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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

MEMORANDUM

TO: Ms. Stacey Hewitt
Atwell

FROM: Ted B. Treesh
President

DATE: February 11, 2025

RE: Blackstone Corporate Park MPD
Administrative Amendment ADD2024-00219
Lee County, Florida

TR Transportation Consultants, Inc. has completed the following analysis in support of the Administrative Amendment to add a second site access drive to Blackstone Drive as part of the Blackstone Corporate Park MPD. The Blackstone Corporate Park MPD was approved under Zoning Resolution Z-23-040, which permitted the site to be developed with up to 500,000 square feet of commercial floor area and 350,000 square feet of industrial floor area. The Master Concept Plan approved under the Resolution had a single access drive connection on Blackstone Drive. The applicant would desire a second point of ingress and egress on Blackstone Drive south of the access shown the approved Master Concept Plan. The additional access would be located within the LCEC easement and primarily serve the industrial land uses that are located to the south of the commercial uses, providing for a more efficient circulation withing the project and allow for better traffic distribution onto Blackstone Drive.

Attached to this memo is the intersection analysis at the two site access drive connections on Blackstone Drive. **Figures A-1, A-2** and **Figure 2** from the original TIS were recreated to illustrate the assignment of trips from the MPD with the second access shown to Blackstone Drive. Recent traffic counts conducted at the intersection of SR 82 and Blackstone Drive were utilized to determine the projected volumes along Blackstone Drive. No analysis was conducted at the intersection of SR 82 and Blackstone Drive as this amendment does not change from what was previously analyzed as part of the original zoning application as the trips from the MPD must still traverse through the SR 82 intersection and adding the second access to Blackstone Drive does not change any of the previous analysis conducted as part of the original zoning application.

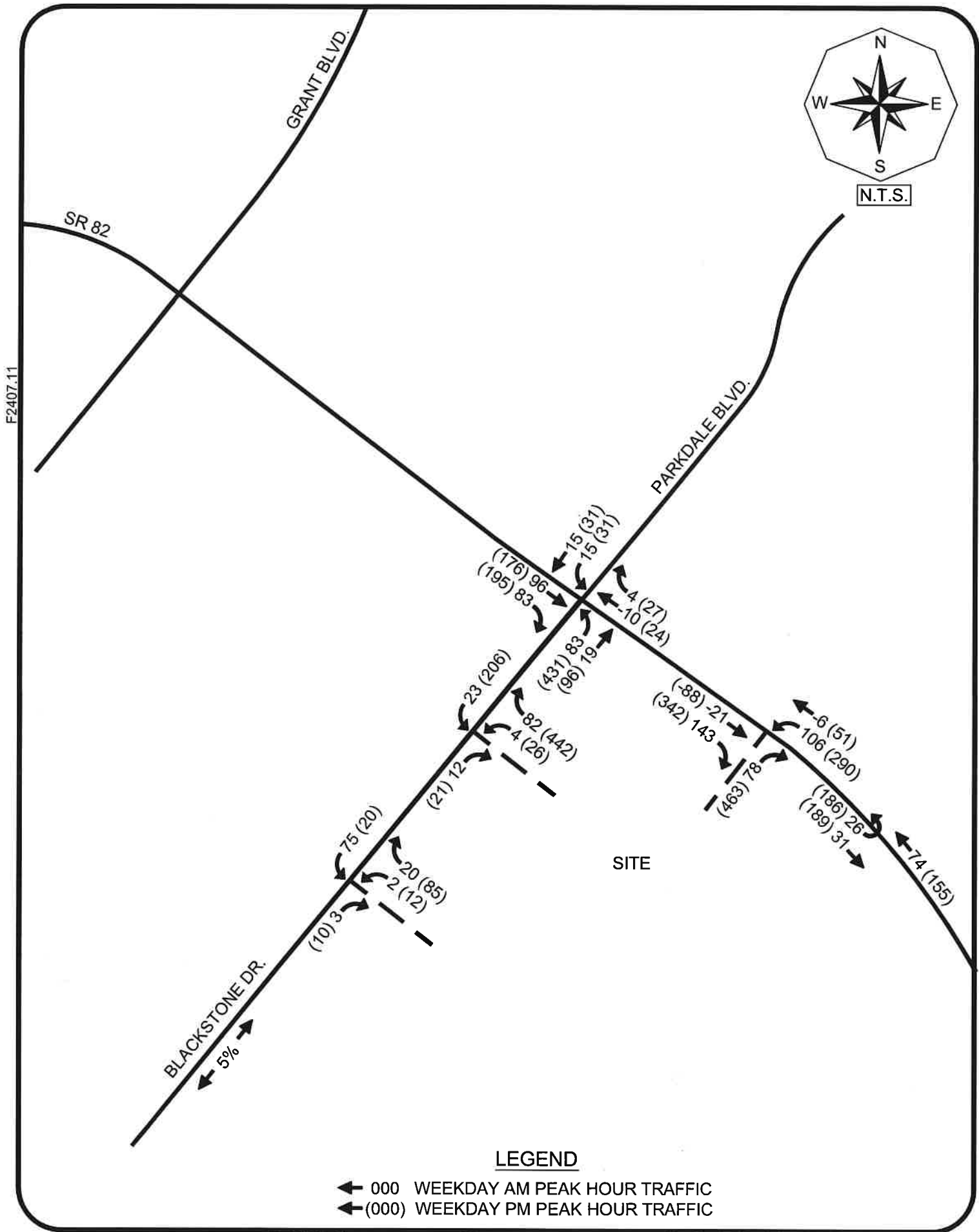


Ms. Stacey Hewitt
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Copies of the HCS analysis and the graphics illustrating the site traffic assignment are attached to this memo for reference.

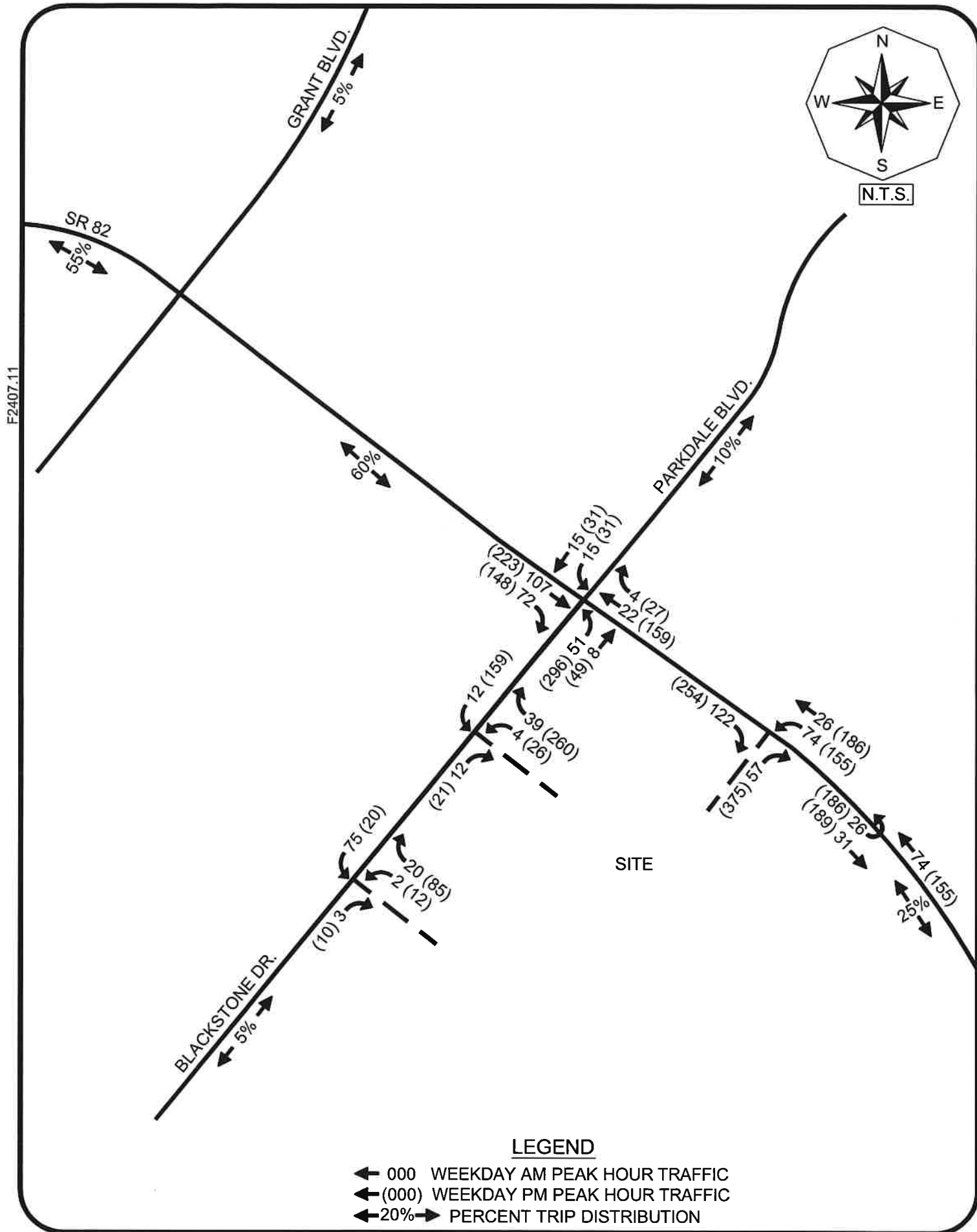
Attachments

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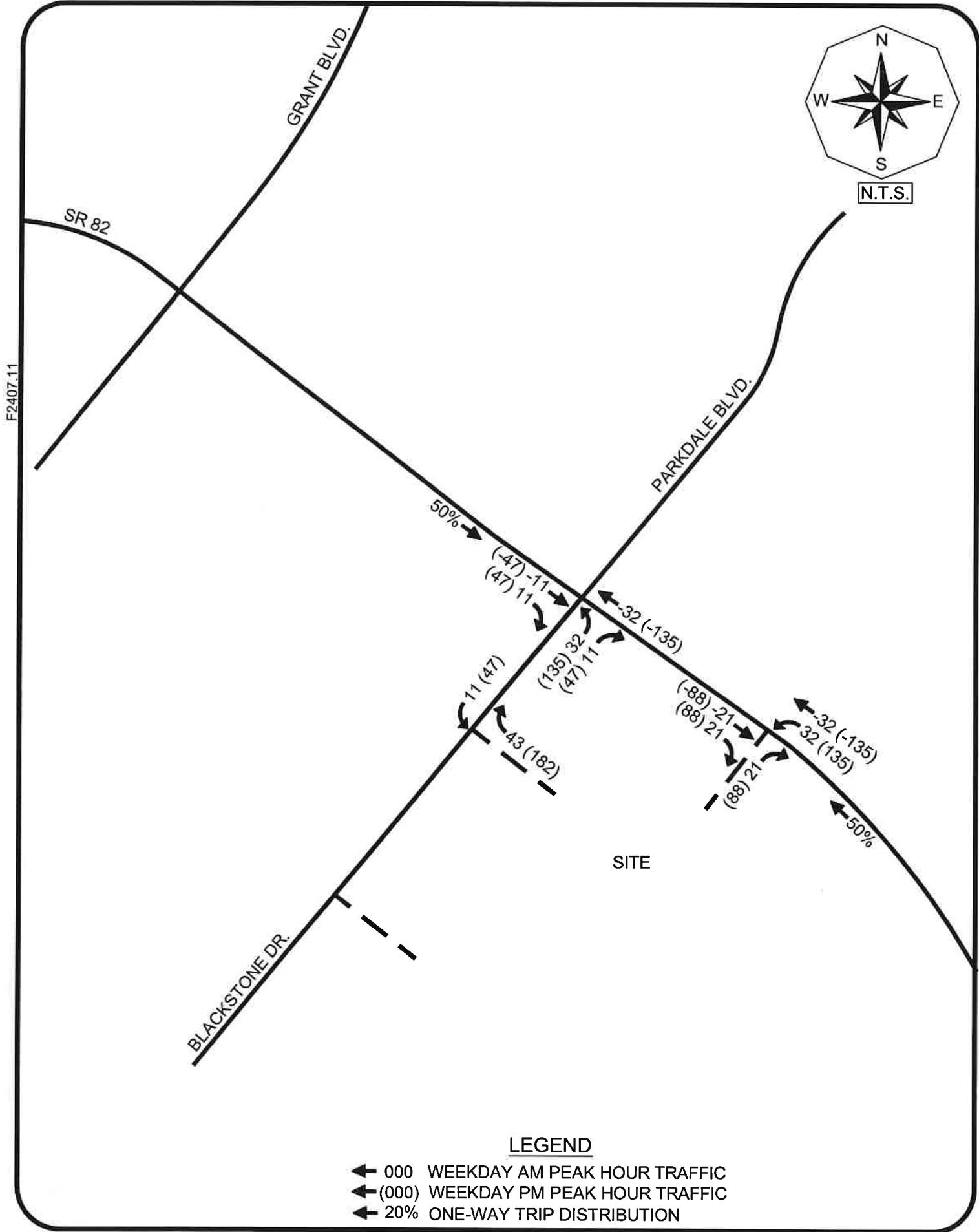


ASSIGNMENT OF ALL SITE RELATED TRIPS
NET NEW + PASS-BY TRIPS
BLACKSTONE CORPORATE PARK MPD

Figure 2



ASSIGNMENT & DISTRIBUTION OF
NET NEW PROJECT TRIPS
BLACKSTONE CORPORATE PARK MPD Figure A-1



ASSIGNMENT & DISTRIBUTION OF
PASS-BY PROJECT TRIPS
BLACKSTONE CORPORATE PARK MPD Figure A-2

SR 82 @ Blackstone Dr
Fort Myers Florida
Wednesday, December 11, 2024

Wednesday, December 11, 2024																									
Time	Southbound Parkdale Blvd					Westbound SR 82					Northbound Blackstone Dr					Eastbound SR 82					VEHICLE TOTAL				
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns		Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total
7:00 AM	0	2	1	43	0	46	0	1	222	1	0	224	0	13	4	7	0	24	0	42	173	2	0	217	511
7:15 AM	0	1	0	36	0	37	0	2	241	0	0	243	0	0	21	11	5	0	37	0	31	175	1	0	207
7:30 AM	0	2	5	55	0	62	1	0	203	2	0	206	0	0	17	6	0	23	0	26	145	1	0	174	465
7:45 AM	0	2	5	61	0	68	0	1	189	1	0	191	0	15	1	2	0	18	0	21	168	4	0	193	470
Hourly Total	0	7	11	195	0	213	1	4	855	4	0	864	0	68	22	14	0	102	0	122	661	8	0	791	1970
8:00 AM	0	2	4	64	0	70	1	1	178	3	0	183	0	9	3	6	0	18	0	26	121	4	0	154	426
8:15 AM	0	1	2	43	0	46	0	0	184	1	0	185	0	7	1	2	0	10	0	19	165	1	0	165	436
8:30 AM	0	0	2	27	0	29	0	1	193	0	0	194	0	5	1	2	0	8	0	26	142	4	0	172	403
8:45 AM	0	0	2	27	0	29	0	2	174	1	0	177	0	6	2	2	0	10	0	22	155	1	0	178	394
Hourly Total	0	3	10	161	0	174	1	4	739	5	0	749	0	27	7	12	0	46	0	96	593	10	0	689	1858
9:00 AM	0	0	3	26	0	29	1	1	169	2	0	173	0	6	1	1	0	8	0	14	160	1	0	175	365
9:15 AM	0	3	0	23	0	26	0	1	188	0	0	187	0	7	4	0	0	11	0	17	156	2	0	176	400
9:30 AM	0	0	2	41	0	43	0	3	169	0	0	172	0	7	2	0	0	9	0	16	145	0	0	161	365
9:45 AM	0	1	1	35	0	37	0	0	158	2	0	160	0	5	2	0	1	7	0	13	166	5	0	184	368
Hourly Total	0	4	6	125	0	135	1	5	682	4	0	692	0	25	9	1	1	35	0	60	627	8	0	696	1558
10:00 AM	0	2	1	20	0	23	1	2	156	2	0	161	0	3	2	1	0	6	0	21	149	3	0	173	363
10:15 AM	0	0	1	31	0	32	0	0	166	0	0	166	0	2	2	0	2	4	0	21	130	3	0	154	356
10:30 AM	0	1	2	26	0	31	0	1	158	2	0	161	0	10	1	3	0	14	0	24	123	6	0	153	359
10:45 AM	0	1	0	23	0	24	0	0	137	1	0	138	0	3	0	1	0	4	0	19	128	3	0	150	316
Hourly Total	0	4	4	102	0	110	1	3	617	5	0	626	0	18	5	5	2	28	0	65	530	15	0	630	1394
11:00 AM	0	1	0	28	0	29	0	0	174	2	0	176	0	10	0	1	0	11	0	20	133	0	0	153	366
11:15 AM	0	0	1	23	1	24	0	1	144	0	0	145	0	7	0	0	0	8	0	16	151	4	0	171	348
11:30 AM	0	0	2	31	0	33	0	0	144	1	0	145	0	5	0	2	1	7	0	21	145	3	0	169	364
11:45 AM	0	1	1	16	0	18	0	1	130	1	0	132	0	5	1	2	0	8	0	11	141	3	0	155	311
Hourly Total	0	2	4	98	1	104	0	2	592	4	0	598	0	25	1	6	1	32	0	66	570	10	0	648	1382
12:00 PM	0	1	2	20	0	23	0	0	159	0	0	159	0	5	2	0	0	7	0	18	136	2	0	156	345
12:15 PM	0	0	0	34	0	34	0	1	159	1	0	161	0	2	0	0	0	2	0	18	131	7	0	157	354
12:30 PM	0	1	2	25	0	28	0	0	164	3	0	167	0	4	2	0	0	6	0	18	155	5	0	178	379
12:45 PM	0	0	1	20	0	21	0	0	154	3	0	157	0	2	1	1	0	4	0	22	151	3	0	176	368
Hourly Total	0	2	5	99	0	106	0	1	636	7	0	644	0	13	5	1	0	19	0	77	573	17	0	687	1436
1:00 PM	0	1	2	27	0	30	0	2	127	2	0	131	0	5	3	1	0	9	0	34	175	5	0	215	386
1:15 PM	0	1	0	11	6	12	0	1	181	1	0	183	0	3	5	3	0	11	0	31	184	2	0	217	423
1:30 PM	0	2	0	26	0	28	0	1	183	1	0	185	0	5	3	2	1	10	0	38	152	3	0	193	416
1:45 PM	0	3	3	21	0	27	0	3	174	3	0	180	0	4	1	2	0	7	0	38	165	5	0	208	422
Hourly Total	0	7	5	85	6	97	0	7	665	7	0	679	0	17	12	6	1	37	0	141	676	15	0	833	1646
2:00 PM	0	0	3	31	0	34	1	3	161	0	0	165	0	5	2	0	0	7	0	44	169	1	0	214	420
2:15 PM	0	0	3	36	0	41	0	2	162	2	0	166	0	8	5	2	0	13	0	41	158	0	0	199	411
2:30 PM	0	0	5	32	0	37	0	1	197	1	0	199	0	5	3	3	0	11	0	46	193	6	0	245	492
2:45 PM	0	2	5	42	0	49	0	2	185	3	0	190	0	5	4	2	0	11	0	49	199	10	0	256	508
Hourly Total	0	2	16	143	0	161	1	8	705	6	0	720	0	21	14	7	0	42	0	180	719	17	0	916	1839
3:00 PM	0	1	9	30	0	40	0	4	183	0	0	187	0	9	2	3	0	14	0	44	218	5	0	267	608
3:15 PM	0	0	3	30	0	33	0	3	180	0	0	183	0	4	0	2	0	6	0	58	227	2	0	295	527
3:30 PM	0	0	2	29	0	31	0	2	163	1	0	166	0	1	1	2	0	4	0	58	190	7	0	255	456
3:45 PM	0	1	2	38	0	41	0	1	169	2	0	202	0	7	0	2	0	9	0	85	239	3	0	307	559
Hourly Total	0	2	16	127	0	145	0	10	735	3	0	748	0	21	3	9	0	33	0	232	874	17	0	1124	2050
4:00 PM	0	0	3	33	0	36	0	2	224	0	0	226	0	8	2	8	0	16	0	64	239	8	0	311	589
4:15 PM	0	0	4	27	0	31	0	5	224	3	0	230	0	2	2	3	0	7	0	71	222	5	0	286	568
4:30 PM	0	0	3	37	0	40	0	0	201	3	0	209	0	5	4	2	0	11	0	79	245	9	0	333	593
4:45 PM	0	0	3	26	0	29	0	5	193	0	0	198	0	6	0	3	0	9	0	79	250	7	0	336	572
Hourly Total	0	0	13	123	0	136	0	17	842	6	0	865	0	19	8	16	0	43	0	293	956	29	0	1278	2322
5:00 PM	0	0	3	33	0	36	0	3	189	0	0	192	0	3	3	6	0	12	0	65	271	6	0	342	582
5:15 PM	0	0	1	24	0	25	0	5	190	0	0	195	0	7	3	1	0	11	0	85	280	9	0	374	605
5:30 PM	0	0	5	25	0	30	0	2	170	1	0	173	0	7	4	0	0	11	0	84	292	13	0	390	604
5:45 PM	0	0	3	23	0	26	0	7	174	1	0	182	0	6	2	3	0	11	0	68	246	5	0	321	540
Hourly Total	0	0	12	105	0	117	0	17	723	2	0	742	0	23	12	10	0	45	0	302	1091	33	0	1427	2331

6:00 PM	1	0	5	27	0	33	0	172	0	0	10	0	1	0	11	0	77	260	4	0	341	561	
6:15 PM	0	1	3	22	0	26	0	184	3	0	8	2	0	0	10	0	57	245	9	0	311	517	
6:30 PM	0	0	0	22	0	22	0	178	3	0	180	0	1	3	0	11	0	52	201	7	0	260	473
6:45 PM	0	0	2	20	0	22	0	149	1	0	5	2	1	0	6	0	55	181	5	0	241	425	
Hourly Total	1	1	10	91	0	103	0	661	7	0	30	5	5	0	40	0	241	887	25	0	1153	1976	
TOTAL	1	34	112	1454	7	1601	5	90	8452	60	0	305	103	94	5	502	4	1897	8747	204	0	10652	21562
Cars	1	15	108	1407	0	1531	5	83	7365	0	0	293	99	84	1	476	4	1829	7582	192	0	9607	18979
Heavy Vehicles	0	19	4	47	7	70	0	7	1213	22	0	12	4	10	4	26	0	68	1165	12	0	1245	2583
Heavy Vehicle %	0.00%	55.88%	3.57%	3.23%	100.00%	4.37%	0.00%	7.78%	14.35%	38.67%	0.00%	3.93%	3.88%	10.64%	80.00%	5.18%	0.00%	3.58%	13.32%	5.88%	0.00%	11.47%	11.88%

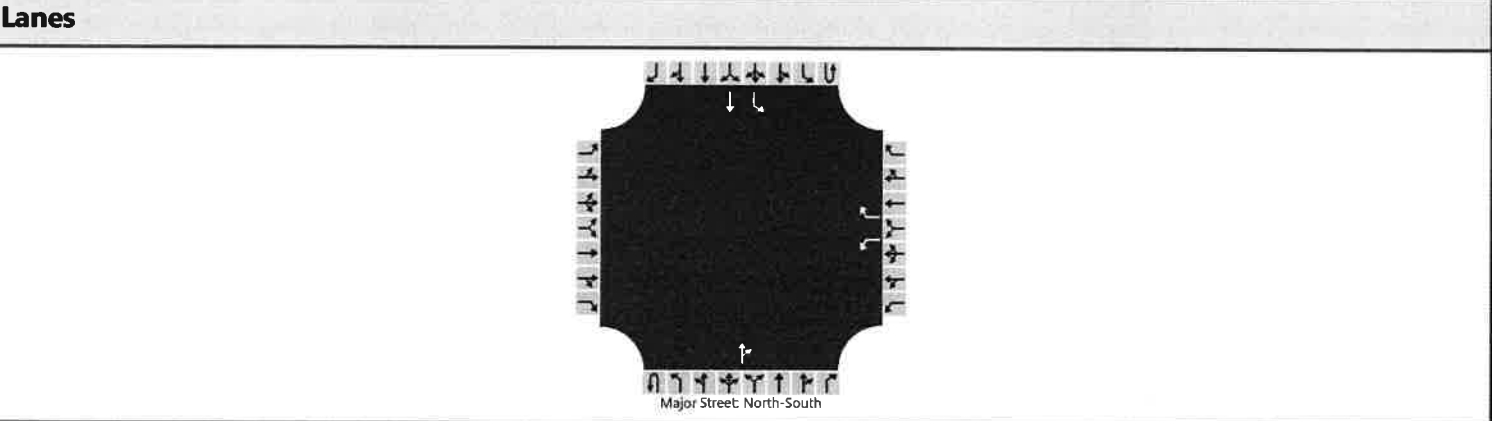
SR 82 @ Blackstone Dr
Fort Myers Florida
Wednesday, December 11, 2024

Time	Southbound										Northbound										Eastbound										VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:00 AM	0	2	1	43	0	46	0	1	222	1	0	224	0	13	4	7	0	24	0	42	173	2	0	217	0	31	175	1	0	207	511
7:15 AM	0	1	0	36	0	37	0	2	241	0	0	243	0	21	11	5	0	37	0	28	145	1	0	174	0	28	145	1	0	174	524
7:30 AM	0	2	5	55	0	62	1	0	203	2	0	206	0	17	6	0	0	23	0	21	169	4	0	193	0	21	169	4	0	193	485
7:45 AM	0	2	5	61	0	68	0	1	189	1	0	191	0	15	1	2	0	18	0	0	0	0	0	0	0	0	0	0	0	0	470
Peak Hour Total	0	7	11	195	0	213	1	4	855	4	0	864	0	68	22	14	0	102	0	122	681	8	0	791	0	122	681	8	0	791	1970
PHF	0.000	0.875	0.550	0.789	0.000	0.783	0.250	0.500	0.887	0.500	0.000	0.669	0.000	0.786	0.500	0.500	0.000	0.669	0.000	0.728	0.944	0.500	0.000	0.911	0.000	0.728	0.944	0.500	0.000	0.911	0.940

Time	Southbound						Westbound						PM Peak Hour						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:45 PM	0	0	3	26	0	29	0	5	193	0	0	198	0	8	0	3	0	9	0	79	250	7	0	336	0	65	271	6	0	342	572
5:00 PM	0	0	3	33	0	36	0	3	189	0	0	192	0	7	3	6	0	12	0	85	271	6	0	342	0	85	271	6	0	342	582
5:15 PM	0	0	1	24	0	25	0	5	190	0	0	195	0	7	3	1	0	11	0	85	280	9	0	374	0	85	280	9	0	374	605
5:30 PM	0	0	5	25	0	30	0	2	170	1	0	173	0	7	4	0	0	11	0	84	292	13	0	390	0	84	292	13	0	390	604
Peak Hour Total	0	0	12	108	0	120	0	15	742	1	0	758	0	23	10	10	0	43	0	313	1093	35	0	1442	1	313	1093	35	0	1442	2363
PHF	0.000	0.000	0.600	0.818	0.000	0.833	0.000	0.750	0.861	0.250	0.000	0.957	0.000	0.821	0.625	0.417	0.000	0.896	0.000	0.921	0.936	0.673	0.000	0.924	0.250	0.921	0.936	0.673	0.000	0.924	0.976

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	tbt	Intersection	Blackstone Dr./North Access
Agency/Co.	TR Transportation	Jurisdiction	Lee County
Date Performed	2/11/2025	East/West Street	North Access
Analysis Year	2028	North/South Street	Blackstone Dr.
Time Analyzed	AM Peak 2028	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Blackstone Corp Park ADD		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						4		82			110	12		23	121	
Percent Heavy Vehicles (%)						1		4						8		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

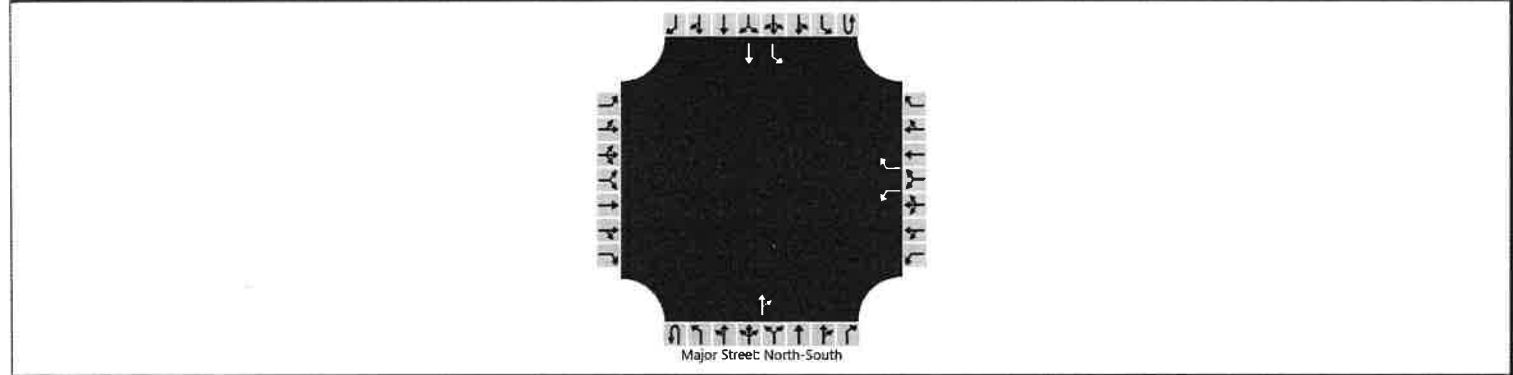
Critical and Follow-up Headways																
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.24						4.18		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.34						2.27		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						4		89						25		
Capacity, c (veh/h)						675		919						1416		
v/c Ratio						0.01		0.10						0.02		
95% Queue Length, Q ₉₅ (veh)						0.0		0.3						0.1		
95% Queue Length, Q ₉₅ (ft)						0.0		7.8						2.7		
Control Delay (s/veh)						10.4		9.3						7.6		
Level of Service (LOS)						B		A						A		
Approach Delay (s/veh)					9.4								1.2			
Approach LOS					A								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	tbt	Intersection	Blackstone Dr./North Access
Agency/Co.	TR Transportation	Jurisdiction	Lee County
Date Performed	2/11/2025	East/West Street	North Access
Analysis Year	2028	North/South Street	Blackstone Dr.
Time Analyzed	PM Peak 2028	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Blackstone Corp Park ADD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	T	
Volume (veh/h)						26		442			107	21		206	82	
Percent Heavy Vehicles (%)						1		3						4		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.23						4.14		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.33						2.24		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						28		480						224		
Capacity, c (veh/h)						360		920						1432		
v/c Ratio						0.08		0.52						0.16		
95% Queue Length, Q ₉₅ (veh)						0.3		3.1						0.6		
95% Queue Length, Q ₉₅ (ft)						7.6		79.8						15.6		
Control Delay (s/veh)						15.8		13.1						8.0		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)					13.3								5.7			
Approach LOS					B								A			

Lanes

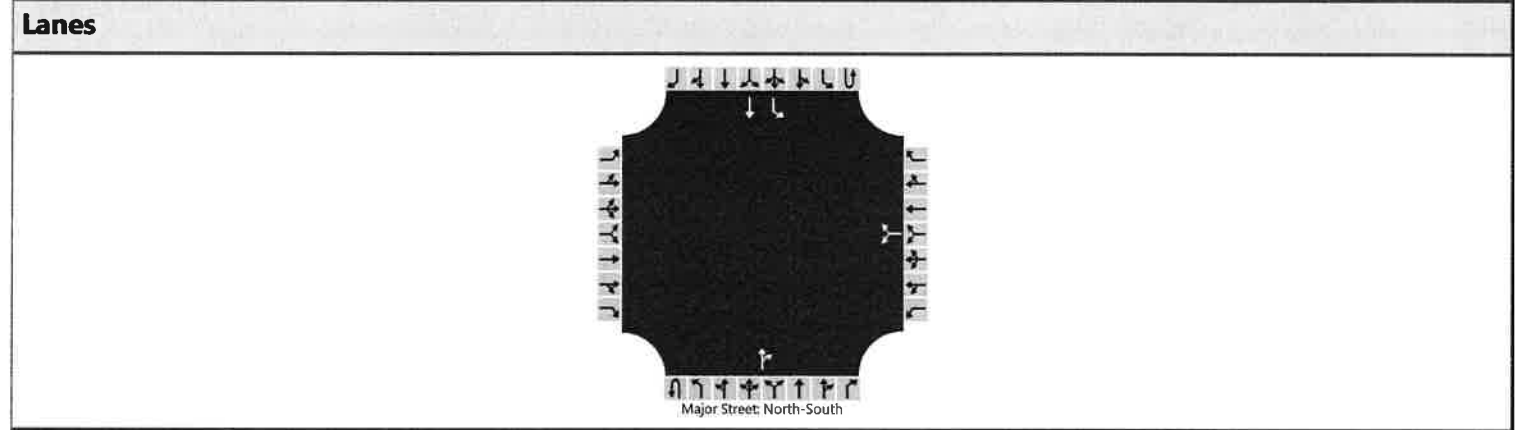


Critical and Follow-up Headways																
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.27						4.22		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.36						2.31		

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HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	tbt	Intersection	Blackstone Dr./South Access
Agency/Co.	TR Transportation	Jurisdiction	Lee County
Date Performed	2/11/2025	East/West Street	South Access
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Time Analyzed	PM Peak 2028	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Blackstone Corp Park ADD		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						12		85			43	10		20	88	
Percent Heavy Vehicles (%)						1		5						10		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.25						4.20		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.35						2.29		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							105							22		
Capacity, c (veh/h)							974							1497		
v/c Ratio							0.11							0.01		
95% Queue Length, Q ₉₅ (veh)							0.4							0.0		
95% Queue Length, Q ₉₅ (ft)							10.5							0.0		
Control Delay (s/veh)							9.1							7.4		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					9.1								1.4			
Approach LOS					A								A			

OPEN SPACE CALCULATIONS:

REQUIRED OPEN SPACE:

COMMERCIAL USE AREA A - 61.76 AC x 30% = 18.53 AC
INDUSTRIAL USE AREA B - 36.25 AC x 20% = 7.25 AC
TOTAL = 25.78 AC

REQUIRED INDIGENOUS:

50% OF REQUIRED OPEN SPACE
REQUIRED OPEN SPACE
COMMERCIAL USE AREA A - 18.53 x 50% = 9.27 AC
INDUSTRIAL USE AREA B - 7.25 x 50% = 3.63 AC
TOTAL = 12.9 AC

PROVIDED OPEN SPACE:

LAKE (MAX. 25% OF REQ. OPEN SPACE) 5.88 AC±
DRY DETENTION 0.58 AC±
COMMERCIAL PARCELS (10%) 4.23 AC±
INDUSTRIAL PARCELS (10%) 1.49 AC±
INDIGENOUS PRESERVE AREAS 11.60 AC
TOTAL OPEN SPACE* MINIMUM 25.78 AC

* EACH DEVELOPMENT PARCEL IS REQUIRED TO PROVIDE A MINIMUM OF 10% OPEN SPACE.

PROVIDED INDIGENOUS:

THE INDIGENOUS PRESERVE AND RESTORATION AREAS WILL BE PROVIDED IN TWO PHASES:
COMMERCIAL AREA A AND INDUSTRIAL AREA B
FIRST DEVELOPMENT ORDER WITHIN COMMERCIAL USE AREA A WILL PROVIDE THE FOLLOWING:
PRESERVE AREAS 1-8, 10-11, AND 0.17-ACRE PORTION OF PRESERVE AREA 9.
FIRST DEVELOPMENT ORDER WITHIN INDUSTRIAL USE AREA B WILL PROVIDE THE FOLLOWING:
REMAINING 2.83-ACRE PORTION OF PRESERVE AREA 9 (4.33-ACRES WITH 1.5-ACRE CREDIT)
TO COMPLETE THE PRESERVE AREAS.

INDIGENOUS PRESERVE AREA

PRESERVE #	FLUCCS	AREA
1	4119E3	0.36 AC
4	4159E2	0.91 AC
6	4159E2	0.51 AC
SUB-TOTAL		1.78 AC

UPLAND INDIGENOUS PRESERVE AREA W/ CREDIT

PRESERVE #	FLUCCS	AREA	CREDIT	AREA W/CREDIT
9	4119E1	3.00 AC	150%	4.50 AC
SUB-TOTAL				4.50 AC

INDIGENOUS RESTORATION AREA

PRESERVE #	FLUCCS	AREA
2	4241*	1.24 AC
3	6219E4*	0.53 AC
5	7401*	0.40 AC
7	6259E4*	3.96 AC
8	4159E4	1.08 AC
10	832	0.03 AC
11	6321*	0.69 AC
SUB-TOTAL		7.32 AC

* = WETLANDS

TOTAL INDIGENOUS AREA W/CREDIT 13.60 AC

NOTES:

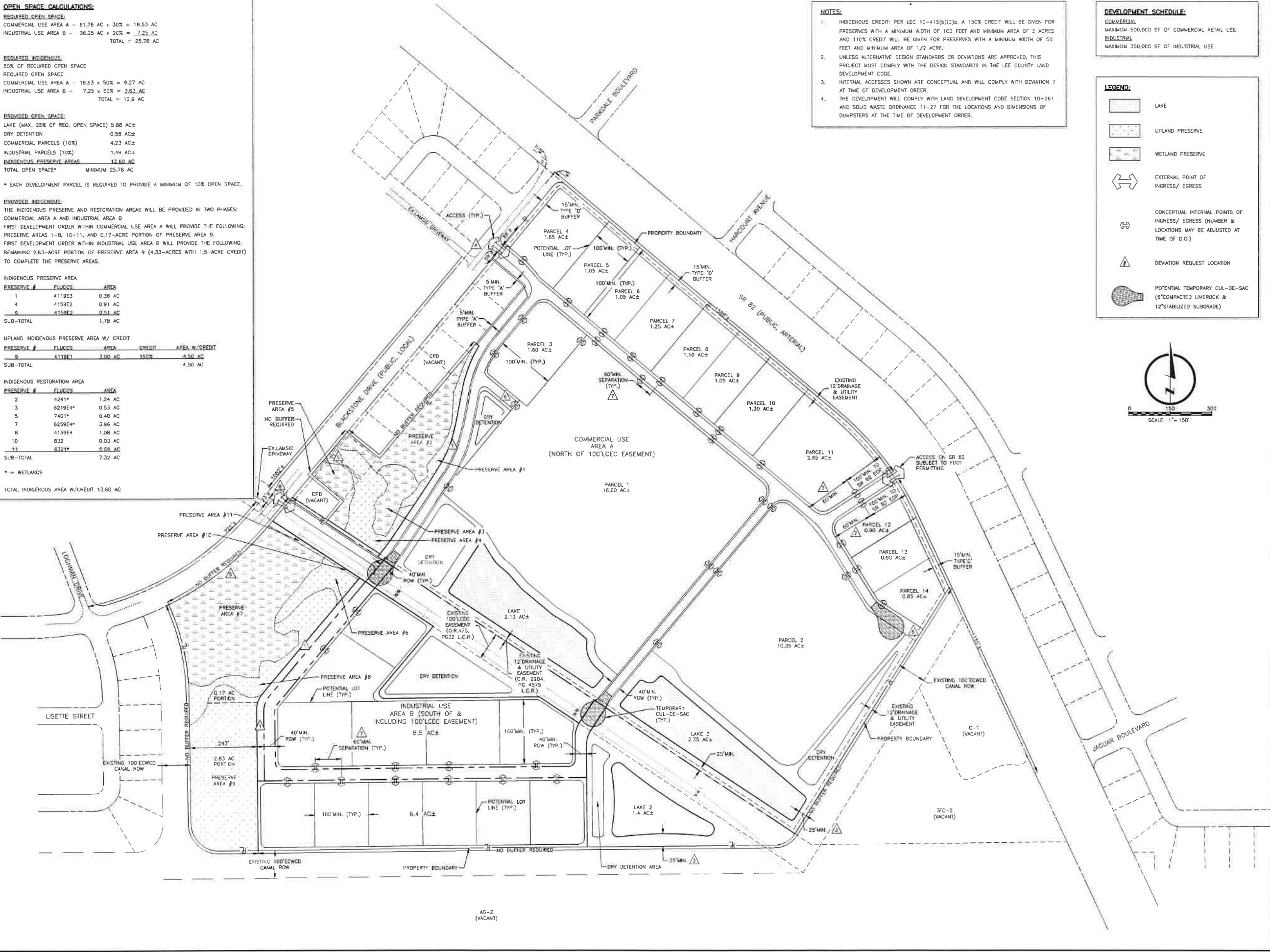
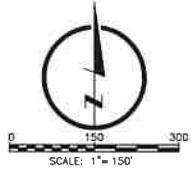
- INDIGENOUS CREDIT: PER LDC 10-415(b)(3)0. A 150% CREDIT WILL BE GIVEN FOR PRESERVES WITH A MINIMUM WIDTH OF 100 FEET AND MINIMUM AREA OF 3 ACRES AND 110% CREDIT WILL BE GIVEN FOR PRESERVES WITH A MINIMUM WIDTH OF 50 FEET AND MINIMUM AREA OF 1/2 ACRE.
- UNLESS ALTERNATIVE DESIGN STANDARDS OR DEVIATIONS ARE APPROVED, THIS PROJECT MUST COMPLY WITH THE DESIGN STANDARDS IN THE LEE COUNTY LAND DEVELOPMENT CODE.
- INTERNAL ACCESSES SHOWN ARE CONCEPTUAL AND WILL COMPLY WITH DEVIATION 7 AT TIME OF DEVELOPMENT ORDER.
- THE DEVELOPMENT WILL COMPLY WITH LAND DEVELOPMENT CODE SECTION 10-261 AND SOLID WASTE ORDINANCE 11-27 FOR THE LOCATIONS AND DIMENSIONS OF DUMPSTERS AT THE TIME OF DEVELOPMENT ORDER.

DEVELOPMENT SCHEDULE:

COMMERCIAL
MAXIMUM 500,000 SF OF COMMERCIAL RETAIL USE
INDUSTRIAL
MAXIMUM 350,000 SF OF INDUSTRIAL USE

LEGEND:

- LAKE
- UPLAND PRESERVE
- WETLAND PRESERVE
- EXTERNAL POINT OF INGRESS/ EGRESS
- CONCEPTUAL INTERNAL POINTS OF INGRESS/ EGRESS (NUMBER & LOCATIONS MAY BE ADJUSTED AT TIME OF D.D.)
- DEVIATION REQUEST LOCATION
- POTENTIAL TEMPORARY CUL-DE-SAC (6" COMPACTED LIVEROCK & 12" STABILIZED SUBGRADE)



MASTER CONCEPT PLAN

BLACKSTONE CORPORATE PARK MPD

LEE COUNTY, FLORIDA

CASTO

NO.	DATE	REVISION DESCRIPTION	BY
1	01/13/2025	SUFFICIENCY RESPONSE	SEH
2	01/27/2025	SUFFICIENCY RESPONSE	SEH

811
Know what's below.
Call before you dig.

ALL UTILITIES ARE SHOWN BASED ON THE INFORMATION PROVIDED BY THE UTILITY LOCATOR. THERE IS NO GUARANTEE ALL UTILITIES ARE SHOWN OR THAT THE LOCATION, DEPTH, AND SIZE OF EACH FACILITY IS CORRECT. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES AND SERVICES PRIOR TO CONSTRUCTION.

DRAFTED BY: VZ	DESIGNED BY: SEH	REVIEWED BY: DBA
PROJECT NUMBER: 24003608	COMPLETION DATE: 11/15/2024	SURVEY DATUM: NAVD83
BOOK AND PAGE:		
SHEET		