

SPEATH ENGINEERING

Civil Engineers

June 10, 2025

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

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

Dear Mr. Roberts,

Please find below responses and commentary to the provided comments from staff in your January 7th, 2025 letter regarding the Commercial Planned Development Application for Port Pheonix Water Way Marina (DCI2023-00054).

We would like to bring to the reviewer's attention a modification made to the Master Concept Plan (MCP) specifically in the southwest corner of the Valet Parking lot. This revision has been implemented to address Deviation 2 from Section 10-416(d)(6), which mandates a berm or solid wall of no less than 8 feet in height for roads, drives, or parking areas located within 125 feet of a residential property. To comply with this requirement, we have incorporated a 10-foot-wide landscape buffer designed to shield the single-family residential development across the canal from the valet/employee parking lot. Furthermore, we have itemized this deviation to be included in the schedule of deviations as Deviation 2f. For detailed information, please refer to the southwest corner of the MCP and the updated schedule of deviations, which reflect this revision as outlined in this correspondence.

Documents Included in this Submittal:

- This response letter
- MCP
- Inlet Drive Auto-Turn Exhibit
- Parking study
- Schedule of Deviations
- COP Exhibit
- Project Narrative
- Property Development Regulations Table

ZONING

1. *Staff acknowledges receipt of the COP exhibit and narrative. However, the Land Development Code requires the COP areas to be shown on the Master Concept Plan. Please show the hatched areas on the MCP.*

COP hatched areas have been added to the MCP.

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2. *Please designate a portion of each building that will include the COP with hatching and the interior building floor area. (For example: COP not to exceed X,XXX sf inside the building footprint)*

Interior COP has been identified on the MCP and development regulations table. Harbor Master building and Restaurant building will have interior square footage designated as COP as delineated in the MCP.

3. *Please provide a dimension from the nearest point of the COP area to the nearest residential property line on the MCP. (Only the closest area from all three areas is necessary).*

A dimension has been added to the MCP to delineate the closest distance from adjacent residential property lines to the designated COP areas.

4. *The COP designated at the maintenance building/members building for special events is not necessary. COPs for special events is regulated through the Temporary Permit process as described in LDC 34-1264(c).*

COP area around the maintenance and members building has been removed.

5. *The darkened line showing the area to be rezoned on the MCP does not match the submitted legal description of the area to be rezoned. Please see the legal description and revise the darkened line on the MCP to match.*

We have revised the MCP to delineate the correct area to be rezoned according to the legal description.

6. *INFORMATIONAL: It is staff's opinion that deviation #11 is not necessary. LDC 34-1264(a)(3)(a) does not require administrative approval of a COP where an individual establishment or other facility proposing consumption on the premises is explicitly designated on the MCP and included in the Schedule of Uses.*

Deviation #11 has been removed from the schedule of deviations.

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

Understood.

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

Understood.

INFORMATIONAL COMMENT: Solid waste disposal facility requirements will be evaluated at time of development order.

Understood.

TIS

1. *Per the coordination meeting on 5/31/2024, The MCP uses and square footages are not consistent with the TIS. The outdoor seating should be included in the trip generation for the retail portion. There also appears to be a call out for 3,050sf of consumption on premise within the loading zone, please clarify. Staff also requests the square footage breakdown for the restaurant and outdoor seating to be clear and match the information provided on the TIS or revise the TIS to match the MCP.*

Please note, within Page 1 of the TIS, the introduction and proposed development description outlines that the restaurant is made up of 10,000 total square feet, broken down into 2,500 square feet for outdoor seating, and 7,500 square feet of building area. This is outlined in two locations within the project description. On page 2 of the TIS, under LUC “High-Turnover Restaurant”, the TIS again states, “LUC 932 “High-Turnover Restaurant” for analysis of the 10,000 SF restaurant. This includes the 7,500 SF restaurant building and 2,500 SF of outdoor seating space.” These square footages are consistent with what is reflected on the MCP. Trip generation and LOS impact is calculated with the total 10,000 combined restaurant square footage. No changes have been made to the TIS.

In addition to the above response it should be noted that the errant “3,050” call-out has been removed from the MCP.

2. *Please demonstrate why the site cannot be redesigned to accommodate the required number of parking spaces for the proposed uses. If the site cannot be redesigned to accommodate required parking for the proposed uses, the deviation request should be accompanied by a parking demand study to justify the deviation. The study should be performed at a minimum of three similar local (i.e. Lee County) facilities in accordance with the guidelines set forth in the most current Institute of Transportation Engineers Parking Generation Manual. A methodology meeting with staff to discuss the parameters of the study is recommended prior to any data collection. (12/12/2020 ME)*

The site in the proposed configuration cannot support additional parking. The physical and code-required site constraints would result in a similar number of parking spaces even with

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a site reconfiguration. As such, a parking demand study has been conducted to support the requested deviation from the LDC showing the provided number of parking spaces for the proposed mix of uses meets the overall parking demand for the proposed development. Please see attached to this submittal the following:

A comprehensive parking demand study was conducted in accordance with the Institute of Transportation Engineers (ITE) Parking Generation Manual, 6th Edition and followed an approved methodology reviewed with Lee County staff. The study evaluated parking usage at three comparable marina facilities within Lee County: Sweetwater Landing Marina, Salty Sams Marina, and Deep Lagoon Marina.

Based on observations, adjusted 95th percentile peak parking ratios were calculated for each relevant land use component. These ratios were then applied to the Port Phoenix Marina's land use mix, yielding a projected demand of 208 parking spaces under peak conditions. The proposed design provides 214 parking spaces, exceeding the projected 95th percentile demand.

Based on these findings, we can confirm that the 214 spaces currently planned are sufficient to support the actual peak parking demand. Therefore, the requested deviation from the code-mandated parking requirement has been justified.

Please refer to the attached Parking Study Memo dated April 8, 2025, for full methodology, findings, and analysis.

DOT

1. *Provide the Inlet Dr road widening exhibit showing information on the proposed asphalt road widening as specified in the WB-40 AutoTURN Exhibit.*

Per coordination with Brian Roberts, it is understood that this comment relates to a note regarding additional minor asphalt changes that were included in the auto-turn Exhibit. We have revised the conflicting note for clarity. Any required road modifications will be permitted at the time of Development Order submittal. Please refer to the updated Auto turn Exhibit.

2. *INFORMATIONAL: Staff intends to condition the approval of Deviation #8 to specify that Inlet Dr must be milled, resurfaced, and re-stripped from the site entrance to Orange Grove Blvd with the minimum 10-ft travel lane width.*

Understood. This is consistent with the current plan.

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

Sincerely,



Matthew S. Speath, P.E.

44 WEST FLAGLER ST * SUITE 1850 * MIAMI * FLORIDA 33130
10491 SIX MILE CYPRESS PARKWAY * SUITE 280 * FORT MYERS * FLORIDA 33966
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PROJECT NARRATIVE

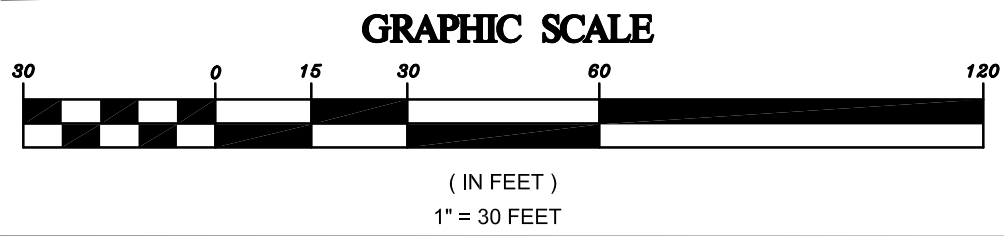
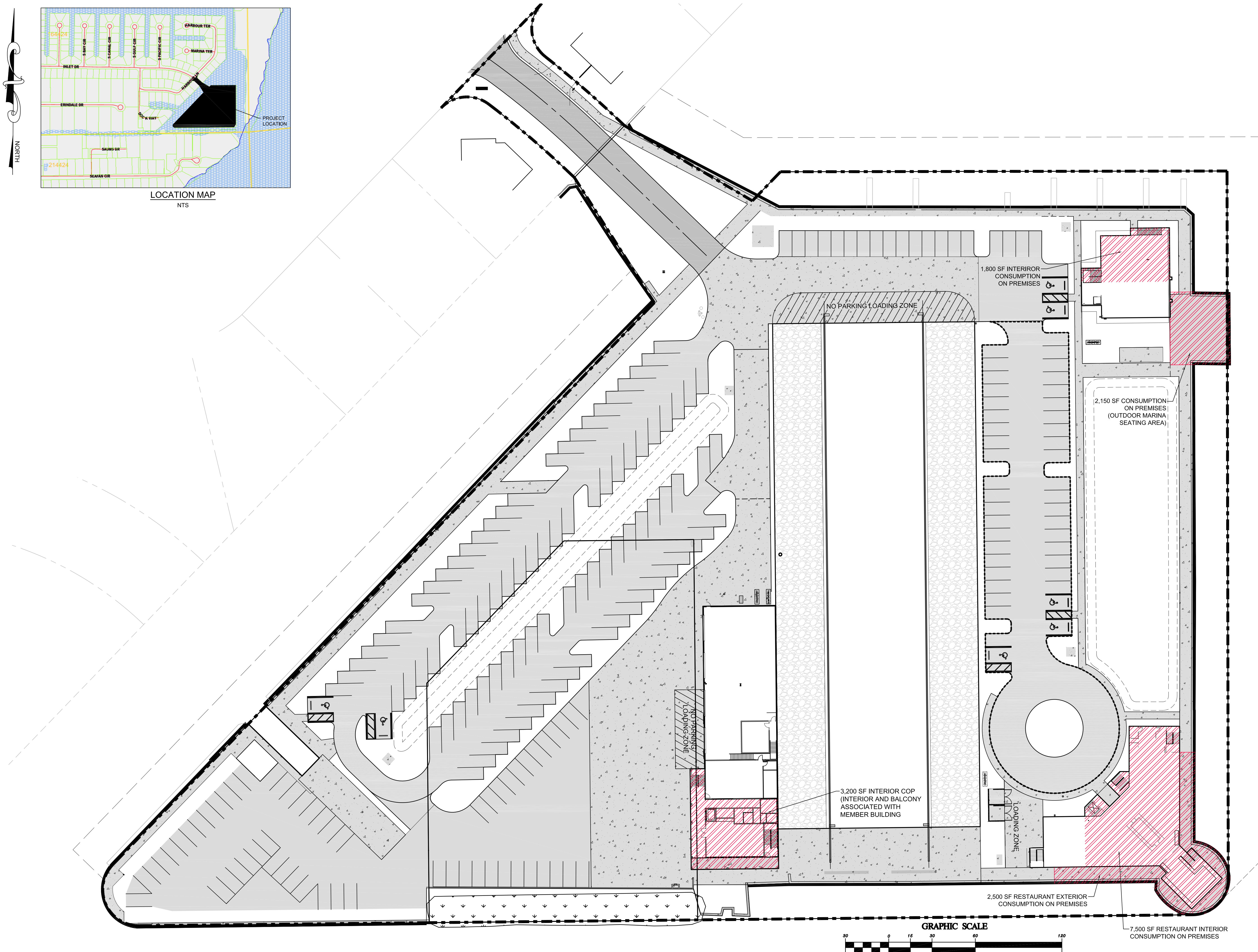
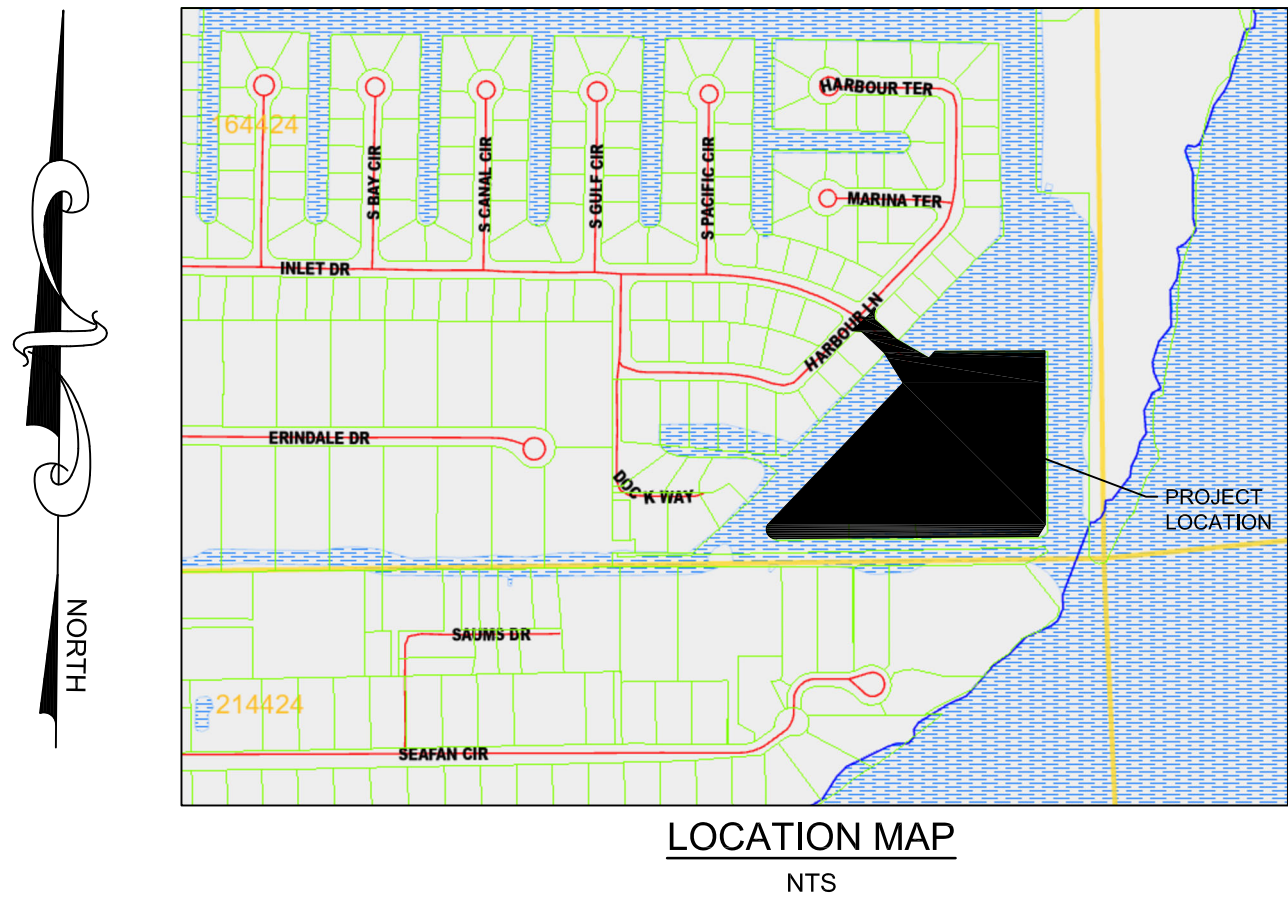
Proposed is a rezoning from CPD Commercial Planned Development and IL Light Industrial to CPD (Commercial Planned Development) for the Safe Harbor Waterway Marina Property. The proposed rezoning will permit the construction of a new commercial marina with four new commercial building structures.

The site consists of surface parking (214 spaces), vehicular circulation, stormwater management, landscaping, and marine improvements. The four proposed structures include a retail/office/ships store structure, restaurant structure, 239 dry-slip boat barn, and a maintenance and member structure. In addition, 44 wet slips are proposed around the perimeter of the site.

The four structures proposed on the property include the following:

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

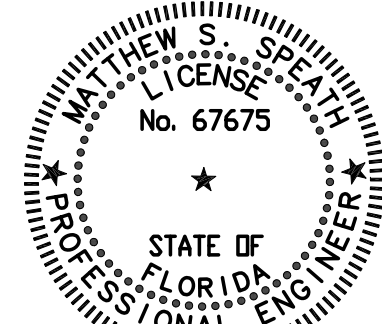
Additionally, as part of this development request, we are requesting the use of Consumption on Premises. The consumption on premises is intended for indoor and outdoor uses for specific areas on-site. In total there are four areas included in the consumption on premises request, 1,800 square foot interior retail COP area of the Harbor Master building located at the northeast corner of the property, 2,150 square foot marina patio area outside of the Marina Building, 3,200 square foot COP for interior and balcony associated with member building, 7,500 square foot COP for the interior of the restaurant and 2,500 square foot area along the exterior of the flagship Restaurant situated at the southeast corner of the property.



REVISIONS	DATE	BY
0. INITIAL SUB	12/12/23	TG
1. CNTY CMNTS	04/19/24	TG
2. CNTY CMNTS	08/14/24	TG
3. CNTY CMNTS	12/09/24	TG
4. CNTY CMNTS	06/10/25	TG

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MIAMI, FL 33131 - PHONE: 305-84-4433

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



06/10/2025
THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY MATTHEW S. SPEATH, P.E. ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

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

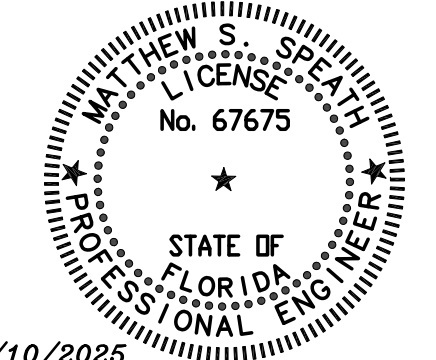
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2. CNTY CMNTS	08/14/24	TG
3. CNTY CMNTS	12/09/24	TG
4. CNTY CMNTS	06/10/25	TG

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

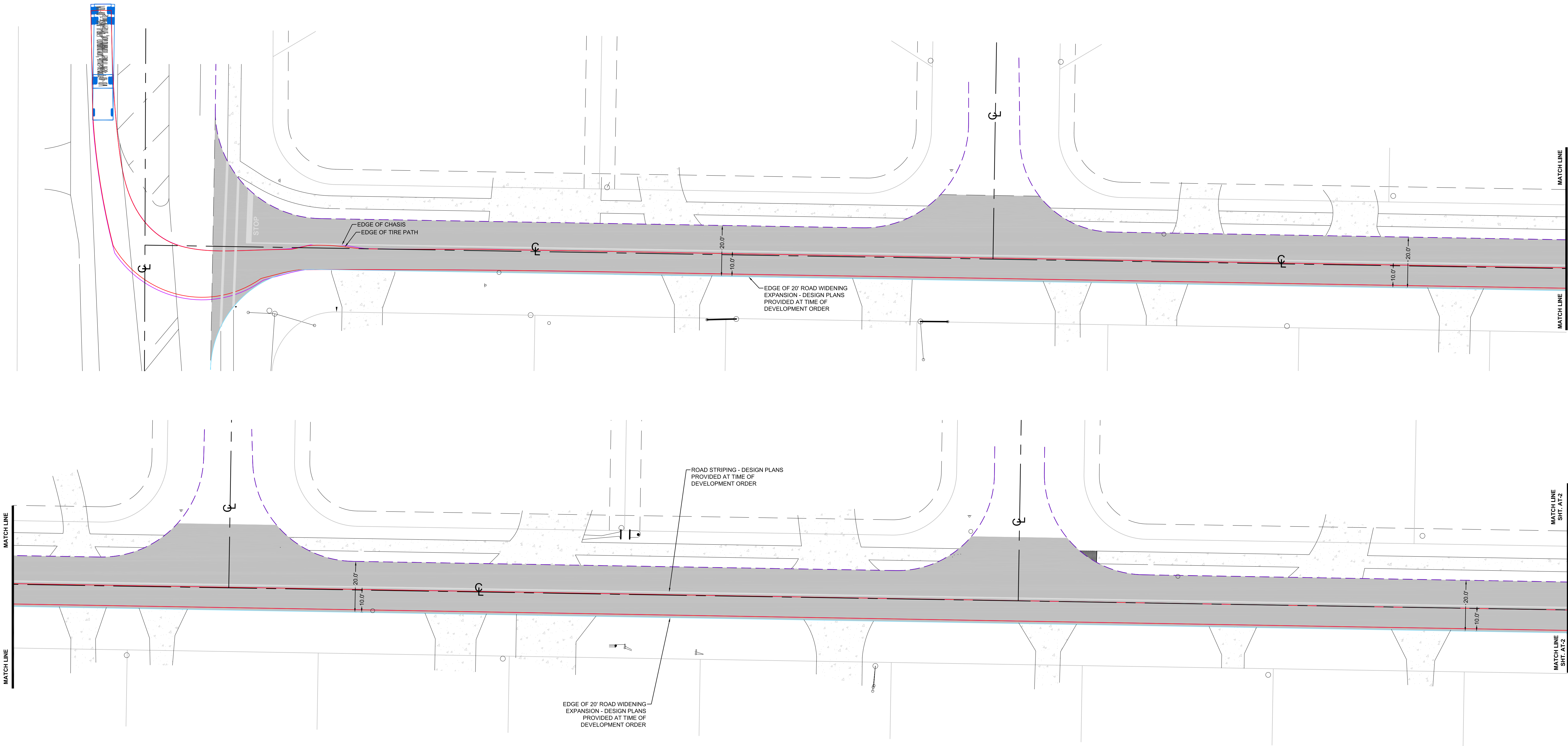


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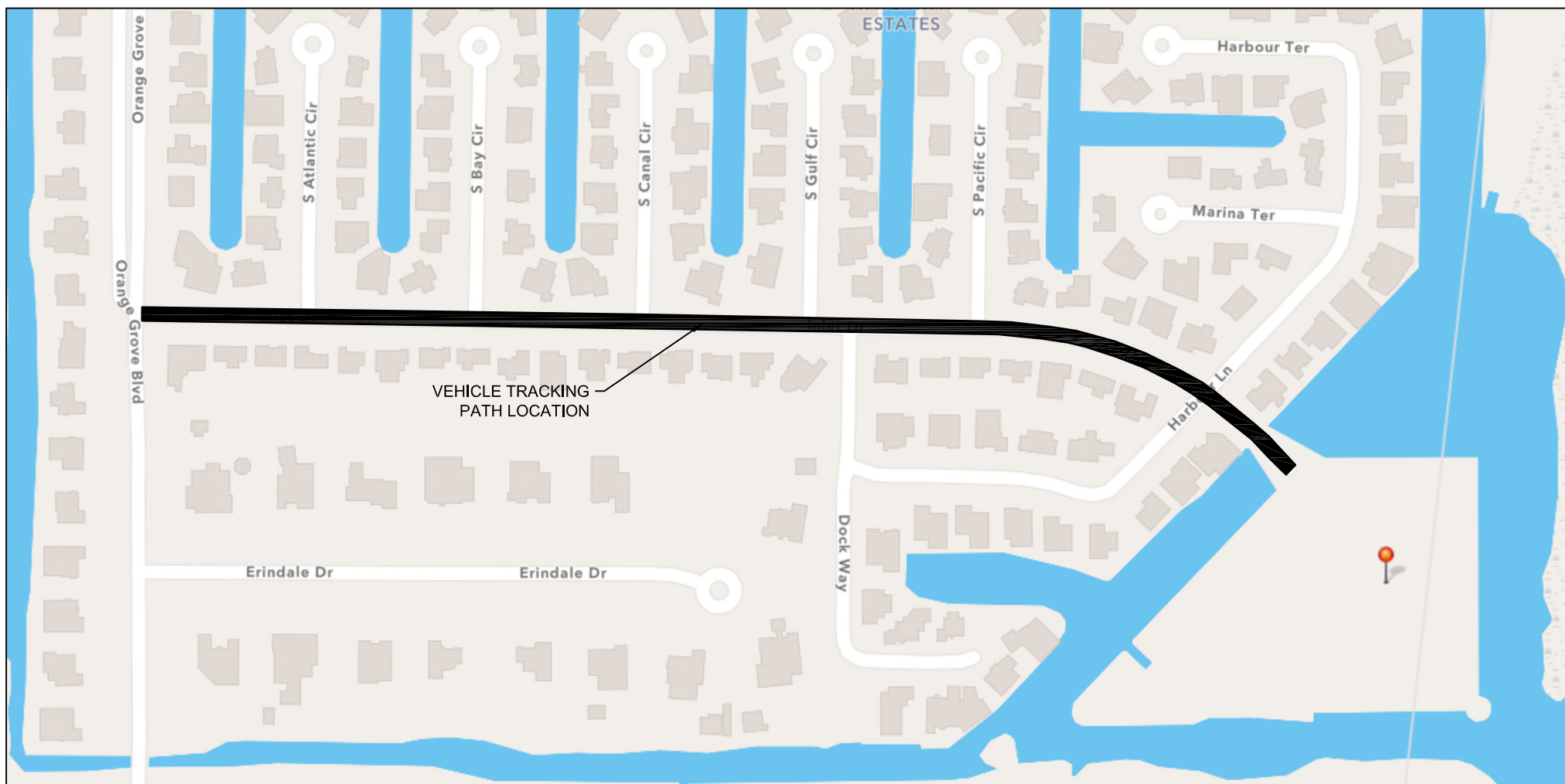
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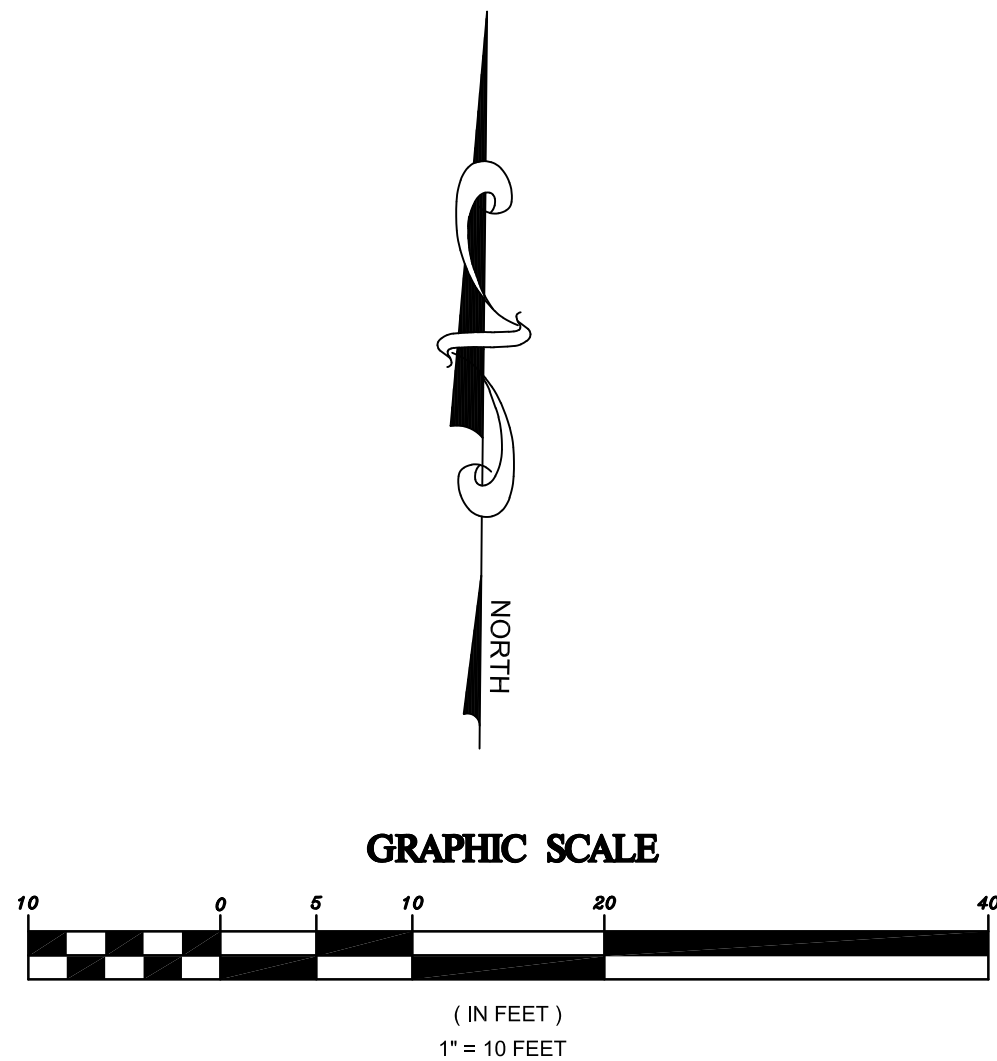


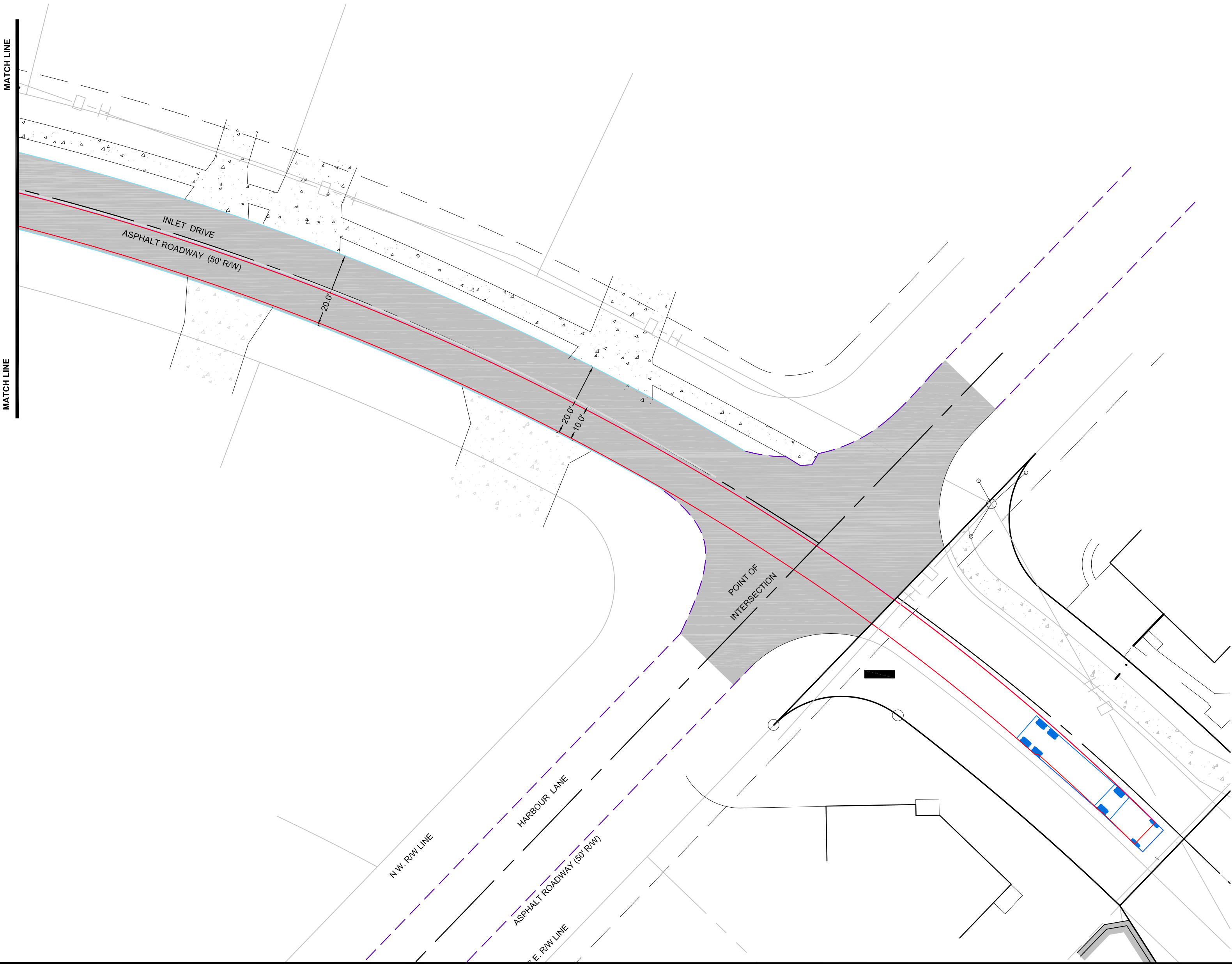
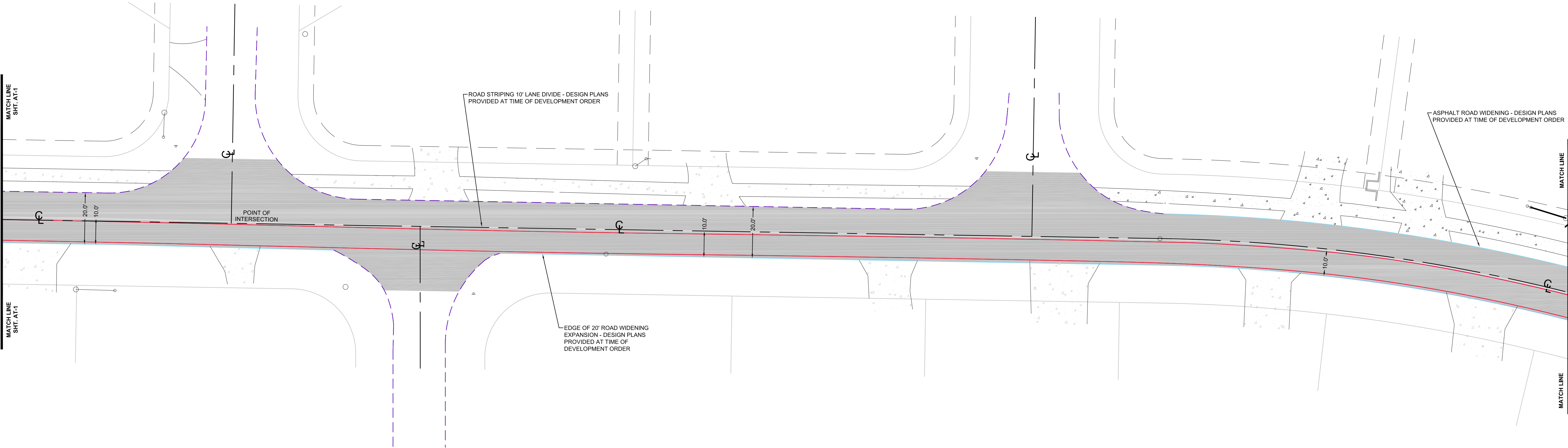
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OVERALL LENGTH: 45.5'
OVERALL WIDTH: 8.0'
WALL TO WALL RADIUS: 41.017'

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



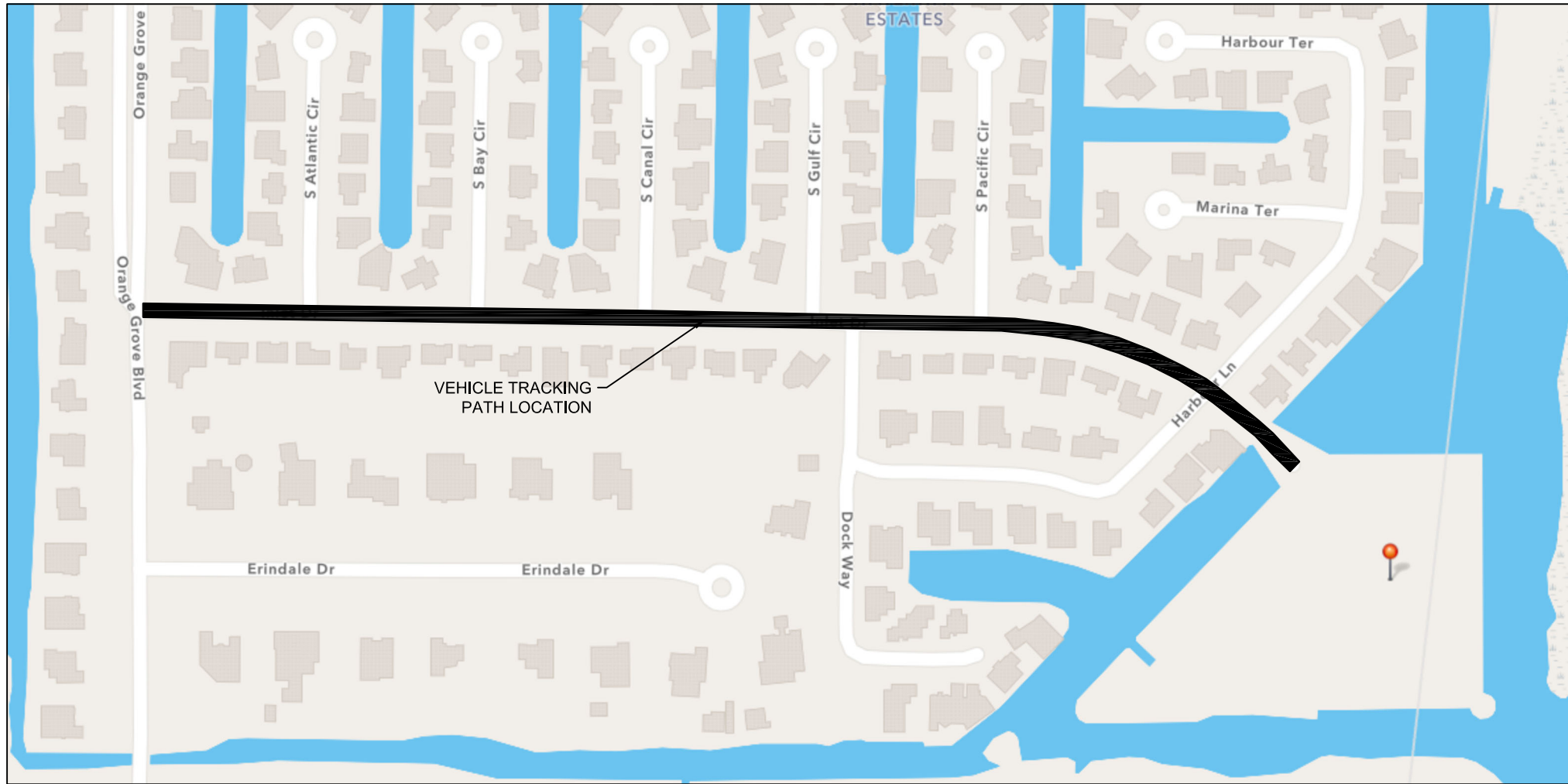
LOCATION MAP
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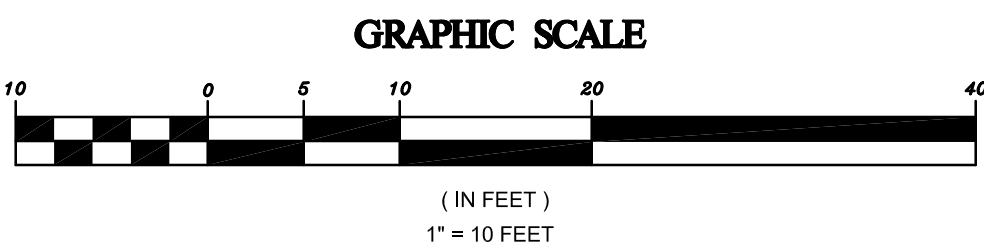


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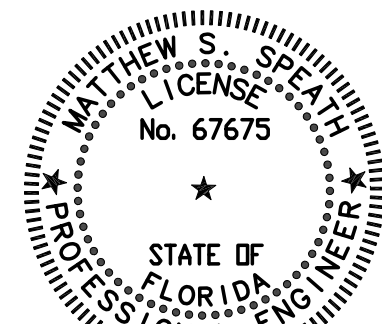
LOCATION MAP
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AUTOTURN INLET DR. EXHIBIT SHT. 2
FOR
WATERWAY MARINA
SAFE HARBOR MARINAS
LEE COUNTY, FLORIDA



06/10/2025
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2 OF 2

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PROPERTY DEVELOPMENT REGULATIONS TABLE

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

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TOTAL OPEN SPACE	-----	2.07 AC (30% of Lot Area)	2.1 AC (30.3%)
PARKING	Use	Rate	Provided
	Restaurant, 10,000 SF	14 / 1000 sf = 140 spaces	Standard = 158 Valet = 56
	Office, 2,100 SF	1/300 sf = 7 spaces	
	Retail (Ships Store), 1,800 SF	1/ 250 sf = 8 spaces	
	Private Club (4,525 SF)	1 space/100sf 4,525 SF / 100 = 46	
	Boat Repair & Service	3 Services Bays (5 spaces/bay) + 7 employees = 22	
	Dry slips (239)	1 space/5 slips = 48 spaces	
	Wet slips (44)	1 space/2 slips = 22	
	Total Required Per LDC = 293 Total Required Per Parking Study = 208		Total = 214
SOLID WASTE	Commercial Business Bldg. SF	Min SF for Solid Waste	SF Provided
	Total SF of Industrial & Commercial Business Bldg. = 28,460 SF	216 SF up to 25,000 SF Plus 8 SF for each additional 1,000 SF	256 SF
		Required: 256 SF	
CONSUMPTION ON PREMISES	Building	Interior	Exterior
	Restaurant	7,500 SF	2,500 SF
	Harbor Master	1,800 SF	2,150 SF
	Maintenance & Member	3,200 SF	N/A

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SCHEDULE OF DEVIATIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The intent of deviating from the outlined section above is to allow an 10-foot-wide landscape buffer along the western property line, with parking situated 115 feet away from the adjacent residential properties to the northwest. Given the distance to the edge of the residential properties is only slightly under the requirement of 125', we are requesting a reduction in the required buffer. (For reference example, the parking situated 115' away would require no buffer at all if moved an additional 7'. The buffer will consist of the type F code requirements with 10 trees per 100 linear feet and a double row hedge at a minimum height of 4'.

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

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

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

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

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

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

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

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

SPEATH ENGINEERING

Civil Engineers

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

The intent of deviating from the outlined section above is to allow a total of 214 parking spaces for the proposed development. The intent is to request a deviation from the outlined requirement of 293 parking spaces to be provided for the overall site. The MCP delineates a total of 214 spaces with 158 standard and 56 non-stacked valet/employee spaces. We are requesting relief for the additional 79 spaces that are deficient with the current site design.

To justify both the site's inability to accommodate the code-required number of parking spaces and the requested relief from the 79 surplus spaces, we have submitted a parking study that outlines the following findings:

A comprehensive parking demand study has been conducted in accordance with the Institute of Transportation Engineers (ITE) Parking Generation Manual, 6th Edition and followed an approved methodology reviewed with Lee County staff. The study evaluated parking usage at three comparable marina facilities within Lee County: Sweetwater Landing Marina, Salty Sams Marina, and Deep Lagoon Marina. Based on observations, adjusted 95th percentile peak parking ratios were calculated for each relevant land use component. These ratios were then applied to the Port Phoenix Marina's land use mix, yielding a projected demand of 208 parking spaces under peak conditions. The proposed marina design provides 214 parking spaces, exceeding the projected 95th percentile demand. With this we have comprehensive evidence to justify that the provided parking within the development is sufficient to support the actual peak parking demand. The parking study has been submitted in support of the additional reductions to further justify the proposed deviation from Section 34-2020 parking requirements.

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

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

SPEATH ENGINEERING

Civil Engineers

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

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

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

According to Lee County Community Development code 10-296(d)(3) a deviation from the roadway standards outlined in 10-296 may be applied for but "must meet the standards and criteria established by FDOT in the Florida Greenbook with consideration of the Plans Preparation Manual and guidance in AASHTO publications". According to the Florida Greenbook Table 3 – 20 Minimum Lane Widths Footnote Section on Chapter 3's pg. 57 Footnote number 3 states the following "In constrained areas where truck volumes are low and speeds are < 35 mph, 10' lanes may be used."

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



MEMORANDUM

To: John P. Mahlbacher, PE, CGC – Lee County Department of Community Development

From: David Taxman, P.E. – Mobility & Parking Services

CC: Matthew Speath, PE – Speath Engineering

Date: April 8, 2025

Subject: Port Phoenix Marina Parking Variance Study
Ft. Myers, Florida

Introduction

There are plans to construct the Port Phoenix Marina in Ft. Myers, Florida. The project plans to include a mix of uses, including dry and wet boat docks, retail, office, restaurant, private lounge, and boat repair service. The site can only support a total of 214 parking spaces (158 standard and 56 valet), but there is a parking requirement of 258 spaces with the proposed land use mix and an allowable ten percent reduction from providing boat docks. A variance of 44 parking spaces is being requested. Lee County has requested that a parking study is completed to show that the parking variance is justified. The analysis will follow the parking study methodology guidelines defined in the Institute of Transportation Engineers (ITE) *Parking Generation Manual, 6th Edition*. The parking study methodology was reviewed and approved by the Lee County Department of Community Development. This study documents the analysis and conclusion of the parking study.

Site Plan

The site plan for the proposed Port Phoenix Marina is included in **Appendix A**. This shows the layout and proposed land uses. The site layout has been maximized to support the proposed land uses, traffic circulation, parking, setback and landscaping requirements. The site also needs adequate space to allow for the transportation of boats within the site. There is no additional space available to provide additional self-parking spaces.

Deviation Request

Table 1 includes the parking requirements calculation per Sec. 34-2020 (Required Parking spaces) of the Lee County Land Development Code (LDC). Per Sec. 34-2020-c (*Parking reduction for nonresidential uses*), a maximum 10% parking space reduction is permitted if one of the conditions is satisfied, which includes providing boat slips on the premises for a 10% parking space reduction. The parking deviation request is included in the project deviation requests, which is included in **Appendix B**. It is item number 7 of the deviation requests.

**Table 1: Port Phoenix Marina Parking Requirements Analysis**

Use	Size	Unit	Rate	Pkg Requirement
Restaurant	10,000 SF		12.5 sp / ksf	125
Office	2,100 SF		1 sp / 350 SF	6
Retail	1,800 SF		1 sp / 350 SF	6
Private Club	4,525 SF		1 sp / 100 SF	46
Boat Repair & Service	3 Bays		4 sp / bay	12
	22 Employees		1 sp / empl	22
Dry Slips	239 Slips		1 sp / 5 slips	48
Wet Slips	44 Slips		1 sp / 2 slips	22
Parking Requirement				287
Boat Slips Reduction (10% reduction)				29
Net Parking Requirement				258

Note: Parking requirements per Sec. 34-2020 of the Lee County Land Development Code

Comparable Marina Sites

A parking study of three (3) comparable marina sites in unincorporated Lee County was performed to capture the true parking demand for a mixed-use marina facility similar to the proposed Port Phoenix Marina. The three approved marina sites in unincorporated Lee County, include Sweetwater Landing Marina, Salty Sams Marina, and Deep Lagoon Marina. **Appendix C** shows the site plans for these three marinas, which includes the land use mix and parking. Each of these marinas have a unique character and mix of land uses. They all have dry and wet boat slips, restaurant, office space, and boat repair services. They are located in car-centric areas similar to the proposed marina.

Salty Sams Marina generates substantial tourist activity as they offer boat rentals, boat tours, sunset cruises, waterfront dining, and a substantial ship store. The restaurant, Cantina Marina, in the Main Street Marina, is closed and was not included in the analysis. Also, the repair service center, which has about seven employees, is closed on the weekends. There is an overflow parking area on the north side of Main Street. The vehicles parked in this area were included in the parking demand analysis. Many of the wet slips were not being used because they were damaged during Hurricane Ian. However, it was observed that many were being used for transient boats and tour boats. This facility has a boat ramp, which is unlike the other two marinas and the proposed Port Phoenix Marina.

Deep Lagoon Marina is unique because they offer boat sales on site and have a new Marine Max retail center under construction for boat sales. During the weekends approximately 10% of the office and service employees are working. The private lounge was only for marina members and not open to the public, so it did not generate additional parking demand. The restaurant was very active in the afternoon/evening and offered valet parking, allowing vehicles to be double parked.

Sweetwater Landing Marina has a restaurant that is not directly connected to the marina, but overflow parking for the restaurant is offered in the marina parking area. Golf cart shuttles are used to transport people between the marina and restaurant. The boat service repair center is not open on the weekends.



and approximately 50% of the office employees work weekends. The lounge area is only available to marina members and does not generate additional parking demand.

Calibrated Parking Ratio Analysis

Hourly parking occupancy counts were collected on Saturday, March 22, 2025, between 7 AM and 7 PM, which is beyond the hours of the marinas. The hourly parking occupancy counts of the three marinas are included in **Appendix D**. The weather included clear skies, sun and temperatures in the 70's. This date is considered high season and was during spring break, as most schools and colleges in Florida have breaks between March 17-21 or March 24-28.

The peak parking counts were applied to develop calibrated peak parking demand ratios for each land use. The land use mix, base parking ratio for each land use from the Lee County LDC, and peak parking demand was applied to develop adjusted peak parking ratios for each land use. Tables 2 through 4 show the analysis applied to calculate the adjusted peak parking ratios for each land use at the three marinas.

Table 2 shows the calculated adjusted peak parking ratios for the land uses at Salty Sams Marina. The peak parking count at Salty Sams was 224 vehicles at 3 PM. As discussed previously, the service repair shop is not open on the weekend, which is why a 0% adjustment factor was applied. A 75% adjustment factor was applied for the wet slips since many of them were not in use due to being damaged from Hurricane Ian. No adjustments were applied for the other land uses. Salty Sams is unique because of the number of people it generates for boat rentals, tours, and the boat ramp.

Table 2: Salty Sams Peak Parking Ratio Analysis

Land Use	Size	Base Parking Ratio	Adj. Factor	Parking Demand	Adjusted Parking Ratio
Wet Slips	123 Slips	0.5 per slip	75%	46	0.38 per slip
Dry Slips	239 Slips	0.2 per slip	100%	48	0.20 per slip
Boat Ramp	1 Ramp	10 per ramp	100%	10	10.00 per ramp
Restaurant	7,192 SF	12.5 per KSF	100%	90	12.50 per KSF
Office	7,535 SF	2.9 per KSF	100%	22	2.86 per KSF
Retail	3,352 SF	2.9 per KSF	100%	10	2.86 per KSF
Service Shop ⁽¹⁾	7 Employees	1 per empl	0%	0	0.00 per empl
Total Peak Pkg Demand				225	

¹ Service shop is not open on the weekends

Table 3 shows the calculated adjusted peak parking ratios for the land uses at Deep Lagoon Marina. The peak parking count for the restaurant was 108 vehicles at 7 PM and 86 vehicles for the marina at 12 PM. As discussed previously, the service shop and office only have 10% of the employees working on weekends, which is why a 10% adjustment factor was applied. The retail space is large but generates minimal activity since it is for boat sales, which does not generate high activity compared to typical retail. The lounge space is exclusively for marina members and does not generate parking



demand, which is the reason for the 0% adjustment factor. The parking ratios for the other uses were adjusted to match the peak parking demand.

Table 3: Deep Lagoon Marina Peak Parking Ratio Analysis

Land Use	Size	Base Parking Ratio	Adj. Factor	Parking Demand	Adjusted Parking Ratio
Wet Slips	129 Slips	0.5 per slip	45%	29	0.23 per slip
Dry Slips	336 Slips	0.2 per slip	70%	47	0.14 per slip
Restaurant	9,600 SF	12.5 per KSF	90%	108	11.25 per KSF
Office ⁽¹⁾	17,085 SF	2.9 per KSF	10%	5	0.29 per KSF
Retail ⁽⁴⁾	13,627 SF	2.9 per KSF	10%	4	0.29 per KSF
Private Lounge ⁽²⁾	4,256 SF	10 per KSF	0%	0	0.00 per KSF
Service Shop ⁽³⁾	25 Employees	1 per empl	10%	3	0.10 per empl
Restaurant Peak Pkg Demand				108	
Marina Peak Pkg Demand				87	

¹ Office uses support the marina and approximately 10% of employees work on weekends

² Lounge is an amenity for marina members and doesn't generate additional people to marina

³ Service shop has 10% of employees on weekends

⁴ Retail space is for Marine Max boat sales

Table 4 shows the calculated adjusted peak parking ratios for the land uses at Sweetwater Landing Marina. The peak parking count was 275 vehicles at 2 PM, which is when both the restaurant and marina parking areas peaked. As discussed previously, the service repair center is not open on weekends (0% adjustment factor), and the office only has approximately 50% of the employees working on weekends (55% adjustment factor). The lounge space is exclusively for marina members and does not generate parking demand, which is the reason for the 0% adjustment factor.

Table 4: Sweetwater Landing Marina Peak Parking Ratio Analysis

Land Use	Size	Base Parking Ratio	Adj. Factor	Parking Demand	Adjusted Parking Ratio
Wet Slips	71 Slips	0.5 per slip	100%	36	0.5 per slip
Dry Slips	204 Slips	0.2 per slip	100%	41	0.2 per slip
Restaurant	14,900 SF	12.5 per KSF	100%	186	12.5 per KSF
Office ⁽¹⁾	7828.92 SF	2.9 per KSF	55%	12	1.57 per KSF
Private Lounge ⁽²⁾	3,221 SF	10 per KSF	0%	0	0 per KSF
Service Shop ⁽³⁾	25 Employees	1 per empl	0%	0	0 per empl
Peak Parking Demand				275	

¹ Office uses support the marina and approximately 55% of employees work on weekends

² Lounge is an amenity for marina members and doesn't generate additional people to marina

³ Service shop is not open on weekends



Table 5 shows the 85th percentile and 95th percentile parking ratios for each land use. In the *ITE Parking Generation Manual, 6th Edition* they reference the 85th percentile parking ratio, which is the industry standard for informing parking supply recommendations. The 95th percentile parking ratios were applied to calculate the parking requirements, which exceeds the industry standard for parking supply recommendations. The reason for using the 95th percentile ratios is because of the smaller sample size. The private lounges are exclusive to marina members as an amenity and do not generate any additional parking demand, which is similar to the proposed Port Phoenix Marina. Also, the Port Phoenix Marina plans to have minimal or no boat repair staff during the weekends.

Table 5: Calibrated Parking Ratio Analysis

Land Use	Sweetwater Landing	Deep Lagoon	Salty Sams	85th Percentile Pkg Ratio	95th Percentile Pkg Ratio	Parking Space Factors
Wet Slips	0.50	0.23	0.38	0.46	0.49	per Slip
Dry Slips	0.20	0.14	0.20	0.20	0.20	per Slip
Restaurant	12.50	11.25	12.50	12.50	12.50	per KSF
Office	1.57	0.29	2.86	2.47	2.73	per KSF
Retail	N/A	0.29	2.86	2.47	2.73	per KSF
Private Lounge ⁽¹⁾	0.00	0.00	N/A	0.00	0.00	per KSF
Service Shop ⁽²⁾	0.00	0.10	0.00	0.07	0.09	per employee

¹ The private lounges were all exclusive to marina members and did not generate additional parking

² The boat repair service centers were either closed or had low staff on weekends

Parking Demand Analysis

Table 6 shows the 95th percentile parking requirement analysis for the Port Phoenix Marina based on the proposed land use mix and the 95th percentile parking ratios (**Table 5**). The analysis shows a total parking requirement of 208 spaces. As stated previously, there is a plan to provide 214 parking spaces. This analysis shows there is adequate parking to support demand. If there are outlier peak surges in parking demand, the marina will provide valet parking which provides the opportunity for double parking vehicles to increase supply. The double parking of vehicles by valets was observed at the Deep Lagoon Marina during the evening from peak restaurant activity. In addition, the trend is that more people are using on-demand ridehailing services like Uber and Lyft, which is decreasing parking demand for certain types of land uses, which includes places where people may be drinking alcohol like a restaurant or boating.

**Table 6: Port Phoenix Marina Parking Supply Analysis**

Land Use	Size Unit	Rate	95th % Parking Ratio	95th Percentile Parking Supply
Restaurant	10,000 SF	12.5 sp / ksf	12.50 per ksf	125
Office	2,100 SF	1 sp / 350 SF	2.73 per ksf	6
Retail	1,800 SF	1 sp / 350 SF	2.73 per ksf	5
Private Club	4,525 SF	1 sp / 100 SF	0.00 per ksf	0
Boat Repair/Service	22 Employees	1 sp / empl	0.09 per empl	2
Dry Slips	239 Slips	1 sp / 5 slips	0.20 per slip	48
Wet Slips	44 Slips	1 sp / 2 slips	0.49 per slip	22
Parking Supply Requirement				208

Conclusion

A parking variance study was conducted to determine if the 214 parking spaces at the Port Phoenix Marina is sufficient. Based on the study of three comparable mixed-use marinas there is a projected parking requirement of 208 spaces. If the site experiences rare surges in parking demand there are plans to offer valet parking, which allows vehicles to be double parked, increasing the overall supply.

Should you have any questions regarding the Port Phoenix parking demand analysis, please do not hesitate to reach out to me.

Sincerely,

Mobility and Parking Services

A handwritten signature in blue ink, appearing to read "David Taxman".

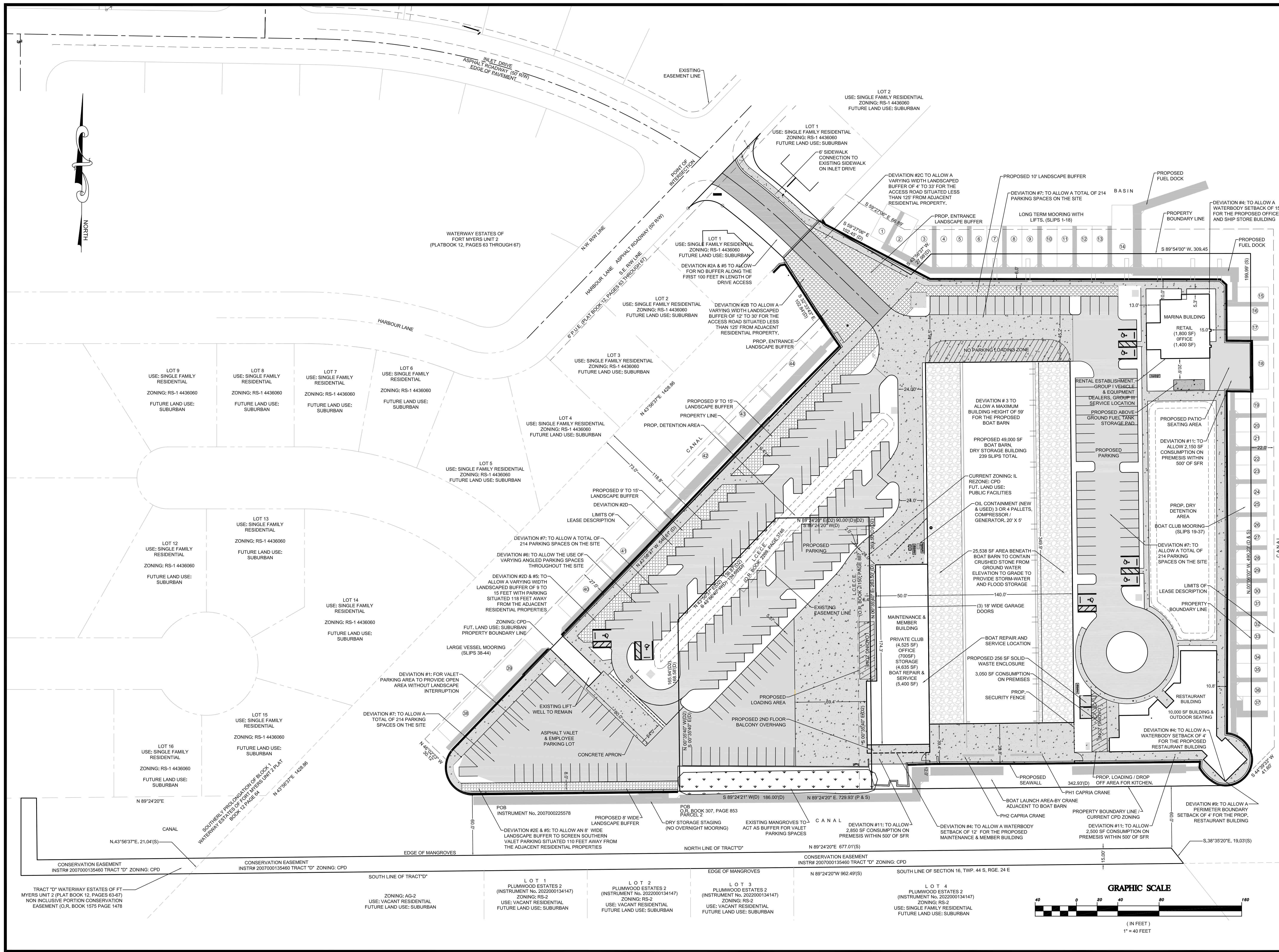
David Taxman, P.E.

Florida PE Registration Number: 85552



APPENDIX A

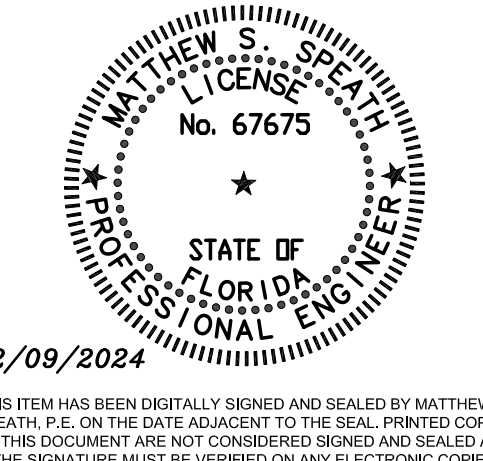
Site Plan



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

SPEATH
ENGINEERING
SPEATH ENGINEERING, LLC - 1111 BRICKELL AVE., 8TH FL.
MIAMI, FL 33131 - PHONE: 305-84-4433

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



12/09/2024
THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY MATTHEW S. SPEATH, P.E. ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.
MATTHEW S. SPEATH, P.E.
LIC. #67675
FBPE # 31292

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

SHEET:
MCP
1 OF 1



APPENDIX B

Parking Deviation Request



Deviation from section 34-2020 requiring that a total of 290 spaces must be provided on the site, to allow for a total of 214 spaces.

The intent of deviating from the outlined section above is to permit a total of 214 parking spaces to support the mixed-use marina site. Per the Land Development Code, the parking requirement is for 258 spaces. This is a reduction of 44 spaces, which is a reduction of approximately 17 percent. The Director may administratively approve a reduction to the minimum required number of parking spaces for nonresidential uses by a maximum of ten percent if one or more of the conditions listed in part C of Section 34-2020 is satisfied. One of the criteria to allow for a ten percent reduction (item 2) is providing boat slips on the premises, which allows a ten percent reduction. This site will provide boat slips. However, a parking study will be conducted to show if the requested parking deviation of 44 spaces (17%) is warranted. The parking study will analyze three comparable sites to project the demand of the proposed mixed-use marina. The mixed-use nature of the proposed project allows for shared parking and internal capture, which reduces the overall parking demand.



APPENDIX C

Site Plans of Three Comparable Marina Sites

PROPOSED PARKING CALCULATIONS

(PER LEE CO. LDC SEC. 34-2020)

PROPOSED USE

OFFICE
1 SPACE PER 300 SQFT OF TOTAL AREA
TOTAL OFFICE AREA (sf) = 17085
17085 sf / 300 = 57.0 SPACES

RESTAURANT
14 SPACES PER 1000 SQFT OF TOTAL AREA
TOTAL RESTAURANT AREA (sf) = 9600
9600 sf / 1000 x 14 = 134 SPACES

LOUNGE / BAR
7 ADDITIONAL SPACES PER 1000 SQFT
OF TOTAL LOUNGE AREA
TOTAL LOUNGE AREA (sf) = 0
0 sf / 1000 x 7 = 0 SPACES

RETAIL (LARGE PRODUCTS)
1 SPACE PER 400 SQFT OF TOTAL FLOOR AREA
TOTAL RETAIL SALES AREA (sf) = 12127
12127 sf / 400 x 1 = 30.3 SPACES

DEAD STORAGE
1 ADDITIONAL SPACE PER 1000 SQFT
OF TOTAL STORAGE AREA
TOTAL STORAGE AREA (sf) = 1500
1500 sf / 1000 x 1 = 1.5 SPACES

MARINA*
WET BOAT SLIPS
2 SPACES PER 3 SLIPS
TOTAL NUMBER OF WET SLIPS = 129
129 / 3 x 2 = 86 SPACES
DRY BOAT STALLS (BATH HOUSE)
1 SPACE PER 4 STALLS
TOTAL NUMBER OF DRY STALLS = 336
336 / 4 x 1 = 84 SPACES

INDOOR RECREATIONAL
1 SPACE PER 100 SQFT OF TOTAL AREA
TOTAL OFFICE AREA (sf) = 4256
4256 sf / 100 = 42.6 SPACES

HANDICAPPED PARKING
9 HANDICAPPED PARKING REQUIRED
(400-500 PARKING SPACE 9 HANDICAPPED REQUIRED)
PROPOSED = 14

*TOTAL REQUIRED PARKING SPACES = 436
*TOTAL PROVIDED PARKING SPACES = 444
(427 SPACES APPROVED PER ZONING RESOLUTION #2-99-013)

*SERVICE BAYS AND RESTROOMS FACILITIES ARE ACCESSORY USES
TO THE MARINA. NO ADDITIONAL PARKING SPACES ARE REQUIRED.

DOS2005-00214 PARKING CALCULATIONS

(PER LEE CO. LDC SEC. 34-2020)

PROPOSED USE

OFFICE
1 SPACE PER 300 SQFT OF TOTAL AREA
TOTAL OFFICE AREA (sf) = 17085
17085 sf / 300 = 57.0 SPACES

RESTAURANT
14 SPACES PER 1000 SQFT OF TOTAL AREA
TOTAL RESTAURANT AREA (sf) = 8474
8474 sf / 1000 x 14 = 119 SPACES

LOUNGE / BAR
7 ADDITIONAL SPACES PER 1000 SQFT
OF TOTAL LOUNGE AREA
TOTAL LOUNGE AREA (sf) = 0
0 sf / 1000 x 7 = 0 SPACES

RETAIL (LARGE PRODUCTS)
1 SPACE PER 400 SQFT OF TOTAL FLOOR AREA
TOTAL RETAIL SALES AREA (sf) = 12127
12127 sf / 400 x 1 = 30.3 SPACES

DEAD STORAGE
1 ADDITIONAL SPACE PER 1000 SQFT
OF TOTAL STORAGE AREA
TOTAL STORAGE AREA (sf) = 1500
1500 sf / 1000 x 1 = 1.5 SPACES

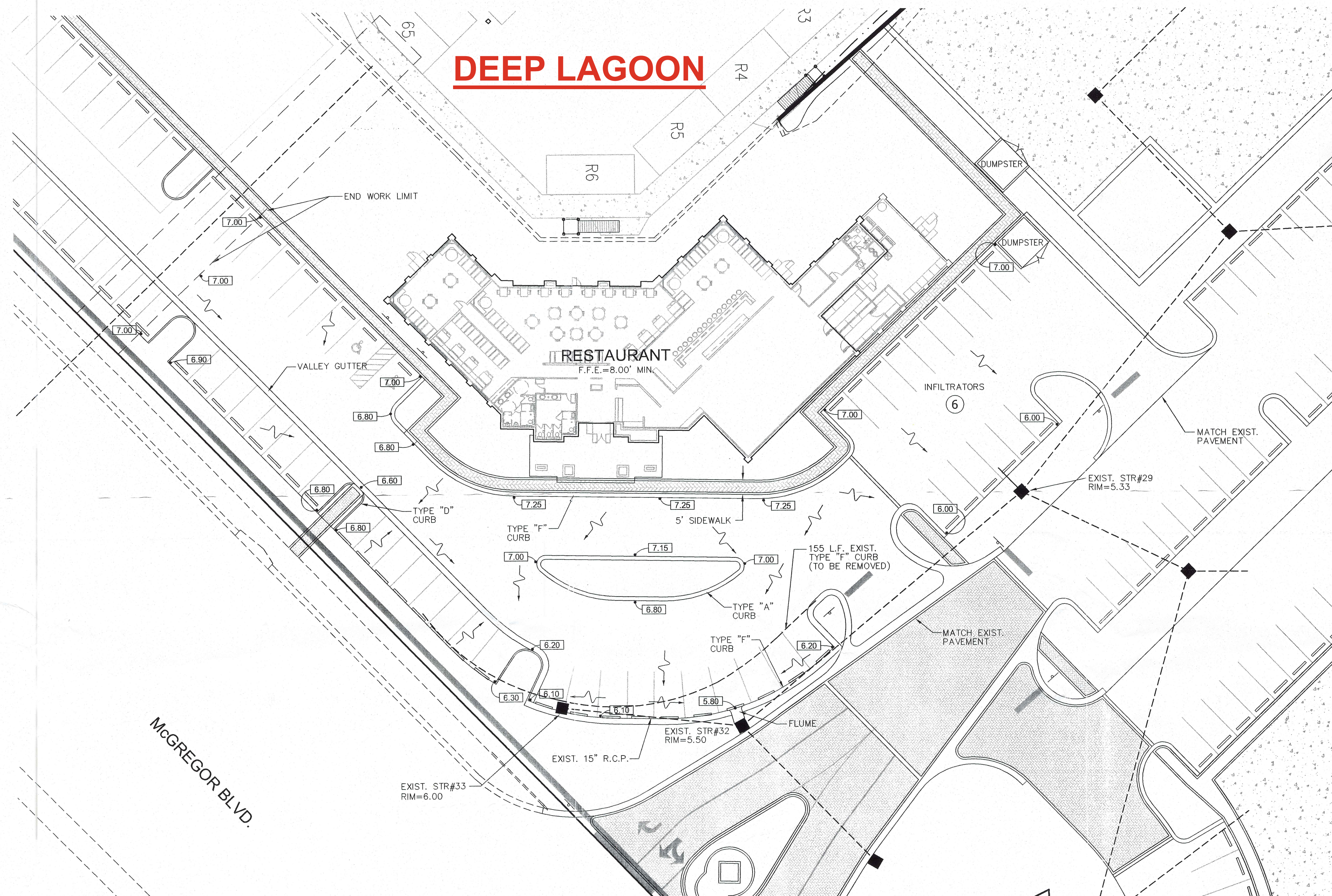
MARINA*
WET BOAT SLIPS
2 SPACES PER 3 SLIPS
TOTAL NUMBER OF WET SLIPS = 129
129 / 3 x 2 = 86 SPACES
DRY BOAT STALLS (BATH HOUSE)
1 SPACE PER 4 STALLS
TOTAL NUMBER OF DRY STALLS = 336
336 / 4 x 1 = 84 SPACES

INDOOR RECREATIONAL
1 SPACE PER 100 SQFT OF TOTAL AREA
TOTAL OFFICE AREA (sf) = 4256
4256 sf / 100 = 42.6 SPACES

HANDICAPPED PARKING
9 HANDICAPPED PARKING REQUIRED
(400-500 PARKING SPACE 9 HANDICAPPED REQUIRED)
PROPOSED = 14

*TOTAL REQUIRED PARKING SPACES = 420
*TOTAL PROVIDED PARKING SPACES = 427
(427 SPACES APPROVED PER ZONING RESOLUTION #2-99-013)

*SERVICE BAYS AND RESTROOMS FACILITIES ARE ACCESSORY USES
TO THE MARINA. NO ADDITIONAL PARKING SPACES ARE REQUIRED.



PROPOSED SITE DATA - AREA SUMMARY

TOTAL SITE AREA:	1,047,394 SF	24.04 AC	
SUBMERGED LANDS: (TIDAL CANALS)	376,358 SF	8.64 AC	
NET SITE AREA:	671,036 SF	15.40 AC	100%
IMPERVIOUS AREAS			
BUILDING FOOTPRINT	167,496 SF	3.81 AC	24.96%
ASPHALT	180,763 SF	4.15 AC	26.95%
CONCRETE PAVEMENT	49,223 SF	1.13 AC	7.34%
BRICK PAVEMENT (ROADS)	29,662 SF	0.68 AC	4.42%
POOLS	1,944 SF	0.04 AC	0.26%
CURBS	10,631 SF	0.24 AC	1.56%
SIDEWALKS	26,466 SF	0.61 AC	3.96%
PERVIOUS AREAS	204,915 SF	4.70 AC	30.51%

D.C.D.
**OFFICIAL
FILE
COPY**

Division of Development Services
D.O. MINOR CHANGE # 407
APPROVED
By *[Signature]* Date 10/6/2011
For review by *[Signature]* for review
*Approval based on site information
supplied by applicant.

DOS2005-00214

Received
SEP 01 2011
COMMUNITY DEVELOPMENT

date 7-11

file name: MPG

job DL

No.	Date	Revisions
1	8-11	ADDED REVISED PARKING CALCULATIONS PER COMMENTS DATED AUG. 10, 2011



community engineering services, inc.
civil engineering • surveying • project management

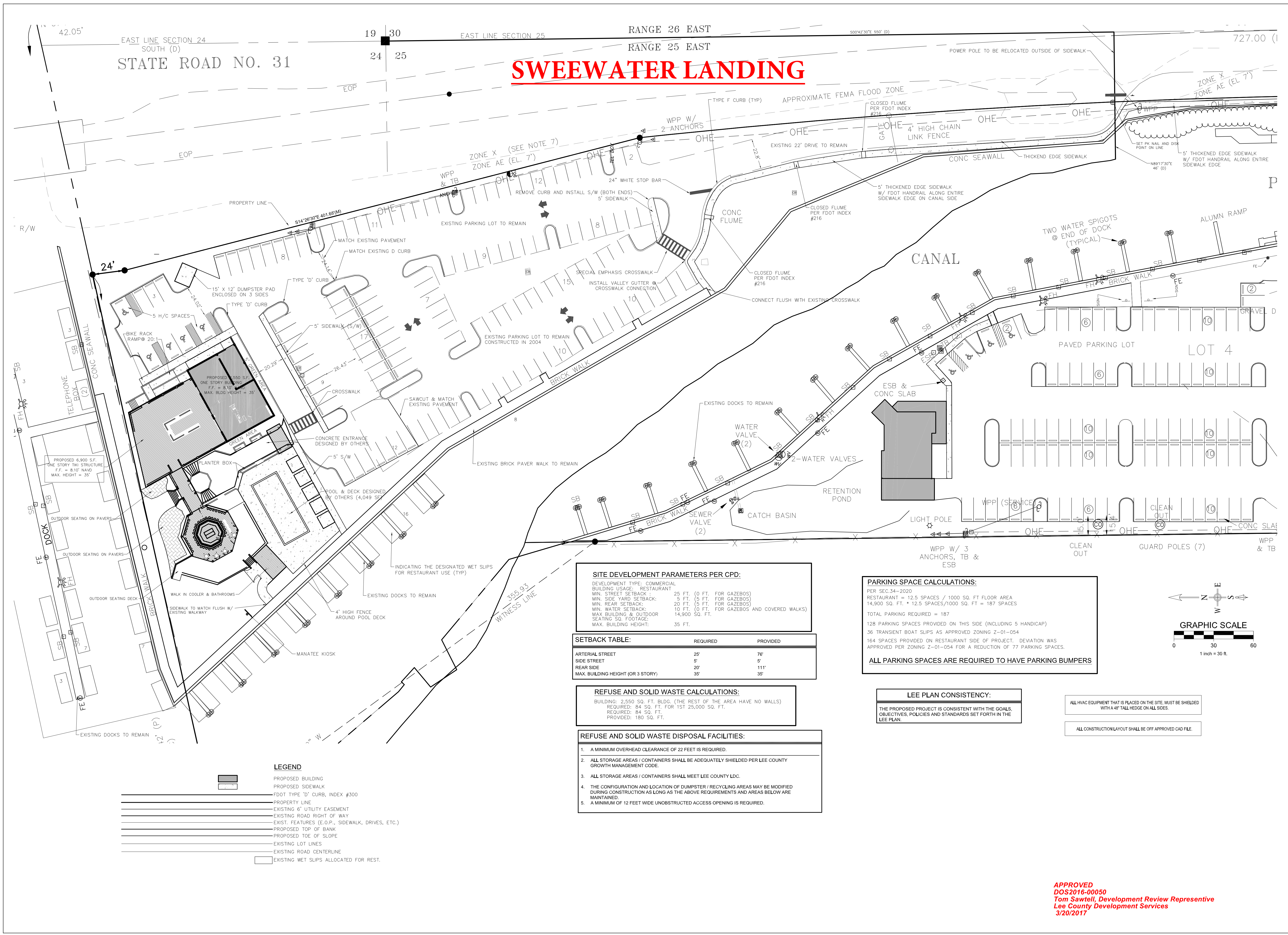
EB-0006613 LB-6572
2740 Oak Ridge Court, Suite 303
Fort Myers, Florida 33901
Telephone (239) 936-9777 Fax (239) 936-0064

PAVING, GRADING AND DRAINAGE PLAN
OF
DEEP LAGOON MARINA

FOR
DEEP LAGOON BOAT CLUB, LTD.
14030 McGREGOR BLVD.
FORT MYERS, FL 33919
(239) 454-2628 FAX (239) 513-9269

MARK D. MCC
FL PE #44052

SEP 01 2011



REVISION DESCRIPTION

DATE

09/20/16

02/10/17

REVISED PER COUNTY COMMENTS

REVISED PER COUNTY COMMENTS

THESE PLANS MAY NOT BE COPIED OR MODIFIED WITHOUT THE WRITTEN PERMISSION OF JASON P. WHITE, P.E. #70920

JASON P. WHITE
FLA. REG. P.E. #70920

DATE

INFORMATIONAL COPY ONLY. UNLESS CROSSSED WITH REGISTERED ENGINEERS SEAL

Exceptional Engineering, Inc.

P.O. Box 2980, Ft. Myers, FL 33902
Tel. (239) 340-9816 | Fax. (239) 321-5298
Jason.W@exceptionaleng.com
Business Cert # 25968

Date : 01-13-16
Scale :
Design: J.P.W.
CAD :
Check : J.P.W.
File :

RESTAURANT SITE PLAN

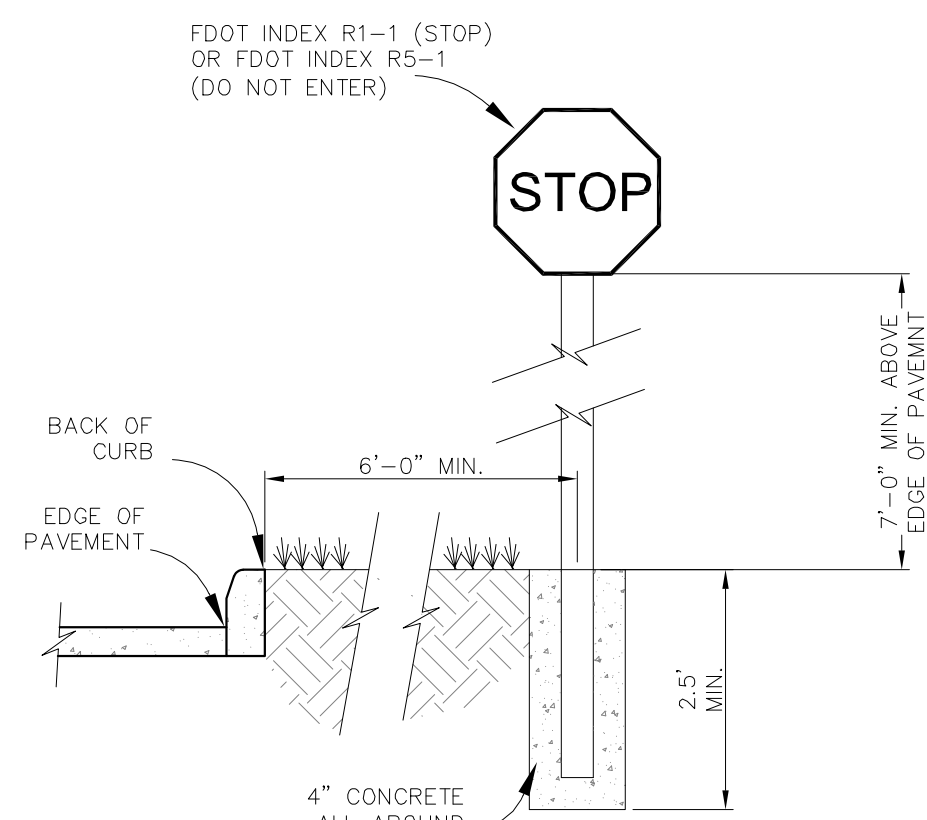
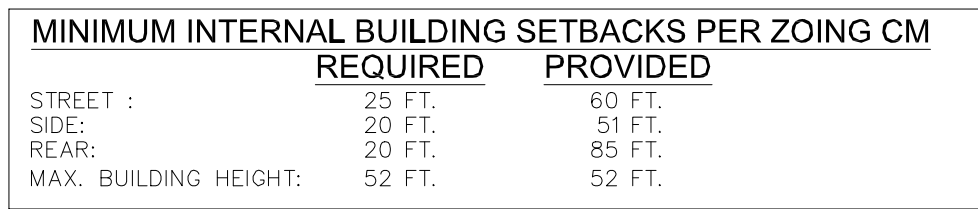
SR31 SWEETWATER PROPERTY

FORT MYERS, FLORIDA, SEC. 25, TWN. 43 S., RNG. 25 E.
BAM SWL PROPERTIES LLC
16991 STATE ROAD 31, FORT MYERS, FL 33905

SHEET #
C-105
JOB # 15-12
FOR REVIEW ONLY

APPROVED
DOS2016-00050
Tom Sawtell, Development Review Representative
Lee County Development Services
3/20/2017

M.H. DAVIS PROPERTIES
UNRECORDED



ADDITIONAL 22T FARRING STAPLES NEEDED, 1 FARRING REQ. WELD.

LEGEND

PAINTED HANDICAP PARKING SYMBOL

PROPOSED PAINTED TRAFFIC CIRCULATION ARROW

PROPOSED BUILDING

PROPOSED CONCRETE

FDOT TYPE 'D' CURB, INDEX #300

PROPERTY LINE

PHASE LINE

EXISTING 6' UTILITY EASEMENT

EXISTING ROAD RIGHT OF WAY

EXIST. FEATURES (E.O.P., SIDEWALK, DRIVES, ETC)

EXISTING LOT LINES

EXISTING ROAD CENTERLINE

**APPROVED
DOS2016-06
Tom Sawte
Lee County
3/20/2017**

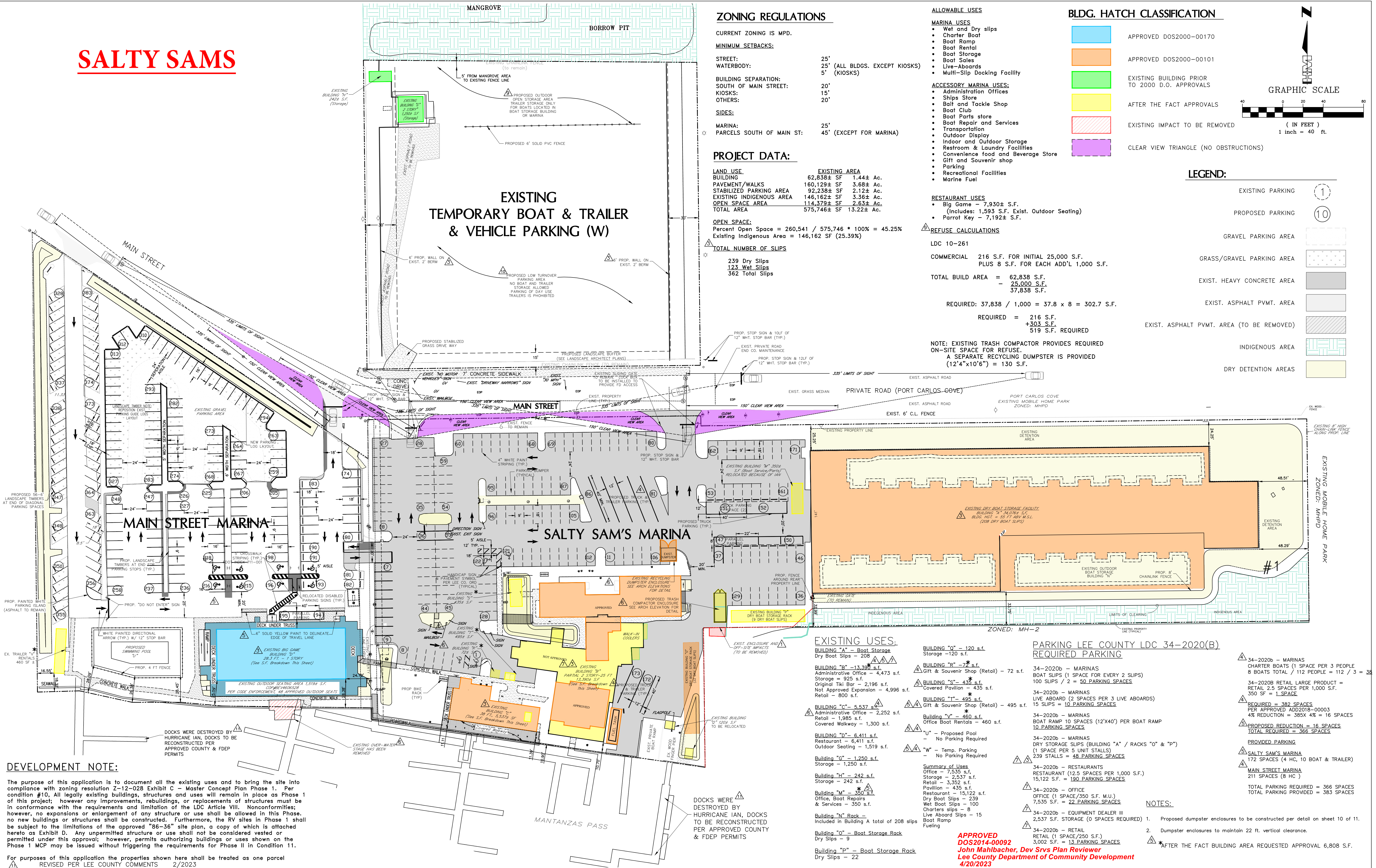
BAM SWL PROPERTIES LLC
16991 STATE ROAD 31, FORT MYERS, FL 33905

Business Cert # 25968

Date : 08-24-2015
Scale :
Design : J.P.W.
CAD : J.A.H.
Check : J.P.W.
File : 15-54

SHEET #
C-5
JOB # 15-54

SALTY SAM'S



DEVELOPMENT NOTE:

The purpose of this application is to document all the existing uses and to bring the site into compliance with zoning resolution Z-12-028 Exhibit C - Master Concept Plan Phase 1. Per condition #10, All legally existing buildings, structures and uses will remain in place as Phase 1 of this project; however any improvements, rebuilds, or replacements of structures must be in conformance with the requirements and limitation of the LDC Article VIII. Nonconformities; however, no expansions or enlargement of any structure or use shall be allowed in this Phase. no new buildings or structures shall be constructed. Furthermore, the RV sites in Phase 1 shall be subject to the limitations of the approved "86-36" site plan, a copy of which is attached hereto as Exhibit D. Any unpermitted structure or use shall not be considered vested or permitted under this approval; however, permits authorizing buildings or uses shown on the Phase 1 MCP may be issued without triggering the requirements for Phase II in Condition 11.

For purposes of this application the properties shown here shall be treated as one parcel

REVISOR	REVISIONS	DATE
1	REVISED PER LEE COUNTY COMMENTS	2/2023
2	REVISED PER LEE COUNTY COMMENTS	6/2022
3	REVISED PER LEE COUNTY COMMENTS	8/2021
4	REVISED PER LEE COUNTY COMMENTS	4/2021
5	REVISED PER LEE COUNTY COMMENTS	6/2020
6	REVISED PER LEE COUNTY COMMENTS	1/2020

HANSON MARINE PROPERTIES, INC.

SALTY SAM'S MARINA

SAN CARLOS ISLAND, LEE COUNTY FLORIDA

DESIGNED BY	C.L.K.	DATE	06/13
DRAWN BY	C.L.K.	DATE	06/13
CHECKED BY	C.L.K.	DATE	06/13
VERTICAL SCALE	N/A	HORIZONTAL SCALE	1"=40'



6200 Whiskey Creek Drive
Fort Myers, FL. 33919
Phone : (239) 985-1200
Florida Certificate of
Authorization No.1772

MASTER SITE PLAN

THESE DRAWINGS ARE NOT APPROVED FOR CONSTRUCTION UNLESS SIGNED BELOW:	CAD FILE NAME:	DRAWING NO.:
CHARLES L. KREBS, PE #56835 DATE	13017MSP	1341-07
	PROJECT NO.:	SHEET NO.:
	2013.017	7 OF 10



APPENDIX D

Hourly Parking Occupancy Counts of Three Comparable Marina Sites



Sweetwater Landing Marina
Parking Occupancy Counts on Saturday 3/22/25

Time	Restaurant	Marina		Total
7:00 AM	7	23	✓	30
8:00 AM	8	26	✓	34
9:00 AM	11	26	✓	37
10:00 AM	25	29	✓	54
11:00 AM	56	36	✓	92
12:00 PM	120	39	✓	159
1:00 PM	133	79	✓	212
2:00 PM	153	122	✓	275
3:00 PM	124	84	✓	208
4:00 PM	134	87	✓	221
5:00 PM	123	89	✓	212
6:00 PM	113	74	✓	187
7:00 PM	115	55	✓	170

Deep Lagoon Marina
Parking Occupancy Counts on Saturday 3/22/25

Time	Restaurant	Marina		Total
7:00 AM	0	8	✓	8
8:00 AM	0	29	✓	29
9:00 AM	0	35	✓	35
10:00 AM	4	56	✓	60
11:00 AM	12	73	✓	85
12:00 PM	37	86	✓	123
1:00 PM	38	83	✓	121
2:00 PM	39	81	✓	120
3:00 PM	44	80	✓	124
4:00 PM	50	78	✓	128
5:00 PM	85	65	✓	150
6:00 PM	106	60	✓	166
7:00 PM	108	58	✓	166



Salty Sams Marina

Parking Occupancy Counts on Saturday 3/22/25

Time	Salty Sams Marina	Main St Marina	Overflow Lot		Total
7:00 AM	11	10	2	✓	23
8:00 AM	19	12	1	✓	32
9:00 AM	38	17	2	✓	57
10:00 AM	91	43	14	✓	148
11:00 AM	127	58	19	✓	204
12:00 PM	128	57	19	✓	204
1:00 PM	125	71	24	✓	220
2:00 PM	123	72	27	✓	222
3:00 PM	121	73	30	✓	224
4:00 PM	118	67	24	✓	209
5:00 PM	119	46	21	✓	186
6:00 PM	134	41	21	✓	196
7:00 PM	137	38	18	✓	193

SPEATH
ENGINEERING
SPEATH ENGINEERING FL, LLC - 1100 BRICKELL AVE., 10TH FL.
MIAMI, FL 33131 - PHONE: 305-584-4213

A circular professional engineer seal for Matthew S. Speath. The outer ring contains the text "MATTHEW S. SPEATH" at the top and "PROFESSIONAL ENGINEER" at the bottom, separated by three stars. The inner circle contains the text "LICENSE" at the top, "No. 67675" in the center, and "STATE OF FLORIDA" at the bottom, also separated by three stars.

DRAWN	TCG
CHECK	MSS
DATE	06/10/25
SCALE	1" = 40'
PROJ. NO.	F22-56

MCF
1 OF 1

