent with Policy 6.1.2.4 of the Lee Plan if this is, in fact, the case.

For reasons contained herein, the Applicant contends that the pertinent segment of Coconut Road will unquestionably function as an arterial at the time it is connected to Three Oaks Parkway. In an effort to clarify the issue and avoid an unnecessary dispute during the hearing process, however, the Applicant has prepared and filed this application for an amendment to Policy 6.1.2.4(c).

MARKETING AND DEMOGRAPHIC ADVANTAGES OF THE SITE

The Simon Suncoast site is located in the fastest growing portion of Lee County. The 2000 Census indicates that the population in the area between the Collier County line and Alico Road grew 82% between 1990 and 2000. A map showing the population density in this area is attached as Exhibit "A."

The property benefits from its location on US 41, which carries higher volumes of local traffic than I-75, but is only three (3) miles from the nearest interstate interchange. It is nearly equidistant (approximately 16 miles) from the Edison and Coastland Malls, which are the closest regional centers, and is roughly 13 miles from the Bell Tower and Waterside Shops, the two specialty retail centers in the Naples/Fort Myers market. The site is, therefore, perfectly centered to serve the market's impressive growth. There are approximately 81 active residential projects within five (5) miles of the site. The recent

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opening of the Hyatt Regency Coconut Point Resort and Spa on Coconut Road will also provide an impetus to additional resort, tourist and residential development in the Estero/Bonita Springs area, thus further increasing the demand for the project.

A graphic setting out in detail the suitability of the property from a marketing perspective is attached as Exhibit "B."

ADEOUACY OF EXISTING AND FUTURE TRANSPORTATION NETWORK

See Exhibit "C" attached.

OTHER PLANNING CONSIDERATIONS

The overall suitability of the site for a regional commercial center is discussed at considerable length in the ADA and the application for the FLUM amendment. In a nutshell, some of the relevant facts are:

- 1. The property is surrounded by collector and arterial roads and approved developments at urban densities and intensities;
- The growth rate for Estero has far outstripped both expectations and the rate for the County as a whole, as shown by building permit data which was included in the map amendment application;
- The project will have access to public water and sewer facilities;
- 4. A LeeTran route currently runs past the property on U.S. 41;
- 5. The amount of environmentally sensitive lands on the site is very limited; and
- The demand for an additional regional center in the Estero area has already been established by the approval of the Gulf Coast Towne Center.

LEE PLAN CONSISTENCY

The proposed regional center is consistent with several provisions of the pending Estero Community plan amendment, including sections relating to public participation, the need for a true town center with public meeting places, and adequate public facilities. The representative for the Steering Committee for the Estero Plan testified during an LPA hearing on the Plan that the scale of the Simon Suncoast project was consistent with the vision statement for the area.

The Applicant, as noted above, contends that the project is consistent with the

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current version of Lee Plan Policy 6.1.2.4 and that the requested amendment is nothing more than a clarification of the existing plan. The amendment is also consistent with the following additional Plan provisions:

- 1. Policy 1.1.4: Regional centers are permitted in the Urban Community FLUM category, which has been requested in a separate plan amendment application.
- Objective 2.1: Given the location of the property in close proximity to numerous existing and approved urban-style developments, most notably The Brooks, the approval of a regional center on the subject parcel will promote a contiguous and compact growth pattern.
- 3. Objective 2.2: As noted throughout the various applications, the proposed regional center will have access to adequate public facilities.
- 4. Goal 4: The regional center will be part of a large mixed-use development.
- 5. <u>Policy 5.1.5</u>: The subject property does not directly abut any existing residential uses, as it is separated from The Brooks by a railroad line.
- Policy 6.1.4: As noted throughout the various application documents, the project will be compatible with the surrounding neighborhood and will be served by adequate public facilities.
- 7. Policy 6.1.7: As noted above, the project is a large-scale, mixed-use, infill development.

Abundant Roadway Capacity Serving the Mall

As shown in Exhibit 7, there will be a total of 16 travel lanes providing access to the mall. This includes six lanes on US 41, four lanes on Coconut Road, four lanes on Sandy Lane and two lanes on Williams Road. This provides abundant roadway capacity adjacent to the mall.

As shown below, the 16 travel lanes providing access to the Simon Suncoast Mal compares favorably to the other malls in Southwest Florida. Drawings showing the number of travel lanes serving each mall are provided in Appendix C. These drawings show existing lanes plus those scheduled for construction.

Name	Number of Travel Lanes
Sarasota Square Shopping Centre	16
Port Charlotte Town Center	16
Edison Mall	15
Gulf Coast Town Center (Proposed)	7
Simon Suncoast Mall (Proposed)	16
Coastland Center Mall	20

Finally, a travel model assignment was conducted by the Lee County DOT staff to test the adopted 2020 Financially-Feasible Plan with the proposed Simon Suncoast Mall. This travel model assignment indicated that all roads in the vicinity of the mall (i.e. within three miles) will operate at the adopted Lee Plan level of service standard in 2020.

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

SUFFICIENCY RESPONSE

Lee County Department of Transportation Memo Dated July 6, 2001.

We have reviewed the Simon Suncoast Comprehensive Plan Amendment Traffic Study and found it is insufficient for review because the information is out of date. We conducted a 2020 traffic study on the financially feasible plan network and compared the roadway levels of service with and without the proposed Project. That study indicated that three additional road lengths would fail with the Project in place: Sandy Lane from San Carlos Boulevard to Koreshan Boulevard; Ben Hill Griffin Parkway from Koreshan Boulevard to Corkscrew Road; and US 41 from Koreshan Boulevard to San Carlos Boulevard. Additional analysis is required to determine what additional improvements beyond those already planned will be necessary to adjust these impacts, and what the cost of these improvements will be.

Response:

The original <u>Simon Suncoast Comprehensive Plan Amendment Traffic Study</u>, dated November 1, 2000 utilized the travel model that was in effect at the time that the analysis was performed and was based on Map 3A in The Lee Plan at the time. Therefore, the original analysis was based on the appropriate input assumptions in effect at the time. Based on this analysis, DPA concluded that no roadway segments will fail because of the Project.

Since then, the Lee County MPO adopted a new 2020 Financially-Feasible Highway Plan. Lee County is now in the process of incorporating the new MPO Plan into The Lee Plan.

On June 20, 2001, DPA met with the Lee County Department of Transportation (LCDOT) Staff to discuss DPA's comprehensive plan traffic study. DPA was informed that the County intended to update the analyses performed by DPA to reflect the new MPO 2020 Financially-Feasible Highway Plan. During this meeting, Staff and DPA generally agreed upon the methodology for performing the travel model assignments with and without the Project. In addition, it was agreed that the primary purpose of the travel model assignments was to identify any additional roadway segments that might fail because of the Project and any additional roadway improvements that may be needed in the Plan due to the Project.

To be responsive to the LCDOT's memo dated July 6, 2001, DPA obtained the updated travel model assignments and level of service (LOS) spreadsheets prepared by the Lee County DOT and referenced in the LCDOT memo. While reviewing these materials, DPA noticed that the LOS spreadsheets provided by the County, which were dated July 31, 2001, did not apply the Permanent Count Station (PCS) adjustment factors correctly for several road segments. This was brought to the attention of the LCDOT Staff and was corrected by the Staff. The Staff then provided DPA with corrected spreadsheets dated August 1, 2001.



For this sufficiency response, DPA utilized the updated 2020 travel model assignments and the corrected LOS spreadsheets provided by the LCDOT. The travel model assignments with and without the Project were not adjusted in any way. The assignments and resulting assigned volumes were utilized without modification. A few modifications were made, however, to the LOS spreadsheets provided by the County.

First, as agreed by County Staff during a meeting on Friday, August 3, 2001, the PCS adjustment factors for Sandy Lane south of San Carlos Boulevard were changed to those for PCS 25 and the PCS adjustment factors for Ben Hill Griffin Parkway south of FCGU were changed to those for PCS 15. The resultant adjustment factors are now consistent with those used on other roads in the area.

Second, the level of service reported in the LOS spreadsheets for Old 41 between Bonita Beach Road and Terry Street was revised to indicate Not Applicable. This change was made because The Lee Plan identifies this section of Old 41 as a "constrained" facility. Therefore, the level of service does not apply.

Third, the service volumes for US 41 from Alico Road to Koreshan Boulevard were adjusted to reflect the higher g/C ratios found on this section of US 41. This change is justified for several reasons.

- While the Lee County Group I service volumes assume a weighted effective green time
 of only 0.46, the actual g/C ratios at all signalized intersections between Alico Road and
 Koreshan Boulevard are currently at 0.50 or higher. The County's Signal Operating
 Plans (SOPs) indicate that the g/C ratio at Constitution Boulevard is 0.62 and the g/C
 ratio at Sanibel Boulevard is 0.50.
- 2. The MPO 2020 Highway Plan does not include any major east-west roads that cross this section of US 41. All of the roads in the Plan that intersect this section of US 41 are essentially T-intersections. While local access may be provided on the opposite side of US 41, east-west through volumes will be relatively low. As a result, these cross-streets should not draw much green time off of US 41. Therefore, future g/C ratios will be comparable to those found today.
- According to the LCDOT updated 2020 travel model assignment, all of the cross-streets (and centroid connectors) along this section of US 41 carry relatively low volumes, with most carrying 2,000-9,000 vehicles per day. This is another clear indication that these cross-streets will not require a reduction in the g/C ratios on US 41.
- 4. The MPO 2020 Highway Plan includes a grade-separated interchange at the US 41/Alico Road intersection. This eliminates the only major intersection where the g/C ratio on this section of US 41 would be less than 0.50. In effect, the new interchange will allow free flow conditions on US 41 through this intersection.

For these reasons, it is clearly appropriate to apply more realistic service volumes on this section of US 41. To obtain the appropriate service volumes, DPA utilized the County's input assumptions for



the Group I service volumes and merely adjusted the g/C ratio to reflect actual green times on US 41. A weighted effective green time of 0.57 was estimated based on the current g/C ratios at the Constitution Boulevard (0.62) and Sanibel Boulevard (0.50) intersections, plus a 1.00 g/C ratio at the grade-separated US 41/Alico Road intersection and, to be conservative, assumed g/C ratios of 0.55 at two new, future signalized intersections on this section of US 41. Furthermore, ART_TAB tests indicate that this section of US 41 would accommodate the projected 2020 volumes, even if the weighted effective green time dropped to 0.49.

The LOS spreadsheets, as modified by DPA, are provided as Exhibit 1 and Exhibit 2. Appendix A provides the SOPs for Constitution Boulevard and Sanibel Boulevard. Appendix B includes the original LCDOT Group I service volumes and the modified Group I service volumes utilized for US 41 between Alico Road and Koreshan Boulevard.

A comparison of Exhibits 1 and 2 indicates that the Project does not cause any additional roadway segments to fail. In other words, there are <u>no</u> segments where the level of service is at or above the standard without the Project, but below the standard with the Project. All segments are either at or above the standard, both with and without the Project, or below the standard, both with and without the Project.

Furthermore, the roadway network operates very well both with and without the Project. The only segment that does not meet the County's LOS standard in 2020 is the segment of Ben Hill Griffin Parkway from Alico Road to FCGU. All other roadway segments meet the level of service standard established by the County.

It should be noted that the LOS spreadsheets, both with and without the Project, indicate that I-75 will operate at LOS "D" in 2020. While this level of service exceeds the LOS standard of LOS "C" currently identified in The Lee Plan, the MPO Plan was developed based on the assumption that the LOS standard on I-75 would be revised from LOS "C" to LOS "D" by 2020 in accordance with FDOT policy, because I-75 will then be within an urbanized area with a population over 500,000. Based on this assumption, even I-75 would operate at the LOS standard in 2020.

Therefore, no additional improvements are needed due to this Project. DPA would recommend, however, that the County maintain good access control on the section of US 41 between Alico Road and Koreshan Boulevard. In particular, the County should maintain g/C ratios on this section of US 41 at or above 0.50, even if it results in delayed side street access. Finally, if necessary, this section of US 41 could be designated by Lee County as a controlled access facility to strengthen access management efforts.



Exhibit 1 Simon Suncoast Comprehensive Plan Amendment Year 2020 Traffic Conditions Without Project Directional PM Peak Hour, Peak Season

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Roadway	From	То	# of lanes	LOS std	FSUTMS Volumes	PS factors	2020 AADT	K-100 Factors	Two way PM peak	D-factors	Peak Dir. Volumes	SV @ LOS Std	Peak Dir.	V/C ratio
Alico Rd	US 41	Railroad	4LD	E	29,913	1.092	27,393	0.111	3,041	0.60	1,824	2,030	C	0.90
	Railroad	Lee Blvd	6LD	E	51,512	1.073	48,007	0.099	4,753	0.60	2,852	3,040	C	0.94
	Lee Blvd	Three Oaks Pkwy	6LD	E	46,740	1.077	43,398	0.102	4,427	0.60	2,656	3,040	C	0.87
	Three Oaks Pkwy	1-75	6LD	E	38,124	1.085	35,137	0.107	3,760	0.60	2,256	3,040	C	0.74
	1-75	Ben Hill Griffin Pkwy	6LD	E	25,834	1.096	23,571	0.114	2,687	0.60	1,612	3,040	В	0.53
	Ben Hill Griffin Pkwy	East	2LN	E	7,586	1.112	6,822	0.124	846	0.60	508	960	В	0.53
Bonita Beach Rd	Hickory Blvd	Vanderbilt Dr.	4LD	E	41,024	1.271	32,277	0.110	3,550	0.53	1,882	2,030	C	0.93
	Vanderbilt Dr.	US 41	4LD	E	28,442	1.321	21,531	0.116	2,498	0.53	1,324	2,030	C	0.65
	US 41	Old 41	4LD	E	17,323	1.365	12,691	0.122	1,548	0.53	821	2,030	В	0.40
	Old 41	Imperial St	4LD	E	31,225		26,372	0.104	2,743	0.54		2.030	C	0.73
	Imperial St	1-75	6LD	E	38,638			0.101	3,347	0.54		3.040	В	0.59
	1-75	Bonita Grade Dr.	4LD	E	17,243	1,218	14,157	0.110	1,557	0.54		2.030	В	0.41
	Bonita Grade Dr.	East	4LD	E	29,354			0.105	2,592	0.54			C	0,69
Corkscrew Rd	US 41	Sandy Ln	4LD	E	21,205			0.105	1,929	0.50	71776		В	0.48
	Sandy Ln	River Ranch Rd	4LD	E	20,799			0,105	1,891	0.50			В	0,47
	River Ranch Rd	Three Oaks Pkwy	4LD	E	23,075		20,048	0.104	2,085	0.50			В	0.51
	Three Oaks Pkwy	1-75	4LD	E	31,792		27,961	0.101	2,824	0.50			C	0.70
	1-75	Ben Hill Griffin Pkwy	4LD	E	26,570			0.103	2,390	0.50			В	0.59
	Ben Hill Griffin Pkwy	Wildcat Run	4LD	E	24,737			0.104	2,241	0.50	1		В	0.55
	Wildcat Run	The Habitat	4LD	E	8,957			0.109	832	0.50			В	0.20
	The Habitat	Alico Rd	2LN	E	6,907			0.110	645	0.50			C	0.27
	Alico Rd	East	2LN	E	7,805			0.109	723	0.50			C	0.30
Coconut Rd	West of US 41	US 41	2LN	E	16,525			0.109	1,507	0.50			C	0.30
Coconut Rd	US 41	Sandy Ln	4LD	E	10,323			0.108	948	0.50			В	0.79
	1 2 2 1 1 1 1 1		4LD	E				0.108	960	0.50			В	
1-75	Sandy Ln Immokalee Rd	Three Oaks Pkwy Bonita Beach Rd	6LF	C	10,423 89,661			0.097	7,656	0.54				1.04
1-70		Corkscrew Rd	6LF			1.136								
	Bonita Beach Rd	Alico Rd	6LF	C	89,499			0.099	8,151	0.57				1.17
	Corkscrew Rd Alico Rd		6LF	C	91,327			0.099	8,318			3,970 (1.19
014.44	1 0 0000 10 000	Daniels Pkwy Bonita Beach Rd	4LD	E	87,405 26,510		80,409	0.099	7,961 2,283	0.57		3,970 (C	0.74
Old 41	County Line		2LN								11-2-1	2,030		
	Bonita Beach Rd	Terry St		E	17,458			0.101	1,532	0.66		960 (2		N/A
	Terry St	Rosemary Rd	4LD	E	13,864		11,983	0.101	1,210				В	0.39
	Rosemary Rd	Cockleshell Dr.	4LD	E	17,001			0.101	1,491	0.66		4	В	0.48
4-11-14-1	Cockleshell Dr.	US 41	4LD	В	16,216			0.101	1,420				В	0.46
Sandy Ln (Ext.)	Alico Rd	San Carlos Blvd	2LN	E	10,703			0.122					C	0.74
	San Carlos Blvd	Koreshan Blvd	2LN	E	13,520			0.121	1,333	0.58			С	0.81
	Koreshan Blvd	Corkscrew Rd	2LN	E	14,504			0.121	1,433	0.58			D	0.87
	Corkscrew Rd	Williams Rd	2LN	E	11,803			0.122		0.58			C	0.71
	Williams Rd	Coconut Rd	2LN	E	12,717			0.122		0.58			С	0.76
	Coconut Rd	Old 41	2LN	E	11,335			0.122		0.58			С	0.68
Three Oaks Pkwy	Daniels Pkwy	Fiddlesticks	4LD	E	26,879			0.113		0.60	71557		С	0.82
	Fiddlesticks	Alico Rd	4LD	E	30,628			0.111	3,113				C	0.92
	Alico Rd	San Carlos Blyd	4LD	E	27,685			0.113		0.60			C	0.85
	San Carlos Blvd	Koreshan Blvd	4LD	E	33,749	1.133	29,787	0.100	2,979	0.50	1,489	2,030	C	0,73
	Koreshan Blvd	Corkscrew Rd	6LD	E	52,285	1.103	47,403	0.094	4,456	0.50	2,228	3,040	C	0.73
	Corkscrew Rd	Williams Rd	6LD	E	52,395	1.102	47,545	0.094	4,469	0.50	2,235	3,040	C	0.74
	Williams Rd	Coconut Rd	6LD	E	48,415	1.109	43,656	0.095	4,147	0.50	2,074	3,040	В	0.68
	Coconut Rd	Strike Ln	4LD	E	37,419	1.127	33,202	0.099	3,287	0.50	1,644	2,030	C	0.81
	Strike Ln	Terry St	4LD	В	27,381			0.103		0.50			В	0.61
Treeline Ave	Daniels Pkwy	SWFIA	4LD	E	34,613			0.098		0.51			C	0.70
	SWFIA	Alico Rd	6LD	Е	50,392			0.093					С	0.68
Ben Hill Griffin Pkwy	Alico Rd	FGCU	6LD	E	56,833			0.096					F	1.01
	FGCU	Koreshan Blvd	6LD	T E	57,428			0.096					D	0.83
	Koreshan Blvd	Corkscrew Rd	4LD	Ē	28,376			0.113					C	0.69

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Exhibit 1 Simon Suncoast Comprehensive Plan Amendment Year 2020 Traffic Conditions Without Project Directional PM Peak Hour, Peak Season

MPO 2020 Financia	illy-Feasible Highway Plar	1											d:\los\simo	ncom.wk4
Roadway	From	То	# of lanes	LOS std	FSUTMS Volumes	PS factors	2020 AAD	K-100 Factors	Two way PM peak	D-factors	Peak Dir. Volumes	SV @ LOS	Peak Dir.	V/C ratio
JS 41	County Line	Bonita Beach Rd	6LD	E	56,127	1.134	49,495	0.090	4,455	0.56	2,495	3,040	C	0.82
	Bonita Beach Rd	W. Terry St	6LD	E	61,322	1.120	54,752	0.089	4,873	0.56	2,729	3,040	С	0.90
	W. Terry St	Old 41	6LD	E	53,903	1.128	47,786	0.091	4,349	0.58	2,522	3,040	C	0.83
	Old 41	South Project's Entr.	6LD	E	49,540	1.139	43,494	0.092	4,001	0.58	2,321	3,040	C	0.76
	South Project's Ent.	Coconut Rd	6LD	E	49,511	1.139	43,469	0.092	3,999	0.58	2,319	3,040	C	0.76
	Coconut Rd	M. Project's Entr.	6LD	E	52,757	1.131	46,646	0.091	4,245	0,58	2,462	3,040	Ċ	0.81
	M. Project's Entr.	N. Project's Entr.	6LD	E	52,757	1,131	46,646	0.091	4,245	0,58	2,462	3,040	C	0.81
	N. Project's Entr.	Williams Rd	6LD	E	50,833	1.136	44,747	0.092	4,117	0.58	2,388	3,040	С	0.79
	Williams Rd	Corkscrew Rd	6LD	E	51,066	1.135	44,992	0.092	4,139	0.58	2,401	3,040	C	0.79
	Corkscrew Rd	Koreshan Blvd	6LD	E	46,054	1.147	40,152	0.093	3,734	0.58	2,166	3,040	C	0.71
	Koreshan Blvd	San Carlos Blvd	6LD	E	62,071	1.108	56,021	0.089	4,986	0.58	2,892	3,700 ((3) B	0.78
	San Carlos Blvd	Alico Rd	6LD	E	64,748	1.101	58,808	0.088	5,175	0.58	3,002	3,700 (3) B	0.81
	Alico Rd	Island Park Rd	6LD	E	47,569	1.144	41,581	0.093	3,867	0.58	2,243	3,040	С	0.74
	Island Park Rd	Jamaica Bay West	6LD	E	59,827	1.114	53,705	0.089	4,780	0.58	2,772	3,040	C	0.91
	Jamaica Bay West	Six Mile Pkwy	6LD	E	62,286	1.108	56,215	0.089	5,003	0,58	2,902	3,040	D	0.95
Williams Rd	West US 41	US 41	2LN	E	8,415	1.175	7,162	0.109	781	0.50	390	870	C	0.45
	US 41	Sandy Ln	2LN	E	5,670	1.180	4,805	0.110	529	0.50	264	870	C	0.30
	Sandy Ln	River Ranch Rd	2LN	E	7,739	1.176	6,581	0.109	717	0.50	359	870	C	0.41
	River Ranch Rd	Three Oaks Pkwy	2LN	E	6,159	1.179	5,224	0.110	575	0.50	287	870	C	0,33
River Ranch Rd	Williams Rd	Corkscrew Rd	2LN	E	4,414	1.182	3,734	0.110	411	0.50	205	870	C	0.24

Footnote

- (1) Current FDOT LOS standard on I-75 is LOS "C". However, the Lee Co. MPO assumed that the standard is likely to be adjusted to LOS "D" by 2020 in accordance with FDOT policy, because I-75 will then be in an unbanized area with a population over 500,000.
- (2) The Lee Plan identifies that section of Old 41 as a "constrained" facility. Therefore, the level of service does not apply.
- (3) LCDOT group I service volumes were adjusted to reflect actual conditions on US 41. Adjustment is fully documented in the text.

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Exhibit 2 Simon Suncoast Comprehensive Plan Amendment Year 2020 Traffic Conditions With Project Directional PM Peak Hour, Peak Season

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Roadway	From	То	# of lanes	LOS std	FSUTMS Volumes	PS factors	2020 AADT	K-100 Factors	Two way PM peak	D-factors	Peak Dir. Volumes	SV @ LOS Std	1	Peak Dir. LOS	V/C ratio
Alico Rd	US 41	Railroad	4LD	E	24,022	1.098	21,878	0.115			1,510	2,030		C	0.74
	Railroad	Lee Blvd	6LD	E	47,560	1.077	44,160	0.101	4,460	0,60	2,676	3,040		C	0.88
	Lee Blvd	Three Oaks Pkwy	6LD	E	47,889	1.076	44,507	0.101	4,495	0.60	2,697	3,040	0	C	0.89
	Three Oaks Pkwy	1-75	6LD	E	40,257	1.083	37,172	0.106	3,940		2,364	3,040		C	0.78
	1-75	Ben Hill Griffin Pkwy	6LD	E	27,924	1.094	25,525	0.112	2.859	0.60	1,715	3,040		В	0,56
	Ben Hill Griffin Pkwy	East	2LN	E	6,364	1.113	5,718	0.124	709		425	960		В	0.44
Bonita Beach Rd	Hickory Blvd	Vanderbilt Dr.	4LD	E	39,497	1.277	30,930	0.110	3,402		1,803	2,030		C	0.89
DOTTING DOGGTT TAG	Vanderbilt Dr.	US 41	4LD	E	27,832		21,037	0.117	2,461	0.53	1,305	2,030		C	0.64
	US 41	Old 41	4LD	E	21,306		15,794	0.120	1,895	765675	1,004	2,030		В	0.49
	Old 41	Imperial St	4LD	Ē	31,400		26,520	0.104	2,758		1,489	2,030	_	C	0.73
	Imperial St	1-75	6LD	E	36,378		31,039	0.102	3,166		1,710	3,040		В	0.75
	1-75	Bonita Grade Dr.	4LD	Ē	17,633		14,489	0.102	1,579		853	2,030		В	0.42
	Bonita Grade Dr.	East	4LD	E	31,265		26,406	0.109	2,746		1,483	2,030		C	0.73
Carlespray Dd		(Application)	4LD	E							782			В	0.73
Corkscrew Rd	US 41	Sandy Ln	4LD		17,124		14,749	0.106	1,563		993	2,030		В	0.39
	Sandy Ln	River Ranch Rd		E	21,802		18,909	0.105	1,985			2,030			
	River Ranch Rd	Three Oaks Pkwy	4LD 4LD	E	24,496		21,319	0.104	2,217	0.50	10 1 1 1	2,030		В	0.55
	Three Oaks Pkwy	I-75		E	35,151	1.131	31,080	0.100	3,108			2,030		C	0.77
	1-75	Ben Hill Griffin Pkwy	4LD	E	27,494	1.144	24,033	0.103	2,475		1,238	2,030		C	0.61
	Ben Hill Griffin Pkwy	Wildcat Run	4LD	E	24,482	1.149	21,307	0.104	2,216					В	0.55
	Wildcat Run	The Habitat	4LD	E	11,758		10,050	0.108	1,085				_	В	0.27
	The Habitat	Alico Rd	2LN	E	7,264	1.177	6,172	0.109	673					C	0.28
	Alico Rd	East	2LN	E	8,335			0.109	773			1,200		С	0.32
Coconut Rd	West of US 41	US 41	2LN	E	17,348		14,955	0.106	1,585	1464	and the second s			C	0.83
	US 41	Sandy Ln	4LD	E	14,312		12,274	0.107	1,313			2,030		В	0.32
	Sandy Ln	Three Oaks Pkwy	4LD	E	21,731	1.153	18,847	0.105	1,979					В	0.49
1-75	Immokalee Rd	Bonita Beach Rd	6LF	С	88,987	1.136	78,334	0.097	7,598	0.54	4,103	3,970	(1)	D	1.03
	Bonita Beach Rd	Corkscrew Rd	6LF	C	91,518	1.087	84,193	0.099	8,335	0.57	4,751	3,970	(1)	D	1.20
	Corkscrew Rd	Alico Rd	6LF	C	94,602	1.087	87,030	0.099	8,616	0.57	4,911	3,970	(1)		1.24
	Alico Rd	Daniels Pkwy	6LF	С	92,261	1.087	84,877	0.099	8,403	0.57	4,790	3,970	(1)	D	1.21
Old 41	County Line	Bonita Beach Rd	4LD	E	25,909		22,767	0.098	2,231	0.66	1,473	2,030).	C	0.73
	Bonita Beach Rd	Terry St	2LN	E	19,097	1.149	16,621	0.100	1,662	0.66	1,097	960	(2)	N/A	N/A
	Terry St	Rosemary Rd	4LD	E	16,714	1.153	14,496	0.101	1,464	0.66	966			В	0.48
	Rosemary Rd	Cockleshell Dr.	4LD	E	20,693			0,100	1,806					В	0.59
	Cockleshell Dr.	US 41	4LD	E	20,632		17,988	0.100						В	0.58
Sandy Ln (Ext.)	Alico Rd	San Carlos Blvd	2LN	E	13,416		12,119	0.120	1,454					C	0.91
oundy En (Exc)	San Carlos Blvd	Koreshan Blvd	2LN	Ē	14,758		12,057	0.121	1,459	1777				D	0.88
	Koreshan Blvd	Corkscrew Rd	2LN	E	8,734			0.124					_	В	0.53
	Corkscrew Rd	Williams Rd	2LN	Ē	13,911	1.226		0.121	1,373		796			C	0.83
	Williams Rd	Coconut Rd	2LN	E	12,699			0.122				960		C	0.76
	Coconut Rd	Old 41	2LN	Ē	7,841	1.241	6,318	0.124						В	0.47
Three Oaks Pkwy	Daniels Pkwy	Fiddlesticks	4LD	E	26,112			0.124			-			C	0.80
THEE CARS PRWY	Fiddlesticks	Alico Rd	4LD	Ē	32,309			0.110						D	0.96
	Alico Rd	San Carlos Blvd	4LD	E		1.090								C	0.36
	7.200				24,961		22,754	0.114							
	San Carlos Blvd	Koreshan Blvd	4LD	E	35,324		31,233	0.100		1 1 1 1 1 1 1		12.00	_	C	0.77
	Koreshan Blvd	Corkscrew Rd	6LD	E	54,393			0.093				3,040		C	0.76
	Corkscrew Rd	Williams Rd	6LD	E	57,173			0.092						C	0.79
	Williams Rd	Coconut Rd	6LD	E	54,893			0.093	A					С	0.76
	Coconut Rd	Strike Ln	4LD	E	40,064									C	0.86
	Strike Ln	Terry St	4LD	E	27,828									В	0.61
Treeline Ave	Daniels Pkwy	SWFIA	4LD	E	35,944				3-47-7-5					С	0.73
2 / 11 / 1 / 1 / 1	SWFIA	Alico Rd	6LD	E	53,031		+		***************************************	***************************************				C	0.71
Ben Hill Griffin Pkwy		FGCU	6LD	E	58,979			0.095						F	1.04
	FGCU	Koreshan Blvd	6LD	E	57,729	1.094	52,769	0.096	5,066	0.50	2,533	3,040)	D	0.83
	Koreshan Blvd	Corkscrew Rd	4LD	E	35,331	1.131	31,239	0.109	3,405	0.50	1,703	2,030)	C	0.84

Exhibit 2 Simon Suncoast Comprehensive Plan Amendment Year 2020 Traffic Conditions With Project Directional PM Peak Hour, Peak Season

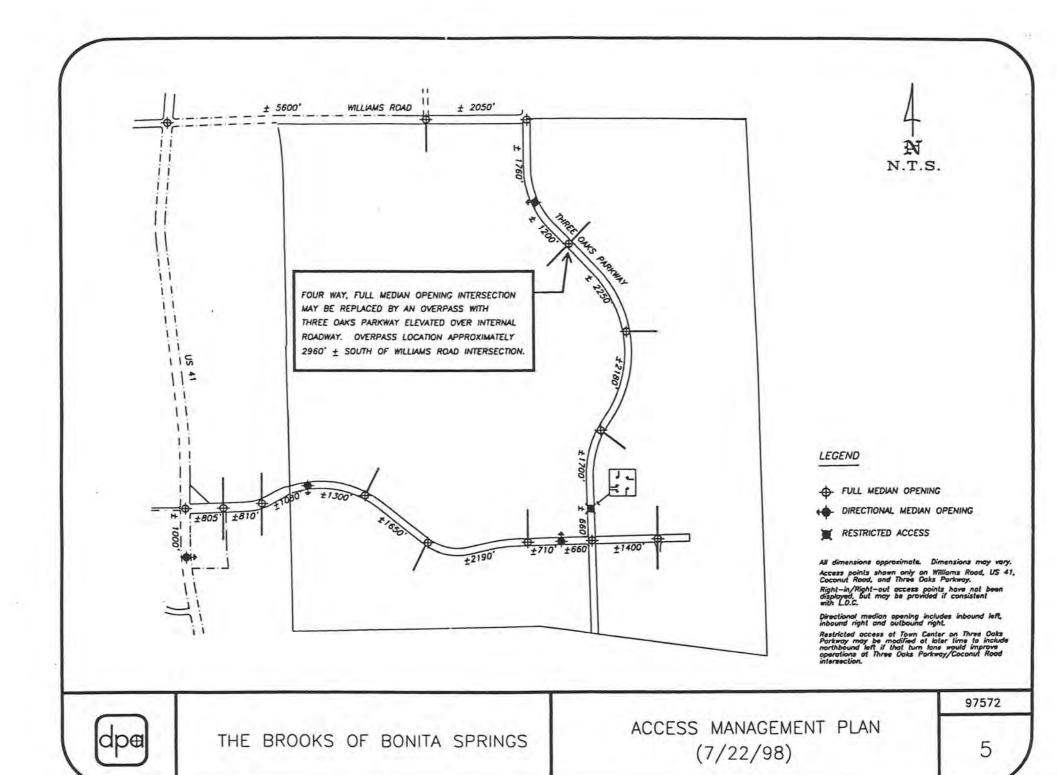
MPO 2020 Financia	ally-Feasible Highway Pla	an					v	VV 45				and the second		d:\los\simo	nwit.wk4
Roadway	From	То	# of lanes	LOS std	FSUTMS Volumes	PS factors	2020 AAD	K-100 Factors	Two way PM peak	D-factors	Peak Dir. Volumes	SV @ LOS Std		Peak Dir. LOS	V/C ratio
US 41	County Line	Bonita Beach Rd	6LD	E	57,102	1,131	50,488	0.090	4,544	0.56	2,545	3,040		C	0.84
	Bonita Beach Rd	W. Terry St	6LD	E	62,993	1.115	56,496	0.088	4,972	0.56	2,784	3,040		C	0.92
	W. Terry St	Old 41	6LD	E	55,355	1.125	49,204	0.091	4,478	0.58	2,597	3,040		C	0.85
	Old 41	South Project's Entr.	6LD	E	57,689	1,119	51,554	0.090	4,640	0.58	2,691	3,040		C	0.89
	South Project's Ent.	Coconut Rd	6LD	E	58,237	1.117	52,137	0.090	4,692	0.58	2,722	3,040		С	0.90
	Coconut Rd	M. Project's Entr.	6LD	E	63,120	1.105	57,122	0.088	5,027	0.58	2,916	3,040		D	0.96
	M. Project's Entr.	N. Project's Entr.	6LD	E	63,676	1.104	57,678	0.088	5,076	0.58	2,944	3,040		D	0.97
	N. Project's Entr.	Williams Rd	6LD	- 15	59,504	1.114	53,415	0.089	4,754	0.58	2,757	3,040		С	0.91
	Williams Rd	Corkscrew Rd	6LD	E	57,750	1.119	51,609	0.090	4,645	0.58	2,694	3,040	1	С	0.89
	Corkscrew Rd	Koreshan Blvd	6LD	E	51,785	1.133	45,706	0.092	4,205	0.58	2,439	3,040		C	0.80
	Koreshan Blvd	San Carlos Blvd	6LD	E	68,688	1.092	62,901	0.087	5,472	0.58	3,174	3,700	(3)	С	0.86
	San Carlos Blvd	Alico Rd	6LD	E	69,416	1.090	63,684	0,086	5,477	0.58	3,177	3,700	(3)	C	0.86
	Alico Rd	Island Park Rd	6LD	E	35,340	1.174	30,102	0,096	2,890	0,58	1,676	3,040		В	0.55
	Island Park Rd	Jamaica Bay West	6LD	E	48,710	1.141	42,691	0,093	3,970	0.58	2,303	3,040		С	0.76
	Jamaica Bay West	Six Mile Pkwy	6LD	E	48,729	1.141	42,707	0.093	3,972	0.58	2,304	3,040		C	0.76
Williams Rd	West US 41	US 41	2LN	Б	9,452	1.174	8,051	0.109	878	0,50	439	870		С	0.50
	US 41	Sandy Ln	2LN	E	11,030	1.171	9,419	0.108	1,017	0.50	509	870		C	0.58
	Sandy Ln	River Ranch Rd	2LN	E	10,805	1.171	9,227	0.108	997	0,50	498	870		C	0.57
	River Ranch Rd	Three Oaks Pkwy	2LN	E	7,870	1.176	6,692	0.109	729	0.50	365	870		C	0.42
River Ranch Rd	Williams Rd	Corkscrew Rd	2LN	E	7,315	1.243	5,885	0.110	647	0.50	324	870		C	0.37

Footnote:

- (1) Current FDOT LOS standard on I-75 is LOS "C". However, the Lee Co. MPO assumed that the standard is likely to be adjusted to LOS "D" by 2020 in accordance with FDOT policy, because I-75 will then be in an unbanized area with a population over 500,000.
- (2) The Lee Plan identifies that section of Old 41 as a "constrained" facility. Therefore, the level of service does not apply.
- (3) LCDOT group I service volumes were adjusted to reflect actual conditions on US 41. Adjustment is fully documented in the text.

APPENDIX A COCONUT ROAD TYPICAL SECTION NOTE 9

APPENDIX B COCONUT ROAD ACCESS MANAGEMENT PLAN



APPENDIX A LEE COUNTY SIGNAL OPERATING PLANS



FROM: DØTENGSRUCS PHONE NO.: 9416945730 Aug. 17 2001 11:28AM P2 US-41 SOUTH TO ALICO NEW(10/98) US 41 & SANIBEL* 8/16/2001 15:59

Timing Data

				Ph	ase					
Direction	1 NBL	2 SB	3	4 EB	5 SBL	6 NB	7	8 WB		
Minimum Green	8	20	0	10	8	20	0	10		
Walk	0	0	0	0	0	0	0	15		
		0	0	10	0	0	0	30		
Ped Clearance	0	100								
Vehicle Extension	2.2	2.5	3.0	3.0	2.2	2.5	0.0	3.0		
Max Extension	0	0	0	0	0	0	0	0		
Max 1	8	60	0	10	19	60	0	34	1	7
Max 2	0	50	21	55	16	55	0	0		
Max 3	0	0	0	0	0	0	0	0		
Yellow Change	3.5	4.5	4.3	3.5	3.5	4.5	3.0	3.5		1
Red Clearance	0.5	2.0	1.5	2.5	0.5	2.0	1.0	2.5	7,	
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Actuations B4 Init	0	0	. 0	Ó	0	0	0	0	•	
Seconds/Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Max Initial	0	0	0	O	0	0	0	0		
Time B4 Reduction	0	0	0	0	0	0	0	0		
Cars Waiting	0	0	0	0	0	0	0	0		
Time To Reduce	0	0	0	0	0	0	0	0		
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Cond Serv Min Green	0	0	0	0	0	0	0	0		

FROM : DØTENGSRUCS ALLCO NO 10,55, PHONE NO. : 9416945730. 10,10 Aug. 17 2001 11:29AM P3

US 41 at Constitution Blad. Timing Data Phase 4 2 5 7 1 3 6 8 Direction NBT SB EB SBL NB WB 0 0 10 10 20 10 10 20 Minimum Green 0 0 0 0 0 15 0 0 Walk 0 0 0 30 0 0 Ped Clearance 2.0 3.5 0.0 2.0 2.0 3.5 0.0 2.0 Vehicle Extension 0 0 0 0 0 0 0 0 Max Extension 0 15 14 40 0 15 11 40 Max 1 52 0 10 11 52 0 10 16 Max 2 18 65 0 15 11 65 0 15 Max 3 3.0 3.5 3.5 4.0 4.0 4.0 4.0 3.0 Yellow Change 3.0 0.0 3.0 0.0 0.0 3.0 0.0 3.0 Red Clearance 2.0 2.0 2.0 2.0 2.0 2.0 2.0 Red Revert 2.0 0 0 0 0 0 0 Actuations B4 Init 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Seconds/Actuation 0 0 0 0 0 0 0 Max Initial 0 0 0 0 0 0 Time B4 Reduction 0 0 0 0 0 0 0 0 0 0 Cars Waiting 0 0 0 0 0 0 Time To Reduce 0 0 0.0 0.0 0.0 Minimum Gap 0.0 0.0 0.0 0.0 0.0 0 0 0 0 0 0 Cond Serv Min Green 0 0

FROM: DØTENGSRUCS PHONE NO.: 9416945730 Aug. 17 2001 11:29AM P5 US-41 SOUTH TO ALICO NE 10/98) US 41 & CONSTITUTION. 10/2001 13:39

NIC Program Data

Step No.	Pgm	Time	Cycle	Offset	Split	Flash	Dim	Max2	Max3	Sp			ion
										1	2	3	4
1		0000	0	0	1			X	+.	4	9.		
2	1	0600	0	0	1				•				•
3	1	0700	0	0	1				(*)		300		
4	1	0800	0	0	1	1.0	(éc					•	
5	1	0900	0	0	1	1.2						•	
6	1	1000	0	0	1	160		X					
7	1	1100	0	0	1			X					
8	1	1200	0	0	1			X					
9	1	1300	0	0	1			X					
10	1	1400	0	0	1		16	X					
11	1	1500	0	0	1				X	3			+
12	1	1600	0	0	1	100			X	÷.			
13	1	1700	0	0	1				X				
14	1	1800	0	0	1				X				
15	1	1900	0	0	1		4.0		X				
16	1	2000	0	0	1			x		•			
17	1	2100	0	0	1			x					4
18	1	2200	0	0	1			X			•		
19	2	0000	0	0	1								
20	2	0600	0	0	1	- 4	4						
21	2	0700	0	0	1	12			/-		6		
22	2	0800	0	0	1				4.0				
23	2	0900	o	0	1			4					
24	2	1000	o	Ö	1							12	
25	2	1100	0	0	1								
26	2	1200	0	0	1				3.0				
27	2	1300	ŏ	O	1			20	-		ě.,		
28	2	1400	Ö	Ö	î	- 3	- 3						
	2	1500	0	Ö	ī							- 1	
29 30	2	1600	ő	0	1			- 2	•				
	2	1700	0	0	î					-			
31	2	1800	0	0	1			-	- 25	3		-	
32	2	1900	ő	0	ī						0	0.5	
33	2		0	0	î	100				Ž.	Ž.		
34		2000		0	1								
35	2	2100	0		1			· ·					
36	2	2200	0	0				•					
37	3	0000	0	0	1	•							
38	3	0600	0	0	1				*				
39	3	0700	0	0	1		*						
40	3	0800	0	0	1			•	•	*	•		*

Market Support Factors

Naples and Ft. Myers are the
#1 and #9 fastest growing markets
in the southeast, respectively.
Growth in these markets has
far outpaced previous
estimates and projections.

SIMON SUNCOAST A TOWN CENTER



SIMON SUNCOAST SITE - ESTERO / BONITA SPRINGS, FL MARKET SUPPORT FACTORS SUMMARY

		PROPOSED	TWO
		TRADE AREA	COUNTY AREA
POPULATION .			
1990 Census		302,471	486,864
2000 Estrato		429,359	692,265
2005 Projection		483,654	780,963
% Compound Annual Change:	1990-2000	3.6%	3,6%
	2000-2005	2.4%	2.4%
HOUSEHOLDS			
1990 Census		123,358	201,680
2000 Estrate		178,157	287,247
2005 Projection		205,810	332,325
% Compound Annual Change:	1990-2000	3,7%	3.6%
	2000-2005	2.9%	3.0%
AVERAGE HOUSEHOLD INCOME			
1989 Actual (as per he 1990 Census)		\$41,214	\$41,519
2000 Eulireito		\$63,193	\$62,759
2005 Projection		\$74,015	\$73,118
% Compound Annual Change:	1889-2000	4.0%	3,8%
	2000-2005	3.2%	3.1%
2000 HOUSEHOLD INCOME DISTRIB	NOTION		
% \$0 - \$14,999		11,0%	10.9%
% \$15,000 - \$24,999		14.2%	14.5%
% \$25,000 - \$34,999		13,3%	13.9%
% \$35,000 - \$49,999		17.0%	17.8%
% \$50,000 - \$74,999		20.1%	20.3%
% \$75,000 - \$99,999		9.1%	9.0%
% \$100,000 and over		14.5%	13.6%
SHOPPERS GOODS EXPENDITURE F	OTENTIAL (\$ MII)		
Current Doters			
1990 Estronto		\$914.7	\$1,507.4
2000 Estmata		\$1,947.7	\$3,118.7
2005 Projection		\$2,635.3	\$4,203.7
% Compound Annual Change:	1990-2000	7.9%	7.5%
	2000-2005	B.2%	6.2%

Applied Geographic Solutions, Inc. SPO Rocearch, 23-Apr-01

SIMON SUNCOAST (AKA COCONUT POINT) COMPREHENSIVE PLAN AMENDMENT

TRANSPORTATION FACTORS IN SUPPORT OF TEXT AMENDMENT

Transportation Overview

The Simon Suncoast project is a proposed mixed use community with a regional shopping mall centrally located approximately midway between the existing Edison Mall in Fort Myers and Coastland Center Mall in Naples. In addition, the mall is well situated at a major intersection on US 41 where the mall can be served by several north-south and east-west roads.

There are several transportation advantages to this location, including its central location, its location at a major intersection, accessibility via several major roads, and abundant roadway capacity adjacent to the mall. These advantages are fully documented below.

Central Location

As shown in Exhibit 1, the Simon Suncoast Mall is centrally located approximately 14 miles south of the Edison Mall in Fort Myers and 16 miles north of the Coastland Center Mall in Naples. Furthermore, the mall is located approximately midway between the upscale Bell Tower Shops in south Fort Myers and the upscale Waterside Shops in north Naples.

This central location will help reduce long distance shopping trips for Estero and Bonita Springs residents who wish to shop at a regional mall. Exhibit 2 provides an illustration of the current situation, with Estero and Bonita Springs residents needing to travel long distances to shop at the Edison Mall to the north or the Coastland Center Mall to the south.

A new mall at the Simon Suncoast location will provide much closer shopping opportunities for Estero and Bonita Springs residents. It will no longer be necessary to travel several miles to the north on US 41 or I-75 to reach the Edison Mall or several miles to the south on US 41 or I-75 to reach the Coastland Center Mall. This is illustrated in Exhibit 3.

Location at a Major Intersection

As shown in Exhibit 4, the Simon Suncoast Mall is located in the northeast corner of the US 41/Coconut Road intersection. This location will allow traffic to approach the mall from the north, south, east and west.





US 41 is a principal arterial connecting the major urban areas along the Gulf Coast. US 41 also serves as the primary commercial hub in Southwest Florida. All four of the existing regional malls in Southwest Florida are located on US 41: the Sarasota Square Shopping Centre; the Port Charlotte Town Center; the Edison Mall in Fort Myers; and the Coastland Center Mall in Naples.

The section of US 41 passing the mall site is scheduled for widening to six lanes in the FDOT Adopted Work Program in 2005. However, the Governor has announced that, as part of an economic stimulus package, the widening of this section of US 41 will be moved up to June 2002.

Coconut Road is shown on Map 3A of The Lee Plan as a major east-west road that will eventually extend from west of US 41 to east of I-75 and will intersect US 41, Sandy Lane, Three Oaks Parkway and the CR 951 Extension. Coconut Road east of US 41 is recognized by the MPO in its 2020 travel model network as an arterial and is shown in new Map 3B of The Lee Plan as an arterial.

Furthermore, Coconut Road between US 41 and Three Oaks Parkway was designed to meet arterial road design standards and was constructed to those standards. The Typical Section for Coconut Road, which was approved by Lee County on October 27, 1998, includes a note (Typical Section Note 9), which is included in Appendix A, that states: "It is intended that Coconut Road will meet arterial design standards and will function as an arterial road upon its connection to the extension of Three Oaks Parkway in the future."

The Three Oaks Parkway Extension south to Coconut Road will be completed within a year. As stated by the Lee County DOT engineer in charge of the County portion of this project in an article in the Bonita Daily News on July 9, 2001: "Even by next year, when the part from Corkscrew to Williams gets done, it's going to give us some nice circulation all the way from Corkscrew to Coconut."

Finally, Coconut Road between US 41 and Three Oaks Parkway has an access management plan that meets the Lee County Land Development Code requirements for an arterial. In the Coconut Road Access Management Plan dated July 22, 1998, which is included in Appendix B, most access points are over 1,000 feet apart and none are closer than 660 feet apart.

Accessibility Via Several Major Roads

The location of the mall at the intersection of US 41 and Coconut Road offers several advantages in terms of the site's accessibility from several different directions on several different major roads. This is illustrated in Exhibit 5.

Of course, the mall site can be reached from the north and the south via US 41. However, as many as four other major north-south roads will allow traffic from the north and south to reach the mall without traveling on US 41.

First, traffic from the north and the south can reach the mall by using Three Oaks Parkway along



with Coconut Road or Williams Road. Approximately two miles of Three Oaks Parkway from Williams Road to south of Coconut Road is under construction and nearing completion by The Brooks. The section of Three Oaks Parkway between Corkscrew Road and Williams Road is currently under construction by Lee County and will be completed within the next year. Finally, the portion of Three Oaks Parkway from The Brooks to East Terry Street is scheduled for construction in the Lee County Capital Improvement Program in the year 2005. (The City of Bonita Springs is considering options for advancing the construction of Three Oaks Parkway south to East Terry Street.)

In addition, Map 3A in The Lee Plan (Exhibit 4) includes a new north-south road, referred to as the Sandy Lane Extension, as a major two-lane road extending from Alico Road in the north to Old 41 in the south. This new road, which will connect Alico Road, Koreshan Parkway, Corkscrew Road, Williams Road, Coconut Road and Old 41, passes immediately east of the Simon Suncoast Mall.

The Applicant has taken several steps to advance the construction of this road. First, the Applicant will construct the Sandy Lane Extension as four-lane divided roadway on site between Williams Road and Coconut Road. The capacity for two of these lanes will serve on-site development, while the capacity of the other two lanes will serve the general public, since they are, in effect, the two lanes identified in the MPO and County long range transportation plans. In addition, the Applicant is reserving right-of-way on it's property for the continuation of this road south toward Old 41. The Applicant is also working with property owners to the north to assemble the right-of-way needed to construct Sandy Lane between Corkscrew Road and Williams Road.

Map 3A in The Lee Plan (Exhibit 4) also includes a CR 951 Extension from the Lee/Collier County Line to Corkscrew Road. The new road east of I-75 will connect the Coconut Road Extension with Corkscrew Road (and possibly Alico Road) to the north and Bonita Beach Road and Immokalee Road to the south. Once constructed, this road would provide another way to reach the mall.

Although an I-75 interchange at Coconut Road is currently not included in the I-75 Master Plan, there is much interest in a new interchange at Coconut Road. With this in mind, the long-range transportation plans of both the MPO and the County were developed in a way that would allow an interchange at Coconut Road, if the need arises.

Finally, many residents can reach the mall without traveling on US 41 via several secondary roads. These include Williams Road, Fountain Lakes Boulevard, Pelican Pointe Boulevard, Coconut Road west of US 41 and Pelican Colony Boulevard.

In sum, residents will be able to reach the mall via US 41 and Three Oaks Parkway immediately and via Sandy Lane, the CR 951 Extension and possibly I-75 in the future. In addition, there are several secondary roads that people can use to reach the mall. Exhibit 6 provides a close-in view of the different roads that can be used to access the site from several different directions.

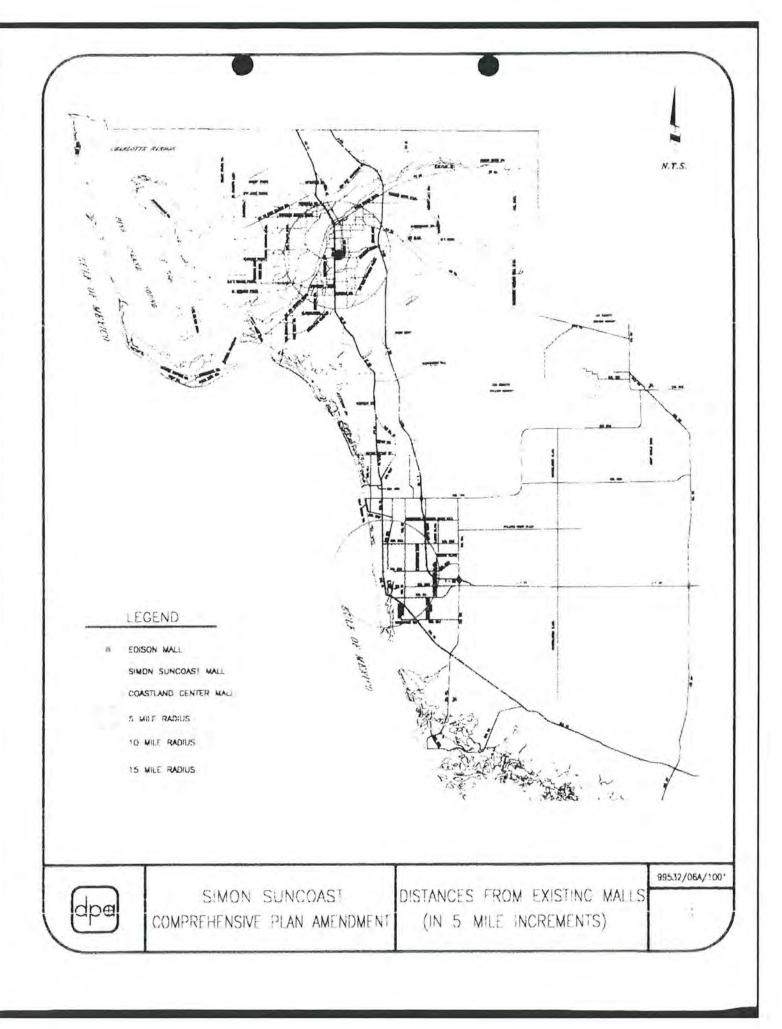
Abundant Roadway Capacity Serving the Mall

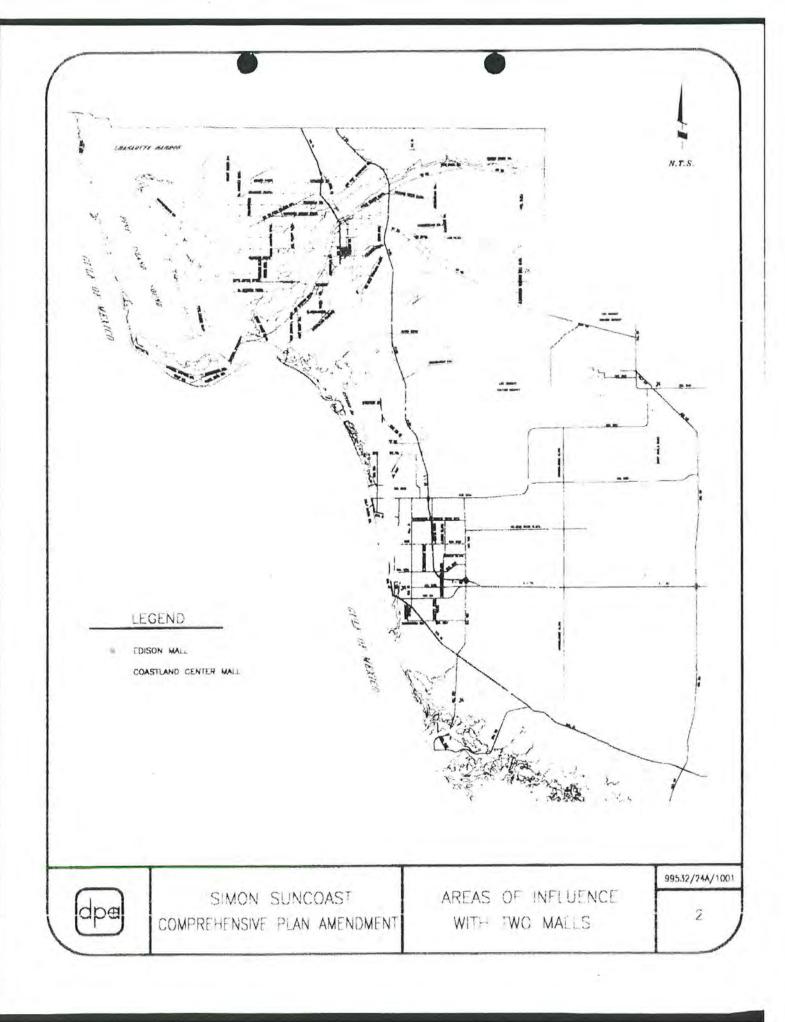
As shown in Exhibit 7, there will be a total of 16 travel lanes providing access to the mall. This includes six lanes on US 41, four lanes on Coconut Road, four lanes on Sandy Lane and two lanes on Williams Road. This provides abundant roadway capacity adjacent to the mall.

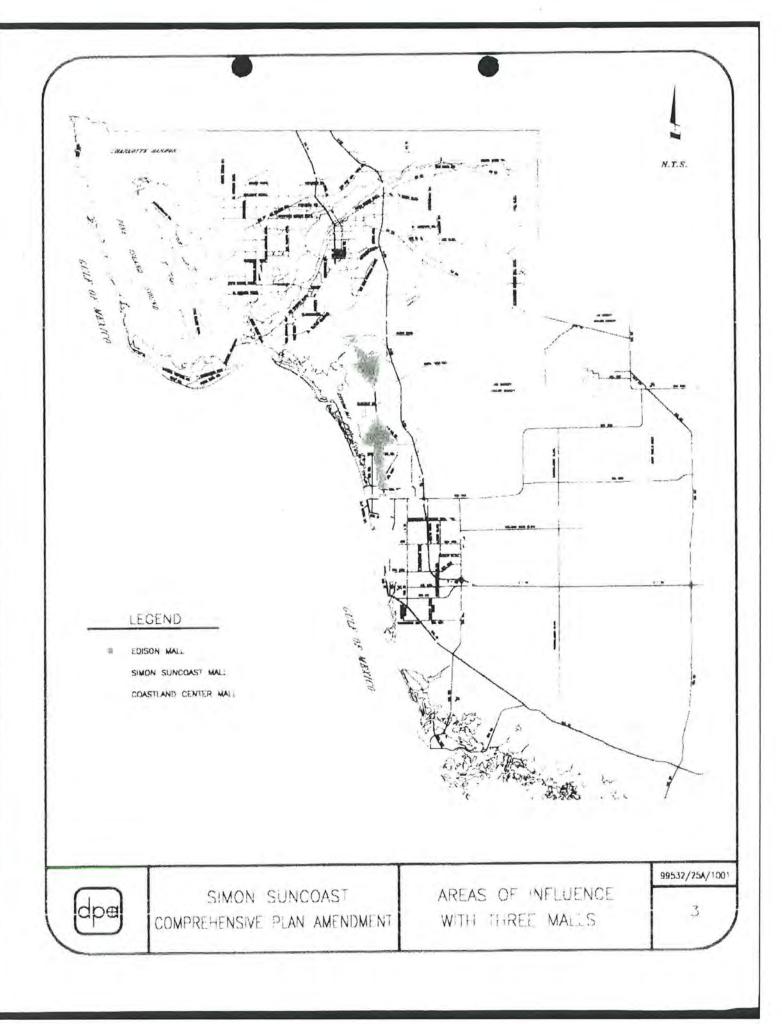
As shown below, the 16 travel lanes providing access to the Simon Suncoast Mal compares favorably to the other malls in Southwest Florida. Drawings showing the number of travel lanes serving each mall are provided in Appendix C. These drawings show existing lanes plus those scheduled for construction.

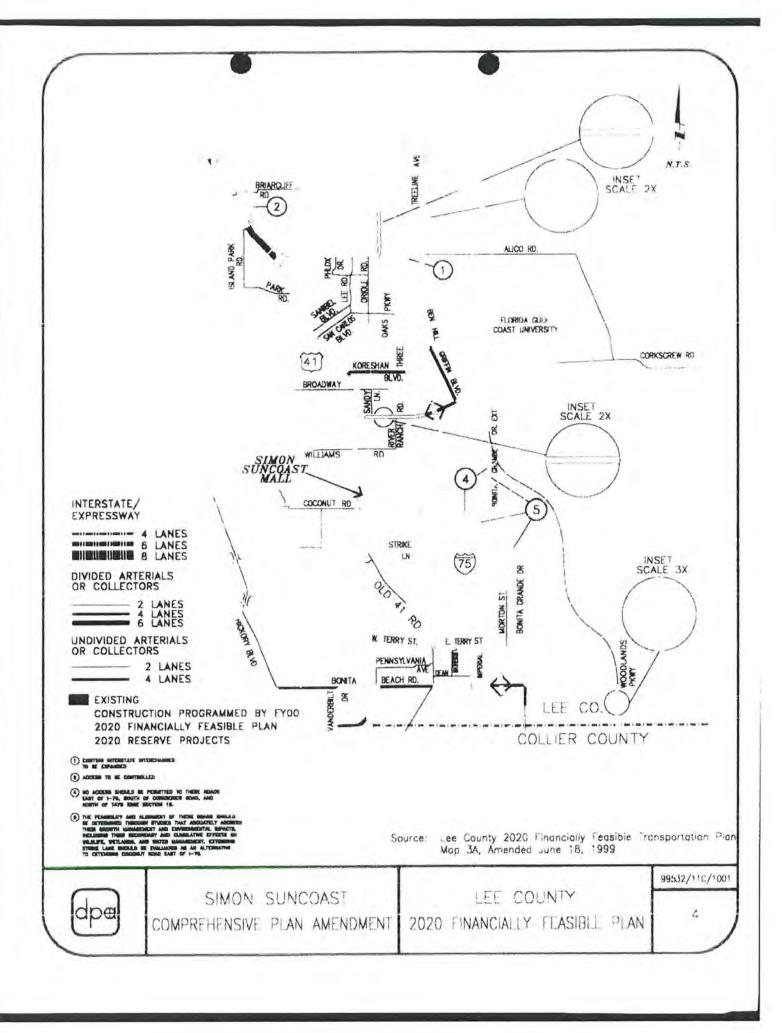
Name	Number of Travel Lanes
Sarasota Square Shopping Centre	16
Port Charlotte Town Center	16
Edison Mall	15
Gulf Coast Town Center (Proposed)	7
Simon Suncoast Mall (Proposed)	16
Coastland Center Mall	20

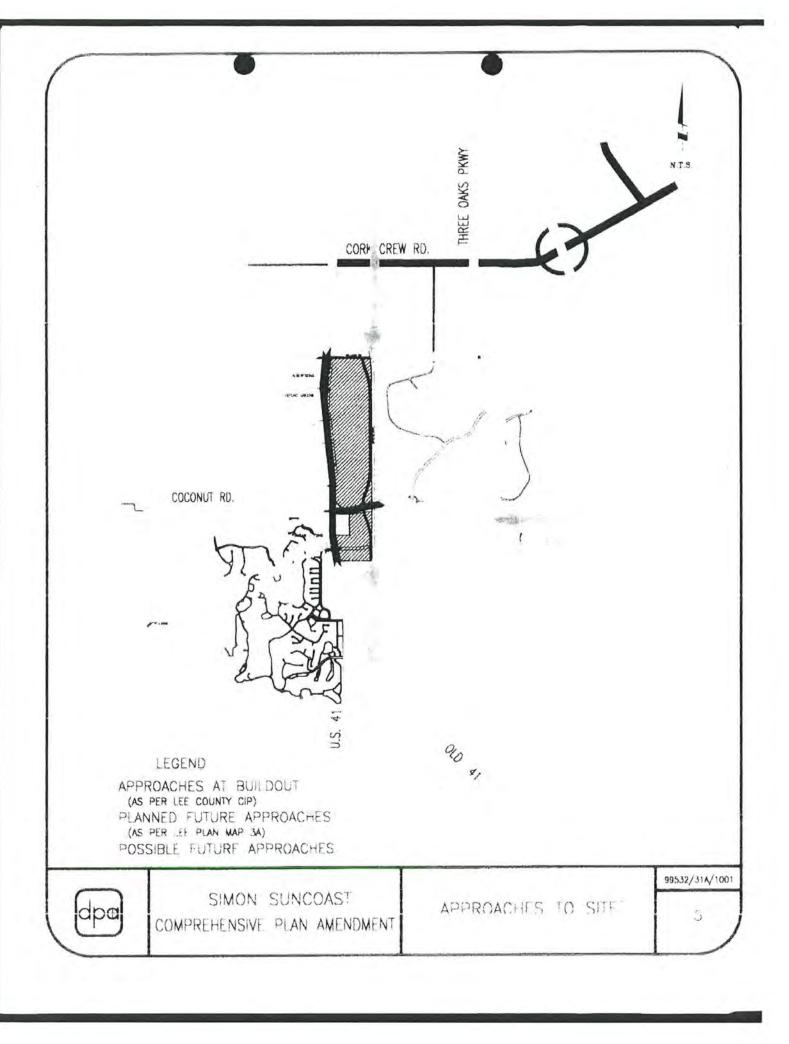
Finally, a travel model assignment was conducted by the Lee County DOT staff to test the adopted 2020 Financially-Feasible Plan with the proposed Simon Suncoast Mall. This travel model assignment indicated that all roads in the vicinity of the mall (i.e. within three miles) will operate at the adopted Lee Plan level of service standard in 2020.

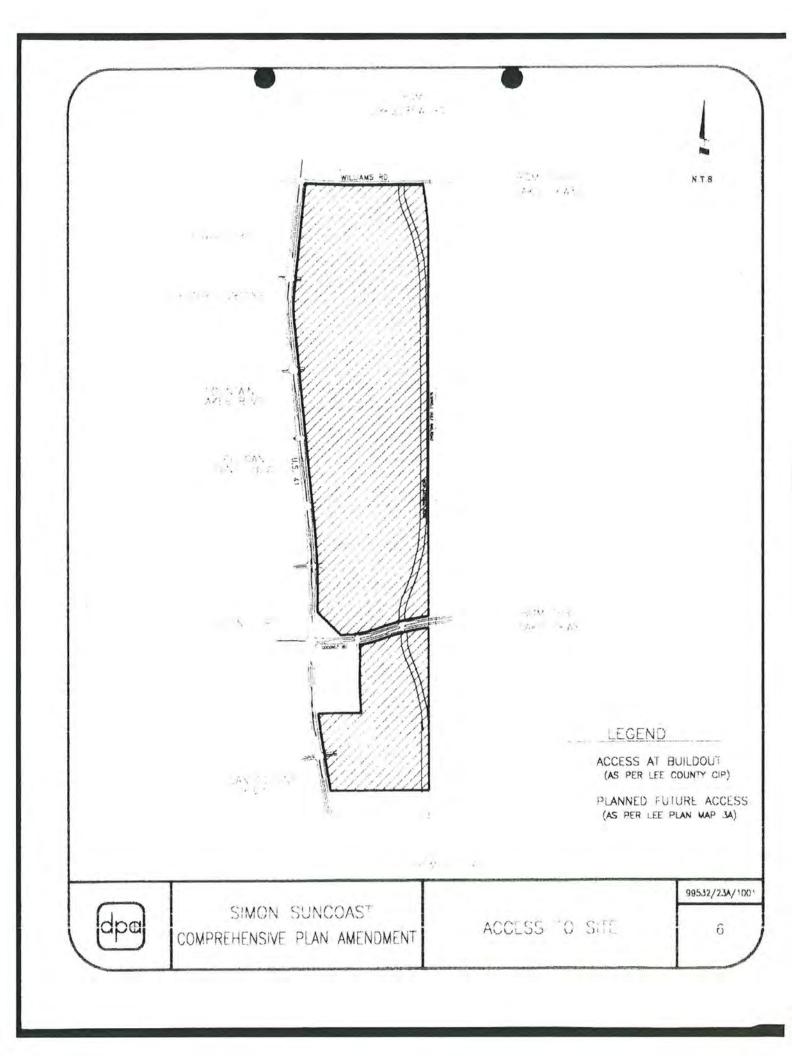














N.T.S

'6 Lanes Around Mall

- 6 Lanes or US 41
- 4 Lanes on Coconut Road
- 4 Lanes on Sandy Lane
- 2 Lanes on Williams Road

LEGEND

2 LANES

4 LANES

6 LANES



SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT

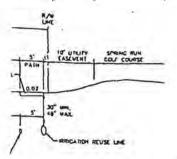
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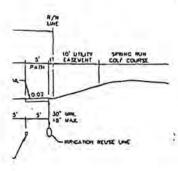
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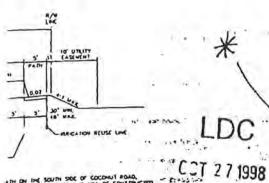
LANES AROUND SIMON SUNCOAST MALL 99532/30A/1001

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APPENDIX A COCONUT ROAD TYPICAL SECTION NOTE 9







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QUEST

LONG BAY PARTNERS, LLC

3451 BONITA BAY BOULEVARD, S.W. SUITE 202 BONITA SPRINGS, FL 34134-4395 PHONE (341)495-1000 FAX (941)992-7672

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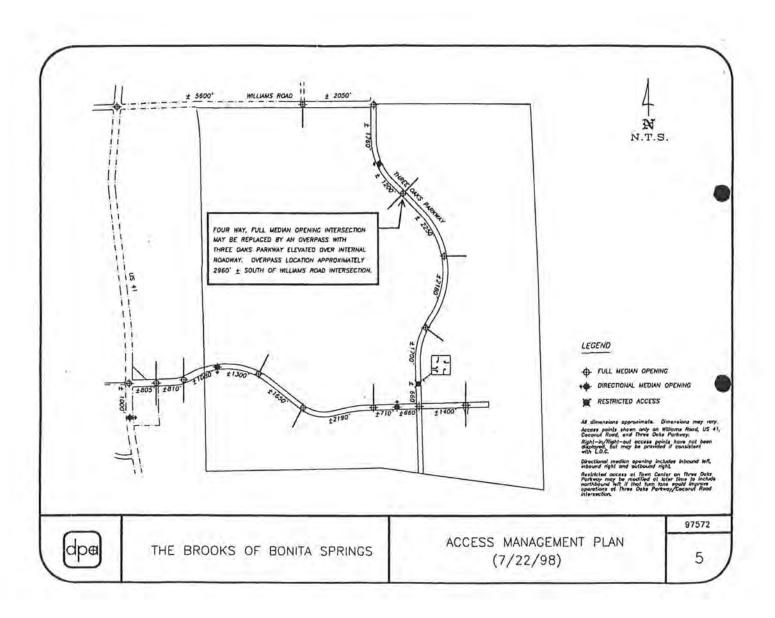
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APPENDIX B COCONUT ROAD ACCESS MANAGEMENT PLAN



Knott, Consoer, Ebelini Hart & Swett, P.A.

CPA GOOD APO

Matthew D. Uhle Aaron A. Haak

Director of Zoning and Land Use Planning Michael E. Roeder, AICP

George H. Knott *+ George L. Consoer, Jr. ** Mark A. Ebelini Thomas B. Hart H. Andrew Swett

Board Certified Civil Trial Lawyer
 Board Certified Real Estate Lawyer
 Board Certified Business Litigation Lawyer

1625 Hendry Street * Third Floor (33901) P.O. Box 2449 Fort Myers, Florida 33902-2449

> Telephone (941) 334-2722 Telecopier (941) 334-1446

MUhle@knott-law.com

September 21, 2001

Mr. Matt Noble Lee County Division of Planning P.O. Box 398 Fort Myers, FL 33902

Re: Simon Suncoast Plan Amendment Sufficiency Materials

Dear Matt:

Enclosed please find our responses to most of the sufficiency questions, including the various land use and traffic analyses. The remainder of the required material, which consists primarily of provider letters, will be submitted when they become available.

Sincerely,

KNOTT, CONSOER, EBELINI,

HART & SWETT, P.A.

Matthew D. Uhle

Encls

MDU/zw

cc: Ron Talone Ned Dewhirst Chris Squires Tom Schneider Chuck Schneider

David McArdle Ron Dillon



RECEIVED

BOARD OF COUNTY COMMISSIONERS

Bob Janes District One

Douglas R. St. Cerny District Two

Ray Judah District Three

September 19, 2001

Andrew W. Coy District Four

John E. Albion District Five

Donald D. Stilwell County Manager

James G. Yaeger County Altorney

Diana M. Parker County Hearing Examiner Mr. Michael Roeder Humphrey & Knott, P.A. P.O. Box 2449

Fort Myers, Florida 33902-2449

Written Determination of Adequacy from EMS services Simon Suncoast DRI - Williams and Coconut Roads

Dear Mr. Roeder:

Re:

I have reviewed your letter faxed to me on September 12, 2001. Please be advised that the current and planned budgetary projections for additional EMS resources should adequately address any increased demand for service from persons occupying this parcel or any support facilities.

If you would like to discuss this further, please call me at the above referenced number.

Respectfully submitted,

DIVISION OF PUBLIC SAFETY

H.C. "Chris" Hansen EMS Program Manager



SO- 21 231

Bse



Your Ride Is Here.

LEE TRAN

10715 E. Airport Rd. Ft. Myers, FL 33901 941-277-5012 941-277-5011 Fax

FAX

To: Mike Rader From: Steve Myers

Date: 9/12/01 Pages: 2

Fax #: 334 - 1446 Phone #: 277-5012 ext 2222

RE: CPA 2000 - 30 Simon Sunctast Amendment

Comments:

Attached is correspondence from Lee Tran directed to Paul O'Connor regarding your Amendment application.

MEMORANDUM

from the

TRANSIT DIVISION

DATE: August 31, 2001

Paul O'Connor, Director

FROM: Darren R. Brugmann

Transit Planner

Division of Planning

RE:

To:

CPA 2000-30 Simon Suncoast Privately Initiated

Lee Plan Future Land Use Map Amendment

Lee Tran has reviewed your letter of June 22, 2001 regarding the referenced project.

Future development such as this could generate ridership at that location, we therefore, would like to request that Lee Tran have the opportunity, if this property is developed, to examine the location for additional transit amenities.

I can be reached at 277-5012 ext. 2233 if you have any questions.

DAVID PLUMMER & ASSOCIATES

TRANSPORTATION . CIVIL . STRUCTURAL . ENVIRONMENTAL

1531 HENDRY STREET FORT MYERS, FL 33901 941 332-2617 FAX: 941 332-2645 F-mail: deafm@peaganet.net

August 24, 2001

Mr. Matt Uhle Humphrey & Knott, P.A. 1625 Hendry Street Fort Myers, FL 33901 REP 21 200

RE:

Simon Suncoast Comp Plan Amendment, #99532 COMMUNITY DEVELORMENT Sufficiency Response For Traffic Study

Dear Matt,

Attached for distribution is our Sufficiency Response for the transportation study done in support of the Comp Plan Amendment for the Simon Suncoast Project. Please include this in your response to the County.

For this Sufficiency Response, we have utilized the updated travel model assignments and level of service spreadsheets provided by the Lee County Department of Transportation. The travel model assignments and spreadsheets have been updated to reflect the most recent Lee County MPO 2020 Financially-Feasible Highway Plan update.

As before, we have concluded that the Project will not cause any roadway segments to fail. In other words, there are <u>no</u> segments where the level of service is at or above the standard without the Project, but below the standard with the Project. All segments are either at or above the standard both with or without the Project, or below the standard, both with and without the Project.

Please let me know if you have any questions regarding our sufficiency response.

Very truly yours,

Ronald T. Talone

RTT:sw

99532:Uhle 0823.wpd

CC:

Chris Squires Tom Schneider

mald 7. Talove

Chuck Schneider David McArdle

Frank Scarlati

Ron Dillon

Richard Kepley

Ned Dewhirst Mike Roeder

David S. Plummer

CPA 2000-00030

FT. MYERS . CORAL GABLES . FT. LAUDERDALE . BOCA RATON

dpa

Knott, Consoer, Ebelini Hart & Swett, P.A.

George H. Knott *+ George L. Consoer, Jr. ** Mark A. Ebelini Thomas B. Hart H. Andrew Swett

Board Certified Civil Trial Lawyer
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MUhle@knott-law.com

Matthew D. Uhle Aaron A. Haak

Director of Zoning and Land Use Planning Michael E. Roeder, AICP

SOMING CORRESPONDING

November 2, 2001

Mr. Paul O'Connor, Director Lee County Division of Planning P.O. Box 398 Fort Myers, FL 33902

Re:

Simon Suncoast Plan Amendment

CPA 2000-30

Dear Paul:

Attached please find six (6) copies of the proposed text amendment and supporting analysis. As we discussed previously, this will be added on to the previously-filed map amendment application and will be subject to the fee required under the old fee schedule.

Sincerely,

KNOTT, CONSOER, EBELINI, HART & SWETT, P.A.

Matthew D. Uhle

MDU/zw

Enclosures

CPA 2000-00030

SIMON SUNCOAST PROPOSED TEXT AMENDMENT AND SUPPORTING ANALYSIS

The Applicant requests the addition of the following language to Policy 6.1.2.4(c):

A regional commercial center is permitted in the area in Sections 4 and 9, Township 47 South, Range 25 East, that is bounded to the West by U.S. 41, to the East by the Seminole Gulf Railroad track, to the South by Coconut Road, and to the North by a line located one-half mile North of Coconut Road.

INTRODUCTION

The parcel affected by this Application is the subject of pending applications for a rezoning, a development of regional impact, and a Lee Plan Future Land Use Map amendment. During the review of these applications, Lee County DOT concluded that the portion of Coconut Road that runs East of U.S. 41 would not function as an arterial roadway at the time of the project's buildout. There is no dispute that the rezoning application will be inconsistent with Policy 6.1.2.4 of the Lee Plan if this is, in fact, the case.

For reasons contained herein, the Applicant contends that the pertinent segment of Coconut Road will unquestionably function as an arterial at the time it is connected to Three Oaks Parkway. In an effort to clarify the issue and avoid an unnecessary dispute during the hearing process, however, the Applicant has prepared and filed this application for an amendment to Policy 6.1.2.4(c).

MARKETING AND DEMOGRAPHIC ADVANTAGES OF THE SITE

The Simon Suncoast site is located in the fastest growing portion of Lee County. The 2000 Census indicates that the population in the area between the Collier County line and Alico Road grew 82% between 1990 and 2000. A map showing the population density in this area is attached as Exhibit "A."

The property benefits from its location on US 41, which carries higher volumes of local traffic than I-75, but is only three (3) miles from the nearest interstate interchange. It is nearly equidistant (approximately 16 miles) from the Edison and Coastland Malls, which are the closest regional centers, and is roughly 13 miles from the Bell Tower and Waterside Shops, the two specialty retail centers in the Naples/Fort Myers market. The site is, therefore, perfectly centered to serve the market's impressive growth. There are approximately 81 active residential projects within five (5) miles of the site. The recent

CPA 2000-30

opening of the Hyatt Regency Coconut Point Resort and Spa on Coconut Road will also provide an impetus to additional resort, tourist and residential development in the Estero/Bonita Springs area, thus further increasing the demand for the project.

A graphic setting out in detail the suitability of the property from a marketing perspective is attached as Exhibit "B."

ADEQUACY OF EXISTING AND FUTURE TRANSPORTATION NETWORK

See Exhibit "C" attached.

OTHER PLANNING CONSIDERATIONS

The overall suitability of the site for a regional commercial center is discussed at considerable length in the ADA and the application for the FLUM amendment. In a nutshell, some of the relevant facts are:

- The property is surrounded by collector and arterial roads and approved developments at urban densities and intensities;
- The growth rate for Estero has far outstripped both expectations and the rate for the County as a whole, as shown by building permit data which was included in the map amendment application;
- 3. The project will have access to public water and sewer facilities;
- 4. A LeeTran route currently runs past the property on U.S. 41;
- 5. The amount of environmentally sensitive lands on the site is very limited; and
- The demand for an additional regional center in the Estero area has already been established by the approval of the Gulf Coast Towne Center.

LEE PLAN CONSISTENCY

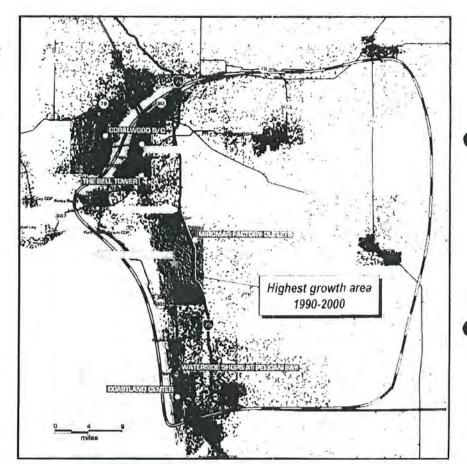
The proposed regional center is consistent with several provisions of the pending Estero Community plan amendment, including sections relating to public participation, the need for a true town center with public meeting places, and adequate public facilities. The representative for the Steering Committee for the Estero Plan testified during an LPA hearing on the Plan that the scale of the Simon Suncoast project was consistent with the vision statement for the area.

The Applicant, as noted above, contends that the project is consistent with the

current version of Lee Plan Policy 6.1.2.4 and that the requested amendment is nothing more than a clarification of the existing plan. The amendment is also consistent with the following additional Plan provisions:

- Policy 1.1.4: Regional centers are permitted in the Urban Community FLUM category, which has been requested in a separate plan amendment application.
- Objective 2.1: Given the location of the property in close proximity to numerous existing and approved urban-style developments, most notably The Brooks, the approval of a regional center on the subject parcel will promote a contiguous and compact growth pattern.
- Objective 2.2: As noted throughout the various applications, the proposed regional center will have access to adequate public facilities.
- 4. Goal 4: The regional center will be part of a large mixed-use development.
- 5. <u>Policy 5.1.5</u>: The subject property does not directly abut any existing residential uses, as it is separated from The Brooks by a railroad line.
- Policy 6.1.4: As noted throughout the various application documents, the project will be compatible with the surrounding neighborhood and will be served by adequate public facilities.
- 7. Policy 6.1.7: As noted above, the project is a large-scale, mixed-use, infill development.

2000 Census Population Density





A TOWN CENTER





RESPONSE TO POPULATION QUESTION

IDDRESURSELY DE VOTERWALLET

E.1. As noted in the original submittal, the applicant has not attempted to amend the current version of the 2020 Planning Communities Acreage Table because the existing allocations are sufficient to accommodate both the residential and commercial components of the project. In the absence of a request to add acres to the table, the amendment has no impact whatsoever on the established Lee County population projections.

The applicant has reviewed the data and analysis which accompanies PAM/T 99-20, which has been recommended for approval by the LPA, but which has not been transmitted by the Board of County Commissioners as of the date of the writing of this document. The proposed allocation of commercial acres for the new Estero Planning Community (1,379 acres) is more than adequate to accommodate the Simon Suncoast Project. The residential allocation of 327 acres, however, to the Urban Community FLUM category in the Estero Planning Community will leave the residential portion of the project with a deficit, the precise amount of which cannot be determined at this time, since the project is in its early stages, and the County's 2020 acreage methodology is extremely complex. It should not, however, exceed 100 acres.

In light of the buildout period for the project and the county's commitment to readdress the allocation in the Evaluation and Appraisal Report process, the applicant has decided that it is unnecessary to request additional residential acres as part of this plan amendment. The

applicant would note, however, that Page 31 of the analysis supporting PAM/T99-20 identified a "unit bank" of 13,825 units which could be used to eliminate the deficit today without increasing the residential capacity of the FLUM. Many of these units have been allocated to projects in non-urban areas which do not have any development approvals to date. The proposed 1,600 unit reduction in size of the Brooks could also have the effect of freeing up units and acres for Simon Suncoast.



BOARD OF COUNTY COMMISSIONERS

Re:

Dear Mr. Uhle:

Writer's Direct Dial Number:	
	479-8585

Bob Janes District One

October 15, 2001

Douglas R. St. Cerny District Two

Ray Judah District Three

Andrew W. Cov District Four

District Five

Donald D. Stilwell County Manager

James G Yaeger County Attorney

Diana M. Parker County Hearing Examiner

Knott, Consoer, et al. Attn: Matt Uhle 1625 Hendry Street, Ste. 301 Ft. Myers, FL 33901

Simon Suncoast DRI

DRI2000-00015

Please accept this correspondence as a follow up to your email last Friday, requesting a hearing schedule for the Simon Suncoast DRI. The proposed schedule is below:

Presentation of the Lee Plan amendment to the LPA is scheduled for November 1. 26, 2001.

- 2. With the LPA hearing scheduled for November 26th, a BOCC transmittal hearing could occur mid to late December if the Board of County Commissioners can convene at that time.
- 3. If the Board transmittal occurs in December, then the County will take appropriate action to schedule the Hearing Examiner hearing for January 30th.
- The County does not control Regional Planning Council (RPC) scheduling. 4. Therefore, we ask that you please contact the RPC regarding the proposed date. The later the RPC date, the more difficult it will be to draft a DRI development order in a timely manner. Therefore, depending on the RPC date, the zoning hearing may have to be continued to incorporate any RPC recommendation.

Please note that a delay at any point in the schedule as outlined above, will result in a hearing delay.

If you have any questions regarding the above, please give me a call.

DEPARTMENT OF COMMUNITY DEVELOPMENT

Mary Gibbs, AICP

16m 51555

Director

[MG/cb]

Mike Pavese CC: Dawn Lehnert Matt Noble

Knott, Consoer, Ebelini Hart & Swett, P.A. A T T O R N E Y S - A T - L A W

George H. Knott *+ George L. Consoer, Jr. ** Mark A. Ebelini Thomas B. Hart H. Andrew Swett

* Board Certified Civil Trial Lawyer ** Board Certified Real Estate Lawyer + Board Certified Business Litigation Lawyer 1625 Hendry Street • Third Floor (33901) P.O. Box 2449 Fort Myers, Florida 33902-2449

> Telephone (941) 334-2722 Telecopier (941) 334-1446

MUhle@knott-law.com

Matthew D. Uhle Aaron A. Haak

Director of Zoning and Land Use Planning Michael E. Roeder, AICP

October 4, 2001

Mr. Matt Noble Lee County Division of Planning P.O. Box 398 Fort Myers, FL 33902

Re: Simon Suncoast Plan Amendment/Response to Sufficiency Questions

Dear Matt:

We have previously responded to portions of your July 24th sufficiency letter. Please consider the following to be our response to the July 24th letter.

Part III of the application

B. The application has provided figures for the acreage of the property within each existing Future Land Use category. The application lists the total acreage within the Wetlands Future Land Use category as 50.79. Staff is unable to confirm these figures. According to staff's calculations, there are approximately 27 acres in the Wetlands Future Land Use category on the property. Please clarify this discrepancy. Also, please confirm the Wetland figures by providing a signed copy of the Wetlands Jurisdictional Verification from the South Florida Water Management District.

The 50.79 acres makes up both wetlands and existing surface waters. Actual acreage of existing wetlands is 36.23 acres. The proposed conservation area for the project is 32.7 acres. Please see SFWMD Permit #36-00298-S for permitted wetland/conservation area.

Part IV of the application

A.3 Item A.3 of the plan amendment application requires a map and description of the existing land uses within the subject property and surrounding properties. Staff has located the map of existing uses, but is unable to locate any narrative description of the existing land uses. Please provide a description of the existing land uses for the subject property and surrounding properties, providing details on the name of the development and the density or intensity of the existing uses.

See revised Exhibit A.3 (Existing Uses Map-provided previously) and attached narrative.

A.4 This item ties in with A.3 above. The application requires a map and description of the existing zoning for the subject property and surrounding properties. The map was provided, but the description appears to be missing. Please provide a description of the surrounding zoning, including the name of the development, zoning resolution numbers, types of uses approved, and what density or intensity is approved under the current zoning.

See revised Exhibit A.3 (Existing Uses Map-provided previously) and attached narrative.

A.5 Staff finds a minor problem with the submitted legal description for the subject parcel. The acreage shown in the legal does not match (482.421 versus 483.138) the acreage figure in Part III.B. Please correct or clarify the discrepancy.

The correct overall acreage for the project is 482.4 acres. See revised legal description (provided previously).

- B.2 The application does not include a sufficient existing and future conditions analysis for sanitary sewer, potable water, surface water/drainage basins, and parks and recreation. Item B.2 of the application specifically states that this analysis should include the following:
 - Franchise area, basin, or district in which the property is located;
 - Current LOS, and LOS standard of facilities serving the site;
 - Projected 2020 LOS under existing designation;
 - Projected 2020 LOS under proposed designation;
 - Improvements/expansions currently programmed in 5 year CIP, 6-10 year CIP, and long range improvements; and

Mr. Matt Noble Lee County Division of Planning October 4, 2001

> Anticipated revisions to the Community Facilities and Services Element and/or Capital Improvements Element.

Please revise Item B.2 to incorporate the required analysis.

See revised Items B.2(a), (b) and (c) (provided previously).

B.3.b Please provide the required letter from Lee County EMS.

See attached letter.

B.3.d Please provide the required letter from the appropriate solid waste provider.

This letter will be provided under separate cover.

B.3.e Please provide the required letter from Lee Tran.

Provided previously.

D.2 Please provide a map showing the subject property location on the archeological sensitivity map for Lee County.

See archeological map (provided previously).

E.1 Item E.1 of the application requires a discussion of how the proposed amendment affects established Lee County population projections, this discussion is missing from the application. Please provide the required discussion.

The application has not addressed any potential changes to the Lee Plan 2020 allocations. The subject property is currently located in the Bonita Springs Planning Community, but will be located in the new Estero Planning Community upon adoption of the pending plan amendment PAM/T 99-20. The Bonita Springs Planning Community allocations are provided in the current version of the lee Plan. The new Estero allocations are provided in the staff report for PAM/T 99-20. The proposed amendment could necessitate changes to the Residential allocations for the Urban Community and Rural land use categories. It could also necessitate changes to the commercial allocations.

Once the pending amendments to the 2020 allocations are adopted, there will be 327 acres allocated for residential development in the Urban Community land use

Mr. Matt Noble Lee County Division of Planning October 4, 2001

category in the new Estero Planning Community. Of these 327 acres, approximately 100 acres will be available for residential development. There will also be 1,379 acres allocated for commercial development in the new Estero Planning Community. Of these 1,379 acres, 1,203 acres will be available for commercial development. Please discuss how the proposed amendment will impact the 2020 acreage allocations.

See response to population question (provided previously).

G. Item G of the plan amendment application requires justification for the proposed plan amendment based upon sound planning principles, and that the justification be supported with adequate data and analysis. The application has not provided sufficient justification for the proposed land use map change. Please synthesize the factors that support the requested amendment. What factors point to a need for additional urban land in Lee County, and more specifically, in the new Estero Planning Community? Also, will the proposed amendment help to further any particular Goals, Objectives, and Policies of the Lee Plan? (this analysis should be different from the Lee Plan consistency analysis provided in "Document E" of the application materials).

See response to Urban Land question (provided previously).

DOT Question

See letter (with exhibits) from Ron Talone (provided previously).

Sincerely,

KNOTT, CONSOER, EBELINI, HART & SWETT, P.A.

Matthew D. Uhle

MDU/zw Enclosures

cc: Ned Dewhirst Tom Schneider Chris Squires Ron Dillon

Ron Talone

SIMON SURROUNDING USES

East - The Brooks, a residential golf course community on 2,492 acres, approved for 3,600 dwelling units and 120,000 sq. ft. of commercial in a town center. (There are four MPD zoned parcels totalling 23.25 acres adjacent to US 41 to the East that are a portion of The Brooks, comprising office and private health center.)

South - An existing 53.0± acre industrial park zoned IL, and the Bonita Steak House Restaurant on a 3.0 acre site zoned CG (from Property Appraiser GIS mapping database).

West (from South to North):

- Pelican Landing, a 2,373 ± acre planned community zoned RPD/CPD and approved by Resolution #Z-97-073 (1997 version of DO) for 4,400 residential units, 461,050 sq. ft. of retail commercial, 245,000 sq. ft. of office commercial, 50,000 sq. ft. conference center, and 750 hotel rooms;
 - A 46.36 acre site zoned MPD on the NW corner of Coconut Road and US 41 approved by Resolution Z-98-075 for 250,000 sq. ft. of retail/commercial, 50,000 sq. ft. of office use, and 200,000 sq. ft. of light industrial (alternatively to light industrial, 144 multiple family dwelling units);
 - An 11.32 acre parcel zoned AG-2, as noted on Property Appraiser GIS mapping database;
 - 4. Two CPD zoned parcels totalling 13.47± acres approved for 130,500 sq. ft. of commercial by Resolution #Z-00-010, currently grazing land;
 - 5. 10.54 acres zoned AG-2, as noted on Property Appraiser GIS mapping database;
 - The 24.2 acre Estero Greens site, approved by Resolution #Z-97-050 for 100,000 sq. ft. of retail, and 129,000 sq. ft. of office uses;
 - 7. The 7.23 acre site being developed for a new Albertson's anchored strip center;
 - 8. The 4.99 acre site of the West Bay Club Sales Center; and
 - To the West of the above uses is the community of Fountain Lakes, which has 900 residential dwelling units.

North - a vacant 15.29 acre AG-2 zoned parcel, as noted on the Property Appraiser GIS mapping database.

The information compiled above is derived from Planned Development Zoning Resolutions, DRI Development Orders and County GIS.

Knott, Consoer, Ebelini Hart & Swett, P.A. ATTORNEYSATLAW

George H. Knott *+ George L. Consoer, Jr. ** Mark A. Ebelini Thomas B. Hart H. Andrew Swett

Board Certified Civil Trial Lawyer
 Board Certified Real Estate Lawyer
 Board Certified Business Litigation Lawyer

1625 Hendry Street • Third Floor (33901) P.O. Box 2449 Fort Myers, Florida 33902-2449

> Telephone (941) 334-2722 Telecopier (941) 334-1446 Muhle@knott-law.com

Matthew D. Uhle Aaron A. Haak

Director of Zoning and Land Use Planning Michael E. Roeder, AICP

October 3, 2001

Mr. Michael Pavese Lee County Division of Development Services P.O. Box 398 Ft. Myers, FL 33902

Re: Simon Suncoast DRI/Proposed Schedule

Dear Mike:

We are aware that the schedule we proposed previously is unattainable at this point. Based on the applicable statutes, my clients' interests, and your previously-expressed concerns regarding the amount of time required between the plan amendment transmittal hearing and the Hearing Examiner proceeding on the DRI and the zoning, we would propose the following, and will grant the necessary statutory waivers to make it possible:

- 1. The LPA hearing on the plan amendment will take place in October;
- The BOCC transmittal hearing on the plan amendment will occur in early or mid-November;
- The RPC hearing on the DRI will be held on the regular date in November; and
- 4. The Hearing Examiner hearing will be scheduled for an appropriate day in early or mid-January.

My clients have also indicated that they would like to meet with you and representatives of the Division of Planning to discuss the square footage issue on October 18.

Mr. Michael Pavese October 3, 2001 Page 2

Please let me know as soon as possible if this schedule is satisfactory. If you have any questions, please do not hesitate to call.

Sincerely,

KNOTT, CONSOER, EBELINI, HART & SWETT, P.A.

Matthew D. Uhle

cc: Matt Noble

Dawn Lehnert, Esq.

Mary Gibbs

Mast Whe

David Burr

Dan Trescott

Tom Schneider

Chuck Schneider

David McArdle

Ron Dillon

Ned Dewhirst

Ron Talone



DEPARTMENT OF TRANSPORTATION

Memo

To:

Paul O'Connor, Planning Division Director

From:

David Loveland, Manager, Transportation Planning

Date:

October 3, 2001

Subject:

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT

We have reviewed the "Sufficiency Response For Traffic Study" prepared by David Plummer & Associates dated August 24, 2001, and we disagree with their conclusion that no roadway segments will fail because of the project. We utilized the updated Lee County 2020 travel model assignments and determined that there are potential problems on four roadway segments.

Two of the segments, on Sandy Lane and Ben Hill Griffin Parkway, would be considered failing if the model volumes were adjusted to peak season, peak hour conditions using the adjustment factors from the permanent count stations previously assumed by staff for long range level of service analysis. However, in the Simon Suncoast DRI other DOT planning staff members had allowed this same consultant to use different permanent count stations to adjust the volumes for those two segments (PCS 25 for Sandy Lane and PCS 15 for Ben Hill Griffin Parkway). The use of the different adjustment factors leads to the conclusion that the segments would be operating at an acceptable level of service in the future.

Two segments on US 41, from Koreshan Boulevard to San Carlos Boulevard and from San Carlos Boulevard to Alico Road, are also projected to fail in 2020 with the Simon Suncoast project. The consultant has attempted to revise the service volumes (capacities) for these segments by applying a higher g/c ratio, in an attempt to show the segments at an acceptable level of service. This approach is not acceptable to DOT staff.

As noted in Policy 22.1.2 of the Lee Plan, the generalized service volumes developed by Lee DOT staff are to be used for future year analyses, and the determination of the appropriate service volumes to use is to be made by DOT staff. Because the calculation of route specific service volumes is so heavily dependent on existing geometrics, signal timing and signal spacing, and those variables are subject to considerable change over time, the more generalized service volumes calculated from County-wide averaged data are most appropriate for future evaluations. The consultant's approach represents a spot

Paul O'Connor, Planning Division Director October 3, 2001 Page 2

adjustment in an attempt to make an identified problem go away. It is unacceptable for the following reasons:

- (1) The consultant assumes that the g/c ratio at the signalized intersections on US 41 will be the same in the future as current conditions;
- (2) The consultant has no real basis for his assumed g/c ratio for any new signals on US 41;
- (3) The g/c ratio represents just one variable of many in the service volume calculation if an adjustment is to be made, then all variables should be revisited. In fact, some variables are directly related, i.e. assuming a higher g/c ratio should result in a lower assumed % turns from exclusive lanes;
- (4) Just revising the service volumes for two segments out of all that are impacted by the project creates an inconsistency in the evaluation process.

For the purposes of this analysis, the generalized service volumes should be used without adjustment.

DML/mlb

cc: Dawn Perry-Lehnert
Donna Marie Collins
Andy Getch
Mike Pavese
Ken Heatherington
DRI File



RECEIVED Knott Consoer

BOARD OF COUNTY COMMISSIONERS

Bob Janes District One

Douglas R. St. Cerny District Two

Ray Judah District Three

September 19, 2001

Andrew W. Coy District Four

John E. Albion District Five

Donald D. Stilwell County Manager

James G. Yaeger County Attorney

Diana M. Parker County Hearing Examiner Mr. Michael Roeder Humphrey & Knott, P.A.

P.O. Box 2449

Fort Myers, Florida 33902-2449

Re: Written Determination of Adequacy from EMS services Simon Suncoast DRI - Williams and Coconut Roads

Dear Mr. Roeder:

I have reviewed your letter faxed to me on September 12, 2001. Please be advised that the current and planned budgetary projections for additional EMS resources should adequately address any increased demand for service from persons occupying this parcel or any support facilities.

If you would like to discuss this further, please call me at the above referenced number.

Respectfully submitted,

DIVISION OF PUBLIC SAFETY

H.C. "Chris" Hansen EMS Program Manager



BOARD OF COUNTY COMMISSIONERS

To Morth

ADGEIVED

JI SEP 14 4H ID: 29 Writer's Direct Dial Number:

(941) 335-2236

Facsimile (941) 335-2606

September 13, 2001

Bob Janes District One

Douglas R. St. Cerny District Two

Ray Judah District Three

Andrew W. Coy

John E. Albion District Five

Donald D. Stilwell County Manager

James G. Yaeger County Attorney

Diana M. Parker County Hearing Examiner Matthew Uhle, Esq.

Knott, Consoer, Ebelini, Hart & Swett, P.A.

1625 Hendry Street, Ste. 301

Fort Myers, FL 33901

Re: Simon Suncoast DRI

DRI2000-00015 File LU-1979.A.

Dear Matt:

To date the County has not received the necessary submittal information regarding the Comp Plan Amendment applicable to the Simon Suncoast DRI. As indicated in the County's August 9, 2001 correspondence, this submittal is a necessary precedent to going forward with the hearing in November.

In accordance with the above, please be advised that the schedule outlined in the County's August 9, 2001 letter is no longer obtainable. Therefore, once the application for the DRI ADA and the Lee Plan Amendment are sufficient, we will need to revisit the scheduling issue once again.

Should you have any questions concerning the above, please do not hesitate to contact me.

With kind regards, I am

Very truly yours,

Dawn E. Perry-Lehnert Assistant County Attorney

DPL:pr

cc: Mary Gibbs, Director, DCD

Mike Pavese, Development Services Pam Houck, Development Services

Andy Getch, DOT

Kim Trebatoski, Planning

Ken Heatherington, Southwest Florida Regional Planning Council

David Burr, Southwest Florida Regional Planning Council

To:M. Noble

MEMORANDUM

from the

TRANSIT DIVISION

DATE: August 31, 2001

To: Paul O'Connor, Director

Division of Planning

FROM: Darren R. Brugmann

Transit Planner

RE: CPA 2000-30 Simon Suncoast Privately Initiated

Lee Plan Future Land Use Map Amendment

Lee Tran has reviewed your letter of June 22, 2001 regarding the referenced project.

Future development such as this could generate ridership at that location, we therefore, would like to request that Lee Tran have the opportunity, if this property is developed, to examine the location for additional transit amenities.

I can be reached at 277-5012 ext. 2233 if you have any questions.



Estero FIRE RESCUE

19850 Breckenridge Drive, Suite A Estero, Florida 33928

Phone: (941) 947-FIRE (3473)

Fax: (941) 947-9538

web site: http://www.esterofire.org

July 30, 2001

Mr. Paul O'Connor P.O. Box 398 Fort Myers, Florida 33902-0398

Dear Mr. O'Conner:

We would like to bring to the attention of Lee County the needs of Estero Fire Rescue (EFR) pursuant to the proposed Simon Suncoast Regional Mall.

In preparation of Simon's submission to the Regional Planning we were asked if we could provide fire and rescue services to the proposed project. EFR responded that we could provide service to that site if provided a parcel of land of about 1 acre on which we could build a fire rescue station.

It is our understanding that Simon has submitted their proposal with a site identified for use as a fire rescue facility. It is imperative that this be a stipulation of granting approval along with a requirement to close the transaction with EFR within a reasonable period of time following approval of the DRI, preferably within 30 days of approval.

Should you have further questions please do not hesitate to contact us.

Sincerely,

DENNIS J. MERRIFIELD

Fire Chief DJM/llc



THE SCHOOL DISTRICT OF LEE COUNTY

2055 CENTRAL AVENUE . FORT MYERS, FLORIDA 33901-3916 . (941) 334-1102

KATHERINE BOREN CHAIRMAN · DISTRICT 4

TERRI K. WAMPLER

JEANNE S. DOZIER

JANE E. KUGKEL, PH.D.

LISA POCKAUS DISTRICT 5

BRUCE HARTER, PH.D.

KEITH B. MARTIN BOARD ATTORNEY

July 24, 2001

Mr. Paul O'Connor, AICP, Director Lee County Division of Planning P. O. Box 398 Ft. Myers, FL 33902-0398

Re: Simon Suncoast Privately Initiated Lee Plan Future Land Use Map Amendment, CPA 2000-30

Dear Mr. O'Connor:

Thank you for the opportunity to review this proposed Lee Plan Future Land Use Map Amendment for a regional mall located off U. S. 41 and Williams Road in Estero for impacts to the Lee County School District. This proposed development is in the South Region of the District, south of Estero High School. Based on the proposed maximum total of 2,898 possible residential dwelling units that could result from the plan amendment from Rural to Urban Community, the Lee County School District is estimating that the proposal could generate up to 898 additional public school-aged children. This uses a generation rate of .31 students per dwelling unit. This would create the need for approximately one new school in the system, encompassing the entire requisite staff, transportation costs, and core facilities. In addition, it has been well documented that Regional Mall developments create a multitude of spin-off developments and employment opportunities that will also contribute to further growth in the Lee County School District system.

The schools in this region that would serve this development are operating at or above permanent student capacity levels. Those schools that exceed permanent student capacity levels are operating through the use of portable classroom buildings. The growth generated by this development will require either the addition of permanent student and auxiliary space or the placement of portable buildings. Either action imposes a fiscal impact on the District that should be addressed by the applicant. Based upon the current District budget, the fiscal operating impact would be \$5,907 per Full Time Equivalent (FTE) student, or up to \$5,304,486.00, separate from additional capital construction costs. Clearly, this project needs to mitigate its anticipated public school impacts. While

local officials are presently contemplating a school impact fee, it alone would not offset these public costs created by the land use plan change from Rural to Urban Community.

Furthermore, the applicant states that the project's Town Center could "incorporate a number of public uses, including a site for a fire station. It will be a "town center" in every possible sense. As such, to create a true town center, the Lee County School District would respectfully request that a public school site of up to five acres be donated to the District to offset these anticipated impacts created by the plan amendment. In light of the magnitude of this project and the District's lack of infrastructure in this area, a five acre school site is the minimum the District could use for a facility serving this area. Without this school site, the District is concerned about the project meeting the Development Timing objective and policies in the Lee Plan, a necessary issue to address in seeking the plan amendment from Rural to Urban Community, without such a land donation. The applicant has previously indicated that they may be amenable to donating a 1.5 acre site to the Lee County School District. Unfortunately, this size site would not enable the district to provide any type of meaningful facility to the community. We would therefore respectfully request the five acre school site to accommodate growing needs in this community, and needs that will clearly be accelerated by such an impact-inducing project as a Regional Mall and its concurrent residential, commercial, and institutional uses planned by the developer at this site.

Please note that, as previously stated in our DRI response, the Lee County School District remains very concerned about the impact the proposed project will have on the nearby Estero High School, traffic congestion on Williams Road, River Ranch and Three Oaks Parkway. At this time there are often significant bottlenecks for school bus traffic, parents, teachers, and school visitors on these various roadways, and a project of this magnitude will only serve to exacerbate this issue.

In addition, the Lee County School District remains concerned with compatibility of the regional mall with regard to traffic, safety issues, and ancillary uses with Estero High School, and would like to ensure proper buffering, traffic signalization, roadway improvements, safety markings, lighting, community policing, and so on are in place in compliance with the Lee Plan. These are community issues that need to be addressed as well.

According to an analysis prepared by the Lee County DOT, Williams Road and River Ranch Road are both significantly impacted by the proposed mall project. The 2000 Lee County Traffic Count Report indicates an existing AADT of 3,100 on Williams Road and 3,000 on River Ranch Road. Based on the FSUTMS analysis with the project (with Three Oaks Parkway extension completed to Coconut Road), Williams Road would have an AADT of 11,500 and River Ranch Road would have an AADT of 10,200. This is a 271% increase in traffic on Williams Road, and a 240% traffic increase on River Ranch Road. These roads are plainly not built to withstand this type of impact. Williams Road and River Ranch Road are estimated to operate at Level of Service "D" with the project in the weekday P.M. peak hour. Of the total volume assigned by FSUTMS, approximately

75 percent or about 7,500 AADT would use Williams Road and River Ranch Road to go to the Simon Suncoast project.

However, in the comparative analysis without Three Oaks Parkway, the total AADT with the Simon Suncoast project assigned by FSUTMS to Williams Road and River Ranch Road increases to 16,500 AADT. This includes 7,700 daily Simon Suncoast trips. Based on the methodology to convert this average daily volume to P.M. peak hour directional volume, Williams Road and River Ranch Road will function at a level of service "E" with the total volume near the maximum service volume. In fact, Simon Suncoast or school events occurring in off-peak hours may generate volumes of traffic such that Williams Road could exceed maximum service volume for LOS "E".

While newly planned improvements to Three Oaks Parkway, the extension of Williams Road to Three Oaks Parkway, and a new Sandy Lane Extension are all expected to help reduce traffic on River Ranch and Williams Road, it would appear that substantial improvements to the two laned Williams Road would be needed along with signalization. Therefore, the Lee County School District strongly supports and requests the four-laning of Williams Road as a minimum improvement to offset these substantial impacts that this project will clearly have on the Estero High School and surrounding neighborhood traffic situation. The District's transportation experts as well as the Principal of Estero High School also back up these sentiments. Your assistance in this matter would be greatly appreciated.

Thank you for your attention to this matter. If I may be of further assistance, please call.

Sincerely,

Stephanie Keyes, Facilities Planner

Construction Services

cc: Tyler F. Patak, NCARB, Director

Mr. William Humbaugh, Director, Support Services

Dan Trescott, Southwest Florida Regional Planning Council

Dr. Fred Bode, Principal, Estero High School

C `ce of the Sheriff



John J. McDougall State of Florida County of Lee

July 24, 2000

Kimley-Horn and Associates, Inc. 4431 Embarcadero Drive West Palm Beach, Florida 33407

RE: Simon Suncoast DRI

Application for Development Approval

Dear Ms. Emily Hollis:

Due to severe budget constraints coupled with the growth of the county, my office operates at full capacity. It is policy of the Lee County Sheriff's Office to support community growth and we will do everything possible to accommodate the law enforcement needs.

We anticipate that we will receive the reasonable and necessary funding to support growth in demand. We therefore believe that the Lee County Sheriff's Office will be able to serve your project as it builds out.

Sincerely,

John J. McDougall

Sheriff of Lee County

Copy: File





BOARD OF COUNTY COMMISSIONERS

Writer's Direct Dial Number: (941) 479-8585

Bob Janes District One

Douglas R. St. Cerny July 24, 2001 District Two

Ray Judah District Three

Mr. Matthew D. Uhle Humphrey & Knott, P.A. 1625 Hendry Street, Suite 301

Andrew W. Coy District Four

Fort Myers, Florida 33901

John E. Albion District Five

RE: CPA 2000-30, Simon Suncoast Lee Plan Future Land Use Map Amendment

Donald D. Stilwell County Manager James G. Yaeger

Dear Mr. Uhle

County Attorney

Diana M. Parker

County Hearing

Examiner

The Planning Division has reviewed your application for the above-referenced Future Land Use Map amendment, and finds that additional information is needed before the application may be found sufficient for review.

The following applies to Part III of the application:

B. The application has provided figures for the acreage of the property within each existing Future Land Use category. The application lists the total acreage within the Wetlands Future Land Use category as 50.79. Staff is unable to confirm these figures. According to staff's calculations, there are approximately 27 acres in the Wetlands Future Land Use category on the property. Please clarify this discrepancy. Also, please confirm the Wetland figures by providing a signed copy of the Wetlands Jurisdictional Verification from the South Florida Water Management District.

The following comments pertain to Part IV of the application:

- A. 3. Item A.3 of the plan amendment application requires a map and description of the existing land uses within the subject property and surrounding properties. Staff has located the map of existing uses, but is unable to locate any narrative description of the existing land uses. Please provide a description of the existing land uses for the subject property and surrounding properties, providing details on the name of the development and the density or intensity of the existing uses.
- A. 4. This item ties in with A.3 above. The application requires a map and description of the existing zoning for the subject property and surrounding properties. The map was provided, but the description appears to be missing. Please provide a description of the surrounding zoning, including the name of the development, zoning resolution numbers, types of uses approved, and what density or intensity is approved under the current zoning.



- A. 5. Staff finds a minor problem with the submitted legal description for the subject parcel. The acreage shown in the legal does not match (482.421 versus 483.138) the acreage figure in Part III.B. Please correct or clarify the discrepancy.
- B.2. The application does not include a sufficient existing and future conditions analysis for sanitary sewer, potable water, surface water/drainage basins, and parks and recreation. Item B.2 of the application specifically states that this analysis should include the following:
 - Franschise area, basin, or district in which the property is located;
 - · Current LOS, and LOS standard of facilities serving the site;
 - Projected 2020 LOS under existing designation;
 - Projected 2020 LOS under proposed designation;
 - Improvements/expansions currently programmed in 5 year CIP, 6-10 year CIP, and long range improvements; and
 - Anticipated revisions to the Community Facilities and Services Element and/or Capital Improvements Element

Please revise Item B.2 to incorporate the required analysis.

- B.3.b. Please provide the required letter from Lee County EMS.
- B.3.d Please provide the required letter from the appropriate solid waste provider.
- B.3.e Please provide the required letter from Lee Tran.
- D.2. Please provide a map showing the subject property location on the archeological sensitivity map for Lee County.
- E.1. Item E.1 of the application requires a discussion of how the proposed amendment affects established Lee County population projections. This discussion is missing from the application. Please provide the required discussion.

The application has not addressed any potential changes to the Lee Plan 2020 allocations. The subject property is currently located in the Bonita Springs Planning Community, but will be located in the new Estero Planning Community upon adoption of the pending plan amendment PAM/T 99-20. The Bonita Springs Planning Community allocations are provided in the current version of the Lee Plan. The new Estero allocations are provided in the staff report for PAM/T 99-20. The proposed amendment could necessitate changes to the Residential allocations for the Urban Community and Rural land use categories. It could also necessitate changes to the commercial allocations.

Once the pending amendments to the 2020 allocations are adopted, there will be 327 acres allocated for residential development in the Urban Community land use category in the new Estero Planning Community. Of these 327 acres, approximately 100 acres will be available for residential development. There will also be 1,379 acres allocated for commercial development in the new Estero Planning Community. Of these 1,379 acres, 1,203 acres will be available for commercial development. Please discuss how the proposed amendment will impact the 2020 acreage allocations.

G. Item G of the plan amendment application requires justification for the proposed plan amendment based upon sound planning principles, and that the justification be supported with adequate data and analysis. The application has not provided sufficient justification for the proposed land use map change. Please synthesize the factors that support the requested amendment. What factors point to a need for additional urban land in Lee County, and more specifically, in the new Estero Planning Community? Also, will the proposed amendment help to further any particular Goals, Objectives, and Policies of the Lee Plan? (this analysis should be different from the Lee Plan consistency analysis provided in "Document E" of the application materials)

ADDITIONAL COMMENTS FROM OTHER STAFF REVIEWERS

Lee County Department of Transportation has reviewed the application materials and provided written sufficiency comments. A memo from DOT dated July 6, 2001 has been attached to this letter. Please address the concerns outlined in this correspondence.

If I can be of any assistance or if you have any questions, please do not hesitate to call me at 479-8585.

Sincerely,

DEPARTMENT OF COMMUNITY DEVELOPMENT, DIVISION OF PLANNING

Matthew A. Noble, AICP

Principal Planner

Attachments: DOT memo dated July 6, 2001

cc: Planning file: CPA2000-30

FLORIDA ADMINISTRATIVE CODE ANNOTATED
TITLE 9. DEPARTMENT OF COMMUNITY AFFAIRS
SUBTITLE 9J. DIVISION OF RESOURCE PLANNING AND MANAGEMENT
CHAPTER 9J-2. RULES OF PROCEDURE AND PRACTICE PERTAINING TO
DEVELOPMENTS OF REGIONAL IMPACT
PART III. DEVELOPMENT OF REGIONAL IMPACT UNIFORM STANDARD RULES

Rule 9J-2.048 Adequate Housing Uniform Standard Rule.

- (1) Purpose. This rule establishes how the Department will evaluate adequate housing issues in the review of applications for binding letters, local government development orders, and DRI applications for development approval (ADA).
- (a) The Legislature established Chapter 380, Florida Statutes, to facilitate orderly and well-planned development and protect the health, welfare and quality of life of the residents of this state, by authorizing the state land planning agency to establish land management policies to guide local decisions relating to growth and development. Sections 186.002, 186.007, 186.009, 186.021, 187.101, 380.031, and 380.07, Florida Statutes, establish the State Comprehensive Plan and the State Land Development Plan as long- range, state land development policy guides to be considered in the DRI review process in order to ensure orderly growth in Florida, pursuant to Subsections 380.06(3), (4), (12), (13), (14), (15), (25), and 380.065(3), Florida Statutes.
- (b) Consistent with the land management policies delineated in the State Comprehensive Plan and the State Land Development Plan, it is the intent of the Department to set forth in this rule the specific adequate housing DRI review guideline standards and criteria to be utilized to implement the provisions of Section 380.021, Paragraphs 380.06(4)(a), (b), (d), (e), and (f), Subparagraph 380.06(8)(a)11., Subparagraphs 380.06(12)(a)1., 2., and 3., Subsection 380.06(13), Paragraphs 380.06(14)(a), (c), and (d), Paragraph 380.06(15)(c), Paragraphs 380.06(19)(a), (b), (c), and (e), Subparagraph 380.06(19)(f)6., Paragraphs 380.06(19)(g) and (h), Subsection 380.06(21), Subsection 380.06(22), Subsection 380.06(25), Subsection 380.06(26), Paragraph 380.06(27)(d), Paragraphs 380.065(3)(b) and (c), and Section 380.07, Florida Statutes.
- (c) The statutory authority to promulgate and establish this rule is derived from Subsections 380.032(2) and 380.06(23), Florida Statutes.
 - (2) Definitions. As used in this rule:
- (a) "Adequate Housing" means housing that is available for occupancy and that is not substandard.
 - (b) "Adequate Housing Demand" means the projected number of adequate housing units

necessary to accommodate the development's very low, low, and moderate income employee households.

- (c) "Adequate Housing Need" means the projected number of adequate housing units necessary to accommodate the development's very low, low, and moderate income households which will not be provided in a timely manner on the development site, or which will be unavailable within a reasonably accessible distance of the development site.
- (d) "Adequate Housing Supply" means the existing number of adequate housing units affordable to the development's very low, low, and moderate income employee households that are currently available for occupancy, not substandard and which are reasonably accessible to the development site.
- (e) "Affordable housing" means a situation where monthly rents or monthly mortgage payments for housing, including taxes, insurance and utilities, do not exceed 30 percent of the gross annual income of the development's very low, low, and moderate income employee households.
- (f) "Applicable Local Plan" or "Local government comprehensive plan" means a plan or element or portion thereof prepared, adopted, or amended pursuant to Part II of Chapter 163, Florida Statutes, as amended.
- (g) "Applicable Regional Plan" means the Regional Planning Council's adopted Comprehensive Regional Policy Plan prior to the adoption of a Strategic Regional Policy Plan pursuant to Section 186.508, F.S., and thereafter means an adopted Strategic Regional Policy Plan.
- (h) "Applicable State Plan" means the State Comprehensive Plan and the State Land Development Plan.
- (i) "Available for occupancy housing" means housing that is either for sale or for rent on an annual basis, includes a kitchen and bathroom within the unit, and that can accommodate and be affordable to the people seeking to inhabit it.
 - (j) "Department" means the Florida Department of Community Affairs.
- (k) "Direct Mass Transit" means mass transit affording the development's employees the ability to travel directly from the project site to a regularly scheduled stop located within one-quarter mile of their housing.
- (l) "Florida Statistical Abstract" means the publication by that title which is prepared by the Bureau of Economic and Business Research, College of Business Administration, University of Florida, and which is published by University Press of Florida, Gainesville, Florida.
 - (m) "Low Income Household" means one or more persons, related or unrelated, residing

together whose combined annual adjusted gross income is greater than 50 percent but does not exceed 80 percent of the median annual adjusted gross household income, as reported by the U.S. Department of Housing and Urban Development (HUD) for the metropolitan statistical area (MSA) or county within which they reside, whichever is greater.

- (n) "Mass Transit" means daily operating, fixed route and fixed schedule passenger services provided by public, private, or non- profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, automated guideway transit, express bus, and local bus.
- (o) "Moderate Income Household" means one or more persons, related or unrelated, residing together whose combined annual adjusted gross household income is greater than 80 percent but does not exceed 120 percent of the median annual adjusted household gross income, as reported by the U.S. Department of Housing and Urban Development (HUD) for the metropolitan statistical area (MSA) or county within which they reside, whichever is greater.
- (p) "Owner Occupied Affordable Housing" means for-sale housing for which the total monthly mortgage payments for the unit, including principal, interest, utilities, taxes and insurance, do not exceed 30 percent of the gross monthly income for the development's very low, low, or moderate income households.
- (q) "Project phase" means a discrete, five year or lesser construction timeframe of development, including local government issuance of certificates of occupancy for that construction or its functional occupancy.
- (r) "Reasonably Accessible" means a commute time from the principal access point of the place of employment in the development to the location of adequate housing by private or public conveyance of twenty minutes (during peak hour) or a commute distance of ten miles, whichever is less. In areas having an established Metropolitan Planning Organization, this distance and time determination is established from use of appropriate traffic analysis zones.
- (s) "Regional planning council" means a governmental body created pursuant to Chapter 186, Florida Statutes.
- (t) "Rental Affordable Housing" means rental housing for which monthly rents, including utilities, do not exceed 30 percent of the gross monthly income for very low, low, or moderate income households.
- (u) "Stage" means one in a series of approximately equal increments in the development of a proposed development upon which are placed quantified limits for construction that are calculated to ensure that adequate housing affected by the proposed development will not be overburdened by development demands. As used in this rule, a stage is to be a subset of a particular project phase of development planned for a project by a developer. A stage of development includes both a specific type and amount of development and the associated,

approved buildout timeframe for that development.

- (v) "Student" means any person not living with that person's parent or guardian who is eligible to be claimed by that person's parent or guardian as a dependent under the federal Income Tax Code and who is enrolled on at least a half-time basis in a secondary school, vocational-technical center, community college, college, or university.
- (w) "Substandard housing" means any housing unit lacking complete plumbing or sanitary facilities for the exclusive use of the occupants; or any housing unit which has been found by an appropriate local authority to have one or more violations of an applicable housing code that poses a material threat to the health or safety of the occupant; or any housing unit that has been declared unfit for human habitation; or any housing unit that has been found to be substandard in the most recent housing conditions survey conducted by the local government, done in conjunction with the local comprehensive plan or otherwise, provided that there is no evidence that this dwelling has since been rehabilitated.
- (x) "Very Low Income Household" means one or more persons, related or unrelated, residing together, not including students, whose combined annual adjusted gross income does not exceed 50 percent of the median annual adjusted gross household income, as reported by the U.S. Department of Housing and Urban Development (HUD) for the metropolitan statistical area (MSA) or county within which they reside, whichever is greater.

(3) Application.

- (a) This rule shall be used by the Department to review adequate housing issues in binding letters and applications for development approval (ADA), effective the date of this rule. Any development that meets or exceeds the significant impact thresholds identified in this rule shall be determined by the Department to have a significant impact on the ability of people to find adequate housing reasonably accessible to their places of employment. This rule shall not apply to any application submitted to the Department prior to the effective date of this rule, where such an application has continued to remain pending and active, consistent with Paragraphs 380.06(4)(d) or (10)(b), Florida Statutes.
- (b) This rule shall be used by the Department to review adequate housing issues in local government development orders. This rule shall not apply to any development order rendered to the Department after the effective date of this rule that approves, with or without conditions, an application that was submitted prior to the effective date of the rule and has continued to remain pending and active until the development order's approval.
- (c) A development order shall be determined by the Department to make adequate provision for the adequate housing issues addressed by this rule, and shall not be appealed by the Department on the basis of inadequate mitigation of adequate housing impacts, if it contains the applicable mitigation standards and criteria set forth in this rule.

If a development order does not contain the applicable mitigation standards and criteria set forth in this rule, the Department shall have discretion to appeal the development order, pursuant to the provisions of Section 380.07, F.S. However, nothing in this rule shall require the Department to undertake an appeal of the development order simply because it fails to comply with the provisions of this rule. A development order failing to comply with the provisions of this rule will be addressed on a case- by- case basis by the Department as to whether it otherwise complies with the intent and purposes of Chapter 380, Florida Statutes. The Department will take into consideration the balancing of this rule's provisions with the protection of property rights, the encouragement of economic development, the promotion of other state planning goals by the development, the utilization of alternative, innovative solutions in the development order to provide equal or better protection than the rule, and the degree of harm created by noncompliance with this rule's mitigation criteria and standards.

- (d) This rule shall not limit the ability of the Department to make a determination of significant impact or appeal a development order on the basis of inadequate, inappropriate, or inaccurate adequate housing impact analyses carried out by the applicant or his agents, where the findings of such analyses are instrumental to forming the basis of information necessary to evaluate compliance with the application of this rule's criteria and standards. However, if agreement was reached at the DRI preapplication conference regarding adequate housing impact analyses assumptions and methodologies to be used in an ADA, then reviewing agencies may not subsequently object to these assumptions and methodologies, consistent with the provisions of Rule 9J-2.021(1)(h), Florida Administrative Code.
- (4) Determination of Adequate Housing Demand. Adequate housing demand is the number of housing units needed to accommodate the development's projected very low, low, and moderate income employee households.
- (a) NUMBER OF EMPLOYEES. The number of employees to be generated by each project phase or stage of the development under consideration shall be based upon either:
- 1. The actual number of full-time equivalent, permanent employment opportunities to be provided by the development by salary income range, if known; or
- 2. An appropriate estimate of full-time equivalent, permanent employees by salary income range generated by the proposed DRI from an existing, comparable development; or
- 3. An estimate derived by applying standard planning ratios of employee per amount of development by salary income range agreed upon at the pre-application conference, pursuant to Rule 9J-2.021(1)(h), Florida Administrative Code.
- (b) DISTRIBUTION OF EMPLOYEES BY INCOME. The distribution of employees by salary income range for each project phase or stage of the development shall be based upon either:
 - 1. The actual salary income range distribution of full-time equivalent, permanent employees by

annual income for the development, if known; or

- 2. An appropriate estimate derived from the actual distribution, in equivalent dollars, from an existing, similar development; or
- 3. An estimate derived by applying average Standard Industrial Classification (SIC) wages reported by the Florida Department of Labor and Employment Security for the projected employment types to occur at the development, as agreed upon at the pre-application conference, pursuant to Rule 9J-2.021(1)(h), Florida Administrative Code.

(c) NUMBER OF EMPLOYEE HOUSEHOLDS AND ADEQUATE HOUSING DEMAND.

- 1. The number of employee households within each salary income range for each project phase or stage of the development that will have an adequate housing demand shall be determined by multiplying the number of employees in a salary income range from (b) above by a fraction, the numerator being the number of Households in the county, and the denominator being the amount of Employment in the county, from the most recent year in Tables 2.05 and 6.10, respectively, of the current Florida Statistical Abstract.
- 2. The applicant shall have the option to demonstrate that an alternative method is appropriate, when this alternative is agreed upon at the pre- application conference, pursuant to Rule 9J-2.021(1)(h), Florida Administrative Code.
- (5) Determination of Adequate Housing Supply. Adequate housing supply is the existing number of adequate housing units affordable to each salary income range within the development's very low, low, and moderate income employee households that are currently available for occupancy, not substandard and which are reasonably accessible to the development site.
- (a) The adequate housing supply that is reasonably accessible to each salary income range within the development's very low, low, and moderate income employee households shall be determined for each project phase or stage of development from either:
- 1. A survey of existing rental complexes for rental affordable housing and of local real estate listings for owner occupied affordable housing; or
- 2. An estimated survey derived from published sources of information that provide current estimates of available rental affordable housing and owner occupied affordable housing units by price range, as agreed upon at the pre- application conference, pursuant to Rule 9J-2.021(1)(h), Florida Administrative Code. When specifically agreed upon, such an estimate of adequate housing supply may be derived from appropriate use of an updated housing inventory from the data base for very low, low and moderate income housing developments maintained by the Florida Housing Finance Agency as described in its market studies conducted pursuant to Section 420.507, Florida Statutes.

- (b) An adequate housing supply survey shall include:
- 1. The name and address of each rental complex, housing subdivision, or census tract in which the available housing unit(s) is located; and
- 2. The number of units currently available for occupancy by cost and the number of bedrooms for each complex; and
- 3. A map showing the locations of the adequate housing supply units and the reasonably accessible contour in relation to the development site.
 - (c) An adequate housing supply survey shall not include:
 - 1. Substandard housing units; or
 - 2. Housing units available only on a seasonal basis; or
 - 3. Hotel or motel units; or
- 4. Housing units which are proposed for construction, but for which building permits have not been issued; or
- 5. Housing units which have been previously included in an adequate housing supply survey of another proximate DRI approved during the preceding 5 years and which occur within the reasonably accessible contour for this development; or
- 6. One-room efficiency housing units which comprise more than 25 percent of the adequate housing supply or which exceed the percentage of single- person households for the county in which the development is located, whichever is less; or
- 7. Single bedroom housing units which comprise more than 50 percent of the adequate housing supply or which exceed the percentage of two and three- person households for the county in which the development is located, whichever is less; or
- 8. Vacant adequate housing dwelling units that are needed to maintain a vacancy rate of five percent.
- (6) Determination of Adequate Housing Need. Adequate housing need is the projected number of adequate housing units necessary to accommodate each salary income range category within the development's very low, low, and moderate income employee households for each project phase or stage of development, and which are projected either not to be able to be provided in a timely manner on the development site or which will be unavailable within a reasonably accessible distance of the development site. The adequate housing need for a project is equal to the difference of the adequate housing demand minus the demand which can be met by the

adequate housing supply in each salary income range category, plus any existing very low, low, and moderate housing to be displaced by the development.

- (7) Determination of Significant Impact. A development shall be considered to have a significant impact on the ability of the development's very low, low, and moderate income employee households to find adequate housing reasonably accessible to their place of employment when, for any phase or stage of development, the development's cumulative adequate housing need is projected to exceed 5 percent of the applicable DRI residential threshold for the affected local government, or 50 units, whichever is larger.
- (8) Mitigation of Significant Adequate Housing Impacts. A development order shall be determined by the Department to make adequate provision for the adequate housing issues addressed by this rule, and shall not be appealed by the Department on the basis of inadequate mitigation of adequate housing impacts if, at a minimum, it contains as binding conditions the provisions enumerated below:
- (a) Mitigation of a development's significant impact on adequate housing through development order mechanisms that ensure the provision of units guaranteed to be affordable initially, in the case of owner- occupied housing, or remain affordable for a minimum period of fiteen years, in the case of rental housing, in one of the following ways:
- 1. Construction of adequate housing units onsite, or reasonably accessible to the development site, sufficient to equal in number the adequate housing need identified for each salary income range within that stage or phase's very low, low, and moderate income employee households; or
- 2. Payment to an appropriate affordable housing trust fund of funds dedicated to, and sufficient in amount to result in, the rehabilitation of unoccupied substandard housing or construction of reasonably accessible adequate housing units equal in number to the adequate housing need identified for each salary income range within that stage or phase's very low, low, and moderate income employee households; or
- 3. Dedicated direct rent or ownership subsidies to the development's very low, low, and moderate income employees sufficient in amount to satisfy the adequate housing need identified for each salary income range within that stage or phase's very low, low, and moderate income employee households from available, non- affordable, but otherwise adequate housing units reasonably accessible to the development site.
 - (b) The development order shall ensure that:
- 1. Prior to the initiation of a project phase or stage of development which will create an adequate housing need, that the adequate housing need mitigation for that project phase or stage of development is ensured of being provided when needed; and
 - 2. The housing mitigation provided is affordable housing that specifically matches the

projected adequate housing need to be created by the development.

- (c) As an incentive to promote the co-location of adequate housing in close proximity with employment, and in recognition that such co-location also reduces impacts to transportation, air quality, and energy usage, the following credits against the mitigation requirements for the adequate housing need of this section shall be given for the developer provision of adequate housing units based on the distance of these units from the development site and the availability of direct mass transit facilities:
- 1. Onsite Provision. Each very low, low, or moderate income adequate housing unit provided onsite shall be counted as mitigation for 1.5 units of that stage or phase's applicable very low, low, or moderate income adequate housing need within the same salary income range.
- 2. Direct Mass Transit Within Reasonably Accessible Area Provision. Each very low, low, or moderate income adequate housing unit provided within a reasonably accessible distance of the development site that is connected to the development site by a daily operating direct mass transit system shall be counted as mitigation for 1.25 units of that stage or phase's applicable very low, low, or moderate income adequate housing need within the same salary income range.
 - 3. Outside of Reasonably Accessible Area Provision.
- a. No more than 50 percent of a development's adequate housing need may be cumulatively satisfied by the provision of units outside of the reasonably accessible area under provisions b. and c., below.
- b. No Direct Mass Transit Provision. Each very low, low, or moderate income adequate housing unit provided within a zone between a commute time by private or public conveyance of twenty minutes (during peak hour) or a commute distance of ten miles, whichever is less, and a commute time of twenty-five minutes (during peak hour) or a commute distance of fifteen miles, whichever is less, shall be counted as mitigation for 0.30 units of that stage or phase's applicable very low, low, or moderate income adequate housing need within the same salary income range.
- c. Direct Mass Transit Outside of Reasonably Accessible Area Provision. Each very low, low, or moderate income adequate housing unit provided within a zone between a commute time by private or public conveyance of twenty minutes (during peak hour) or a commute distance of ten miles, whichever is less, and a commute time of twenty-five minutes (during peak hour) or a commute distance of fifteen miles, whichever is less, and which is connected to the development site by a daily operating direct mass transit system shall be counted as mitigation for 0.50 units of that stage or phase's applicable very low, low, or moderate income adequate housing need within the same salary income range.
- (9) Construction of Rule. This rule shall not be construed to limit the ability of local governments to impose more stringent mitigative measures than those delineated in this rule, where such measures or policies are contained within local land development regulations, or a

local government comprehensive plan.

(10) Effect of Areas of Critical State Concern. This rule shall be superseded by more stringent housing requirements for developments in designated Areas of Critical State Concern.

Specific Authority 380.032(2), 380.06(23) FS. Laws Implemented 380.021, 380.06, 380.065, 380.07 FS. History - New 3-23-94.

rule replaced 5/94

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Rule 9J-2.048, F.A.C.

FLORIDA ADMINISTRATIVE CODE ANNOTATED
TITLE 9. DEPARTMENT OF COMMUNITY AFFAIRS
SUBTITLE 9J. DIVISION OF RESOURCE PLANNING AND MANAGEMENT
CHAPTER 9J-2. RULES OF PROCEDURE AND PRACTICE PERTAINING TO
DEVELOPMENTS OF REGIONAL IMPACT
PART III. DEVELOPMENT OF REGIONAL IMPACT UNIFORM STANDARD RULES

Rule 9J-2.048 Adequate Housing Uniform Standard Rule.

- (1) Purpose. This rule establishes how the Department will evaluate adequate housing issues in the review of applications for binding letters, local government development orders, and DRI applications for development approval (ADA).
- (a) The Legislature established Chapter 380, Florida Statutes, to facilitate orderly and well-planned development and protect the health, welfare and quality of life of the residents of this state, by authorizing the state land planning agency to establish land management policies to guide local decisions relating to growth and development. Sections 186.002, 186.007, 186.009, 186.021, 187.101, 380.031, and 380.07, Florida Statutes, establish the State Comprehensive Plan and the State Land Development Plan as long-range, state land development policy guides to be considered in the DRI review process in order to ensure orderly growth in Florida, pursuant to Subsections 380.06(3), (4), (12), (13), (14), (15), (25), and 380.065(3), Florida Statutes.
- (b) Consistent with the land management policies delineated in the State Comprehensive Plan and the State Land Development Plan, it is the intent of the Department to set forth in this rule the specific adequate housing DRI review guideline standards and criteria to be utilized to implement the provisions of Section 380.021, Paragraphs 380.06(4)(a), (b), (d), (e), and (f), Subparagraph 380.06(8)(a)11., Subparagraphs 380.06(12)(a)1., 2., and 3., Subsection 380.06(13), Paragraphs 380.06(14)(a), (c), and (d), Paragraph 380.06(15)(c), Paragraphs 380.06(19)(a), (b), (c), and (e), Subparagraph 380.06(19)(f)6., Paragraphs 380.06(19)(g) and (h), Subsection 380.06(21), Subsection 380.06(22), Subsection 380.06(25), Subsection 380.06(26), Paragraph 380.06(27)(d), Paragraphs 380.065(3)(b) and (c), and Section 380.07, Florida Statutes.
- (c) The statutory authority to promulgate and establish this rule is derived from Subsections 380.032(2) and 380.06(23), Florida Statutes.
 - (2) Definitions. As used in this rule:
- (a) "Adequate Housing" means housing that is available for occupancy and that is not substandard.
 - (b) "Adequate Housing Demand" means the projected number of adequate housing units

necessary to accommodate the development's very low, low, and moderate income employee households.

- (c) "Adequate Housing Need" means the projected number of adequate housing units necessary to accommodate the development's very low, low, and moderate income households which will not be provided in a timely manner on the development site, or which will be unavailable within a reasonably accessible distance of the development site.
- (d) "Adequate Housing Supply" means the existing number of adequate housing units affordable to the development's very low, low, and moderate income employee households that are currently available for occupancy, not substandard and which are reasonably accessible to the development site.
 - (e) "Affordable housing" means a situation where monthly rents or monthly mortgage payments for housing, including taxes, insurance and utilities, do not exceed 30 percent of the gross annual income of the development's very low, low, and moderate income employee households.
 - (f) "Applicable Local Plan" or "Local government comprehensive plan" means a plan or element or portion thereof prepared, adopted, or amended pursuant to Part II of Chapter 163, Florida Statutes, as amended.
 - (g) "Applicable Regional Plan" means the Regional Planning Council's adopted Comprehensive Regional Policy Plan prior to the adoption of a Strategic Regional Policy Plan pursuant to Section 186.508, F.S., and thereafter means an adopted Strategic Regional Policy Plan.
 - (h) "Applicable State Plan" means the State Comprehensive Plan and the State Land Development Plan.
 - (i) "Available for occupancy housing" means housing that is either for sale or for rent on an annual basis, includes a kitchen and bathroom within the unit, and that can accommodate and be affordable to the people seeking to inhabit it.
 - (j) "Department" means the Florida Department of Community Affairs.
 - (k) "Direct Mass Transit" means mass transit affording the development's employees the ability to travel directly from the project site to a regularly scheduled stop located within one-quarter mile of their housing.
 - (I) "Florida Statistical Abstract" means the publication by that title which is prepared by the Bureau of Economic and Business Research, College of Business Administration, University of Florida, and which is published by University Press of Florida, Gainesville, Florida.
 - (m) "Low Income Household" means one or more persons, related or unrelated, residing

together whose combined annual adjusted gross income is greater than 50 percent but does not exceed 80 percent of the median annual adjusted gross household income, as reported by the U.S. Department of Housing and Urban Development (HUD) for the metropolitan statistical area (MSA) or county within which they reside, whichever is greater.

- (n) "Mass Transit" means daily operating, fixed route and fixed schedule passenger services provided by public, private, or non- profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, automated guideway transit, express bus, and local bus.
- (o) "Moderate Income Household" means one or more persons, related or unrelated, residing together whose combined annual adjusted gross household income is greater than 80 percent but does not exceed 120 percent of the median annual adjusted household gross income, as reported by the U.S. Department of Housing and Urban Development (HUD) for the metropolitan statistical area (MSA) or county within which they reside, whichever is greater.
- (p) "Owner Occupied Affordable Housing" means for-sale housing for which the total monthly mortgage payments for the unit, including principal, interest, utilities, taxes and insurance, do not exceed 30 percent of the gross monthly income for the development's very low, low, or moderate income households.
- (q) "Project phase" means a discrete, five year or lesser construction timeframe of development, including local government issuance of certificates of occupancy for that construction or its functional occupancy.
- (r) "Reasonably Accessible" means a commute time from the principal access point of the place of employment in the development to the location of adequate housing by private or public conveyance of twenty minutes (during peak hour) or a commute distance of ten miles, whichever is less. In areas having an established Metropolitan Planning Organization, this distance and time determination is established from use of appropriate traffic analysis zones.
- (s) "Regional planning council" means a governmental body created pursuant to Chapter 186, Florida Statutes.
- (t) "Rental Affordable Housing" means rental housing for which monthly rents, including utilities, do not exceed 30 percent of the gross monthly income for very low, low, or moderate income households.
- (u) "Stage" means one in a series of approximately equal increments in the development of a proposed development upon which are placed quantified limits for construction that are calculated to ensure that adequate housing affected by the proposed development will not be overburdened by development demands. As used in this rule, a stage is to be a subset of a particular project phase of development planned for a project by a developer. A stage of development includes both a specific type and amount of development and the associated,

approved buildout timeframe for that development.

- (v) "Student" means any person not living with that person's parent or guardian who is eligible to be claimed by that person's parent or guardian as a dependent under the federal Income Tax Code and who is enrolled on at least a half-time basis in a secondary school, vocational-technical center, community college, college, or university.
- (w) "Substandard housing" means any housing unit lacking complete plumbing or sanitary facilities for the exclusive use of the occupants; or any housing unit which has been found by an appropriate local authority to have one or more violations of an applicable housing code that poses a material threat to the health or safety of the occupant; or any housing unit that has been declared unfit for human habitation; or any housing unit that has been found to be substandard in the most recent housing conditions survey conducted by the local government, done in conjunction with the local comprehensive plan or otherwise, provided that there is no evidence that this dwelling has since been rehabilitated.
- (x) "Very Low Income Household" means one or more persons, related or unrelated, residing together, not including students, whose combined annual adjusted gross income does not exceed 50 percent of the median annual adjusted gross household income, as reported by the U.S. Department of Housing and Urban Development (HUD) for the metropolitan statistical area (MSA) or county within which they reside, whichever is greater.

(3) Application.

- (a) This rule shall be used by the Department to review adequate housing issues in binding letters and applications for development approval (ADA), effective the date of this rule. Any development that meets or exceeds the significant impact thresholds identified in this rule shall be determined by the Department to have a significant impact on the ability of people to find adequate housing reasonably accessible to their places of employment. This rule shall not apply to any application submitted to the Department prior to the effective date of this rule, where such an application has continued to remain pending and active, consistent with Paragraphs 380.06(4)(d) or (10)(b), Florida Statutes.
- (b) This rule shall be used by the Department to review adequate housing issues in local government development orders. This rule shall not apply to any development order rendered to the Department after the effective date of this rule that approves, with or without conditions, an application that was submitted prior to the effective date of the rule and has continued to remain pending and active until the development order's approval.
- (c) A development order shall be determined by the Department to make adequate provision for the adequate housing issues addressed by this rule, and shall not be appealed by the Department on the basis of inadequate mitigation of adequate housing impacts, if it contains the applicable mitigation standards and criteria set forth in this rule.

If a development order does not contain the applicable mitigation standards and criteria set forth in this rule, the Department shall have discretion to appeal the development order, pursuant to the provisions of Section 380.07, F.S. However, nothing in this rule shall require the Department to undertake an appeal of the development order simply because it fails to comply with the provisions of this rule. A development order failing to comply with the provisions of this rule will be addressed on a case- by- case basis by the Department as to whether it otherwise complies with the intent and purposes of Chapter 380, Florida Statutes. The Department will take into consideration the balancing of this rule's provisions with the protection of property rights, the encouragement of economic development, the promotion of other state planning goals by the development, the utilization of alternative, innovative solutions in the development order to provide equal or better protection than the rule, and the degree of harm created by noncompliance with this rule's mitigation criteria and standards.

- (d) This rule shall not limit the ability of the Department to make a determination of significant impact or appeal a development order on the basis of inadequate, inappropriate, or inaccurate adequate housing impact analyses carried out by the applicant or his agents, where the findings of such analyses are instrumental to forming the basis of information necessary to evaluate compliance with the application of this rule's criteria and standards. However, if agreement was reached at the DRI preapplication conference regarding adequate housing impact analyses assumptions and methodologies to be used in an ADA, then reviewing agencies may not subsequently object to these assumptions and methodologies, consistent with the provisions of Rule 9J-2.021(1)(h), Florida Administrative Code.
- (4) Determination of Adequate Housing Demand. Adequate housing demand is the number of housing units needed to accommodate the development's projected very low, low, and moderate income employee households.
- (a) NUMBER OF EMPLOYEES. The number of employees to be generated by each project phase or stage of the development under consideration shall be based upon either:
- 1. The actual number of full-time equivalent, permanent employment opportunities to be provided by the development by salary income range, if known; or
- An appropriate estimate of full- time equivalent, permanent employees by salary income range generated by the proposed DRI from an existing, comparable development; or
- 3. An estimate derived by applying standard planning ratios of employee per amount of development by salary income range agreed upon at the pre- application conference, pursuant to Rule 9J-2.021(1)(h), Florida Administrative Code.
- (b) DISTRIBUTION OF EMPLOYEES BY INCOME. The distribution of employees by salary income range for each project phase or stage of the development shall be based upon either:
 - 1. The actual salary income range distribution of full-time equivalent, permanent employees by

annual income for the development, if known; or

- 2. An appropriate estimate derived from the actual distribution, in equivalent dollars, from an existing, similar development; or
- 3. An estimate derived by applying average Standard Industrial Classification (SIC) wages reported by the Florida Department of Labor and Employment Security for the projected employment types to occur at the development, as agreed upon at the pre-application conference, pursuant to Rule 9J-2.021(1)(h), Florida Administrative Code.

(c) NUMBER OF EMPLOYEE HOUSEHOLDS AND ADEQUATE HOUSING DEMAND.

- 1. The number of employee households within each salary income range for each project phase or stage of the development that will have an adequate housing demand shall be determined by multiplying the number of employees in a salary income range from (b) above by a fraction, the numerator being the number of Households in the county, and the denominator being the amount of Employment in the county, from the most recent year in Tables 2.05 and 6.10, respectively, of the current Florida Statistical Abstract.
- 2. The applicant shall have the option to demonstrate that an alternative method is appropriate, when this alternative is agreed upon at the pre- application conference, pursuant to Rule 9J-2.021(1)(h), Florida Administrative Code.
- (5) Determination of Adequate Housing Supply. Adequate housing supply is the existing number of adequate housing units affordable to each salary income range within the development's very low, low, and moderate income employee households that are currently available for occupancy, not substandard and which are reasonably accessible to the development site.
- (a) The adequate housing supply that is reasonably accessible to each salary income range within the development's very low, low, and moderate income employee households shall be determined for each project phase or stage of development from either:
- 1. A survey of existing rental complexes for rental affordable housing and of local real estate listings for owner occupied affordable housing; or
- 2. An estimated survey derived from published sources of information that provide current estimates of available rental affordable housing and owner occupied affordable housing units by price range, as agreed upon at the pre- application conference, pursuant to Rule 9J-2.021(1)(h), Florida Administrative Code. When specifically agreed upon, such an estimate of adequate housing supply may be derived from appropriate use of an updated housing inventory from the data base for very low, low and moderate income housing developments maintained by the Florida Housing Finance Agency as described in its market studies conducted pursuant to Section 420.507, Florida Statutes.

- (b) An adequate housing supply survey shall include:
- 1. The name and address of each rental complex, housing subdivision, or census tract in which the available housing unit(s) is located; and
- 2. The number of units currently available for occupancy by cost and the number of bedrooms for each complex; and
- 3. A map showing the locations of the adequate housing supply units and the reasonably accessible contour in relation to the development site.
 - (c) An adequate housing supply survey shall not include:
 - 1. Substandard housing units; or
 - 2. Housing units available only on a seasonal basis; or
 - 3. Hotel or motel units; or
- Housing units which are proposed for construction, but for which building permits have not been issued; or
- 5. Housing units which have been previously included in an adequate housing supply survey of another proximate DRI approved during the preceding 5 years and which occur within the reasonably accessible contour for this development; or
- 6. One-room efficiency housing units which comprise more than 25 percent of the adequate housing supply or which exceed the percentage of single- person households for the county in which the development is located, whichever is less; or
- 7. Single bedroom housing units which comprise more than 50 percent of the adequate housing supply or which exceed the percentage of two and three- person households for the county in which the development is located, whichever is less; or
- Vacant adequate housing dwelling units that are needed to maintain a vacancy rate of five percent.
- (6) Determination of Adequate Housing Need. Adequate housing need is the projected number of adequate housing units necessary to accommodate each salary income range category within the development's very low, low, and moderate income employee households for each project phase or stage of development, and which are projected either not to be able to be provided in a timely manner on the development site or which will be unavailable within a reasonably accessible distance of the development site. The adequate housing need for a project is equal to the difference of the adequate housing demand minus the demand which can be met by the

adequate housing supply in each salary income range category, plus any existing very low, low, and moderate housing to be displaced by the development.

- (7) Determination of Significant Impact. A development shall be considered to have a significant impact on the ability of the development's very low, low, and moderate income employee households to find adequate housing reasonably accessible to their place of employment when, for any phase or stage of development, the development's cumulative adequate housing need is projected to exceed 5 percent of the applicable DRI residential threshold for the affected local government, or 50 units, whichever is larger.
- (8) Mitigation of Significant Adequate Housing Impacts. A development order shall be determined by the Department to make adequate provision for the adequate housing issues addressed by this rule, and shall not be appealed by the Department on the basis of inadequate mitigation of adequate housing impacts if, at a minimum, it contains as binding conditions the provisions enumerated below:
- (a) Mitigation of a development's significant impact on adequate housing through development order mechanisms that ensure the provision of units guaranteed to be affordable initially, in the case of owner- occupied housing, or remain affordable for a minimum period of fiteen years, in the case of rental housing, in one of the following ways:
- Construction of adequate housing units onsite, or reasonably accessible to the development site, sufficient to equal in number the adequate housing need identified for each salary income range within that stage or phase's very low, low, and moderate income employee households; or
- 2. Payment to an appropriate affordable housing trust fund of funds dedicated to, and sufficient in amount to result in, the rehabilitation of unoccupied substandard housing or construction of reasonably accessible adequate housing units equal in number to the adequate housing need identified for each salary income range within that stage or phase's very low, low, and moderate income employee households; or
- 3. Dedicated direct rent or ownership subsidies to the development's very low, low, and moderate income employees sufficient in amount to satisfy the adequate housing need identified for each salary income range within that stage or phase's very low, low, and moderate income employee households from available, non- affordable, but otherwise adequate housing units reasonably accessible to the development site.
 - (b) The development order shall ensure that:
- 1. Prior to the initiation of a project phase or stage of development which will create an adequate housing need, that the adequate housing need mitigation for that project phase or stage of development is ensured of being provided when needed; and
 - 2. The housing mitigation provided is affordable housing that specifically matches the

projected adequate housing need to be created by the development.

- (c) As an incentive to promote the co-location of adequate housing in close proximity with employment, and in recognition that such co-location also reduces impacts to transportation, air quality, and energy usage, the following credits against the mitigation requirements for the adequate housing need of this section shall be given for the developer provision of adequate housing units based on the distance of these units from the development site and the availability of direct mass transit facilities:
- Onsite Provision. Each very low, low, or moderate income adequate housing unit provided onsite shall be counted as mitigation for 1.5 units of that stage or phase's applicable very low, low, or moderate income adequate housing need within the same salary income range.
- 2. Direct Mass Transit Within Reasonably Accessible Area Provision. Each very low, low, or moderate income adequate housing unit provided within a reasonably accessible distance of the development site that is connected to the development site by a daily operating direct mass transit system shall be counted as mitigation for 1.25 units of that stage or phase's applicable very low, low, or moderate income adequate housing need within the same salary income range.
 - 3. Outside of Reasonably Accessible Area Provision.
- a. No more than 50 percent of a development's adequate housing need may be cumulatively satisfied by the provision of units outside of the reasonably accessible area under provisions b, and c., below.
- b. No Direct Mass Transit Provision. Each very low, low, or moderate income adequate housing unit provided within a zone between a commute time by private or public conveyance of twenty minutes (during peak hour) or a commute distance of ten miles, whichever is less, and a commute time of twenty-five minutes (during peak hour) or a commute distance of fifteen miles, whichever is less, shall be counted as mitigation for 0.30 units of that stage or phase's applicable very low, low, or moderate income adequate housing need within the same salary income range.
- c. Direct Mass Transit Outside of Reasonably Accessible Area Provision. Each very low, low, or moderate income adequate housing unit provided within a zone between a commute time by private or public conveyance of twenty minutes (during peak hour) or a commute distance of ten miles, whichever is less, and a commute time of twenty-five minutes (during peak hour) or a commute distance of fifteen miles, whichever is less, and which is connected to the development site by a daily operating direct mass transit system shall be counted as mitigation for 0.50 units of that stage or phase's applicable very low, low, or moderate income adequate housing need within the same salary income range.
- (9) Construction of Rule. This rule shall not be construed to limit the ability of local governments to impose more stringent mitigative measures than those delineated in this rule, where such measures or policies are contained within local land development regulations, or a

local government comprehensive plan.

(10) Effect of Areas of Critical State Concern. This rule shall be superseded by more stringent housing requirements for developments in designated Areas of Critical State Concern.

Specific Authority 380.032(2), 380.06(23) FS. Laws Implemented 380.021, 380.06, 380.065, 380.07 FS. History - New 3-23-94.

rule replaced 5/94
Copyright (c) West Publishing Co. 1995 No claim to original U.S. Govt. works.

LU_CAT	Community	Existing Acres	Existing Units	Allocated Units	Allocated Acres	Remaining Units	Remaining Acres	
GI Total		0.71	5	-	15	(5)	14	
OS Total		217.66	735	4,187	837	3,452	619	
R Total		86.26	521	5,200	900	4,679	814	
S Total		915.42	5,609	7,858	1,572	2,249	657	
UC Total		226.94	1,725	2,072	327	347	100	
Grand Total		1,446.99	8,595	19,317	3,651	10,722	2,204	

COM_2020	21.00	ny Allocati	
SumOfACREAGE	9,298.98		10
SumOfINDUSTRIAL	0.00	85	17
SumOfPARKS_PUBL	2,242.41		
SumOfACT_AG	237.55	Bo	m
SumOfCONSERV	3,058.78	100	
SumOfPASS_AG	303.60		
SumOfVACANT	2,888.51		-
SumOfCOMMERCIAL	54.77	138 -	- 8
SumOfRES_ACRES	513.49		
COM_2020	29.00		1
SumOfACREAGE	11,841.61		ı
SumOfINDUSTRIAL	0.00	2	-
SumOfPARKS_PUBL	2,127.55		
SumOfACT_AG	272.39	50	a
SumOfCONSERV	3,446.03	\$	
SumOfPASS_AG	2,239.36		
SumOfVACANT	2,703.26		
SumOfCOMMERCIAL	121.46	1241	
SumOfRES_ACRES	933.50		1

138

120 Commercial
1203 Remaining
1379 Allocated

1203

Jake 15 Commandi Grow Son Carlos

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DEPARTMENT OF TRANSPORTATION

Memo

To:

Paul O'Connor, Director, Division of Planning

From:

David Loveland, Planning Program Director

Date:

July 6, 2001

Subject:

CPA 2000-30 - Simon Suncoast Lee Plan Amendment

We have reviewed the Simon Suncoast Comprehensive Plan Amendment Traffic Study and found it is insufficient for review because the information is out of date. We conducted a 2020 traffic study on the financially feasible plan network and compared the roadway levels of service with and without the proposed project. That study indicated that three additional road links would fail with the project in place: Sandy Lane from San Carlos Boulevard to Koreshan Boulevard; Ben Hill Griffin Parkway from Koreshan Boulevard to Corkscrew Road; and US 41 from Koreshan Boulevard to San Carlos Boulevard. Additional analysis is required to determine what additional improvements beyond those already planned will be necessary to address these impacts, and what the cost of these improvements will be.

LW/DML/mlb

cc:

DRI File

Interoffice Memo

Date: 07/02/01

To: Paul O'Connor, AICP, Director

From: Terry Kelley, Emergency Management Coordinator

RE: CPA 2000-30 — Simon Suncoast Privately Initiated Lee Plan Future Land Use Map

Amendment

The subject property is shown on the National Weather Service's storm surge model, "SLOSH," map # 59, which reflects the composite of the maximum extent of flooding, which may result from each hurricane category, as receiving approximately Sixteen point six (16.6) feet of storm surge flooding from a category 3 storm. It would therefore be necessary to evacuate the site in question.

If the land use classification remains the same - Rural, the impacts are listed below:

483 acres x Rural classification of 1 unit per acre = 483 units

483 single family dwelling units x 2.25 people/occupied unit x 97% occupancy rate = 1054 people evacuating

483 single family units x 97% x 1.1 vehicles/occupied unit = 515 evacuating vehicles

1054 people evacuating x 21% = 221 people seeking public shelter

221 people x 20 square feet of shelter space per person = 4,420 square feet of space

515 evacuating vehicles divided by S. Tamiamia Trail's capacity of 2,776 x 60 minutes = 11 minutes added to the existing evacuation time

If the land use classification is changed to Urban Community, the impacts are listed below:

483 acres x Outlying Suburban classification of 6 units per acre = 2,898 units

2,898 single family dwelling units x 2.25 people/occupied unit x 97% occupancy rate = 6,325 people evacuating

2,898 single family units x 97% x 1.1 vehicles/occupied unit = 3,092 evacuating vehicles

6,325 people evacuating x 21% = 1,328 people seeking public shelter

2/23/00

Interoffice Memo: PAM 99-26 Response

1,328 people x 20 square feet of shelter space person = 26,560 square feet of space

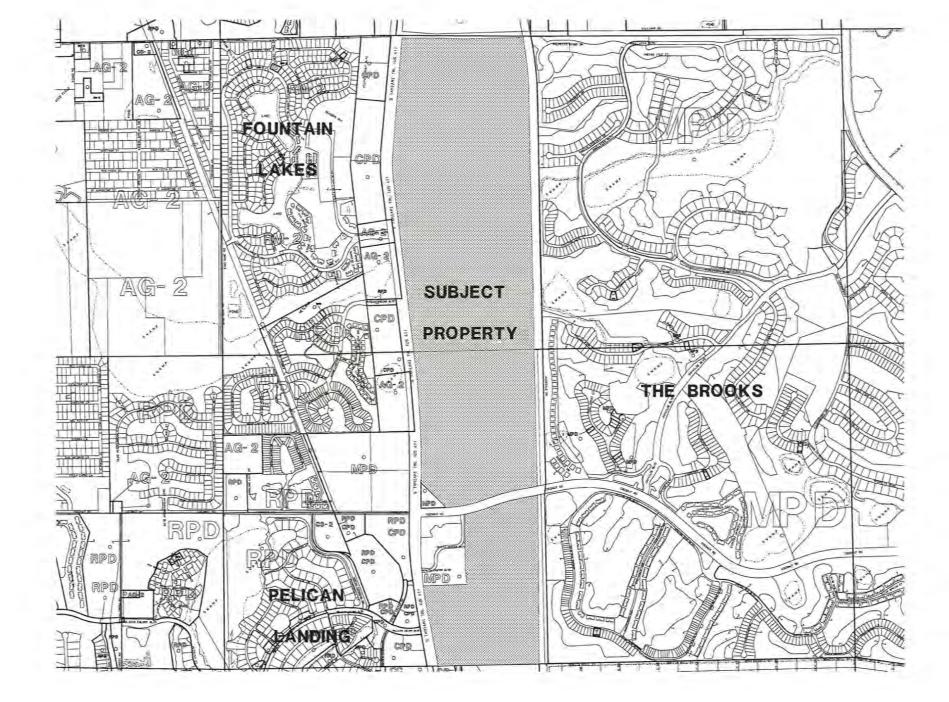
3,092 evacuating vehicles divided by S. Tamiami Trail's capacity of 2,776 x 60 minutes = 66.68 minutes added to the existing evacuating time

Conclusions:

By reviewing the calculations I've done on page one and the top of this page, as is the case in most instances, retention of the current land use of Rural produces smaller impacts on shelter space and evacuation time.

However, since the proposed land use classification permits six (6) times as many units per acre, that the impacts to evacuation time and shelter space are essentially six fold.

While none of these impacts are large and this is a worst case scenario, when considered as an isolated case, they have to be considered in the big picture of an existing shelter space deficit in excess of 40,000 spaces and an evacuation time, which is considered too high by most experts. Under these circumstances, each new shelter space we must add to the existing deficit has to be of concern. Every minute we add to the already too high evacuation time is likewise a matter of great concern.





BOARD OF COUNTY COMMISSIONERS

Writer's Direct Dial Number: (941) 479-8585

Bob Janes District One

June 22, 2001

Douglas R. St. Cerny District Two

Development Review Agencies

See Distribution List

Ray Judah District Three

RE: CPA 2000-30 - Simon Suncoast Privately Initiated Lee Plan Future Land Use Map

Andrew W. Coy

District Four

Amendment

John E. Albion District Five Donald D. Stilwell The Lee County Planning Division has received an application for a privately-initiated Future Land Use Map amendment for a 483-acre property in Sections 04 and 09, Township 47 South, and Range 25 East. The property is generally located between U.S. 41 and The Brooks just north of Bonita

County Manager

James G. Yaeger

Springs.

County Attorney

Diana M. Parker County Hearing Examiner

The applicant has requested to change the Future Land Use Map designation for this property from "Rural" to "Urban Community" in order to accommodate a proposed regional mall. Under the current "Rural" land use category, the subject property could be developed with approximately 483 dwelling units at a maximum density of 1 dwelling unit per acre. The "Rural" category would only accommodate a minimal amount of commercial use. Under the proposed "Urban Community" land use category, the property could accommodate approximately 2,898 dwelling units at a maximum density of 6 dwelling units per acre, as well as very high intensity commercial development. This change represents a significant increase in the potential development intensity for this property.

This plan amendment has been initiated by the agent for the proposed Simon regional mall in order to accommodate the mall and associated development. This proposed amendment is in association with the current rezoning and DRI applications that are also being reviewed by the various agencies. The rezoning and DRI applications both state that the proposed development will consist of the following elements:

Retail:

1,800,000 square feet 300,000 square feet

Office:

600 rooms

Hotel: Assisted Living Facility:

200 units

Residential Units:

1,000 multi-family units

Please review the attached materials, and provide comments regarding any issues that your particular agency may have with the proposed amendment. Comments should not only focus on the effect of the amendment in terms of the proposed development scenario shown above, but should also focus on the other development scenarios that could occur under the proposed Future Land Use category (such as a fully residential scenario). It cannot be assumed that the mall development scenario will, in fact, occur on the property.

Thank you for your attention in this matter. We request that any responses be received before July 6, 2001. If you have any questions, please do not hesitate to contact our office at 479-8585.

Sincerely,

DEPARTMENT OF COMMUNITY DEVELOPMENT

10com Paul O'Connor, AICP, Director

Division of Planning



Roland Ottolini, Lee County Natural Resources Management Distribution List:

Stephanie Keyes, Lee County School Board

A. Scott Hamilton, Lee County Sheriff's Department

John Wilson, Lee County Public Safety

Rick Diaz, Lee County Utilities

Pat Jennings, Bonita Springs Utilities

Chief Dennis J. Merrifield, Estero Fire Rescue Lindsey Sampson, Lee County Environmental Services, Solid Waste

Chris Hansen, Lee County Public Safety, EMS

Steven Myers, Lee Tran

John Yarbrough, Lee County Parks & Recreation Mike Carroll, Lee County Development Services

John Campbell, Lee County Public Safety, Emergency Management

Jim Lavender, Lee County Public Works Bill Horner, Lee County Port Authority

HUMPHREY & KNOTT

PROFESSIONAL ASSOCIATION ATTORNEYS-AT-LAW

1625 HENDRY STREET (33901)
P. O. BOX 2449
FORT MYERS, FLORIDA 33902-2449

TELEPHONE (941) 334-2722
TELECOPIER (941) 334-1446

EHouck@humphreyandknott.com

THOMAS B. HART
MARK A. HOROWITZ
H. ANDREW SWETT
MATTHEW D. UHLE
AARON A. HAAK

DIRECTOR OF ZONING AND
LAND USE PLANNING
MICHAEL E. ROEDER, AICP

*Board Certified Civil Trial Lawyer

GEORGE L. CONSOER, JR. **

JAMES T. HUMPHREY

GEORGE H. KNOTT * †

MARK A. EBELINI

GAREY F. BUTLER

**Board Certified Real Estate Lawyer

†Board Certified Business Litigation Lawyer

MEMORANDUM

RECEIVE 1 2001

PERMIT COUNTER

To:

Matt Noble

From:

Erin E. Houck, Land Use Paralegal

Subject:

Simon Suncoast DRI Plan Amendment - CPA2000-00006

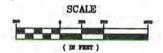
Date:

February 9, 2001

Attached please find six (6) copies of the revised legal description and sketch for the above referenced project.

Should you have any questions or concerns please do not hesitate to contact me.







PERMIT COUNTER



LEGEND

FIELD BOOK

LETTER

""NOT A SURVEY"

ENGINEERS-PLANNERS-SURVEYORS

950 Encore Way Naples, FL. 34110 Florida Certificate of Authorization No.1772 SKETCH AND LEGAL DESCRIPTION

Kenus

OF A PORTION OF SECTIONS 3, 4, 9 AND 10,

A PORTION OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, BEING HORE PARTICULARLY DESCRIBED AS FOLLOWS:

A PORTION OF SECTIONS 3, 4, 9, AND 10, TOWNSHIP 47 SOUTH, RANCE 25 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THIS PROPERTY IS SUBJECT TO EASEMENTS, RESERVATIONS OR RESTRICTIONS OF RECORD.

BEARINGS REFER TO THE SOUTH LINE OF THE SOUTH-EAST QUARTER OF SECTION 0, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, AS BEING 9, 88°36'17" M.

A-994-2 PROJECT NO. 1997079B REFERENCE NO.

P.L.S. #3741 STATE OF FLORIDA

FLORIDA SWEETREV2

HOT YALID WITHOUT THE SIGNATURE AND THE ORIGINAL RASED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

01/19/01 HORIZOHT/L SCALE 1" = 500'

Phone: (941) 254-2000

TOWNSHIP 47 SOUTH, RANGE 25 EAST LEE COUNTY

HUMPHREY & KNOTT

PROFESSIONAL ASSOCIATION ATTORNEYS-AT-LAW

1625 HENDRY STREET (33901) P. O. BOX 2449 FORT MYERS, FLORIDA 33902-2449

> TELEPHONE (941) 334-2722 TELECOPIER (941) 334-1446

THOMAS B. HART

MARK A. HOROWITZ

H. ANDREW SWETT

MATTHEW D. UHLE

DIRECTOR OF ZONING AND

AARON A. HAAK

February 9, 2001

†Board Certified Business Litigation Lawyer

JAMES T. HUMPHREY

GEORGE H. KNOTT * †

MARK A. EBELINI

GAREY F. BUTLER

GEORGE L. CONSOER, JR. **

*Board Certified Civil Trial Lawyer *Board Certified Real Estate Lawyer

> Mr. Paul O'Connor, Director Lee County Division of Planning P.O. Box 398 Fort Myers, FL 33902

Re: Simon Suncoast/Request for Extension

Dear Paul:

We agree with your conclusion that the various applications should be reviewed concurrently and holistically; please be advised, therefore, that we will agree to a sixty (60) day extension of the deadline for transmittal hearings in F.S. 380.06. If staff should determine that additional review time is needed at some point in the future, we will give appropriate consideration to a further request for an extension upon receipt of the request.

Sincerely,

HUMPHREY & KNOTT, P.A.

Matthew D. Uhle

MDU/zw

cc: Chris Squires
David McArdle
Tom Schneider
Chuck Schneider
Ron Dillon

Matt While



BOARD OF COUNTY COMMISSIONERS

Writer's Direct Dial Number: (941) 479-8585

Bob Janes District One

February 5, 2001

Douglas R. St. Cerny District Two

Ray Judah District Three Matthew D. Uhle

Andrew W. Coy

District Four

Humphrey & Knott, P.A. 1625 Hendry Street

District Four

John E. Albion

Fort Myers, FL 33901

District Five

Donald D. Stilwell

County Manager

Re: Simon Suncoast DRI/Lee Plan Amendment (CPA2000-30)

James G. Yaeger County Attorney Dear Mr. Uhle:

Diana M. Parker County Hearing Examiner Due to the various issues and complexities of the proposed amendment, staff is requesting that you, on behalf of your client, formally waive the regulatory review standards of Chapter 380.06, <u>F.S.</u> regarding the local government's time frame for making a determination on the transmittal of the amendment. It would be beneficial to the Planning Division and the applicant to have ample opportunity for the review of the amendment in order to provide the best possible analysis of the proposal. It is staff's intention to track the Plan Amendment review with the Development of Regional Impact (DRI) review so that the review can occur holistically.

If you have any questions, or if I can be of further assistance in this matter, please feel free to call me at the above telephone number.

Sincerely,

DEPT. OF COMMUNITY DEVELOPMENT Division of Planning

Paul O'Connor, AICP Director of Planning

HUMPHREY & KNOTT

PROFESSIONAL ASSOCIATION ATTORNEYS - AT - LAW

1625 HENDRY STREET (33901)
P. O. BOX 2449
FORT MYERS, FLORIDA 33902-2449

TELECOPIER (941) 334-1446

MUhle@humphreyandknott.com

THOMAS B. HART
MARK A. HOROWITZ
H. ANDREW SWETT
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AARON A. HAAK

DIRECTOR OF ZONING AND
LAND USE PLANNING
MICHAEL E. ROEDER, AICP

*Board Certified Civil Trial Lawyer

GEORGE L. CONSOER, JR. **

JAMES T. HUMPHREY

GEORGE H. KNOTT * †

MARK A. EBELINI

GAREY F. BUTLER

**Board Certified Real Estate Lawyer

†Board Certified Business Litigation Lawyer

December 7, 2000

Mr. Paul O'Connor, Director Lee County Division of Planning P.O. Box 398 Fort Myers, Fl 33902

Re: Simon Suncoast DRI/Lee Plan Amendment

Dear Paul:

You will recall that you took the position in your October 3rd memo that Sandy Lane Extension will be a collector, rather than an arterial road. We are currently in the process of obtaining binding commitments to provide 120 feet of right-of-way for a four-lane road which will extend from the southern boundary of the project to Corkscrew Road. It is our expectation that the road will at some point be extended south to Old US 41 and north to Alico Road.

In our opinion, the new road should be classified as an arterial, not a collector, for the following reasons:

- 1. Sandy Lane was added to the MPO 2020 Financially Feasible Plan, and subsequently Map 3A in The Lee Plan, because six-lane US 41 could not handle the projected volumes in 2020, even with the six-lane Three Oaks Parkway Extension south to Bonita Springs. Hence, Sandy Lane is being provided to divert north/south traffic volumes off of US 41. This being the case, Sandy Lane should be planned and designed as an arterial to provide sufficient speed and capacity to successfully divert volumes off of US 41.
- 2. Map 3B in The Lee Plan, which identifies the future functional classification of roads in Lee County, identifies Old 41 in Bonita Springs as an arterial road. With Sandy Lane as a collector, Old 41 simply dead-ends at US 41, where traffic is forced to use US 41 to travel to and from the north. System continuity would be much improved by connecting Old 41 directly with the Sandy Lane Extension to



Mr. Paul O'Connor, Director December 7, 2000 Page 2

form a continuous arterial, so that north/south traffic on Old 41 could continue north on Sandy Lane, rather than on US 41.

- 3. The upgrade of Sandy Lane from a collector to an arterial would provide significantly greater speed and capacity, with slight increase in cost.
- 4. As shown in Maps 3A and 3B of The Lee Plan, Sandy Lane is a continuous road extending from Old 41 in Bonita Springs to Alico Road north of San Carlos Park, a distance of approximately 8 miles. A continuous road that extends 8 miles and interconnects five major arterials (Old 41, Coconut Road, Corkscrew Road, Koreshan Boulevard and Alico Road) would function as an arterial, not a collector.
- 5. On page 84 of the ITE report titled <u>Transportation and Land Development</u>, the collector system is described as follows:

The collector system provides both land access and movement within residential, commercial, and industrial areas. Collectors penetrate, but should not have continuity through, residential areas.

Sandy Lane clearly is not consistent with this description of collector roads. Sandy Lane does not provide for movement within residential, commercial, and industrial areas. Rather, Sandy Lane has continuity through several residential areas in Bonita Springs, Estero and San Carlos Park.

6. Table 4-1 in the ITE report titled <u>Transportation and Land Development</u> provides a number of characteristics of collector roads, including the following: (1) collector roads should not extend across arterials; and (2) thru traffic should be discouraged on collector roads. Sandy Lane clearly does not comply with these characteristics of collector roads. As noted previously, Sandy Lane extends across several arterials and has been included in the plan to encourage, not discourage, thru traffic as an alternative to US 41.

Since Lee Plan Map 3A shows Sandy Lane Extension as a collector, we are confronted with the question as to whether our FLUM amendment application should be accompanied by a request to revise Map 3A, as well. At this point, we have chosen not to do so, largely because the time involved in generating the necessary data and analysis would result in unacceptable delays in filing the map amendment request. We believe, however, that Map 3A should, in fact, be amended; it simply comes down to an issue

Mr. Paul O'Connor, Director December 7, 2000 Page 3

of timing. If the County feels strongly that the amendment should be considered concurrently with the DRI, we are certainly willing to comply with that direction.

We will be asking for impact fee credits in connection with the construction and dedication of the new road. The amount of the credits will obviously be the subject of discussion at a later date.

If you have any questions, please let me know.

Sincerely,

HUMPHREY & KNOTT, P.A.

Matt While

Matthew D. Uhle MDU/zw

Encls.

cc: Tom Schneider

Chuck Schneider

David McArdle

Ron Dillon

Ned Dewhirst

Ron Talone

Dave Loveland

EXHIBIT 2

SIMON SUNCOAST DEVELOPMENT PARAMETERS BUILDOUT (2006)

Land Use	Size
Residential	
Apartments	500 d.u.
Residential Condominiums	500 d.u.
Assisted Living Facility	200 d.u.
Total	1,200 d.u.
Commercial/Retail	1,800,000 sq. ft.
Office	
General Office	200,000 sq. ft.
Medical Office	100,000 sq. ft.
Total	300,000 sq. ft.
Hotel	
Hotel (Limited Services)	300 rooms
Conference Hotel	300 rooms
Hotel Total	600 rooms

EXHIBIT 3
SIMON SUNCOAST DRI #99532
FUTURE 2020 TRAFFIC CONDITIONS WITH PROJECT
TWO-WAY PM PEAK HOUR, PEAK SEASON

MPO 2020 FINANCIALLY-FEASIBLE PLAN

TOTAL TRAFFIC

LEVEL OF SERVICE

					(3)	(4)		(5)	Two Way Backgrd	Total	I Total			(6)	V/C	V/C
			(1)	(2)		PSWDT/					Peak Hr	(6)	(6)			
			# of		FSUTMS	AADT	AADT	K100	Peak Hr	Volume	Volume	SV@	LOS	LOS	Ratio	Ratio
ROADWAY	FROM	TO	Lanes	Std	PSWDT	Factor	2020	Factor	Volume	NE	SW	LOS Std	NE	SW	NE	SW
		***************************************	====	===									===	===		
ALICO RD.	U.S. 41	Railroad	4LD		31,870	1.103	28,890	0.113	3,260	1,470	1,790	2,030	C	C	0.72	0.88
	Railroad	Lee Blvd.	6LD	Ε	72,690	1.103	65,900	0.089	5,870	2,640	3,230	3,040	C	F	0.87	1.06
	Lee Blvd.	Three Oaks Pkwy.	6LD	E	56,095	1.103	50,860	0.099	5,040	2,270	2,770	3,040	C	C	0.75	0.91
	Three Oaks Pkwy.	1-75	6LD	E	63,740	1.103	57,790	0.094	5,430	2,440	2,990	3,040	C	D	0.80	0.98
	1-75	Ben Hill Griffin Pkwy.	6LD	E	55,284	1.103	50,120	0.099	4,960	2,730	2,230	3,040	C	C	0.90	0.73
	Ben Hill Griffin Pkwy.	East	2LU	E	4,225	1.103	3,830	0.129	490	270	220	1,020	C	C	0.26	0.22
BONITA BEACH RD.	Hickory Blvd.	Vanderbilt Dr.	4LD	E	35,894	1.307	27,460	0.112	3,080	1,600	1,480	2,030	C	C	0.79	0.73
	Vanderbilt Dr.	U.S. 41	6LD	E	48,011	1.307	36,730	0.107	3,930	2,040	1,890	3,040	В	В	0.67	0.62
	U.S. 41	Old 41	4LD	E	30,828	1.307	23,590	0.115	2,710	1,410	1,300	2,030	В	В	0.69	0.64
	Old 41	Imperial St.	6LD	E	74,782		61,650	0.088	5,430	2,930	2,490	3,040	D	C	0.96	0.82
	Imperial St.	1-75	6LD	E	28,084		23,150	0.102	2,360	1,270	1,090	3,040	В	В	0.42	0.36
	1-75	Bonita Grande Dr.	4LD	E	21,449		17,680	0.104	1,840	990	850	2,030	В	В	0.49	0.42
	Bonita Grande Dr.	East	4LD	E	21,323		17,580	0.104	1,830	990	840	2,030	В	В	0.49	0.41
CORKSCREW RD.	U.S. 41	Sandy Ln	6LD	E	49,118		38,890	0.107	4,160	2,250	1,910	3,040	C	В	0.74	0.63
	Sandy Ln	River Ranch Rd.	6LD	E	44,599		35,310	0.109	3,850	2,080	1,770	3,040	В	В	0.68	0.58
	River Ranch Rd.	Three Oaks Pkwy.	6LD	E	45,271		35,840	0.109	3,910	2,110	1,800	3,040	В	В	0.69	0.59
	Three Oaks Pkwy.	1-75	6LD		39,466		31,250	0.112	3,500	1,610	1,890	3,040	В	В	0.53	0.62
	1-75	Ben Hill Griffin Pkwy.	4LD		33,253		26,330	0.115	3,030	1,640	1,390	2,030	C	В	0.81	0.68
	Ben Hill Griffin Pkwy.	School Entrance	4LD		34,854		27,600	0.114	3,150	1,700	1,450	2,030	C	C	0.84	0.71
	School Entrance	Wildcat Run	4LD		33,149		26,250	0.115	3,020	1,630	1,390	3,260	В	В	0.50	0.43
	Wildcat Run	The Habitat	4LD	Ē		1.263		0.131	260	160	100	3,260	A	Α	0.05	
	The Habitat	Alico Rd.	2LU	шшш	1,867	1.263		0.131	190	110	80	1,270	A	A	0.09	0.06
	Alico Rd.	East	2LU	E	5,071	1.263	4,020	0.129	520	310	210	1,270	C	В	0.24	0.17
COCONUT RD.	West of U.S. 41	U.S. 41	LU 2LU	E	16,776	1.263		0.123	1,630	720	910	960	C	D	0.75	A CONTRACTOR OF THE
	U.S. 41	Sandy Ln	4LD	E	22,476	1.263		0.120	2,140	1,200	940	2,030	В	В	0.59	
	Sandy Ln	Three Oaks Pkwy.	4LD	E	13,528		10,710	0.125	1,340	750	590	2,030	В	В	0.37	0.29
CYPRESS LAKE DR.	Winkler Rd.	Summerlin Rd.	4LD	E	61,457		52,980	0.092	4,870	2,390	2,480	2,000	F	F	1.20	1.24
2 17 11 12 2 2 2 3 14 2 1	Summerlin Rd.	U.S. 41	6LD	E	57,188		49,300	0.093	4,580	2,240	2,340	3,000	C	D	0.75	
DANIELS PKWY.	U.S. 41	Metro Pkwy.	6LD	E	63,953		55,130	0.091	5,020	2,460	2,560	3,000	D	D	0.82	
	Metro Pkwy.	Six Mile Pkwy.	6LD		59,943		51,680	0.092	4,750	2,330	2,420	3,000	D	D	0.78	
	Six Mile Pkwy.	Three Oaks Pkwy. Ext.	6LD				72,300	0.084	6.070	2,970	3,100	3,040	D	F	0.98	
	Three Oaks Pkwy, Ext.		6LD		72,998		62,770	0.088	5,520	2,700	2,820	3,040	C	C	0.89	
	1-75	Treeline Av.	6LD		68,065		55,930	0.089	4,980	2,540	2,440	3,040	C	C	0.84	
9	Treeline Av.	SWFIA	6LD		49,491		40,670	0.094	3,820	1,950	1,870	3,040	В	В	0.64	
	SWFIA	Gateway Blvd.	6LD		60,518		56,400	0.093	5,250	2,890	2,360	3,040	C	C	0.95	
-	Gateway Blvd.	SR 82	6LD				55,560	0.093	5,170	2,840	2,330	3,040	C	C	0.93	

EXHIBIT 3 SIMON SUNCOAST DRI #99532 FUTURE 2020 TRAFFIC CONDITIONS WITH PROJECT TWO-WAY PM PEAK HOUR, PEAK SEASON

MPO 2020 FINANCIALLY-FEASIBLE PLAN

TOTAL TRAFFIC

LEVEL OF SERVICE

				(2)	(3)	(4)			Two Way	Total	Total					
			(1)			PSWDT/	1	(5)) Backgrd	Peak Hr	Peak Hr	(6)	(6)	(6)	V/C	C V/C
5 AZ 31 A 13 A			# of	LOS	FSUTMS	AADT	AADT	K100	Peak Hr	Volume	Volume	SV@	LOS	LOS	Ratio	Ratio
ROADWAY	FROM	TO	Lanes	Std	PSWDT	Factor	2020	Factor	Volume	NE	SW	LOS Std	NE	SW	NE	SV
			====	===	=====		=====			=====	=====		===	===		
GLADIOLUS DR.	Winkler Rd.	Summerlin Rd.	4LD	E	44,906	1.160	38,710	0.094	3,640	1,820	1,820	2,030	C	C	0.90	0.90
	Summerlin Rd.		6LD	Ε	73,344	1.160	63,230	0.087	5,500	2,750	2,750	3,040	C	C	0.90	0.90
1-75	Pine Ridge Rd.	Immokalee Rd.	6F	C	62,170		54,730	0.097	5,290	2,860	2,430	3,970	C	В	0.72	0.61
	Immokalee Rd.	Bonita Beach Rd.	6F	C	79,652		70,120	0.097	6,780	3,660	3,120	3,970	C	C	0.92	0.79
	Bonita Beach Rd.	Corkscrew Rd	6F	C	76,592	1.087	70,460	0.099	6,950	3,960	2,990	3,970	C	C	1.00	0.75
	Corkscrew Rd.	Alico Rd.	6F	C	72,456	1.087	66,660	0.099	6,580	3,750	2,830	3,970	C	C	0.94	0.71
	Alico Rd.	Daniels Pkwy.	6F	C	70,234	1.087	64,610	0.099	6,380	3,640	2,740	3,970	C	В	0.92	0.69
	Daniels Pkwy.	Colonial Blvd.	6F	C	74,662	0.77	68,690	0.099	6,780	3,860	2,920	3,970	C	C	0.97	0.74
KORESHAN BLVD.	U.S. 41	Sandy Ln.	4LD	E	6,693	1.263	5,300	0.129	680	310	370	2,030	В	В	0.15	0.18
	Sandy Ln.	Three Oaks Pkwy.	4LD	E	10,008	1.263	7,920	0.127	1,010	460	550	2,030	В	В	0.23	0.27
LIVINGSTON RD	Bonita Beach Rd.	County Line	4LD	E	41,657		36,640	0.095	3,480	1,950	1,530	3,260	C	В	0.60	0.47
	County Line	Mediterra	4LD	D	41,027		36,080	0.095	3,430	1,920	1,510	2,900	C	В	0.66	0.52
	Mediterra	Carlton Lakes	4LD	D	44,157		38,840	0.095	3,690	2,070	1,620	2,900	C	В	0.71	0.56
A CONTRACTOR OF THE PARTY OF TH	Carlton Lakes	Immokalee Rd.	4LD	D	45,635		40,140	0.094	3,770	2,110	1,660	2,900	C	В	0.73	0.57
METRO PKWY.	Alico Rd.	Briarcliff Rd.	6LD	E	86,186	1.060	81,310	0.081	6,590	3,430	3,160	3,040	F	F	1.13	1.04
	Briarcliff Rd.	Six Mile Pkwy.	6LD	E	91,093		85,940	0.079	6,790	3,530	3,260	3,040	F	F	1.16	1.07
	Six Mile Pkwy.	Daniels Pkwy.	6LD	E	37,255	1.060	35,150	0.100	3,520	1,830	1,690	3,040	В	В	0.60	0.56
	Daniels Pkwy.	Crystal Dr.	6LD	E	38,672		36,480	0.099	3,610	1,880	1,730	3,040	В	В	0.62	0.57
OLD 41	County Line	Bonita Beach Rd.	2LU	E	13,932		12,250	0.103	1,260	760	500	960	C	В	0.79	0.52
	Bonita Beach Rd.	Terry St.	2LU	E	14,493	1.137	12,750	0.103	1,310	730	580	960	C	В	0.76	0.60
	Terry St.	Rosemary Rd.	4LD	E	26,926	1.137	23,680	0.099	2,340	1,310	1,030	2,030	В	В	0.65	0.51
	Rosemary Rd.	Cockleshell Dr.	4LD	E	29,352	1.137	25,820	0.099	2,560	1,430	1,130	2,030	C	В	0.70	0.56
	Cockleshell Dr.	U.S. 41	2LU	E	8,846	1.137	7,780	0.105	820	360	460	960	В	В	0.38	0.48
SIX MILE PKWY.	U.S. 41	Metro Pkwy.	6LD	E	61,551	1.163	52,920	0.092	4,870	2,480	2,390	3,040	C	C	0.82	0.79
	Metro Pkwy.	Daniels Pkwy.	6LD	E	33,367		28,690	0.102	2,930	1,490	1,440	3,040	В	В	0.49	0.47
	Daniels Pkwy.	Brookshire Lakes Blvd.	6LD	E	52,760		47,830	0.092	4,400	2,420	1,980	3,040	C	В	0.80	0.65
	Brookshire Lakes Blvd.	Crystal Dr.	6LD	E	60,331		54,700	0.090	4,920	2,710	2,210	3,040	С	С	0.89	0.73
SANDY LN.	Alico Rd.	San Carlos Blvd.	2LU	E	24,051	1.103	21,810	0.118	2,570	1,440	1,130	960	F	F	1.50	1.18
	San Carlos Blvd.	Koreshan	2LU	E	20,092	1.103	18,220	0.120	2,190	1,230	960	960	F	D	1.28	1.00
	Koreshan	Corkscrew Rd.	2LU	E	23,491		21,300	0.118	2,510	1,410	1,100	960	F	F	1.47	1.15
	Corkscrew Rd.	Williams Rd.	2LU	E	12,072		10,940	0.125	1,370	770	600	960	C	В	0.80	0.63
	Williams Rd.	N Project Entrance	2LU	E	14,350	1.103	13,010	0.123	1,600	900	700	960	C	C	0.94	0.73
	N Project Entrance	S Project Entrance	2LU	E	12,558	1.103		0.124	1,410	790	620	960	C	В	0.82	0.65
	S Project Entrance	Coconut Rd.	2LU	E		1.103	13,210	0.123	1,620	910	710	960	D	C	0.95	0.74
	Coconut Rd.	Old 41	2LU	E		1.103	7,850	0.127	1,000	560	440	960	В	В	0.58	
TERRY ST.	U.S. 41	Edinburgh Ct.	4LD	E		1.213		0.108	830	450	380	2,030	В	В	0.22	0.19

EXHIBIT 3
SIMON SUNCOAST DRI #99532
FUTURE 2020 TRAFFIC CONDITIONS WITH PROJECT
TWO-WAY PM PEAK HOUR, PEAK SEASON

MPO 2020 FINANCIALLY-FEASIBLE PLAN

TOTAL TRAFFIC

LEVEL OF SERVICE

ROADWAY	FROM	то	(1) # of Lanes	Std	FSUTMS PSWDT	Factor	AADT 2020	(5) K100 Factor	Peak Hr Volume	Volume NE	SW	(6) SV @ LOS Std	NE	LOS	V/C Ratio NE	SW
		***************************************	====	===			2222			=====	=====		-==	===		
	Edinburgh Ct.	Old 41	L. 4LD	E	11,686	1.213	9,630	0.107	1,030	560	470	2,030	В	В	0.28	0.23
	Old 41	Matheson Av.	4LD	E	27,217	1.213	22,440	0.103	2,310	1,250	1,060	2,030	В	В	0.62	0.52
THREE OAKS NORTH	Daniels Pkwy.	Fiddlesticks	6LD	E	53,517	1.103	48,520	0.100	4,850	2,720	2,130	3,040	C	В	0.89	0.70
	Fiddlesticks	Alico Rd.	6LD	E	55,384	1.103	50,210	0.099	4,970	2,780	2,190	3,040	C	C	0.91	0.72
THREE OAKS PKWY.	Alico Rd.	San Carlos Blvd.	4LD	Ε	43,711	1.103	39,630	0.106	4,200	1,890	2,310	2,030	C	F	0.93	1.14
	San Carlos Blvd.	Koreshan Blvd.	4LD	E	45,166		35,760	0.109	3,900	2,110	1,790	2,030	F	C	1.04	0.88
	Koreshan Blvd.	Corkscrew Rd.	6LD	E	56,326	1.263	44,600	0.103	4,590	2,480	2,110	3,040	C	В	0.82	0.69
	Corkscrew Rd.	Williams Rd.	6LD	E	55,751	1.263	44,140	0.103	4,550	2,090	2,460	3,040	В	C	0.69	0.81
100	Williams Rd.	Coconut Rd.	6LD	E	56,737	1.263	44,920	0.103	4,630	2,500	2,130	3,040	C	В	0.82	0.70
	Coconut Rd.	Strike Ln.	6LD	E	46,361	1.263	36,710	0.108	3,960	2,140	1,820	3,040	В	В	0.70	0.60
	Strike Ln.	Old 41	4LD	E	23,524	1.263	18,630	0.120	2,240	1,210	1,030	3,040	В	В	0.40	0.34
TREELINE AVE. NORTH	Daniels Pkwy.	SWFIA	4LD	E	33,092	1.217	27,190	0.114	3,100	1,740	1,360	2,030	C	В	0.86	0.67
	SWFIA	Alico Rd.	6LD	E	42,292		34,750	0.109	3,790	2,120	1,670	3,040	В	В	0.70	0.55
BEN HILL GRIFFIN PKW	Alico Rd.	Miromar Lakes	6LD	E	56,212		46,190	0.102	4,710	2,170	2,540	3,040	C	C	0.71	0.84
	Miromar Lakes	FGCU	6LD	E	59,880		49,200	0.100	4,920	2,260	2,660	3,040	C	C	0.74	0.88
	FGCU	Corkscrew Rd.	4LD	Ē	39,624		32,560	0.111	3,610	1,950	1,660	2,030	D	C	0.96	0.82
U.S. 41	Pine Ridge Rd.	Immokalee Rd.	6LD	D	53,186		45,070	0.097	4,370	2,270	2,100	3,110	В	В	0.73	0.68
	Immokalee Rd.	Wiggins Pass Rd.	6LD	D	65,077	The state was	55,150	0.097	5,350	2,780	2,570	3,110	C	B	0.89	0.83
	Wiggins Pass Rd.	Old 41	1 6LD	D	66,216	a frame of the Contractor	56,120	0.097	5,440	2,830	2,610	3,110	C	В	0.91	0.84
	Old 41	County Line	6LD	D			45,010	0.097	4,370	2,360	2,010	3,110	В	В	0.76	0.65
	County Line	Bonita Beach Rd.	6LD	E	54,639		47,390	0.089	4,220	2,280	1,940	3,040	C	В	0.75	0.64
	Bonita Beach Rd.	W. Terry St.	6LD	E	68,145		59,100	0.087	5,140	2,780	2,360	3,040	C	C	0.91	0.78
	W. Terry St.	North Bay Dr.	6LD	Ē	69,787		60,010	0.087	5,220	2,920	2,300	3,040	D	C	0.96	0.76
	North Bay Dr.	Pelican's Nest Dr.	6LD	E	67,383	a many hardwards and	57,940	0.088	5,100	2,860	2.240	3,040	C	C	0.94	0.74
	Pelican's Nest Dr.	Old 41	6LD	E	57,701		49,610	0.090	4,460	2,500	1,960	3,040	C	В	0.82	0.64
	Old 41	Coconut Rd.	6LD	E	54,893		47,200	0.091	4,300	2,410	1,890	3,040	C	В	0.79	0.62
	Coconut Rd.	S. Project Entrance	6LD	Ē	67,353		57,910	0.088	5,100	2,860	2,240	3,040	C	C	0.94	0.74
	S. Project Entrance	N. Project Entrance	6LD		67,904		58,390	0.088	5,140	2,880	2,260	3,040	C	C	0.95	0.74
	N. Project Entrance	Williams Rd.	6LD		70,116		60,290	0.087	5,250	2,940	2,310	3,040	D	C	0.97	0.76
	Williams Rd.	Corkscrew Rd.	6LD	Ē	71,733		61,680	0.087	5,370	3,010	2,360	3,040	D	C	0.99	0.78
	Corkscrew Rd.	Koreshan Blvd.	6LD		57,718		49,630	0.090	4,470	2,500	1,970	3,040	C	В	0.82	0.65
F.	Koreshan Blvd.	San Carlos Blvd.	6LD	200	75.748		65,130	0.086	5,600	3,140	2,460	3,040	F	C	1.03	0.81
- 0	San Carlos Blvd.	Alico Rd.	6LD		71,765		61,710	0.087	5,370	2,790	2,580	3,040	C	C	0.92	0.85
	Alico Rd.	Island Park Rd.	6LD	1000	62,110		53,400	0.089	4,750	2,470	2,280	3,040	C	C	0.81	0.75
	Island Park Rd.	Jamaica Bay West	6LD		74,032		63,660	0.086	5,470	2,840	2,630	3,040	C	C	0.93	0.73
	Jamaica Bay West	Six Mile Pkwy.	6LD				56,660	0.088	4,990	2,590		3,040	C	C	0.85	
	Vallate Day West	Low Mile Lynn.	ULU OLU		00,000	1.103	30,000	0.000	4,000	2,000	2,700	0,040	10	-	0.00	0.75

EXHIBIT 3
SIMON SUNCOAST DRI #99532
FUTURE 2020 TRAFFIC CONDITIONS WITH PROJECT
TWO-WAY PM PEAK HOUR, PEAK SEASON

MPO 2020 FINANCIALLY-FEASIBLE PLAN

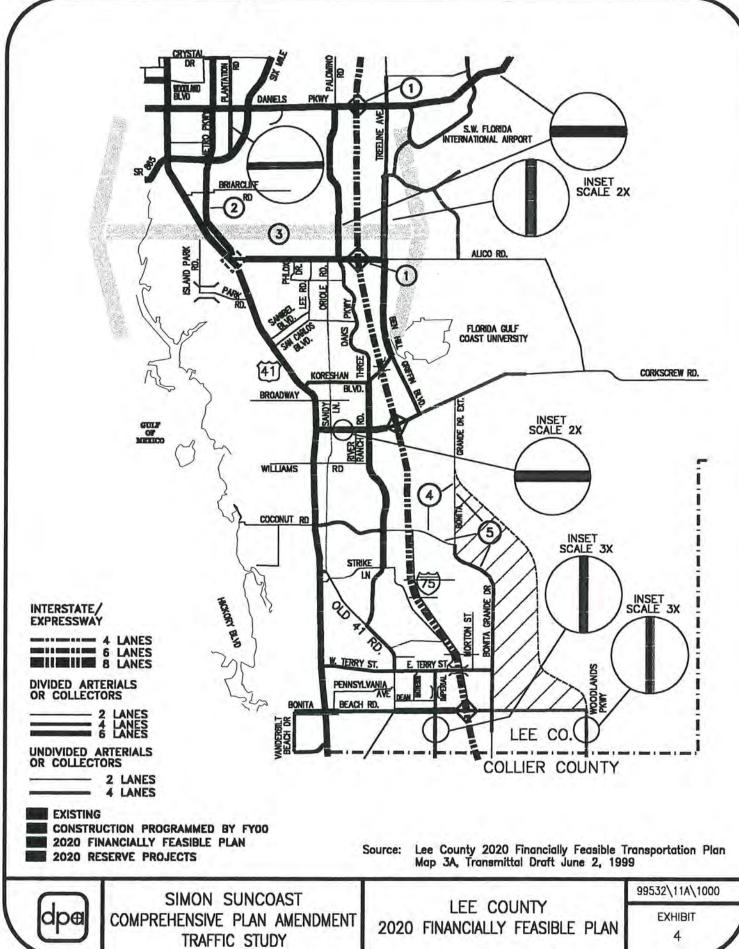
TOTAL TRAFFIC

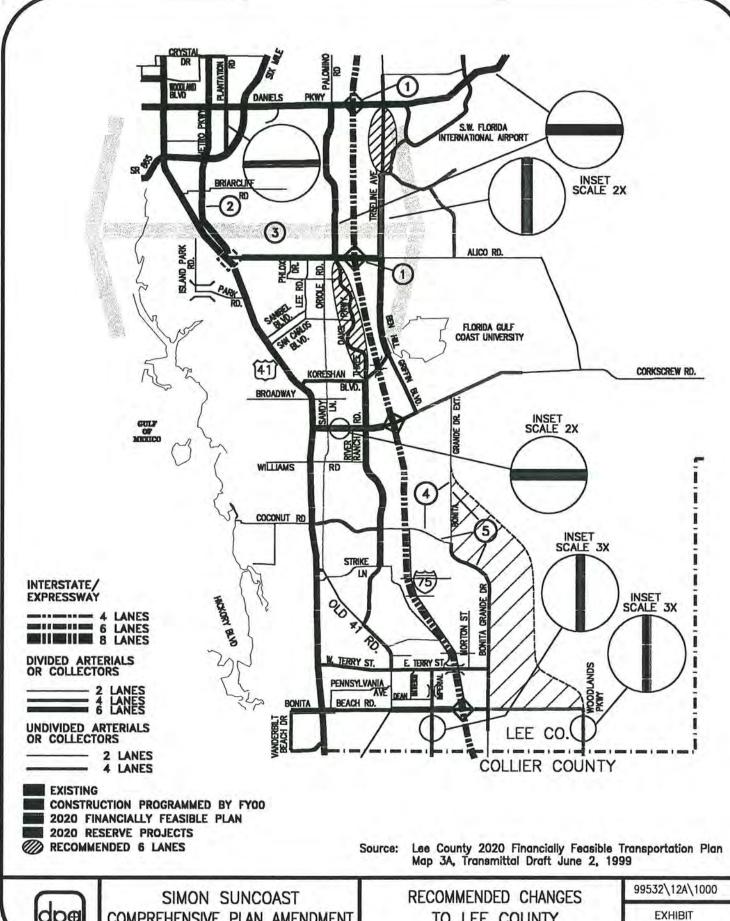
LEVEL OF SERVICE

III o zozo i III i IIo II izzi	TE TO IDEE TO IT		125	(0)	(3)	(4)		(6)	Two Way	Total	Total	(6)	/61	(6)	V//C	VIIO
			(1) # of	100 120 120	FSUTMS	PSWDT/ AADT	AADT	(5) K100	Peak Hr		Peak Hr Volume	(6) SV @	LOS	(6) LOS	V/C Ratio	V/C Ratio
ROADWAY	FROM	TO	Lanes	Std	PSWDT	Factor	2020	Factor	Volume	NE	SW	LOS Std	NE	SW	NE	SW
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\$-4.0	Six Mile Pkwy.	Daniels Pkwy.	6LD	E	46,469	1.060	43,840	0.090	3,950	1,940	2,010	3,040	В	В	0.64	0.66
	Daniels Pkwy.	College Pkwy.	6LD	E	56,423	1.060	53,230	0.088	4,680	2,290	2,390	3,000	C	C	0.76	0.80
	College Pkwy.	Crystal Dr.	6LD	E	53,744	1.060	50,700	0.089	4,510	2,210	2,300	3,000	В	C	0.74	0.77
VANDERBILT DR.	Bonita Beach Rd.	County Line	4LD	E	34,056	1.307	26,060	0.092	2,400	1,250	1,150	2,030	В	В	0.62	0.57
WILLIAMS RD.	West of U.S. 41	U.S. 41	LU 2LU	E	10,432	1.263	8,260	0.127	1,050	570	480	870	D	C	0.66	0.55
	U.S. 41	Sandy Ln	2LU	E	5,684	1.263	4,500	0.129	580	310	270	870	C	C	0.36	0.31
	Sandy Ln	River Ranch Rd.	2LU	E	4,919	1.263	3,890	0.130	510	280	230	870	C	C	0.32	0.26
	River Ranch Rd.	Three Oaks Pkwy.	2LU	E	3,283	1.263	2,600	0.130	340	180	160	870	С	C	0.21	0.18
RIVER RANCH RD.	Williams Rd.	Corkscrew Rd.	2LU	E	5,806	1.263	4,600	0.129	590	270	320	870	C	C	0.31	0.37
				===	=====	=====	=====				=====		===	===	====	====

FOOTNOTES:

- (1) Existing plus future number of lanes.
- (2) Lee County roadway LOS standard based on The Lee Plan, Policy 22.1.1. City of Fort Myers LOS standard based on Comprehensive Plan. Collier County roadway LOS standard based on Collier Growth Management Plan. I-75 based on FDOT FIHS standards.
- (3) Peak season traffic volumes based on 2020 FSUTMS.
- (4) PSADT/AADT factor based on Lee County1999 permanent count station data.
 For I-75, PSADT/AADT factor reflects data from the FDOT 1999 Florida Traffic Information.
- (5) K(100) factors derived from Lee County 1999 permanent count station data. I-75 K(100) factor from the FDOT 1999 Florida Traffic Information.
- (6) Lee County Generalized Service Volumes, 02/04/2000.





COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

TO LEE COUNTY 2020 FINANCIALLY FEASIBLE PLAN

5

APPENDIX B

2020 PEAK HOUR INTERSECTION CAPACITY ANALYSES

age 1

HCS2000: ignalized Intersections Remase 4.1a

Analyst: DPA

Inter.: US41 / Constitution Blvd.

Agency: Lee County

Area Type: All other areas

Date: 10/22/2001

Jurisd:

Period: Future PM PH

Year : # 99532

Project ID:

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Northbound

Southbound

185

264

429

148

976

286

976

3136

3136

1305

1863

1583

1770

5085

1583

3433

5085

1583

E/W St: Constitution Blvd.

N/S St: US 41

								ECTION					
			stbou		1.4	stbou			rthbou		100	uthbo	1-11000
		L	T	R	L	T	R	L	T	R	L	T	R
LGC Vol Lan	Lanes onfig ume e Width	1 L 22 12.0	1 TR 34 12.0	0	1 L 130 12.0	1 T 30 12.0	1 R 147 12.0	1 L 40 12.0	3 T 2984 12.0	12.0	L 182 12.0	T 2229	12.0
RTO	R Vol	ŀ		0			60	1		0	l		0
Dur	ation	0.25		Area '			other Operat	areas					
Pha	se Combi	nation	n 1	2	3	4			5	6	7		8
EB	Left		A				NB	Left	A				
	Thru		A					Thru		A			
	Right		A					Right		A			
	Peds						1	Peds					
VB.	Left		A				SB	Left	A				
	Thru		A				1	Thru		A			
	Right		A					Right		A			
	Peds						4.5	Peds					
	Right						EB	Right					
SB	Right						WB	Right					
Gre			17.0						10.0)		
	low		3.5						3.5	5.0			
All	Red		2.0						2.0	3.0		544	
			Tr	ntersec	tion	Dorfo	ormano	e Cumm		le Ler	ngth:	120.0	0 sec
App	r/ Lan	e		Sat		atios		Lane		Apr	proach	1	
Lan	1.4			v Rate		7-2-5-					S. A. T. W.		
Grp		acity.		(s)	v/c	g/	/C	Delay	LOS	Dela	ay LOS	3	
Eas	tbound	-		_							-		
L	19	4	137	70	0.12	0 .	.14	45.3	D				
rr	24	2	170)5	0.36	0.	.14	47.5	D	47.0	D D		
vest	bound												

0.14

0.14

0.27

0.08

0.62

0.62

0.08

0.62

0.62

0.78

0.13

0.23

0.30

1.06

0.16

0.71

0.79

0.06

Intersection Delay = 40.9 (sec/veh)

68.5 E

45.2 D

C

D

E

A

E

В

A

34.3

52.8

9.9

61.3

18.6

9.2

56.9

53.6

54.7

21.6

Intersection LOS = D

D

D

C

HCS2000: "ignalized Intersections Re case 4.1a

Analyst: DPA

Inter.: US41 / B & F Parcel Area Type: All other areas

Agency: Lee County Date: 10/22/2001

Jurisd: Year : # 99532

Period: Future PM PH With Imp.

T

R

L

T

R

Southbound

3220

1003

257

3220

5085

1583

3433

5085

1583

Intersection Delay = 34.3

								ECTION					
			stbour		We	stbou		Nor	thbou	ınd	Sou	ithbo	und
		L	Т	R	L	T	R	L	T	R	L	T	R
No. La		2	1	0	2		0	2	3	1	2	3	1
LGConf	ig	L	TR	4.44	L	TR		L	T	R	L	T	R
Volume		158	4	167	71	3	53	160	2957		94	2166	
Lane W		12.0	12.0	0	12.0	12.0	0	12.0	12.0	12.0	12.0	12.0	12.0
Durati	on	0.25		Area 7	Type:	All	other	areas	-				
71	0bi-		. 7	2			Operat	cions_		6	7		8
Phase		actor		2	3	4		TAFE	5	ь	7		В
EB Le:			A				NB	Left	A	70.			
			A A							A			
Pe	ght		A					Right Peds	4	A			
			7				CD	Left	7				
WB Le			A				SB	Thru	A	7			
Th			A A							A			
Pe	ght		A					Right Peds		A			
							EB						
	ght						WB	Right Right					
Green	ght		17.0				MB	Right	9.0	76.0			
Yellow			3.5						3.5		,		
All Red	3		2.0						2.0	3.0			
AII Rec	1		2.0							cle Ler	ath.	120	0 secs
			Tr	tercer	tion	Derf	ormano	ce Summ		Te her	igen.	120.	0 5005
Appr/	Lane			Sat		atios		Lane		Apr	roach	1	
Lane	Grou			Rate		20100		20.10	OLOUP				
Grp		city		s)	v/c	g	/C	Delay	LOS	Dela	y LOS	3	
Eastbou	ind												
L	284		200	2	0.62	2 0	.14	52.6	D				
TR	225		158		0.84		.14	74.6	E	64.0	E		
Westbou	ind												
L	215		151		0.37			47.7	D				
TR	226		159	7	0.27	7 0	.14	46.7	D	47.2	D		
Northbo			6.4						_				
L	257		343	3	0.69	0	.08	61.9	E				

1.02

0.40

0.75

0.16

0.08

0.63

0.08

0.63

0.63

0.63

43.3

8.5

54.0

16.3

9.0

D

A

D

B

A

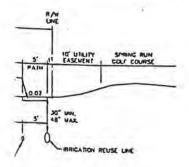
(sec/veh) Intersection LOS = C

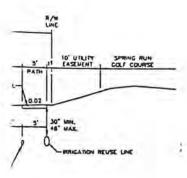
43.4

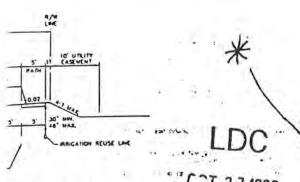
17.3

D

APPENDIX C TRAVEL LANES AROUND MALLS







TH OH THE SOUTH SOE OF COCONUT ROAD, LY, IS HOT REQUIRED AND WILL BE CONSTRUCTED OPER.

APPROVE

Hert The said

BASM 3

14.00 15.08 16.13 16.81

CENERAL DRAINAGE NOTES:

THE LENGTH OF STOTM DRAIN PIPES SHOWN ON PLANS ARE APPROXIMATE AND HAVE BEEN MEASURED FROM THE INSDET FACE OF STRUCTURE.

- THE CONTRACTOR IS REQUIRED TO ADJUST ALL ERSING AND PROPOSED VALVE BORES.
- ALL UNPAYED AREAS DISTURBED DURING CONSTRUCTION SHALL BE SECOLD AND MULCHED UNALSS HOLEO DIMERWISE.
- EXISTING DIT-SITE DRAMAGE PATTERNS SHALL BE WANTAMED DURING CONSTRUCTION.

- SOD A 33" STRIP GEMMO ALL COMERCIT CURB AND VALLET CUTTER AND AT FOCE OF ANY VALLET CUTTER AND AT FOCE OF
- STOCKNETO OF MEMORY OF CHILD BY OWNER METHOD RECENTED SHAFT BE WATER DOWNERS OF THE METHOD FOR THE METHOD THE METHOD OF THE METHOD WITH METHOD FOR THE METHOD THE METHOD OF THE METHOD O

CENERAL DEVELOPMENT NOTES

- THE SITE CAN BE SAFELY USED FOR BULDING PURPOSES WIRROUT LINDUE DANCER FROM FLOODS OR ADVENSE SOIL OR FOLHOADRIN CONDITIONS SUBJECT TO SUBSURFACE SOL EXPLORATION AND DESIGN OF EACH STRUCTURE BY AN ARCHITECT ON GEOTECHNICAL
- THE CONTRACTOR SHALL RETAIN ON THE WORK SITE AT ALL TWES COMES OF ALL PERMITS NECESSARY FOR CONSTRUCTION.
- THE CONTRACTOR SHALL IMMEDIATELY REPORT ALL FIELD CHANCES TO THE ENGINEER.
- THE CONTRACTOR SHALL NOTE'S THE LEE COUNTY DIVISION OF DEVELOPMENT SERVICES A MINIMUM OF 72 HOURS PRIOR TO ALL INSPECTIONS REQUIRED BY THE LEE COUNTY EARD DEVELOPMENT CODE.
- THERE ARE NO POTENTIAL IMPACTS TO GROUND AND SURFACE WATERS, WETLANDS OR FLOOD PLANS/RIVERINE AREAS ANTIOPATED DUE TO CONSTRUCTION OF THIS PROJECT.
- THE CONTRACTOR SHALL NOTEY THE OWNER AND CONTACT ALL UTLITY COMPANES FOR LOCATIONS OF EXISTING UTLITIES IN THE AREA 73 HOURS (UNMINUM) PRIOR TO COMMENCING CONSTRUCTION.
- THE NATIONAL GEOGETIC VERTICAL DATUM (NGVO) OF 1929 IS THE BENCHMARK DATUM FOR THIS PROJECT.
- THE LOCATION OF EXISTING UTILITIES, PAYENENT, VECETATION, AND MISCELLANEOUS IMPROVEMENTS ARE APPROXIMATE ONLY. THE EXACT LOCATIONS SHALL BE VERFIED BY THE CONTRACTOR IN THE FIELD.
- ANY PUBLIC LAND CORNER WITHIN THE LIMITS OF CONSTRUCTION IS TO BE PROTECTED.
 ANY LAND CORNER MONIQUENT IN DANCER OF BEING DESTROYED MUST BE PROPERTY
 REFERENCE OF THE CONTRACTOR.
- II. EXISTING IMPROVEMENTS SHALL BE RESTORED TO A CONDITION EQUIVALENT TO THAT WHICH EXISTED PRIOR TO COMMERCING CONSTRUCTION, AT NO ADDITIONAL COST TO OWNER.
- 12. CONTRACTOR TO UTILIZE DESIGNATED CONSTRUCTION ENTRANCES FOR EMPLOYEES AND DELIVERY OF MATERIALS.
- 13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY DEWATERING, CLEARING OR TREE REMOVAL PERMITS REQUIRED FOR THIS PROJECT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND FRUNG A NOTICE OF INTENE AND SWP3 PLAN WITH BOTH THE E.P.A. AND LEE COUNTY DEVELOPMENT SERVICES DIMSON AT LEAST 48 HOURS PRIOR TO START OF CONSTRUCTION.

PROJECT PHASING PLAN:

- ALL IMPROVEMENTS EXCEPT THE 1" TYPE S-M ASPINALT SURFACE COURSE WEST OF THREE DAKS PARKWAY, THE J/A" LAT OF THYE S-N ASPINALT SURFACE COURSE FAST OF THREE DAKS PARKWAY AND TWAL PAYENENT MARKUNGS.
- THE 1" TYPE S-IN ASPHALT SURFACE COURSE WEST OF THREE GARS PARKWAY. THE JAY LIFT OF TYPE S-IN ASPHALT SURFACE COURSE (AST OF THREE GARS PARKWAY AND THE THAT PAYMENT WARRENES.

ITPICAL SECTION NOTES:

- SHALE PROFILE SHOWN IS TO TOP OF SOO. CONTRACTOR TO ADJUST SWALE CHADING
- FOR DEPONAL BASE CROUPS. THE CONTRACTOR SHALL BO DH DHE OF THE OPTIONS FOR THESE CROUPS AS SHOWN ON STANDARD HOURS NO. 314 AND AS ALLOWED AN THE MEANS. THE CONTRACTOR SHOULD DEFINITY HAT UPPINO ON MINOR HIS MINIAL BO IS BASED BY ENTERHIC THE HELL BOTTON CODE TO THE MOST SOC OF THE TIEM NO. OF THE OPTIONAL BASE THE WO. OF THE OPTIONAL BASE THE WO. THE SUBMITTED BO PROPOSAL.
- MEES SHALL BE OUTSIDE THE CLEAR BONE IN CHOUND)
- THE OUTSOL LANC REQUIRES A CROSS SLOPE OF IS
- CLEAR FOME WORMS FOR OUTSIDE CURBS ARE MEASURED FROM THE FACE OF THE CURB CLEAR JONE WORM FOR MEDIAN CURBS ARE MEASURED FROM THE LOCE OF THE MISTOR LANC
- SITE DISTANCE AND INTERSECTION DESIGN REQUIREMENTS SHALL SE CONSOCIACO FOR ALL LANDSCAPED AREAS.
- THERE SHALL BE A 5' MOE (MINIMUM) CLEAR JONE ADJACENT TO ALL PAINS
- COCOMUL MOAD IS PROPOSED TO BE TURNED OVER FOR COUNTY WARRENANCE UPON COMPLETION OF CONSTRUCTION.
- COCOMIT ROAD (WEST OF FUTURE THREE DAKS PARKWAY) IS SUBMITTED AT THIS THE AS A COLLECTOR BOAD WITH A DESIGN SPEED OF 15 MPH. IT IS WIENDED THAT COCOMIT FOR THE WEST OF THE ACT OF THE COMMENS AND MILE FUNCTION AS AN ARTERIAL ROAD MEN AND THE COMMENS AND THE STREET OF THE COMMENS AND MILE FUTURE.
- SOO A 32' STRIP BEHIND ALL CONCRETE CURE AND VALLEY GUITER AND AT EDGE OF PAYEMENT.

LOCATIONS OF DRAMACE STRUCTURES WAY BE FILLD ADJUSTED TO PRESERVE EXSTRUCT VECETATION AS APPROVED BY THE ENGINEER.

- THE TOP OF ALL ENOWALLS SHALL BE NO HIGHER THAN ONE FOOT (1) BELOW THE LANC CONTROL ELEVATION. THE CONTRACTOR SHALL REWER PROPOSED STRUCTURE LOCATIONS MET THE ELEVATER AFTER STARE-OUT AND BEFORE CONVENIENCE CONSTRUCTION. ALL DRAWAGE STRUCTURES TO BE LOCATED ON THE LAKE BANK SHALL BE FIELD ADJUSTED SO AS TO MISC. THE STRUCTURE, TO THE GREATEST EXTENT POSSIBLE, IN THE LAKE BANK.
- 3. SHALE PROFIES SHOWN ARE IN TOP OF SOO, CONTRACTOR TO ADJUST SHALE CRADING ACCORDING.
- ALL PAC STONE DEAM METHOD BY ME SHALL MIT ATTHE DISSO AND ANTITIO MISS

BARRACO AND ASSOCIATES, INC. CIML ENGINEERS AND CONSULTANTS

2121 WEST FIRST STREET, SUITE 4 FORT WYERS FLORIDA 33902-7800 MONE (941)461-3170 FAX (941)461-3169

http://www.BerrecoAssociates.com

CLIENT

LONG BAY PARTNERS, LLC

3451 BONITA BAY BOULEVARD, S.W. SUITE 202 BONITA SPRINGS. FL 34134-4395 PHONE (941)495-1000 FAX (941)992-2672

PROJECT HAVE



THE BROOKS COCONUT ROAD PHASE IV

THE BROOKS OF BONITA SPRINGS SECTION IS TOWNER AND 15 (45 BONITA SPRINGS, LEE COUNTY, FLORIDA

PROACI INDMILA STATE OF

forn L

FAC WANG	21764409	DWG
PLOT DATE	10-25-19	98 14-41
ACLEACHCE		
ACLENCHCE	1	
HEFERENCE		
	INITIALS	DATE
0140630	TRH	7-9-1995
DRAWN	TRH	9-15-1935
01010	CAB	
	AL AN BLASO	W.C.

9-15-98 00 CONNENTS 9-28-98 ADDED SIDE WALK 10-23-98 DO COMMENTS

APPROVAL SUBMITTAL PLANS NOT FOR CONSTRUCTION

TYPICAL SECTIONS AND GENERAL NOTES

Amas Train

WARCE STREET IS BASED WHOM AND COMPRESENT WENT BY CONCEPTIAL SURFACE THE WARACTURE PLANT FOR SMEETWATTE PRODUCTION OF SELECTE AND COMPRESENCE OF SELECTE O and was a

BASH 78

DATA

CONTROL CLEVATION
A EVENT
AN EVENT
AN EVENT





- 4 Lanes on Sarasota Square Boulevard
- 4 Lanes on Beneva Road
- 4 Lanes on US 41
- 2 Lanes on Club Drive
- 2 Lanes on Potter Park Drive

LEGEND

2 LANES

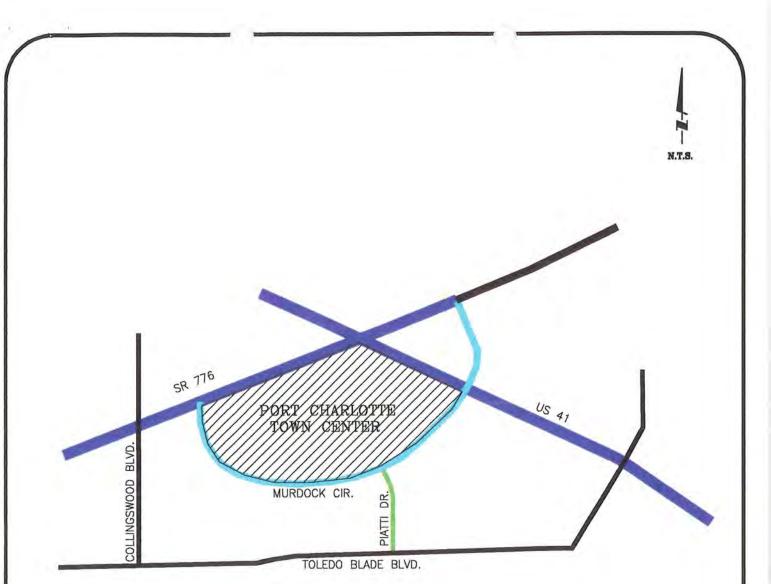
4 LANES



SIMON SUNCOAST

LANES AROUND COMPREHENSIVE PLAN AMENDMENT SARASOTA SQUARE SHOPPING CENTRE

99532/40A/1001





6 Lanes on US 41

6 Lanes on SR 776

4 Lanes on Murdock Circle

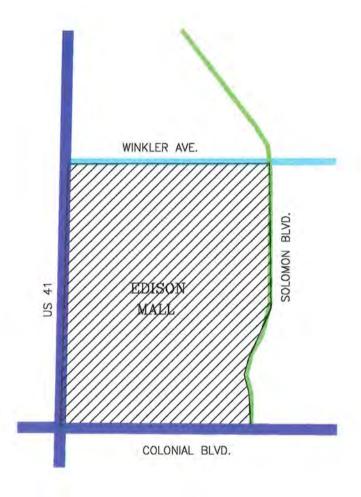




SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT LANES AROUND
PORT CHARLOTTE TOWN CENTER

99532/36A/1001





- 6 Lanes on US 41
- 4 Lanes on Winkler Avenue
- 2 Lanes on Solomon Boulevard
- 3 Lanes on Colonial Boulevard (WB only)

LEGEND

2 LANES

4 LANES

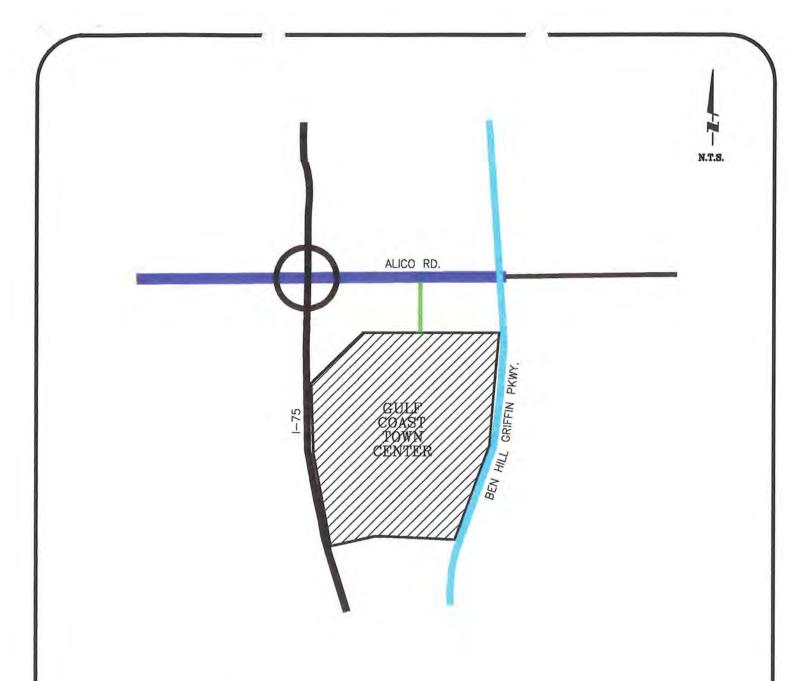
6 LANES

99532/33A/1001

dpa

SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT

LANES AROUND EDISON MALL



3 Lanes on Alico Road (EB only)

4 Lanes on Ben Hill Griffin Parkway

LEGEND

2 LANES

6 LANES

O LANES

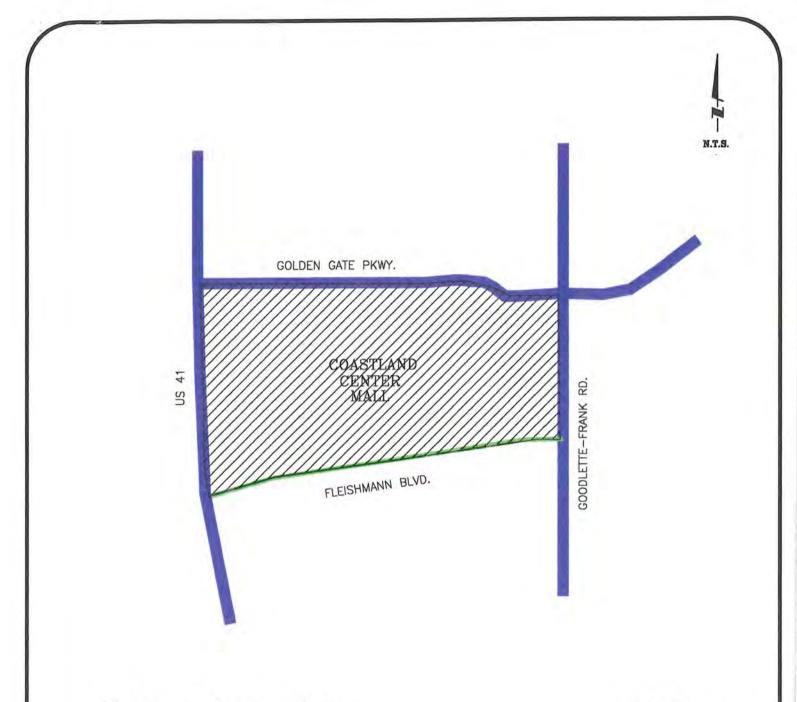
6 LANES



SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT

LANES AROUND
GULF COAST TOWN CENTER

99532/35A/1001



- 6 Lanes on US 41
- 6 Lanes on Golden Gate Parkway
- 6 Lanes on Goodlette-Frank Road
- 2 Lanes on Fleishmann Boulevard



2 LANES

1

6 LANES



SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT

LANES AROUND
COASTLAND CENTER MALL

99532/34A/1001

APPENDIX A LCDOT MEMO DATED OCTOBER 3, 2001



DEPARTMENT OF TRANSPORTATION

Memo

To:

Paul O'Connor, Planning Division Director

From:

David Loveland, Manager, Transportation Planning

Date:

October 3, 2001

Subject:

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT

We have reviewed the "Sufficiency Response For Traffic Study" prepared by David Plummer & Associates dated August 24, 2001, and we disagree with their conclusion that no roadway segments will fail because of the project. We utilized the updated Lee County 2020 travel model assignments and determined that there are potential problems on four roadway segments.

Two of the segments, on Sandy Lane and Ben Hill Griffin Parkway, would be considered failing if the model volumes were adjusted to peak season, peak hour conditions using the adjustment factors from the permanent count stations previously assumed by staff for long range level of service analysis. However, in the Simon Suncoast DRI other DOT planning staff members had allowed this same consultant to use different permanent count stations to adjust the volumes for those two segments (PCS 25 for Sandy Lane and PCS 15 for Ben Hill Griffin Parkway). The use of the different adjustment factors leads to the conclusion that the segments would be operating at an acceptable level of service in the future.

Two segments on US 41, from Koreshan Boulevard to San Carlos Boulevard and from San Carlos Boulevard to Alico Road, are also projected to fail in 2020 with the Simon Suncoast project. The consultant has attempted to revise the service volumes (capacities) for these segments by applying a higher g/c ratio, in an attempt to show the segments at an acceptable level of service. This approach is not acceptable to DOT staff.

As noted in Policy 22.1.2 of the Lee Plan, the generalized service volumes developed by Lee DOT staff are to be used for future year analyses, and the determination of the appropriate service volumes to use is to be made by DOT staff. Because the calculation of route specific service volumes is so heavily dependent on existing geometrics, signal timing and signal spacing, and those variables are subject to considerable change over time, the more generalized service volumes calculated from County-wide averaged data are most appropriate for future evaluations. The consultant's approach represents a spot

Paul O'Comor, Planning Division Director October 3, 2001 Page 2

adjustment in an attempt to make an identified problem go away. It is unacceptable for the following reasons:

- The consultant assumes that the g/c ratio at the signalized intersections on US 41
 will be the same in the future as current conditions;
- (2) The consultant has no real basis for his assumed g/c ratio for any new signals on US 41;
- (3) The g/c ratio represents just one variable of many in the service volume calculation – if an adjustment is to be made, then all variables should be revisited. In fact, some variables are directly related, i.e. assuming a higher g/c ratio should result in a lower assumed % turns from exclusive lanes;
- (4) Just revising the service volumes for two segments out of all that are impacted by the project creates an inconsistency in the evaluation process.

For the purposes of this analysis, the generalized service volumes should be used without adjustment.

DMI/mlb

cc: Dawn Perry-Lehnert
Donna Marie Collins
Andy Getch
Mike Pavese
Ken Heatherington
DRI File

APPENDIX B

2020 PEAK HOUR INTERSECTION CAPACITY ANALYSES

HCS2000: Signalized Intersections Release 4.1a

Analyst: DPA

Inter.: US41 / Constitution Blvd.

Agency: Lee County

Area Type: All other areas

Jurisd:

Date: 10/22/2001 Period: Future PM PH

Year : # 99532

Project ID:

E/W St: Constitution Blvd.

N/S St: US 41

			S	IGNALI:	ZED I	NTERSE	CTION	SUMM	ARY			
	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	1	1	3	1	2	3	1
LGConfig	L	TR		L	T	R	L	T	R	L	T	R
Volume	22	34	44	130	30	147	40	2984	144	182	2229	55
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	A . A .		0			60			0	1		0

Dur	ation	0.25		Area				areas						
Pha	se Comb	ination	1	2	 ignal	4	erat	ions	5	6	7	8		_
EB	Left		A	-			NB	Left	A		•			
	Thru		A					Thru		A				
	Right		A					Right		A				
	Peds							Peds						
WB	Left		A				SB	Left	A					
	Thru		A					Thru		A				
	Right		A					Right		A				
	Peds							Peds						
NB	Right						EB	Right						
SB	Right						WB	Right	A					
Gre	en	1	7.0					A. A. A. A.	10.0	74.0				
Yel	low	3	. 5						3.5	5.0				
All	Red	2	.0						2.0	3.0				
									Cycl	e Lengt	h:	120.0	sec	S

Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	Los	Lane (Group	Appro	oach	
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	ind				- 77.0				
L	194	1370	0.12	0.14	45.3	D			
TR	242	1705	0.36	0.14	47.5	D	47.0	D	
Westbo	ind								
L	185	1305	0.78	0.14	68.5	E			
T	264	1863	0.13	0.14	45.2	D	53.6	D	
R	429	1583	0.23	0.27	34.3	C			
Northbo	ound								
L	148	1770	0.30	0.08	52.8	D			
T	3136	5085	1.06	0.62	56.9	E	54.7	D	
R	976	1583	0.16	0.62	9.9	A			
Southbo	ound								
L	286	3433	0.71	0.08	61.3	E			
T	3136	5085	0.79	0.62	18.6	В	21.6	C	
R	976	1583	0.06	0.62	9.2	A			
	Intersec	tion Delay				nterse	ction 1	LOS =	D

HCS2000: Signalized Intersections Release 4.1a

Analyst: DPA Agency: Lee County Date:

10/22/2001

Period: Future PM PH With Imp. Project ID:

E/W St: B & F Parcel

Inter.: US41 / B & F Parcel Area Type: All other areas

Jurisd:

Year : # 99532

N/S St: US 41

SIGNALIZED	INTERSECTION	SUMMARY
0 - 0 - 1 - 1 - 0 - 0	TITLETTETTET	

Eastbound				We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1	0	2	1	0		3	1	2	3	1
LGConfig	L	TR		L	TR		L	T	R	L	T	R
Volume	158	4	167	71	3	53	160	2957	75	94	2166	143
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0	March.		0	100,00		0

Dur	ation	0.25		Area				her berat	areas ions						
Pha	se Comb	ination	1	2	- 3	3	4		_	5	6	7		3	
EB	Left		A					NB	Left	A					
	Thru		A						Thru		A				
	Right		A						Right		A				
	Peds								Peds						
WB	Left		A					SB	Left	A					
	Thru		A						Thru		A				
	Right		A						Right		A				
	Peds								Peds						
NB	Right							EB	Right						
SB	Right							WB	Right						
Gre		1	7.0							9.0	76.0				
Yel	low	3	.5							3.5	4.0				
All	Red	2	.0							2.0	3.0				
	24.5									Caro	le Lengt	h.	720 0	Y	SACE

Cycle Length: 120.0 secs

		Intersed	ction Pe	erforman					
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	los	Lane	Group	Appr	oach	
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS	-
Eastbo	und	- M. A. J.							
L	284	2002	0.62	0.14	52.6	D			
TR	225	1589	0.84	0.14	74.6	E	64.0	E	
Westbo	und								
L	215	1517	0.37	0.14	47.7	D			
TR	226	1597	0.27	0.14	46.7	D	47.2	D	
Northbo	ound								
L	257	3433	0.69	0.08	61.9	E			
T	3220	5085	1.02	0.63	43.3	D	43.4	D	
R	1003	1583	0.08	0.63	8.5	A			
Southbo			5/0,3 6						
L	257	3433	0.40	0.08	54.0	D			
T	3220	5085	0.75	0.63	16.3	В	17.3	В	
R	1003	1583	0.16	0.63	9.0	Ā		-	
ee,1		tion Delay		(sec/v			ction	LOS =	C

HCS2000: Signalized Intersections Release 4.1a

Analyst: DPA

Inter.: US41 / Sanibel Blvd. Area Type: All other areas

Agency: Lee County

Jurisd:

SIGNALIZED INTERSECTION SUMMARY

Date: 10/22/2001

Period: Future PM PH With Imp.

Year : # 99532

Project ID:

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E/W St: Sanibel Blvd.

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HCS2000: signalized Intersections Release 4.1a

Analyst: DPA

Inter.: US41 / Koreshan Blvd. Area Type: All other areas

Jurisd:

Agency: Lee County Date: 10/22/2001

Year : # 99532

Period: Future PM PH With Imp. Project ID:

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HUMPHREY & KNOTT

PROFESSIONAL ASSOCIATION ATTORNEYS - AT - LAW

1625 HENDRY STREET (33901) R O. BOX 2449 FORT MYERS, FLORIDA 33902-2449

TELECOPIER (941) 334-2722

MUhle@humphreyandknott.com

THOMAS B. HART
MARE A. HOROWITZ
H. ANDREW SWETT
MATTHEW D. UHLE
AARON A. HAAK

DIRECTOR OF ZONING AND LAND USE PLANNING MICHAEL E. ROEDER, AICP

*Board Certified Civil Trial Lawyer

**Board Certified Real Estate Lawyer

*Board Certified Business Litigation Lawyer

JAMES T. HUMPHREY

GEORGE H. KNOTT " †

MARK A. EBELINI

GAREY F. BUTLER

GEORGE L. CONSOER, JR. **

December 7, 2000

Mr. Paul O'Connor, Director Lee County Division of Planning P.O. Box 398 Fort Myers, Fl 33902

Re: Simon Suncoast DRI/Lee Plan Amendment

Dear Paul:

You will recall that you took the position in your October 3rd memo that Sandy Lane Extension will be a collector, rather than an arterial road. We are currently in the process of obtaining binding commitments to provide 120 feet of right-of-way for a four-lane road which will extend from the southern boundary of the project to Corkscrew Road. It is our expectation that the road will at some point be extended south to Old US 41 and north to Alico Road.

In our opinion, the new road should be classified as an arterial, not a collector, for the following reasons:

- Sandy Lane was added to the MPO 2020 Financially Feasible Plan, and subsequently Map 3A in The Lee Plan, because six-lane US 41 could not handle the projected volumes in 2020, even with the six-lane Three Oaks Parkway Extension south to Bonita Springs. Hence, Sandy Lane is being provided to divert north/south traffic volumes off of US 41. This being the case, Sandy Lane should be planned and designed as an arterial to provide sufficient speed and capacity to successfully divert volumes off of US 41.
- 2. Map 3B in The Lee Plan, which identifies the future functional classification of roads in Lee County, identifies Old 41 in Bonita Springs as an arterial road. With Sandy Lane as a collector, Old 41 simply dead-ends at US 41, where traffic is forced to use US 41 to travel to and from the north. System continuity would be much improved by connecting Old 41 directly with the Sandy Lane Extension to

Mr. Paul O'Connor, Director December 7, 2000 Page 2

form a continuous arterial, so that north/south traffic on Old 41 could continue north on Sandy Lane, rather than on US 41.

- The upgrade of Sandy Lane from a collector to an arterial would provide significantly greater speed and capacity, with slight increase in cost.
- 4. As shown in Maps 3A and 3B of The Lee Plan, Sandy Lane is a continuous road extending from Old 41 in Bonita Springs to Alico Road north of San Carlos Park, a distance of approximately 8 miles. A continuous road that extends 8 miles and interconnects five major arterials (Old 41, Coconut Road, Corkscrew Road, Koreshan Boulevard and Alico Road) would function as an arterial, not a collector.
- 5. On page 84 of the ITE report titled <u>Transportation and Land Development</u>, the collector system is described as follows:

The collector system provides both land access and movement within residential, commercial, and industrial areas. Collectors penetrate, but should not have continuity through, residential areas.

Sandy Lane clearly is not consistent with this description of collector roads. Sandy Lane does not provide for movement <u>within</u> residential, commercial, and industrial areas. Rather, Sandy Lane has continuity <u>through</u> several residential areas in Bonita Springs, Estero and San Carlos Park.

6. Table 4-1 in the ITE report titled <u>Transportation and Land Development</u> provides a number of characteristics of collector roads, including the following: (1) collector roads should not extend across arterials; and (2) thru traffic should be discouraged on collector roads. Sandy Lane clearly does not comply with these characteristics of collector roads. As noted previously, Sandy Lane extends across several arterials and has been included in the plan to encourage, not discourage, thru traffic as an alternative to US 41.

Since Lee Plan Map 3A shows Sandy Lane Extension as a collector, we are confronted with the question as to whether our FLUM amendment application should be accompanied by a request to revise Map 3A, as well. At this point, we have chosen not to do so, largely because the time involved in generating the necessary data and analysis would result in unacceptable delays in filing the map amendment request. We believe, however, that Map 3A should, in fact, be amended; it simply comes down to an issue

Mr. Paul O'Connor, Director December 7, 2000 Page 3

of timing. If the County feels strongly that the amendment should be considered concurrently with the DRI, we are certainly willing to comply with that direction.

We will be asking for impact fee credits in connection with the construction and dedication of the new road. The amount of the credits will obviously be the subject of discussion at a later date.

If you have any questions, please let me know.

Sincerely,

HUMPHREY & KNOTT, P.A.

Matt While

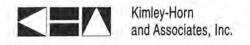
Matthew D. Uhle MDU/zw

Encls.

cc: Tom Schneider

Chuck Schneider David McArdle Ron Dillon Ned Dewhirst Ron Talone

Dave Loveland



September 5, 2000

4431 Embarcadero Drive West Palm Beach, Florida 33407

Mr. Daniel L. Trescott DRI Coordinator Southwest Florida Regional Planning Council 4980 Bayline Drive, 4th Floor North Fort Myers, Florida 33917-3909

Re:

Simon Suncoast

Development of Regional Impact

040325004

Dear Dan:

On behalf of Oakbrook Properties, Simon Property Group, and the consultant team, Kimley-Horn and Associates, Inc. is pleased to submit 20 copies of the Development of Regional Impact Application for Development Approval (DRI-ADA) for Simon Suncoast DRI. By copy of this letter, we are also submitting twelve copies directly to Lee County.

Please call me at 561/845-0665 if you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher A. Squires, P.E.

Principal

CAS/lem

Enclosures

Cc:

Lee County Development Services (12 copies)

David McArdle – Oakbrook Properties Frank Scarlati – Oakbrook Properties Chuck Schneider – Simon Property Group Tom Schneider – Simon Property Group

Michael Dennis, Penny Cople - Breedlove, Dennis, & Associates

Ned Dewhirst - Hole, Montes, & Associates Jim Humphrey, Mike Roeder - Humphrey & Knott

David Plummer, Ron Talone - David Plummer & Associates

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SIMON SUNCOAST DRI LEE PLAN AMENDMENT AMENDMENT SUPPORT DOCUMENTATION

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C.2 Soils	Map					
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	d Wildlife and Plant Species					
D Lette	r from Florida Department of State Regarding Archaeological and					
	rical Resources					
E Discu	assion of Internal Consistency with the Lee Plan					
F Discu	assion of Addition to Future Urban Areas					
G Plann	ing Justification					



THE SCHOOL DISTRICT OF LEE COUNTY

2055 CENTRAL AVENUE . FORT MYERS, FLORIDA 33901-3988 . (941) 334-1102 . FAX (941) 337-8378

RECEIVED

AUG 1 7 2000

WEST PALM BEACH, FL

PATRICIA ANN RILEY

KATHERINE BOREN

TERRI K. WAMPLER

LANNY MODRE, SA.

LIBA POCKAUE

BRUCE HARTER, PH.D.

HEITH B. MARTIN

August 14, 2000

Ms. Emily Hollis Kimley-Horn and Associates, Inc. 4431 Embarcadero Drive West Palm Beach, FL 33407

Re: Simon Suncoast DRI

Application for Development Approval

Dear Ms. Hollis:

Thank you for the opportunity to review and comment on your response to the Education section in the Simon Suncoast Application for Development Approval. This proposed development, located off U. S. 41 in Estero, is in the South Region of the District. Based on the proposed maximum total of 500 apartment units and 500 condominium dwelling units at the project, the Lee County School District concurs with your estimate that up to 220 new public school students would be generated by your development. This would create the need for approximately nine new classrooms in the system, as well as additional staff and core facilities. Students would not be generated by the proposed 200 Assisted Living Facility units.

The schools in this region that would serve this development are operating at or above permanent student capacity levels. Those schools that exceed permanent student capacity levels are operating through the use of portable classroom buildings. The growth generated by this development will require either the addition of permanent student and auxiliary space or the placement of portable buildings, as well as additional staff and increased District resources. According to the FY 00-01 District budget, expenditures per Full Time Equivalent (FTE) student are \$5,907.00, so the proposed project could create a financial impact of up to \$1,299,540.00 to the District. Clearly, the fiscal impacts are significant and the applicant will need to mitigate the increased demands the development will place upon the Lee County School District.

Previous studies for regional malls in Lee County have indicated that these types of developments typically create substantial employment opportunities, thereby increasing

SimonDRI8-14-00.doc

growth and further impacting the resources of the Lee County School District. For example, recent testimony in the Jacobs Group proposed Gulf Coast Towne Centre mall zoning hearings revealed that a 1.8 million square foot regional mall such as the one Simon Suncoast is proposing is expected to generate 2,586 new jobs along with another 4,420 indirect jobs upon opening. As such, it can be expected that some of these employment opportunities will be filled by newcomers into the area, bringing additional students into the District. Simon Suncoast will need to provide the District estimates of the additional students expected as a result of new growth expected in the community.

Thank you for your attention to this matter. If I may be of further assistance, please give me a call.

Sincerely,

Stephanie Keyes, Facilities Planner

Facilities Management and Capital Projects

cc: Frederick Gutknecht, Director, Facilities Management and Capital Projects Dr. Ande Albert, Assistant Superintendent for Support Services file

Knott, Consoer, Ebelini Hart & Swett, P.A.

ATTORNEYS - AT - LAW

George H. Knott *+ George L. Consoer, Jr. ** Mark A. Ebelini Thomas B. Hart H. Andrew Swett

Board Certified Civil Trial Lawyer
 Board Certified Real Estate Lawyer
 Board Certified Business Litigation Lawyer

1625 Hendry Street . Third Floor (33901) P.O. Box 2449 Fort Myers, Florida 33902-2449

> Telephone (941) 334-2722 Telecopier (941) 334-1446

MUhle@knott-law.com

Matthew D. Uhle 'Aaron A. Haak

Director of Zoning and Land Use Planning Michael E. Roeder, AICP

September 21, 2001

Mr. Matt Noble Lee County Division of Planning P.O. Box 398 Fort Myers, FL 33902

Re: Simon Suncoast Plan Amendment Sufficiency Materials

Dear Matt:

Enclosed please find our responses to most of the sufficiency questions, including the various land use and traffic analyses. The remainder of the required material, which consists primarily of provider letters, will be submitted when they become available.

Sincerely,

KNOTT, CONSOER, EBELINI,

HART & SWETT, P.A

Matthew D. Uhle

Encls MDU/zw

CC:

Ron Talone

Ned Dewhirst

Chris Squires

Tom Schneider

Chuck Schneider

David McArdle

Ron Dillon

Knott, Consoer, Ebelini Hart & Swett, P.A. ATTORNEYS - AT - LAW

George H. Knott *+ George L. Consoer, Jr. ** Mark A. Ebelini Thomas B. Hart H. Andrew Swett

* Board Certified Civil Trial Lawyer ** Board Certified Real Estate Lawyer + Board Certified Business Litigation Lawyer

1625 Hendry Street . Third Floor (33901) P.O. Box 2449 Fort Myers, Florida 33902-2449

> Telephone (941) 334-2722 Telecopier (941) 334-1446

MUhle@knott-law.com

Matthew D. Uhle Aaron A. Haak

Director of Zoning and Land Use Planning Michael E. Roeder, AICP

ZONING COUNTER

November 2, 2001

Mr. Paul O'Connor, Director Lee County Division of Planning P.O. Box 398 Fort Myers, FL 33902

Simon Suncoast Plan Amendment

CPA 2000-30

Dear Paul:

Attached please find six (6) copies of the proposed text amendment and supporting analysis. As we discussed previously, this will be added on to the previously-filed map amendment application and will be subject to the fee required under the old fee schedule.

Sincerely,

KNOTT, CONSOER, EBELINI, HART & SWETT, P.A.

Matthew D. Uhle

MDU/zw

Enclosures

CAA 2000-00030

DAVID PLUMMER & ASSOCIATES

TRANSPORTATION * CIVIL * STRUCTURAL * ENVIRONMENTAL

1531 HENDRY STREET FORT MYERS, FL 33901 941 332-2617 FAX: 941 332-2645 E-mail: dpafm@peganet.net

August 24, 2001

Mr. Matt Uhle Humphrey & Knott, P.A. 1625 Hendry Street Fort Myers, FL 33901



Simon Suncoast Comp Plan Amendment, #99532 COMMUNITY DEVELOPMENT RE: Sufficiency Response For Traffic Study

Dear Matt,

Attached for distribution is our Sufficiency Response for the transportation study done in support of the Comp Plan Amendment for the Simon Suncoast Project. Please include this in your response to the County.

For this Sufficiency Response, we have utilized the updated travel model assignments and level of service spreadsheets provided by the Lee County Department of Transportation. The travel model assignments and spreadsheets have been updated to reflect the most recent Lee County MPO 2020 Financially-Feasible Highway Plan update.

As before, we have concluded that the Project will not cause any roadway segments to fail. In other words, there are no segments where the level of service is at or above the standard without the Project, but below the standard with the Project. All segments are either at or above the standard both with or without the Project, or below the standard, both with and without the Project.

Please let me know if you have any questions regarding our sufficiency response.

Very truly yours,

Ronald T. Talone

RTT:sw

99532:Uhle 0823.wpd

cc:

Chris Squires

Tom Schneider

Chuck Schneider David McArdle

Frank Scarlati

Ron Dillon

Richard Kepley Ned Dewhirst

Mike Roeder David S. Plummer

OPA 2000-00030



RECEIVED Knott Consoe:

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BOARD OF COUNTY COMMISSIONERS

Bob Janes District One

Douglas R. St. Cerny District Two

Ray Judah District Three

September 19, 2001

Andrew W. Coy District Four

John E. Albion District Five

Donald D. Stilwell County Manager

James G. Yaeger County Attorney

Diana M. Parker County Hearing Examiner Mr. Michael Roeder Humphrey & Knott, P.A.

P.O. Box 2449

Fort Myers, Florida 33902-2449

Re: Written Determination of Adequacy from EMS services Simon Suncoast DRI - Williams and Coconut Roads

Dear Mr. Roeder:

I have reviewed your letter faxed to me on September 12, 2001. Please be advised that the current and planned budgetary projections for additional EMS resources should adequately address any increased demand for service from persons occupying this parcel or any support facilities.

If you would like to discuss this further, please call me at the above referenced number.

Respectfully submitted,

DIVISION OF PUBLIC SAFETY

H.C. "Chris" Hansen EMS Program Manager









Your Ride Is Here.

COMMUNITY DEVELOPMENT LEE TRAN

10715 E. Airport Rd. Ft. Myers, FL 33901 941-277-5012 941-277-5011 Fax

FAX

To:	Mike Rader	From:	Steve Myers	
Date:	9/12/01	Pages:	2	
Fax #:	334 - 1446	Phone #	: 277-5012 ext 2222	
RE: C	CPA 2000 – 30 Simon Sur	crast Amendment		

Comments:

Attached is correspondence from Lee Tran directed to Paul O'Connor regarding your Amendment application.

MEMORANDUM

from the

TRANSIT DIVISION

DATE:

August 31, 2001

To:

Paul O'Connor, Director

FROM:

Darren R. Brugmann

Division of Planning

Transit Planner

RE:

CPA 2000-30 Simon Suncoast Privately Initiated

Lee Plan Future Land Use Map Amendment

Lee Tran has reviewed your letter of June 22, 2001 regarding the referenced project.

Future development such as this could generate ridership at that location, we therefore, would like to request that Lee Tran have the opportunity, if this property is developed, to examine the location for additional transit amenities.

I can be reached at 277-5012 ext. 2233 if you have any questions.



DEPARTMENT OF TRANSPORTATION

Memo

To:

Paul O'Connor, Director, Division of Planning

From:

David Loveland, Planning Program Director

Date:

July 6, 2001

Subject:

CPA 2000-30 - Simon Suncoast Lee Plan Amendment

We have reviewed the Simon Suncoast Comprehensive Plan Amendment Traffic Study and found it is insufficient for review because the information is out of date. We conducted a 2020 traffic study on the financially feasible plan network and compared the roadway levels of service with and without the proposed project. That study indicated that three additional road links would fail with the project in place: Sandy Lane from San Carlos Boulevard to Koreshan Boulevard; Ben Hill Griffin Parkway from Koreshan Boulevard to Corkscrew Road; and US 41 from Koreshan Boulevard to San Carlos Boulevard. Additional analysis is required to determine what additional improvements beyond those already planned will be necessary to address these impacts, and what the cost of these improvements will be.

LW/DML/mlb

cc:

DRI File

APPENDIX C

2020 PEAK HOUR
ART_PLAN ANALYSIS OF US 41

ART-PLAN 3.1

Arterial Level of Service Estimating Software Based on Chapter 11 of the 1997 Highway Capacity Manual Update

Florida Department of Transportation February 1999

DESCRIPTION

Road Name	US 41	
From	Alico Road	
To	Koreshan Blvd.	
Peak Direction	Northbound	
Off-Peak Direction	Southbound	
Study Time Period	PM PEAK	
Analysis Date	11/06/2001	
User Notes	2020 With Project	

TRAFFIC CHARACTERISTICS

AADT	68,688
K Factor	0.096
D Factor	0.580
Peak Hour Factor	0.925
Adj. Saturation Flow Rate	1,850
% Turns from Exclusive Lanes	16

ROADWAY CHARACTERISTICS

# Through Lanes Peak Direction	3	
# Through Lanes Off-Peak Direction	3	
Urbanized, Transitioning/Urban, or Rural	U	- 1
Arterial Class	1	
Free Flow Speed (mph)	40	(55,50, or 45)

For Class	(Area):	Use Free Flow Speed of:
Class 1	(R)	55, 50, 45, 40 or 35
Class 1	(U or T)	55, 50, or 45
Class 2	(U or T)	45, 40 or 35
Class 3	(U or T)	40, 35, or 30
Class 4	(U only)	35, 30 or 25

3

120 0.49

SIGNALIZATION CHARACTERISTICS

Arrival Type Peak Direction
Arrival Type Off-Peak Direction
Type Signal System
System Cycle Length
Weighted Through Movement g/C

11	,2,3	4 5	61
11.	,2,5	,7,0	,,0,

Northbo	und	PEA.	IRECTION	SPECIFIC	INPUTS		US 41		
Segment	0 if segment	Peak Hour Volume (May be over- written if direc measure avail.)	t Exclusive	Number of Lanes	Cycle Length at Signals 2-10	Effective g/C at Signals 2-10	Distance between Signals (Enter in Miles or Feet)	Segment Length (FT)	Arrival Type
1-2	1	3,193	5.4	3	120	0.64	1.30	6,864	4
2-3	1	3,192	7.4	3	120	0.63	0.30	1,584	4
3-4	1	3,168	5.8	3	120	0.62	0.70	3,696	4
4-5	1	0	0	3			1.20	6,336	4
5-6	0							7.	
6-7	0							3	
7-8	0	11						1	
8-9	0								
9-10	0								

From	41	Movement		Control	Intersection Approach	Speed	Arterial Segment
	То	Flow Rate	v/c Ratio	Delay	LOS	(MPH)	LOS
eshan Bivd.	Sanibel Blvd,	3265	0.92	10.2	В	32.3	C
ibel Blvd,	B & F Parcel	3195	0.91	10.9	В	25.1	D
F Parcel	Constitution Blvd.	3226	0.94	12.8	В	29.3	C
stitution Blvd.	Alico						
	- 1						
	1						
1	bel Blvd, F Parcel	bel Bivd, B & F Parcel F Parcel Constitution Bivd. stitution Bivd Alico ength: Arter	bel Blvd, B & F Parcel 3195 F Parcel Constitution Blvd. 3226 stitution Blvd Alico ength: Arterial Speed:	bel Bivd. B & F Parcel 3195 0.91 F Parcel Constitution Bivd. 3226 0.94 stitution Bivd Alico ength: Arterial Speed: 30.2 n	Stitution Blvd	Stitution Blvd	Seed Blvd, B & F Parcel 3195 0.91 10.9 B 25.1

Southbound		OFF-PEAK DIRECTION'S SPECIFIC INPUTS										
Segment		Peak Hour Volume	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 9-1	Effective g/C at Signals 9-1	Segment Length (FT)	Arrival Type				
10-9												
9-8				h								
8-7												
7-6												
6-5							1					
5-4		2,433	10.2	3	120	0.62	6,336	3				
4-3		2,403	9.9	3	120	0.63	3,696	3				
3-2	1	2,404	9.5	3	120	0.64	1,584	3				
2-1		2,141	27	3	120	0.70	6,864	3				

- [Southbound US 41		Through Movement		Control	Intersection Approach	Speed	Arterial Segment
Segment	From	To	Flow Rate	v/c Ratio	Delay	LOS	(MPH)	LOS
10-9		- T						
9-8								
8-7								
7-6								
6-5								
5-4	Alico	Constitution Blvd	2,362	0.69	15.5	В	31.4	C
4-3	Constitution Blvd.	B & F Parcel	2,341	0.67	14.5	В	29.3	C
3-2	B & F Parcel	Sanibel Blvd,	2,352	0.66	13.8	В	24.0	D
2-1	Sanibel Blvd,	Koreshan Blvd	1,690	0.43	7.8	A	33.9	C

HCS2000: Tignalized Intersections R€ ase 4.1a

Analyst: DPA

Agency: Lee County

Date: 10/22/2001 Period: Future PM PH With Imp.

Project ID:

E/W St: Sanibel Blvd.

Inter.: US41 / Sanibel Blvd. Area Type: All other areas

Jurisd:

Year : # 99532

N/S St: US 41

	Eastbound			Westbound			No	rthbo	und	Southbound			
	L		T	R	L	T	R	L	T	R	L	T	R
No. Lanes		0	1	0	- 0	1	1	1	3	1	2	3	1
LGConfig	100		LT	3		LT	R	L	T	R	L	T	R
Volume	31	2	2	15	102	3	140	22	3021	150	198	2175	31
Lane Width	1	1	12.0		4	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	1			0	110		60			60			31

Dur	ation	0.25		Area			other Operat							
Pha	se Comb	ination	1	2	3	4	7		5	6	7	8	3	
EB	Left		A				NB	Left	A					
	Thru		A					Thru		A				
	Right		A					Right		A				
	Peds							Peds						
WB	Left		A				SB	Left	A					
	Thru		A					Thru		A				
	Right		A					Right		A				
	Peds						Till to the	Peds						
NB	Right						EB	Right						
SB	Right						WB	Right						
Gre			14.0						10.0	77.0				
Yel	low		3.5						3.5	5.0				
	Red	- 3	2.0						2.0	3.0				
										- T	. h	120 0		

Cycle Length: 120.0 secs

Appr/	Lane	Adj Sat		los	Lane	Group	Appro	oach	
Lane Grp		Flow Rate (s)		g/C	Delay	LOS	Delay	LOS	
Eastbo	ind								
LTR	81	693	0.65	0.12	68.1	E	68.1	E	
Westbo	und								
LT	156	1339	0.74	0.12	68.7	E	54.7	D	
R	389	1583	0.23	0.25	36.5	D			
Northbo	ound								
L	148	1770	0.16	0.08	51.6	D			
T	3263	5085	1.03	0.64	45.2	D	44.2	D	
R	1016	1583	0.10	0.64	8.3	A			
Southbo	ound								
L	286	3433	0.77	0.08	65.9	E			
T	3263	5085	0.74	0.64	15.6	В	19.8	В	
R	1016	1583	0.00	0.64	7.7	A			
	Intersect	tion Delay	= 34.7	(sec/v	eh) Ir	iterse	ction I	LOS = C	

HCS2000: Signalized Intersections Re Pase 4.1a

Analyst: DPA

Inter.: US41 / Koreshan Blvd. Area Type: All other areas

Agency: Lee County

Date: 10/22/2001

Jurisd:

Period: Future PM PH With Imp.

Year : # 99532

Project ID:

E/W St: Koreshan Blvd.

N/S St: US 41

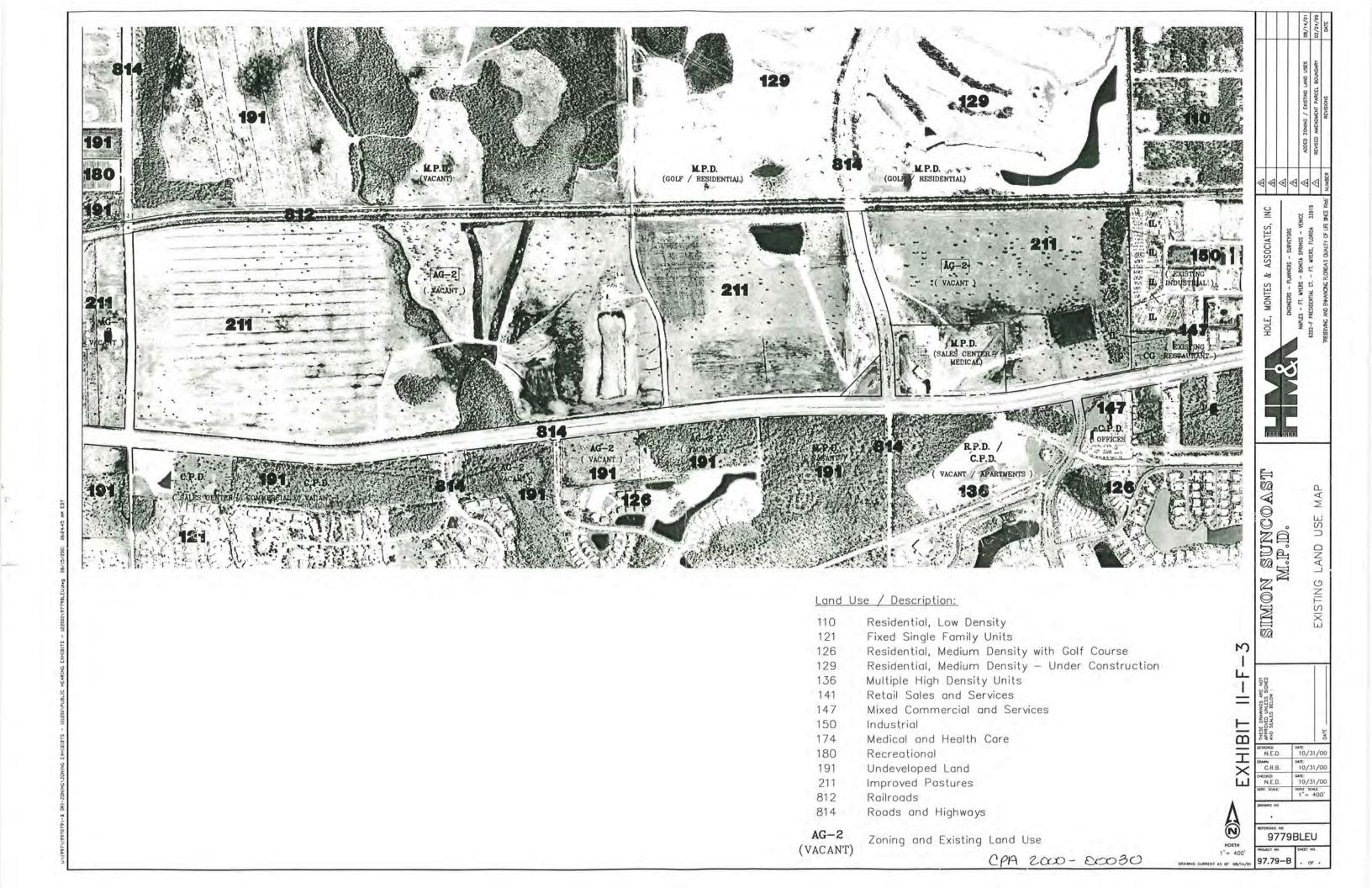
	Eas	stbou	nd	Wes	tbou	ind	No:	rthbo	und	So	uthbou	nd
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes LGConfig	0	0	0	2	0	2 R	0	3	1 R	2	3	0
olume -				205		775		2418		580	1561	
Lane Width RTOR Vol				12.0		12.0		12.0	12.0	12.0	12.0	

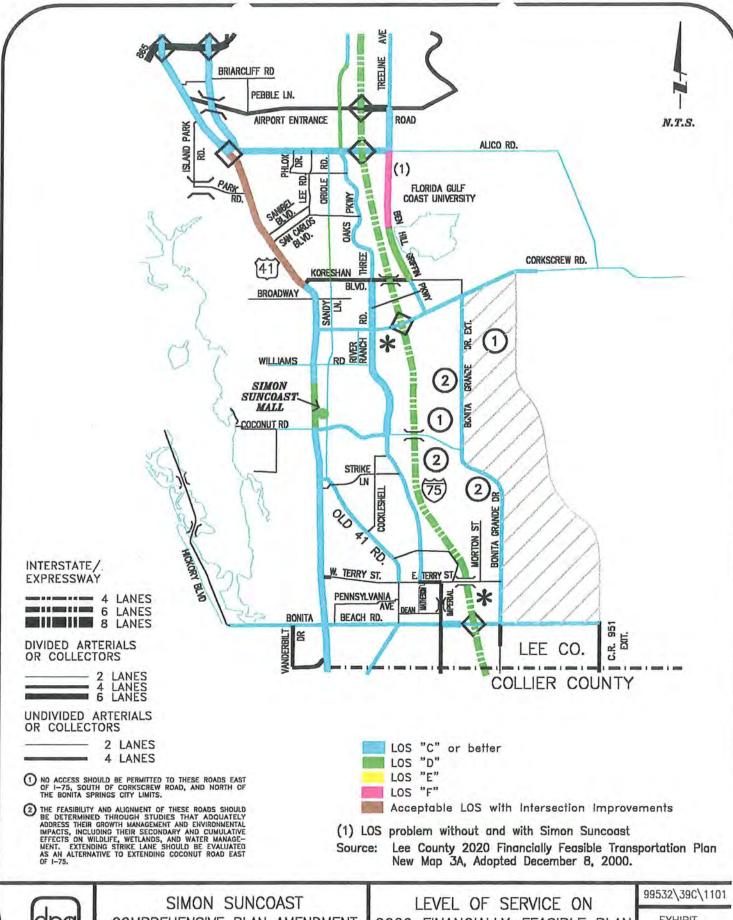
Pha	se Combinat	ion 1	2	3	4	-		5	6	7	8	
EB	Left					NB	Left					
	Thru					100	Thru		A			
	Right						Right		A			
	Peds						Peds					
WB	Left	A				SB	Left	A				
	Thru						Thru	A	A			
	Right	A					Right					
	Peds						Peds					
NB	Right	A				EB	Right					
SB	Right					WB	Right	A				
Gre	en	12.0					-	25.0	65.0			
Yel	low	3.5						3.5	4.0			
All	Red	2.0						2.0	3.0			
								Cycl	e Lengtl	1: 1:	20.0	secs

Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane Group	Approach
Grp	Capacity	(s)	v/c	g/C	Delay LOS	Delay LOS

Eastbound

Westbo	und								
L	343	3433	0.66	0.10	56.9	E			
D	0.07	0707	0.05	0.25	44.0	-	47.4	D	
R	987	2787	0.87	0.35	44.9	D			
Northbo	ound								
T	2754	5085	0.98	0.54	38.8	D	37.0	D	
R	1108	1583	0.14	0.70	6.0	A	5,.0	-	
Southbo		1303	0.14	0.70	0.0				
Southbo									
L	715	3433	0.90	0.21	60.8	E			
T	4047	5085	0.43	0.80	3.9	A	19.3	В	
	Interse	ction Dela	y = 32.1	(sec/v	eh) I	nters	ection :	LOS = C	

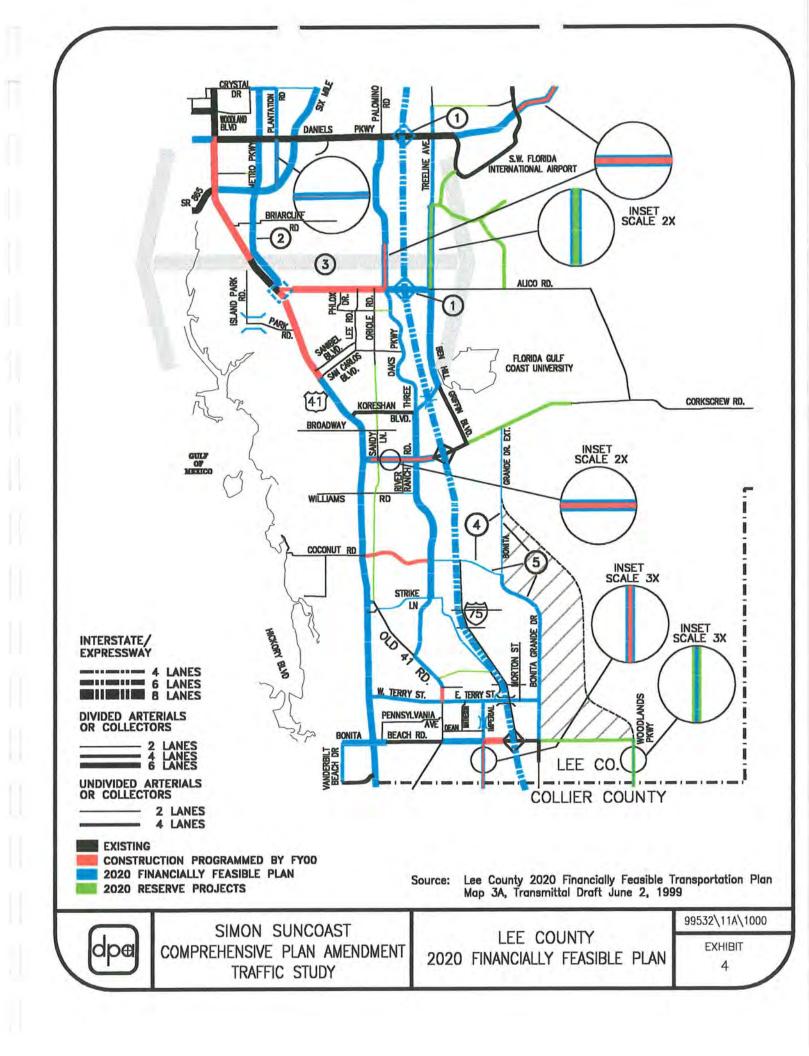


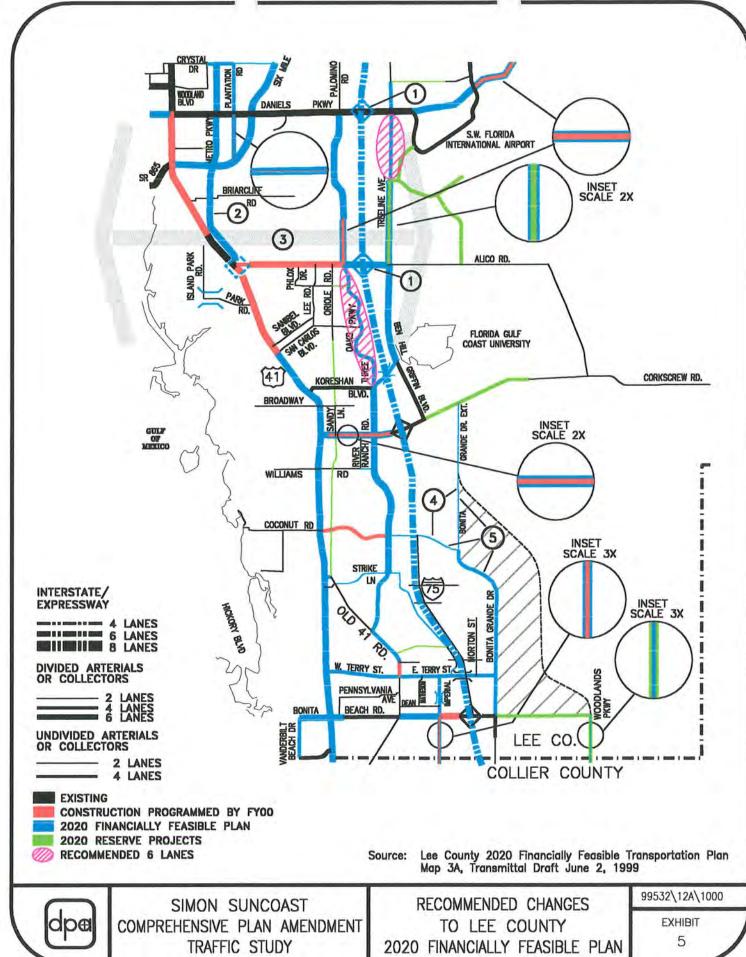


dpa

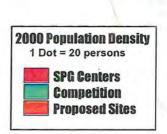
SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY LEVEL OF SERVICE ON 2020 FINANCIALLY—FEASIBLE PLAN NETWORK WITH SIMON SUNCOAST

EXHIBIT

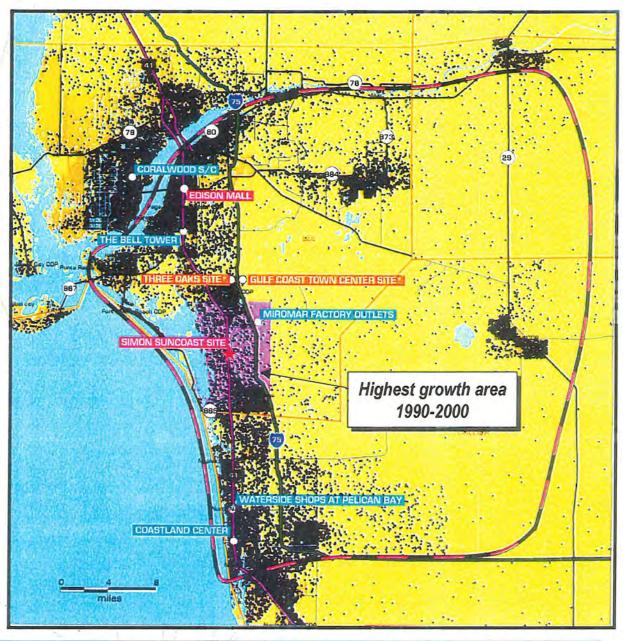




2000 Census Population Density



SIMON SUNCOAST A TOWN CENTER





Market **Support Factors**

Naples and Ft. Myers are the #1 and #9 fastest growing markets in the southeast, respectively. Growth in these markets has far outpaced previous estimates and projections.

SIMON SUNCOAST A TOWN CENTER



SIMON SUNCOAST SITE - ESTERO / BONITA SPRINGS, FL MARKET SUPPORT FACTORS SUMMARY

		PROPOSED	TWO
contraction		TRADE AREA	COUNTY AREA
POPULATION		200 474	400.004
1990 Census		302,471	486,864
2000 Estimate		429,359	692,265
2005 Projection	1.000.000	483,654	780,963
% Compound Annual Change:	1990-2000	3.6%	3.6%
	2000-2005	2.4%	2.4%
HOUSEHOLDS			
1990 Census		123,358	201,680
2000 Estimate		178,157	287,247
2005 Projection		205,810	332,325
% Compound Annual Change:	1990-2000	3.7%	3.6%
the graph and discount and graph	2000-2005	2.9%	3.0%
AVERAGE HOUSEHOLD INCOME			
1989 Actual (as per the 1990 Census)		\$41,214	\$41,619
2000 Estimate		\$63,193	\$62,759
2005 Projection		\$74,015	\$73,118
% Compound Annual Change:	1989-2000	4.0%	3.8%
441.0303.4000.0000	2000-2005	3.2%	3.1%
2000 HOUSEHOLD INCOME DISTRIBU	TION		
% \$0 - \$14,999		11.8%	10.9%
% \$15,000 - \$24,999		14.2%	14.5%
% \$25,000 - \$34,999		13.3%	13.9%
% \$35,000 - \$49,999		17.0%	17.8%
% \$50,000 - \$74,999		20.1%	20.3%
% \$75,000 - \$99,999		9.1%	9.0%
% \$100,000 and over		14.5%	13.6%
SHOPPERS GOODS EXPENDITURE PO	TENTIAL (\$ Mil)	*	
Current Dollars	A PARTY PROPERTY.		
1990 Estimate		\$914.7	\$1,507.4
2000 Estimate		\$1,947.7	\$3,118.7
2005 Projection		\$2,635.3	\$4,203.7
% Compound Annual Change:	1990-2000	7.9%	7.5%
A service of the service of	2000-2005	6.2%	6.2%

Source: Applied Geographic Solutions, Inc.

SPG Research,

SIMON SUNCOAST (AKA COCONUT POINT) COMPREHENSIVE PLAN AMENDMENT

TRANSPORTATION FACTORS IN SUPPORT OF TEXT AMENDMENT

Transportation Overview

The Simon Suncoast project is a proposed mixed use community with a regional shopping mall centrally located approximately midway between the existing Edison Mall in Fort Myers and Coastland Center Mall in Naples. In addition, the mall is well situated at a major intersection on US 41 where the mall can be served by several north-south and east-west roads.

There are several transportation advantages to this location, including its central location, its location at a major intersection, accessibility via several major roads, and abundant roadway capacity adjacent to the mall. These advantages are fully documented below.

Central Location

As shown in Exhibit 1, the Simon Suncoast Mall is centrally located approximately 14 miles south of the Edison Mall in Fort Myers and 16 miles north of the Coastland Center Mall in Naples. Furthermore, the mall is located approximately midway between the upscale Bell Tower Shops in south Fort Myers and the upscale Waterside Shops in north Naples.

This central location will help reduce long distance shopping trips for Estero and Bonita Springs residents who wish to shop at a regional mall. Exhibit 2 provides an illustration of the current situation, with Estero and Bonita Springs residents needing to travel long distances to shop at the Edison Mall to the north or the Coastland Center Mall to the south.

A new mall at the Simon Suncoast location will provide much closer shopping opportunities for Estero and Bonita Springs residents. It will no longer be necessary to travel several miles to the north on US 41 or I-75 to reach the Edison Mall or several miles to the south on US 41 or I-75 to reach the Coastland Center Mall. This is illustrated in Exhibit 3.

Location at a Major Intersection

As shown in Exhibit 4, the Simon Suncoast Mall is located in the northeast corner of the US 41/Coconut Road intersection. This location will allow traffic to approach the mall from the north, south, east and west.





US 41 is a principal arterial connecting the major urban areas along the Gulf Coast. US 41 also serves as the primary commercial hub in Southwest Florida. All four of the existing regional malls in Southwest Florida are located on US 41: the Sarasota Square Shopping Centre; the Port Charlotte Town Center; the Edison Mall in Fort Myers; and the Coastland Center Mall in Naples.

The section of US 41 passing the mall site is scheduled for widening to six lanes in the FDOT Adopted Work Program in 2005. However, the Governor has announced that, as part of an economic stimulus package, the widening of this section of US 41 will be moved up to June 2002.

Coconut Road is shown on Map 3A of The Lee Plan as a major east-west road that will eventually extend from west of US 41 to east of I-75 and will intersect US 41, Sandy Lane, Three Oaks Parkway and the CR 951 Extension. Coconut Road east of US 41 is recognized by the MPO in its 2020 travel model network as an arterial and is shown in new Map 3B of The Lee Plan as an arterial.

Furthermore, Coconut Road between US 41 and Three Oaks Parkway was designed to meet arterial road design standards and was constructed to those standards. The Typical Section for Coconut Road, which was approved by Lee County on October 27, 1998, includes a note (Typical Section Note 9), which is included in Appendix A, that states: "It is intended that Coconut Road will meet arterial design standards and will function as an arterial road upon its connection to the extension of Three Oaks Parkway in the future."

The Three Oaks Parkway Extension south to Coconut Road will be completed within a year. As stated by the Lee County DOT engineer in charge of the County portion of this project in an article in the Bonita Daily News on July 9, 2001: "Even by next year, when the part from Corkscrew to Williams gets done, it's going to give us some nice circulation all the way from Corkscrew to Coconut."

Finally, Coconut Road between US 41 and Three Oaks Parkway has an access management plan that meets the Lee County Land Development Code requirements for an arterial. In the Coconut Road Access Management Plan dated July 22, 1998, which is included in Appendix B, most access points are over 1,000 feet apart and none are closer than 660 feet apart.

Accessibility Via Several Major Roads

The location of the mall at the intersection of US 41 and Coconut Road offers several advantages in terms of the site's accessibility from several different directions on several different major roads. This is illustrated in Exhibit 5.

Of course, the mall site can be reached from the north and the south via US 41. However, as many as four other major north-south roads will allow traffic from the north and south to reach the mall without traveling on US 41.

First, traffic from the north and the south can reach the mall by using Three Oaks Parkway along



with Coconut Road or Williams Road. Approximately two miles of Three Oaks Parkway from Williams Road to south of Coconut Road is under construction and nearing completion by The Brooks. The section of Three Oaks Parkway between Corkscrew Road and Williams Road is currently under construction by Lee County and will be completed within the next year. Finally, the portion of Three Oaks Parkway from The Brooks to East Terry Street is scheduled for construction in the Lee County Capital Improvement Program in the year 2005. (The City of Bonita Springs is considering options for advancing the construction of Three Oaks Parkway south to East Terry Street.)

In addition, Map 3A in The Lee Plan (Exhibit 4) includes a new north-south road, referred to as the Sandy Lane Extension, as a major two-lane road extending from Alico Road in the north to Old 41 in the south. This new road, which will connect Alico Road, Koreshan Parkway, Corkscrew Road, Williams Road, Coconut Road and Old 41, passes immediately east of the Simon Suncoast Mall.

The Applicant has taken several steps to advance the construction of this road. First, the Applicant will construct the Sandy Lane Extension as four-lane divided roadway on site between Williams Road and Coconut Road. The capacity for two of these lanes will serve on-site development, while the capacity of the other two lanes will serve the general public, since they are, in effect, the two lanes identified in the MPO and County long range transportation plans. In addition, the Applicant is reserving right-of-way on it's property for the continuation of this road south toward Old 41. The Applicant is also working with property owners to the north to assemble the right-of-way needed to construct Sandy Lane between Corkscrew Road and Williams Road.

Map 3A in The Lee Plan (Exhibit 4) also includes a CR 951 Extension from the Lee/Collier County Line to Corkscrew Road. The new road east of I-75 will connect the Coconut Road Extension with Corkscrew Road (and possibly Alico Road) to the north and Bonita Beach Road and Immokalee Road to the south. Once constructed, this road would provide another way to reach the mall.

Although an I-75 interchange at Coconut Road is currently not included in the I-75 Master Plan, there is much interest in a new interchange at Coconut Road. With this in mind, the long-range transportation plans of both the MPO and the County were developed in a way that would allow an interchange at Coconut Road, if the need arises.

Finally, many residents can reach the mall without traveling on US 41 via several secondary roads. These include Williams Road, Fountain Lakes Boulevard, Pelican Pointe Boulevard, Coconut Road west of US 41 and Pelican Colony Boulevard.

In sum, residents will be able to reach the mall via US 41 and Three Oaks Parkway immediately and via Sandy Lane, the CR 951 Extension and possibly I-75 in the future. In addition, there are several secondary roads that people can use to reach the mall. Exhibit 6 provides a close-in view of the different roads that can be used to access the site from several different directions.



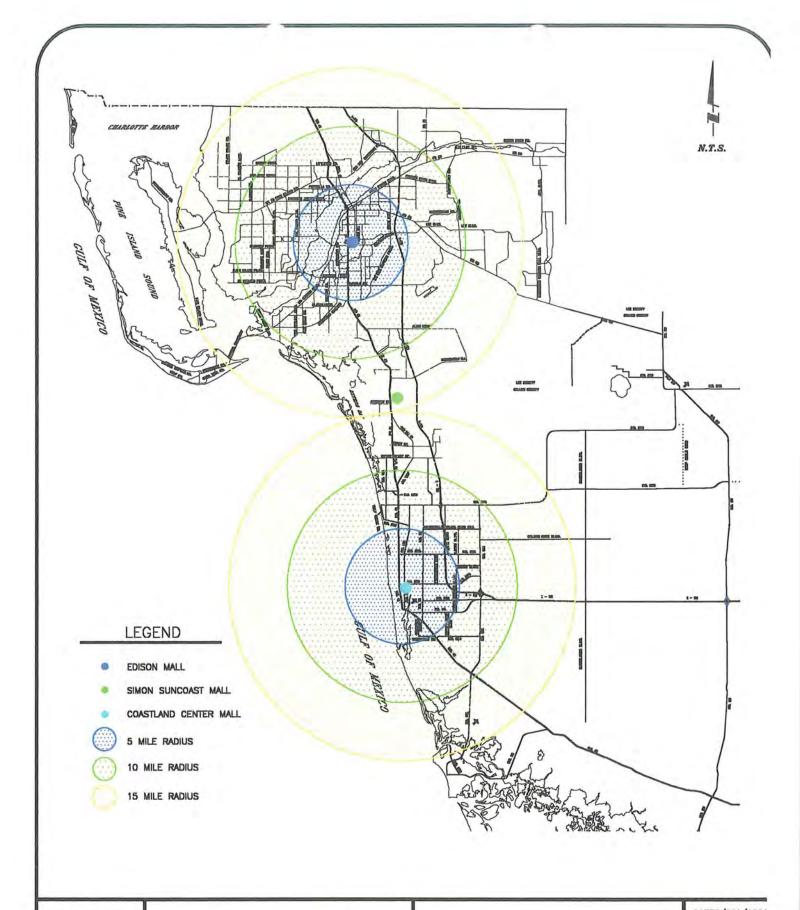
Abundant Roadway Capacity Serving the Mall

As shown in Exhibit 7, there will be a total of 16 travel lanes providing access to the mall. This includes six lanes on US 41, four lanes on Coconut Road, four lanes on Sandy Lane and two lanes on Williams Road. This provides abundant roadway capacity adjacent to the mall.

As shown below, the 16 travel lanes providing access to the Simon Suncoast Mal compares favorably to the other malls in Southwest Florida. Drawings showing the number of travel lanes serving each mall are provided in Appendix C. These drawings show existing lanes plus those scheduled for construction.

Name	Number of Travel Lanes
Sarasota Square Shopping Centre	16
Port Charlotte Town Center	16
Edison Mall	15
Gulf Coast Town Center (Proposed)	7
Simon Suncoast Mall (Proposed)	16
Coastland Center Mall	20

Finally, a travel model assignment was conducted by the Lee County DOT staff to test the adopted 2020 Financially-Feasible Plan with the proposed Simon Suncoast Mall. This travel model assignment indicated that all roads in the vicinity of the mall (i.e. within three miles) will operate at the adopted Lee Plan level of service standard in 2020.

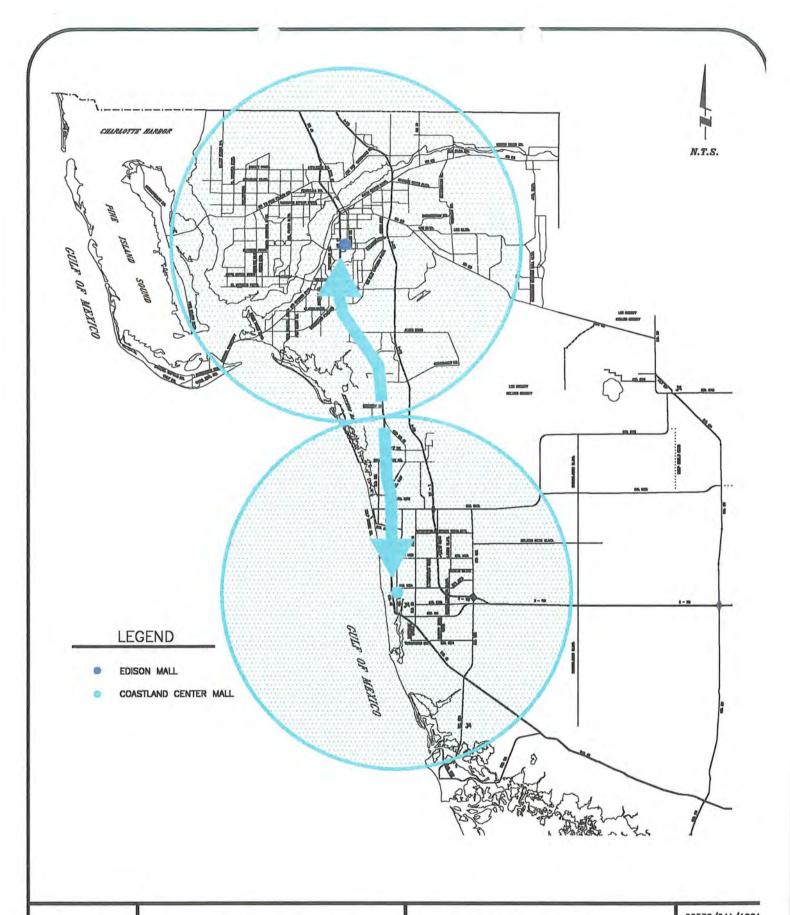




SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT

DISTANCES FROM EXISTING MALLS
(IN 5-MILE INCREMENTS)

99532/06A/1001

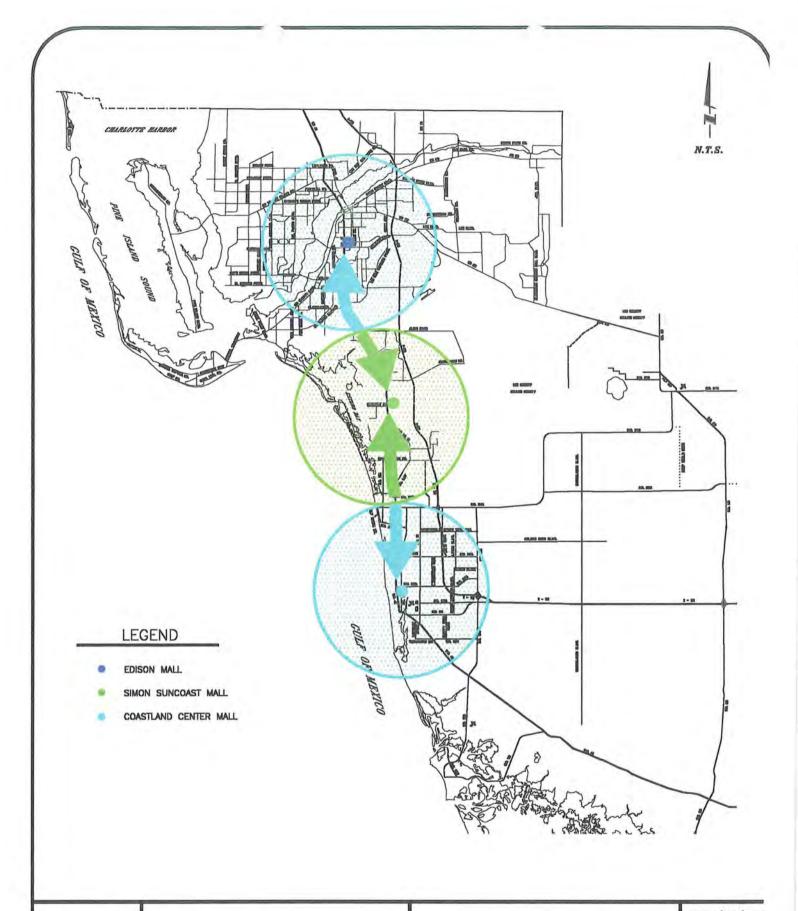




SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT

AREAS OF INFLUENCE WITH TWO MALLS

99532/24A/1001

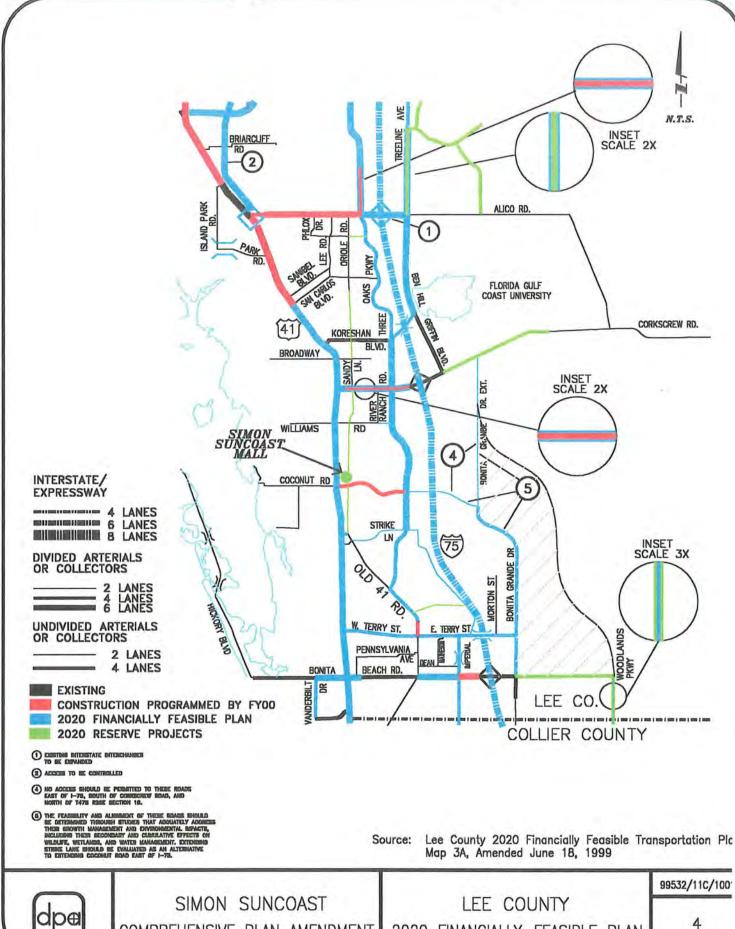




SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT

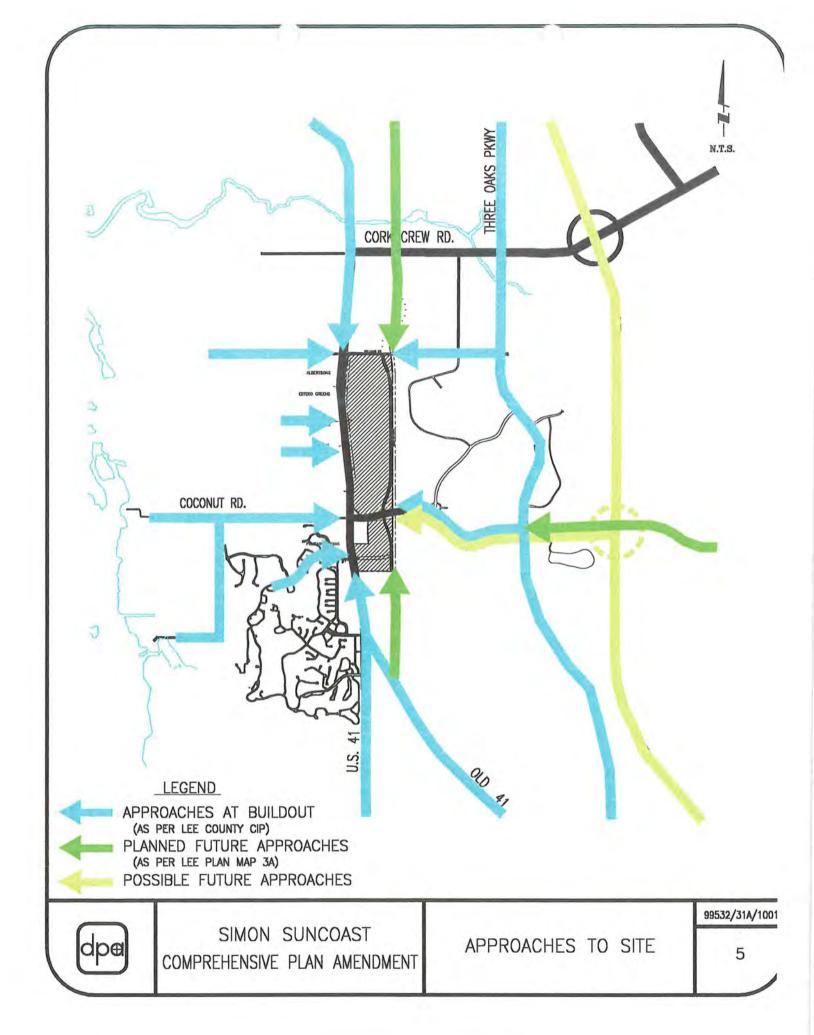
AREAS OF INFLUENCE WITH THREE MALLS

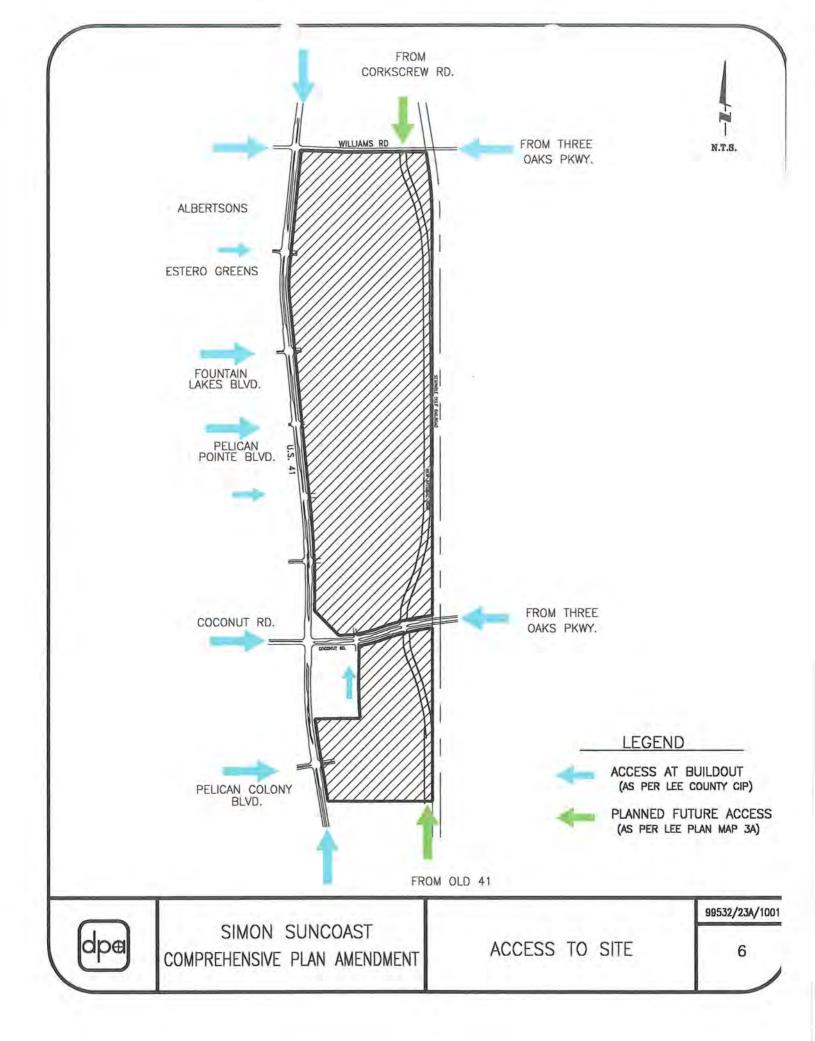
99532/25A/1001



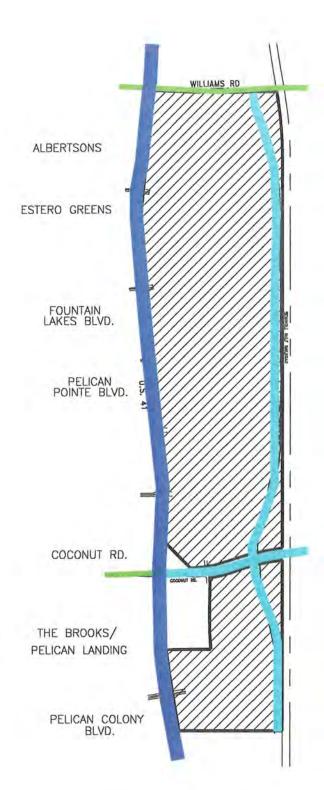
COMPREHENSIVE PLAN AMENDMENT

2020 FINANCIALLY-FEASIBLE PLAN









- 6 Lanes on US 41
- 4 Lanes on Coconut Road
- 4 Lanes on Sandy Lane
- 2 Lanes on Williams Road

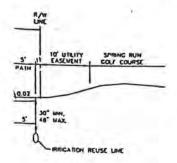
LEGEND 2 LANES 4 LANES 6 LANES

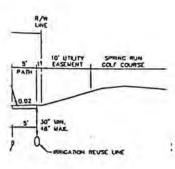


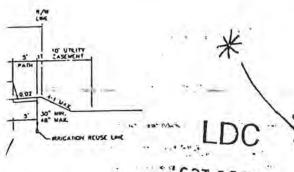
SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT

LANES AROUND SIMON SUNCOAST MALL 99532/30A/100

APPENDIX A COCONUT ROAD TYPICAL SECTION NOTE 9







ON THE SOUTH SOE OF COCOMUT ROAD, IS NOT RECOURTED AND THE BY CONSTRUCTED (FR.

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CENERAL DRAINAGE NOTES: APPROVED

- THE LENGTH OF STORM DRAIN PIPES SHOWN ON PLANS ARE APPROXIMATE AND HAVE BEEN MEASURED FROM THE MISDE FACE OF STRUCTURE.
- THE COMPRECION IS REQUIRED TO ADJUST ALL ERSTING AND PROPOSED VALVE BOPES. MANHOLE RIMS, CRATES, ETC. AS REQUIRED TO MATCH PROPOSED CRADES.

- THE TOP OF ALL ENDWALES SHALL BE NO INCINER THAN ONE FOOT (1') BELOW THE LAKE CONTROL ELEVATION. THE CONTRACTOR SHALL BELVET PROPOSED STRUCTURE LOCATIONS MET THE REPORT OF THE LAKE WITH THE REPORT OF THE CONTROL OF T
- SMALE PROFEES SHOWN ARE TO TOP OF SOO CONTRACTOR TO ADJUST SMALE CRADING
- DE COMINCION MENORS OF SECULO BY OWNER METERS ESCUNTED SHAFT BE COMINCION MATERIAL METERS (MENORS OF METERS) THE COMINGE METERS (MENORS OF METERS) THE METERS (MENORS OF

GENERAL DEVELOPMENT NOTES

- ALL CONSTRUCTION TO BE IN ACCORDANCE WITH F.O.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BROCK CONSTRUCTION, LATEST EDITION, AND THE LEE COUNTY DEPARTMENT OF TRANSPORTATION STANDARDS.
- THE SITE CAN BE SAFELY USED FOR BUILDING PURPOSES WITHOUT UNDUE DANCER FROM FLOODS OR ADVERSE SOIL OR FOUNDATION CONDITIONS SUBJECT TO SUBSURFACE SOIL CONTROL OF EACH STRUCTURE BY AN ARCHITECT OR CEOTECHNICAL
- THE CONTRACTOR SHALL RETAIN ON THE BOOK SITE AT ALL THIES COMES OF ALL PERMITS NECESSARY FOR CONSTRUCTION.
- THE CONTRACTOR SHALL IMMEDIATELY REPORT ALL FIELD CHANGES TO THE ENCINEER.
- THE CONTRACTOR SHALL NOTIFY THE LEE COUNTY DIVISION OF DEVELOPMENT SERVICES A MINIMUM OF 72 HOURS PRIOR TO ALL INSPECTIONS REGURED BY THE LEE COUNTY LAND DEVELOPMENT CODE.
- THERE ARE NO POTENTIAL IMPACTS TO CROWNO AND SURFACE WATERS, WETLANDS OR FLOOD PLANS/RIVERINE AREAS ANTICIPATED DUE TO CONSTRUCTION OF THIS PROJECT.
- THE CONTRACTOR SHALL HOTEY THE OWNER AND CONTACT ALL UTILITY COMPANIES FOR LOCATIONS OF EXISTING UTILITIES IN THE AREA 72 HOURS (WHINUM) PRIOR TO COMMERCING CONSTRUCTION.
- THE NATIONAL GEOGETIC VERTICAL DATUM (NGVO) OF 1929 IS THE BENCHMARK DATUM FOR THIS PROJECT.
- THE LOCATION OF EXISTING UTILITIES, PAYEVENT, VECETATION, AND MISCELLANEOUS IMPROVEMENTS ARE APPROXIMATE ONLY. THE EXACT LOCATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.
- ANY PUBLIC LAND CORNER WITHIN THE LIMITS OF CONSTRUCTION IS TO BE PROTECTED.

 ANY LAND CORNER MONIMENT IN DAHCER OF BEING DESTROYED MUST BE PROPERLY

 REFERENCE BY THE CONTRACTOR.
- EXISTING IMPROVEMENTS SHALL BE RESTORED TO A CONDITION EQUIVALENT TO THAT WHICH EXISTED PRIOR TO COMMENCING CONSTRUCTION, AT HO ADDITIONAL COST TO OWNER.
- CONTRACTOR TO UTILIZE DESIGNATED CONSTRUCTION ENTRANCES FOR EMPLOYEES AND DELIVERY OF MATERIALS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY DEWATERING, CLEANING OR TREE RELIQUAL PERMITS REQUIRED FOR THIS PROJECT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND FILING A HONGE OF INTENT AND SWID FILM WITH BOTH THE EPIA, AND LEE COUNTY DEVELOPMENT SERVICES DIMSION AT LEAST 40 HOURS PRIOR TO STAIN OF CONSTRUCTION.

PROJECT PHASING PLAN:

- ALL IMPROVEMENTS EXCEPT THE 1" TYPE S-M ASPIRAL SURFACE COURSE WEST OF THREE CHAS PARKMAY, THE J/A" LET OF THREE S-IN ASPIRAL SURFACE COURSE EAST OF THREE CHAS PARKMAY AND FINAL PAYENCH MARKINGS.
- THE 1" TYPE S-M ASPHALT SURFACE COURSE WEST OF THREE DAKS PARKWAY, THE 3/4" LIFT OF TYPE S-M ASPHALT SURFACE COURSE EAST OF THREE DAKS PARWAY AND THE THAL PAYWENT MARKINGS.

ITPICAL SECTION NOTES:

- SWALE PROFILE SHOWN IS TO TOP OF SOO. CONTRACTOR TO ADJUST SWALE CRADING ACCORDINGLY
- FOR OPTIONAL BASE CROUPS THE CONTRACTOR SHALL BO ON ONE OF THE OPTIONS FOR THIS CROUPS AS SHOWN ON STANDARD WOLK NO. SHA AND AS ALLOWED IN THE PLANS THE CONTRACTOR SHOULD DENTEY THE OPTION ON MHON HIS IMPLIED BO IS BASED BY ENTERING THE THREE DIGIT OPTION CODE TO THE MOST SIOE OF THE ITEM NO. OF THE OPTIONAL BASE TITM ON THE SUBMITTO BIO PROPOSAL.
- THEES SHALL BE DUISOE THE CLEAR ZONE & DAMETER IS OR IS EXPECTED TO BE CACATER THAN 4" (MEASURED B" ABOVE THE CROWNO)
- THE OUTSIDE LANE REQUIRES A CROSS SLOPE OF JR.
- CLEAR ZONE WOTHS FOR OUTSIDE CURBS ARE WEASURED FROM THE FACE OF THE CURB
- SIT DISTANCE AND INTERSECTION DESCRIPTION REQUIREMENTS SHALL BE CONSIDERED FOR ALL LANDSCAPED AREAS.
- THERE SHALL BE A I MOE (MINIMUM) CLEAR ZONE ACCACENT TO ALL PATHS
- COCOMUS ROAD IS PROPOSED TO BE TURNED OVER FOR COUNTY MANIEMANCE UPON COMPLETION OF CONSTRUCTION.
- COCOMUT ROAD (NCST OF PUTURE THREE DAYS PARKWAY) IS SUBMITTED AT THIS TIME AS A COLLECTOR ROAD WITH A DESCHI SPEED OF 45 MPM. IT IS WITHDOED THAT COCOMUT ROAD MILL WEET ANTERNAL ROAD DESCHI STANDARDS AND MILL TUNCTION AS AN ARTERNAL ROAD UPON ITS' COMMECTION TO THE EXTENSION OF THREE DAKS PARKWAY IN THE FUTURE.
- SOO A 32" STRIP BEHIND ALL CONCRETE CURB AND VALLEY QUITER AND AT EDGE OF PAVEMENT. SOO JOINTS TO BE STACKED PER F.O.O.T. REQUIREMENTS.

LOCATIONS OF ORANACE STRUCTURES WAY BE FIELD ADJUSTED TO PRESERVE EXISTING VECETATION AS APPROVED BY THE ENGINEER.

- ALL UNPAYED AREAS DISTURBED DURING CONSTRUCTION SHALL BE SECOLD AND MULCHED UNGEST HOTED DIRECTORSE.
- SOO A 33" STIME BEHAND ALL COMERCIE CURE AND VALLEY CUTTER AND AT COCK OF PARTILLES STACE HE STOCK OF RESOURCE AND ALLES AND A
- THE PIC STORM DAY A ME AND UNIT BUT STAFF MILE STIR DISES AND ASSISTED MILES

BARRACO AND ASSOCIATES, INC. CIVIL ENGINEERS AND CONSULTANTS

2121 WEST FIRST STREET, SATE 4 P.O. DRAWER 2800 FORT MYERS, FLORIDA 33902-7800 PHONE (941)461-3170 FAX (941)461-3169

CHENT

MID: //www BerracuAssociates.com

LONG BAY PARTNERS, LLC

3451 BONITA BAY BOULEVARD, S.W. SUITE 202 BONITA SPRINGS, FL 34134-4395 PHONE (941)495-1000 FAX (941)992-2672

PROJECT HAVE



THE BROOKS COCONUT ROAD PHASE IV

THE BROOKS OF BONITA SPRINGS BOMIA SPENCE, LEE COUNTY, FLORIDA

PROJET [NONELA



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APPROVAL SCOULTER PLAYS NOT FOR CONSTRUCTION

TYPICAL SECTIONS AND GENERAL NOTES

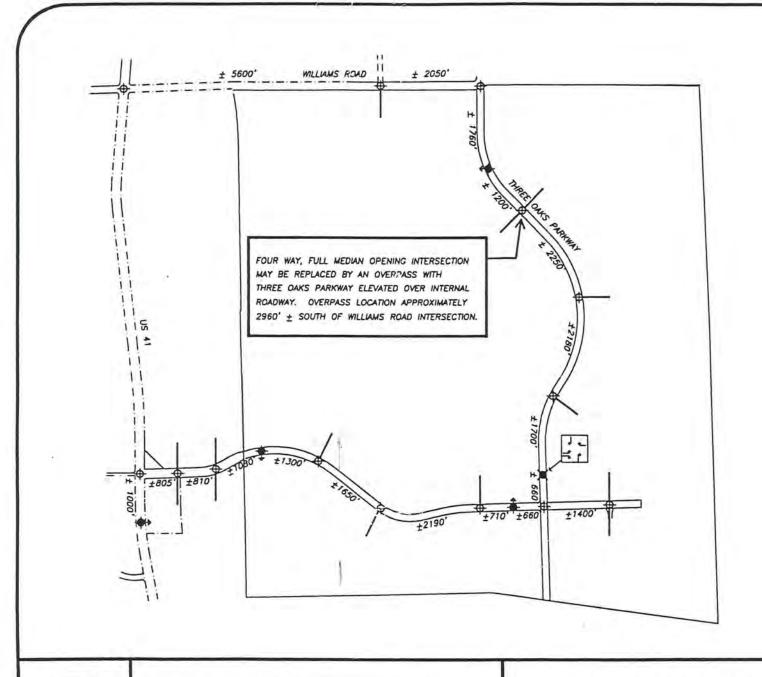
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ACC SYSTEM IS BASED MFON AND CONSTRUCT WITH BAC CONCERNAL BARRESS AND STATEMENT FOR SACE WAITE (MODERATION OF STAME CONSTRUCT WITH BACK OF STAME CONSTRUCT WITH BACK MONTES & ASSOCIATION PERMIT NO. 38 -00388-3) PROPARED BY MORE MONTES & ASSOCIATION PERMIT NO.

APPENDIX B COCONUT ROAD ACCESS MANAGEMENT PLAN





N.T.S.

LEGEND

- FULL MEDIAN OPENING
- DIRECTIONAL MEDIAN OPENING
- RESTRICTED ACCESS

All dimensions approximate. Dimensions may vary.
Access points shown only on Williams Road, US 41,
Coconut Road, and Three Oaks Parkway.
Right-in/Right-out access points have not been
displayed, but may be provided if consistent
with LD.G.

Directional median opening includes inbound left, inbound right and outbound right.

Restricted occess at Town Center on Three Colar Parkeroy may be modified at later time to include northbound left if that turn lone sould improve operations at Three Ooks Parkeroy/Coconut Road intersection.



THE BROOKS OF BONITA SPRINGS

ACCESS MANAGEMENT PLAN (7/22/98)

APPENDIX C TRAVEL LANES AROUND MALLS





- 4 Lanes on Sarasota Square Boulevard
- 4 Lanes on Beneva Road
- 4 Lanes on US 41
- 2 Lanes on Club Drive
- 2 Lanes on Potter Park Drive



2 LANES

4 LANES

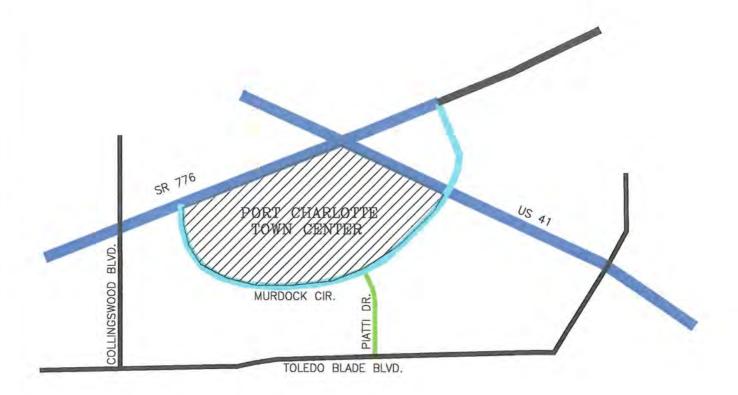


SIMON SUNCOAST

LANES AROUND COMPREHENSIVE PLAN AMENDMENT SARASOTA SQUARE SHOPPING CENTRE

99532/40A/1001





6 Lanes on US 41

6 Lanes on SR 776

4 Lanes on Murdock Circle



2 LANES

4 LANES

6 LANES



SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT

LANES AROUND
PORT CHARLOTTE TOWN CENTER

99532/36A/1001





- 6 Lanes on US 41
- 4 Lanes on Winkler Avenue
- 2 Lanes on Solomon Boulevard
- 3 Lanes on Colonial Boulevard (WB only)



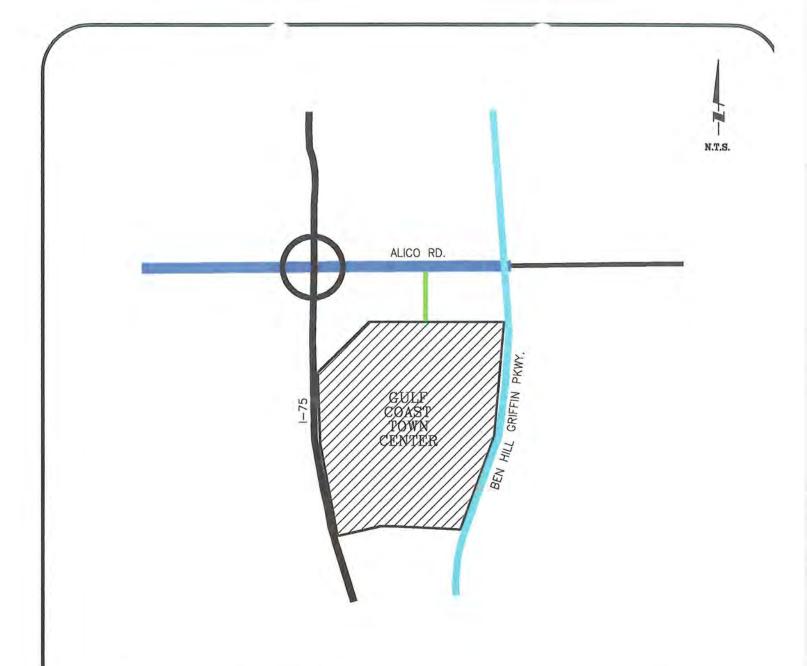
6 LANES



SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT

LANES AROUND EDISON MALL

99532/33A/100



- 3 Lanes on Alico Road (EB only)
- 4 Lanes on Ben Hill Griffin Parkway



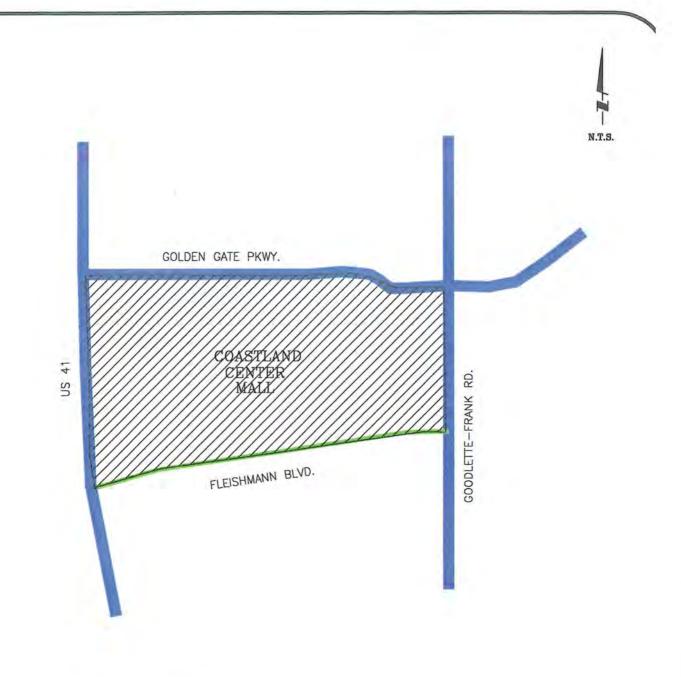
6 LANES

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SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT LANES AROUND
GULF COAST TOWN CENTER

99532/35A/1001

0-1



- 6 Lanes on US 41
- 6 Lanes on Golden Gate Parkway
- 6 Lanes on Goodlette-Frank Road
- 2 Lanes on Fleishmann Boulevard





SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT

LANES AROUND
COASTLAND CENTER MALL

99532/34A/100



July 19, 2000

4431 Embarcadero Drive West Palm Beach, Florida 33407

Ms. Stephanie Keyes Lee County Schools 3308 Canal Street Fort Myers, Florida 33916

Re:

Simon Suncoast DRI

Application for Development Approval

Dear Ms. Keyes:

Kimley-Horn and Associates, Inc. is preparing an Application for Development Approval (ADA) for the proposed development of Simon Suncoast. The project is located east of Tamiami Trail (U.S. 41) and bounded to the south by Coconut Road and to the north by Williams Road in Bonita Springs, Lee County, Florida. A location map is attached for your reference.

The proposed development will include 1,800,000 square feet of commercial retail space, 300,000 square feet of office space, two 300-room hotels (for a total of 600 rooms) and 1,200 dwelling units comprised of apartments, residential condominiums, and assisted living facilities. The development is anticipated to be completed in 2007.

There are an estimated 220 students that will be generated due to the Simon Suncoast development. The student generation and age distribution of those students are described in the tables below. Please note these calculations are based on student generation rates and distribution ratios provided by Lee County Schools staff.

Student Generation

Land Use	Rate (Students/d.u.)	Dwelling Units	Students
Apartments	0.31	500	155
Condominiums	0.13	500	65
Assisted Living Facilities	0	200	0
Total		1200	220



Student Distribution

Elementary	Middle School	High School	Total
50%	23%	27%	100%
110	51	59	220

^{*} Student generation rates & distribution ratios were provided by Lee County Schools staff.

To complete the ADA process, we are required to secure a response from your agency acknowledging receipt of the estimated school age population (in the above tables) and providing a statement of what capital improvement adjustments would be necessary to accommodate these students.

Please direct any questions and your response letter to:

Kimley-Horn and Associates, Inc. 4431 Embarcadero Drive West Palm Beach, Florida 33407

Phone: 561/845-0665 Fax: 561/882-3703

Thank you for your assistance.

Sincerely,

Emily Hollis

EHIlm

Attachment

P:\0403\25004\071900sk.doc



THE SCHOOL DISTRICT OF LEE COUNTY

2055 CENTRAL AVENUE ● FORT MYERS, FLORIDA 33901-3988 ● (941) 334-1102 ● FAX (941) 337-8378

RECEIVED

AUG 1 7 2000

KIMLEY TO HALM BEACH, FL

PATRICIA ANN RILEY

KATHERINE BOREN

TERRIK. WAMPLER

LANNY MODRE, SA

LIBA POCKAUS

BRUCE HARTER, PH.D.

KEITH B. MARTIN

August 14, 2000

Ms. Emily Hollis Kimley-Horn and Associates, Inc. 4431 Embarcadero Drive West Palm Beach, FL 33407

Re: Simon Suncoast DRI

Application for Development Approval

Dear Ms. Hollis:

Thank you for the opportunity to review and comment on your response to the Education section in the Simon Suncoast Application for Development Approval. This proposed development, located off U. S. 41 in Estero, is in the South Region of the District. Based on the proposed maximum total of 500 apartment units and 500 condominium dwelling units at the project, the Lee County School District concurs with your estimate that up to 220 new public school students would be generated by your development. This would create the need for approximately nine new classrooms in the system, as well as additional staff and core facilities. Students would not be generated by the proposed 200 Assisted Living Facility units.

The schools in this region that would serve this development are operating at or above permanent student capacity levels. Those schools that exceed permanent student capacity levels are operating through the use of portable classroom buildings. The growth generated by this development will require either the addition of permanent student and auxiliary space or the placement of portable buildings, as well as additional staff and increased District resources. According to the FY 00-01 District budget, expenditures per Full Time Equivalent (FTE) student are \$5,907.00, so the proposed project could create a financial impact of up to \$1,299,540.00 to the District. Clearly, the fiscal impacts are significant and the applicant will need to mitigate the increased demands the development will place upon the Lee County School District.

Previous studies for regional malls in Lee County have indicated that these types of developments typically create substantial employment opportunities, thereby increasing

SimonDRI8-14-00.doc

growth and further impacting the resources of the Lee County School District. For example, recent testimony in the Jacobs Group proposed Gulf Coast Towne Centre mall zoning hearings revealed that a 1.8 million square foot regional mall such as the one Simon Suncoast is proposing is expected to generate 2,586 new jobs along with another 4,420 indirect jobs upon opening. As such, it can be expected that some of these employment opportunities will be filled by newcomers into the area, bringing additional students into the District. Simon Suncoast will need to provide the District estimates of the additional students expected as a result of new growth expected in the community.

Thank you for your attention to this matter. If I may be of further assistance, please give me a call.

Sincerely,

Stephanie Keyes, Facilities Planner

Facilities Management and Capital Projects

cc: Frederick Gutknecht, Director, Facilities Management and Capital Projects Dr. Ande Albert, Assistant Superintendent for Support Services file

I ETTER FROM FLORIDA DEPARTMENT

OF STATE REGARDING ARCHAEOLOGICAL & HISTORICAL

RESOURCES

200n

MEMBER OF THE FLORIDA CABINET

State Board of Education Trustees of the Internal Improvement Trust Fund Administration Commission da Land and Water Adjudicatory Commission

Siting Board Division of Bond Finance Department of Revenue Department of Law Enforcement Highway Safety and Motor Vehicles Department of Veterans' Affairs



FLORIDA DEPARTMENT OF STATE Katherine Harris Secretary of State

DIVISION OF HISTORICAL RESOURCES

Ms. Emily Hollis Kimley-Horn and Associates, Inc. 4431 Embarcadero Drive West Palm Beach, FL 33407

DIVISIONS OF FLORIDA DEPARTMENT OF STATE

July 14, 2000

RE:

Office of the Secretary

Division of Elections

Division of Licensing

Division of Corporations

Dir ' of Cultural Affairs

Office of International Relations

of Historical Resources of Library and Information Services

Division of Administrative Services

DHR Project File No. 2000-05657

Cultural Resource Assessment Request

Job No. 040325004 - Simon Suncoast Development of Regional Impact Application for

Development Approval Lee County, Florida

Dear Ms. Hollis:

In accordance with this agency's responsibilities under Section 380.06, Florida Statutes, we have reviewed the information in the Florida Site File to determine whether any archaeological or historical resources are recorded in the above referenced project area, and also to determine the potential for such resources which are presently unrecorded to be located within it.

A review of the Florida Master Site File and our records indicates that the above project area was formerly called Bonita DCI Parcel. A cultural resource assessment survey was conducted of the project area in 1996. No site s were located as a result of the survey, and none have since been located. It is therefore the opinion of this agency that no historic properties are likely to be located within the project's area of potential effects.

If you have any questions concerning these comments, please contact Ms. Robin Jackson, Historic Sites Specialist at (850) 487-2333 or 1-(800) 847-7278. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Janet Shyder Matthews, Ph.D., Director

Division of Historical Resources State Historic Preservation Officer

JSM/Jri

xc: Dan Trescott, SWFRPC

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • http://www.flheritage.com

☐ Director's Office (850) 488-1480 · FAX: 488-3355 Archaeological Research (850) 487-2299 · FAX: 414-2207

Historic Preservation (850) 487-2333 • FAX: 922-0496

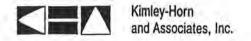
O Historical Museums (850) 488-1484 · FAX: 921-2503

 Historic Pensacola Preservation Board (850) 595-5985 • FAX: 595-5989

☐ Palm Beach Regional Office (561) 279-1475 • FAX: 279-1476

☐ St. Augustine Regional Office (904) 825-5045 • FAX: 825-5044

J Tampa Regional Office (813) 272-3843 • FAX: 272-2340



July 13, 2000

4431 Embarcadero Drive West Palm Beach, Florida 33407

Ms. Robin D. Jackson
Historic Sites Specialist
Florida Department of State
Division of Historical Resources
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

Re:

Project File No. 961708

An Archaeological Report of the Bonita D.C.I. Parcel

Lee County, Florida

Dear Ms. Jackson:

Kimley-Horn and Associates, Inc. has a letter dated May 9, 1996, issued from your office regarding An Archaeological Report of the Bonita D.C.I. Parcel, Lee County, Florida. The same tract of land discussed in that letter (reference number 961708) is currently included in the Simon Suncoast Development of Regional Impact Application for Development Approval. The project boundaries have not changed. A graphic illustrating the site and the previously mentioned letter are attached for your reference.

Please provide a letter addressed to Emily Hollis identifying any recorded archeological or historical sources within the DRI. Please forward this letter to the above printed address.

Thank you for your time and assistance.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

Emily Hollis

EH/lm

Attachments

P:\0403\25004\071300rj.doc

TEL 561 845 0665 FAX 561 863 8175

DOCUMENT F DISCUSSION OF ADDITION TO FUTURE URBAN AREAS

- 1. The proposed amendment does not constitute urban sprawl for the following reasons:
 - As noted in Exhibit "D", the applicant is not requesting an amendment to add acres to the 2020 Planning Communities Table. The request will not, therefore, increase the capacity of the FLUM;
 - b. The property abuts a municipal boundary to the south, a large mixed-use DRI and a railroad line to the east, an arterial road to the west, and a collector to the north. Numerous large commercial or mixed-use developments, including Pelican Landing, Coconut Road MPD, Estero Greens, Williams Place, and the Camargo Trust MPD are located immediately to the west of US 41 in this area (see Map 1 attached). The property is literally surrounded, therefore, by urban services and uses;
 - As noted throughout this document and the ADA, the level of urban services which will serve this project is characteristic of an urban area, not a rural area; and
 - d. The project is a high-intensity mixed use project on a parcel with relatively few natural resources.
- The subject parcel was designated rural in the 1984 version of the FLUM. This classification had never been reviewed or changed in the ensuing years in spite of extremely rapid growth in the Estero/Bonita area. The amendment, as noted above, will not cause any increase in the capacity of the FLUM or result in urban sprawl; instead, it will focus development on a central location with adequate services in the Estero area.

STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

NOTICE OF INTENT TO FIND THE

LEE COUNTY

COMPREHENSIVE PLAN AMENDMENTS IN COMPLIANCE

DOCKET NO. 02D1-NOI-3601-(A)-(I)

The Department gives notice of its intent to find the Amendments to the Comprehensive Plan for

Lee County adopted by Ordinance No. 02-29 on October 21, 2002, IN COMPLIANCE, pursuant to Sections 163.3184, 163.3187 and 163.3189, F.S.

The adopted Lee County Comprehensive Plan Amendments and the Department's Objections, Recommendations and Comments Report, (if any), are available for public inspection Monday through Friday, except for legal holidays, during normal business hours, at the Lee County Planning Division, 1500 Monroe Street, 2nd Floor, Fort Myers, Florida 33901.

Any affected person, as defined in Section 163.3184, F.S., has a right to petition for an administrative hearing to challenge the proposed agency determination that the Amendments to the Lee County Comprehensive Plan are In Compliance, as defined in Subsection 163.3184(1), F.S. The petition must be filed within twenty-one (21) days after publication of this notice, and must include all of the information and contents described in Uniform Rule 28-106.201, F.A.C. The petition must be filed with the Agency Clerk, Department of Community Affairs, 2555 Shumard Oak Boulevard, Tallahassee, Florida 32399-2100, and a copy mailed or delivered to the local government. Failure to timely file a petition shall constitute a waiver of any right to request an administrative proceeding as a petitioner under Sections 120.569 and 120.57, F.S. If a petition is filed, the purpose of the administrative hearing will be to present evidence and testimony and forward a recommended order to the Department. If no petition is filed, this Notice of Intent shall become final agency action.

If a petition is filed, other affected persons may petition for leave to intervene in the proceeding. A petition for intervention must be filed at least twenty (20) days before the final hearing and must include all of the information and contents described in Uniform Rule 28-106.205, F.A.C. A petition for leave to intervene shall be filed at the Division of Administrative Hearings, Department of Management Services, 1230 Apalachee Parkway, Tallahassee, Florida 32399-1550. Failure to petition to intervene within the allowed time frame constitutes a waiver of any right such a person has to request a hearing under Sections 120.569 and 120.57, F.S., or to participate in the administrative hearing.

After an administrative hearing petition is timely filed, mediation is available pursuant to Subsection 163.3189(3)(a),

F.S., to any affected person who is made a party to the proceeding by filing that request with the administrative law judge assigned by the Division of Administrative Hearings. The choice of mediation shall not affect a party's right to an administrative hearing.

-s-Charles Gauthier, AICP

Chief, Bureau of Local Planning

Department of Community Affairs

Division of Community Planning

2555 Shumard Oak Boulevard

Tallahassee, Florida 32399-2100

NEWS-PRESS

Published every morning - Daily and Sunday Fort Myers, Florida

Affidavit of Publication

STATE OF FLORIDA COUNTY OF LEE

Before the undersigned authority, personally appeared

Kieanna Henry

who on oath says that he/she is the

Asst. Legal Clerk of the News-Press, a daily newspaper, published at Fort Myers, in Lee County, Florida; that the attached copy of advertisement, being a

Display

In the matter of Amendments to Comprehensive Plan Court was published in said newspaper in the issues of October 11, 2002

Affiant further says that the said News-Press is a paper of general circulation daily in Lee, Charlotte, Collier, Glades and Hendry Counties and published at Fort Myers, in said Lee County, Florida and that said newspaper has heretofore been continuously published in said Lee County; Florida, each day, and has been entered as a second class mail matter at the post office in Fort Myers in said Lee County, Florida, for a period of one year next preceding the first publication of the attached copy of the advertisement; and affiant further says that he/she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Sworn to and subscribed before me this

day of October 2002 by

Kieanna Henry

personally known to me or who has produced

as identification, and who did or did not take an oath. Notary Public Deudo Print Name

My commission Expires:

PUR PERIS CHIR. MAIN TEAN

02 OCT 15 AM 9: 11





NOTICE OF CHANGE OF LAND USE AND AMENDMENTS T THE LEE COUNT COMPREHENSIVE PLAN

In Compliance with Sections 163.3164(18), 163.3174(1), 163.3181, 163.3184, 163.3187(1)(b), and 163.3189, Florida Statutes, notice is hereby given that the Lee County Board of County Commissioners on Monday, October 21, 2002 will hold a public hearing to consider adopting amendments to the Lee Plan. The hearing will be held in the Board of County Commissioners Hearing Chambers in the renovated Courthouse at 2120 Main Street in downtown Fort Myers. The hearing will commence at 9:30 a.m. The Board of County Commissioners of Lee County, Florida, proposes to consider for adoption the following amendment to the Lee Plan by

October 21, 2002 9:30 A.M.

- 1. Call to order; Certification of Affidavit of Publication
- Lee Plan Amendments Adoption

CPA2000-30 - Simon Suncoast DRI (Coconut Point)

Amend the Future Land Use Map series, Map 1, the Future Land Use Map, for a 483-acre parcel of land located in Sections 04 and 09, Township 47 South, and Range 25 East to change the Future Land Use classification from "Rural" to "Urban Community."

Amend Policy 6.1.2.4 of the Future Land Use Element to specifically allow the consideration of a Regional Commercial center on the subject property.

Amend Policy 21.1.1 of the Transportation Element to recognize the need for specific U.S. 41 intersection improvements as a result of impacts from the Simon Suncoast (Coconut Point) DRI and that Lee County considers these specific improvements to be part of Map 3A and the County will program the necessary improvements in the County's Capital Improvement Program prior to the time these improvements are required to maintain adopted level of service standards.

Adopt the following ordinance which adopts the proposed plan amendment:

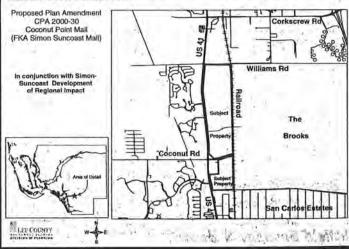
AN ORDINANCE AMENDING THE LEE COUNTY COMPREHENSIVE PLAN, COMMONLY KNOWN AS THE "LEE PLAN" AS ADOPTED BY ORDINANCE NO. 89-02, AS AMENDED, SO AS TO ADOPT THAT AMENDMENT KNOWN LOCALLY AS CPA 2000-30 APPROVED IN CONJUNCTION WITH ADOPTION OF THE DEVELOPMENT OF REGIONAL IMPACT APPLICATION (DRI2000-00015) COCONUT POINT (FNA SIMON SUNCOAST); PROVIDING FOR AMENDMENTS TO THE ADOPTED TEXT AND MAPS; PROVIDING FOR PURPOSE AND SHORT TITLE; PROVIDING FOR ADOPTION OF THE SPECIFIED AMENDMENT TO THE LEE COUNTY COMPREHENSIVE PLAN; PROVIDING FOR THE LEGAL EFFECT OF "THE LEE PLAN"; PROVIDING FOR GEOGRAPHICAL APPLICABILITY; PROVIDING FOR SEVERABILITY, CODIFICATION, SCRIVENER'S ERRORS, AND AN EFFECTIVE DATE.

Adjourn

These meetings are open to the public and all interested parties are encouraged to attend, interested parties may appear and be heard with respect to all proposed actions. Pursuant to Florida Statutes Section 163.3184(7), persons participating in the Comprehensive Plan Amendment process, who provide their name and address on the record, will receive a courtesy informational statement from the Department of Community Affairs prior to the publication of the Notice of Intent to find a plan amendment in compliance.

If a person decides to appeal any decision made by the board, agency or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Further information may be obtained by contacting the Lee County Division of Planning at 479-8585.

In accordance with the Americans with Disabilities Act, reasonable accommodations will be made upon request. If you are in need of a reasonable accommodation, please contact Janet Miller at 479-8585 Extension 5910.



BOARD OF COUNTY COMMISSIONERS 2000/2001 LEE PLAN AMENDMENTS ADOPTION HEARING OCTOBER 21, 2002 COMMISSION CHAMBERS 9:30 AM AGENDA

- 1. Call to order; Certification of Affidavit of Publication
- 2. Lee Plan Amendments Adoption

CPA2000-30 - Simon Suncoast DRI (Coconut Point)

Amend the Future Land Use Map series, Map 1, the Future Land Use Map, for a 483-acre parcel of land located in Sections 04 and 09, Township 47 South, and Range 25 East to change the Future Land Use classification from "Rural" to "Urban Community."

Amend Policy 6.1.2.4 of the Future Land Use Element to specifically allow the consideration of a Regional Commercial center on the subject property.

Amend Policy 21.1.1 of the Transportation Element to recognize the need for specific U.S. 41 intersection improvements as a result of impacts from the Simon Suncoast (Coconut Point) DRI and that Lee County considers these specific improvements to be part of Map 3A and the County will program the necessary improvements in the County's Capital Improvement Program prior to the time these improvements are required to maintain adopted level of service standards.

3. Adopt the following ordinance which adopts the proposed plan amendment:

AN ORDINANCE AMENDING THE LEE COUNTY COMPREHENSIVE PLAN, COMMONLY KNOWN AS THE "LEE PLAN" AS ADOPTED BY ORDINANCE NO. 89-02, AS AMENDED, SO AS TO ADOPT THAT AMENDMENT KNOWN LOCALLY AS CPA 2000-30 APPROVED IN CONJUNCTION WITH ADOPTION OF THE DEVELOPMENT OF REGIONAL IMPACT APPLICATION (DRI2000-00015) COCONUT POINT (FNA SIMON SUNCOAST); PROVIDING FOR AMENDMENTS TO THE ADOPTED TEXT AND MAPS; PROVIDING FOR PURPOSE AND SHORT TITLE; PROVIDING FOR ADOPTION OF THE SPECIFIED AMENDMENT TO THE LEE COUNTY COMPREHENSIVE PLAN; PROVIDING FOR THE LEGAL EFFECT OF "THE LEE PLAN"; PROVIDING FOR

GEOGRAPHICAL APPLICABILITY; PROVIDING FOR SEVERABILITY, CODIFICATION, SCRIVENER'S ERRORS, AND AN EFFECTIVE DATE.

4. Adjourn

These meetings are open to the public and all interested parties are encouraged to attend. Interested parties may appear and be heard with respect to all proposed actions. Pursuant to Florida Statutes Section 163.3184(7), persons participating in the Comprehensive Plan Amendment process, who provide their name and address on the record, will receive a courtesy informational statement from the Department of Community Affairs prior to the publication of the Notice of Intent to find a plan amendment in compliance.

If a person decides to appeal any decision made by the board, agency or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Further information may be obtained by contacting the Lee County Division of Planning at 479-8585.

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Comprehensive Plan Citizen Courtesy Information List

Local Government:	Lee County		
Hearing Date:	October 21, 2002		
Type Hearing:	☐ Transmittal (Proposed)	✓ Adoption	☐ Local Planning Agency

DCA Amendment Number: 02-D1

Please Print Clearly

By providing your name and address, you will receive information concerning the date of publication of the Notice of Intent by the Department of Community Affairs.

Citizen Name	Address, City, State, Zip Code	✓ Check Appropriate Response(s)		Identify Amendment
		Written Comment	Spoken Comment	which is of Interest
Jake Slot	2840 Winkler Avenue Fort Myers, FL 33908			CPA2000-30
Ron Dillon	9353 Lake Abby Lane Bonita Springs, FL 34135			CPA2000-30
George Hausmav	10570 Copper Lake Drive Bonita Springs, FL 34135			CPA2000-30



BOARD OF COUNTY COMMISSIONERS

(941) 479-8309

Writer's Direct Dial Number:

Bob Janes District One

Douglas R. St. Cerny District Two

November 4, 2002

Ray Judah

District Three

Ray Eubank, Community Program Administrator

Andrew W. Coy

Florida Department of Community Affairs

District Four

Division of Community Planning

John E. Albion District Five

Bureau of Local Planning

Donald D. Stilwell

2555 Shumard Oak Boulevard Tallahassee, FL 32399-2100

County Manager James G. Yaeger County Attorney

Diana M. Parker County Hearing

Examiner

Re:

Amendments to the Lee Plan

Adoption Submission Package (DCA No. 02-D1) for the Simon Suncoast Development of

Regional Impact

Dear Mr. Eubank:

In accordance with the provisions of F.S. Chapter 163.3184 and of 9J-11.011, this submission package constitutes the adopted Development of Regional Impact amendment to the Lee Plan (DCA No. 02-D1), known locally as CPA 2000-30. The adoption hearing for this plan amendments was held at 9:30 am on October 21, 2002.

Included with this package, per 9J-11.011(5), are three copies of the adopted amendment, supporting data and analysis, and the adopting ordinance No. 02-29. By copy of this letter and its attachments I certify that this amendment has been sent to the Regional Planning Council, the Florida Department of Transportation (FDOT), the Department of Environmental Protection, the Florida Department of State, the Florida Fish and Wildlife Conservation Commission, the Department of Agriculture and Consumer Services, Division of Forestry, and the South Florida Water Management District.

The initial staff report for the proposed amendment was sent to the DCA with a transmittal cover letter dated January 2, 2002. Subsequent to the transmittal of this amendment, changes to address the Department's objections, recommendations and comments have occurred in CPA2000-30. A policy has been added committing improvements to U.S. 41. These commitments will become part of the 2020 Financially Feasible Transportation Plan. Planning staff has made every attempt to resolve all of the issues raised in the Department's ORC Report. These revisions are in accordance with the various discussions between the applicant, Department of Community Affairs staff, and Lee County staff.

If you have any questions, or if I can be of any assistance in this matter, please feel free to call me at the above telephone number.

Sincerely,

DEPT. OF COMMUNITY DEVELOPMENT Division of Planning

Paul O'Connor, AICP

Pal O Com

Director

All documents and reports attendant to this adoption are also being sent, by copy of this cover, to:

David Burr Executive Director Southwest Florida Regional Planning Council

Mike Rippe, Southwest Area Office Director Planning and Programming FDOT District One

Executive Director South Florida Water Management District

Plan Review Section
Department of Environmental Protection

Florida Department of State

Florida Fish and Wildlife Conservation Commission

The Department of Agriculture and Consumer Services, Division of Forestry

LEE COUNTY ORDINANCE NO. 02-29

AN ORDINANCE AMENDING THE LEE COUNTY COMPREHENSIVE PLAN, COMMONLY KNOWN AS THE "LEE PLAN" AS ADOPTED BY ORDINANCE NO. 89-02, AS AMENDED, SO AS TO ADOPT THAT AMENDMENT KNOWN LOCALLY AS CPA 2000-30 APPROVED IN CONJUNCTION WITH ADOPTION OF THE DEVELOPMENT OF REGIONAL IMPACT APPLICATION (DRI2000-00015) COCONUT POINT (FNA SIMON SUNCOAST); PROVIDING FOR AMENDMENTS TO THE ADOPTED TEXT AND MAPS; PROVIDING FOR PURPOSE AND SHORT TITLE; PROVIDING FOR ADOPTION OF THE SPECIFIED AMENDMENT TO THE LEE COUNTY COMPREHENSIVE PLAN; PROVIDING FOR THE LEGAL EFFECT OF "THE LEE PLAN"; PROVIDING FOR GEOGRAPHICAL APPLICABILITY; PROVIDING FOR SEVERABILITY, CODIFICATION, SCRIVENER'S ERRORS, AND AN EFFECTIVE DATE.

WHEREAS, the Lee County Comprehensive Plan (hereinafter referred to as the "Lee Plan") Policy 2.4.1 and Chapter XIII, provides for adoption of Plan Amendments with such frequency as may be permitted by applicable state statutes, in accordance with such administrative procedures as the Board of County Commissioners may adopt; and,

WHEREAS, the Lee County Board of County Commissioners, in accordance with Section 163.3181, Florida Statutes, and Lee County Administrative Code AC-13-6 further provides an opportunity for individuals to participate in the plan amendment public hearing process; and,

WHEREAS, the Lee County Local Planning Agency (hereinafter referred to as the "LPA") held statutorily prescribed public hearings pursuant to Chapter 163, Part II, Florida Statutes, and Lee County Administrative Code AC-13-6 on November 26, 2001; and,

WHEREAS, the Board of County Commissioners, pursuant to Chapter 163, Part II, Florida Statutes, and Lee County Administrative Code AC-13-6, held a statutorily prescribed public hearing for the transmittal of the proposed amendments on December 13, 2001, and at that hearing approved a motion to send, and did later send, the proposed amendments to the Florida Department of Community Affairs (hereinafter referred to as "DCA") for review and comment pursuant to Chapter 163, Part II, Florida Statutes; and,

WHEREAS, at the December 13, 2001 meeting, pursuant to Chapter 163, Part II, Florida Statutes, the Board of County Commissioners did announce its intention to hold a public hearing after the receipt of DCA's written comments commonly referred to as the "ORC Report," which were later received on March 14, 2002 by the Chairman of the Lee County Board of County Commissioners; and,

WHEREAS, the Board of County Commissioners during its statutorily prescribed public hearing for the plan amendments on October 21, 2002, moved to adopt the proposed amendments as more particularly set forth herein.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF LEE COUNTY, FLORIDA, THAT:

SECTION ONE: PURPOSE, INTENT AND SHORT TITLE

The Board of County Commissioners of Lee County, Florida, in compliance with Chapter 163, Part II, Florida Statutes, and with Lee County Administrative Code AC-13-6, has conducted a series of public hearings to review the proposed amendments to the Lee Plan. The purpose of this ordinance is to adopt those amendments to the Lee Plan discussed at those meetings and approved by an absolute majority of the Board of County Commissioners. The short title and proper reference for the Lee County Comprehensive Plan, as hereby amended, will continue to be the "Lee Plan." This ordinance may be referred to as the "CPA2000-30 Coconut Point Ordinance."

SECTION TWO: ADOPTION OF CPA2000-30 COMPREHENSIVE PLAN AMENDMENT

The Lee County Board of County Commissioners hereby amends the existing Lee Plan, adopted by Ordinance Number 89-02, as amended, by adopting amendments, as revised by the Board of County Commissioners on October 21, 2002, known as CPA 2000-

30, which amend the text of the Lee Plan as well as the Future Land Use Map series of the Lee Plan.

In addition, the above-mentioned Staff Report and Analysis, along with all attachments for this amendment are hereby adopted as "Support Documentation" for the Lee County Comprehensive Plan.

SECTION THREE: LEGAL EFFECT OF THE "LEE PLAN"

No public or private development will be permitted except in conformity with the Lee Plan. All land development regulations and land development orders shall be consistent with the Lee Plan as so amended.

SECTION FOUR: GEOGRAPHIC APPLICABILITY

The Lee Plan is applicable throughout the unincorporated area of Lee County, Florida, except in those unincorporated areas included in any joint or interlocal agreements with other local governments that specifically provide otherwise.

SECTION FIVE: SEVERABILITY

The provisions of this ordinance are severable and it is the intention of the Board of County Commissioners of Lee County, Florida, to confer the whole or any part of the powers herein provided. If any of the provisions of this ordinance are held unconstitutional by a court of competent jurisdiction, the decision of that court will not affect or impair remaining provisions of this ordinance. It is hereby declared to be the legislative intent of the Board of County Commissioners that this ordinance would have been adopted had such unconstitutional provisions not been included therein.

SECTION SIX: INCLUSION IN CODE, CODIFICATION, SCRIVENERS' ERROR

It is the intention of the Board of County Commissioners that the provisions of this ordinance will become and be made a part of the Lee County Code. Sections of this ordinance may be renumbered or relettered and the word "ordinance" may be changed to "section," "article," or such other appropriate word or phrase in order to accomplish such intention; and regardless of whether such inclusion in the code is accomplished, sections of this ordinance may be renumbered or relettered. The correction of typographical errors that do not affect the intent, may be authorized by the County Manager, or his or her designee, without need of public hearing, by filing a corrected or recodified copy with the Clerk of the Circuit Court.

SECTION SEVEN: EFFECTIVE DATE

The plan amendments adopted herein are not effective until a final order is issued by the DCA or Administration Commission finding the amendment in compliance with Section 163.3184, Florida Statutes, whichever occurs earlier. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution will be sent to the DCA, Bureau of Local Planning, 2555 Shumard Oak Boulevard, Tallahassee, Florida 32399-2100.

THE FOREGOING ORDINANCE was offered by Commissioner Judah, who moved its adoption. The motion was seconded by Commissioner St. Cerny and, when put to a vote, the vote was as follows:

ROBERT JANES DOUGLAS ST. CERNY RAY JUDAH ANDREW COY JOHN ALBION Aye Aye Absent Aye

DONE AND ADOPTED this 21st day of October, 2002.

ATTEST:

CHARLIE GREEN, CLERK

BY:

Deputy Clerk

LEE COUNTY

BOARD OF COUNTY COMMISSIONERS

BY:

Chairman

DATE:

10/31/02

Approved as to form by;

County Attorney's Office



BOARD OF COUNTY COMMISSIONERS

Writer's Direct Dial Number: (941) 479-8585

Bob Janes District One

October 8, 2002

Douglas R. St. Cerny District Two

Ray Judah District Three Brenda Leighton

Fort Myers News-Press

Andrew W. Coy District Four 2442 Dr. Martin Luther King, Jr. Blvd.

John E. Albion District Five Fort Myers, Florida 33901

Donald D. Stilwell County Manager

RE: Special Instructions for Attached Display Ad

James G. Yaeger County Attorney

Dear Ms. Leighton:

Diana M. Parker County Hearing Examiner

The attached display ad must run on October 11, 2002. By statute, the ad must be at least two columns wide by ten (10) inches long. The headline must be in type no smaller than 18 point. Also, the ad may not be placed with any legal notices or with any classified advertisements nor may it be placed in a section of the paper which is not distributed county-wide. Please fax a proof for review to Brandy Gonzalez at 479-8319. Two (2) affidavits are required.

Sincerely,

DEPARTMENT OF COMMUNITY DEVELOPMENT

PAUL O' CONNOR, AICP Director, Division of Planning

Signature Acknowledges Receipt of Legal Ad and Special Instructions

Brenda Leighton

Fort Myers, News-Press

ron Myers, News-Fres

tors 10/8/02

NOTICE OF CHANGE OF LAND USE AND AMENDMENTS TO THE LEE COUNTY COMPREHENSIVE PLAN

In Compliance with Sections 163.3164(18), 163.3174(1), 163.3181, 163.3184, 163.3187(1)(b), and 163.3189, Florida Statutes, notice is hereby given that the Lee County Board of County Commissioners on Monday, October 21, 2002 will hold a public hearing to consider adopting amendments to the Lee Plan. The hearing will be held in the Board of County Commissioners Hearing Chambers in the renovated Courthouse at 2120 Main Street in downtown Fort Myers. The hearing will commence at 9:30 a.m. The Board of County Commissioners of Lee County, Florida, proposes to consider for adoption the following amendment to the Lee Plan by Ordinance:

October 21, 2002 9:30 A.M.

- 1. Call to order; Certification of Affidavit of Publication
- 2. Lee Plan Amendments Adoption

CPA2000-30 - Simon Suncoast DRI (Coconut Point)

Amend the Future Land Use Map series, Map 1, the Future Land Use Map, for a 483-acre parcel of land located in Sections 04 and 09, Township 47 South, and Range 25 East to change the Future Land Use classification from "Rural" to "Urban Community."

Amend Policy 6.1.2.4 of the Future Land Use Element to specifically allow the consideration of a Regional Commercial center on the subject property.

Amend Policy 21.1.1 of the Transportation Element to recognize the need for specific U.S. 41 intersection improvements as a result of impacts from the Simon Suncoast (Coconut Point) DRI and that Lee County considers these specific improvements to be part of Map 3A and the County will program the necessary improvements in the County's Capital Improvement Program prior to the time these improvements are required to maintain adopted level of service standards.

3. Adopt the following ordinance which adopts the proposed plan amendment:

AN ORDINANCE AMENDING THE LEE COUNTY COMPREHENSIVE PLAN, COMMONLY KNOWN AS THE "LEE PLAN" AS ADOPTED BY ORDINANCE NO. 89-02, AS AMENDED, SO AS TO ADOPT THAT AMENDMENT KNOWN LOCALLY AS CPA 2000-30 APPROVED IN CONJUNCTION WITH ADOPTION OF THE DEVELOPMENT OF REGIONAL IMPACT APPLICATION (DRI2000-00015) COCONUT POINT

(FNA SIMON SUNCOAST); PROVIDING FOR AMENDMENTS TO THE ADOPTED TEXT AND MAPS; PROVIDING FOR PURPOSE AND SHORT TITLE; PROVIDING FOR ADOPTION OF THE SPECIFIED AMENDMENT TO THE LEE COUNTY COMPREHENSIVE PLAN; PROVIDING FOR THE LEGAL EFFECT OF "THE LEE PLAN"; PROVIDING FOR GEOGRAPHICAL APPLICABILITY; PROVIDING FOR SEVERABILITY, CODIFICATION, SCRIVENER'S ERRORS, AND AN EFFECTIVE DATE.

4. Adjourn

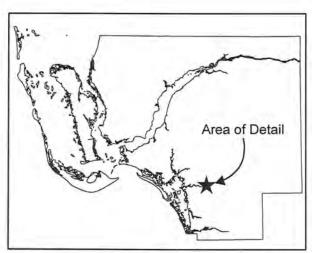
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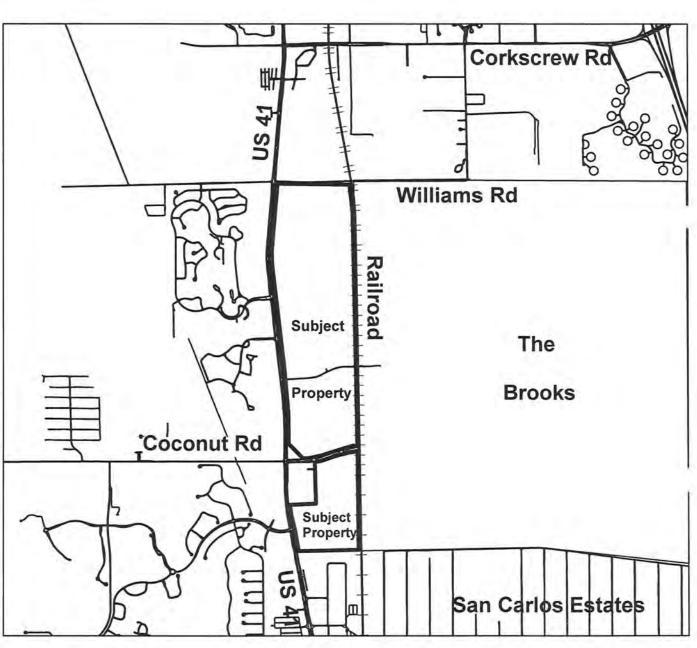
In accordance with the Americans with Disabilities Act, reasonable accommodations will be made upon request. If you are in need of a reasonable accommodation, please contact Janet Miller at 479-8585 Extension 5910.

Proposed Plan Amendment CPA 2000-30 Coconut Point Mall (FKA Simon Suncoast Mall)

In conjunction with Simon-Suncoast Development of Regional Impact









Division Of Planning

MEMORANDUM

To: Board of County Commissioners

From: Paul O'Connor, AICP, Planning Director

Subject: Lee Plan Amendment Adoption Hearing (CPA2000-30)

Date: October 8, 2002

Attached is the Agenda, Staff Report, draft ordinance, and Supporting Data for the Lee Plan DRI Amendment Adoption Hearing, for plan amendment CPA 2000-30. The hearing will be held on October 21st, 2002 starting at 9:30 A.M. in the chambers.

The hearing has two separate agendas, one for the consideration of the proposed Lee Plan amendment and one for the consideration of the Development of Regional Impact. If you have any questions regarding any of these amendments, please feel free to call me at 479-8309.

cc: Mary Gibbs, AICP, Director of Community Development Tim Jones, Assistant County Attorney Lisa Pierce, Minutes Lee Cares Planning Files CPA 2000-30

"Keyes, Stephanie" <StephanieK@lee.k12.fl.us> From: To: 'Matthew Noble' < NOBLEMA@leegov.com>

Date: 10/7/02 7:53AM

Subject: RE: Simon Mall School site

ok, sorry you will miss our meeting, please forward email to Rick so he can attend.

We are in good shape with Simon, they will purchase 10 acres next to Estero High and the park site, and dedicate them to the school district, and take impact fee credits towards the value. We are fine with it. The property will be incorporated into the county's park plan, and altho there are some wetlands on it, the county will use as part park upland and part retention. Access is fine, it abuts their park property. They will then let school board use 10 acres near vacant estero high property and we are going to build a school there, not sure yet which one. was going to be an elementary school, that could change, but in any event we are fine with Simon. do you need a formal letter from me on it? Touch base with JY as well... Steph

> From: Matthew Noble[SMTP:NOBLEMA@leegov.com] Sunday, October 06, 2002 12:50 PM > Sent:

StephanieK@lee.k12.fl.us > To: > Cc: Paul O'Connor; Michael Pavese Simon Mall School site > Subject:

> Where are you on this issue, Matt Uhle has provided written comments that > state: "The Applicants have also contracted to purchase two contiquous > parcels of land on the northern boundary of Estero High School to comply > with the requirement in Condition J.1. of the proposed DRI Development > Order. If the plan amendment and DRI application are approved, the

> conveyance of these parcels to the School Board should occur shortly after > their effective date."

> I have a ton of questions, where are the lots? How big are the lots, has > anybody looked at the "parcels" for environmental issues, access issues, > etc...Have you (school Board) agreed to this, instead of the 5 acres > on-site? We as a staff had formerly recommended language be put in the > plan, but of course the attorneys hated it, as you can see I have a few > questions as I am trying to finalize the comp. plan amendment report...I > am also out of town on the day you want to have the interlocal meeting, I > am hoping Rick Burris can attend in my absence...

CC: Paul O'Connor < OCONNOPS.LEEPO02.LEEDOM1@leegov.com>, Michael Pavese <PAVESEMP.LEEPO02.LEEDOM1@leegov.com>

FAX COVER SHEET

KNOTT, CONSOER, EBELINI, HART & SWETT, P.A. Attorneys at Law

	MUhle	@knott-law.com
1625 HENDRY ST POST OFFICE BOX FORT MYERS, FL	C 2449	TELEPHONE (941) 334-2722 TELECOPIER (941) 334-1446
TIME:	TC	TAL PAGES INCLUDING COVER PAGE:3
DATE:	October 4, 2002	
TO:	Matt Noble	
FAX #:	479-8319	
FROM:	Matt Uhle	
COMMENTS:	Coconut Point	
Attached please Consistency Issue		lay's date with a Response to DCA's State Plan
	à.	
	1	
	79.000 led- Federal Expres	ATTORNEY'S INITIALS: MDU sed Held in FileXX
SHOULD YOU HAVE THIS FAX SENT FROM CONFIDENTIALITY N information intended or recipient, you are here you have received this t	PROBLEMS RECEIVING THIS FAX # (941) 334-1446 IOTE: The information contain ally for the use of the individual or by notified that any use, disseminated in the united states postal service. The individual or by notified that any use, disseminated in the united states postal service.	TRANSMISSION, PLEASE CALL SENDER AT (941) 334-2722. / (941) 334-2801 / (941) 334-8458 XX/ by: dapped in this facsimile message is legally privileged and confidential entity named above. If the reader of this message is not the intended nation, distribution or copy of this telecopy is strictly prohibited. If tely notify us by telephone and return the original message to us at

Knott, Consoer, Ebelini Hart & Swett, P.A. ATTORNEYS - AT - LAW

George H. Knott *+ George L. Consoer, Jr. ** Mark A. Ebelini Thomas B. Hart H. Andrew Swett

Board Certified Civil Trial Lawyer
 Board Certified Real Estate Lawyer
 Board Certified Business Litigation Lawyer

1625 Hendry Street * Third Floor (33901) P.O. Box 2449 Fort Myers, Florida 33902-2449

Telephone (239) 334-2722 Telecopier (239) 334-1446

MUhle@knott-law.com

Matthew D. Uhle Aaron A. Haak Derrick S. Eihausen

Director of Zoning and Land Use Planning Michael E. Roeder, AICP

MEMORANDUM

TO:

Matt Noble

FROM:

Matt Uhle

DATE:

October 4, 2002

RE:

Coconut Point

Attached please find my Response to DCA's State Plan Consistency Issue. It includes an update on the school and fire issue, as we discussed. If you need anything more, please let me know.

CC:

Chuck Schneider David McArdle Ron Dillon Ron Talone

Tom Schneider

David Plummer **Ned Dewhirst**

RESPONSE TO DCA'S STATE PLAN CONSISTENCY ISSUE

DCA Position:

The proposed amendment does not adequately address and further the State Comprehensive plan including the following goal and policies:

Public Facilities goal (18)(a) and Policies (b)(1) and (2), regarding the provision of public facilities.

<u>Recommendation</u>: Revise the proposed amendment, as indicated in the report, in order to be consistent with the above goal and policies of the State Comprehensive plan.

Response:

The "public facilities" concern expressed in this item appears to be a restatement of the U.S. 41 level of service objection that was fully addressed in the September 13, 2002 document entitled "Simon Suncoast Proposed Text Amendment (CPA2000-30) Response to DCA Objection" as prepared by David Plummer & Associates, Inc. Impacts to other public facilities were adequately discussed in the plan amendment application, the sufficiency responses, and the report prepared by Lee County staff.

Since the transmittal hearing, the Applicants have entered into a contract to sell approximately one acre in Tract 1D to the Estero Fire Department for a fire station. It is anticipated that the sale will close in January, 2003. The Applicants have also contracted to purchase two contiguous parcels of land on the northern boundary of Estero High School to comply with the requirement in Condition J.1. of the proposed DRI Development Order. If the plan amendment and DRI application are approved, the conveyance of these parcels to the School Board should occur shortly after their effective date.

DAVID PLUMMER & ASSOCIATES

TRANSPORTATION . CIVIL . STRUCTURAL . ENVIRONMENTAL

1531 HENDRY STREET FORT MYERS, FL 33901 239 332-2617 FAX: 239 332-2645 E-mail: dpafm@peganet.net

September 13, 2002

Mr. Bernard Piawah Florida Department of Community Affairs Bureau of Local Planning 2555 Shumard Oak Tallahassee, FL 32399

RE: Simon Suncoast DRI, #99532 Response to DCA Objection

Dear Bernard,

Enclosed for your review is an updated copy of our report titled <u>Simon Suncoast Proposed Text Amendment (CPA 2000-30)</u>, <u>Response to DCA Objection</u> and dated Revised September 13, 2002. This report represents the Applicant's response to the DCA objection to this Amendment. The report has been updated to include the results of recent discussions among the Applicant, the County staff and DCA staff.

It is our understanding that all parties have agreed that the proposed revision to Lee Plan Policy 21.1.1 found in the last section of this report is an appropriate way to address DCA's concern.

If you have questions or need any clarifications regarding the enclosed report, please call me at (239) 332-2617. I will be contacting you in a couple of weeks to see how your review is proceeding.

Very truly yours,

Ronald T. Talone

RTT:sw

99532:Piawah_091302.wpd

cc: Charles Gautier, w/enclosure

Mike Pavese, w/enclosure Matt Noble, w/enclosure

Kmald 7. Talone

Dawn Lehnert, w/enclosure

Andy Getch, w/enclosure
Dave Loveland, w/enclosure

Ken Heatherington, w/enclosure

Matt Uhle, w/enclosure

Tom Schneider, w/o enclosure

Chuck Schneider, w/o enclosure David McArdle, w/o enclosure Frank Scarlati, w/o enclosure Richard Kepley, w/o enclosure Ron Dillon, w/o enclosure Ned Dewhirst, w/o enclosure Chris Squires, w/o enclosure David Plummer, w/o enclosure



DAVID PLUMMER & ASSOCIATES

TRANSPORTATION + CIVIL + STRUCTURAL + ENVIRONMENTAL

1531 HENDRY STREET FORT MYERS, FL 33901 239 332-2617 FAX: 239 332-2645 E-mail: dpafm@peganet.net

June 11, 2002

Mr. Bernard Piawah Florida Department of Community Affairs Bureau of Local Planning 2555 Shumard Oak Tallahassee, FL 32399

RE: Simon Suncoast DRI, #99532 Response to DCA Objection

Dear Bernard,

Enclosed for your review is a copy of our report titled <u>Simon Suncoast Proposed Text Amendment</u> (<u>CPA 2000-30</u>), <u>Response to DCA Objection</u> and dated May 24, 2002. This report represents the Applicant's response to the DCA objection to this Amendment. The report is being provided to you prior to the public hearings on the Amendment to facilitate your review.

If you have questions or need any clarifications regarding the enclosed report, please call me at (239) 332-2617. I will be contacting you in a couple of weeks to see how your review is proceeding.

Very truly yours,

Ronald T. Talone

RTT:sw

99532:Piawah 0611.wpd

cc: Mike Pavese, w/enclosure

Matt Noble, w/enclosure

Dawn Lehnert, w/enclosure

Stephanie Wright

Andy Getch, w/enclosure

Dave Loveland, w/enclosure

Ken Heatherington, w/enclosure

Matt Uhle, w/enclosure

Tom Schneider, w/o enclosure

Chuck Schneider, w/o enclosure

David McArdle, w/o enclosure

Frank Scarlati, w/o enclosure

Richard Kepley, w/o enclosure

Ron Dillon, w/o enclosure

Ned Dewhirst, w/o enclosure David Plummer, w/o enclosure UZ JUN 12 BI 8: 59

SIMON SUNCOAST PROPOSED TEXT AMENDMENT (CPA 2000-30)

RESPONSE TO DCA OBJECTION

Project #99532

May 24, 2002 Revised September 13, 2002 Prepared by: DAVID PLUMMER & ASSOCIATES, INC. 1531 Hendry Street Fort Myers, Florida 33901



SIMON SUNCOAST PROPOSED TEXT AMENDMENT (CPA 2000-30)

RESPONSE TO DCA OBJECTION

OBJECTIONS RECOMMENDATION AND COMMENTS REPORT PROPOSED COMPREHENSIVE PLAN AMENDMENT 02-D1 LEE COUNTY

I. CONSISTENCY WITH RULES 9J-5 AND CHAPTER 163..F.S.

Lee County's proposed Amendment 02-D1 involves changes to the Future Land Use Map changes and text. The Department raises an objection to the proposed amendment.

Objection:

This is a proposal to revise the Future Land Use Map for a 483-acre site located between U.S. 41 and Seminole Gulf Railway tracks and extending from Williams Road south past Coconut Road from "Rural" to "Urban Community", and Policy 6.1.2, in order to facilitate the location of the Simon Suncoast Development of Regional Impact. According to the information provided, the proposed land use change will degrade the level of service standards on U.S. 41. This is inconsistent with the County's commitment in Goal 22, Objective 70.1 and Policy 70.1.1 to maintain the adopted level of service standards. The County has not demonstrated, through scheduled improvements within the first three years of the Five-Year Schedule of Capital Improvements, how the level of service standard on this roadway will be maintained in view of the impact of the proposed land use designation on U.S. 41. Chapter 163.3177(2),(6)(a), Florida Statutes; Rule 9J-5.006(3)(c)3.; 9J-5.016(3)(b)5., (4)(a) & (b); and 9J-5.019(4)(c)1., Florida Administrative Code.

Recommendation: Demonstrate, with adequate data and analysis, how the increased density and intensity on the site will take place without exacerbating the traffic condition on U.S. 41. In addition, demonstrate the consistency of the amendment with the Lee Plan Goal, Objective and Policy listed above which commit the County to maintain the adopted level of service standards; and show, by including any needed improvements that will enable the maintenance of the level of service standards within the first three years of a financially feasible Five-Year Schedule of Capital Improvements. Since the Urban Community designation that allows six units per acre and the proposed commercial use may be too intense for the site, in light of the traffic impact on U.S. 41, the County should consider designating on the site a less intense land use category.



Applicant's Response

The Applicant has previously provided adequate data and analysis to demonstrate that, with appropriate traffic mitigation by the Applicant, US 41 will operate at an acceptable level of service in the year 2020, which is the current horizon year for The Lee Plan. The data and analysis were provided in the report titled Simon Suncoast Comprehensive Plan Amendment Traffic Study, Supplemental Information, which was prepared by David Plummer & Associates (DPA) dated November 6, 2001, and is included as Appendix I in this report.

The traffic analyses submitted by the Applicant to date, in support of the proposed Amendment, are reviewed below, in chronological order. All traffic analyses prepared in support of the proposed Amendment have evaluated conditions in 2020, the horizon year for the Lee Plan. Conditions in the near future have been evaluated fully as part of the Development of Regional Impact (DRI) review.

The initial <u>Simon Suncoast Comprehensive Plan Amendment Traffic Study</u> was dated November 1, 2000. This study compared traffic conditions, both with and without the proposed Comprehensive Plan Amendment, in the year 2020 under the current (at that time) MPO 2020 Financially-Feasible Plan. The traffic study concluded that the proposed Comprehensive Plan Amendment will not cause any roadway segments to fail.

In a memorandum dated July 6, 2001, however, the Lee County DOT staff found this initial traffic study to be insufficient for review because the information was out of date. The Applicant's traffic consultant, David Plummer & Associates (DPA), had used the travel model and 2020 roadway network that were in effect at the time the study was prepared, but, by the time the Lee County DOT staff reviewed the study, the travel model and 2020 roadway network had been superceded.

In the July 6 memo, the Lee County DOT staff informed the Applicant that the staff had conducted a 2020 traffic study on the new 2020 Financially-Feasible Plan roadway network and compared the roadway levels of service with and without the proposed Amendment. DPA obtained the County's travel model assignments and level of service spreadsheets and utilized them to update the Comprehensive Plan Amendment Traffic Study. The updated study was submitted to Lee County as a Sufficiency Response for Traffic Study dated August 24, 2001.

For this <u>Sufficiency Response</u>, DPA utilized the updated 2020 travel model assignments and the LOS spreadsheets provided by the Lee County DOT. The County's travel model assignments with and without the Project were not adjusted in any way. The assignments and resulting assigned volumes were utilized without modification. A few modifications were made, however, to the LOS spreadsheets provided by the County. These modifications were fully documented in the <u>Sufficiency Response</u>.

As in the initial <u>Comprehensive Plan Amendment Traffic Study</u>, DPA concluded that the Project will not cause any roadway segments to fail. In other words, there were <u>no</u> segments where the level of service is at or above (better than) the standard without the Project, but below the standard with the Project. All segments were either at or above the standard, both with or without the Project, or below the standard, both with and without the Project.



In a memorandum dated October 3, 2001, the Lee County DOT staff disagreed with DPA's conclusion that no roadway segments would fail because of the Project. The staff generally accepted the travel model assignments and LOS spreadsheets used in the <u>Sufficiency Response</u> dated August 24, 2001, but did not agree with modifications DPA made to the roadway service volumes on the section of US 41 between Koreshan Boulevard and Alico Road. The staff advised DPA that these US 41 modifications were unacceptable.

DPA met with the County staff on October 31, 2001, to discuss the staff's concerns regarding this section of US 41. It was agreed that DPA would use the County's generalized service volumes for this section of US 41 in the LOS spreadsheets, rather than the modified service volumes used in the Sufficiency Response, in accordance with Lee Plan Policy 22.1.2. It was also agreed that DPA would perform a traffic engineering evaluation of this section of US 41 to determine the appropriate improvements needed to address the apparent LOS deficiencies on this section of US 41. Finally, it was agreed that the Applicant could address these US 41 deficiencies through the Project's DRI traffic mitigation.

Following this meeting, DPA submitted a new report titled <u>Simon Suncoast Comprehensive Plan Amendment</u>, <u>Supplemental Information</u> and dated November 6, 2001. This <u>Supplemental Information</u> is included as Appendix I in this report, because it represents the final analysis that was reviewed and accepted by the Lee County staff.

The <u>Supplemental Information</u> addresses the County staff's concerns regarding the section of US 41 between Koreshan Boulevard and Alico Road. As agreed, Lee County generalized services volumes were used for all roads in the LOS spreadsheet, including the section of US 41 between Koreshan Boulevard and Alico Road. In addition, the report provided detailed intersection capacity analysis (based on Highway Capacity Software) and ART_PLAN analysis that demonstrated that improvements at key intersections will enchance the carrying capacity of this section of US 41, so that the Lee Plan LOS standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities.

Exhibit 2 (Revised) in this <u>Supplemental Information</u> provides roadway levels of service in 2020, under the adopted 2020 Financially-Feasible Plan, with the proposed Simon Suncoast Project in place. It is important to point out that this LOS spreadsheet relies very heavily on information provided by the Lee County DOT: (1) the spreadsheet itself was developed by the Lee County DOT; (2) the 2020 volumes are from a travel model assignment by the Lee County DOT of future 2020 conditions under the adopted 2020 Financially-Feasible Plan; (3) the seasonal and peak hour adjustment factors are based on Lee County permanent count station data; and (4) the roadway service volumes are based on Lee County generalized service volumes.

A review of Exhibit 2 (Revised) reveals that, except for the section of US 41 between Koreshan Boulevard and Alico Road, all segments of US 41 will operate better than the Lee Plan LOS standard of LOS "E". The levels of service on US 41 segments are as follows:



Road Segment LOS

US 41 Segments	Levels of Service
US 41 from Collier County line to Coconut Road	C
US 41 from Coconut Road to N. Project Entrance	D
US 41 from N. Project Entrance to Koreshan Boulevard	C
US 41 from Koreshan Boulevard to Alico Road	(1)
US 41 from Alico Road to Island Park Road	В
US 41 from Island Park Road to Six Mile Parkway	C

Footnote

As explained above, intersection capacity analysis and ART_PLAN analysis demonstrate that, with improvements at a number of key intersections, the six-lane section of US 41 between Koreshan Boulevard and Alico Road will operate better than the Lee Plan LOS standard (LOS "C" northbound and LOS "C" southbound) in 2020 under the adopted 2020 Financially-Feasible Plan and with the Simon Suncoast Project in place. The needed intersection improvements include dual left-turn lanes on the approaches to four key intersections.

US 41 is expected to operate better than the Lee Plan standard in 2020 primarily for two reasons. First, in accordance with the adopted 2020 Financially-Feasible Plan, all of US 41 will be widened to six lanes by 2020. As a matter of fact, most four-lane sections of US 41 are already scheduled for widening to six lanes within the next five years. Second, in accordance with the 2020 Plan, several existing parallel facilities will be widened and several new north-south facilities will be constructed by 2020. As shown in Exhibit 3 of the Supplemental Information, the following improvements to north-south facilities are included in the adopted 2020 Plan.

- the construction of the six-lane Metro Parkway Extension between Six Mile Parkway and Alico Road.
- the construction of the two-lane Oriole Road/Sandy Lane corridor east of US 41 between Alico Road and Old 41 in Bonita Springs.
- the construction of the four-lane Three Oaks Parkway Extension between Daniels Parkway to Alico Road.
- the widening of Three Oaks Parkway to four lanes between Alico Road and Corkscrew Road.
- the construction of the four-lane Three Oaks Parkway Extension between Corkscrew Road and E. Terry Street.



⁽¹⁾ Acceptable LOS with improvements at key intersections.

- the construction of four-lane Imperial Street between E. Terry Street and Bonita Beach Road.
- the construction of four- to six-lane Livingston Road between Bonita Beach Road and Immokalee Road (in Collier County).
- the widening of I-75 to six lanes throughout South Lee County.
- the construction of the four- to six-lane Treeline Avenue Extension between Daniels Parkway and Alico Road.
- the widening of Ben Hill Griffin Parkway to six lanes between Alico Road and Koreshan Boulevard.
- the construction of the four-lane Bonita Grande Drive (CR 951) Extension east of I 75 between Corkscrew Road and Bonita Beach Road.
- the construction of the four-lane CR 951 Extension east of I-75 between Bonita Beach Road and Immokalee Road (in Collier County).

The Three Oaks Parkway, Imperial Street and Livingston Road improvements listed above are already scheduled for construction within five years in the Lee County Capital Improvement Program.

The <u>Supplemental Information</u> provided by DPA was reviewed and accepted by the County staff. Accordingly, the <u>Supplemental Information</u> served as the basis for the Lee County DOT staff's Simon Suncoast Proposed Text Amendment Comments dated November 15, 2001, and the staff's LPA Public Hearing Document for the November 26th, 2001 Public Hearing, which was dated November 19, 2001. The later document recommended approval of the proposed Text Amendment and, as stated at the top of Page 12 of 24, provided the following conclusion:

"Staff believes that, in light of the property's access to several existing and future collector roads as well as to US 41, the access to the site is adequate to support the development of a regional mall. Staff believes that the overall access to the subject property from the surrounding road network is better than the access to the other two potential regional mall sites."

Unfortunately, an inaccurate statement on Page 3 of 24, under Basis and Recommended Findings of Fact, in the November 19 LPA Public Hearing Document, has led to a misunderstanding regarding the impacts of the Project on the adopted 2020 Financially-Feasible Plan. This inaccurate statement reads as follows:

"The development of a regional mall will cause four road segments to operate below acceptable levels of service prior to the Year 2020."



This statement is incorrect in that three of the four segments identified in the staff's analysis have the same level of service with or without the proposed Project. Therefore, the regional mall does not "cause" these three segments to operate below the level of service standard. Also, two of these three segments will not be "deficient" in 2020.

Here is a summary of the situation for these three segments:

- The LCDOT staff's projections indicate that I-75 will operate at LOS "D" both with and without the Project. And, while the State's LOS standard on I-75 is currently LOS "C", it is expected that by 2020 the LOS standard on I-75 will be changed to LOS "D", because I-75 will then be within an urbanized area with a population over 500,000. This future change in the LOS standard on I-75 is anticipated in Lee Plan Policy 22.1.1, which identifies LOS "C" as the standard in transitioning areas and LOS "D" as the standard in urbanized areas. With the anticipated change in the LOS standard, there would not be a level of service deficiency on I-75, with or without the regional mall.
- The section of Old 41 from Bonita Beach Road to Terry Street is over capacity, both with and without the Project. However, this section of Old 41 is recognized in The Lee Plan as a constrained facility. A volume to capacity (V/C) ratio of 1.85 has been established in Lee Plan Policy 22.2.2 as the relevant measure of deficiency for a constrained roadway, not the level of service on the road. Year 2020 traffic volumes on this section of Old 41 are not expected to exceed the V/C ratio established in the Lee Plan for constrained facilities, either with or without the Project. Therefore, this section of Old 41 will not be deficient in 2020, in terms of Lee Plan Policy 22.2.2.
- According to the staff's projections, Ben Hill Griffin Parkway from the FGCU
 entrance to Alico Road operates at LOS F both with and without the Project. The
 Project does not cause this section of Ben Hill Griffin Parkway to fail.

As for the remaining segment, US 41 from Koreshan Boulevard to Alico Road, DPA has submitted documentation that, with improvements at key intersections, this section of US 41 should operate at the LOS standard in 2020. Furthermore, the Applicant and the staff have agreed that the Project's mitigation for this Comp Plan Amendment impact will be appropriately addressed as part of the DRI traffic mitigation.

The inaccurate statement referenced above was brought to the attention of the Lee County staff at the Board of County Commissioner's Transmittal Hearing on December 13, 2001, and again in an e-mail from DPA to the Lee County DOT on December 14, 2001. The staff subsequently agreed with DPA that the statement was not accurate and advised DPA in an e-mail on January 8, 2002, that the statement in the staff report would be modified to read as follows:



"Three road segments in the project area will operate below acceptable levels of service prior to the Year 2020, with or without the proposed amendment or mall development. The land use map change could result in one additional road segment operating below the adopted level of service, if a regional mall is developed as planned."

The County's reference to "one additional road segment operating below the adopted level of service" refers to the section of US 41 between Koreshan Boulevard and Alico Road.

As agreed by the Applicant and the Lee County staff, the Project's Comprehensive Plan impacts on the section of US 41 between Koreshan Boulevard and Alico Road are being fully mitigated as part of the DRI traffic mitigation. Transportation Condition D.3 in the draft DRI Development Order (D.O.) requires the Applicant to mitigate the Project's Comprehensive Plan impacts. While the Applicant and the County staff continue to disagree on some of the Conditions in the draft D.O., both parties are in agreement on Condition D.3 regarding the Project's Comprehensive Plan traffic mitigation.

PROPOSED LEE PLAN REVISIONS AFTER FURTHER DISCUSSIONS WITH DCA

This report was transmitted informally to DCA on June 11, 2002. On July 2, 2002, during a follow-up phone conference with a representative from DCA, it became apparent that the DCA objection was directed towards the use of the DRI development order as the vehicle for providing the mitigation for the affected intersections. DCA was requesting that the mitigation be included in the first three years of the County's CIP, not merely in the DRI development order.

Representatives from the Applicant and County staff met on July 18, 2002, to discuss the procedural issue raised by DCA. The County staff members were reluctant, for several good reasons, to include the mitigation in the CIP immediately. They agreed to explore this issue further with DCA.

As a result of these discussions between the County and DCA, all parties, including the Applicant, have agreed that the addition of the following language to Policy 21.1.1 in The Lee Plan is an appropriate way to address DCA's concern:

POLICY 21.1.1: The Lee County Metropolitan Planning Organization's 2020 Financially Feasible Plan Map series is hereby incorporated as part of the Transportation Map series for this Lee Plan comprehensive plan element. The MPO 2020 Financially Feasible Highway Plan Map, as adopted December 8, 2000, is incorporated as Map 3A of the Transportation Map series, with one format change as approved by the Lee County Board of County Commissioners on March 23, 1999. The format change is a visual indication (with shading) that alignment options for the County Road 951/Bonita Grande Drive extension are still under consideration, consistent with Note 52. Also, the comprehensive plan amendment analysis for the Simon Suncoast (Coconut Point) DRI identified the need for improvements at key



intersections on US 41 from Koreshan Boulevard to Alico Road to address the added impacts from the project for year 2020, and a mitigation payment has been required as part of the DRI development order. Lee County considers the following intersection improvements to be part of Map 3A and will program the necessary funds to make these improvements at the point they are required to maintain adopted level of service standards on US 41:

Intersection	<u>Improvements</u>
US 41/Constitution Boulevard	Southbound Dual Left Turn Lanes
US 41/B&F Parcel	Northbound, Southbound, Eastbound and Westbound Dual Left Turn Lanes
US 41/Sanibel Boulevard	Southbound Dual Left Turn Lanes
US 41/Koreshan Boulevard	Southbound and Westbound Dual Left Turn Lanes

APPENDIX I.

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY SUPPLEMENTAL INFORMATION

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY SUPPLEMENTAL INFORMATION

Project #99532

November 6, 2001

Prepared by: DAVID PLUMMER & ASSOCIATES, INC. 1531 Hendry Street Fort Myers, Florida 33901



SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

SUPPLEMENTAL INFORMATION (November 6, 2001)

Introduction

In a memorandum dated October 3, 2001, which is included as Appendix A, the LCDOT Transportation Planning staff disagreed with DPA's conclusion that no roadway segments would fail because of the Simon Suncoast project. This was DPA's conclusion in both the original Comprehensive Plan Amendment Traffic Study dated November 1, 2000, and the Sufficiency Response dated August 24, 2001, which relied on the updated travel model assignments and level of service (LOS) spreadsheets provided by the County staff. In particular, the staff did not accept adjustments that were made in the County's generalized roadway service volumes for two segments of US 41 south of Alico Road.

To resolve this issue, DPA met with the LCDOT staff on October 31, 2001. During this meeting, it was agreed that the County's generalized service volumes should be used in the LOS spreadsheets, in accordance with Lee Plan Policy 22.1.2. These generalized service volumes indicate that there may be level of service deficiencies in 2020 on the two segments of US 41 south of Alico Road with the Simon Suncoast project. It was also agreed, however, that DPA could utilize other, more detailed transportation planning methodologies to determine the appropriate improvements needed to address the apparent LOS deficiencies on US 41.

Accordingly, DPA has completed a traffic engineering evaluation of these two US 41 segments. This engineering evaluation indicates that improvements at key intersections will enhance the carrying capacity of this section of US 41, so that the Lee Plan LOS standard can be met without widening US 41 beyond six lanes or upgrading parallel facilities.

This report provides revised LOS spreadsheets for 2020 traffic conditions under the 2020 Financially-Feasible Transportation Plan, both with and without Simon Suncoast. In addition, the results of the engineering evaluation of this section of US 41 are provided.

Revised Level of Service Spreadsheets

Exhibits 1 and 2 (Revised) are updated versions of the LOS spreadsheets (without and with the Simon Suncoast project, respectively) that were originally prepared by the LCDOT and were subsequently modified by DPA as part of the Sufficiency Response dated August 24, 2001. The spreadsheets have been updated to reflect the County's generalized service volumes for the two segments of US 41 south of Alico Road, in accordance with Lee Plan Policy 22.1.2.



The spreadsheets indicate that there may be level of service deficiencies in 2020 on the two segments of US 41 south of Alico Road with the Simon Suncoast project. However, as will be shown below, these two US 41 segments will operate at or above the Lee Plan LOS standard with improvements at key intersections.

Also, it is important to note the 2020 Financially-Feasible Transportation Plan actually works very well with the Simon Suncoast project. Exhibit 3, which was developed using the levels of service reported in Exhibit 2, shows the 2020 levels of service on roadway segments in south Lee County. All roadway segments in the vicinity of the project operate well above the Lee Plan LOS standard. Other than the two US 41 segments, which can be addressed through intersection improvements, the only deficient segment is the segment on Ben Hill Griffin Parkway just south of Alico Road. This segment fails to meet the County's LOS standard both with and without the Simon Suncoast project.

Unique Characteristics of US 41 South of Alico Road

As noted above, a traffic engineering evaluation of the section of US 41 south of Alico Road indicates that improvements at key intersections will enhance the carrying capacity of this section of US 41, so that the Lee Plan LOS standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities. This is due to the intersection improvements and to the fact that there are several transportation characteristics that are unique to this section of US 41 between Alico Road and Koreshan Boulevard.

Among these unique characteristics are the following:

- While the Lee County Group I service volumes assume a weighted effective green time of only 0.46, the actual g/C ratios at all signalized intersections between Alico Road and Koreshan Boulevard are currently at 0.50 or higher. As shown in Exhibit 4, the County's Signal Operating Plans (SOPs) indicate that the g/C ratio at Constitution Boulevard is 0.62 and the g/C ratio at Sanibel Boulevard is 0.50.
- 2. As shown in Exhibit 3, the 2020 Financially-Feasible Transportation Plan (Map 3A) does not include any major east-west roads that cross this section of US 41. All of the roads in the Plan that intersect this section of US 41 are essentially T-intersections. While local access may be provided on the opposite side of US 41, east-west through volumes will be relatively low. As a result, these cross-streets should not draw much green time off of US 41. Therefore, future g/C ratios will remain relatively high.
- 3. According to LCDOT's updated 2020 travel model assignment, which is shown in Exhibit 5, all of the cross-streets (and centroid connectors) along this section of US 41 carry relatively low volumes, with most carrying less than 10,000 vehicles per day. This is another clear indication that these cross-streets will not require a reduction in the g/C ratios on US 41 and, therefore, future g/C ratios will remain relatively high.



- The San Carlos Park area on the east side of US 41 is largely built out. Therefore, volumes onto and off of US 41 from the east will not increase substantially from those found today.
- 5. In the 2020 Plan, two major north-south road improvements east of US 41 (i.e., the new two-lane corridor connecting Oriole Road and Sandy Lane and the four-laning of Three Oaks Parkway) will draw San Carlos Park traffic away from US 41. Therefore, the traffic entering and exiting US 41 from San Carlos Park should decline. (This may be seen in the relatively low assigned traffic volumes on Sanibel Boulevard.) This is another clear indication that these cross-streets will not require a reduction in the g/C ratios on US 41 and, therefore, future g/C ratios will remain relatively high.
- 6. The 2020 Financially-Feasible Transportation Plan includes a grade-separation at the US 41/Alico Road intersection. This eliminates the only major intersection where the g/C ratio on this section of US 41 would be less than 0.50, because this new interchange will allow free-flow conditions on US 41 through this intersection.

Projected 2020 Traffic Volumes on US 41 South of Alico Road

Exhibit 5 shows the relatively low peak season daily volumes assigned by the travel model to the cross-streets (and centroid connectors) along this section of US 41. To perform a traffic engineering evaluation of this section of US 41, it was necessary to convert these daily volumes to peak hour volumes and to assign the peak hour volumes to specific intersections.

The adjustment factors in Exhibit 2 were used to convert the 2020 assigned daily volumes to 2020 peak hour volumes. In addition, the north-south volumes on US 41 were controlled to those reported in Exhibit 2 to ensure consistency.

The side street (and centroid connector) volumes were then assigned to specific intersections based on the travel model assignment and FDOT's access management plan for this section of US 41. FDOT's access management plan for the section of US 41 from Alico Road to Hickory Boulevard, which is now under construction, indicates that there will be full median openings at Babcock Road, Constitution Boulevard, Sanibel Boulevard and Hickory Boulevard. FDOT's access management plan for the Project Development and Environmental (PD&E) Study for US 41 south of San Carlos Boulevard indicates that there will be full median openings at Vintage Parkway and Koreshan Parkway. Of course, these access plans also show directional median openings and right-in/right-out driveways at various locations.

In addition, to be conservative, it was assumed that a full median opening will be located at the new entrance to the B&F Parcel about 1/4 mile north of Sanibel Boulevard on the west side of US 41. This assumption was made with the understanding that the developers of the B&F Parcel have been negotiating with the FDOT regarding a full median opening at this location.

The side street volumes were then assigned to all of the planned access points, including full median



openings, directional median openings and right-in/right-out driveways. The resultant peak hour traffic volumes, at full median openings only, are shown in Exhibit 6.

The traffic volumes shown on Sanibel Boulevard are actually higher than the assigned volumes. Some of the assigned volumes from the centroid connector on the east side of US 41 to the north and from San Carlos Boulevard to the south were reassigned to Sanibel Boulevard, because Sanibel Boulevard has a traffic signal at US 41, and San Carlos Boulevard will only have a directional median opening.

One traffic analysis zone on the west side of US 41 (i.e. TAZ 768) stretches from Constitution Boulevard in the north to Broadway in the south. Traffic from this zone was assigned to several intersections along US 41, including the B&F Parcel.

ART PLAN Analysis of US 41 South of Alico Road

A review of the traffic projections in Exhibit 6 indicates that four US 41 intersections are likely to be signalized in 2020: Constitution Boulevard, the B&F Parcel, Sanibel Boulevard and Koreshan Parkway. These are shown in Exhibit 7.

The projected volumes at the other full median openings do not appear to warrant signalization. For this reason, DPA performed an ART_PLAN analysis of this section of US 41 assuming four signalized intersections and using the projected volumes shown in Exhibit 6.

First, intersection capacity analyses were performed using the latest Highway Capacity Software (HCS). A standard cycle length of 120 seconds was assumed, and the yellow and all red times were controlled to the existing times found on US 41, as preferred by the LCDOT. Sufficient green time was allocated to the side streets to maintain the Lee Plan LOS standard on the side streets (LOS "E"). Then, the remaining green time was allocated to the north-south traffic.

The results of the HCS analyses are summarized below and provided in detail in Appendix B.

Intersection Levels of Service

		Leve	of Ser	vice	
Intersection	All	NB	SB	EB	WB
US 41/Constitution Boulevard	D	D	C	D	D
US 41/B&F Parcel	C	D	В	E	В
US 41/Sanibel Boulevard	C	D	В	E	D
US 41/Koreshan Boulevard	C	D	В	-	D

As shown above, all intersections operate well above the Lee Plan LOS standard of LOS "E". Furthermore, all of the northbound approaches operate at LOS "D" and all of the southbound



approaches operate at LOS "C" or LOS "B".

The intersection capacity analysis identified a number of intersection improvements that can enhance traffic operations. Most importantly, the construction of dual left-turn lanes at key intersections allows more green time to be allocated to the north-south traffic movements. The recommended intersection improvements are summarized below.

Intersection Improvements

Intersection	<u>Improvements</u>
US 41/Constitution Boulevard	Southbound Dual Left-Turn Lanes
US 41/B&F Parcel	Northbound Dual Left-Turn Lanes Southbound Dual Left-Turn Lanes Eastbound Dual Left-Turn Lanes Westbound Dual Left-Turn Lanes
US 41/Sanibel Boulevard	Southbound Dual Left-Turn Lanes
US 41/Koreshan Boulevard	Southbound Dual Left-Turn Lanes Westbound Dual Left-Turn Lanes

The results of the HCS analyses were input into the ART_PLAN analysis, which is provided in Appendix C. Interestingly, the g/C ratios on US 41 are much higher than the generalized tables assume, but the percentage of turns off of the main road are lower. This is consistent with the observations made above regarding the unique characteristics of this section of US 41.

The results of the ART_PLAN analysis are summarized below.

Segment Levels of Service

	Level of	Service
Roadway Segment	NB	SB
US 41 from Koreshan Blvd. to Sanibel Blvd.	C	C
US 41 from Sanibel Blvd. to B&F Parcel	D	D
US 41 B&F Parcel to Constitution Blvd.	C	C
US 41 from Constitution Blvd. to Alico Rd.	=	<u>C</u>
Overall: US 41 from Koreshan Blvd. to Alico Road	C	C

It should be noted that the northbound level of service would actually be better than indicated if the segment of US 41 from Constitution Boulevard to Alico Road was included in the analysis. A level of service for this segment is not reported because the US 41/Alico Road intersection is shown as a grade-separated interchange in the 2020 Financially-Feasible Transportation Plan, rather than a signalized intersection. This would provide free flow movements through this intersection.

The resultant arterial level of service of LOS "C" in both directions on US 41 is well above the Lee Plan standard of LOS "E". To test the reliability of this conclusion, DPA performed another ART_PLAN analysis with an additional signal at Babcock Road. (This was simply a sensitivity test, because it does not appear that the volumes at Babcock Road would warrant a signal.) This test also resulted in an arterial level of service of LOS "C" in both directions on US 41. This indicates that an acceptable level of service can be maintained on this section of US 41 even if there are more signals on US 41.

Conclusions

As agreed with the County staff, the level of service spreadsheets with and without the Simon Suncoast project were updated to reflect the County's generalized service volumes on all roads in the study area, including the section of US 41 south of Alico Road. These generalized service volumes indicate that there may be level of service deficiencies in 2020 on the two segments of US 41 between Alico Road and Koreshan Boulevard with the Simon Suncoast project.

However, a traffic engineering evaluation of this section of US 41 indicates that improvements at key intersections (i.e. the construction of dual left-turn lanes) will enhance the carrying capacity of this section of US 41, so that the Lee Plan LOS standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities. This is due to both the intersection improvements and to the fact that there are several transportation characteristics that are unique to this section of US 41 between Alico Road and Koreshan Boulevard.

Exhibit 1 (Revised)
Simon Suncoast Comprehensive Plan Amendment Traffic Study
Year 2020 Traffic Conditions Without Project
Directional PM Peak Hour, Peak Season

MPO 2020 Financially-Feasible Highway Plan

Roadway Alico Rd	From	To	# of lanes		FSUTMS Volumes	PS factors	2020 AADT	K-100 Factors	Two way PM peak	D-factors	Peak Dir. Volumes	SV @ LOS	Peak	Dir.	V/C ratio
VIICO RU	US 41	Railroad	4LD	E	29,913	1.092	27,393	0.111	3,041	0.60	1.824	2,030		C.	0.
	Railroad	Lee Blvd	6LD	E	51,512	1.073	48,007	0.099	4.753	0.60	2,852	3,040		Č -	0.5
	Lee Blvd	Three Oaks Pkwy	6LD	E	46,740	1.077	43.398	0.102	4,427	0.60	2,656	3.040		C	0.1
	Three Oaks Pkwy	1-75	6LD	E	38,124	1.085	35,137	0.107	3,760	0.60	2,256	3,040	- 0	ç	0.
	1-75	Ben Hill Griffin Pkwy	6LD	E	25,834	1.096	23,571	0.114	2,687	0.60	1,612	3,040	-	В	Activity recommendation
	Ben Hill Griffin Pkwy	East	2LN		7,586	1.112	6,822	0.124	846	0.60	508	960			0.5
onita Beach Rd	Hickory Blvd	Vanderbilt Dr.	4LD	E	41,024	1.271	32,277	0.110	3,550	0.53			-	В	0.9
	Vanderbilt Dr.	US 41	"4LD	Ē	28,442	1.321	21,531				1,882	2,030		C	0.9
	US 41	Old 41	4LD	Ē				0.116	2,498	0.53	1,324	2,030		C	0.6
	Old 41	Imperial St	4LD		17,323	1.365	12,691	0.122	1,548	0.53	821	2,030		В	0.4
~	Imperial St	1-75		1 E	31,225	1.184	26,372	0.104	2,743	0.54	1,481	2,030		C	0.7
	I-75		6LD	E	38,638	1.166	33,137	0.101	3,347	0.54	1,807	3,040		В	0.5
		Bonita Grade Dr.	4LD	E	17,243	1.218	14,157	0.110	1,557	0.54	841	2,030		B	0.4
95.150	Bonita Grade Dr.	East	4LD	E	29,354	1.189	24,688	0.105	2,592	0.54	1,400	2,030	-	C -	0.6
Corkscrew Rd	US 41	Sandy Ln	4LD	E	21,205	1.154	18,375	0.105	1,929	0.50	965	2,030		В	0.4
	Sandy Ln	River Ranch Rd	4LD	E	20,799	1.155	18,008	0.105	1,891	0.50	945	2,030		B	
	River Ranch Rd	Three Oaks Pkwy	4LD	E	23,075	1.151	20,048	0.104	2,085	0.50	1,042	2,030		8	0.4
	Three Oaks Pkwy	1-75	4LD	E	31,792	1.137	27,961	0.101	2,824						0.5
	1-75	Ben Hill Griffin Pkwy	4LD	TE	26,570	1.145	23,205	146		0.50	1,412	2,030		C	0.7
	Ben Hill Griffin Pkwy	Wildcat Run	4LD	Ē				0.103	2,390	0.50	1,195	2,030		В	0.5
	Wildcat Run	The Habitat			24,737	1.148	21,548	0.104	2,241	0.50	1,120	2,030		В	0.5
	The Habitat		4LD	E	8,957	1.174	7,629	0.109	832	0.50	416	2,030		8	0.2
		Alico Rd	2LN	E	6,907	1.178	5,863	0.110	645	0.50	322	1,200		C	0.2
	Alico Rd	East	2LN	E	7,805	1.176	6,637	0.109	723	0.50	362	1,200	-	C	0.3
oconut Rd	West of US 41	US 41	2LN	E	16,525	1.162	14,221	0.106	1,507	0.50	754	960		č	0.7
	US 41	Sandy Ln	4LD	E	10,291	1.172	8,781	0.108	948	0.50	474	2,030	and the second	В	0.2
	Sandy Ln	Three Oaks Pkwy	4LD	E	10,423	1.172	8,893	0.108	960	0.50	480	2,030		8	
75	Immokalee Rd	Bonita Beach Rd	6LF	C	89,661	1.136	78,927	0.097	7.656	0.54	and a transmission of the	3,970	and the second	Service of Service	0.2
	Bonita Beach Rd	Corkscrew Rd	6LF	C	89,499	1.087	82,336	0.099	8.151	0.57	4,134			D	1.0
	Corkscrew Rd	Alico Rd	6LF	C	91,327	1.087					4,646	3,970	1.11	D	1.1
	Alico Rd	Daniels Pkwy	6LF	C			84,017	0.099	8,318	0.57	4,741	3,970		D	1.1
Old 41	County Line	Bonita Beach Rd	4LD		87,405	1.087	80,409	0.099	7,961	0.57	4,538	3,970	1.11	D	1.1
	Bonita Beach Rd			E	26,510	1.138	23,295	0.098	2,283	0.66	1,507	2,030	and the second	C	0.7
	* The second sec	Terry St	2LN	E	17,458	1.151	15,168	0.101	1,532	0.66	1,011	960	(2)	I/A	N/
	Terry St	Rosemary Rd	4LD	E	13,864	1.157	11,983	0.101	1,210	0.66	799	2,030		В	0.3
	Rosemary Rd	Cockleshell Dr.	4LD	E	17,001	1.152	14,758	0.101	1,491	0.86	984	2,030		В	0.4
Charles In It	Cockleshell Dr.	US 41	4LD	E	16,216	1.153	14,064	0.101	1,420	0.66	938	2,030	-	В	0.4
Sandy Ln (Ext.)	Alico Rd	San Carlos Blvd	2LN	E	10,703	1.110	9,642	0.122	1.176	0.60	708	960		č	0.7
	San Carlos Blvd	Koreshan Blvd	2LN	E	13,520	1.227	11,019	0.121	1,333	0.58	773	960		č	0.8
	Koreshan Blvd	Corkscrew Rd	2LN	E	14,504	1.225	11,840	0.121	1.433	0.58	831	960		D	0.8
	Corkscrew Rd	Williams Rd	2LN	E	11,803	1.232	9,580	0.122	1.169	0.58	678	960	_	c	
	Williams Rd	Coconut Rd	2LN	E	12,717	1.229	10.347	0.122	1.262		the second contract of the second			The same of	0.7
	Coconut Rd	Old 41	2LN	Ē	11,335	1.233	9,193		Arms. Arms. att. 12. Common	0.58	732	960		C	0.7
hree Oaks Pkwy	Daniels Pkwy	Fiddlesticks	4LD	5				0.122	1,122	0.58	650	960		С	0.6
moe comp i mm	Fiddlesticks	Alico Rd		E	26,879	1.095	24,547	0.113	2,774	0.60	1,664	2,030		C	3.0
			4LD	E	30,628	1.092	28,048	0.111	3,113	0.60	1,868	2,030		C	0.9
	Alico Rd	San Carlos Blvd	4LD	E	27,685	1.094	25,306	0.113	2,860	0.60	1,716	2,030		C	0.8
	San Carlos Blvd	Koreshan Blvd	4LD	E	33,749	1.133	29,787	0.100	2,979	0.50	1,489	2,030	-	C	0.7
	Koreshan Blvd	Corkscrew Rd	6LD	E	52,285	1.103	47,403	0.094	4,458	0.50	2,228	3,040		C	0.7
	Corkscrew Rd	Williams Rd	6LD	E	52,395	1.102	47,545	0.094	4,469	0.50	2,235	3.040		C	0.7
	Williams Rd	Coconut Rd	6LD	E	48,415	1.109	43,656	0.095	4,147	0.50	2,074	3.040		В	
	Coconul Rd	Strike Ln	4LD	Ē	37,419	1.127		The second				Control of the Contro			0.6
	Strike Ln	Terry St		-			33,202	0.099	3,287	0.50	1,644	2,030		C	3.0
reeline Ave	A COLUMN TO A COLU		4LD	E	27,381	1.144	23,934	0.103	2,465	0.50	1,233	2,030		В	0.6
ICCINIC AVE	Daniels Pkwy	SWFIA	4LD	E	34,613	1.211	28,582	0.098	2,801	0.51	1,429	2,030		C	0.7
1101 0255 - 51	SWFIA	Alico Rd	6LD	E	50,392	1.164	43,292	0.093	4,026	0.51	2,053	3,040		C	0.6
Ben Hill Griffin Pkwy	Alico Rd	FGCU	6LD	E	56,833	1.068	53,214	0.096	5,109	0.60	3,065	3,040		F	1.0
Same of the	FGCU	Koreshan Blvd	6LD	E	57,428	1.094	52,494	0.096	5,039	0.50	2,520	3,040		D	0.83
	Koreshan Blvd	Corkscrew Rd	4LD	E	28,376	1.142	24,848	0.113	2,808	0.50	1,404	2,030		C -	0.6

Exhibit 1 (Revised)
Simon Suncoast Comprehensive Plan Amendment Traffic Study
Year 2020 Traffic Conditions Without Project
Directional PM Peak Hour, Peak Season

MPO 2020 Financially-Feasible Highway Plan

Ziiii	10.7		w same to A	0.000	FSUTMS		1	K-100	Two way	Patients	Peak Dir.	SV @ LOS	Peak Dir.	
Roadway	From	То	# of lanes	LOS std	Volumes	PS factors	2020 AADT	Factors	PM peak	D-factors	Volumes	Std	LOS	V/C ratio
US 41	County Line	Bonita Beach Rd	6LD	E	56,127	1.134	49,495				2,495	3,040	C	0.82
	Bonita Beach Rd	W. Terry St	i 6LD	E	61,322		54,752	0.089	4,873	0.56	2,729	3,040	C	0.90
	W. Terry St	Old 41	6LD	E	53,903	1.128	47,786	0.091	4,349	0.58	2,522	3,040	C	0.83
	Old 41	South Project's Entr.	6LD	E	49,540	1.139	43,494	0.092	4,001	0.58	2,321	3,040	C	0.76
	South Project's Ent.	Coconut Rd	6LD	E	49,511	1.139	43,469	0.092	3,999	0.58	2,319	3,040	C	0.76
	Coconut Rd	M. Project's Entr.	6LD	E	52,757	1.131	46,646	0.091	4,245	0.58	2,462	3,040	C	0.81
	M. Project's Entr.	N. Project's Entr.	6LD	E	52,757	1.131	46,646	0.091	4,245	0.58	2,462	3,040	C	0.81
	N. Project's Entr.	Williams Rd	6LD	E	50,833	1.136	44,747	0.092	4,117	0.58	2,388	3,040	C	0.79
	Williams Rd	Corkscrew Rd	6LD	E	51,066	1.135	44,992	0.092	4,139	0.58	2,401	3,040	C	0.79
	Corkscrew Rd	Koreshan Blvd	6LD	E	46,054		40,152	0.093	3,734	0.58	2,166	3,040	C	0.71
	Koreshan Blvd	San Carlos Blvd	6LD	E	62,071	1.108	56,021	0.089	4,986	0.58	2,892	3,040	В	0.95
	San Carlos Blvd	Alico Rd	6LD	E	64,748	1.101	58,808	0.088	5,175	0.58	3,002	3,040	В	0.99
	Alico Rd	Island Park Rd	6LD	E	47,569	1.144	41,581	0.093	3,867	0.58		3,040	C	0.74
	Island Park Rd	Jamaica Bay West	6LD	E	59,827	1.114	53,705	0.089	4,780	0.58	2,772	3,040	C	0.91
	Jamaica Bay West	Six Mile Pkwy	6LD	E	62,286	1.108	56,215	0.089	5,003	0.58	2,902	3,040	D	0.95
Williams Rd	West US 41	US 41	2LN	E	8,415	1.175	7,162	0.109	781	0.50	390	870	C	0.45
	US 41	Sandy Ln	2LN	E	5,670	1.180	4,805	0.110		0.50	264	870	C	0.30
	Sandy Ln	River Ranch Rd	2LN	E	7,739	1.176	6,581	0.109	717	0.50	359	870	C	0.41
	River Ranch Rd	Three Oaks Pkwy	2LN	E	6,159	1.179	5,224	0.110		0.50		870	C	0.33
River Ranch Rd	Williams Rd	Corkscrew Rd	2LN	E	4,414				411	0.50		870		0.24

Footnotes:

⁽¹⁾ Current FDOT LOS standard on I-75 is LOS "C". However, the Lee Co. MPO assumed that the standard is likely to be adjusted to LOS "D" by 2020 in accordance with FDOT policy, because I-75 will then be in an unbanized area with a population over 500,000.

⁽²⁾ The Lee Plan identifies that section of Old 41 as a "constrained" facility. Therefore, the level of service does not apply

⁽³⁾ LOS problem without and with Simon Suncoast.

Exhibit 2 (Revised)
Simon Suncoast Comprehensive Plan Amendment Traffic Study
Year 2020 Traffic Conditions With Project
Directional PM Peak Hour, Peak Season

MPO 2020 Financially-Feasible Highway Plan

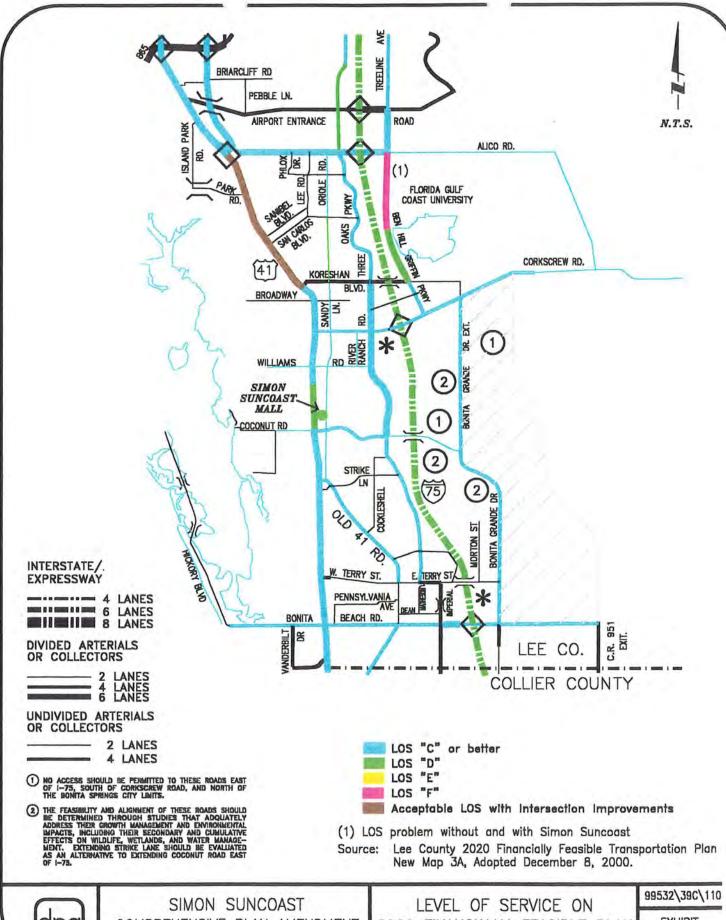
Roadway	From	To		S LOS STD	FSUTMS Volumes	PS factors	2020 AADT	K-100 Factors	PM peak	D-factors	Peak Dir.	SV @ LOS	P	eak Dir.	V/C ratio
Alico Rd	US 41	Railroad	4LD	E	24,022	1.098	21,878	0.115	2,516	0.60	1,510	-2,030-		C	0.74
	Railroad	Lee Blvd	6LD	E	47,560	1.077	44,160	0.101	4,460	0.60	2,676	3,040	1224	. C	0.88
	Lee Blvd	Three Oaks Pkwy	6LD	E	47,889	1.076	44.507	0.101	4.495	0.60	2,697	3.040	-	č	0.89
	Three Oaks Pkwy	1-75	6LD	шшшшшшш	40,257	1.083	37,172	0.106	3,940	0.60	2,364	3,040	1	Č	0.78
	1-75	Ben Hill Griffin Pkwy	6LD	E	27,924	1.094	25,525	0.112	2,859	0.60	1.715	3.040	1	- B	0.56
Children Care	Ben Hill Griffin Pkwy	East	2LN	E	6.364	1.113	5,718	0.124	709	0.60	425	960	1 1	В	0.44
onila Beach Rd	Hickory Blvd	Vanderbilt Dr.	4LD	E	39.497	1.277	30,930	0.110	3,402	0.53	1,803	2,030	1	- č	-0.89
	Vanderbilt Dr.	US 41	4LD	F	27,832	1.323	21.037	0.117	2,461	0.53	1,305	-2,030	0.2	č	0.64
	'US 41	Old 41	4LD	Ē	21,306	1.349	15,794	0.120	1.895	0.53	1.004	2,030	0	- B	
	Old 41	Imperial St	4LD	Ē	31,400	1.184	26.520	0.104	2,758	0.54	1,489	2.030	-		0.49
	Imperial St	1-75	6LD	E	36,378	1.172	31,039	0.102	3,166	0.54			n 100 cc	C	0.73
	1-75	Bonita Grade Dr.	T 4LD	. =	17,633	1.217					1,710	3,040		В	0.56
	Bonita Grade Dr.	East	1 4LD				14,489	0.109	1,579	0.54	853	2,030		В	0.42
orkscrew Rd	US 41	Sandy Ln	4LD	5	31,265	1.184	26,406	0.104	2,746	0.54	1,483	2,030		C	0.73
CINGGICH ING	Sandy Ln	River Ranch Rd		. =	17,124	1.161	14,749	0.106	1,563	0.50	782	2,030		B	0.3
	River Ranch Rd		4LD	. 5	21,802	1.153	18,909	0.105	1,985	0.50	993	2,030		В	0.45
		Three Oaks Pkwy	4LD	E	24,496	1.149	21,319	0.104	2,217	0.50	1,109	2,030		В	0.55
	Three Oaks Pkwy	1-75	4LD	. E	35,151	1.131	31,080	0.100	3,108	0.50	1,554	2,030		C	0.77
	1-75	Ben Hill Griffin Pkwy	4LD		27,494	1.144	24,033	0.103	2,475	0.50	1,238	2,030	-	C	0.61
	Ben Hill Griffin Pkwy	Wildcat Run	4LD	E	24,482	1.149	21,307	0.104	2,216	0.50	1,108	2,030	-	B	0.55
	Wildcat Run	The Habitat	4LD	E	11,758	1.170	10,050	0.108	1,085	0.50	543	2,030	1000	B	0.27
	The Habitat	Alico Rd	2LN	E	7,264	1.177	6,172	0.109	673	0.50	336	1,200	- 1	_C	0.28
Edward B.Y.	Alico Rd	East	2LN	E	8,335	1.175	7,094	0.109	773	0.50	387	1,200	1 2	C	0.32
Coconut Rd	West of US 41	'US 41	2LN	E	17,348	1.160	14.955	0.106	1,585	0.50	793	960	7.5	Č	0.83
	US 41	Sandy Ln	4LD	E	14,312	1.166	12,274	0.107	1,313	0.50	657	2,030		B	0.32
	Sandy Ln	Three Oaks Pkwy	: 4LD	. E	21,731	1.153	18,847	0.105	1,979	0.50	989	-2,030 -		В	0.49
75	Immokalee Rd	Bonita Beach Rd	' 6LF	C	88.987	1.136	78,334	0.097	7,598	0.54	4,103	3.970	111 -	D	1.03
	Bonita Beach Rd	Corkscrew Rd	! 6LF	. C	91,518	1.087	84,193	0.099	8,335	0.57	4.751	3,970	14	Ď	1.20
	Corkscrew Rd	'Alico Rd	f 6LF	· Č	94.602	1.087	87,030	0.099	8,616	0.57	4,911	3,970	13:31-	- D	1.24
	Alico Rd	Daniels Pkwy	6LF	Č	92,261	1.087	84.877	0.099	8,403	0.57	4.790	3,970	124	D	
Old 41	County Line	Bonita Beach Rd	4LD		25,909	1.138	22,767	0.098	2,231	0.66	1.473		111	-c	1.21
	Bonita Beach Rd	Terry St	2LN	· È	19.097	1.149	16,621	0.100	1,662	0.66	1.097	2,030	100		0.73
	Terry St	Rosemary Rd	4LD	. 2	16,714	1.153						960	(2)	N/A	N/A
	Rosemary Rd	Cockleshell Dr.	4LD	шшшшшшш			14,496	0.101	1,464	0.66	966	2,030		В	0.48
	Cockleshell Dr.	US 41	4LD		20,693	1.146	18,057	0.100	1,806	0.66	1,192	2,030		В	0.59
andy Ln (Ext.)	Alico Rd			. 5	20,632	1.147	17,988	0.100	1,799	0.66	1,187	2,030		В	0.58
Bildy Lif (LAL.)	San Carlos Blvd	San Carlos Blvd	2LN		13,416	1.107	12,119	0.120	1,454	0.60	873	960		C	0.91
		Koreshan Blvd	2LN	. E	14,758	1.224	12,057	0.121	1,459	0.58	846	960	1 - 1 -	D	0.88
	Koreshan Blvd	Corkscrew Rd	2LN	E	8,734	1.239	7,049	0.124	874	0.58	507	960		B	0.53
	Corkscrew Rd	Williams Rd	2LN	. E	13,911	1.226	11,347 ***	0.121	1,373	0.58	796	960		. C	0.83
	Williams Rd	Coconut Rd	2LN	шшшшш	12,699	1.229	10,333	0.122	1,261	0.58	731	960		C	0.7
000 8 1 5	Coconut Rd	Old 41	2LN	E	7,841	1.241	6,318	0.124	783	0.58	454	960		B -	0.47
hree Oaks Pkwy	Daniels Pkwy	Fiddlesticks	4LD	E	26,112	1.096	23,825	0.114	2,716	0.60	1.630	2,030	1 1	C	0.80
	Fiddlesticks	Alico Rd	4LD	, E	32,309	1.090	29.641	0.110	3,261	0.60	1.956	2.030	- e	D	0.96
	Alico Rd	San Carlos Blvd	4LD	E	24,961	1.097	22,754	0.114	2,594	0.60	1,556	2,030	200	C	0.77
	San Carlos Blvd	Koreshan Blvd	1 4LD	E	35,324	1.131	31,233	0.100	3,123	0.50	1.562	2.030	150	Č	0.77
	Koreshan Blvd	Corkscrew Rd	6LD	. E	54,393	1.099	49,493	0.093	4,603	0.50	2,301	3.040	() () () () () () ()	Č	0.76
	Corkscrew Rd	Williams Rd	6LD	, E	57,173	1.094	52,261	0.092	4,808	0.50	2,404	3.040	100	Č.	0.79
	Williams Rd	Coconut Rd	6LD	: Ē	54,893	1.098	49,994	0.093	4.649	0.50	2,325	3,040	100	č	0.76
	Coconut Rd	Strike Ln	4LD	F	40,064	1.123	35,676	0.098	3,496	0.50	1.748	-2,030	12 (0)	č	0.86
1941	Strike Ln	Terry St	4LD	i è	27.828	1.143	24.346	0.102	2,483	0.50	1,242	2,030	(2) m-e	B	
reeline Ave	Daniels Pkwy	SWFIA	4LD	1 =	35,944	1.207	29,780		2,403			2,030			0.61
15500000000	SWFIA	Alico Rd	6LD	5	53.031	1.157		0.098	2,918	0.51	1,488	2,030		C	0.73
Ben Hill Griffin Pkwy	Alico Rd	FGCU	6LD	F .			45,835	0.092	4,217	0.51	2,151	3,040	100	C	0.71
CITTURE CHIMITI KWY	FGCU				58,979	1.066	55,327	0.095	5,256	0.60	3,154	3,040	(3)	F.	1.04
		Koreshan Blvd	6LD	шшшшшшшшшшш	57,729	1.094	52,769	0.096	5,066	0.50	2,533	3,040		D	0.83
termina and an area	Koreshan Blvd	Corkscrew Rd	4LD	E	35,331	1.131	31,239	0.109	3,405	0.50	1,703	2,030		C	0.84

Exhibit 2 (Revised) Simon Suncoast Comprehensive Plan Amendment Traffic Study Year 2020 Traffic Conditions With Project Directional PM Peak Hour, Peak Season

MPO 2020 Financially-Feasible Highway Plan

			100		FSUTMS			K-100	Two way	-		SV @ LOS	P	eak Dir	
Roadway	From	To	# of lanes	LOS std	Volumes	PS factors	2020 AADT	Factors	PM peak	D-factors	Volumes	Std	10	LOS	V/C ratio
US 41	County Line	Bonita Beach Rd	6LD	E	57,102	1.131	50,488	0.090	4,544	0.56	2,545	3,040		C	0.84
	Bonita Beach Rd	W. Terry St	: 6LD	E	62,993	1.115	56,496	0.088	4,972	0.56	2,784	3,040		C	0.92
	W. Terry St	Old 41	6LD	E	55,355	1.125	49,204	0.091	4,478	0.58	2,597	3,040		C	0.85
	Old 41	South Project's Entr.	6LD	E	57,689	1.119	51,554	0.090	4,640	0.58	2,691	3,040		C	0.89
	South Project's Ent.	Coconut Rd	6LD	E	58,237	1.117	52,137	0.090	4,692	0.58	2,722	3.040	-	C	0.90
	Coconut Rd	'M. Project's Entr.	6LD	E	63,120	1.105	57,122	0.088	5,027	0.58	2,916	3,040		D	0.96
	M. Project's Entr.	N. Project's Entr.	6LD	E	1 63,676	1.104	57,678	0.088	5,076	0.58	2,944	3.040	20	D	0.97
	N. Project's Entr.	Williams Rd	6LD	. E	59,504	1.114	53,415	0.089	4.754	0.58	2,757	3.040		- C	0.91
	Williams Rd	Corkscrew Rd ·	6LD	E	57,750	1.119	51,609	0.090	4.645	0.58	2,694	3.040		C	0.89
	Corkscrew Rd	Koreshan Blvd	6LD	E	51,785	1.133	45,706	0.092	4,205	0.58	2,439	3.040	110	C	0.80
	Koreshan Blvd	San Carlos Blvd	6LD	E	68,688	1.092	62,901	0.087	5,472	0.58	3,174		4)		
	San Carlos Blvd	Alico Rd	6LD	E	69,416	1.090	63,684	0.086	5,477	0.58	3,177	3,040	4)		
	Alico Rd	Island Park Rd	6LD	E	35,340	1,174	30,102	0.096	2,890	0.58	1,676	3,040	1	В	0.55
	Island Park Rd	Jamaica Bay West	6LD	, E	48,710	1.141	42,691	0.093	3,970	0.58	2,303	3.040	- 1	C	0.76
	Jamaica Bay West	Six Mile Pkwy	6LD	E	48,729	1.141	42.707	0.093	3,972	0.58	2,304	3,040		C	0.7/
Williams Rd	West US 41	'US 41	2LN	E	9,452	1.174	8.051	0.109	878	0.50	439	870		C	0.5L
	US 41	Sandy Ln	2LN	E	11,030	1.171	9,419	0.108	1,017	0.50	509	870	- 1	C	0.58
	Sandy Ln	River Ranch Rd	2LN	E	10,805	1.171	9,227	0.108	997	0.50	498	870		C	0.57
	River Ranch Rd	Three Oaks Pkwy	2LN	E	7,870	1.176	6,692	0.109	729	0.50	365	870		. C	0.42
River Ranch Rd	Williams Rd	Corkscrew Rd	2LN	! E	7,315	1.243	5,885	0.110	647	0.50	324	870		C	0.37

Footnotes:
(1) Current FDOT LOS standard on I-75 is LOS "C". However, the Lee Co. MPO assumed that the standard is likely to be adjusted to LOS "D" by 2020 in accordance with FDOT policy, because I-75 will then be in an unbanized area with a population over 500,000.
(2) The Lee Plan identifies that section of Old 41 as a "constrained" facility. Therefore, the level of service does not apply.
(3) LOS problem without and with Simon Suncoast.
(4) Acceptable LOS with intersection improvements.

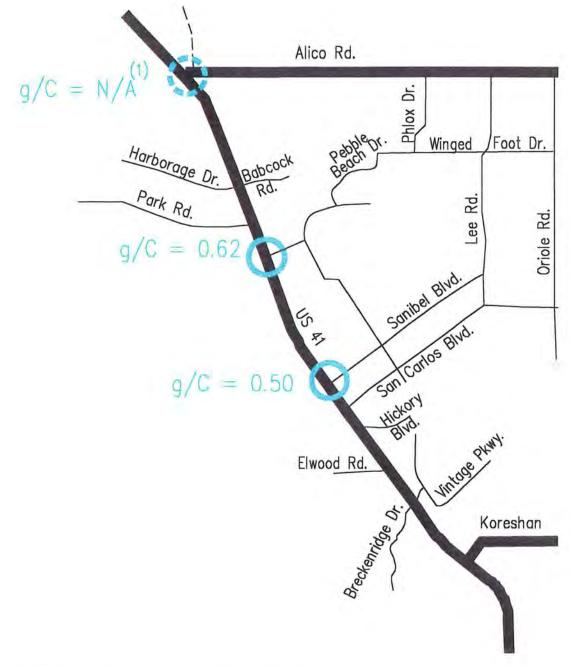




SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY LEVEL OF SERVICE ON 2020 FINANCIALLY—FEASIBLE PLAN NETWORK WITH SIMON SUNCOAST

EXHIBIT

3



Note:

(1) Future grade—separated interchange.

Source: Lee County DOT Signal Operating Plans.



SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

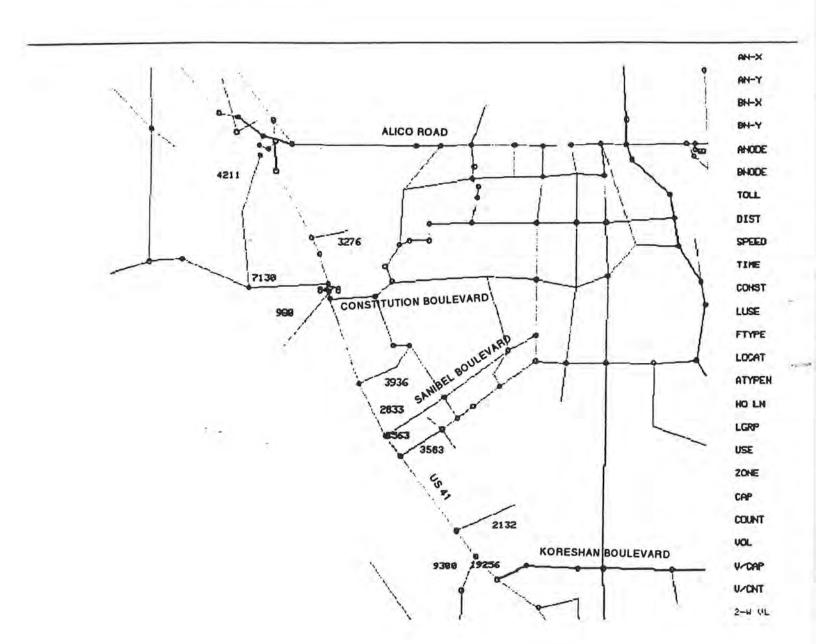
EXISTING g/C RATIOS ON US 41 99532\27B\110 EXHIBIT

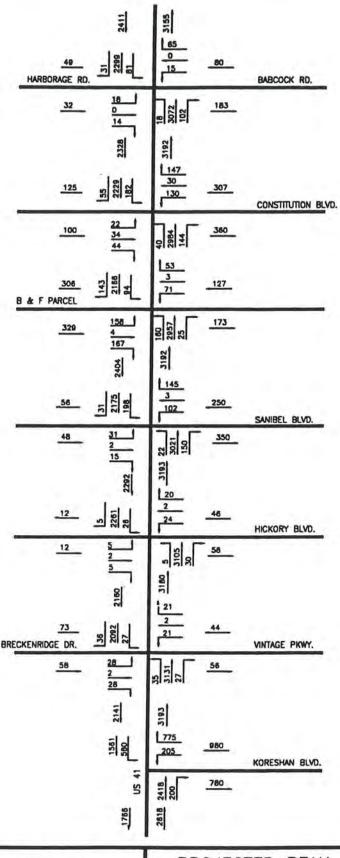
4

EXHIBIT 5

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

PROJECTED 2020 PEAK SEASON DAILY VOLUMES FOR 2020 FINANCIALLY-FEASIBLE PLAN WITH SIMON SUNCOAST







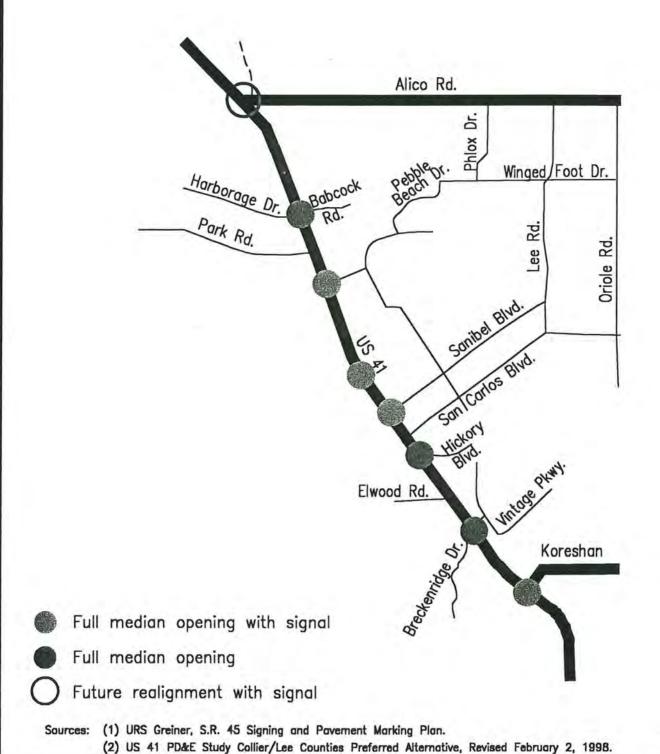
SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY PROJECTED PEAK HOUR
VOLUMES BASED ON 2020
FINANCIALLY-FEASIBLE PLAN
WITH SIMON SUNCOAST

99532/378/1101

N.T.S.

EXHIBIT

6



dpa

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

FDOT ACCESS MANAGEMENT PLAN WITH PROBABLE SIGNAL LOCATIONS

99532\38B\1100

EXHIBIT 7

APPENDIX A LCDOT MEMO DATED OCTOBER 3, 2001



DEPARTMENT OF TRANSPORTATION

Memo

To:

Paul O'Connor, Planning Division Director

From:

David Loveland, Manager, Transportation Planning ML

Date:

October 3, 2001

Subject:

SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT

We have reviewed the "Sufficiency Response For Traffic Study" prepared by David Plummer & Associates dated August 24, 2001, and we disagree with their conclusion that no roadway segments will fail because of the project. We utilized the updated Lee County 2020 travel model assignments and determined that there are potential problems on four roadway segments.

Two of the segments, on Sandy Lane and Ben Hill Griffin Parkway, would be considered failing if the model volumes were adjusted to peak season, peak hour conditions using the adjustment factors from the permanent count stations previously assumed by staff for long range level of service analysis. However, in the Simon Suncoast DRI other DOT planning staff members had allowed this same consultant to use different permanent count stations to adjust the volumes for those two segments (PCS 25 for Sandy Lane and PCS 15 for Ben Hill Griffin Parkway). The use of the different adjustment factors leads to the conclusion that the segments would be operating at an acceptable level of service in the future.

Two segments on US 41, from Koreshan Boulevard to San Carlos Boulevard and from San Carlos Boulevard to Alico Road, are also projected to fail in 2020 with the Simon Suncoast project. The consultant has attempted to revise the service volumes (capacities) for these segments by applying a higher g/c ratio, in an attempt to show the segments at an acceptable level of service. This approach is not acceptable to DOT staff.

As noted in Policy 22.1.2 of the Lee Plan, the generalized service volumes developed by Lee DOT staff are to be used for future year analyses, and the determination of the appropriate service volumes to use is to be made by DOT staff. Because the calculation of route specific service volumes is so heavily dependent on existing geometrics, signal timing and signal spacing, and those variables are subject to considerable change over time, the more generalized service volumes calculated from County-wide averaged data are most appropriate for future evaluations. The consultant's approach represents a spot

Paul O'Commo, Planning Division Director October 3, 2001 Page 2

adjustment in an attempt to make an identified problem go away. It is unacceptable for the following reasons:

- The consultant assumes that the g/c ratio at the signalized intersections on US 41
 will be the same in the future as current conditions;
- (2) The consultant has no real basis for his assumed g/c ratio for any new signals on US 41;
- (3) The g/c ratio represents just one variable of many in the service volume calculation if an adjustment is to be made, then all variables should be revisited. In fact, some variables are directly related, i.e. assuming a higher g/c ratio should result in a lower assumed % turns from exclusive lanes;
- (4) Just revising the service volumes for two segments out of all that are impacted by the project creates an inconsistency in the evaluation process.

For the purposes of this analysis, the generalized service volumes should be used without adjustment.

DMI/mlb

cc: Dawn Perry-Lehnert
Donna Marie Collins
Andy Getch
Mike Pavese
Ken Heatherington
DRI File

APPENDIX B

2020 PEAK HOUR
INTERSECTION CAPACITY ANALYSES

HCS2000: "ignalized Intersections Ro lase 4.1a

Analyst: DPA

Inter.: US41 / Constitution Blvd.

Agency: Lee County

Area Type: All other areas

Date: 10/22/2001

Jurisd:

Period: Future PM PH

Year : # 99532

Project ID:

E/W St: Constitution Blvd.

N/S St: US 41

			S	IGNALI:	ZED I	NTERSE	CTION	SUMM	ARY			
	Ea	stbou	nd	We	stbou	nd	No:	rthbo	und	Son	uthbou	und
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	1	1	3	1	2	3	1
LGConfig	L	TR		L	T	R	L	T	R	L	T	R
Volume	22	34	44	130	30	147	40	2984	144	182	2229	55
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	1/1		0	100		60			0	1		0

Dur	ation	0.25		Area	Type:	All	other	areas					
					Si	ignal	Operat	ions					
Pha	se Comb	ination	1	2	3	4	1700		5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru		A					Thru		A			
	Right		A					Right		A			
	Peds							Peds					
WB	Left		A				SB	Left	A				
	Thru						1000	Thru		A			
	Right		A A					Right		A			
	Peds						1	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre			17.0						10.0	74.0			
	low		3.5						3.5	5.0			
	Red		2.0						2.0	3.0			
3300	4.4								-	wer in Commercial			10000

Cycle Length: 120.0 secs Intersection Performance Summary Adj Sat Ratios Lane Group Approach Appr/ Lane

Lane	Group	Flow Rate		7.7.7.					
Grp	Capacity.		v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	und	4.7.4.							
L	194	1370	0.12	0.14	45.3	D			
TR	242	1705	0.36	0.14	47.5	D	47.0	D	
Westbo	und								
L	185	1305	0.78	0.14	68.5	E			
T	264	1863	0.13	0.14	45.2	D	53.6	D	
R	429	1583	0.23	0.27	34.3	C			
Northb	ound								
L	148	1770	0.30	0.08	52.8	D			
T	3136	5085	1.06	0.62	56.9	E	54.7	D	
R	976	1583	0.16	0.62	9.9	A			
Southb	ound								
L	286	3433	0.71	0.08	61.3	E			
T	3136	5085	0.79	0.62	18.6	В	21.6	C	
R	976	1583	0.06	0.62	9.2	A			
	Intersec	tion Delay		(sec/v			ction :	LOS = D	

aye

HCS2000: "gnalized Intersections Re' ase 4.1a

Analyst: DPA

Inter.: US41 / B & F Parcel Area Type: All other areas

Agency: Lee County Date: 10/22/2001

Jurisd:

Period: Future PM PH With Imp.

Year : # 99532

Project ID:

E/W St: B & F Parcel

N/S St: US 41

				IGNALI:							20-	
	Ea	stbou	nd	We	stbou	nd	No:	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1	0	- 2	1	0		3	1	2	3	1
LGConfig	L	TR		L	TR		L	T	R	L	T	R
Volume	158	4	167	71	3	53	160	2957	75	94	2166	143
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0	1		0	1		0			0

Dur	ation	0.25		Area			other Operat						
Pha	se Comb	ination	1	2	3	gnai	7	.10115	5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru		A					Thru		A			
	Right		A					Right		A			
	Peds							Peds					
WB	Left		A				SB	Left	A				
	Thru		A				IN CO.	Thru		A			
	Right		A A					Right		A A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre		1	17.0				1.0		9.0	76.0			
	low	3	3.5						3.5	4.0			
A11	Red	2	2.0						2.0	3.0			
									Cyc	le Length	1: 1	20.0	secs

Appr/	Lane	Adj Sat	Ratios		Lane Group		Approach		
Lane Grp	Group Capacity.	Flow Rate (s)	v/c	g/C	Delay	LOS	Delay	LOS	-0
Eastbo	ind		10.1						
L	284	2002	0.62	0.14	52.6	D			
TR	225	1589	0.84	0.14	74.6	E	64.0	E	
Westbou	ind								
L	215	1517	0.37	0.14	47.7	D			
TR	226	1597	0.27	0.14	46.7	D	47.2	D	
Northbo	ound								
L	257	3433	0.69	0.08	61.9	E			
Т	3220	5085	1.02	0.63	43.3	D	43.4	D	
R	1003	1583	0.08	0.63	8.5	A			
Southbo	ound								
L	257	3433	0.40	0.08	54.0	D			
T	3220	5085	0.75	0.63	16.3	В	17.3	B	
R	1003	1583	0.16	0.63	9.0	A			
As.		tion Delay		(sec/v		nterse	ction I	LOS =	C

aye .

HCS2000: Fignalized Intersections Re! ase 4.1a

Analyst: DPA

Inter.: US41 / Sanibel Blvd. Area Type: All other areas

Agency: Lee County

Jurisd:

Date: 10/22/2001

Year : # 99532

Period: Future PM PH With Imp. Project ID:

E/W St: Sanibel Blvd.

N/S St: US 41

			SI	GNALI	TIPD II	ATEKOL	CLION	POINTIND	IMP			
	Ea	stbour	nd	Westbound			Nor	thbou	und	Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	s 0		0	0	1	1	1	3	1	2	3	1
LGConfig		LTR		1000	LT	R	L	T	R	L	T	R
Volume	31	2	15	102	3	140	22	3021	150	198	2175	31
Lane Widt	th	12.0		1	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0	Į.		60	1		60			31
Duration	0.25		Area '		All c							
Phase Cor	mbinatio	n 1	2	3	gnal C	Perac	TORS_	5	6	7		3
EB Left		A				NB	Left	A				
Thru		A				11000	Thru		A			
Right	t	A					Right		A			
Peds							Peds					
WB Left		A				SB	Left	A				
Thru		A					Thru		A			
Right	Ė,	A					Right		A			
Peds						1	Peds					
ATD DILL						EB	Right					
						WB	Right	A				
	2					7.7						
SB Right Green	E	14.0				1		10.0				
SB Right Green Yellow		3.5				1		10.0	5.0			
SB Right Green Yellow						1 77		3.5	5.0 3.0			
SB Right Green Yellow		3.5	terse	ation	Derfo			3.5 2.0 Cyc	5.0		120.0) secs
SB Right Green Yellow All Red	Lane	3.5 2.0 In Adj	Sat		Perfo atios	rmanc	e Summ Lane	3.5 2.0 Cyc ary_	5.0 3.0 cle Len) secs
SB Right Green Yellow All Red Appr/ I	Lane Group	3.5 2.0 In Adj Flow	Sat Rate	Ra	atios	rmanc	e Summ Lane	3.5 2.0 Cyc ary_ Group	5.0 3.0 cle Len	gth:	1) secs
SB Right Green Yellow All Red Appr/ I Lane G Grp C	Lane Group Capacity	3.5 2.0 In Adj Flow	Sat		atios	rmanc	e Summ	3.5 2.0 Cyc ary_ Group	5.0 3.0 cle Len	gth:	1) secs
SB Right Green Yellow All Red Appr/ I Lane G Grp C	Lane Group Capacity	3.5 2.0 In Adj Flow	Sat Rate	Ra	atios	rmanc	e Summ Lane	3.5 2.0 Cyc ary_ Group	5.0 3.0 cle Len	gth:	1) secs
SB Right Green Yellow All Red Appr/ I Lane G Grp G Eastbound	Lane Group Capacity	3.5 2.0 In Adj Flow	Sat Rate s)	Ra	atios g/	rmanc	e Summ Lane	3.5 2.0 Cyc ary_ Group	5.0 3.0 cle Len	gth: proach	1) secs
SB Right Green Yellow All Red Appr/ I Lane G Grp C Eastbound	Cane Group Capacity	3.5 2.0 In Adj Flow	Sat Rate s)	v/c	atios g/	rmanc	e Summ Lane Delay	3.5 2.0 Cyc ary_ Group	5.0 3.0 cle Len App	gth: proach	1) secs
SB Right Green Yellow All Red Appr/ I Lane G Grp C Eastbound LTR Westbound	Cane Group Capacity	3.5 2.0 In Adj Flow	Sat Rate s)	v/c	g/ g/ 5 0.	rmanc	e Summ Lane Delay	3.5 2.0 Cyc ary_ Group	5.0 3.0 cle Len App	gth: croach y LOS	1) secs
SB Right Green Yellow All Red Appr/ I Lane G Grp C Eastbound LTR Westbound	Lane Group Capacity 1 81	3.5 2.0 In Adj Flow	Sat Rate s)	0.65	g/ 6 0.	rmanc	e Summ Lane Delay	3.5 2.0 Cyc ary_ Group LOS	5.0 3.0 cle Len Dela	gth: croach y LOS	1) secs
SB Right Green Yellow All Red Appr/ I Lane G Grp C Eastbound LTR Westbound LT R	Cane Group Capacity 81 81 156 389	3.5 2.0 In Adj Flow (Sat Rate s)	0.65	g/ 6 0.	rmanc	e Summ Lane Delay 68.1	3.5 2.0 Cyc ary_ Group LOS	5.0 3.0 cle Len Dela	gth: croach y LOS	1) secs
SB Right Green Yellow All Red Appr/ I Lane G Grp C Eastbound LTR Westbound LT R Northboun L	Cane Group Capacity 81 81 156 389	3.5 2.0 In Adj Flow (Sat Rate s)	0.65	g/ 5 0.	T 12 12 25	e Summ Lane Delay 68.1	3.5 2.0 Cyc ary_ Group LOS	5.0 3.0 cle Len Dela	gth: croach y LOS	1) secs
SB Right Green Yellow All Red Appr/ I Lane G Grp C Eastbound LTR Westbound LT R Northboun L	Cane Group Capacity 81 81 156 389	3.5 2.0 In Adj Flow (Sat Rate s)	0.65 0.74	g/ 5 0. 6 0. 6 0.	T 12 12 25	e Summ Lane Delay 68.1	3.5 2.0 Cyc ary_ Group LOS E	5.0 3.0 cle Len Dela	oroach y LOS E	1) secs
SB Right Green Yellow All Red Appr/ I Lane G Grp C Eastbound LTR Westbound LT R Northboun L	Jane Group Capacity 81 81 156 389 ad 148	3.5 2.0 In Adj Flow 693	Sat Rate s)	0.65 0.74 0.23	g/ 6 0. 8 0. 6 0.	Tmanc 12 12 12 18 18 18 18 18 18 18	e Summ Lane Delay 68.1 68.7 36.5	3.5 2.0 Cyc ary_ Group LOS E	5.0 3.0 cle Len App Dela 68.1	oroach y LOS E	1) secs
SB Right Green Yellow All Red Appr/ I Lane G Grp C Eastbound LTR Westbound LT R Northboun L T R	Cane Group Capacity 81 81 156 389 ad 148 3263 1016	3.5 2.0 In Adj Flow 693	Sat Rate s)	0.69 0.74 0.23 0.16 1.03 0.10	g/ 5 0. 6 0. 6 0. 7 0.	Tmanc 12 12 12 18 18 18 18 18 18 18	e Summ Lane Delay 68.1 68.7 36.5 51.6 45.2	3.5 2.0 Cyc ary_ Group LOS E	5.0 3.0 cle Len App Dela 68.1	oroach y LOS E	1) secs
SB Right Green Yellow All Red Appr/ I Lane G Grp C Eastbound LTR Westbound LT R Northboun L F R Southboun L	Cane Group Capacity 81 81 156 389 ad 148 3263 1016	3.5 2.0 In Adj Flow 693	Sat Rate s)	0.65 0.74 0.23 0.16	g/ 5 0. 6 0. 6 0. 7 0.	Tmanc 12 12 12 14 15 16 16 16 16 16 17 18 18 18 18 18 18 18 18 18	e Summ Lane Delay 68.1 68.7 36.5 51.6 45.2	3.5 2.0 Cyc ary_ Group LOS E D D D	5.0 3.0 cle Len App Dela 68.1	oroach y LOS E D	1) secs
SB Right Green Yellow All Red Appr/ I Lane G Grp C Eastbound LTR Westbound LT R Northboun L G Southboun L T	Cane Group Capacity 81 81 156 389 ad 148 3263 1016	3.5 2.0 In Adj Flow (693 133 158: 177 508: 158:	Sat Rate s)	0.65 0.74 0.23 0.16 0.77 0.77	g/ 5 0. 6 0. 7 0. 7 0.	Tmanc 12 12 12 14 15 16 16 16 16 17 18 18 18 18 18 18 18 18 18	e Summ Lane Delay 68.1 68.7 36.5 51,6 45.2 8.3	3.5 2.0 Cyc ary_ Group LOS E D D D A	5.0 3.0 cle Len App Dela 68.1	oroach y LOS E D	1) secs
SB Right Green Yellow All Red Appr/ I Lane G Grp C Eastbound LTR Westbound LT R Northboun L T R Southboun L T R	Cane Group Capacity 81 81 156 389 ad 148 3263 1016 ad 286	3.5 2.0 In Adj Flow (693 133 158 177 508 158 343 508 158	Sat Rate s)	0.65 0.74 0.23 0.16 1.03 0.10	g/ g/ 5 0. 6 0. 6 0. 7 0. 9 0. 9 0.	Tmanc 12 12 12 14 15 16 16 16 16 16 16 16 16 16	e Summ Lane Delay 68.1 68.7 36.5 51.6 45.2 8.3 65.9 15.6 7.7	2.0 Cycary_Group LOS E D D D A E B A	5.0 3.0 cle Len Dela 68.1 54.7	oroach y LOS E D	3) secs

HCS2000: Signalized Intersections Release 4.1a

Analyst: DPA

Inter.: US41 / Koreshan Blvd. Area Type: All other areas

Agency: Lee County

Jurisd:

Date: 10/22/2001 Period: Future PM PH With Imp.

Year : # 99532

Project ID:

E/W St: Koreshan Blvd.

N/S St: US 41

R 0	
1	
8	
8	
.0 s	sec
	. 0

APPENDIX C

2020 PEAK HOUR
ART_PLAN ANALYSIS OF US 41

ART-PLAN 3.1

Arterial Level of Service Estimating Software
Based on Chapter 11 of the 1997 Highway Capacity Manual Update

Florida Department of Transportation

February 1999

DESCRIPTION

Road Name
From
To
Peak Direction
Off-Peak Direction
Study Time Period
Analysis Date
Us 41
Alico Road
Koreshan Blvd.
Northbound
Southbound
PM PEAK
11/06/2001
2020 With Project

TRAFFIC CHARACTERISTICS

AADT K Factor D Factor D Factor O.580

Peak Hour Factor Adj. Saturation Flow Rate 7.850

**Turns from Exclusive Lanes 16*

ROADWAY CHARACTERISTICS

Through Lanes Peak Direction
Through Lanes Off-Peak Direction
Urbanized, Transitioning/Urban, or Rural
Arterial Class
Free Flow Speed (mph)

Through Lanes Peak Direction
3
U
40

ree Flow Speed (mph) 40 (55,50, or 45)

For Class (Area): Use Free Flow Speed of:
Class 1 (R) 55, 50, 45, 40 or 35
Class 1 (U or T) 55, 50, or 45
Class 2 (U or T) 45, 40 or 35
Class 3 (U or T) 40, 35, or 30
Class 4 (U only) 35, 30 or 25

3

A

120

0.49

SIGNALIZATION CHARACTERISTICS

Arrival Type Peak Direction Arrival Type Off-Peak Direction Type Signal System System Cycle Length Weighted Through Movement g/C (1,2,3,4,5,6)

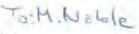
P=Pretimed,A=Actuated,S=Semiactuated

Northbo	und	PEAK	RECTION	SPECIFI	C INPUTS		US 41		
Segment	0 if segment	Peak Hour Volume (May be over- written if direc measure avail.)	t Exclusive	Number of Lanes	Cycle Length at Signals 2-10	Effective g/C at Signals 2-10	Distance between Signals (Enter in Miles or Feet)	Segment Length (FT)	Arrival Type
1-2	1	3,193	5.4	3	120	0.64	1.30	6,864	4
2-3	1	3,192	7.4	3	120	0.63	0.30	1,584	4
3-4	1	3,168	5.8	3	120	0.62	0.70	3,696	4
4-5	1	0	0	3			1.20	6,336	4
5-6	0							100	
6-7	0								
7-8	0								
8-9	0								10.2
9-10	0								

			PEAK D	RECTIO	N RESULT	rs		
Segment	Northbound US 41 From To		Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS
1-2	Koreshan Blvd.	Sanibel Blvd.	3265	0.92	10.2	В	32.3	C
2-3	Sanibel Blvd.	B & F Parcel	3195	0.91	10.9	В	25.1	D
3-4	B & F Parcel	Constitution Blvd.	3226	0.94	12.8	В	29.3	C
4-5 5-6	Constitution Blvd	Alico						
6-7								
7-8								
8-9								
9-10	T							
	n Length: Mile(s)	Arte	rial Speed: LOS:	30.2 C	mph			

Southbound	OFF-PEAK DIRECTION'S SPECIFIC INPUTS									
Segment		Peak Hour Volume	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 9-1	Effective g/C at Signals 9-1	Segment Length (FT)	Arrival Type		
10-9							1 - 40 - 10 - 11			
9-8	- 10									
8-7										
7-6										
6-5										
5-4		2,433	10.2	3	120	0.62	6,336	3		
4-3	- 3	2,403	9.9	3	120	0.63	3,696	3		
3-2		2,404	9.5	3	120	0.64	1,584	3		
2-1		2,141	27	3	120	0.70	6,864	3		

		bound 41	Through Movement		Control	Intersection Approach	Speed (MPH)	Arterial Segment LOS
Segment	From	То	Flow Rate	v/c Ratio	Delay	LOS		
10-9								
9-8								
8-7								
7-6								
6-5								
5-4	Alico	Constitution Blvd.	2,362	0.69	15.5	В	31.4	C
4-3	Constitution Blvd	B & F Parcel	2,341	0.67	14.5	В	29.3	C
3-2	B & F Parcel	Sanibel Blvd,	2,352	0.66	13.8	В	24.0	D
2-1	Sanibel Blvd,	Koreshan Blvd	1,690	0.43	7.8	Α	33.9	C
	n Length: mile(s)	Arteri	al Speed = LOS =	31.0 C	mph			





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DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

JEB BUSH Governor STEVEN M. SEIBERT Secretary

March 14, 2002

CC! Bock, Dist 2,3.455

Don Stelwell

Jun yaeger

Paul O Connor

May Gibbs

The Honorable Bob Janes Chairman, Lee County Board of County Commissioners Post Office Box 398 Ft. Myers, Florida 33902-0398

Dear Chairman Janes:

The Department of Community Affairs has completed its review of the proposed Comprehensive Plan Amendment for Lee County (DCA No. 02-D1), which was received on January 7, 2002. Copies of the proposed amendment have been distributed to appropriate state, regional and local agencies for their review, and their comments are enclosed.

I am enclosing the Department's Objections, Recommendations and Comments (ORC) Report, issued pursuant to Rule 9J-11.010, Florida Administrative Code (F.A.C.). The issues identified in this ORC Report are related to traffic impact on U.S. 41. It is important that the adopted plan amendment address these objections, which are described in greater detail in the attached ORC Report.

Upon receipt of this letter, Lee County has 60 days in which to adopt, adopt with changes, or determine that the County will not adopt the proposed amendment. The process for adoption of local government comprehensive plan amendments is outlined in s. 163.3184, Florida Statutes (F.S.), and Rule 9J-11.011, F.A.C. The County must ensure that all ordinances adopting comprehensive plan amendments are consistent with the provisions of Chapter 163.3189(2)(a), F.S.

Within ten working days of the date of adoption, Lee County must submit the following to the Department:

Three copies of the adopted comprehensive plan amendments;

A listing of additional changes not previously reviewed;

A listing of findings by the local governing body, if any, which were not included in the ordinance; and

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781
Internet address: http://www.dca.state.fl.us

The Honorable Bob Janes March 14, 2002 Page Two

A statement indicating the relationship of the additional changes to the Department's Objections, Recommendations and Comments Report.

The above amendment and documentation are required for the Department to conduct a compliance review, make a compliance determination and issue the appropriate notice of intent.

Please be advised that the Florida Legislature amended Section 163.3184(8)(b), Florida Statutes, requiring the Department to provide a courtesy information statement regarding the Department's Notice of Intent to citizens who furnish their names and addresses at the local government's plan amendment transmittal (proposed) or adoption hearings. In order to provide this courtesy information statement, local governments are required by the law to furnish to the Department the names and addresses of the citizens requesting this information. This list is to be submitted at the time of transmittal of the adopted plan or plan amendment. As discussed in our letter sent to you on May 25, 2001, outlining the changes to Section 163.3184(8)(b) which are effective July 1, 2001, and providing a model sign-in information sheet, please provide these required names and addresses to the Department when you transmit your adopted amendment package for compliance review. For efficiency, we encourage that the information sheet be provided in electronic format.

In order to expedite the regional planning council's review of the amendments, and pursuant to Rule 9J-11.011(5), F.A.C., please provide a copy of the adopted amendment directly to the Executive Director of the Southwest Florida Regional Planning Council.

Please contact Bernard Piawah, Planning Manager, or Roger Wilburn, Community Program Administrator, at (850) 922-1810 if we can be of assistance as you formulate your response to this Report.

Sincerely yours,

Charles Gauthier, AICP

Chief, Bureau of Local Planning

CG/bp

Enclosures: Objections, Recommendations and Comments Report

Review Agency Comments

cc: Mr. Wayne E. Daltry, Executive Director, Southwest Florida Regional Planning Council

Mr. Paul O'Connor, Planning Director, Lee county

INTRODUCTION

The following objections, recommendations and comments are based upon the Department's review for Lee County 02-D1 proposed amendment to their comprehensive plan pursuant to s. 163.3184, Florida Statutes (F.S.).

Objections relate to specific requirements of relevant portions of Chapter 9J-5, Florida Administrative Code (F.A.C.), and Chapter 163, Part II, F.S. Each objection includes a recommendation of one approach that might be taken to address the cited objection. Other approaches may be more suitable in specific situations. Some of these objections may have initially been raised by one of the other external review agencies. If there is a difference between the Department's objection and the external agency advisory objection or comment, the Department's objection would take precedence.

Each of these objections must be addressed by the local government and corrected when the amendment is resubmitted for our compliance review. Objections which are not addressed may result in a determination that the amendment is not in compliance. The Department may have raised an objection regarding missing data and analysis items which the local government considers not applicable to its amendment. If that is the case, a statement justifying its non-applicability pursuant to Rule 9J-5.002(2), F.A.C., must be submitted. The Department will make a determination on the non-applicability of the requirement, and if the justification is sufficient, the objection will be considered addressed.

The comments which follow the objections and recommendations section are advisory in nature. Comments will not form bases of a determination of non-compliance. They are included to call attention to items raised by our reviewers. The comments can be substantive, concerning planning principles, methodology or logic, as well as editorial in nature dealing with grammar, organization, mapping, and reader comprehension.

Appended to the back of the Department's report are the comment letters from the other state review agencies and other agencies, organizations and individuals. These comments are advisory to the Department and may not form bases of Departmental objections unless they appear under the "Objections" heading in this report.

DEPARTMENT OF COMMUNITY AFFAIRS

OBJECTIONS, RECOMMENDATIONS AND COMMENTS

FOR

LEE COUNTY

AMENDMENT 02-D1

March 14, 2002 Division of Community Planning Bureau of Local Planning

This report is prepared pursuant to Rule 9J-11.010

OBJECTIONS RECOMMENDATION AND COMMENTS REPORT PROPOSED COMPREHENSIVE PLAN AMENDMENT 02-D1 LEE COUNTY

I. CONSISTENCY WITH RULES 9J-5 AND CHAPTER 163., F.S.

Lee County's proposed Amendment 02-D1 involves changes to the Future Land Use Map changes and text. The Department raises an objection to the proposed amendment.

Objection:

This is a proposal to revise the Future Land Use Map for a 483-acre site located between U.S. 41 and Seminole Gulf Railway tracks and extending from Williams Road south past Coconut Road from "Rural" to "Urban Community", and Policy 6.1.2, in order to facilitate the location of the Simon Suncoast Development of Regional Impact. According to the information provided, the proposed land use change will degrade the level of service standards on U.S. 41. This is inconsistent with the County's commitment in Goal 22, Objective 70.1 and Policy 70.1.1 to maintain the adopted level of service standards. The County has not demonstrated, through scheduled improvements within the first three years of the Five-Year Schedule of Capital Improvements, how the level of service standard on this roadway will be maintained in view of the impact of the proposed land use designation on U.S. 41. Chapter163.3177(2), (6)(a), Florida Statutes; Rule 9J-5.006(3)(c)3.; 9J-5.016(3)(b)5., (4)(a) & (b); and 9J-5.019(4)(c)1., Florida Administrative Code

Recommendation: Demonstrate, with adequate data and analysis, how the increased density and intensity on the site will take place without exacerbating the traffic condition on U.S. 41. In addition, demonstrate the consistency of the amendment with the Lee Plan Goal, Objective and Policy listed above which commit the County to maintain the adopted level of service standards; and show, by including any needed improvements that will enable the maintenance of the level of service standards within the first three years of a financially feasible Five-Year Schedule of Capital Improvements. Since the Urban Community designation that allows six units per acre and the proposed commercial use may be too intense for the site, in light of the traffic impact on U.S. 41, the County should consider designating on the site a less intense land use category.

II. CONSISTENCY WITH THE STATE COMPREHENSIVE PLAN

The proposed amendment does not adequately address and further the State Comprehensive plan including the following goal and policies:

Public Facilities goal (18)(a) and Policies (b)1 and (2), regarding the provision of public facilities.

Recommendation: Revise the proposed amendment, as indicated in the report, in order to be consistent with the above goal and policies of the State Comprehensive plan.

DIVISIONS OF FLORIDA DEPARTMENT OF STATE

Office of the Secretary Office of International Relations Division of Elections Division of Corporations Division of Cultural Affairs Division of Historical Resources Division of Library and Information Services Division of Licensing Division of Administrative Services



FLORIDA DEPARTMENT OF STATE Katherine Harris

Secretary of State

DIVISION OF HISTORICAL RESOURCES

2002 RPM BSP PLAN PROCESSING TEAM

MEMBER OF THE FLORIDA CABINET

Trustees of the Internal Improvement Trust Fund

Florida Land and Water Adjudicatory Commission Siting Board

Department of Highway Safety and Motor Vehicles

State Board of Education

Division of Bond Finance

Department of Law Enforcement

Department of Veterans' Affairs

Department of Revenue

Administration Commission

January 29, 2002

Mr. Ray Eubanks Department of Community Affairs Bureau of State Planning 2555 Shumard Oak Boulevard Tallahassee, Florida 32399-2100

Re: Historic Preservation Review of the Lee County (02-D1) Comprehensive Plan Amendment Request (Received by DHR on 01/09/02)

Dear Mr. Eubanks:

According to this agency's responsibilities under sections 163.3177 and 163.3178, Florida Statutes, and Chapter 9J-5, Florida Administrative Code, we have reviewed the above document to decide if data regarding historic resources have been given sufficient consideration in the request to amend the Lee County Comprehensive Plan.

We have reviewed a proposed plan amendment regarding the Simon Suncoast Development of Regional Impact to consider the potential effects of these actions on historic resources. A review of our files indicates that a cultural resources assessment survey was conducted on this property several years ago. No historic properties were identified. Therefore, the proposed changes will have no effect on historic resources.

In sum, it is our opinion that the amended comprehensive plan meets the State of Florida's requirements as promulgated in sections 163.3177 and 163.3178, F.S., and Chapter 9J-5, F.A.C., regarding the identification of known historical resources within their specified area of jurisdiction, and for the establishment of policies, goals and objectives for addressing known and potentially significant historical resources in Lee County.

If you have any questions regarding our comments, please feel free to contact Susan M. Harp or Laura Kammerer of the Division's Compliance Review staff at (850) 245-6333.

Sincerely,

Janet Snyder Matthews, Ph.D., Director



Department of Environmental Protection

Jeb Bush Governor Marjory Stoneman Douglas Building 3900 Commonwealth Boulevard Tallahassee, Florida 32399-3000

David B. Struhs Secretary

-

February 13, 2002

Mr. Ray Eubanks Plan Review and DRI Processing Team Florida Department of Community Affairs 2555 Shumard Oak Boulevard Tallahassee, Florida 32399-2100

RE:

Lee County, 02-D1

Comprehensive Plan Amendment ORC Review

Dear Mr. Eubanks:

The Office of Intergovernmental Programs has reviewed the proposed amendment CPA 2000-30 under the procedures of Chapter 163, *Florida Statutes*, and Chapters 9J-5 and 9J-11, *Florida Administrative Code*, and offers the following comments on the proposed 483-acre commercial and residential development project:

As the Simon Suncoast Development of Regional Impact (DRI) development order negotiation process has not been completed, the Department recommends that Lee County, Simon Property Group, Oakbrook Properties, and project consultants coordinate closely with South Florida Water Management District (SFWMD), Fish and Wildlife Conservation Commission, and DEP South District staff to resolve any outstanding infrastructure location, site hydrogeology, stormwater facility design, protected species management, and wetland mitigation issues. Continued coordination of development plans with SFWMD, DEP, and U. S. Army Corps of Engineers regulatory staff is also recommended to ensure compliance with previously issued permits and prevent future environmental resource permitting problems.

Thank you for the opportunity to comment on this proposal. If I may be of further assistance, please call me at (850) 487-2231.

Sincerely,

Lauren P. Milligan Environmental Specialist Office of Intergovernmental Programs

"More Protection, Less Process"

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STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

JEB BUSH Governor

STEVEN M. SEIBERT Secretary

January 8, 2002

Paul O'Connor, AICP, Director Lee County Division of Planning Post Office Box 398 Fort Myers, FL 33902-0398

Re: Simon Suncoast DRI

Dear Mr. O'Connor:

Thank you for submitting copies of your proposed comprehensive plan amendments for our review. We have conducted a preliminary inventory of the plan amendment package to verify the inclusion of all required materials. Our reference number for this amendment package is Lee County 02-D1.

The submission package appears to be complete, and your proposed plan amendment will be reviewed pursuant to Chapter 163, Florida Statutes. Once the review is underway, you may be asked to provide additional supporting documentation by the review team to ensure a thorough review. The Department's ORC report will be mailed to you on or about March 14, 2002.

Please be advised that the Florida Legislature amended Section 163.3184(8)(b), Florida Statutes requiring the Department to provide a courtesy information statement regarding the Department's Notice of Intent to citizens who furnish their names and addresses at the local government's plan amendment transmittal (proposed) or adoption hearings. In order to provide this courtesy information statement, local governments are required by law to furnish the Department the names and addresses of the citizens requesting this information. This list is to be submitted at the time of transmittal of the adopted plan or plan amendment. As discussed in our letter sent to you on May 25, 2001, outlining the changes to Section 163.3184(8)(b) which are effective July 1, 2001, and providing a model sign-in information sheet, please provide these required names and addresses to the Department when you transmit your adopted amendment package for compliance review. For efficiency, we encourage that the information sheet be provided in electronic format.

Paul O'Connor January 8, 2002 Page Two

If you have any questions please contact Roger Wilburn, the Community Program Administrator that will be overseeing the review of the amendment and assigning the amendment to the respective planner for review, at (850) 487-4545.

Sincerely,

D. Ray Eubanks

D. Ray Elama

Community Program Administrator

To M Noble

SIMON SUNCOAST PROPOSED TEXT AMENDMENT AND SUPPORTING ANALYSIS

The Applicant requests the addition of the following language to Policy 6.1.2.4(c):

A regional commercial center is permitted in the area in Sections 4 and 9, Township 47 South, Range 25 East, that is bounded to the West by U.S. 41, to the East by the Seminole Gulf Railroad track, to the South by Coconut Road, and to the North by a line located one-half mile North of Coconut Road.

INTRODUCTION

The parcel affected by this Application is the subject of pending applications for a rezoning, a development of regional impact, and a Lee Plan Future Land Use Map amendment. During the review of these applications, Lee County DOT concluded that the portion of Coconut Road that runs East of U.S. 41 would not function as an arterial roadway at the time of the project's buildout. There is no dispute that the rezoning application will be inconsistent with Policy 6.1.2.4 of the Lee Plan if this is, in fact, the case.

For reasons contained herein, the Applicant contends that the pertinent segment of Coconut Road will unquestionably function as an arterial at the time it is connected to Three Oaks Parkway. In an effort to clarify the issue and avoid an unnecessary dispute during the hearing process, however, the Applicant has prepared and filed this application for an amendment to Policy 6.1.2.4(c).

MARKETING AND DEMOGRAPHIC ADVANTAGES OF THE SITE

The Simon Suncoast site is located in the fastest growing portion of Lee County. The 2000 Census indicates that the population in the area between the Collier County line and Alico Road grew 82% between 1990 and 2000. A map showing the population density in this area is attached as Exhibit "A."

The property benefits from its location on US 41, which carries higher volumes of local traffic than I-75, but is only three (3) miles from the nearest interstate interchange. It is nearly equidistant (approximately 16 miles) from the Edison and Coastland Malls, which are the closest regional centers, and is roughly 13 miles from the Bell Tower and Waterside Shops, the two specialty retail centers in the Naples/Fort Myers market. The site is, therefore, perfectly centered to serve the market's impressive growth. There are approximately 81 active residential projects within five (5) miles of the site. The recent

CPA 2000-00030

CPA 2000-30

opening of the Hyatt Regency Coconut Point Resort and Spa on Coconut Road will also provide an impetus to additional resort, tourist and residential development in the Estero/Bonita Springs area, thus further increasing the demand for the project.

A graphic setting out in detail the suitability of the property from a marketing perspective is attached as Exhibit "B."

ADEQUACY OF EXISTING AND FUTURE TRANSPORTATION NETWORK

See Exhibit "C" attached.

OTHER PLANNING CONSIDERATIONS

The overall suitability of the site for a regional commercial center is discussed at considerable length in the ADA and the application for the FLUM amendment. In a nutshell, some of the relevant facts are:

- 1. The property is surrounded by collector and arterial roads and approved developments at urban densities and intensities;
- The growth rate for Estero has far outstripped both expectations and the rate for the County as a whole, as shown by building permit data which was included in the map amendment application;
- The project will have access to public water and sewer facilities;
- 4. A LeeTran route currently runs past the property on U.S. 41;
- 5. The amount of environmentally sensitive lands on the site is very limited; and
- The demand for an additional regional center in the Estero area has already been established by the approval of the Gulf Coast Towne Center.

LEE PLAN CONSISTENCY

The proposed regional center is consistent with several provisions of the pending Estero Community plan amendment, including sections relating to public participation, the need for a true town center with public meeting places, and adequate public facilities. The representative for the Steering Committee for the Estero Plan testified during an LPA hearing on the Plan that the scale of the Simon Suncoast project was consistent with the vision statement for the area.

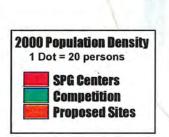
The Applicant, as noted above, contends that the project is consistent with the

2

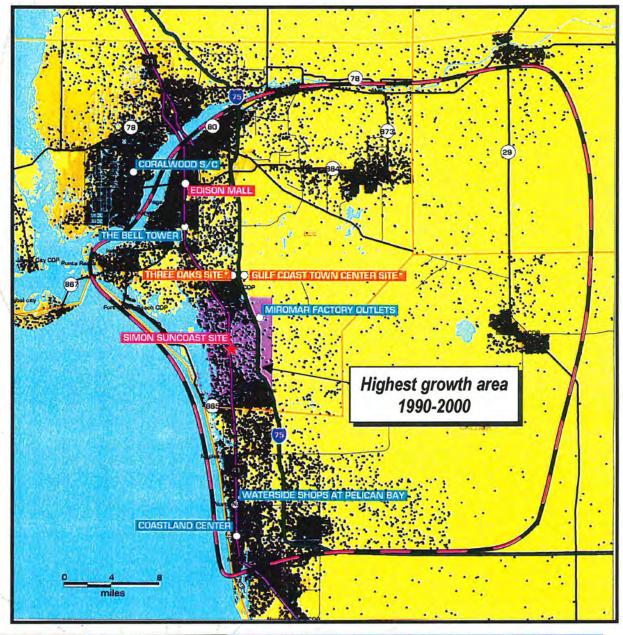
current version of Lee Plan Policy 6.1.2.4 and that the requested amendment is nothing more than a clarification of the existing plan. The amendment is also consistent with the following additional Plan provisions:

- 1. <u>Policy 1.1.4</u>: Regional centers are permitted in the Urban Community FLUM category, which has been requested in a separate plan amendment application.
- 2. Objective 2.1: Given the location of the property in close proximity to numerous existing and approved urban-style developments, most notably The Brooks, the approval of a regional center on the subject parcel will promote a contiguous and compact growth pattern.
- 3. Objective 2.2: As noted throughout the various applications, the proposed regional center will have access to adequate public facilities.
- 4. Goal 4: The regional center will be part of a large mixed-use development.
- 5. <u>Policy 5.1.5</u>: The subject property does not directly abut any existing residential uses, as it is separated from The Brooks by a railroad line.
- 6. <u>Policy 6.1.4</u>: As noted throughout the various application documents, the project will be compatible with the surrounding neighborhood and will be served by adequate public facilities.
- 7. Policy 6.1.7: As noted above, the project is a large-scale, mixed-use, infill development.

2000 Census Population Density



SIMON SUNCOAST A TOWN CENTER





Market Support Factors

Naples and Ft. Myers are the
#1 and #9 fastest growing markets
in the southeast, respectively.
Growth in these markets has
far outpaced previous
estimates and projections.

SIMON SUNCOAST A TOWN CENTER



SIMON SUNCOAST SITE - ESTERO / BONITA SPRINGS, FL

MARKET SUPPORT FACTORS SUMMARY

		PROPOSED	TWO
DODIN ATTOM		TRADE AREA	COUNTY AREA
POPULATION		200 474	400.004
1990 Census		302,471	486,864
2000 Estimate		429,359	692,265
2005 Projection	****	483,654	780,963
% Compound Annual Change:	1990-2000	3.6%	3.6%
	2000-2005	2.4%	2.4%
HOUSEHOLDS			
1990 Census		123,358	201,680
2000 Estimate		178,157	287,247
2005 Projection		205,810	332,325
% Compound Annual Change:	1990-2000	3.7%	3.6%
	2000-2005	2.9%	3.0%
AVERAGE HOUSEHOLD INCOME			
1989 Actual (as per the 1990 Census)		\$41,214	\$41,619
2000 Estimate		\$63,193	\$62,759
2005 Projection		\$74,015	\$73,118
% Compound Annual Change:	1989-2000	4.0%	3.8%
	2000-2005	3.2%	3.1%
2000 HOUSEHOLD INCOME DISTRIE	BUTION		
% \$0 - \$14,999		11.8%	10.9%
% \$15,000 - \$24,999		14.2%	14.5%
% \$25,000 - \$34,999		13.3%	13.9%
% \$35,000 - \$49,999		17.0%	17.8%
% \$50,000 - \$74,999		20.1%	20.3%
% \$75,000 - \$99,999		9.1%	9.0%
% \$100,000 and over		14.5%	13.6%
SHOPPERS GOODS EXPENDITURE F	POTENTIAL (\$ Mil)		
Current Dollars	The state of the s		
1990 Estimate		\$914.7	\$1.507.4
2000 Estimate		\$1,947.7	\$3,118.7
2005 Projection		\$2,635.3	\$4,203.7
% Compound Annual Change:	1990-2000	7.9%	7.5%
	2000-2005	6.2%	6.2%

Source: Applied Geographic Solutions, Inc.

SPG Research, 23-Apr-01

SIMON SUNCOAST (AKA COCONUT POINT) COMPREHENSIVE PLAN AMENDMENT

TRANSPORTATION FACTORS IN SUPPORT OF TEXT AMENDMENT

Transportation Overview

The Simon Suncoast project is a proposed mixed use community with a regional shopping mall centrally located approximately midway between the existing Edison Mall in Fort Myers and Coastland Center Mall in Naples. In addition, the mall is well situated at a major intersection on US 41 where the mall can be served by several north-south and east-west roads.

There are several transportation advantages to this location, including its central location, its location at a major intersection, accessibility via several major roads, and abundant roadway capacity adjacent to the mall. These advantages are fully documented below.

Central Location

As shown in Exhibit 1, the Simon Suncoast Mall is centrally located approximately 14 miles south of the Edison Mall in Fort Myers and 16 miles north of the Coastland Center Mall in Naples. Furthermore, the mall is located approximately midway between the upscale Bell Tower Shops in south Fort Myers and the upscale Waterside Shops in north Naples.

This central location will help reduce long distance shopping trips for Estero and Bonita Springs residents who wish to shop at a regional mall. Exhibit 2 provides an illustration of the current situation, with Estero and Bonita Springs residents needing to travel long distances to shop at the Edison Mall to the north or the Coastland Center Mall to the south.

A new mall at the Simon Suncoast location will provide much closer shopping opportunities for Estero and Bonita Springs residents. It will no longer be necessary to travel several miles to the north on US 41 or I-75 to reach the Edison Mall or several miles to the south on US 41 or I-75 to reach the Coastland Center Mall. This is illustrated in Exhibit 3.

Location at a Major Intersection

As shown in Exhibit 4, the Simon Suncoast Mall is located in the northeast corner of the US 41/Coconut Road intersection. This location will allow traffic to approach the mall from the north, south, east and west.





US 41 is a principal arterial connecting the major urban areas along the Gulf Coast. US 41 also serves as the primary commercial hub in Southwest Florida. All four of the existing regional malls in Southwest Florida are located on US 41: the Sarasota Square Shopping Centre; the Port Charlotte Town Center; the Edison Mall in Fort Myers; and the Coastland Center Mall in Naples.

The section of US 41 passing the mall site is scheduled for widening to six lanes in the FDOT Adopted Work Program in 2005. However, the Governor has announced that, as part of an economic stimulus package, the widening of this section of US 41 will be moved up to June 2002.

Coconut Road is shown on Map 3A of The Lee Plan as a major east-west road that will eventually extend from west of US 41 to east of I-75 and will intersect US 41, Sandy Lane, Three Oaks Parkway and the CR 951 Extension. Coconut Road east of US 41 is recognized by the MPO in its 2020 travel model network as an arterial and is shown in new Map 3B of The Lee Plan as an arterial.

Furthermore, Coconut Road between US 41 and Three Oaks Parkway was designed to meet arterial road design standards and was constructed to those standards. The Typical Section for Coconut Road, which was approved by Lee County on October 27, 1998, includes a note (Typical Section Note 9), which is included in Appendix A, that states: "It is intended that Coconut Road will meet arterial design standards and will function as an arterial road upon its connection to the extension of Three Oaks Parkway in the future."

The Three Oaks Parkway Extension south to Coconut Road will be completed within a year. As stated by the Lee County DOT engineer in charge of the County portion of this project in an article in the Bonita Daily News on July 9, 2001: "Even by next year, when the part from Corkscrew to Williams gets done, it's going to give us some nice circulation all the way from Corkscrew to Coconut."

Finally, Coconut Road between US 41 and Three Oaks Parkway has an access management plan that meets the Lee County Land Development Code requirements for an arterial. In the Coconut Road Access Management Plan dated July 22, 1998, which is included in Appendix B, most access points are over 1,000 feet apart and none are closer than 660 feet apart.

Accessibility Via Several Major Roads

The location of the mall at the intersection of US 41 and Coconut Road offers several advantages in terms of the site's accessibility from several different directions on several different major roads. This is illustrated in Exhibit 5.

Of course, the mall site can be reached from the north and the south via US 41. However, as many as four other major north-south roads will allow traffic from the north and south to reach the mall without traveling on US 41.

First, traffic from the north and the south can reach the mall by using Three Oaks Parkway along



with Coconut Road or Williams Road. Approximately two miles of Three Oaks Parkway from Williams Road to south of Coconut Road is under construction and nearing completion by The Brooks. The section of Three Oaks Parkway between Corkscrew Road and Williams Road is currently under construction by Lee County and will be completed within the next year. Finally, the portion of Three Oaks Parkway from The Brooks to East Terry Street is scheduled for construction in the Lee County Capital Improvement Program in the year 2005. (The City of Bonita Springs is considering options for advancing the construction of Three Oaks Parkway south to East Terry Street.)

In addition, Map 3A in The Lee Plan (Exhibit 4) includes a new north-south road, referred to as the Sandy Lane Extension, as a major two-lane road extending from Alico Road in the north to Old 41 in the south. This new road, which will connect Alico Road, Koreshan Parkway, Corkscrew Road, Williams Road, Coconut Road and Old 41, passes immediately east of the Simon Suncoast Mall.

The Applicant has taken several steps to advance the construction of this road. First, the Applicant will construct the Sandy Lane Extension as four-lane divided roadway on site between Williams Road and Coconut Road. The capacity for two of these lanes will serve on-site development, while the capacity of the other two lanes will serve the general public, since they are, in effect, the two lanes identified in the MPO and County long range transportation plans. In addition, the Applicant is reserving right-of-way on it's property for the continuation of this road south toward Old 41. The Applicant is also working with property owners to the north to assemble the right-of-way needed to construct Sandy Lane between Corkscrew Road and Williams Road.

Map 3A in The Lee Plan (Exhibit 4) also includes a CR 951 Extension from the Lee/Collier County Line to Corkscrew Road. The new road east of I-75 will connect the Coconut Road Extension with Corkscrew Road (and possibly Alico Road) to the north and Bonita Beach Road and Immokalee Road to the south. Once constructed, this road would provide another way to reach the mall.

Although an I-75 interchange at Coconut Road is currently not included in the I-75 Master Plan, there is much interest in a new interchange at Coconut Road. With this in mind, the long-range transportation plans of both the MPO and the County were developed in a way that would allow an interchange at Coconut Road, if the need arises.

Finally, many residents can reach the mall without traveling on US 41 via several secondary roads. These include Williams Road, Fountain Lakes Boulevard, Pelican Pointe Boulevard, Coconut Road west of US 41 and Pelican Colony Boulevard.

In sum, residents will be able to reach the mall via US 41 and Three Oaks Parkway immediately and via Sandy Lane, the CR 951 Extension and possibly I-75 in the future. In addition, there are several secondary roads that people can use to reach the mall. Exhibit 6 provides a close-in view of the different roads that can be used to access the site from several different directions.



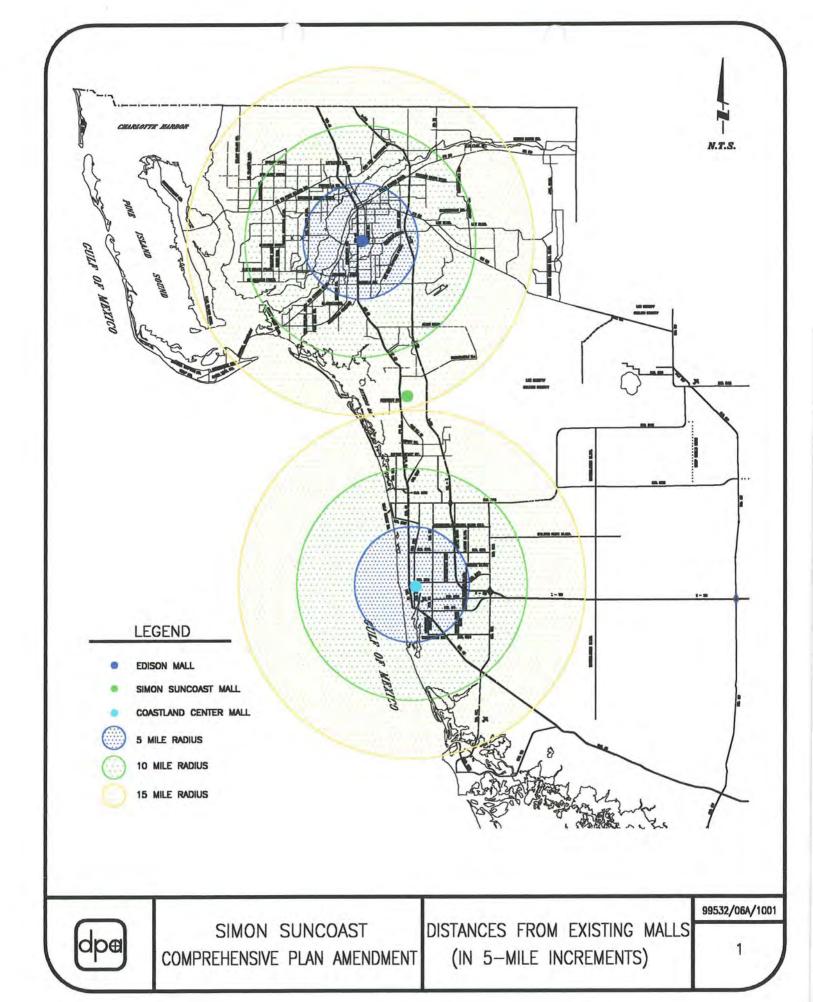
Abundant Roadway Capacity Serving the Mall

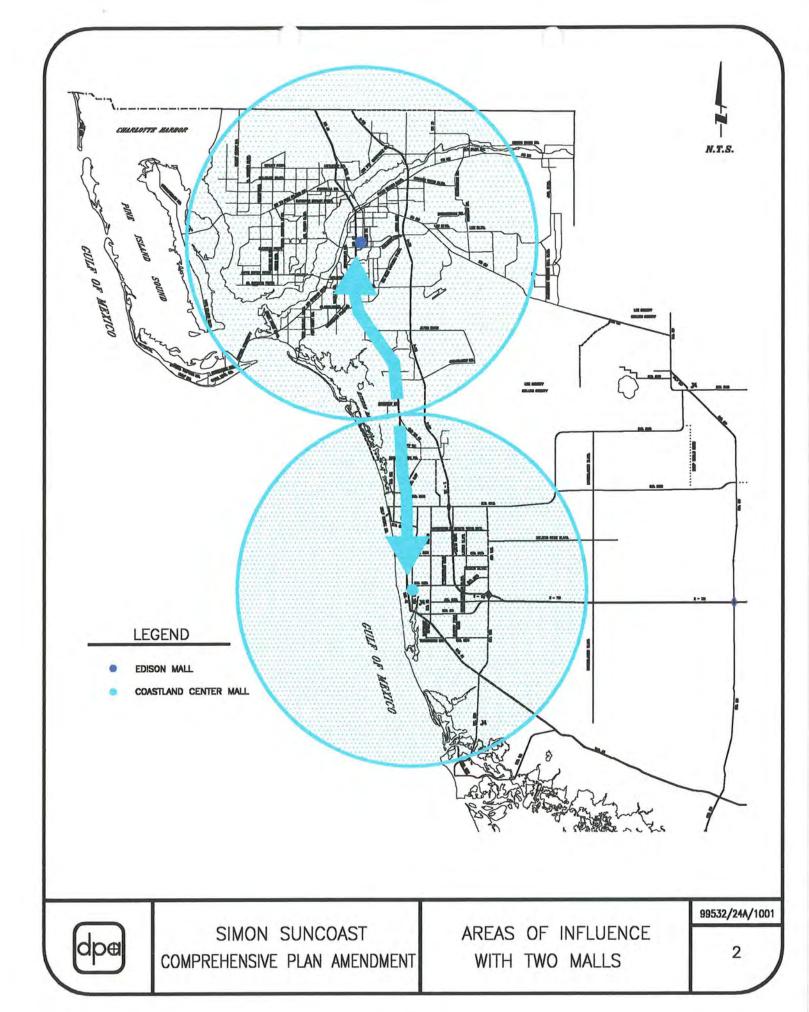
As shown in Exhibit 7, there will be a total of 16 travel lanes providing access to the mall. This includes six lanes on US 41, four lanes on Coconut Road, four lanes on Sandy Lane and two lanes on Williams Road. This provides abundant roadway capacity adjacent to the mall.

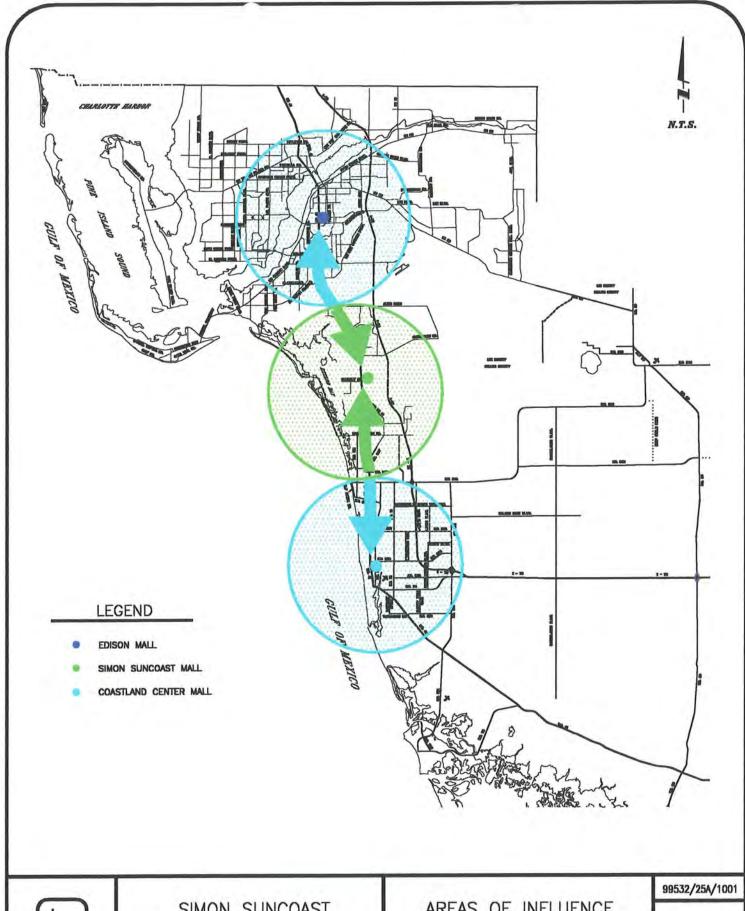
As shown below, the 16 travel lanes providing access to the Simon Suncoast Mal compares favorably to the other malls in Southwest Florida. Drawings showing the number of travel lanes serving each mall are provided in Appendix C. These drawings show existing lanes plus those scheduled for construction.

Name	Number of Travel Lanes
Sarasota Square Shopping Centre	16
Port Charlotte Town Center	16
Edison Mall	15
Gulf Coast Town Center (Proposed)	7
Simon Suncoast Mall (Proposed)	16
Coastland Center Mall	20

Finally, a travel model assignment was conducted by the Lee County DOT staff to test the adopted 2020 Financially-Feasible Plan with the proposed Simon Suncoast Mall. This travel model assignment indicated that all roads in the vicinity of the mall (i.e. within three miles) will operate at the adopted Lee Plan level of service standard in 2020.





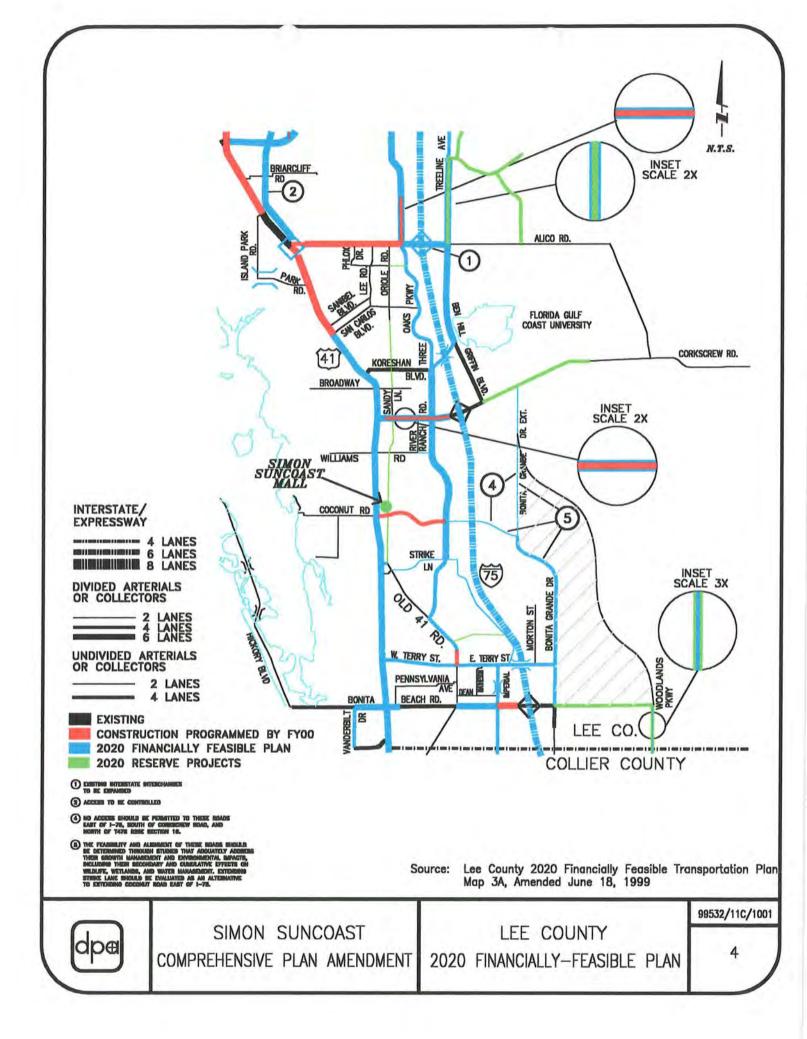


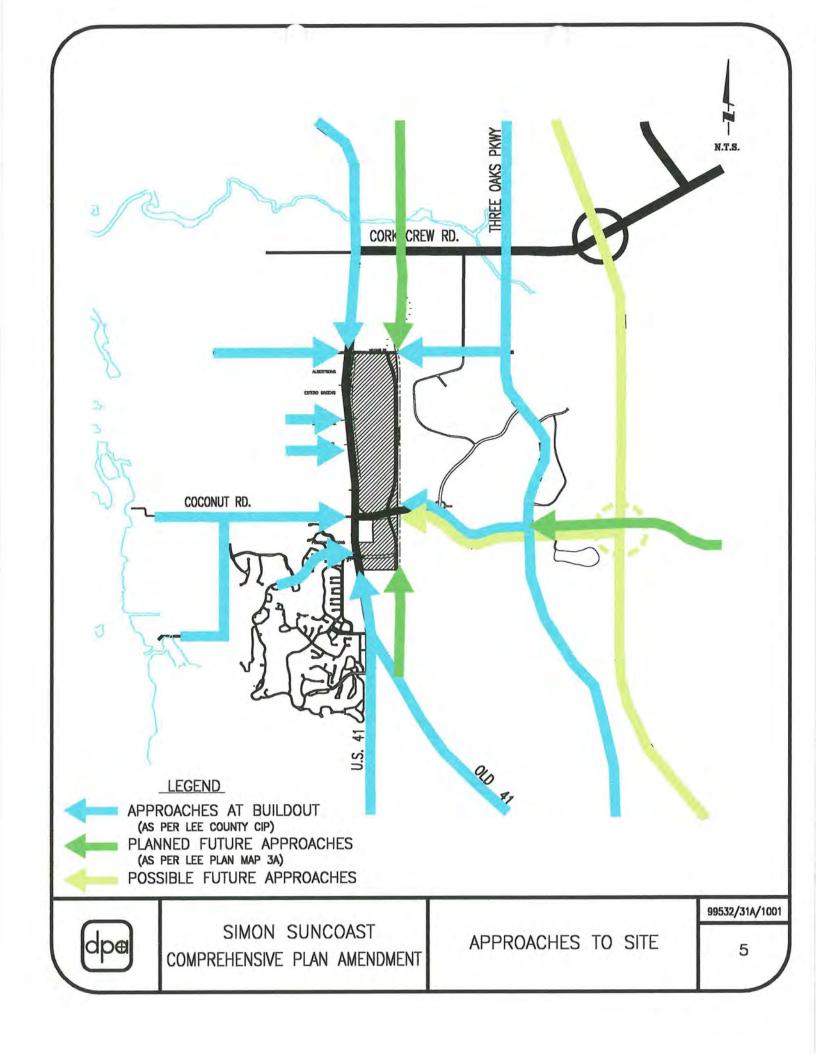


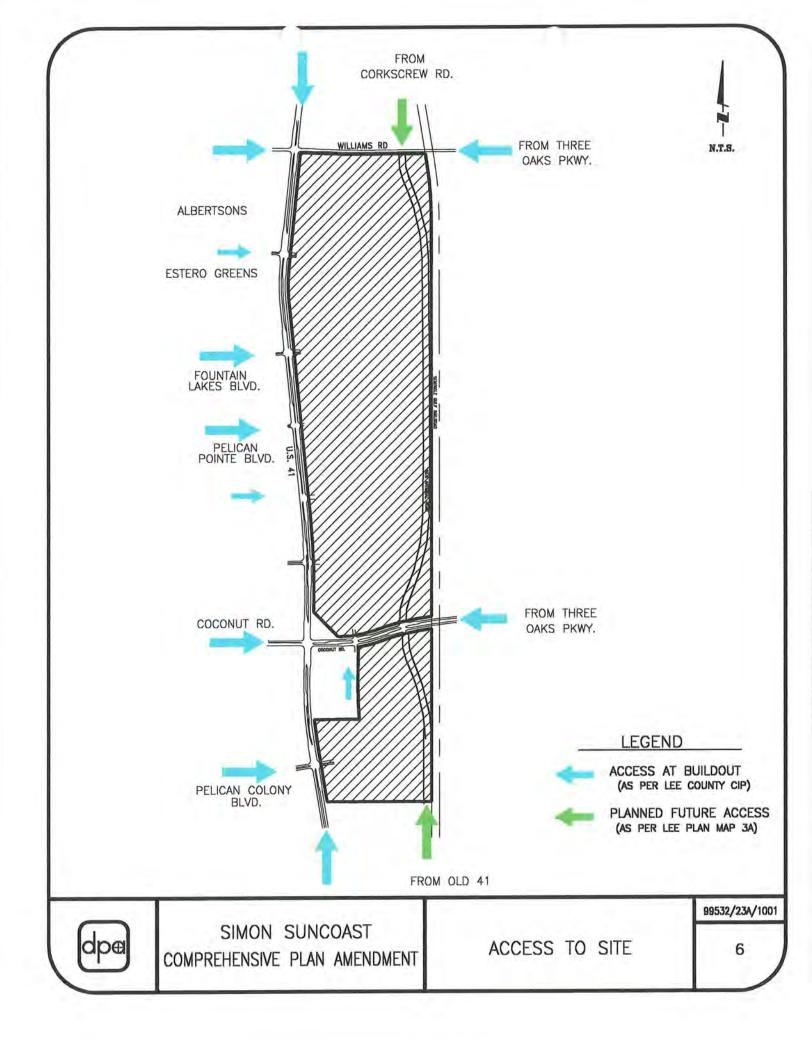
SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT

AREAS OF INFLUENCE WITH THREE MALLS

3









ALBERTSONS

WILLIAMS RD

ESTERO GREENS

FOUNTAIN LAKES BLVD.

> PELICAN POINTE BLVD.

COCONUT RD.

THE BROOKS/ PELICAN LANDING

> PELICAN COLONY BLVD.

16 Lanes Around Mall

- 6 Lanes on US 41
- 4 Lanes on Coconut Road
- 4 Lanes on Sandy Lane
- 2 Lanes on Williams Road

LEGEND

2 LANES

4 LANES

6 LANES

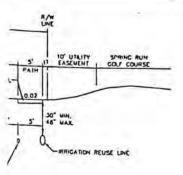


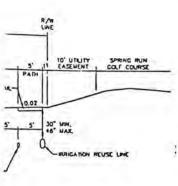
SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT

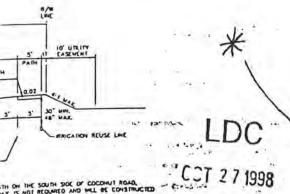
LANES AROUND SIMON SUNCOAST MALL 99532/30A/1001

7

APPENDIX A COCONUT ROAD TYPICAL SECTION NOTE 9







TH ON THE SOUTH SOC OF COCONUT ROAD, LAY, IS NOT REDURED AND WILL BE CONSTRUCTED LOPER.

DATA:

COMPANY TO THE PARTY OF THE PAR

APPROVED

BASM J

14.00 15.06 14.12 14.81 18.0

GENERAL DEVELOPMENT NOTES

- ALL CONSTRUCTION TO BE IN ACCORDANCE WITH F.D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BROCE CONSTRUCTION, LATEST EDITION, AND THE LEE COUNTY DEPARTMENT OF TRANSPORTATION STANDARDS.
- THE SHE CAN BE SAFELY USED FOR BUILDING PURPOSES WITHOUT UNDUE DANCER FROM FLOODS OR ADVERSE SOL OR FOUNDATION CONDITIONS SUBJECT TO SUBSURFACE SOLEPHORALION AND DESIGN OF EACH STRUCTURE BY AN ARCHITECT OR CECTECHNICAL ENGINEER.
- THE CONTRACTOR SHALL RETAIN ON THE WORK SITE AT ALL BUES COMES OF ALL PERMITS NECESSARY FOR CONSTRUCTION.
- THE CONTRACTOR SHALL INNEGNATELY REPORT ALL FIELD CHANCES TO THE ENGINEER.
- THE CONTRACTOR SHALL MOTIFY THE LEE COUNTY DAYSON OF DEVELOPMENT SERVICES A WINNUM OF 72 HOURS PRIOR TO ALL INSPECTIONS REGIRED BY THE LEE COUNTY LAND DEVELOPMENT CODE.
- THERE ARE NO POTENTIAL IMPACTS TO GROUND AND SURFACE WATERS, WETLANDS OR FLOOD PLANS/RIVERINE AREAS ANTICIPATED DUE TO CONSTRUCTION OF THIS PROJECT,
- THE CONTRACTOR SHALL HOTE'S THE OWNER AND CONTACT ALL UTILITY COMPANIES FOR LOCATIONS OF EXISTING UTILITIES IN THE AREA 72 HOURS (UNHINUM) PRIOR TO COMMERCING CONSTRUCTION.
- THE NATIONAL GEOGETIC VERTICAL DATUM (NGVO) OF 1929 IS THE BENCHMARK DATUM FOR THIS PROJECT.
- THE LOCATION OF EXISTING LITHLINES, PAVENENT, VECETATION, AND VISCELLANEOUS IMPROVEMENTS AND APPROXIMATE ONLY. THE ERACT LOCATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE TIELD.
- ANY PUBLIC LAND CORNER MITHN THE LIMITS OF CONSTRUCTION IS TO BE PROTECTED.
 ANY LAND CORNER MONUMENT IN DANCER OF BEING DESTROYED MUST BE PROPERLY REFERENCED BY THE CONTRACTOR
- EXISTING IMPROVEMENTS SHALL BE RESTORED TO A CONDITION COUVALENT TO THAT WHICH EXISTED PRIOR TO COMMENCING CONSTRUCTION, AT NO ADDITIONAL COST TO DWICE.
- 12. CONTRACTOR TO UTILIZE DESIGNATED CONSTRUCTION ENTRANCES FOR EMPLOYEES AND DELIVERY OF MATERIALS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRIANING ANY DEMATERING, CLEARING OF THEE REMOVAL PERMITS REQUIRED FOR THIS PROJECT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND FRING A HORCE OF INTENT AND SHED JET AN INTERTHET BY LEE COUNTY DEVELOPMENT SERVICES DIMISON AT LEAST 46 HOURS PRIOR TO STATE OF CONSTRUCTION.

PROJECT PHASING PLAN:

- ALL IMPROVEMENTS EXCEPT THE 1" TYPE 5-M ASPIRALT SURFACE COURSE WEST OF THREE GARS PARKWAY, THE 3/4" LET OF THRE 5-M ADMINISTRATE COURSE CAST OF THREE DATE AND ADMINISTRATE OF THAT PAYMENT MARKINGS.
- PHASE 2: THE 1" TYPE S-M ASPHALT SURFACE COURSE WEST OF PHREE GARS FARKWAY.
 THE 3/4" LIFT OF TYPE S-M ASPHALT SURFACE COURSE EAST OF PURCE DAKS
 PARWAYA AND THE FIRST PAYMENT MARRIEGS.

TYPICAL SECTION NOTES:

- SWALE PROVIDE SHOWN IS TO TOP OF SOO. CONTRACTOR TO ADJUST SWALE GRADING
- FOR OPTIONAL BASE CROUPS THE CONTRACTOR SHALL BO ON ONE OF THE OPTIONS FOR THESE CROUPS AS SHOWN ON STANDARD WIGHT NO. SIX HOLD AS HOUSE IN THE PLANS. THE CONTRACTOR SHOULD WORKER HE CONTRACTOR SHOULD WORKER HE WINDOW SHOWN AND HE WINDOW SHOULD NOT THE OPTION OF MINDOW SHOWN AND HE SHOULD NOT THE OPTIONAL BOOK OF THE STEW HO. OF THE OPTIONAL BASE (THE ON THE SUBMITTED BOOK PROPOSAL.
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- THE OUTSIDE LANC REQUIRES A CHOSS SLOPE OF IX
- CLEAR ZONE WOTHS FOR DUTSOE CURBS ARE MEASURED FROM THE FACE OF THE CURB CLEAR ZONE WOTH FOR MEDIAN CURBS ARE MEASURED FROM THE FACE OF THE INSOE LANE
- SITE DISTANCE AND INTERSECTION DESIGN REQUIREMENTS. SHALL BE CONSIDERED FOR ALL
- THERE SHALL BE A 5' MOE (WININDW) CLEAR ZONE ADJACENT TO ALL PAINS
- COCONUT NOAD IS PROPOSED TO BE TURNED DIVER FOR COUNTY WANTERWICE UPON
- COCOMUT ROAD (MCST OF FUTURE THREE DAYS PARKWAY) IS SUBMITTED AT THIS TIME AS A COLLECTOR ROAD WITH A DESICH SPEED OF 45 MPH. IT IS MIENDED THAT COCOMUT ROAD DESICH SPON STAMPARDS AND MILE FUTURED, AS AN ARTERIAL FUTURED OF THREE DAYS PARKWAY IN THE FUTURE.
- SOO A 32" STRIP BEHIND ALL CONCRETE CURB AND VALLEY CUTTER AND AT COCK OF PAYCHER!

GENERAL DRAINAGE HOTES:

THE LENGTH OF STOTM DRAIN PIPES SHOWN ON PLANS ARE APPROXIMATE AND HAVE BEEN MEASURED FROM THE INSIDE FACE OF STRUCTURE.

LOCATIONS OF DRAMACE STRUCTURES WAY BE TIELD ADJUSTED TO PRESERVE EMSTING VECETATION AS APPROVED BY THE ENGINEER.

- THE CONTRACTOR IS REQUIRED TO AGUST ALL ENSING AND PROPOSED VALVE BORES, NAMED RINGS CRATES, ETC. AS REQUIRED TO MATCH PROPOSED CRADES
- ALL UMPAVED AREAS DISTURBED DURING CONSTRUCTION SHALL BE SEEDED AND MULCHED UNLESS HOTED DITERMISE.
- EXSTRUCTOFF-SITE DRAWAGE PATTERNS SHALL BE WANTAMED DURING CONSTRUCTION.
- THE TOP OF ALL ENDWALES SHALL BE NOT HICHER THAN DUE FOOT (1) BELOW THE LAKE CONTINUE ELEVATION. THE CONTINUE ELEVATION SHALL BE NOT HICKER FROPOSED STRUCTURE LOCATIONS. METH THE CHECKER AFTER STAKE-OUT AND BEFORE CONVENIENCE CONSTRUCTION. ALL DRAWAGE STRUCTURES TO BE LOCATED ON THE LAKE BANK SHALL BE FIELD ADJUSTED SO AS TO WISET THE STRUCTURE. TO THE CREATEST EXTENT POSSIBLE, IN THE
- SWALE PROFEES SHOWN ARE TO TOP OF SOO COMMACTOR TO ADJUST SWALE CRADING
- SOO A 33" SIMP GEMMO ALL CONCRETE CUMB AND VALLET CUTTER AND AT EDGE OF PAYMENT SOO ADMIS SHALL BE STACCENTO MENTO OF REQUIREMENTS REMAINING ARTISES WHEN THE BOOD BY SHALL BE SEEDED FREEZON AND WALDED
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AND ASSOCIATES, INC. CIME ENGINEERS AND CONSULTANTS

2121 WEST FIRST STREET, SUITE 4 P.O. DRAWER 2800 FORT WYERS, FLORIDA 33902-2800 PHONE (941)461-3170 FAE (941)461-3169 hilp: //www BorracoAssociates com

QUENT

LONG BAY PARTNERS, LLC

3451 BONITA BAY BOULEVARD, S.W. SUITE 202 BONITA SPRINGS, FL 34134-4395 PHONE (941)495-1000 FAX (941)992-2672

PROJECT HAME



THE BROOKS OF BONITA SPRINGS SECTION IS TOWNER IN SOUTH MANCE 15 (AS: BOWNER SPRINGS, LEE COUNTY FLORIDA



1

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APPROVAL SUBUILIAL PLAYS NOT FOR CONSTRUCTION

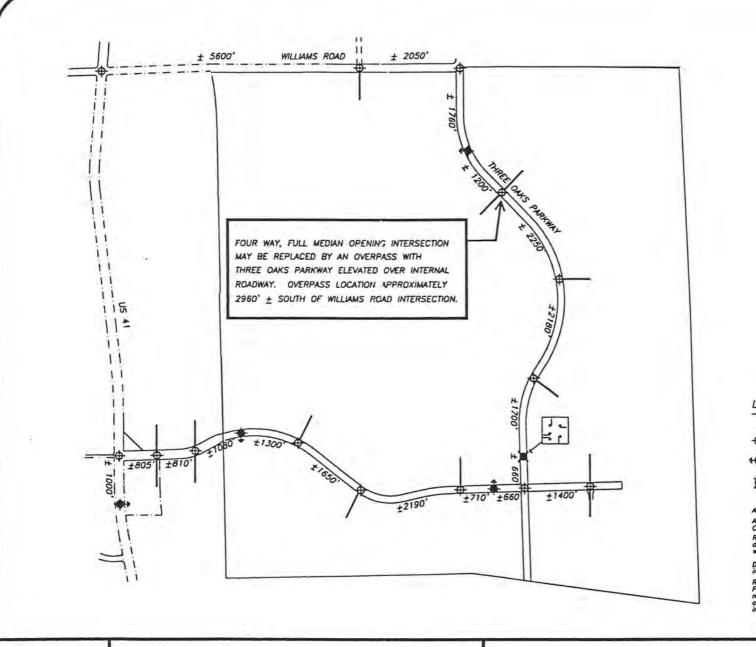
TYPICAL SECTIONS AND GENERAL NOTES

MACE STREET IS BASED UPON AND COMPSENS WISH BY CONCEPNIAL SURFACE THE MANACEMENT PLANT FOR STREETWATER (MODIFICATION OF BY MALE CONTINUED ON MALE MANACEMENT PLANT STREET, ASSOC. ('Y !!

BATH 79

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APPENDIX B COCONUT ROAD ACCESS MANAGEMENT PLAN



N.T.S.

LEGEND

- FULL MEDIAN OPENING
- DIRECTIONAL MEDIAN OPENING
- RESTRICTED ACCESS

All dimensions approximate. Dimensions may vary.
Access points shown only on Williams Road, US 41,
Coconul Road, and Three Oaks Parkway.
Right-in/Right-out access points have not been
displayed, but may be provided if consistent
with L.D.G.

Directional median opening includes inbound left, inbound right and outbound right.

Restricted occess at Town Center on Three Cols Parkway may be modified at later time to include northbound left if that turn lane would improve operations at Three Ooks Parkway/Coconut Road intersection.



THE BROOKS OF BONITA SPRINGS

ACCESS MANAGEMENT PLAN (7/22/98)

97572

APPENDIX C TRAVEL LANES AROUND MALLS







- 4 Lanes on Sarasota Square Boulevard
- 4 Lanes on Beneva Road
- 4 Lanes on US 41
- 2 Lanes on Club Drive
- 2 Lanes on Potter Park Drive



2 LANES

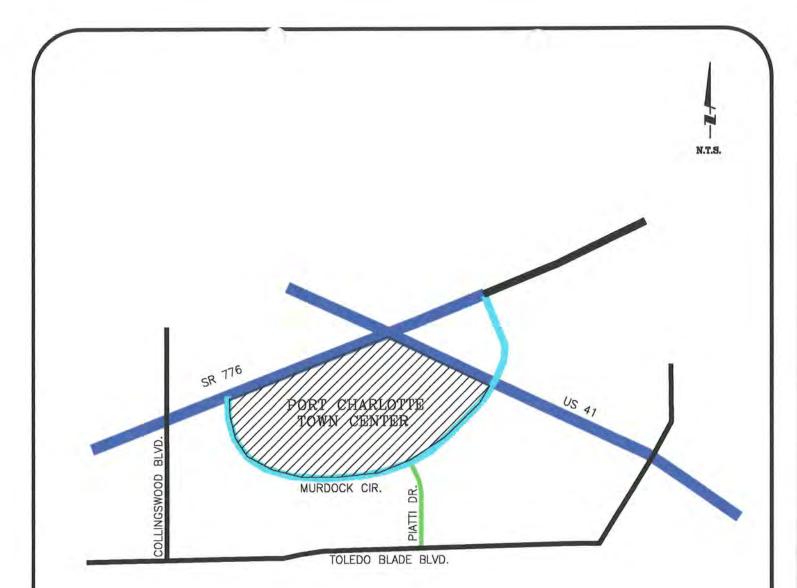
4 LANES



SIMON SUNCOAST

LANES AROUND COMPREHENSIVE PLAN AMENDMENT SARASOTA SQUARE SHOPPING CENTRE

99532/40A/1001





6 Lanes on US 41

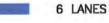
6 Lanes on SR 776

4 Lanes on Murdock Circle



2 LANES

4 LANES





SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT

LANES AROUND PORT CHARLOTTE TOWN CENTER 99532/36A/1001





- 6 Lanes on US 41
- 4 Lanes on Winkler Avenue
- 2 Lanes on Solomon Boulevard
- 3 Lanes on Colonial Boulevard (WB only)

LEGEND

2 LANES

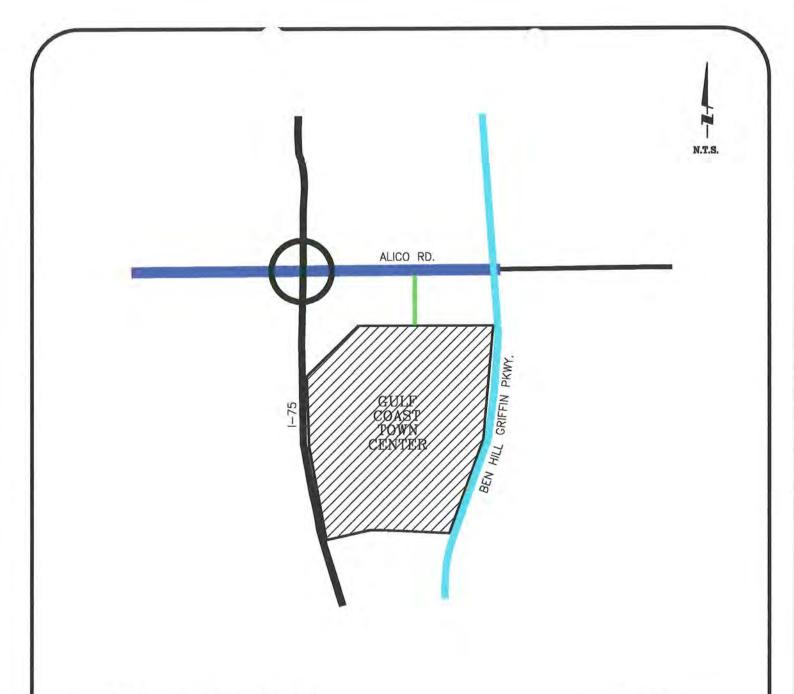
4 LANES

6 LANES



SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT LANES AROUND EDISON MALL

99532/33A/1001



3 Lanes on Alico Road (EB only)

4 Lanes on Ben Hill Griffin Parkway



2 LANES

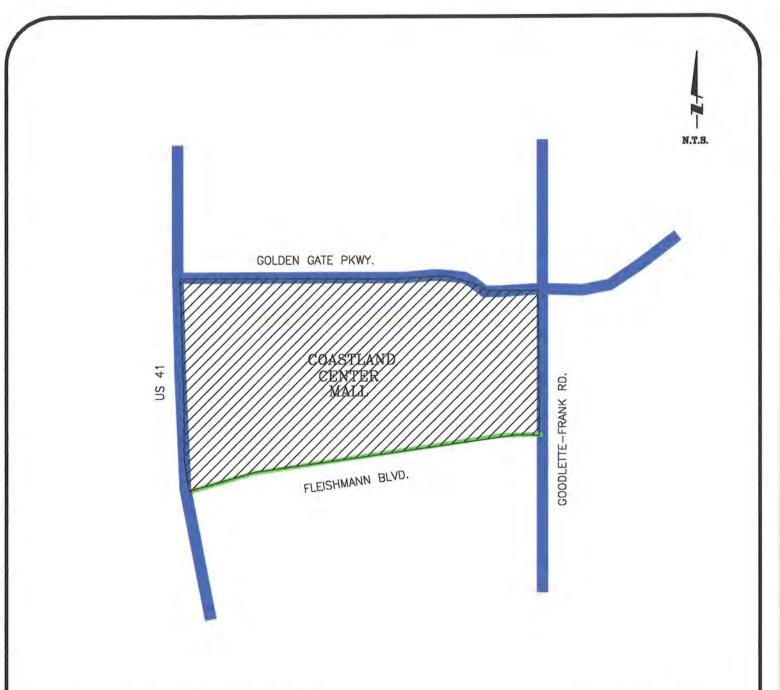
6 LANES

6 LANES



SIMON SUNCOAST COMPREHENSIVE PLAN AMENDMENT LANES AROUND
GULF COAST TOWN CENTER

99532/35A/1001



6 Lanes on US 41

6 Lanes on Golden Gate Parkway

6 Lanes on Goodlette-Frank Road

2 Lanes on Fleishmann Boulevard



2 LANES

6 LANES



SIMON SUNCOAST
COMPREHENSIVE PLAN AMENDMENT

LANES AROUND
COASTLAND CENTER MALL

99532/34A/1001

<u>Section 8 Certificate</u>: The average, monthly public rent subsidy is \$350.48. This means an annual subsidy of \$4,205.76 or \$63,086.4 for 15 years. The 110 renter units would need a total subsidy of \$6,939,504.

Cost of 423 Affordable Housing Units

Demand	Number of Units	per Unit Subsidy	Total Subsidy
Homeowners	313		
		Average SHIP Subsidy	
Very-Low Income	175	\$ 15,061.50	\$ 2,635,762.50
Low Income	138	\$ 16,435.49	\$ 2,268,097.62
	Average	SHIP + Other Public Fo	unding
Very-Low Income	175	\$ 30,102.05	\$ 5,267,858.75
Low Income	138	\$ 29,301.39	\$ 4,043,591.82
Renters	110		
		NLIHC	
Very-Low Income		\$27,720.00	\$3,049,200.00
		Section 8	7 7
Vouche	ers	\$ 67,734.00	\$7,450,740.00
Certifica	tes	\$ 63,086.40	\$6,939,504.00

110 + 313

THE COST OF AFFORDABLE HOUSING UNITS IN CONJUNCTION WITH THE SIMON SUNCOAST PROPOSAL IN LEE COUNTY

OVERALL HOUSING SHORTAGE IN LEE COUNTY

According to the <u>Three Year Consolidated Plan</u>, <u>Lee County</u>, <u>Florida</u> (HUD FY 2000-2002¹. "Projections for Lee County show a Year 2000 demand for 198,191 units of all types and tenure. This demand exceeds the supply by nearly 10,000 units. This gap of newly constructed units will grow to over 32,000 by 2005. Much of this gap is in the unincorporated area with a current need for 9,500 units and a Year 2005 need of 26,000 units. These gaps are for new units for all income levels. Affordable unit tabulations reflect even larger needs" (<u>Consolidated Plan</u> page 3-1 and 3-4)

GENERAL DEFINITION OF AFFORDABLE HOUSING

In general "affordable" means that monthly rents or monthly mortgage payments including taxes and insurance do not exceed 30 percent of that amount which represents the percentage of the median annual gross income for the specific households. (420.907 State Housing Initiatives Partnership Act, Florida Statutes).

Households (adjusted for size) with a total annual gross income of up 50% of the median are considered very low income, those with incomes up to 80% of the median are considered low income and those up to 120% of the median are considered moderate.

For instance, the yearly median income for a four-person household in the Fort Myers-Cape Coral Metropolitan Statistical Area (MSA) in 2000 was \$47,300. Therefore four-person households earning up to 50% of \$47,300 (or \$23,650) are considered very low income, earning up to 80% (or \$37,850) are considered low income and earning up to 120% (or \$56,760) are considered moderate income.

"Projections for Lee County show a Year 2000 demand for 198,191 units of all types and tenure. This demand exceeds the supply by nearly 10,000 units. This gap of newly constructed units will grow to over 32,000 by 2005. Much of this gap is in the unincorporated area with a current need for 9,500 units and a Year 2005 need of 26,000 units. These gaps are for new units for all income levels." (Consolidated Plan page 3-1 and 3-4)

¹ The Consolidated Plan is based on data obtained from the Shimberg Center. The Shimberg Center for Affordable Housing at the University of Florida is under contract with the Florida Department of Community Affairs to provide data on population and housing conditions for each Florida County and local government. The Center determines the availability of housing units and establishes the supply of affordable units by income category.

LOCAL HOUSING COSTS IN LEE COUNTY

The <u>Consolidated Plan</u> on page 3-6 discusses current local housing costs based on information from the Fort Myers Association of Realtors, 2000 Fact Book.

Local Housing Costs				
Lee County	1999 Median Price	1999 Average Price		
New Home Price				
1,800 SF	\$101,680	\$118,211		
(2000 First Qtr.) 2,400 SF	N/A	\$163,918		
Existing Home Price				
2 Bedroom	\$65,000	\$79,841		
4 Bedroom	\$182,950	\$263,939		
Existing Condo Price				
2 Bedroom	\$79,900	\$100,277		
Apartment Rent (1999 Third Qtr.) 950 SF	N/A	\$567/mo		

Source: Three Year Consolidated Plan, Lee County, Florida (HUD FY 2000-2002) page 3-6

APPROPRIATE AMOUNT OF ASSISTANCE NEEDED FOR OWNER OCCUPIED HOUSING TO BE AFFORDABLE

State of Florida created the SHIP (State Housing Initiatives Partnership) Program in 1991 in order to effectively combine available public and private resources to conserve and improve existing housing and provide new housing for very low income, low income and moderate income households.

The SHIP funds are used to pay the costs of acquisition, site preparation, infrastructure, permitting fees, construction; down payment assistance and other construction related costs. The cost of the home to the home buyer is transferred through a first mortgage, which is held by a lending institution, and the property is transferred to the new owner fee simple, at the completion of construction. A subordinate deferred mortgage is placed on the property for the subsidy amount, which varies according to the actual costs and other subsidies used in the project. Only the amount of subsidy needed to close will be awarded, or if the maximum amount of assistance is awarded, any difference between the maximum assistance amount and the amount needed to close will be applied to principal reduction.

Using the SHIP Program as an example, county staff analyzed the public cost since 1995 of getting a very low, low, and moderate-income household into a new house constructed by one of Lee County's non-profit housing partners (in addition to public funds (CDBG, HOME etc.) these non-profit partners also use private funds secured by 30-year mortgages). This analysis reflects that there is a serious housing problem in Lee County.

Very Low-Income Households: In 1995-2000, 129 affordable owner-occupied dwelling units for very low-income households were built at an average cost of \$81,549. In order to make this \$81,549 dwelling unit affordable to a very low income household the average total public subsidy needed was \$30,102.05. The average SHIP subsidy was \$15,061.50 and the average subsidy from other public funds was \$15,040.55.

Low-Income Households: In 1995-2000, 84 affordable owner-occupied dwelling units for low-income households were built at an average cost of \$84,010. In order to make this \$84,010 dwelling unit affordable to a low-income household the average total public subsidy was \$29,301.39. The average SHIP subsidy was \$16,435.49 and the average subsidy from other public funds was \$12,865.90.

Income Level	#of Units	Average per Unit SHIP Funds	Average per Unit Other Public Funds	Average per Unit SHIP + Other Public Funds	Average per Unit Private Funds	Average per Unit Owner Contributions	Average Cost per Unit
All	7.50	The same			10 En E.		
Households	230	\$17,429.32	\$10,051.08	\$27,480.40	\$55,414.91	\$1,509.22	\$84,404.53
Very Low	129	\$15,061.50	\$15,040.55	\$30,102.05	\$50,220.44	\$1,226.54	\$81,549.03
Low	84	\$16,435.49	\$12,865.90	\$29,301.39	\$52,942.83	\$1,766.28	\$84,010.50
Moderate	17	\$20,790.97	\$2,246.78	\$23,037.75	\$63,081.47	\$1,534.84	\$87,654.06

Source: Lee County SHIP Closed Out Homeownership Tracking

APPROPRIATE AMOUNT OF ASSISTANCE NEEDED FOR RENTAL HOUSING TO BE AFFORDABLE (For the purposes of this analysis only very low-income renter households were considered.)

National Low Income Housing Coalition (NLIHC):

The NLIHC was established in 1974 as a membership organization dedicated to solving America's affordable housing crisis. The NLIHC's annual report on income and rental housing costs, *Out of Reach* (www.nlihc.org) reveals that renter household incomes tend to be lower than overall median household incomes. The estimated renter household income in Lee County is \$34,976 per year or \$2,915 per month. The fair market rent for a two-bedroom rental unit in Lee County is identified at \$591.

<u>Very Low-Income Households:</u> A very low-income household has a maximum renter household income of \$17,743 per year or \$1,456 per month. Given that maximum affordable rent is 30% of income, the maximum rent this household could pay would be \$437 per month. Since the fair rent for a two bedroom unit is \$591, a very low-income household would need a subsidy of \$154 per month in order to rent a two-bedroom unit at fair market rent: \$591 (the fair market rent) - \$437 (the maximum affordable monthly housing cost for a very low-income household) = \$154 (the amount of subsidy needed).

The impact of the fair market rent for a two-bedroom unit being \$591 significant upon the minimum wage earner (earning \$5.15 per hour), whose affordable rent (30% of income) would be no more than \$268. *Out of Reach* states that 34% percent of renters in Lee County are unable to afford the Fair Market rent for a two-bedroom unit. In Lee County, a worker earning

minimum wage has to work 88 hours per week in order to afford a two-bedroom unit at the area's Fair Market rent.

The Housing Wage in Lee County for 2000 was \$11.37. The Housing Wage is the amount a worker would have to earn per hour in order to work 40 hours per week and afford a two-bedroom at the area's Fair Market rent. This is 221% of the present minimum wage (\$5.15 per hour). According the NLIHC between 1999 and 2000 the two bedroom-housing wage increased by 2.20%.

The Cost of Supplying Affordable Housing Units to Correct the Deficit Created by Simon Suncoast

According to the <u>Three Year Consolidated Plan, Lee County, Florida</u> (HUD FY 2000-2002), "1998 statistics for Lee County showed 188,409 housing units of which 74% were owner-occupied." (Consolidated Plan page 3-1)

This analysis reflects the need for additional 423 affordable housing units for very low (237) and low income (186) households as derived from Table 24-3 of the documents provided by Simon Suncoast.

Simon Suncoast - Table 24-3

Income Level	Demand	Supply	Balance	Deficit Owner Occupied (74%)	Deficit Rental (26%)
Very Low	270	33	237	175	62
Low	286	100	186	138	48
Total	556	133	423	313	110

Using the 1998 figure of 74% owner occupied units, this analysis assumes that 313 of the 423 units would be owner-occupied and 110 would be renter occupied. This information is summarized on the last page in the table titled "The Cost of 423 Affordable Housing Units."

Owner Occupied Housing

<u>Very Low-Income Households</u>: Assuming that 175 units are occupied by very low-income households and based on the analysis presented on page 3, the total subsidy for the 175 very low-income households would be \$5,267,858.75. The SHIP subsidy alone for the 175 very low-income households would be \$2,635,762.50.

<u>Low-Income Households</u>: Assuming that 138 units are occupied by low-income households and based on the analysis presented on page 3, the total subsidy for the 138 low-income households would be \$4,043,591.82. The SHIP subsidy alone for the 138 low-income households would be \$2,268,097.62.

Renter Occupied Housing

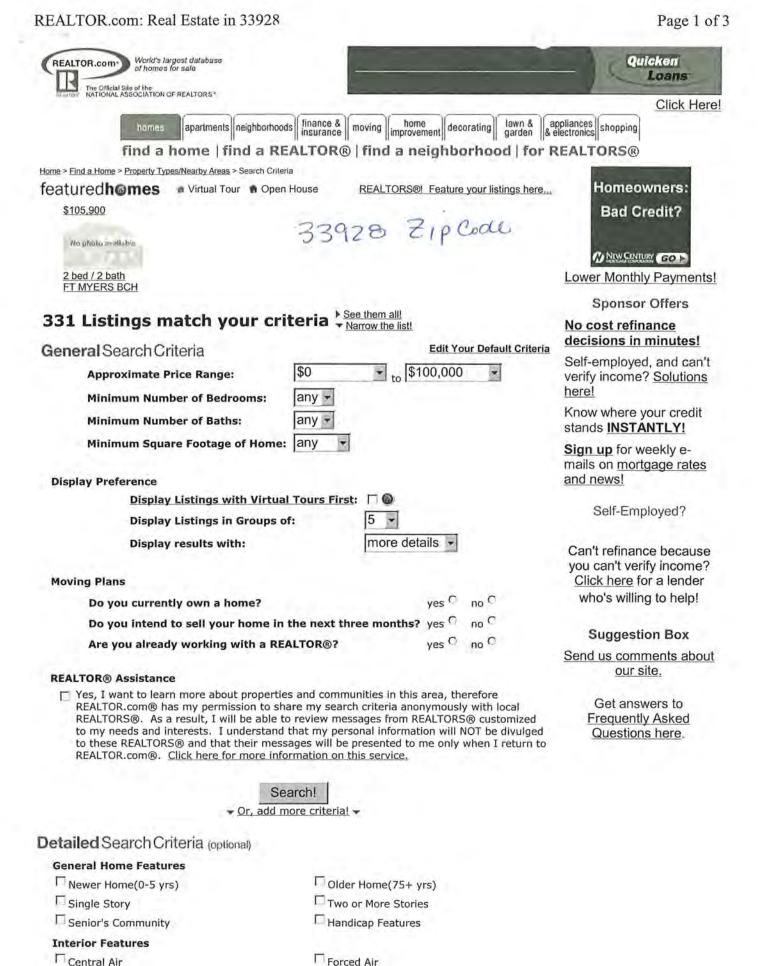
Assuming that all 110-renter units are occupied by very low-income households for 15 years and based on the analysis provided on page 3, the following conclusions follow.

National Low Income Housing Coalition (NLIHC) Based on the NLIHC data a very low-income household would need a subsidy of \$154 per month to rent a two-bedroom unit at fair market rent. This would mean an annual subsidy of \$1,848 or \$27,720 for 15 years. The 110 renter units would need a total subsidy of \$3,049,200.00 for the 15-year period.

Cost of 423 Affordable Housing Units

Demand	Number of Units	per Unit Subsidy	Total Subsidy	
Homeowners	313			
	Av	erage SHIP Subsidy		
Very-Low Income	175	\$ 15,061.50	\$ 2,635,762.50	
Low Income	138	\$ 16,435.49	\$ 2,268,097.62	
	Average SI	HIP + Other Public Funding		
Very-Low Income	175	\$ 30,102.05	\$ 5,267,858.75	
Low Income	138	\$ 29,301.39	\$ 4,043,591.82	
Renters	110			
		NLIHC		
Very-Low Income		\$27,720.00	\$3,049,200.00	

Methodology available from the Lee County Planning Division, Affordable Housing Program



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This detached home built in 1957 has 4 bedroom(s), 2 full bath(s) and is approximately 1300 sq. ft. of living area. Rooms include a eat-in kitchen, laundry room, great room. Other features include pantry, ceiling fan(s), cathedral ceiling.

Office: (941) 947-4907

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\$86,000 See Listing Details

100% Match ESTERO, FL 33928 Beds: 2

No photo available Baths: 2

MLS #80040201

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This mid-rise attached condo/townhouse built in 1988 has 2 bedroom (s), 2 full bath(s). Rooms include a living/dining room combination, master bedroom, master bathroom, laundry room. Other features include breakfast bar, ceiling fan(s), window treatments. Recreation amenities include community tennis court(s), community exercise area (s), community clubhouse(s), community pool table(s), biking/fitness

INC. REALTY WORLD FLORIDA

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3

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Beds: 2 Baths: 2

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This mid-rise attached condo/townhouse built in 1988 has 2 bedroom (s), 2 full bath(s). Rooms include a living/dining room combination, master bedroom, laundry room. Other features include breakfast bar, ceiling fan(s), window treatments. Recreation amenities include community tennis court(s), community exercise area(s), community clubhouse(s), community pool table(s), biking/fitness trail.

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100% Match ESTERO, FL 33928 Beds: 2 Baths: 2 MLS #80033376

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This mid-rise attached condo/townhouse built in 1988 has 2 bedroom (s), 2 full bath(s). Rooms include a living/dining room combination, master bedroom, master bathroom, laundry room. Other features include breakfast bar, ceiling fan(s), window treatments. Recreation amenities include community tennis court(s), community clubhouse(s), community pool table(s), biking/fitness trail.

HERITAGE RESIDENTIAL GROUP

Office: (941) 267-3700

5 \$88,700

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No photo available

100% Match ESTERO, FL 33928 Beds: 2 Baths: 2 MLS #80041334

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This mid-rise attached condo/townhouse built in 1988 has 2 bedroom (s), 2 full bath(s). Rooms include a living/dining room combination, master bedroom, laundry room. Other features include breakfast bar, ceiling fan(s). This home has a 1 car carport, covered parking area. Recreation amenities include community tennis court(s), community exercise area(s), community clubhouse(s), community pool table(s), biking/fitness trail.

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Baths: 2 Sq.Ft.: 863 MLS #80028433

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This attached condo/townhouse built in 1988 has 2 bedroom(s), 2 full bath(s) and is approximately 863 sq. ft, of living area. Rooms include a living/dining room combination, master bedroom, master bathroom, laundry room. Other features include marble floors, breakfast bar, ceiling fan(s), vaulted ceiling, window treatments. This home has a 1 car carport, covered parking area. Recreation amenities include community tennis court(s), community clubhouse(s), community pool table(s), biking/fitness trail. This home has RV/Boat parking.

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B. Indicate and discuss the availability or projected availability of adequate housing and employment opportunities reasonably accessible to the development site. Housing opportunities should be described in terms of type, tenure, and cost range and location within the following circumscribed areas: adjacent, two miles, five miles, ten miles, and within the local jurisdiction or county. Employment opportunities should be described in terms of two digit SIC code numbers located within the local jurisdiction with estimated distances or transit times to the development site.

A housing analysis was performed for the proposed project using a study methodology that was discussed with Southwest Florida Regional Planning Council staff. The analysis consists of determinations of demand, supply, and the resulting need. The proposed project includes five land use types that are expected to generate employment and may, therefore, create a housing demand:

Retail Hotel Office Medical Office Assisted Living Facility

The elements of the study are described in the following sections.

DEMAND

The potential demand for housing associated with this project was calculated separately for each of the five land use types. The number of employees expected for each of the five land use types was calculated using rates supplied by the Regional Planning Council or similar projects. Rates for hotel, office, and medical office employment were taken from a document provided by the Regional Planning Council. The rate of retail employment was based on information used in the recent housing studies for the Merrick Park DRI, Sunrise Land Group DRI, and Amerifirst Tract DRI Substantial Deviation (Sawgrass Mills Phase IV). The assisted living facility employment was calculated using rates associated with hotel rooms. Table 24-2 summarizes the land uses, rates, and resulting employment projections.

TABLE 24-2
PROJECTED EMPLOYMENT

Land Use	Scale	Rate	Employees
Retail	1,800,000 ft ²	1.8/1,000 ft ²	3,240
Hotel	600 Rooms	0.825/Room	495
Office	200,000 ft ²	4/1,000 ft ²	800
Medical Office	100,000 ft ²	4/1,000 ft ²	400
Assisted Living Facility	200 units	0.825/unit	165
Total Employment			5,100

Housing is evaluated in relation to three income groups: Very Low Income, Low Income, and Moderate Income. The three income groups are defined in relation to the reported median household income for Lee County. In accordance with the June 1999 East Central Florida Regional Planning Commission (ECFRPC) methodology, the median household income reported by the US Department of Housing and Urban Development (HUD) was used. Year 2000 information obtained from HUD reports a median household income of \$47,300 per year for Lee County. Based on the HUD information, housing demand was quantified for the three income groups as summarized in Table 24-3.

Housing demand was calculated separately for each of the five land use types. The demand calculations resulted in a determination of the number of households associated with each of the three income groups. The projected housing demand for all of the land use types except retail was calculated using the ECFRPC methodology and demand calculation factors. The total number of employees was stratified to reflect the number of heads of household by single income and multiple income households. The household incomes were then grouped in relation to the median family income reported by the United States Department of Housing and Urban Development.

Income information was calculated using the ES-202 report from Florida Department of Labor and Employment Security to determine median income levels. The distribution of wages was calculated using occupational wage information from Florida Department of Labor and Employment Security.

Upon review of the generalized information available from the State of Florida Department of Labor and Employment Security and the ECFRPC

SUPPLY

The supply of housing available within the assumed average commute shed was quantified. Housing units for sale and rent within an area defined as the lesser of twenty minutes or ten miles of the site were sought.

Housing supply is to be identified, by income group, within the reasonable commute area. The affordability of the housing supply is calculated differently for rental units and sales units. The categorization of units into income groups is based upon the income ranges, which have been defined based on Lee County median income, mortgage rates and down payments, and allowances for utilities and insurance.

For-sale units were identified using Multiple Listing Service information. Table 24-3 summarizes the supply calculations.

The ECFRCP methodology includes prescribed maximums for efficiency units and one-bedroom units as a part of the supply. The methodology allows 22.9 percent efficiency units, 45.9 percent one-bedroom units, and a maximum of 68.9 percent efficiency plus one-bedroom units. The units identified as a part of the supply were categorized by unit type, as shown in Table 24-4. The available supply has fewer efficiency and one-bedroom units than the maximum allowable.

Reductions in the supply were made to account for a required five percent vacancy in rental units, as well as an allowance for substandard housing units on the market.

TABLE 24-3
Housing Supply

	Very Low Income	Low Income	Moderate Income
Sales and Rental Units	35	106	321
Reduction for Vacancy	-2	-5	-16
Reduction for Substandard Units	0	-1	-4
Available Supply	33	100	301

September 2000

September 2000

TABLE 24-4
Housing Supply

	Very Low Income	Low Income	Moderate Income
Unit Type:			
Efficiency	0	0	0
One Bedroom	2	14	45
Two-Plus Bedrooms	33	92	276
Total	35	106	321
Ratios:		1 17	
Efficiency	0	0	0
One Bedroom	5.7%	13.2%	14.0%
Efficiency Plus One Bedroom	5.7%	13.2%	14.0%

C. If displacement or relocation of existing residents will occur due to the proposed development, identify the number of people that will be affected, any special needs of these people, and any provisions for addressing the effects of the relocation or displacement of these people, particularly in the regards to their ability to find suitable replacement housing.

No relocation of existing residents will occur due to the proposed development.

methodology, it was determined that adequate data did not exist to accurately portray the retail employees expected from the proposed project. Because the facility operators have not been identified for the non-retail uses, generalized information may be appropriate for use in the study. Simon Property Group was able to review the information with respect to retail employment. It was determined that the generalized information did not accurately account for the relationship of retail employees to the need for affordable housing. Therefore, survey data collected in February 2001 from the Edison Mall in Fort Myers were used to quantify the relationship between mall employment and the need for affordable housing. The data are included in Appendix B for reference.

Calculations of demand for all five of the land use types are shown in Appendix B. Table 24-3 summarizes the calculated housing demand.

TABLE 24-3 HOUSING DEMAND

Category	Relationship to Median Household Income	Household Income	Households
Very Low Income	Less than 50%	Less than \$23,650/year	270
Low Income	50% to 80%	\$23,650 to \$37,839/year	286
Moderate Income	80% to 120%	\$37,840 to \$56,760/year	277

SUPPLY

The supply of housing available within the assumed average commute shed was quantified. Housing units for sale and rent within an area defined as the lesser of twenty minutes or ten miles of the site were sought.

Housing supply is to be identified, by income group, within the reasonable commute area. The categorization of units into income groups is based upon the income ranges, which have been defined based on Lee County median income, mortgage rates and down payments, and allowances for utilities and insurance. Separate allowances were made for monthly maintenance and homeowner dues at condominiums and mobile home parks. Calculations of affordability are included in Appendix B.

VL 270 33 Def VL 270 33 237 L 286 100 186 1/23 Total

Simon Suncoast

24-4

Revised April 2001

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CPA 2000-30 PRIVATELY SPONSORED AMENDMENT TO THE

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

Privately Sponsored Application and Staff Analysis

BoCC Adoption Document

Lee County Planning Division 1500 Monroe Street P.O. Box 398 Fort Myers, FL 33902-0398 (941) 479-8585

LEE COUNTY DIVISION OF PLANNING STAFF REPORT FOR COMPREHENSIVE PLAN AMENDMENT CPA 2000-30

1	Text Amendment	1	Map Amendment
POST-III	A VILL I MINI CHILDRE		Trans Tamentonia

1	This Document Contains the Following Reviews:		
1	Staff Review		
1	Local Planning Agency Review and Recommendation		
1	Board of County Commissioners Hearing for Transmittal		
1	Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report		
1	Board of County Commissioners Hearing for Adoption		

STAFF REPORT PREPARATION DATE: November 19, 2001

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Simon Property Group and Oakbrook Properties, represented by Matthew D. Uhle of Knott, Consoer, Ebelini, Hart & Swett, P.A.

2. REQUEST:

- Amend the Future Land Use Map series, Map 1, the Future Land Use Map, for a 483-acre parcel of land located in Sections 04 and 09, Township 47 South, and Range 25 East to change the Future Land Use classification from "Rural" to "Urban Community."
- Amend Policy 6.1.2.4 of the Future Land Use Element to specifically allow the consideration of a Regional Commercial center on the subject property.
- Amend Policy 21.1.1 of the Transportation Element to recognize the need for specific U.S. 41 intersection improvements as a result of impacts from the Simon Suncoast (Coconut Point) DRI and that Lee County considers these specific improvements to be part of Map 3A and the County will program the necessary improvements in the County's Capital Improvement Program prior to the time these improvements are required to maintain adopted level of service standards.

B. BACKGROUND INFORMATION

1. EXISTING CONDITIONS

SIZE OF PROPERTY: 483 +/- ACRES

PROPERTY LOCATION: The subject property is generally located on the east

side of U.S. 41, at its intersection with Coconut Road in South Estero.

EXISTING USE OF LAND: The subject property is currently vacant.

CURRENT ZONING: The subject property is zoned AG-2

CURRENT FUTURE LAND USE CATEGORY: The 483-acre subject property has two Future Land Use designations: Rural (432.35 acres) and Wetlands (50.79 acres)

C. STAFF RECOMMENDATIONS AND FINDINGS OF FACT SUMMARY

1. REVISED STAFF RECOMMENDATION FOR BoCC ADOPTION HEARING:

The following recommendation takes into consideration the applicant's proposed language, staff's original recommendation, the Board of County Commissioners transmitted language, the Florida Department of Community Affairs (DCA) Objections, Recommendations, and Comments Report, and the subsequent negotiations between the applicant, DCA, and the County staff.

Planning staff recommends that the Board of County Commissioners adopt the proposed amendment to Map 1, the Future Land Use Map, to change the Future Land Use designation of the subject property from the "Rural" land use category to the "Urban Community" land use category. Staff recommends that the areas of the property currently designated as "Wetlands" will remain designated as such.

Staff further recommends approval of the requested text amendment to Policy 6.1.2.4 to allow the consideration of a Regional Commercial center on the subject property. Staff recommends the following language be added to Policy 6.1.2.4:

f. The Commercial Site location standards described in this policy do not apply to Regional Commercial development approved as a single mixed-use Development of Regional Impact containing regional shopping opportunities on a 483-acre portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the east by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the north by a line located one half mile north of Coconut Road designated Urban Community, provided that the DRI specifically addresses:

- 1) Impacts to flow-ways,
- 2) Community and Regional Park levels of service,
- 3) Roadway levels of service,

- 4) Public Schools,
- 5) Fire protection services, and
- 6) Affordable housing.

Staff further recommends that the Board of County Commissioners amend Policy 21.1.1 of the Transportation Element to recognize the need for specific U.S. 41 intersection improvements as a result of impacts from the Simon Suncoast (Coconut Point) DRI and that Lee County considers these specific improvements to be part of Map 3A and the County will program the necessary funds to make these improvements at the point these improvements are required to maintain adopted level of service standards. The requested language is as follows:

POLICY 21.1.1: The Lee County Metropolitan Planning Organization's 2020 Financially Feasible Plan Map series is hereby incorporated as part of the Transportation Map series for this Lee Plan comprehensive plan element. The MPO 2020 Financially Feasible Highway Plan Map, as adopted December 8, 2000, is incorporated as Map 3A of the Transportation Map series, with one format change as approved by the Lee County Board of County Commissioners on March 23, 1999. The format change is a visual indication (with shading) that alignment options for the County Road 951/Bonita Grande Drive extension are still under consideration, consistent with Note 52. Also, the comprehensive plan amendment analysis for the Simon Suncoast (Coconut Point) DRI identified the need for improvements at key intersections on US 41 from Koreshan Boulevard to Alico Road to address the added impacts from the project for year 2020, and a mitigation payment has been required as part of the DRI development order. Lee County considers the following intersection improvements to be part of Map 3A and will program the necessary funds to make these improvements at the point they are required to maintain adopted level of service standards on US 41:

Intersection Improvements

US 41/Constitution Boulevard Southbound Dual Left Turn Lanes

US 41/B & F Parcel Northbound, Southbound, Eastbound, and

Westbound Dual Left Turn Lanes

US 41/Sanibel Boulevard Southbound Dual Left Turn Lanes

US 41/Koreshan Boulevard Southbound and Westbound Dual Left Turn

Lanes

2. ORIGINAL STAFF RECOMMENDATION FOR BoCC TRANSMITTAL HEARING: (Note: The Board of County Commissioners modified this staff recommendation at the transmittal hearing. The final version of the proposed text changes transmitted by the Board are shown in the Board transmittal hearing summary on page 26 and 27 of this report). Planning staff recommends that the Board of County Commissioners transmit the proposed amendment to Map 1, the Future Land Use Map, to change the Future Land Use designation of the subject property from the "Rural" land use

category to the "Urban Community" land use category. Staff recommends that the areas of the property currently designated as "Wetlands" will remain designated as such.

Staff further recommends approval of the requested text amendment to Policy 6.1.2.4 to allow the consideration of a Regional Commercial center on the subject property. Staff recommends the following language be added to Policy 6.1.2.4:

- f. Not withstanding prohibitions contained elsewhere in this plan, Regional Commercial development may be granted in a portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the East by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the North by a line located one-half mile north of Coconut Road, provided that:
- (1) A minimum of one acre of the property must be donated dedicated to Lee County for use as a fire station. This land must be deeded to the County prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated dedicated, if it is eligible for credits under the County's impact fee ordinance.
- (2) A minimum of five acres of the property must be donated dedicated to the School District of Lee County for use as a public school. This land must be deeded to the School District prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated dedicated, if it is eligible for credits under the County's proposed school impact fee ordinance.
- (3) Subsequent to these land donations dedications, the County will initiate an amendment to the Future Land Use Map to change the Future Land Use designation of these donated properties to Public Facilities.
- 3. ORIGINAL STAFF RECOMMENDATION TO LPA: (Note: this staff recommendation was modified slightly by the LPA action). Planning staff recommends transmittal of the proposed amendment to Map 1, the Future Land Use Map, to change the Future Land Use designation of the subject property from the "Rural" land use category to the "Urban Community" land use category. Staff recommends that the areas of the property currently designated as "Wetlands" will remain designated as such.

Staff further recommends approval of the requested text amendment to Policy 6.1.2.4 to allow the consideration of a Regional Commercial center on the subject property. Staff recommends the following language be added to Policy 6.1.2.4:

f. Not withstanding prohibitions contained elsewhere in this plan, Regional Commercial development may be granted in a portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the East by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the North by a line located one-half mile north of Coconut Road, provided that:

(1) A minimum of one acre of the property must be donated to Lee County for use as a fire station. This land must be deeded to the County prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated, if it is eligible for credits under the County's impact fee ordinance.

(2) A minimum of five acres of the property must be donated to the School District of Lee County for use as a public school. This land must be deeded to the School District prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated, if it is eligible for credits under the County's proposed school impact fee ordinance.

(3) Subsequent to these land donations, the County will initiate an amendment to the Future Land Use Map to change the Future Land Use designation of the donated properties to Public Facilities.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- The proposed plan amendment is being undertaken for the specific purpose of developing a regional mall and associated commercial and residential development on the subject property. A rezoning application and a DRI development approval application have been submitted concurrently with this amendment.
- While the analysis of the amendment should focus primarily on the impacts of the land use category change alone, it is necessary to consider the impacts of the potential development scenario that has been proposed.
- The redesignation of the subject property from Rural to Urban Community will
 increase the demand for public services and infrastructure in this area. This will
 occur whether the end use is a regional mall or some other development that fits
 within the density/intensity limitations of the Urban Community land use category.
- The potential number of residential dwelling units that could develop on the subject property will increase from 434 to 2,898 if this plan amendment is approved.
- Staff has identified potential deficiencies in the capacity of the surrounding road network, the public school system, and fire protection services that could result from this proposed plan amendment. All other infrastructure and services are existing or planned, with adequate capacity to serve the subject property.
- Three road segments in the project area will operate below acceptable levels of service prior to the Year 2020, with or without the proposed amendment or mall development. The land use map change could result in one additional road segment operating below the adopted level of service, if a regional mall is developed as planned. The land use map amendment alone will result in increased traffic in Estero, but will not necessarily cause any road segments to fail. The ultimate end

use of the property will be required to provide appropriate traffic impact mitigation at the time of rezoning and DRI development approval.

- A compact and contiguous development pattern will be maintained through this
 amendment. The proposed amendment will not promote urban sprawl, as the
 subject property is located adjacent to a significant amount of existing and approved
 urban development.
- Since the time when the subject property was originally designated as Rural in the 1984 Lee Plan, conditions and land use patterns in the area have changed to the point that Rural is no longer the most appropriate land use category for the subject property.
- The retail commercial intensity proposed by the Simon Suncoast DRI would not meet the applicable commercial site location standard under Goal 6 for a regional commercial development.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

SUMMARY OF REQUEST

The applicants, Simon Property Group and Oakbrook Properties, are requesting a change of Future Land Use designation from "Rural" to "Urban Community" for approximately 483 acres of land in Estero. The application materials and correspondence associated with this plan amendment have been included with this report. The site is located between U.S. 41 and the Seminole Gulf Railway tracks, and extends from Williams Road south past Coconut Road. The subject property is in Sections 04 and 09, Township 47 South, Range 25 East. A graphic showing the location of the subject property is provided in Attachment 1 of this report.

The applicants have also requested a text amendment to Policy 6.1.2.4 of the Lee Plan to allow the consideration of a Regional Commercial center on a portion of the subject property.

It should be noted that, while it is not part of this comprehensive plan amendment application, a rezoning application has been submitted to the County to rezone the subject property from AG-2 to MPD to accommodate a regional mall. A Development of Regional Impact (DRI) application for a regional mall has also been provided to the County as well as to the Regional Planning Council. While it is not common to consider specific development scenarios in the review of a comprehensive plan amendment application, staff has considered the fact that this plan amendment has been undertaken specifically to accommodate a regional mall, and that the mall will be the likely end use of the property, if in fact the Simon site ends up being the site for the regional mall in Lee County. The proposed land use summary as established in the rezoning and DRI application is as follows:

Retail: 1,800,000 square feet Office: 300,000 square feet

Hotel: 600 Rooms

Assisted Living Facility: 200 units Multi-Family Residential: 1,000 units

The parameters listed above are just one proposed development scenario that could be accommodated under the proposed Urban Community land use category. There is a wide variety of other uses that could occur on the property. This staff report will primarily consider the impact of the proposed change to the Future Land Use Map, while giving secondary consideration to the possibility of the regional mall complex being a likely end user of the property.

LAND USE PLANNING CONSIDERATIONS

Surrounding Zoning and Land Uses

To the north of the subject property are several vacant parcels zoned AG-2. The Future Land Use designation for the area immediately north of the subject property is Suburban. The parcels to the north of the subject property are currently vacant. It should also be noted that Estero High School is located approximately one-half mile to the north and west of the subject property.

To the east of the subject property is The Brooks of Bonita Springs, which is a partially-developed 2,492-acre mixed use project. The Brooks is approved for a total of 4,060 multi family dwelling units, 1,140 single family dwelling units, a 120-room hotel/motel, and 250,000 square feet of commercial development. There is a pending amendment to the Brooks DRI that would increase the number of single family units to 1,600, reduce the number of multi-family units to 2,460, and add 20,000 square feet of commercial use. The Brooks development is zoned MPD, and is located in the Rural Future Land Use Category, with a small portion of the property located in the Suburban Future Land Use Category. The Brooks was approved under the Planned Development District Option (PDDO), which allowed urban densities to be achieved outside of the future urban areas, provided the applicant demonstrated that the proposal will be totally independent of County-subsidized facilities and services.

To the south of the subject property is a 62-acre industrial subdivision that is zoned IL. Also, immediately to the south of the subject property is a CG-zoned parcel containing a restaurant. The Future Land Use designation for the area south of the subject property is Industrial Development.

To the west of the subject property is U.S. 41, and a variety of developments set out as follows from north to south:

- Williams Place CPD, which is a 12.19-acre parcel approved for 90,000 square feet of commercial, and is currently being developed as a strip center, anchored by an Albertson's supermarket.
- Estero Greens CPD, which is approved for 100,000 square feet of retail and 129,000 square feet of office uses.
- Tulip Associates CPD, which is a 13.47 acre property approved for 130,500 square feet of commercial uses, 30,000 of which may be retail.

- Coconut Road MPD, which is a 46-acre property approved for 250,000 square feet of retail
 uses and 142 dwelling units. In the alternative, the property could develop with 200,000
 square feet of light industrial uses.
- Pelican Landing RPD/CPD, which is approved for 4,400 residential units, 750 hotel/motel units, 475,000 square feet of commercial office, and 300,000 square feet of commercial retail.

The Future Land Use designations to the west of the subject property are Suburban and Urban Community.

An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing, with the recent development of The Brooks, Pelican Landing, and several small commercial parcels. The surrounding Future Land Use categories consist of Urban Community, Suburban, Industrial Development, and Rural. The Rural areas adjacent to the subject property are currently being developed with urban densities through the use of the PDDO option. The proposed Urban Community designation would be generally compatible with the adjacent Future Land Use categories, although compatibility will be ultimately determined during the rezoning process based on a proposed plan of development.

Environmental Considerations

The 483-acre subject property contains 36.23 acres of South Florida Water Management District jurisdictional wetlands and an additional 14.56 acres of surface waters. The following FLUCCS categories were observed on the site:

FLUCCS Code	Description	Acreage
211	Improved Pasture	404.45
415	Slash Pine-Melaleuca Upland Forest	6.74
526	Borrow Lakes	19.37
624	Melaleuca-Slash Pine-Cypress Mixed Wetland Forest	20.61
640	Vegetated Non-Forested Wetlands	10.81
746	Previously Cleared/Disturbed Area	6.84
814	Roads	14.32
		483.14

According to materials submitted with the rezoning/DRI application, development of the property will occur primarily within the improved pasture areas and the melaleuca infested pine flatwoods. Approximately 22.15 acres of jurisdictional wetlands and 4.81 acres of jurisdictional surface waters will remain unaltered.

The majority of the wetlands on the property are part of a natural surface water flowway that runs east to west across the property. This is a well-defined drainage conveyance that will be utilized in the overall surface water management system for the property. This flowway plays an important role in water conveyance, stormwater storage, and providing wildlife habitat. Most of the flowway is currently designated as Wetlands on the Future Land Use Map. The on-site wetlands have not been included in the plan amendment request, and will therefore remain as Wetlands on the Future Land Use Map. The wetland lines on the map will be adjusted to reflect the jurisdictional wetland lines surveyed by the South Florida Water Management District and provided by the applicant.

A species survey of the subject property has been conducted, and the following wildlife species were observed on the site: wood stork, little blue heron, snowy egret, and tricolored heron.

Soils

The applicant has provided a soils map in the background materials. The following is a list and description of all soil types that appear on the subject property. The brief descriptions associated with these soil types are based on information provided in the <u>Soil Survey of Lee County</u>, Florida (U.S. Department of Agriculture, Soil Conservation Service, 1984).

- 6 Hallandale Fine Sand This is a nearly level, poorly drained soil, on low, broad flatwoods areas. The available water capacity of this soil is low.
- 11 Myakka Fine Sand This is a nearly level, poorly drained soil on broad flatwoods areas. The available water capacity is medium in the subsoil and very low in the surface and subsurface layers.
- 13 Boca Fine Sand This is nearly level, poorly drained soil on flatwoods. The available water capacity is low in the surface and subsurface layers and medium in the subsoil.
- 14 Valkaria Fine Sand This is a nearly level, poorly drained soil in sloughs. The available water capacity is low.
- **26 Pineda Fine Sand -** This is a nearly level, poorly drained soil in sloughs. The available water capacity is very low in the surface and subsurface layers, and in the upper sandy part of the subsoil, and medium in the lower loamy part of the subsoil.
- 27 Pompano Fine Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is low.
- 28 Immokalee Sand This is a nearly level, poorly drained soil in flatwoods areas. The available water capacity is medium in the subsoil and very low in the surface and subsurface layers.

- 34 Malabar Fine Sand This is a nearly level, poorly drained soil in sloughs. The available water capacity is low in the surface and subsurface layers and the upper part of the subsoil and medium in the lower part of the subsoil.
- **42 Wabasso Sand Limestone Substratum -** This is a nearly level, poorly drained soil on broad flatwoods areas. The available water capacity is low in the surface and subsurface layers and the upper part of the subsoil, and medium in the lower part of the subsoil.
- 49 Felda Fine Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is low in the surface and subsurface layers and medium in the subsoil.
- 51 Floridana Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is medium in the surface layer and subsoil, and low in the subsurface layer.
- 73 Pineda Fine Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is low in the surface and subsurface layers and medium in the subsoil.
- 75 Hallandale Fine Sand, Slough This is a nearly level, poorly drained soil in sloughs. The available water capacity is low.

Internal Consistency with the Lee Plan

The proposed amendment seeks to change the Future Land Use category of the subject property from Rural to Urban Community. The Rural category is considered part of the "Non-Urban Areas" on the Future Land Use Map. Objective 1.4 describes the "Non-Urban Areas" as "those areas not anticipated for urban development at this time." Policy 1.4.1 describes the Rural land use category as follows:

POLICY 1.4.1: The Rural areas are to remain predominantly rural—that is, low density residential, agricultural uses, and minimal non-residential land uses that are needed to serve the rural community. These areas are not programmed to receive urban-type capital improvements, and they can anticipate a continued level of public services below that of the urban areas. Maximum density in the Rural area is one dwelling unit per acre (1 du/acre).

Policy 1.4.1 states that Rural areas are comprised primarily of low density residential uses, agriculture, and minimal non-residential uses needed to serve the rural community. These areas are not programmed to receive urban-type capital improvements, and they will have a level of public services below that the urban areas. The subject property no longer fits these characteristics of the Rural land use category. The subject property is located in an area of the county that has experienced significant growth and development in recent years. The areas around the subject property have developed with large master-planned communities such as Pelican Landing and The Brooks, both of which contain single-family and multi-family dwelling units plus large commercial components. There are also several commercial developments planned along the west side of U.S. 41. The subject property is located on U.S. 41, a four lane divided arterial roadway that is currently programmed for widening to 6 lanes. Public utilities and services are readily available to the subject property. These factors lead staff to the conclusion that Rural is no longer the most

appropriate designation for the subject site. A continued designation of Rural would represent an underutilization of existing public facilities and services available in this area of the County.

The proposed land use category for the subject property is Urban Community. Policy 1.1.4 describes the Urban Community areas as follows:

POLICY 1.1.4: The Urban Community areas are areas outside of Fort Myers and Cape Coral that are characterized by a mixture of relatively intense commercial and residential uses. Included among them, for example, are parts of Lehigh Acres, San Carlos Park, Fort Myers Beach, South Fort Myers, Bonita Springs, Pine Island, and Gasparilla Island. Although the Urban Communities have a distinctly urban character, they should be developed at slightly lower densities. As the vacant portions of these communities are urbanized, they will need to maintain their existing bases of urban services and expand and strengthen them accordingly. As in the Central Urban area, predominant land uses in the Urban Communities will be residential, commercial, public and quasi-public, and limited light industry (see Policy 7.1.6). Standard density ranges from one dwelling unit per acre (1 du/acre) to six dwelling units per acre (6 du/acre), with a maximum of ten dwelling units per acre (10 du/acre).

Policy 1.1.4 describes Urban Community areas as having a relatively intense mix of residential and commercial uses. The description of the Urban Community category is consistent with the existing and planned uses on and around the subject parcel. The Urban Community category would also be one of the few land use categories in the Lee Plan that could be applied to this property in order to accommodate the development of a regional mall.

The subject property is currently located in the Bonita Springs Planning Community, but will be located in the newly created Estero Planning Community upon adoption of pending plan amendment PAM/T 99-20. This plan amendment has been transmitted by the Board of County Commissioners to the Department of Community Affairs for review. For purposes of this staff analysis, it has been assumed that the new planning communities map and acreage allocation table 1(b) will be adopted as transmitted by the BoCC, and that this property will be in the Estero Planning Community.

Policy 1.7.6 discusses the Planning Communities Map (Map 16) and Acreage Allocation Table (Table 1(b)). This map and table depict the proposed distribution, extent, and location of generalized land uses for the year 2020. Acreage totals are provided for land in each Planning Community in unincorporated Lee County. No final development orders or extensions to final development orders will be issued or approved by Lee County which would allow the acreage totals for residential, commercial or industrial uses contained in Table 1(b) to be exceeded.

Once the pending amendments to the 2020 allocations are adopted, there will be 327 acres allocated for residential development in the Urban Community land use category in the new Estero Planning Community. Of these 327 acres, approximately 100 acres will remain available for residential development. There will also be 1,379 acres allocated for commercial development in

the new Estero Planning Community. Of these 1,379 acres, 1,203 acres will remain available for commercial development.

Staff believes that the existing allocations for residential and commercial will be sufficient to accommodate the proposed urban density and intensity on the subject 483-acre site. Depending upon the specific density and intensity that would develop on the subject property, changes may be necessary to the acreage allocation Table 1(b). The development parameters of the rezoning and DRI that are being processed concurrently with this plan amendment application could be accommodated under the existing acreage allocations. If subsequent changes are necessary, the applicant or developer will be responsible for amending Table 1(b) accordingly.

Goal 2 of the Lee Plan and its subsequent objectives and policies address growth management concerns. Goal 2 seeks to provide for an economically feasible plan which coordinates the location and timing of new development with the provision of infrastructure by government agencies, private utilities, and other sources. The subject property has access to the arterial road network as well as to public water and sewer. The designation of the subject property to a more urban land use category would allow for new urban development to occur in an area that already has urban infrastructure. The development of a regional mall on the property, however, will create a need for some additional infrastructure and services. The proposed amendment could result in certain roadway segments operating below acceptable level of service standards. The amendment could also overburden public school resources in the area as well as reduce the effectiveness of existing fire protection services. These items will be addressed in more detail later within this staff report. Any deficiencies in public infrastructure and services that result from the development of the subject property will need to be mitigated by the developer during the rezoning and DRI approval process.

Objective 2.2 seeks to direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Staff believes that a compact and contiguous growth pattern will be achieved through this plan amendment. The subject property is within an already urbanized area between Estero and Bonita Springs, and is surrounded on three sides by existing or approved development. At buildout, The Brooks to the east will contain over 5,000 residential units and Pelican Landing to the east and south will contain nearly 4,500 residential units. Both of these developments will also contain significant amounts of commercial area at buildout. Additionally, there are several individual commercial developments that are built or approved on the east side of U.S. 41, making this area an emerging urban center. The requested plan amendment will allow urban development to occur on vacant property contiguous to existing urban development. Staff finds that a compact growth pattern is preferable to urban development occurring more distant from existing urban areas and urban infrastructure. Staff finds that the proposed plan amendment promotes a compact growth pattern and minimizes urban sprawl.

Policy 2.2.1 states that the Future Land Use Map indicates the uses and density ranges that will ultimately be permitted on a given parcel. However, it is not a guarantee that such densities or uses are immediately appropriate, as the map provides for the county's growth up to the Year 2020. During the rezoning process, the Board of County Commissioners will balance the overall standards and policies of this plan with three additional factors:

- 1. Whether a given proposal would further burden already overwhelmed existing and committed public facilities such that the approval should be delayed until the facilities can be constructed; and
- 2. Whether a given proposal is for land so far beyond existing development or adequate public facilities that approval should be delayed in an effort to encourage compact and efficient growth patterns; and
- 3. Whether a given proposal would result in unreasonable development expectations which may not be achievable because of acreage limitations contained in the Acreage Allocation Table (see Policy 1.7.6, Map 16 and Table 1(b)).

Staff believes that this is a critical policy in light of the fact that this plan amendment is being processed concurrently with the rezoning and DRI cases. While staff acknowledges that the purpose of the amendment is to accommodate a regional mall on the subject property, this amendment to the Future Land Use Map does nothing more than change the potential uses that could occur on the property. The amendment changes the Future Land Use designation to a category that could accommodate a regional mall development, but the plan amendment by itself does not guarantee approval of a regional mall on this property. Policy 2.2.1 ensures that any potential development of the property will be served by adequate public facilities and services; will encourage compact and efficient growth patterns, and will be consistent with the Acreage Allocation Table 1(b). These standards will be applicable at the time of rezoning.

Objective 2.4 of the Lee Plan is to regularly examine the Future Land Use Map in light of new information and changed conditions, and make necessary modifications. Staff finds that conditions around the subject property have changed significantly since the property was designated as Rural with the establishment of the 1984 Lee Plan. At that time, this area of south Estero was still rural in nature, with sparse residential development and a minimal amount of commercial development. Since 1984, many new residential projects have been developed in the immediate area, including: The Brooks MPD, Pelican Landing RPD/CPD, and Fountain Lakes. Additionally, a significant amount of commercial development has been approved along U.S. 41, some of which remains unbuilt. Examples of approved commercial projects in the area include: Estero Greens CPD, Williams Place CPD, Camargo Trust MPD, Coconut Road MPD, The Brooks MPD, Pelican Landing RPD/CPD, and the Hyatt Regency Hotel. When all of these projects are built out, the area will have a distinctly urban character. Staff believes that these changing conditions must be considered in the evaluation of the proposed plan amendment. The development of major commercial and residential projects around the Simon property indicate that the property is no longer appropriate for rural levels of development, and that an urban designation would be more appropriate.

Policy 2.4.4 states that Lee Plan amendment applications to expand the Lee Plan's employment centers, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the Airport Commerce category just south of the Southwest Florida International Airport. Staff believes that this area is emerging as an employment center due to the presence of the approved commercial projects in the

area. The redesignation of this property to Urban Community will allow for more retail development, which will create a significant number of additional jobs. The proposed plan amendment will solidify the status of this area as an employment center in Lee County.

Policy 6.1.2 of the Lee Plan identifies standards for commercial site location for various levels of commercial development. If a regional mall were developed on the subject property, it would need to be located at the intersection of two, and preferably three, arterial roadways. The subject property, however, only has access to one arterial roadway, U.S. 41. The property also has access to two collector roadways, Coconut Road and Williams Road. The subject property will also have access to the future Sandy Lane, which will be a two-lane road and classified as a collector. The applicant is in the process of obtaining binding commitments to provide 120 feet of right-of-way for a four-lane Sandy Lane that would extend from the project's southern boundary to Corkscrew Road. There is a possibility that this road could be classified as an arterial in the future, although the adopted 2020 Transportation Plan shows the future Sandy Lane as a collector road. At the present time, however, the property does not have the required intersection of two arterials that is necessary to develop a Regional Commercial center. The applicant has submitted a text amendment request to Policy 6.1.2 that would specifically allow a Regional Commercial center to be developed on the property as an isolated case. Staff believes that, in light of the property's access to several existing and future collector roads as well as to U.S. 41, the access to the site is adequate to support the development of a regional mall. Staff believes that the overall access to the subject property from the surrounding road network is better than the access to the other two potential regional mall sites.

During the 2000/2001 amendment cycle, a new goal and subsequent objectives and policies were proposed to be added to the Lee Plan to address the Estero community planning effort. These new provisions have been transmitted by Board to DCA as of this writing. Policy 19.1.4 of the new language states that the Estero Community will work in conjunction with private developers, public agencies and community service providers to establish one or several town commons that encourage the location of a post office, public meeting hall, outdoor plaza, governmental offices, medical providers and recreational opportunities. Although the end uses of the subject property are beyond the scope of this plan amendment, staff believes that the final development will be a town center concept that could allow for the types of uses listed under Policy 19.1.4. The applicant has submitted that the proposed mall will function as a community center, in a manner that is consistent with the vision of the Estero Community Plan.

Staff finds no apparent internal inconsistencies with any Lee Plan provisions associated with the proposed plan amendment. The County will be required to make a finding of Lee Plan consistency for the specific development plans associated with the rezoning and DRI process. At that time, staff will attempt to advance specific conditions to ensure consistency with all applicable provisions of the Lee Plan.

Comparison of Development Potential

As noted previously, the subject property contains 432.35 acres of uplands and 50.79 acres of wetlands and surface waters. The subject property is currently designated as "Rural" and "Wetlands" on the Future Land Use Map. The Rural land use category allows a maximum density of one dwelling unit per acre of uplands, while the Wetlands category allows a maximum density

of one dwelling unit per 20 acres. Under the existing Rural designation, the 483-acre property could potentially develop with approximately 434 residential dwelling units. Commercial uses would be limited to only those that would be necessary to serve the rural community. Industrial uses would not be permitted.

Under the proposed Urban Community designation, the subject property would be eligible for significantly more development than it would under the Rural designation. The Urban Community land use category allows a standard residential density of up to 6 dwelling units per acre. According to the Lee Plan Density Table 1(a), density in the Urban Community areas may be transferred from wetlands to contiguous uplands, as long as the resulting upland density does not exceed 8 dwelling units per acre. A separate calculation is also done where the entire acreage of the property is multiplied by the maximum standard density for Urban Community (6 dwelling units per acre). The method of calculation that produces the lower number of units is the method that is used for the density calculation. In this case, the lower number is produced by multiplying the entire project acreage by the maximum standard density (483.14ac. x 6 du/ac). The maximum number of dwelling units under the Urban Community Designation, therefore, is 2,898. As far as commercial uses, there is no specific size limitation other than what could reasonably fit on the property while still being consistent with all other provisions of the Lee Plan and Land Development Code. Light industrial uses are also permitted in the Urban Community category, but are not assigned any specific square footage limitation.

Population Accommodation

Under the current Rural land use designation, approximately 434 dwelling units could be constructed on the subject property. These dwelling units would accommodate approximately 907 persons on the Future Land Use Map (434 dwelling units x 2.09 persons per dwelling unit). The population accommodation capacity of the subject property under the current Future Land Use designation is 907 persons.

Under the proposed Urban Community land use category, approximately 2,898 dwelling units could be constructed on the subject property under the standard density restriction of 6 dwelling units per acre. These dwelling units would accommodate approximately 6,056 persons on the Future Land Use Map (2,898 dwelling units x 2.09 persons per dwelling unit). The population accommodation capacity of the subject property under the proposed Future Land Use designation is 6,056 persons.

The proposed Urban Community land use category provides the option to use bonus density, which would allow a maximum density of up to 10 dwelling units per acre. The subject property could accommodate up to 4,830 dwelling units using one of the bonus density options. These dwelling units would accommodate approximately 10,094 persons on the Future Land Use Map (4,830 dwelling units x 2.09 persons per dwelling unit). The population accommodation capacity of the subject property under the proposed Urban Community designation, using one of the bonus density options, would be approximately 10,094 persons.

The proposed Future Land Use Map change will increase the population accommodation of the Future Land Use Map by approximately 5,047 persons, if the maximum standard density for the Urban Community category is utilized. If the maximum bonus density is utilized, then the

proposed map amendment will increase the population accommodation of the Future Land use map by a maximum of 9,085 persons. The figures presented above assume that the entire property would develop with residential uses. If portions of the subject property are ultimately utilized for non-residential uses, then the population accommodation of the property will be reduced.

Re-designating Lands from Non-Urban to Future Urban

The proposed amendment would redesignate 483 acres of land from a non-urban designation to a Future Urban designation. There is no established need for additional urban land in Lee County, as the Future Land Use map contains more than enough urban land to accommodate the County's projected population to the Year 2020. Staff believes, however, that the subject property is not ideally suited for its current non-urban designation. The subject property is located in an urbanized area and has urban infrastructure available or programmed. The development of rural densities and intensities on the subject property would represent an underutilization of the existing and planned urban infrastructure and services in the area.

The Florida Department of Community Affairs (DCA) has defined sprawl as "premature, low-density development that 'leapfrogs' over land that is available for urban development." Clearly, the redesignation of the subject property to an urban land use category does not constitute sprawl. The property is surrounded on all sides by existing or approved urban development. A contiguous and compact growth pattern will be encouraged through this change to the Future Land Use Map. Vacant parcels will not be bypassed in a "leapfrog" manner in order to accommodate urban development on the subject property.

Staff finds that the addition of 483 acres of urban land to the Future Land Use Map is justified in this case. In fact, this area is more suitable for urban development in terms of infrastructure availability than many of the current Future Urban Areas shown on the Future Land Use Map. Staff is not making a finding that a regional mall development is necessarily appropriate in this location, but is simply making a finding that an urban designation is justified for the subject property at this time.

IMPACTS TO SERVICES

Transportation

The subject property currently has access from several County roadways. The property will have its primary access from U.S. 41, an arterial roadway. The property will also have secondary access from Williams Road (major collector), Coconut Road (major collector), and the future Sandy Lane extension (listed as a future collector).

The Lee County Department of Transportation (LCDOT) has reviewed the request and has provided written comments dated July 6, 2001, October 3, 2001, and November 15, 2001 (see Attachments 2, 3, and 4). LCDOT used the Florida Standard Urban Transportation Modeling Structure (FSUTMS) to project future roadway needs for the Lee Plan horizon year, which is currently 2020. Part of the input data is the land use, population and employment projections by Traffic Analysis Zone. The input data has been modified for this analysis to include the Simon Suncoast project. The FSUTMS output is given in peak season weekday traffic. The output was converted to P.M. peak hour directional volumes in order to develop a level of service estimate.

The results are compared to the model output reflecting the December 8, 2000 Lee County MPO 2020 Financially Feasible Highway Plan.

DOT had previously established that several road segments in the area are projected to operate below the adopted level of service standard in 2020 if the subject property is developed with a regional mall. Based on the most recent analysis, the projected P.M. peak hour directional volumes would exceed the generalized service volumes at the adopted standards on the following four roadway segments:

I-75 from the Collier County line to Daniels Parkway
Old 41 from Bonita Beach Road to Terry Street
Ben Hill Griffin Parkway from the FGCU entrance to Alico Road, and
U.S. 41 from Koreshan Boulevard to Alico Road.

In the case of I-75, the current level of service standard set by the State is "C". The Simon Suncoast project would add traffic to the interstate, but with the planned six-lane improvement and other parallel facilities, I-75 is projected to operate at LOS "D". With the growth projected for Lee County, it is expected that the interstate will be within the urban area boundaries by 2020, which would change the level of service standard to "D", and would bring the projected road condition within the established standards.

The impacted segment of Old 41 is also a unique circumstance. The segment from Bonita Beach Road to Terry Street is defined in Lee Plan Table 2(a) as a constrained road, precluding widening of the roadway despite the level of service failure. There are, however, intersection improvements that could be implemented to improve the operation of the roadway.

The Ben Hill Griffin segment is projected to exceed its maximum level of service "E" if the Simon regional mall is constructed. However, this roadway segment is located in an area of the University Community where the development plans concentrate most of the commercial square footage in the recently approved Gulf Coast Town Center DRI, another proposed location for a regional mall. The Alico Interchange Park DRI on the west side of the Alico Road/I-75 Interchange is a third proposed regional mall site. The projected model input data in both of those locations does not fully reflect the intensity of a Regional Retail Center over 1 million square feet, but does assume a significant amount of development that may not happen if the Simon Suncoast is successful in capturing the regional mall. Since it is our understanding that only one of the regional mall sites will be selected by the anchor stores for development, the conditions on Ben Hill Griffin Parkway may be overstated if the regional mall is ultimately developed on the Simon property.

The most significant impact from a comprehensive plan standpoint is on U.S. 41 from Koreshan Boulevard to Alico Road, where the 2020 AADT increased from 56,000 to 62,900 or by approximately 6,900 vehicles per day. The v/c ratio increased from 0.95 without the project to 1.04 with the project, exceeding the capacity of this roadway segment. This segment is also identified as being regionally impacted in the staff DRI analysis. The applicant has submitted information dated November 6, 2001 that analyzed the needed improvements to address this impact. They concluded that "improvements at key intersections will enhance the carrying capacity of this section of US 41, so that the Lee Plan level of service standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities." While DOT staff does not necessarily agree with this conclusion, staff believes that the

mitigation for this comprehensive plan amendment impact will be most appropriately addressed as part of the DRI mitigation.

Utilities

The subject property is located within Bonita Springs Utilities franchise area for sanitary sewer service. According to the application, the subject property is projected to produce 590,000 gallons of sewage per day under the proposed Urban Community designation. This calculation was based on a proposed development scenario of 1,800,000 square feet of retail, 300,000 square feet of office, 600 hotel units, 200 assisted living units, and 1,000 dwelling units. Bonita Springs Utilities has indicated that it has the available capacity to serve the subject property from its existing wastewater treatment plant which has a maximum capacity of 4,250,000 gallons per day. There is an existing 24-inch force main located along U.S. 41 that would service the subject property. Bonita Springs Utilities has provided correspondence dated August 24, 2000 confirming that wastewater plant capacity is adequate to support the increase in development intensity that would result from this proposed land use map change.

The subject property is located in the Bonita Springs Utilities franchise area for potable water. The application has indicated, and staff has confirmed, that there is a 12-inch water main that runs along U.S. 41 at the subject property's boundary. According to the application, the subject property is projected to need 590,000 gallons of water per day under the proposed Urban Community designation. This calculation was based on a proposed development scenario of 1,800,000 square feet of retail, 300,000 square feet of office, 600 hotel units, 200 assisted living units, and 1,000 dwelling units. Bonita Springs Utilities has indicated that the available capacity of its existing water treatment plant is 7,500,000 gallons per day, and the current demand is 4,800,000 gallons per day. The existing water treatment plant, therefore, has adequate capacity to serve the subject property under the Urban Community designation. Bonita Springs Utilities has provided correspondence dated August 24, 2000 confirming that water plant capacity is adequate to support the increase in development intensity that would result from this proposed land use map change.

Solid Waste

The subject property is within Lee County Solid Waste District #2. The collection company for District #2 is Florida Recycling Services, Inc. With the existing Gulf Coast Landfill, the Waste-to-Energy facility, and the Lee/Hendry Disposal facility all online, staff anticipates that there will be adequate capacity in the County's solid waste system to accommodate the additional waste that will likely accompany the change to the Future Land Use Map.

Emergency Management - Hurricane Evacuation/Shelter Impacts

The Lee Plan discourages increased residential densities in Coastal High Hazard Areas. Objective 75.1 states that allowable densities for undeveloped areas within coastal high hazard areas will be considered for reduction. Policy 75.1.4 further states that land use designations of undeveloped areas within coastal high hazard areas will be considered for reduced density categories. Staff finds that the subject property is not located in the Coastal High Hazard Area as defined by the Lee Plan, and is therefore not subject to consideration of reduced density categories under Objective 75.1 and Policy 75.1.4. The property is located in the Category 3 storm surge zone according to the 1991 Lee County Hurricane Storm Tide Atlas, and is located in Flood Zone B, according the FEMA Flood Insurance Rate Maps.

Lee County Division of Emergency Management has reviewed the plan amendment request, and provided written comments dated July 7, 2001. A copy of this correspondence has been included as Attachment 5 to this report. If the land use category remains Rural, Emergency Management staff estimates that, in the event of a category 3 storm, there could be up to 515 vehicles evacuating the property that would use U.S. 41 as their primary evacuation route. Emergency Management staff estimates that these 515 evacuating vehicles would add approximately 11 minutes to the current evacuation time.

If the land use category is changed to Urban Community, Emergency Management staff estimate that, in the event of a category 3 storm, there could be up to 3,092 vehicles evacuating the property that would use U.S. 41 as their primary evacuation route. Emergency Management staff estimate that these 3,092 evacuating vehicles would add approximately 66.68 minutes to the current evacuation time.

These estimates assume that the entire property will be developed with residential uses. Emergency Management staff have correctly assumed a worst-case scenario where 2,898 dwelling units would be developed on the property. In reality, however, the proposed development plan only calls for 1,000 dwelling units, which would lower the projected evacuation times developed by Emergency Management staff. The projected 66.68 minutes added to evacuation times would be the maximum time that would be added under the Urban Community designation. This figure would be a worst-case scenario.

Police Protection

The Lee County Sheriff's office has reviewed the proposed plan amendment, and provided written comments dated July 24, 2000. A copy of this correspondence has been included as an Attachment 6 to this report. The Sheriff's office has indicated that it believes it will receive the necessary funding to generally support growth in demand, and that it will be able to provide service to any development that might occur on the subject property.

Fire Protection

The subject property is located in the Estero Fire District. The District staff have reviewed the proposed plan amendment, and provided written correspondence dated July 30, 2001 (see Attachment 10). According to the Estero Fire District, they will be able to provide service to the subject property provided that the developer sets aside approximately one acre of land on which The District could construct a fire rescue station. The Fire District is suggesting that such a condition be placed on the plan amendment. Staff has formulated a recommendation to add language to the Lee Plan that would require one acre of the subject property to be set aside specifically for a fire station prior to any development on the property. The donation of this land would be required whether the regional commercial center is developed on the property or if some other development were to occur. The impacts to fire protection services would actually be greater if the subject property were developed with residential uses rather than the regional commercial center. If this land donation is eligible for impact fee credits under the current impact fee ordinance, staff would recommend that credits be issued in exchange for the land donation. The area to be donated for the fire station would subsequently be redesignated as Public Facilities on the Future Land Use Map.

Emergency Medical Services (EMS) Impact

Lee County EMS staff have reviewed the proposed plan amendment and provided written comments dated September 19, 2001. A copy of this correspondence has been included as Attachment 7 of this report. According to Lee County EMS staff, the current and planned budgetary projections for additional EMS resources should adequately address any increased service demand from individuals or businesses occupying this parcel.

School Impacts

Staff of the School District of Lee County have reviewed the proposal and provided written comments dated July 24, 2001 (see Attachment 8). The subject property is located in the South Region of the District, south of Estero High School. Based on the proposed maximum total of 2,898 possible residential dwelling units that could result from the plan amendment from Rural to Urban Community, the Lee County School District is estimating that the proposal could generate up to 898 additional public school-aged children. This uses a standard generation rate of .31 students per dwelling unit. If the maximum number of dwelling units were developed on the property, it would create the need for approximately one new school in the system, encompassing the entire requisite staff, transportation costs, and core facilities. School District staff have also stated that regional mall developments create a multitude of spin-off developments and employment opportunities that will also contribute to further growth in the Lee County School District.

According to District staff, the schools in this region that would serve this development are operating at or above permanent student capacity levels. Those schools that exceed permanent student capacity levels are operating through the use of portable classroom buildings. The potential growth generated by this land use change would require either the addition of permanent student and auxiliary space or the placement of portable buildings. Either action imposes a fiscal impact on the District that should be addressed by the applicant. Based upon the current District budget, the fiscal operating impact would be \$5,907 per Full Time Equivalent (FTE) student, or up to \$5,304,486.00, separate from additional capital construction costs.

In order to provide mitigation for the public school impacts associated with this plan amendment, the School District has recommended that a five-acre site be set aside on the subject property for a public school. The applicant has previously indicated that they may be amenable to donating a 1.5-acre site to the Lee County School District, however, this small of a site would not enable the District to provide any type of sufficient facility to the community. Staff believes that, if the proposed regional mall is developed on the property, a five-acre school site should be provided by the applicant.

Staff has formulated a recommendation to add language to the Lee Plan that would require five acres of the subject property to be set aside specifically for a school site. The donation of this land would be required whether the regional commercial center is developed on the property or if some other development were to occur. The impacts to public school facilities would actually be greater if the subject property were developed with residential uses rather than the regional commercial center. If this land donation is eligible for impact fee credits under the proposed school impact fee ordinance, staff would recommend that credits be issued in exchange for the land donation. The

area to be donated for the public school site would subsequently be resignated as Public Facilities on the Future Land Use Map.

Mass Transit

Lee Tran staff have reviewed the proposed plan amendment and offered written comments dated August 31, 2001. A copy of this correspondence is included as Attachment 9 of this report. Lee Tran has indicated that if the proposed regional mall is developed on the property, there would be increased ridership at this location. Lee Tran staff, therefore, have requested to have an opportunity to examine the subject property for additional transit amenities. Staff believes that transit amenities are a site-specific item that should be addressed during the DRI and rezoning process.

Community Parks

The subject property is located in Community Park District #8. The Lee Plan sets out a regulatory level of service and a "desired" level of service for community parks. The regulatory level of service is currently 0.8 acres per 1,000 permanent residents in the unincorporated area of each district. The "desired" level of service was increased in 1996 to 1.75 acres per 1,000 permanent residents in the unincorporated area of each district, and was increased again in 1998 to 2.00 acres per 1,000 permanent residents in the unincorporated area of each district. According to the Concurrency Management Inventory and Projections the district will meet the basic regulatory standard for level of service through the Year 2005. The district, however, has not met the "desired" standard since 1997. The proposed plan amendment will add more potential residents to this park district, increasing the number of park acres required to meet the "desired" level of service.

B. CONCLUSIONS

The location of the subject property makes it more suitable for an urban designation than its current nonurban designation. The subject property is located in an emerging urban center along this segment of U.S. 41. The redesignation of the subject property would result in a contiguous and compact growth pattern and would minimize urban sprawl. Most basic urban infrastructure is either available or will be available at the time of development. The continued designation of the subject property as Rural would represent an underutilization of the existing and planned infrastructure and services in the area.

Staff found that the proposed land use change could result in deficiencies in the capacity of the road network and the school system in the area. Staff also found that additional facilities for fire protection would be needed. The change of land use category from Rural to Urban Community alone would not necessarily result in the need for these additional facilities and services. The development of the proposed regional mall creates the burden on roads, public schools, and fire protection services. Staff has formulated a recommendation that would address the potential public school and fire protection deficiencies through specific language in the Lee Plan. Staff believes that the transportation impacts would be more appropriately addressed through mitigation provided as part of the DRI.

C. STAFF RECOMMENDATION FOR BOARD TRANSMITTAL HEARING

Staff recommends that the Board of County Commissioners transmit the proposed plan amendment. Staff recommends that the following amendments be made to the Lee Plan.

- 1. Change the Future Land Use Map designation for the subject property from Rural to Urban Community.
- 2. Add the following language to Policy 6.1.2.4 of the Lee Plan:
 - f. Not withstanding prohibitions contained elsewhere in this plan, Regional Commercial development may be granted in a portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the East by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the North by a line located one-half mile north of Coconut Road, provided that:
 - (1) A minimum of one acre of the property must be donated dedicated to Lee County for use as a fire station. This land must be deeded to the County prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated dedicated, if it is eligible for credits under the County's impact fee ordinance.
 - (2) A minimum of five acres of the property must be donated dedicated to the School District of Lee County for use as a public school. This land must be deeded to the School District prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated dedicated, if it is eligible for credits under the County's proposed school impact fee ordinance.
 - (3) Subsequent to these land donations dedications, the County will initiate an amendment to the Future Land Use Map to change the Future Land Use designation of these donated properties to Public Facilities.

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: November 26, 2001

A. LOCAL PLANNING AGENCY REVIEW

Planning staff provided a brief summary of the proposed plan amendment. Staff recommended adding language to its original recommendation to ensure that, if a fire station site was provided, the location of the site would be mutually agreed upon by the property owner and the County. The applicant then provided a summary of the amendment, highlighting their justification for approval and expressing disagreement with a portion of the staff recommendation. There was a significant amount of discussion regarding the impacts of the amendment on fire protection and public schools, and specifically, where and when these impacts should be addressed. Staff was of the opinion that these impacts should be mitigated, and that language should be added to the Lee Plan to ensure that the impacts were mitigated. The applicant suggested that the Lee Plan was not the appropriate mechanism to require the impacts associated with the land use change to be mitigated. The applicant suggested that any type of mitigation should be based on the actual development parameters for the site, and not the potential worst-case scenario that staff has reviewed. The applicant favored placing any type of mitigation language into the DRI development order and zoning resolution, rather than the comprehensive plan.

The LPA had many concerns and questions about the proposed amendment. The LPA questioned how the traffic impacts would be addressed. Staff responded that traffic impact mitigation would be provided as part of the standard DRI traffic impact mitigation process. Lee County DOT was of the opinion that these impacts were more appropriately addressed in the DRI.

The LPA questioned how the impacts to hurricane evacuation times would be addressed. Staff responded that this amendment will likely cause an increase in hurricane evacuation times because the land use change would allow greater residential density. The hurricane evacuation time evaluation that was done as part of staff's review was based on a worst case scenario where the whole property would develop with residential uses at the maximum density. In reality, staff does not know how the property will develop. If the property develops with primarily commercial uses, then there will be fewer impacts to hurricane evacuation times. Given the wide variety of uses that could develop under the Urban Community designation, staff believes it would be more appropriate to address hurricane evacuation during the rezoning and DRI process.

The LPA questioned the impacts of this amendment on Community Parks. Staff responded that, if the amendment were adopted, the applicable park district would be able to meet the regulatory standard of 0.8 acres of community parks per 1,000 permanent residents. The "desired" standard of 2.0 acres per 1,000 permanent residents would not be met, but this standard has not been met since 1997. Staff acknowledged in the staff report that the conversion of this property to an urban land use category would potentially move the County farther from the "desired" standard because the amendment would increase the potential number of permanent residents in the area. The LPA questioned why staff did not recommend that the property owner provide a site for a community park. Staff responded that the location of this property was not ideal for a community park, and that a park was already planned for this area in the near future.

The LPA questioned how the additional commercial that could develop under the Urban Community designation would impact the County's overall projections for future commercial development in the County. Staff responded that this amendment would have little or no impact on the established projections given in the Table 1(b) of the Lee Plan, the Year 2020 Acreage Allocation Table. This table establishes a specific acreage limitation for commercial development in each Planning Community. This acreage is available on a "first-come-first-serve" basis. Once all of this acreage has been developed with commercial uses, then no final development orders or extensions to final development orders will be issued or approved by Lee County if they would allow the acreage totals for commercial uses contained in Table 1(b) to be exceeded. The commercial acreage cap for this planning community will remain the same whether or not this amendment is approved.

The LPA debated staff's proposed language regarding the provision of a fire station site and a public school site. Staff's language had suggested that the sites be "donated" by the applicant, which was not the best word to describe staff's intent. Staff anticipated that the sites could possibly be given to the County in exchange for impact fee credits. The LPA and the applicant pointed out that there might be other means for the County to obtain property within the subject site, such as a combination of cash payment by the County and impact fee credits. In order to leave the possibilities open, staff suggested that the word "provide" might be used instead of the word "donate." This would leave the method of acquiring the property open to several possibilities that could be worked out between the applicant and the County.

A member of the Estero Fire Rescue Board of Commissioners spoke in favor of staff's recommendation. This individual stated that the Estero Fire District needed a one-acre site at this location, and that it was important that the District be involved in choosing the location for this site.

A staff member of the Lee County School District spoke in favor of staff's recommendation of having a 5-acre school site provided within the subject property.

The primary issue of contention on this plan amendment was whether to require fire protection and public school impacts to be mitigated through language in the Lee Plan, or by delaying it until the DRI/zoning approval. The LPA had reservations about placing these types of specific mitigation requirements in the comprehensive plan, although the LPA generally agreed that these impacts needed to be mitigated. The majority of the LPA thought that the DRI development order and zoning resolution would be the appropriate mechanism to require the mitigation of impacts. The LPA moved that the amendment be transmitted to the Board of County Commissioners without staff's recommended Policies 6.1.2.4.f(1), (2), and (3).

It should be noted that staff was not in agreement with the recommendation of the LPA. Staff maintains its original recommendation.

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. **RECOMMENDATION:** The LPA recommended that the Board of County Commissioners transmit the proposed map and text amendment. The LPA recommended not to include staff's proposed Policy 6.1.2.4.f.(1), 6.1.2.4f.(2), and 6.1.2.4.f.(3) in the transmittal. Staff's proposed Policy 6.1.2.4.f, however, would remain as part of the transmittal.

2. BASIS AND RECOMMENDED FINDINGS OF FACT: The LPA accepted the findings of fact as advanced by staff, but found that school impacts and fire protection impacts would be more appropriately addressed as a part of the concurrent DRI and rezoning cases.

C. VOTE:

NOEL ANDRESS	AYE
SUSAN BROOKMAN	AYE
BARRY ERNST	ABSENT
RONALD INGE	AYE
GORDON REIGELMAN	AYE
VIRGINIA SPLITT	NAY
GREG STUART	ABSENT

PART IV - BOARD OF COUNTY COMMISSIONERS HEARING FOR TRANSMITTAL OF PROPOSED AMENDMENT

DATE OF TRANSMITTAL HEARING: December 13, 2001

A. BOARD REVIEW: Staff provided an overview of the proposed amendment, and highlighted the recommendations of staff and the LPA. Staff noted that its recommendation differed from the LPA recommendation. The applicant then provided an overview of the project, noting that they disagreed with staff's recommendation to place a requirement to provide a fire station site and public school site into the text of the Lee Plan.

The Board raised some general concerns about traffic impacts, the provision of affordable housing, and community park impacts. One member of the Board thought that other policies should have been recommended by staff to address affordable housing in particular. A member of the Board expressed concern about the idea of essentially waiving the site location standards contained in Policy 6.1.2 for this particular property.

Considerable discussion took place on whether or not it would be appropriate to place the requirements for the provision of community facility sites into the text of the Lee Plan. The applicant did not specifically object to the idea of providing the sites for community facilities, but did object to placing text to that effect in the Lee Plan. The applicant thought the more appropriate mechanism to address this would be as a condition of the DRI.

The Board's legal counsel advised that there might be problems with staff's recommended language if the DRI for the regional mall did not develop, and the property was eventually sold and developed in smaller pieces. It would then be difficult to determine which property owner would be responsible for the provision of the sites. Counsel also made a point that these types of issues could be addressed in the DRI process. Staff then responded that the language specified minimum requirements, and if the DRI process revealed that more acreage was needed or other issues needed to be addressed, then the minimum requirements could be exceeded, or these other issues could be addressed. Staff also pointed out that the request before them was for a plan amendment, and at the present time, that was the only mechanism available for staff to address the potential impacts.

The Board's legal counsel also raised the issue that there was a potential problem with the location of the proposed language under the heading of commercial site location standards in Policy 6.1.2. The current location for the proposed language might be viewed as indicating that the requirements for public facility sites are necessary in order to meet site location standards for Regional Commercial. In reality, the requirements are only intended to apply as a result of the change in land use and the possible development of a regional center on the site. This comment was noted, but the Board did not take any action on it.

The Board was hesitant to include the specific acreage requirements for community facilities as text in the Plan, but did suggest that more general language might be appropriate. The Board thought it would be appropriate to add text that would require certain specific items to be addressed if this property was developed as a single DRI for a mixed-use regional center. The Board did not suggest any type of specific mitigation requirements for community facility impacts. Instead, they suggested leaving it open, so that any type of impact mitigation would be based on the development parameters proposed for the property

through rezoning and/or DRI review. The Board, by suggesting this, was attempting to put into writing that they had concerns about impacts to certain community facilities, and wanted to ensure that these impacts were appropriately mitigated at the zoning or DRI stage. They wanted this idea conveyed even if the language did not specify the type of mitigation to be provided. The items that the Board wanted to see addressed were: impacts to flow-ways, community and regional park levels of service, roadway levels of service, public schools, fire protection services, and affordable housing. The understanding was that staff would be required to specifically address each of these issues during the rezoning process prior to a regional commercial center being developed on the property.

The Board moved to transmit the amendment, provided that language was added to the Plan that would require the following items to be addressed in the DRI and rezoning process: impacts to flow-ways, community and regional park levels of service, roadway levels of service, public schools, fire protection services, and affordable housing.

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

- 1. **BOARD ACTION:** The Board voted to transmit the proposed map and text amendments to DCA, with the text additions shown in Item D below.
- BASIS AND RECOMMENDED FINDINGS OF FACT: The Board accepted the findings of fact as advanced by staff.

C. VOTE:

AYE
AYE
AYE
AYE
AYE

D. BOARD TRANSMITTAL LANGUAGE:

Policy 6.1.2.4....

f. The Commercial Site location standards described in this policy do not apply to Regional Commercial development approved as a single mixed-use Development of Regional Impact containing regional shopping opportunities on a 483-acre portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the east by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the north by a line located one half mile north of Coconut Road designated Urban Community, provided that the DRI specifically addresses:

- 1) Impacts to flow-ways,
- 2) Community and Regional Park levels of service,

- 3) Roadway levels of service,
- 4) Public Schools,
- 5) Fire protection services, and
- 6) Affordable housing.

PART V - DEPARTMENT OF COMMUNITY AFFAIRS OBJECTIONS, RECOMMENDATIONS, AND COMMENTS (ORC) REPORT

DATE OF ORC REPORT: March 14, 2002

A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS

The Florida Department of Community Affairs reviewed the proposed amendment and issued an Objections, Recommendations and Comments (ORC) Report pursuant to Rule 9J-11.010, Florida Administrative Code. This report is provided below:

OBJECTIONS RECOMMENDATION AND COMMENTS REPORT PROPOSED COMPREHENSIVE PLAN AMENDMENT 02-D1 LEE COUNTY

I. CONSISTENCY WITH RULES 9J-5 AND CHAPTER 163., F.S.

Lee County's proposed Amendment 02-D1 involves changes to the Future Land Use Map changes and text. The Department raises an objection to the proposed amendment.

Objection:

This is a proposal to revise the Future Land Use Map for a 483-acre site located between U.S. 41 and Seminole Gulf Railway tracks and extending from Williams Road south past Coconut Road from "Rural" to Urban Community," and Policy 6.1.2, in order to facilitate the location of the Simon Suncoast Development of Regional Impact. According to the information provided, the proposed land use change will degrade the level of service standards on U.S. 41. This is inconsistent with the County's commitment in Goal 22, Objective 70.1 and Policy 70.1.1 to maintain the adopted level of service standards. The County has not demonstrated, through scheduled improvements within the first three years of the Five-Year Schedule of Capital Improvements, how the level of service standard on this roadway will be maintained in view of the impact of the proposed land use designation on U.S. 41. Chapter 163.3177(2), (6)(a), Florida Statutes; Rule 9J-5.006(3)(c)3.; 9J-5.016(3)(b)5., (4)(a) & (b); and 9J-5.019(4)(c)1., Florida Administrative Code.

Recommendation:

Demonstrate, with adequate data and analysis, how the increased density and intensity on the site will take place without exacerbating the traffic condition on U.S. 41. In addition, demonstrate the consistency of the amendment with the Lee Plan Goal, Objective and Policy listed above which commit the County to maintain the adopted level of service standards; and show, by including any needed improvements that will enable the maintenance of the level of service standards within the first three years of a financially feasible Five-Year Schedule of Capital Improvements. Since the Urban Community designation that allows six units per acre and the proposed commercial use may be too intense for the site, in light of the traffic impact on U.S. 41, the County should consider designating on the site a less intense land use category.

II. CONSISTENCY WITH THE STATE COMPREHENSIVE PLAN

The proposed amendment does not adequately address and further the State Comprehensive plan including the following goal and policies:

Public Facilities goal (18)(a) and Policies (b)1 and (2), regarding the provision of public facilities.

Recommendation:

Revise the proposed amendment as indicated in the report, in order to be consistent with the above goal and policies of the State Comprehensive plan.

B. STAFF RESPONSE

The applicant has provided a Response to the Florida Department of Community Affairs objection. This response was compiled into a document dated "Revised September 13, 2002," and is included as an attachment to this report. The applicant's response provides a summary of the applicant's traffic analysis from the initial submittals as well as all of the supplemental information. These analyses indicated that all of the affected road segments would operate at an acceptable level of service, except for the section of US 41 between Koreshan Boulevard and Alico Road. The applicant's analysis indicates that this segment can operate at an acceptable level of service if improvements are made at specific intersections.

The applicant informally responded to the DCA on June 11, 2002. In follow up discussions with the DCA reviewers by both the County staff and the applicant, it was apparent that the objection was directed towards the use of the DRI development order as the vehicle for providing the mitigation for the affected intersections. The DCA staff was concerned that the mitigation be included in the first three years of the County's CIP. This resulted in several further discussions between the applicant and the County staff, as well as between the County staff and the staff of the DCA. The language that was agreed to by all of the parties is presented below:

POLICY 21.1.1: The Lee County Metropolitan Planning Organization's 2020 Financially Feasible Plan Map series is hereby incorporated as part of the Transportation Map series for this Lee Plan comprehensive plan element. The MPO 2020 Financially Feasible Highway Plan Map, as adopted December 8, 2000, is incorporated as Map 3A of the Transportation Map series, with one format change as approved by the Lee County Board of County Commissioners on March 23, 1999. The format change is a visual indication (with shading) that alignment options for the County Road 951/Bonita Grande Drive extension are still under consideration, consistent with Note-5 2. Also, the comprehensive plan amendment analysis for the Simon Suncoast (Coconut Point) DRI identified the need for improvements at key intersections on US 41 from Koreshan Boulevard to Alico Road to address the added impacts from the project for year 2020, and a mitigation payment has been required as part of the DRI development order. Lee County considers the following intersection improvements to be part of Map 3A and will program the necessary funds to make these improvements at the point they are required to maintain adopted level of service standards on US 41:

Intersection	Improvements
US 41/Constitution Boulevard	Southbound Dual Left Turn Lanes
US 41/B & F Parcel	Northbound, Southbound, Eastbound, and Westbound Dual Left Turn Lanes
US 41/Sanibel Boulevard	Southbound Dual Left Turn Lanes
US 41/Koreshan Boulevard	Southbound and Westbound Dual Left Turn Lanes

The Florida Department of Community Affairs agreed that the above language is an appropriate way to address the stated concern. The County, through this language, is committing to do these improvements when they are required to maintain adopted level of service standards on US 41. The proposed development is paying a proportionate share to mitigate their transportation impacts. The DRI Development Order provides a condition concerning the payment of this proportionate share.

The staff recommendation in Part I.C.1 of this report takes into consideration the applicant's proposed language, staff's original recommendation, the Board of County Commissioners transmitted language, the Florida Department of Community Affairs (DCA) Objections, Recommendations, and Comments Report, and the subsequent negotiations between the applicant, DCA, and the County staff.

PART VI - BOARD OF COUNTY COMMISSIONERS HEARING FOR ADOPTION OF PROPOSED AMENDMENT

DATE OF ADOPTION HEARING: October 21st, 2002

A. BOARD REVIEW: The Planning Director provided a short summary of the history of the proposed Lee Plan Amendment application. The Director indicated that the Board had raised six issues at the transmittal hearing and that these issues had been addressed as well as the DCA's objections. One Commissioner requested that staff provide an overview on the resolution with the DCA in dealing with the impact on U.S. 41. Lee County Department of Transportation staff responded that DCA's concern was with how the impact to U.S. 41 would be handled. Staff stated that these impacts had been quantified and had been included in the applicant's proportionate share calculation for the DRI. The applicant's representative then provided a short presentation concerning the request. The applicant's representative addressed each of the items that were identified by the Board at the transmittal hearing. The Chairman then called for public input and two individuals came forward and spoke in favor of the proposal. The first speaker requested that the County create a plan to solve affordable housing problems. The second speaker expressed concerns with traffic on U.S. 41. The Board of County Commissioners indicated that these substantive issues would be dealt with through the approval of the DRI Development Order.

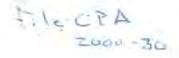
B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

- BOARD ACTION: The Board of County Commissioners voted to adopt the amendment with the modifications to Policy 21.1.1 (per Part V.B of this staff report) to address the DCA's concern that was expressed in the ORC report.
- BASIS AND RECOMMENDED FINDINGS OF FACT: The Board accepted the findings of fact as advanced by staff and the LPA.

C. VOTE:

JOHN ALBION	AYE
ANDREW COY	ABSENT
BOB JANES	AYE
RAY JUDAH	AYE
DOUG ST. CERNY	AYE





DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

JEB BUSH Governor STEVEN M. SEIBERT Secretary

November 13, 2002

Mr. Paul O'Connor, AICP Director, Lee County BOCC Post Office Box 398 Fort Myers, Florida 33902-0398

Dear Mr. O'Connor:

Thank you for submitting copies of Lee County's plan amendment (DCA No. 02D1) adopted by Ordinance No. 02-29 on October 21, 2002 for our review.

We have conducted an inventory of the plan amendment package to verify the inclusion of all required materials. The submission package appears to be complete and your adopted plan amendment will be reviewed pursuant to Chapter 163, Florida Statutes. Once the review is underway, you may be asked to provide additional supporting documentation by the review team to ensure a thorough review. The Department will conduct a compliance review and issue a Notice of Intent regarding the adopted comprehensive plan amendment on or about <u>December 18, 2002</u>.

Please be advised that Section 163.3184(8)(c)2, Florida Statutes, requires a local government that has an internet site to post a copy of the Department's Notice of Intent on the site within 5 days after receipt of the mailed copy of the agency's notice of intent.

If you have any questions, please contact Michael Sherman, Regional Planning Administrator for region 2, who will be assigning the adopted plan amendment for review at (850)487-4545.

Sincerely,

D. Ray Eubanks

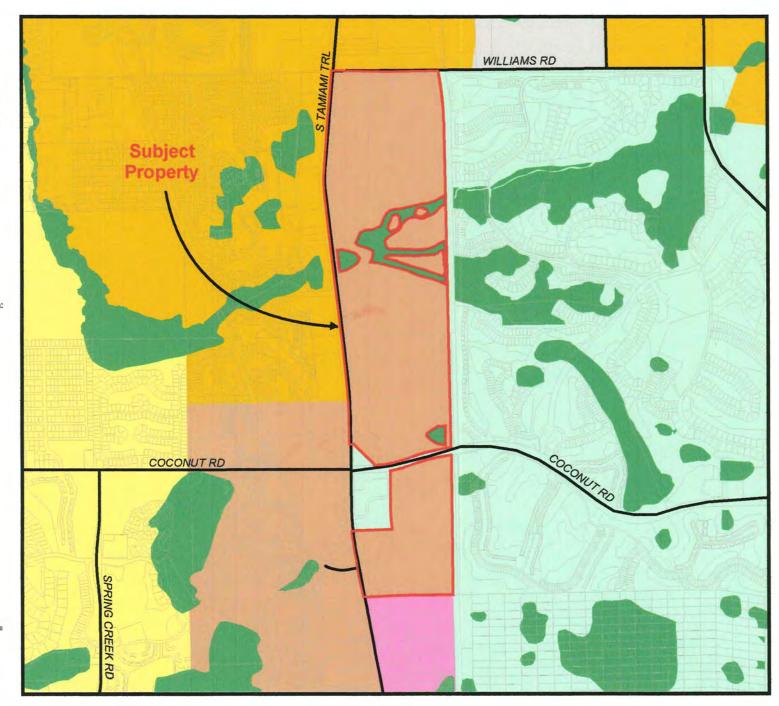
Plan Review and Processing Administrator

DRE/

cc: David Burr, Executive Director, Southwest Florida Regional Planning Council

CPA2000-00030 Adopted by: Ordinance 02-29 Dated 10/21/2002 **PROPOSED FUTURE LAND USE MAP** MAP 1 Page 1 of 5 Map Generated November 2002 Future Urban Areas: Intensive Development Central Urban **Urban Community** Suburban Outlying Suburban Industrial Development Public Facilties University Community Southwest Florida International Airport Area: Airport Airport Commerce Interstate Highway Interchange Areas: Industrial Interchange General Interchange General Commercial Interchange Industrial Commercial Interchange University Village Interchange New Community: New Community Non-Urban Areas: Conservation Lands - Uplands Den sity Reduction/Groundwater Resource Outer Island Open Lands Rural Community Preserve Rural Wetlands: Conservation Lands - Wetlands Wetlands





NEWS-PRESS

Published every morning – Daily and Sunday Fort Myers, Florida

Affidavit of Publication

STATE OF FLORIDA COUNTY OF LEE

Before the undersigned authority, personally appeared

Kieanna Henry

who on oath says that he/she is the

<u>Asst. Legal Clerk</u> of the News-Press, a daily newspaper, published at Fort Myers, in Lee County, Florida; that the attached copy of advertisement, being a

Display

In the matter of Amendments to Comprehensive Plan in the _____ Court was published in said newspaper in the issues of October 11, 2002

Affiant further says that the said News-Press is a paper of general circulation daily in Lee, Charlotte, Collier, Glades and Hendry Counties and published at Fort Myers, in said Lee County, Florida and that said newspaper has heretofore been continuously published in said Lee County; Florida, each day, and has been entered as a second class mail matter at the post office in Fort Myers in said Lee County, Florida, for a period of one year next preceding the first publication of the attached copy of the advertisement; and affiant further says that he/she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Sworn to and subscribed before me this

11th day of October 2002 by

Kieanna Henry

personally known to me or who has produced

as identification, and who did or did not take an oath.

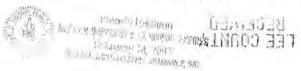
Notary Public Dunda

Print Name

My commission Expires:

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CHANGE OF LAND USE AND AMENDMENTS TO THE LEE COUNTY COMPREHENSIVE PLAN

In Compliance with Sections 163.3164(18), 163.3174(1), 163.3181, 163.3184, 163.3187(1)(b), and 163.3189, Florida Statutes, notice is hereby given that the Lee County Board of County Commissioners on Monday, October 21, 2002 will hold a public hearing to consider adopting amendments to the Lee Plan. The hearing will be held in the Board of County Commissioners Hearing Chambers in the renovated Courthouse at 2120 Main Street in downtown Fort Myers. The hearing will commence at 9:30 a.m. The Board of County Commissioners of Lee County, Florida, proposes to consider for adoption the following amendment to the Lee Plan by Ordinance:

October 21, 2002 9:30 A.M.

- 1. Call to order; Certification of Affidavit of Publication
- 2. Lee Plan Amendments Adoption

CPA2000-30 - Simon Suncoast DRI (Coconut Point)

Amend the Future Land Use Map series, Map 1, the Future Land Use Map, for a 483-acre parcel of land located in Sections 04 and 09, Township 47 South, and Range 25 East to change the Future Land Use classification from "Rural" to "Urban Community."

Amend Policy 6.1.2.4 of the Future Land Use Element to specifically allow the consideration of a Regional Commercial center on the subject property.

Amend Policy 21.1.1 of the Transportation Element to recognize the need for specific U.S. 41 intersection improvements as a result of impacts from the Simon Suncoast (Coconut Point) DRI and that Lee County considers these specific improvements to be part of Map 3A and the County will program the necessary improvements in the County's Capital Improvement Program prior to the time these improvements are required to maintain adopted level of service standards.

3. Adopt the following ordinance which adopts the proposed plan amendment:

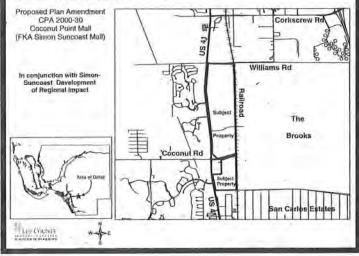
AN ORDINANCE AMENDING THE LEE COUNTY COMPREHENSIVE PLAN, COMMONLY KNOWN AS THE "LEE PLAN" AS ADOPTED BY ORDINANCE NO. 89-02, AS AMENDED, SO AS TO ADOPT THAT AMENDMENT KNOWN LOCALLY AS CPA 2000-30 APPROVED IN CONJUNCTION WITH ADOPTION OF THE DEVELOPMENT OF REGIONAL IMPACT APPLICATION (DRI2000-00015) COCONUT POINT (FNA SIMON SUNCOAST); PROVIDING FOR AMENDMENTS TO THE ADOPTED TEXT AND MAPS; PROVIDING FOR PURPOSE AND SHORT TITLE; PROVIDING FOR ADOPTION OF THE SPECIFIED AMENDMENT TO THE LEE COUNTY COMPREHENSIVE PLAN; PROVIDING FOR THE LEGAL EFFECT OF "THE LEE PLAN"; PROVIDING FOR GEOGRAPHICAL APPLICABILITY; PROVIDING FOR SEVERABILITY, CODIFICATION, SCRIVENER'S ERRORS, AND AN EFFECTIVE DATE.

4. Adjourn

These meetings are open to the public and all interested parties are encouraged to attend, Interested parties may appear and be heard with respect to all proposed actions. Pursuant to Florida Statutes Section 163.3184(7), persons participating in the Comprehensive Plan Amendment process, who provide their name and address on the record, will receive a courtesy informational statement from the Department of Community Affairs prior to the publication of the Notice of Intent to find a plan amendment in compliance.

if a person decides to appeal any decision made by the board, agency or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Further information may be obtained by contacting the Lee County Division of Planning at 479-8585.

In accordance with the Americans with Disabilities Act, reasonable accommodations will be made upon request. If you are in need of a reasonable accommodation, please contact Janet Miller at 479-8685 Extension 5910.



NEWS-PRESS

Published every morning – Daily and Sunday Fort Myers, Florida

Affidavit of Publication

STATE OF FLORIDA COUNTY OF LEE

Before the undersigned authority, personally appeared Kieanna Henry

who on oath says that he/she is the

Asst. Legal Clerk of the News-Press, a daily newspaper, published at Fort Myers, in Lee County, Florida; that the attached copy of advertisement, being a

Display

In the matter of CPA 2000-30

Court

was published in said newspaper in the issues of

December 6, 2001

Affiant further says that the said News-Press is a paper of general circulation daily in Lee, Charlotte, Collier, Glades and Hendry Counties and published at Fort Myers, in said Lee County, Florida and that said newspaper has heretofore been continuously published in said Lee County; Florida, each day, and has been entered as a second class mail matter at the post office in Fort Myers in said Lee County, Florida, for a period of one year next preceding the first publication of the attached copy of the advertisement; and affiant further says that he/she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Buenna

Sworn to and subscribed before me this

day of December 2001 by

Kieanna Henry

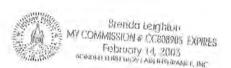
personally known to me or who has produced

as identification, and who did or did not take an oath.

Notary Public &

Print Name

My commission Expires:





NOTICE LEE COUNTY OF CHANGE OF LAND USE A **MENDMENTS** E LEE COU COMPREHENSIVE

In Compliance with Sections 163.3164(18), 163.3174(1), 163.3181, 163.3184, and 163.3189, Florida Statutes, notice is hereby given that the Lee County Board of County Commissioners on Thursday, December 13, 2001 will hold a public hearing to consider an amendment to the Lee Plan. The hearing will be held in the Board of County Commissioners Hearing Chambers in the renovated Courthouse at 2120 Main Street in downtown Fort Myers. The hearing will commence at 9:05 a.m. The Board of County Commissioners of Lee County, Florida, proposes to review for transmittal to the Florida Department of Community Affairs the following amendment to the Lee Plan:

December 13, 2001 9:05 A.M.

- Call to order; Certification of Affidavit of Publication
- **Public Comment on Transmittal Agenda**
- Lee Plan Amendments Transmittal Agenda

CPA 2000-30 Amend the Future Land Use Map series, Map 1, the Future Land Use Map, for a 483 acre parcel of land located in Sections 04 and 09, Township 47 South and Range 25 East to change the Future Land Use classification from "Rural" to "Urban Community." In addition, amend Policy 6.1.2 of the Future Land Use Element of the Lee Plan by adding language pertaining to a regional commercial center within the same land area.

These meetings are open to the public and all interested parties are encouraged to attend. Interested parties may appear and be heard with respect to all proposed actions. Pursuant to Florida Statutes Section 163.3184(7), persons participating in the Comprehensive Plan Amendment process, who provide their name and address on the record, will receive a courtesy informational statement from the Department of Community Affairs prior to the publication of the Notice of Intent to find a plan amendment in compliance.

If a person decides to appeal any decision made by the board, agency or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Further information may be obtained by contacting the Lee County Division of Planning at 479-8585.

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Proposed Plan Amendment CPA 2000-30

conjunction with Simon-Suncoast Development of Regional Impact



NEWS-PRESS

Published every morning – Daily and Sunday Fort Myers, Florida

Affidavit of Publication

STATE OF FLORIDA COUNTY OF LEE

Before the undersigned authority, personally appeared Kieanna Henry
who on oath says that he/she is the
Asst. Legal Clerk of the News-Press, a daily newspaper, published at Fort Myers, in Lee County, Florida; that the attached copy of advertisement, being a
Display
In the matter of Local Planning Agency Public Hearing in the ______ Court was published in said newspaper in the issues of November 16, 2001

Affiant further says that the said News-Press is a paper of general circulation daily in Lee, Charlotte, Collier, Glades and Hendry Counties and published at Fort Myers, in said Lee County, Florida and that said newspaper has heretofore been continuously published in said Lee County, Florida, each day, and has been entered as a second class mail matter at the post office in Fort Myers in said Lee County, Florida, for a period of one year next preceding the first publication of the attached copy of the advertisement; and affiant further says that he/she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Sworn to and subscribed before me this

21st day of November 2001 by

Kieanna Henry

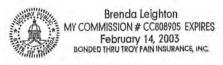
personally known to me or who has produced

as identification, and who did or did not take an oath.

Notary Public Read Segulor

Print Name

My commission Expires:



MEETING NOTICE LOCAL PLANNING AGENCY PUBLIC HEARING

Notice is hereby given that the Lee County Local Planning Agency (LPA) will meet on Monday, November 26, 2001. The meeting will be held in the Board of County Commission Chambers at 2121 Main Street in downtown Fort Myers. The meeting will commence at 8:30 a.m.

AGENDA

- 1. Call to Order; Certification of Affidavit of Publication
- 2. Public Forum
- Approval of Minutes from October 22, 2001 LPA Meeting
- 4. Mitigation Bank Discussion
- 5. Review and Consideration of Proposed Lee Plan Amendments:
 - a. CPA2001-08 Amend the Future Land Use Map series for a specified 2.19 acre portion of a parcel of land located in Section 08, Township 46 South, Range 24 East to change the classification shown on Map 1, the Future Land Use Map, from "Industrial Development" to "Urban Community."
 - b. CPA2000-30 Amend the Future Land Use Map series, Map 1, the Future Land Use Map, for a 483-acre parcel of land located in Sections 04 and 09, Township 47 South, and Range 25 East to change the Future Land Use classification from "Rural" to "Urban Community." In addition, amend Policy 6.1.2 of the Future Land Use Element of the Lee Plan by adding language pertaining to a regional commercial center within the same land area.
- 7. Other Business
- 8. Adjournment

This meeting is open to the public and all interested parties are encouraged to attend. Interested parties may appear and be heard with respect to all proposed actions. Pursuant to Florida Statutes Section 163.3184(7), persons participating in the Comprehensive Plan Amendment process, who provide their name and address on the record, will receive a courtesy informational statement from the Department of Community Affairs prior to the publication of the Notice of Intent to find a plan amendment in compliance.

If a person decides to appeal any decision made by the board, agency or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

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PO# 900565

OCTOBER 21, 2002

A Meeting of the Board of Lee County Commissioners was held this date to conduct a Public Hearing to consider adoption of a Lee Plan Amendment, and review and make final decision on the written recommendations made by the Hearing Examiner for the development known as Simon Suncoast DRI (Coconut Point), with the following Commissioners present:

Robert P. Janes, Chairman Ray Judah, Vice-Chairman John E. Albion (arrived at 9:35 a.m.) Douglas R. St. Cerny

COMMISSIONER ANDREW COY WAS ABSENT FOR THE ENTIRE MEETING BECAUSE HE WAS OUT OF TOWN.

ON FILE IN THE MINUTES OFFICE: CPA 2000-30 - SIMON SUNCOAST DRI (COCONUT POINT) REPORT, ALONG WITH ITS BACKUP MATERIAL; PROPOSED ORDINANCE; THE DEPARTMENT OF COMMUNITY AFFAIRS (DCA) OBJECTIONS, RECOMMENDATIONS, AND COMMENTS REPORT (ORC); AND A MEMORANDUM FROM COMMUNITY DEVELOPMENT PLANNING DIRECTOR PAUL S. O'CONNOR, DATED OCTOBER 8, 2002.

1. Call to order; Certification of Affidavit of Publication.

The Chairman called the meeting to order at 9:31 a.m. Assistant County Attorney Timothy Jones approved as to legal form and sufficiency, the Affidavit of Publication regarding this item; stated that this is a Public Hearing to hear two items, a Comprehensive Plan Amendment (CPA), and a Rezoning Hearing He explained that because of the nature of this process, both items would be held simultaneously with the Comprehensive Plan Amendment input and discussion first; and the rezoning input and discussion second. He advised that the Board defer voting on the CPA Ordinance until after voting on the hearing. Attorney Jones informed everyone present that there was a Sign-Up Sheet available for anyone wishing to receive a courtesy copy of the preliminary notice from the Department of Community Affairs (DCA), as to how the DCA plans to rule on the compliance of the proposed Plan Amendment thirty days before they publish their Notice of Intent on whether or not they find the Plan Amendment in compliance. COMMISSIONER ALBION ENTERED THE MEETING AT THIS TIME.

2. Lee Plan Amendment Adoption

CPA2000-30 - SIMON SUNCOAST DRI (COCONUT POINT)

Amend the Future Land Use Map series, Map 1, the Future Land Use Map, for a 483-acre parcel of land located in Sections 04 and 09, Township 47 South, and

Range 25 East, to change the Future Land Use classification from "Rural" to "Urban Community".

Amend Policy 6.1.2.4 of the Future Land Use Element to specifically allow the consideration of a Regional Commercial center on the subject property.

Amend Policy 21.1.1 of the Transportation Element to recognize the need for specific U. S. 41 intersection improvements as a result of impacts from the Simon Suncoast (Coconut Point) DRI and that Lee County considers these specific improvements to be part of Map 3A and the County will program the necessary improvements in the County's Capital Improvement Program prior to the time these improvements are required to maintain adopted level of service standards.

RECOMMENDATIONS:

The Board's recommendation for CPA2000-30 was sent to the Department of Community Affairs (DCA) on December 13, 2001.

The DCA's ORC Report dated March 14, 2002, along with its objections and recommendations can be found on Page 29 of the CPA2000-0030 Staff Report.

The staff recommendation in Part I.C.1 of this report takes into consideration the applicant's proposed language, staff's original recommendation, the Board of County Commissioners transmitted language, the DCA's ORC Report, and the subsequent negotiations between the applicant, DCA and the County staff.

Community Development Planning Director Paul S. O'Connor reviewed the history of this item, and noted that during the Board's first transmittal to DCA on December 13, 2001, the Board raised the following six issues, and expressed their desire that they be addressed at this DRI and rezoning process:

Impacted flow-ways
Community and Regional Park levels of service
Roadway levels of service
Public schools
Fire protection services
Affordable housing

Continuing, Mr. O'Connor explained that staff, DCA, and the applicant have addressed all of the issues, including DCA's objections, and have arrived at compromise language that can be found in the Staff Report for CPA2000-30. In response to Commissioner Judah's request for an overview on the resolution with DCA in dealing with the impact on US41, DOT Deputy Director David Loveland replied that DCA's concern was with how the impact would be handled, and stated that staff was able to quantify the impacts and put a dollar amount on them to enable the applicant to pay his proportionate share towards the Comp Plan impacts. He explained that this information will be written into the DRI

Development Order; and that the result will be the expansion of capacity at four intersections on US41. Attorney Matthew Uhle, of the law firm of Knott, Consoer, Ebelini, et al., representing the Applicant, reviewed their case; stated he would discuss the affordable housing issues in the context of the zoning and DRI discussion; and noted that, basically, they were in agreement with staff. He maintained that this property should be urban community, advised that they planned to four-lane Sandy Lane, explained that the flow-way is being protected, assured the Board that two five-acre parcels have been provided for a school site, confirmed that there is a contract with the fire district for a one-acre parcel on site, stated that the infrastructure of this proposal has been fully addressed, and requested Board approval. The Chairman called for public input, and the following persons came forward in favor of the project:

Arnold Rosenthal, requested a county plan to solve affordable housing problems Mr. McMorrow expressed concerns over traffic on US41

The Chairman explained that a final decision on the CPA will not be made until after the Zoning portion of this hearing. He noted that, at the end of that hearing, the Board would consider changing the Land Use Classification from Rural to Urban Community, amending the Land Use Element to allow the consideration of a Regional Commercial Center on the property, and amending the Transportation Element. The Chairman stated that the Board would now proceed with the Zoning portion of the meeting.

A COPY OF THE HEARING EXAMINER'S RECOMMENDATION IS ON FILE IN THE MINUTES OFFICE.

CASE NUMBER: DCI2001-00005 and DRI2000-00015

NAME: Coconut Point DRI (fna Simon Suncoast)

REQUEST: Requests:

- (a) Consider the Application for Development Approval for Coconut Point Development of Regional Impact (DRI) (fna Simon Suncoast Town Center DRI), on 482.4± acres
- (b) Rezone from Agricultural (AG-2) to Mixed Use Planned Development (MPD), to permit a regional mall development consisting of 1,800,000 square feet of retail floor area, 300,000 square feet of office floor area, 1,200 dwelling units and 600 hotel units, all not to exceed 60 feet in height on 482.4± total acres of land

LOCATION: The subject property is located at South Tamiami Trail, Estero, in S04-T47S-R25E and S09?T47S-R25E, Lee County, FL

STRAP NUMBER: The applicant indicates the STRAP numbers are:

04-47-25-00-00001.0000 and 09-47-25-00-00001.0010

SIZE OF PROPERTY: 482.4± acres

PROPERTY OWNER'S REPRESENTATIVE: Knott, Consoer, Ebelini & Hart, P.A., Matthew Uhle, Esquire (239) 334-2722

Mr. Pavese reviewed the zoning request; noted that the Hearing Examiner and staff recommend approval with conditions; stated that the Applicant has met with representatives from the Estero Community, and, as a result of those meetings, are proposing numerous revisions to the Hearing Examiner's (HEX) proposed zoning conditions and to the DRI Development Order conditions; and explained that staff is not in agreement with all of the applicant's suggested changes. Mr. Loveland presented a handout entitled, "DOT Proposed Revisions to HEX Draft Development Order for Coconut Point DRI" (copy is on file in the Minutes Office); and reported that there is mutual agreement on the Transportation conditions. He stated that the Applicant's Comprehensive Plan impact share for the project is \$14,770,000.00; reviewed the mitigation options on pages 6 and 7 of the handout, and the revisions on staging and linking on road improvements on pages 13 and 14; and responded to questions from the Board. Community Development Planner Matt Noble acknowledged concerns with the methodology and studies the applicant used regarding affordable housing; stated that staff is in agreement with the Hearing Examiner's recommendation; and noted that the applicant recommends 150 units of affordable housing. Attorney Uhle maintained that this is a mixed-use project; explained that this hearing is at the preliminary stage, and that a more detailed plan will be presented later in the process; and noted that the applicant was satisfied with the Hearing Examiner's recommendations; however, the Estero citizens had identified problems, and this has resulted in the applicant drafting a two-page handout entitled "Proposed Changes to Zoning Resolution" (copy is on file in the Minutes Office). Attorney Uhle reviewed the citizens' recommendations, and noted that these additional recommendations are above what the Hearing Examiner recommended. He concurred with staff on the Transportation Element; agreed that \$14,770,000.00 was the correct figure; and reported that Sandy Lane is a high priority item with the citizens. Attorney Uhle presented another handout entitled "Proposed Revisions to Development Order" (copy is on file in the Minutes Office), which deals with affordable housing issues; explained that the applicant hired a consultant to arrive at a methodology by the use of surveys, and according to the survey, there was no indication that the donation of any units were obligatory on the applicant's part. Attorney Uhle explained that the applicant would provide 150 units of affordable housing or donate \$700 thousand - \$350 thousand would be donated to the University and \$350 thousand payable to the County's Affordable Housing Trust Fund, and stated their preference to build the units themselves. Regarding hurricane shelters, Attorney Uhle stated they had agreed to provide a

shelter on site, calling attention to several different options that were available. Mr. Thomas Schneider, Simon Property Group, contract purchasers and retail developers for a portion of the property, stated they had made a commitment to build Sandy Lane as a four-lane, on the assumption that they would be given impact fee credits for two lanes. Christopher Squires, of Kimley-Horn and Associates, responded to questions on the number of anticipated employees the firm is expected to hire and the projected percentage of lower-income wages. The Chairman called for the Participants of Record, and the following citizens came forward in favor of the project:

Carlos Cabrera, Hyatt Regency Coconut Point Vice President and Managing Director

Vern Archibald, Lee County Habitat for Humanity President

Greg Toth, Member of the Estero Planning Council

Donald Usher, Morningside Association President

Donald Eslick, Pelican Landing resident

Dennis Merrifield, Estero Fire District Fire Chief

Robert Abramson, Vice President of Estero Civic Association

Carl Hoke, Estero Civic Association President

Albert O'Donnell, representing Estero Chamber of Commerce

Arnold Rosenthal, Estero resident

James Merritt, Shadow Wood resident

Barbara Barnes-Buchanan, Bonita Springs Assistant City Manager

Jerry Lane, Brooks at Shadow Wood resident

City of Bonita Springs Attorney Audrey Vance

The following citizen came forward, opposed the project, and listed his concerns: Larry Newell, Estero resident

Following a short break, the Chairman called the meeting back to order with all Commissioners present with the exception of Commissioner Coy.

At this time, staff responded to Attorney Uhle's two-page handout, which offered changes to the Hearing Examiner's Report. Mr. Pavese stated that staff is not in favor of the changes as written; however, would agree to replace certain terminology. He continued by noting the acceptable changes: Condition 3, page 14 of the Hearing Examiner's Report, second sentence, the condition "out-parcels" applies to "commercial and residential out-parcels"; agreed to replace "mall", in the third sentence, with "entire project"; and in Condition 5, in the second line, to eliminate "commercial buildings" and replace it with "all buildings"; and in the third sentence, after U.S.41, to add "which are visible from the Brooks MPD"; and in Condition 17, first line of Attorney Uhle's handout, after "10?416", to incorporate the language "which must be shown on the local Development Order plans", and then continue on with the sentence. Mr. Loveland referred to the last line of Condition 17 of Attorney Uhle's handout, and suggested deleting that complete sentence. Mr. Pavese stated that Condition 18 of Attorney Uhle's

handout is acceptable; that Condition 19 be deleted and handled later in the process; and that Conditions 20 and 21 are acceptable. An in-depth discussion occurred regarding the Schedule of Uses for Tracts 1A, 1B, 1C, and 2A, and it was agreed to accept two convenience food and beverage, with attendant self service stations, for the entire site. Mr. Noble presented a handout entitled, "Affordable Housing" (copy is on file in the Minutes Office), which indicated the staff's latest recommended language to the HEX, the HEX recommendation, and the Developer's Proposal. Staff's recommendation, in part, was a cash payment by the applicant of a minimum of \$1,800,000.00, payable to Lee County. The HEX recommendation, in part, recommended the donation of \$350 thousand to Lee County, plus ten lots zoned TFC-2 in Rosemary Park #2 Subdivision. The County's "alternative condition (Regional Planning Council Recommendation)" can be found on Pages 3 and 4 of the handout. Attorney Uhle and Mr. Schneider offered rebuttal, and an in-depth discussion occurred with the Commissioners commenting individually on their preferences and concerns.

3. Adopt the following ordinance which adopts the proposed plan amendment:

After discussion, Attorney Jones requested the Board's first motion be to approve and adopt the Ordinance amending the Lee County Comprehensive Plan Amendment, as proposed by staff. Commissioner Judah so moved, seconded by Commissioner St. Cerny, called and carried, with Commissioner Coy absent. The Ordinance adopted by the Board and filed was LEE COUNTY ORDINANCE NO. 02-29, ENTITLED:

AN ORDINANCE AMENDING THE LEE COUNTY COMPREHENSIVE PLAN, COMMONLY KNOWN AS THE "LEE PLAN" AS ADOPTED BY ORDINANCE NO. 89-02, AS AMENDED, SO AS TO ADOPT THAT AMENDMENT KNOWN LOCALLY AS CPA 2000-30 APPROVED IN CONJUNCTION WITH ADOPTION OF THE DEVELOPMENT OF REGIONAL IMPACT APPLICATION (DRI2000-00015) COCONUT POINT (FNA SIMON SUNCOAST); PROVIDING FOR PURPOSE AND SHORT TITLE; PROVIDING FOR ADOPTION OF THE SPECIFIED AMENDMENT TO THE LEE COUNTY COMPREHENSIVE PLAN; PROVIDING FOR THE LEGAL EFFECT OF "THE LEE PLAN"; PROVIDING FOR GEOGRAPHICAL APPLICABILITY; PROVIDING FOR SEVERABILITY, CODIFICATION, SCRIVENER'S ERRORS, AND AN EFFECTIVE DATE.

Attorney Jones then requested the Board address the DRI and the zoning motion. With the assistance of Attorney Jones, Commissioner Judah moved the DRI rezoning with the following changes to the Zoning Resolution:

Page 14 of the HEX report

Condition 3 - remains as stated by staff, (Page 14 of the Report), with the understanding that (in line two) the word "conventional" be eliminated, and that the words "commercial and residential tracts " replace the word "out-parcels", and in the next sentence (line three), instead of "mall", use the words "entire project"

Condition No. 5 - in the third line, add "the Brooks MPD" bore the words "U.S.41"; in the second line, use the word "all" instead of "the commercial buildings"; and in the third to last line, change the words "commercial portion" to "entire"

Staff handout entitled "DOT Proposed Revisions to HEX Draft Development Order for Coconut Point DRI"

Adopt the staff and applicant's new proposed Transportation Section Attorney Uhle's two page handout entitled "Proposed Changes to Zoning Resolution"

Condition 17 - the language would read as proposed by Mr. Pavese, in the first line after 10-416, add the words "must be shown on the Development Order plans, and must be installed", and delete the last sentence

Condition 18 - add as proposed;

Condition 19 - not to be added

Conditions 20 and 21 - add as proposed

Number 8 - revise the Schedule of Uses to delete the uses as listed for Tract 2E Number 9 - add the limitation for the building heights in Tract 2E to 2 stories and 40 feet

Service Pumps And Convenience Stores

In Tracts 1A, 1B, and 1C, there will be one convenience food and beverage, with attendant self service station; and one in Tract 2a, making a total of two for the entire site;

Affordable Housing

Accept a million dollars from the applicant:

\$400 thousand is to go directly to the University for affordable housing \$600 thousand is to go to the County for the affordable housing program and/or a minimum of 150 units to be built by the Applicant for affordable housing An effective time being no later than December 31, 2006 for the 150 units The contribution to the University will be at the first Development Order by the Developer for their project, but not for public facilities (i.e., school and fire station) AND

Renumber the Conditions as necessary

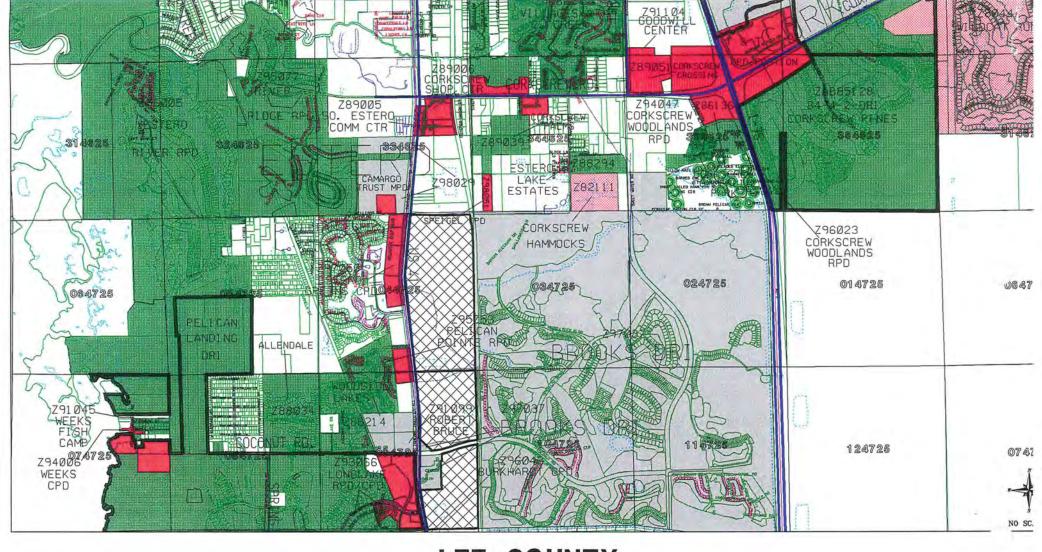
Commissioner Judah stated that was his motion, seconded by Commissioner St. Cerny, called and carried, with Commissioner Coy absent.

The Chairman adjourned the meeting at 2:30 p.m.

ATTEST:

CHARLIE GREEN, CLERK

Deputy Clerk Chairman, Lee County Commission



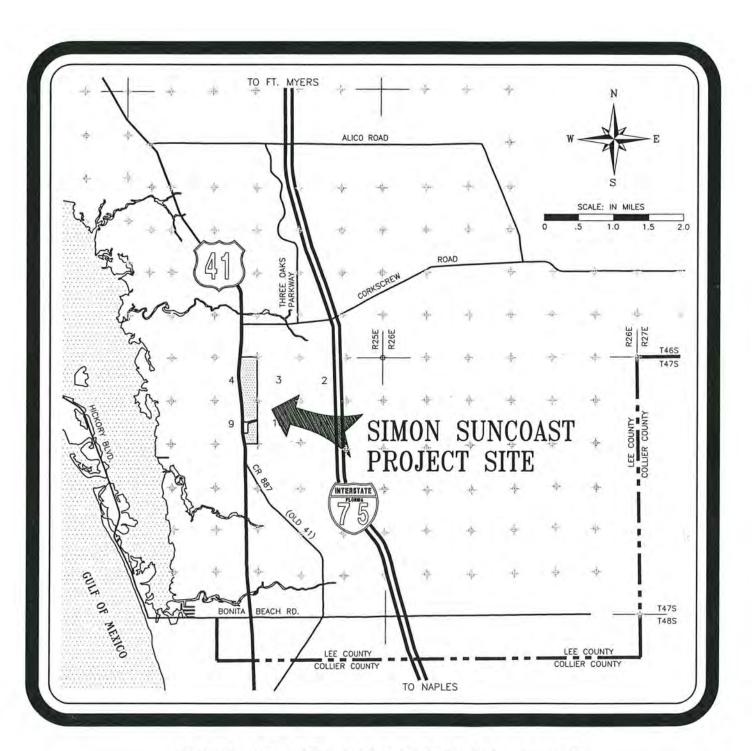
LEE COUNTY PLANNED DEVELOPMENT ZONING

- INDUSTRIAL PLANNED DEVELOPMENT
 - RESIDENTIAL PLANNED DEVELOPMENT
 - MOBILE HOME PLANNED DEVELOPMENT
 - COMMERCIAL PLANNED DEVELOPMENT
 - AIRPORT OPERATIONS PLANNED DEVELOPMENT
 - PLANNED UNIT DEVELOPMENT
- COMMUNITY FACILITIES PLANNED DEVELOPMENT
- MIXED USE PLANNED DISTRICT

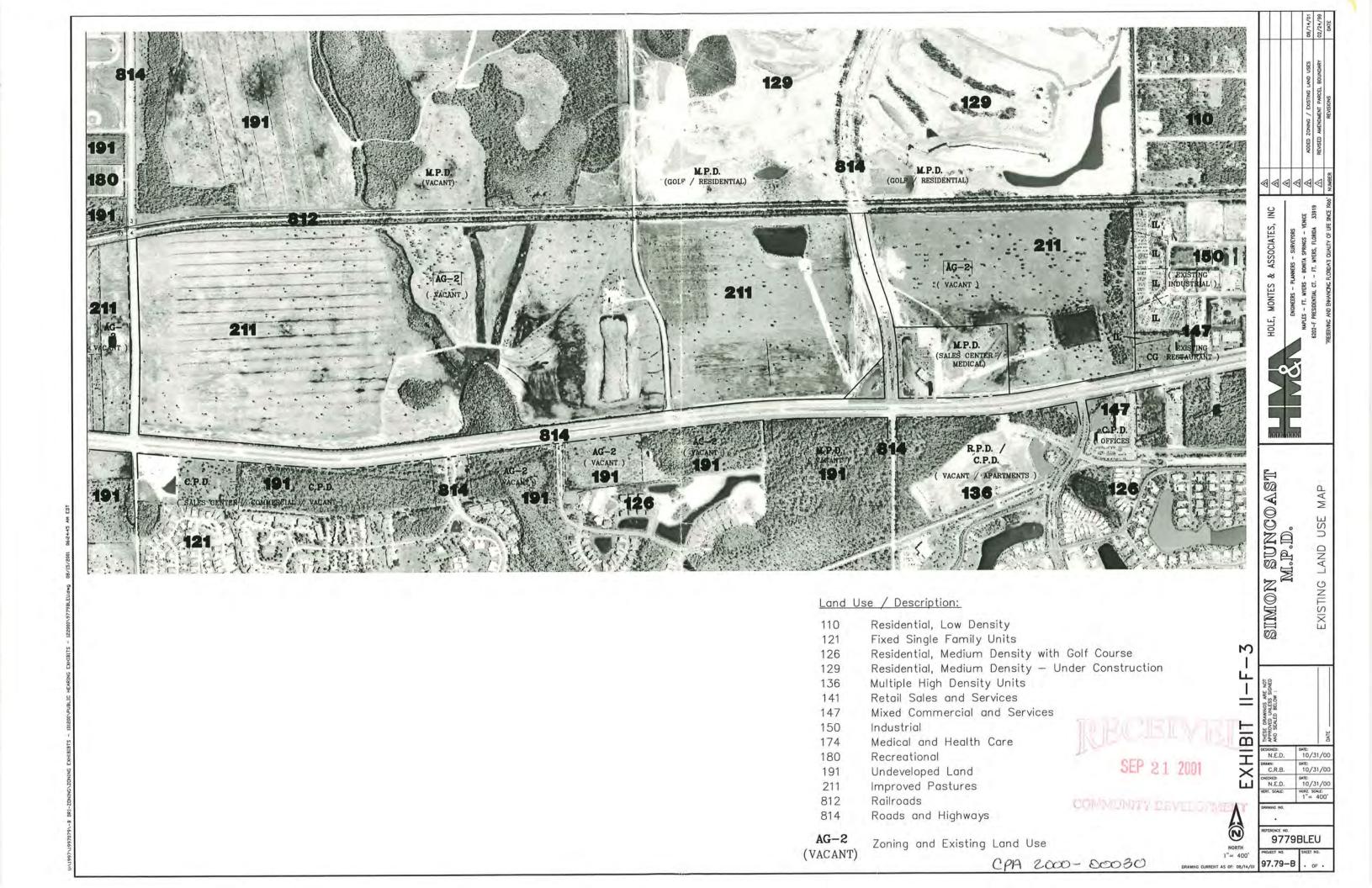
UPDATED THROUGH JANUARY 1998

PREPARED BY DIVISION OF DEVELOPMENT SERVICES & PROPERTY APPRAISER'S OFFICE

MAP 1



PROJECT LOCATION MAP



Comprehensive Plan Citizen Courtesy Information List

Local Government:	Lee County		
Hearing Date:	October 21, 2002		
Type Hearing:	☐ Transmittal (Proposed)	✓ Adoption	☐ Local Planning Agency
DCA Amendment Number:	02-D1		

Please Print Clearly

By providing your name and address, you will receive information concerning the date of publication of the Notice of Intent by the Department of Community Affairs.

Citizen Name	Address, City, State, Zip Code	✓ Check Appropriate Response(s)		Identify Amendment	
		Written Comment	Spoken Comment	which is of Interest	
Jake Slot	2840 Winkler Avenue Fort Myers, FL 33908			CPA2000-30	
Ron Dillon	9353 Lake Abby Lane Bonita Springs, FL 34135			CPA2000-30	
George Hausmav	10570 Copper Lake Drive Bonita Springs, FL 34135			CPA2000-30	

Comp. Plan Sign In Sheet For Notification by ACA

Name	Address
· Paul O'Como	2750 Den; Da
	2750 Den, Du DF+ Myers FL 33917
JAhe SLOT	2840 WINLLE DUE REDLTON PSICE
	FONT MYENS, FL 33908
	DILLETOL GOUT. ATTAILS.
REN DILLON	9353 LAKE ABBY LANE
	9353 LAKE ABBY LANE BONETA STRINGS, FL 34135
GEDLGR HAUSMAN	10570 COPPER LAKE DRIVE
	BONITA SPRINCS, FL 34135

POLICY 21.1.1: The Lee County Metropolitan Planning Organization's 2020 Financially Feasible Plan Map series is hereby incorporated as part of the Transportation Map series for this Lee Plan comprehensive plan element. The MPO Plan Map 142020 Financially Feasible Highway Plan Map, as amended June 18, 1999adopted December 8, 2000, is incorporated as Map 3A of the Transportation Map series, with one format change as approved by the Lee County Board of County Commissioners on March 23, 1999. The format change is a visual indication (with shading) that alignment options for the 951County Road 951/Bonita Grande Drive extension are still under consideration, consistent with Note 5. (Amended by Ordinance No. 99-15, 02-02)

POLICY 21.1.1: The Lee County Metropolitan Planning Organization's 2020 Financially Feasible Plan Map series is hereby incorporated as part of the Transportation Map series for this Lee Plan comprehensive plan element. The MPO 2020 Financially Feasible Highway Plan Map, as adopted December 8, 2000, is incorporated as Map 3A of the Transportation Map series, with one format change as approved by the Lee County Board of County Commissioners on March 23, 1999. The format change is a visual indication (with shading) that alignment options for the County Road 951/Bonita Grande Drive extension are still under consideration, consistent with Note 5. (Amended by Ordinance No. 99-15, 02-02)

Fees Associated with Case # CPA2000-00030

9/6/01 12:33:08 PM

	Case Type		End Date	Case No.	Dept. Description	Trans. Code	Revenue Account No.	Create Date	Created By	Amount	Due
MA20	CPA	1/1/99	12/31/05	CPA2000-00030	Map Amendment > 20 Acres		LB5150715500.322000.9018	12/13/00	KDH	\$1,440.00	\$0.00
										\$1,440.00	\$0.00

CPA 2000-30 PRIVATELY SPONSORED AMENDMENT TO THE

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

Privately Sponsored Application and Staff Analysis

BoCC Adoption Document for the October 21st, 2002 Public Hearing

> Lee County Planning Division 1500 Monroe Street P.O. Box 398 Fort Myers, FL 33902-0398 (941) 479-8585

> > October 4, 2002

LEE COUNTY DIVISION OF PLANNING STAFF REPORT FOR COMPREHENSIVE PLAN AMENDMENT CPA 2000-30

1	This Document Contains the Following Reviews:
1	Staff Review
1	Local Planning Agency Review and Recommendation
1	Board of County Commissioners Hearing for Transmittal
1	Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report
	CONTRACTOR SOURCE OF SEA PRODUCT AND

STAFF REPORT PREPARATION DATE: November 19, 2001

Board of County Commissioners Hearing for Adoption

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Simon Property Group and Oakbrook Properties, represented by Matthew D. Uhle of Knott, Consoer, Ebelini, Hart & Swett, P.A.

2. REQUEST:

- Amend the Future Land Use Map series, Map 1, the Future Land Use Map, for a 483-acre parcel of land located in Sections 04 and 09, Township 47 South, and Range 25 East to change the Future Land Use classification from "Rural" to "Urban Community."
- Amend Policy 6.1.2.4 of the Future Land Use Element to specifically allow the consideration of a Regional Commercial center on the subject property.
- Amend Policy 21.1.1 of the Transportation Element to recognize the need for specific U.S. 41 intersection improvements as a result of impacts from the Simon Suncoast (Coconut Point) DRI and that Lee County considers these specific improvements to be part of Map 3A and the County will program the necessary improvements in the County's Capital Improvement Program prior to the time these improvements are required to maintain adopted level of service standards.

B. BACKGROUND INFORMATION

1. EXISTING CONDITIONS

SIZE OF PROPERTY: 483 +/- ACRES

PROPERTY LOCATION: The subject property is generally located on the east side of U.S. 41, at its intersection with Coconut Road in South Estero.

EXISTING USE OF LAND: The subject property is currently vacant.

CURRENT ZONING: The subject property is zoned AG-2

CURRENT FUTURE LAND USE CATEGORY: The 483-acre subject property has two Future Land Use designations: Rural (432.35 acres) and Wetlands (50.79 acres)

C. STAFF RECOMMENDATIONS AND FINDINGS OF FACT SUMMARY

1. REVISED STAFF RECOMMENDATION FOR BoCC ADOPTION HEARING:

The following recommendation takes into consideration the applicant's proposed language, staff's original recommendation, the Board of County Commissioners transmitted language, the Florida Department of Community Affairs (DCA) Objections, Recommendations, and Comments Report, and the subsequent negotiations between the applicant, DCA, and the County staff.

Planning staff recommends that the Board of County Commissioners adopt the proposed amendment to Map 1, the Future Land Use Map, to change the Future Land Use designation of the subject property from the "Rural" land use category to the "Urban Community" land use category. Staff recommends that the areas of the property currently designated as "Wetlands" will remain designated as such.

Staff further recommends approval of the requested text amendment to Policy 6.1.2.4 to allow the consideration of a Regional Commercial center on the subject property. Staff recommends the following language be added to Policy 6.1.2.4:

f. The Commercial Site location standards described in this policy do not apply to Regional Commercial development approved as a single mixed-use Development of Regional Impact containing regional shopping opportunities on a 483-acre portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the east by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the north by a line located one half mile north of Coconut Road designated Urban Community, provided that the DRI specifically addresses:

- 1) Impacts to flow-ways,
- 2) Community and Regional Park levels of service,
- 3) Roadway levels of service,

- 4) Public Schools,
- 5) Fire protection services, and
- 6) Affordable housing.

Staff further recommends that the Board of County Commissioners amend Policy 21.1.1 of the Transportation Element to recognize the need for specific U.S. 41 intersection improvements as a result of impacts from the Simon Suncoast (Coconut Point) DRI and that Lee County considers these specific improvements to be part of Map 3A and the County will program the necessary funds to make these improvements at the point these improvements are required to maintain adopted level of service standards. The requested language is as follows:

POLICY 21.1.1: The Lee County Metropolitan Planning Organization's 2020 Financially Feasible Plan Map series is hereby incorporated as part of the Transportation Map series for this Lee Plan comprehensive plan element. The MPO 2020 Financially Feasible Highway Plan Map, as adopted December 8, 2000, is incorporated as Map 3A of the Transportation Map series, with one format change as approved by the Lee County Board of County Commissioners on March 23, 1999. The format change is a visual indication (with shading) that alignment options for the County Road 951/Bonita Grande Drive extension are still under consideration, consistent with Note 52. Also, the comprehensive plan amendment analysis for the Simon Suncoast (Coconut Point) DRI identified the need for improvements at key intersections on US 41 from Koreshan Boulevard to Alico Road to address the added impacts from the project for year 2020, and a mitigation payment has been required as part of the DRI development order. Lee County considers the following intersection improvements to be part of Map 3A and will program the necessary funds to make these improvements at the point they are required to maintain adopted level of service standards on US 41;

<u>Intersection</u> <u>Improvements</u>

US 41/Constitution Boulevard Southbound Dual Left Turn Lanes

US 41/B & F Parcel Northbound, Southbound, Eastbound, and

Westbound Dual Left Turn Lanes

US 41/Sanibel Boulevard Southbound Dual Left Turn Lanes

US 41/Koreshan Boulevard Southbound and Westbound Dual Left Turn

Lanes

2. ORIGINAL STAFF RECOMMENDATION FOR BoCC TRANSMITTAL HEARING: (Note: The Board of County Commissioners modified this staff recommendation at the transmittal hearing. The final version of the proposed text changes transmitted by the Board are shown in the Board transmittal hearing summary on page 26 and 27 of this report). Planning staff recommends that the Board of County Commissioners transmit the proposed amendment to Map 1, the Future Land Use Map, to change the Future Land Use designation of the subject property from the "Rural" land use

category to the "Urban Community" land use category. Staff recommends that the areas of the property currently designated as "Wetlands" will remain designated as such.

Staff further recommends approval of the requested text amendment to Policy 6.1.2.4 to allow the consideration of a Regional Commercial center on the subject property. Staff recommends the following language be added to Policy 6.1.2.4:

- f. Not withstanding prohibitions contained elsewhere in this plan, Regional Commercial development may be granted in a portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the East by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the North by a line located one-half mile north of Coconut Road, provided that:
- (1) A minimum of one acre of the property must be donated dedicated to Lee County for use as a fire station. This land must be deeded to the County prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated dedicated, if it is eligible for credits under the County's impact fee ordinance.
- (2) A minimum of five acres of the property must be donated dedicated to the School District of Lee County for use as a public school. This land must be deeded to the School District prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated dedicated, if it is eligible for credits under the County's proposed school impact fee ordinance.
- (3) Subsequent to these land donations dedications, the County will initiate an amendment to the Future Land Use Map to change the Future Land Use designation of these donated properties to Public Facilities.
- 3. ORIGINAL STAFF RECOMMENDATION TO LPA: (Note: this staff recommendation was modified slightly by the LPA action). Planning staff recommends transmittal of the proposed amendment to Map 1, the Future Land Use Map, to change the Future Land Use designation of the subject property from the "Rural" land use category to the "Urban Community" land use category. Staff recommends that the areas of the property currently designated as "Wetlands" will remain designated as such.

Staff further recommends approval of the requested text amendment to Policy 6.1.2.4 to allow the consideration of a Regional Commercial center on the subject property. Staff recommends the following language be added to Policy 6.1.2.4:

f. Not withstanding prohibitions contained elsewhere in this plan, Regional Commercial development may be granted in a portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the East by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the North by a line located one-half mile north of Coconut Road, provided that:

- (1) A minimum of one acre of the property must be donated to Lee County for use as a fire station. This land must be deeded to the County prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated, if it is eligible for credits under the County's impact fee ordinance.
- (2) A minimum of five acres of the property must be donated to the School District of Lee County for use as a public school. This land must be deeded to the School District prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated, if it is eligible for credits under the County's proposed school impact fee ordinance.
- (3) Subsequent to these land donations, the County will initiate an amendment to the Future Land Use Map to change the Future Land Use designation of the donated properties to Public Facilities.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- The proposed plan amendment is being undertaken for the specific purpose of developing a regional mall and associated commercial and residential development on the subject property. A rezoning application and a DRI development approval application have been submitted concurrently with this amendment.
- While the analysis of the amendment should focus primarily on the impacts of the land use category change alone, it is necessary to consider the impacts of the potential development scenario that has been proposed.
- The redesignation of the subject property from Rural to Urban Community will increase the demand for public services and infrastructure in this area. This will occur whether the end use is a regional mall or some other development that fits within the density/intensity limitations of the Urban Community land use category.
- The potential number of residential dwelling units that could develop on the subject property will increase from 434 to 2,898 if this plan amendment is approved.
- Staff has identified potential deficiencies in the capacity of the surrounding road network, the public school system, and fire protection services that could result from this proposed plan amendment. All other infrastructure and services are existing or planned, with adequate capacity to serve the subject property.
- Three road segments in the project area will operate below acceptable levels of service prior to the Year 2020, with or without the proposed amendment or mall development. The land use map change could result in one additional road segment operating below the adopted level of service, if a regional mall is developed as planned. The land use map amendment alone will result in increased traffic in Estero, but will not necessarily cause any road segments to fail. The ultimate end

use of the property will be required to provide appropriate traffic impact mitigation at the time of rezoning and DRI development approval.

- A compact and contiguous development pattern will be maintained through this
 amendment. The proposed amendment will not promote urban sprawl, as the
 subject property is located adjacent to a significant amount of existing and approved
 urban development.
- Since the time when the subject property was originally designated as Rural in the 1984 Lee Plan, conditions and land use patterns in the area have changed to the point that Rural is no longer the most appropriate land use category for the subject property.
- The retail commercial intensity proposed by the Simon Suncoast DRI would not meet the applicable commercial site location standard under Goal 6 for a regional commercial development.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

SUMMARY OF REQUEST

The applicants, Simon Property Group and Oakbrook Properties, are requesting a change of Future Land Use designation from "Rural" to "Urban Community" for approximately 483 acres of land in Estero. The application materials and correspondence associated with this plan amendment have been included with this report. The site is located between U.S. 41 and the Seminole Gulf Railway tracks, and extends from Williams Road south past Coconut Road. The subject property is in Sections 04 and 09, Township 47 South, Range 25 East. A graphic showing the location of the subject property is provided in Attachment 1 of this report.

The applicants have also requested a text amendment to Policy 6.1.2.4 of the Lee Plan to allow the consideration of a Regional Commercial center on a portion of the subject property.

It should be noted that, while it is not part of this comprehensive plan amendment application, a rezoning application has been submitted to the County to rezone the subject property from AG-2 to MPD to accommodate a regional mall. A Development of Regional Impact (DRI) application for a regional mall has also been provided to the County as well as to the Regional Planning Council. While it is not common to consider specific development scenarios in the review of a comprehensive plan amendment application, staff has considered the fact that this plan amendment has been undertaken specifically to accommodate a regional mall, and that the mall will be the likely end use of the property, if in fact the Simon site ends up being the site for the regional mall in Lee County. The proposed land use summary as established in the rezoning and DRI application is as follows:

Retail: 1,800,000 square feet Office: 300,000 square feet

Hotel: 600 Rooms

Assisted Living Facility: 200 units Multi-Family Residential: 1,000 units

The parameters listed above are just one proposed development scenario that could be accommodated under the proposed Urban Community land use category. There is a wide variety of other uses that could occur on the property. This staff report will primarily consider the impact of the proposed change to the Future Land Use Map, while giving secondary consideration to the possibility of the regional mall complex being a likely end user of the property.

LAND USE PLANNING CONSIDERATIONS

Surrounding Zoning and Land Uses

To the north of the subject property are several vacant parcels zoned AG-2. The Future Land Use designation for the area immediately north of the subject property is Suburban. The parcels to the north of the subject property are currently vacant. It should also be noted that Estero High School is located approximately one-half mile to the north and west of the subject property.

To the east of the subject property is The Brooks of Bonita Springs, which is a partially-developed 2,492-acre mixed use project. The Brooks is approved for a total of 4,060 multi family dwelling units, 1,140 single family dwelling units, a 120-room hotel/motel, and 250,000 square feet of commercial development. There is a pending amendment to the Brooks DRI that would increase the number of single family units to 1,600, reduce the number of multi-family units to 2,460, and add 20,000 square feet of commercial use. The Brooks development is zoned MPD, and is located in the Rural Future Land Use Category, with a small portion of the property located in the Suburban Future Land Use Category. The Brooks was approved under the Planned Development District Option (PDDO), which allowed urban densities to be achieved outside of the future urban areas, provided the applicant demonstrated that the proposal will be totally independent of County-subsidized facilities and services.

To the south of the subject property is a 62-acre industrial subdivision that is zoned IL. Also, immediately to the south of the subject property is a CG-zoned parcel containing a restaurant. The Future Land Use designation for the area south of the subject property is Industrial Development.

To the west of the subject property is U.S. 41, and a variety of developments set out as follows from north to south:

- Williams Place CPD, which is a 12.19-acre parcel approved for 90,000 square feet of commercial, and is currently being developed as a strip center, anchored by an Albertson's supermarket.
- Estero Greens CPD, which is approved for 100,000 square feet of retail and 129,000 square feet of office uses.
- Tulip Associates CPD, which is a 13.47 acre property approved for 130,500 square feet of commercial uses, 30,000 of which may be retail.

- Coconut Road MPD, which is a 46-acre property approved for 250,000 square feet of retail
 uses and 142 dwelling units. In the alternative, the property could develop with 200,000
 square feet of light industrial uses.
- Pelican Landing RPD/CPD, which is approved for 4,400 residential units, 750 hotel/motel units, 475,000 square feet of commercial office, and 300,000 square feet of commercial retail.

The Future Land Use designations to the west of the subject property are Suburban and Urban Community.

An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing, with the recent development of The Brooks, Pelican Landing, and several small commercial parcels. The surrounding Future Land Use categories consist of Urban Community, Suburban, Industrial Development, and Rural. The Rural areas adjacent to the subject property are currently being developed with urban densities through the use of the PDDO option. The proposed Urban Community designation would be generally compatible with the adjacent Future Land Use categories, although compatibility will be ultimately determined during the rezoning process based on a proposed plan of development.

Environmental Considerations

The 483-acre subject property contains 36.23 acres of South Florida Water Management District jurisdictional wetlands and an additional 14.56 acres of surface waters. The following FLUCCS categories were observed on the site:

FLUCCS Code	LUCCS Code Description	
211	Improved Pasture	404.45
415	Slash Pine-Melaleuca Upland Forest	6.74
526	Borrow Lakes	19.37
624	Melaleuca-Slash Pine-Cypress Mixed Wetland Forest	20.61
640	Vegetated Non-Forested Wetlands	10.81
746	Previously Cleared/Disturbed Area	6.84
814	Roads	14.32
		483.14

According to materials submitted with the rezoning/DRI application, development of the property will occur primarily within the improved pasture areas and the melaleuca infested pine flatwoods. Approximately 22.15 acres of jurisdictional wetlands and 4.81 acres of jurisdictional surface waters will remain unaltered.

The majority of the wetlands on the property are part of a natural surface water flowway that runs east to west across the property. This is a well-defined drainage conveyance that will be utilized in the overall surface water management system for the property. This flowway plays an important role in water conveyance, stormwater storage, and providing wildlife habitat. Most of the flowway is currently designated as Wetlands on the Future Land Use Map. The on-site wetlands have not been included in the plan amendment request, and will therefore remain as Wetlands on the Future Land Use Map. The wetland lines on the map will be adjusted to reflect the jurisdictional wetland lines surveyed by the South Florida Water Management District and provided by the applicant.

A species survey of the subject property has been conducted, and the following wildlife species were observed on the site: wood stork, little blue heron, snowy egret, and tricolored heron.

Soils

The applicant has provided a soils map in the background materials. The following is a list and description of all soil types that appear on the subject property. The brief descriptions associated with these soil types are based on information provided in the <u>Soil Survey of Lee County</u>, <u>Florida</u> (U.S. Department of Agriculture, Soil Conservation Service, 1984).

- **6 Hallandale Fine Sand -** This is a nearly level, poorly drained soil, on low, broad flatwoods areas. The available water capacity of this soil is low.
- 11 Myakka Fine Sand This is a nearly level, poorly drained soil on broad flatwoods areas. The available water capacity is medium in the subsoil and very low in the surface and subsurface layers.
- 13 Boca Fine Sand This is nearly level, poorly drained soil on flatwoods. The available water capacity is low in the surface and subsurface layers and medium in the subsoil.
- 14 Valkaria Fine Sand This is a nearly level, poorly drained soil in sloughs. The available water capacity is low.
- 26 Pineda Fine Sand This is a nearly level, poorly drained soil in sloughs. The available water capacity is very low in the surface and subsurface layers, and in the upper sandy part of the subsoil, and medium in the lower loamy part of the subsoil.
- 27 Pompano Fine Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is low.
- 28 Immokalee Sand This is a nearly level, poorly drained soil in flatwoods areas. The available water capacity is medium in the subsoil and very low in the surface and subsurface layers.

- **34 Malabar Fine Sand -** This is a nearly level, poorly drained soil in sloughs. The available water capacity is low in the surface and subsurface layers and the upper part of the subsoil and medium in the lower part of the subsoil.
- 42 Wabasso Sand Limestone Substratum This is a nearly level, poorly drained soil on broad flatwoods areas. The available water capacity is low in the surface and subsurface layers and the upper part of the subsoil, and medium in the lower part of the subsoil.
- 49 Felda Fine Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is low in the surface and subsurface layers and medium in the subsoil.
- 51 Floridana Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is medium in the surface layer and subsoil, and low in the subsurface layer.
- 73 Pineda Fine Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is low in the surface and subsurface layers and medium in the subsoil.
- 75 Hallandale Fine Sand, Slough This is a nearly level, poorly drained soil in sloughs. The available water capacity is low.

Internal Consistency with the Lee Plan

The proposed amendment seeks to change the Future Land Use category of the subject property from Rural to Urban Community. The Rural category is considered part of the "Non-Urban Areas" on the Future Land Use Map. Objective 1.4 describes the "Non-Urban Areas" as "those areas not anticipated for urban development at this time." Policy 1.4.1 describes the Rural land use category as follows:

POLICY 1.4.1: The Rural areas are to remain predominantly rural—that is, low density residential, agricultural uses, and minimal non-residential land uses that are needed to serve the rural community. These areas are not programmed to receive urban-type capital improvements, and they can anticipate a continued level of public services below that of the urban areas. Maximum density in the Rural area is one dwelling unit per acre (1 du/acre).

Policy 1.4.1 states that Rural areas are comprised primarily of low density residential uses, agriculture, and minimal non-residential uses needed to serve the rural community. These areas are not programmed to receive urban-type capital improvements, and they will have a level of public services below that the urban areas. The subject property no longer fits these characteristics of the Rural land use category. The subject property is located in an area of the county that has experienced significant growth and development in recent years. The areas around the subject property have developed with large master-planned communities such as Pelican Landing and The Brooks, both of which contain single-family and multi-family dwelling units plus large commercial components. There are also several commercial developments planned along the west side of U.S. 41. The subject property is located on U.S. 41, a four lane divided arterial roadway that is currently programmed for widening to 6 lanes. Public utilities and services are readily available to the subject property. These factors lead staff to the conclusion that Rural is no longer the most

appropriate designation for the subject site. A continued designation of Rural would represent an underutilization of existing public facilities and services available in this area of the County.

The proposed land use category for the subject property is Urban Community. Policy 1.1.4 describes the Urban Community areas as follows:

POLICY 1.1.4: The Urban Community areas are areas outside of Fort Myers and Cape Coral that are characterized by a mixture of relatively intense commercial and residential uses. Included among them, for example, are parts of Lehigh Acres, San Carlos Park, Fort Myers Beach, South Fort Myers, Bonita Springs, Pine Island, and Gasparilla Island. Although the Urban Communities have a distinctly urban character, they should be developed at slightly lower densities. As the vacant portions of these communities are urbanized, they will need to maintain their existing bases of urban services and expand and strengthen them accordingly. As in the Central Urban area, predominant land uses in the Urban Communities will be residential, commercial, public and quasi-public, and limited light industry (see Policy 7.1.6). Standard density ranges from one dwelling unit per acre (1 du/acre) to six dwelling units per acre (6 du/acre), with a maximum of ten dwelling units per acre (10 du/acre).

Policy 1.1.4 describes Urban Community areas as having a relatively intense mix of residential and commercial uses. The description of the Urban Community category is consistent with the existing and planned uses on and around the subject parcel. The Urban Community category would also be one of the few land use categories in the Lee Plan that could be applied to this property in order to accommodate the development of a regional mall.

The subject property is currently located in the Bonita Springs Planning Community, but will be located in the newly created Estero Planning Community upon adoption of pending plan amendment PAM/T 99-20. This plan amendment has been transmitted by the Board of County Commissioners to the Department of Community Affairs for review. For purposes of this staff analysis, it has been assumed that the new planning communities map and acreage allocation table 1(b) will be adopted as transmitted by the BoCC, and that this property will be in the Estero Planning Community.

Policy 1.7.6 discusses the Planning Communities Map (Map 16) and Acreage Allocation Table (Table 1(b)). This map and table depict the proposed distribution, extent, and location of generalized land uses for the year 2020. Acreage totals are provided for land in each Planning Community in unincorporated Lee County. No final development orders or extensions to final development orders will be issued or approved by Lee County which would allow the acreage totals for residential, commercial or industrial uses contained in Table 1(b) to be exceeded.

Once the pending amendments to the 2020 allocations are adopted, there will be 327 acres allocated for residential development in the Urban Community land use category in the new Estero Planning Community. Of these 327 acres, approximately 100 acres will remain available for residential development. There will also be 1,379 acres allocated for commercial development in

the new Estero Planning Community. Of these 1,379 acres, 1,203 acres will remain available for commercial development.

Staff believes that the existing allocations for residential and commercial will be sufficient to accommodate the proposed urban density and intensity on the subject 483-acre site. Depending upon the specific density and intensity that would develop on the subject property, changes may be necessary to the acreage allocation Table 1(b). The development parameters of the rezoning and DRI that are being processed concurrently with this plan amendment application could be accommodated under the existing acreage allocations. If subsequent changes are necessary, the applicant or developer will be responsible for amending Table 1(b) accordingly.

Goal 2 of the Lee Plan and its subsequent objectives and policies address growth management concerns. Goal 2 seeks to provide for an economically feasible plan which coordinates the location and timing of new development with the provision of infrastructure by government agencies, private utilities, and other sources. The subject property has access to the arterial road network as well as to public water and sewer. The designation of the subject property to a more urban land use category would allow for new urban development to occur in an area that already has urban infrastructure. The development of a regional mall on the property, however, will create a need for some additional infrastructure and services. The proposed amendment could result in certain roadway segments operating below acceptable level of service standards. The amendment could also overburden public school resources in the area as well as reduce the effectiveness of existing fire protection services. These items will be addressed in more detail later within this staff report. Any deficiencies in public infrastructure and services that result from the development of the subject property will need to be mitigated by the developer during the rezoning and DRI approval process.

Objective 2.2 seeks to direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Staff believes that a compact and contiguous growth pattern will be achieved through this plan amendment. The subject property is within an already urbanized area between Estero and Bonita Springs, and is surrounded on three sides by existing or approved development. At buildout, The Brooks to the east will contain over 5,000 residential units and Pelican Landing to the east and south will contain nearly 4,500 residential units. Both of these developments will also contain significant amounts of commercial area at buildout. Additionally, there are several individual commercial developments that are built or approved on the east side of U.S. 41, making this area an emerging urban center. The requested plan amendment will allow urban development to occur on vacant property contiguous to existing urban development. Staff finds that a compact growth pattern is preferable to urban development occurring more distant from existing urban areas and urban infrastructure. Staff finds that the proposed plan amendment promotes a compact growth pattern and minimizes urban sprawl.

Policy 2.2.1 states that the Future Land Use Map indicates the uses and density ranges that will ultimately be permitted on a given parcel. However, it is not a guarantee that such densities or uses are immediately appropriate, as the map provides for the county's growth up to the Year 2020. During the rezoning process, the Board of County Commissioners will balance the overall standards and policies of this plan with three additional factors:

- 1. Whether a given proposal would further burden already overwhelmed existing and committed public facilities such that the approval should be delayed until the facilities can be constructed; and
- 2. Whether a given proposal is for land so far beyond existing development or adequate public facilities that approval should be delayed in an effort to encourage compact and efficient growth patterns; and
- 3. Whether a given proposal would result in unreasonable development expectations which may not be achievable because of acreage limitations contained in the Acreage Allocation Table (see Policy 1.7.6, Map 16 and Table 1(b)).

Staff believes that this is a critical policy in light of the fact that this plan amendment is being processed concurrently with the rezoning and DRI cases. While staff acknowledges that the purpose of the amendment is to accommodate a regional mall on the subject property, this amendment to the Future Land Use Map does nothing more than change the potential uses that could occur on the property. The amendment changes the Future Land Use designation to a category that could accommodate a regional mall development, but the plan amendment by itself does not guarantee approval of a regional mall on this property. Policy 2.2.1 ensures that any potential development of the property will be served by adequate public facilities and services; will encourage compact and efficient growth patterns, and will be consistent with the Acreage Allocation Table 1(b). These standards will be applicable at the time of rezoning.

Objective 2.4 of the Lee Plan is to regularly examine the Future Land Use Map in light of new information and changed conditions, and make necessary modifications. Staff finds that conditions around the subject property have changed significantly since the property was designated as Rural with the establishment of the 1984 Lee Plan. At that time, this area of south Estero was still rural in nature, with sparse residential development and a minimal amount of commercial development. Since 1984, many new residential projects have been developed in the immediate area, including: The Brooks MPD, Pelican Landing RPD/CPD, and Fountain Lakes. Additionally, a significant amount of commercial development has been approved along U.S. 41, some of which remains unbuilt. Examples of approved commercial projects in the area include: Estero Greens CPD, Williams Place CPD, Camargo Trust MPD, Coconut Road MPD, The Brooks MPD, Pelican Landing RPD/CPD, and the Hyatt Regency Hotel. When all of these projects are built out, the area will have a distinctly urban character. Staff believes that these changing conditions must be considered in the evaluation of the proposed plan amendment. The development of major commercial and residential projects around the Simon property indicate that the property is no longer appropriate for rural levels of development, and that an urban designation would be more appropriate.

Policy 2.4.4 states that Lee Plan amendment applications to expand the Lee Plan's employment centers, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the Airport Commerce category just south of the Southwest Florida International Airport. Staff believes that this area is emerging as an employment center due to the presence of the approved commercial projects in the

area. The redesignation of this property to Urban Community will allow for more retail development, which will create a significant number of additional jobs. The proposed plan amendment will solidify the status of this area as an employment center in Lee County.

Policy 6.1.2 of the Lee Plan identifies standards for commercial site location for various levels of commercial development. If a regional mall were developed on the subject property, it would need to be located at the intersection of two, and preferably three, arterial roadways. The subject property, however, only has access to one arterial roadway, U.S. 41. The property also has access to two collector roadways, Coconut Road and Williams Road. The subject property will also have access to the future Sandy Lane, which will be a two-lane road and classified as a collector. The applicant is in the process of obtaining binding commitments to provide 120 feet of right-of-way for a four-lane Sandy Lane that would extend from the project's southern boundary to Corkscrew Road. There is a possibility that this road could be classified as an arterial in the future, although the adopted 2020 Transportation Plan shows the future Sandy Lane as a collector road. At the present time, however, the property does not have the required intersection of two arterials that is necessary to develop a Regional Commercial center. The applicant has submitted a text amendment request to Policy 6.1.2 that would specifically allow a Regional Commercial center to be developed on the property as an isolated case. Staff believes that, in light of the property's access to several existing and future collector roads as well as to U.S. 41, the access to the site is adequate to support the development of a regional mall. Staff believes that the overall access to the subject property from the surrounding road network is better than the access to the other two potential regional mall sites.

During the 2000/2001 amendment cycle, a new goal and subsequent objectives and policies were proposed to be added to the Lee Plan to address the Estero community planning effort. These new provisions have been transmitted by Board to DCA as of this writing. Policy 19.1.4 of the new language states that the Estero Community will work in conjunction with private developers, public agencies and community service providers to establish one or several town commons that encourage the location of a post office, public meeting hall, outdoor plaza, governmental offices, medical providers and recreational opportunities. Although the end uses of the subject property are beyond the scope of this plan amendment, staff believes that the final development will be a town center concept that could allow for the types of uses listed under Policy 19.1.4. The applicant has submitted that the proposed mall will function as a community center, in a manner that is consistent with the vision of the Estero Community Plan.

Staff finds no apparent internal inconsistencies with any Lee Plan provisions associated with the proposed plan amendment. The County will be required to make a finding of Lee Plan consistency for the specific development plans associated with the rezoning and DRI process. At that time, staff will attempt to advance specific conditions to ensure consistency with all applicable provisions of the Lee Plan.

Comparison of Development Potential

As noted previously, the subject property contains 432.35 acres of uplands and 50.79 acres of wetlands and surface waters. The subject property is currently designated as "Rural" and "Wetlands" on the Future Land Use Map. The Rural land use category allows a maximum density of one dwelling unit per acre of uplands, while the Wetlands category allows a maximum density

of one dwelling unit per 20 acres. Under the existing Rural designation, the 483-acre property could potentially develop with approximately 434 residential dwelling units. Commercial uses would be limited to only those that would be necessary to serve the rural community. Industrial uses would not be permitted.

Under the proposed Urban Community designation, the subject property would be eligible for significantly more development than it would under the Rural designation. The Urban Community land use category allows a standard residential density of up to 6 dwelling units per acre. According to the Lee Plan Density Table 1(a), density in the Urban Community areas may be transferred from wetlands to contiguous uplands, as long as the resulting upland density does not exceed 8 dwelling units per acre. A separate calculation is also done where the entire acreage of the property is multiplied by the maximum standard density for Urban Community (6 dwelling units per acre). The method of calculation that produces the lower number of units is the method that is used for the density calculation. In this case, the lower number is produced by multiplying the entire project acreage by the maximum standard density (483.14ac, x 6 du/ac). The maximum number of dwelling units under the Urban Community Designation, therefore, is 2,898. As far as commercial uses, there is no specific size limitation other than what could reasonably fit on the property while still being consistent with all other provisions of the Lee Plan and Land Development Code. Light industrial uses are also permitted in the Urban Community category, but are not assigned any specific square footage limitation.

Population Accommodation

Under the current Rural land use designation, approximately 434 dwelling units could be constructed on the subject property. These dwelling units would accommodate approximately 907 persons on the Future Land Use Map (434 dwelling units x 2.09 persons per dwelling unit). The population accommodation capacity of the subject property under the current Future Land Use designation is 907 persons.

Under the proposed Urban Community land use category, approximately 2,898 dwelling units could be constructed on the subject property under the standard density restriction of 6 dwelling units per acre. These dwelling units would accommodate approximately 6,056 persons on the Future Land Use Map (2,898 dwelling units x 2.09 persons per dwelling unit). The population accommodation capacity of the subject property under the proposed Future Land Use designation is 6,056 persons.

The proposed Urban Community land use category provides the option to use bonus density, which would allow a maximum density of up to 10 dwelling units per acre. The subject property could accommodate up to 4,830 dwelling units using one of the bonus density options. These dwelling units would accommodate approximately 10,094 persons on the Future Land Use Map (4,830 dwelling units x 2.09 persons per dwelling unit). The population accommodation capacity of the subject property under the proposed Urban Community designation, using one of the bonus density options, would be approximately 10,094 persons.

The proposed Future Land Use Map change will increase the population accommodation of the Future Land Use Map by approximately 5,047 persons, if the maximum standard density for the Urban Community category is utilized. If the maximum bonus density is utilized, then the

proposed map amendment will increase the population accommodation of the Future Land use map by a maximum of 9,085 persons. The figures presented above assume that the entire property would develop with residential uses. If portions of the subject property are ultimately utilized for non-residential uses, then the population accommodation of the property will be reduced.

Re-designating Lands from Non-Urban to Future Urban

The proposed amendment would redesignate 483 acres of land from a non-urban designation to a Future Urban designation. There is no established need for additional urban land in Lee County, as the Future Land Use map contains more than enough urban land to accommodate the County's projected population to the Year 2020. Staff believes, however, that the subject property is not ideally suited for its current non-urban designation. The subject property is located in an urbanized area and has urban infrastructure available or programmed. The development of rural densities and intensities on the subject property would represent an underutilization of the existing and planned urban infrastructure and services in the area.

The Florida Department of Community Affairs (DCA) has defined sprawl as "premature, low-density development that 'leapfrogs' over land that is available for urban development." Clearly, the redesignation of the subject property to an urban land use category does not constitute sprawl. The property is surrounded on all sides by existing or approved urban development. A contiguous and compact growth pattern will be encouraged through this change to the Future Land Use Map. Vacant parcels will not be bypassed in a "leapfrog" manner in order to accommodate urban development on the subject property.

Staff finds that the addition of 483 acres of urban land to the Future Land Use Map is justified in this case. In fact, this area is more suitable for urban development in terms of infrastructure availability than many of the current Future Urban Areas shown on the Future Land Use Map. Staff is not making a finding that a regional mall development is necessarily appropriate in this location, but is simply making a finding that an urban designation is justified for the subject property at this time.

IMPACTS TO SERVICES

Transportation

The subject property currently has access from several County roadways. The property will have its primary access from U.S. 41, an arterial roadway. The property will also have secondary access from Williams Road (major collector), Coconut Road (major collector), and the future Sandy Lane extension (listed as a future collector).

The Lee County Department of Transportation (LCDOT) has reviewed the request and has provided written comments dated July 6, 2001, October 3, 2001, and November 15, 2001 (see Attachments 2, 3, and 4). LCDOT used the Florida Standard Urban Transportation Modeling Structure (FSUTMS) to project future roadway needs for the Lee Plan horizon year, which is currently 2020. Part of the input data is the land use, population and employment projections by Traffic Analysis Zone. The input data has been modified for this analysis to include the Simon Suncoast project. The FSUTMS output is given in peak season weekday traffic. The output was converted to P.M. peak hour directional volumes in order to develop a level of service estimate.

The results are compared to the model output reflecting the December 8, 2000 Lee County MPO 2020 Financially Feasible Highway Plan.

DOT had previously established that several road segments in the area are projected to operate below the adopted level of service standard in 2020 if the subject property is developed with a regional mall. Based on the most recent analysis, the projected P.M. peak hour directional volumes would exceed the generalized service volumes at the adopted standards on the following four roadway segments:

I-75 from the Collier County line to Daniels Parkway
Old 41 from Bonita Beach Road to Terry Street
Ben Hill Griffin Parkway from the FGCU entrance to Alico Road, and
U.S. 41 from Koreshan Boulevard to Alico Road.

In the case of I-75, the current level of service standard set by the State is "C". The Simon Suncoast project would add traffic to the interstate, but with the planned six-lane improvement and other parallel facilities, I-75 is projected to operate at LOS "D". With the growth projected for Lee County, it is expected that the interstate will be within the urban area boundaries by 2020, which would change the level of service standard to "D", and would bring the projected road condition within the established standards.

The impacted segment of Old 41 is also a unique circumstance. The segment from Bonita Beach Road to Terry Street is defined in Lee Plan Table 2(a) as a constrained road, precluding widening of the roadway despite the level of service failure. There are, however, intersection improvements that could be implemented to improve the operation of the roadway.

The Ben Hill Griffin segment is projected to exceed its maximum level of service "E" if the Simon regional mall is constructed. However, this roadway segment is located in an area of the University Community where the development plans concentrate most of the commercial square footage in the recently approved Gulf Coast Town Center DRI, another proposed location for a regional mall. The Alico Interchange Park DRI on the west side of the Alico Road/I-75 Interchange is a third proposed regional mall site. The projected model input data in both of those locations does not fully reflect the intensity of a Regional Retail Center over 1 million square feet, but does assume a significant amount of development that may not happen if the Simon Suncoast is successful in capturing the regional mall. Since it is our understanding that only one of the regional mall sites will be selected by the anchor stores for development, the conditions on Ben Hill Griffin Parkway may be overstated if the regional mall is ultimately developed on the Simon property.

The most significant impact from a comprehensive plan standpoint is on U.S. 41 from Koreshan Boulevard to Alico Road, where the 2020 AADT increased from 56,000 to 62,900 or by approximately 6,900 vehicles per day. The v/c ratio increased from 0.95 without the project to 1.04 with the project, exceeding the capacity of this roadway segment. This segment is also identified as being regionally impacted in the staff DRI analysis. The applicant has submitted information dated November 6, 2001 that analyzed the needed improvements to address this impact. They concluded that "improvements at key intersections will enhance the carrying capacity of this section of US 41, so that the Lee Plan level of service standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities." While DOT staff does not necessarily agree with this conclusion, staff believes that the

mitigation for this comprehensive plan amendment impact will be most appropriately addressed as part of the DRI mitigation.

Utilities

The subject property is located within Bonita Springs Utilities franchise area for sanitary sewer service. According to the application, the subject property is projected to produce 590,000 gallons of sewage per day under the proposed Urban Community designation. This calculation was based on a proposed development scenario of 1,800,000 square feet of retail, 300,000 square feet of office, 600 hotel units, 200 assisted living units, and 1,000 dwelling units. Bonita Springs Utilities has indicated that it has the available capacity to serve the subject property from its existing wastewater treatment plant which has a maximum capacity of 4,250,000 gallons per day. There is an existing 24-inch force main located along U.S. 41 that would service the subject property. Bonita Springs Utilities has provided correspondence dated August 24, 2000 confirming that wastewater plant capacity is adequate to support the increase in development intensity that would result from this proposed land use map change.

The subject property is located in the Bonita Springs Utilities franchise area for potable water. The application has indicated, and staff has confirmed, that there is a 12-inch water main that runs along U.S. 41 at the subject property's boundary. According to the application, the subject property is projected to need 590,000 gallons of water per day under the proposed Urban Community designation. This calculation was based on a proposed development scenario of 1,800,000 square feet of retail, 300,000 square feet of office, 600 hotel units, 200 assisted living units, and 1,000 dwelling units. Bonita Springs Utilities has indicated that the available capacity of its existing water treatment plant is 7,500,000 gallons per day, and the current demand is 4,800,000 gallons per day. The existing water treatment plant, therefore, has adequate capacity to serve the subject property under the Urban Community designation. Bonita Springs Utilities has provided correspondence dated August 24, 2000 confirming that water plant capacity is adequate to support the increase in development intensity that would result from this proposed land use map change.

Solid Waste

The subject property is within Lee County Solid Waste District #2. The collection company for District #2 is Florida Recycling Services, Inc. With the existing Gulf Coast Landfill, the Waste-to-Energy facility, and the Lee/Hendry Disposal facility all online, staff anticipates that there will be adequate capacity in the County's solid waste system to accommodate the additional waste that will likely accompany the change to the Future Land Use Map.

Emergency Management - Hurricane Evacuation/Shelter Impacts

The Lee Plan discourages increased residential densities in Coastal High Hazard Areas. Objective 75.1 states that allowable densities for undeveloped areas within coastal high hazard areas will be considered for reduction. Policy 75.1.4 further states that land use designations of undeveloped areas within coastal high hazard areas will be considered for reduced density categories. Staff finds that the subject property is not located in the Coastal High Hazard Area as defined by the Lee Plan, and is therefore not subject to consideration of reduced density categories under Objective 75.1 and Policy 75.1.4. The property is located in the Category 3 storm surge zone according to the 1991 Lee County Hurricane Storm Tide Atlas, and is located in Flood Zone B, according the FEMA Flood Insurance Rate Maps.

Lee County Division of Emergency Management has reviewed the plan amendment request, and provided written comments dated July 7, 2001. A copy of this correspondence has been included as Attachment 5 to this report. If the land use category remains Rural, Emergency Management staff estimates that, in the event of a category 3 storm, there could be up to 515 vehicles evacuating the property that would use U.S. 41 as their primary evacuation route. Emergency Management staff estimates that these 515 evacuating vehicles would add approximately 11 minutes to the current evacuation time.

If the land use category is changed to Urban Community, Emergency Management staff estimate that, in the event of a category 3 storm, there could be up to 3,092 vehicles evacuating the property that would use U.S. 41 as their primary evacuation route. Emergency Management staff estimate that these 3,092 evacuating vehicles would add approximately 66.68 minutes to the current evacuation time.

These estimates assume that the entire property will be developed with residential uses. Emergency Management staff have correctly assumed a worst-case scenario where 2,898 dwelling units would be developed on the property. In reality, however, the proposed development plan only calls for 1,000 dwelling units, which would lower the projected evacuation times developed by Emergency Management staff. The projected 66.68 minutes added to evacuation times would be the maximum time that would be added under the Urban Community designation. This figure would be a worst-case scenario.

Police Protection

The Lee County Sheriff's office has reviewed the proposed plan amendment, and provided written comments dated July 24, 2000. A copy of this correspondence has been included as an Attachment 6 to this report. The Sheriff's office has indicated that it believes it will receive the necessary funding to generally support growth in demand, and that it will be able to provide service to any development that might occur on the subject property.

Fire Protection

The subject property is located in the Estero Fire District. The District staff have reviewed the proposed plan amendment, and provided written correspondence dated July 30, 2001 (see Attachment 10). According to the Estero Fire District, they will be able to provide service to the subject property provided that the developer sets aside approximately one acre of land on which The District could construct a fire rescue station. The Fire District is suggesting that such a condition be placed on the plan amendment. Staff has formulated a recommendation to add language to the Lee Plan that would require one acre of the subject property to be set aside specifically for a fire station prior to any development on the property. The donation of this land would be required whether the regional commercial center is developed on the property or if some other development were to occur. The impacts to fire protection services would actually be greater if the subject property were developed with residential uses rather than the regional commercial center. If this land donation is eligible for impact fee credits under the current impact fee ordinance, staff would recommend that credits be issued in exchange for the land donation. The area to be donated for the fire station would subsequently be redesignated as Public Facilities on the Future Land Use Map.

Emergency Medical Services (EMS) Impact

Lee County EMS staff have reviewed the proposed plan amendment and provided written comments dated September 19, 2001. A copy of this correspondence has been included as Attachment 7 of this report. According to Lee County EMS staff, the current and planned budgetary projections for additional EMS resources should adequately address any increased service demand from individuals or businesses occupying this parcel.

School Impacts

Staff of the School District of Lee County have reviewed the proposal and provided written comments dated July 24, 2001 (see Attachment 8). The subject property is located in the South Region of the District, south of Estero High School. Based on the proposed maximum total of 2,898 possible residential dwelling units that could result from the plan amendment from Rural to Urban Community, the Lee County School District is estimating that the proposal could generate up to 898 additional public school-aged children. This uses a standard generation rate of .31 students per dwelling unit. If the maximum number of dwelling units were developed on the property, it would create the need for approximately one new school in the system, encompassing the entire requisite staff, transportation costs, and core facilities. School District staff have also stated that regional mall developments create a multitude of spin-off developments and employment opportunities that will also contribute to further growth in the Lee County School District.

According to District staff, the schools in this region that would serve this development are operating at or above permanent student capacity levels. Those schools that exceed permanent student capacity levels are operating through the use of portable classroom buildings. The potential growth generated by this land use change would require either the addition of permanent student and auxiliary space or the placement of portable buildings. Either action imposes a fiscal impact on the District that should be addressed by the applicant. Based upon the current District budget, the fiscal operating impact would be \$5,907 per Full Time Equivalent (FTE) student, or up to \$5,304,486.00, separate from additional capital construction costs.

In order to provide mitigation for the public school impacts associated with this plan amendment, the School District has recommended that a five-acre site be set aside on the subject property for a public school. The applicant has previously indicated that they may be amenable to donating a 1.5-acre site to the Lee County School District, however, this small of a site would not enable the District to provide any type of sufficient facility to the community. Staff believes that, if the proposed regional mall is developed on the property, a five-acre school site should be provided by the applicant.

Staff has formulated a recommendation to add language to the Lee Plan that would require five acres of the subject property to be set aside specifically for a school site. The donation of this land would be required whether the regional commercial center is developed on the property or if some other development were to occur. The impacts to public school facilities would actually be greater if the subject property were developed with residential uses rather than the regional commercial center. If this land donation is eligible for impact fee credits under the proposed school impact fee ordinance, staff would recommend that credits be issued in exchange for the land donation. The

area to be donated for the public school site would subsequently be resignated as Public Facilities on the Future Land Use Map.

Mass Transit

Lee Tran staff have reviewed the proposed plan amendment and offered written comments dated August 31, 2001. A copy of this correspondence is included as Attachment 9 of this report. Lee Tran has indicated that if the proposed regional mall is developed on the property, there would be increased ridership at this location. Lee Tran staff, therefore, have requested to have an opportunity to examine the subject property for additional transit amenities. Staff believes that transit amenities are a site-specific item that should be addressed during the DRI and rezoning process.

Community Parks

The subject property is located in Community Park District #8. The Lee Plan sets out a regulatory level of service and a "desired" level of service for community parks. The regulatory level of service is currently 0.8 acres per 1,000 permanent residents in the unincorporated area of each district. The "desired" level of service was increased in 1996 to 1.75 acres per 1,000 permanent residents in the unincorporated area of each district, and was increased again in 1998 to 2.00 acres per 1,000 permanent residents in the unincorporated area of each district. According to the Concurrency Management Inventory and Projections the district will meet the basic regulatory standard for level of service through the Year 2005. The district, however, has not met the "desired" standard since 1997. The proposed plan amendment will add more potential residents to this park district, increasing the number of park acres required to meet the "desired" level of service.

B. CONCLUSIONS

The location of the subject property makes it more suitable for an urban designation than its current nonurban designation. The subject property is located in an emerging urban center along this segment of U.S. 41. The redesignation of the subject property would result in a contiguous and compact growth pattern and would minimize urban sprawl. Most basic urban infrastructure is either available or will be available at the time of development. The continued designation of the subject property as Rural would represent an underutilization of the existing and planned infrastructure and services in the area.

Staff found that the proposed land use change could result in deficiencies in the capacity of the road network and the school system in the area. Staff also found that additional facilities for fire protection would be needed. The change of land use category from Rural to Urban Community alone would not necessarily result in the need for these additional facilities and services. The development of the proposed regional mall creates the burden on roads, public schools, and fire protection services. Staff has formulated a recommendation that would address the potential public school and fire protection deficiencies through specific language in the Lee Plan. Staff believes that the transportation impacts would be more appropriately addressed through mitigation provided as part of the DRI.

C. STAFF RECOMMENDATION FOR BOARD TRANSMITTAL HEARING

Staff recommends that the Board of County Commissioners transmit the proposed plan amendment. Staff recommends that the following amendments be made to the Lee Plan.

- 1. Change the Future Land Use Map designation for the subject property from Rural to Urban Community.
- 2. Add the following language to Policy 6.1.2.4 of the Lee Plan:
 - f. Not withstanding prohibitions contained elsewhere in this plan, Regional Commercial development may be granted in a portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the East by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the North by a line located one-half mile north of Coconut Road, provided that:
 - (1) A minimum of one acre of the property must be donated dedicated to Lee County for use as a fire station. This land must be deeded to the County prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated dedicated, if it is eligible for credits under the County's impact fee ordinance.
 - (2) A minimum of five acres of the property must be dedicated to the School District of Lee County for use as a public school. This land must be deeded to the School District prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is dedicated, if it is eligible for credits under the County's proposed school impact fee ordinance.
 - (3) Subsequent to these land donations dedications, the County will initiate an amendment to the Future Land Use Map to change the Future Land Use designation of these donated properties to Public Facilities.

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: November 26, 2001

A. LOCAL PLANNING AGENCY REVIEW

Planning staff provided a brief summary of the proposed plan amendment. Staff recommended adding language to its original recommendation to ensure that, if a fire station site was provided, the location of the site would be mutually agreed upon by the property owner and the County. The applicant then provided a summary of the amendment, highlighting their justification for approval and expressing disagreement with a portion of the staff recommendation. There was a significant amount of discussion regarding the impacts of the amendment on fire protection and public schools, and specifically, where and when these impacts should be addressed. Staff was of the opinion that these impacts should be mitigated, and that language should be added to the Lee Plan to ensure that the impacts were mitigated. The applicant suggested that the Lee Plan was not the appropriate mechanism to require the impacts associated with the land use change to be mitigated. The applicant suggested that any type of mitigation should be based on the actual development parameters for the site, and not the potential worst-case scenario that staff has reviewed. The applicant favored placing any type of mitigation language into the DRI development order and zoning resolution, rather than the comprehensive plan.

The LPA had many concerns and questions about the proposed amendment. The LPA questioned how the traffic impacts would be addressed. Staff responded that traffic impact mitigation would be provided as part of the standard DRI traffic impact mitigation process. Lee County DOT was of the opinion that these impacts were more appropriately addressed in the DRI.

The LPA questioned how the impacts to hurricane evacuation times would be addressed. Staff responded that this amendment will likely cause an increase in hurricane evacuation times because the land use change would allow greater residential density. The hurricane evacuation time evaluation that was done as part of staff's review was based on a worst case scenario where the whole property would develop with residential uses at the maximum density. In reality, staff does not know how the property will develop. If the property develops with primarily commercial uses, then there will be fewer impacts to hurricane evacuation times. Given the wide variety of uses that could develop under the Urban Community designation, staff believes it would be more appropriate to address hurricane evacuation during the rezoning and DRI process.

The LPA questioned the impacts of this amendment on Community Parks. Staff responded that, if the amendment were adopted, the applicable park district would be able to meet the regulatory standard of 0.8 acres of community parks per 1,000 permanent residents. The "desired" standard of 2.0 acres per 1,000 permanent residents would not be met, but this standard has not been met since 1997. Staff acknowledged in the staff report that the conversion of this property to an urban land use category would potentially move the County farther from the "desired" standard because the amendment would increase the potential number of permanent residents in the area. The LPA questioned why staff did not recommend that the property owner provide a site for a community park. Staff responded that the location of this property was not ideal for a community park, and that a park was already planned for this area in the near future.

The LPA questioned how the additional commercial that could develop under the Urban Community designation would impact the County's overall projections for future commercial development in the County. Staff responded that this amendment would have little or no impact on the established projections given in the Table 1(b) of the Lee Plan, the Year 2020 Acreage Allocation Table. This table establishes a specific acreage limitation for commercial development in each Planning Community. This acreage is available on a "first-come-first-serve" basis. Once all of this acreage has been developed with commercial uses, then no final development orders or extensions to final development orders will be issued or approved by Lee County if they would allow the acreage totals for commercial uses contained in Table 1(b) to be exceeded. The commercial acreage cap for this planning community will remain the same whether or not this amendment is approved.

The LPA debated staff's proposed language regarding the provision of a fire station site and a public school site. Staff's language had suggested that the sites be "donated" by the applicant, which was not the best word to describe staff's intent. Staff anticipated that the sites could possibly be given to the County in exchange for impact fee credits. The LPA and the applicant pointed out that there might be other means for the County to obtain property within the subject site, such as a combination of cash payment by the County and impact fee credits. In order to leave the possibilities open, staff suggested that the word "provide" might be used instead of the word "donate." This would leave the method of acquiring the property open to several possibilities that could be worked out between the applicant and the County.

A member of the Estero Fire Rescue Board of Commissioners spoke in favor of staff's recommendation. This individual stated that the Estero Fire District needed a one-acre site at this location, and that it was important that the District be involved in choosing the location for this site.

A staff member of the Lee County School District spoke in favor of staff's recommendation of having a 5-acre school site provided within the subject property.

The primary issue of contention on this plan amendment was whether to require fire protection and public school impacts to be mitigated through language in the Lee Plan, or by delaying it until the DRI/zoning approval. The LPA had reservations about placing these types of specific mitigation requirements in the comprehensive plan, although the LPA generally agreed that these impacts needed to be mitigated. The majority of the LPA thought that the DRI development order and zoning resolution would be the appropriate mechanism to require the mitigation of impacts. The LPA moved that the amendment be transmitted to the Board of County Commissioners without staff's recommended Policies 6.1.2.4.f(1), (2), and (3).

It should be noted that staff was not in agreement with the recommendation of the LPA. Staff maintains its original recommendation.

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. RECOMMENDATION: The LPA recommended that the Board of County Commissioners transmit the proposed map and text amendment. The LPA recommended not to include staff's proposed Policy 6.1.2.4.f.(1), 6.1.2.4f.(2), and 6.1.2.4.f.(3) in the transmittal. Staff's proposed Policy 6.1.2.4.f, however, would remain as part of the transmittal.

BASIS AND RECOMMENDED FINDINGS OF FACT: The LPA accepted the findings
of fact as advanced by staff, but found that school impacts and fire protection impacts
would be more appropriately addressed as a part of the concurrent DRI and rezoning cases.

C. VOTE:

BARRY ERNST ABSE RONALD INGE AY GORDON REIGELMAN AY VIRGINIA SPLITT NA	NOEL ANDRESS	AYE
RONALD INGE GORDON REIGELMAN VIRGINIA SPLITT NA	SUSAN BROOKMAN	AYE
GORDON REIGELMAN VIRGINIA SPLITT NA	BARRY ERNST	ABSENT
VIRGINIA SPLITT NA	RONALD INGE	AYE
	GORDON REIGELMAN	AYE
GREG STUART ABSE	VIRGINIA SPLITT	NAY
A TOTAL CONTRACTOR OF THE PROPERTY OF THE PROP	GREG STUART	ABSENT

PART IV - BOARD OF COUNTY COMMISSIONERS HEARING FOR TRANSMITTAL OF PROPOSED AMENDMENT

DATE OF TRANSMITTAL HEARING: December 13, 2001

A. BOARD REVIEW: Staff provided an overview of the proposed amendment, and highlighted the recommendations of staff and the LPA. Staff noted that its recommendation differed from the LPA recommendation. The applicant then provided an overview of the project, noting that they disagreed with staff's recommendation to place a requirement to provide a fire station site and public school site into the text of the Lee Plan.

The Board raised some general concerns about traffic impacts, the provision of affordable housing, and community park impacts. One member of the Board thought that other policies should have been recommended by staff to address affordable housing in particular. A member of the Board expressed concern about the idea of essentially waiving the site location standards contained in Policy 6.1.2 for this particular property.

Considerable discussion took place on whether or not it would be appropriate to place the requirements for the provision of community facility sites into the text of the Lee Plan. The applicant did not specifically object to the idea of providing the sites for community facilities, but did object to placing text to that effect in the Lee Plan. The applicant thought the more appropriate mechanism to address this would be as a condition of the DRI.

The Board's legal counsel advised that there might be problems with staff's recommended language if the DRI for the regional mall did not develop, and the property was eventually sold and developed in smaller pieces. It would then be difficult to determine which property owner would be responsible for the provision of the sites. Counsel also made a point that these types of issues could be addressed in the DRI process. Staff then responded that the language specified minimum requirements, and if the DRI process revealed that more acreage was needed or other issues needed to be addressed, then the minimum requirements could be exceeded, or these other issues could be addressed. Staff also pointed out that the request before them was for a plan amendment, and at the present time, that was the only mechanism available for staff to address the potential impacts.

The Board's legal counsel also raised the issue that there was a potential problem with the location of the proposed language under the heading of commercial site location standards in Policy 6.1.2. The current location for the proposed language might be viewed as indicating that the requirements for public facility sites are necessary in order to meet site location standards for Regional Commercial. In reality, the requirements are only intended to apply as a result of the change in land use and the possible development of a regional center on the site. This comment was noted, but the Board did not take any action on it.

The Board was hesitant to include the specific acreage requirements for community facilities as text in the Plan, but did suggest that more general language might be appropriate. The Board thought it would be appropriate to add text that would require certain specific items to be addressed if this property was developed as a single DRI for a mixed-use regional center. The Board did not suggest any type of specific mitigation requirements for community facility impacts. Instead, they suggested leaving it open, so that any type of impact mitigation would be based on the development parameters proposed for the property

through rezoning and/or DRI review. The Board, by suggesting this, was attempting to put into writing that they had concerns about impacts to certain community facilities, and wanted to ensure that these impacts were appropriately mitigated at the zoning or DRI stage. They wanted this idea conveyed even if the language did not specify the type of mitigation to be provided. The items that the Board wanted to see addressed were: impacts to flow-ways, community and regional park levels of service, roadway levels of service, public schools, fire protection services, and affordable housing. The understanding was that staff would be required to specifically address each of these issues during the rezoning process prior to a regional commercial center being developed on the property.

The Board moved to transmit the amendment, provided that language was added to the Plan that would require the following items to be addressed in the DRI and rezoning process: impacts to flow-ways, community and regional park levels of service, roadway levels of service, public schools, fire protection services, and affordable housing.

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

- 1. BOARD ACTION: The Board voted to transmit the proposed map and text amendments to DCA, with the text additions shown in Item D below.
- BASIS AND RECOMMENDED FINDINGS OF FACT: The Board accepted the findings of fact as advanced by staff.

C. VOTE:

AYE
AYE
AYE
AYE
AYE

D. BOARD TRANSMITTAL LANGUAGE:

Policy 6.1.2.4....

f. The Commercial Site location standards described in this policy do not apply to Regional Commercial development approved as a single mixed-use Development of Regional Impact containing regional shopping opportunities on a 483-acre portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the east by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the north by a line located one half mile north of Coconut Road designated Urban Community, provided that the DRI specifically addresses:

- 1) Impacts to flow-ways,
- 2) Community and Regional Park levels of service,

- 3) Roadway levels of service,
- 4) Public Schools,
- 5) Fire protection services, and 6) Affordable housing.

PART V - DEPARTMENT OF COMMUNITY AFFAIRS OBJECTIONS, RECOMMENDATIONS, AND COMMENTS (ORC) REPORT

DATE OF ORC REPORT: March 14, 2002

A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS

The Florida Department of Community Affairs reviewed the proposed amendment and issued an Objections, Recommendations and Comments (ORC) Report pursuant to Rule 9J-11.010, Florida Administrative Code. This report is provided below:

OBJECTIONS RECOMMENDATION AND COMMENTS REPORT PROPOSED COMPREHENSIVE PLAN AMENDMENT 02-D1 LEE COUNTY

I. CONSISTENCY WITH RULES 9J-5 AND CHAPTER 163., F.S.

Lee County's proposed Amendment 02-D1 involves changes to the Future Land Use Map changes and text. The Department raises an objection to the proposed amendment.

Objection:

This is a proposal to revise the Future Land Use Map for a 483-acre site located between U.S. 41 and Seminole Gulf Railway tracks and extending from Williams Road south past Coconut Road from "Rural" to Urban Community," and Policy 6.1.2, in order to facilitate the location of the Simon Suncoast Development of Regional Impact. According to the information provided, the proposed land use change will degrade the level of service standards on U.S. 41. This is inconsistent with the County's commitment in Goal 22, Objective 70.1 and Policy 70.1.1 to maintain the adopted level of service standards. The County has not demonstrated, through scheduled improvements within the first three years of the Five-Year Schedule of Capital Improvements, how the level of service standard on this roadway will be maintained in view of the impact of the proposed land use designation on U.S. 41. Chapter 163.3177(2), (6)(a), Florida Statutes; Rule 9J-5.006(3)(c)3.; 9J-5.016(3)(b)5., (4)(a) & (b); and 9J-5.019(4)(c)1., Florida Administrative Code.

Recommendation:

Demonstrate, with adequate data and analysis, how the increased density and intensity on the site will take place without exacerbating the traffic condition on U.S. 41. In addition, demonstrate the consistency of the amendment with the Lee Plan Goal, Objective and Policy listed above which commit the County to maintain the adopted level of service standards; and show, by including any needed improvements that will enable the maintenance of the level of service standards within the first three years of a financially feasible Five-Year Schedule of Capital Improvements. Since the Urban Community designation that allows six units per acre and the proposed commercial use may be too intense for the site, in light of the traffic impact on U.S. 41, the County should consider designating on the site a less intense land use category.

II. CONSISTENCY WITH THE STATE COMPREHENSIVE PLAN

The proposed amendment does not adequately address and further the State Comprehensive plan including the following goal and policies:

Public Facilities goal (18)(a) and Policies (b) I and (2), regarding the provision of public facilities.

Recommendation:

Revise the proposed amendment as indicated in the report, in order to be consistent with the above goal and policies of the State Comprehensive plan.

B. STAFF RESPONSE

The applicant has provided a Response to the Florida Department of Community Affairs objection. This response was compiled into a document dated "Revised September 13, 2002," and is included as an attachment to this report. The applicant's response provides a summary of the applicant's traffic analysis from the initial submittals as well as all of the supplemental information. These analyses indicated that all of the affected road segments would operate at an acceptable level of service, except for the section of US 41 between Koreshan Boulevard and Alico Road. The applicant's analysis indicates that this segment can operate at an acceptable level of service if improvements are made at specific intersections.

The applicant informally responded to the DCA on June 11, 2002. In follow up discussions with the DCA reviewers by both the County staff and the applicant, it was apparent that the objection was directed towards the use of the DRI development order as the vehicle for providing the mitigation for the affected intersections. The DCA staff was concerned that the mitigation be included in the first three years of the County's CIP. This resulted in several further discussions between the applicant and the County staff, as well as between the County staff and the staff of the DCA. The language that was agreed to by all of the parties is presented below:

POLICY 21.1.1: The Lee County Metropolitan Planning Organization's 2020 Financially Feasible Plan Map series is hereby incorporated as part of the Transportation Map series for this Lee Plan comprehensive plan element. The MPO 2020 Financially Feasible Highway Plan Map, as adopted December 8, 2000, is incorporated as Map 3A of the Transportation Map series, with one format change as approved by the Lee County Board of County Commissioners on March 23, 1999. The format change is a visual indication (with shading) that alignment options for the County Road 951/Bonita Grande Drive extension are still under consideration, consistent with Note-5 2. Also, the comprehensive plan amendment analysis for the Simon Suncoast (Coconut Point) DRI identified the need for improvements at key intersections on US 41 from Koreshan Boulevard to Alico Road to address the added impacts from the project for year 2020, and a mitigation payment has been required as part of the DRI development order. Lee County considers the following intersection improvements to be part of Map 3A and will program the necessary funds to make these improvements at the point they are required to maintain adopted level of service standards on US 41;

Intersection	<u>Improvements</u>
US 41/Constitution Boulevard	Southbound Dual Left Turn Lanes
US 41/B & F Parcel	Northbound, Southbound, Eastbound, and Westbound Dual Left Turn Lanes
US 41/Sanibel Boulevard	Southbound Dual Left Turn Lanes
US 41/Koreshan Boulevard	Southbound and Westbound Dual Left Turn Lanes

The Florida Department of Community Affairs agreed that the above language is an appropriate way to address the stated concern. The County, through this language, is committing to do these improvements when they are required to maintain adopted level of service standards on US 41. The proposed development is paying a proportionate share to mitigate their transportation impacts. The DRI Development Order provides a condition concerning the payment of this proportionate share.

The staff recommendation in Part I.C.1 of this report takes into consideration the applicant's proposed language, staff's original recommendation, the Board of County Commissioners transmitted language, the Florida Department of Community Affairs (DCA) Objections, Recommendations, and Comments Report, and the subsequent negotiations between the applicant, DCA, and the County staff.

PART IV - BOARD OF COUNTY COMMISSIONERS HEARING FOR ADOPTION OF PROPOSED AMENDMENT

DATE OF ADOPTION HEARING: October 21st, 2002

A.	BOA	ARD REVIEW:
В.	ВОА	ARD ACTION AND FINDINGS OF FACT SUMMARY:
	1.	BOARD ACTION:
	2.	BASIS AND RECOMMENDED FINDINGS OF FACT:
C,	VOT	TE:
		JOHN ALBION
		ANDREW COY
		BOB JANES
		RAY JUDAH
		DOUG ST. CERNY



BOARD OF COUNTY COMMISSIONERS

Writer's Direct Dial Number:

(941) 479-8585

Bob Janes District One

Douglas R. St. Cerny District Two

January 2, 2002

Ray Judah

District Three

Andrew W. Coy

District Four

John E Albion District Five

Donald D. Stilwell County Manager

James G Yaeger County Attorney

Re:

Diana M. Parker County Hearing Examiner

Ray Eubanks, Community Program Administrator

Florida Department of Community Affairs Division of Resource Planning and Management

Bureau of Local Planning 2555 Shumard Oak Boulevard Tallahassee, FL. 32399-2100

Amendment to the Lee Plan

Transmittal Submission Package for CPA 2000-00030

Dear Mr. Eubanks:

In accordance with the provisions of F.S. Chapter 163.3187(1)(b) and of 9J-11.006, this submission package constitutes the transmittal package for an amendment to the Lee Plan known as CPA 2000-30. The proposed amendment is one of the exemptions to the twice per calendar year limitation on the adoption of comprehensive plan amendments, due to the fact that it is directly related to a proposed Development of Regional Impact, the Simon Suncoast DRI. Per 9J-11.006(1)(a)7.a., a copy of the transmittal letter to the Southwest Florida Regional Planning Council applying for DRI development approval is attached to this correspondence.

The Local Planning Agency public hearing for this plan amendment was held on November 26, 2001, and the Board of County Commissioners hearing for transmittal of the plan amendment was held on December 13, 2001. Per 9J-11.006(1)(a)(3), Lee County is requesting that the Department review the proposed amendments and provide an Objections, Recommendations, and Comments (ORC) Report. The proposed amendment is not applicable to an area of critical state concern. The Board of County Commissioners has stated its intent to hold an adoption hearing at the same time as the hearing for Application for Development Approval for the DRI.

The subject plan amendment is a privately-initiated request to amend the Future Land Use Map series, Map 1, the Future Land Use Map, for a 483 +/- acre parcel of land located in Sections 04 and 09, Township 47 South, and Range 25 East to change the Future Land Use classification from "Rural" to "Urban Community." Also proposed is an amendment to Policy 6.1.2.4 of the Lee Plan to specifically allow the consideration of a Regional Commercial center on the subject property. The effect of the amendment will be to allow urban levels of development in an area previously designated for rural uses. The potential residential density and commercial intensity for the subject property will be increased if the amendment is adopted.

For clarity, the staff report for the proposed amendment complete with the applicant's submittal which includes attendant support document, staff evaluation, analysis and recommendations, Local Planning Agency recommendations and local governing body actions are being transmitted. The attached staff report The name, title, address, telephone number and facsimile number of the person for the local government who is most familiar with the proposed amendment is as follows:

Mr. Paul O'Connor, AICP Lee County Planning Division Director P.O. Box 398 Fort Myers, Florida 33902-0398 (941)479-8585 Fax (941)479-8319

Included with this package, per 9J-11.006, are six copies of the adopted amendment, and supporting data and analysis. By copy of this letter and its attachments I certify that these amendments have been sent to the Regional Planning Council, the Florida Department of Transportation (FDOT), the Department of Environmental Protection, Florida Department of State, Florida Fish and Wildlife Conservation Commission, the Department of Agriculture and Consumer Services, Division of Forestry, and the South Florida Water Management District.

Sincerely,

DEPT. OF COMMUNITY DEVELOPMENT Division of Planning

Paul O'Connor, AICP

al OCon

Director

All documents and reports attendant to this adoption are being sent, by copy of this cover, to:

Wayne Daltry Executive Director Southwest Florida Regional Planning Council

Mike Rippe, District Director Southwest Area Office FDOT District One

Executive Director South Florida Water Management District

Plan Review Section Department of Environmental Protection

Florida Department of State

Florida Fish and Wildlife Conservation Commission

The Department of Agriculture and Consumer Services, Division of Forestry

CPA 2000-30 PRIVATELY SPONSORED AMENDMENT TO THE

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

Privately Sponsored Application and Staff Analysis

DCA Transmittal Document

Lee County Planning Division 1500 Monroe Street P.O. Box 398 Fort Myers, FL 33902-0398 (941) 479-8585

December 13, 2001

LEE COUNTY DIVISION OF PLANNING STAFF REPORT FOR COMPREHENSIVE PLAN AMENDMENT CPA 2000-30

1	Text Amendment	1	Map Amendment
1	Text Amendment	1	Map Amendment

1	This Document Contains the Following Reviews:
1	Staff Review
/	Local Planning Agency Review and Recommendation
1	Board of County Commissioners Hearing for Transmittal
	Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report
	Board of County Commissioners Hearing for Adoption

STAFF REPORT PREPARATION DATE: November 19, 2001

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Simon Property Group and Oakbrook Properties, represented by Matthew D. Uhle of Knott, Consoer, Ebelini, Hart & Swett, P.A.

2. REQUEST:

- Amend the Future Land Use Map series, Map 1, the Future Land Use Map, for a 483-acre parcel of land located in Sections 04 and 09, Township 47 South, and Range 25 East to change the Future Land Use classification from "Rural" to "Urban Community."
- Amend Policy 6.1.2.4 of the Lee Plan to specifically allow the consideration of a Regional Commercial center on the subject property.

B. BACKGROUND INFORMATION

1. EXISTING CONDITIONS

SIZE OF PROPERTY: 483 +/- ACRES

PROPERTY LOCATION: The subject property is generally located on the east side of U.S. 41, at its intersection with Coconut Road in South Estero.

EXISTING USE OF LAND: The subject property is currently vacant.

CURRENT ZONING: The subject property is zoned AG-2

CURRENT FUTURE LAND USE CATEGORY: The 483-acre subject property has two Future Land Use designations: Rural (432.35 acres) and Wetlands (50.79 acres)

C. STAFF RECOMMENDATIONS AND FINDINGS OF FACT SUMMARY

ORIGINAL STAFF RECOMMENDATION TO LPA: (Note: this staff recommendation was modified slightly by the LPA action). Planning staff recommends transmittal of the proposed amendment to Map 1, the Future Land Use Map, to change the Future Land Use designation of the subject property from the "Rural" land use category to the "Urban Community" land use category. Staff recommends that the areas of the property currently designated as "Wetlands" will remain designated as such.

Staff further recommends approval of the requested text amendment to Policy 6.1.2.4 to allow the consideration of a Regional Commercial center on the subject property. Staff recommends the following language be added to Policy 6.1.2.4:

- f. Not withstanding prohibitions contained elsewhere in this plan, Regional Commercial development may be granted in a portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the East by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the North by a line located one-half mile north of Coconut Road, provided that:
- (1) A minimum of one acre of the property must be donated to Lee County for use as a fire station. This land must be deeded to the County prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated, if it is eligible for credits under the County's impact fee ordinance.
- (2) A minimum of five acres of the property must be donated to the School District of Lee County for use as a public school. This land must be deeded to the School District prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated, if it is eligible for credits under the County's proposed school impact fee ordinance.
- (3) Subsequent to these land donations, the County will initiate an amendment to the Future Land Use Map to change the Future Land Use designation of the donated properties to Public Facilities.

of County Commissioners modified this staff recommendation at the hearing. The final version of the proposed text changes transmitted by the Board are shown in the Board transmittal hearing summary on page 26 and 27 of this report). Planning staff recommends that the Board of County Commissioners transmit the proposed amendment to Map 1, the Future Land Use Map, to change the Future Land Use designation of the subject property from the "Rural" land use category to the "Urban Community" land use category. Staff recommends that the areas of the property currently designated as "Wetlands" will remain designated as such.

Staff further recommends approval of the requested text amendment to Policy 6.1.2.4 to allow the consideration of a Regional Commercial center on the subject property. Staff recommends the following language be added to Policy 6.1.2.4:

- f. Not withstanding prohibitions contained elsewhere in this plan, Regional Commercial development may be granted in a portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the East by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the North by a line located one-half mile north of Coconut Road, provided that:
- (1) A minimum of one acre of the property must be donated dedicated to Lee County for use as a fire station. This land must be deeded to the County prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated dedicated, if it is eligible for credits under the County's impact fee ordinance.
- (2) A minimum of five acres of the property must be donated dedicated to the School District of Lee County for use as a public school. This land must be deeded to the School District prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated dedicated, if it is eligible for credits under the County's proposed school impact fee ordinance.
- (3) Subsequent to these land donations dedications, the County will initiate an amendment to the Future Land Use Map to change the Future Land Use designation of these donated properties to Public Facilities.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

 The proposed plan amendment is being undertaken for the specific purpose of developing a regional mall and associated commercial and residential development on the subject property. A rezoning application and a DRI development approval application have been submitted concurrently with this amendment.

- While the analysis of the amendment should focus primarily on the impacts of the land use category change alone, it is necessary to consider the impacts of the potential development scenario that has been proposed.
- The redesignation of the subject property from Rural to Urban Community will
 increase the demand for public services and infrastructure in this area. This will
 occur whether the end use is a regional mall or some other development that fits
 within the density/intensity limitations of the Urban Community land use category.
- The potential number of residential dwelling units that could develop on the subject property will increase from 434 to 2,898 if this plan amendment is approved.
- Staff has identified potential deficiencies in the capacity of the surrounding road network, the public school system, and fire protection services that could result from this proposed plan amendment. All other infrastructure and services are existing or planned, with adequate capacity to serve the subject property.
- Three road segments in the project area will operate below acceptable levels of service prior to the Year 2020, with or without the proposed amendment or mall development. The land use map change could result in one additional road segment operating below the adopted level of service, if a regional mall is developed as planned. The land use map amendment alone will result in increased traffic in Estero, but will not necessarily cause any road segments to fail. The ultimate end use of the property will be required to provide appropriate traffic impact mitigation at the time of rezoning and DRI development approval.
- A compact and contiguous development pattern will be maintained through this
 amendment. The proposed amendment will not promote urban sprawl, as the
 subject property is located adjacent to a significant amount of existing and approved
 urban development.
- Since the time when the subject property was originally designated as Rural in the 1984 Lee Plan, conditions and land use patterns in the area have changed to the point that Rural is no longer the most appropriate land use category for the subject property.
- The retail commercial intensity proposed by the Simon Suncoast DRI would not meet the applicable commercial site location standard under Goal 6 for a regional commercial development.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

SUMMARY OF REQUEST

The applicants, Simon Property Group and Oakbrook Properties, are requesting a change of Future Land Use designation from "Rural" to "Urban Community" for approximately 483 acres of land in Estero. The

application materials and correspondence associated with this plan amendment have been included with this report. The site is located between U.S. 41 and the Seminole Gulf Railway tracks, and extends from Williams Road south past Coconut Road. The subject property is in Sections 04 and 09, Township 47 South, Range 25 East. A graphic showing the location of the subject property is provided in Attachment 1 of this report.

The applicants have also requested a text amendment to Policy 6.1.2.4 of the Lee Plan to allow the consideration of a Regional Commercial center on a portion of the subject property.

It should be noted that, while it is not part of this comprehensive plan amendment application, a rezoning application has been submitted to the County to rezone the subject property from AG-2 to MPD to accommodate a regional mall. A Development of Regional Impact (DRI) application for a regional mall has also been provided to the County as well as to the Regional Planning Council. While it is not common to consider specific development scenarios in the review of a comprehensive plan amendment application, staff has considered the fact that this plan amendment has been undertaken specifically to accommodate a regional mall, and that the mall will be the likely end use of the property, if in fact the Simon site ends up being the site for the regional mall in Lee County. The proposed land use summary as established in the rezoning and DRI application is as follows:

Retail: 1,800,000 square feet Office: 300,000 square feet

Hotel: 600 Rooms

Assisted Living Facility: 200 units Multi-Family Residential: 1,000 units

The parameters listed above are just one proposed development scenario that could be accommodated under the proposed Urban Community land use category. There is a wide variety of other uses that could occur on the property. This staff report will primarily consider the impact of the proposed change to the Future Land Use Map, while giving secondary consideration to the possibility of the regional mall complex being a likely end user of the property.

LAND USE PLANNING CONSIDERATIONS

Surrounding Zoning and Land Uses

To the north of the subject property are several vacant parcels zoned AG-2. The Future Land Use designation for the area immediately north of the subject property is Suburban. The parcels to the north of the subject property are currently vacant. It should also be noted that Estero High School is located approximately one-half mile to the north and west of the subject property.

To the east of the subject property is The Brooks of Bonita Springs, which is a partially-developed 2,492-acre mixed use project. The Brooks is approved for a total of 4,060 multi family dwelling units, 1,140 single family dwelling units, a 120-room hotel/motel, and 250,000 square feet of commercial development. There is a pending amendment to the Brooks DRI that would increase the number of single family units to 1,600, reduce the number of multi-family units to 2,460, and add 20,000 square feet of commercial use. The Brooks development is zoned MPD, and is located in the Rural Future Land Use Category, with a small portion of the property located in the

Suburban Future Land Use Category. The Brooks was approved under the Planned Development District Option (PDDO), which allowed urban densities to be achieved outside of the future urban areas, provided the applicant demonstrated that the proposal will be totally independent of County-subsidized facilities and services.

To the south of the subject property is a 62-acre industrial subdivision that is zoned IL. Also, immediately to the south of the subject property is a CG-zoned parcel containing a restaurant. The Future Land Use designation for the area south of the subject property is Industrial Development.

To the west of the subject property is U.S. 41, and a variety of developments set out as follows from north to south:

- Williams Place CPD, which is a 12.19-acre parcel approved for 90,000 square feet of commercial, and is currently being developed as a strip center, anchored by an Albertson's supermarket.
- Estero Greens CPD, which is approved for 100,000 square feet of retail and 129,000 square feet of office uses.
- Tulip Associates CPD, which is a 13.47 acre property approved for 130,500 square feet of commercial uses, 30,000 of which may be retail.
- Coconut Road MPD, which is a 46-acre property approved for 250,000 square feet of retail
 uses and 142 dwelling units. In the alternative, the property could develop with 200,000
 square feet of light industrial uses.
- Pelican Landing RPD/CPD, which is approved for 4,400 residential units, 750 hotel/motel units, 475,000 square feet of commercial office, and 300,000 square feet of commercial retail.

The Future Land Use designations to the west of the subject property are Suburban and Urban Community.

An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing, with the recent development of The Brooks, Pelican Landing, and several small commercial parcels. The surrounding Future Land Use categories consist of Urban Community, Suburban, Industrial Development, and Rural. The Rural areas adjacent to the subject property are currently being developed with urban densities through the use of the PDDO option. The proposed Urban Community designation would be generally compatible with the adjacent Future Land Use categories, although compatibility will be ultimately determined during the rezoning process based on a proposed plan of development.

Environmental Considerations

The 483-acre subject property contains 36.23 acres of South Florida Water Management District jurisdictional wetlands and an additional 14.56 acres of surface waters. The following FLUCCS categories were observed on the site:

FLUCCS Code	Description	Acreage
211	Improved Pasture	404.45
415	Slash Pine-Melaleuca Upland Forest	6.74
526	Borrow Lakes	19.37
624	Melaleuca-Slash Pine-Cypress Mixed Wetland Forest	20.61
640	Vegetated Non-Forested Wetlands	10.81
746	Previously Cleared/Disturbed Area	6.84
814	Roads	14.32
		483.14

According to materials submitted with the rezoning/DRI application, development of the property will occur primarily within the improved pasture areas and the melaleuca infested pine flatwoods. Approximately 22.15 acres of jurisdictional wetlands and 4.81 acres of jurisdictional surface waters will remain unaltered.

The majority of the wetlands on the property are part of a natural surface water flowway that runs east to west across the property. This is a well-defined drainage conveyance that will be utilized in the overall surface water management system for the property. This flowway plays an important role in water conveyance, stormwater storage, and providing wildlife habitat. Most of the flowway is currently designated as Wetlands on the Future Land Use Map. The on-site wetlands have not been included in the plan amendment request, and will therefore remain as Wetlands on the Future Land Use Map. The wetland lines on the map will be adjusted to reflect the jurisdictional wetland lines surveyed by the South Florida Water Management District and provided by the applicant.

A species survey of the subject property has been conducted, and the following wildlife species were observed on the site: wood stork, little blue heron, snowy egret, and tricolored heron.

Soils

The applicant has provided a soils map in the background materials. The following is a list and description of all soil types that appear on the subject property. The brief descriptions associated with these soil types are based on information provided in the <u>Soil Survey of Lee County</u>, <u>Florida</u> (U.S. Department of Agriculture, Soil Conservation Service, 1984).

6 - Hallandale Fine Sand - This is a nearly level, poorly drained soil, on low, broad flatwoods areas. The available water capacity of this soil is low.

- 11 Myakka Fine Sand This is a nearly level, poorly drained soil on broad flatwoods areas. The available water capacity is medium in the subsoil and very low in the surface and subsurface layers.
- 13 Boca Fine Sand This is nearly level, poorly drained soil on flatwoods. The available water capacity is low in the surface and subsurface layers and medium in the subsoil.
- 14 Valkaria Fine Sand This is a nearly level, poorly drained soil in sloughs. The available water capacity is low.
- 26 Pineda Fine Sand This is a nearly level, poorly drained soil in sloughs. The available water capacity is very low in the surface and subsurface layers, and in the upper sandy part of the subsoil, and medium in the lower loamy part of the subsoil.
- **27 Pompano Fine Sand, Depressional** This is a nearly level, poorly drained soil in depressions. The available water capacity is low.
- **28 Immokalee Sand** This is a nearly level, poorly drained soil in flatwoods areas. The available water capacity is medium in the subsoil and very low in the surface and subsurface layers.
- 34 Malabar Fine Sand This is a nearly level, poorly drained soil in sloughs. The available water capacity is low in the surface and subsurface layers and the upper part of the subsoil and medium in the lower part of the subsoil.
- **42 Wabasso Sand Limestone Substratum** This is a nearly level, poorly drained soil on broad flatwoods areas. The available water capacity is low in the surface and subsurface layers and the upper part of the subsoil, and medium in the lower part of the subsoil.
- 49 Felda Fine Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is low in the surface and subsurface layers and medium in the subsoil.
- 51 Floridana Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is medium in the surface layer and subsoil, and low in the subsurface layer.
- 73 Pineda Fine Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is low in the surface and subsurface layers and medium in the subsoil.
- 75 Hallandale Fine Sand, Slough This is a nearly level, poorly drained soil in sloughs. The available water capacity is low.

Internal Consistency with the Lee Plan

The proposed amendment seeks to change the Future Land Use category of the subject property from Rural to Urban Community. The Rural category is considered part of the "Non-Urban Areas" on the Future Land Use Map. Objective 1.4 describes the "Non-Urban Areas" as "those areas not anticipated for urban development at this time." Policy 1.4.1 describes the Rural land use category as follows:

POLICY 1.4.1: The Rural areas are to remain predominantly rural—that is, low density residential, agricultural uses, and minimal non-residential land uses that are needed to serve the rural community. These areas are not programmed to receive urban-type capital improvements, and they can anticipate a continued level of public services below that of the urban areas. Maximum density in the Rural area is one dwelling unit per acre (1 du/acre).

Policy 1.4.1 states that Rural areas are comprised primarily of low density residential uses, agriculture, and minimal non-residential uses needed to serve the rural community. These areas are not programmed to receive urban-type capital improvements, and they will have a level of public services below that the urban areas. The subject property no longer fits these characteristics of the Rural land use category. The subject property is located in an area of the county that has experienced significant growth and development in recent years. The areas around the subject property have developed with large master-planned communities such as Pelican Landing and The Brooks, both of which contain single-family and multi-family dwelling units plus large commercial components. There are also several commercial developments planned along the west side of U.S. 41. The subject property is located on U.S. 41, a four lane divided arterial roadway that is currently programmed for widening to 6 lanes. Public utilities and services are readily available to the subject property. These factors lead staff to the conclusion that Rural is no longer the most appropriate designation for the subject site. A continued designation of Rural would represent an underutilization of existing public facilities and services available in this area of the County.

The proposed land use category for the subject property is Urban Community. Policy 1.1.4 describes the Urban Community areas as follows:

POLICY 1.1.4: The Urban Community areas are areas outside of Fort Myers and Cape Coral that are characterized by a mixture of relatively intense commercial and residential uses. Included among them, for example, are parts of Lehigh Acres, San Carlos Park, Fort Myers Beach, South Fort Myers, Bonita Springs, Pine Island, and Gasparilla Island. Although the Urban Communities have a distinctly urban character, they should be developed at slightly lower densities. As the vacant portions of these communities are urbanized, they will need to maintain their existing bases of urban services and expand and strengthen them accordingly. As in the Central Urban area, predominant land uses in the Urban Communities will be residential, commercial, public and quasi-public, and limited light industry (see Policy 7.1.6). Standard density ranges from one dwelling unit per acre (1 du/acre) to six dwelling units per acre (6 du/acre), with a maximum of ten dwelling units per acre (10 du/acre).

Policy 1.1.4 describes Urban Community areas as having a relatively intense mix of residential and commercial uses. The description of the Urban Community category is consistent with the existing and planned uses on and around the subject parcel. The Urban Community category would also be one of the few land use categories in the Lee Plan that could be applied to this property in order to accommodate the development of a regional mall.

The subject property is currently located in the Bonita Springs Planning Community, but will be located in the newly created Estero Planning Community upon adoption of pending plan amendment PAM/T 99-20. This plan amendment has been transmitted by the Board of County Commissioners to the Department of Community Affairs for review. For purposes of this staff analysis, it has been assumed that the new planning communities map and acreage allocation table 1(b) will be adopted as transmitted by the BoCC, and that this property will be in the Estero Planning Community.

Policy 1.7.6 discusses the Planning Communities Map (Map 16) and Acreage Allocation Table (Table 1(b)). This map and table depict the proposed distribution, extent, and location of generalized land uses for the year 2020. Acreage totals are provided for land in each Planning Community in unincorporated Lee County. No final development orders or extensions to final development orders will be issued or approved by Lee County which would allow the acreage totals for residential, commercial or industrial uses contained in Table 1(b) to be exceeded.

Once the pending amendments to the 2020 allocations are adopted, there will be 327 acres allocated for residential development in the Urban Community land use category in the new Estero Planning Community. Of these 327 acres, approximately 100 acres will remain available for residential development. There will also be 1,379 acres allocated for commercial development in the new Estero Planning Community. Of these 1,379 acres, 1,203 acres will remain available for commercial development.

Staff believes that the existing allocations for residential and commercial will be sufficient to accommodate the proposed urban density and intensity on the subject 483-acre site. Depending upon the specific density and intensity that would develop on the subject property, changes may be necessary to the acreage allocation Table 1(b). The development parameters of the rezoning and DRI that are being processed concurrently with this plan amendment application could be accommodated under the existing acreage allocations. If subsequent changes are necessary, the applicant or developer will be responsible for amending Table 1(b) accordingly.

Goal 2 of the Lee Plan and its subsequent objectives and policies address growth management concerns. Goal 2 seeks to provide for an economically feasible plan which coordinates the location and timing of new development with the provision of infrastructure by government agencies, private utilities, and other sources. The subject property has access to the arterial road network as well as to public water and sewer. The designation of the subject property to a more urban land use category would allow for new urban development to occur in an area that already has urban infrastructure. The development of a regional mall on the property, however, will create a need for some additional infrastructure and services. The proposed amendment could result in certain roadway segments operating below acceptable level of service standards. The amendment could also overburden public school resources in the area as well as reduce the effectiveness of existing fire protection services. These items will be addressed in more detail later within this staff report. Any deficiencies in public infrastructure and services that result from the development of the subject property will need to be mitigated by the developer during the rezoning and DRI approval process.

Objective 2.2 seeks to direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Staff believes that a compact and contiguous growth pattern will be achieved through this plan amendment. The subject property is within an already urbanized area between Estero and Bonita Springs, and is surrounded on three sides by existing or approved development. At buildout, The Brooks to the east will contain over 5,000 residential units and Pelican Landing to the east and south will contain nearly 4,500 residential units. Both of these developments will also contain significant amounts of commercial area at buildout. Additionally, there are several individual commercial developments that are built or approved on the east side of U.S. 41, making this area an emerging urban center. The requested plan amendment will allow urban development to occur on vacant property contiguous to existing urban development. Staff finds that a compact growth pattern is preferable to urban development occurring more distant from existing urban areas and urban infrastructure. Staff finds that the proposed plan amendment promotes a compact growth pattern and minimizes urban sprawl.

Policy 2.2.1 states that the Future Land Use Map indicates the uses and density ranges that will ultimately be permitted on a given parcel. However, it is not a guarantee that such densities or uses are immediately appropriate, as the map provides for the county's growth up to the Year 2020. During the rezoning process, the Board of County Commissioners will balance the overall standards and policies of this plan with three additional factors:

- 1. Whether a given proposal would further burden already overwhelmed existing and committed public facilities such that the approval should be delayed until the facilities can be constructed; and
- 2. Whether a given proposal is for land so far beyond existing development or adequate public facilities that approval should be delayed in an effort to encourage compact and efficient growth patterns; and
- 3. Whether a given proposal would result in unreasonable development expectations which may not be achievable because of acreage limitations contained in the Acreage Allocation Table (see Policy 1.7.6, Map 16 and Table 1(b)).

Staff believes that this is a critical policy in light of the fact that this plan amendment is being processed concurrently with the rezoning and DRI cases. While staff acknowledges that the purpose of the amendment is to accommodate a regional mall on the subject property, this amendment to the Future Land Use Map does nothing more than change the potential uses that could occur on the property. The amendment changes the Future Land Use designation to a category that could accommodate a regional mall development, but the plan amendment by itself does not guarantee approval of a regional mall on this property. Policy 2.2.1 ensures that any potential development of the property will be served by adequate public facilities and services; will encourage compact and efficient growth patterns, and will be consistent with the Acreage Allocation Table 1(b). These standards will be applicable at the time of rezoning.

Objective 2.4 of the Lee Plan is to regularly examine the Future Land Use Map in light of new information and changed conditions, and make necessary modifications. Staff finds that conditions

around the subject property have changed significantly since the property was designated as Rural with the establishment of the 1984 Lee Plan. At that time, this area of south Estero was still rural in nature, with sparse residential development and a minimal amount of commercial development. Since 1984, many new residential projects have been developed in the immediate area, including: The Brooks MPD, Pelican Landing RPD/CPD, and Fountain Lakes. Additionally, a significant amount of commercial development has been approved along U.S. 41, some of which remains unbuilt. Examples of approved commercial projects in the area include: Estero Greens CPD, Williams Place CPD, Camargo Trust MPD, Coconut Road MPD, The Brooks MPD, Pelican Landing RPD/CPD, and the Hyatt Regency Hotel. When all of these projects are built out, the area will have a distinctly urban character. Staff believes that these changing conditions must be considered in the evaluation of the proposed plan amendment. The development of major commercial and residential projects around the Simon property indicate that the property is no longer appropriate for rural levels of development, and that an urban designation would be more appropriate.

Policy 2.4.4 states that Lee Plan amendment applications to expand the Lee Plan's employment centers, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the Airport Commerce category just south of the Southwest Florida International Airport. Staff believes that this area is emerging as an employment center due to the presence of the approved commercial projects in the area. The redesignation of this property to Urban Community will allow for more retail development, which will create a significant number of additional jobs. The proposed plan amendment will solidify the status of this area as an employment center in Lee County.

Policy 6.1.2 of the Lee Plan identifies standards for commercial site location for various levels of commercial development. If a regional mall were developed on the subject property, it would need to be located at the intersection of two, and preferably three, arterial roadways. The subject property, however, only has access to one arterial roadway, U.S. 41. The property also has access to two collector roadways, Coconut Road and Williams Road. The subject property will also have access to the future Sandy Lane, which will be a two-lane road and classified as a collector. The applicant is in the process of obtaining binding commitments to provide 120 feet of right-of-way for a four-lane Sandy Lane that would extend from the project's southern boundary to Corkscrew Road. There is a possibility that this road could be classified as an arterial in the future, although the adopted 2020 Transportation Plan shows the future Sandy Lane as a collector road. At the present time, however, the property does not have the required intersection of two arterials that is necessary to develop a Regional Commercial center. The applicant has submitted a text amendment request to Policy 6.1.2 that would specifically allow a Regional Commercial center to be developed on the property as an isolated case. Staff believes that, in light of the property's access to several existing and future collector roads as well as to U.S. 41, the access to the site is adequate to support the development of a regional mall. Staff believes that the overall access to the subject property from the surrounding road network is better than the access to the other two potential regional mall sites.

During the 2000/2001 amendment cycle, a new goal and subsequent objectives and policies were proposed to be added to the Lee Plan to address the Estero community planning effort. These new

provisions have been transmitted by Board to DCA as of this writing. Policy 19.1.4 of the new language states that the Estero Community will work in conjunction with private developers, public agencies and community service providers to establish one or several town commons that encourage the location of a post office, public meeting hall, outdoor plaza, governmental offices, medical providers and recreational opportunities. Although the end uses of the subject property are beyond the scope of this plan amendment, staff believes that the final development will be a town center concept that could allow for the types of uses listed under Policy 19.1.4. The applicant has submitted that the proposed mall will function as a community center, in a manner that is consistent with the vision of the Estero Community Plan.

Staff finds no apparent internal inconsistencies with any Lee Plan provisions associated with the proposed plan amendment. The County will be required to make a finding of Lee Plan consistency for the specific development plans associated with the rezoning and DRI process. At that time, staff will attempt to advance specific conditions to ensure consistency with all applicable provisions of the Lee Plan.

Comparison of Development Potential

As noted previously, the subject property contains 432.35 acres of uplands and 50.79 acres of wetlands and surface waters. The subject property is currently designated as "Rural" and "Wetlands" on the Future Land Use Map. The Rural land use category allows a maximum density of one dwelling unit per acre of uplands, while the Wetlands category allows a maximum density of one dwelling unit per 20 acres. Under the existing Rural designation, the 483-acre property could potentially develop with approximately 434 residential dwelling units. Commercial uses would be limited to only those that would be necessary to serve the rural community. Industrial uses would not be permitted.

Under the proposed Urban Community designation, the subject property would be eligible for significantly more development than it would under the Rural designation. The Urban Community land use category allows a standard residential density of up to 6 dwelling units per acre. According to the Lee Plan Density Table 1(a), density in the Urban Community areas may be transferred from wetlands to contiguous uplands, as long as the resulting upland density does not exceed 8 dwelling units per acre. A separate calculation is also done where the entire acreage of the property is multiplied by the maximum standard density for Urban Community (6 dwelling units per acre). The method of calculation that produces the lower number of units is the method that is used for the density calculation. In this case, the lower number is produced by multiplying the entire project acreage by the maximum standard density (483.14ac. x 6 du/ac). The maximum number of dwelling units under the Urban Community Designation, therefore, is 2,898. As far as commercial uses, there is no specific size limitation other than what could reasonably fit on the property while still being consistent with all other provisions of the Lee Plan and Land Development Code. Light industrial uses are also permitted in the Urban Community category, but are not assigned any specific square footage limitation.

Population Accommodation

Under the current Rural land use designation, approximately 434 dwelling units could be constructed on the subject property. These dwelling units would accommodate approximately 907 persons on the Future Land Use Map (434 dwelling units x 2.09 persons per dwelling unit). The

population accommodation capacity of the subject property under the current Future Land Use designation is 907 persons.

Under the proposed Urban Community land use category, approximately 2,898 dwelling units could be constructed on the subject property under the standard density restriction of 6 dwelling units per acre. These dwelling units would accommodate approximately 6,056 persons on the Future Land Use Map (2,898 dwelling units x 2.09 persons per dwelling unit). The population accommodation capacity of the subject property under the proposed Future Land Use designation is 6,056 persons.

The proposed Urban Community land use category provides the option to use bonus density, which would allow a maximum density of up to 10 dwelling units per acre. The subject property could accommodate up to 4,830 dwelling units using one of the bonus density options. These dwelling units would accommodate approximately 10,094 persons on the Future Land Use Map (4,830 dwelling units x 2.09 persons per dwelling unit). The population accommodation capacity of the subject property under the proposed Urban Community designation, using one of the bonus density options, would be approximately 10,094 persons.

The proposed Future Land Use Map change will increase the population accommodation of the Future Land Use Map by approximately 5,047 persons, if the maximum standard density for the Urban Community category is utilized. If the maximum bonus density is utilized, then the proposed map amendment will increase the population accommodation of the Future Land use map by a maximum of 9,085 persons. The figures presented above assume that the entire property would develop with residential uses. If portions of the subject property are ultimately utilized for non-residential uses, then the population accommodation of the property will be reduced.

Re-designating Lands from Non-Urban to Future Urban

The proposed amendment would redesignate 483 acres of land from a non-urban designation to a Future Urban designation. There is no established need for additional urban land in Lee County, as the Future Land Use map contains more than enough urban land to accommodate the County's projected population to the Year 2020. Staff believes, however, that the subject property is not ideally suited for its current non-urban designation. The subject property is located in an urbanized area and has urban infrastructure available or programmed. The development of rural densities and intensities on the subject property would represent an underutilization of the existing and planned urban infrastructure and services in the area.

The Florida Department of Community Affairs (DCA) has defined sprawl as "premature, low-density development that 'leapfrogs' over land that is available for urban development." Clearly, the redesignation of the subject property to an urban land use category does not constitute sprawl. The property is surrounded on all sides by existing or approved urban development. A contiguous and compact growth pattern will be encouraged through this change to the Future Land Use Map. Vacant parcels will not be bypassed in a "leapfrog" manner in order to accommodate urban development on the subject property.

Staff finds that the addition of 483 acres of urban land to the Future Land Use Map is justified in this case. In fact, this area is more suitable for urban development in terms of infrastructure

availability than many of the current Future Urban Areas shown on the Future Land Use Map. Staff is not making a finding that a regional mall development is necessarily appropriate in this location, but is simply making a finding that an urban designation is justified for the subject property at this time.

IMPACTS TO SERVICES

Transportation

The subject property currently has access from several County roadways. The property will have its primary access from U.S. 41, an arterial roadway. The property will also have secondary access from Williams Road (major collector), Coconut Road (major collector), and the future Sandy Lane extension (listed as a future collector).

The Lee County Department of Transportation (LCDOT) has reviewed the request and has provided written comments dated July 6, 2001, October 3, 2001, and November 15, 2001 (see Attachments 2, 3, and 4). LCDOT used the Florida Standard Urban Transportation Modeling Structure (FSUTMS) to project future roadway needs for the Lee Plan horizon year, which is currently 2020. Part of the input data is the land use, population and employment projections by Traffic Analysis Zone. The input data has been modified for this analysis to include the Simon Suncoast project. The FSUTMS output is given in peak season weekday traffic. The output was converted to P.M. peak hour directional volumes in order to develop a level of service estimate. The results are compared to the model output reflecting the December 8, 2000 Lee County MPO 2020 Financially Feasible Highway Plan.

DOT had previously established that several road segments in the area are projected to operate below the adopted level of service standard in 2020 if the subject property is developed with a regional mall. Based on the most recent analysis, the projected P.M. peak hour directional volumes would exceed the generalized service volumes at the adopted standards on the following four roadway segments:

I-75 from the Collier County line to Daniels Parkway
Old 41 from Bonita Beach Road to Terry Street
Ben Hill Griffin Parkway from the FGCU entrance to Alico Road, and
U.S. 41 from Koreshan Boulevard to Alico Road.

In the case of I-75, the current level of service standard set by the State is "C". The Simon Suncoast project would add traffic to the interstate, but with the planned six-lane improvement and other parallel facilities, I-75 is projected to operate at LOS "D". With the growth projected for Lee County, it is expected that the interstate will be within the urban area boundaries by 2020, which would change the level of service standard to "D", and would bring the projected road condition within the established standards.

The impacted segment of Old 41 is also a unique circumstance. The segment from Bonita Beach Road to Terry Street is defined in Lee Plan Table 2(a) as a constrained road, precluding widening of the roadway despite the level of service failure. There are, however, intersection improvements that could be implemented to improve the operation of the roadway.

The Ben Hill Griffin segment is projected to exceed its maximum level of service "E" if the Simon regional mall is constructed. However, this roadway segment is located in an area of the University Community where the development plans concentrate most of the commercial square footage in the recently approved Gulf Coast Town Center DRI, another proposed location for a regional mall. The Alico Interchange Park DRI on the west side of the Alico Road/I-75 Interchange is a third proposed regional mall site. The projected model input data in both of those locations does not fully reflect the intensity of a Regional Retail Center over 1 million square feet, but does assume a significant amount of development that may not happen if the Simon Suncoast is successful in capturing the regional mall. Since it is our understanding that only one of the regional mall sites will be selected by the anchor stores for development, the conditions on Ben Hill Griffin Parkway may be overstated if the regional mall is ultimately developed on the Simon property.

The most significant impact from a comprehensive plan standpoint is on U.S. 41 from Koreshan Boulevard to Alico Road, where the 2020 AADT increased from 56,000 to 62,900 or by approximately 6,900 vehicles per day. The v/c ratio increased from 0.95 without the project to 1.04 with the project, exceeding the capacity of this roadway segment. This segment is also identified as being regionally impacted in the staff DRI analysis. The applicant has submitted information dated November 6, 2001 that analyzed the needed improvements to address this impact. They concluded that "improvements at key intersections will enhance the carrying capacity of this section of US 41, so that the Lee Plan level of service standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities." While DOT staff does not necessarily agree with this conclusion, staff believes that the mitigation for this comprehensive plan amendment impact will be most appropriately addressed as part of the DRI mitigation.

Utilities

The subject property is located within Bonita Springs Utilities franchise area for sanitary sewer service. According to the application, the subject property is projected to produce 590,000 gallons of sewage per day under the proposed Urban Community designation. This calculation was based on a proposed development scenario of 1,800,000 square feet of retail, 300,000 square feet of office, 600 hotel units, 200 assisted living units, and 1,000 dwelling units. Bonita Springs Utilities has indicated that it has the available capacity to serve the subject property from its existing wastewater treatment plant which has a maximum capacity of 4,250,000 gallons per day. There is an existing 24-inch force main located along U.S. 41 that would service the subject property. Bonita Springs Utilities has provided correspondence dated August 24, 2000 confirming that wastewater plant capacity is adequate to support the increase in development intensity that would result from this proposed land use map change.

The subject property is located in the Bonita Springs Utilities franchise area for potable water. The application has indicated, and staff has confirmed, that there is a 12-inch water main that runs along U.S. 41 at the subject property's boundary. According to the application, the subject property is projected to need 590,000 gallons of water per day under the proposed Urban Community designation. This calculation was based on a proposed development scenario of 1,800,000 square feet of retail, 300,000 square feet of office, 600 hotel units, 200 assisted living units, and 1,000 dwelling units. Bonita Springs Utilities has indicated that the available capacity of its existing water treatment plant is 7,500,000 gallons per day, and the current demand is 4,800,000 gallons per day. The existing water treatment plant, therefore, has adequate capacity to serve the subject

property under the Urban Community designation. Bonita Springs Utilities has provided correspondence dated August 24, 2000 confirming that water plant capacity is adequate to support the increase in development intensity that would result from this proposed land use map change.

Solid Waste

The subject property is within Lee County Solid Waste District #2. The collection company for District #2 is Florida Recycling Services, Inc. With the existing Gulf Coast Landfill, the Waste-to-Energy facility, and the Lee/Hendry Disposal facility all online, staff anticipates that there will be adequate capacity in the County's solid waste system to accommodate the additional waste that will likely accompany the change to the Future Land Use Map.

Emergency Management - Hurricane Evacuation/Shelter Impacts

The Lee Plan discourages increased residential densities in Coastal High Hazard Areas. Objective 75.1 states that allowable densities for undeveloped areas within coastal high hazard areas will be considered for reduction. Policy 75.1.4 further states that land use designations of undeveloped areas within coastal high hazard areas will be considered for reduced density categories. Staff finds that the subject property is not located in the Coastal High Hazard Area as defined by the Lee Plan, and is therefore not subject to consideration of reduced density categories under Objective 75.1 and Policy 75.1.4. The property is located in the Category 3 storm surge zone according to the 1991 Lee County Hurricane Storm Tide Atlas, and is located in Flood Zone B, according the FEMA Flood Insurance Rate Maps.

Lee County Division of Emergency Management has reviewed the plan amendment request, and provided written comments dated July 7, 2001. A copy of this correspondence has been included as Attachment 5 to this report. If the land use category remains Rural, Emergency Management staff estimates that, in the event of a category 3 storm, there could be up to 515 vehicles evacuating the property that would use U.S. 41 as their primary evacuation route. Emergency Management staff estimates that these 515 evacuating vehicles would add approximately 11 minutes to the current evacuation time.

If the land use category is changed to Urban Community, Emergency Management staff estimate that, in the event of a category 3 storm, there could be up to 3,092 vehicles evacuating the property that would use U.S. 41 as their primary evacuation route. Emergency Management staff estimate that these 3,092 evacuating vehicles would add approximately 66.68 minutes to the current evacuation time.

These estimates assume that the entire property will be developed with residential uses. Emergency Management staff have correctly assumed a worst-case scenario where 2,898 dwelling units would be developed on the property. In reality, however, the proposed development plan only calls for 1,000 dwelling units, which would lower the projected evacuation times developed by Emergency Management staff. The projected 66.68 minutes added to evacuation times would be the maximum time that would be added under the Urban Community designation. This figure would be a worst-case scenario.

Police Protection

The Lee County Sheriff's office has reviewed the proposed plan amendment, and provided written

comments dated July 24, 2000. A copy of this correspondence has been included as an Attachment 6 to this report. The Sheriff's office has indicated that it believes it will receive the necessary funding to generally support growth in demand, and that it will be able to provide service to any development that might occur on the subject property.

Fire Protection

The subject property is located in the Estero Fire District. The District staff have reviewed the proposed plan amendment, and provided written correspondence dated July 30, 2001 (see Attachment 10). According to the Estero Fire District, they will be able to provide service to the subject property provided that the developer sets aside approximately one acre of land on which The District could construct a fire rescue station. The Fire District is suggesting that such a condition be placed on the plan amendment. Staff has formulated a recommendation to add language to the Lee Plan that would require one acre of the subject property to be set aside specifically for a fire station prior to any development on the property. The donation of this land would be required whether the regional commercial center is developed on the property or if some other development were to occur. The impacts to fire protection services would actually be greater if the subject property were developed with residential uses rather than the regional commercial center. If this land donation is eligible for impact fee credits under the current impact fee ordinance, staff would recommend that credits be issued in exchange for the land donation. The area to be donated for the fire station would subsequently be redesignated as Public Facilities on the Future Land Use Map.

Emergency Medical Services (EMS) Impact

Lee County EMS staff have reviewed the proposed plan amendment and provided written comments dated September 19, 2001. A copy of this correspondence has been included as Attachment 7 of this report. According to Lee County EMS staff, the current and planned budgetary projections for additional EMS resources should adequately address any increased service demand from individuals or businesses occupying this parcel.

School Impacts

Staff of the School District of Lee County have reviewed the proposal and provided written comments dated July 24, 2001 (see Attachment 8). The subject property is located in the South Region of the District, south of Estero High School. Based on the proposed maximum total of 2,898 possible residential dwelling units that could result from the plan amendment from Rural to Urban Community, the Lee County School District is estimating that the proposal could generate up to 898 additional public school-aged children. This uses a standard generation rate of .31 students per dwelling unit. If the maximum number of dwelling units were developed on the property, it would create the need for approximately one new school in the system, encompassing the entire requisite staff, transportation costs, and core facilities. School District staff have also stated that regional mall developments create a multitude of spin-off developments and employment opportunities that will also contribute to further growth in the Lee County School District.

According to District staff, the schools in this region that would serve this development are operating at or above permanent student capacity levels. Those schools that exceed permanent student capacity levels are operating through the use of portable classroom buildings. The potential

growth generated by this land use change would require either the addition of permanent student and auxiliary space or the placement of portable buildings. Either action imposes a fiscal impact on the District that should be addressed by the applicant. Based upon the current District budget, the fiscal operating impact would be \$5,907 per Full Time Equivalent (FTE) student, or up to \$5,304,486.00, separate from additional capital construction costs.

In order to provide mitigation for the public school impacts associated with this plan amendment, the School District has recommended that a five-acre site be set aside on the subject property for a public school. The applicant has previously indicated that they may be amenable to donating a 1.5-acre site to the Lee County School District, however, this small of a site would not enable the District to provide any type of sufficient facility to the community. Staff believes that, if the proposed regional mall is developed on the property, a five-acre school site should be provided by the applicant.

Staff has formulated a recommendation to add language to the Lee Plan that would require five acres of the subject property to be set aside specifically for a school site. The donation of this land would be required whether the regional commercial center is developed on the property or if some other development were to occur. The impacts to public school facilities would actually be greater if the subject property were developed with residential uses rather than the regional commercial center. If this land donation is eligible for impact fee credits under the proposed school impact fee ordinance, staff would recommend that credits be issued in exchange for the land donation. The area to be donated for the public school site would subsequently be resignated as Public Facilities on the Future Land Use Map.

Mass Transit

Lee Tran staff have reviewed the proposed plan amendment and offered written comments dated August 31, 2001. A copy of this correspondence is included as Attachment 9 of this report. Lee Tran has indicated that if the proposed regional mall is developed on the property, there would be increased ridership at this location. Lee Tran staff, therefore, have requested to have an opportunity to examine the subject property for additional transit amenities. Staff believes that transit amenities are a site-specific item that should be addressed during the DRI and rezoning process.

Community Parks

The subject property is located in Community Park District #8. The Lee Plan sets out a regulatory level of service and a "desired" level of service for community parks. The regulatory level of service is currently 0.8 acres per 1,000 permanent residents in the unincorporated area of each district. The "desired" level of service was increased in 1996 to 1.75 acres per 1,000 permanent residents in the unincorporated area of each district, and was increased again in 1998 to 2.00 acres per 1,000 permanent residents in the unincorporated area of each district. According to the Concurrency Management Inventory and Projections the district will meet the basic regulatory standard for level of service through the Year 2005. The district, however, has not met the "desired" standard since 1997. The proposed plan amendment will add more potential residents to this park district, increasing the number of park acres required to meet the "desired" level of service.

B. CONCLUSIONS

The location of the subject property makes it more suitable for an urban designation than its current nonurban designation. The subject property is located in an emerging urban center along this segment of U.S. 41. The redesignation of the subject property would result in a contiguous and compact growth pattern and would minimize urban sprawl. Most basic urban infrastructure is either available or will be available at the time of development. The continued designation of the subject property as Rural would represent an underutilization of the existing and planned infrastructure and services in the area.

Staff found that the proposed land use change could result in deficiencies in the capacity of the road network and the school system in the area. Staff also found that additional facilities for fire protection would be needed. The change of land use category from Rural to Urban Community alone would not necessarily result in the need for these additional facilities and services. The development of the proposed regional mall creates the burden on roads, public schools, and fire protection services. Staff has formulated a recommendation that would address the potential public school and fire protection deficiencies through specific language in the Lee Plan. Staff believes that the transportation impacts would be more appropriately addressed through mitigation provided as part of the DRI.

C. STAFF RECOMMENDATION FOR BOARD TRANSMITTAL HEARING

Staff recommends that the Board of County Commissioners transmit the proposed plan amendment. Staff recommends that the following amendments be made to the Lee Plan.

- 1. Change the Future Land Use Map designation for the subject property from Rural to Urban Community.
- 2. Add the following language to Policy 6.1.2.4 of the Lee Plan:
 - f. Not withstanding prohibitions contained elsewhere in this plan, Regional Commercial development may be granted in a portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the East by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the North by a line located one-half mile north of Coconut Road, provided that:
 - (1) A minimum of one acre of the property must be dedicated to Lee County for use as a fire station. This land must be deeded to the County prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated dedicated, if it is eligible for credits under the County's impact fee ordinance.
 - (2) A minimum of five acres of the property must be dedicated to the School District of Lee County for use as a public school. This land must be deeded to the School District prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated dedicated, if it is eligible for credits under the County's proposed school impact fee ordinance.

(3) Subsequent to these land donations dedications, the County will initiate an amendment to the Future Land Use Map to change the Future Land Use designation of these donated properties to Public Facilities.

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: November 26, 2001

A. LOCAL PLANNING AGENCY REVIEW

Planning staff provided a brief summary of the proposed plan amendment. Staff recommended adding language to its original recommendation to ensure that, if a fire station site was provided, the location of the site would be mutually agreed upon by the property owner and the County. The applicant then provided a summary of the amendment, highlighting their justification for approval and expressing disagreement with a portion of the staff recommendation. There was a significant amount of discussion regarding the impacts of the amendment on fire protection and public schools, and specifically, where and when these impacts should be addressed. Staff was of the opinion that these impacts should be mitigated, and that language should be added to the Lee Plan to ensure that the impacts were mitigated. The applicant suggested that the Lee Plan was not the appropriate mechanism to require the impacts associated with the land use change to be mitigated. The applicant suggested that any type of mitigation should be based on the actual development parameters for the site, and not the potential worst-case scenario that staff has reviewed. The applicant favored placing any type of mitigation language into the DRI development order and zoning resolution, rather than the comprehensive plan.

The LPA had many concerns and questions about the proposed amendment. The LPA questioned how the traffic impacts would be addressed. Staff responded that traffic impact mitigation would be provided as part of the standard DRI traffic impact mitigation process. Lee County DOT was of the opinion that these impacts were more appropriately addressed in the DRI.

The LPA questioned how the impacts to hurricane evacuation times would be addressed. Staff responded that this amendment will likely cause an increase in hurricane evacuation times because the land use change would allow greater residential density. The hurricane evacuation time evaluation that was done as part of staff's review was based on a worst case scenario where the whole property would develop with residential uses at the maximum density. In reality, staff does not know how the property will develop. If the property develops with primarily commercial uses, then there will be fewer impacts to hurricane evacuation times. Given the wide variety of uses that could develop under the Urban Community designation, staff believes it would be more appropriate to address hurricane evacuation during the rezoning and DRI process.

The LPA questioned the impacts of this amendment on Community Parks. Staff responded that, if the amendment were adopted, the applicable park district would be able to meet the regulatory standard of 0.8 acres of community parks per 1,000 permanent residents. The "desired" standard of 2.0 acres per 1,000 permanent residents would not be met, but this standard has not been met since 1997. Staff acknowledged in the staff report that the conversion of this property to an urban land use category would potentially move the County farther from the "desired" standard because the amendment would increase the potential number of permanent residents in the area. The LPA questioned why staff did not recommend that the property owner provide a site for a community park. Staff responded that the location of this property was not ideal for a community park, and that a park was already planned for this area in the near future.

The LPA questioned how the additional commercial that could develop under the Urban Community designation would impact the County's overall projections for future commercial development in the County. Staff responded that this amendment would have little or no impact on the established projections given in the Table 1(b) of the Lee Plan, the Year 2020 Acreage Allocation Table. This table establishes a specific acreage limitation for commercial development in each Planning Community. This acreage is available on a "first-come-first-serve" basis. Once all of this acreage has been developed with commercial uses, then no final development orders or extensions to final development orders will be issued or approved by Lee County if they would allow the acreage totals for commercial uses contained in Table 1(b) to be exceeded. The commercial acreage cap for this planning community will remain the same whether or not this amendment is approved.

The LPA debated staff's proposed language regarding the provision of a fire station site and a public school site. Staff's language had suggested that the sites be "donated" by the applicant, which was not the best word to describe staff's intent. Staff anticipated that the sites could possibly be given to the County in exchange for impact fee credits. The LPA and the applicant pointed out that there might be other means for the County to obtain property within the subject site, such as a combination of cash payment by the County and impact fee credits. In order to leave the possibilities open, staff suggested that the word "provide" might be used instead of the word "donate." This would leave the method of acquiring the property open to several possibilities that could be worked out between the applicant and the County.

A member of the Estero Fire Rescue Board of Commissioners spoke in favor of staff's recommendation. This individual stated that the Estero Fire District needed a one-acre site at this location, and that it was important that the District be involved in choosing the location for this site.

A staff member of the Lee County School District spoke in favor of staff's recommendation of having a 5-acre school site provided within the subject property.

The primary issue of contention on this plan amendment was whether to require fire protection and public school impacts to be mitigated through language in the Lee Plan, or by delaying it until the DRI/zoning approval. The LPA had reservations about placing these types of specific mitigation requirements in the comprehensive plan, although the LPA generally agreed that these impacts needed to be mitigated. The majority of the LPA thought that the DRI development order and zoning resolution would be the appropriate mechanism to require the mitigation of impacts. The LPA moved that the amendment be transmitted to the Board of County Commissioners without staff's recommended Policies 6.1.2.4.f(1), (2), and (3).

It should be noted that staff was not in agreement with the recommendation of the LPA. Staff maintains its original recommendation.

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. **RECOMMENDATION:** The LPA recommended that the Board of County Commissioners transmit the proposed map and text amendment. The LPA recommended not to include staff's proposed Policy 6.1.2.4.f.(1), 6.1.2.4f.(2), and 6.1.2.4.f.(3) in the transmittal. Staff's proposed Policy 6.1.2.4.f, however, would remain as part of the transmittal.

2. BASIS AND RECOMMENDED FINDINGS OF FACT: The LPA accepted the findings of fact as advanced by staff, but found that school impacts and fire protection impacts would be more appropriately addressed as a part of the concurrent DRI and rezoning cases.

C. VOTE:

NOEL ANDRESS	AYE
SUSAN BROOKMAN	AYE
BARRY ERNST	ABSENT
RONALD INGE	AYE
GORDON REIGELMAN	AYE
VIRGINIA SPLITT	NAY
GREG STUART	ABSENT

PART IV - BOARD OF COUNTY COMMISSIONERS HEARING FOR TRANSMITTAL OF PROPOSED AMENDMENT

DATE OF TRANSMITTAL HEARING: December 13, 2001

A. BOARD REVIEW: Staff provided an overview of the proposed amendment, and highlighted the recommendations of staff and the LPA. Staff noted that its recommendation differed from the LPA recommendation. The applicant then provided an overview of the project, noting that they disagreed with staff's recommendation to place a requirement to provide a fire station site and public school site into the text of the Lee Plan.

The Board raised some general concerns about traffic impacts, the provision of affordable housing, and community park impacts. One member of the Board thought that other policies should have been recommended by staff to address affordable housing in particular. A member of the Board expressed concern about the idea of essentially waiving the site location standards contained in Policy 6.1.2 for this particular property.

Considerable discussion took place on whether or not it would be appropriate to place the requirements for the provision of community facility sites into the text of the Lee Plan. The applicant did not specifically object to the idea of providing the sites for community facilities, but did object to placing text to that effect in the Lee Plan. The applicant thought the more appropriate mechanism to address this would be as a condition of the DRI.

The Board's legal counsel advised that there might be problems with staff's recommended language if the DRI for the regional mall did not develop, and the property was eventually sold and developed in smaller pieces. It would then be difficult to determine which property owner would be responsible for the provision of the sites. Counsel also made a point that these types of issues could be addressed in the DRI process. Staff then responded that the language specified minimum requirements, and if the DRI process revealed that more acreage was needed or other issues needed to be addressed, then the minimum requirements could be exceeded, or these other issues could be addressed. Staff also pointed out that the request before them was for a plan amendment, and at the present time, that was the only mechanism available for staff to address the potential impacts.

The Board's legal counsel also raised the issue that there was a potential problem with the location of the proposed language under the heading of commercial site location standards in Policy 6.1.2. The current location for the proposed language might be viewed as indicating that the requirements for public facility sites are necessary in order to meet site location standards for Regional Commercial. In reality, the requirements are only intended to apply as a result of the change in land use and the possible development of a regional center on the site. This comment was noted, but the Board did not take any action on it.

The Board was hesitant to include the specific acreage requirements for community facilities as text in the Plan, but did suggest that more general language might be appropriate. The Board thought it would be appropriate to add text that would require certain specific items to be addressed if this property was developed as a single DRI for a mixed-use regional center. The Board did not suggest any type of specific mitigation requirements for community facility impacts. Instead, they suggested leaving it open, so that any type of impact mitigation would be based on the development parameters proposed for the property

through rezoning and/or DRI review. The Board, by suggesting this, was attempting to put into writing that they had concerns about impacts to certain community facilities, and wanted to ensure that these impacts were appropriately mitigated at the zoning or DRI stage. They wanted this idea conveyed even if the language did not specify the type of mitigation to be provided. The items that the Board wanted to see addressed were: impacts to flow-ways, community and regional park levels of service, roadway levels of service, public schools, fire protection services, and affordable housing. The understanding was that staff would be required to specifically address each of these issues during the rezoning process prior to a regional commercial center being developed on the property.

The Board moved to transmit the amendment, provided that language was added to the Plan that would require the following items to be addressed in the DRI and rezoning process: impacts to flow-ways, community and regional park levels of service, roadway levels of service, public schools, fire protection services, and affordable housing.

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

- BOARD ACTION: The Board voted to transmit the proposed map and text amendments to DCA, with the text additions shown in Item D below.
- BASIS AND RECOMMENDED FINDINGS OF FACT: The Board accepted the findings of fact as advanced by staff.

C. VOTE:

JOHN ALBION	AYE
ANDREW COY	AYE
BOB JANES	AYE
RAY JUDAH	AYE
DOUG ST. CERNY	AYE

D. BOARD TRANSMITTAL LANGUAGE:

Policy 6.1.2.4....

f. The Commercial Site location standards described in this policy do not apply to Regional Commercial development approved as a single mixed-use Development of Regional Impact containing regional shopping opportunities on a 483-acre portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the east by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the north by a line located one half mile north of Coconut Road designated Urban Community, provided that the DRI specifically addresses:

- 1) Impacts to flow-ways,
- 2) Community and Regional Park levels of service,

- 3) Roadway levels of service,
- 4) Public Schools,
- 5) Fire protection services, and
- 6) Affordable housing.

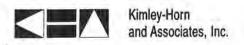
PART V - DEPARTMENT OF COMMUNITY AFFAIRS OBJECTIONS, RECOMMENDATIONS, AND COMMENTS (ORC) REPORT

DATE OF ORC REPORT:	
DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS	

B. STAFF RESPONSE

PART IV - BOARD OF COUNTY COMMISSIONERS HEARING FOR ADOPTION OF PROPOSED AMENDMENT

I	DAT	E OF ADOPTION HEARING:
J	BOA	RD REVIEW:
1	воа	RD ACTION AND FINDINGS OF FACT SUMMARY:
1	1.	BOARD ACTION:
2	2.	BASIS AND RECOMMENDED FINDINGS OF FACT:
	VOT	E:
		JOHN ALBION
		ANDREW COY
		BOB JANES
		RAY JUDAH
		DOUG ST. CERNY



September 5, 2000

4431 Embarcadero Drive West Palm Beach, Florida 33407

Mr. Daniel L. Trescott DRI Coordinator Southwest Florida Regional Planning Council 4980 Bayline Drive, 4th Floor North Fort Myers, Florida 33917-3909

Re:

Simon Suncoast

Development of Regional Impact

040325004

Dear Dan:

On behalf of Oakbrook Properties, Simon Property Group, and the consultant team, Kimley-Horn and Associates, Inc. is pleased to submit 20 copies of the Development of Regional Impact Application for Development Approval (DRI-ADA) for Simon Suncoast DRI. By copy of this letter, we are also submitting twelve copies directly to Lee County.

Please call me at 561/845-0665 if you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher A. Squires, P.E.

Principal

CAS/lem

Enclosures

Cc: Lee County Development Services (12 copies)

David McArdle – Oakbrook Properties Frank Scarlati – Oakbrook Properties Chuck Schneider – Simon Property Group Tom Schneider – Simon Property Group

Michael Dennis, Penny Cople - Breedlove, Dennis, & Associates

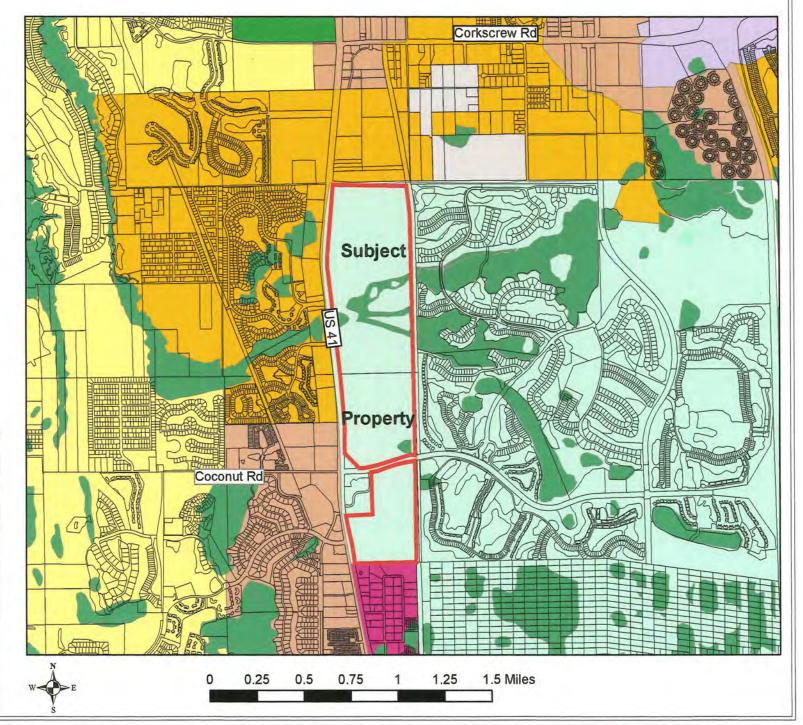
Ned Dewhirst - Hole, Montes, & Associates

Jim Humphrey, Mike Roeder - Humphrey & Knott

David Plummer, Ron Talone - David Plummer & Associates

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TEL 561 845 0665 FAX 561 863 8175 CPA 2000-30
Existing
Future Land
Use Categories



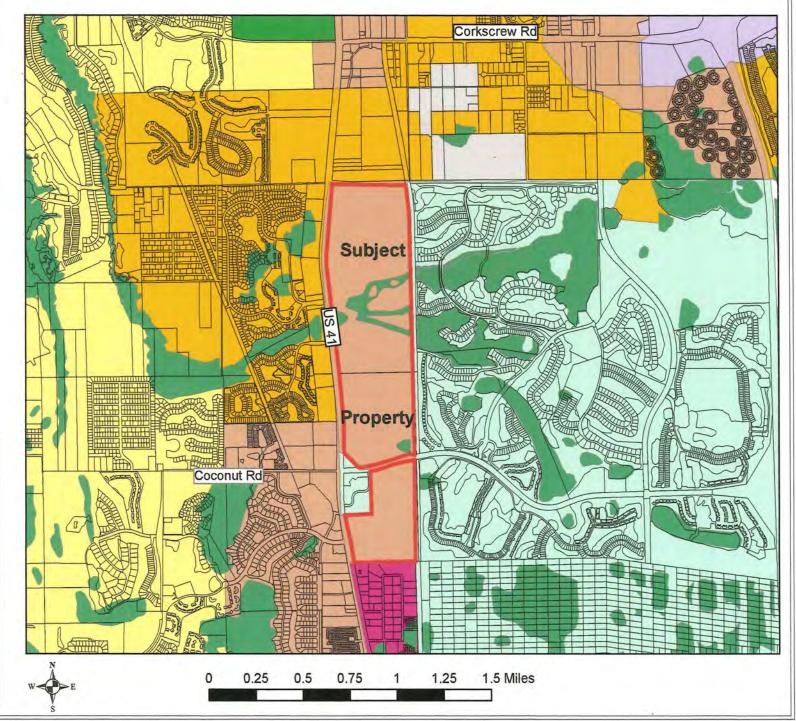
Urban Community
Suburban
Outlying Suburban
Industrial Development
Public Facilities
General Interchange
Rural
Upland Conservation Lands
Wetlands
Wetland Conservation Lands

Upland Conservation Lands

Wetland Conservation Lands

Map created: 11-27-01

CPA 2000-30
Proposed
Future Land
Use Categories



Urban Community
Suburban
Outlying Suburban
Industrial Development
Public Facilities
General Interchange
Rural
Upland Conservation Lands
Wetlands
Wetland Conservation Lands
Upland Conservation Lands

Map created: 11-27-01

CPA 2000-30 PRIVATELY SPONSORED AMENDMENT TO THE

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

Privately Sponsored Application and Staff Analysis

BoCC Transmittal Document for the December 13th, 2001 Public Hearing

> Lee County Planning Division 1500 Monroe Street P.O. Box 398 Fort Myers, FL 33902-0398 (941) 479-8585

> > November 26, 2001

LEE COUNTY DIVISION OF PLANNING STAFF REPORT FOR COMPREHENSIVE PLAN AMENDMENT CPA 2000-30

1	Text Amendment	1	Map Amendment
			The state of the s

1	This Document Contains the Following Reviews:
1	Staff Review
1	Local Planning Agency Review and Recommendation
	Board of County Commissioners Hearing for Transmittal
1	Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report
	Board of County Commissioners Hearing for Adoption

STAFF REPORT PREPARATION DATE: November 19, 2001

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Simon Property Group and Oakbrook Properties, represented by Matthew D. Uhle of Knott, Consoer, Ebelini, Hart & Swett, P.A.

2. REQUEST:

- Amend the Future Land Use Map series, Map 1, the Future Land Use Map, for a 483-acre parcel of land located in Sections 04 and 09, Township 47 South, and Range 25 East to change the Future Land Use classification from "Rural" to "Urban Community."
- Amend Policy 6.1.2.4 of the Lee Plan to specifically allow the consideration of a Regional Commercial center on the subject property.

B. BACKGROUND INFORMATION

1. EXISTING CONDITIONS

SIZE OF PROPERTY: 483 +/- ACRES

PROPERTY LOCATION: The subject property is generally located on the east side of U.S. 41, at its intersection with Coconut Road in South Estero.

EXISTING USE OF LAND: The subject property is currently vacant.

CURRENT ZONING: The subject property is zoned AG-2

CURRENT FUTURE LAND USE CATEGORY: The 483-acre subject property has two Future Land Use designations: Rural (432.35 acres) and Wetlands (50.79 acres)

C. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. REVISED RECOMMENDATION: Planning staff recommends that the Board of County Commissioners transmit the proposed amendment to Map 1, the Future Land Use Map, to change the Future Land Use designation of the subject property from the "Rural" land use category to the "Urban Community" land use category. Staff recommends that the areas of the property currently designated as "Wetlands" will remain designated as such.

Staff further recommends approval of the requested text amendment to Policy 6.1.2.4 to allow the consideration of a Regional Commercial center on the subject property. Staff recommends the following language be added to Policy 6.1.2.4:

- f. Not withstanding prohibitions contained elsewhere in this plan, Regional Commercial development may be granted in a portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the East by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the North by a line located one-half mile north of Coconut Road, provided that:
- (1) A minimum of one acre of the property must be donated dedicated to Lee County for use as a fire station. This land must be deeded to the County prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated dedicated, if it is eligible for credits under the County's impact fee ordinance.
- (2) A minimum of five acres of the property must be donated dedicated to the School District of Lee County for use as a public school. This land must be deeded to the School District prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated dedicated, if it is eligible for credits under the County's proposed school impact fee ordinance.
- (3) Subsequent to these land donations dedications, the County will initiate an amendment to the Future Land Use Map to change the Future Land Use designation of these donated properties to Public Facilities.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- The proposed plan amendment is being undertaken for the specific purpose of developing a regional mall and associated commercial and residential development on the subject property. A rezoning application and a DRI development approval application have been submitted concurrently with this amendment.
- While the analysis of the amendment should focus primarily on the impacts of the land use category change alone, it is necessary to consider the impacts of the potential development scenario that has been proposed.
- * The redesignation of the subject property from Rural to Urban Community will increase the demand for public services and infrastructure in this area. This will occur whether the end use is a regional mall or some other development that fits within the density/intensity limitations of the Urban Community land use category.
- The potential number of residential dwelling units that could develop on the subject property will increase from 434 to 2,898 if this plan amendment is approved.
- Staff has identified potential deficiencies in the capacity of the surrounding road network, the public school system, and fire protection services that could result from this proposed plan amendment. All other infrastructure and services are existing or planned, with adequate capacity to serve the subject property.
- The development of a regional mall will cause four road segments to operate below acceptable levels of service prior to the Year 2020. The land use map amendment alone will result in increased traffic in Estero, but will not necessarily cause any road segments to fail. The ultimate end use of the property will be required to provide appropriate traffic impact mitigation at the time of rezoning or DRI development approval.
- A compact and contiguous development pattern will be maintained through this
 amendment. The proposed amendment will not promote urban sprawl, as the
 subject property is located adjacent to a significant amount of existing and approved
 urban development.
- Since the time when the subject property was originally designated as Rural in the 1984 Lee Plan, conditions and land use patterns in the area have changed to the point that Rural is no longer the most appropriate land use category for the subject property.
- The retail commercial intensity proposed by the Simon Suncoast DRI would not meet the applicable commercial site location standard under Goal 6 for a regional commercial development.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

SUMMARY OF REQUEST

The applicants, Simon Property Group and Oakbrook Properties, are requesting a change of Future Land Use designation from "Rural" to "Urban Community" for approximately 483 acres of land in Estero. The application materials and correspondence associated with this plan amendment have been included with this report. The site is located between U.S. 41 and the Seminole Gulf Railway tracks, and extends from Williams Road south past Coconut Road. The subject property is in Sections 04 and 09, Township 47 South, Range 25 East. A graphic showing the location of the subject property is provided in Attachment 1 of this report.

The applicants have also requested a text amendment to Policy 6.1.2.4 of the Lee Plan to allow the consideration of a Regional Commercial center on a portion of the subject property.

It should be noted that, while it is not part of this comprehensive plan amendment application, a rezoning application has been submitted to the County to rezone the subject property from AG-2 to MPD to accommodate a regional mall. A Development of Regional Impact (DRI) application for a regional mall has also been provided to the County as well as to the Regional Planning Council. While it is not common to consider specific development scenarios in the review of a comprehensive plan amendment application, staff has considered the fact that this plan amendment has been undertaken specifically to accommodate a regional mall, and that the mall will be the likely end use of the property, if in fact the Simon site ends up being the site for the regional mall in Lee County. The proposed land use summary as established in the rezoning and DRI application is as follows:

Retail: 1,800,000 square feet Office: 300,000 square feet

Hotel: 600 Rooms

Assisted Living Facility: 200 units Multi-Family Residential: 1,000 units

The parameters listed above are just one proposed development scenario that could be accommodated under the proposed Urban Community land use category. There is a wide variety of other uses that could occur on the property. This staff report will primarily consider the impact of the proposed change to the Future Land Use Map, while giving secondary consideration to the possibility of the regional mall complex being a likely end user of the property.

LAND USE PLANNING CONSIDERATIONS

Surrounding Zoning and Land Uses

To the north of the subject property are several vacant parcels zoned AG-2. The Future Land Use designation for the area immediately north of the subject property is Suburban. The parcels to the north of the subject property are currently vacant. It should also be noted that Estero High School is located approximately one-half mile to the north and west of the subject property.

To the east of the subject property is The Brooks of Bonita Springs, which is a partially-developed 2,492-acre mixed use project. The Brooks is approved for a total of 4,060 multi family dwelling units, 1,140 single family dwelling units, a 120-room hotel/motel, and 250,000 square feet of commercial development. There is a pending amendment to the Brooks DRI that would increase the number of single family units to 1,600, reduce the number of multi-family units to 2,460, and add 20,000 square feet of commercial use. The Brooks development is zoned MPD, and is located in the Rural Future Land Use Category, with a small portion of the property located in the Suburban Future Land Use Category. The Brooks was approved under the Planned Development District Option (PDDO), which allowed urban densities to be achieved outside of the future urban areas, provided the applicant demonstrated that the proposal will be totally independent of County-subsidized facilities and services.

To the south of the subject property is a 62-acre industrial subdivision that is zoned IL. Also, immediately to the south of the subject property is a CG-zoned parcel containing a restaurant. The Future Land Use designation for the area south of the subject property is Industrial Development.

To the west of the subject property is U.S. 41, and a variety of developments set out as follows from north to south:

- Williams Place CPD, which is a 12.19-acre parcel approved for 90,000 square feet of commercial, and is currently being developed as a strip center, anchored by an Albertson's supermarket.
- Estero Greens CPD, which is approved for 100,000 square feet of retail and 129,000 square feet of office uses.
- Tulip Associates CPD, which is a 13.47 acre property approved for 130,500 square feet of commercial uses, 30,000 of which may be retail.
- Coconut Road MPD, which is a 46-acre property approved for 250,000 square feet of retail
 uses and 142 dwelling units. In the alternative, the property could develop with 200,000
 square feet of light industrial uses.
- Pelican Landing RPD/CPD, which is approved for 4,400 residential units, 750 hotel/motel units, 475,000 square feet of commercial office, and 300,000 square feet of commercial retail.

The Future Land Use designations to the west of the subject property are Suburban and Urban Community.

An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing, with the recent development of The Brooks, Pelican Landing, and several small commercial parcels. The surrounding Future Land Use categories consist of Urban Community, Suburban, Industrial Development, and Rural. The Rural areas adjacent to the subject property are currently being developed with urban densities through the use of the PDDO option. The proposed Urban Community designation would be generally compatible with the adjacent

Future Land Use categories, although compatibility will be ultimately determined during the rezoning process based on a proposed plan of development.

Environmental Considerations

The 483-acre subject property contains 36.23 acres of South Florida Water Management District jurisdictional wetlands and an additional 14.56 acres of surface waters. The following FLUCCS categories were observed on the site:

FLUCCS Code	Description	Acreage
211	Improved Pasture	404.45
415	Slash Pine-Melaleuca Upland Forest	6.74
526	Borrow Lakes	19.37
624	Melaleuca-Slash Pine-Cypress Mixed Wetland Forest	20.61
640	Vegetated Non-Forested Wetlands	10.81
746	Previously Cleared/Disturbed Area	6.84
814	Roads	14.32
		483.14

According to materials submitted with the rezoning/DRI application, development of the property will occur primarily within the improved pasture areas and the melaleuca infested pine flatwoods. Approximately 22.15 acres of jurisdictional wetlands and 4.81 acres of jurisdictional surface waters will remain unaltered.

The majority of the wetlands on the property are part of a natural surface water flowway that runs east to west across the property. This is a well-defined drainage conveyance that will be utilized in the overall surface water management system for the property. This flowway plays an important role in water conveyance, stormwater storage, and providing wildlife habitat. Most of the flowway is currently designated as Wetlands on the Future Land Use Map. The on-site wetlands have not been included in the plan amendment request, and will therefore remain as Wetlands on the Future Land Use Map. The wetland lines on the map will be adjusted to reflect the jurisdictional wetland lines surveyed by the South Florida Water Management District and provided by the applicant.

A species survey of the subject property has been conducted, and the following wildlife species were observed on the site: wood stork, little blue heron, snowy egret, and tricolored heron.

Soils

The applicant has provided a soils map in the background materials. The following is a list and description of all soil types that appear on the subject property. The brief descriptions associated with these soil types are based on information provided in the <u>Soil Survey of Lee County</u>, <u>Florida</u> (U.S. Department of Agriculture, Soil Conservation Service, 1984).

- **6 Hallandale Fine Sand** This is a nearly level, poorly drained soil, on low, broad flatwoods areas. The available water capacity of this soil is low.
- 11 Myakka Fine Sand This is a nearly level, poorly drained soil on broad flatwoods areas. The available water capacity is medium in the subsoil and very low in the surface and subsurface layers.
- 13 Boca Fine Sand This is nearly level, poorly drained soil on flatwoods. The available water capacity is low in the surface and subsurface layers and medium in the subsoil.
- 14 Valkaria Fine Sand This is a nearly level, poorly drained soil in sloughs. The available water capacity is low.
- 26 Pineda Fine Sand This is a nearly level, poorly drained soil in sloughs. The available water capacity is very low in the surface and subsurface layers, and in the upper sandy part of the subsoil, and medium in the lower loamy part of the subsoil.
- 27 Pompano Fine Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is low.
- 28 Immokalee Sand This is a nearly level, poorly drained soil in flatwoods areas. The available water capacity is medium in the subsoil and very low in the surface and subsurface layers.
- 34 Malabar Fine Sand This is a nearly level, poorly drained soil in sloughs. The available water capacity is low in the surface and subsurface layers and the upper part of the subsoil and medium in the lower part of the subsoil.
- 42 Wabasso Sand Limestone Substratum This is a nearly level, poorly drained soil on broad flatwoods areas. The available water capacity is low in the surface and subsurface layers and the upper part of the subsoil, and medium in the lower part of the subsoil.
- 49 Felda Fine Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is low in the surface and subsurface layers and medium in the subsoil.
- 51 Floridana Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is medium in the surface layer and subsoil, and low in the subsurface layer.
- 73 Pineda Fine Sand, Depressional This is a nearly level, poorly drained soil in depressions. The available water capacity is low in the surface and subsurface layers and medium in the subsoil.

75 - Hallandale Fine Sand, Slough - This is a nearly level, poorly drained soil in sloughs. The available water capacity is low.

Internal Consistency with the Lee Plan

The proposed amendment seeks to change the Future Land Use category of the subject property from Rural to Urban Community. The Rural category is considered part of the "Non-Urban Areas" on the Future Land Use Map. Objective 1.4 describes the "Non-Urban Areas" as "those areas not anticipated for urban development at this time." Policy 1.4.1 describes the Rural land use category as follows:

POLICY 1.4.1: The Rural areas are to remain predominantly rural--that is, low density residential, agricultural uses, and minimal non-residential land uses that are needed to serve the rural community. These areas are not programmed to receive urban-type capital improvements, and they can anticipate a continued level of public services below that of the urban areas. Maximum density in the Rural area is one dwelling unit per acre (1 du/acre).

Policy 1.4.1 states that Rural areas are comprised primarily of low density residential uses, agriculture, and minimal non-residential uses needed to serve the rural community. These areas are not programmed to receive urban-type capital improvements, and they will have a level of public services below that the urban areas. The subject property no longer fits these characteristics of the Rural land use category. The subject property is located in an area of the county that has experienced significant growth and development in recent years. The areas around the subject property have developed with large master-planned communities such as Pelican Landing and The Brooks, both of which contain single-family and multi-family dwelling units plus large commercial components. There are also several commercial developments planned along the west side of U.S. 41. The subject property is located on U.S. 41, a four lane divided arterial roadway that is currently programmed for widening to 6 lanes. Public utilities and services are readily available to the subject property. These factors lead staff to the conclusion that Rural is no longer the most appropriate designation for the subject site. A continued designation of Rural would represent an underutilization of existing public facilities and services available in this area of the County.

The proposed land use category for the subject property is Urban Community. Policy 1.1.4 describes the Urban Community areas as follows:

POLICY 1.1.4: The Urban Community areas are areas outside of Fort Myers and Cape Coral that are characterized by a mixture of relatively intense commercial and residential uses. Included among them, for example, are parts of Lehigh Acres, San Carlos Park, Fort Myers Beach, South Fort Myers, Bonita Springs, Pine Island, and Gasparilla Island. Although the Urban Communities have a distinctly urban character, they should be developed at slightly lower densities. As the vacant portions of these communities are urbanized, they will need to maintain their existing bases of urban services and expand and strengthen them accordingly. As in the Central Urban area, predominant land uses in the Urban Communities will be residential, commercial, public and quasi-public, and limited light industry (see Policy 7.1.6). Standard density ranges from one dwelling unit per acre (1 du/acre)

to six dwelling units per acre (6 du/acre), with a maximum of ten dwelling units per acre (10 du/acre).

Policy 1.1.4 describes Urban Community areas as having a relatively intense mix of residential and commercial uses. The description of the Urban Community category is consistent with the existing and planned uses on and around the subject parcel. The Urban Community category would also be one of the few land use categories in the Lee Plan that could be applied to this property in order to accommodate the development of a regional mall.

The subject property is currently located in the Bonita Springs Planning Community, but will be located in the newly created Estero Planning Community upon adoption of pending plan amendment PAM/T 99-20. This plan amendment has been transmitted by the Board of County Commissioners to the Department of Community Affairs for review. For purposes of this staff analysis, it has been assumed that the new planning communities map and acreage allocation table 1(b) will be adopted as transmitted by the BoCC, and that this property will be in the Estero Planning Community.

Policy 1.7.6 discusses the Planning Communities Map (Map 16) and Acreage Allocation Table (Table 1(b)). This map and table depict the proposed distribution, extent, and location of generalized land uses for the year 2020. Acreage totals are provided for land in each Planning Community in unincorporated Lee County. No final development orders or extensions to final development orders will be issued or approved by Lee County which would allow the acreage totals for residential, commercial or industrial uses contained in Table 1(b) to be exceeded.

Once the pending amendments to the 2020 allocations are adopted, there will be 327 acres allocated for residential development in the Urban Community land use category in the new Estero Planning Community. Of these 327 acres, approximately 100 acres will remain available for residential development. There will also be 1,379 acres allocated for commercial development in the new Estero Planning Community. Of these 1,379 acres, 1,203 acres will remain available for commercial development.

Staff believes that the existing allocations for residential and commercial will be sufficient to accommodate the proposed urban density and intensity on the subject 483-acre site. Depending upon the specific density and intensity that would develop on the subject property, changes may be necessary to the acreage allocation Table 1(b). The development parameters of the rezoning and DRI that are being processed concurrently with this plan amendment application could be accommodated under the existing acreage allocations. If subsequent changes are necessary, the applicant or developer will be responsible for amending Table 1(b) accordingly.

Goal 2 of the Lee Plan and its subsequent objectives and policies address growth management concerns. Goal 2 seeks to provide for an economically feasible plan which coordinates the location and timing of new development with the provision of infrastructure by government agencies, private utilities, and other sources. The subject property has access to the arterial road network as well as to public water and sewer. The designation of the subject property to a more urban land use category would allow for new urban development to occur in an area that already has urban infrastructure. The development of a regional mall on the property, however, will create a need for

some additional infrastructure and services. The proposed amendment could result in certain roadway segments operating below acceptable level of service standards. The amendment could also overburden public school resources in the area as well as reduce the effectiveness of existing fire protection services. These items will be addressed in more detail later within this staff report. Any deficiencies in public infrastructure and services that result from the development of the subject property will need to be mitigated by the developer during the rezoning and DRI approval process.

Objective 2.2 seeks to direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Staff believes that a compact and contiguous growth pattern will be achieved through this plan amendment. The subject property is within an already urbanized area between Estero and Bonita Springs, and is surrounded on three sides by existing or approved development. At buildout, The Brooks to the east will contain over 5,000 residential units and Pelican Landing to the east and south will contain nearly 4,500 residential units. Both of these developments will also contain significant amounts of commercial area at buildout. Additionally, there are several individual commercial developments that are built or approved on the east side of U.S. 41, making this area an emerging urban center. The requested plan amendment will allow urban development to occur on vacant property contiguous to existing urban development. Staff finds that a compact growth pattern is preferable to urban development occurring more distant from existing urban areas and urban infrastructure. Staff finds that the proposed plan amendment promotes a compact growth pattern and minimizes urban sprawl.

Policy 2.2.1 states that the Future Land Use Map indicates the uses and density ranges that will ultimately be permitted on a given parcel. However, it is not a guarantee that such densities or uses are immediately appropriate, as the map provides for the county's growth up to the Year 2020. During the rezoning process, the Board of County Commissioners will balance the overall standards and policies of this plan with three additional factors:

- 1. Whether a given proposal would further burden already overwhelmed existing and committed public facilities such that the approval should be delayed until the facilities can be constructed; and
- 2. Whether a given proposal is for land so far beyond existing development or adequate public facilities that approval should be delayed in an effort to encourage compact and efficient growth patterns; and
- 3. Whether a given proposal would result in unreasonable development expectations which may not be achievable because of acreage limitations contained in the Acreage Allocation Table (see Policy 1.7.6, Map 16 and Table 1(b)).

Staff believes that this is a critical policy in light of the fact that this plan amendment is being processed concurrently with the rezoning and DRI cases. While staff acknowledges that the purpose of the amendment is to accommodate a regional mall on the subject property, this amendment to the Future Land Use Map does nothing more than change the potential uses that could occur on the property. The amendment changes the Future Land Use designation to a

category that could accommodate a regional mall development, but the plan amendment by itself does not guarantee approval of a regional mall on this property. Policy 2.2.1 ensures that any potential development of the property will be served by adequate public facilities and services; will encourage compact and efficient growth patterns, and will be consistent with the Acreage Allocation Table 1(b). These standards will be applicable at the time of rezoning.

Objective 2.4 of the Lee Plan is to regularly examine the Future Land Use Map in light of new information and changed conditions, and make necessary modifications. Staff finds that conditions around the subject property have changed significantly since the property was designated as Rural with the establishment of the 1984 Lee Plan. At that time, this area of south Estero was still rural in nature, with sparse residential development and a minimal amount of commercial development. Since 1984, many new residential projects have been developed in the immediate area, including: The Brooks MPD, Pelican Landing RPD/CPD, and Fountain Lakes. Additionally, a significant amount of commercial development has been approved along U.S. 41, some of which remains unbuilt. Examples of approved commercial projects in the area include: Estero Greens CPD, Williams Place CPD, Camargo Trust MPD, Coconut Road MPD, The Brooks MPD, Pelican Landing RPD/CPD, and the Hyatt Regency Hotel. When all of these projects are built out, the area will have a distinctly urban character. Staff believes that these changing conditions must be considered in the evaluation of the proposed plan amendment. The development of major commercial and residential projects around the Simon property indicate that the property is no longer appropriate for rural levels of development, and that an urban designation would be more appropriate.

Policy 2.4.4 states that Lee Plan amendment applications to expand the Lee Plan's employment centers, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the Airport Commerce category just south of the Southwest Florida International Airport. Staff believes that this area is emerging as an employment center due to the presence of the approved commercial projects in the area. The redesignation of this property to Urban Community will allow for more retail development, which will create a significant number of additional jobs. The proposed plan amendment will solidify the status of this area as an employment center in Lee County.

Policy 6.1.2 of the Lee Plan identifies standards for commercial site location for various levels of commercial development. If a regional mall were developed on the subject property, it would need to be located at the intersection of two, and preferably three, arterial roadways. The subject property, however, only has access to one arterial roadway, U.S. 41. The property also has access to two collector roadways, Coconut Road and Williams Road. The subject property will also have access to the future Sandy Lane, which will be a two-lane road and classified as a collector. The applicant is in the process of obtaining binding commitments to provide 120 feet of right-of-way for a four-lane Sandy Lane that would extend from the project's southern boundary to Corkscrew Road. There is a possibility that this road could be classified as an arterial in the future, although the adopted 2020 Transportation Plan shows the future Sandy Lane as a collector road. At the present time, however, the property does not have the required intersection of two arterials that is necessary to develop a Regional Commercial center. The applicant has submitted a text amendment request to Policy 6.1.2 that would specifically allow a Regional Commercial center to

be developed on the property as an isolated case. Staff believes that, in light of the property's access to several existing and future collector roads as well as to U.S. 41, the access to the site is adequate to support the development of a regional mall. Staff believes that the overall access to the subject property from the surrounding road network is better than the access to the other two potential regional mall sites.

During the 2000/2001 amendment cycle, a new goal and subsequent objectives and policies were proposed to be added to the Lee Plan to address the Estero community planning effort. These new provisions have been transmitted by Board to DCA as of this writing. Policy 19.1.4 of the new language states that the Estero Community will work in conjunction with private developers, public agencies and community service providers to establish one or several town commons that encourage the location of a post office, public meeting hall, outdoor plaza, governmental offices, medical providers and recreational opportunities. Although the end uses of the subject property are beyond the scope of this plan amendment, staff believes that the final development will be a town center concept that could allow for the types of uses listed under Policy 19.1.4. The applicant has submitted that the proposed mall will function as a community center, in a manner that is consistent with the vision of the Estero Community Plan.

Staff finds no apparent internal inconsistencies with any Lee Plan provisions associated with the proposed plan amendment. The County will be required to make a finding of Lee Plan consistency for the specific development plans associated with the rezoning and DRI process. At that time, staff will attempt to advance specific conditions to ensure consistency with all applicable provisions of the Lee Plan.

Comparison of Development Potential

As noted previously, the subject property contains 432.35 acres of uplands and 50.79 acres of wetlands and surface waters. The subject property is currently designated as "Rural" and "Wetlands" on the Future Land Use Map. The Rural land use category allows a maximum density of one dwelling unit per acre of uplands, while the Wetlands category allows a maximum density of one dwelling unit per 20 acres. Under the existing Rural designation, the 483-acre property could potentially develop with approximately 434 residential dwelling units. Commercial uses would be limited to only those that would be necessary to serve the rural community. Industrial uses would not be permitted.

Under the proposed Urban Community designation, the subject property would be eligible for significantly more development than it would under the Rural designation. The Urban Community land use category allows a standard residential density of up to 6 dwelling units per acre. According to the Lee Plan Density Table 1(a), density in the Urban Community areas may be transferred from wetlands to contiguous uplands, as long as the resulting upland density does not exceed 8 dwelling units per acre. A separate calculation is also done where the entire acreage of the property is multiplied by the maximum standard density for Urban Community (6 dwelling units per acre). The method of calculation that produces the lower number of units is the method that is used for the density calculation. In this case, the lower number is produced by multiplying the entire project acreage by the maximum standard density (483.14ac. x 6 du/ac). The maximum number of dwelling units under the Urban Community Designation, therefore, is 2,898. As far as commercial uses, there is no specific size limitation other than what could reasonably fit on the

property while still being consistent with all other provisions of the Lee Plan and Land Development Code. Light industrial uses are also permitted in the Urban Community category, but are not assigned any specific square footage limitation.

Population Accommodation

Under the current Rural land use designation, approximately 434 dwelling units could be constructed on the subject property. These dwelling units would accommodate approximately 907 persons on the Future Land Use Map (434 dwelling units x 2.09 persons per dwelling unit). The population accommodation capacity of the subject property under the current Future Land Use designation is 907 persons.

Under the proposed Urban Community land use category, approximately 2,898 dwelling units could be constructed on the subject property under the standard density restriction of 6 dwelling units per acre. These dwelling units would accommodate approximately 6,056 persons on the Future Land Use Map (2,898 dwelling units x 2.09 persons per dwelling unit). The population accommodation capacity of the subject property under the proposed Future Land Use designation is 6,056 persons.

The proposed Urban Community land use category provides the option to use bonus density, which would allow a maximum density of up to 10 dwelling units per acre. The subject property could accommodate up to 4,830 dwelling units using one of the bonus density options. These dwelling units would accommodate approximately 10,094 persons on the Future Land Use Map (4,830 dwelling units x 2.09 persons per dwelling unit). The population accommodation capacity of the subject property under the proposed Urban Community designation, using one of the bonus density options, would be approximately 10,094 persons.

The proposed Future Land Use Map change will increase the population accommodation of the Future Land Use Map by approximately 5,047 persons, if the maximum standard density for the Urban Community category is utilized. If the maximum bonus density is utilized, then the proposed map amendment will increase the population accommodation of the Future Land use map by a maximum of 9,085 persons. The figures presented above assume that the entire property would develop with residential uses. If portions of the subject property are ultimately utilized for non-residential uses, then the population accommodation of the property will be reduced.

Re-designating Lands from Non-Urban to Future Urban

The proposed amendment would redesignate 483 acres of land from a non-urban designation to a Future Urban designation. There is no established need for additional urban land in Lee County, as the Future Land Use map contains more than enough urban land to accommodate the County's projected population to the Year 2020. Staff believes, however, that the subject property is not ideally suited for its current non-urban designation. The subject property is located in an urbanized area and has urban infrastructure available or programmed. The development of rural densities and intensities on the subject property would represent an underutilization of the existing and planned urban infrastructure and services in the area.

The Florida Department of Community Affairs (DCA) has defined sprawl as "premature, low-density development that 'leapfrogs' over land that is available for urban development." Clearly,

the redesignation of the subject property to an urban land use category does not constitute sprawl. The property is surrounded on all sides by existing or approved urban development. A contiguous and compact growth pattern will be encouraged through this change to the Future Land Use Map. Vacant parcels will not be bypassed in a "leapfrog" manner in order to accommodate urban development on the subject property.

Staff finds that the addition of 483 acres of urban land to the Future Land Use Map is justified in this case. In fact, this area is more suitable for urban development in terms of infrastructure availability than many of the current Future Urban Areas shown on the Future Land Use Map. Staff is not making a finding that a regional mall development is necessarily appropriate in this location, but is simply making a finding that an urban designation is justified for the subject property at this time.

IMPACTS TO SERVICES

Transportation

The subject property currently has access from several County roadways. The property will have its primary access from U.S. 41, an arterial roadway. The property will also have secondary access from Williams Road (major collector), Coconut Road (major collector), and the future Sandy Lane extension (listed as a future collector).

The Lee County Department of Transportation (LCDOT) has reviewed the request and has provided written comments dated July 6, 2001, October 3, 2001, and November 15, 2001 (see Attachments 2, 3, and 4). LCDOT used the Florida Standard Urban Transportation Modeling Structure (FSUTMS) to project future roadway needs for the Lee Plan horizon year, which is currently 2020. Part of the input data is the land use, population and employment projections by Traffic Analysis Zone. The input data has been modified for this analysis to include the Simon Suncoast project. The FSUTMS output is given in peak season weekday traffic. The output was converted to P.M. peak hour directional volumes in order to develop a level of service estimate. The results are compared to the model output reflecting the December 8, 2000 Lee County MPO 2020 Financially Feasible Highway Plan.

DOT had previously established that several road segments in the area are projected to operate below the adopted level of service standard in 2020 if the subject property is developed with a regional mall. Based on the most recent analysis, the projected P.M. peak hour directional volumes would exceed the generalized service volumes at the adopted standards on the following four roadway segments:

I-75 from the Collier County line to Daniels Parkway
Old 41 from Bonita Beach Road to Terry Street
Ben Hill Griffin Parkway from the FGCU entrance to Alico Road, and
U.S. 41 from Koreshan Boulevard to Alico Road.

In the case of I-75, the current level of service standard set by the State is "C". The Simon Suncoast project would add traffic to the interstate, but with the planned six-lane improvement and other parallel facilities, I-75 is projected to operate at LOS "D". With the growth projected for Lee County, it is expected that the interstate will be within the urban area boundaries by 2020, which would change the

level of service standard to "D", and would bring the projected road condition within the established standards.

The impacted segment of Old 41 is also a unique circumstance. The segment from Bonita Beach Road to Terry Street is defined in Lee Plan Table 2(a) as a constrained road, precluding widening of the roadway despite the level of service failure. There are, however, intersection improvements that could be implemented to improve the operation of the roadway.

The Ben Hill Griffin segment is projected to exceed its maximum level of service "E" if the Simon regional mall is constructed. However, this roadway segment is located in an area of the University Community where the development plans concentrate most of the commercial square footage in the recently approved Gulf Coast Town Center DRI, another proposed location for a regional mall. The Alico Interchange Park DRI on the west side of the Alico Road/I-75 Interchange is a third proposed regional mall site. The projected model input data in both of those locations does not fully reflect the intensity of a Regional Retail Center over 1 million square feet, but does assume a significant amount of development that may not happen if the Simon Suncoast is successful in capturing the regional mall. Since it is our understanding that only one of the regional mall sites will be selected by the anchor stores for development, the conditions on Ben Hill Griffin Parkway may be overstated if the regional mall is ultimately developed on the Simon property.

The most significant impact from a comprehensive plan standpoint is on U.S. 41 from Koreshan Boulevard to Alico Road, where the 2020 AADT increased from 56,000 to 62,900 or by approximately 6,900 vehicles per day. The v/c ratio increased from 0.95 without the project to 1.04 with the project, exceeding the capacity of this roadway segment. This segment is also identified as being regionally impacted in the staff DRI analysis. The applicant has submitted information dated November 6, 2001 that analyzed the needed improvements to address this impact. They concluded that "improvements at key intersections will enhance the carrying capacity of this section of US 41, so that the Lee Plan level of service standard can be met in 2020 without widening US 41 beyond six lanes or upgrading parallel facilities." While DOT staff does not necessarily agree with this conclusion, staff believes that the mitigation for this comprehensive plan amendment impact will be most appropriately addressed as part of the DRI mitigation.

Utilities

The subject property is located within Bonita Springs Utilities franchise area for sanitary sewer service. According to the application, the subject property is projected to produce 590,000 gallons of sewage per day under the proposed Urban Community designation. This calculation was based on a proposed development scenario of 1,800,000 square feet of retail, 300,000 square feet of office, 600 hotel units, 200 assisted living units, and 1,000 dwelling units. Bonita Springs Utilities has indicated that it has the available capacity to serve the subject property from its existing wastewater treatment plant which has a maximum capacity of 4,250,000 gallons per day. There is an existing 24-inch force main located along U.S. 41 that would service the subject property. Bonita Springs Utilities has provided correspondence dated August 24, 2000 confirming that wastewater plant capacity is adequate to support the increase in development intensity that would result from this proposed land use map change.

The subject property is located in the Bonita Springs Utilities franchise area for potable water. The application has indicated, and staff has confirmed, that there is a 12-inch water main that runs along U.S. 41 at the subject property's boundary. According to the application, the subject property is projected to need 590,000 gallons of water per day under the proposed Urban Community designation. This calculation was based on a proposed development scenario of 1,800,000 square feet of retail, 300,000 square feet of office, 600 hotel units, 200 assisted living units, and 1,000 dwelling units. Bonita Springs Utilities has indicated that the available capacity of its existing water treatment plant is 7,500,000 gallons per day, and the current demand is 4,800,000 gallons per day. The existing water treatment plant, therefore, has adequate capacity to serve the subject property under the Urban Community designation. Bonita Springs Utilities has provided correspondence dated August 24, 2000 confirming that water plant capacity is adequate to support the increase in development intensity that would result from this proposed land use map change.

Solid Waste

The subject property is within Lee County Solid Waste District #2. The collection company for District #2 is Florida Recycling Services, Inc. With the existing Gulf Coast Landfill, the Waste-to-Energy facility, and the Lee/Hendry Disposal facility all online, staff anticipates that there will be adequate capacity in the County's solid waste system to accommodate the additional waste that will likely accompany the change to the Future Land Use Map.

Emergency Management - Hurricane Evacuation/Shelter Impacts

The Lee Plan discourages increased residential densities in Coastal High Hazard Areas. Objective 75.1 states that allowable densities for undeveloped areas within coastal high hazard areas will be considered for reduction. Policy 75.1.4 further states that land use designations of undeveloped areas within coastal high hazard areas will be considered for reduced density categories. Staff finds that the subject property is not located in the Coastal High Hazard Area as defined by the Lee Plan, and is therefore not subject to consideration of reduced density categories under Objective 75.1 and Policy 75.1.4. The property is located in the Category 3 storm surge zone according to the 1991 Lee County Hurricane Storm Tide Atlas, and is located in Flood Zone B, according the FEMA Flood Insurance Rate Maps.

Lee County Division of Emergency Management has reviewed the plan amendment request, and provided written comments dated July 7, 2001. A copy of this correspondence has been included as Attachment 5 to this report. If the land use category remains Rural, Emergency Management staff estimates that, in the event of a category 3 storm, there could be up to 515 vehicles evacuating the property that would use U.S. 41 as their primary evacuation route. Emergency Management staff estimates that these 515 evacuating vehicles would add approximately 11 minutes to the current evacuation time.

If the land use category is changed to Urban Community, Emergency Management staff estimate that, in the event of a category 3 storm, there could be up to 3,092 vehicles evacuating the property that would use U.S. 41 as their primary evacuation route. Emergency Management staff estimate that these 3,092 evacuating vehicles would add approximately 66.68 minutes to the current evacuation time.

These estimates assume that the entire property will be developed with residential uses. Emergency Management staff have correctly assumed a worst-case scenario where 2,898 dwelling units would be developed on the property. In reality, however, the proposed development plan only calls for 1,000 dwelling units, which would lower the projected evacuation times developed by Emergency Management staff. The projected 66.68 minutes added to evacuation times would be the maximum time that would be added under the Urban Community designation. This figure would be a worst-case scenario.

Police Protection

The Lee County Sheriff's office has reviewed the proposed plan amendment, and provided written comments dated July 24, 2000. A copy of this correspondence has been included as an Attachment 6 to this report. The Sheriff's office has indicated that it believes it will receive the necessary funding to generally support growth in demand, and that it will be able to provide service to any development that might occur on the subject property.

Fire Protection

The subject property is located in the Estero Fire District. The District staff have reviewed the proposed plan amendment, and provided written correspondence dated July 30, 2001 (see Attachment 10). According to the Estero Fire District, they will be able to provide service to the subject property provided that the developer sets aside approximately one acre of land on which The District could construct a fire rescue station. The Fire District is suggesting that such a condition be placed on the plan amendment. Staff has formulated a recommendation to add language to the Lee Plan that would require one acre of the subject property to be set aside specifically for a fire station prior to any development on the property. The donation of this land would be required whether the regional commercial center is developed on the property or if some other development were to occur. The impacts to fire protection services would actually be greater if the subject property were developed with residential uses rather than the regional commercial center. If this land donation is eligible for impact fee credits under the current impact fee ordinance, staff would recommend that credits be issued in exchange for the land donation. The area to be donated for the fire station would subsequently be redesignated as Public Facilities on the Future Land Use Map.

Emergency Medical Services (EMS) Impact

Lee County EMS staff have reviewed the proposed plan amendment and provided written comments dated September 19, 2001. A copy of this correspondence has been included as Attachment 7 of this report. According to Lee County EMS staff, the current and planned budgetary projections for additional EMS resources should adequately address any increased service demand from individuals or businesses occupying this parcel.

School Impacts

Staff of the School District of Lee County have reviewed the proposal and provided written comments dated July 24, 2001 (see Attachment 8). The subject property is located in the South Region of the District, south of Estero High School. Based on the proposed maximum total of 2,898 possible residential dwelling units that could result from the plan amendment from Rural to Urban Community, the Lee County School District is estimating that the proposal could generate up to 898 additional public school-aged children. This uses a standard generation rate of .31

students per dwelling unit. If the maximum number of dwelling units were developed on the property, it would create the need for approximately one new school in the system, encompassing the entire requisite staff, transportation costs, and core facilities. School District staff have also stated that regional mall developments create a multitude of spin-off developments and employment opportunities that will also contribute to further growth in the Lee County School District.

According to District staff, the schools in this region that would serve this development are operating at or above permanent student capacity levels. Those schools that exceed permanent student capacity levels are operating through the use of portable classroom buildings. The potential growth generated by this land use change would require either the addition of permanent student and auxiliary space or the placement of portable buildings. Either action imposes a fiscal impact on the District that should be addressed by the applicant. Based upon the current District budget, the fiscal operating impact would be \$5,907 per Full Time Equivalent (FTE) student, or up to \$5,304,486.00, separate from additional capital construction costs.

In order to provide mitigation for the public school impacts associated with this plan amendment, the School District has recommended that a five-acre site be set aside on the subject property for a public school. The applicant has previously indicated that they may be amenable to donating a 1.5-acre site to the Lee County School District, however, this small of a site would not enable the District to provide any type of sufficient facility to the community. Staff believes that, if the proposed regional mall is developed on the property, a five-acre school site should be provided by the applicant.

Staff has formulated a recommendation to add language to the Lee Plan that would require five acres of the subject property to be set aside specifically for a school site. The donation of this land would be required whether the regional commercial center is developed on the property or if some other development were to occur. The impacts to public school facilities would actually be greater if the subject property were developed with residential uses rather than the regional commercial center. If this land donation is eligible for impact fee credits under the proposed school impact fee ordinance, staff would recommend that credits be issued in exchange for the land donation. The area to be donated for the public school site would subsequently be resignated as Public Facilities on the Future Land Use Map.

Mass Transit

Lee Tran staff have reviewed the proposed plan amendment and offered written comments dated August 31, 2001. A copy of this correspondence is included as Attachment 9 of this report. Lee Tran has indicated that if the proposed regional mall is developed on the property, there would be increased ridership at this location. Lee Tran staff, therefore, have requested to have an opportunity to examine the subject property for additional transit amenities. Staff believes that transit amenities are a site-specific item that should be addressed during the DRI and rezoning process.

Community Parks

The subject property is located in Community Park District #8. The Lee Plan sets out a regulatory level of service and a "desired" level of service for community parks. The regulatory level of service is currently 0.8 acres per 1,000 permanent residents in the unincorporated area of each

district. The "desired" level of service was increased in 1996 to 1.75 acres per 1,000 permanent residents in the unincorporated area of each district, and was increased again in 1998 to 2.00 acres per 1,000 permanent residents in the unincorporated area of each district. According to the Concurrency Management Inventory and Projections the district will meet the basic regulatory standard for level of service through the Year 2005. The district, however, has not met the "desired" standard since 1997. The proposed plan amendment will add more potential residents to this park district, increasing the number of park acres required to meet the "desired" level of service.

B. CONCLUSIONS

The location of the subject property makes it more suitable for an urban designation than its current nonurban designation. The subject property is located in an emerging urban center along this segment of U.S. 41. The redesignation of the subject property would result in a contiguous and compact growth pattern and would minimize urban sprawl. Most basic urban infrastructure is either available or will be available at the time of development. The continued designation of the subject property as Rural would represent an underutilization of the existing and planned infrastructure and services in the area.

Staff found that the proposed land use change could result in deficiencies in the capacity of the road network and the school system in the area. Staff also found that additional facilities for fire protection would be needed. The change of land use category from Rural to Urban Community alone would not necessarily result in the need for these additional facilities and services. The development of the proposed regional mall creates the burden on roads, public schools, and fire protection services. Staff has formulated a recommendation that would address the potential public school and fire protection deficiencies through specific language in the Lee Plan. Staff believes that the transportation impacts would be more appropriately addressed through mitigation provided as part of the DRI.

C. REVISED STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners transmit the proposed plan amendment. Staff recommends that the following amendments be made to the Lee Plan.

- 1. Change the Future Land Use Map designation for the subject property from Rural to Urban Community.
- 2. Add the following language to Policy 6.1.2.4 of the Lee Plan:
 - f. Not withstanding prohibitions contained elsewhere in this plan, Regional Commercial development may be granted in a portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the East by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the North by a line located one-half mile north of Coconut Road, provided that:
 - (1) A minimum of one acre of the property must be donated dedicated to Lee County for use as a fire station. This land must be deeded to the County prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated dedicated, if it is eligible for credits under the County's impact fee ordinance.

- (2) A minimum of five acres of the property must be donated dedicated to the School District of Lee County for use as a public school. This land must be deeded to the School District prior to the first development order submittal for any development on the property. Lee County will recommend the issuance of impact fee credits for the land that is donated dedicated, if it is eligible for credits under the County's proposed school impact fee ordinance.
- (3) Subsequent to these land donations dedications, the County will initiate an amendment to the Future Land Use Map to change the Future Land Use designation of these donated properties to Public Facilities.

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: November 26, 2001

A. LOCAL PLANNING AGENCY REVIEW

Planning staff provided a brief summary of the proposed plan amendment. Staff recommended adding language to its original recommendation to ensure that, if a fire station site was provided, the location of the site would be mutually agreed upon by the property owner and the County. The applicant then provided a summary of the amendment, highlighting their justification for approval and expressing disagreement with a portion of the staff recommendation. There was a significant amount of discussion regarding the impacts of the amendment on fire protection and public schools, and specifically, where and when these impacts should be addressed. Staff was of the opinion that these impacts should be mitigated, and that language should be added to the Lee Plan to ensure that the impacts were mitigated. The applicant suggested that the Lee Plan was not the appropriate mechanism to require the impacts associated with the land use change to be mitigated. The applicant suggested that any type of mitigation should be based on the actual development parameters for the site, and not the potential worst-case scenario that staff has reviewed. The applicant favored placing any type of mitigation language into the DRI development order and zoning resolution, rather than the comprehensive plan.

The LPA had many concerns and questions about the proposed amendment. The LPA questioned how the traffic impacts would be addressed. Staff responded that traffic impact mitigation would be provided as part of the standard DRI traffic impact mitigation process. Lee County DOT was of the opinion that these impacts were more appropriately addressed in the DRI.

The LPA questioned how the impacts to hurricane evacuation times would be addressed. Staff responded that this amendment will likely cause an increase in hurricane evacuation times because the land use change would allow greater residential density. The hurricane evacuation time evaluation that was done as part of staff's review was based on a worst case scenario where the whole property would develop with residential uses at the maximum density. In reality, staff does not know how the property will develop. If the property develops with primarily commercial uses, then there will be fewer impacts to hurricane evacuation times. Given the wide variety of uses that could develop under the Urban Community designation, staff believes it would be more appropriate to address hurricane evacuation during the rezoning and DRI process.

The LPA questioned the impacts of this amendment on Community Parks. Staff responded that, if the amendment were adopted, the applicable park district would be able to meet the regulatory standard of 0.8 acres of community parks per 1,000 permanent residents. The "desired" standard of 2.0 acres per 1,000 permanent residents would not be met, but this standard has not been met since 1997. Staff acknowledged in the staff report that the conversion of this property to an urban land use category would potentially move the County farther from the "desired" standard because the amendment would increase the potential number of permanent residents in the area. The LPA questioned why staff did not recommend that the property owner provide a site for a community park. Staff responded that the location of this property was not ideal for a community park, and that a park was already planned for this area in the near future.

The LPA questioned how the additional commercial that could develop under the Urban Community designation would impact the County's overall projections for future commercial development in the County. Staff responded that this amendment would have little or no impact on the established projections given in the Table 1(b) of the Lee Plan, the Year 2020 Acreage Allocation Table. This table establishes a specific acreage limitation for commercial development in each Planning Community. This acreage is available on a "first-come-first-serve" basis. Once all of this acreage has been developed with commercial uses, then no final development orders or extensions to final development orders will be issued or approved by Lee County if they would allow the acreage totals for commercial uses contained in Table 1(b) to be exceeded. The commercial acreage cap for this planning community will remain the same whether or not this amendment is approved.

The LPA debated staff's proposed language regarding the provision of a fire station site and a public school site. Staff's language had suggested that the sites be "donated" by the applicant, which was not the best word to describe staff's intent. Staff anticipated that the sites could possibly be given to the County in exchange for impact fee credits. The LPA and the applicant pointed out that there might be other means for the County to obtain property within the subject site, such as a combination of cash payment by the County and impact fee credits. In order to leave the possibilities open, staff suggested that the word "provide" might be used instead of the word "donate." This would leave the method of acquiring the property open to several possibilities that could be worked out between the applicant and the County.

A member of the Estero Fire Rescue Board of Commissioners spoke in favor of staff's recommendation. This individual stated that the Estero Fire District needed a one-acre site at this location, and that it was important that the District be involved in choosing the location for this site.

A staff member of the Lee County School District spoke in favor of staff's recommendation of having a 5-acre school site provided within the subject property.

The primary issue of contention on this plan amendment was whether to require fire protection and public school impacts to be mitigated through language in the Lee Plan, or by delaying it until the DRI/zoning approval. The LPA had reservations about placing these types of specific mitigation requirements in the comprehensive plan, although the LPA generally agreed that these impacts needed to be mitigated. The majority of the LPA thought that the DRI development order and zoning resolution would be the appropriate mechanism to require the mitigation of impacts. The LPA moved that the amendment be transmitted to the Board of County Commissioners without staff's recommended Policies 6.1.2.4.f(1), (2), and (3).

It should be noted that staff was not in agreement with the recommendation of the LPA. Staff maintains its original recommendation.

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. **RECOMMENDATION:** The LPA recommended that the Board of County Commissioners transmit the proposed map and text amendment. The LPA recommended not to include staff's proposed Policy 6.1.2.4.f.(1), 6.1.2.4f.(2), and 6.1.2.4.f.(3) in the transmittal. Staff's proposed Policy 6.1.2.4.f, however, would remain as part of the transmittal.

2. BASIS AND RECOMMENDED FINDINGS OF FACT: The LPA accepted the findings of fact as advanced by staff, but found that school impacts and fire protection impacts would be more appropriately addressed as a part of the concurrent DRI and rezoning cases.

C. VOTE:

RONALD INGE AYE GORDON REIGELMAN AYE VIRGINIA SPLITT NAY	NOEL ANDRESS	AYE	
RONALD INGE AYE GORDON REIGELMAN AYE VIRGINIA SPLITT NAY	SUSAN BROOKMAN	AYE	
GORDON REIGELMAN AYE VIRGINIA SPLITT NAY	BARRY ERNST	ABSENT	
VIRGINIA SPLITT NAY	RONALD INGE	AYE	
	GORDON REIGELMAN	AYE	
GREG STUART ABSENT	VIRGINIA SPLITT	NAY	
	GREG STUART	ABSENT	

PART IV - BOARD OF COUNTY COMMISSIONERS HEARING FOR TRANSMITTAL OF PROPOSED AMENDMENT

DATE OF TRANSMITTAL HEARING: December 13, 2001

A.	BOARD REVIEW:		
B.	BOA	ARD ACTION AND FINDINGS OF FACT SUMMARY:	
	1.	BOARD ACTION:	
	2.	BASIS AND RECOMMENDED FINDINGS OF FACT:	
C.	vo	TE:	
		JOHN ALBION	
		ANDREW COY	
		BOB JANES	
		RAY JUDAH	
		DOUG ST. CERNY	

PART V - DEPARTMENT OF COMMUNITY AFFAIRS OBJECTIONS, RECOMMENDATIONS, AND COMMENTS (ORC) REPORT

DATE OF	ORC REPORT:	

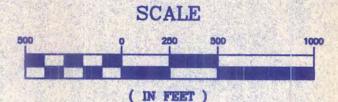
- A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS
- B. STAFF RESPONSE

PART IV - BOARD OF COUNTY COMMISSIONERS HEARING FOR ADOPTION OF PROPOSED AMENDMENT

DAT	'E OF ADOPTION HEARING:
BOA	ARD REVIEW:
BOA	ARD ACTION AND FINDINGS OF FACT SUMMARY:
1.	BOARD ACTION:
2.	BASIS AND RECOMMENDED FINDINGS OF FACT:
voi	TE:
	JOHN ALBION
	ANDREW COY
	BOB JANES
	RAY JUDAH
	DOUG ST. CERNY
	BOA

kwiktag* 022 562 400

CPA 2000-30 BACKUP COMP PLAN DRAWER



LENGTH BEARING 200.00 N70°20'35"E

238.23 N79*35'39"E

626.03 S06'40'09"E

577.44 \$46'02'16"E

25.19 \$01'57'26"E

32.80 \$N88'02'34"E

200.00 \$N70'20'35"E

263.08 \$N79'35'39"E

L3 152.05 N00°59'47"W L4 98.54 N10°28'26"W L5 674.92 N88*39'07"W

L6 225.81 S06°40'09"E

L8 274.74 S00"15'56"E

PERMIT COUNTER



LEGAL DESCRIPTION

A PORTION OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA; THENCE RUN S.88'56'17"W., ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 9, FOR A DISTANCE OF 5.89 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF THE SEABOARD COASTLINE RAILROAD, A 130.00 FOOT RIGHT-OF-WAY, AND THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; THENCE CONTINUE S.88'56'17"W., ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 9. FOR A DISTANCE OF 1,733.04 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HWY. NO. 41 (FLORIDA STATE ROAD NO. 45), A 200.00 FOOT RIGHT-OF-WAY; THENCE RUN N.10'32'05"W., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 971.33 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE EASTERLY: THENCE RUN NORTHERLY, ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 5,605.39 FEET, THROUGH A CENTRAL ANGLE OF 04'03'11", SUBTENDED BY A CHORD OF 396.43 FEET AT A BEARING OF N.08'30'30"W., FOR A DISTANCE OF 396.52 FEET TO THE END OF SAID CURVE: THENCE RUN N.88'07'51"E. FOR A DISTANCE OF 747.22 FEET TO A POINT ON A CIRCULAR CURVE, CONCAVE EASTERLY, WHOSE RADIUS POINT BEARS N.82"31"42"E., A DISTANCE OF 3,909.60 FEET THEREFROM; THENCE RUN NORTHERLY, ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 3,909.60 FEET, THROUGH A CENTRAL ANGLE OF 08" 29'31", SUBTENDED BY A CHORD OF 578.92 FEET AT A BEARING OF N.03"13'32"W., FOR A DISTANCE OF 579.45 FEET TO THE END OF SAID CURVE; THENCE RUN N.0045'56"W., FOR A DISTANCE OF 583.09 FEET: THENCE RUN N.0075'56"W., FOR A DISTANCE OF 47.04 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF COCONUT ROAD, A 150.00 FOOT RIGHT-OF-WAY, THE SAME BEING A POINT ON A CIRCULAR CURVE, CONCAVE NORTHERLY, WHOSE RADIUS POINT BEARS N.10'26'58"W., A DISTANCE OF 2,025.00 FEET THEREFROM; THENCE RUN EASTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 2,025.00 FEET, THROUGH A CENTRAL ANGLE OF 0912'27", SUBTENDED BY A CHORD OF 325.07 FEET AT A BEARING OF N.74'56'48"E., FOR A DISTANCE OF 325.42 FEET TO THE END OF SAID CURVE; THENCE RUN N.70°20'35"E., ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE FOR A DISTANCE OF 200.00 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE SOUTHERLY: THENCE RUN EASTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE RIGHT HAVING A RADIUS OF 3,025.00 FEET, THROUGH A CENTRAL ANGLE OF 09"15"04", SUBTENDED BY A CHORD OF 487.89 FEET AT A BEARING OF N.74"58"07"E., FOR A DISTANCE OF 488.42 FEET TO THE END OF SAID CURVE: THENCE RUN N.79"35"39"E., ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 238.23 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF THE SEABOARD COASTLINE RAILROAD, A 130.00 FOOT RIGHT-OF-WAY; THENCE RUN S.00'59'47"E., ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 2,869.10 FEET TO THE POINT OF BEGINNING; CONTAINING 95.885 ACRES, MORE OR LESS.

A PORTION OF SECTIONS 3, 4, 9, AND 10, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA: THENCE RUN S.88'56'17"W., ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 9, FOR A DISTANCE OF 5.89 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF THE SEABOARD COASTLINE RAILROAD, A 130.00 FOOT RIGHT-OF-WAY; THENCE RUN N.00'59'47"W., ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 3,021.15 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBET THENCE RUN N.00'59'47"W., ALONG SAID STERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 2,320.56 F. TO A POINT ON THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 10. TOWNSHIP 47 SOUTH, RANGE 25 EAST; THENCE RUN N.00°59'47"W., ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 2,692.32 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 47 SOUTH, RANGE 25 EAST; THENCE RUN N.00'56'59"W., ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 1,590.78 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE WESTER Y; THENCE RUN NORTHERLY, ALONG SAID WESTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAIL JRVE TO THE LEFT, HAVING A RADIUS C ,641.38 FEET, THROUGH A CENTRAL ANGLE OF 09'31'27", SUBTENDED BY A CHORD OF 936.68 FEET AT A BEARING OF N.05'42'42"W., FOR A DISTANCE OF 937.76 FEET TO THE END OF SAID CURVE; THENCE RUN N.10"28'26"W., ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 98.54 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF WILLIAMS ROAD, A 100.00 FOOT RIGHT-OF-WAY; THENCE RUN S.88"20"53"W., ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 1,029.70 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE NORTHERLY: THENCE RUN WESTERLY, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 7,050.00 FEET, THROUGH A CENTRAL ANGLE OF 03'00'00", SUBTENDED BY A CHORD OF 369.09 FEET AT A BEARING OF S.89'50'53"W., FOR A DISTANCE OF 369.14 FEET TO THE END OF SAID CURVE; THENCE RUN N.88'39'07"W., ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 674.92 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HWY. NO. 41 (FLORIDA STATE ROAD NO. 45), A 200.00 FOOT RIGHT-OF-WAY; THENCE RUN S.04* 52'41"W., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 1,901.57 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE EASTERLY; THENCE RUN SOUTHERLY, ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 2,725.19 FEET THROUGH A CENTRAL ANGLE OF 11'32'50", SUBTENDED BY A CHORD OF 548.30 FEET AT A BEARING OF S.OO' 53'44"E., FOR A DISTANCE OF 549.23 FEET TO THE END OF SAID CURVE; THENCE RUN S.06'40'09"E., ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR A DISTANCE OF 225.81 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 4; THENCE CONTINUE S.06'40'09"E., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 2,710.61 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 4; THENCE CONTINUE S.06"40"09"E., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 626.03 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE. CONCAVE WESTERLY; THENCE RUN SOUTHERLY, ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 11,584.73 FEET, THROUGH A CENTRAL ANGLE OF 06" 24'13", SUBTENDED BY A CHORD OF 1,294.08 FEET AT A BEARING OF S.03'28'03"E., FOR A DISTANCE OF 1,294.76 FEET TO THE END OF SAID CURVE; THENCE RUN S.00"15"56"E., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 274.74 FEET; THENCE RUN S.46"02'16"E., FOR A DISTANCE OF 577.44 FEET; THENCE RUN S.01°57'26"E. FOR A DISTANCE OF 25.19 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF COCONUT ROAD, A 150.00 FOOT RIGHT-OF-WAY; THENCE RUN N.88'02'34"E., ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 32.80 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE NORTHERLY: THENCE RUN EASTERLY, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 1,875.00 FEET, THROUGH A CENTRAL ANGLE OF 1 41'59", SUBTENDED BY A CHORD OF 576.92 FEET AT A BEARING OF N.79"11"34"E., FOR A DISTANCE OF 579.22 FEET TO THE END OF SAID CURVE: THENCE RUN N. 70°20'35"E., ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 200.00 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE SOUTHERLY; THENCE RUN EASTERLY, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 3,175,00 FEET, THROUGH A CENTRAL ANGLE OF 09"15'04", SUBTENDED BY A CHORD OF 512.09 FEET AT A BEARING OF N.74'58'07"E., FOR A DISTANCE OF 512.65 FEET TO THE END OF SAID CURVE; THENCE RUN N.79'35'39"E., ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 263.08 FEET TO THE POINT OF BEGINNING; CONTAINING 386.536 ACRES, MORE OR LESS.

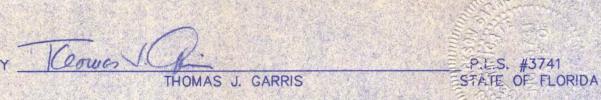
THIS PROPERTY IS SUBJECT TO EASEMENTS, RESERVATIONS OF RESTRICTIONS OF RECORD.

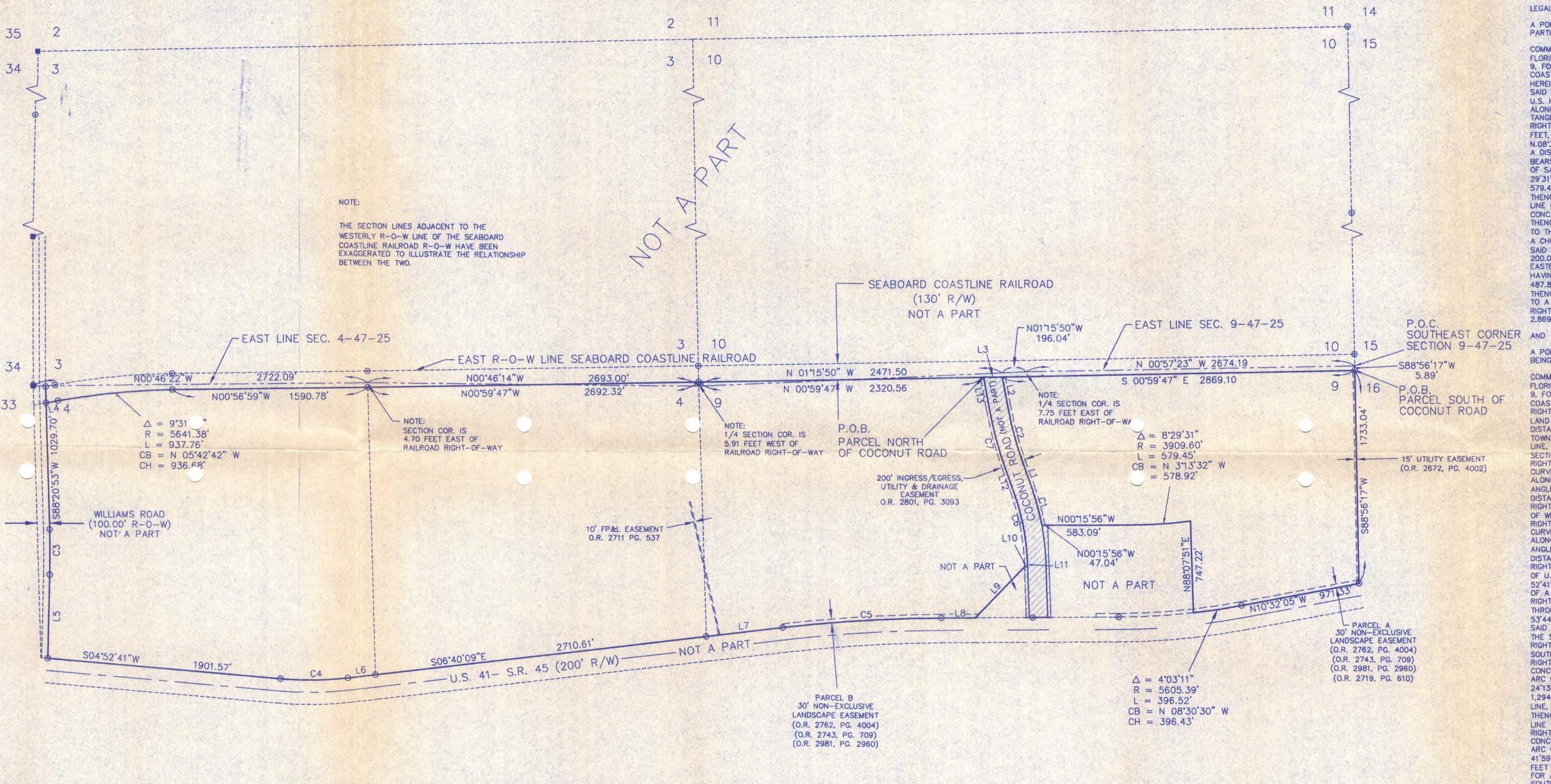
TOTAL PROPERTY AREA 482,421 ACRES MORE OR LESS.

INFORMATION RELATING TO BOUNDARY DATA OF SECTIONS 3, 4, 9 AND 10, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, TOGETHER WITH THE LOCATION OF THE US HIGHWAY #41 RIGHT-OF-WAY, WAS OBTAINED FROM A SURVEY OF THE SWEETWATER RANCH PREPARED BY DENI ASSOCIATES HAVING ORDER NUMBER 8409031, DATED 9/14/84. INFORMATION RELATING TO THE LOCATION OF COCONUT ROAD AND ADJOINING EXCEPTED PARCELS WAS OBTAINED FROM PROPERTY DESCRIPTIONS PROVIDED BY CLIENT.

BEARINGS REFER TO THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 47 SOUTH, RANGE 25 EAST, LEE COUNTY, FLORIDA, AS BEING S.88"56'17"W.

HOLE, MONTES, INC. CERTIFICATE OF AUTHORIZATION LB #1772





FIELD BOOK LETTER DATE REVISIONS

LEGEND

POC POINT OF COMMENCEMENT POB POINT OF BEGINNING

> NOT VALID WITHOUT THE SIGNATURE AND DRAWN BY: THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

912'27"

9"15'04"

CURVE RADIUS LENGTH CHORD BEARING C1 2025.00 325.42 325.07 N74'56'48"E C2 3025.00 488.42 487.89 N74'58'07"E

C2 3025.00 466.42 707.05 R745053"W 3'00'00"

C3 7050.00 369.14 369.09 S89'50'53"W 3'00'00"

C4 2725.19 549.23 548.30 S00'53'44"E 11'32'50"

C5 11584.73 1294.76 1294.08 S03'28'03"E 6'24'13"

C6 1875.00 579.22 576.92 N79'11'34"E 17'41'59"

C7 3175.00 512.65 512.09 N74*58'07"E 9*15'04"

""NOT A SURVEY" PARTY CHIEF: DATE: 01/18/01 CHECKED BY: DATE: 01/19/01 VERTICAL SCALE: HORIZONTAL SCALE: 1" = 500'

ENGINEERS PLANNERS SURVEYORS

950 Encore Way Naples, FL. 34110 Phone: (941) 254-2000 Florida Certificate of Authorization No.1772

LEE COUNTY

SKETCH AND LEGAL DESCRIPTION

OF A PORTION OF SECTIONS 3, 4, 9 AND 10, TOWNSHIP 47 SOUTH, RANGE 25 EAST

DRAWNG NO. A-994-2 PROJECT NO. 1997079B REFERENCE NO.

FLORIDA SWEETREV2

