Date: April 7, 2025
To: Adam Mendez, Principal Planner
From: Nic DeFilippo, Senior Environmental Planner
239.533.8983
ndefilippo@leegov.com
Subject: DCI2023-00051
Natural Resources Response to Hearing Examiner's Questions on South Seas Island Resort MPD

The Hearing Examiner had the following questions regarding the Multi-slip Docking Facilities:

7. *Proposed conditions do not sufficiently address Multi-slip Docking Facilities consistent with Lee Plan Policy 128.4.1. Conditions must be revised to include standards similar to those imposed on Paradise Isles MPD.*

   a. *Is the plan of redevelopment of the docking facilities consistent with the Pine Island Sound Aquatic Preserve Management Plan?*

   The existing docking facilities are not located within the Pine Island Sound Aquatic Preserve, please see the Maps below. If a future docking facility is proposed within the Pine Island Sound Aquatic Preserve, the applicant must demonstrate the facility is consistent with the Pine Island Sound Aquatic Preserve Management Plan per Lee Plan Policy 128.4.3.



STAFF'S EXHIBIT
#1



b. *Are boat maintenance activities permitted?*

The applicant has indicated that boat maintenance activities are not permitted. To ensure that boat maintenance activities do not occur within the multi-slip docking facility Staff recommends the following condition:

> ***Boat Maintenance.*** ***No boat maintenance activities are permitted within the multi-slip docking facilities with the exception of emergency repairs***

c. *Describe the measures to be employed to reduce contamination of water bodies by toxic substances common to boat refueling (and maintenance)?*

d. *Describe how runoff from fueling and maintenance activities will be collected and treated prior to discharge?*

e. *Since there will be fueling activity, conditions should require applicant to submit a spill and contamination contingency plan to the County.*

There are existing fueling facilities at the northern marina. Staff recommends the following conditions to address the questions above:

> ***Fueling Facilities.*** ***The developer must provide a Spill and Contamination Contingency Plan. The Spill and Contamination Contingency Plan must address how runoff from fueling and maintenance activities will be collected and treated prior to discharge, describe measures to be employed to reduce contamination of water bodies from boat refueling and maintenance, and address emergency clean up procedures.***

f. *Recommended conditions do not prohibit covered wet slips. Are covered wet slips allowed?*

The applicant has indicated that covered wet slips are not proposed. LDC section 26-74 outlines the regulations that apply to all boathouses and dock pavilions associated with private single-family residential uses.

g. *Include a condition requiring a disaster management plan to minimize damage to the facility and neighboring properties.*

h. *Redevelopment/rehabilitation of the multi-slip docking facility requires a Marina Management Plan, including a water quality monitoring plan to assure no degradation of water quality resulting from the multi slip docking facilities. Conditions should also include requirements for distribution of educational materials and signs posted notifying residents/guests on manatee protection. (manatee protection plan) Consult Paradise Isle MPD, Deep Lagoon, and other projects for guidance.*

Staff recommends the following conditions to address the concerns outlined above:

~~Marina Management Plan~~ MSPP. ***The developer must provide the following marina-related management plans for review and approval by Lee County Division of Natural Resources.***

I. ***Marina Management Plan***
II. ***Hazardous Materials Management Plan***
III. ***Marina Hurricane Preparedness Plan***

(Refer AC-Code 7-1)

Educational Material and Signs. ***The developer must submit examples of educational materials and signs to be installed notifying residents/guests on manatee protection. The Developer must install educational signs prior to issuance of Certificate of Compliance on any part of the docking facility.***

The Hearing Examiner also had the following questions regarding golf course operation/management and surface and groundwater quality:

17. *Paradise Isle MPD, Gulf Harbour, Pelican Landing RPO/CPD, and other projects abutting natural waterbodies include detailed conditions addressing water quality, monitoring, mangroves, wildlife, golf course management, etc. Staff and applicant should work together to incorporate similar conditioning to the current request.*

Please see the Golf Course Management Plan condition below.

18. *Monitoring conditions are necessary to track impact of reuse water on surface water and estuarine water quality.*

The South Seas Wastewater Treatment Plant has been conducting Florida Department of Environmental Protection (FDEP permit # FLA014686) required groundwater monitoring to track impacts of reuse water. As a result, Staff does not believe additional conditions are required.

19. *Surface water and ground water monitoring conditions are necessary to establish baselines and test for contaminants. Draft condition to ensure Applicant submits surface water data annually and establish a contingency plan for exceedance of state water quality standards. This requirement has been imposed on other planned developments in the County, including those with outfalls to natural water bodies.*

Please see the Golf Course Management Plan condition below.

20. *Prepare conditions to establish a Lake Management Plan for onsite lakes, particularly those adjacent to and within the golf course.*

To address this concern, Staff recommends the following condition:

> ***The Developer must submit an annual Lake Slope Maintenance Report (certified by a Professional Engineer registered in the State of Florida) to the Lee County Division of Natural Resources.***

21. *Describe planned enhancements to the surface water management system.*

The applicant has addressed this question.

22. *Additional conditions are necessary to address the water management system. Refer to Paradise Isle MPD and Pelican Landing RPO/CPD. These projects include golf courses adjacent to open bodies of water. Incorporate conditions governing fertilizer use, integrated pest management, and nutrient management programs, coordinated application of herbicides/pesticides with irrigation practices to reduce runoff and leaching of applied pesticides and nutrients. Include a golf course management condition requiring a golf course manager licensed by the state to use restricted pesticides and experience in the principles of 1PM. Storage of fertilizer and pesticides, best management practices (outlined in the conditions), vegetation, irrigation, predevelopment ground and surface water analysis to establish baseline criteria for groundwater and surface water monitoring. Annual surface water monitoring reports on the golf course. A pollution response plan.*

Staff recommends the following conditions to address the concerns outlined above:

> ***<u>Golf Course Management Plan.</u> Within 30 days of Rezoning being final, the developer must provide a Golf Course Management Plan that implements the following management guidelines to reduce potential for ground and surface water impacts from the golf course:***
>
> A. ***<u>Fertilizers.</u> Fertilizers with low leaching potential (slow release) must be used when possible. Fertilizers must not be applied after active growth of the turf grass has ceased. Application rates must be kept to the lowest reasonable levels.***
> B. ***<u>Integrated Pest Management and Nutrient Management Programs.</u> To reduce sources of pollutants, especially nutrients and pesticides associated with the golf course, the golf course manager must implement a chemicals management plan that includes an Integrated Pest Management (IPM) Program and a Nutrient Management Program that uses nutrients and pesticides only when absolutely necessary. The IPM Program must address prevention, diagnosis, and limited treatment with pesticides when necessary rather than blanket treatment with broad spectrum pesticides as***

insurance against all pest species. Pesticide application may only involve purposeful and minimal application of pesticides, aimed at targeted species. Regular widespread application of broad spectrum pesticides is prohibited. The IPM Program must minimize pesticide use and utilize the US Department of Agriculture - Natural Resources Conservation Service (USDA-NRCS) Soil Pesticide Interaction Rating guide to select pesticides with a minimum potential for leaching or loss from runoff.

The Nutrient Management Program must be based upon the USDA-NRCS Nutrient Management Standard and include soil tests to determine needed applications of nutrients. Only EPA-approved chemicals may be used. The Developer must submit the chemicals management plan to Lee County Natural Resources staff for review and approval.

C. *Application. The golf course manager must coordinate pesticide application with irrigation practices (timing and application rates of irrigation water) to reduce runoff and leaching of applied pesticides and nutrients.*

D. *Golf Course Management. Developer must utilize a golf course manager licensed by the state to use restricted pesticides and experienced in the principles of IPM. The golf course manager is responsible for ensuring golf course fertilizers are selected/applied to minimize fertilizer run off into surface water and leaching into the groundwater.*

E. *Storage of Fertilizer and Pesticides. Storage, mixing, and loading of fertilizer and pesticides must be designed to prevent/minimize pollution of the natural environment.*

F. *Best Management Practices. The Developer must demonstrate compliance with "Best Management Practices for the Enhancement of Environmental Quality on Florida Golf Courses", prepared by the Florida Department of Environmental Protection September 2012, as amended, as outlined below:*

   i. *Pesticides. Separate mixing and loading facilities for pesticides and separate pesticide storage areas must be provided in compliance with the Best Management Practices for Golf Course Maintenance Departments.*

   ii. *Fertilizer. Separate mixing and loading facilities for fertilizer and separate fertilizer storage areas must be provided in compliance with the Best Management Practices for Golf Course Maintenance Departments.*

   iii. *Construction Materials. The construction material for all proposed buildings must follow the Best Management Practices for Golf Course Maintenance Departments.*

   iv. *Equipment Storage. Equipment to apply pesticides and fertilizers must be stored in an area protected from rainfall.*

G. *Drought/Pest Resistant Vegetation. Alterations to the existing golf course must be planted with a turf grass cultivated variety that is drought and pest resistant, requiring relatively low fertilizer use.*

H. *Irrigation. The irrigation system must operate on an "as needed" basis using weather forecasting and ongoing assessment of soil moisture content. This*

condition does not require Developer to purchase or install high technology weather forecasting or rain monitoring equipment.

I. *Water Quality Monitoring. Prior to construction of positive outfalls into natural waterways, the Developer must provide a Water Quality Monitoring Plan to Lee County Division of Natural Resources for review and approval. The Water Quality Monitoring Plan must include the following:*

   i. *A monitoring schedule consisting of two sampling events, one at the beginning of "wet" season (June) and one at the end of "wet" season (September).*

   ii. *Surface water quality monitoring locations must be established at each outfall.*

   iii. *Surface water monitoring analytes must include Temperature, Dissolved Oxygen, pH, Turbidity, Total Dissolved Solids, Specific Conductance, Total Nitrogen, Total Phosphorus, NOX (nitrite + nitrate), Iron, Copper and FL Pro.*

   iv. *A contingency plan in the event an exceedance of State water quality standards is discovered.*

   v. *Annual Water Quality Monitoring Reports must be provided to Lee County Division of Natural Resources for as long as the golf course operates on the site. Results must be reported as an Electric Data Deliverable (EDD), in a format approved by the Division of Natural Resources. The developer may amend water quality monitoring and reporting after written request, review, and approval by the Division of Natural Resources.*

J. *Pollution. If groundwater or surface water pollution occurs, based on the rules or regulations in effect, and if the pollution is caused by the application of fertilizers, herbicides or pesticides to the golf course, application of the pollutant must cease until there is a revised management plan for the application of the pollutant. A determination that the application of fertilizers, herbicides or pesticides to the golf course are the cause and source of the pollution must be based on competent and substantial evidence. If mitigation is necessary to address the pollution, the Developer must implement a mitigation plan approved by Lee County and other appropriate agencies.*

23. *Clarify whether golf course water management system directs untreated run off away from saltwater wetland systems.*

The applicant has indicated that the golf course water management system directs untreated runoff from saltwater wetland systems.

April 11, 2025

RE: South Seas Plantation DCI2023-00051 Environmental Sciences Conditions to HEX response

A. HEX COMMENT 5, 9, 10 RESPONSE:

Within 180 days of the BoCC rezoning approval the following must be submitted as a Limited Development Order:

- *a. Indigenous Preserve Management Plan*
  - *i. Exotic vegetation removal method, frequency, and monitoring.*
  - *ii. Mangrove maintenance and monitoring with the issuance of a Vegetation Removal Permit for trimming and monitoring.*
  - *iii. Provide details for boardwalks and kiosks within the preserve.*
- *b. Protected Species Management Plan*
  - *i. Provide maps depicting the location of each protected species and the protection measures proposed.*
  - *ii. Human Wildlife Coexistence Plan*
    1. *Wildlife Crossing and Educational Signage*
    2. *Educational brochures to include window treatments, golf cart equipped with geo-fence and removal of beach furniture at dusk.*

SEA TURTLES

All buildings within the Sea Turtle Lighting District must comply with window and lighting requirements per LDC Section 14-76. Those buildings outside of the Sea Turtle Lighting District must demonstrate compliance with LDC Section 14-76 for ***exterior lighting only****.*

All buildings adjacent to the Gulf of Mexico must shield all Vehicle Use Areas with native, salt tolerant landscaping or solid, opaque wall to prevent headlight shine on the beach.

MIGRATORY BIRDS

The development order plans for buildings within the MPD must be reviewed by Environmental Sciences staff for the utilization of window treatment to reduce or break up window panel reflection to decrease the potential of bird strikes. Examples of acceptable window treatment may include the use of non-reflective tinting, ultraviolet reflective decals, exterior sunshades or similar treatments. This condition is to the window and/or door panels building facades facing the Gulf of Mexico and/or Pine Island Sound.

FLORIDA BONNETTED BAT AND RED-COCKADED WOODPECKER

Prior to the issuance of a Vegetation Removal Permit for Tract E, the applicant must submit updated inspection reports for the cavity trees to ensure protection for the Florida Bonneted Bat and Red-Cockaded Woodpecker.

B. HEX COMMENT 6 RESPONSE (mix of applicant's response and staff):

STAFF'S EXHIBIT
#9

6. *The north property line abutting Redfish Pass (extending from the Gulf of Mexico to Pine Island Sound) must include a buffer consistent with the Hardened Shoreline Exhibit and Revetment Planting Plans, attached as Exhibit X, which depicts a two-foot-wide buffer with 768 native grasses and sea oats specified at a minimum of a one-gallon container size and installed two-foot on center.*

HEX COMMENT 24 RESPONSE

The north side of the lake located south of Lands End is approved for a 4:1 lake bank slope. The remaining lake bank slopes must have 6:1 slopes and meet the littoral plant requirements per LDC Section 10-418(2).

MULCH REQUIREMENT / CONDITION FOR DEVIATION

All required landscape plants must be native and salt tolerant.

MEMORANDUM
FROM
THE OFFICE OF THE
LEE COUNTY HEARING EXAMINER

DATE: March 28, 2025

TO: Neale Montgomery, Esq. Applicant Representative
Adam Mendez, Principal Planner

FROM: Donna Marie Collins
Chief Hearing Examiner

RE: Hearing Examiner's Questions
South Seas Island Resort MPD, DCI2023-00051

Hearing Examiner requests Staff and Applicant to address the following questions. Parties may present responses at the April 8th hearing.

1. Greater clarity is necessary to understand the delta between impacts arising from development parameters approved in the ADD and the requested MPD. What assumptions will be made when calculating commercial potential under existing approvals when commercial is currently confined to five acres? The Hearing Examiner seeks clarity on the difference in traffic generation, water and wastewater demands, etc. Specifically, the parties must quantify the difference in impacts in transportation, schools, fire, EMS, water, sewer, parks, hurricane evacuation.

2. Quantify the difference in offsite impacts by limiting the marina to resort residents/guests. Will there be fewer slips? Less parking? Quantify the change in external trips generated with the change.

3. Clarify the height differential between the tallest existing structures in the resort and the maximum heights proposed by the MPD.

4. Deviation six seeks to permit the MPD to meet parking demand resort wide. This raises several questions.

   Do parking demand calculations recognize that the cafes/restaurants in hotels will not function as typical hotel restaurants? That is to say, serving only guests of the hotel? Testimony indicated restaurants throughout the MPD will be open to all resort guests and residents.

   Ms. Crespo testified the distance from the resort entrance to the northern tip of the island is two miles.[1] The MCP clusters uses at the north and south ends of the resort. Testimony confirms restaurants and other amenities at either end of the resort will be

[1] Alexis Crespo testimony February 14, 2025

available to all resort residents/guests. Given the two mile separation, it is likely residents/guests will travel by automobile to frequent resort amenities: Specifically, freestanding and hotel restaurants/cafes, spas, marina, golf course, water park, commercial center, etc.

The LDC allows hotel restaurants to provide no additional spaces if the restaurant primarily serves hotel employees and guests. LDC 34-2020, Note 10. In the context of this MPD, Deviation Six may result in inadequate parking to support increased vehicular traffic within the MPD.

a. Identify reference sources consulted by staff and applicant when estimating parking demand for the resort.

b. Do the ITE manuals governing traffic generation and parking for destination resorts specify assumed parameters? Do the manuals include data on resorts where amenities/attractors are distributed at opposite ends of a two mile road within a single resort? On barrier island resorts with off resort attractions?

c. Did the parking demand calculation account for residents/guests using vehicles to frequent resort amenities?

   The two mile distance between the two main development areas warrants calculating parking for amenities as standalone uses with minor adjustments for guests/residents within the closest development cluster. Those guests/residents are the only patrons likely to walk, bike, or use golf carts. (restaurants/cafes within hotels, spa, standalone cafes/restaurants within the resort, golf course, marina, commercial center, etc.).

   If staff/applicant did not calculate parking in this manner, the scope of the deviation should be revisited to seek a partial reduction for guests and employees of each hotel, and no reduction for resort patrons beyond a reasonable pedestrian shed.

   How many spaces does the code require to support the uses identified above if the amenities were to provide parking consistent with code? What is the difference in parking spaces required for the uses and those proposed by the applicant in the application?

d. The distance between development clusters and the plan to make amenities available resort wide, the parking provided should support all uses in each of the two primary development clusters separately, rather than resort wide. Do development tracts allow for adequate land area to accommodate vehicle parking under this scenario? If not, the Hearing Examiner recommends modifications to requested intensity to accommodate parking consistent with the observations herein.

5. Identify uses permissible in preserve areas. Are all preserve areas subject to conservation easements?
Staff response: The preserve does not have a recorded conservation easement. See Indigenous Management Plan Condition X.

6. More detail is necessary on proposed Condition 6 (Redfish Pass buffer). The condition should specify the width and composition of the buffer and clarify whether there will be shrubs and grassy areas in addition to trees.
See Staff's revised Condition 6.

7. Proposed conditions do not sufficiently address Multi-slip Docking Facilities consistent with Lee Plan Policy 128.4.1. Conditions must be revised to include standards similar to those imposed on Paradise Isles MPD.

   a. Is the plan of redevelopment of the docking facilities consistent with the Pine Island Sound Aquatic Preserve Management Plan?

   b. Are boat maintenance activities permitted?

   c. Describe the measures to be employed to reduce contamination of water bodies by toxic substances common to boat refueling (and maintenance)?

   d. Describe how runoff from fueling and maintenance activities will be collected and treated prior to discharge?

   e. Since there will be fueling activity, conditions should require applicant to submit a spill and contamination contingency plan to the County.

   f. Recommended conditions do not prohibit covered wet slips. Are covered wet slips allowed?

   g. Include a condition requiring a disaster management plan to minimize damage to the facility and neighboring properties.

   h. Redevelopment/rehabilitation of the multi-slip docking facility requires a Marina Management Plan, including a water quality monitoring plan to assure no degradation of water quality resulting from the multi slip docking facilities. Conditions should also include requirements for distribution of educational materials and signs posted notifying residents/guests on manatee protection. (manatee protection plan) Consult Paradise Isle MPD, Deep Lagoon, and other projects for guidance.

8. Applicant requests consumption on premises with outdoor seating throughout the resort, proximate to established residential land uses. Revise Condition 7 to include limitations on hours of operation, amplified sound, and lighting. Incorporate enhanced buffers and setbacks into conditioning of this use. The current condition is insufficient to protect resort residents/guests from disturbance. Revise Deviation 2 to exclude areas hosting COP uses proximate to existing residential land uses.

9. Conditions necessary to address installation of signs, lighting practices, and distribution of educational materials to residents/guests protecting sea turtles, manatees, and other wildlife from disruptive human interaction.
See ES staff response A.

10. Clarify whether Applicant will prepare/submit species management plans for sea turtles, wading birds, and manatees similar to conditions imposed on other projects?
See ES staff response A.

11. Conditions necessary to protect night sky and sea turtles. Examples employed in other waterfront developments include shielded fixtures, warm toned lighting, limited light levels, lighting controls like dimmable lights, and motion sensors to only illuminate areas when needed. Refer to conditions imposed on Paradise Isles MPD and consult with environmental staff for guidance.
See ES staff response A.

12. Conditions necessary to address limitations on mangrove trimming. Consult conditions imposed on Rivers Edge/Gulf Harbor and other projects abutting natural waterways for guidance.
See ES staff response A.

13. Mr. Trescott testified to studies noting differences in evacuation behaviors between hotel guests and residents. Elaborate on these differences. Describe industry standards/policies regarding hotel closures in hurricane vulnerable coastal areas, if any.

14. Additional testimony requested on when Lee County Public Safety issues an evacuation directive to barrier islands. Clarify timing of *hotel* evacuation once hurricane watch goes into effect, followed by hurricane warning. Describe the goal for hotel guest evacuations, off island, out of county? Clarify when *resident* evacuation orders go into effect on barrier islands?

15. Include a condition requiring distribution of hurricane evacuation materials to residents/guests. Require the resort operator to coordinate with Lee County Public Safety to educate residents and guests on procedures to follow during storm events.

16. Clarify methodology utilized in Applicant's traffic impact study to determine project external impacts. Does the ITE manual include data specific to destination resorts? In what way does the manual distinguish resort trip generation from other vacation accommodations? Clarify the classification Applicant relied upon in calculating transportation impacts. Does Lee County DOT suggest modifications to account for attractions on Sanibel likely to be visited by vacationers, including Ding Darling, Shell Museum, Lighthouse, shopping, and restaurants.

17. Paradise Isle MPD, Gulf Harbour, Pelican Landing RPD/CPD, and other projects abutting natural waterbodies include detailed conditions addressing water quality, monitoring, mangroves, wildlife, golf course management, etc. Staff and applicant should work together to incorporate similar conditioning to the current request.

18. Monitoring conditions are necessary to track impact of reuse water on surface water and estuarine water quality.

19. Surface water and ground water monitoring conditions are necessary to establish baselines and test for contaminants. Draft condition to ensure Applicant submits surface water data annually and establish a contingency plan for exceedance of state water quality standards. This requirement has been imposed on other planned developments in the County, including those with outfalls to natural water bodies.

20. Prepare conditions to establish a Lake Management Plan for onsite lakes, particularly those adjacent to and within the golf course.

21. Describe planned enhancements to the surface water management system.

22. Additional conditions are necessary to address the water management system. Refer to Paradise Isle MPD and Pelican Landing RPD/CPD. These projects include golf courses adjacent to open bodies of water. Incorporate conditions governing fertilizer use, integrated pest management, and nutrient management programs, coordinated application of herbicides/pesticides with irrigation practices to reduce runoff and leaching of applied pesticides and nutrients. Include a golf course management condition requiring a golf course manager licensed by the state to use restricted pesticides and experience in the principles of IPM. Storage of fertilizer and pesticides, best management practices (outlined in the conditions), vegetation, irrigation, predevelopment ground and surface water analysis to establish baseline criteria for groundwater and surface water monitoring. Annual surface water monitoring reports on the golf course. A pollution response plan.

23. Clarify whether golf course water management system directs untreated run off away from saltwater wetland systems.

24. Will onsite lakes include littoral shelves consistent with code? Given location on a barrier island, is it appropriate to specify types of littoral plantings? **See ES staff response C for deviation #6 lake bank slope.**

Observations based on testimony:

25. Applicant encouraged to incorporate the following daily services to residents/guests of the 26. PD:

A. Trolley service to destinations within the resort, including downtown area, waterpark, beaches, cafes, restaurants, spa, golf course, marina, and other amenities.

B. Trolley to downtown Captiva area and main attractions on Sanibel: Ding Darling, Shell Museum, Lighthouse, shopping, and restaurants.

C. Ongoing and reliable airport shuttle.

Applicant strongly encouraged to establish a reliable employee shuttle from a mainland parking area to the resort. Shuttle trips to coincide with work shifts. In the alternative, Applicant must demonstrate adequate parking provided at each end of the resort to accommodate the anticipated 1000 employees, as well as residents/guests.[2]

Applicant encouraged to incorporate traffic calming measures on roadways within the resort to enhance pedestrian and bicycle safety.

Copies Provided to: Anthony Rodriguez, AICP, MPA, manager
Applicant's Representatives
Tracy Toussaint, Community Development
Hearing Participants

[2] Testimony of Lucy Gallo, February 14, 2025

Perez, Maria

From: Alexis Crespo <acrespo@rviplanning.com>
Sent: Wednesday, February 12, 2025 9:13 AM
To: Perez, Maria
Cc: Neale Montgomery - Pavese Law (NealeMontgomery@Paveselaw.com); Laurie L. Plue; Greg Spencer; Anthony Solomon; Mendez, Adam; Workman, Elizabeth; Carl Barraco Sr. - Barraco & Associates, Inc. (carlb@barraco.net)
Subject: South Seas - DCI2023-00051 - Applicant's 48 Hour Letter
Attachments: 48-Hour Letter DCI2023-00051 2.12.25 FINAL R.pdf

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Good Morning,

Please find the Applicant's 48 hour letter attached in reference to the above case. We look forward to the hearing on Friday.

Thanks,

Alexis Crespo, AICP
Vice President of Planning

RVi Planning + Landscape Architecture
28100 Bonita Grande Drive, Suite 305 • Bonita Springs, FL 34135
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APPLICANT'S EXHIBIT
01

February 12, 2025

Ms. Donna Marie Collins
Chief Hearing Examiner
The Office of the Lee County Hearing Examiner
1500 Monroe Street, 2nd Floor
Fort Myers, FL 33901

RE: South Seas MPD - DCI2023-00051
Applicant's 48-Hour Letter

Dear Madame Hearing Examiner:

On behalf of the Applicant for DCI2023-00051, WS SSIR Owner, LLC, I am pleased to submit the information required in the 48-Hour Notice and Exhibit List. In addition, enclosed is a list of applicant witnesses who we expect to be present and/or testify.

Please note that the applicant is in general agreement with the staff report and proposed conditions with the following changes, shown in ~~strikethrough~~/underline format.

(1) Master Concept Plan and Development Parameters

a. Master Concept Plan. Development of the subject property must be substantially consistent with the seven-page Master Concept Plan Entitled "South Seas Island Resort MPD, last revised ~~12/18/2024~~ 2/11/2025 and attached hereto as Attachment D.

Applicant Discussion: The Master Concept Plan (MCP) was updated following receipt of the Staff Report to remove deviations noted as "withdrawn", revise deviation symbols/numbering and eliminate the Consumption on Premises label on Tract L-1.

(2) a. Schedule of Uses (for Residential, Hotel, Resort Recreation, Docking Facilities Tracts)

Multi-slip docking facility (see Condition ~~11~~12)

Applicant Discussion: The Application proposes a minor correction to align the use with Condition 12.

(2) b. Property Development Regulations

Maximum Lot Coverage: 75 percent (Tract A-1 and I-1 90 percent)

Applicant Discussion: The Applicant inadvertently omitted the allowance for 90% lot coverage on Tract I-1. This tract is surrounded by resort recreational uses including docking facilities, green space and hardscapes to mitigate the impact the proposed buildings.

(3) Building Setbacks

a. No changes.

(5) Protected Species

a. Sea Turtles, Migratory Birds and Wading Birds. Buildings on Tract L-1 and Tract C will comply with LDC Section 14-76 for exterior lighting only. All other tracts will comply with LDC Section 14-76 for exterior lighting and tinted glass on windows. ~~The development order plans for buildings within the MPD must be reviewed by Environmental Sciences staff for the utilization of window treatment to reduce or break up window panel reflection to decrease potential bird strikes. Examples of acceptable window treatment include the use of non-reflective tinting, ultraviolet reflective decals, exterior sunshades, or similar treatments as accepted by Environmental Sciences staff.~~

b. No change.

c. No change.

~~d. All buildings within the subject property must demonstrate compliance with LDC Section 14-76 for exterior lighting only. All buildings within the Sea Turtle Lighting District must also comply with window and lighting requirements per LDC Section 14-76.~~

Applicant Discussion: The Applicant is proffering a combined condition to address sea turtles, migratory birds and wading birds via window tinting requirements set forth in 14-76.

The condition will apply to all newly proposed buildings not currently authorized for development under a development order and provides the Applicant and Staff with specific and measurable mitigation that can be readily implemented through forthcoming development orders and building permit reviews.

(6) Redfish Pass Buffer

The north property line abutting Redfish Pass (extending from the Gulf of Mexico to Pine Island Sound) must include a buffer ~~containing seven Cabbage Palms and five Coconut Palms per 100 linear feet.~~ consistent with the Hardened Shoreline Exhibit and Revetment Planting Plans, attached as Exhibit X, will be a minimum 2-foot planted area containing 768 native groundcover plants, minimum 1 gallon at time of planting.

Applicant Discussion: The Applicant proposes an alternative to Staff's recommended buffer to align with the approved planting plans for Redfish Pass. The proposed buffer will meet the intent for providing vegetation where development interfaces with the Pass, while protecting water views from the golf course and Land's End condominiums.

(9) Building and Structure Height

a. No change.

b. Resiliency. Principal and accessory ~~B~~buildings located within "V Zones", or within a "Coastal A Zone," as depicted on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), may increase the height of the lowest minimum habitable floor for which a building permit may be issued by a maximum of four (4) feet and exceed the

applicable height limitation of 45 feet proportionally. All other principal and accessory building heights will be measured in accordance with Section 34-2171(b).

c. No change.

d. Tract B. Development on Tract B within 25 feet of the Captiva Drive right-of-way is limited to 35 feet in height. Any development exceeding 35 feet in height must be set back from Captiva Drive by one foot for every one foot in excess of 35 feet. Buildings may incorporate tiered heights within the same structure to meet this requirement.

e. Amenity Tracts. Buildings located on the amenity and resort recreation tracts are limited to 35 feet in height. Recreational structures such as slides and similar structures are not considered buildings and are permitted up to a maximum height of 45 feet.

Applicant Discussion: The Applicant's additional language will help clarify that a single building can be designed to comply with the condition by employing a tiered building height approach, where the portion of the building within 25' of the Captiva Drive right-of-way will be limited to 35' in height, but may increase to 45' in height for portions of the building setback a minimum of 35 feet from Captiva Drive.

Additionally, the language included in subsection e. relating to recreational structures memorializes height allowances and provides additional clarity.

(10) Hotel/Motel

b. Unit Distribution. No more than ~~50 percent of the maximum permitted~~ 260 hotel rooms may be located on Tract I-1.

Applicant Discussion: The Applicant appreciates Staff's intent to spread the intensity throughout the MPD and avoid clustering all the intensity in the northern limits of the site. The Applicant proposes a more flexible and measurable approach of creating a maximum number of rooms on the northern hotel Tract I-1.

The Applicant is also proposing the following new conditions for clarity:

(15) Development must comply with the following parking requirements:

A. 1.2 spaces per rental unit for hotel rooms.
B. 2 spaces per dwelling unit, plus additional guest parking spaces equivalent to 10% of total required parking.
C. No parking is required for accessory and resort recreational uses available to residents and hotel guests only pursuant to Section 34-1801.

***Applicant Discussion: The above verbiage memorializes the LDC provisions relating to parking for those uses entirely ancillary to the hotel use and limited to* hotel guests only.**

(16) One (1) boat slip for the Captiva Fire District will be provided on Tract D and one (1) boat slip for the Lee County Sheriff's Office on Tract F-1.

Deviations

The Applicant is also in general agreement with the deviation conditions with the following changes, shown in ~~strikethrough~~/underline format.

Deviation #1. The Applicant is in agreement the deviation relating to multiple access points to the MPD thus the deviation can be withdrawn.

Deviation #3. The Applicant is in agreement with the condition with the following clarification language:

> A Type D buffer is not required abutting South Seas Plantation Road., ~~except for Tract G (Beach House restaurant).~~ In lieu of the Type D buffer, ~~The~~ building perimeter plantings must be provided abutting Tract G (the Beach House restaurant) ~~must~~ to provide screening abutting South Seas Plantation Road, which consists of native groundcovers, grasses, and trees in accordance with the building perimeter requirements per LDC Section 10-416(b).
>
> ***Applicant Discussion: The additional language is proposed to provide additional clarity that the building perimeter plantings are required in lieu of the Type D buffer. The modification also memorializes the approved buffer treatment per approved DO plans DOS 2022-00196.***

Deviation #4C. The Applicant is in agreement the deviation relating to buffering adjacent to Tract F can be withdrawn.

Deviation #4D. The Applicant is in agreement the condition with the following clarification language:

> The south property line of Tract G must provide ten trees per 100 linear feet within the 30-foot-wide landscape and access buffer easement. If plantings cannot be located in this easement, an alternative location and/or buffer treatment may be reviewed and approved by the Development Services Director pursuant to the Alternate Landscape Betterment Plan process set forth in Sec. 10-419. The buffer trees must be installed to allow access to the beach.
>
> ***Applicant Discussion: In the event the referenced easement is not able to contain landscaping, the above language provides a process to determine an appropriate alternative that will meet the intent of the LDC for screening the adjacent lot.***

Deviation #4E. The deviation wording should be revised to change Tract D-1 to Tract D.

> Seeks relief from LDC §10-416(d), which requires a Type-C or Type-F buffer between Tracts A-1, D~~1~~ and L1 and abutting multi-family developments under separate ownership to the east, to allow no buffers.
>
> The Applicant is in agreement the condition with the following clarification language:
>
> Prior to issuance of a development order on Tract~~s C~~ A-1, the development order plans must depict a ten-foot-wide buffer along the entire property line of Tract~~s C~~ A-1 abutting property under separate ownership. The required planting content must include five trees per 100 linear feet and a single hedge. Trees must meet the specifications per LDC Section 10-420. Shrubs must be specified at five feet in height installed four feet on center and maintained at eight feet in height. If a fence or wall is proposed, the fence or wall must be setback ten feet from the development perimeter.

Prior to issuance of a development order on Tract C, the development order plans must depict a six-foot-wide buffer along the entire property line of Tract C abutting property under separate ownership. The required planting content must include five trees per 100 linear feet and a single hedge. Trees must meet the specifications per LDC Section 10-420. Shrubs must be specified at five feet in height installed four feet on center and maintained at eight feet in height. A decorative fence must be installed with plantings on the exterior side of the fence.

Applicant Discussion: Applicant Discussion: The modification memorializes the buffer on this property line approved per DOS2023-00182 for the South Seas Island Resort Private Amenity (Waterpark). The modification provides surety of appropriate screening, while upholding the integrated nature of resort and residential uses inherent to the property.

Deviation #6. The Applicant is in agreement with Staff's condition of approval with the following revised language:

All required off-street parking must be located on a MPD recipient tract within 500 feet of the principal use tract, measured from the tract line of the tract containing the off-street parking to the tract line of the principal use tract it serves.

Applicant Discussion: The above verbiage clarifies measurement of the condition to facilitate implementation at the time of development order review.

Deviation #11A. The Applicant is in agreement the condition with the following revised language:

Accessory buildings or structures on Tract C are limited to a deviation reduction allowing ~~10~~6-foot minimum perimeter setback in order to establish the landscape buffer required by Deviation 4E, limited to 12-foot-tall waterpark cabana structures only. All other a~~A~~ccessory buildings or structures may not exceed 20 feet in height unless a perimeter setback not less than half the height of the structure is provided.

Applicant Discussion: The modification memorializes the setbacks on this property line approved per DOS2023-00182 and COM2024-01849 for the South Seas Island Resort Private Amenity (Waterpark). The modification provides surety of appropriate building setbacks, while upholding the integrated nature of resort and residential uses inherent to the property.

Deviation #11C. The Applicant is in agreement to withdrawn the deviation relating to perimeter setback for Tracts A-1 and B, subject to the tiered building height language added to Condition 9b.

Deviation #15. The Applicant is in agreement the condition with the following clarification language:

(1) The applicant must submit a Limited Review development order application that depicts "Bicycle May Use Full Lane" (R4-11) signs and pavement markings, where applicable along South Seas Plantation Road, All signs and pavement markings must be in accordance with the requirements of the Manual of Uniform Traffic Control Devices, current edition, within 180 days of ~~approval~~ the effective date of this rezoning.

(2) The applicant must submit an engineering report with the Limited Review development order application for bicycle signage and pavement markings that details the roadway's condition.

The report must identify any areas of pavement failure, evidence of site-specific crash patterns (if any), and identify the existing right-of-way or access easement widths provided.

Applicant Discussion: The Applicant is proposing the above modifications for clarity in terms of the process and breadth of the requirements.

Deviation #16. The Applicant is in agreement with Staff's condition of approval with the following revision:

~~All~~ 50% of all required landscape plants must be native and salt tolerant.

Applicant Discussion: The revision will provide additional flexibility in plant selection while maintaining a significant amount of native vegetation on the site. There are several species of naturalized and appropriate non-native plant species, such as Coconut Palms, that can be used to enhance the project in lieu of native vegetation.

Deviation #18. The Applicant is in agreement the deviation relating to access standards can be withdrawn.

The Applicant is proffering additional/revised exhibits as follows:

The Master Concept Plan dated 2/11/2025 has been modified per the above modifications.

The Transportation Impact Statement (TIS) attached as part of Exhibit L was prepared based upon 2023 represents an outdated version of the report. The TIS dated January 30, 2025 utilizes 2024 data and is attached for reference.

A Hurricane Evacuation Analysis prepared by Trescott Planning Solutions is attached and will be presented at the hearing.

The Applicant also obtained an updated letter of availability from Florida Governmental Utility Authority Utilities Availability Letter that addresses the current proposed dwelling unit count and hotel room count.

Thank you for your consideration of the above information. We look forward to presenting the case at the hearing.

Thank you,

RVi Planning + Landscape Architecture



Alexis Crespo, AICP
Vice President of Planning

Pine Island Road CPD
DCI2023-00015

Exhibit List

- Expert Witness Resumes
- Applicant's PowerPoint Presentation (to be presented at the hearing)
- Hardened Shoreline Exhibit and Revetment Planting Plans
- Revised Master Concept Plan dated February 11, 2025
- Revised Traffic Impact Statement dated January 30, 2025
- Hurricane Evacuation Analysis dated January 10, 2025
- FGUA Utilities Availability Letter

South Seas MPD
DCI2023-00051

Witness List

Greg Spencer – Applicant/Property Owner Representative
WS SSIR Owner, LLC, 1031 W Morse Blvd Ste 350, Winter Park, FL 32789,
gspencer@timbersresorts.com

Anthony Solomon – Applicant/Property Owner Representative
WS SSIR Owner, LLC, 1031 W Morse Blvd Ste 350, Winter Park, FL 32789, solomona@ronto.com

David Henson - Applicant/Property Owner Representative
WS SSIR Owner, LLC, 1031 W Morse Blvd Ste 350, Winter Park, FL 32789,
dhenson@timbersresorts.com

Shawn Farrell – General Manager
South Seas Resort, 5400 Plantation Rd, Captiva, FL 33924, sfarrell@southseas.com

Neale Montgomery, Esq. – Legal Counsel
Pavese Law Firm, Post Office Drawer 1507 Fort Myers, FL 33902, nealemontgomery@paveselaw.com

Alexis Crespo, AICP – Land Use Planner
RVi Planning & Landscape Architecture, Inc., 28100 Bonita Grande Drive, Bonita Springs, FL 34135,
acrespo@rviplanning.com

Carl Barraco, P.E. - Civil Engineer
Barraco & Associates, 2271 McGregor Blvd., Suite 100, Fort Myers, FL 33901, carlb@barraco.net

Ted Treesh, PTP – Transportation Consultant
TR Transportation Consultants, 2726 Oak Ridge Ct., Suite 503, Fort Myers, FL 33901, tbt@trtrans.net

Cathy Olson – Environmental Consultant
Pennoni, 4706 Chiquita Boulevard South, 200-E02 | Cape Coral, FL 33914, colson@pennoni.com

Betsie Hiatt – Environmental Consultant
Pennoni, 4706 Chiquita Boulevard South, 200-E02 | Cape Coral, FL 33914, BHiatt@Pennoni.com

Mark McLean, AIBD, LEED AP - Architect
MHK Architecture, 2059 Tamiami Trail E, Naples, FL 34112, mmclean@mhkap.com

Matt Kragh, AIA – Architect
MHK Architecture, 2059 Tamiami Trail E, Naples, FL 34112, mkragh@mhkap.com

Christian Andrea, RLA, ASLA – Landscape Architect
Architectural Land Design, Inc., 2780 S. Horseshoe Dr., Ste. 5, Naples, FL 34104, christian@aldinc.net

Elizabeth Fountain, P.E. –Director of Floodplain Management & Stormwater Design
J.R. Evans, 9961 Interstate Commerce Dr #230, Fort Myers, FL 33913,
elizabeth@jrevansengineering.com

Jim VonRinteln, CRS/NFIP Consultant
J.R. Evans, 9961 Interstate Commerce Dr #230, Fort Myers, FL 33913, jim@jreeng.com

Dan Trescott – Hurricane Evacuation Consultant
Trescott Planning Solutions, LLC, 421 Norwood Court, Fort Myers, Florida 33919
trescottplanningsolutions@gmail.com

Christopher Wright, P.E. – Structural Engineer
B&W Structural Designs, Inc., 105 S. Albany Ave., Tampa, FL 33606, Wright@structural-designs.com

Lucy Gallo, Managing Principal
Development Planning & Finance Group, 6151 Lake Osprey Drive, 3rd Floor, Sarasota, FL 34240
lucy.gallo@dpfg.com

Noah Valenstein - Managing Partner
Brightwater Strategies, 204 S Monroe St, Tallahassee, FL 32301, noah@brightwaterstrategies.com

Brett D. Moore, P.E. – Coastal Engineer
Humiston & Moore Engineers, 5679 Strand Court, Naples, Florida 34110,

Lennart J. Lindahl, P.E. – Managing Principal
MacVicar Consulting Inc., 4524 Gun Club Road Suite 201, West Palm Beach, FL 33415,
len@macvicarconsulting.com

Douglas H. Eckmann, P.E., BCEE, D.WRE, F.ASCE -
Kimley-Horn, 1514 Broadway, Suite 301, Fort Myers, FL 33901, Douglas.Eckmann@kimley-horn.com

CHRISTIAN ANDREA, ASLA, LANDSCAPE ARCHITECT
License LA 0001178

Experience
Architectural Land Design, Inc. 1994 - Present /Naples, FL
Principal/ Owner

As a Landscape Architect Mr. Andrea has worked on the design of a variety of projects ranging from small residential to high end properties and large communities. Responsibilities include the design of properties and all day-to-day activities of the business, including project management and customer relations.

Smallwood Design Group Inc. 1991-1994 / Naples, FL
Vice President/ Director of Landscape Architecture

As Director of Landscape Architecture, was able to apply knowledge of development and governmental approvals to help this design firm grow into the development of commercial projects. As a Design-Build firm, this position provided opportunities to learn of many of the challenges involved with the installation and maintenance of the landscape, as well as inherent challenges of the design-build industry.

ALD Group - London, England (Fall of 1990)
Project Manager

As a Consultant, was able to help modernize the design facilities of this high caliber design-build firm.

Urban Design Studio 1985-1991 / West Palm Beach, FL
Project Manager

As Project Manager for one of the largest Landscape Architectural Design services in Palm Beach County, Mr. Andrea gained much knowledge and experience in master planning, site planning and project development.

Education/ Affiliations
BLA, Landscape Architecture - University of Illinois, Champaign-Urbana 1985
Licensed Landscape Architect No. 1178 - Registered since 1987
1985 ASLA Award of Merit
CLARB Certified (Council of Landscape Architect Review Board)
AICP Certified Planner 1998-2007
Secretary-Treasurer, ASLA, 1993
Everglades Development Task Force
Member, ASLA, 1985 to present
Numerous Awards
Boy Scout (involved with Scouting/ Leadership positions / District Award of Merit)
Various Civic projects throughout Naples

ALEXIS CRESPO, AICP, LEED® AP

Vice President of Planning



Alexis offers a wealth professional planning experience in southwest Florida and is certified with the American Institute of Certified Planners (AICP). She has led planning staff in the successful completion of numerous privately initiated rezoning petitions, comprehensive plan amendments, annexations, variances, special exceptions, and other planning and zoning actions related to residential, commercial, institutional, and mixed-use development. Alexis regularly assists local governments with the formulation of Land Development Code amendments, Comprehensive Plan updates, and more. She also provides expert witness testimony and analysis relating to a variety of litigation matters.

EDUCATION

Ryerson University,
Bachelor of Urban & Regional Planning

PROFESSIONAL LICENSURE

AICP Certified Planner
No. 022560

LEED® Accredited Professional

COMMUNITY INVOLVEMENT

American Planning Association, past Chair of Promised Lands Section

Florida Planning & Zoning Association, past V.P. of Financial Affairs, Board of Governors

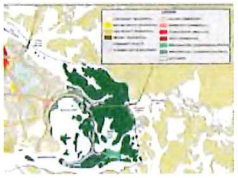
Urban Land Institute

Real Estate Investment Society

ON A PERSONAL NOTE

An avid traveler and hiker, Alexis climbed Machu Picchu over four days and plans to take on Kilimanjaro.

SELECTED PROJECT EXPERIENCE



MARCO ISLAND COMPREHENSIVE PLAN UPDATE

City of Marco Island, FL

Alexis served as Project Principal for the assessment and update of the City's Comprehensive Plan, last updated in 2009. She and her staff prepared an Assessment Report featuring policy analysis and updates corresponding with required changes to sweeping state legislature. The report was completed within six months of contract and within the original budget. Following the completion of the assessment, Alexis and team conducted community outreach and prepared rewrites of all elements within the Comprehensive Plan, addressing community vision, demographic changes and emerging development trends. The Comprehensive Plan was drafted and adopted by City Council within a 10-month time frame.



COMPREHENSIVE PLAN & LDC UPDATES

Bonita Springs, FL

Alexis has overseen her Planning staff's extensive work with the City since 2012 on a variety of projects aimed at updating its Comprehensive Plan and Land Development Code to reflect the City's vision for growth. Work has included drafting and processing amendments to address strategic initiatives for beautification of main corridors, heightened design standards for intensive uses, and general amendments to facilitate implementation of the code's intent, where staff identified ambiguity in the existing regulations. Her team also successfully implemented supplementary standards for auto-oriented uses, such as car washes and service stations, "big box" retail, social services, "homeless shelters," and development standards for the US 41 Redevelopment Overlay District to guide future growth along that corridor. This included form-based code graphics, explanatory figures and vignettes, and site planning depictions to fully explain the language's intent.



GREATER PINE ISLAND COMMUNITY PLAN

Lee County, FL

Alexis and staff prepared and processed Comprehensive Plan and LDC amendments tied to this Community Plan, which had been subject to numerous Bert Harris actions and required evaluation and updating to address legal concerns. The solution balanced protection of private property rights with the community's vision for protection of the environment and rural character.

Barraco and Associates, Inc.

CARL A. BARRACO, P.E.
Expert Witness

EDUCATION

University of South Florida
B.S. Civil Engineering, 1984
M.S. Civil Engineering, 1987

PROFESSIONAL REGISTRATION

Florida P.E. #38536 - 1987

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers (ASCE)

Florida Engineering Society (FES)

National Society of Professional Engineers (NSPE)

HONORS

2016 FES - Calusa Chapter
Engineer of the Year

1998
Asphalt Contractors Assn. of FL, Inc.
District One - Roads & Streets Award

1993-94 FES - Calusa Chapter
Young Engineer Of The Year

1984 University of South Florida
FES Student Engineer Of The Year

1983 University of South Florida
ASCE Student Engineer Of The Year

Tau Beta Pi National Engineering Honor Society

Chi Epsilon National Civil Engineering Honor Society

Phi Kappa Phi National Honor Society

Carl A. Barraco, along with his associates, formed Barraco and Associates, Inc. in April 1998. Prior to this time he was a senior shareholder and served on the Board of Directors of a large Southwest Florida engineering and surveying firm. Mr. Barraco has been providing engineering services in Southwest Florida for 40 years. His professional experience is well diversified as illustrated below:

- Principal in Charge for **Naples Square**, an 11.8-acre redevelopment project in Collier County. The development discharges into Naples Bay, which has been classified as impaired for Copper and Iron by the FDEP. Water quality will be achieved by using a pervious pavement system which will serve to improve water quality discharging into Naples Bay.
- Design Engineer under Engineer of Record, Forrest H. Banks, P.E., for **Centennial Park** in the City of Fort Myers, Florida. The project included reclaiming river bottom consisting of 8' of silty material. The design included a non-typical retaining wall constructed in river fines with special rip rap.
- Project Engineer for **Caloosa Preserve**, a ±240-acre residential community in Lee County, Florida. This project involved soil conditions of extremely silty soil situated below suitable material providing a staging platform for lake construction. The excavated material was handled in non-typical fashion, being spread out, dried, and then blended with suitable material.
- Project Engineer for the **Construction, Engineering and Inspection of the Lee County Midpoint Bridge project, Segments 3 and 6**. These segments include the Midpoint Corridor from the Fort Myers side of the Caloosahatchee River to Evans Avenue, including the overpasses of McGregor Boulevard and U.S. 41 including relocation of City of Fort Myers and Lee County potable water and sanitary sewer utilities.
- Project Engineer for **Paseo,** a 444-acre residential community with 749 multi-family and 378 single family units. Services included infrastructure design including all drainage, water and sewer. Phase 1 included approximately one mile of 24" water main, of which ±2,100' was directional bore below Six Mile Cypress Slough.
- Project Engineer for full infrastructure to support the **River Hall** subdivision, a 2,000-acre, 1,199-unit residential subdivision, located off of S.R. 80 in Lee County. Included Infrastructure design and construction of over 20 miles of multiple diameter watermains, 18 miles of gravity sewer, 8.5 miles of forcemain including a Lee County Utilities 4,500 LF forcemain within the S.R. 80 right-of-way.
- Project Engineer for **Colonial Country Club**, a 750-acre, 18-hole golf course community with 1,250 residential units located at the corner of Treeline Avenue and Colonial Boulevard in Fort Myers. This project included 8 miles of roadway, 8.2 miles of potable water main, 5 sanitary lift stations, 7.8 miles of gravity sewer, and 2.5 miles of force main.

SHAWN **FARRELL**

15962 CUTTERS CT, FORT MYERS, FL 33908 | H: 239-872-0434 | shwndglsfrrll@gmail.com

SUMMARY

Results-driven senior leader with 25+ years of hospitality experience. Leadership style that balances long-term strategy formulation for property and team members with hands-on day-to-day operations. Solid experience managing successful renovation projects with adherence to operational standards. Adept at leading through change and crisis.

SKILLS

- Project management
- Goal setting
- Customer retention
- Profit and loss accountability
- Change management
- Budgeting and cost control strategies
- Operations management
- Cost analysis and savings
- Customer experiences
- Client relations

EXPERIENCE

12/2010 to Current — **General Manger**

South Seas Island Resort — Captiva, FL

- 474 mixed use guest units
- 2 marina facilities
- 5 food and beverage outlets and 31,000 sq feet of meeting space and social catering venues
- 4 managed retail outlets and 25,000 sq feet of tenant space
- Social membership of 500 and up to 500 associates in season
- Full service Real Estate office selling whole ownership as well as Interval ownership
- Managed relations with 21 different associations within the gates and no master association
- Worked directly with marketing and recreation departments to create "Scout About" program, which has driven excitement to our Facebook page and been copied and implemented by 6 other Hilton resorts
- Established clear performance goals and metrics for revenue, P&L, customer service and customer retention for each retail unit
- Strategized long-term business needs while generating guest relations feedback for process improvements
- Evaluated financial statements and daily reports to monitor Lease and Rental units performance to devise solutions for improvement of gross margin
- Directed 60 managers with over 500 associates across 14 departments that generated over $65,000,000 in revenue
- Fostered strong relationships with owners, members, customers, community and suppliers utilizing multiple means of communication and events

08/2006 to 12/2010 — **General Manager**

Hyatt Regency Pier 66 — Fort Lauderdale, Florida

- 384 guest rooms, full service marina with 127 boat slips, full service Spa and fitness center, 6 food & beverage outlets, 40,000 square feet of meeting and function space, $30 Million in annual sales, 250 employees
- Part of the senior team tasked with creating an area sales, accounting, engineering and executive team to manage 4 properties and bring savings/ synergy to all assets
- Successfully tasked by Area Managing Director to revive associate morale following a renovation and restructuring of the resort's organization, while building our relationship with Hyatt corporate
- Increased Associate opinion survey by 30% from 2006-2008
- Increased GAP (Corporate inspection program) by 13% 2006-2010 77.5% - 87.8%

06/2005 to 08/2006 **Hotel Manager**
Bahia Mar Beach Resort

- 296 guest rooms, full service marina 250 slips and home to the Fort Lauderdale Boat Show one of the largest shows in the world, 4 food and beverage outlets and 25,000 square feet of meeting space, multiple tenant and Yacht brokerage spaces and annual sales of $28 million, 125 employees
- Successfully tasked to consolidate executive team into a clustered executive team with neighboring property, Hyatt Pier 66
- Flowed 92% of all increased revenues for first 8 months in 2006 ($1.2 million) to GOP.

10/1995 to 06/2005 **Rooms Division Director**
LXR Luxury Resorts & Hotels — Fort Lauderdale, Florida

- Resort lead for install of new Hyatt property management system
- Facilitated second of two multi-million dollar renovations as executive committee liaison with designer and general contractor

10/1993 to 09/1995 **Rooms Division**
Hyatt Regency — Rochester, new York

01/1991 to 09/1995 **Banquets**
Holiday Inn — Rochester, new York

06/1987 to 09/1995 **Store Manager**
Silk Plants Etc — Rochester, new York

- Commercial & residential interior plant design and installation

EDUCATION AND TRAINING

Business
Monroe Community College — Rochester, NY

ACTIVITIES AND HONORS

- Sponsor representative for the Symphony of The Americas 2006-2010
- Main and secondary property for the Fort Lauderdale Boat Show, one of the largest boat shows in the world 1995-2010
- Greater Fort Lauderdale CVB Marketing and Advisory Committee 2006-2010

- Advisory board member and sponsor of the Land Seas & Air Show 2008-2009
- Advisory board member and sponsor representative of Bonnet House Museum & Gardens 2006-2010

ADDITIONAL INFORMATION

- reference s Available upon request.



J.R. EVANS ENGINEERING

ELIZABETH A. FOUNTAIN, P.E., CFM

PRINCIPAL

SENIOR VICE PRESIDENT FLOODPLAIN MANAGEMENT AND STORMWATER

Elizabeth offers over twenty years of experience in various aspects of project design, analysis, permitting, management, and review. She has experience in the design and permitting of land development projects that include residential, commercial, and industrial sites, but her focus and. extensive experience is in hydraulic modeling for surface water systems, and floodplain management analyses, both riverine and coastal. During her career, Ms. Fountain has provided professional consulting services in all aspects of civil engineering and floodplain management projects to public and private sector clients. As Director of our Floodplain Management and Stormwater Design department, Ms. Fountain specializes in services related to flood zone mapping and analysis, flood protection and mitigation analysis, flood proofing services and watershed hydrologic/hydraulic studies.

EDUCATION

Bachelor of Science
Civil Engineering

AFFILIATIONS

Professional Engineer, State of Florida, 2003, State of Texas, 2014

Certified Floodplain Manager (CFM) through Association of State Floodplain Managers Inc. (ASFPM)

National Society of Professional Engineers

Florida Floodplain Managers Association

Florida Engineering Society, Calusa Chapter
Chapter President, 2006
Chapter Secretary, 2005
Chapter Treasurer, 2004
Chairperson, Professional Development Committee, 2004

Tennessee Board of Architectural and Engineering Examiners

Leadership Lee County

Gulf Citrus Growers Association

Letter of Map Amendment/Revision (LOMA/LOMR) Project Description:
Facilitate revisions to regulatory flood maps through site-specific analyses to more accurately define the flood hazard boundaries and designations for properties.

EXPERIENCE

Stormwater Master Plan - Village of Estero

Project Manager for the development of a detailed hydrologic and hydraulic model of the stormwater facilities networks within The Village of Estero and conducting performance evaluations and assessments on the system during selected storm events. The project included documenting results of the performance evaluations for existing and build-out conditions, evaluating potential flood mitigation projects and providing recommendations to the Village on implementation of the projects and additional mitigation activities, such as regulatory policies.

Broadway Avenue West Watershed Analysis & Improvement Project - Village of Estero

Project Manager responsible for preparing a sub-watershed analysis for a tributary to the Estero River and developing the design for a drainage improvement project. Design included upgrading an existing culvert and associated drainage structures to optimize flow capacity and reduce potential flooding occurrences. Prepared construction plans and facilitated the permitting through Lee County Utilities and Village of Estero

Coastal Risk MAP Consultant - City of Fort Myers

Responsible for conducting site specific coastal analysis for portions of the City of Fort Myers to better define coastal flood zones per new storm surge study prepared by FEMA's Risk MAP team.

Bedman Creek/Dog Canal Watershed Study and Letter of Map Revision (LOMR) - Lee County

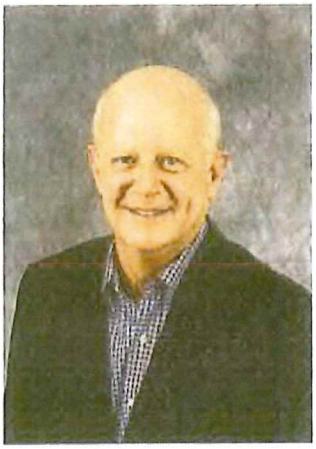
Responsible for conducting a watershed analysis and re-evaluating the design storm flows and flood elevations for the watershed. Facilitate a Letter of Map Revision (LOMR) process through FEMA to officially update the regulatory flood maps for the Bedman Creek/Dog Canal watershed.

Floodplain Management Projects - Lee County

- Eden House Condominium LOMR (Ft. Myers Beach)
- Estero Island Beach Club Drainage Improvement Project (Ft. Myers Beach)
- Ten Mile Canal/Old 41 LOMR
- Owl Creek LOMR – Floodway
- North Colonial Waterway LOMR – Floodway
- Estero Place Floodway Conditional Letter of Map Revision (CLOMR)
- Sandcaper Condominium LOMR (Ft. Myers Beach)
- Pink Shell Villas LOMR (Ft. Myers Beach)
- Ten Mile Canal/Metro Parkway LOMR
- Arroyal Place (Bonita Springs) No Rise Certification
- Hidden Harbor Development LOMR - Floodway
- Numerous Sanibel Island Property Coastal LOMRs

Floodplain Management Projects - Collier County

- Milano Condominiums FEMA Analysis
- Admiralty Point LOMR (Coastal)
- The Enclave of Naples Condominiums LOMA
- Vanderbilt Gulfside LOMR (Coastal)
- Villa Raphael Condominium (LOMR)
- The Royal Seafarer Coastal LOMR
- District School Board of Collier County Floodplain Analysis & LOMAs
- L'Ambiance LOMA
- Quarry LOMAs
- Verona Walk LOMAs
- Avellino Isles in The Vineyards LOMA
- Villages of Monterey Community LOMA
- The Sea House Condominium Coastal LOMR
- Moraya Bay Condominium Coastal LOMR



J.R. EVANS ENGINEERING

JIM VON RINTELN, M.A., FPEM, CEM, CFM

CRS AND EMERGENCY MANAGEMENT COORDINATOR

Jim offers over 35 years of Management, Emergency Management and Floodplain experience. Jim has served as the Collier County Emergency Management Operations Chief and Floodplain Manager as well as an Advisor to Congress on FEMA issues. During his career, Mr. von Rinteln, a retired Army Officer, has been involved in managing the County's National Flood Insurance Program (NFIP) as well as the response and recovery from 17 tropical storms and hurricanes during that time. Additionally, he was the lead manager responsible for designing and building the County's new Emergency Services Center which is considered highly resistant to a category 5 hurricane and received recognition for best practices at both State and National levels regarding its survivability design. Mr. von Rinteln's role with J.R. Evans Engineering includes assisting with our floodplain management projects and coordinating CRS services specifically related to Emergency Management Programs and outreach.

EDUCATION

M.A., Human Resource Management
Hawaii Pacific University, 1996

M.A., Equivalent, Resource Management
USMC University, 1993

USA Command & Staff College, 1988

B.A., Political Science/ Economics
University of Maryland, 1979

SPECIALIZED TRAINING/ CERTIFICATIONS

Florida Emergency Preparedness Association Certification (FPEM)

International Association of Emergency Managers (CEM)

Certified Floodplain Manager (CFM) with Association of State Floodplain Managers

Fully National Incident Management System (NIMS) qualified

FEMA Professional Development & Advanced Professional Development Series Certifications

FAA Commercial Rotocraft/Instrument Pilots License, 1979

EXPERIENCE

- Collier County Waterway Debris Management Plan (2023)
- Chairman, City of Marco Island Hurricane Irma Review Committee (2018)
- The Village of Estero NFIP qualification and initial CRS Rating Project (2017)
- City of Bonita Springs National Weather Service Storm Ready Project (2015/2016)
- City of Naples, FL, (2014): Emergency Preparedness Activity 600 (Flood Warning & Response) *
- City of Marco Island, FL (2014): Coordinated 5-year cycle review under 2013 CRS Manual*
- Hardee County, FL, Corrective Action Plan for a 2014 FEMA floodway violation.
- Collier County Emergency Management Operations Chief and Growth Management Disaster Relief and Floodplain Management, 1997-2014*

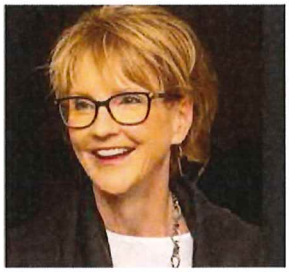
DISASTER EXPERIENCE - COLLIER COUNTY

- Hurricane Ian 2022
- Hurricane Irma 2017
- Wildfires 2011
- Hurricane Ike 2008
- Hurricane Wilma 2005
- Hurricane Katrina 2005
- Hurricane Ivan 2004
- Hurricane Frances 2004
- Tropical Storm Gabrielle 2001
- Merritt Fire 2001
- Patterson Fire 1999
- Hurricane Floyd Evacuation 1999
- Tropical Storm Mitch 1998
- Wilson Blvd Fire 1997
- Hurricane Isaac 2012
- South Block Fire 2014
- Tropical Storm Fay 2008
- Tropical Storm Ernesto 2006
- Hurricane Rita 2005
- Hurricane Dennis 2005
- Hurricane Jeanne 2004
- Hurricane Charley 2004
- 9/11 2001
- Y2K 2000
- Hurricane Irene 1999
- Tropical Storm Harvey 1998
- Hurricane Georges' 1998
- Land Yacht Harbor Tornado 1997

HONORS

- 2018 City of Marco Island Distinguished Citizen Award
- 2012 Leadership Collier Foundation
- 2011 James V. Mudd – Fellowship
- Florida Emergency Management Award from the Governor of Florida, 2008
- Distinguished Public Service Award from the Greater Naples Chamber of Commerce, 2006

DPFG
DEVELOPMENT PLANNING & FINANCING GROUP



LUCY GALLO, CGMA
MANAGING PRINCIPAL
SOUTHEAST REGION
lucy.gallo@dpfg.com

FOCUS AREAS
Fiscal Impact Analysis
Economic Impact Analysis
Incorporation Feasibility Studies
Impact Fee Evaluation and Representation

AFFILIATIONS
Government Finance Officers Association
Florida Government Finance Officers Association
NC Government Finance Officers Association
Urban Land Institute
National Association of Home Builders

PUBLICATIONS + TECHNICAL PAPERS
Impact Fee Handbook, NAHB, November 2016
An Overview of Special Purpose Taxing Districts, NAHB, September 2014
Municipal Finance Development Tools after the Great Recession, NAHB, January 2012
Paying for Public Infrastructure in the Carolinas, NAHB, July 2010
Analyzing the Benefits and Costs of Economic Development Projects, collaborative review, UNC School of Government, May 2010
Proportionate Share Impact Fees, co-author, NAHB, November 2009

PRESENTATIONS
LANDS Housing Law Roundtable, 2019
Impact Fee Symposium, Southeast Building Conference 2018
Growth & Infrastructure Consortium Annual Conference, 2017
Wise Financing for Smarter Growth in Today's Cash Strapped World, New Partners for Smart Growth, 2011.
Impact Fee Methodologies: Protecting Your Community from Controversies, National Impact Fee Roundtable, 2009

PROFESSIONAL EXPERIENCE
2011 to Present Development Planning & Financing Group, Inc. (DPFG) Managing Principal
2009 – 2011 AECOM Economics, Associate Vice President
2003 – 2009 Miley, Gallo & Associates, LLC, President and Principal

EDUCATION AND DESIGNATIONS
B.S. Accounting, University of South Carolina
Organizational Development Certificate Program, UNC
CGMA - Chartered Global Management Accountant

Lucy Gallo is the Managing Principal of the Southeast Region of DPFG and provides fiscal and economic impact analysis, real estate market analysis, benefit/cost modeling and public infrastructure finance (impact fees, tax increment financing, and special assessment districts) advisory services for urban development, redevelopment and comprehensive planning projects. Lucy has served as the lead fiscal and economic consultant for numerous large-scale economic development, and public/private partnership projects across the country.

Lucy understands that meaningful economic and fiscal impact analyses can successfully bridge the gap between traditional planning and economic reality to forge a cooperative, comprehensive community planning process. Over the years, she has assisted a diverse cross-section of communities, ranging from small towns and rural counties to large urban areas, with fiscal and economic analyses to evaluate important land-use planning initiatives. Regardless of the community's size, the goal of each engagement has been to address pertinent issues and concerns regarding long-term fiscal sustainability.

The ultimate goal of every modeling assignment is to help local governments, and their constituencies, in carrying out fiscal stewardship. Lucy's financial models are designed with utmost transparency; an approach that distinguishes her work in its field. Her studies have been subjected to the highest level of peer review, and those reviews consistently conclude that her approach to impact analysis is both thorough and comprehensive.

Academic collaborations include the UNC City and Regional Planning Department, the UNC School of Government, Winthrop University, and the Virginia Tech Real Estate Program.

SOUTHEAST REGION OFFICES

Amelia Island, FL
Gateway Commons
Amelia Island, FL 32034
P: (321) 233-2778 (M) 919-949-1838

Research Triangle NC
1340 Environ Way
Chapel Hill, North Carolina 27517
P: (919) 321-0232 (M) 919-949-1838

DAVID HENSON

Winter Park, FL 32789 | (865) 603-6280 | davidhenson865@gmail.com | linkedin.com/in/davidbhenson

EDUCATION

College of Charleston, Charleston, SC **June 2021**
Master of Business Administration (MBA), Finance

- Microsoft Office Specialist (MOS), GPA: 4.0, Bloomberg Market Concepts (BMC), Real Estate Club, Consulting Club

University of Tennessee, Knoxville, TN **May 2020**
Bachelor of Science in Business Administration (BSBA), Finance, Minor in Leadership

- Study Abroad 2019 — Brisbane, Australia
- Student Representative of Haslam College of Business – Financial Executives International (Knoxville Chapter)
- Financial Executives International (FEI) – Professional Promise Scholarship Recipient

PROFESSIONAL EXPERIENCE

Timbers Company, Winter Park, Florida

Timbers Company is the parent company behind Timbers Resorts and Soleil Hotels and Resorts. Timbers is a premier developer and operator of luxury properties, specializing in private residence clubs, boutique hotels, and resort communities. With a diverse portfolio spanning iconic destinations such as Aspen, Vail, Napa Valley, Kauai, Cabo San Lucas, and Tuscany, Timbers offers unmatched vacation experiences in some of the world's most sought-after locations. The company's investments focus on creating exceptional lifestyle destinations, combining high-end real estate with curated amenities, bespoke services, and unique ownership opportunities tailored to discerning travelers and homeowners.

Development Manager **October 2022 – Present**

- Direct and manage re-development project efforts at South Seas Resort in Captiva Island, FL following Hurricane Ian
- Engage and manage architects, engineers, attorneys, designers, planners, and other consultants for South Seas Resort
- Create, maintain, and track comprehensive budgets for all development projects
- Analyze potential acquisition & development opportunities

Acquisitions Analyst **February 2022 – October 2022**

- Underwrite acquisition and development opportunities in target markets internationally
- Create complex financial models to determine investment potential across multiple asset classes
- Perform extensive analysis on municipality zoning and overlays to determine development potential

Blake-Wilder Strategies (BWS), Charleston, South Carolina

BW Strategies is a specialized real estate acquisitions consulting firm that partners with national homebuilders, multifamily developers, private equity funds, and retailers looking to unlock rapid growth through strategic real estate positions. Some of BWS's clients include LENNAR, Greystar, Medmen, & Pharmacann.

Associate **January 2021 – January 2022**

- Underwrite mixed-use, single family attached, and single family detached development opportunities
- Draft and negotiate letters of intent and purchase-sale agreements to purchase mixed-use sites, land, & lot positions
- Oversee, manage, & direct a team of analysts focused on Lennar's Coastal Carolinas land acquisition efforts
- Create pitch decks for potential joint ventures & land bank investors
- Track & report on over 150+ contracted land positions in different stages of the acquisition and development process
- Engage with attorneys, engineers, planners, & due diligence team members throughout the entitlement process

EXPERIENCE, SKILLSET, WORKING KNOWLEDGE

Real Estate Development | Investment Analysis | Real Estate Private Equity | Advanced Financial Modeling | Site Selection & Due Diligence | Financial Analysis of Development | Public Data Extraction | GIS Mapping Software | Negotiation | Comparative Market Analysis | Municipal Zoning Code | Entitlement Process | Due Diligence | Development Agreements | Asset Management | Branding

MHK
ARCHITECTURE

MARK MCLEAN, LEED-AP / AIBD
National Director

EDUCATION:
Associates in Arts/Associates in Science in Drafting & Design Technology Valencia State College

ORGANIZATIONS:
U.S. Marine Corps: Instructor
American Institute of Building Design: Professional Member 2008
Gulf Coast Builders Exchange: Member

EXPERIENCE:
HARRELL & COMPANY ARCHITECTS, Naples, Florida 2001-2006/2011-2016 PROJECT MANAGER / DESIGNER / DRAFTER
Position required drawing, checking and supervising the drafting of construction plans through the permitting process. Drafting included MEP and structural drawings, which where coordinated and reviewed by sub-contracted engineering firms. Daily interaction with local builders and coordinated permit packages and assisted with purchasing decisions that affect budgets. Communicated with construction superintendents through revisions, field inspections and project meetings. Coordinated the approval of projects with local community architectural associations and government boards. Other duties included maintaining a local area network with complete network and architectural drawing file back-ups.

CMSA ARCHITECTURE, Sarasota, FL 2006-2011 PROJECT MANAGER / DESIGNER
Position required drawing, checking and supervising projects from initial design phase with clients through construction drawings and into the permitting process. Duties included contracting and coordinating consultants for MEP and structural drawings to mesh with architectural plans. Interacted with construction superintendents and clients through project meetings, supplemental instructions, field inspections, pay request, punch lists, field reports and final turn over inspections.

Mark is MHK's project leader, design thinker, client advocate and relationship steward. He has experience in guiding the operations of our Naples studio; both in the mentorship and development of staff as well fiscal oversight. Mark manages varied projects with our designers and clients. He is a practice builder with a diverse portfolio of work.

Commercial – 4110 Design Park, LDS Church, Baker Park, Mangrove Bay Amenity Center, Karl's White Glove Storage, First Florida Integrity Bank (FFIB), Gulf Star Marina, Bonita Springs Utilities (BSU), Tide Dry Cleaning, Oil Well Road Craft Brewery, Royal Wood Country Club, 382 12th Avenue South.

2059 Tamiami Trail East
Naples, FL 34112
239.331.7092
mhkarchitecture.com

MHK
ARCHITECTURE

Matthew H. Kragh, AIA, NCARB
President
Matthew H. Kragh is the founding president and principal architect at MHK Architecture. The firm is nation-wide with offices in Florida, Colorado, North and South Carolina. Matthew has extensive experience in architecture and planning. He is an industry leader in re-zoning properties and obtaining land use entitlements and has led the design industry by maintaining a key role in community leadership. He has created several dynamic projects such as Naples Square, Mangrove Bay Development and Eleven Eleven Central Avenue and over He has been an integral leader in the design and development of several design award projects from the AIA. In 2013, Matthew received the President's Award from the AIA. In 2008, Matthew was the recipient of the coveted W.R. Frizzel Medal of Honor, the highest award an architect can be given from AIA Florida Southwest. In 2004, Matthew received the Humanitarian of the Year by AIA Florida Southwest for his continuing humanitarian efforts beyond the practice.

In addition to honor awards, Matthew has received many design awards from the community and peers. MHK was awarded the AIA Florida Southwest 2014 Firm of the Year in recognition of the highest quality design and service to the community. Mathew and MHK were awarded the Habitat for Humanity Communitas Award for Leadership in Community Service and Corporate Social Responsibility for their design of a new affordable Habitat home in the City of Naples.

EDUCATION
Master of Architecture, Illinois Institute of Technology
Bachelor of Science Architectural Technology, Western Kentucky University

LICENSE AND REGISTRATIONS
Registered Architect License: #AA26001988,
State of Florida Registration: AR16971
Registered Architect License: #9839, State of South Carolina
Registered Architect License: #14234, State of North Carolina
Registered Architect License: #7911, State of Kentucky
Registered Architect License: #ARC00405289, State of Colorado

MEMBERSHIPS
American Institute of Architects AIAFLSW, Past President
United Arts Council of Collier County, Past Vice President
Naples Downtown Association, Board of Directors
Economic Development Council, Committee Member
South Florida Land Preservation Trust, Board Member
Urban Land Institute, Executive Board Member
Beacon of Hope Foundation, Co-Founder
National Council of Architectural Registration Board Certified
National Kidney Foundation, Board Member
Junior Achievement of Southwest Florida, Collier Hall of Fame, Advisory Board Member Lee Health Foundation, Board Member

2059 Tamiami Trail East
Naples, FL 34112
239.331.7092
mhkarchitecture.com

MHK

GIVING BACK

Besides his professional work, Matthew donates his time to benefit the community at large. These charitable design projects include Gordon River Park, the City of Naples Dog Park, and renovations to the City of Naples Norris Center. Matthew has served as President to the AIA SWF, a Board of Director to the United Arts Council of Collier, the Naples Downtown Association, the ULI Executive Committee, the Economic Development Council of Collier County, The South Florida Land Preservation Trust, the City of Naples Four Corners Committee and a board of director of the National Kidney Foundation. Matthew and his wife Trista contribute to international mission work and run The Beacon of Hope, a charitable foundation.

Cathy Olson, CWB

EDUCATION
MS, Wildlife Ecology and Conservation; University of Florida (1998)

BS, Natural Resources Management; University of Maryland (1994)

CERTIFICATIONS/TRAININGS
Imperiled Beach Nesting Bird Monitor (Shorebird), FFWCC (#LSIT2400314)

Authorized Gopher Tortoise Agent GT-20-00041, FWC 2020

Registered Agent: Burrowing Owls RAG-20-00009, FWC 2020

Certified Park and Recreation Professional (#10361803)

PROFESSIONAL AFFILIATIONS
Certified Wildlife Biologist, The Wildlife Society (2003)

Certified Ecologist, ESA

EXPERIENCE SUMMARY

Ms. Olson serves as a Senior Environmental Scientist with 26 years of experience with Southwest Florida natural systems and permitting. At Pennoni, she assists with projects involving natural resources, wetlands, protected species studies, natural communities, and wildlife assessments. Ms. Olson prepares environmental documents and permits for our private and public clients. She also develops grant applications and land management plans for restoration and recreational activities.

She is well-versed in local, state, and federal agency permitting requirements for wildlife and wetlands. She authored Charlotte County's first Habitat Conservation Plan for Florida Scrub-jays (County projects) and has permitted multiple projects through the Southwest Florida Water Management District, South Florida Water Management District, Florida Department of Environmental Protection, United States Army Corps of Engineers, Section 7 and 10 permitting with the United States Fish and Wildlife Service, National Marine Fisheries Service permits for small-toothed sawfish and gopher tortoise relocation and incidental take permits for Florida burrowing owls with the Florida Fish and Wildlife Conservation Commission. Her 20 years in local government have prepared her adherence to comprehensive plans and local development codes.

REPRESENTATIVE PROJECTS

EnSite Inc., The Alva School, Environmental Assessment Alva, FL
Senior Environmental Scientist – Conducted listed species survey, plant inventory, and wetland mapping at The Alva School in support of redesigning bus safety lanes.

Perez Planning and Design, Estero Sports Park, Estero, FL
Senior Environmental Scientist - Led the environmental assessment on a 100-acre parcel owned by the Lee County School Board, Lee County and the Village of Estero. Future phases of the sports field complex development will include SFWMD, Corps and USFWS (Florida bonneted bats) permitting.

Caloosa Shores HOA, Bridge Replacement Sanibel, FL
Senior Environmental Scientist - Conducted site assessment, protected species surveys and secured US Army Corps of Engineers permit for a neighborhood bridge that washed away during Hurricane Ian. Coordinated with USFWS and NNMFS on listed species.

Blue Sky Communities, Protected species survey Cape Coral & Punta Gorda, FL
Senior Environmental Scientist –Led the Florida bonneted bat and gopher tortoise surveys on parcels that will become affordable housing for mentally divergent adults.

EnSite, Inc. , Village of Estero Trails, Estero, FL
Project Manager – Led the environmental assessment and permitting for a 60-acre park in Estero. Additional phases include gopher tortoise relocation, eagle monitoring and construction compliance.

WS SSIR Owner LLC, South Seas Resort, Captiva, Fl
Senior Environmental Scientist – Conducted the environmental assessment including listed species surveys, wetland determination etc. on a 300-acre partially developed property on Captiva Island. Wrote an indigenous preserve management plan and a bald eagle nest management plan and participated in public outreach meetings.

EnSite Inc., Victory Park, Cape Coral, FL
Senior Environmental Scientist – Led the Environmental Assessment on a several hundred-acre parcel of land adjacent to the existing Veteran's Administration Hospital. Gopher tortoise permitting and relocation, jurisdictional wetland determination and permitting will occur in the near future.

Cathy Olson, CWB

PROFESSIONAL AFFILIATIONS
Southwest Florida Scrub and Scrub-Jay Steering Committee

The Wildlife Society

Southwest Florida Cooperative Invasive Species Management Area Steering Committee, Vice-Chair (2012)

Charlotte Harbor Environmental Center, Inc, Board of Directors (2002-2003, 2005-2012)

Resource Conservation and Development Council, Board of Directors (2009-2015)

The Florida Wildlife Society, Graduate Scholarship Ranking Committee (2013-2018)

Peace River Audubon Society, Board of Directors (President: 2002-2005, 2007-2011)

Professional Support Team for Sales Tax Ballot Initiative (2002)

Charlotte Harbor Nature Festival, Chair (2002 and 2003) and Committee Member (2001)

HONORS/AWARDS
Environmental Conservationist of the Year Award 2019: Audubon of Southwest Florida

HighSpans Engineering Inc., Big Carlos Pass Bridge, Bonita Springs, FL
Senior Environmental Scientist – Conducted an environmental assessment, agency coordination, shorebird and sea turtle surveys and mitigation planting oversight for a replacement bridge in Bonita Springs.

Five Towns Oleander, Biological Assessment, St. Petersburg, FL
Senior Environmental Scientist – Led an environmental site review and wrote a Biological Assessment for a 4.5-acre parcel in St. Petersburg.

Ensite, Inc., Pine Island Road, Cape Coral FL
Senior Environmental Scientist –Led an environmental assessment and SFWMD permitting on a small parcel in Fort Myers.

Pelican Landing, Shorebird surveys Bonita Springs, FL
Senior Environmental Scientist – Conducted and coordinated daily shorebird surveys in support of beach renourishment as required by state and federal permits.

Florida Drawbridges, Inc., Blackburn Swing Bridge, Riprap Repair, Osprey, FL
Senior Environmental Scientist– Secured a US Army Corps of Engineers permit for a failing bridge embankment within Dryman Bay.

Polk Co. Parks & Natural Resources Div., Boat Ramp, Polk County, FL
Senior Environmental Scientist- Led protected species and wetland survey for Lake Buffum Boat Ramp. Secured sand skink and bluetail mole skink clearance letter from the USFWS, secured gopher tortoise permit from FWC, excavated and relocated gopher tortoises.

Lee County, Wild Turkey Strand Preserve and Yellow Fever Creek Preserve Enhancement, Cape Coral and Fort Myers, FL
Senior Environmental Scientist- Conducted SFWMD permit compliance vegetation monitoring in wet prairie and an enhanced wetland.

Wright Construction Group, Joe Coviello Park, Cape Coral, FL
Senior Environmental Scientist -Conducted pre-construction FWC authorized agent gopher tortoise surveys and Florida bonneted bat cavity tree and cavity inspections for Joe Coviello Park. Conducted bald eagle nest monitoring and submission of summary report. Wrote USFWS compliance reports.

Golden Lakes CDD, Corps permitting, Lakeland, FL
Environmental Scientist – Secured a United States Army Corps of Engineers No Permit Required letter from the Florida Department of Environmental Protection.

Pelican Sound Golf & River Club, Dog Park, Estero, FL
Ecologist – Led a gopher tortoise survey and wrote a management plan for the Village of Estero. Provided design alternatives to reduce permitting requirements and costs.

APTIM, Sanibel Causeway Shoreline Stabilization, Lee County, FL
Technical Leader - Coordinated environmental permits compliance and daily nesting sea turtle surveys during the Island B Causeway Stabilization construction.

Holiday Builders, Environmental Site Reviews, Southwest FL
Senior Environmental Scientist – Conducted environmental site reviews on hundreds of home lots. Due diligence site reviews focused on wetlands and listed species, including gopher tortoise, Florida scrub-jays, bald eagles, and burrowing owls. Permits were obtained for the gopher tortoise, Florida scrub-jay, bald eagle, and burrowing owls.

Trescott Planning Solutions, LLC
Urban and Regional Planning

421 Norwood Court • Fort Myers, Florida 33919
Cell 239-850-7163 • Office 239-433-4067
Email: trescottplanningsolutions@gmail.com

RESUME'
DANIEL LEE TRESCOTT

PROFESSION

Urban and Regional Planner, specializing in the Developments of Regional Impact (DRI), Comprehensive, Emergency Preparedness and Sea Level Rise Planning.

EXPERIENCE

July 1, 2009 to Present: President of Trescott Planning Solutions, LLC. Integrating hazard mitigation into the Charlotte County's Metropolitan Planning Organization Long Range Transportation Plan, evacuation time and storm tide determinations, Development of Regional Impact consultant for Southwest Florida Regional Planning Council, comprehensive planning relative to hurricane preparedness and mitigation, and expert witness.

December 1985-2012: Principal Planner, Southwest Florida Regional Planning Council. (1) coordinating the State DRI review process for over 220 DRIs, (2) writing the vegetation and wildlife, wetlands, storm water, energy, comprehensive plan consistency, wastewater and water supply, historical/archaeological, affordable housing, schools, marina, floodplains and hurricane evacuation sections of the assessments; (3) field visits to review environmental aspects of DRI sites; (4) monitoring for potential DRIs and for implementation of development order conditions; (5) presenting DRI staff assessments and other DRI related items to Regional Planning Council; (6) reviewing and commenting on local coastal management plan consistency; (7) supervised and completed sections of the 1987, 1991, 1995, and 2001 Regional Hurricane Evacuation Study Updates; (8) submitted and received approval of the first and only state DRI rule petition to allow on-site hurricane sheltering within category three zones of region for DRIs; (9) supervised the completion of four coastal county hurricane storm tide atlases in 1991; (10) coordinated the 1993 Lake Okeechobee SLOSH Model Study and completed the hurricane storm surge atlas in 1995; (11) completed in 1995 the first State of Florida Regional Hurricane Refuge of Last Resort Strategy Study; (12) completed in 1997 the Southwest Florida Hurricane Shelter Deficit Reduction Project; (13) completed the Business Organizations Active in Response to Disaster (BOARD) project; (14) complete portions of five counties local mitigation strategies in 1999; (15) supervised completion of DMA 2000 compliant LMS plans for Glades, Hendry and Charlotte and risk assessment for Lee County; (16) in 2000 began working on a long term cooperative agreement between EPA and the SWFRPC dealing with sea level rise impacts on land uses in Florida (completed 20 coastal counties working with 6 Florida Regional Planning Councils; (17) 2010 update to the regional evacuation study; (18) completed 2011 Southwest Florida Surge Depth Atlases; and 19) participant and speaker at national and state hurricane and sea level rise related conferences.

October 1983 - October 1985: Natural Disaster Planning Section Administrator, Division of Emergency Management, Florida Department of Community Affairs. (1) supervising the Natural Disaster Planning Section staffs who work with the peacetime emergency, hazard mitigation and growth management programs; (2) on-site coordinator for damage assessment teams sent to counties for such disasters as coastal and riverine flooding, tornadoes, sink holes, freezes, droughts, and wildfires; (3) justifying and coordinating the administration of a wide variety of disaster assistance programs for six federal declared disasters; (4) identifying and researching land use controls and building standards which improve the effectiveness of state and local emergency management and hazard mitigation plans and programs; (5) participating in conferences, workshops, and seminars to improve the emergency management capabilities of local and state personnel.

April 1980 - September 1983: Hazard Mitigation Coordinator, Bureau of Emergency Management, Department of Community Affairs. Developed local assistance guidelines for the preparation of county peacetime emergency and nursing home disaster plans, co-authored a report called "Hurricane Hazard Mitigation at the Local Government Level - the roles of the Building Code and other Development Management Strategies. Lead planner for the development and implementation of five post-disaster hazard mitigation studies pertaining to five Presidential Disaster Declarations.

September 1979 - April 1980: Recreation Planner, Division of Parks and Recreation, Department of Natural Resources.

June - September 1979: Engineer Technician II, Division of Planning, Department of Transportation.

EDUCATION

September 1978, Florida State University, Master of Science in Planning, June 12, 1980, emphasis was in urban and regional, environmental, and natural resources management planning.

1977-1978, University of West Florida, B.A. in Environmental Sciences on August 25, 1978.

1974-1976, Miami Dade South Community College, A.A. in General Sciences on December 16, 1976.

RECENT PROJECT REFERENCES

Removed Coastal High Hazard Density Cap in Downtown
City of Fort Myers Planning
239-321-7975

Pine Island Hurricane Evacuation for Local Plan Update
Michael Jacob, Lee County Attorney
239-321-7975

Developments of Regional Impact Consultant for SWFRPC
Margaret Wuerstle, SWFRPC Director
239-938-1813

Vista Traquila Comp Plan Amendment Objection
Save Guana Now (SGN), Nicole Crosby
917-626-4007

LONG TERM REFERENCES

Wayne Daltry, former SWFRPC Director
239-997-0673

John D. Wilson, Former Director Lee County Public Safety
239-481-7093

NOAH DANIELS VALENSTEIN

EDUCATION

Juris Doctor
Florida State University, College of Law
Tallahassee, FL• April 2008

Bachelor of Arts
Environmental Policy, Cum Laude
University of Florida
Gainesville, FL• December 1999

APPOINTMENTS

Presidential Fellow
The Water School at FGCU
2021-Present

Chairman for Biscayne Bay Commission
Appointment by Governor Ron DeSantis
2021-Present

Board for Florida Communities Trust
Appointment by Governor Ron DeSantis
2021-Present

Secretary of Florida Department of Environmental Protection
Unanimous confirmation by Florida Senate and Appointment by Governor Rick Scott and Governor Ron DeSantis
2017 - 2021

Executive Director of Suwannee River Water Management District
Appointment by Governor Rick Scott
2015-2017

Florida Greenways and Trails Council
Senate Appointment by President Toni Jennings, and Secretary David Struhs
1999-2004

SELECTED WORK EXPERIENCE

Brightwater Strategies Group, PLLC • Tallahassee, FL
Managing Partner, June 2021 - Current
Provide strategic counsel to companies regarding environmental policy, including agricultural, development, and environmental non-profit sectors.

State of Florida • Tallahassee, FL
Chief Resilience Officer, March 2020 - June 2021
Prepare Florida for the environmental, physical and economic impacts of sea level rise, reporting to the Executive Office of the Governor. Including developing resilience goals for the state to protect our coastal communities and fortify Florida's pathway to continued prosperity.

Florida Department of Environmental Protection • Tallahassee, FL
Secretary, June 2017 - June 2021
Provide executive oversight for the state's lead agency for environmental management and stewardship, which includes the protection of air, water, lands and natural resources for all 67 Florida counties, as well as the management and protection of award-winning state parks, trails and historic sites.

Administer a $7.7 billion budget, while reducing regulatory duplication and improving vital protections for the environment.

Suwannee River Water Management District• Live Oak, FL
Executive Director, October 2015 - June 2017
Provided executive oversight concerning water resource management and conservation for 15 counties containing the highest concentration of first magnitude springs in the United States, including 13 river basins and over 7,640 square miles of land resources.

Administered a $70 million budget while increasing the District's commitment to environmental projects and reducing administrative overhead.

Implemented organizational restructuring and strategic planning to build partnerships with all stakeholders for the protection of the District's natural resources.

Executive Office of the Governor• Tallahassee, FL
Policy Coordinator for Energy, Agriculture and Environment, December 2012 - June 2014, August 2014 - October 2015
Administered budget and policy issues for five state agencies with budgets totaling more than $3.0 billion related to energy, agricultural and environmental matters.

Non-Profit Advocacy and Policy Research • Tallahassee, FL
Director of Legislative Affairs for the Everglades Foundation, August 2011 - December 2012 & Self-Employed, Policy Research and Polling, June 2010 - December 2012

Rumberger, Kirk & Caldwell • Tallahassee, FL
Attorney, July 2008 - June 2010

Florida House of Representatives• Tallahassee, FL
Deputy Policy Chief, Environment and Natural Resources Council, December 2006 - September 2007 & Legislative Analyst, Office of Procedure and Policy, January 2006 - December 2006

Florida Department of Environmental Protection • Tallahassee, FL
Legislative Lobbyist, August 2002 - August 2005

HWA
Hans Wilson
& Associates
Marine Engineers and Environmental Consultants
www.hanswilson.com

Hans J.M. Wilson, P.E. – President

Hans is the principal engineer and co-owner of Hans Wilson & Associates, Inc. Educated as an Ocean Engineer (BSOE '81) at Florida Atlantic University, Hans secured his Florida Professional Engineer license in 1988. Hans' principal focus has been in the marine environment, designing a mix of hard structures (e.g. marina's, shoreline stabilization) and marine habitats to complement those designs and improve water quality. Current responsibilities include: site investigations and habitat analysis; planning and engineering design; local, state, and federal regulatory permitting; construction administration related to marinas, docks, dredging, seawalls, revetments, shoreline stabilization, mitigation sites, and habitat restoration. Specific responsibilities and expertise include development feasibility studies, project management, regulatory permitting, development of construction plans and specifications, design and analysis of hydrodynamic surveys, modeling of flows and flushing within marina basins and waterways, assessment of benthic habitats, analysis of environmental impacts, regulatory variances, expert witness testimony, and compliance monitoring.

Hans is responsible for overseeing all reports and data interpretation related to environmental resource permitting, development suitability reports, and site inventories. Hans has been accepted as an expert in marina design, permitting, and enforcement issues relative to local, state and federal permitting agencies. Hans has been qualified as an expert witness with the Department of Environmental Protection, the South Florida Water Management District, the City of Sanibel, the City of Bonita Springs, and Lee County for a variety of projects related to environmental and marina consulting.

Education: B.S. - Ocean Engineering/Florida Atlantic University, 1981

Registration: License Professional Engineer #39680, State of Florida, 1988
Certified Engineer Intern No.481ET266, State of Florida, 1982

Elected Position: Captiva Erosion Prevention District Commissioner (1985 – 1988)

Certifications:
N.A.U.I. certified Sport Diver - 1977
U.S. Merchant Marine Officer (OUPV) – 2002 (in Continuity)

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Office: (239) 334-6870 ▪ Fax: (239) 334-7810
hans@hanswilson.com

Affiliations:
Southwest Florida Marine Industries Association – President
Marine Industries Association of Florida – Past President
Lee County RESTORE Act Advisory Committee – Past Chairman
Florida Engineering Society
Lee County Coastal Advisory Council – Past Founding Member
Florida Boating Advisory Council – Past member, appointed by Governor Scott.

Continuing Education (last ten years):
Guide to Effective Technical Writing for Engineers (2025)
Sheet Pile Design (2025)
Ethics for Florida Engineers (2025)
Florida Laws and Rules (2025)
2023 Florida Building Code Update (2025)
Installation of PVC Water and Sewer Piping Systems(2024)
2024 Florida Resilience Conference
Advanced Florida Building Code, 8th Edition Update (2024)
Ownership Transition & Valuation (2023)
Concrete Pipe Woodring Road Sanibel Protection Case Study (May 2023)
Engineering Disasters: FIU Pedestrian Bridge Collapse (Feb 2023)
Tropical Engineering: Concrete, Wood, Metals (Jan 2023)
Florida Laws and Rules 2023 (Jan 2023)
2023 Ethics for Florida Engineers (Jan 2023)
Maintenance of Waterfront Facilities PT1 (Dec 2022)
Seawall Stabilization and Preservation Through Permeation (Aug 2022)
Laws and Rules (Feb 2021)
Ethics, Professionalism, and Disciplinary Actions (Feb 2021)
Contract Dispute Management (Feb 2021)
Advanced Florida Building Code (2020)
FSBPA Technology Conference (2020)
FSBPA Annual Conference – (2019)
International Marina & Boatyard Conference (Jan 2019)
Helical Pile and Tieback Design (2019)
Storm Pipe Fundamentals (2019)
Ethics for Engineers (2019)
FSBPA Annual Conference – (2018)
Implementation of Drone Technology(2018)
Ownership Transition and Valuation (2018)
Florida Engineering – Laws and Rules (Feb 2017)
FSBPA Technical Conference – (Feb 2017)
International Marina & Boatyard Conference (Jan 2017)
Advanced Florida Building Code Accessibility (June 2016)
International Marina & Boatyard Conference (Feb 2015)
Florida Engineering – Laws and Rules (Feb 2015)

Christopher S. Wright, P.E.

Registration

Florida Professional Engineer 54880
Florida Special Inspector 1181

Professional experience

Significant design, management and special inspection experience on low-rise and high-rise residential and commercial projects including designs incorporating common construction materials such as concrete, steel, wood and aluminum and innovative materials such as fiber-reinforced polymers.

Project Experience

Tower Tampa Condominium, Tampa, Florida. EOR/SI. Schematic Design, Design Development, Contract Documents for 52-story condo utilizing concrete shearwall, post-tensioned slab frame, post-tensioned transfer girders and drilled shaft mat foundation. Wind tunnel tested with geotechnical-finite analysis.

One Water Place, Destin Florida. Design build team with Structural Preservations for expert witness and repair solution of post tensioned slab failure for (3) 25 story towers. CFRP strengthening and cable slab reconstruction.

Babcock Ranch, Port Charlotte Florida. Town and Civic Center for the Babcock Ranch Development. Consists of multiple structures ranging from restaurants to small convention/auditorium center buildings. Structure types range from light gage steel to structural steel and CMU wall framing.

Berkshire Oaks, Ocala, Florida. EOR of 225,000SF of retail and general site structures for major retail anchor development. Structures ranged from tilt-up concrete panels to CMU walls, structural steel framing and miscellaneous light gage framing work.

High Point I and II Condominium, Fort Myers, Florida. EOR/SI. Schematic Design, Design Development, Contract Documents and Inspections for 34-story condo utilizing concrete shearwall, post-tensioned slab frame, post-tensioned transfer girders and auger-cast foundation. Wind tunnel tested.

Galleria 400 Office Complex, Atlanta, Georgia. Project Manager. Schematic Design, Design Development, Contract Documents and Construction Administration for 19-story Office Building utilizing concrete column-beam frame and concrete pile foundation.

Atlanta Bonded Warehouse, Atlanta, Georgia. Specialty Project Engineer. Contract Documents and Construction Administration for a 140,000sqft. Warehouse utilizing a concrete post-tensioned super-flat slab.

Azure Condominium, Bonita Bay, Florida. EOR/SI. Schematic Design, Design Development, Contract Documents and Inspections for 28-story condominium utilizing concrete column / shear wall post-tensioned slab frame, 60" post-tensioned transfer slab, and auger-cast pile foundation.

Sun City Center Commons Development. Sun City, Florida. Schematic Design, Design Development, Contract Documents for multiple buildings ranging from an Auditorium building, a café and information centers, pool buildings and multipurpose buildings. This project is under construction, 5 year development plan.

First Street Village Mixed Use. Fort Myers, Florida. Schematic Design, Design Development, Contract Documents for mixed use development project consisting of town homes, retail centers, grocery store, 300 live work units and a centralized parking structure. Structures ranges from post-tensioned frames to typical load bearing CMU walls with bar joist roof structures.

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Ovation Condominium, St Petersburg, Florida. EOR/SI. Schematic Design, Design Development, Contract Documents and Inspections for 28-story condominium utilizing concrete column / shear wall post-tensioned slab frame, and drilled shaft foundations.

Stadium Club Mixed Use and Parking Structure, Gainesville, Florida. Design and Inspection of an (8)-Story post-tensioned concrete structure. Retrofitted and replaced significant quantity of mild steel reinforcement in shear walls with NSM FRP rods. Upgrade floor load capacities over (2) two elevated floors from 50psf to 100psf with FRP strips. Added elevator shafts and terminated post- tensioned reinforcing, while recovering the resulting loss in floor strength with added carbon based FRP strips. New 6-story adjacent parking structure.

Hampton Inn, Clearwater Florida. Schematic Design, Design Development, Contract Documents and Inspections for 14-story Hotel /Parking utilizing concrete column / shear wall post-tensioned slab frame, and auger cast foundations.

Wind Tunnel Study Ebb Tide Houses. Panama City, Florida. Wind tested and studied three configurations of a proposed 600ft long parallel to shore 22-story condominium to determine the effects on the adjacent single-family beach houses. The Florida DEP requested the wind study.

Boardwalk Resort Hotel-Time Share Condominium, Panama City, Florida. Schematic Design, Design Development, Contract Documents for 26-story resort utilizing concrete tunnel form slab wall frame and driven pile foundations. Wind tunnel tested.

Work history

2000 - Present	b&w structural designs, llc. President	Tampa, Florida
1994 - 2000	Jenkins & Charland, Inc. Project Engineer/Engineering Manager	Sarasota, Florida
1993 - 1994	Cable Concrete Structures, Inc. Project Engineer Intern.	Atlanta, Georgia

Education

Clarkson University — Potsdam, New York
Bachelor of Science in Civil Engineering, 1993

Lennart J. Lindahl, P.E.

MacVicar Consulting, Inc.
4524 Gun Club Road, Suite 201
West Palm Beach, FL 33415
O: (561) 689-1708; C: (561) 719-4307
len@macvicarconsulting.com, FL PE # 53867

Executive Profile

Mr. Lindahl has over 30 years of engineering / technical management experience and is currently a senior engineer with MacVicar Consulting, Inc. Before joining MacVicar Consulting, Inc., he served as Vice President of Special District Services, Inc. (SDS), a Florida Firm specializing in the creation and management of special taxing districts throughout Florida. Prior to joining SDS, he was the Assistant Executive Director of the South Florida Water Management District (District) where he was responsible for approximately 1,300 employees dedicated to the agency's core mission which includes operating, maintaining and protecting flood control, water quality, water supply and natural systems covering the 16 county area from Orlando to the Florida Keys and serving a population of approximately 8.1 million residents with an annual budget of approximately 750 million dollars. Prior to joining the District, he was the Managing Principal for AECOM, a Fortune 500 company, Florida Water Practice which includes all wastewater, water, water resources and community infrastructure (general municipal) clients. In that role, he was responsible for management, profitability and direction of all Florida water staff including implementation and monitoring of operational plans and budgets, development and implementation of strategic plans, adherence to corporate policies, project contractual terms, project health and safety as well as quality control adherence and procedures.

Education

Bachelor of Science, Civil Engineering, 1993
Lafayette College

Master of Science, Civil Engineering, 1995
Lehigh University

Master's Thesis - "Hydraulic and Hydrologic Analysis of C-102 Basin, SFWMD"

Summary of Experience

May 2018 – Present: MacVicar Consulting, Inc.

Senior Engineer with a very experienced, highly specialized consulting team providing client services related to water resource management in Florida. Areas of expertise include:

- The Water Management Facilities, Policies and Rules of the South Florida Water Management District as well as state, federal and local agencies.

Miami-Dade Lake Belt Mining Area – Regional representative and Engineer of record for various permits within the approximate 70 square mile Lake Belt area for Cemex, White Rock, Titan and Vulcan mines. In addition, responsible for all water quality monitoring and compliance.

SDI Quarry – Engineer of Record for Martin Marietta's approximate 465 acre SDI Quarry in Florida City. Responsible for consumptive use reporting, water quality monitoring and mining activities.

SDI Quarry – Soil Bentonite Slurry wall – Owner's representative and Owner's Project manager for the construction of an approximate 1-mile in length and 80 ft deep soil bentonite cut off wall to prevent the movement of hypersaline groundwater into the mining area in Florida City.

C-51 Reservoir – Consultant for the construction of and development of the Operation Manual for the C-51 Reservoir Project which is a regional alternative water supply project for Southeast Florida designed to capture excess storm water currently wasted to tide and causing harm to the Lake Worth Lagoon. The stored water is used to replenish the surficial and Biscayne Aquifers throughout the region for public water supply purposes. The C-51 Reservoir provides 14,000 acre-feet of storage and is approximately 36 feet deep with the majority of the storage below ground. The C-51 Reservoir provides sustainable recharge of the Biscayne Aquifer through the existing South Florida regional canal network, allowing for the withdrawal of 35 million gallons–per–day of water by the eight (8) participating utilities – Broward County, City of Sunrise, Hallandale Beach, City of Dania Beach, City of Margate, City of Pompano Beach, City of Ft. Lauderdale and Miami-Dade County.

2017-2018: Special District Services, Inc.

Vice President

Principal in charge of Client Service and Operations for Special District Services, Inc. (SDS) which creates and manages special taxing districts throughout the State of Florida. SDS was organized to meet the growing demand for urban services and provide a public financing vehicle to serve community infrastructure and service needs in a timely and cost-effective manner. While at SDS, Mr. Lindahl authored over 12 assessment methodologies totaling over $250,000,000 in financing and refundings.

Services Include:

- Special District Formation
- Special District Legislation
- CDD Management
- Intergovernmental Coordination
- Construction Administration
- Utility Administration
- Risk Assessment Analysis
- Landowner Consultation
- Permitting
- Website Design & Maintenance

2013 – 2017: South Florida Water Management District (District)

Assistant Executive Director

This position reports directly to the District's Executive Director and is responsible for the executive management of the agency's core mission functions. The District is a regional governmental agency that provides flood protection to South Florida through one of the largest water management systems in the world; works with utilities and stakeholders to develop long-term water supply plans; and is implementing landmark restoration strategies to improve water quality, expand water storage and restore more natural flows to America's Everglades. With an annual budget of approximately $750 million, the District encompasses 16 counties from Orlando to the Florida Keys and serves a population of approximately 8.1 million residents. It is the oldest and largest of the state's five water management districts. Created in 1949, the agency is responsible for managing and protecting water resources of South Florida by balancing and improving flood control, water supply, water quality and the natural systems.

Mr. Lindahl's areas of responsibilities included overseeing approximately 1,300 employees including the following divisions: Engineering and Construction, Regulation, Water Resources, Field Operations and Land Management, Everglades Policy and Coordination, Information Technology, Real Estate, Administrative Services (including the agency's budget), and the Big Cypress Basin Service Center.

Mr. Lindahl was the agency lead for several efforts including the Central Florida Water Initiative and the Temporary/Portable Forward Pumps Permit.

2000 – 2013: AECOM (Successor to Boyle Engineering Corporation and LBFH, Inc.)

AECOM is a Fortune 500 company that provides professional, technical and management support services to municipal and government clients in the markets of transportation, facilities, environmental, energy, water and government.

Vice President – District Manager and South Florida Area Manager

- District Manager – Florida Water Responsibilities
    - Managing Principal for wastewater, water, water resources and community infrastructure (general municipal) clients
    - Management, profitability and direction of all Florida water staff
    - Development and implementation of operational plans and budgets, development and implementation of strategic plans, adherence to corporate policies, project contractual terms, project health and safety as well as quality control adherence and procedures
- Other Responsibilities Internal to AECOM
    - Regional Market Segment Leader for Water Resources
        - Responsible for identifying potential growth areas in the water resources market and capturing new projects for AECOM in the southeast seven states
    - South Florida Service Area Manager:
        - Responsibilities include office logistics, workload sharing and cross-selling among all business lines
    - AECOM Americas, Government and Construction Services Leadership Development Program – Future Leadership Program for top employees in North America at AECOM

Select Project Experience with AECOM (2000 – 2013)

Mr. Lindahl's project experience includes a broad range of civil and environmental engineering projects. He has particular expertise in water resources and environmental issues where his responsibilities have included technical expertise and testimony in hydraulic and hydrologic modeling, civil and environmental project design, management and permitting. He has concentrated on both regional and sub-regional modeling initiatives associated with various aspects of the Everglades Restoration Program and subsequent Comprehensive Everglades Restoration Plan (CERP) as well as the analysis and design in support of permit acquisition and development for various clients. The following is a sampling of career engagements:

Special District Representation and Oversight

Experience as Client Service Manager and/or District Engineer includes:

- General consulting to the Board of Supervisors
- Expert testimony at public hearings and court proceedings
- Assistance in public financing
- Permit reviews and protocols
- Planning and design
- Modeling and hydraulic and hydrologic analysis
- Consumptive use permits and analyses
- Water quality monitoring and analysis
- Construction plans preparation
- Specifications
- Contract preparation and administration
- Services during construction
- Preparation of Plans of Improvement and Public Facilities Reports
- Project performance and client satisfaction

Mr. Lindahl served as Client Service Manager and/or District Engineer for the following Special Districts

South Indian River Water Control District
Troup Indiantown Water Control District
Seminole Improvement District
Northern Palm Beach County Improvement District
North St. Lucie River Water Control District
Ft. Pierce Farms Water Control District
St. Johns Improvement District
Beeline Community Development District
East Beach Water Control District
South Florida Conservancy District
East Shore Water Control District
Pelican Lake Water Control District
Pahokee Water Control District
South Shore Drainage District

Special District Selected Projects

South Indian River Water Control District (SIRWCD) – Water Control Structures
District Engineer and Client Service Manager
Manager of design, modeling, permitting, bidding and construction observation of improvements which provided for five (5) water control structures in the primary outfall canals of the 9,000 ± acre west basin. The structures are intended to improve groundwater recharge and reduce overdrainage during dry periods, as well as to improve the quality of runoff eventually discharged into the Northwest Fork of the Loxahatchee River. Additionally, the Plan includes a nonstructural component that establishes a definitive protocol between South Florida Water Management District (SFWMD) and SIRWCD for the operation of an interconnected structure to achieve improved flood control for SIRWCD and the delivery of freshwater flows to the Northwest Fork of the Loxahatchee River.

The water control structures consist of sheetpile weirs with concrete caps, each with an operable sluice gate. Rock rubble riprap was installed upstream and downstream of the structures for both erosion control and aeration of discharges over the weir. The operable gates are equipped with radio telemetry for remote sensing of water surface elevations and gate operations. The gates have electric motor operators and the provision for manual operation, should the electric service be disabled during a storm.

SIRWCD – Roadway Improvements
District Engineer and Client Service Manager
Manager of design, permitting, bidding and construction services for approximately 43 miles of roadway improvements within SIRWCD.

SIRWCD – Potable Water Distribution
District Engineer and Client Service Manager
Manager of design, permitting, bidding and construction services for potable water improvements for all lots within portions of Sections 9, 15, and 22 and all of Sections 16 and 17 in the east basin of SIRWCD between the C-18 and the Florida Turnpike. The project includes the following:

- Approximately forty-five miles of pipe
- Crossing under the Florida's Turnpike and Interstate 95
- Sixteen sub-aqueous and elevated canal crossings
- 445 fire hydrants.

Troup Indiantown Drainage District
District Engineer and/or Client Service Manager (2003 – 2013)
District Engineer and/or Client Service Manager for the 13,000-acre ± special district located in Martin County. Mr. Lindahl provided general engineering services related to drainage, irrigation and water management which included, but were not limited to: design of new and rehabilitation of existing canals, drainage structures, and pump stations; construction engineering and contract administration services; hydraulic analyses and flood profile determinations for the canal system; flood studies, evaluations and recommendations; review of permits; and advice on operation and maintenance matters.

Everglades Mitigation Bank
Client Service Manager and Engineer of Record
Florida Power & Light's (FPL) Everglades Mitigation Bank (EMB) is approximately 13,455 acres and is located in southern Dade County near the Turkey Point Power Plant.

- The bank contains several unique wetland types, including herbaceous fresh water, mangrove, saltwater marsh, and riverine depressional systems. This variety of wetland types provides local and state governmental agencies and other utilities with a range of mitigation credit types for statewide linear projects such as roads, waterlines, etc.
- Credits for non-linear projects are available to businesses, private homeowner's and developers for projects in Dade, Broward, and southern Palm Beach County.
- Services included water management design including modeling and permitting.

Treasure Coast Mitigation Bank
Client Service Manager and Engineer of Record

- Hydraulic and hydrologic design, modeling and permitting for a proposed approximate 2,500 acre mitigation bank located in St. Lucie County.
- Services included expert testimony

City of Palm Beach Gardens: Stormwater System Retrofit
Client Service Manager
Manager for the design and permitting for a stormwater system retrofit for the approximate 100-acre residential community that was developed in the early 1960's. The retrofit consists of modifications and enhancements to swales, pipe upgrades and replacements, and hydraulic modeling of the neighborhood drainage system. The project involved public outreach in the form of several neighborhood meetings so affected residents would have an opportunity to understand the design as well as the timing and impact of the construction.

Select Project Experience with MacVicar, Federico and Lamb, Inc. (1995 – 2000)

South Florida Water Management District - Alternative Land Use Analysis, Eight and One-Half Square Mile Area
Project Manager
Responsible for the modeling and design for the South Florida Water Management District contract on the 8.5 square mile area in southern Dade County.

Everglades Agricultural Area - Environmental Protection District
Project Manager
Responsible for representation, analysis and simulation of regional water management issues for the Everglades Protection District. Analyses included the implementation of various regional models including the Natural Systems model and the South Florida Water Management Model.

Palm Beach Aggregates, Inc.
Project Manager
Engineer of Record or permitting and modifying various phases to the mining operation including obtaining aquaculture permits.

Florida Department of Agriculture and Consumer Services
Project Manager
Responsible for representation, analysis and simulation of regional water management issues. Analyses included the implementation of various regional models including the Natural Systems model and the South Florida Water Management Model.
Client Representation on the Following Project Teams:

- Restudy - General Restudy Team; Alternative Evaluation Team; Alternative Development Team; Implementation Team
- Water Preserve Area Feasibility Study Team
- Lower East Coast Regional Water Supply Plan
- Modified Water Deliveries to Everglades National Park
- Interim Structural and Operation Plan
- Interim Operational Plan
- Northern Palm Beach County – CERP: Modeling Subgroup

Modeling Experience

HEC-1; HEC-2; UNET; South Florida Water Management Model (SFWMM); Natural Systems Model (NSM); SWMM; MODFLOW; MODBRANCH; BRANCH; AdICPR; STELLA and other specialized models and spreadsheet algorithms

Current and Past Affiliations

- LBFH, Inc - Board of Directors (2002-2006)
- Boyle Engineering Corporation – Board of Directors (2007-2008)
- Town of Jupiter, Planning and Zoning Commission (2004 – 2007)
- Jupiter Children's Foundation – Board of Directors (2010-2013)
- Jupiter Tequesta Athletic Association Volleyball Sports Board - Board of Directors (2011-2013)
- Sideout Volleyball Club – Board of Directors (2014-2017)
- National Mitigation Banking Association
- Jupiter Middle Lacrosse Club – Board of Directors (2016 –2017)
- Rio Vista Homeowners Association (Board Member 2008 – 2010)
- Water Management Institute (Vice President and Secretary)
- Florida Engineering Society
- National Society of Professional Engineers
- American Water Resources Association
- Florida Association of Special Districts
- American Society of Agricultural and Biological Engineers

LANDSCAPE ENHANCEMENT PLANS

SOUTH SEAS ISLAND RESORT
LANDS END REVETMENT ENHACEMENTS

Captiva, Florida

VICINITY MAP



N.T.S.

GENERAL NOTES

1. CONTRACTOR SHALL VERIFY WITH OWNER'S REPRESENTATIVE THAT PLANS ARE CURRENT AND APPROVED.
2. WORK SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF LEE COUNTY
3. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY AND/OR REQUIRED PERMITS AND PAY ALL RELATED FEES AND/OR TAXES REQUIRED TO INSTALL THE WORK ON THESE PLANS.
4. THE CONTRACTOR SHALL BE APPROPRIATELY LICENSED AS REQUIRED BY THE STATE IN WHICH THE WORK TAKES PLACE.
5. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY OF ANY ERRORS, OMISSIONS OR DISCREPANCIES IN EXISTING CONDITIONS OR WITHIN THE PLANS PRIOR TO BEGINNING THE WORK.
6. DETERMINATION OF "EQUAL" SUBSTITUTIONS SHALL BE MADE ONLY BY THE LANDSCAPE ARCHITECT.
7. LANDSCAPE ARCHITECT SHALL BE NOTIFIED NO LESS THAN 48 HOURS IN ADVANCE OF ANY SITE OBSERVATIONS OR MEETINGS.
8. SITE OBSERVATIONS AND MEETINGS SHALL INCLUDE:
   A. PRE-CONSTRUCTION CONFERENCE
   B. SELECTION AND TAGGING OF SPECIMEN TREES AND NURSERIES - LANDSCAPE CONTRACTOR TO COORDINATE WITH LANDSCAPE ARCHITECT, ALLOW A MINIMUM OF 48 HOURS.
   C. LAYOUT AND INSTALLATION OF HARDSCAPE AND LANDSCAPE STRUCTURES IN RELATION TO DESIGN INTENT
   D. LAYOUT AND INSTALLATION OF IRRIGATION SYSTEM INCLUDING COVERAGE TEST
   E. PLANT MATERIAL QUALITY AND INSTALLATION AT THE PROJECT SITE
   F. OBSERVATION TO ESTABLISH 90-DAY MAINTENANCE PERIOD (FINAL)
   G. FINAL OBSERVATION AT THE END OF THE 90-DAY MAINTENANCE PERIOD (FINAL)

   NOTE: "LANDSCAPE" SHALL REFER TO ALL IMPROVEMENTS WITHIN THIS SET OF DOCUMENTS THAT HAVE BEEN DESIGNED BY THIS OFFICE.
9. SITE OBSERVATION BY THE LANDSCAPE ARCHITECT DURING ANY PHASE OF THIS PROJECT DOES NOT RELIEVE THE CONTRACTOR OF HIS PRIMARY RESPONSIBILITY TO PERFORM ALL WORK IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS AND GOVERNING CODES.
10. THIS FIRM DOES NOT PRACTICE OR CONSULT IN THE FIELD OF SAFETY ENGINEERING. THIS FIRM DOES NOT DIRECT THE CONTRACTOR'S OBSERVATIONS, AND IS NOT RESPONSIBLE FOR THE SAFETY OF PERSONNEL OTHER THAN OUR OWN ON THE SITE; THE SAFETY OF OTHERS IS THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHOULD NOTIFY THE OWNER IF HE CONSIDERS ANY OF THE RECOMMENDED ACTIONS PRESENTED HEREIN TO BE UNSAFE.

BrightView South Seas

South Seas Island Resort
LANDS END REVETMENT ENHANCEMENTS
BRIGHTVIEW DESIGN GROUP
10-02-2023

PLANT SCHEDULE

GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	BF	360	BORRICHIA FRUTESCENS	SEA OXEYE DAISY	1 GAL	24" o.c.
	SP2	76	SESUVIUM PORTULACASTRUM	SHORELINE SEAPURSLANE	1 GAL	48" o.c.
	SP5	112	SPARTINA PATENS	SAND CORDGRASS	1 GAL	36" o.c.
	US2	137	UNIOLA PANICULATA	SEA OATS	1 GAL	36" o.c.

MATERIALS LEGEND

	CODE	MATERIAL	DETAIL / SHEET	SIZE / PATTERN	MODEL #	MANUFACTURER	COMMENTS/NOTES	QUANTITY
	P1	CRUSHED SHELL MULCH	A-D / L2.401	½" WASHED SHELL	-	-	SUPPLEMENT EXISTING SHELL ON SITE.	2,617.88 Cu Ft
	P2	DIRT LOCKER EROSION CONTROL CELLS	C / L2.401	MEDIUM: 48" Wide X 9" Depth	-	DIRT LOCKER https://dirtlocker.com/	INCLUDE 24" J-HOOKS AT ALL CONNECTIONS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.	2 x Pack of 100 Med. Cells J Hooks: 80 (8 x Pack of 10)
	P3	GEO-WEB EROSION CONTROL MAT	A-D / L2.401	3" DEPTH CELLS	-	PRESTO GEO-WEB STYSTEMS https://www.prestogeo.com/products/sod-stabilization/presto-geocells/	INCLUDE ALL CONNECTORS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.	1,966 LF @ 8' Wide +/- 140 Presto Geoweb Mats
	P4	REMOVABLE BOLLARD	E / L2.401	8"x8" @36 in. O.C.	-	AMERICAN TIMBER & STEEL www.americantimberandsteel.com (OR EQUAL)	INSTALL PER MANUFACTURER RECOMMENDATIONS. FIELD LOCATED BY LANDSCAPE ARCHITECT.	6 (EA)
	P5	LANDSCAPE BOULDERS	F / L2.401	VARIES: MATCH CHARACTER OF RIP RAP ON SITE	-	-	FIELD LOCATED BY LANDSCAPE ARCHITECT	-
	P6	EXISTING RIP RAP	-	-	-	-	PULL BACK TO SEAWARD SIDE OF SEA WALL	-



½" CRUSHED SHELL WASHED AGGREGATE



DIRT LOCKER



GEOWEB PAVING



REMOVABLE BOLLARD

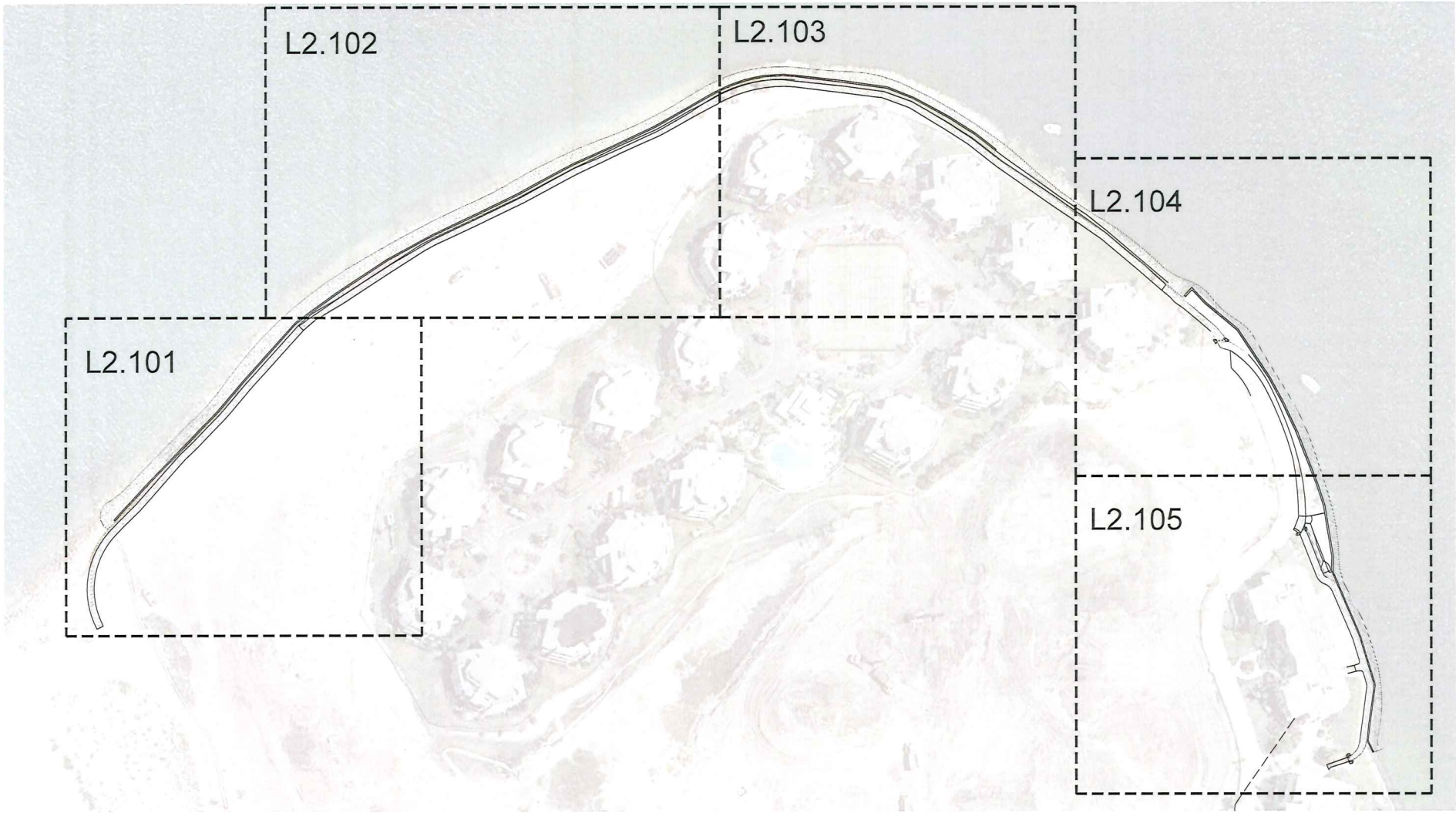
SCHEDULE & NOTES - L0.001

BrightView South Seas

South Seas Island Resort
LANDS END REVETMENT ENHANCEMENT PLAN
BRIGHTVIEW DESIGN GROUP
10-02-2023

NORTH

SCALE: 1" = 50'-0"
0' 50' 100' 200'



OVERALL ENHANCEMENT PLAN - L2.100

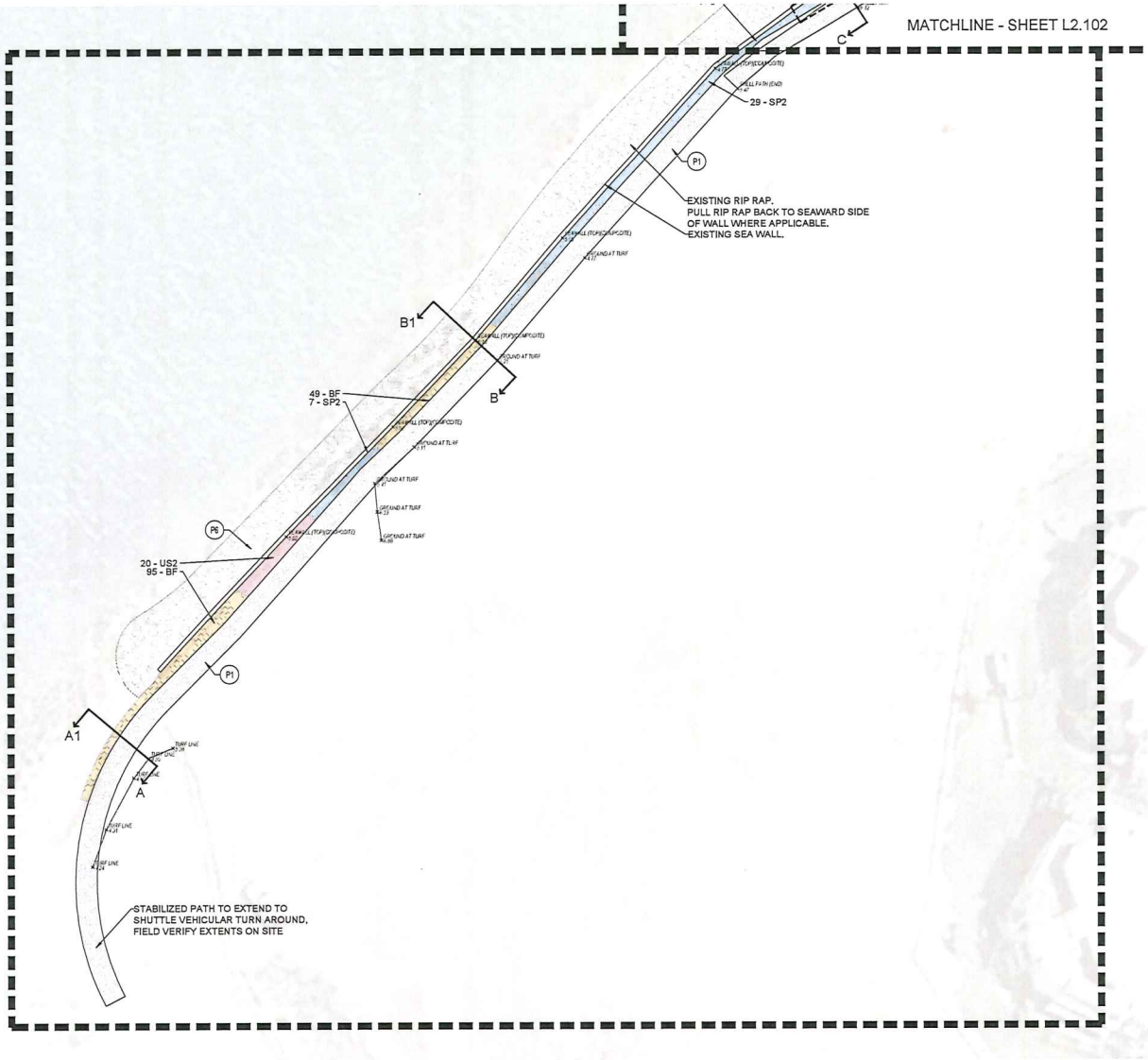
BrightView

South Seas

South Seas Island Resort
LANDS END REVETMENT ENHANCEMENT PLAN
BRIGHTVIEW DESIGN GROUP
10-02-2023

NORTH

SCALE: 1" = 50'-0"
0' 50' 100' 200'



PLANT SCHEDULE L2.101

GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	BF	144	BORRICHIA FRUTESCENS	SEA OXEYE DAISY	1 GAL	24" o.c.
	SP2	36	SESUVIUM PORTULACASTRUM	SHORELINE SEAPURSLANE	1 GAL	48" o.c.
	US2	20	UNIOLA PANICULATA	SEA OATS	1 GAL	36" o.c.

MATERIALS LEGEND

	CODE	MATERIAL	DETAIL / SHEET	SIZE / PATTERN	MODEL #	MANUFACTURER	COMMENTS/NOTES
	P1	CRUSHED SHELL MULCH	A-D / L2.401	2" WASHED SHELL	-	-	SUPPLEMENT EXISTING SHELL ON SITE.
	P2	DIRT LOCKER EROSION CONTROL CELLS	C / L2.401	MEDIUM: 48" Wide X 8" Depth	-	DIRT LOCKER https://dirtlocker.com/	INCLUDE 24" J-HOOKS AT ALL CONNECTIONS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P3	GEO-WEB EROSION CONTROL MAT	A-D / L2.401	3" DEPTH CELLS	-	PRESTO GEO-WEB SYSTEMS https://www.prestogeo.com/products/soil-stabilization/geoweb-geocells/	INCLUDE ALL CONNECTORS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P4	REMOVABLE BOLLARD	E / L2.401	8"x8" @42 in. O.C.	ERWB	AMERICAN TIMBER & STEEL www.americantimberandsteel.com (OR EQUAL)	INSTALL PER MANUFACTURER RECOMMENDATIONS. FIELD LOCATED BY LANDSCAPE ARCHITECT
	P5	LANDSCAPE BOULDERS	F / L2.401	VARIES: MATCH CHARACTER OF RIP RAP ON SITE	-	-	FIELD LOCATED BY LANDSCAPE ARCHITECT
	P6	EXISTING RIP RAP	-	-	-	-	PULL BACK TO SEAWARD SIDE OF SEA WALL

NOTES:

1. ANY EXISTING RIP RAP BETWEEN SEA WALL AND PROPOSED PATH TO BE REMOVED AND RELOCATED TO SEAWARD SIDE OF SEA WALL

ENLARGEMENT - L2.101

BrightView

South Seas

South Seas Island Resort
LANDS END REVETMENT ENHANCEMENTS
BRIGHTVIEW DESIGN GROUP
10-02-2023

NORTH

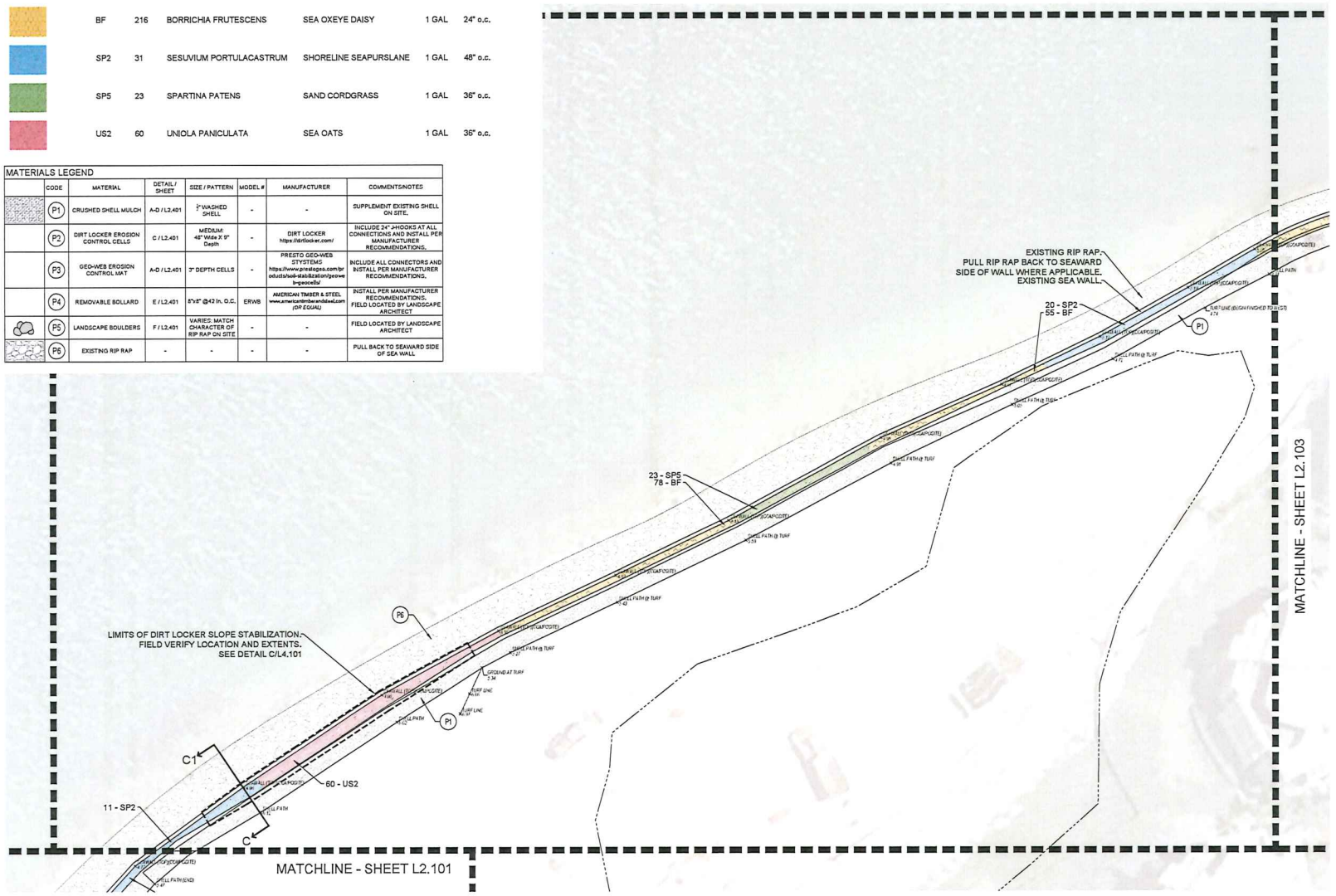
SCALE: 1" = 20'-0"
0' 20' 40' 60'

PLANT SCHEDULE L2.102

GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	BF	216	BORRICHIA FRUTESCENS	SEA OXEYE DAISY	1 GAL	24" o.c.
	SP2	31	SESUVIUM PORTULACASTRUM	SHORELINE SEAPURSLANE	1 GAL	48" o.c.
	SP5	23	SPARTINA PATENS	SAND CORDGRASS	1 GAL	36" o.c.
	US2	60	UNIOLA PANICULATA	SEA OATS	1 GAL	36" o.c.

MATERIALS LEGEND

	CODE	MATERIAL	DETAIL / SHEET	SIZE / PATTERN	MODEL #	MANUFACTURER	COMMENTS/NOTES
	P1	CRUSHED SHELL MULCH	A-D / L2.401	½" WASHED SHELL	-	-	SUPPLEMENT EXISTING SHELL ON SITE.
	P2	DIRT LOCKER EROSION CONTROL CELLS	C / L2.401	MEDIUM 48" Wide X 9" Depth	-	DIRT LOCKER https://dirtlocker.com/	INCLUDE 24" J-HOOKS AT ALL CONNECTIONS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P3	GEO-WEB EROSION CONTROL MAT	A-D / L2.401	3" DEPTH CELLS	-	PRESTO GEO-WEB SYSTEMS https://www.prestogeo.com/products/soil-stabilization/geoweb-geocells/	INCLUDE ALL CONNECTORS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P4	REMOVABLE BOLLARD	E / L2.401	6"x6" @42 in. O.C.	ERWB	AMERICAN TIMBER & STEEL www.americantimberandsteel.com (OR EQUAL)	INSTALL PER MANUFACTURER RECOMMENDATIONS. FIELD LOCATED BY LANDSCAPE ARCHITECT
	P5	LANDSCAPE BOULDERS	F / L2.401	VARIES: MATCH CHARACTER OF RIP RAP ON SITE	-	-	FIELD LOCATED BY LANDSCAPE ARCHITECT
	P6	EXISTING RIP RAP	-	-	-	-	PULL BACK TO SEAWARD SIDE OF SEA WALL



NOTES:
1. ANY EXISTING RIP RAP BETWEEN SEA WALL AND PROPOSED PATH TO BE REMOVED AND RELOCATED TO SEAWARD SIDE OF SEA WALL

ENLARGEMENT - L2.102

BrightView South Seas

South Seas Island Resort
LANDS END REVETMENT ENHANCEMENTS
BRIGHTVIEW DESIGN GROUP
10-02-2023

NORTH
SCALE 1" = 20'-0"
0' 20' 40' 60'



PLANT SCHEDULE L2.103

GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	BF	83	BORRICHIA FRUTESCENS	SEA OXEYE DAISY	1 GAL	24" o.c.
	SP5	89	SPARTINA PATENS	SAND CORDGRASS	1 GAL	36" o.c.
	US2	52	UNIOLA PANICULATA	SEA OATS	1 GAL	36" o.c.

MATERIALS LEGEND

	CODE	MATERIAL	DETAIL / SHEET	SIZE / PATTERN	MODEL #	MANUFACTURER	COMMENTS/NOTES
	P1	CRUSHED SHELL MULCH	A-D / L2.401	1" WASHED SHELL	-	-	SUPPLEMENT EXISTING SHELL ON SITE.
	P2	DIRT LOCKER EROSION CONTROL CELLS	C / L2.401	MEDIUM: 48" Wide X 9" Depth	-	DIRT LOCKER https://dirtlocker.com/	INCLUDE 24" J-HOOKS AT ALL CONNECTIONS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P3	GEO-WEB EROSION CONTROL MAT	A-D / L2.401	3" DEPTH CELLS	-	PRESTO GEO-WEB SYSTEMS https://www.prestogeo.com/products/soil-stabilization/geoweb-pecells/	INCLUDE ALL CONNECTORS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P4	REMOVABLE BOLLARD	E / L2.401	8"x8" @42 in. O.C.	ERWB	AMERICAN TIMBER & STEEL www.americantimberandsteel.com (OR EQUAL)	INSTALL PER MANUFACTURER RECOMMENDATIONS. FIELD LOCATED BY LANDSCAPE ARCHITECT
	P5	LANDSCAPE BOULDERS	F / L2.401	VARIES: MATCH CHARACTER OF RIP RAP ON SITE	-	-	FIELD LOCATED BY LANDSCAPE ARCHITECT
	P6	EXISTING RIP RAP	-	-	-	-	PULL BACK TO SEAWARD SIDE OF SEA WALL

NOTES:

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ENLARGEMENT - L2.103

BrightView

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BRIGHTVIEW DESIGN GROUP
10-02-2023

NORTH

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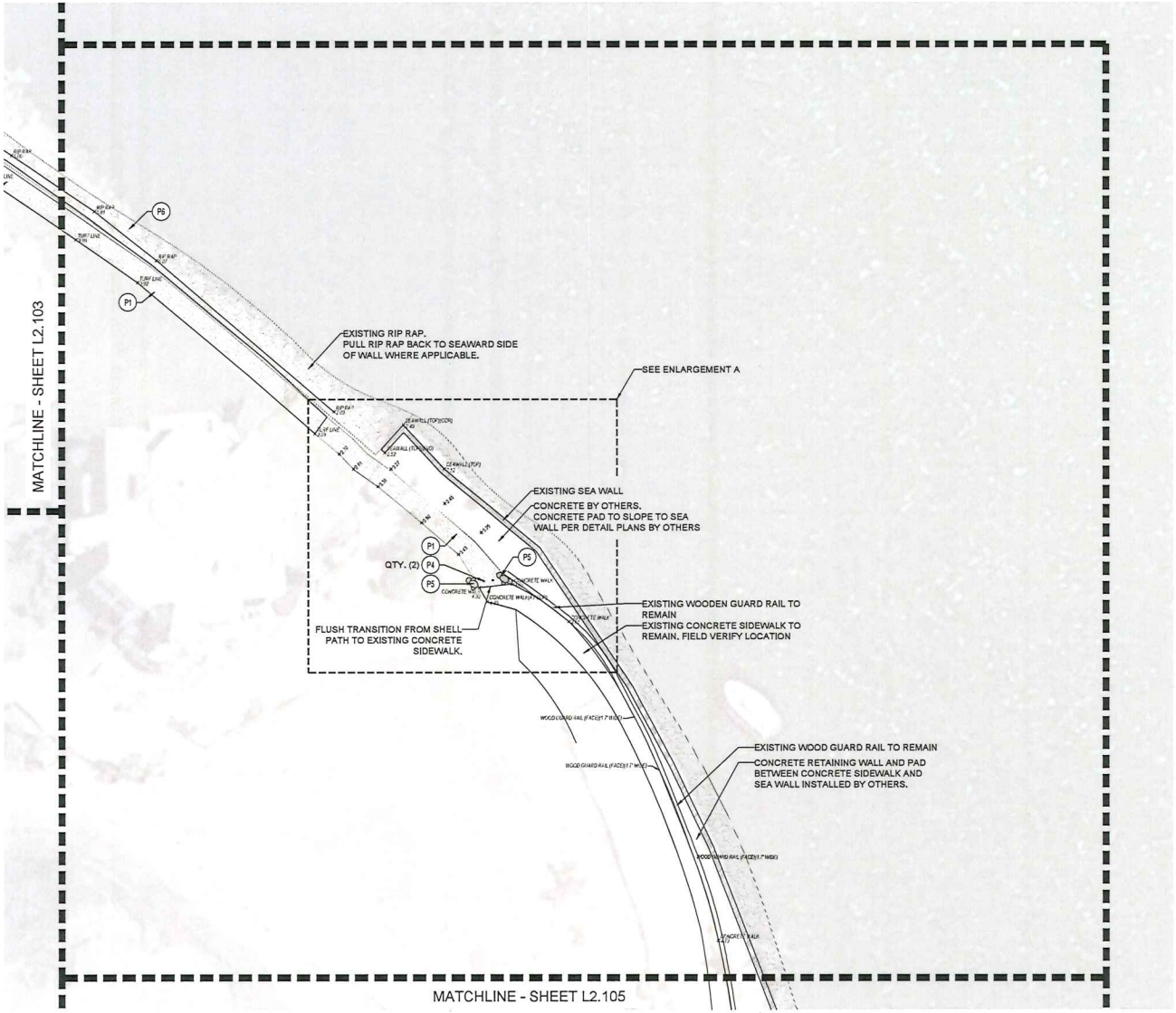

MATERIALS LEGEND								
	CODE	MATERIAL	DETAIL / SHEET	SIZE / PATTERN	MODEL #	MANUFACTURER	COMMENTS/NOTES
	P1	CRUSHED SHELL MULCH	A-D / L2.401	½" WASHED SHELL	-	-	SUPPLEMENT EXISTING SHELL ON SITE.
	P2	DIRT LOCKER EROSION CONTROL CELLS	C / L2.401	MEDIUM: 48" Wide X 9" Depth	-	DIRT LOCKER https://dirtlocker.com/	INCLUDE 24" J-HOOKS AT ALL CONNECTIONS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P3	GEO-WEB EROSION CONTROL MAT	A-D / L2.401	3" DEPTH CELLS	-	PRESTO GEO-WEB SYSTEMS https://www.prestogeo.com/products/soil-stabilization/geoweb-geocells/	INCLUDE ALL CONNECTORS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P4	REMOVABLE BOLLARD	E / L2.401	8"x8" @42 in. O.C.	ERWB	AMERICAN TIMBER & STEEL www.americantimberandsteel.com (OR EQUAL)	INSTALL PER MANUFACTURER RECOMMENDATIONS. FIELD LOCATED BY LANDSCAPE ARCHITECT
	P5	LANDSCAPE BOULDERS	F / L2.401	VARIES: MATCH CHARACTER OF RIP RAP ON SITE	-	-	FIELD LOCATED BY LANDSCAPE ARCHITECT
	P6	EXISTING RIP RAP	-	-	-	-	PULL BACK TO SEAWARD SIDE OF SEA WALL

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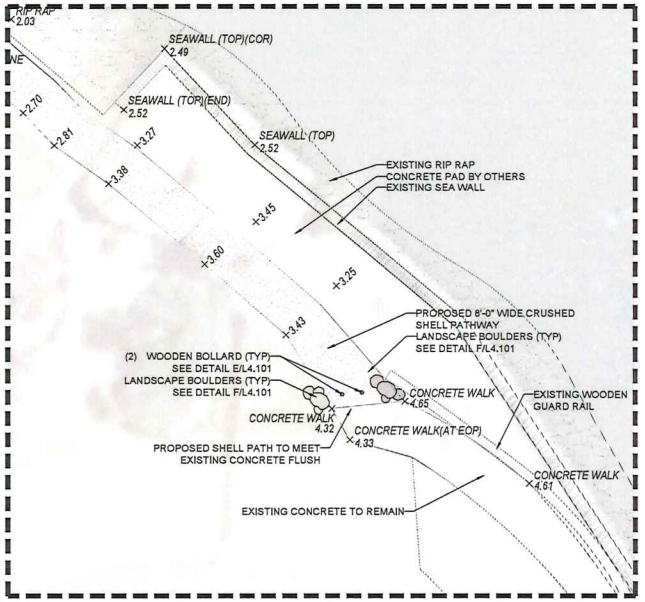

ENLARGEMENT A - SCALE: 1:10

ENLARGEMENT - L2.104

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10-02-2023

NORTH

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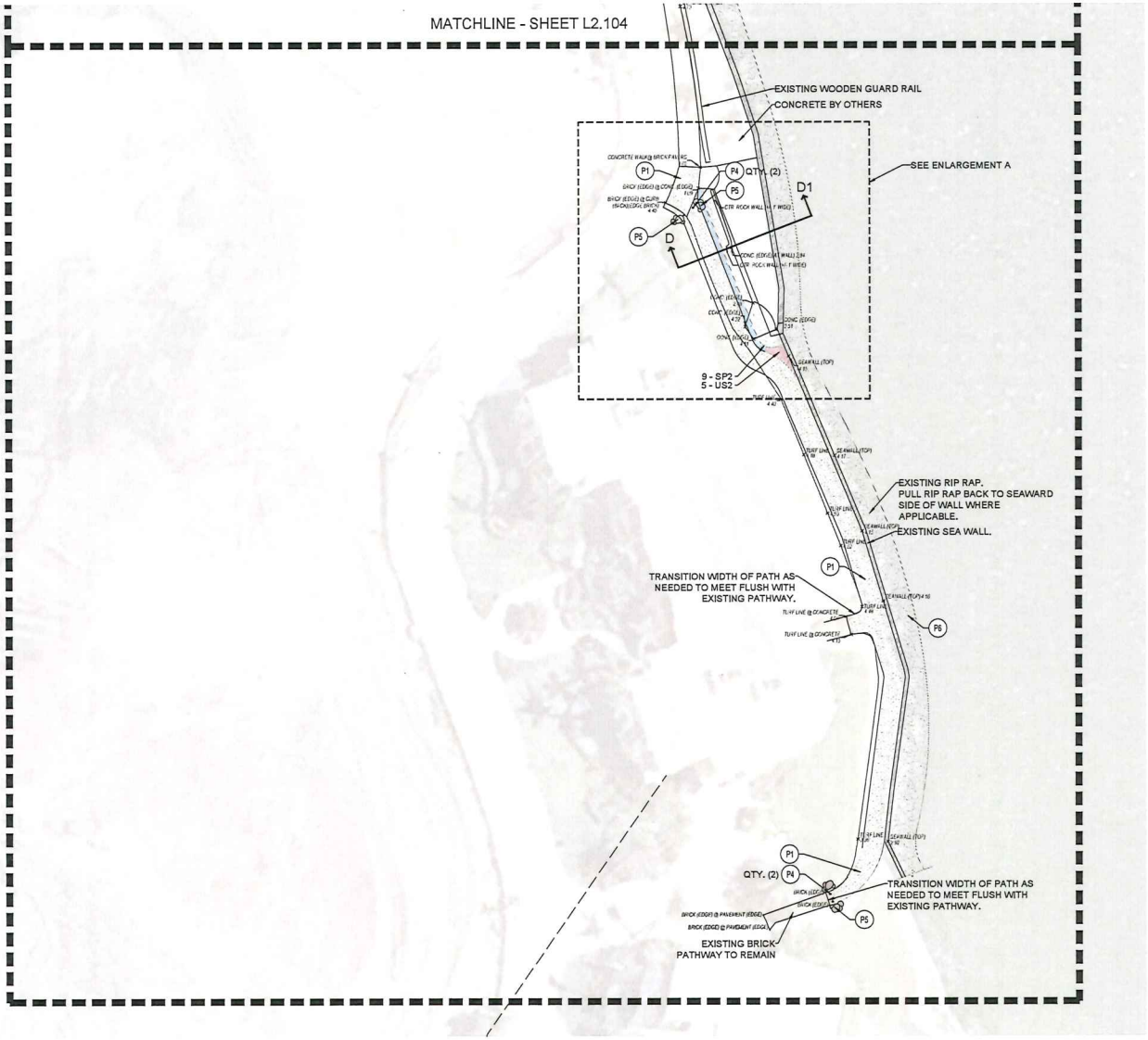
0' 20' 40' 60'



PLANT SCHEDULE L2.105

GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	SP2	9	SESUVIUM PORTULACASTRUM	SHORELINE SEAPURSLANE	1 GAL	48" o.c.
	US2	5	UNIOLA PANICULATA	SEA OATS	1 GAL	36" o.c.

MATERIALS LEGEND

	CODE	MATERIAL	DETAIL / SHEET	SIZE / PATTERN	MODEL #	MANUFACTURER	COMMENTS/NOTES
	P1	CRUSHED SHELL MULCH	A-D / L2.401	3" WASHED SHELL	-	-	SUPPLEMENT EXISTING SHELL ON SITE.
	P2	DIRT LOCKER EROSION CONTROL CELLS	C / L2.401	MEDIUM 48" Wide X 9" Depth	-	DIRT LOCKER https://dirtlocker.com/	INCLUDE 24" J-HOOKS AT ALL CONNECTIONS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P3	GEO-WEB EROSION CONTROL MAT	A-D / L2.401	3" DEPTH CELLS	-	PRESTO GEO-WEB SYSYTEMS https://www.prestogeo.com/products/soil-stabilization/geoweb-pasceils/	INCLUDE ALL CONNECTORS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P4	REMOVABLE BOLLARD	E / L2.401	8"x8" @42 In. O.C.	ERWB	AMERICAN TIMBER & STEEL www.americantimberandsteel.com (OR EQUAL)	INSTALL PER MANUFACTURER RECOMMENDATIONS. FIELD LOCATED BY LANDSCAPE ARCHITECT
	P5	LANDSCAPE BOULDERS	F / L2.401	VARIES: MATCH CHARACTER OF RIP RAP ON SITE	-	-	FIELD LOCATED BY LANDSCAPE ARCHITECT
	P6	EXISTING RIP RAP	-	-	-	-	PULL BACK TO SEAWARD SIDE OF SEA WALL

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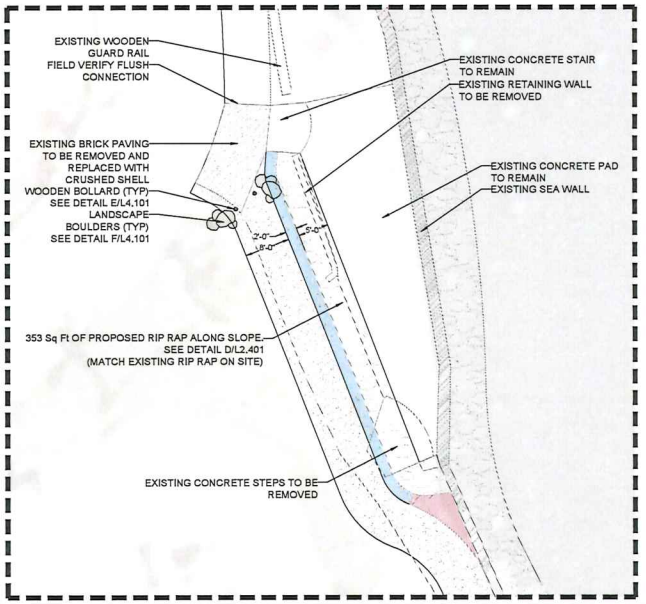


ENLARGEMENT A - SCALE: 1:10

ENLARGEMENT - L2.105

BrightView

South Seas

South Seas Island Resort
LANDS END REVETMENT ENHANCEMENTS
BRIGHTVIEW DESIGN GROUP
10-02-2023

NORTH

SCALE 1" = 20'-0"
0' 20' 40' 60'

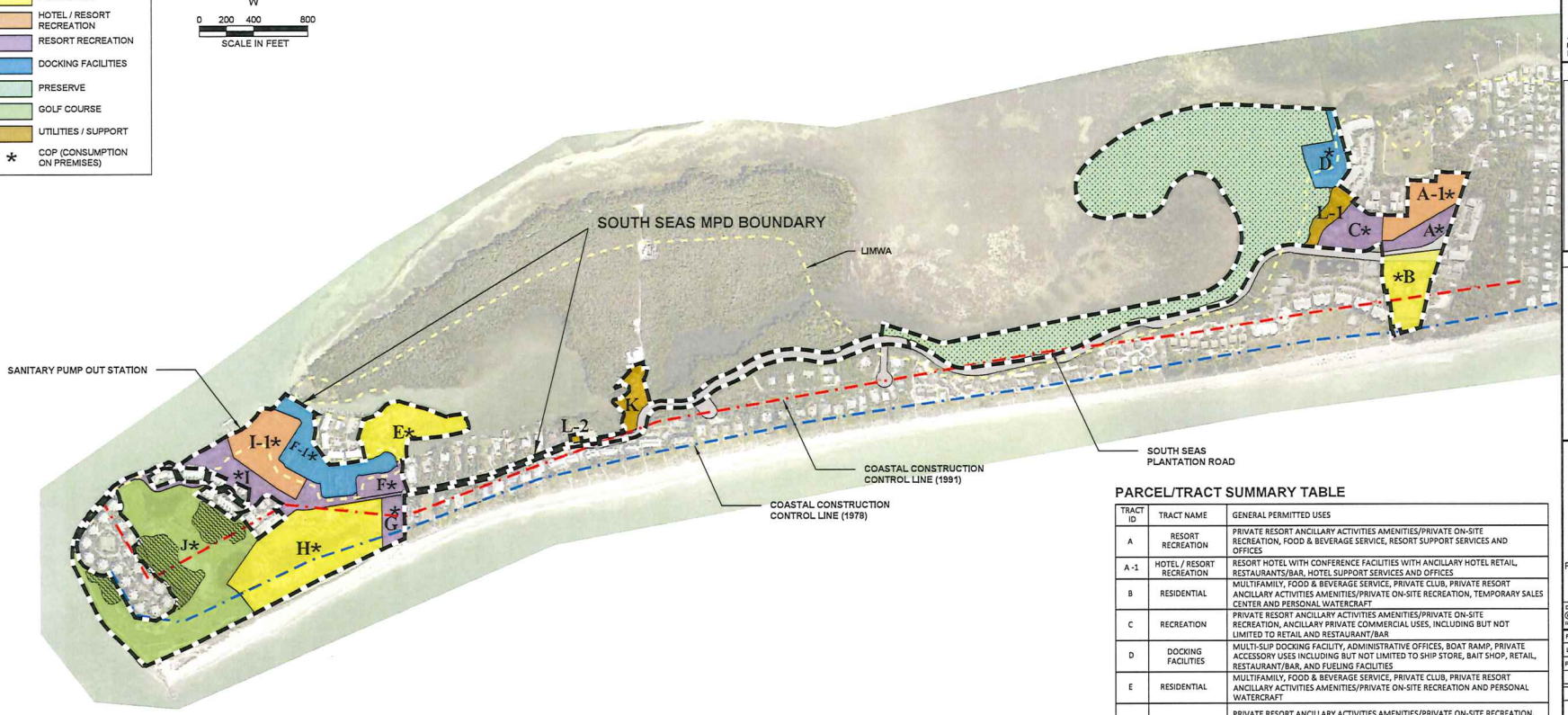
SOUTH SEAS ISLAND RESORT MPD PARCELS

- LAKE
- RESIDENTIAL
- HOTEL / RESORT RECREATION
- RESORT RECREATION
- DOCKING FACILITIES
- PRESERVE
- GOLF COURSE
- UTILITIES / SUPPORT
- * COP (CONSUMPTION ON PREMISES)

E / N / S / W

0 200 400 800

SCALE IN FEET



NOTES

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3. DEVIATIONS 6, 10 AND 16 APPLY TO THE ENTIRE MPD.

4. THE SALE OR SERVICE OF ALCOHOLIC BEVERAGES FOR CONSUMPTION ON-PREMISES IS PERMITTED IN CONJUNCTION WITH THE USES ON THE GOLF COURSE, HOTEL & RESORT RESIDENTIAL TRACTS AS DENOTED ON THIS PLAN, AND DOES NOT REQUIRE ADMINISTRATIVE OR PUBLIC HEARING APPROVAL.

LAND USE SUMMARY

LAND USE	TRACT ID	TRACT ACREAGE
RESIDENTIAL TRACTS		
	B	4.17
	E	4.60
	H	11.64
	SUB-TOTAL	20.4 AC
RESORT/RECREATION/DOCKING FACILITIES/INFRASTRUCTURE TRACTS		
	A	2.94
	C	2.69
	D	2.49
	F	1.44
	F1	5.09
	G	1.38
	I	8.33
	J	22.36
	K	1.69
	L-1	1.39
	L-2	0.11
	Right Of Way	4.35
	SUB-TOTAL	54.2 AC
COMMERCIAL TRACTS		
	A-1	2.75 AC
	I-1	2.25 AC
	SUB-TOTAL	5.0 AC
	SUB-TOTAL	79.6
	(Residential/Resort/Recreation/Commercial)	
	Saltwater Preserve/Open Space	41.6
	MPD TOTAL	121+/- AC

PARCEL/TRACT SUMMARY TABLE

TRACT ID	TRACT NAME	GENERAL PERMITTED USES
A	RESORT RECREATION	PRIVATE RESORT ANCILLARY ACTIVITIES AMENITIES/PRIVATE ON-SITE RECREATION, FOOD & BEVERAGE SERVICE, RESORT SUPPORT SERVICES AND OFFICES
A-1	HOTEL / RESORT RECREATION	RESORT HOTEL WITH CONFERENCE FACILITIES WITH ANCILLARY HOTEL RETAIL, RESTAURANTS/BAR, HOTEL SUPPORT SERVICES AND OFFICES
B	RESIDENTIAL	MULTIFAMILY, FOOD & BEVERAGE SERVICE, PRIVATE CLUB, PRIVATE RESORT ANCILLARY ACTIVITIES AMENITIES/PRIVATE ON-SITE RECREATION, TEMPORARY SALES CENTER AND PERSONAL WATERCRAFT
C	RECREATION	PRIVATE RESORT ANCILLARY ACTIVITIES AMENITIES/PRIVATE ON-SITE RECREATION, ANCILLARY PRIVATE COMMERCIAL USES, INCLUDING BUT NOT LIMITED TO RETAIL AND RESTAURANT/BAR
D	DOCKING FACILITIES	MULTI-SLIP DOCKING FACILITY, ADMINISTRATIVE OFFICES, BOAT RAMP, PRIVATE ACCESSORY USES INCLUDING BUT NOT LIMITED TO SHIP STORE, BAIT SHOP, RETAIL, RESTAURANT/BAR, AND FUELING FACILITIES
E	RESIDENTIAL	MULTIFAMILY, FOOD & BEVERAGE SERVICE, PRIVATE CLUB, PRIVATE RESORT ANCILLARY ACTIVITIES AMENITIES/PRIVATE ON-SITE RECREATION AND PERSONAL WATERCRAFT
F	RESORT RECREATION	PRIVATE RESORT ANCILLARY ACTIVITIES AMENITIES/PRIVATE ON-SITE RECREATION, ANCILLARY PRIVATE COMMERCIAL USES INCLUDING BUT NOT LIMITED TO RETAIL, RESORT CONFERENCE FACILITIES, SHIP STORE, RESTAURANT/BAR, SUPPORT OFFICES, VEHICLE/CART CHARGING, AND PERSONAL WATERCRAFT
F1	DOCKING FACILITIES	MULTI-SLIP DOCKING FACILITY, ADMINISTRATIVE OFFICES, BOAT RAMP, PRIVATE ACCESSORY USES INCLUDING BUT NOT LIMITED TO SHIP STORE, BAIT SHOP, RETAIL, RESTAURANT/BAR, AND FUELING FACILITIES
G	RESORT RECREATION	PRIVATE RESORT ANCILLARY ACTIVITIES AMENITIES /PRIVATE ON -SITE RECREATION, ANCILLARY PRIVATE COMMERCIAL USES INCLUDING BUT NOT LIMITED TO RESTAURANTS/BAR, RETAIL, WATER SPORTS RENTAL. PERSONAL WATERCRAFT
H	RESIDENTIAL	MULTIFAMILY, FOOD & BEVERAGE SERVICE, PRIVATE CLUB, PRIVATE RESORT ANCILLARY ACTIVITIES AMENITIES/PRIVATE ON -SITE RECREATION, TEMPORARY SALES CENTER, PERSONAL WATERCRAFT AND TIMESHARE UNITS
I	RESORT RECREATION	PRIVATE RESORT ANCILLARY ACTIVITIES AMENITIES /PRIVATE ON -SITE RECREATION, ANCILLARY PRIVATE COMMERCIAL USES INCLUDING BUT NOT LIMITED TO RETAIL, RESORT CONFERENCE FACILITIES, SHIP STORE, RESTAURANT/BAR, SUPPORT OFFICES, VEHICLE/CART CHARGING, AND PERSONAL WATERCRAFT
I-1	HOTEL / RESORT RECREATION	RESORT HOTEL WITH CONFERENCE FACILITIES WITH ANCILLARY HOTEL RETAIL, RESTAURANTS / BAR, HOTEL SUPPORT SERVICES AND OFFICES
J	GOLF	13 -HOLE GOLF COURSE, PRIVATE ON -SITE RECREATION, ANCILLARY PRIVATE COMMERCIAL USES INCLUDING RETAIL, RESTAURANT / BAR , FOOD & BEVERAGE SERVICE AND GOLF MAINTENANCE
K	MAINTENANCE	ESSENTIAL SERVICES & UTILITIES, OFFICES, RESORT SUPPORT SERVICES, VEHICLE/CART CHARGING, PERSONAL WATERCRAFT, AND WIRELESS COMMUNICATION FACILITIES
L-1	RESORT SUPPORT	OFFICE ANCILLARY TO RESORT & RESIDENTIAL USES
L-2	MAINTENANCE / RESORT SUPPORT	ESSENTIAL SERVICES & UTILITIES, OFFICES, RESORT SUPPORT SERVICES, VEHICLE/CART CHARGING, FOOD TRUCK AND PERSONAL WATERCRAFT

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PHONE (239) 461-3170
FORT MYERS | PANAMA CITY BEACH
FLORIDA CERTIFICATES OF AUTHORIZATION
ENGINEERING 7995 - SURVEYING LB-6940

WS SSIR OWNER, LLC.

1031 W. MORSE BLVD. SUITE 350
WINTER PARK, FL 32789

PROJECT DESCRIPTION

SOUTH SEAS ISLAND RESORT MPD

LEE COUNTY, FLORIDA

THIS PLAN IS PRELIMINARY AND INTENDED FOR CONCEPTUAL PLANNING PURPOSES ONLY.

SITE LAYOUT AND LAND USE INTENSITIES OR DENSITIES MAY CHANGE SIGNIFICANTLY BASED UPON SURVEY, ENGINEERING, ENVIRONMENTAL AND / OR REGULATORY CONSTRAINTS AND / OR OPPORTUNITIES.

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LOCATION	J:\24000\DWG\CONING\
PLOT DATE	TUE, 2-11-2025 - 5:09 PM
PLOT BY	ALYSSA FONTAINE

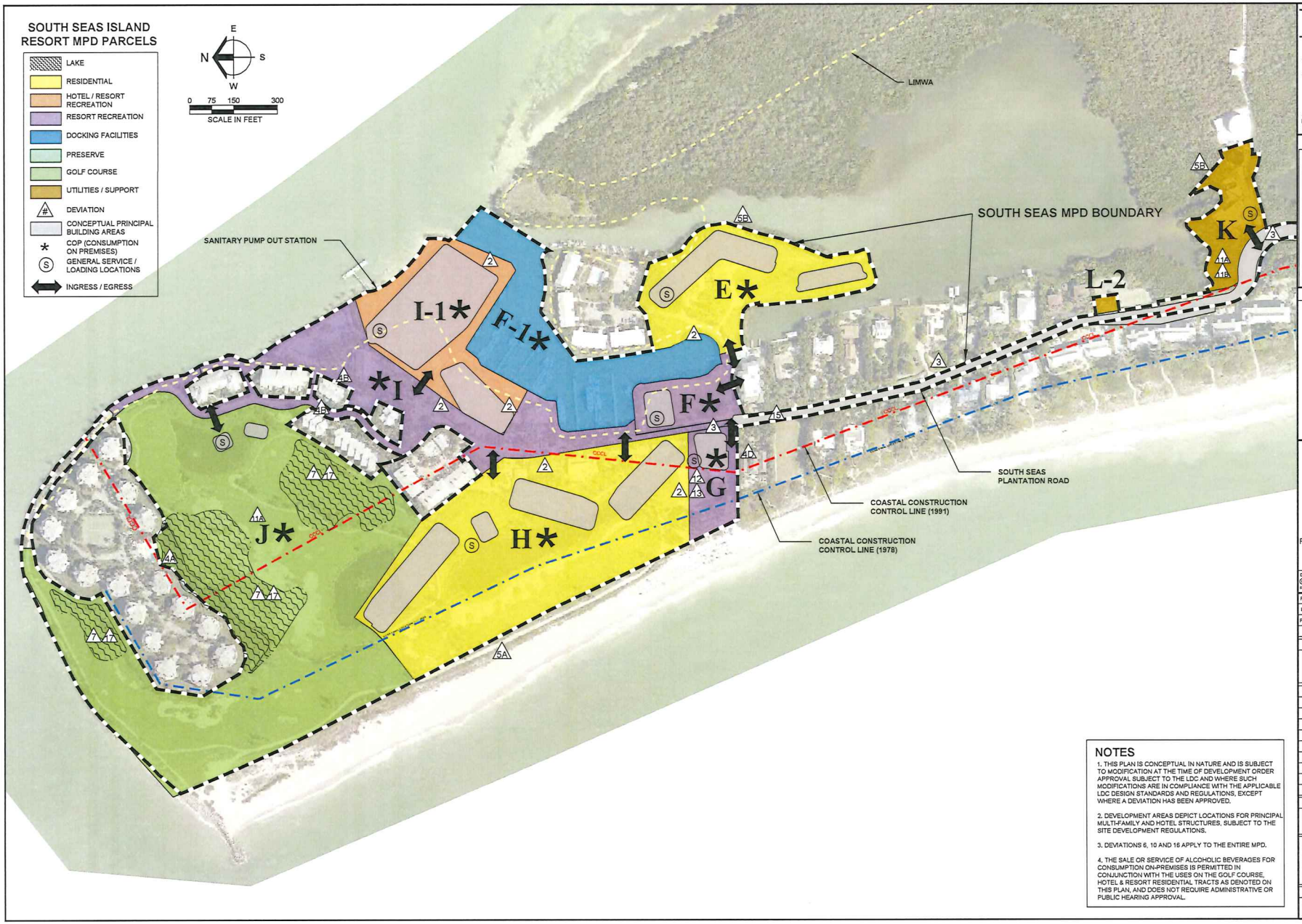
CROSS REFERENCED DRAWINGS

PLAN REVISIONS

PLAN STATUS

OVERALL MASTER CONCEPT PLAN

PROJECT / FILE NO.	SHEET NUMBER
24000	1 OF 7



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PLOT BY	ALYSSA FONTAINE

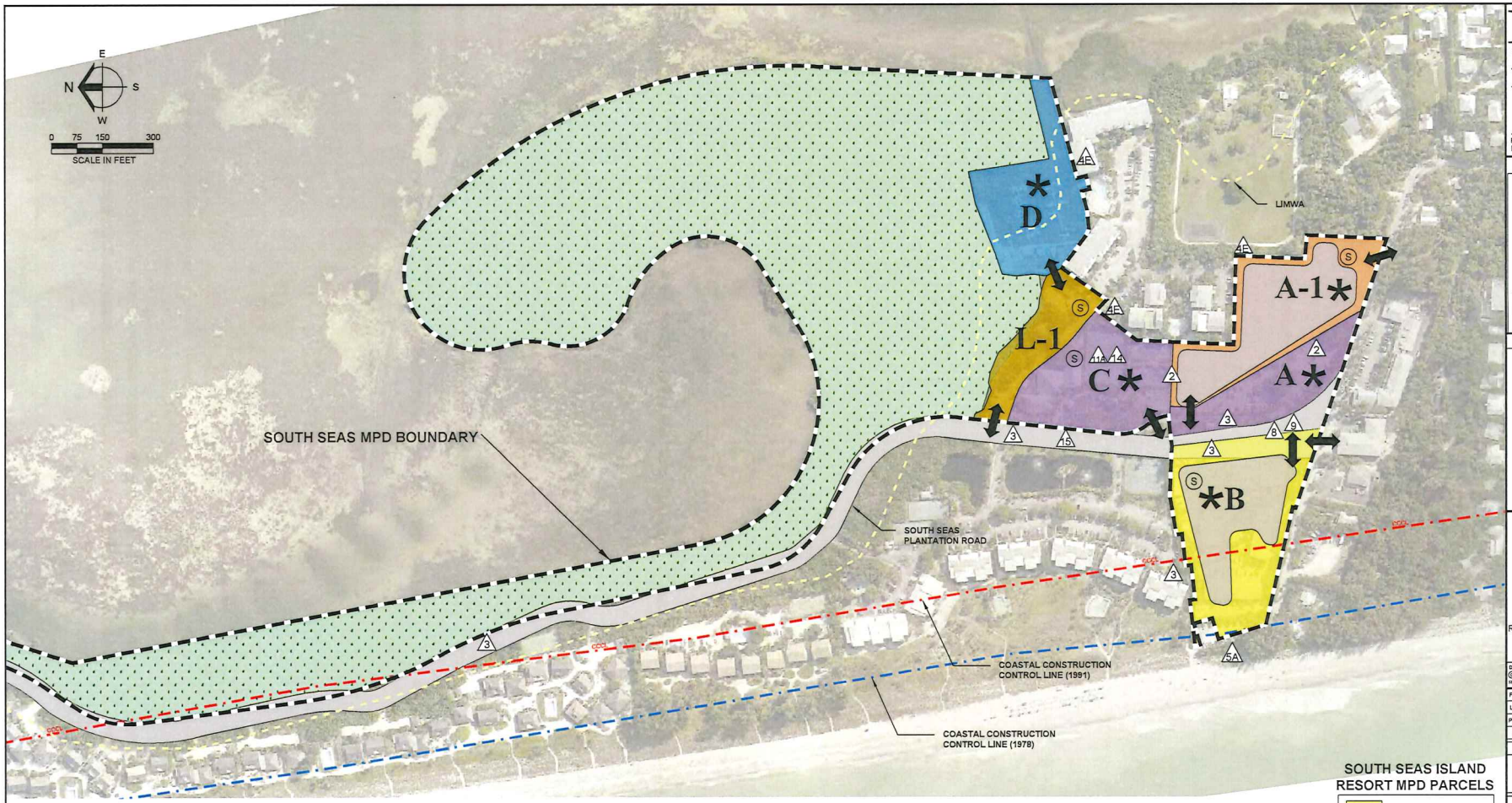
CROSS REFERENCED DRAWINGS

PLAN REVISIONS

PLAN STATUS

MASTER CONCEPT PLAN NORTH

PROJECT / FILE NO.	SHEET NUMBER
24000	2 OF 7



SOUTH SEAS ISLAND RESORT MPD PARCELS

- RESIDENTIAL
- HOTEL / RESORT RECREATION
- RESORT RECREATION
- DOCKING FACILITIES
- PRESERVE
- GOLF COURSE
- UTILITIES / SUPPORT
- DEVIATION
- CONCEPTUAL PRINCIPAL BUILDING AREAS
- * COP (CONSUMPTION ON PREMISES)
- (S) GENERAL SERVICE / LOADING LOCATIONS
- INGRESS / EGRESS

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PROJECT DESCRIPTION

SOUTH SEAS ISLAND RESORT MPD

LEE COUNTY, FLORIDA

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PLOT DATE	TUE, 3-11-2025 - 5:10 PM
PLOT BY	ALYSSA FONTAINE

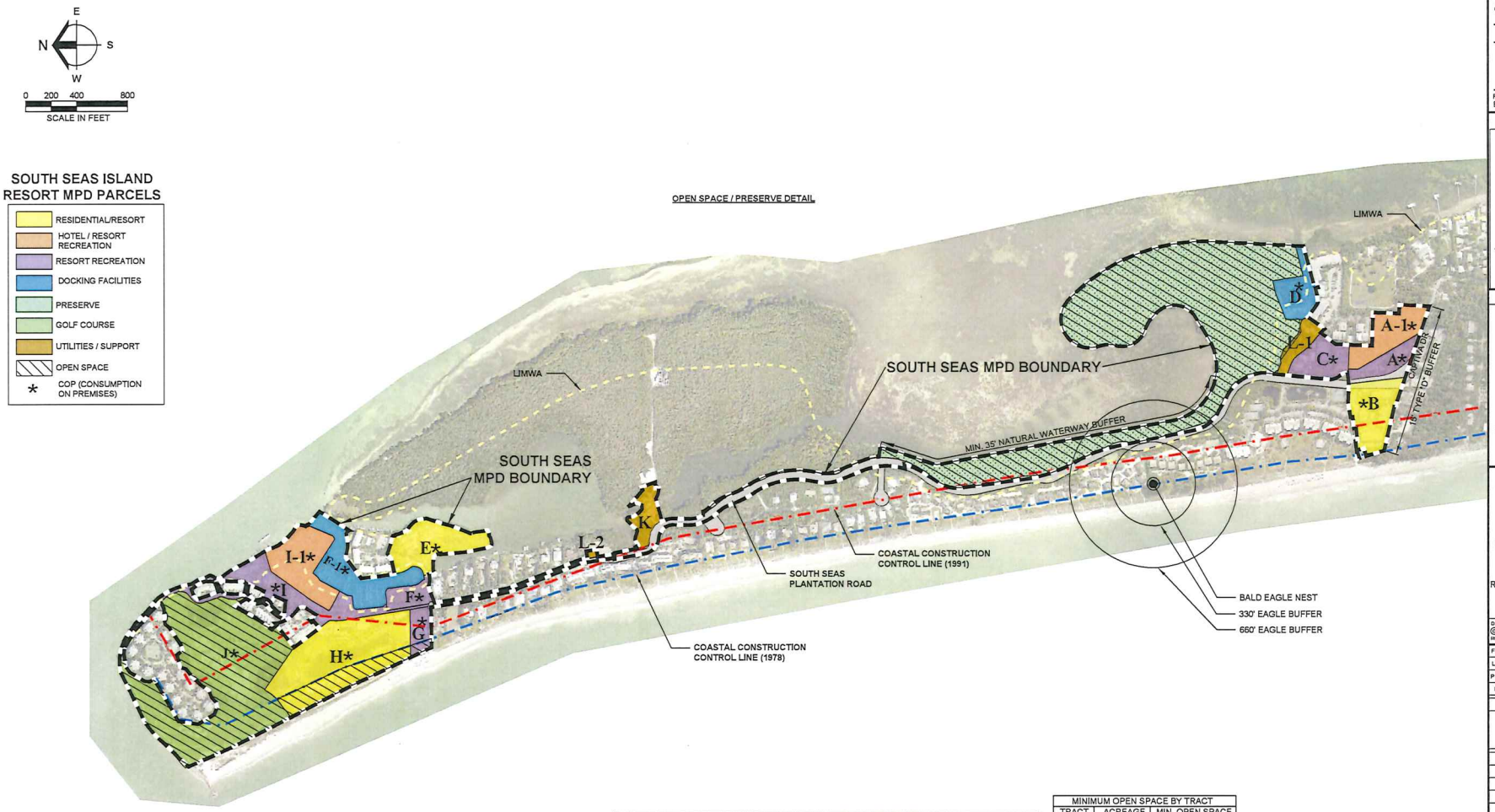
CROSS REFERENCED DRAWINGS

PLAN REVISIONS

PLAN STATUS

MASTER CONCEPT PLAN SOUTH

PROJECT / FILE NO.	SHEET NUMBER
24000	3 OF 7



OPEN SPACE & INDIGENOUS PRESERVATION SUMMARY	
TOTAL ACREAGE	120.5 AC
RESIDENTIAL ACREAGE	115.5 AC
NON-RESIDENTIAL ACREAGE	5.00 AC
OPEN SPACE SUMMARY	
RESIDENTIAL OPEN SPACE REQUIRED	46.2 AC (115.5 AC x 40%)
NON-RESIDENTIAL OPEN SPACE REQUIRED	1.5 AC (5 AC X 30%)
TOTAL OPEN SPACE REQUIRED	47.7 AC
TOTAL OPEN SPACE PROVIDED	62.41 AC
INDIGENOUS PRESERVE	39.83 AC
GOLF COURSE	22.58 AC
INDIGENOUS PRESERVE SUMMARY	
INDIGENOUS PRESERVE REQUIRED	23.85 AC (47.7 x 50%)
INDIGENOUS PRESERVE PROVIDED	39.83 AC

(1) A MAXIMUM OF 25% OF THE OPEN SPACE AREA MAY BE COMPRISED OF LAKE AREA.
(2) A MAXIMUM OF 20% OF THE GOLF COURSE MAY BE IMPERVIOUS SURFACE.
(3) A MINIMUM OF 10% OPEN SPACE WILL BE PROVIDED ON ALL INDIVIDUAL TRACTS/LOTS.

MINIMUM OPEN SPACE BY TRACT		
TRACT	ACREAGE	MIN. OPEN SPACE
A	2.94 AC	0.295
A-1	2.75 AC	0.275
B	4.17 AC	0.417
C	2.68 AC	0.268
D	2.49 AC	0.249
E	4.60 AC	0.46
F	1.44 AC	0.144
F1	5.09 AC	0.509
G	1.38 AC	0.138
H	11.64 AC	1.164
I	8.33 AC	0.833
I-2	0.11 AC	0.011
I-1	2.25 AC	0.225
J	22.36 AC	2.236
K	1.68 AC	0.168
L	1.38 AC	0.138
MIN. OPEN SPACE INTERNAL TO TRACTS		7.53 AC

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WINTER PARK, FL 32789

PROJECT DESCRIPTION

SOUTH SEAS ISLAND RESORT MPD

LEE COUNTY, FLORIDA

THIS PLAN IS PRELIMINARY AND INTENDED FOR CONCEPTUAL PLANNING PURPOSES ONLY.

SITE LAYOUT AND LAND USE INTENSITIES OR DENSITIES MAY CHANGE SIGNIFICANTLY BASED UPON SURVEY, ENGINEERING, ENVIRONMENTAL AND / OR REGULATORY CONSTRAINTS AND / OR OPPORTUNITIES.

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FILE NAME	24000Z01.DWG
LOCATION	J:\24000\DWG\ZONING\
PLOT DATE	TUE, 3-11-2025 - 5:10 PM
PLOT BY	ALYSSA FONTAINE

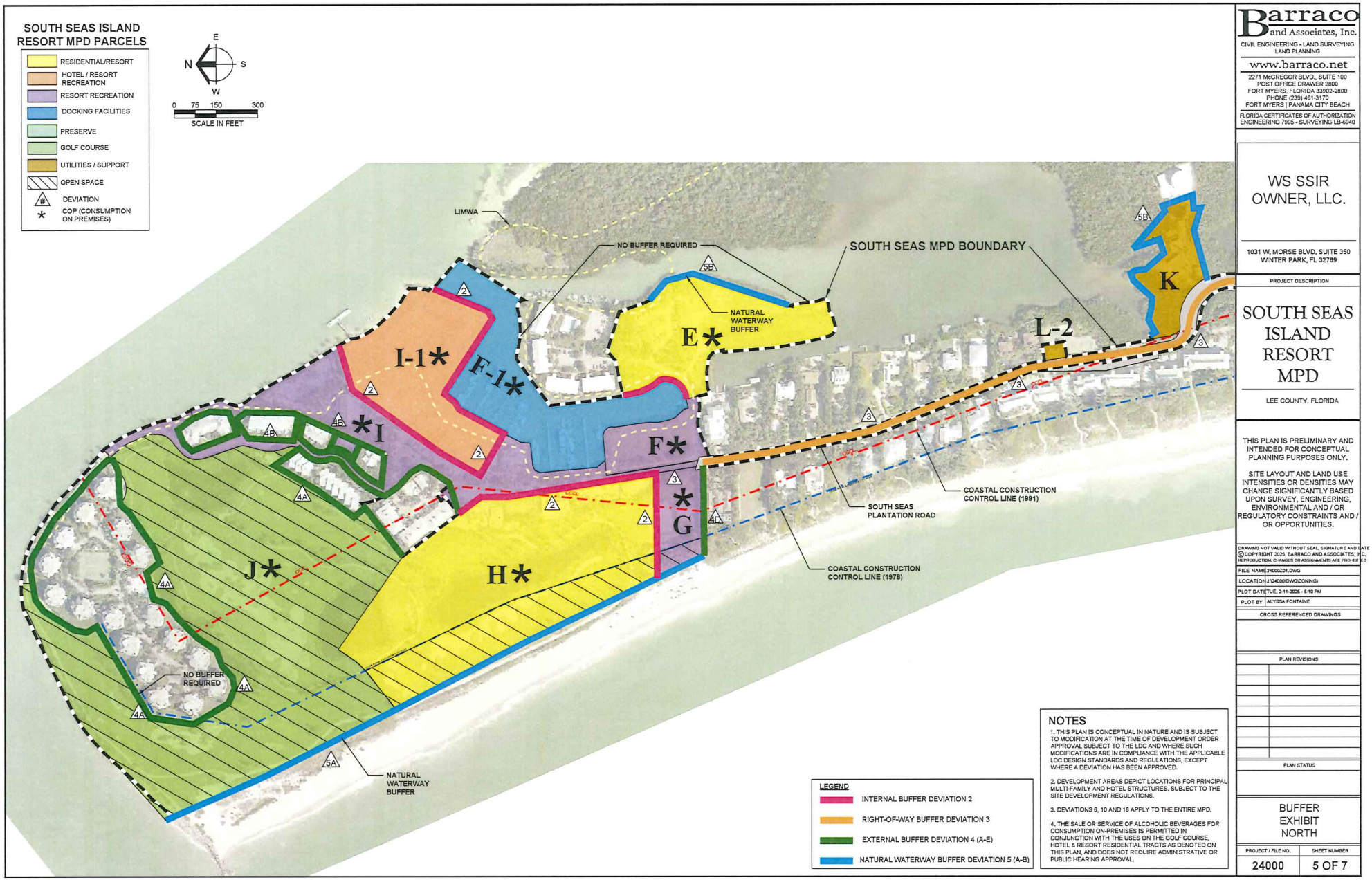
CROSS REFERENCED DRAWINGS

PLAN REVISIONS

PLAN STATUS

OPEN SPACE/ PRESERVE EXHIBIT

PROJECT / FILE NO.	SHEET NUMBER
24000	4 OF 7



NOTES

1. THIS PLAN IS CONCEPTUAL IN NATURE AND IS SUBJECT TO MODIFICATION AT THE TIME OF DEVELOPMENT ORDER APPROVAL SUBJECT TO THE LDC AND WHERE SUCH MODIFICATIONS ARE IN COMPLIANCE WITH THE APPLICABLE LDC DESIGN STANDARDS AND REGULATIONS, EXCEPT WHERE A DEVIATION HAS BEEN APPROVED.

2. DEVELOPMENT AREAS DEPICT LOCATIONS FOR PRINCIPAL MULTI-FAMILY AND HOTEL STRUCTURES, SUBJECT TO THE SITE DEVELOPMENT REGULATIONS.

3. DEVIATIONS 6, 10 AND 16 APPLY TO THE ENTIRE MPD.

4. THE SALE OR SERVICE OF ALCOHOLIC BEVERAGES FOR CONSUMPTION ON-PREMISES IS PERMITTED IN CONJUNCTION WITH THE USES ON THE GOLF COURSE, HOTEL & RESORT RESIDENTIAL TRACTS AS DENOTED ON THIS PLAN, AND DOES NOT REQUIRE ADMINISTRATIVE OR PUBLIC HEARING APPROVAL.

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LAND PLANNING
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PHONE (239) 461-3170
FORT MYERS | PANAMA CITY BEACH
FLORIDA CERTIFICATES OF AUTHORIZATION
ENGINEERING 7995 - SURVEYING LB-6940

WS SSIR OWNER, LLC.

1031 W. MORSE BLVD, SUITE 350
WINTER PARK, FL 32789

PROJECT DESCRIPTION

SOUTH SEAS ISLAND RESORT MPD

LEE COUNTY, FLORIDA

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PLOT DATE	TUE, 3-11-2025 - 5:10 PM
PLOT BY	ALYSSA FONTAINE

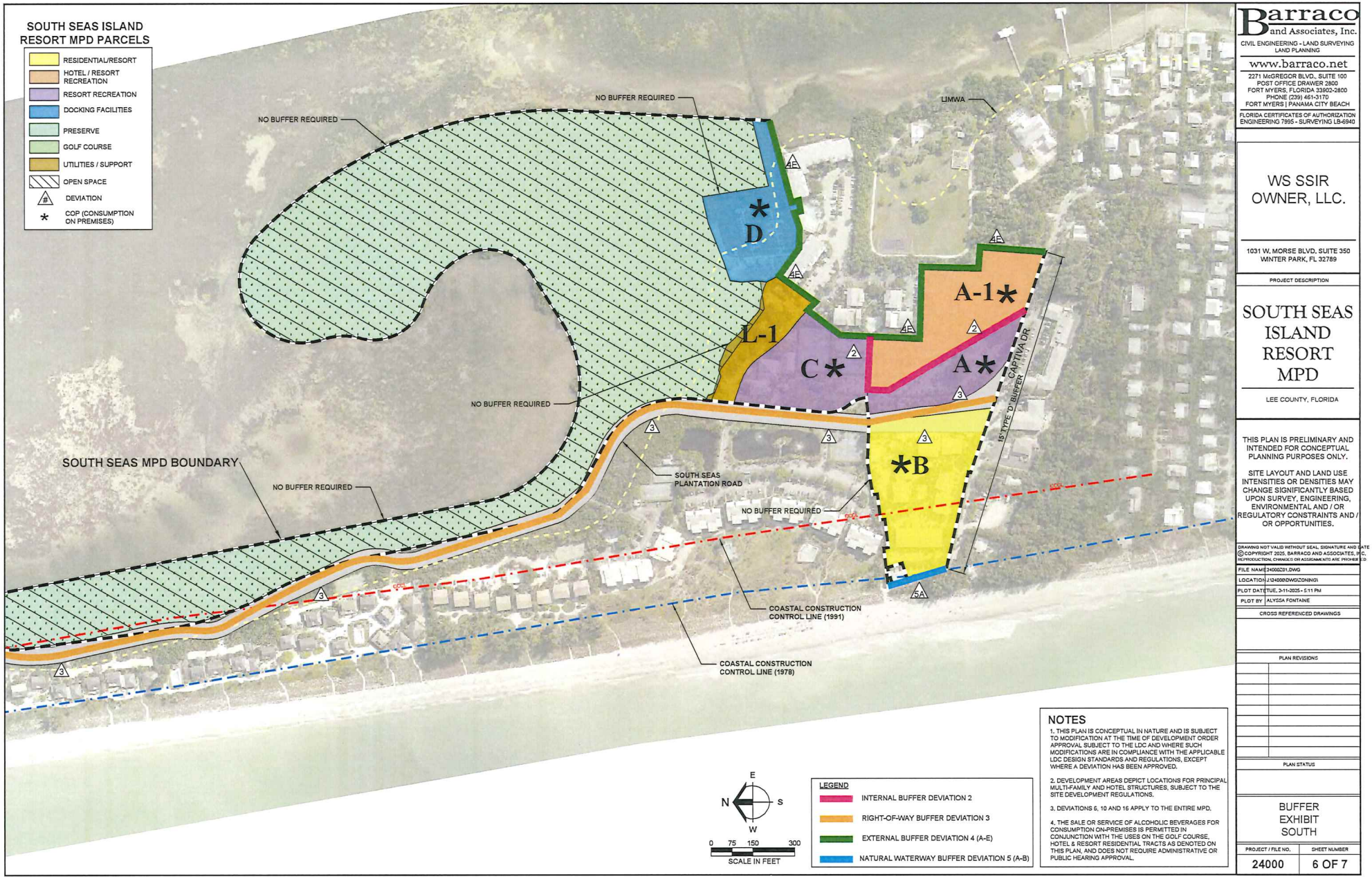
CROSS REFERENCED DRAWINGS

PLAN REVISIONS

PLAN STATUS

BUFFER EXHIBIT NORTH

PROJECT / FILE NO.	SHEET NUMBER
24000	5 OF 7



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SOUTH SEAS ISLAND RESORT MPD

LEE COUNTY, FLORIDA

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FILE NAME	24000Z01.DWG
LOCATION	J:\24000\DWG\ZONING\
PLOT DATE	TUE, 3-11-2025 - 5:11 PM
PLOT BY	ALYSSA FONTAINE

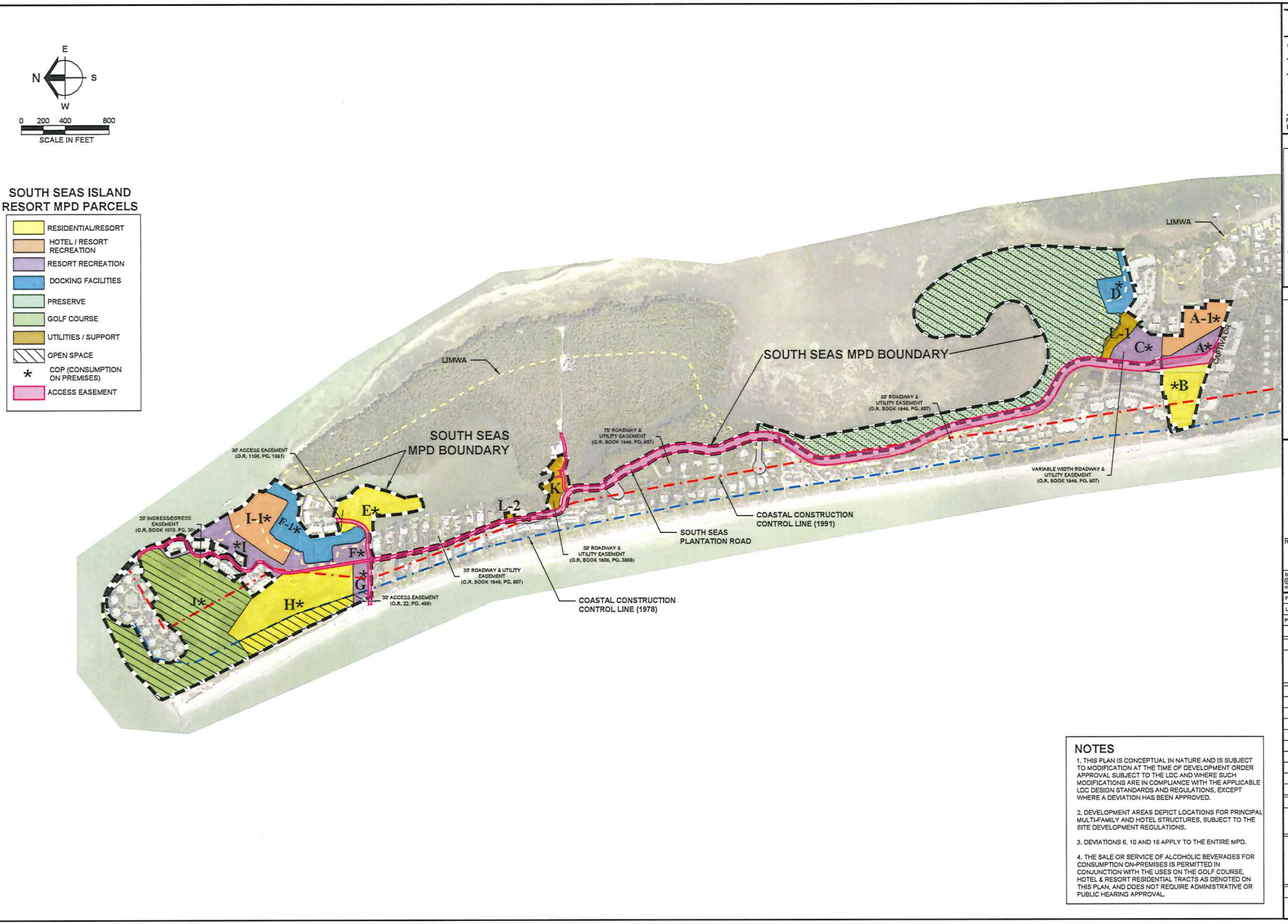
CROSS REFERENCED DRAWINGS

PLAN REVISIONS

PLAN STATUS

BUFFER EXHIBIT SOUTH

PROJECT / FILE NO.	SHEET NUMBER
24000	6 OF 7



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1031 W. MORSE BLVD, SUITE 350
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SOUTH SEAS ISLAND RESORT MPD

LEE COUNTY, FLORIDA

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LOCATION	J:\24000\DWG\ZONING\
PLOT DATE	TUE, 2-11-2025 - 5:11 PM
PLOT BY	ALYSSA FONTAINE

CROSS REFERENCED DRAWINGS

PLAN REVISIONS

PLAN STATUS

ACCESS & ROADWAY EASEMENT EXHIBIT

PROJECT / FILE NO.	SHEET NUMBER
24000	7 OF 7

TR TRANSPORTATION CONSULTANTS, INC

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

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

January 30, 2025

Ms. Alexis Crespo
RVi Planning + Landscape Architecture
1514 Broadway Avenue
Fort Myers, FL 33901

RE: South Seas Island Resort
DCI2023-00051

Dear Ms. Crespo:

TR Transportation Consultants, Inc. has updated the traffic impact study in anticipation of the upcoming zoning public hearing for the above referenced zoning case. The original traffic impact study was originally prepared in 2023 and utilized traffic data from the 2022 Lee County Public Facilities Level of Service and Concurrency Report. Since that time, Lee County has published a new report (2024 Lee County Public Facilities Level of Service and Concurrency Report), which will be adopted by the Board of County Commissioners on Tuesday, February 4, 2024. The information from the TIS was updated to reflect the updated information from the 2024 County report.

Table 1A and **Table 2A** are attached to this letter that contain the updated Level of Service analysis for Captiva Drive based on the updated traffic data from the Lee County report. The tables were also expanded to include additional roadways off-island to give the Hearing Examiner a better understanding of the impacts of the rezoning request on the roadways on the mainland. The Zoning Traffic Impact Study guidelines adopted by Lee County in Administrative Code 13-17 (Traffic Study Guidelines for Planned Development Rezonings) indicate that the traffic study should include roadway links where the project trips exceed 10% or more of the Adopted Level of Service "C" threshold volumes. A copy of this Administrative Code is attached to this letter for reference.

As can be seen from the updated Table 1A & Table 2A, Captiva Drive is shown to continue to operate at LOS "C" based on the volumes in the most recent Lee County Public Facilities Level of Service and Concurrency Report. Based on Policy 37.2 of the Lee County Comprehensive Plan, Captiva Drive is designated as a Constrained Road by the Board of County Commissioners. This designation, per the Lee Plan, indicates that "***Due to scenic, historic, environmental, aesthetic, and right-of-way characteristics and considerations, Lee County has determined that certain roadway segments will be deemed "constrained" and therefore will not be widened to increase motor vehicle capacity.***" A copy of Table 2(a) from the Lee Plan showing the list of Constrained roadways in Lee County is attached to this letter as reference.

The tables also reflect that as the trips disperse as they go off the island, they no longer significantly impact the roadways beyond the 10% of the Level of Service "C" threshold. Therefore, per the Administrative Code requirements, no further analysis is required of these roadways beyond the islands.

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

Sincerely,

Ted B. Treesh
President

Attachments

K:\2022\11 November\03 South Seas Plantation Rezoning\HEX BOCC\1-30-2025 TIS Update.doc

TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
SOUTH SEAS ISLAND RESORT MPD

Revised 1-30-2025

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 244 VPH IN= 124 OUT= 120

TOTAL PM PEAK HOUR PROJECT TRAFFIC = 309 VPH IN= 160 OUT= 149

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PERCENT PROJECT TRAFFIC	PROJECT TRAFFIC	PROJ/ LOS C
Captiva Drive	S. of South Seas	2LN	0	0	310	660	740	100%	160	51.6%
Sanibel Causeway	Sanibel Shoreline to Toll Plaza	2LU	100	220	440	620	1140	90%	144	32.7%
McGregor Blvd.	W. of Summerlin Rd.	4LD	1,020	1,960	1,960	1,960	720	80%	128	6.5%
Summerlin Rd.	E. of McGregor Blvd.	4LD	1,620	1,980	1,980	1,980	2,940	70%	112	5.7%
	E. of San Carlos Bvld	6LD	2,520	3,000	3,000	3,000	2,940	60%	96	3.2%

* Level of Service thresholds were obtained from Lee County Link Specific Directional Service Volume Table (April 2016)

TABLE 2A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
SOUTH SEAS ISLAND RESORT MPD

Revised 1-30-2025

TOTAL PROJECT TRAFFIC AM =	244	VPH	IN =	124	OUT=	120
TOTAL PROJECT TRAFFIC PM =	309	VPH	IN=	160	OUT=	149

ROADWAY	SEGMENT	FDOT SITE #	BASE YR ADT	2023 ADT	YRS OF GROWTH	ANNUAL RATE [1]	2023 PK HR PK SEASON PEAK DIR.[2]	2028 PK HR PK SEASON PEAK DIRECTION VOLUME	LOS	PERCENT PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	2028 BCKGRND + AM PROJ VOLUME	LOS	2028 BCKGRND + PM PROJ VOLUME	LOS
Captiva Drive	S. of South Seas					2.00%	267	295	C	100%	124	160	419	D	455	D
Sanibel Causeway	Sanibel Shoreline to Toll I	120	17,900	13,800	8	2.00%	1,172	1,294	F	90%	112	144	1,406	F	1,438	F
McGregor Blvd.	W. of Summerlin Rd.	38	16,100	16,600	8	2.00%	1,396	1,541	B	80%	99	128	1,640	B	1,669	B
Summerlin Rd.	E. of McGregor Blvd.	36	20,800	18,100	8	2.00%	1,197	1,322	A	70%	87	112	1,408	A	1,434	A
	E. of San Carlos Bvld	36	20,800	18,100	8	2.00%	1,781	1,966	A	60%	74	96	2,041	A	2,062	A

1 Annual Growth Rate was assumed to be minimum of 2% per year compounded annually

2 Current peak hour peak season peak direction traffic volumes taken from 2024 Lee County Public Facilities Level of Service & Concurrency Report

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2023 100TH HIGHEST HOUR			2028 FUTURE FORECAST*			Notes
		FROM	TO		LOS[1]	CAPACITY[2]	LOS[1]	VOLUME[2]	V/C[3]	LOS[1]	VOLUME[2]	V/C[3]	
00100	A & W BULB RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	384	0.45	C	404	0.47	
00200	ALABAMA RD	SR 82	MILWAUKEE BLVD	2LN	E	990	C	428	0.43	D	479	0.48	pre-development order res development
00300	ALABAMA RD	MILWAUKEE BLVD	HOMESTEAD RD	2LN	E	990	D	481	0.49	D	506	0.51	
00400	ALEXANDER BELL BLVD	SR 82	MILWAUKEE BLVD	2LN	E	990	D	547	0.55	D	575	0.58	
00500	ALEXANDER BELL BLVD	MILWAUKEE BLVD	LEELAND HEIGHTS	2LN	E	990	D	547	0.55	D	637	0.64	pre-development order res development
00590	ALICO RD	US 41	DUSTY RD	4LD	E	1,980	B	1,170	0.59	B	1,230	0.62	
00600	ALICO RD	DUSTY RD	LEE RD	6LD	E	2,960	B	1,170	0.40	B	1,298	0.44	
00700	ALICO RD	LEE RD	THREE OAKS PKWY	6LD	E	2,960	B	1,170	0.40	B	1,422	0.48	Three Oaks Distribution Center
00800	ALICO RD	THREE OAKS PKWY	I-75	6LD	E	2,960	E	2,761	0.93	E	2,902	0.98	
00900	ALICO RD	I-75	BEN HILL GRIFFIN BLVD	6LD	E	2,960	B	1,448	0.49	B	1,521	0.51	[4]
01000	ALICO RD	BEN HILL GRIFFIN BLVD	GREEN MEADOW DR	2LN/4LN	E	1100/1960	E	853	0.78	C	1,171	0.60	[4][5]; unincorporated Lee Co; Ctr Pl/Prm Aprt Pk
01050	ALICO RD	GREEN MEADOW DR	CORKSCREW RD	2LN	E	1,100	B	256	0.23	B	269	0.24	[4]
01200	BABCOCK RD	US 41	ROCKEFELLER CIR	2LN	E	860	C	60	0.07	C	65	0.08	[4]
01400	BARRETT RD	PONDELLA RD	PINE ISLAND RD (US 78)	2LN	E	860	C	150	0.17	C	158	0.18	
01500	BASS RD	SUMMERLIN RD	GLADIOLUS DR	4LN	E	1,790	C	655	0.37	C	709	0.40	
01600	BAYSHORE RD (SR 78)	BUS 41	NEW POST RD/HART RD	4LD	D	1,942	F	2,046	1.05	F	2,302	1.19	
01700	BAYSHORE RD (SR 78)	HART RD	SLATER RD	4LD	D	1,942	F	2,070	1.07	F	2,515	1.30	
01800	BAYSHORE RD (SR 78)	SLATER RD	I-75	4LD	D	2,910	B	1,275	0.44	B	1,426	0.49	
01900	BAYSHORE RD (SR 78)	I-75	NALLE RD	2LN	D	1,166	C	846	0.73	C	1,007	0.86	
02000	BAYSHORE RD (SR 78)	NALLE RD	SR 31	2LN	D	1,166	C	846	0.73	C	1,007	0.86	Bayshore Ranch/Stonehill Manor
02100	BEN HILL GRIFFIN PKWY	CORKSCREW RD	FGCU ENTRANCE	4LD	E	2,000	B	1,548	0.77	B	1,700	0.85	Grandeza
02200	BEN HILL GRIFFIN PKWY	FGCU BOULEVARD S	COLLEGE CLUB DR	4LD	E	2,000	B	1,548	0.77	B	1,627	0.81	
02250	BEN HILL GRIFFIN PKWY	COLLEGE CLUB DR	ALICO RD	6LD	E	3,000	B	1,525	0.51	B	1,603	0.53	
26950	BEN HILL GRIFFIN PKWY	ALICO RD	TERMINAL ACCESS RD	4LD	E	1,980	B	1,041	0.53	B	1,094	0.55	unincorporated Lee County
02300	BETH STACEY BLVD	23RD ST	HOMESTEAD RD	2LN	E	860	C	314	0.37	C	451	0.52	Ibis Landing (a.k.a. Copperhead Glf Community)
02400	BONITA BEACH RD	HICKORY BLVD	VANDERBILT DR	4LD	E	1,900	C	572	0.30	C	601	0.32	[4]; constrained in city plan
02500	BONITA BEACH RD	VANDERBILT DR	US 41	4LD	E	1,900	C	1,124	0.59	C	1,181	0.62	constrained in city plan
02600	BONITA BEACH RD	US 41	OLD 41	4LD	E	1,860	C	1,713	0.92	C	1,800	0.97	constrained; old count projection (2010)
02700	BONITA BEACH RD	OLD 41	IMPERIAL ST	6LD	E	2,800	C	2,184	0.78	C	2,295	0.82	constrained in city plan
02800	BONITA BEACH RD	IMPERIAL ST	W OF I-75	6LD	E	2,800	C	2,144	0.77	C	2,253	0.80	constrained in city plan
02900	BONITA BEACH RD	E OF I-75	BONITA GRAND DR	4LD	E	2,020	B	868	0.43	B	912	0.45	constrained in city plan
02950	BONITA BEACH RD	BONITA GRANDE DR	Logan Boulevard	4LD	E	2,020	B	868	0.43	B	912	0.45	constrained in city plan
03100	BONITA GRANDE DR	BONITA BEACH RD	E TERRY ST	2LN	E	860	C	497	0.58	C	522	0.61	
03200	BOYSCOUT RD	SUMMERLIN RD	US 41	6LN	E	2,520	E	1,757	0.70	E	1,847	0.73	
03300	BRANTLEY RD	SUMMERLIN RD	US 41	2LN	E	860	C	270	0.31	C	284	0.33	
03400	BRIARCLIFF RD	US 41	TRIPLE CROWN CT	2LN	E	860	C	160	0.19	C	168	0.20	
03500	BROADWAY RD (ALVA)	SR 80	North RIVER RD	2LN	E	860	C	284	0.33	C	298	0.35	
03700	BUCKINGHAM RD	SR 82	GUNNERY RD	2LN	E	990	D	470	0.47	D	504	0.51	
03730	BUCKINGHAM RD	GUNNERY RD	ORANGE RIVER BLVD	2LN	E	990	C	346	0.35	C	383	0.39	
03800	BUCKINGHAM RD	ORANGE RIVER BLVD	SR 80	2LN	E	990	E	718	0.73	E	976	0.99	Lee County Homes (a k.a. Buckingham 345)
03900	BURNT STORE RD	SR 78	VAN BUREN PKWY	4LD	E	2,950	A	847	0.29	B	890	0.30	City of Cape Coral
04000	BURNT STORE RD	VAN BUREN PKWY	COUNTY LINE	2LN	E	1,140	D	724	0.64	D	761	0.67	partially located in City of Cape Coral
04200	BUS 41 (N TAMIAMI TR, SR 739)	CITY LIMITS (N END EDISON BRG)	PONDELLA RD	6LD	D	2,950	C	1,936	0.66	C	2,274	0.77	
04300	BUS 41 (N TAMIAMI TR, SR 739)	PONDELLA RD	SR 78	6LD	D	2,950	C	1,936	0.66	C	2,274	0.77	
04400	BUS 41 (N TAMIAMI TR, SR 739)	SR 78	LITTLETON RD	4LD	D	1,900	C	1,177	0.62	C	1,406	0.74	
04500	BUS 41 (N TAMIAMI TR, SR 739)	LITTLETON RD	US 41	4LD	D	1,900	C	682	0.36	C	846	0.45	
04600	CAPE CORAL BRIDGE	DEL PRADO BLVD	McGREGOR BLVD	4LB	E	4,000	D	3,073	0.77	D	3,230	0.81	
04700	CAPTIVA DR	BLIND PASS	SOUTH SEAS PLANTATION RD	2LN	E	860	C	267	0.31	C	281	0.33	constrained, old count (2010)

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)

Link No.	ROAD NAME	LOCATION		ROAD	PERFORMANCE STANDARD		2023 100TH HIGHEST HOUR			2028 FUTURE FORECAST*			Notes
		FROM	TO	TYPE	LOS[1]	CAPACITY[2]	LOS[1]	VOLUME[2]	V/C[3]	LOS[1]	VOLUME[2]	V/C[3]	
13900	JOEL BLVD	18TH ST	SR 80	2LN	E	1,010	D	547	0.54	D	575	0.57	
14000	JOHN MORRIS RD	BUNCHE BEACH	SUMMERLIN RD	2LN	E	860	C	65	0.08	C	68	0.08	[4]
14100	JOHN MORRIS RD	SUMMERLIN RD	IONA RD	2LN	E	860	C	210	0.24	C	221	0.26	
14200	KELLY RD	McGREGOR BLVD	SAN CARLOS BLVD	2LN	E	860	C	230	0.27	C	242	0.28	
14300	KELLY RD	SAN CARLOS BLVD	PINE RIDGE RD	2LN	E	860	C	230	0.27	C	242	0.28	
14500	LAUREL DR	BUS 41	BREEZE DR	2LN	E	860	C	338	0.39	C	355	0.41	
14600	LEE BLVD	SR 82	ALVIN AVE	6LD	E	2,840	E	2,440	0.86	E	2,564	0.90	
14700	LEE BLVD	ALVIN AVE	GUNNERY RD	6LD	E	2,840	E	2,182	0.77	E	2,293	0.81	
14800	LEE BLVD	GUNNERY RD	HOMESTEAD RD	6LD	E	2,840	E	1,944	0.68	E	2,091	0.74	pre-development order res development
14900	LEE BLVD	HOMESTEAD RD	WILLIAMS AVE	4LD	E	1,980	B	913	0.46	B	960	0.48	
14930	LEE BLVD	WILLIAMS AVE	LEELAND HEIGHTS	2LN	E	1,020	B	913	0.90	E	960	0.94	
15000	LEE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	407	0.47	C	428	0.50	
15100	LEELAND HEIGHTS	HOMESTEAD RD	JOEL BLVD	4LN	E	1,800	B	764	0.42	B	803	0.45	
15200	LEONARD BLVD	GUNNERY RD	WESTGATE BLVD	2LN	E	860	D	714	0.83	F	895	1.04	Fairway Villages/pre-dev order res dev
15300	LITTLETON RD	CORBETT RD	US 41	2LN	E	860	D	587	0.68	D	617	0.72	
15400	LITTLETON RD	US 41	BUS 41	2LN	E	860	D	570	0.66	D	599	0.70	
15500	LUCKETT RD	ORTIZ AVE	I-75	2LN	E	880	C	364	0.41	C	416	0.47	Luckett Landing Hotel/Luckett Road C-Store
15600	LUCKETT RD	I-75	COUNTRY LAKES DR	2LN	E	860	C	320	0.37	C	336	0.39	
15700	MAPLE DR*	SUMMERLIN RD	2ND AVE	2LN	E	860	C	79	0.09	C	83	0.10	[4]
15800	McGREGOR BLVD	SANIBEL T PLAZA	HARBOR DR	4LD	E	1,960	A	980	0.50	B	1,030	0.53	
15900	McGREGOR BLVD	HARBOR DR	SUMMERLIN RD	4LD	E	1,960	B	1,396	0.71	B	1,467	0.75	
16000	McGREGOR BLVD	SUMMERLIN RD	KELLY RD	4LD	E	1,960	A	815	0.42	A	857	0.44	
16100	McGREGOR BLVD	KELLY RD	GLADIOLUS DR	4LD	E	1,960	A	815	0.42	A	857	0.44	
16200	McGREGOR BLVD (SR 867)	OLD McGREGOR /GLADIOLUS DR	IONA LOOP RD	4LD	D	1,942	C	1,542	0.79	C	1,658	0.85	
16300	McGREGOR BLVD (SR 867)	IONA LOOP RD	PINE RIDGE RD	4LD	D	1,942	C	1,542	0.79	C	1,658	0.85	
16400	McGREGOR BLVD (SR 867)	PINE RIDGE RD	CYPRESS LAKE DR	4LD	D	1,900	D	1,810	0.95	F	1,961	1.03	
16500	McGREGOR BLVD (SR 867)	CYPRESS LAKE DR	COLLEGE PKWY	4LD	D	1,900	D	1,810	0.95	F	1,961	1.03	
16600	McGREGOR BLVD (SR 867)	COLLEGE PKWY	WINKLER RD	2LN	D	1,124	C	775	0.69	D	842	0.75	constrained
16700	McGREGOR BLVD (SR 867)	WINKLER RD	TANGLEWOOD BLVD	2LN	D	1,224	D	1,114	0.91	D	1,208	0.99	constrained
16800	McGREGOR BLVD (SR 867)	TANGLEWOOD BLVD	COLONIAL BLVD	2LN	D	1,224	D	1,114	0.91	D	1,208	0.99	constrained
16900	METRO PKWY (SR 739)	SIX MILE PKWY	DANIELS PKWY	6LD	D	2,866	C	1,373	0.48	C	1,618	0.56	
17000	METRO PKWY (SR 739)	DANIELS PKWY	CRYSTAL DR	4LD	D	1,900	C	1,275	0.67	C	1,440	0.76	
17100	METRO PKWY (SR 739)	CRYSTAL DR	DANLEY DR	4LD	D	1,900	D	1,786	0.94	F	2,118	1.11	
17200	METRO PKWY (SR 739)	DANLEY DR	COLONIAL BLVD	4LD	D	1,900	D	1,786	0.94	F	2,118	1.11	
	MICHAEL RIPPE PKWY	US41	SIX MILES PKWY	6LD	D	2,866	C	1,766	0.62	C	2,252	0.79	
17600	MILWAUKEE BLVD	ALABAMA BLVD	BELL BLVD	2LN	E	860	C	171	0.20	C	180	0.21	[4]
17700	MILWAUKEE BLVD	BELL BLVD	COLUMBUS BLVD	2LN	E	860	C	171	0.20	C	213	0.25	[4]
17800	MOODY RD	HANCOCK B. PKWY	PONDELLA RD	2LN	E	860	C	184	0.21	C	193	0.22	[4]
17900	NALLE GRADE RD	SLATER RD	NALLE RD	2LN	E	860	C	82	0.10	C	86	0.10	
18000	NALLE RD	SR 78	NALLE GRADE RD	2LN	E	860	C	136	0.16	C	143	0.17	
18100	NEAL RD	ORANGE RIVER BLVD	BUCKINGHAM RD	2LN	E	860	C	155	0.18	C	163	0.19	
18200	NORTH RIVER RD	SR 31	FRANKLIN LOCK RD	2LN	E	1,140	B	224	0.20	B	344	0.30	The Broadlands
18300	NORTH RIVER RD	FRANKLIN LOCK RD	BROADWAY RD	2LN	E	1,140	B	224	0.20	B	358	0.31	River Run Estates
18400	NORTH RIVER RD	BROADWAY RD	COUNTY LINE	2LN	E	1,140	A	100	0.09	A	135	0.12	
18900	OLGA RD*	SR 80 W	SR 80 E	2LN	E	860	C	84	0.10	C	88	0.10	[4]
19100	ORANGE GROVE BLVD	CLUB ENTR.	HANCOCK B. PKWY	2LN	E	860	C	539	0.63	D	566	0.66	
19200	ORANGE GROVE BLVD	HANCOCK B. PKWY	PONDELLA RD	4LN	E	1,790	C	539	0.30	D	566	0.32	
19300	ORANGE RIVER BLVD	SR 80	STALEY RD	2LN	E	1,000	C	368	0.37	C	387	0.39	

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2023 100TH HIGHEST HOUR			2028 FUTURE FORECAST*			Notes
		FROM	TO		LOS[1]	CAPACITY[2]	LOS[3]	VOLUME[2]	V/C[3]	LOS[1]	VOLUME[2]	V/C[3]	
19400	ORANGE RIVER BLVD	STALEY RD	BUCKINGHAM RD	2LN	E	1,000	C	368	0.37	C	387	0.39	
19500	ORIOLE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	131	0.15	C	138	0.16	
19600	ORTIZ AVE	COLONIAL BLVD	SR 82	2LN	E	900	F	1,115	1.24	F	1,172	1.30	City of Fort Myers
19700	ORTIZ AVE	SR 82	LUCKETT RD	2LN	E	900	F	947	1.05	F	995	1.11	partially located in City of Fort Myers
19800	ORTIZ AVE	LUCKETT RD	SR 80	2LN	E	900	B	374	0.42	B	393	0.44	[4]
19900	PALM BEACH BLVD (SR 80)	PROSPECT AVE	ORTIZ AVE	4LD	D	1,900	C	1,306	0.69	C	1,471	0.77	
20000	PALM BEACH BLVD (SR 80)	ORTIZ AVE	I-75	6LD	D	2,814	C	1,453	0.52	C	1,624	0.58	
20100	PALM BEACH BLVD (SR 80)	I-75	SR 31	6LD	D	2,814	C	1,840	0.65	C	2,030	0.72	
20200	PALM BEACH BLVD (SR 80)	SR 31	BUCKINGHAM RD	4LD	D	1,900	F	2,275	1.20	F	2,604	1.37	
20300	PALM BEACH BLVD (SR 80)	BUCKINGHAM RD	WERNER DR	4LD	D	1,942	E	1,943	1.00	F	2,277	1.17	River Hall (f.k.a. Hawks Haven)
20330	PALM BEACH BLVD (SR 80)	WERNER DR	JOEL BLVD	4LD	C	1,785	C	1,457	0.82	C	1,735	0.97	
20400	PALM BEACH BLVD (SR 80)	JOEL BLVD	HENDRY CO. LINE	4LD	C	1,785	C	1,295	0.73	C	1,541	0.86	
20500	PALOMINO LN	DANIELS PKWY	PENZANCE BLVD	2LN	E	860	C	343	0.40	C	405	0.47	The Springs at Daniels Road
20600	PARK MEADOWS DR	SUMMERLIN RD	US 41	2LN	E	860	C	202	0.23	C	219	0.26	
20800	PENZANCE BLVD	RANCHETTE RD	SIX MILE PKWY	2LN	E	860	C	150	0.17	C	180	0.21	
20900	PINE ISLAND RD	STRINGFELLOW RD	BURNT STORE RD	2LN	E	950	E	594	0.63	E	640	0.67	constrained
21400	PINE ISLAND RD (SR 78)	CITY LIMITS E OF BARRETT RD	US 41	4LD	D	1,900	F	1,902	1.00	F	2,312	1.22	
21500	PINE ISLAND RD (SR 78)	US 41	BUS 41	4LD	D	1,900	D	1,637	0.86	D	1,861	0.98	
21600	PINE RIDGE RD	SAN CARLOS BLVD	SUMMERLIN RD	2LN	E	860	C	459	0.53	C	549	0.64	Heritage Isles
21700	PINE RIDGE RD	SUMMERLIN RD	GLADIOLUS DR	2LN	E	860	C	280	0.33	C	486	0.56	Heritage Isles
21800	PINE RIDGE RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	280	0.33	C	294	0.34	
21900	PLANTATION RD	SIX MILE PKWY	DANIELS PKWY	2LN	E	860	C	317	0.37	C	333	0.39	
22000	PLANTATION RD	DANIELS PKWY	IDLEWILD ST	2LN	E	860	D	651	0.76	D	684	0.80	
22050	PLANTATION RD	IDLEWILD ST	COLONIAL BLVD	4LN	E	1,790	C	673	0.38	C	707	0.40	
22100	PONDELLA RD	SR 78	ORANGE GROVE BLVD	4LD	E	1,890	B	994	0.53	B	1,045	0.55	
22200	PONDELLA RD	ORANGE GROVE BLVD	US 41	4LD	E	1,890	B	1,319	0.70	B	1,386	0.73	
22300	PONDELLA RD	US 41	BUS 41	4LD	E	1,890	B	1,396	0.74	B	1,467	0.78	
22400	PRITCHETT PKWY	SR 78	RICH RD	2LN	E	860	C	78	0.09	D	658	0.76	[4]; Brightwater RPD (f.k.a. Stoneybrook North)
22500	RANCHETTE RD	PENZANCE BLVD	IDLEWILD ST	2LN	E	860	C	105	0.12	C	110	0.13	[4]
22600	RICH RD	SLATER RD	PRITCHETT PKWY	2LN	E	860	C	62	0.07	C	65	0.08	[4]
22700	RICHMOND AVE	LEELAND HEIGHTS	E 12TH ST	2LN	E	860	C	129	0.15	C	149	0.17	pre-development order res development
22800	RICHMOND AVE	E 12TH ST	GREENBRIAR BLVD	2LN	E	860	C	129	0.15	C	198	0.23	pre-development order res development
23230	SAN CARLOS BLVD	US 41	THREE OAKS PKWY	2LN	E	860	C	324	0.38	C	341	0.40	
23000	SAN CARLOS BLVD (SR 865)	MANTANZAS PASS BRIDGE	MAIN ST	2LD	D	1,900	C	1,114	0.59	C	1,208	0.64	constrained
23100	SAN CARLOS BLVD (SR 865)	MAIN ST	SUMMERLIN RD	4LD	D	1,900	C	1,114	0.59	C	1,208	0.64	
23180	SAN CARLOS BLVD (SR 865)	SUMMERLIN RD	KELLY RD	2LD	D	1,180	C	702	0.59	C	762	0.65	
23200	SAN CARLOS BLVD (SR 865)	KELLY RD	GLADIOLUS DR	4LD	D	1,180	C	702	0.59	C	762	0.65	
23260	SANIBEL BLVD	US 41	LEE RD	2LN	E	860	C	501	0.58	C	527	0.61	
23300	SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	2LN	E	1,140	F	1,172	1.03	F	1,232	1.08	
23400	SHELL POINT BLVD	McGREGOR BLVD	PALM ACRES	2LN	E	860	C	269	0.31	C	283	0.33	
23500	SIX MILE PKWY (SR 739)	US 41	METRO PKWY	4LD	D	1,900	F	2,109	1.11	F	2,341	1.23	
23600	SIX MILE CYPRESS	METRO PKWY	DANIELS PKWY	4LD	E	2,000	B	1,630	0.82	B	1,713	0.86	unincorporated Lee County
23700	SIX MILE CYPRESS	DANIELS PKWY	WINKLER EXT.	4LD	E	1,900	B	1,272	0.67	B	1,434	0.75	unincorporated Lee Co; Cr Mnr RPD/Ok Vill RPD
23800	SIX MILE CYPRESS	WINKLER EXT.	CHALLENGER BLVD	4LD	E	1,900	B	1,200	0.63	B	1,261	0.66	incorporated Lee County
23900	SIX MILE CYPRESS	CHALLENGER BLVD	COLONIAL BLVD	6LD	E	2,860	A	1,200	0.42	A	1,261	0.44	incorporated Lee County
24000	SLATER RD	SR 78	NALLE GRADE RD	2LN	E	1,010	C	444	0.44	C	467	0.46	
24100	SOUTH POINTE BLVD	CYPRESS LAKE DR	COLLEGE PKWY	2LD	E	910	C	514	0.56	C	540	0.59	
24200	SR 31 (ARCADIA RD)	SR 80	SR 78	2LN	D	766/1180	E	966	1.26	E	1,168	0.99	

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2023 100TH HIGHEST HOUR			2028 FUTURE FORECAST*			Notes
		FROM	TO		LOS[1]	CAPACITY[2]	LOS[1]	VOLUME[2]	V/C[3]	LOS[1]	VOLUME[2]	V/C[3]	
24300	SR 31 (ARCADIA RD)	SR 78	COUNTY LINE	2LN/4LN	C	730/1942	E	1,068	1.46	B	1,317	0.68	Babcock MPD
24400	STALEY RD	TICE	ORANGE RIVER BLVD	2LN	E	860	C	191	0.22	C	201	0.23	[4]
24500	STRINGFELLOW RD	1ST AVE	BERKSHIRE RD	2LN	E	1,060	B	329	0.31	C	410	0.39	constrained; Tr Cove at Ch Est/Turtle Cy Subd
24600	STRINGFELLOW RD	BERKSHIRE RD	PINE ISLAND RD	2LN	E	1,060	D	651	0.61	D	868	0.82	constrained; Villages of Pine Island
24700	STRINGFELLOW RD	PINE ISLAND RD	PINELAND RD	2LN	E	1,060	D	573	0.54	D	602	0.57	constrained
24800	STRINGFELLOW RD	PINELAND RD	MAIN ST	2LN	E	1,060	D	573	0.54	D	660	0.62	constrained; Bokeelia Harbor Resort
24900	SUMMERLIN RD	McGREGOR BLVD	KELLY COVE RD	4LD	E	1,980	A	1,197	0.60	A	1,258	0.64	unincorporated Lee County
25000	SUMMERLIN RD	KELLY COVE RD	SAN CARLOS BLVD	4LD	E	1,980	A	1,197	0.60	A	1,258	0.64	unincorporated Lee County
25100	SUMMERLIN RD	SAN CARLOS BLVD	PINE RIDGE RD	6LD	E	3,000	A	1,781	0.59	A	1,872	0.62	unincorporated Lee County
25200	SUMMERLIN RD	PINE RIDGE RD	BASS RD	6LD	E	3,000	A	1,781	0.59	A	1,872	0.62	unincorporated Lee County
25300	SUMMERLIN RD	BASS RD	GLADIOLUS DR	6LD	E	3,000	A	1,781	0.59	A	1,872	0.62	unincorporated Lee County
25400	SUMMERLIN RD	GLADIOLUS DR	CYPRESS LAKE DR	4LD	E	1,900	C	1,621	0.85	C	1,704	0.90	unincorporated Lee County
25500	SUMMERLIN RD	CYPRESS LAKE DR	COLLEGE PKWY	6LD	E	2,880	B	1,858	0.65	B	1,953	0.68	unincorporated Lee County
25600	SUMMERLIN RD	COLLEGE PKWY	PARK MEADOW DR	6LD	E	2,880	B	2,022	0.70	B	2,125	0.74	unincorporated Lee County
25700	SUMMERLIN RD	PARK MEADOW DR	BOY SCOUT	6LD	E	2,880	B	2,022	0.70	B	2,125	0.74	unincorporated Lee County
25800	SUMMERLIN RD	BOY SCOUT	MATHEWS DR	4LD	E	1,820	D	1,197	0.66	D	1,258	0.69	
25900	SUMMERLIN RD	MATHEWS DR	COLONIAL BLVD	4LD	E	1,820	D	1,197	0.66	D	1,258	0.69	
26000	SUNRISE BLVD	BELL BLVD	COLUMBUS BLVD	2LN	E	860	C	45	0.05	C	53	0.06	[4]
26100	SUNSHINE BLVD	SR 82	23RD ST SW	2LN	E	1,010	D	544	0.54	D	572	0.57	
26150	SUNSHINE BLVD	23RD ST SW	LEE BLVD	2LN	E	1,010	D	544	0.54	D	637	0.63	pre-development order res development
26200	SUNSHINE BLVD	LEE BLVD	W 12TH ST	2LN	E	1,010	E	738	0.73	E	839	0.83	pre-development order res development
26300	SUNSHINE BLVD	W 12TH ST	W 75TH ST	2LN	E	860	E	738	0.86	F	863	1.00	pre-development order res development
26500	THREE OAKS PKWY	COCONUT RD	ESTERO PKWY	4LD	E	1,940	B	1,368	0.71	B	1,438	0.74	
26600	THREE OAKS PKWY	ESTERO PKWY	SAN CARLOS BLVD	4LD	E	1,940	B	806	0.42	B	926	0.48	Villages of San Carlos DRI (Portofino Vineyards)
26700	THREE OAKS PKWY	SAN CARLOS BLVD	ALICO RD	4LD	E	1,940	E	806	0.42	B	1,210	0.62	Alico Interchange Park DRI
26800	TICE ST	SR 80	ORTIZ AVE	2LN	E	860	C	234	0.27	C	247	0.29	
26900	TICE ST	ORTIZ AVE	STALEY RD	2LN	E	860	C	234	0.27	C	248	0.29	
27000	TREELINE AVE	TERMIMAL ACCESS RD	DANIELS PKWY	4LD	E	1,980	A	1,033	0.52	A	1,162	0.59	[4]; unincorporated Lee County; Treeline ACP IPD
27030	TREELINE AVE	DANIELS PKWY	AMBERWOOD RD	4LD	E	1,980	A	946	0.48	A	994	0.50	
27070	TREELINE AVE	AMBERWOOD RD	COLONIAL BLVD	4LD	E	1,980	A	946	0.48	A	994	0.50	
29800	US 41 (S TAMIAMI TR)	OLD 41	CORKSCREW RD	6LD	D	2,814	D	2,808	1.00	F	3,044	1.08	
29900	US 41 (S TAMIAMI TR)	CORKSCREW RD	SANIBEL BLVD	6LD	D	2,814	D	2,542	0.90	F	2,960	1.05	
30000	US 41 (S TAMIAMI TR)	SANIBEL BLVD	ALICO RD	6LD	D	2,814	D	2,801	1.00	F	3,191	1.13	
30100	US 41 (S TAMIAMI TR)	ALICO RD	ISLAND PARK RD	6LD	D	2,814	D	2,801	1.00	F	3,191	1.13	Island Park Commercial Center
30200	US 41 (S TAMIAMI TR)	ISLAND PARK RD	BRIARCLIFF RD	6LD	D	2,814	F	3,306	1.17	F	3,582	1.27	
30300	US 41 (S TAMIAMI TR)	BRIARCLIFF RD	SIX MILE PKWY	6LD	D	2,814	F	3,306	1.17	F	3,582	1.27	
30400	US 41 (S TAMIAMI TR)	SIX MILE PKWY	DANIELS PKWY	6LD	D	2,814	D	2,590	0.92	D	2,807	1.00	
30500	US 41 (CLEVELAND AVE)	DANIELS PKWY	COLLEGE PKWY	6LD	D	2,814	F	2,842	1.01	F	3,082	1.10	SR 739 6-ln design/right-of-way programmed
30600	US 41 (CLEVELAND AVE)	COLLEGE PKWY	SOUTH AIRPORT RD	6LD	D	2,814	F	2,842	1.01	F	3,082	1.10	SR 739 6-ln design/right-of-way programmed
30700	US 41 (CLEVELAND AVE)	SOUTH AIRPORT RD	BOY SCOUT RD	6LD	D	2,814	D	2,615	0.93	F	2,835	1.01	SR 739 6-ln design/right-of-way programmed
30800	US 41 (CLEVELAND AVE)	BOY SCOUT RD	NORTH AIRPORT RD	6LD	D	2,814	D	2,615	0.93	F	2,835	1.01	SR 739 6-ln design/right-of-way programmed
30810	US 41 (CLEVELAND AVE)	NORTH AIRPORT RD	COLONIAL BLVD	6LD	D	2,814	D	2,615	0.93	F	2,835	1.01	
30900	US 41 (CLEVELAND AVE)	CITY LIMITS	N. KEY DR	4LD	D	1,900	F	2,126	1.12	F	2,302	1.21	
31000	US 41 (CLEVELAND AVE)	N. KEY DR	HANCOCK B. PKWY	4LD	D	1,900	F	2,126	1.12	F	2,302	1.21	
31100	US 41 (CLEVELAND AVE)	HANCOCK B. PKWY	PONDELLA RD	4LD	D	1,900	F	2,126	1.12	F	2,302	1.21	
31200	US 41 (CLEVELAND AVE)	PONDELLA RD	SR 78	4LD	D	1,900	C	1,490	0.78	D	1,616	0.85	
31300	US 41 (CLEVELAND AVE)	SR 78	LITTLETON RD	4LD	D	1,942	C	1,490	0.77	C	1,616	0.83	Diplomat Property RPD/CPD; Merch Crssng DRI
31400	US 41 (N TAMIAMI TR)	LITTLETON RD	BUS 41	4LD	D	1,942	C	1,427	0.73	C	1,620	0.83	Coral Bay (aka Estates at Entrada RPD/CPD)

SFWMD, Florida Fish and Wildlife Conservation Commission, U.S. Fish and Wildlife Service, Charlotte County, and Lee County. (Ord. No. 10-03)

GOAL 37: LEVEL OF SERVICE (LOS) STANDARDS. Establish and maintain specified transportation LOS standards. (Ord. No. 98-09, 99-15, 00-08, 17-13)

OBJECTIVE 37.1: GENERAL STANDARDS. Monitor non-regulatory LOS standards outlined in Policy 95.1.3 on county and state transportation facilities within Lee County. Cooperate with municipalities on the facilities maintained by Lee County within the municipalities and with FDOT on state transportation facilities. (Ord. No. 99-15, 16-07, 17-13)

POLICY 37.1.1: Lee County will develop multi-modal service volumes (capacities) based on local Lee County conditions for determination of the LOS of transportation facilities. (Ord. No. 98-09, 99-15, 14-09, 17-13)

POLICY 37.1.2: Lee County will continue to maintain its permanent and periodic traffic count program as the basis for determining existing roadway conditions. (Ord. No. 98-09, 99-15, 17-13)

POLICY 37.1.3: Lee County will use the most current Highway Capacity Manual, FDOT Quality Level of Service Handbook, and other best practices to calculate LOS. (Ord. No. 98-09, 99-15, 07-09, 17-13)

OBJECTIVE 37.2: CONSTRAINED ROADS. Due to scenic, historic, environmental, aesthetic, and right-of-way characteristics and considerations, Lee County has determined that certain roadway segments will be deemed "constrained" and therefore will not be widened to increase motor vehicle capacity. (Ord. No. 99-15, 00-08, 17-13)

POLICY 37.2.1: Reduced peak hour LOS will be accepted on constrained roads identified in Table 2(a). (Ord. No. 99-15, 00-08, 17-13)

POLICY 37.2.2: Potential multi-modal operational improvements for the constrained roads identified in Table 2(a) are identified in Table 2(b). These include improvements capable of implementation within the context of a constrained system. Improvements may include adding transit facilities, bicycle lanes, paved shoulders, sidewalks, and motor vehicle turn lanes. (Ord. No. 99-15, 00-08, 17-13)

OBJECTIVE 37.3: TRANSPORTATION CAPACITY MONITORING SYSTEM. Lee County will continue to monitor the capacity of the roadway network for planning and informational purposes in order to identify where areas of concern may be expected. (Ord. No. 99-15, 00-08, 14-09)

POLICY 37.3.1: Lee County will measure traffic volumes and capacity on all roads on a roadway segment-by-segment basis, except for constrained roads and where alternatives are established pursuant to § 163.3180, Fla. Stat. Transportation for Pine Island will be governed by the policies under Objective 24.2. (Ord. No. 98-09, 99-15, 00-08, 07-09, 14-09, 16-07)

POLICY 37.3.2: Lee County will continue to annually identify roadway conditions and available capacity on major roadways as part of its Public Facilities Level of Service and Concurrency Report. The Report will identify existing traffic conditions and forecast traffic associated with unissued building permits from approved development orders. The available capacity for existing conditions will include the added capacity of roadway improvements programmed for construction in the first three years of an adopted County CIP or State Five-Year Work Program. (Ord. No. 00-08, 07-09, 14-09, 21-09)

TABLE 2(a)

CONSTRAINED STATE AND COUNTY ROADS

ROADWAY	SEGMENT	MAINTENANCE RESPONSIBILITY	CONSTRAINED CONDITIONS
Captiva Road	Blind Pass/ South Seas Plantation	County	ROW, Scenic, Aesthetic, Environmental
Daniels Parkway	Metro Parkway/ I-75	County	ROW
Estero Boulevard	Center Street/ Big Carlos Pass	County	ROW, Scenic, Aesthetic
Hickory Boulevard	Big Carlos Pass/ Bonita Beach Road	County	Scenic, Aesthetic, Environmental
McGregor Boulevard (SR 867)	Colonial Boulevard/ College Parkway	State	ROW, Scenic, Aesthetic, Historic, Environmental
Pine Island Road (Matlacha)	Shoreview Drive/ Little Pine Island	County	ROW, Scenic, Aesthetic, Historic, Environmental
San Carlos Boulevard (SR 865) (Matanzas Bridge)	Center Street/ Main Street	State	ROW, Scenic, Aesthetic, Environmental
US 41	South of Daniels Road/ North Airport Road	State	ROW
Gulf Boulevard	Boca Grande	County	Scenic, Aesthetic, Historic, Environmental
Stringfellow Road	8th Avenue/ Main Street	County	Environmental

ADMINISTRATIVE CODE
BOARD OF COUNTY COMMISSIONERS

CATEGORY:	CODE NUMBER:
Development/Planning/Zoning	AC-13-17
TITLE: Traffic Study Guidelines for Planned Development Rezonings	ADOPTED: 4/15/92
	AMENDED:
	ORIGINATING DEPARTMENT: Community Development/DOT

PURPOSE/SCOPE:

GUIDELINES FOR ZONING TRAFFIC STUDIES

The scope of the Zoning Traffic Study (ZTS) is dependent upon vehicle trips generated, existing road network, location within Lee County, access points, and proposed facilities. It is recommended that these criteria be discussed with representatives of Lee County's Department of Transportation and Engineering (DOT&E), Department of Community Development (DCD), Division of Development Review (DDR) and other Lee County personnel (hereinafter Staff) as applicable prior to starting the preparation of the ZTS.

This administrative code replaces Chapter 1 of the Guidelines for Traffic Impact Statements written on December 11, 1989.

POLICY/PROCEDURE:

These guidelines are intended to be used by transportation professionals for determining impacts of non-DRI zoning applications only. The ZTS' are not applicable for Development Orders or Concurrency determinations. The applicant should be aware that the ZTS is utilized for a general impact analysis for the proposed project and not as a basis for a traffic mitigation plan. Modifications of specific requirements contained within these guidelines may be approved by the Director of Zoning or his/her designee only after a written request by the applicant stating the reasons for said modifications. An approval of a request for modification of these guidelines must be in writing and rendered within 30 calendar days of receipt of a fully documented written request.

Trip Generation

Trip generation calculations are necessary to determine the degree of analysis necessary for a given project; therefore, they are the minimum requirement for all projects required to produce a ZTS. Calculation of trip ends shall be made using the sources listed below in the order of preference:

1) Institute of Transportation Engineers (ITE) current edition of Trip Generation; or

2) Generation rates derived from observation of trips at similar developments as outlined in the Independent Fee Calculation Administrative Code; or

3) Trip generation as approved by Staff in a methodology meeting as requested by the applicant.

Trip generation rates shall be calculated using the linear regression equation, unless it can be shown using ITE's "Guidelines for Determining Whether to Use Trip Generation, Rates or Equations" that average trip generation rates provide a more accurate estimate of project impacts. Trip ends shall include annual daily traffic (ADT's) and peak hour traffic (PHT's) for a typical week day. Weekends should be included if applicable. The ADT is defined as the weighted average vehicle trip generation rate during the applicable 24-hour period. The peak hours (AM and PM) are defined as the highest one-hour weighted average vehicle trip generation rate between 7 and 9 AM or between 4 and 6 PM when the adjacent street traffic is at its peak.

Capacity calculations require the projection of peak hour, peak Season traffic volumes. Background traffic shall be calculated from DOT&E traffic counts, or traffic counts made in accordance with ITE guidelines or other methods approved by Staff, Growth projections shall be calculated in accordance with DOT&E guidelines or other methods as approved by Staff.

Analysis

All rezoning requested required to produce a ZTS shall provide the following, minimum information:

1) The intensity of development (number of units, gross floor area of each proposed use, etc.) and the projected build out date;

2) ADT's, AM PHT's, and PM PHT's for each proposed use category and for the total proposed project, along with the source and methods from which the figures were derived;

3) A graphic depiction locating the project's access point(s) and the location of all other access points within 660' for project entrances on an arterial roadway, 330' for project entrances on a collector roadway, and 125' for project entrances on a local roadway;

4) The existing and projectbackground traffid on all roadway facilities accessed by the proposed project at time of build out; and

5) The traffic/directional splits entering and exiting the proposed project at the proposed access points.

For requests projected to generate 100 trip ends or more, the ZTS shall provide the following additional information:

1) Level of Service (LOS) analysis shall be performed using methodology as listed below:

   a) If the project generates between 100 and 300 peak hour trips, a link, level of service analysis for all links within the area of influence shall be made based upon the Lee County Generalized Peak Hour Service Volume Tables from the 1990 Lee Plan as amended. (Exhibit IX-1, Pages IX-3 through 1X-7, -Traffic Circulation Element, Volume 1 of 3)

      The site accesses and all intersections within one quarter of a mile. area shall be analyzed using the 1985 Highway Capacity Manual either as a signalized or unsignalized intersection.

   b) If the project generates over 300 peak hour trips, an urban or suburban arterial analysis shall be made utilizing entrances and all other intersections and roadway links. within the area of influence.

2) Should the LOS analysis result in service levels below adopted minimums, an analysis of the improvements necessary to offset the added traffic impacts; and

3) An exhibit showing the area of influence, defined as that area in which the development-generated traffic is found to have significant impact. Significant impact is defined as 10% or more of the total peak hour intersection volume (the summation of all four approaches) and 10% of the LOS "C" service volumes for the links at build out.

4) Any additional information or analysis which the applicant feels is necessary to fully demonstrate the impacts of the proposed development.

5) A methodology meeting with members of Staff is required for a ZTS projecting more than 300 trips and is strongly recommended for a ZTS projecting less than 300 trips, but that is the option of the applicant.

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
GUNNERY RD	SR 82	LEE BLVD	3	2.5	4LD	0	1,920	1,920	1,920	1,920	0	3,100	3,100	3,100	3,100
	LEE BLVD	BUCKINGHAM RD	3	1.5	2LN	0	600	1,020	1,020	1,020	0	970	1,640	1,640	1,640
HANCOCK BRIDGE PKW	DEL PRADO BLVD	NE 24TH AVE	5	1.1	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	NE 24TH AVE	ORANGE GROVE BLVD	2	0.5	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	ORANGE GROVE BLVD	MOODY RD	2	1.2	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	MOODY RD	US 41	2	0.9	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
HICKORY BLVD	BONITA BEACH RD	McLAUGHLIN BLVD	8	1.1	2LN	90	200	330	450	890	180	390	640	870	1,720
	McLAUGHLIN BLVD	MELODY LANE	8	0.7	2LN	90	200	330	450	890	180	390	640	870	1,720
	MELODY LANE	ESTERO BLVD	8	6.7	2LN	90	200	330	450	890	180	390	640	870	1,720
HOMESTEAD RD	SR 82	2 LANE END	3	3.8	2LN	120	300	490	670	1,010	230	560	910	1,250	1,880
	2 LANE END	LEE BLVD	3	2.9	4LN	0	0	1,100	2,730	2,960	0	0	1,340	3,280	3,640
IMPERIAL PKWY	COUNTY LINE	BONITA BEACH RD	8	1.0	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
	BONITA BEACH RD	E. TERRY ST	4	1.1	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
	E. TERRY ST	COCONUT RD	4	4.3	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
I-75	COLLIER CO. LINE	BONITA BEACH RD	8	1.0	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	BONITA BEACH RD	CORKSCREW RD	8	7.4	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	CORKSCREW RD	ALICO RD	4	4.3	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	ALICO RD	DANIELS PKWY	4	3.8	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	DANIELS PKWY	COLONIAL BLVD	4	4.5	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	COLONIAL BLVD	M.L.K.	1	1.6	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	M.L.K.	LUCKETT RD	1	1.5	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	LUCKETT RD	SR 80	1	1.9	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	SR 80	SR 78	1 & 2	2.4	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	SR 78	COUNTY LINE	2	5.7	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
JOEL BLVD	BELL BLVD	COUNTRY CLUB(N)	3	0.9	4LN	590	1,010	1,430	1,830	2,120	1,100	1,880	2,650	3,390	3,930
	COUNTRY CLUB(N)	16TH ST	3	3.9	4LN	590	1,010	1,430	1,830	2,120	1,100	1,880	2,650	3,390	3,930
	16TH ST	SR 80	3	3.1	2LN	120	300	490	670	1,010	230	560	910	1,250	1,880
LEE BLVD	SR 82	GUNNERY RD	3	3.6	6LD	560	2,840	2,840	2,840	2,840	910	4,580	4,580	4,580	4,580
	GUNNERY RD	HOMESTEAD RD	3	3.9	6LD	560	2,840	2,840	2,840	2,840	910	4,580	4,580	4,580	4,580
	HOMESTEAD RD	WILLIAMS AVE	3	0.3	4LD	0	1,920	1,980	1,980	1,980	0	3,100	3,200	3,200	3,200
	HOMESTEAD RD	LEELAND HEIGHTS	3	1.3	2LD	0	930	1,020	1,020	1,020	0	1,500	1,640	1,640	1,640
LEELAND HEIGHTS	HOMESTEAD RD	LEE BLVD	3	0.4	4LN	0	1,640	1,800	1,800	1,800	0	3,040	3,340	3,340	3,340
	LEE BLVD	JOEL BLVD	3	1.6	4LN	0	1,640	1,800	1,800	1,800	0	3,040	3,340	3,340	3,340
LUCKETT RD	ORTIZ AVE	I-75	1	0.8	2LN	0	540	880	880	880	0	1,020	1,680	1,680	1,680
McGREGOR BLVD	SANIBEL TOLL PLAZA	HARBOR DR	4	0.2	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	HARBOR DR	SUMMERLIN RD	4	2.2	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	SUMMERLIN RD	KELLY RD	4	1.7	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	KELLY RD	THORNTON RD	4	0.3	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	THORNTON RD	SAN CARLOS BLVD	4	0.7	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	SAN CARLOS BLVD	GRIFFIN BLVD	4	1.0	4LD	0	1,530	1,980	1,980	1,980	0	2,560	3,290	3,290	3,290

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
PINE ISLAND RD/	SANTA BARBARA BLVD	DEL PRADO BLVD	5	2.3	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760
BAYSHORE RD (SR 78)	DEL PRADO BLVD	BARNETT RD	5	2.1	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760
	BARNETT RD	US 41	2	0.5	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760
	US 41	BUSINESS 41	2	1.2	4LD	0	0	1,320	1,700	1,700	0	0	2,450	3,140	3,140
	BUSINESS 41	HART RD	2	1.1	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	HART RD	BREWERS RD	2	0.4	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	BREWERS RD	SLATER RD	2	0.8	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	SLATER RD	I-75	2	2.9	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	I-75	NALLE RD	2	0.6	2LN	130	350	580	780	1,100	250	670	1,100	1,480	2,080
	NALLE RD	SR 31	2	2.7	2LN	130	350	580	780	1,100	250	670	1,100	1,480	2,080
PONDELLA RD	SR 78	WESTWOOD RD	5	0.9	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
	WESTWOOD RD	ORANGE GROVE BLVD	2	0.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
	ORANGE GROVE BLVD	US 41	2	1.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
	US 41	BUS 41	2	0.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
SAN CARLOS BLVD	ESTERO BLVD	MAIN ST	4	0.6	2LB	960	1,040	1,040	1,040	1,040	1,750	1,890	1,890	1,890	1,890
	MAIN ST	SUMMERLIN RD	4	2.5	4LD	0	900	1,780	1,780	1,780	0	1,640	3,250	3,250	3,250
	SUMMERLIN RD	KELLY RD	4	1.1	2LN	60	850	900	900	900	110	1,550	1,640	1,640	1,640
	KELLY RD	McGREGOR BLVD	4	0.6	4LN	150	1,810	1,810	1,810	1,810	280	3,300	3,300	3,300	3,300
SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	4	2.9	2LN	100	220	440	620	1,140	180	390	780	1,090	2,010
SIX MILE CYPRESS	US 41	METRO PKWY	4	1.2	4LD	0	1,740	2,000	2,000	2,000	0	3,290	3,770	3,770	3,770
	METRO PKWY	DANIELS PKWY	4	1.8	4LD	0	1,740	2,000	2,000	2,000	0	3,290	3,770	3,770	3,770
	DANIELS PKWY	CHALLENGER BLVD	4	4.4	4LD	800	1,900	1,900	1,900	1,900	1,360	3,220	3,220	3,220	3,220
	CHALLENGER BLVD	WAL-MART INTERSECTI	4	0.3	6LD	1,250	2,860	2,860	2,860	2,860	2,120	4,840	4,840	4,840	4,840
	WAL-MART INTERSECTI	COLONIAL BLVD	4	0.3	6LD	1,250	2,860	2,860	2,860	2,860	2,120	4,840	4,840	4,840	4,840
SLATER RD	SR 78	NALLE GRADE RD	2	4.0	2LN	120	290	490	660	1,010	230	550	930	1,250	1,910
SR 31	SR 80	SR 78	2 & 3	1.4	2LN	640	1,300	1,300	1,300	1,300	1,120	2,270	2,270	2,270	2,270
	SR 78	N. RIVER RD	2	1.3	2LN	150	420	740	1,010	1,360	270	760	1,340	1,820	2,450
	N. RIVER RD	COUNTY LINE	2	2.0	2LN	150	420	740	1,010	1,360	270	760	1,340	1,820	2,450
SR 80	PROSPECT AVE	ORTIZ AVE	1	1.3	4LD	0	1,650	1,820	1,820	1,820	0	2,710	3,000	3,000	3,000
	ORTIZ AVE	I-75	1	1.2	6LD	0	2,550	2,760	2,760	2,760	0	4,190	4,520	4,520	4,520
	I-75	SR 31	3	2.7	6LD	1,830	2,820	2,820	2,820	2,820	2,920	4,640	4,640	4,640	4,640
	SR 31	BUCKINGHAM RD	3	2.5	4LD	1,150	1,880	1,880	1,880	1,880	1,890	3,080	3,080	3,080	3,080
	BUCKINGHAM RD	HICKEY CREEK RD	3	2.5	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
	HICKEY CREEK RD	MITCHELL AVE	3	0.9	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
	MITCHELL AVE	JOEL BLVD	3	4.0	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
	JOEL BLVD	COUNTY LINE	3	2.2	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
STRINGFELLOW RD	1ST AVE	PINE ISLAND RD	6	7.9	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970
	PINE ISLAND RD	PINELAND RD	6	3.3	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970
	PINELAND RD	MAIN ST	6	3.7	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
SUMMERLIN RD	McGREGOR BLVD	SAN CARLOS BLVD	4	2.2	4LD	1,620	1,980	1,980	1,980	1,980	2,850	3,490	3,490	3,490	3,490
	SAN CARLOS BLVD	PINE RIDGE RD	4	0.5	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270
	PINE RIDGE RD	BASS RD	4	1.7	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270
	BASS RD	GLADIOLUS DR	4	1.8	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270
	GLADIOLUS DR	CYPRESS LAKE DR	4	1.8	4LD	0	1,450	1,900	1,900	1,900	0	2,590	3,400	3,400	3,400
	CYPRESS LAKE DR	COLLEGE PKWY	4	0.7	6LD	0	2,250	2,880	2,880	2,880	0	4,020	5,140	5,140	5,140
	COLLEGE PKWY	BOY SCOUT	4	1.9	6LD	0	2,250	2,880	2,880	2,880	0	4,020	5,140	5,140	5,140
	BOY SCOUT	COLONIAL BLVD	1	1.1	4LD	0	0	0	1,370	1,820	0	0	0	2,450	3,250
SUNSHINE BLVD	SR 82	LEE BLVD	3	3.6	2LN	150	310	500	700	1,010	250	500	810	1,130	1,630
	LEE BLVD	W 12TH ST	3	3.2	2LN	150	310	500	700	1,010	250	500	810	1,130	1,630
THREE OAKS PKWY	COCONUT RD	CORKSCREW RD	4	2.6	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360
	CORKSCREW RD	SAN CARLOS BLVD	4	3.1	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360
	SAN CARLOS BLVD	ALICO RD	4	1.7	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360
TREELINE AVE	ALICO RD	DANIELS PKWY	3	3.8	4LD	1,530	2,980	2,980	2,980	2,980	2,600	3,360	3,360	3,360	3,360
	DANIELS PKWY	COLONIAL BLVD	3	4.5	4LD	1,530	2,980	2,980	2,980	2,980	2,600	3,360	3,360	3,360	3,360
US 41	COLLIER CO. LINE	BONITA BEACH RD	8	1.0	6LD	0	2,400	2,740	2,740	2,740	0	4,220	4,830	4,830	4,830
	BONITA BEACH RD	TERRY ST	8	1.1	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430
	TERRY ST	OLD 41	8	2.3	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430
	OLD 41	CORKSCREW RD	8	3.5	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430
	CORKSCREW RD	BROADWAY	4	0.7	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	BROADWAY	SANIBEL BLVD	4	1.9	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	SANIBEL BLVD	ALICO RD	4	2.2	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	ALICO RD	ISLAND PARK RD	4	1.0	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	ISLAND PARK RD	JAMAICA BAY W.	4	1.6	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	JAMAICA BAY W.	SIX MILE PKWY	4	0.5	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	SIX MILE PKWY	ANDREA LN	4	0.5	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	ANDREA LN	DANIELS PKWY	4	0.8	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	DANIELS PKWY	COLLEGE PKWY	4	0.7	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	COLLEGE PKWY	SOUTH RD	4	1.4	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	SOUTH RD	BOY SCOUT RD	4	0.4	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	BOY SCOUT RD	NORTH AIRPORT RD	1	0.8	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	NORTH AIRPORT RD	COLONIAL BLVD	1	0.2	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	FORT MYERS CITY LIMI	NORTH KEY DR	1	0.4	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	NORTH KEY DR	HANCOCK BRIDGE PKWY	2	0.7	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	HANCOCK BRIDGE PKW	PONDELLA RD	2	0.3	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	PONDELLA RD	SR 78	2	1.3	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	SR 78	LITTLETON RD	2	1.0	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240
	LITTLETON RD	BUS 41	2	1.2	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240
	BUS 41	DEL PRADO BLVD	2	0.8	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240
	DEL PRADO BLVD	TRAIL DAIRY	2	0.8	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240

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January 10, 2025

Lee County Hearing Examiner Office

RE: Expert witness to assist the applicant at the Lee County Hearing Examiner Hearings to rezone several properties totaling 120.5-acres within property commonly known as the South Seas Resort from Residential Multi-family (RM-2), Residential Two-Family Conservation (TFC-2), and Commercial Marine (CM) per Administrative Interpretation 2002-00098, to a unified Mixed Use Planned Development (MPD) zoning district.

Dear Hearing Examiner:

This analysis provides hurricane evacuation, preparedness and mitigation expertise to South Sea Island Resort (SSIR) for the MPD application submitted to Lee County. Services shall include reviewing documents, transcripts, reports and other materials, and providing expert testimony at the Lee County Hearing Examiner hearing specifically related to adding 435 new hotel units.

Hurricane Evacuation Analysis

The entire SSIR property is in Lee County Evacuation Zone A. The subject property is located within the following FEMA defined Special Hazard Areas, VE (EL 8), Coastal A (EL 8) and AE (EL 6, 7,8 & 9). Most of the property is located outside the FEMA designated Coastal High Hazard Areas (CHHA) Zone VE and Coastal A Zone. For the purposes of hurricane evacuation, Evacuation Zone A is also defined as the Category 1 Sea, Lake and Overland Surges from Hurricane (SLOSH) Model area.

The pending MPD application proposed for a portion of SSIR is seeking approval for 193 condominiums and 435 hotel units. This is an additional 356 units over a 912-unit cap. For the purpose of this analysis the 356 additional hotel units will be analyzed for hurricane evacuation in and out of county clearance time impact. The 193 condominiums (i.e. multi-family units) are already included in the existing unit count of the current Florida Statewide Regional Evacuation Study Program (SRESP) 2021 Update for Southwest Florida Region.

The primary data that is used to calculate clearance time is found in the Transportation Evacuation Zones (TEZ) of the 2021 Update. Specifically, by TEZ there are four variables used to calculate clearance time, **the number of site-built units (single and multi-family), mobile homes and hotel/motel (H/M) units, the percent of occupied units during the peak of**

hurricane season, the vehicles per occupied unit type, and the vehicle use rate per occupied unit type during an evacuation (see Attachment I Sanibel and Captiva aggregated TEZ Data from TIME Model – Pulled from TIME Model 2021 Update). The 2021 Florida SRESP Southwest Florida Regional Planning Council Regional Behavioral Analysis was used to estimate vehicles used by unit type during an evacuation. Common sense would suggest that most tourist/H/M guests bring one vehicle and people that fly to visit the islands may take ride-hailing services provided by the hotel and not bring a vehicle at all on their vacation. SSIR is considered a destination resort all inclusive and as such transportation can be provided throughout the resort to access recreational and dining facilities.

Attachment II Captiva Sanibel Hurricane Evacuation Clearance Time Calculation Table shows the number of occupied units by TEZ (based on December 2019 American Community Surveys Data) as used in the 2021 Southwest Florida Regional Evacuation Study Update to calculate clearance time. According to Andrew Sussman, Manager, All Hazards Unit, Bureau of Preparedness, Florida Division of Emergency Management, the "state assumes that most hotel/motel guests evacuate pre-storm, so only 5% of occupied H/M units actually evacuate". While this is likely a correct assumption because tourists in Level A Zones are recommended to evacuate first, Attachment II includes a 100% occupancy rate per TEZs for H/M units for the total evacuation of the islands.

Based on the SRESP 2021 Update, the number of vehicles that need to evacuate are estimated so the evacuation clearance time can be calculated. The clearance time to evacuate Sanibel and Captiva vehicles off the islands is the time required from the point an evacuation order is given until the last evacuee can either leave the evacuation zone or arrive at safe shelter within the County. The critical link is where the clearance time is determined and is the roadway segment or intersection that has the lowest capacity to exit the islands. The critical link for these two islands is the 4-way stop at the intersection of Periwinkle Way and Causeway Boulevard leaving Sanibel. According to the Director of Lee County Department Transportation the existing capacity leaving north of Sanibel at the 4-way stop is 1,234 vehicles per hour (see Attachment III Traffic Capacity Study Sanibel Causeway and 4-Way Stop at the West End of the Causeway). The bridge and causeway have a higher capacity than the 4-way stop so it is not the critical link to leave the zone. It should be noted that the Lee County Metropolitan Planning Organization (MPO) Roundabout Study ranked the Periwinkle Way/Causeway Boulevard/Lindgren Boulevard 4-way stop a number one priority out of 18 intersections Lee County manages. The roundabout capacity is estimated at 1,326 vehicles per hour and is the same capacity as manual traffic control which is employed at the 4-way stop during peak traffic periods including a hurricane evacuation.

There are two different clearance times, one is to evacuate the vehicles from Sanibel Captiva at the 4-way stop and the other is to evacuate all the evacuating vehicles leaving the county on the exiting routes. As shown in Attachment II spreadsheet the critical link (in county) clearance time at the 4-way stop is 4.6 hours in 2020 and 5 hours in 2025. Assuming a proposed roundabout is constructed in the future or manual traffic control is used, the clearance time would be 4.6 hours in 2025. If you add 356 H/M units to the 2025 count at 100 % occupancy rate with 1 vehicle per unit used for evacuation 356 additional vehicles would be added causing a .25 hour or 15

minutes increase. The out-of-country clearance time indicates that there would be a 3.6-minute increase with an additional 356 vehicles from the 356 currently proposed additional units.

A Department of Administrative Hearing (DOAH hearing was held that addressed the 435-unit hotel increase clearance time impact in the case of Captiva Civic Association, Inc. (CCA), v. Lee County, Florida and Florida Department of Commerce, Case No. 24-l951GM. The Petitioner CCA provided a Hurricane Evacuation Analysis (hereafter called CCAHEA) dated March 2024 was amended multiple times and significantly overestimates the increased evacuation clearance time for a Sanibel Captiva evacuation. The primary problem with the CCAHEA is that it does not use the most accurate and best available data to calculate evacuation clearance times as used in the Florida Statewide Regional Evacuation Study Program (SRESP) 2021 Update for Southwest Florida Region.

The CCAHEA has three major errors that overestimate evacuating vehicles. The first is the number of residential units does not account for the occupancy rate of these units during the hurricane season which has lower rates than peak tourist season that the opposition is trying to apply to hurricane season. Second, the total number of H/M units is about twice as high as the TEZ accounts for in the 2021 Update for 2020 and 2025. Third, the evacuating vehicles per unit are about twice as high for dwelling units and 60% too high for H/Ms, which the 2021 Update assumes is 1 vehicle per H/M unit used for evacuation. The CCAHEA total evacuating vehicles is 18,757 which is more than 3 times higher than Attachment II total evacuating vehicles of 6,127. It should be noted that the number of the CCAHEA assumed a 50% occupancy rate for H/M (435 X .50 = 217.5) while the TEZ data assumes a 100% occupancy (290 for 2020 and 299 for 2025) thereby determining more H/M to evacuate than the CCAHEA. Furthermore, according to H/M data provided by Lee County Planning, the licensed rooms per Department of Business and Professional Regulation, there are 270 rooms at the end of 2024 on Captiva. This licensed H/M count is only a little less than 299 rooms from the 2025 TEZ data. Another and most significant error in the CCAHEA using a critical link roadway capacity at the 4-way stop of 700 vehicles per hour when according to Lee County it is 1,234 per hour and 1,326 per hour with a roundabout or using manual traffic control. Using the lower vehicle per hour rate in the CCAHEA generates a significantly higher and inaccurate clearance time. The CCAHEA only calculated the increase in clearance time at the 4-way claiming a 1 hour increase cause by the 435 additional H/M. These time differences are all associated with using the wrong residential occupancy rates, vehicles used during an evacuation per occupied unit and a low critical link capacity at the 4-way stop.

Opposition to the additional hotel units would like to assume 100% of all residential units are short-term rentals with 2.3 cars evacuating each unit type thereby attempting to project the highest possible evacuation time during July 4 or Thanksgiving even though there is no data to support this overestimated clearance time. Data obtained from AIRDNA - Airbnb VRBO in February 2024 indicates that 755 units on Captiva are active short term rental listings. Considering the Island contains approximately 1,100 parcels in total, almost 70% of the housing stock is utilized for short-term rentals in **peak season (not peak hurricane season)**. This analysis was confirmed by analysis performed by Lee County Planning Staff in support of updates to the Captiva Community Plan. For hurricane evacuation purposes, residential short-

term rentals would be analyzed like a hotel affecting the occupancy rate and vehicles used during an evacuation of these units.

Attachment IV is from Smith Travel Research (STAR) showing SSIR monthly (during hurricane season) occupancy and the competitive sets monthly occupancies from 2014 to 2020 pre storm and pre covid. For comparison purposes along the central and southwest Florida Gulf coast a competitive set includes coastal properties from Clearwater Beach to Naples. During this 7-year period for the six months of hurricane season July had the highest occupancy rate for SSIR with an average of 73.7%, a high of 81.5% and a low of 67.2%. The competitive set during this same period also shows July having the highest occupancy rate with an average of 72.9%, a high of 83% and a low of 58.3%, which is close to being consistent with SSIR occupancy rate. For SSIR, the 7-year average occupancy rate during the hurricane season is 54.3%, the average high rate is 62.7% and the average low rate is 43.9%. For the competitive set the 7-year average occupancy rate during the hurricane season is 60.7%, the average high rate is 64.4.7% and the average low rate is 48.7%. Another report from STAR for just coastal Lee County Hotel occupancy during the 2018 and 2019 hurricane season indicates a range from a low of 40.5% in September of 2018 to a high of 72.3% in June of 2018 with the two highest months being June and November. No matter how you analyze the hotel/motel occupancy data during these periods there has never been a 100% occupancy during the hurricane season. Such a conclusion can also be made regarding the short-term rental home market. As previously mentioned, the SRESP 2021 Update assumes 100% hotel/motel occupancy and as such overestimates the evacuation time compared to using the actual lower occupancy rates collected by the STAR reports.

In summary, calculating evacuation clearance time can be a range of time based on four variables, **the number of site-built units (single and multi-family), mobile homes and hotel/motel (H/M) units, the percentage of occupied units during hurricane season, the vehicles per occupied unit type, and the vehicle use rate per occupied unit type during an evacuation.** Using the SRESP 2021 Update, the Sanibel/Captiva 2025 in county clearance time with traffic control (1,326 vehicles/hour) and the 356 hotel units added is 4.8 hours and will increase the out-of-county by 3.6 minutes. The CCAHEA in-county clearance time increase of one hour for the additional 435 hotel units is based on inaccurate assumptions not supported by the SRESP 2021 Update. The CCAHEA also applies these inaccurate assumptions to all unit types for the entire Sanibel/Captiva area calculating 18 to 22 hours in-county clearance time at the 4-way stop as stated at the Administrative Hearing. Also stated at the Hearing, that due to the possibility of a ***"short-run storm, with a less than 24-hour notification, and the population of these island needing to evacuate within that timeframe"***. Finally, at the Hearing it was confirmed by their consultant that even under their worst-case assumptions the clearance time is below 24 hours.

Even if this overestimated clearance time occurred it is still an acceptable time to evacuate everyone off Sanibel/Captiva. All the recent hurricanes including Hurricane Charlie in 2004 that impacted Sanibel Captiva were in the 3-to-5-day (72-120 hours) eye landfall area. The new National Hurricane Center (NHC) warning information about impacts outside the cone to address wind, rainfall and storm surges was first used during the 2024 hurricane season. Also, recently added are potential tropical storm development cones, which gives the public extra time to evacuate before a storm even forms. Recently added storm surge warnings predicting a range of

heights 100s of miles from the cone are now part of every hurricane landfall threat. All these new NHC hurricane warning tools make it impossible for a potential tropical storm to form or rapidly intensify 5 days prior to landfall without the public knowing and not able to safely evacuate.

Proposed Hotel Units Hurricane Evacuation, Preparedness and Mitigation Consistency with Lee County Comprehensive Plan

OBJECTIVE 23.1: PROTECTION OF NATURAL RESOURCES. To continue the long-term protection and enhancement of wetland habitats, water quality, native upland habitats (including rare and unique habitats), and beaches on Captiva. (Ord. No. 03-01, 18-04, 18-18)

The CCAHEA stated "Objective 23.1: because "**continued protection of wetlands habitats ... and native upland habitats**" is not met, the potential for increased building heights that can increase debris and result in damage to habitats". There is plenty of evidence after hurricanes that new construction standards like higher 100-year FEMA Insurance Rate Maps (FIRM for SSIR revised November 17, 2022) and Coastal Construction Control Line (CCCL) elevations reduce storm surge debris. State Building Code 170 mph wind speed construction standard on Captiva reduces flying debris. The area in question in SSIR where hotel development might be constructed is on the north end of the island where the CCCL State permitting will require first floor elevation to be 17.46ft above mean sea level (msl) if the structure is seaward of this line. The CCCL covers most of this potential development area. The CCCL 17.46 ft elevation requirement will be above the Category 3 worst-case storm tide of 14.1 ft during a mean tide based on the Sea, Lake and Overland Surges from Hurricane (SLOSH) Display Program from the NHC. Category 4 hurricane might produce a storm tide as high as 18.7 ft during a mean tide making it only 1.24 ft higher than the CCCL elevation. Furthermore, if the first-floor development is constructed above parking it would likely be above the Category 5 storm tide of 22.4 ft during a mean tide.

It is a known fact that most flood claims are from non-conforming uses that are built below the current 100-year FEMA flood elevations. Evidence of this occurred on Fort Myers Beach from Hurricane Ian in 2022. Newer construction was elevated and did not wash away with storm surge or blow away from high wind. SSIR has an Emergency Preparedness Plan (EPP) and staff to remove loose items that would wash or blow away during a hurricane to save equipment thereby reducing hurricane caused debris. SSIR maintains a Hurricane Action Plan (HAP) as part of the EPP and management of the property has proven a record of successful evacuations for previous storm events.

Regarding protecting wetland and upland habitats, all properties on Captiva participate in the Captiva Erosion Prevention District that regularly renourishes the beach is consistent with "*Lee Plan Policy 23.1.4: Beach and Shore Preservation. Continue to support the effort of the Captiva Erosion Prevention District, a beach and shore preservation authority under provisions of Chapter 161, Florida Statutes, to preserve, protect and maintain Captiva's beaches using environmentally responsible methods. (Ord. No. 03-01, 18-04, 18-18)*" A recent 2021 beach nourishment project included 350,000 dune plantings that covered the entirety of the enhanced dune, as well as fill in vacant areas of the existing dune. This project helped reduce wave action to native upland habitats from Hurricane Ian, Helene and Milton.

POLICY 23.2.3: Building Heights. Maintain building height regulations that account for barrier island conditions, such as mandatory flood elevation and mean-high sea level, for measuring height of buildings and structures. (Ord. No. 18-04, 18-18, 23-33)

The CCAHEA stated "Policy 23.2.3: because **"Maintain building height regulations"** is not met, the potential for increased building heights that can increase debris and result in damage to habitats". As mentioned previously, 170 mph wind speed construction standards on Captiva reduce if not eliminate flying debris from new construction.

OBJECTIVE 72.2: DEVELOPMENT REGULATIONS. Maintain land development regulations that reduce the vulnerability of development from the threats of natural and man-made hazards. (Ord. No. 94-30, 00-22, 07-12, 16-07, 18-28)

The CCAHEA stated "Objective 72.2 because the **"Maintain land development regulations that reduce the vulnerability"** has not been followed as the changes increases the vulnerability of the structures and occupants". As mentioned previously, new construction standards like higher 100-year FEMA and CCCL elevations (17.46 ft) reduce storm surge debris and 170 mph wind speed construction standard on Captiva will reduce vulnerability of the structures to wind from well over Category 5 155 mph plus wind speeds. Regarding impacts on occupants, they will have evacuated off the island eliminating their vulnerability.

OBJECTIVE 73.1: EVACUATION. Work towards attaining out of County hurricane evacuation for a Category 5 storm event (Level E storm surge threat) that does not exceed the timeframes referenced in the SRES. Lee County will work to improve clearance times by increasing shelter availability within the County, improving evacuation routes, and increasing public awareness and citizen preparedness. (Ord. No. 09-17, 18-28)

There are literally thousands of possible combinations of variables that can be applied using the Transportation Interface for Modeling Evacuations (TIME) for calculating the clearance times, which will result in thousands of possible outcomes. The SRES uses two distinct sets of analyses for using TIME, including one set of analysis for growth management purposes and one set of analysis for emergency management purposes. The two sets of analysis include the following:

• **Base Scenarios/100% Response** – This type of scenario can be used to analyze evacuation scenarios for growth management purposes. This scenario type assumes 100 percent compliance with an order to evacuate in the areas ordered to evacuate for site-built homes and 100 percent compliance throughout the entire county for mobile and manufactured homes. There is also an assumption that evacuations emanating from areas not ordered to evacuate (shadow evacuations) will be in accordance with the planning assumptions developed by the (SRESP); and,

• **Operational Scenarios/Planning Assumptions** – This type of scenario can be used to assist emergency management by providing an estimate of a clearance time that can be used when considering when to order an evacuation. This scenario type is based on the evacuation participation rates developed from the behavioral analysis portion of the SRESP and as such is considered to represent the most likely response to an impending storm by residents of the

impacted area. Planning assumption scenarios implicitly assume that some individuals who are ordered to evacuate will not and that some individuals who are not ordered to evacuate will. The specific rates used for each county's planning assumptions are documented in the Behavioral Report for Regional Evacuation Study.

The first SRESP was completed in 2010 and then update in 2015, 2017 and 2021. Table I below provides a comparison between the 2017 to 2021 updates. Based on the 2017 Florida SRESP, Evacuation Transportation Analysis Volume 4-9, the Lee County 2017 Out-of-County Base Scenario Clearance Time for a Level E evacuation was 84.5 hours and projected to be 96 hours in 2020. The Operational 2017 Out-of-County Time for a Level E evacuation was 59 hours and projected to be 40 hours in 2020. Based on the 2021 SRESP Update provided online at https://portal.floridadisaster.org/preparedness/RES/Studies/SitePages/RES.aspx#SWFRPC, the Lee County 2020 Out-of-County Base Scenario Clearance Time for a Level E evacuation was 79.5 hours (5 hour reduction) and projected to be 74 hours (10.5-hour reduction) in 2025. The Operational 2020 Out-of-County Time for a Level E evacuation was 44.5 hours (14.5-hour reduction) and projected to be 25.5 hours (33.5-hour reduction) in 2025. All these reductions in evacuation times show that Lee County has met this objective by "improving clearance times by increasing shelter availability within the County, improving evacuation routes, and increasing public awareness and citizen preparedness". Recent capacity improvements to the exiting routes leaving the county have helped reduce the Out-of-County Clearance Times Base and Operational Scenarios. These improvements include 6-laning State Road (SR) 82, an additional lane to I-75 and a 2 lane south bound extension to Three Oaks/Imperial Parkway. Future existing route improvements in the works include adding 2 north bound lanes to SR 31 and 1 additional lane to Burnt Store Road.

TABLE I

Evacuation Clearance Time Comparison

Level E	2017	2021
2017 Base Scenario	84.5	
2017 Operational Scenario	59	
2020 Base Scenario	96	79.5
2020 Operational Scenario	40	44.5
2025 Base Scenario		74
2025 Operational Scenario		25.5

Lee Plan Policy 72.1.6: Maintain the All-Hazards Protection Fund (MSTU) to supplement budgetary needs for emergency planning, disaster mitigation, and recovery. (Ord. No. 18-28) is typically used to improve hurricane shelter capacity, allowing more people to stay in the county thereby reducing out of county clearance times. Additional shelter funding comes from compliance with Comprehensive Plan *POLICY 101.3.5: An applicant of a development order for any permanent or temporary places of residence including, but not limited to, caretakers residence, dormitories, hotels or motels, and dwelling units within the Hurricane Vulnerability Zone or on islands, must provide appropriate mitigation as determined by Lee County*

Department of Public Safety, which may include, but is not limited to, the payment of a fee, or construction of hurricane shelters and transportation facilities. (Ord. No. 05-19, 18-28)

Lee County Land Development Code Chapter 2 Article XI "Hurricane Preparedness" dictates what the hurricane shelter fee and transportation mitigation will be for new H/Ms. Free yearly Hurricane Guides for Lee County and public hurricane preparedness expos educate the public. The State Division of Emergency Management online "Know Your Zones" allows anyone to determine if they are in an evacuation zone subject to storm surge and thereby reducing shadow evacuees that don't need to evacuate. H/M will be requested to evacuate first according to County evacuation procedures. This early evacuation time frame will likely occur during a hurricane watch period which is often 48 hours prior to hurricane impact. Such early evacuation will reduce the traffic impacts on mainland resident evacuees by getting tourists and barrier island evacuees off the evacuation routes early.

Consistency with Policy 101.1.4 is not an issue since the MPD does not require a comprehensive plan amendment and does not increase density associated with H/M units because they are not residential.

Conclusion

In conclusion, it is my professional opinion that the South Sea MPD has met and/or exceeded all the applicable standards and demonstrated consistency with the Lee Plan and Land Development Code. Specifically, **Lee Plan Goals 23, 72, 73, 101, Objectives 23.1, 72.2 73.1, 101.3, Policies 23.1.4, 23.2.3, 72.1.6, and 101.3.5.** Lee County complies with these policies that require hurricane evacuation route and shelter space mitigation, based on the Lee County Land Development Code Chapter 2 Article XI Hurricane Preparedness and property owner paying yearly Ad Valorem tax funding to Lee County's All Hazard MSTU. Lee County's continuing significant investment in its road infrastructure and networks which continue to reduce evacuation times. By continuing to increase public awareness and citizen preparedness for storms. New construction standards like higher 100-year FEMA and CCCL elevations (17.46 ft) reduce storm surge debris and 170 mph wind speed construction standard on Captiva will reduce vulnerability of the structures to wind from well over Category 5 155 mph plus wind speeds. These property protection measures along with the regular beach renourishment by the Captiva Erosion Prevention District also reduce impact on wetland habitat and native upland habitats.

Critical link clearance time to evacuate all occupied units on Captiva and Sanibel in 5 (SRESP 2021 Update) to 22 (opposition estimate) hours is a completely acceptable and safe time. Lee County evacuation times are going down based on updates to the SRESP resulting in a 10.5-hour reduction in 2025 to Out-of-County Base Scenario Clearance Time and 33.5-hour reduction in 2025 for the Operational Out-of-County for a Level E evacuation. The increase in evacuation time caused by 356 additional hotel units in SSIR will not cause the 2025 operational 25.5-hour Category 5 out-of-county clearance time to exceed the 48-hour hurricane watch period normally provided by the National Hurricane Center. An evacuation time below 48 hours is considered a safe evacuation time to get evacuees out of the storm surge vulnerable areas and out of the County. It is also likely that a hurricane warning could be issued 24 to 36 hours before landfall, making the operational 25.5 hours for a Category 5 well within this warning period.

If you have any questions or need additional information, please let me know.

Sincerely,



Daniel L. Trescott, MSP
President

ATTACHMENT I

Sanibel and Captiva aggregated TEZ Data from TIME Model – Pulled from TIME Model 2021 Update

December 2019 American Community Surveys Data	TEZ 1526		TEZ 1527		TEZ 1528		TEZ 1529		TEZ 1530		TEZ 1531	
	2020	2025	2020	2025	2020	2025	2020	2025	2020	2025	2020	2025
% of Households in Evac Zone	100% (A)		100% (A)		100% (A)		100% (A)		100% (A)		100% (A)	
# of Site-Built Dwelling Units	936.0408	1156.286	415.4643	439.7143	162.4948	0	252.7206	280.5147	524	585	76.24742	84.6701
% of Site-Built Dwelling Unit Occupied During	2.631579	2.631579	2.254669	2.631579	0	0	50.10183	50.09174	47.32824	47.35043	61.24031	61.25654
# of Mobile Homes	12	11	4	4	0	0	0	0	6	6	0	0
% of Mobile Homes Occupied During	0	0	0	0	0	0	0	0	100	100	0	0
# of University Dwelling Units	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle per Occupied Site-Built Dwelling Unit	1.294118	1.294118	1.294118	1.294118	0	0	1.626016	1.626016	1.774194	1.774194	1.731013	1.760684
Vehicles per Occupied Mobile Homes	0	0	0	0	0	0	0	0	1.666667	1.5	0	0
# of Hotel/Motel Units	97	100	79	81	114	118	0	0	36	37	0	0
Hotel-Motel Occupancy Rates	1	1	1	1	1	1	0	0	1	1	0	0

December 2019 American Community Surveys Data	TEZ 1532		TEZ 1533		TEZ 1534		TEZ 1535		TEZ 1536		TEZ 1537	
	2020	2025	2020	2025	2020	2025	2020	2025	2020	2025	2020	2025
% of Households in Evac Zone	100% (A)		100% (A)		100% (A)		100% (A)		100% (A)		100% (A)	
# of Site-Built Dwelling Units	1052.279	1173.485	1045	1172	3006.601	3350.835	439.7526	488.3299	635	706	1733.399	1923.165
% of Site-Built Dwelling Unit Occupied During	53.53924	53.55715	39.42584	39.4198	30.14232	30.26446	61.24031	61.25654	72.12598	72.09632	32.23382	32.2327
# of Mobile Homes	0	0	0	0	152	143	0	0	9	8	13	12
% of Mobile Homes Occupied During	0	0	0	0	52.63158	52.44755	0	0	100	100	0	0
# of University Dwelling Units	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle per Occupied Site-Built Dwelling Unit	1.702428	1.59349	1.621359	1.577922	1.441105	1.46374	1.731013	1.760684	1.860262	1.888016	1.557046	1.425425
Vehicles per Occupied Mobile Homes	0	0	0	0	1.5375	1.533333	0	0	1.777778	1.75	0	0
# of Hotel/Motel Units	32	33	288	297	373	384	0	0	0	0	132	136
Hotel-Motel Occupancy Rates	1	1	1	1	1	1	0	0	0	0	1	1

Source Andrew Sussman Manager, All Hazards Unit, Bureau of Preparedness, Florida Division of Emergency Management

Example Calculation: 2020 TEZ 1526 has 936 units X 2.62% occupancy = 25 units occupied X 1.29 vehicles per occupied unit = 32 vehicles X 75% unit for evacuation = 24 vehicles used for evacuation in TEZ 1526 for 2020

ATTACHMENT II

Captiva Sanibel Hurricane Evacuation Clearance Time Calculation Table

Unit Type	2020 Occupied Units (1)	2025 Occupied Units (1)	2020 Total Vehicles (2)	2025 Total Vehicles (2)	Vehicle Use Rate (3)	2020 Total Evac Vehicles	2025 Total Evac Vehicles	Road Capacity (4)	2020 Clearance Time	2025 Clearance Time	Road Capacity (5)	2025 Clearance Time
Captiva												
SF/MF	34	42	44	46	0.75	33	35					
MH	0	0	0	0	0.8	0	0					
H/M	290	299	290	299	1	290	299					
Sanibel												
SF/MF	3,594	4,002	5,847	6,395	0.75	4,385	4,796					
MH	95	89	149	138	0.8	119	110					
H/M	861	887	861	887	1	861	887					
TOTAL	4,874	5,319	7,191	7,765		5,688	6,127	1,234	4.6	5.0	1,326	4.6

(1)See Attachment I Sanibel and Captiva aggregated TEZ Data from TIME Model 2021 Update Occupancy Rate
(2)See Attachment I Sanibel and Captiva aggregated TEZ Data from TIME Model 2021 Update Vehicles per Occupied unit
(3)Cat 5 vehicle use rate is 75% for vehicle use rate for site-built, 80% for mobile home and 1 vehicle per occupied hotel/motel unit per 2021 Time Model
(4) Road Capacity at 4-way stop without manual traffic control from Director of Lee County Department of Transportation (see Attachment III)
(5) Road Capacity with future roundabout a 4-way stop from Director of Lee County Department of Transportation (see Attachment III)
Note the roundabout capacity and the manual traffic control capacity is the same

ATTACHMENT III

Traffic Capacity Study

Sanibel Causeway and 4-Way Stop at the West End of the Causeway



4-Way Stop



Causeway



Toll Plaza

The Sanibel Island Causeway begins at the intersection of Causeway Boulevard and Periwinkle Way and terminates at the Toll Plaza on the east end. Only the eastbound direction onto Sanibel is tolled. Assuming the need for an evacuation, we were asked to evaluate the capacity of the 4-Way Stop under current conditions; with a police officer; if the intersection was converted to a roundabout; and the capacity of the Causeway itself.

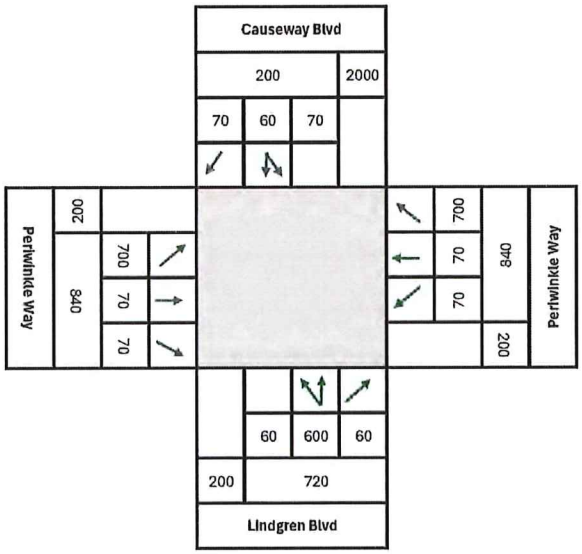
Assumptions

For the 4-Way Stop condition and the roundabout, several assumptions were used:

1) Assume 2,000 vehicles are leaving the island in the peek hour with 200 vehicles entering the island with a distribution of 35% to/from the east and west and 30% to/from the south. The lane assignments and turning movement volumes are show in the figure to the right.

2) For the roundabout configuration, a bypass right turn lane coming off the causeway, and similarly, a bypass lane from the east to enter onto the causeway were assumed. Otherwise, a single lane roundabout was used.

3) For the Causeway segment analysis, it was assumed that during an evacuation of the islands, the parking lots on the Causeway islands will be closed removing the additional delay caused by vehicles entering/exiting these parking lots.



Calculations

The Highway Capacity Software 7 (HCS7) was used to determine the capacities of the 4-Way Stop and the Roundabout with the lane assignments as they exist today and as assumed for the roundabout layout described above.

Both the HCS7 and the Florida 2023 Multimodal Quality/Level of Service Handbook were used to determine the capacity of the Sanibel Causeway

Results

4-Way Stop

The results of the capacity analysis show that the three approaches attempting to leave the island were at level of Service F with delays for the exiting movements ranging from 22.4 minutes per vehicle to 29.4 minutes per existing vehicle. The intersection was assumed to have a total demand of 2,000 exiting vehicles. The calculated exiting capacity of northbound departure lane was 1,131vehicles. A separate analysis to test the sensitivity of the assumed exiting volumes numbers was run for an exiting volume of 1,500 with the same distribution and cross traffic at 50% of the original assumed volumes. The delay per vehicle dropped to a range of 11.4 to 6.3 minutes per exiting vehicle. The calculated exiting capacity rose to 1,234 vehicles with the same level of service F.

Roundabout

Utilizing the roundabout configuration described above, the capacity analysis revealed an overall roundabout level of service F with delays per vehicle on each approach ranging from less than one minute to 6.8 minutes per vehicle. The exiting capacity of the northbound departure lane was calculated to be 1,326 vehicles. Utilizing the same reduced volumes as described in the 4-Way Stop analysis, the roundabout level of service improved to D with delays per approach ranging from less than 1 minutes to just over one minute. Both of the analyses revealed an exiting volume to the causeway of approximately 66 % of the demand volume.

Police Officer Controlled

There is no clean way to evaluate the capacity under human control as it will vary with the skill set and attention to detail of the assigned officer. That an officer can move multiple cars in sequence at one time will improve the capacity over the 4-Way stop condition. Unless a separate officer is put at the free westbound right turn lane onto the Causeway, which is a heavy volume, the intersection officer will be somewhat restricted. As a roundabout keeps traffic moving, it can be assumed that an officer can approach the capacity achieved by a roundabout of 1,326 vehicles.

Sanibel Causeway Capacity

As this is a 3.7 mile roadway with two 12-foot lanes and 8-foot shoulders, the two-lane highway capacity was used. The entire stretch is a no-passing zone, and for the purposes of this analysis, has no driveway access points. The Highway Capacity Software revealed a theoretical capacity of 1,700 vehicles per hour. This is consistent with the Florida 2023 Multimodal Quality/Level of Service Handbook that states that the basic uninterrupted flow on a two-lane highway is 1,700 vehicles per hour.

Appendix

The attached appendix contains the worksheet outputs from the HCS software and the relevant page from the Florida 2023 Multimodal Quality/Level of Service Handbook.

Study Author: Bruce E Littleton, PE, PTOE, County Traffic Engineer, 7/1/24

APPENDIX

HCS7 All-Way Stop Control Report

General Information

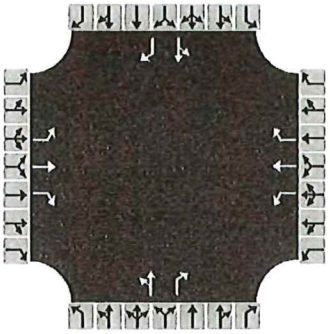
Analyst	Bruce Littleton
Agency/Co.	Lee County
Date Performed	6/27/2024
Analysis Year	2024
Analysis Time Period (hrs)	1.00
Time Analyzed	
Project Description	Causeway Blvd & Periwinkle Way

Site Information

Intersection	Causeway Blvd & Periwinkl
Jurisdiction	Lee County
East/West Street	Periwinkle Way
North/South Street	Causeway Blvd
Peak Hour Factor	1.00

Lanes

Assumed 2,000 existing veh.



Capacity Departing Volume 1,131

Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	700	70	70	70	70	700	60	600	60	76	60	70
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	LT	R		LT	R	
Flow Rate, v (veh/h)	700	70	70	70	70	700	660	60		136	70	
Percent Heavy Vehicles	2	2	2	2	2	2	2	2		2	2	

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.622	0.062	0.062	0.062	0.062	0.622	0.587	0.053		0.121	0.062	
Final Departure Headway, hd (s)	10.10	9.60	8.90	10.08	9.58	8.88	9.76	9.03		11.03	10.06	
Final Degree of Utilization, x	1.963	0.187	0.173	0.196	0.186	1.727	1.790	0.150		0.417	0.196	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3		2.3	2.3	
Service Time, ts (s)	7.80	7.30	6.60	7.78	7.28	6.58	7.46	6.73		8.73	7.76	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	700	70	70	70	70	700	660	60		136	70	
Capacity	357	375	404	357	376	405	369	399		326	358	
95% Queue Length, Q_{95} (veh)	177.6	0.7	0.6	0.7	0.7	154.2	152.2	0.5		2.1	0.7	
Control Delay (s/veh)	1766.9	14.5	13.5	15.2	14.5	1341.8	1456.6	13.3		21.5	15.2	
Level of Service, LOS	F	B	B	C	B	F	F	B		C	C	
Approach Delay (s/veh)	1474.7			1120.6			1336.3			19.4		
Approach LOS	F			F			F			C		
Intersection Delay, s/veh | LOS	1207.3						F					

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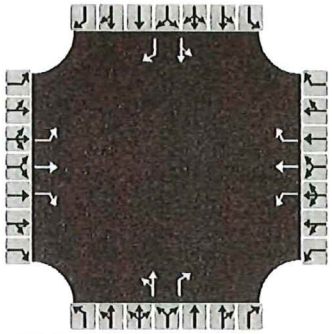
HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Bruce Littleton	Intersection	Causeway Blvd & Periwinkl
Agency/Co.	Lee County	Jurisdiction	Lee County
Date Performed	6/27/2024	East/West Street	Periwinkle Way
Analysis Year	2024	North/South Street	Causeway Blvd
Analysis Time Period (hrs)	1.00	Peak Hour Factor	1.00
Time Analyzed			
Project Description	Causeway Blvd & Periwinkle Way		

Lanes

Assumed
1,500 exiting veh.



Capacity
Departing Volume
1,239

Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	525	35	35	35	35	525	30	450	30	35	30	35
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	LT	R		LT	R	
Flow Rate, v (veh/h)	525	35	35	35	35	525	480	30		65	35	
Percent Heavy Vehicles	2	2	2	2	2	2	2	2		2	2	

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.467	0.031	0.031	0.031	0.031	0.467	0.427	0.027		0.058	0.031	
Final Departure Headway, hd (s)	9.29	8.79	8.10	9.28	8.78	8.09	8.85	8.12		10.59	9.63	
Final Degree of Utilization, x	1.355	0.085	0.079	0.090	0.085	1.179	1.180	0.068		0.191	0.094	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3		2.3	2.3	
Service Time, ts (s)	6.99	6.49	5.80	6.98	6.48	5.79	6.55	5.82		8.29	7.33	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	525	35	35	35	35	525	480	30		65	35	
Capacity	387	409	445	388	410	445	407	443		340	374	
95% Queue Length, Q_{95} (veh)	78.8	0.3	0.3	0.3	0.3	54.4	50.8	0.2		0.7	0.3	
Control Delay (s/veh)	684.5	12.3	11.5	12.9	12.3	380.2	385.5	11.4		15.8	13.3	
Level of Service, LOS	F	B	B	B	B	F	F	B		C	B	
Approach Delay (s/veh)	605.4			336.9			363.5			14.9		
Approach LOS	F			F			F			B		
Intersection Delay, s/veh | LOS	415.3						F					

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HCS7 Roundabouts Report

General Information

Analyst	Bruce Littleton
Agency or Co.	Lee County DOT
Date Performed	6/28/2024
Analysis Year	2024
Time Analyzed	
Project Description	Causeway & Periwinkl;e

Site Information

Intersection	Causeway & Periwinkle
E/W Street Name	Periwinkle Way
N/S Street Name	Causeweay Blvd
Analysis Time Period (hrs)	0.25
Peak Hour Factor	1.00
Jurisdiction	Lee County

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LT				LTR				LT	
Volume (V), veh/h	0	700	70	70	0	70	70	700	0	60	600	60	0	70	60	70
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	714	71	71	0	71	71	714	0	61	612	61	0	71	61	71
Right-Turn Bypass	None				Yielding				None				Yielding			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763	4.9763		4.9763			4.9763	4.9763
Follow-Up Headway (s)		2.6087			2.6087	2.6087		2.6087			2.6087	2.6087

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		856.00			142.00	714.00		734.00			132.00	71.00
Entry Volume veh/h		839.22			139.22	700.00		719.61			129.41	69.61
Circulating Flow (v_c), pc/h	203			1387			856			203		
Exiting Flow (v_{ex}), pc/h	203			132			1326			203		
Capacity (c_{pce}), pc/h		1121.90			335.33	356.86		576.36			1121.90	1206.16
Capacity (c), veh/h		1099.90			328.76	349.86		565.06			1099.90	1182.51
v/c Ratio (x)		0.76			0.42	2.00		1.27			0.12	0.06

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		16.7			20.9	485.4		159.2			4.3	3.5
Lane LOS		C			C	F		F			A	A
95% Queue, veh		7.8			2.0	49.1		28.7			0.4	0.2
Approach Delay, s/veh	16.7			408.3			159.2			4.0		
Approach LOS	C			F			F			A		
Intersection Delay, s/veh | LOS	181.8						F					

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HCS7 Roundabouts Report

General Information

Analyst	Bruce Littleton
Agency or Co.	Lee County DOT
Date Performed	6/28/2024
Analysis Year	2024
Time Analyzed	
Project Description	Causeway & Periwinkl;e

Site Information

Intersection	Causeway & Periwinkle
E/W Street Name	Periwinkle Way
N/S Street Name	Causeweay Blvd
Analysis Time Period (hrs)	0.25
Peak Hour Factor	1.00
Jurisdiction	Lee County

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LT				LTR				LT	
Volume (V), veh/h	0	525	35	35	0	35	35	525	0	30	450	30	0	35	30	35
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	536	36	36	0	36	36	536	0	31	459	31	0	36	31	36
Right-Turn Bypass	None				Yielding				None				Yielding			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763	4.9763		4.9763			4.9763	4.9763
Follow-Up Headway (s)		2.6087			2.6087	2.6087		2.6087			2.6087	2.6087

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		608.00			72.00	536.00		521.00			67.00	36.00
Entry Volume veh/h		596.08			70.59	525.49		510.78			65.69	35.29
Circulating Flow (v_c), pc/h	103			1026			608			103		
Exiting Flow (v_{ex}), pc/h	103			67			995			103		
Capacity (c_{pce}), pc/h		1242.37			484.60	500.17		742.25			1242.37	1288.84
Capacity (c), veh/h		1218.01			475.10	490.36		727.70			1218.01	1263.57
v/c Ratio (x)		0.49			0.15	1.07		0.70			0.05	0.03

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		8.2			9.6	90.1		19.2			3.4	3.1
Lane LOS		A			A	F		C			A	A
95% Queue, veh		2.8			0.5	16.4		5.8			0.2	0.1
Approach Delay, s/veh	8.2			80.6			19.2			3.3		
Approach LOS	A			F			C			A		
Intersection Delay, s/veh | LOS	35.0						D					

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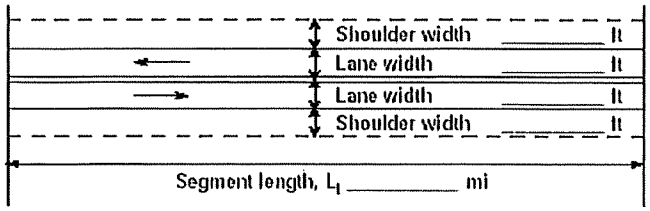
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		*Site Information*	
Analyst	*Bruce Littleton*	Highway / Direction of Travel	*Sanibel Causeway*
Agency or Company	*Lee County DOT*	From/To	
Date Performed	*6/27/2024*	Jurisdiction	*Lee County*
Analysis Time Period		Analysis Year	*2024*

Project Description:

Input Data





☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *1.00*

No-passing zone *100%*

% Trucks and Buses , P_T *5 %*

% Recreational vehicles, P_R *5%*

Access points *mi* *0*/mi

Analysis direction vol., V_d *0*veh/h

Opposing direction vol., V_o *0*veh/h

Shoulder width ft *8.0*

Lane Width ft *12.0*

Segment Length mi *3.7*

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.9*	*1.9*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.957*	*0.957*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*0*	*0*

Free-Flow Speed from Field Measurement		**Estimated Free-Flow Speed**	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*0.0 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*0.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.4 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*45.0 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*42.6 mi/h*
		Percent free flow speed, PFFS	*94.7 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.995*	*0.995*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*0*	*0*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*0.0*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*52.6*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$		

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	
Volume to capacity ratio, *v/c*	*0.00*

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*94.7*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*0.0*
Effective width, Wv (Eq. 15-29) ft	*48.00*
Effective speed factor, S_f (Eq. 15-30)	*3.84*
Bicycle level of service score, BLOS (Eq. 15-31)	*-8.70*
Bicycle level of service (Exhibit 15-4)	*A*
Notes	
1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain. 2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F. 3. For the analysis direction only and for v>200 veh/h. 4. For the analysis direction only 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10. 6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.	

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6.4 Base Saturation Flow Rate

Base saturation flow rate is the maximum steady flow rate, expressed in pcphpl, at which passenger cars can cross a point on interrupted flow roadways. Base saturation flow rate is not the same as capacity, which describes how many vehicles a roadway can reasonably accommodate.

To describe the maximum steady flow of an interrupted flow roadway, the HCM uses base saturation flow rate for arterials. For uninterrupted flow roadways, the HCM uses capacity or base capacity. Florida's freeways and highways have set base capacities and Florida's arterials have set base saturation flow rates (see **Table 6** and **Table 7**).

Table 6: Base Capacity for Freeways and Highways

Facility Type	Base Capacity (pcphpl)
Basic Freeway (70 mph free-flow speed)	2,400
Uninterrupted Flow Multilane Highway (60 mph free-flow speed)	2,200
Uninterrupted Flow Two-Lane Highway	1,700

Table 7: Base Saturation Flow Rates for Arterials

Facility Type	Base Saturation Flow Rates (pcphpl)
C3C, C3R, C4, C5, and C6 and Other Interrupted Flow Facilities (assuming 100% green time)	1,950
C2T — Rural Town	1,700

6.5 Heavy Vehicle Percentage

The FHWA's standardized vehicle classification system considers vehicles larger than a pickup truck as heavy vehicles. Vehicles with more than four wheels or a classification group of four or higher are also considered heavy vehicles. Truck factor (T) is the percentage of heavy vehicles in a given day. To be consistent with *HCM* terminology and clarify the transportation industry's use of truck, this handbook uses the phrase "heavy vehicle percentage" instead.

Heavy vehicle percentage varies by time of day, day of week, roadway type, and adjacent land uses. Operational characteristics of heavy vehicles also vary by heavy vehicle type and whether the vehicles are operating on an uncongested freeway or interrupted flow facilities. Heavy vehicle type and speed also impact the blast effect felt by bicyclists. For example, a relatively

ATTACHMENT IV

SOUTH SEAS RESORT % OCCUPANCY							
	June	July	August	September	October	November	AVE EACH YR
2020	62.6	70.5	54.8	38.7	36.7	43.0	*51.0*
2019	64.7	67.2	46.4	24.7	36.2	51.2	*48.4*
2018	67.5	67.5	32.5	19.0	31.0	45.6	*43.9*
2017	71.1	72.7	58.3	21.2	45.2	54.5	*53.8*
2016	68.5	81.5	68.4	42.5	51.3	54.5	*61.1*
2015	72.4	78.2	70.2	46.7	50.9	57.5	*62.7*
2014	71.9	78.3	70.7	33.6	47.2	53.2	*59.1*
EACH MONTH AVE 7 YRS	68.4	73.7	57.3	32.3	42.6	51.4	*54.3*
EACH MONTH HIGH 7 YRS	72.4	81.5	70.7	46.7	51.3	57.5	*62.7*
EACH MONTH LOW 7 YRS	62.6	67.2	32.5	19.0	31.0	43.0	*43.9*

COMPETITIVE SET	
South Seas Island Resort	Captiva, FL
The Don CeSar	St Pete Beach, FL
Longboat Key Club & Resort	Longboat Key, FL
La Playa Beach & Golf Resort	Naples, FL
Sundial Beach Resort & Spa	Sanibel, FL
Pink Shell Beach Resort & Marina	Fort Myers Beach, FL
Sandpearl Resort	Clearwater, FL

COMPETITIVE SET % OCCUPANCY							
	June	July	August	September	October	November	AVE EACH YR
2020	57.8	58.3	47.5	39.1	46.3	43.0	*48.7*
2019	71.5	73.3	61.6	46.0	60.8	65.0	*63.0*
2018	79.0	83.0	54.4	44.5	57.6	62.7	*63.5*
2017	68.9	77.9	60.9	36.8	62.5	70.2	*62.9*
2016	62.2	70.8	52.7	52.5	63.2	67.6	*61.5*
2015	70.8	71.6	51.9	47.3	59.0	63.2	*60.6*
2014	71.6	75.6	63.5	45.4	62.6	67.9	*64.4*
EACH MONTH AVE 7 YRS	68.8	72.9	56.1	44.5	58.9	62.8	*60.7*
EACH MONTH HIGH 7 YRS	79.0	83.0	63.5	52.5	63.2	70.2	*64.4*
EACH MONTH LOW 7 YRS	57.8	58.3	47.5	39.1	46.3	43.0	*48.7*

SOURCE: Smith Travel Research

Florida Governmental Utility Authority

FGUA c/o Accenture
9400 Southpark Center Loop, Suite 400
Orlando, FL 32819

(877) 552-3482 Toll Free
(407) 629-6900 Tel

January 23, 2025

Colleen Harris
Baracco & Assoc, Inc
2271 McGregor Blvd,
Fort Myers, FL 33901
colleenh@barraco.net

RE: Potable Water, Wastewater, and/or Reclaim Water Availability – LOA ID#: 25-036 UAD

Parcel ID No.: 26-45-21-00-00011.0000, 26-45-21-00-00011.0050, 26-45-21-00-00003.0020, 26-45-21-00-00001.2020, & 26-45-21-00-00005.002B

14830, 14820, & 14804 Captiva Dr, 2800-5640 & 1057-1900 South Seas Plantation Rd Captiva, FL 33924

South Seas Island Resort PD

Dear Ms. Harris:

The FGUA has received your Application for Service Availability, and upon review, it has been determined that wastewater disposal service is generally available to the address provided. The attached site map indicates the approximate size and location of the existing mains in the area. Please be advised that main extensions, connection to the reclaimed water system, and other system enhancements funded by the project sponsor may be required.

The application indicated that the proposed project consists of Island Resort and associated facilities with an estimated 117,880 GPD of wastewater disposal. Currently, FGUA facilities are able to accommodate these demands. During the design process, if existing conditions warrant, a hydraulic analysis will need to be performed by the project engineer to evaluate the impacts the proposed project may have on the existing water and wastewater systems.

This letter should not be construed as a commitment to serve, but only as a statement of the availability of service and is effective for twelve (12) months from the date of issue. The FGUA commitment to serve will be made once a Utility Infrastructure Conveyance and Service Agreement (CSA) is fully executed. To move this project forward, contact Development Services via email at devservices@fgua.com to receive a plan submittal package and schedule the pre-application meeting if required.

FGUA Board of Directors
PAM KEYES, P.E., Vice Chair, Lee County / KEN CHEEK, P.E., Citrus County / SHANE PARKER, P.E., Vice Chair, Hendry County / TAMARA RICHARDSON, P.E., Chair, Polk County / DAVID ALLEN, P.E., Pasco County /JODY KIRKMAN, P.E., Marion County/ HEIDI PETITO, Flagler County

Sincerely,

FLORIDA GOVERNMENTAL UTILITY AUTHORITY

Digitally signed by Paul Arnett
Date: 2025.01.24 07:42:22 -05'00'

Paul Arnett
Development Services Manager

CC: Mike Currier, South Region Area Manager

Encl.

1. Pre-Development Meeting Information
2. Utility Locates
3. Fee Statement/Receipt

FGUA Board of Directors
PAM KEYES, P.E., Vice Chair, Lee County / KEN CHEEK, P.E., Citrus County / SHANE PARKER, P.E., Vice Chair, Hendry County / TAMARA RICHARDSON, P.E., Chair, Polk County / DAVID ALLEN, P.E., Pasco County /JODY KIRKMAN, P.E., Marion County/ HEIDI PETITO, Flagler County

FGUA Updated Letter of Availability

Description	Original Approval	Flow (GPD)	Updated Units	New Flow (GPD)
Hotel Rooms	425 rooms @ 200 GPD	85,000	435 rooms @ 200 GPD	87,000
Multi-Family Units			193 units @ 160 GPD	30,880
TOTAL:		**85,000**		**117,880**

Perez, Maria

From: Alexis Crespo <acrespo@rviplanning.com>
Sent: Wednesday, February 12, 2025 11:21 AM
To: Perez, Maria
Cc: Neale Montgomery - Pavese Law (NealeMontgomery@Paveselaw.com); Laurie L. Plue; Greg Spencer; Anthony Solomon; Mendez, Adam; Workman, Elizabeth; Carl Barraco Sr. - Barraco & Associates, Inc. (carlb@barraco.net)
Subject: RE: South Seas - DCI2023-00051 - Applicant's 48 Hour Letter
Attachments: 48-Hour Letter DCI2023-00051 2.12.25 FINAL R2.pdf

Caution: This email originated from an external source. Be cautious of attachments and links, and do not provide login information. Report suspicious activity to the Service Desk: servicedesk@leegov.com or 533-HELP.

Good Morning,

Our team noted 2 issues with our 48-hour letter provided earlier today:

1) We have added Hans Wilson to the Applicant's Witness List on page 8. His resume was enclosed but he was inadvertently left off the list.

2) Additionally, the Hurricane Evacuation Analysis has been replaced with the enclosed version dated January 20, 2025 (the former was dated January 10, 2025).

Thanks,

Alexis Crespo, AICP
Vice President of Planning

RVi Planning + Landscape Architecture
28100 Bonita Grande Drive, Suite 305 • Bonita Springs, FL 34135
239.850.8525 Mobile • 239.405.7777 Main
www.rviplanning.com

From: Alexis Crespo
Sent: Wednesday, February 12, 2025 9:13 AM
To: Perez, Maria <MPerez@leegov.com>
Cc: Neale Montgomery - Pavese Law (NealeMontgomery@Paveselaw.com) <NealeMontgomery@Paveselaw.com>; Laurie L. Plue <laurieplue@paveselaw.com>; Greg Spencer <gspencer@timbersresorts.com>; Anthony Solomon <solomona@ronto.com>; Adam Mendez (amendez@leegov.com) <amendez@leegov.com>; Beth Workman (eworkman@leegov.com) <eworkman@leegov.com>; Carl Barraco Sr. - Barraco & Associates, Inc. (carlb@barraco.net) <carlb@barraco.net>
Subject: South Seas - DCI2023-00051 - Applicant's 48 Hour Letter

Good Morning,

APPLICANT'S EXHIBIT
6

Please find the Applicant's 48 hour letter attached in reference to the above case. We look forward to the hearing on Friday.

Thanks,

Alexis Crespo, AICP
Vice President of Planning

RVi Planning + Landscape Architecture
28100 Bonita Grande Drive, Suite 305 • Bonita Springs, FL 34135
239.850.8525 Mobile • 239.405.7777 Main
www.rviplanning.com

February 12, 2025

Ms. Donna Marie Collins
Chief Hearing Examiner
The Office of the Lee County Hearing Examiner
1500 Monroe Street, 2nd Floor
Fort Myers, FL 33901

RE: South Seas MPD - DCI2023-00051
Applicant's 48-Hour Letter

Dear Madame Hearing Examiner:

On behalf of the Applicant for DCI2023-00051, WS SSIR Owner, LLC, I am pleased to submit the information required in the 48-Hour Notice and Exhibit List. In addition, enclosed is a list of applicant witnesses who we expect to be present and/or testify.

Please note that the applicant is in general agreement with the staff report and proposed conditions with the following changes, shown in ~~strikethrough~~/underline format.

(1) Master Concept Plan and Development Parameters

a. Master Concept Plan. Development of the subject property must be substantially consistent with the seven-page Master Concept Plan Entitled "South Seas Island Resort MPD, last revised ~~12/18/2024~~ 2/11/2025 and attached hereto as Attachment D.

Applicant Discussion: The Master Concept Plan (MCP) was updated following receipt of the Staff Report to remove deviations noted as "withdrawn", revise deviation symbols/numbering and eliminate the Consumption on Premises label on Tract L-1.

(2) a. Schedule of Uses (for Residential, Hotel, Resort Recreation, Docking Facilities Tracts)

Multi-slip docking facility (see Condition ~~11~~12)

Applicant Discussion: The Application proposes a minor correction to align the use with Condition 12.

(2) b. Property Development Regulations

Maximum Lot Coverage: 75 percent (Tract A-1 and I-1 90 percent)

Applicant Discussion: The Applicant inadvertently omitted the allowance for 90% lot coverage on Tract I-1. This tract is surrounded by resort recreational uses including docking facilities, green space and hardscapes to mitigate the impact the proposed buildings.

(3) Building Setbacks

a. No changes.

(5) Protected Species

a. Sea Turtles, Migratory Birds and Wading Birds. Buildings on Tract L-1 and Tract C will comply with LDC Section 14-76 for exterior lighting only. All other tracts will comply with LDC Section 14-76 for exterior lighting and tinted glass on windows. ~~The development order plans for buildings within the MPD must be reviewed by Environmental Sciences staff for the utilization of window treatment to reduce or break up window panel reflection to decrease potential bird strikes. Examples of acceptable window treatment include the use of non-reflective tinting, ultraviolet reflective decals, exterior sunshades, or similar treatments as accepted by Environmental Sciences staff.~~

b. No change.

c. No change.

~~d. All buildings within the subject property must demonstrate compliance with LDC Section 14-76 for exterior lighting only. All buildings within the Sea Turtle Lighting District must also comply with window and lighting requirements per LDC Section 14-76.~~

Applicant Discussion: The Applicant is proffering a combined condition to address sea turtles, migratory birds and wading birds via window tinting requirements set forth in 14-76.

The condition will apply to all newly proposed buildings not currently authorized for development under a development order and provides the Applicant and Staff with specific and measurable mitigation that can be readily implemented through forthcoming development orders and building permit reviews.

(6) Redfish Pass Buffer

The north property line abutting Redfish Pass (extending from the Gulf of Mexico to Pine Island Sound) must include a buffer ~~containing seven Cabbage Palms and five Coconut Palms per 100 linear feet.~~ consistent with the Hardened Shoreline Exhibit and Revetment Planting Plans, attached as Exhibit X, will be a minimum 2-foot planted area containing 768 native groundcover plants, minimum 1 gallon at time of planting.

Applicant Discussion: The Applicant proposes an alternative to Staff's recommended buffer to align with the approved planting plans for Redfish Pass. The proposed buffer will meet the intent for providing vegetation where development interfaces with the Pass, while protecting water views from the golf course and Land's End condominiums.

(9) Building and Structure Height

a. No change.

b. Resiliency. Principal and accessory ~~B~~buildings located within "V Zones", or within a "Coastal A Zone," as depicted on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), may increase the height of the lowest minimum habitable floor for which a building permit may be issued by a maximum of four (4) feet and exceed the

applicable height limitation of 45 feet proportionally. All other principal and accessory building heights will be measured in accordance with Section 34-2171(b).

c. No change.

d. Tract B. Development on Tract B within 25 feet of the Captiva Drive right-of-way is limited to 35 feet in height. Any development exceeding 35 feet in height must be set back from Captiva Drive by one foot for every one foot in excess of 35 feet. Buildings may incorporate tiered heights within the same structure to meet this requirement.

e. Amenity Tracts. Buildings located on the amenity and resort recreation tracts are limited to 35 feet in height. Recreational structures such as slides and similar structures are not considered buildings and are permitted up to a maximum height of 45 feet.

Applicant Discussion: The Applicant's additional language will help clarify that a single building can be designed to comply with the condition by employing a tiered building height approach, where the portion of the building within 25' of the Captiva Drive right-of-way will be limited to 35' in height, but may increase to 45' in height for portions of the building setback a minimum of 35 feet from Captiva Drive.

Additionally, the language included in subsection e. relating to recreational structures memorializes height allowances and provides additional clarity.

(10) Hotel/Motel

b. Unit Distribution. No more than ~~50 percent of the maximum permitted~~ 260 hotel rooms may be located on Tract I-1.

Applicant Discussion: The Applicant appreciates Staff's intent to spread the intensity throughout the MPD and avoid clustering all the intensity in the northern limits of the site. The Applicant proposes a more flexible and measurable approach of creating a maximum number of rooms on the northern hotel Tract I-1.

The Applicant is also proposing the following new conditions for clarity:

(15) Development must comply with the following parking requirements:

A. 1.2 spaces per rental unit for hotel rooms.
B. 2 spaces per dwelling unit, plus additional guest parking spaces equivalent to 10% of total required parking.
C. No parking is required for accessory and resort recreational uses available to residents and hotel guests only pursuant to Section 34-1801.

***Applicant Discussion: The above verbiage memorializes the LDC provisions relating to parking for those uses entirely ancillary to the hotel use and limited to* hotel guests only.**

(16) One (1) boat slip for the Captiva Fire District will be provided on Tract D and one (1) boat slip for the Lee County Sheriff's Office on Tract F-1.

Deviations

The Applicant is also in general agreement with the deviation conditions with the following changes, shown in ~~strikethrough~~/underline format.

Deviation #1. The Applicant is in agreement the deviation relating to multiple access points to the MPD thus the deviation can be withdrawn.

Deviation #3. The Applicant is in agreement with the condition with the following clarification language:

> A Type D buffer is not required abutting South Seas Plantation Road., ~~except for Tract G (Beach House restaurant).~~ In lieu of the Type D buffer, ~~The~~ building perimeter plantings must be provided abutting Tract G (the Beach House restaurant) ~~must~~ to provide screening abutting South Seas Plantation Road, which consists of native groundcovers, grasses, and trees in accordance with the building perimeter requirements per LDC Section 10-416(b).
>
> ***Applicant Discussion: The additional language is proposed to provide additional clarity that the building perimeter plantings are required in lieu of the Type D buffer. The modification also memorializes the approved buffer treatment per approved DO plans DOS 2022-00196.***

Deviation #4C. The Applicant is in agreement the deviation relating to buffering adjacent to Tract F can be withdrawn.

Deviation #4D. The Applicant is in agreement the condition with the following clarification language:

> The south property line of Tract G must provide ten trees per 100 linear feet within the 30-foot-wide landscape and access buffer easement. If plantings cannot be located in this easement, an alternative location and/or buffer treatment may be reviewed and approved by the Development Services Director pursuant to the Alternate Landscape Betterment Plan process set forth in Sec. 10-419. The buffer trees must be installed to allow access to the beach.
>
> ***Applicant Discussion: In the event the referenced easement is not able to contain landscaping, the above language provides a process to determine an appropriate alternative that will meet the intent of the LDC for screening the adjacent lot.***

Deviation #4E. The deviation wording should be revised to change Tract D-1 to Tract D.

> Seeks relief from LDC §10-416(d), which requires a Type-C or Type-F buffer between Tracts A-1, D~~1~~ and L1 and abutting multi-family developments under separate ownership to the east, to allow no buffers.
>
> The Applicant is in agreement the condition with the following clarification language:
>
> Prior to issuance of a development order on Tract~~s C~~ A-1, the development order plans must depict a ten-foot-wide buffer along the entire property line of Tract~~s C~~ A-1 abutting property under separate ownership. The required planting content must include five trees per 100 linear feet and a single hedge. Trees must meet the specifications per LDC Section 10-420. Shrubs must be specified at five feet in height installed four feet on center and maintained at eight feet in height. If a fence or wall is proposed, the fence or wall must be setback ten feet from the development perimeter.

Prior to issuance of a development order on Tract C, the development order plans must depict a six-foot-wide buffer along the entire property line of Tract C abutting property under separate ownership. The required planting content must include five trees per 100 linear feet and a single hedge. Trees must meet the specifications per LDC Section 10-420. Shrubs must be specified at five feet in height installed four feet on center and maintained at eight feet in height. A decorative fence must be installed with plantings on the exterior side of the fence.

Applicant Discussion: Applicant Discussion: The modification memorializes the buffer on this property line approved per DOS2023-00182 for the South Seas Island Resort Private Amenity (Waterpark). The modification provides surety of appropriate screening, while upholding the integrated nature of resort and residential uses inherent to the property.

Deviation #6. The Applicant is in agreement with Staff's condition of approval with the following revised language:

All required off-street parking must be located on a MPD recipient tract within 500 feet of the principal use tract, measured from the tract line of the tract containing the off-street parking to the tract line of the principal use tract it serves.

Applicant Discussion: The above verbiage clarifies measurement of the condition to facilitate implementation at the time of development order review.

Deviation #11A. The Applicant is in agreement the condition with the following revised language:

Accessory buildings or structures on Tract C are limited to a deviation reduction allowing ~~10~~6-foot minimum perimeter setback in order to establish the landscape buffer required by Deviation 4E, limited to 12-foot-tall waterpark cabana structures only. All other a~~A~~ccessory buildings or structures may not exceed 20 feet in height unless a perimeter setback not less than half the height of the structure is provided.

Applicant Discussion: The modification memorializes the setbacks on this property line approved per DOS2023-00182 and COM2024-01849 for the South Seas Island Resort Private Amenity (Waterpark). The modification provides surety of appropriate building setbacks, while upholding the integrated nature of resort and residential uses inherent to the property.

Deviation #11C. The Applicant is in agreement to withdrawn the deviation relating to perimeter setback for Tracts A-1 and B, subject to the tiered building height language added to Condition 9b.

Deviation #15. The Applicant is in agreement the condition with the following clarification language:

(1) The applicant must submit a Limited Review development order application that depicts "Bicycle May Use Full Lane" (R4-11) signs and pavement markings, where applicable along South Seas Plantation Road. All signs and pavement markings must be in accordance with the requirements of the Manual of Uniform Traffic Control Devices, current edition, within 180 days of ~~approval~~ the effective date of this rezoning.

(2) The applicant must submit an engineering report with the Limited Review development order application for bicycle signage and pavement markings that details the roadway's condition.

The report must identify any areas of pavement failure, evidence of site-specific crash patterns (if any), and identify the existing right-of-way or access easement widths provided.

Applicant Discussion: The Applicant is proposing the above modifications for clarity in terms of the process and breadth of the requirements.

Deviation #16. The Applicant is in agreement with Staff's condition of approval with the following revision:

~~All~~ 50% of all required landscape plants must be native and salt tolerant.

Applicant Discussion: The revision will provide additional flexibility in plant selection while maintaining a significant amount of native vegetation on the site. There are several species of naturalized and appropriate non-native plant species, such as Coconut Palms, that can be used to enhance the project in lieu of native vegetation.

Deviation #18. The Applicant is in agreement the deviation relating to access standards can be withdrawn.

The Applicant is proffering additional/revised exhibits as follows:

The Master Concept Plan dated 2/11/2025 has been modified per the above modifications.

The Transportation Impact Statement (TIS) attached as part of Exhibit L was prepared based upon 2023 represents an outdated version of the report. The TIS dated January 30, 2025 utilizes 2024 data and is attached for reference.

A Hurricane Evacuation Analysis prepared by Trescott Planning Solutions is attached and will be presented at the hearing.

The Applicant also obtained an updated letter of availability from Florida Governmental Utility Authority Utilities Availability Letter that addresses the current proposed dwelling unit count and hotel room count.

Thank you for your consideration of the above information. We look forward to presenting the case at the hearing.

Thank you,

RVi Planning + Landscape Architecture

ACrespo

Alexis Crespo, AICP
Vice President of Planning

Pine Island Road CPD
DCI2023-00015

Exhibit List

- Expert Witness Resumes
- Applicant's PowerPoint Presentation (to be presented at the hearing)
- Hardened Shoreline Exhibit and Revetment Planting Plans
- Revised Master Concept Plan dated February 11, 2025
- Revised Traffic Impact Statement dated January 30, 2025
- Hurricane Evacuation Analysis dated January 20, 2025
- FGUA Utilities Availability Letter

South Seas MPD
DCI2023-00051

Witness List

Greg Spencer – Applicant/Property Owner Representative
WS SSIR Owner, LLC, 1031 W Morse Blvd Ste 350, Winter Park, FL 32789,
gspencer@timbersresorts.com

Anthony Solomon – Applicant/Property Owner Representative
WS SSIR Owner, LLC, 1031 W Morse Blvd Ste 350, Winter Park, FL 32789, solomona@ronto.com

David Henson - Applicant/Property Owner Representative
WS SSIR Owner, LLC, 1031 W Morse Blvd Ste 350, Winter Park, FL 32789,
dhenson@timbersresorts.com

Shawn Farrell – General Manager
South Seas Resort, 5400 Plantation Rd, Captiva, FL 33924, sfarrell@southseas.com

Neale Montgomery, Esq. – Legal Counsel
Pavese Law Firm, Post Office Drawer 1507 Fort Myers, FL 33902, nealemontgomery@paveselaw.com

Alexis Crespo, AICP – Land Use Planner
RVi Planning & Landscape Architecture, Inc., 28100 Bonita Grande Drive, Bonita Springs, FL 34135,
acrespo@rviplanning.com

Carl Barraco, P.E. - Civil Engineer
Barraco & Associates, 2271 McGregor Blvd., Suite 100, Fort Myers, FL 33901, carlb@barraco.net

Ted Treesh, PTP – Transportation Consultant
TR Transportation Consultants, 2726 Oak Ridge Ct., Suite 503, Fort Myers, FL 33901, tbt@trtrans.net

Cathy Olson – Environmental Consultant
Pennoni, 4706 Chiquita Boulevard South, 200-E02 | Cape Coral, FL 33914, colson@pennoni.com

Betsie Hiatt – Environmental Consultant
Pennoni, 4706 Chiquita Boulevard South, 200-E02 | Cape Coral, FL 33914, BHiatt@Pennoni.com

Mark McLean, AIBD, LEED AP - Architect
MHK Architecture, 2059 Tamiami Trail E, Naples, FL 34112, mmclean@mhkap.com

Matt Kragh, AIA – Architect
MHK Architecture, 2059 Tamiami Trail E, Naples, FL 34112, mkragh@mhkap.com

Christian Andrea, RLA, ASLA – Landscape Architect
Architectural Land Design, Inc., 2780 S. Horseshoe Dr., Ste. 5, Naples, FL 34104, christian@aldinc.net

Elizabeth Fountain, P.E. –Director of Floodplain Management & Stormwater Design
J.R. Evans, 9961 Interstate Commerce Dr #230, Fort Myers, FL 33913,
elizabeth@jrevansengineering.com

Jim VonRinteln, CRS/NFIP Consultant
J.R. Evans, 9961 Interstate Commerce Dr #230, Fort Myers, FL 33913, jim@jreeng.com

Dan Trescott – Hurricane Evacuation Consultant
Trescott Planning Solutions, LLC, 421 Norwood Court, Fort Myers, Florida 33919
trescottplanningsolutions@gmail.com

Christopher Wright, P.E. – Structural Engineer
B&W Structural Designs, Inc., 105 S. Albany Ave., Tampa, FL 33606, Wright@structural-designs.com

Lucy Gallo, Managing Principal
Development Planning & Finance Group, 6151 Lake Osprey Drive, 3rd Floor, Sarasota, FL 34240
lucy.gallo@dpfg.com

Noah Valenstein - Managing Partner
Brightwater Strategies, 204 S Monroe St, Tallahassee, FL 32301, noah@brightwaterstrategies.com

Brett D. Moore, P.E. – Coastal Engineer
Humiston & Moore Engineers, 5679 Strand Court, Naples, Florida 34110,

Lennart J. Lindahl, P.E. – Managing Principal
MacVicar Consulting Inc., 4524 Gun Club Road Suite 201, West Palm Beach, FL 33415,
len@macvicarconsulting.com

Douglas H. Eckmann, P.E., BCEE, D.WRE, F.ASCE
Kimley-Horn, 1514 Broadway, Suite 301, Fort Myers, FL 33901, Douglas.Eckmann@kimley-horn.com

Hans Wilson, P.E.
Hans Wilson & Associates, 1938 Hill Ave., Ft. Myers, FL 33901, hans@hanswilson.com

CHRISTIAN ANDREA, ASLA, LANDSCAPE ARCHITECT
License LA 0001178

Experience
Architectural Land Design, Inc. 1994 - Present /Naples, FL
Principal/ Owner

As a Landscape Architect Mr. Andrea has worked on the design of a variety of projects ranging from small residential to high end properties and large communities. Responsibilities include the design of properties and all day-to-day activities of the business, including project management and customer relations.

Smallwood Design Group Inc. 1991-1994 / Naples, FL
Vice President/ Director of Landscape Architecture

As Director of Landscape Architecture, was able to apply knowledge of development and governmental approvals to help this design firm grow into the development of commercial projects. As a Design-Build firm, this position provided opportunities to learn of many of the challenges involved with the installation and maintenance of the landscape, as well as inherent challenges of the design-build industry.

ALD Group - London, England (Fall of 1990)
Project Manager

As a Consultant, was able to help modernize the design facilities of this high caliber design-build firm.

Urban Design Studio 1985-1991 / West Palm Beach, FL
Project Manager

As Project Manager for one of the largest Landscape Architectural Design services in Palm Beach County, Mr. Andrea gained much knowledge and experience in master planning, site planning and project development.

Education/ Affiliations
BLA, Landscape Architecture - University of Illinois, Champaign-Urbana 1985
Licensed Landscape Architect No. 1178 - Registered since 1987
1985 ASLA Award of Merit
CLARB Certified (Council of Landscape Architect Review Board)
AICP Certified Planner 1998-2007
Secretary-Treasurer, ASLA, 1993
Everglades Development Task Force
Member, ASLA, 1985 to present
Numerous Awards
Boy Scout (involved with Scouting/ Leadership positions / District Award of Merit)
Various Civic projects throughout Naples

ALEXIS CRESPO, AICP, LEED® AP

Vice President of Planning



Alexis offers a wealth professional planning experience in southwest Florida and is certified with the American Institute of Certified Planners (AICP). She has led planning staff in the successful completion of numerous privately initiated rezoning petitions, comprehensive plan amendments, annexations, variances, special exceptions, and other planning and zoning actions related to residential, commercial, institutional, and mixed-use development. Alexis regularly assists local governments with the formulation of Land Development Code amendments, Comprehensive Plan updates, and more. She also provides expert witness testimony and analysis relating to a variety of litigation matters.

EDUCATION

Ryerson University,
Bachelor of Urban & Regional Planning

PROFESSIONAL LICENSURE

AICP Certified Planner
No. 022560

LEED® Accredited Professional

COMMUNITY INVOLVEMENT

American Planning Association, past Chair of Promised Lands Section

Florida Planning & Zoning Association, past V.P. of Financial Affairs, Board of Governors

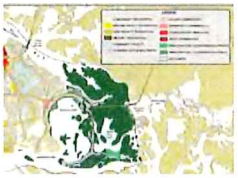
Urban Land Institute

Real Estate Investment Society

ON A PERSONAL NOTE

An avid traveler and hiker, Alexis climbed Machu Picchu over four days and plans to take on Kilimanjaro.

SELECTED PROJECT EXPERIENCE



MARCO ISLAND COMPREHENSIVE PLAN UPDATE

City of Marco Island, FL

Alexis served as Project Principal for the assessment and update of the City's Comprehensive Plan, last updated in 2009. She and her staff prepared an Assessment Report featuring policy analysis and updates corresponding with required changes to sweeping state legislature. The report was completed within six months of contract and within the original budget. Following the completion of the assessment, Alexis and team conducted community outreach and prepared rewrites of all elements within the Comprehensive Plan, addressing community vision, demographic changes and emerging development trends. The Comprehensive Plan was drafted and adopted by City Council within a 10-month time frame.



COMPREHENSIVE PLAN & LDC UPDATES

Bonita Springs, FL

Alexis has overseen her Planning staff's extensive work with the City since 2012 on a variety of projects aimed at updating its Comprehensive Plan and Land Development Code to reflect the City's vision for growth. Work has included drafting and processing amendments to address strategic initiatives for beautification of main corridors, heightened design standards for intensive uses, and general amendments to facilitate implementation of the code's intent, where staff identified ambiguity in the existing regulations. Her team also successfully implemented supplementary standards for auto-oriented uses, such as car washes and service stations, "big box" retail, social services, "homeless shelters," and development standards for the US 41 Redevelopment Overlay District to guide future growth along that corridor. This included form-based code graphics, explanatory figures and vignettes, and site planning depictions to fully explain the language's intent.



GREATER PINE ISLAND COMMUNITY PLAN

Lee County, FL

Alexis and staff prepared and processed Comprehensive Plan and LDC amendments tied to this Community Plan, which had been subject to numerous Bert Harris actions and required evaluation and updating to address legal concerns. The solution balanced protection of private property rights with the community's vision for protection of the environment and rural character.

Barraco and Associates, Inc.

CARL A. BARRACO, P.E.
Expert Witness

EDUCATION

University of South Florida
B.S. Civil Engineering, 1984
M.S. Civil Engineering, 1987

PROFESSIONAL REGISTRATION

Florida P.E. #38536 - 1987

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers (ASCE)

Florida Engineering Society (FES)

National Society of Professional Engineers (NSPE)

HONORS

2016 FES - Calusa Chapter Engineer of the Year

1998
Asphalt Contractors Assn. of FL, Inc. District One - Roads & Streets Award

1993-94 FES - Calusa Chapter Young Engineer Of The Year

1984 University of South Florida FES Student Engineer Of The Year

1983 University of South Florida ASCE Student Engineer Of The Year

Tau Beta Pi National Engineering Honor Society

Chi Epsilon National Civil Engineering Honor Society

Phi Kappa Phi National Honor Society

Carl A. Barraco, along with his associates, formed Barraco and Associates, Inc. in April 1998. Prior to this time he was a senior shareholder and served on the Board of Directors of a large Southwest Florida engineering and surveying firm. Mr. Barraco has been providing engineering services in Southwest Florida for 40 years. His professional experience is well diversified as illustrated below:

- Principal in Charge for **Naples Square**, an 11.8-acre redevelopment project in Collier County. The development discharges into Naples Bay, which has been classified as impaired for Copper and Iron by the FDEP. Water quality will be achieved by using a pervious pavement system which will serve to improve water quality discharging into Naples Bay.
- Design Engineer under Engineer of Record, Forrest H. Banks, P.E., for **Centennial Park** in the City of Fort Myers, Florida. The project included reclaiming river bottom consisting of 8' of silty material. The design included a non-typical retaining wall constructed in river fines with special rip rap.
- Project Engineer for **Caloosa Preserve**, a ±240-acre residential community in Lee County, Florida. This project involved soil conditions of extremely silty soil situated below suitable material providing a staging platform for lake construction. The excavated material was handled in non-typical fashion, being spread out, dried, and then blended with suitable material.
- Project Engineer for the **Construction, Engineering and Inspection of the Lee County Midpoint Bridge project, Segments 3 and 6**. These segments include the Midpoint Corridor from the Fort Myers side of the Caloosahatchee River to Evans Avenue, including the overpasses of McGregor Boulevard and U.S. 41 including relocation of City of Fort Myers and Lee County potable water and sanitary sewer utilities.
- Project Engineer for **Paseo,** a 444-acre residential community with 749 multi-family and 378 single family units. Services included infrastructure design including all drainage, water and sewer. Phase 1 included approximately one mile of 24" water main, of which ±2,100' was directional bore below Six Mile Cypress Slough.
- Project Engineer for full infrastructure to support the **River Hall** subdivision, a 2,000-acre, 1,199-unit residential subdivision, located off of S.R. 80 in Lee County. Included Infrastructure design and construction of over 20 miles of multiple diameter watermains, 18 miles of gravity sewer, 8.5 miles of forcemain including a Lee County Utilities 4,500 LF forcemain within the S.R. 80 right-of-way.
- Project Engineer for **Colonial Country Club**, a 750-acre, 18-hole golf course community with 1,250 residential units located at the corner of Treeline Avenue and Colonial Boulevard in Fort Myers. This project included 8 miles of roadway, 8.2 miles of potable water main, 5 sanitary lift stations, 7.8 miles of gravity sewer, and 2.5 miles of force main.

SHAWN **FARRELL**

15962 CUTTERS CT, FORT MYERS, FL 33908 | H: 239-872-0434 | shwndglsfrrll@gmail.com

SUMMARY

Results-driven senior leader with 25+ years of hospitality experience. Leadership style that balances long-term strategy formulation for property and team members with hands-on day-to-day operations. Solid experience managing successful renovation projects with adherence to operational standards. Adept at leading through change and crisis.

SKILLS

- Project management
- Goal setting
- Customer retention
- Profit and loss accountability
- Change management
- Budgeting and cost control strategies
- Operations management
- Cost analysis and savings
- Customer experiences
- Client relations

EXPERIENCE

12/2010 to Current — **General Manger**

South Seas Island Resort — Captiva, FL

- 474 mixed use guest units
- 2 marina facilities
- 5 food and beverage outlets and 31,000 sq feet of meeting space and social catering venues
- 4 managed retail outlets and 25,000 sq feet of tenant space
- Social membership of 500 and up to 500 associates in season
- Full service Real Estate office selling whole ownership as well as Interval ownership
- Managed relations with 21 different associations within the gates and no master association
- Worked directly with marketing and recreation departments to create "Scout About" program, which has driven excitement to our Facebook page and been copied and implemented by 6 other Hilton resorts
- Established clear performance goals and metrics for revenue, P&L, customer service and customer retention for each retail unit
- Strategized long-term business needs while generating guest relations feedback for process improvements
- Evaluated financial statements and daily reports to monitor Lease and Rental units performance to devise solutions for improvement of gross margin
- Directed 60 managers with over 500 associates across 14 departments that generated over $65,000,000 in revenue
- Fostered strong relationships with owners, members, customers, community and suppliers utilizing multiple means of communication and events

08/2006 to 12/2010 — **General Manager**

Hyatt Regency Pier 66 — Fort Lauderdale, Florida

- 384 guest rooms, full service marina with 127 boat slips, full service Spa and fitness center, 6 food & beverage outlets, 40,000 square feet of meeting and function space, $30 Million in annual sales, 250 employees
- Part of the senior team tasked with creating an area sales, accounting, engineering and executive team to manage 4 properties and bring savings/ synergy to all assets
- Successfully tasked by Area Managing Director to revive associate morale following a renovation and restructuring of the resort's organization, while building our relationship with Hyatt corporate
- Increased Associate opinion survey by 30% from 2006-2008
- Increased GAP (Corporate inspection program) by 13% 2006-2010 77.5% - 87.8%

06/2005 to 08/2006 **Hotel Manager**
Bahia Mar Beach Resort

- 296 guest rooms, full service marina 250 slips and home to the Fort Lauderdale Boat Show one of the largest shows in the world, 4 food and beverage outlets and 25,000 square feet of meeting space, multiple tenant and Yacht brokerage spaces and annual sales of $28 million, 125 employees
- Successfully tasked to consolidate executive team into a clustered executive team with neighboring property, Hyatt Pier 66
- Flowed 92% of all increased revenues for first 8 months in 2006 ($1.2 million) to GOP.

10/1995 to 06/2005 **Rooms Division Director**
LXR Luxury Resorts & Hotels — Fort Lauderdale, Florida

- Resort lead for install of new Hyatt property management system
- Facilitated second of two multi-million dollar renovations as executive committee liaison with designer and general contractor

10/1993 to 09/1995 **Rooms Division**
Hyatt Regency — Rochester, new York

01/1991 to 09/1995 **Banquets**
Holiday Inn — Rochester, new York

06/1987 to 09/1995 **Store Manager**
Silk Plants Etc — Rochester, new York

- Commercial & residential interior plant design and installation

EDUCATION AND TRAINING

Business
Monroe Community College — Rochester, NY

ACTIVITIES AND HONORS

- Sponsor representative for the Symphony of The Americas 2006-2010
- Main and secondary property for the Fort Lauderdale Boat Show, one of the largest boat shows in the world 1995-2010
- Greater Fort Lauderdale CVB Marketing and Advisory Committee 2006-2010

- Advisory board member and sponsor of the Land Seas & Air Show 2008-2009
- Advisory board member and sponsor representative of Bonnet House Museum & Gardens 2006-2010

ADDITIONAL INFORMATION

- reference s Available upon request.



J.R. EVANS ENGINEERING

ELIZABETH A. FOUNTAIN, P.E., CFM

PRINCIPAL

SENIOR VICE PRESIDENT FLOODPLAIN MANAGEMENT AND STORMWATER

Elizabeth offers over twenty years of experience in various aspects of project design, analysis, permitting, management, and review. She has experience in the design and permitting of land development projects that include residential, commercial, and industrial sites, but her focus and. extensive experience is in hydraulic modeling for surface water systems, and floodplain management analyses, both riverine and coastal. During her career, Ms. Fountain has provided professional consulting services in all aspects of civil engineering and floodplain management projects to public and private sector clients. As Director of our Floodplain Management and Stormwater Design department, Ms. Fountain specializes in services related to flood zone mapping and analysis, flood protection and mitigation analysis, flood proofing services and watershed hydrologic/hydraulic studies.

EDUCATION

Bachelor of Science
Civil Engineering

AFFILIATIONS

Professional Engineer, State of Florida, 2003, State of Texas, 2014

Certified Floodplain Manager (CFM) through Association of State Floodplain Managers Inc. (ASFPM)

National Society of Professional Engineers

Florida Floodplain Managers Association

Florida Engineering Society, Calusa Chapter
Chapter President, 2006
Chapter Secretary, 2005
Chapter Treasurer, 2004
Chairperson, Professional Development Committee, 2004

Tennessee Board of Architectural and Engineering Examiners

Leadership Lee County

Gulf Citrus Growers Association

Letter of Map Amendment/Revision (LOMA/LOMR) Project Description:
Facilitate revisions to regulatory flood maps through site-specific analyses to more accurately define the flood hazard boundaries and designations for properties.

EXPERIENCE

Stormwater Master Plan - Village of Estero

Project Manager for the development of a detailed hydrologic and hydraulic model of the stormwater facilities networks within The Village of Estero and conducting performance evaluations and assessments on the system during selected storm events. The project included documenting results of the performance evaluations for existing and build-out conditions, evaluating potential flood mitigation projects and providing recommendations to the Village on implementation of the projects and additional mitigation activities, such as regulatory policies.

Broadway Avenue West Watershed Analysis & Improvement Project - Village of Estero

Project Manager responsible for preparing a sub-watershed analysis for a tributary to the Estero River and developing the design for a drainage improvement project. Design included upgrading an existing culvert and associated drainage structures to optimize flow capacity and reduce potential flooding occurrences. Prepared construction plans and facilitated the permitting through Lee County Utilities and Village of Estero

Coastal Risk MAP Consultant - City of Fort Myers

Responsible for conducting site specific coastal analysis for portions of the City of Fort Myers to better define coastal flood zones per new storm surge study prepared by FEMA's Risk MAP team.

Bedman Creek/Dog Canal Watershed Study and Letter of Map Revision (LOMR) - Lee County

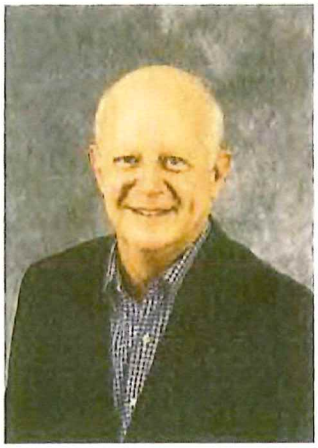
Responsible for conducting a watershed analysis and re-evaluating the design storm flows and flood elevations for the watershed. Facilitate a Letter of Map Revision (LOMR) process through FEMA to officially update the regulatory flood maps for the Bedman Creek/Dog Canal watershed.

Floodplain Management Projects - Lee County

- Eden House Condominium LOMR (Ft. Myers Beach)
- Estero Island Beach Club Drainage Improvement Project (Ft. Myers Beach)
- Ten Mile Canal/Old 41 LOMR
- Owl Creek LOMR – Floodway
- North Colonial Waterway LOMR – Floodway
- Estero Place Floodway Conditional Letter of Map Revision (CLOMR)
- Sandcaper Condominium LOMR (Ft. Myers Beach)
- Pink Shell Villas LOMR (Ft. Myers Beach)
- Ten Mile Canal/Metro Parkway LOMR
- Arroyal Place (Bonita Springs) No Rise Certification
- Hidden Harbor Development LOMR - Floodway
- Numerous Sanibel Island Property Coastal LOMRs

Floodplain Management Projects - Collier County

- Milano Condominiums FEMA Analysis
- Admiralty Point LOMR (Coastal)
- The Enclave of Naples Condominiums LOMA
- Vanderbilt Gulfside LOMR (Coastal)
- Villa Raphael Condominium (LOMR)
- The Royal Seafarer Coastal LOMR
- District School Board of Collier County Floodplain Analysis & LOMAs
- L'Ambiance LOMA
- Quarry LOMAs
- Verona Walk LOMAs
- Avellino Isles in The Vineyards LOMA
- Villages of Monterey Community LOMA
- The Sea House Condominium Coastal LOMR
- Moraya Bay Condominium Coastal LOMR



J.R. EVANS ENGINEERING

JIM VON RINTELN, M.A., FPEM, CEM, CFM

CRS AND EMERGENCY MANAGEMENT COORDINATOR

Jim offers over 35 years of Management, Emergency Management and Floodplain experience. Jim has served as the Collier County Emergency Management Operations Chief and Floodplain Manager as well as an Advisor to Congress on FEMA issues. During his career, Mr. von Rinteln, a retired Army Officer, has been involved in managing the County's National Flood Insurance Program (NFIP) as well as the response and recovery from 17 tropical storms and hurricanes during that time. Additionally, he was the lead manager responsible for designing and building the County's new Emergency Services Center which is considered highly resistant to a category 5 hurricane and received recognition for best practices at both State and National levels regarding its survivability design. Mr. von Rinteln's role with J.R. Evans Engineering includes assisting with our floodplain management projects and coordinating CRS services specifically related to Emergency Management Programs and outreach.

EDUCATION

M.A., Human Resource Management
Hawaii Pacific University, 1996

M.A., Equivalent, Resource Management
USMC University, 1993

USA Command & Staff College, 1988

B.A., Political Science/ Economics
University of Maryland, 1979

SPECIALIZED TRAINING/ CERTIFICATIONS

Florida Emergency Preparedness Association Certification (FPEM)

International Association of Emergency Managers (CEM)

Certified Floodplain Manager (CFM) with Association of State Floodplain Managers

Fully National Incident Management System (NIMS) qualified

FEMA Professional Development & Advanced Professional Development Series Certifications

FAA Commercial Rotocraft/Instrument Pilots License, 1979

EXPERIENCE

- Collier County Waterway Debris Management Plan (2023)
- Chairman, City of Marco Island Hurricane Irma Review Committee (2018)
- The Village of Estero NFIP qualification and initial CRS Rating Project (2017)
- City of Bonita Springs National Weather Service Storm Ready Project (2015/2016)
- City of Naples, FL, (2014): Emergency Preparedness Activity 600 (Flood Warning & Response) *
- City of Marco Island, FL (2014): Coordinated 5-year cycle review under 2013 CRS Manual*
- Hardee County, FL, Corrective Action Plan for a 2014 FEMA floodway violation.
- Collier County Emergency Management Operations Chief and Growth Management Disaster Relief and Floodplain Management, 1997-2014*

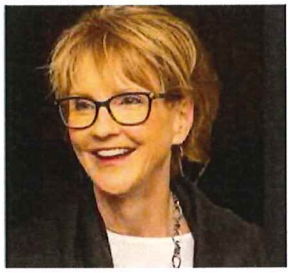
DISASTER EXPERIENCE - COLLIER COUNTY

- Hurricane Ian 2022
- Hurricane Irma 2017
- Wildfires 2011
- Hurricane Ike 2008
- Hurricane Wilma 2005
- Hurricane Katrina 2005
- Hurricane Ivan 2004
- Hurricane Frances 2004
- Tropical Storm Gabrielle 2001
- Merritt Fire 2001
- Patterson Fire 1999
- Hurricane Floyd Evacuation 1999
- Tropical Storm Mitch 1998
- Wilson Blvd Fire 1997
- Hurricane Isaac 2012
- South Block Fire 2014
- Tropical Storm Fay 2008
- Tropical Storm Ernesto 2006
- Hurricane Rita 2005
- Hurricane Dennis 2005
- Hurricane Jeanne 2004
- Hurricane Charley 2004
- 9/11 2001
- Y2K 2000
- Hurricane Irene 1999
- Tropical Storm Harvey 1998
- Hurricane Georges' 1998
- Land Yacht Harbor Tornado 1997

HONORS

- 2018 City of Marco Island Distinguished Citizen Award
- 2012 Leadership Collier Foundation
- 2011 James V. Mudd – Fellowship
- Florida Emergency Management Award from the Governor of Florida, 2008
- Distinguished Public Service Award from the Greater Naples Chamber of Commerce, 2006

DPFG
DEVELOPMENT PLANNING & FINANCING GROUP



LUCY GALLO, CGMA
MANAGING PRINCIPAL
SOUTHEAST REGION
lucy.gallo@dpfg.com

FOCUS AREAS
Fiscal Impact Analysis
Economic Impact Analysis
Incorporation Feasibility Studies
Impact Fee Evaluation and Representation

AFFILIATIONS
Government Finance Officers Association
Florida Government Finance Officers Association
NC Government Finance Officers Association
Urban Land Institute
National Association of Home Builders

PUBLICATIONS + TECHNICAL PAPERS
Impact Fee Handbook, NAHB, November 2016
An Overview of Special Purpose Taxing Districts, NAHB, September 2014
Municipal Finance Development Tools after the Great Recession, NAHB, January 2012
Paying for Public Infrastructure in the Carolinas, NAHB, July 2010
Analyzing the Benefits and Costs of Economic Development Projects, collaborative review, UNC School of Government, May 2010
Proportionate Share Impact Fees, co-author, NAHB, November 2009

PRESENTATIONS
LANDS Housing Law Roundtable, 2019
Impact Fee Symposium, Southeast Building Conference 2018
Growth & Infrastructure Consortium Annual Conference, 2017
Wise Financing for Smarter Growth in Today's Cash Strapped World, New Partners for Smart Growth, 2011.
Impact Fee Methodologies: Protecting Your Community from Controversies, National Impact Fee Roundtable, 2009

PROFESSIONAL EXPERIENCE
2011 to Present Development Planning & Financing Group, Inc. (DPFG) Managing Principal
2009 – 2011 AECOM Economics, Associate Vice President
2003 – 2009 Miley, Gallo & Associates, LLC, President and Principal

EDUCATION AND DESIGNATIONS
B.S. Accounting, University of South Carolina
Organizational Development Certificate Program, UNC
CGMA - Chartered Global Management Accountant

Lucy Gallo is the Managing Principal of the Southeast Region of DPFG and provides fiscal and economic impact analysis, real estate market analysis, benefit/cost modeling and public infrastructure finance (impact fees, tax increment financing, and special assessment districts) advisory services for urban development, redevelopment and comprehensive planning projects. Lucy has served as the lead fiscal and economic consultant for numerous large-scale economic development, and public/private partnership projects across the country.

Lucy understands that meaningful economic and fiscal impact analyses can successfully bridge the gap between traditional planning and economic reality to forge a cooperative, comprehensive community planning process. Over the years, she has assisted a diverse cross-section of communities, ranging from small towns and rural counties to large urban areas, with fiscal and economic analyses to evaluate important land-use planning initiatives. Regardless of the community's size, the goal of each engagement has been to address pertinent issues and concerns regarding long-term fiscal sustainability.

The ultimate goal of every modeling assignment is to help local governments, and their constituencies, in carrying out fiscal stewardship. Lucy's financial models are designed with utmost transparency; an approach that distinguishes her work in its field. Her studies have been subjected to the highest level of peer review, and those reviews consistently conclude that her approach to impact analysis is both thorough and comprehensive.

Academic collaborations include the UNC City and Regional Planning Department, the UNC School of Government, Winthrop University, and the Virginia Tech Real Estate Program.

SOUTHEAST REGION OFFICES

Amelia Island, FL
Gateway Commons
Amelia Island, FL 32034
P: (321) 233-2778 (M) 919-949-1838

Research Triangle NC
1340 Environ Way
Chapel Hill, North Carolina 27517
P: (919) 321-0232 (M) 919-949-1838

DAVID HENSON

Winter Park, FL 32789 | (865) 603-6280 | davidhenson865@gmail.com | linkedin.com/in/davidbhenson

EDUCATION

College of Charleston, Charleston, SC — **June 2021**
Master of Business Administration (MBA), Finance

- Microsoft Office Specialist (MOS), GPA: 4.0, Bloomberg Market Concepts (BMC), Real Estate Club, Consulting Club

University of Tennessee, Knoxville, TN — **May 2020**
Bachelor of Science in Business Administration (BSBA), Finance**,** Minor in Leadership

- Study Abroad 2019 — Brisbane, Australia
- Student Representative of Haslam College of Business – Financial Executives International (Knoxville Chapter)
- Financial Executives International (FEI) – Professional Promise Scholarship Recipient

PROFESSIONAL EXPERIENCE

Timbers Company, Winter Park, Florida

Timbers Company is the parent company behind Timbers Resorts and Soleil Hotels and Resorts. Timbers is a premier developer and operator of luxury properties, specializing in private residence clubs, boutique hotels, and resort communities. With a diverse portfolio spanning iconic destinations such as Aspen, Vail, Napa Valley, Kauai, Cabo San Lucas, and Tuscany, Timbers offers unmatched vacation experiences in some of the world's most sought-after locations. The company's investments focus on creating exceptional lifestyle destinations, combining high-end real estate with curated amenities, bespoke services, and unique ownership opportunities tailored to discerning travelers and homeowners.

Development Manager — **October 2022 – Present**

- Direct and manage re-development project efforts at South Seas Resort in Captiva Island, FL following Hurricane Ian
- Engage and manage architects, engineers, attorneys, designers, planners, and other consultants for South Seas Resort
- Create, maintain, and track comprehensive budgets for all development projects
- Analyze potential acquisition & development opportunities

Acquisitions Analyst — **February 2022 – October 2022**

- Underwrite acquisition and development opportunities in target markets internationally
- Create complex financial models to determine investment potential across multiple asset classes
- Perform extensive analysis on municipality zoning and overlays to determine development potential

Blake-Wilder Strategies (BWS), Charleston, South Carolina

BW Strategies is a specialized real estate acquisitions consulting firm that partners with national homebuilders, multifamily developers, private equity funds, and retailers looking to unlock rapid growth through strategic real estate positions. Some of BWS's clients include LENNAR, Greystar, Medmen, & Pharmacann.

Associate — **January 2021 – January 2022**

- Underwrite mixed-use, single family attached, and single family detached development opportunities
- Draft and negotiate letters of intent and purchase-sale agreements to purchase mixed-use sites, land, & lot positions
- Oversee, manage, & direct a team of analysts focused on Lennar's Coastal Carolinas land acquisition efforts
- Create pitch decks for potential joint ventures & land bank investors
- Track & report on over 150+ contracted land positions in different stages of the acquisition and development process
- Engage with attorneys, engineers, planners, & due diligence team members throughout the entitlement process

EXPERIENCE, SKILLSET, WORKING KNOWLEDGE

Real Estate Development | Investment Analysis | Real Estate Private Equity | Advanced Financial Modeling | Site Selection & Due Diligence | Financial Analysis of Development | Public Data Extraction | GIS Mapping Software | Negotiation | Comparative Market Analysis | Municipal Zoning Code | Entitlement Process | Due Diligence | Development Agreements | Asset Management | Branding

MHK
ARCHITECTURE

MARK MCLEAN, LEED-AP / AIBD
National Director

EDUCATION:
Associates in Arts/Associates in Science in Drafting & Design Technology Valencia State College

ORGANIZATIONS:
U.S. Marine Corps: Instructor
American Institute of Building Design: Professional Member 2008
Gulf Coast Builders Exchange: Member

EXPERIENCE:
HARRELL & COMPANY ARCHITECTS, Naples, Florida 2001-2006/2011-2016 PROJECT MANAGER / DESIGNER / DRAFTER
Position required drawing, checking and supervising the drafting of construction plans through the permitting process. Drafting included MEP and structural drawings, which where coordinated and reviewed by sub-contracted engineering firms. Daily interaction with local builders and coordinated permit packages and assisted with purchasing decisions that affect budgets. Communicated with construction superintendents through revisions, field inspections and project meetings. Coordinated the approval of projects with local community architectural associations and government boards. Other duties included maintaining a local area network with complete network and architectural drawing file back-ups.

CMSA ARCHITECTURE, Sarasota, FL 2006-2011 PROJECT MANAGER / DESIGNER
Position required drawing, checking and supervising projects from initial design phase with clients through construction drawings and into the permitting process. Duties included contracting and coordinating consultants for MEP and structural drawings to mesh with architectural plans. Interacted with construction superintendents and clients through project meetings, supplemental instructions, field inspections, pay request, punch lists, field reports and final turn over inspections.

Mark is MHK's project leader, design thinker, client advocate and relationship steward. He has experience in guiding the operations of our Naples studio; both in the mentorship and development of staff as well fiscal oversight. Mark manages varied projects with our designers and clients. He is a practice builder with a diverse portfolio of work.

Commercial – 4110 Design Park, LDS Church, Baker Park, Mangrove Bay Amenity Center, Karl's White Glove Storage, First Florida Integrity Bank (FFIB), Gulf Star Marina, Bonita Springs Utilities (BSU), Tide Dry Cleaning, Oil Well Road Craft Brewery, Royal Wood Country Club, 382 12th Avenue South.

2059 Tamiami Trail East
Naples, FL 34112
239.331.7092
mhkarchitecture.com

MHK
ARCHITECTURE

Matthew H. Kragh, AIA, NCARB
President

Matthew H. Kragh is the founding president and principal architect at MHK Architecture. The firm is nation-wide with offices in Florida, Colorado, North and South Carolina. Matthew has extensive experience in architecture and planning. He is an industry leader in re-zoning properties and obtaining land use entitlements and has led the design industry by maintaining a key role in community leadership. He has created several dynamic projects such as Naples Square, Mangrove Bay Development and Eleven Eleven Central Avenue and over He has been an integral leader in the design and development of several design award projects from the AIA. In 2013, Matthew received the President's Award from the AIA. In 2008, Matthew was the recipient of the coveted W.R. Frizzel Medal of Honor, the highest award an architect can be given from AIA Florida Southwest. In 2004, Matthew received the Humanitarian of the Year by AIA Florida Southwest for his continuing humanitarian efforts beyond the practice.

In addition to honor awards, Matthew has received many design awards from the community and peers. MHK was awarded the AIA Florida Southwest 2014 Firm of the Year in recognition of the highest quality design and service to the community. Mathew and MHK were awarded the Habitat for Humanity Communitas Award for Leadership in Community Service and Corporate Social Responsibility for their design of a new affordable Habitat home in the City of Naples.

EDUCATION

Master of Architecture, Illinois Institute of Technology
Bachelor of Science Architectural Technology, Western Kentucky University

LICENSE AND REGISTRATIONS

Registered Architect License: #AA26001988,
State of Florida Registration: AR16971
Registered Architect License: #9839, State of South Carolina
Registered Architect License: #14234, State of North Carolina
Registered Architect License: #7911, State of Kentucky
Registered Architect License: #ARC00405289, State of Colorado

MEMBERSHIPS

American Institute of Architects AIAFLSW, Past President
United Arts Council of Collier County, Past Vice President
Naples Downtown Association, Board of Directors
Economic Development Council, Committee Member
South Florida Land Preservation Trust, Board Member
Urban Land Institute, Executive Board Member
Beacon of Hope Foundation, Co-Founder
National Council of Architectural Registration Board Certified
National Kidney Foundation, Board Member
Junior Achievement of Southwest Florida, Collier Hall of Fame, Advisory Board Member Lee Health Foundation, Board Member

2059 Tamiami Trail East
Naples, FL 34112
239.331.7092
mhkarchitecture.com

MHK

GIVING BACK

Besides his professional work, Matthew donates his time to benefit the community at large. These charitable design projects include Gordon River Park, the City of Naples Dog Park, and renovations to the City of Naples Norris Center. Matthew has served as President to the AIA SWF, a Board of Director to the United Arts Council of Collier, the Naples Downtown Association, the ULI Executive Committee, the Economic Development Council of Collier County, The South Florida Land Preservation Trust, the City of Naples Four Corners Committee and a board of director of the National Kidney Foundation. Matthew and his wife Trista contribute to international mission work and run The Beacon of Hope, a charitable foundation.

Cathy Olson, CWB

EDUCATION
MS, Wildlife Ecology and Conservation; University of Florida (1998)

BS, Natural Resources Management; University of Maryland (1994)

CERTIFICATIONS/TRAININGS
Imperiled Beach Nesting Bird Monitor (Shorebird), FFWCC (#LSIT2400314)

Authorized Gopher Tortoise Agent GT-20-00041, FWC 2020

Registered Agent: Burrowing Owls RAG-20-00009, FWC 2020

Certified Park and Recreation Professional (#10361803)

PROFESSIONAL AFFILIATIONS
Certified Wildlife Biologist, The Wildlife Society (2003)

Certified Ecologist, ESA

EXPERIENCE SUMMARY

Ms. Olson serves as a Senior Environmental Scientist with 26 years of experience with Southwest Florida natural systems and permitting. At Pennoni, she assists with projects involving natural resources, wetlands, protected species studies, natural communities, and wildlife assessments. Ms. Olson prepares environmental documents and permits for our private and public clients. She also develops grant applications and land management plans for restoration and recreational activities.

She is well-versed in local, state, and federal agency permitting requirements for wildlife and wetlands. She authored Charlotte County's first Habitat Conservation Plan for Florida Scrub-jays (County projects) and has permitted multiple projects through the Southwest Florida Water Management District, South Florida Water Management District, Florida Department of Environmental Protection, United States Army Corps of Engineers, Section 7 and 10 permitting with the United States Fish and Wildlife Service, National Marine Fisheries Service permits for small-toothed sawfish and gopher tortoise relocation and incidental take permits for Florida burrowing owls with the Florida Fish and Wildlife Conservation Commission. Her 20 years in local government have prepared her adherence to comprehensive plans and local development codes.

REPRESENTATIVE PROJECTS

EnSite Inc., The Alva School, Environmental Assessment Alva, FL
Senior Environmental Scientist – Conducted listed species survey, plant inventory, and wetland mapping at The Alva School in support of redesigning bus safety lanes.

Perez Planning and Design, Estero Sports Park, Estero, FL
Senior Environmental Scientist - Led the environmental assessment on a 100-acre parcel owned by the Lee County School Board, Lee County and the Village of Estero. Future phases of the sports field complex development will include SFWMD, Corps and USFWS (Florida bonneted bats) permitting.

Caloosa Shores HOA, Bridge Replacement Sanibel, FL
Senior Environmental Scientist - Conducted site assessment, protected species surveys and secured US Army Corps of Engineers permit for a neighborhood bridge that washed away during Hurricane Ian. Coordinated with USFWS and NNMFS on listed species.

Blue Sky Communities, Protected species survey Cape Coral & Punta Gorda, FL
Senior Environmental Scientist –Led the Florida bonneted bat and gopher tortoise surveys on parcels that will become affordable housing for mentally divergent adults.

EnSite, Inc. , Village of Estero Trails, Estero, FL
Project Manager – Led the environmental assessment and permitting for a 60-acre park in Estero. Additional phases include gopher tortoise relocation, eagle monitoring and construction compliance.

WS SSIR Owner LLC, South Seas Resort, Captiva, Fl
Senior Environmental Scientist – Conducted the environmental assessment including listed species surveys, wetland determination etc. on a 300-acre partially developed property on Captiva Island. Wrote an indigenous preserve management plan and a bald eagle nest management plan and participated in public outreach meetings.

EnSite Inc., Victory Park, Cape Coral, FL
Senior Environmental Scientist – Led the Environmental Assessment on a several hundred-acre parcel of land adjacent to the existing Veteran's Administration Hospital. Gopher tortoise permitting and relocation, jurisdictional wetland determination and permitting will occur in the near future.

Cathy Olson, CWB

PROFESSIONAL AFFILIATIONS
Southwest Florida Scrub and Scrub-Jay Steering Committee

The Wildlife Society

Southwest Florida Cooperative Invasive Species Management Area Steering Committee, Vice-Chair (2012)

Charlotte Harbor Environmental Center, Inc, Board of Directors (2002-2003, 2005-2012)

Resource Conservation and Development Council, Board of Directors (2009-2015)

The Florida Wildlife Society, Graduate Scholarship Ranking Committee (2013-2018)

Peace River Audubon Society, Board of Directors (President: 2002-2005, 2007-2011)

Professional Support Team for Sales Tax Ballot Initiative (2002)

Charlotte Harbor Nature Festival, Chair (2002 and 2003) and Committee Member (2001)

HONORS/AWARDS
Environmental Conservationist of the Year Award 2019: Audubon of Southwest Florida

HighSpans Engineering Inc., Big Carlos Pass Bridge, Bonita Springs, FL
Senior Environmental Scientist – Conducted an environmental assessment, agency coordination, shorebird and sea turtle surveys and mitigation planting oversight for a replacement bridge in Bonita Springs.

Five Towns Oleander, Biological Assessment, St. Petersburg, FL
Senior Environmental Scientist – Led an environmental site review and wrote a Biological Assessment for a 4.5-acre parcel in St. Petersburg.

Ensite, Inc., Pine Island Road, Cape Coral FL
Senior Environmental Scientist –Led an environmental assessment and SFWMD permitting on a small parcel in Fort Myers.

Pelican Landing, Shorebird surveys Bonita Springs, FL
Senior Environmental Scientist – Conducted and coordinated daily shorebird surveys in support of beach renourishment as required by state and federal permits.

Florida Drawbridges, Inc., Blackburn Swing Bridge, Riprap Repair, Osprey, FL
Senior Environmental Scientist– Secured a US Army Corps of Engineers permit for a failing bridge embankment within Dryman Bay.

Polk Co. Parks & Natural Resources Div., Boat Ramp, Polk County, FL
Senior Environmental Scientist- Led protected species and wetland survey for Lake Buffum Boat Ramp. Secured sand skink and bluetail mole skink clearance letter from the USFWS, secured gopher tortoise permit from FWC, excavated and relocated gopher tortoises.

Lee County, Wild Turkey Strand Preserve and Yellow Fever Creek Preserve Enhancement, Cape Coral and Fort Myers, FL
Senior Environmental Scientist- Conducted SFWMD permit compliance vegetation monitoring in wet prairie and an enhanced wetland.

Wright Construction Group, Joe Coviello Park, Cape Coral, FL
Senior Environmental Scientist -Conducted pre-construction FWC authorized agent gopher tortoise surveys and Florida bonneted bat cavity tree and cavity inspections for Joe Coviello Park. Conducted bald eagle nest monitoring and submission of summary report. Wrote USFWS compliance reports.

Golden Lakes CDD, Corps permitting, Lakeland, FL
Environmental Scientist – Secured a United States Army Corps of Engineers No Permit Required letter from the Florida Department of Environmental Protection.

Pelican Sound Golf & River Club, Dog Park, Estero, FL
Ecologist – Led a gopher tortoise survey and wrote a management plan for the Village of Estero. Provided design alternatives to reduce permitting requirements and costs.

APTIM, Sanibel Causeway Shoreline Stabilization, Lee County, FL
Technical Leader - Coordinated environmental permits compliance and daily nesting sea turtle surveys during the Island B Causeway Stabilization construction.

Holiday Builders, Environmental Site Reviews, Southwest FL
Senior Environmental Scientist – Conducted environmental site reviews on hundreds of home lots. Due diligence site reviews focused on wetlands and listed species, including gopher tortoise, Florida scrub-jays, bald eagles, and burrowing owls. Permits were obtained for the gopher tortoise, Florida scrub-jay, bald eagle, and burrowing owls.

Trescott Planning Solutions, LLC
Urban and Regional Planning

421 Norwood Court • Fort Myers, Florida 33919
Cell 239-850-7163 • Office 239-433-4067
Email: trescottplanningsolutions@gmail.com

RESUME'
DANIEL LEE TRESCOTT

PROFESSION

Urban and Regional Planner, specializing in the Developments of Regional Impact (DRI), Comprehensive, Emergency Preparedness and Sea Level Rise Planning.

EXPERIENCE

July 1, 2009 to Present: President of Trescott Planning Solutions, LLC. Integrating hazard mitigation into the Charlotte County's Metropolitan Planning Organization Long Range Transportation Plan, evacuation time and storm tide determinations, Development of Regional Impact consultant for Southwest Florida Regional Planning Council, comprehensive planning relative to hurricane preparedness and mitigation, and expert witness.

December 1985-2012: Principal Planner, Southwest Florida Regional Planning Council. (1) coordinating the State DRI review process for over 220 DRIs, (2) writing the vegetation and wildlife, wetlands, storm water, energy, comprehensive plan consistency, wastewater and water supply, historical/archaeological, affordable housing, schools, marina, floodplains and hurricane evacuation sections of the assessments; (3) field visits to review environmental aspects of DRI sites; (4) monitoring for potential DRIs and for implementation of development order conditions; (5) presenting DRI staff assessments and other DRI related items to Regional Planning Council; (6) reviewing and commenting on local coastal management plan consistency; (7) supervised and completed sections of the 1987, 1991, 1995, and 2001 Regional Hurricane Evacuation Study Updates; (8) submitted and received approval of the first and only state DRI rule petition to allow on-site hurricane sheltering within category three zones of region for DRIs; (9) supervised the completion of four coastal county hurricane storm tide atlases in 1991; (10) coordinated the 1993 Lake Okeechobee SLOSH Model Study and completed the hurricane storm surge atlas in 1995; (11) completed in 1995 the first State of Florida Regional Hurricane Refuge of Last Resort Strategy Study; (12) completed in 1997 the Southwest Florida Hurricane Shelter Deficit Reduction Project; (13) completed the Business Organizations Active in Response to Disaster (BOARD) project; (14) complete portions of five counties local mitigation strategies in 1999; (15) supervised completion of DMA 2000 compliant LMS plans for Glades, Hendry and Charlotte and risk assessment for Lee County; (16) in 2000 began working on a long term cooperative agreement between EPA and the SWFRPC dealing with sea level rise impacts on land uses in Florida (completed 20 coastal counties working with 6 Florida Regional Planning Councils; (17) 2010 update to the regional evacuation study; (18) completed 2011 Southwest Florida Surge Depth Atlases; and 19) participant and speaker at national and state hurricane and sea level rise related conferences.

October 1983 - October 1985: Natural Disaster Planning Section Administrator, Division of Emergency Management, Florida Department of Community Affairs. (1) supervising the Natural Disaster Planning Section staffs who work with the peacetime emergency, hazard mitigation and growth management programs; (2) on-site coordinator for damage assessment teams sent to counties for such disasters as coastal and riverine flooding, tornadoes, sink holes, freezes, droughts, and wildfires; (3) justifying and coordinating the administration of a wide variety of disaster assistance programs for six federal declared disasters; (4) identifying and researching land use controls and building standards which improve the effectiveness of state and local emergency management and hazard mitigation plans and programs; (5) participating in conferences, workshops, and seminars to improve the emergency management capabilities of local and state personnel.

April 1980 - September 1983: Hazard Mitigation Coordinator, Bureau of Emergency Management, Department of Community Affairs. Developed local assistance guidelines for the preparation of county peacetime emergency and nursing home disaster plans, co-authored a report called "Hurricane Hazard Mitigation at the Local Government Level - the roles of the Building Code and other Development Management Strategies. Lead planner for the development and implementation of five post-disaster hazard mitigation studies pertaining to five Presidential Disaster Declarations.

September 1979 - April 1980: Recreation Planner, Division of Parks and Recreation, Department of Natural Resources.

June - September 1979: Engineer Technician II, Division of Planning, Department of Transportation.

EDUCATION

September 1978, Florida State University, Master of Science in Planning, June 12, 1980, emphasis was in urban and regional, environmental, and natural resources management planning.

1977-1978, University of West Florida, B.A. in Environmental Sciences on August 25, 1978.

1974-1976, Miami Dade South Community College, A.A. in General Sciences on December 16, 1976.

RECENT PROJECT REFERENCES

Removed Coastal High Hazard Density Cap in Downtown
City of Fort Myers Planning
239-321-7975

Pine Island Hurricane Evacuation for Local Plan Update
Michael Jacob, Lee County Attorney
239-321-7975

Developments of Regional Impact Consultant for SWFRPC
Margaret Wuerstle, SWFRPC Director
239-938-1813

Vista Traquila Comp Plan Amendment Objection
Save Guana Now (SGN), Nicole Crosby
917-626-4007

LONG TERM REFERENCES

Wayne Daltry, former SWFRPC Director
239-997-0673

John D. Wilson, Former Director Lee County Public Safety
239-481-7093

NOAH DANIELS VALENSTEIN

EDUCATION

Juris Doctor
Florida State University, College of Law
Tallahassee, FL• April 2008

Bachelor of Arts
Environmental Policy, Cum Laude
University of Florida
Gainesville, FL• December 1999

APPOINTMENTS

Presidential Fellow
The Water School at FGCU
2021-Present

Chairman for Biscayne Bay Commission
Appointment by Governor Ron DeSantis
2021-Present

Board for Florida Communities Trust
Appointment by Governor Ron DeSantis
2021-Present

Secretary of Florida Department of Environmental Protection
Unanimous confirmation by Florida Senate and Appointment by Governor Rick Scott and Governor Ron DeSantis
2017 - 2021

Executive Director of Suwannee River Water Management District
Appointment by Governor Rick Scott
2015-2017

Florida Greenways and Trails Council
Senate Appointment by President Toni Jennings, and Secretary David Struhs
1999-2004

SELECTED WORK EXPERIENCE

Brightwater Strategies Group, PLLC • Tallahassee, FL
Managing Partner, June 2021 - Current
Provide strategic counsel to companies regarding environmental policy, including agricultural, development, and environmental non-profit sectors.

State of Florida • Tallahassee, FL
Chief Resilience Officer, March 2020 - June 2021
Prepare Florida for the environmental, physical and economic impacts of sea level rise, reporting to the Executive Office of the Governor. Including developing resilience goals for the state to protect our coastal communities and fortify Florida's pathway to continued prosperity.

Florida Department of Environmental Protection • Tallahassee, FL
Secretary, June 2017 - June 2021
Provide executive oversight for the state's lead agency for environmental management and stewardship, which includes the protection of air, water, lands and natural resources for all 67 Florida counties, as well as the management and protection of award-winning state parks, trails and historic sites.

Administer a $7.7 billion budget, while reducing regulatory duplication and improving vital protections for the environment.

Suwannee River Water Management District• Live Oak, FL
Executive Director, October 2015 - June 2017
Provided executive oversight concerning water resource management and conservation for 15 counties containing the highest concentration of first magnitude springs in the United States, including 13 river basins and over 7,640 square miles of land resources.

Administered a $70 million budget while increasing the District's commitment to environmental projects and reducing administrative overhead.

Implemented organizational restructuring and strategic planning to build partnerships with all stakeholders for the protection of the District's natural resources.

Executive Office of the Governor• Tallahassee, FL
Policy Coordinator for Energy, Agriculture and Environment, December 2012 - June 2014, August 2014 - October 2015
Administered budget and policy issues for five state agencies with budgets totaling more than $3.0 billion related to energy, agricultural and environmental matters.

Non-Profit Advocacy and Policy Research • Tallahassee, FL
Director of Legislative Affairs for the Everglades Foundation, August 2011 - December 2012 & Self-Employed, Policy Research and Polling, June 2010 - December 2012

Rumberger, Kirk & Caldwell • Tallahassee, FL
Attorney, July 2008 - June 2010

Florida House of Representatives• Tallahassee, FL
Deputy Policy Chief, Environment and Natural Resources Council, December 2006 - September 2007 & Legislative Analyst, Office of Procedure and Policy, January 2006 - December 2006

Florida Department of Environmental Protection • Tallahassee, FL
Legislative Lobbyist, August 2002 - August 2005

HWA
Hans Wilson
& Associates
Marine Engineers and Environmental Consultants
www.hanswilson.com

Hans J.M. Wilson, P.E. – President

Hans is the principal engineer and co-owner of Hans Wilson & Associates, Inc. Educated as an Ocean Engineer (BSOE '81) at Florida Atlantic University, Hans secured his Florida Professional Engineer license in 1988. Hans' principal focus has been in the marine environment, designing a mix of hard structures (e.g. marina's, shoreline stabilization) and marine habitats to complement those designs and improve water quality. Current responsibilities include: site investigations and habitat analysis; planning and engineering design; local, state, and federal regulatory permitting; construction administration related to marinas, docks, dredging, seawalls, revetments, shoreline stabilization, mitigation sites, and habitat restoration. Specific responsibilities and expertise include development feasibility studies, project management, regulatory permitting, development of construction plans and specifications, design and analysis of hydrodynamic surveys, modeling of flows and flushing within marina basins and waterways, assessment of benthic habitats, analysis of environmental impacts, regulatory variances, expert witness testimony, and compliance monitoring.

Hans is responsible for overseeing all reports and data interpretation related to environmental resource permitting, development suitability reports, and site inventories. Hans has been accepted as an expert in marina design, permitting, and enforcement issues relative to local, state and federal permitting agencies. Hans has been qualified as an expert witness with the Department of Environmental Protection, the South Florida Water Management District, the City of Sanibel, the City of Bonita Springs, and Lee County for a variety of projects related to environmental and marina consulting.

Education: B.S. - Ocean Engineering/Florida Atlantic University, 1981

Registration: License Professional Engineer #39680, State of Florida, 1988
Certified Engineer Intern No.481ET266, State of Florida, 1982

Elected Position: Captiva Erosion Prevention District Commissioner (1985 – 1988)

Certifications:
N.A.U.I. certified Sport Diver - 1977
U.S. Merchant Marine Officer (OUPV) – 2002 (in Continuity)

1938 Hill Avenue ▪ Fort Myers, FL 33901
Office: (239) 334-6870 ▪ Fax: (239) 334-7810
hans@hanswilson.com

Affiliations:
Southwest Florida Marine Industries Association – President
Marine Industries Association of Florida – Past President
Lee County RESTORE Act Advisory Committee – Past Chairman
Florida Engineering Society
Lee County Coastal Advisory Council – Past Founding Member
Florida Boating Advisory Council – Past member, appointed by Governor Scott.

Continuing Education (last ten years):
Guide to Effective Technical Writing for Engineers (2025)
Sheet Pile Design (2025)
Ethics for Florida Engineers (2025)
Florida Laws and Rules (2025)
2023 Florida Building Code Update (2025)
Installation of PVC Water and Sewer Piping Systems(2024)
2024 Florida Resilience Conference
Advanced Florida Building Code, 8th Edition Update (2024)
Ownership Transition & Valuation (2023)
Concrete Pipe Woodring Road Sanibel Protection Case Study (May 2023)
Engineering Disasters: FIU Pedestrian Bridge Collapse (Feb 2023)
Tropical Engineering: Concrete, Wood, Metals (Jan 2023)
Florida Laws and Rules 2023 (Jan 2023)
2023 Ethics for Florida Engineers (Jan 2023)
Maintenance of Waterfront Facilities PT1 (Dec 2022)
Seawall Stabilization and Preservation Through Permeation (Aug 2022)
Laws and Rules (Feb 2021)
Ethics, Professionalism, and Disciplinary Actions (Feb 2021)
Contract Dispute Management (Feb 2021)
Advanced Florida Building Code (2020)
FSBPA Technology Conference (2020)
FSBPA Annual Conference – (2019)
International Marina & Boatyard Conference (Jan 2019)
Helical Pile and Tieback Design (2019)
Storm Pipe Fundamentals (2019)
Ethics for Engineers (2019)
FSBPA Annual Conference – (2018)
Implementation of Drone Technology(2018)
Ownership Transition and Valuation (2018)
Florida Engineering – Laws and Rules (Feb 2017)
FSBPA Technical Conference – (Feb 2017)
International Marina & Boatyard Conference (Jan 2017)
Advanced Florida Building Code Accessibility (June 2016)
International Marina & Boatyard Conference (Feb 2015)
Florida Engineering – Laws and Rules (Feb 2015)

Christopher S. Wright, P.E.

Registration

Florida Professional Engineer 54880
Florida Special Inspector 1181

Professional experience

Significant design, management and special inspection experience on low-rise and high-rise residential and commercial projects including designs incorporating common construction materials such as concrete, steel, wood and aluminum and innovative materials such as fiber-reinforced polymers.

Project Experience

Tower Tampa Condominium, Tampa, Florida. EOR/SI. Schematic Design, Design Development, Contract Documents for 52-story condo utilizing concrete shearwall, post-tensioned slab frame, post-tensioned transfer girders and drilled shaft mat foundation. Wind tunnel tested with geotechnical-finite analysis.

One Water Place, Destin Florida. Design build team with Structural Preservations for expert witness and repair solution of post tensioned slab failure for (3) 25 story towers. CFRP strengthening and cable slab reconstruction.

Babcock Ranch, Port Charlotte Florida. Town and Civic Center for the Babcock Ranch Development. Consists of multiple structures ranging from restaurants to small convention/auditorium center buildings. Structure types range from light gage steel to structural steel and CMU wall framing.

Berkshire Oaks, Ocala, Florida. EOR of 225,000SF of retail and general site structures for major retail anchor development. Structures ranged from tilt-up concrete panels to CMU walls, structural steel framing and miscellaneous light gage framing work.

High Point I and II Condominium, Fort Myers, Florida. EOR/SI. Schematic Design, Design Development, Contract Documents and Inspections for 34-story condo utilizing concrete shearwall, post-tensioned slab frame, post-tensioned transfer girders and auger-cast foundation. Wind tunnel tested.

Galleria 400 Office Complex, Atlanta, Georgia. Project Manager. Schematic Design, Design Development, Contract Documents and Construction Administration for 19-story Office Building utilizing concrete column-beam frame and concrete pile foundation.

Atlanta Bonded Warehouse, Atlanta, Georgia. Specialty Project Engineer. Contract Documents and Construction Administration for a 140,000sqft. Warehouse utilizing a concrete post-tensioned super-flat slab.

Azure Condominium, Bonita Bay, Florida. EOR/SI. Schematic Design, Design Development, Contract Documents and Inspections for 28-story condominium utilizing concrete column / shear wall post-tensioned slab frame, 60" post-tensioned transfer slab, and auger-cast pile foundation.

Sun City Center Commons Development. Sun City, Florida. Schematic Design, Design Development, Contract Documents for multiple buildings ranging from an Auditorium building, a café and information centers, pool buildings and multipurpose buildings. This project is under construction, 5 year development plan.

First Street Village Mixed Use. Fort Myers, Florida. Schematic Design, Design Development, Contract Documents for mixed use development project consisting of town homes, retail centers, grocery store, 300 live work units and a centralized parking structure. Structures ranges from post-tensioned frames to typical load bearing CMU walls with bar joist roof structures.

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Ovation Condominium, St Petersburg, Florida. EOR/SI. Schematic Design, Design Development, Contract Documents and Inspections for 28-story condominium utilizing concrete column / shear wall post-tensioned slab frame, and drilled shaft foundations.

Stadium Club Mixed Use and Parking Structure, Gainesville, Florida. Design and Inspection of an (8)-Story post-tensioned concrete structure. Retrofitted and replaced significant quantity of mild steel reinforcement in shear walls with NSM FRP rods. Upgrade floor load capacities over (2) two elevated floors from 50psf to 100psf with FRP strips. Added elevator shafts and terminated post- tensioned reinforcing, while recovering the resulting loss in floor strength with added carbon based FRP strips. New 6-story adjacent parking structure.

Hampton Inn, Clearwater Florida. Schematic Design, Design Development, Contract Documents and Inspections for 14-story Hotel /Parking utilizing concrete column / shear wall post-tensioned slab frame, and auger cast foundations.

Wind Tunnel Study Ebb Tide Houses. Panama City, Florida. Wind tested and studied three configurations of a proposed 600ft long parallel to shore 22-story condominium to determine the effects on the adjacent single-family beach houses. The Florida DEP requested the wind study.

Boardwalk Resort Hotel-Time Share Condominium, Panama City, Florida. Schematic Design, Design Development, Contract Documents for 26-story resort utilizing concrete tunnel form slab wall frame and driven pile foundations. Wind tunnel tested.

Work history

2000 - Present	b&w structural designs, llc. President	Tampa, Florida
1994 - 2000	Jenkins & Charland, Inc. Project Engineer/Engineering Manager	Sarasota, Florida
1993 - 1994	Cable Concrete Structures, Inc. Project Engineer Intern.	Atlanta, Georgia

Education

Clarkson University — Potsdam, New York
Bachelor of Science in Civil Engineering, 1993

Lennart J. Lindahl, P.E.

MacVicar Consulting, Inc.
4524 Gun Club Road, Suite 201
West Palm Beach, FL 33415
O: (561) 689-1708; C: (561) 719-4307
len@macvicarconsulting.com, FL PE # 53867

Executive Profile

Mr. Lindahl has over 30 years of engineering / technical management experience and is currently a senior engineer with MacVicar Consulting, Inc. Before joining MacVicar Consulting, Inc., he served as Vice President of Special District Services, Inc. (SDS), a Florida Firm specializing in the creation and management of special taxing districts throughout Florida. Prior to joining SDS, he was the Assistant Executive Director of the South Florida Water Management District (District) where he was responsible for approximately 1,300 employees dedicated to the agency's core mission which includes operating, maintaining and protecting flood control, water quality, water supply and natural systems covering the 16 county area from Orlando to the Florida Keys and serving a population of approximately 8.1 million residents with an annual budget of approximately 750 million dollars. Prior to joining the District, he was the Managing Principal for AECOM, a Fortune 500 company, Florida Water Practice which includes all wastewater, water, water resources and community infrastructure (general municipal) clients. In that role, he was responsible for management, profitability and direction of all Florida water staff including implementation and monitoring of operational plans and budgets, development and implementation of strategic plans, adherence to corporate policies, project contractual terms, project health and safety as well as quality control adherence and procedures.

Education

Bachelor of Science, Civil Engineering, 1993
Lafayette College

Master of Science, Civil Engineering, 1995
Lehigh University

Master's Thesis - "Hydraulic and Hydrologic Analysis of C-102 Basin, SFWMD"

Summary of Experience

May 2018 – Present: MacVicar Consulting, Inc.

Senior Engineer with a very experienced, highly specialized consulting team providing client services related to water resource management in Florida. Areas of expertise include:

- The Water Management Facilities, Policies and Rules of the South Florida Water Management District as well as state, federal and local agencies.

Miami-Dade Lake Belt Mining Area – Regional representative and Engineer of record for various permits within the approximate 70 square mile Lake Belt area for Cemex, White Rock, Titan and Vulcan mines. In addition, responsible for all water quality monitoring and compliance.

SDI Quarry – Engineer of Record for Martin Marietta's approximate 465 acre SDI Quarry in Florida City. Responsible for consumptive use reporting, water quality monitoring and mining activities.

SDI Quarry – Soil Bentonite Slurry wall – Owner's representative and Owner's Project manager for the construction of an approximate 1-mile in length and 80 ft deep soil bentonite cut off wall to prevent the movement of hypersaline groundwater into the mining area in Florida City.

C-51 Reservoir – Consultant for the construction of and development of the Operation Manual for the C-51 Reservoir Project which is a regional alternative water supply project for Southeast Florida designed to capture excess storm water currently wasted to tide and causing harm to the Lake Worth Lagoon. The stored water is used to replenish the surficial and Biscayne Aquifers throughout the region for public water supply purposes. The C-51 Reservoir provides 14,000 acre-feet of storage and is approximately 36 feet deep with the majority of the storage below ground. The C-51 Reservoir provides sustainable recharge of the Biscayne Aquifer through the existing South Florida regional canal network, allowing for the withdrawal of 35 million gallons–per–day of water by the eight (8) participating utilities – Broward County, City of Sunrise, Hallandale Beach, City of Dania Beach, City of Margate, City of Pompano Beach, City of Ft. Lauderdale and Miami-Dade County.

2017-2018: Special District Services, Inc.

Vice President

Principal in charge of Client Service and Operations for Special District Services, Inc. (SDS) which creates and manages special taxing districts throughout the State of Florida. SDS was organized to meet the growing demand for urban services and provide a public financing vehicle to serve community infrastructure and service needs in a timely and cost-effective manner. While at SDS, Mr. Lindahl authored over 12 assessment methodologies totaling over $250,000,000 in financing and refundings.

Services Include:

- Special District Formation
- Special District Legislation
- CDD Management
- Intergovernmental Coordination
- Construction Administration
- Utility Administration
- Risk Assessment Analysis
- Landowner Consultation
- Permitting
- Website Design & Maintenance

2013 – 2017: South Florida Water Management District (District)

Assistant Executive Director

This position reports directly to the District's Executive Director and is responsible for the executive management of the agency's core mission functions. The District is a regional governmental agency that provides flood protection to South Florida through one of the largest water management systems in the world; works with utilities and stakeholders to develop long-term water supply plans; and is implementing landmark restoration strategies to improve water quality, expand water storage and restore more natural flows to America's Everglades. With an annual budget of approximately $750 million, the District encompasses 16 counties from Orlando to the Florida Keys and serves a population of approximately 8.1 million residents. It is the oldest and largest of the state's five water management districts. Created in 1949, the agency is responsible for managing and protecting water resources of South Florida by balancing and improving flood control, water supply, water quality and the natural systems.

Mr. Lindahl's areas of responsibilities included overseeing approximately 1,300 employees including the following divisions: Engineering and Construction, Regulation, Water Resources, Field Operations and Land Management, Everglades Policy and Coordination, Information Technology, Real Estate, Administrative Services (including the agency's budget), and the Big Cypress Basin Service Center.

Mr. Lindahl was the agency lead for several efforts including the Central Florida Water Initiative and the Temporary/Portable Forward Pumps Permit.

2000 – 2013: AECOM (Successor to Boyle Engineering Corporation and LBFH, Inc.)

AECOM is a Fortune 500 company that provides professional, technical and management support services to municipal and government clients in the markets of transportation, facilities, environmental, energy, water and government.

Vice President – District Manager and South Florida Area Manager

- District Manager – Florida Water Responsibilities
    - Managing Principal for wastewater, water, water resources and community infrastructure (general municipal) clients
    - Management, profitability and direction of all Florida water staff
    - Development and implementation of operational plans and budgets, development and implementation of strategic plans, adherence to corporate policies, project contractual terms, project health and safety as well as quality control adherence and procedures
- Other Responsibilities Internal to AECOM
    - Regional Market Segment Leader for Water Resources
        - Responsible for identifying potential growth areas in the water resources market and capturing new projects for AECOM in the southeast seven states
    - South Florida Service Area Manager:
        - Responsibilities include office logistics, workload sharing and cross-selling among all business lines
    - AECOM Americas, Government and Construction Services Leadership Development Program – Future Leadership Program for top employees in North America at AECOM

Select Project Experience with AECOM (2000 – 2013)

Mr. Lindahl's project experience includes a broad range of civil and environmental engineering projects. He has particular expertise in water resources and environmental issues where his responsibilities have included technical expertise and testimony in hydraulic and hydrologic modeling, civil and environmental project design, management and permitting. He has concentrated on both regional and sub-regional modeling initiatives associated with various aspects of the Everglades Restoration Program and subsequent Comprehensive Everglades Restoration Plan (CERP) as well as the analysis and design in support of permit acquisition and development for various clients. The following is a sampling of career engagements:

Special District Representation and Oversight

Experience as Client Service Manager and/or District Engineer includes:

- General consulting to the Board of Supervisors
- Expert testimony at public hearings and court proceedings
- Assistance in public financing
- Permit reviews and protocols
- Planning and design
- Modeling and hydraulic and hydrologic analysis
- Consumptive use permits and analyses
- Water quality monitoring and analysis
- Construction plans preparation
- Specifications
- Contract preparation and administration
- Services during construction
- Preparation of Plans of Improvement and Public Facilities Reports
- Project performance and client satisfaction

Mr. Lindahl served as Client Service Manager and/or District Engineer for the following Special Districts

South Indian River Water Control District
Troup Indiantown Water Control District
Seminole Improvement District
Northern Palm Beach County Improvement District
North St. Lucie River Water Control District
Ft. Pierce Farms Water Control District
St. Johns Improvement District
Beeline Community Development District
East Beach Water Control District
South Florida Conservancy District
East Shore Water Control District
Pelican Lake Water Control District
Pahokee Water Control District
South Shore Drainage District

Special District Selected Projects

South Indian River Water Control District (SIRWCD) – Water Control Structures
District Engineer and Client Service Manager
Manager of design, modeling, permitting, bidding and construction observation of improvements which provided for five (5) water control structures in the primary outfall canals of the 9,000 ± acre west basin. The structures are intended to improve groundwater recharge and reduce overdrainage during dry periods, as well as to improve the quality of runoff eventually discharged into the Northwest Fork of the Loxahatchee River. Additionally, the Plan includes a nonstructural component that establishes a definitive protocol between South Florida Water Management District (SFWMD) and SIRWCD for the operation of an interconnected structure to achieve improved flood control for SIRWCD and the delivery of freshwater flows to the Northwest Fork of the Loxahatchee River.

The water control structures consist of sheetpile weirs with concrete caps, each with an operable sluice gate. Rock rubble riprap was installed upstream and downstream of the structures for both erosion control and aeration of discharges over the weir. The operable gates are equipped with radio telemetry for remote sensing of water surface elevations and gate operations. The gates have electric motor operators and the provision for manual operation, should the electric service be disabled during a storm.

SIRWCD – Roadway Improvements
District Engineer and Client Service Manager
Manager of design, permitting, bidding and construction services for approximately 43 miles of roadway improvements within SIRWCD.

SIRWCD – Potable Water Distribution
District Engineer and Client Service Manager
Manager of design, permitting, bidding and construction services for potable water improvements for all lots within portions of Sections 9, 15, and 22 and all of Sections 16 and 17 in the east basin of SIRWCD between the C-18 and the Florida Turnpike. The project includes the following:

- Approximately forty-five miles of pipe
- Crossing under the Florida's Turnpike and Interstate 95
- Sixteen sub-aqueous and elevated canal crossings
- 445 fire hydrants.

Troup Indiantown Drainage District
District Engineer and/or Client Service Manager (2003 – 2013)
District Engineer and/or Client Service Manager for the 13,000-acre ± special district located in Martin County. Mr. Lindahl provided general engineering services related to drainage, irrigation and water management which included, but were not limited to: design of new and rehabilitation of existing canals, drainage structures, and pump stations; construction engineering and contract administration services; hydraulic analyses and flood profile determinations for the canal system; flood studies, evaluations and recommendations; review of permits; and advice on operation and maintenance matters.

Everglades Mitigation Bank
Client Service Manager and Engineer of Record
Florida Power & Light's (FPL) Everglades Mitigation Bank (EMB) is approximately 13,455 acres and is located in southern Dade County near the Turkey Point Power Plant.

- The bank contains several unique wetland types, including herbaceous fresh water, mangrove, saltwater marsh, and riverine depressional systems. This variety of wetland types provides local and state governmental agencies and other utilities with a range of mitigation credit types for statewide linear projects such as roads, waterlines, etc.
- Credits for non-linear projects are available to businesses, private homeowner's and developers for projects in Dade, Broward, and southern Palm Beach County.
- Services included water management design including modeling and permitting.

Treasure Coast Mitigation Bank
Client Service Manager and Engineer of Record

- Hydraulic and hydrologic design, modeling and permitting for a proposed approximate 2,500 acre mitigation bank located in St. Lucie County.
- Services included expert testimony

City of Palm Beach Gardens: Stormwater System Retrofit
Client Service Manager
Manager for the design and permitting for a stormwater system retrofit for the approximate 100-acre residential community that was developed in the early 1960's. The retrofit consists of modifications and enhancements to swales, pipe upgrades and replacements, and hydraulic modeling of the neighborhood drainage system. The project involved public outreach in the form of several neighborhood meetings so affected residents would have an opportunity to understand the design as well as the timing and impact of the construction.

Select Project Experience with MacVicar, Federico and Lamb, Inc. (1995 – 2000)

South Florida Water Management District - Alternative Land Use Analysis, Eight and One-Half Square Mile Area
Project Manager
Responsible for the modeling and design for the South Florida Water Management District contract on the 8.5 square mile area in southern Dade County.

Everglades Agricultural Area - Environmental Protection District
Project Manager
Responsible for representation, analysis and simulation of regional water management issues for the Everglades Protection District. Analyses included the implementation of various regional models including the Natural Systems model and the South Florida Water Management Model.

Palm Beach Aggregates, Inc.
Project Manager
Engineer of Record or permitting and modifying various phases to the mining operation including obtaining aquaculture permits.

Florida Department of Agriculture and Consumer Services
Project Manager
Responsible for representation, analysis and simulation of regional water management issues. Analyses included the implementation of various regional models including the Natural Systems model and the South Florida Water Management Model.
Client Representation on the Following Project Teams:

- Restudy - General Restudy Team; Alternative Evaluation Team; Alternative Development Team; Implementation Team
- Water Preserve Area Feasibility Study Team
- Lower East Coast Regional Water Supply Plan
- Modified Water Deliveries to Everglades National Park
- Interim Structural and Operation Plan
- Interim Operational Plan
- Northern Palm Beach County – CERP: Modeling Subgroup

Modeling Experience

HEC-1; HEC-2; UNET; South Florida Water Management Model (SFWMM); Natural Systems Model (NSM); SWMM; MODFLOW; MODBRANCH; BRANCH; AdICPR; STELLA and other specialized models and spreadsheet algorithms

Current and Past Affiliations

- LBFH, Inc - Board of Directors (2002-2006)
- Boyle Engineering Corporation – Board of Directors (2007-2008)
- Town of Jupiter, Planning and Zoning Commission (2004 – 2007)
- Jupiter Children's Foundation – Board of Directors (2010-2013)
- Jupiter Tequesta Athletic Association Volleyball Sports Board - Board of Directors (2011-2013)
- Sideout Volleyball Club – Board of Directors (2014-2017)
- National Mitigation Banking Association
- Jupiter Middle Lacrosse Club – Board of Directors (2016 –2017)
- Rio Vista Homeowners Association (Board Member 2008 – 2010)
- Water Management Institute (Vice President and Secretary)
- Florida Engineering Society
- National Society of Professional Engineers
- American Water Resources Association
- Florida Association of Special Districts
- American Society of Agricultural and Biological Engineers

LANDSCAPE ENHANCEMENT PLANS

SOUTH SEAS ISLAND RESORT
LANDS END REVETMENT ENHACEMENTS

Captiva, Florida

VICINITY MAP



N.T.S.

GENERAL NOTES

1. CONTRACTOR SHALL VERIFY WITH OWNER'S REPRESENTATIVE THAT PLANS ARE CURRENT AND APPROVED.
2. WORK SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF LEE COUNTY
3. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY AND/OR REQUIRED PERMITS AND PAY ALL RELATED FEES AND/OR TAXES REQUIRED TO INSTALL THE WORK ON THESE PLANS.
4. THE CONTRACTOR SHALL BE APPROPRIATELY LICENSED AS REQUIRED BY THE STATE IN WHICH THE WORK TAKES PLACE.
5. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY OF ANY ERRORS, OMISSIONS OR DISCREPANCIES IN EXISTING CONDITIONS OR WITHIN THE PLANS PRIOR TO BEGINNING THE WORK.
6. DETERMINATION OF "EQUAL" SUBSTITUTIONS SHALL BE MADE ONLY BY THE LANDSCAPE ARCHITECT.
7. LANDSCAPE ARCHITECT SHALL BE NOTIFIED NO LESS THAN 48 HOURS IN ADVANCE OF ANY SITE OBSERVATIONS OR MEETINGS.
8. SITE OBSERVATIONS AND MEETINGS SHALL INCLUDE:
   A. PRE-CONSTRUCTION CONFERENCE
   B. SELECTION AND TAGGING OF SPECIMEN TREES AND NURSERIES - LANDSCAPE CONTRACTOR TO COORDINATE WITH LANDSCAPE ARCHITECT, ALLOW A MINIMUM OF 48 HOURS.
   C. LAYOUT AND INSTALLATION OF HARDSCAPE AND LANDSCAPE STRUCTURES IN RELATION TO DESIGN INTENT
   D. LAYOUT AND INSTALLATION OF IRRIGATION SYSTEM INCLUDING COVERAGE TEST
   E. PLANT MATERIAL QUALITY AND INSTALLATION AT THE PROJECT SITE
   F. OBSERVATION TO ESTABLISH 90-DAY MAINTENANCE PERIOD (FINAL)
   G. FINAL OBSERVATION AT THE END OF THE 90-DAY MAINTENANCE PERIOD (FINAL)

   NOTE: "LANDSCAPE" SHALL REFER TO ALL IMPROVEMENTS WITHIN THIS SET OF DOCUMENTS THAT HAVE BEEN DESIGNED BY THIS OFFICE.
9. SITE OBSERVATION BY THE LANDSCAPE ARCHITECT DURING ANY PHASE OF THIS PROJECT DOES NOT RELIEVE THE CONTRACTOR OF HIS PRIMARY RESPONSIBILITY TO PERFORM ALL WORK IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS AND GOVERNING CODES.
10. THIS FIRM DOES NOT PRACTICE OR CONSULT IN THE FIELD OF SAFETY ENGINEERING. THIS FIRM DOES NOT DIRECT THE CONTRACTOR'S OBSERVATIONS, AND IS NOT RESPONSIBLE FOR THE SAFETY OF PERSONNEL OTHER THAN OUR OWN ON THE SITE; THE SAFETY OF OTHERS IS THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHOULD NOTIFY THE OWNER IF HE CONSIDERS ANY OF THE RECOMMENDED ACTIONS PRESENTED HEREIN TO BE UNSAFE.

PLANT SCHEDULE

GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	BF	360	BORRICHIA FRUTESCENS	SEA OXEYE DAISY	1 GAL	24" o.c.
	SP2	76	SESUVIUM PORTULACASTRUM	SHORELINE SEAPURSLANE	1 GAL	48" o.c.
	SP5	112	SPARTINA PATENS	SAND CORDGRASS	1 GAL	36" o.c.
	US2	137	UNIOLA PANICULATA	SEA OATS	1 GAL	36" o.c.

MATERIALS LEGEND

	CODE	MATERIAL	DETAIL / SHEET	SIZE / PATTERN	MODEL #	MANUFACTURER	COMMENTS/NOTES	QUANTITY
	P1	CRUSHED SHELL MULCH	A-D / L2.401	¾" WASHED SHELL	-	-	SUPPLEMENT EXISTING SHELL ON SITE.	2,617.88 Cu Ft
	P2	DIRT LOCKER EROSION CONTROL CELLS	C / L2.401	MEDIUM: 48" Wide X 9" Depth	-	DIRT LOCKER https://dirtlocker.com/	INCLUDE 24" J-HOOKS AT ALL CONNECTIONS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.	2 x Pack of 100 Med. Cells J Hooks: 80 (8 x Pack of 10)
	P3	GEO-WEB EROSION CONTROL MAT	A-D / L2.401	3" DEPTH CELLS	-	PRESTO GEO-WEB STYSTEMS https://www.prestogeo.com/products/soil-stabilization/geoweb-geocells/	INCLUDE ALL CONNECTORS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.	1,966 LF @ 8' Wide +/- 140 Presto Geoweb Mats
	P4	REMOVABLE BOLLARD	E / L2.401	8"x8" @36 In. O.C.	-	AMERICAN TIMBER & STEEL www.americanlimberandsteel.com *(OR EQUAL)*	INSTALL PER MANUFACTURER RECOMMENDATIONS. FIELD LOCATED BY LANDSCAPE ARCHITECT	6 (EA)
	P5	LANDSCAPE BOULDERS	F / L2.401	VARIES: MATCH CHARACTER OF RIP RAP ON SITE	-	-	FIELD LOCATED BY LANDSCAPE ARCHITECT	-
	P6	EXISTING RIP RAP	-	-	-	-	PULL BACK TO SEAWARD SIDE OF SEA WALL	-



¾" CRUSHED SHELL WASHED AGGREGATE



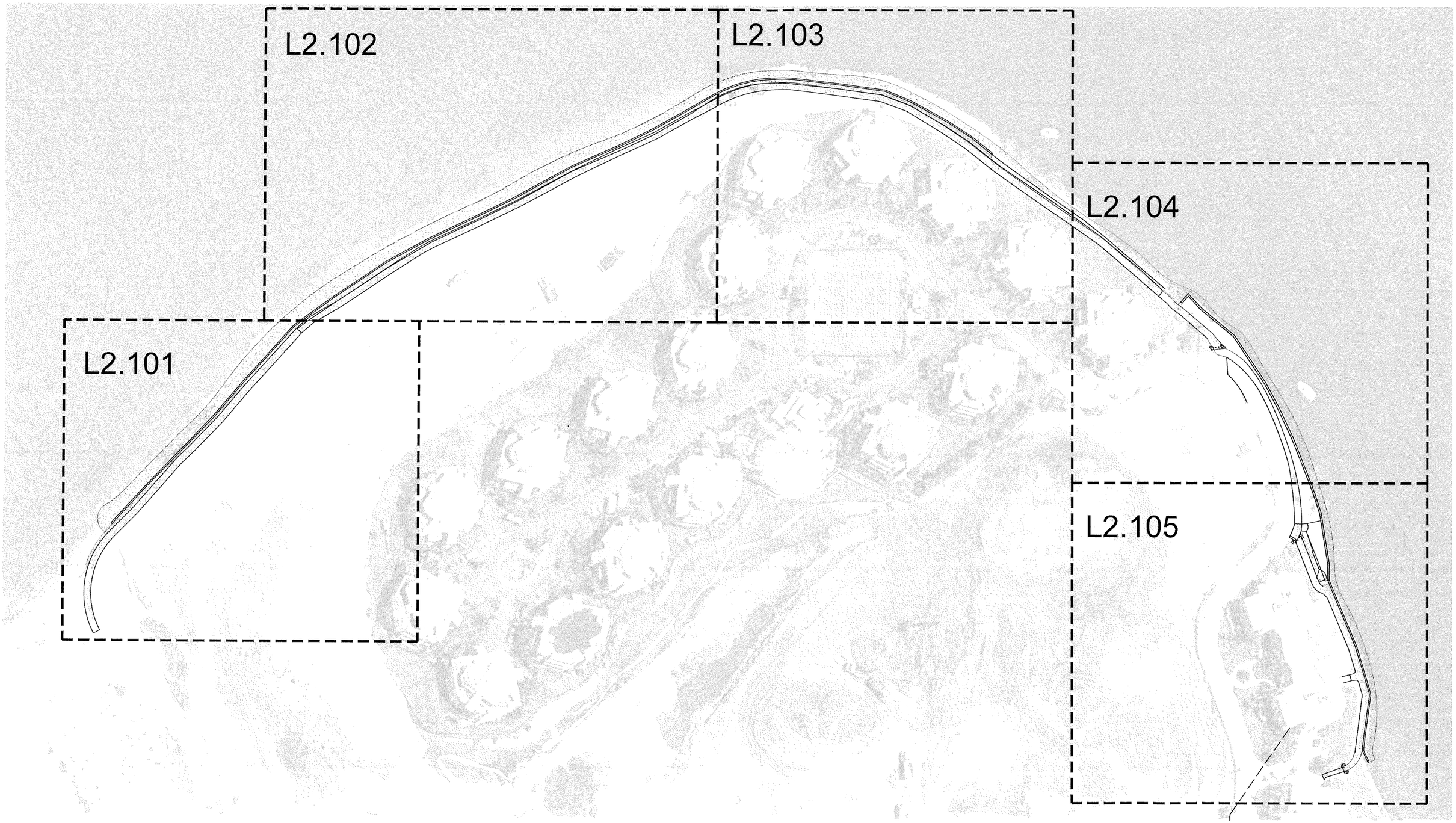
DIRT LOCKER



GEOWEB PAVING



REMOVABLE BOLLARD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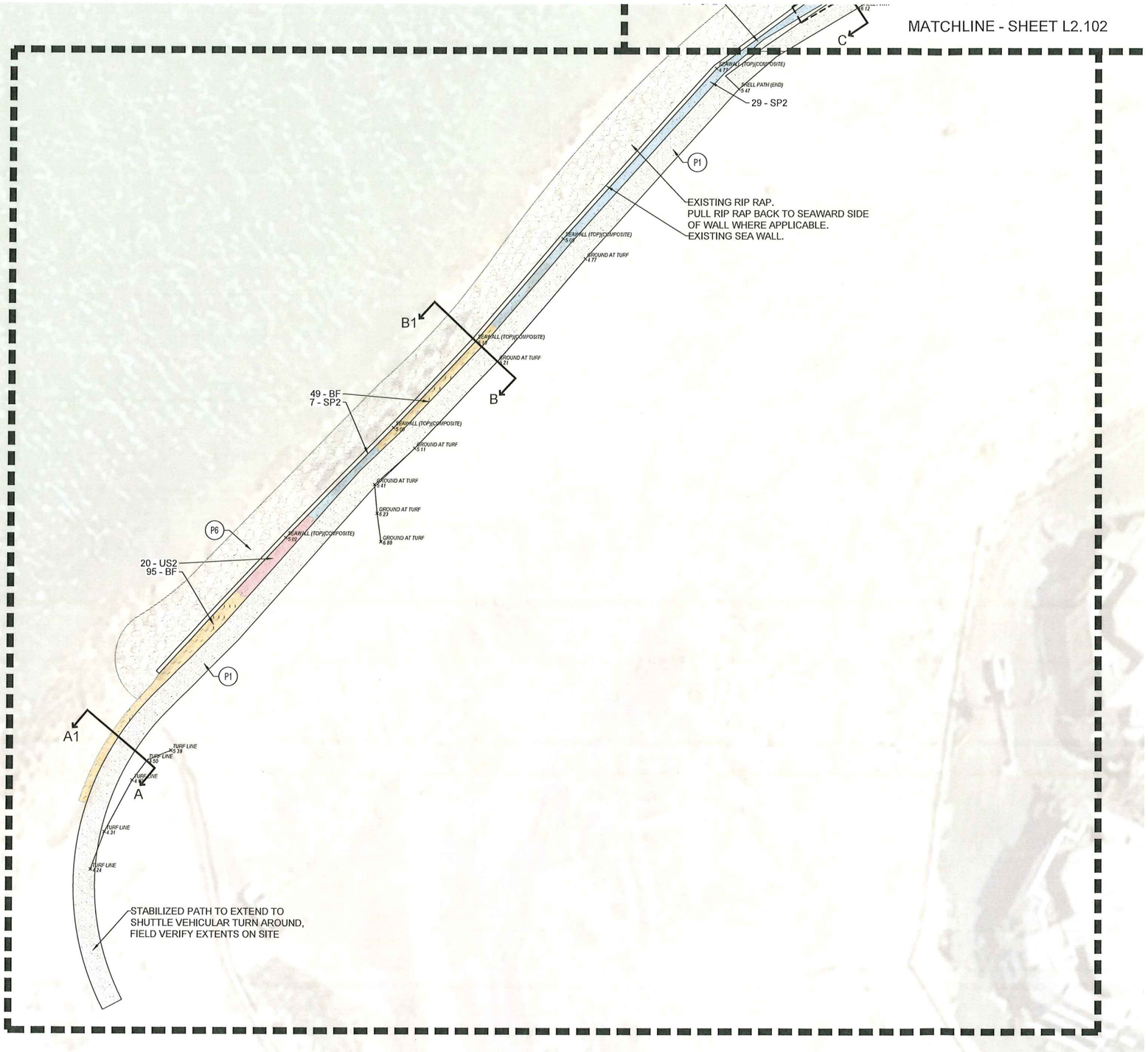


PLANT SCHEDULE L2.101

GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	BF	144	BORRICHIA FRUTESCENS	SEA OXEYE DAISY	1 GAL	24" o.c.
	SP2	36	SESUVIUM PORTULACASTRUM	SHORELINE SEAPURSLANE	1 GAL	48" o.c.
	US2	20	UNIOLA PANICULATA	SEA OATS	1 GAL	36" o.c.

MATERIALS LEGEND

	CODE	MATERIAL	DETAIL / SHEET	SIZE / PATTERN	MODEL #	MANUFACTURER	COMMENTS/NOTES
	P1	CRUSHED SHELL MULCH	A-D / L2.401	¾" WASHED SHELL	-	-	SUPPLEMENT EXISTING SHELL ON SITE.
	P2	DIRT LOCKER EROSION CONTROL CELLS	C / L2.401	MEDIUM: 48" Wide X 9" Depth	-	DIRT LOCKER https://dirtlocker.com/	INCLUDE 24" J-HOOKS AT ALL CONNECTIONS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P3	GEO-WEB EROSION CONTROL MAT	A-D / L2.401	3" DEPTH CELLS	-	PRESTO GEO-WEB STYSTEMS https://www.prestogeo.com/products/soil-stabilization/geoweb-geocells/	INCLUDE ALL CONNECTORS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P4	REMOVABLE BOLLARD	E / L2.401	8"x8" @42 In. O.C.	ERWB	AMERICAN TIMBER & STEEL www.americantimberandsteel.com *(OR EQUAL)*	INSTALL PER MANUFACTURER RECOMMENDATIONS. FIELD LOCATED BY LANDSCAPE ARCHITECT
	P5	LANDSCAPE BOULDERS	F / L2.401	VARIES: MATCH CHARACTER OF RIP RAP ON SITE	-	-	FIELD LOCATED BY LANDSCAPE ARCHITECT
	P6	EXISTING RIP RAP	-	-	-	-	PULL BACK TO SEAWARD SIDE OF SEA WALL

NOTES:

1. ANY EXISTING RIP RAP BETWEEN SEA WALL AND PROPOSED PATH TO BE REMOVED AND RELOCATED TO SEAWARD SIDE OF SEA WALL

LANT SCHEDULE L2.102

ROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	BF	216	BORRICHIA FRUTESCENS	SEA OXEYE DAISY	1 GAL	24" o.c.
	SP2	31	SESUVIUM PORTULACASTRUM	SHORELINE SEAPURSLANE	1 GAL	48" o.c.
	SP5	23	SPARTINA PATENS	SAND CORDGRASS	1 GAL	36" o.c.
	US2	60	UNIOLA PANICULATA	SEA OATS	1 GAL	36" o.c.

TERIALS LEGEND

	CODE	MATERIAL	DETAIL / SHEET	SIZE / PATTERN	MODEL #	MANUFACTURER	COMMENTS/NOTES
	P1	CRUSHED SHELL MULCH	A-D / L2.401	¾" WASHED SHELL	-	-	SUPPLEMENT EXISTING SHELL ON SITE.
	P2	DIRT LOCKER EROSION CONTROL CELLS	C / L2.401	MEDIUM: 48" Wide X 9" Depth	-	DIRT LOCKER https://dirtlocker.com/	INCLUDE 24" J-HOOKS AT ALL CONNECTIONS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P3	GEO-WEB EROSION CONTROL MAT	A-D / L2.401	3" DEPTH CELLS	-	PRESTO GEO-WEB STYSTEMS https://www.prestogeo.com/products/soil-stabilization/geoweb-geocells/	INCLUDE ALL CONNECTORS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P4	REMOVABLE BOLLARD	E / L2.401	8"x8" @42 In. O.C.	ERWB	AMERICAN TIMBER & STEEL www.americantimberandsteel.com (OR EQUAL)	INSTALL PER MANUFACTURER RECOMMENDATIONS. FIELD LOCATED BY LANDSCAPE ARCHITECT
	P5	LANDSCAPE BOULDERS	F / L2.401	VARIES: MATCH CHARACTER OF RIP RAP ON SITE	-	-	FIELD LOCATED BY LANDSCAPE ARCHITECT
	P6	EXISTING RIP RAP	-	-	-	-	PULL BACK TO SEAWARD SIDE OF SEA WALL



NOTES:

1. ANY EXISTING RIP RAP BETWEEN SEA WALL AND PROPOSED PATH TO BE REMOVED AND RELOCATED TO SEAWARD SIDE OF SEA WALL



PLANT SCHEDULE L2.103

GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	BF	83	BORRICHIA FRUTESCENS	SEA OXEYE DAISY	1 GAL	24" o.c.
	SP5	89	SPARTINA PATENS	SAND CORDGRASS	1 GAL	36" o.c.
	US2	52	UNIOLA PANICULATA	SEA OATS	1 GAL	36" o.c.

MATERIALS LEGEND

	CODE	MATERIAL	DETAIL / SHEET	SIZE / PATTERN	MODEL #	MANUFACTURER	COMMENTS/NOTES
	P1	CRUSHED SHELL MULCH	A-D / L2.401	¾" WASHED SHELL	-	-	SUPPLEMENT EXISTING SHELL ON SITE.
	P2	DIRT LOCKER EROSION CONTROL CELLS	C / L2.401	MEDIUM: 48" Wide X 9" Depth	-	DIRT LOCKER https://dirtlocker.com/	INCLUDE 24" J-HOOKS AT ALL CONNECTIONS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P3	GEO-WEB EROSION CONTROL MAT	A-D / L2.401	3" DEPTH CELLS	-	PRESTO GEO-WEB STYSTEMS https://www.prestogeo.com/products/soil-stabilization/geoweb-geocells/	INCLUDE ALL CONNECTORS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P4	REMOVABLE BOLLARD	E / L2.401	8"x8" @42 In. O.C.	ERWB	AMERICAN TIMBER & STEEL www.americantimberandsteel.com (OR EQUAL)	INSTALL PER MANUFACTURER RECOMMENDATIONS. FIELD LOCATED BY LANDSCAPE ARCHITECT
	P5	LANDSCAPE BOULDERS	F / L2.401	VARIES: MATCH CHARACTER OF RIP RAP ON SITE	-	-	FIELD LOCATED BY LANDSCAPE ARCHITECT
	P6	EXISTING RIP RAP	-	-	-	-	PULL BACK TO SEAWARD SIDE OF SEA WALL

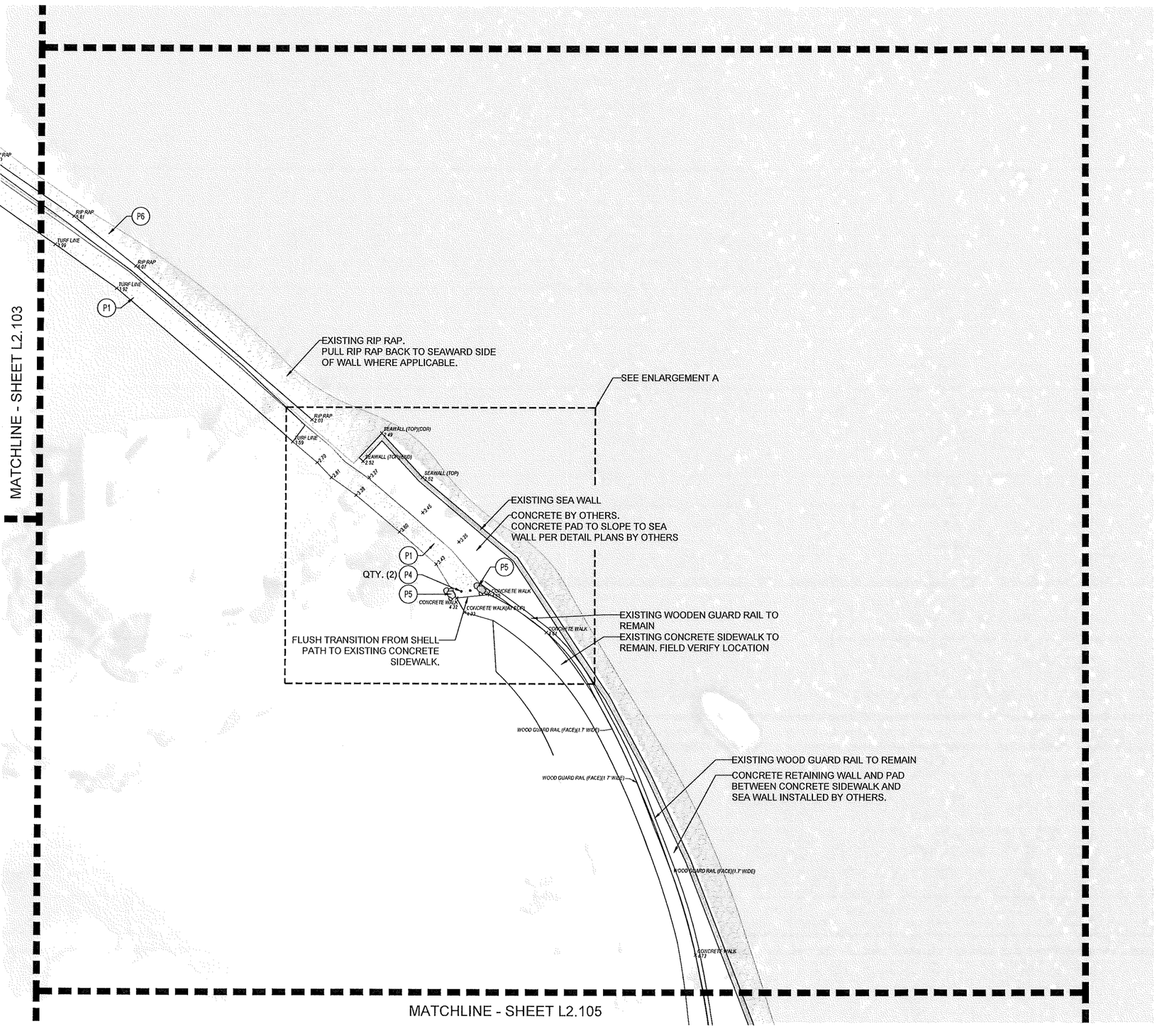
NOTES:

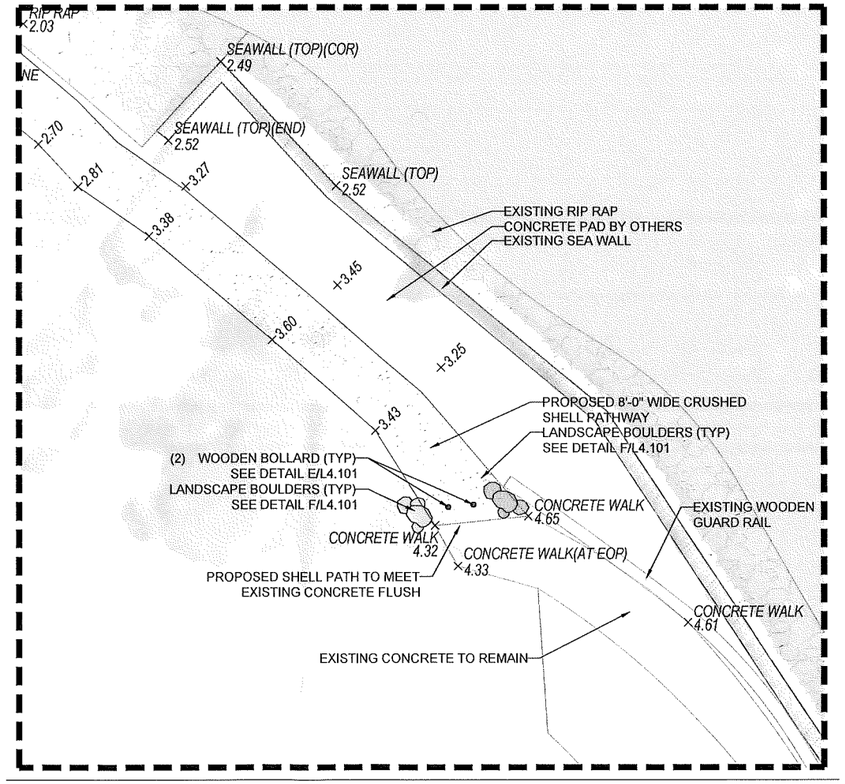
1. ANY EXISTING RIP RAP BETWEEN SEA WALL AND PROPOSED PATH TO BE REMOVED AND RELOCATED TO SEAWARD SIDE OF SEA WALL

MATERIALS LEGEND							
	CODE	MATERIAL	DETAIL / SHEET	SIZE / PATTERN	MODEL #	MANUFACTURER	COMMENTS/NOTES
	P1	CRUSHED SHELL MULCH	A-D / L2.401	½" WASHED SHELL	-	-	SUPPLEMENT EXISTING SHELL ON SITE.
	P2	DIRT LOCKER EROSION CONTROL CELLS	C / L2.401	MEDIUM: 48" Wide X 9" Depth	-	DIRT LOCKER https://dirtlocker.com/	INCLUDE 24" J-HOOKS AT ALL CONNECTIONS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P3	GEO-WEB EROSION CONTROL MAT	A-D / L2.401	3" DEPTH CELLS	-	PRESTO GEO-WEB STYSTEMS https://www.prestogeo.com/products/soil-stabilization/geoweb-geocells/	INCLUDE ALL CONNECTORS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P4	REMOVABLE BOLLARD	E / L2.401	6"x8" @42 In. O.C.	ERWB	AMERICAN TIMBER & STEEL www.americantimberandsteel.com *(OR EQUAL)*	INSTALL PER MANUFACTURER RECOMMENDATIONS. FIELD LOCATED BY LANDSCAPE ARCHITECT
	P5	LANDSCAPE BOULDERS	F / L2.401	VARIES: MATCH CHARACTER OF RIP RAP ON SITE	-	-	FIELD LOCATED BY LANDSCAPE ARCHITECT
	P6	EXISTING RIP RAP	-	-	-	-	PULL BACK TO SEAWARD SIDE OF SEA WALL

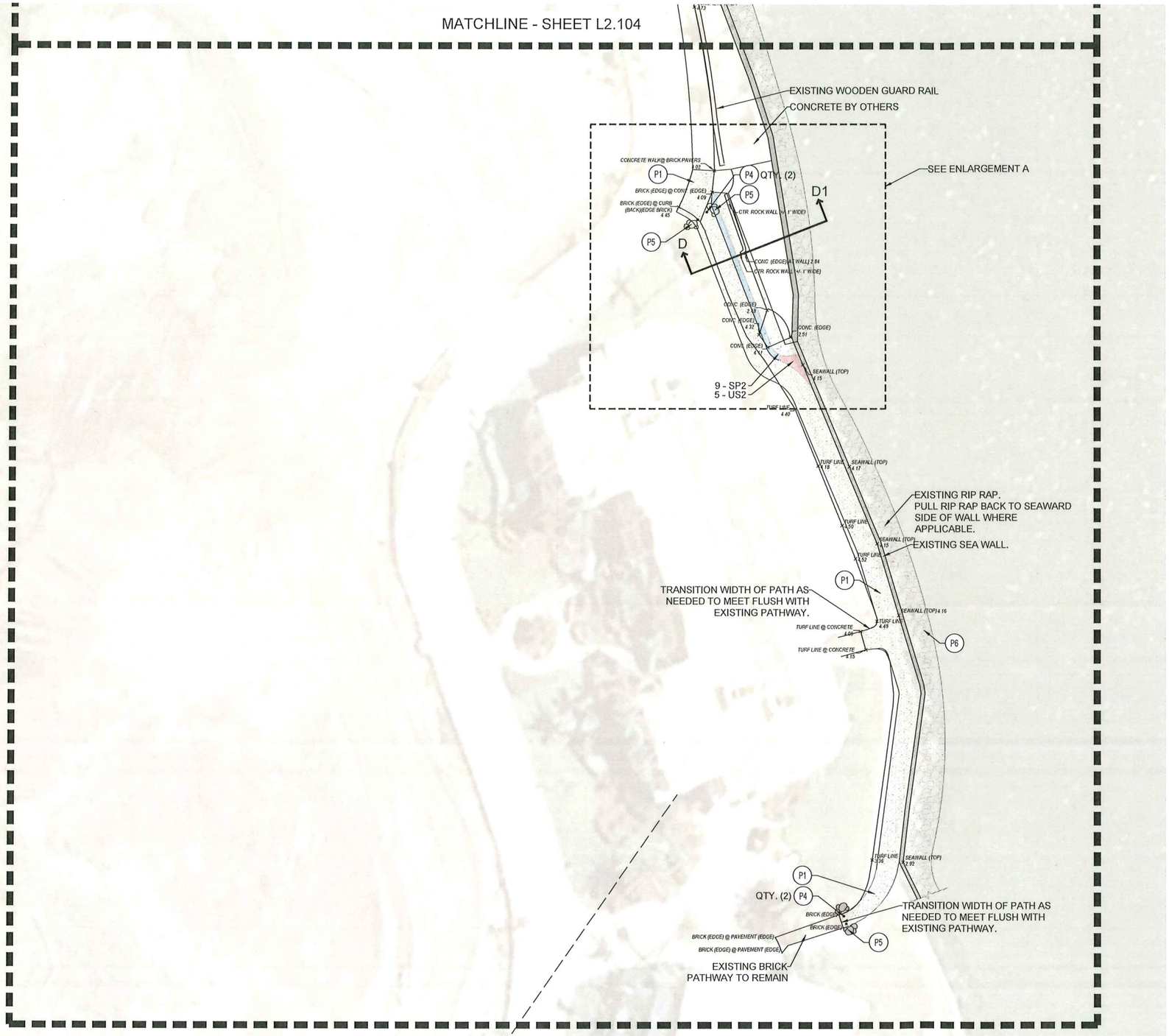
NOTES:

1. ANY EXISTING RIP RAP BETWEEN SEA WALL AND PROPOSED PATH TO BE REMOVED AND RELOCATED TO SEAWARD SIDE OF SEA WALL





ENLARGEMENT A - SCALE: 1:10



PLANT SCHEDULE L2.105

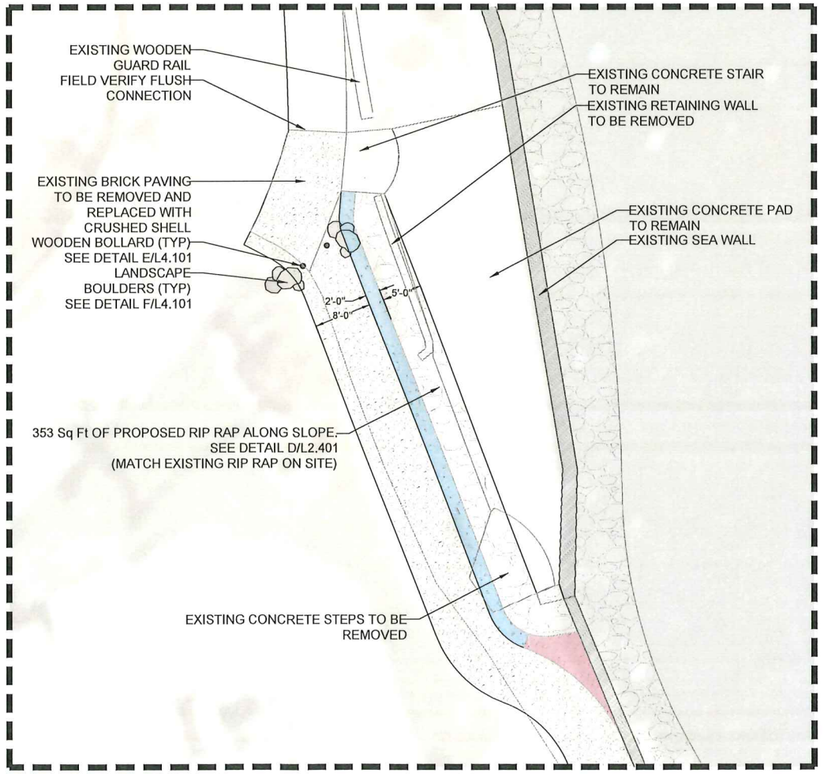
GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	SP2	9	SESUVIUM PORTULACASTRUM	SHORELINE SEAPURSLANE	1 GAL	48" o.c.
	US2	5	UNIOLA PANICULATA	SEA OATS	1 GAL	36" o.c.

MATERIALS LEGEND

	CODE	MATERIAL	DETAIL / SHEET	SIZE / PATTERN	MODEL #	MANUFACTURER	COMMENTS/NOTES
	P1	CRUSHED SHELL MULCH	A-D / L2.401	¾" WASHED SHELL	-	-	SUPPLEMENT EXISTING SHELL ON SITE.
	P2	DIRT LOCKER EROSION CONTROL CELLS	C / L2.401	MEDIUM: 48" Wide X 9" Depth	-	DIRT LOCKER https://dirtlocker.com/	INCLUDE 24" J-HOOKS AT ALL CONNECTIONS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P3	GEO-WEB EROSION CONTROL MAT	A-D / L2.401	3" DEPTH CELLS	-	PRESTO GEO-WEB STYSTEMS https://www.prestogeo.com/products/soil-stabilization/geoweb-geocells/	INCLUDE ALL CONNECTORS AND INSTALL PER MANUFACTURER RECOMMENDATIONS.
	P4	REMOVABLE BOLLARD	E / L2.401	8"x8" @42 In. O.C.	ERWB	AMERICAN TIMBER & STEEL www.americantimberandsteel.com (OR EQUAL)	INSTALL PER MANUFACTURER RECOMMENDATIONS. FIELD LOCATED BY LANDSCAPE ARCHITECT
	P5	LANDSCAPE BOULDERS	F / L2.401	VARIES: MATCH CHARACTER OF RIP RAP ON SITE	-	-	FIELD LOCATED BY LANDSCAPE ARCHITECT
	P6	EXISTING RIP RAP	-	-	-	-	PULL BACK TO SEAWARD SIDE OF SEA WALL

NOTES:

1. ANY EXISTING RIP RAP BETWEEN SEA WALL AND PROPOSED PATH TO BE REMOVED AND RELOCATED TO SEAWARD SIDE OF SEA WALL



ENLARGEMENT A - SCALE: 1:10

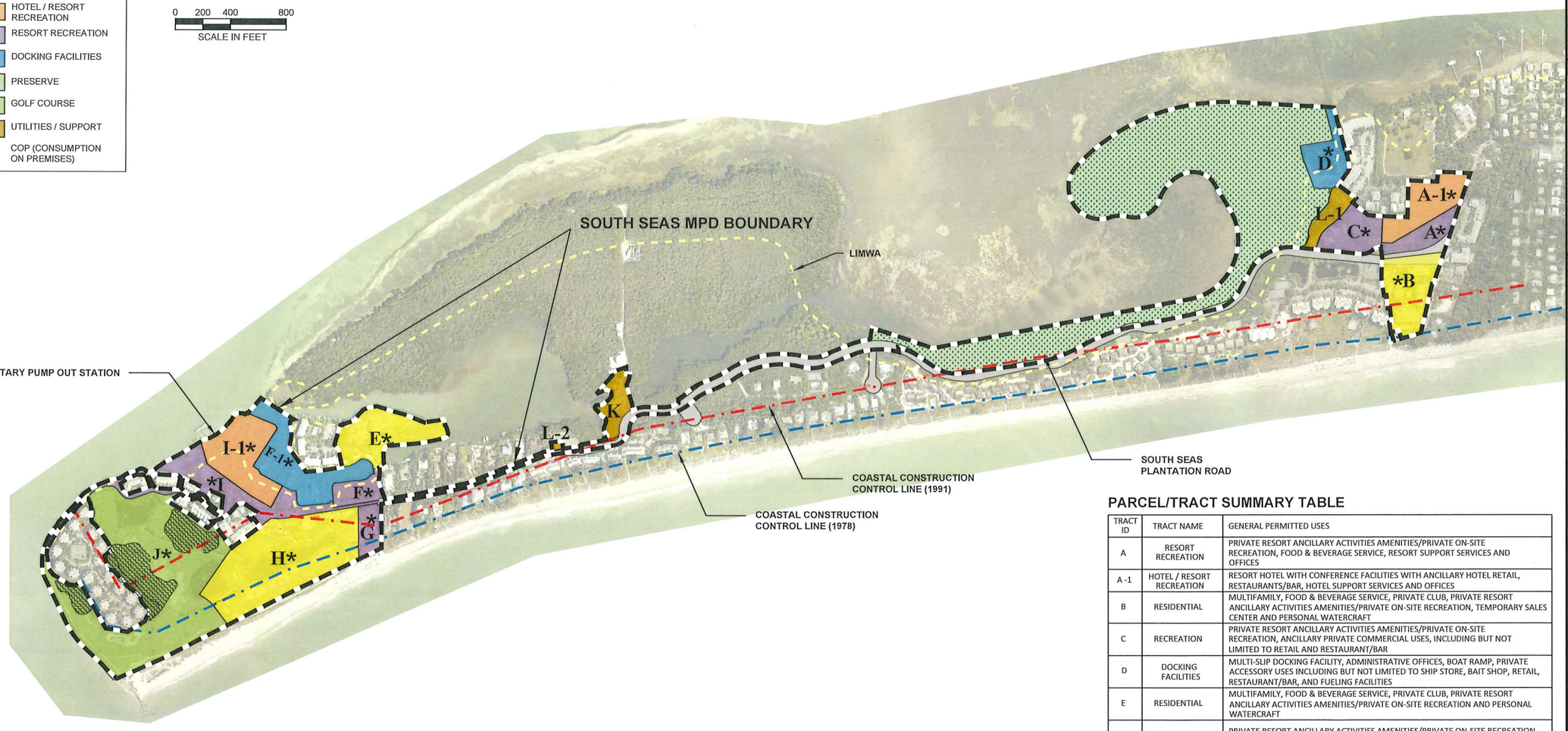
SOUTH SEAS ISLAND RESORT MPD PARCELS

- LAKE
- RESIDENTIAL
- HOTEL / RESORT RECREATION
- RESORT RECREATION
- DOCKING FACILITIES
- PRESERVE
- GOLF COURSE
- UTILITIES / SUPPORT
- * COP (CONSUMPTION ON PREMISES)

E / N / S / W

0 200 400 800

SCALE IN FEET



NOTES

1. THIS PLAN IS CONCEPTUAL IN NATURE AND IS SUBJECT TO MODIFICATION AT THE TIME OF DEVELOPMENT ORDER APPROVAL SUBJECT TO THE LDC AND WHERE SUCH MODIFICATIONS ARE IN COMPLIANCE WITH THE APPLICABLE LDC DESIGN STANDARDS AND REGULATIONS, EXCEPT WHERE A DEVIATION HAS BEEN APPROVED.

2. DEVELOPMENT AREAS DEPICT LOCATIONS FOR PRINCIPAL MULTI-FAMILY AND HOTEL STRUCTURES, SUBJECT TO THE SITE DEVELOPMENT REGULATIONS.

3. DEVIATIONS 6, 10 AND 16 APPLY TO THE ENTIRE MPD.

4. THE SALE OR SERVICE OF ALCOHOLIC BEVERAGES FOR CONSUMPTION ON-PREMISES IS PERMITTED IN CONJUNCTION WITH THE USES ON THE GOLF COURSE, HOTEL & RESORT RESIDENTIAL TRACTS AS DENOTED ON THIS PLAN, AND DOES NOT REQUIRE ADMINISTRATIVE OR PUBLIC HEARING APPROVAL.

LAND USE SUMMARY		
LAND USE	TRACT ID	TRACT ACREAGE
RESIDENTIAL TRACTS		
	B	4.17
	E	4.60
	H	11.64
	SUB-TOTAL	20.4 AC
RESORT/RECREATION/DOCKING FACILITIES/INFRASTRUCTURE TRACTS		
	A	2.94
	C	2.68
	D	2.49
	F	1.44
	F1	5.09
	G	1.38
	I	8.33
	J	22.36
	K	1.68
	L-1	1.38
	L-2	0.11
	Right Of Way	4.35
	SUB-TOTAL	54.2 AC
COMMERCIAL TRACTS		
	A-1	2.75 AC
	I-1	2.25 AC
	SUB-TOTAL	5.0 AC
	SUB-TOTAL (Residential/Resort/Recreation/Commercial)	79.6
	Saltwater Preserve/Open Space	41.6
	MPD TOTAL	121+/- AC

PARCEL/TRACT SUMMARY TABLE

TRACT ID	TRACT NAME	GENERAL PERMITTED USES
A	RESORT RECREATION	PRIVATE RESORT ANCILLARY ACTIVITIES AMENITIES/PRIVATE ON-SITE RECREATION, FOOD & BEVERAGE SERVICE, RESORT SUPPORT SERVICES AND OFFICES
A -1	HOTEL / RESORT RECREATION	RESORT HOTEL WITH CONFERENCE FACILITIES WITH ANCILLARY HOTEL RETAIL, RESTAURANTS/BAR, HOTEL SUPPORT SERVICES AND OFFICES
B	RESIDENTIAL	MULTIFAMILY, FOOD & BEVERAGE SERVICE, PRIVATE CLUB, PRIVATE RESORT ANCILLARY ACTIVITIES AMENITIES/PRIVATE ON-SITE RECREATION, TEMPORARY SALES CENTER AND PERSONAL WATERCRAFT
C	RECREATION	PRIVATE RESORT ANCILLARY ACTIVITIES AMENITIES/PRIVATE ON-SITE RECREATION, ANCILLARY PRIVATE COMMERCIAL USES, INCLUDING BUT NOT LIMITED TO RETAIL AND RESTAURANT/BAR
D	DOCKING FACILITIES	MULTI-SLIP DOCKING FACILITY, ADMINISTRATIVE OFFICES, BOAT RAMP, PRIVATE ACCESSORY USES INCLUDING BUT NOT LIMITED TO SHIP STORE, BAIT SHOP, RETAIL, RESTAURANT/BAR, AND FUELING FACILITIES
E	RESIDENTIAL	MULTIFAMILY, FOOD & BEVERAGE SERVICE, PRIVATE CLUB, PRIVATE RESORT ANCILLARY ACTIVITIES AMENITIES/PRIVATE ON-SITE RECREATION AND PERSONAL WATERCRAFT
F	RESORT RECREATION	PRIVATE RESORT ANCILLARY ACTIVITIES AMENITIES/PRIVATE ON-SITE RECREATION, ANCILLARY PRIVATE COMMERCIAL USES INCLUDING BUT NOT LIMITED TO RETAIL, RESORT CONFERENCE FACILITIES, SHIP STORE, RESTAURANT/BAR, SUPPORT OFFICES, VEHICLE/CART CHARGING, AND PERSONAL WATERCRAFT
F1	DOCKING FACILITIES	MULTI-SLIP DOCKING FACILITY, ADMINISTRATIVE OFFICES, BOAT RAMP, PRIVATE ACCESSORY USES INCLUDING BUT NOT LIMITED TO SHIP STORE, BAIT SHOP, RETAIL, RESTAURANT/BAR, AND FUELING FACILITIES
G	RESORT RECREATION	PRIVATE RESORT ANCILLARY ACTIVITIES AMENITIES /PRIVATE ON -SITE RECREATION, ANCILLARY PRIVATE COMMERCIAL USES INCLUDING BUT NOT LIMITED TO RESTAURANTS/BAR, RETAIL, WATER SPORTS RENTAL. PERSONAL WATERCRAFT
H	RESIDENTIAL	MULTIFAMILY, FOOD & BEVERAGE SERVICE, PRIVATE CLUB, PRIVATE RESORT ANCILLARY ACTIVITIES AMENITIES/PRIVATE ON -SITE RECREATION, TEMPORARY SALES CENTER, PERSONAL WATERCRAFT AND TIMESHARE UNITS
I	RESORT RECREATION	PRIVATE RESORT ANCILLARY ACTIVITIES AMENITIES /PRIVATE ON -SITE RECREATION, ANCILLARY PRIVATE COMMERCIAL USES INCLUDING BUT NOT LIMITED TO RETAIL, RESORT CONFERENCE FACILITIES, SHIP STORE, RESTAURANT/BAR, SUPPORT OFFICES, VEHICLE/CART CHARGING, AND PERSONAL WATERCRAFT
I -1	HOTEL / RESORT RECREATION	RESORT HOTEL WITH CONFERENCE FACILITIES WITH ANCILLARY HOTEL RETAIL, RESTAURANTS / BAR, HOTEL SUPPORT SERVICES AND OFFICES
J	GOLF	13 -HOLE GOLF COURSE, PRIVATE ON -SITE RECREATION, ANCILLARY PRIVATE COMMERCIAL USES INCLUDING RETAIL, RESTAURANT / BAR , FOOD & BEVERAGE SERVICE AND GOLF MAINTENANCE
K	MAINTENANCE	ESSENTIAL SERVICES & UTILITIES, OFFICES, RESORT SUPPORT SERVICES, VEHICLE/CART CHARGING, PERSONAL WATERCRAFT, AND WIRELESS COMMUNICATION FACILITIES
L-1	RESORT SUPPORT	OFFICE ANCILLARY TO RESORT & RESIDENTIAL USES
L-2	MAINTENANCE / RESORT SUPPORT	ESSENTIAL SERVICES & UTILITIES, OFFICES, RESORT SUPPORT SERVICES, VEHICLE/CART CHARGING, FOOD TRUCK AND PERSONAL WATERCRAFT

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FLORIDA CERTIFICATES OF AUTHORIZATION
ENGINEERING 7995 - SURVEYING LB-6940

WS SSIR OWNER, LLC.

1031 W. MORSE BLVD. SUITE 350
WINTER PARK, FL 32789

PROJECT DESCRIPTION

SOUTH SEAS ISLAND RESORT MPD

LEE COUNTY, FLORIDA

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PLOT BY	ALYSSA FONTAINE

CROSS REFERENCED DRAWINGS

PLAN REVISIONS

PLAN STATUS

OVERALL MASTER CONCEPT PLAN

PROJECT / FILE NO.	SHEET NUMBER
24000	1 OF 7

SOUTH SEAS ISLAND RESORT MPD PARCELS

- LAKE
- RESIDENTIAL
- HOTEL / RESORT RECREATION
- RESORT RECREATION
- DOCKING FACILITIES
- PRESERVE
- GOLF COURSE
- UTILITIES / SUPPORT
- (#) DEVIATION
- CONCEPTUAL PRINCIPAL BUILDING AREAS
- * COP (CONSUMPTION ON PREMISES)
- (S) GENERAL SERVICE / LOADING LOCATIONS
- INGRESS / EGRESS

E N S W

0 75 150 300

SCALE IN FEET

LIMWA

SANITARY PUMP OUT STATION

SOUTH SEAS MPD BOUNDARY

I-1*

F-1*

E*

*I

F*

J*

H*

G*

K

L-2

SOUTH SEAS PLANTATION ROAD

COASTAL CONSTRUCTION CONTROL LINE (1991)

COASTAL CONSTRUCTION CONTROL LINE (1978)

CCCL

NOTES

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PROJECT DESCRIPTION

SOUTH SEAS ISLAND RESORT MPD

LEE COUNTY, FLORIDA

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CROSS REFERENCED DRAWINGS

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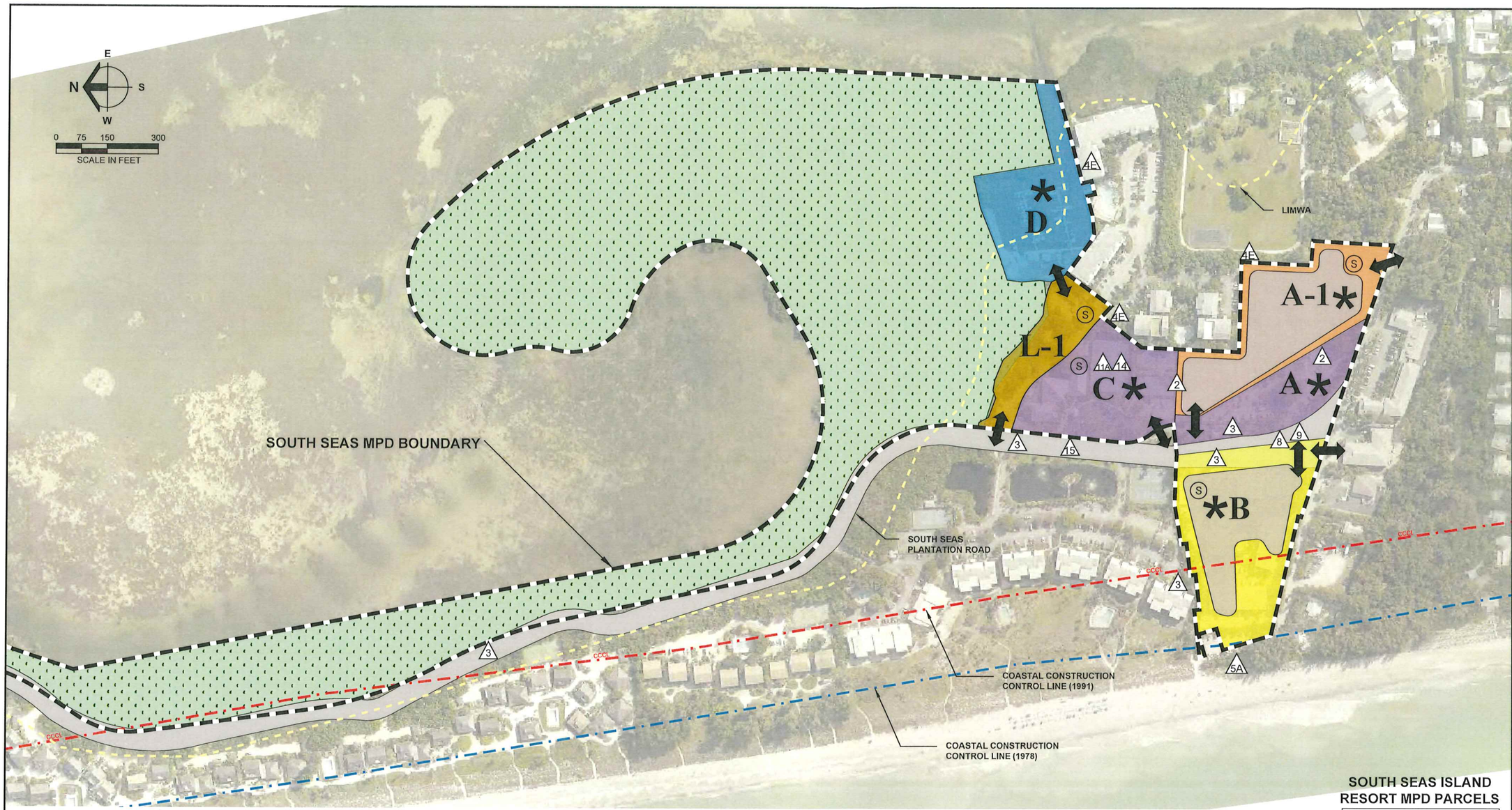
PLAN STATUS

MASTER CONCEPT PLAN NORTH

PROJECT / FILE NO.	SHEET NUMBER
24000	2 OF 7



SOUTH SEAS ISLAND RESORT MPD PARCELS

- RESIDENTIAL
- HOTEL / RESORT RECREATION
- RESORT RECREATION
- DOCKING FACILITIES
- PRESERVE
- GOLF COURSE
- UTILITIES / SUPPORT
- (#) DEVIATION
- CONCEPTUAL PRINCIPAL BUILDING AREAS
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- (S) GENERAL SERVICE / LOADING LOCATIONS
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WS SSIR OWNER, LLC.

1031 W. MORSE BLVD. SUITE 350
WINTER PARK, FL 32789

PROJECT DESCRIPTION

SOUTH SEAS ISLAND RESORT MPD

LEE COUNTY, FLORIDA

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CROSS REFERENCED DRAWINGS

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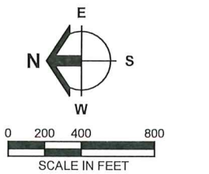
PLAN STATUS

MASTER CONCEPT PLAN SOUTH

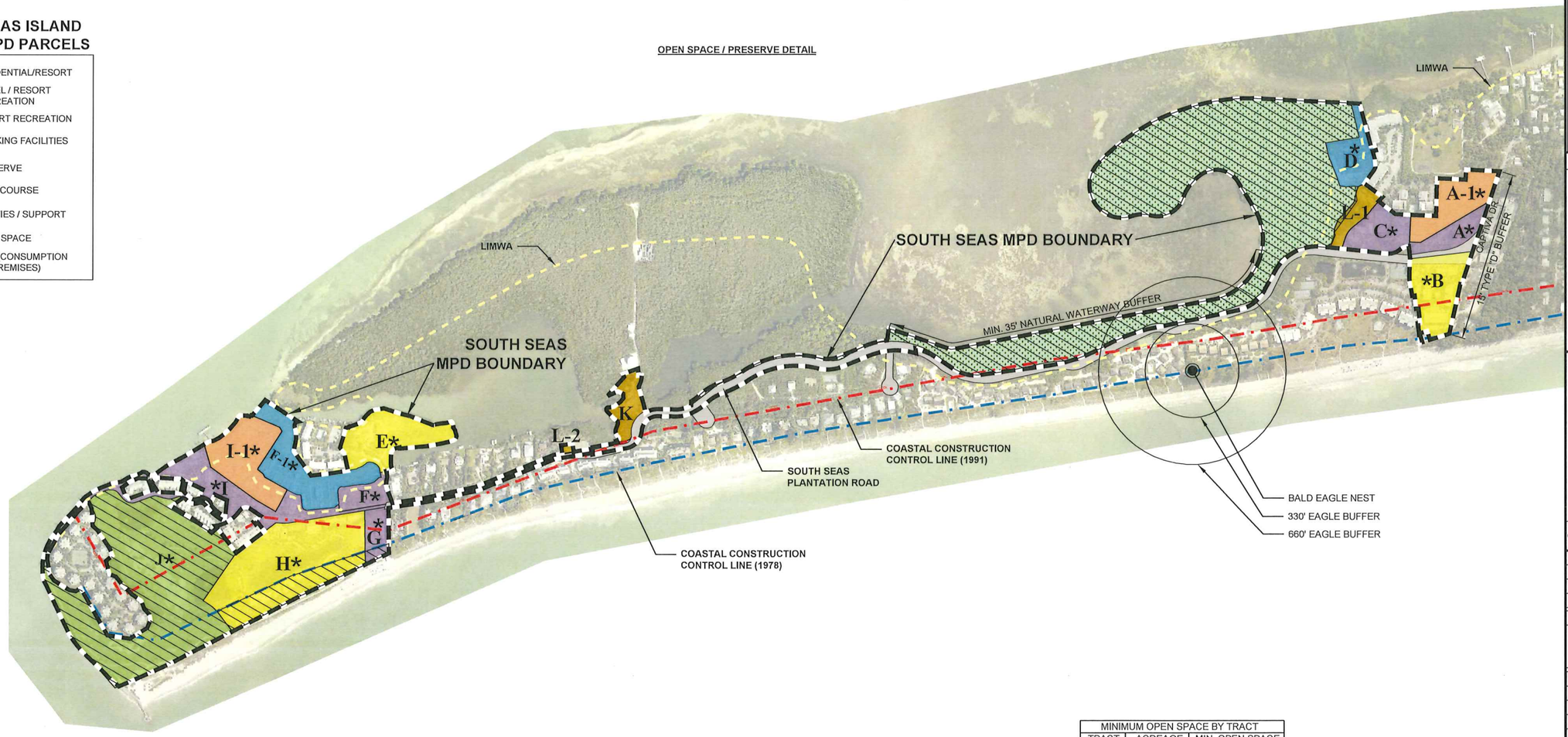
PROJECT / FILE NO.	SHEET NUMBER
24000	3 OF 7



SOUTH SEAS ISLAND RESORT MPD PARCELS

- RESIDENTIAL/RESORT
- HOTEL / RESORT RECREATION
- RESORT RECREATION
- DOCKING FACILITIES
- PRESERVE
- GOLF COURSE
- UTILITIES / SUPPORT
- OPEN SPACE
- * COP (CONSUMPTION ON PREMISES)

OPEN SPACE / PRESERVE DETAIL



OPEN SPACE & INDIGENOUS PRESERVATION SUMMARY	
TOTAL ACREAGE	120.5 AC
RESIDENTIAL ACREAGE	115.5 AC
NON-RESIDENTIAL ACREAGE	5.00 AC
OPEN SPACE SUMMARY	
RESIDENTIAL OPEN SPACE REQUIRED	46.2 AC (115.5 AC x 40%)
NON-RESIDENTIAL OPEN SPACE REQUIRED	1.5 AC (5 AC X 30%)
TOTAL OPEN SPACE REQUIRED	47.7 AC
TOTAL OPEN SPACE PROVIDED	62.41 AC
INDIGENOUS PRESERVE	39.83 AC
GOLF COURSE	22.58 AC
INDIGENOUS PRESERVE SUMMARY	
INDIGENOUS PRESERVE REQUIRED	23.85 AC (47.7 x 50%)
INDIGENOUS PRESERVE PROVIDED	39.83 AC

(1) A MAXIMUM OF 25% OF THE OPEN SPACE AREA MAY BE COMPRISED OF LAKE AREA.
(2) A MAXIMUM OF 20% OF THE GOLF COURSE MAY BE IMPERVIOUS SURFACE.
(3) A MINIMUM OF 10% OPEN SPACE WILL BE PROVIDED ON ALL INDIVIDUAL TRACTS/LOTS.

MINIMUM OPEN SPACE BY TRACT		
TRACT	ACREAGE	MIN. OPEN SPACE
A	2.94 AC	0.295
A-1	2.75 AC	0.275
B	4.17 AC	0.417
C	2.68 AC	0.268
D	2.49 AC	0.249
E	4.60 AC	0.46
F	1.44 AC	0.144
F1	5.09 AC	0.509
G	1.38 AC	0.138
H	11.64 AC	1.164
I	8.33 AC	0.833
I-2	0.11 AC	0.011
I-1	2.25 AC	0.225
J	22.36 AC	2.236
K	1.68 AC	0.168
L	1.38 AC	0.138
MIN. OPEN SPACE INTERNAL TO TRACTS		7.53 AC

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WS SSIR OWNER, LLC.

1031 W. MORSE BLVD. SUITE 350
WINTER PARK, FL 32789

PROJECT DESCRIPTION

SOUTH SEAS ISLAND RESORT MPD

LEE COUNTY, FLORIDA

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PLOT BY	ALYSSA FONTAINE

CROSS REFERENCED DRAWINGS

PLAN REVISIONS

PLAN STATUS

OPEN SPACE/ PRESERVE EXHIBIT

PROJECT / FILE NO.	SHEET NUMBER
24000	4 OF 7

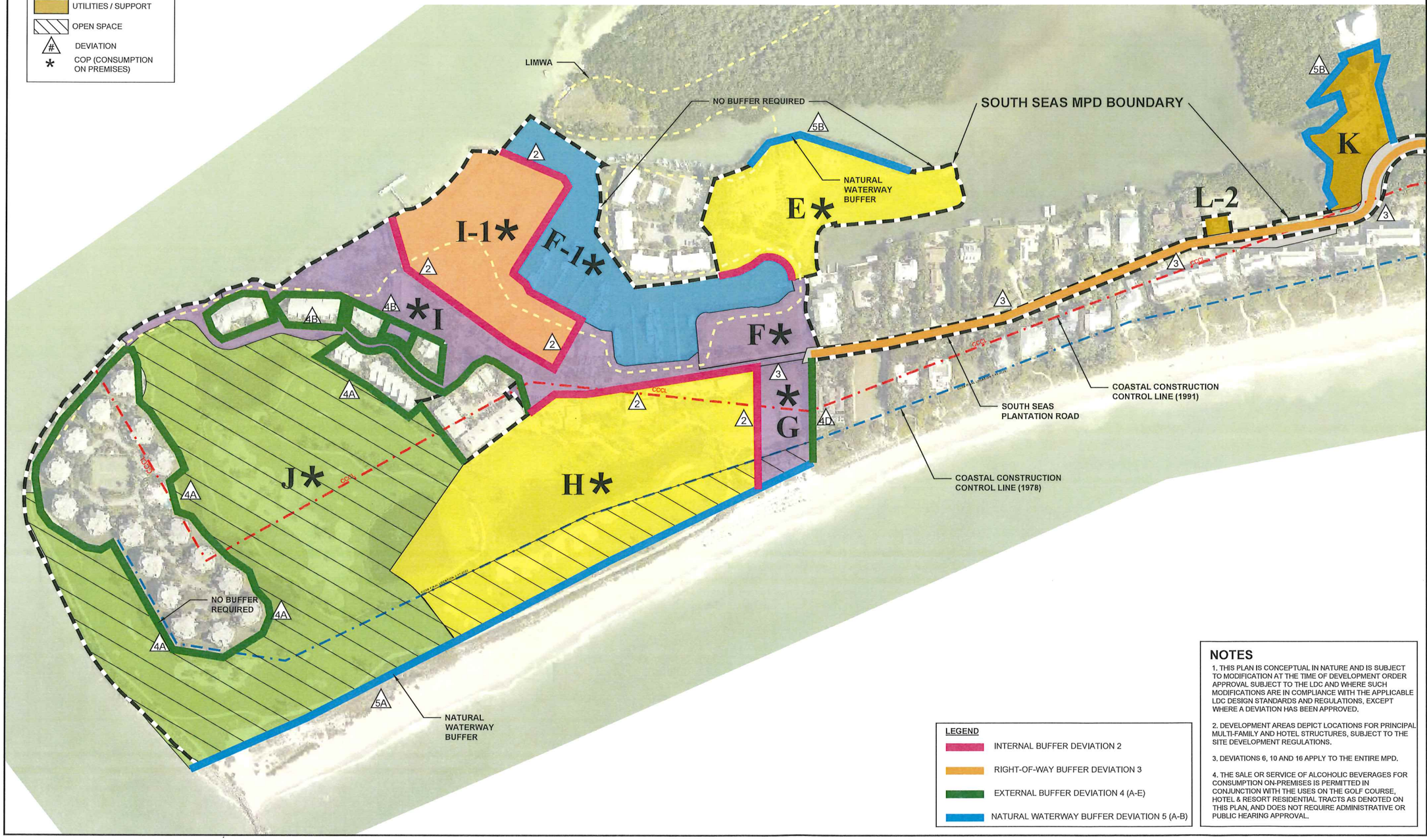
SOUTH SEAS ISLAND RESORT MPD PARCELS

- RESIDENTIAL/RESORT
- HOTEL / RESORT RECREATION
- RESORT RECREATION
- DOCKING FACILITIES
- PRESERVE
- GOLF COURSE
- UTILITIES / SUPPORT
- OPEN SPACE
- # DEVIATION
- * COP (CONSUMPTION ON PREMISES)

E N S W

0 75 150 300

SCALE IN FEET



LEGEND

- INTERNAL BUFFER DEVIATION 2
- RIGHT-OF-WAY BUFFER DEVIATION 3
- EXTERNAL BUFFER DEVIATION 4 (A-E)
- NATURAL WATERWAY BUFFER DEVIATION 5 (A-B)

NOTES

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WS SSIR OWNER, LLC.

1031 W. MORSE BLVD. SUITE 350
WINTER PARK, FL 32789

PROJECT DESCRIPTION

SOUTH SEAS ISLAND RESORT MPD

LEE COUNTY, FLORIDA

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PLAN REVISIONS

PLAN STATUS

BUFFER EXHIBIT NORTH

PROJECT / FILE NO.	SHEET NUMBER
24000	5 OF 7

SOUTH SEAS ISLAND RESORT MPD PARCELS

- RESIDENTIAL/RESORT
- HOTEL / RESORT RECREATION
- RESORT RECREATION
- DOCKING FACILITIES
- PRESERVE
- GOLF COURSE
- UTILITIES / SUPPORT
- OPEN SPACE
- DEVIATION (#)
- COP (CONSUMPTION ON PREMISES) (*)

NO BUFFER REQUIRED

NO BUFFER REQUIRED

LIMWA

D *

L-1

C *

A-1 *

A *

*B

4E

2

3

5A

15' TYPE "D" BUFFER

CAPTIVA DR

SOUTH SEAS MPD BOUNDARY

NO BUFFER REQUIRED

NO BUFFER REQUIRED

SOUTH SEAS PLANTATION ROAD

NO BUFFER REQUIRED

CCCL

COASTAL CONSTRUCTION CONTROL LINE (1991)

COASTAL CONSTRUCTION CONTROL LINE (1978)

E
N S
W

0 75 150 300
SCALE IN FEET

LEGEND

- INTERNAL BUFFER DEVIATION 2
- RIGHT-OF-WAY BUFFER DEVIATION 3
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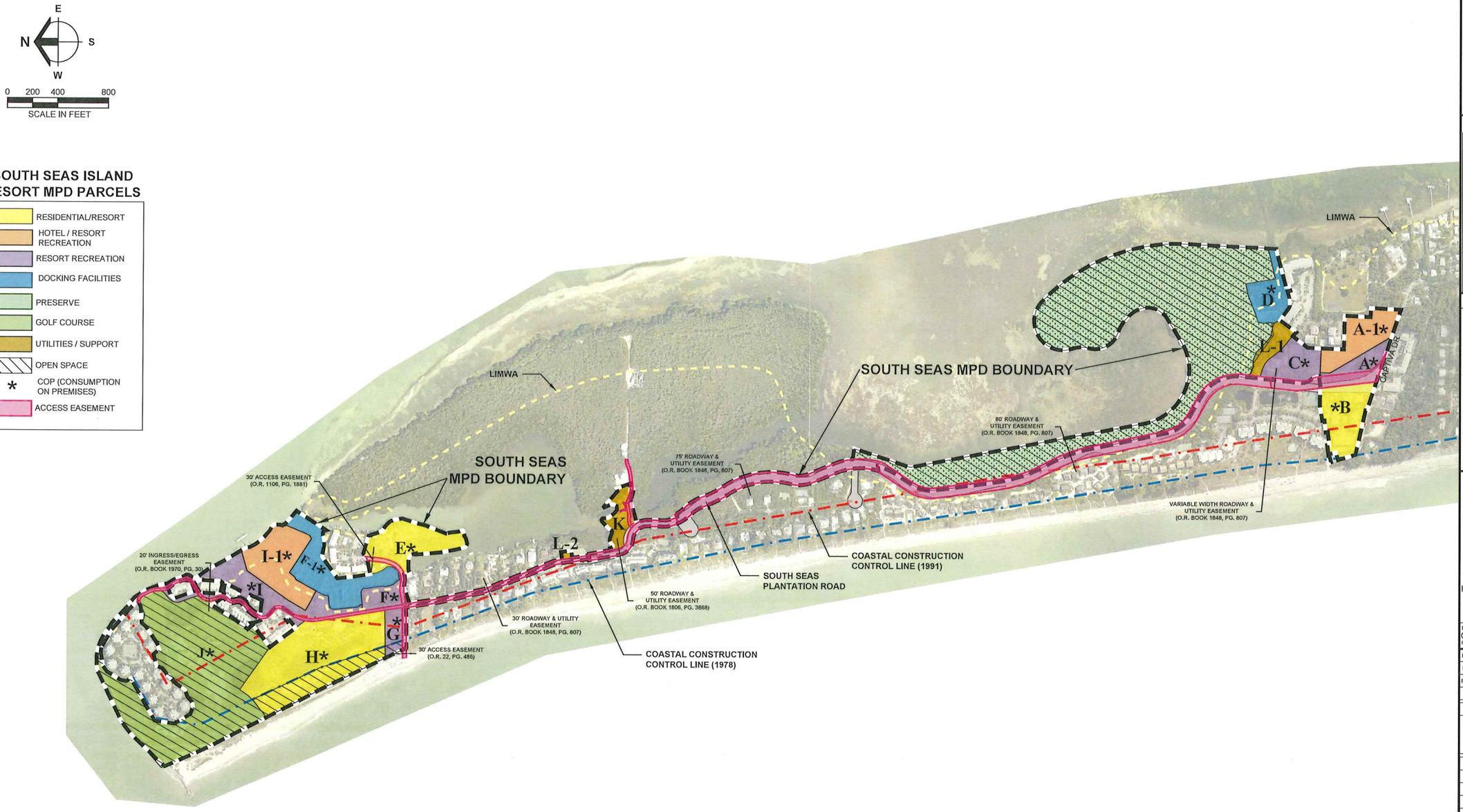
BUFFER EXHIBIT SOUTH

PROJECT / FILE NO.	SHEET NUMBER
24000	6 OF 7



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PLAN STATUS

ACCESS & ROADWAY EASEMENT EXHIBIT

PROJECT / FILE NO.	SHEET NUMBER
24000	7 OF 7

TR TRANSPORTATION CONSULTANTS, INC

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

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

January 30, 2025

Ms. Alexis Crespo
RVi Planning + Landscape Architecture
1514 Broadway Avenue
Fort Myers, FL 33901

RE: South Seas Island Resort
DCI2023-00051

Dear Ms. Crespo:

TR Transportation Consultants, Inc. has updated the traffic impact study in anticipation of the upcoming zoning public hearing for the above referenced zoning case. The original traffic impact study was originally prepared in 2023 and utilized traffic data from the 2022 Lee County Public Facilities Level of Service and Concurrency Report. Since that time, Lee County has published a new report (2024 Lee County Public Facilities Level of Service and Concurrency Report), which will be adopted by the Board of County Commissioners on Tuesday, February 4, 2024. The information from the TIS was updated to reflect the updated information from the 2024 County report.

Table 1A and **Table 2A** are attached to this letter that contain the updated Level of Service analysis for Captiva Drive based on the updated traffic data from the Lee County report. The tables were also expanded to include additional roadways off-island to give the Hearing Examiner a better understanding of the impacts of the rezoning request on the roadways on the mainland. The Zoning Traffic Impact Study guidelines adopted by Lee County in Administrative Code 13-17 (Traffic Study Guidelines for Planned Development Rezonings) indicate that the traffic study should include roadway links where the project trips exceed 10% or more of the Adopted Level of Service "C" threshold volumes. A copy of this Administrative Code is attached to this letter for reference.

As can be seen from the updated Table 1A & Table 2A, Captiva Drive is shown to continue to operate at LOS "C" based on the volumes in the most recent Lee County Public Facilities Level of Service and Concurrency Report. Based on Policy 37.2 of the Lee County Comprehensive Plan, Captiva Drive is designated as a Constrained Road by the Board of County Commissioners. This designation, per the Lee Plan, indicates that "***Due to scenic, historic, environmental, aesthetic, and right-of-way characteristics and considerations, Lee County has determined that certain roadway segments will be deemed "constrained" and therefore will not be widened to increase motor vehicle capacity.***" A copy of Table 2(a) from the Lee Plan showing the list of Constrained roadways in Lee County is attached to this letter as reference.

The tables also reflect that as the trips disperse as they go off the island, they no longer significantly impact the roadways beyond the 10% of the Level of Service "C" threshold. Therefore, per the Administrative Code requirements, no further analysis is required of these roadways beyond the islands.

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

Sincerely,

Ted B. Treesh
President

Attachments

K:\2022\11 November\03 South Seas Plantation Rezoning\HEX BOCC\1-30-2025 TIS Update.doc

TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
SOUTH SEAS ISLAND RESORT MPD

Revised 1-30-2025

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 244 VPH IN= 124 OUT= 120

TOTAL PM PEAK HOUR PROJECT TRAFFIC = 309 VPH IN= 160 OUT= 149

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PERCENT PROJECT TRAFFIC	PROJECT TRAFFIC	PROJ/ LOS C
Captiva Drive	S. of South Seas	2LN	0	0	310	660	740	100%	160	51.6%
Sanibel Causeway	Sanibel Shoreline to Toll Plaza	2LU	100	220	440	620	1140	90%	144	32.7%
McGregor Blvd.	W. of Summerlin Rd.	4LD	1,020	1,960	1,960	1,960	720	80%	128	6.5%
Summerlin Rd.	E. of McGregor Blvd.	4LD	1,620	1,980	1,980	1,980	2,940	70%	112	5.7%
	E. of San Carlos Bvld	6LD	2,520	3,000	3,000	3,000	2,940	60%	96	3.2%

* Level of Service thresholds were obtained from Lee County Link Specific Directional Service Volume Table (April 2016)

TABLE 2A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
SOUTH SEAS ISLAND RESORT MPD

Revised 1-30-2025

TOTAL PROJECT TRAFFIC AM =	244	VPH	IN =	124	OUT=	120
TOTAL PROJECT TRAFFIC PM =	309	VPH	IN=	160	OUT=	149

ROADWAY	SEGMENT	FDOT SITE #	BASE YR ADT	2023 ADT	YRS OF GROWTH	ANNUAL RATE [1]	2023 PK HR PK SEASON PEAK DIR.[2]	2028 PK HR PK SEASON PEAK DIRECTION VOLUME	LOS	PERCENT PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	2028 BCKGRND + AM PROJ VOLUME	LOS	2028 BCKGRND + PM PROJ VOLUME	LOS
Captiva Drive	S. of South Seas					2.00%	267	295	C	100%	124	160	419	D	455	D
Sanibel Causeway	Sanibel Shoreline to Toll I	120	17,900	13,800	8	2.00%	1,172	1,294	F	90%	112	144	1,406	F	1,438	F
McGregor Blvd.	W. of Summerlin Rd.	38	16,100	16,600	8	2.00%	1,396	1,541	B	80%	99	128	1,640	B	1,669	B
Summerlin Rd.	E. of McGregor Blvd.	36	20,800	18,100	8	2.00%	1,197	1,322	A	70%	87	112	1,408	A	1,434	A
	E. of San Carlos Bvld	36	20,800	18,100	8	2.00%	1,781	1,966	A	60%	74	96	2,041	A	2,062	A

1 Annual Growth Rate was assumed to be minimum of 2% per year compouned annually

2 Current peak hour peak season peak direction traffic volumes taken from 2024 Lee County Public Facilities Level of Service & Concurrency Report

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2023 100TH HIGHEST HOUR			2028 FUTURE FORECAST*			Notes
		FROM	TO		LOS[1]	CAPACITY[2]	LOS[1]	VOLUME[2]	V/C[3]	LOS[1]	VOLUME[2]	V/C[3]	
00100	A & W BULB RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	384	0.45	C	404	0.47	
00200	ALABAMA RD	SR 82	MILWAUKEE BLVD	2LN	E	990	C	428	0.43	D	479	0.48	pre-development order res development
00300	ALABAMA RD	MILWAUKEE BLVD	HOMESTEAD RD	2LN	E	990	D	481	0.49	D	506	0.51	
00400	ALEXANDER BELL BLVD	SR 82	MILWAUKEE BLVD	2LN	E	990	D	547	0.55	D	575	0.58	
00500	ALEXANDER BELL BLVD	MILWAUKEE BLVD	LEELAND HEIGHTS	2LN	E	990	D	547	0.55	D	637	0.64	pre-development order res development
00590	ALICO RD	US 41	DUSTY RD	4LD	E	1,980	B	1,170	0.59	B	1,230	0.62	
00600	ALICO RD	DUSTY RD	LEE RD	6LD	E	2,960	B	1,170	0.40	B	1,298	0.44	
00700	ALICO RD	LEE RD	THREE OAKS PKWY	6LD	E	2,960	B	1,170	0.40	B	1,422	0.48	Three Oaks Distribution Center
00800	ALICO RD	THREE OAKS PKWY	I-75	6LD	E	2,960	E	2,761	0.93	E	2,902	0.98	
00900	ALICO RD	I-75	BEN HILL GRIFFIN BLVD	6LD	E	2,960	B	1,448	0.49	B	1,521	0.51	[4]
01000	ALICO RD	BEN HILL GRIFFIN BLVD	GREEN MEADOW DR	2LN/4LN	E	1100/1960	E	853	0.78	C	1,171	0.60	[4][5]; unincorporated Lee Co; Ctr Pl/Prm Aprt Pk
01050	ALICO RD	GREEN MEADOW DR	CORKSCREW RD	2LN	E	1,100	B	256	0.23	B	269	0.24	[4]
01200	BABCOCK RD	US 41	ROCKEFELLER CIR	2LN	E	860	C	60	0.07	C	65	0.08	[4]
01400	BARRETT RD	PONDELLA RD	PINE ISLAND RD (US 78)	2LN	E	860	C	150	0.17	C	158	0.18	
01500	BASS RD	SUMMERLIN RD	GLADIOLUS DR	4LN	E	1,790	C	655	0.37	C	709	0.40	
01600	BAYSHORE RD (SR 78)	BUS 41	NEW POST RD/HART RD	4LD	D	1,942	F	2,046	1.05	F	2,302	1.19	
01700	BAYSHORE RD (SR 78)	HART RD	SLATER RD	4LD	D	1,942	F	2,070	1.07	F	2,515	1.30	
01800	BAYSHORE RD (SR 78)	SLATER RD	I-75	4LD	D	2,910	B	1,275	0.44	B	1,426	0.49	
01900	BAYSHORE RD (SR 78)	I-75	NALLE RD	2LN	D	1,166	C	846	0.73	C	1,007	0.86	
02000	BAYSHORE RD (SR 78)	NALLE RD	SR 31	2LN	D	1,166	C	846	0.73	C	1,007	0.86	Bayshore Ranch/Stonehill Manor
02100	BEN HILL GRIFFIN PKWY	CORKSCREW RD	FGCU ENTRANCE	4LD	E	2,000	B	1,548	0.77	B	1,700	0.85	Grandeza
02200	BEN HILL GRIFFIN PKWY	FGCU BOULEVARD S	COLLEGE CLUB DR	4LD	E	2,000	B	1,548	0.77	B	1,627	0.81	
02250	BEN HILL GRIFFIN PKWY	COLLEGE CLUB DR	ALICO RD	6LD	E	3,000	B	1,525	0.51	B	1,603	0.53	
26950	BEN HILL GRIFFIN PKWY	ALICO RD	TERMINAL ACCESS RD	4LD	E	1,980	B	1,041	0.53	B	1,094	0.55	unincorporated Lee County
02300	BETH STACEY BLVD	23RD ST	HOMESTEAD RD	2LN	E	860	C	314	0.37	C	451	0.52	Ibis Landing (a.k.a. Copperhead Glf Community)
02400	BONITA BEACH RD	HICKORY BLVD	VANDERBILT DR	4LD	E	1,900	C	572	0.30	C	601	0.32	[4]; constrained in city plan
02500	BONITA BEACH RD	VANDERBILT DR	US 41	4LD	E	1,900	C	1,124	0.59	C	1,181	0.62	constrained in city plan
02600	BONITA BEACH RD	US 41	OLD 41	4LD	E	1,860	C	1,713	0.92	C	1,800	0.97	constrained; old count projection (2010)
02700	BONITA BEACH RD	OLD 41	IMPERIAL ST	6LD	E	2,800	C	2,184	0.78	C	2,295	0.82	constrained in city plan
02800	BONITA BEACH RD	IMPERIAL ST	W OF I-75	6LD	E	2,800	C	2,144	0.77	C	2,253	0.80	constrained in city plan
02900	BONITA BEACH RD	E OF I-75	BONITA GRAND DR	4LD	E	2,020	B	868	0.43	B	912	0.45	constrained in city plan
02950	BONITA BEACH RD	BONITA GRANDE DR	Logan Boulevard	4LD	E	2,020	B	868	0.43	B	912	0.45	constrained in city plan
03100	BONITA GRANDE DR	BONITA BEACH RD	E TERRY ST	2LN	E	860	C	497	0.58	C	522	0.61	
03200	BOYSCOUT RD	SUMMERLIN RD	US 41	6LN	E	2,520	E	1,757	0.70	E	1,847	0.73	
03300	BRANTLEY RD	SUMMERLIN RD	US 41	2LN	E	860	C	270	0.31	C	284	0.33	
03400	BRIARCLIFF RD	US 41	TRIPLE CROWN CT	2LN	E	860	C	160	0.19	C	168	0.20	
03500	BROADWAY RD (ALVA)	SR 80	North RIVER RD	2LN	E	860	C	284	0.33	C	298	0.35	
03700	BUCKINGHAM RD	SR 82	GUNNERY RD	2LN	E	990	D	470	0.47	D	504	0.51	
03730	BUCKINGHAM RD	GUNNERY RD	ORANGE RIVER BLVD	2LN	E	990	C	346	0.35	C	383	0.39	
03800	BUCKINGHAM RD	ORANGE RIVER BLVD	SR 80	2LN	E	990	E	718	0.73	E	976	0.99	Lee County Homes (a.k.a. Buckingham 345)
03900	BURNT STORE RD	SR 78	VAN BUREN PKWY	4LD	E	2,950	A	847	0.29	B	890	0.30	City of Cape Coral
04000	BURNT STORE RD	VAN BUREN PKWY	COUNTY LINE	2LN	E	1,140	D	724	0.64	D	761	0.67	partially located in City of Cape Coral
04200	BUS 41 (N TAMIAMI TR, SR 739)	CITY LIMITS (N END EDISON BRG)	PONDELLA RD	6LD	D	2,950	C	1,936	0.66	C	2,274	0.77	
04300	BUS 41 (N TAMIAMI TR, SR 739)	PONDELLA RD	SR 78	6LD	D	2,950	C	1,936	0.66	C	2,274	0.77	
04400	BUS 41 (N TAMIAMI TR, SR 739)	SR 78	LITTLETON RD	4LD	D	1,900	C	1,177	0.62	C	1,406	0.74	
04500	BUS 41 (N TAMIAMI TR, SR 739)	LITTLETON RD	US 41	4LD	D	1,900	C	682	0.36	C	846	0.45	
04600	CAPE CORAL BRIDGE	DEL PRADO BLVD	McGREGOR BLVD	4LB	E	4,000	D	3,073	0.77	D	3,230	0.81	
04700	CAPTIVA DR	BLIND PASS	SOUTH SEAS PLANTATION RD	2LN	E	860	C	267	0.31	C	281	0.33	constrained, old count (2010)

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2023 100TH HIGHEST HOUR			2028 FUTURE FORECAST*			Notes
		FROM	TO		LOS[1]	CAPACITY[2]	LOS[1]	VOLUME[2]	V/C[3]	LOS[1]	VOLUME[2]	V/C[3]	
13900	JOEL BLVD	18TH ST	SR 80	2LN	E	1,010	D	547	0.54	D	575	0.57	
14000	JOHN MORRIS RD	BUNCHE BEACH	SUMMERLIN RD	2LN	E	860	C	65	0.08	C	68	0.08	[4]
14100	JOHN MORRIS RD	SUMMERLIN RD	IONA RD	2LN	E	860	C	210	0.24	C	221	0.26	
14200	KELLY RD	McGREGOR BLVD	SAN CARLOS BLVD	2LN	E	860	C	230	0.27	C	242	0.28	
14300	KELLY RD	SAN CARLOS BLVD	PINE RIDGE RD	2LN	E	860	C	230	0.27	C	242	0.28	
14500	LAUREL DR	BUS 41	BREEZE DR	2LN	E	860	C	338	0.39	C	355	0.41	
14600	LEE BLVD	SR 82	ALVIN AVE	6LD	E	2,840	E	2,440	0.86	E	2,564	0.90	
14700	LEE BLVD	ALVIN AVE	GUNNERY RD	6LD	E	2,840	E	2,182	0.77	E	2,293	0.81	
14800	LEE BLVD	GUNNERY RD	HOMESTEAD RD	6LD	E	2,840	E	1,944	0.68	E	2,091	0.74	pre-development order res development
14900	LEE BLVD	HOMESTEAD RD	WILLIAMS AVE	4LD	E	1,980	B	913	0.46	B	960	0.48	
14930	LEE BLVD	WILLIAMS AVE	LEELAND HEIGHTS	2LN	E	1,020	B	913	0.90	E	960	0.94	
15000	LEE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	407	0.47	C	428	0.50	
15100	LEELAND HEIGHTS	HOMESTEAD RD	JOEL BLVD	4LN	E	1,800	B	764	0.42	B	803	0.45	
15200	LEONARD BLVD	GUNNERY RD	WESTGATE BLVD	2LN	E	860	D	714	0.83	F	895	1.04	Fairway Villages/pre-dev order res dev
15300	LITTLETON RD	CORBETT RD	US 41	2LN	E	860	D	587	0.68	D	617	0.72	
15400	LITTLETON RD	US 41	BUS 41	2LN	E	860	D	570	0.66	D	599	0.70	
15500	LUCKETT RD	ORTIZ AVE	I-75	2LN	E	880	C	364	0.41	C	416	0.47	Luckett Landing Hotel/Luckett Road C-Store
15600	LUCKETT RD	I-75	COUNTRY LAKES DR	2LN	E	860	C	320	0.37	C	336	0.39	
15700	MAPLE DR*	SUMMERLIN RD	2ND AVE	2LN	E	860	C	79	0.09	C	83	0.10	[4]
15800	McGREGOR BLVD	SANIBEL T PLAZA	HARBOR DR	4LD	E	1,960	A	980	0.50	B	1,030	0.53	
15900	McGREGOR BLVD	HARBOR DR	SUMMERLIN RD	4LD	E	1,960	B	1,396	0.71	B	1,467	0.75	
16000	McGREGOR BLVD	SUMMERLIN RD	KELLY RD	4LD	E	1,960	A	815	0.42	A	857	0.44	
16100	McGREGOR BLVD	KELLY RD	GLADIOLUS DR	4LD	E	1,960	A	815	0.42	A	857	0.44	
16200	McGREGOR BLVD (SR 867)	OLD McGREGOR /GLADIOLUS DR	IONA LOOP RD	4LD	D	1,942	C	1,542	0.79	C	1,658	0.85	
16300	McGREGOR BLVD (SR 867)	IONA LOOP RD	PINE RIDGE RD	4LD	D	1,942	C	1,542	0.79	C	1,658	0.85	
16400	McGREGOR BLVD (SR 867)	PINE RIDGE RD	CYPRESS LAKE DR	4LD	D	1,900	D	1,810	0.95	F	1,961	1.03	
16500	McGREGOR BLVD (SR 867)	CYPRESS LAKE DR	COLLEGE PKWY	4LD	D	1,900	D	1,810	0.95	F	1,961	1.03	
16600	McGREGOR BLVD (SR 867)	COLLEGE PKWY	WINKLER RD	2LN	D	1,124	C	775	0.69	D	842	0.75	constrained
16700	McGREGOR BLVD (SR 867)	WINKLER RD	TANGLEWOOD BLVD	2LN	D	1,224	D	1,114	0.91	D	1,208	0.99	constrained
16800	McGREGOR BLVD (SR 867)	TANGLEWOOD BLVD	COLONIAL BLVD	2LN	D	1,224	D	1,114	0.91	D	1,208	0.99	constrained
16900	METRO PKWY (SR 739)	SIX MILE PKWY	DANIELS PKWY	6LD	D	2,866	C	1,373	0.48	C	1,618	0.56	
17000	METRO PKWY (SR 739)	DANIELS PKWY	CRYSTAL DR	4LD	D	1,900	C	1,275	0.67	C	1,440	0.76	
17100	METRO PKWY (SR 739)	CRYSTAL DR	DANLEY DR	4LD	D	1,900	D	1,786	0.94	F	2,118	1.11	
17200	METRO PKWY (SR 739)	DANLEY DR	COLONIAL BLVD	4LD	D	1,900	D	1,786	0.94	F	2,118	1.11	
	MICHAEL RIPPE PKWY	US41	SIX MILES PKWY	6LD	D	2,866	C	1,766	0.62	C	2,252	0.79	
17600	MILWAUKEE BLVD	ALABAMA BLVD	BELL BLVD	2LN	E	860	C	171	0.20	C	180	0.21	[4]
17700	MILWAUKEE BLVD	BELL BLVD	COLUMBUS BLVD	2LN	E	860	C	171	0.20	C	213	0.25	[4]
17800	MOODY RD	HANCOCK B. PKWY	PONDELLA RD	2LN	E	860	C	184	0.21	C	193	0.22	[4]
17900	NALLE GRADE RD	SLATER RD	NALLE RD	2LN	E	860	C	82	0.10	C	86	0.10	
18000	NALLE RD	SR 78	NALLE GRADE RD	2LN	E	860	C	136	0.16	C	143	0.17	
18100	NEAL RD	ORANGE RIVER BLVD	BUCKINGHAM RD	2LN	E	860	C	155	0.18	C	163	0.19	
18200	NORTH RIVER RD	SR 31	FRANKLIN LOCK RD	2LN	E	1,140	B	224	0.20	B	344	0.30	The Broadlands
18300	NORTH RIVER RD	FRANKLIN LOCK RD	BROADWAY RD	2LN	E	1,140	B	224	0.20	B	358	0.31	River Run Estates
18400	NORTH RIVER RD	BROADWAY RD	COUNTY LINE	2LN	E	1,140	A	100	0.09	A	135	0.12	
18900	OLGA RD*	SR 80 W	SR 80 E	2LN	E	860	C	84	0.10	C	88	0.10	[4]
19100	ORANGE GROVE BLVD	CLUB ENTR.	HANCOCK B. PKWY	2LN	E	860	C	539	0.63	D	566	0.66	
19200	ORANGE GROVE BLVD	HANCOCK B. PKWY	PONDELLA RD	4LN	E	1,790	C	539	0.30	D	566	0.32	
19300	ORANGE RIVER BLVD	SR 80	STALEY RD	2LN	E	1,000	C	368	0.37	C	387	0.39	

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2023 100TH HIGHEST HOUR			2028 FUTURE FORECAST*			Notes
		FROM	TO		LOS[1]	CAPACITY[2]	LOS[1]	VOLUME[2]	V/C[3]	LOS[1]	VOLUME[2]	V/C[3]	
19400	ORANGE RIVER BLVD	STALEY RD	BUCKINGHAM RD	2LN	E	1,000	C	368	0.37	C	387	0.39	
19500	ORIOLE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	131	0.15	C	138	0.16	
19600	ORTIZ AVE	COLONIAL BLVD	SR 82	2LN	E	900	F	1,115	1.24	F	1,172	1.30	City of Fort Myers
19700	ORTIZ AVE	SR 82	LUCKETT RD	2LN	E	900	F	947	1.05	F	995	1.11	partially located in City of Fort Myers
19800	ORTIZ AVE	LUCKETT RD	SR 80	2LN	E	900	B	374	0.42	B	393	0.44	[4]
19900	PALM BEACH BLVD (SR 80)	PROSPECT AVE	ORTIZ AVE	4LD	D	1,900	C	1,306	0.69	C	1,471	0.77	
20000	PALM BEACH BLVD (SR 80)	ORTIZ AVE	I-75	6LD	D	2,814	C	1,453	0.52	C	1,624	0.58	
20100	PALM BEACH BLVD (SR 80)	I-75	SR 31	6LD	D	2,814	C	1,840	0.65	C	2,030	0.72	
20200	PALM BEACH BLVD (SR 80)	SR 31	BUCKINGHAM RD	4LD	D	1,900	F	2,275	1.20	F	2,604	1.37	
20300	PALM BEACH BLVD (SR 80)	BUCKINGHAM RD	WERNER DR	4LD	D	1,942	E	1,943	1.00	F	2,277	1.17	River Hall (f.k.a. Hawks Haven)
20330	PALM BEACH BLVD (SR 80)	WERNER DR	JOEL BLVD	4LD	C	1,785	C	1,457	0.82	C	1,735	0.97	
20400	PALM BEACH BLVD (SR 80)	JOEL BLVD	HENDRY CO. LINE	4LD	C	1,785	C	1,295	0.73	C	1,541	0.86	
20500	PALOMINO LN	DANIELS PKWY	PENZANCE BLVD	2LN	E	860	C	343	0.40	C	405	0.47	The Springs at Daniels Road
20600	PARK MEADOWS DR	SUMMERLIN RD	US 41	2LN	E	860	C	202	0.23	C	219	0.26	
20800	PENZANCE BLVD	RANCHETTE RD	SIX MILE PKWY	2LN	E	860	C	150	0.17	C	180	0.21	
20900	PINE ISLAND RD	STRINGFELLOW RD	BURNT STORE RD	2LN	E	950	E	594	0.63	E	640	0.67	constrained
21400	PINE ISLAND RD (SR 78)	CITY LIMITS E OF BARRETT RD	US 41	4LD	D	1,900	F	1,902	1.00	F	2,312	1.22	
21500	PINE ISLAND RD (SR 78)	US 41	BUS 41	4LD	D	1,900	D	1,637	0.86	D	1,861	0.98	
21600	PINE RIDGE RD	SAN CARLOS BLVD	SUMMERLIN RD	2LN	E	860	C	459	0.53	C	549	0.64	Heritage Isles
21700	PINE RIDGE RD	SUMMERLIN RD	GLADIOLUS DR	2LN	E	860	C	280	0.33	C	486	0.56	Heritage Isles
21800	PINE RIDGE RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	280	0.33	C	294	0.34	
21900	PLANTATION RD	SIX MILE PKWY	DANIELS PKWY	2LN	E	860	C	317	0.37	C	333	0.39	
22000	PLANTATION RD	DANIELS PKWY	IDLEWILD ST	2LN	E	860	D	651	0.76	D	684	0.80	
22050	PLANTATION RD	IDLEWILD ST	COLONIAL BLVD	4LN	E	1,790	C	673	0.38	C	707	0.40	
22100	PONDELLA RD	SR 78	ORANGE GROVE BLVD	4LD	E	1,890	B	994	0.53	B	1,045	0.55	
22200	PONDELLA RD	ORANGE GROVE BLVD	US 41	4LD	E	1,890	B	1,319	0.70	B	1,386	0.73	
22300	PONDELLA RD	US 41	BUS 41	4LD	E	1,890	B	1,396	0.74	B	1,467	0.78	
22400	PRITCHETT PKWY	SR 78	RICH RD	2LN	E	860	C	78	0.09	D	658	0.76	[3]; Brightwater RPD (f.k.a. Stoneybrook North)
22500	RANCHETTE RD	PENZANCE BLVD	IDLEWILD ST	2LN	E	860	C	105	0.12	C	110	0.13	[4]
22600	RICH RD	SLATER RD	PRITCHETT PKWY	2LN	E	860	C	62	0.07	C	65	0.08	[4]
22700	RICHMOND AVE	LEELAND HEIGHTS	E 12TH ST	2LN	E	860	C	129	0.15	C	149	0.17	pre-development order res development
22800	RICHMOND AVE	E 12TH ST	GREENBRIAR BLVD	2LN	E	860	C	129	0.15	C	198	0.23	pre-development order res development
23230	SAN CARLOS BLVD	US 41	THREE OAKS PKWY	2LN	E	860	C	324	0.38	C	341	0.40	
23000	SAN CARLOS BLVD (SR 865)	MANTANZAS PASS BRIDGE	MAIN ST	2LD	D	1,900	C	1,114	0.59	C	1,208	0.64	constrained
23100	SAN CARLOS BLVD (SR 865)	MAIN ST	SUMMERLIN RD	4LD	D	1,900	C	1,114	0.59	C	1,208	0.64	
23180	SAN CARLOS BLVD (SR 865)	SUMMERLIN RD	KELLY RD	2LD	D	1,180	C	702	0.59	C	762	0.65	
23200	SAN CARLOS BLVD (SR 865)	KELLY RD	GLADIOLUS DR	4LD	D	1,180	C	702	0.59	C	762	0.65	
23260	SANIBEL BLVD	US 41	LEE RD	2LN	E	860	C	501	0.58	C	527	0.61	
23300	SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	2LN	E	1,140	F	1,172	1.03	F	1,232	1.08	
23400	SHELL POINT BLVD	McGREGOR BLVD	PALM ACRES	2LN	E	860	C	269	0.31	C	283	0.33	
23500	SIX MILE PKWY (SR 739)	US 41	METRO PKWY	4LD	D	1,900	F	2,109	1.11	F	2,341	1.23	
23600	SIX MILE CYPRESS	METRO PKWY	DANIELS PKWY	4LD	E	2,000	B	1,630	0.82	B	1,713	0.86	unincorporated Lee County
23700	SIX MILE CYPRESS	DANIELS PKWY	WINKLER EXT.	4LD	E	1,900	B	1,272	0.67	B	1,434	0.75	unincorporated Lee Co; Cr Mnr RPD/Ok Vill RPD
23800	SIX MILE CYPRESS	WINKLER EXT.	CHALLENGER BLVD	4LD	E	1,900	B	1,200	0.63	B	1,261	0.66	incorporated Lee County
23900	SIX MILE CYPRESS	CHALLENGER BLVD	COLONIAL BLVD	6LD	E	2,860	A	1,200	0.42	A	1,261	0.44	incorporated Lee County
24000	SLATER RD	SR 78	NALLE GRADE RD	2LN	E	1,010	C	444	0.44	C	467	0.46	
24100	SOUTH POINTE BLVD	CYPRESS LAKE DR	COLLEGE PKWY	2LD	E	910	C	514	0.56	C	540	0.59	
24200	SR 31 (ARCADIA RD)	SR 80	SR 78	2LN	D	766/1180	E	966	1.26	E	1,168	0.99	

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2023 100TH HIGHEST HOUR			2028 FUTURE FORECAST*			Notes
		FROM	TO		LOS[1]	CAPACITY[2]	LOS[1]	VOLUME[2]	V/C[3]	LOS[1]	VOLUME[2]	V/C[3]	
24300	SR 31 (ARCADIA RD)	SR 78	COUNTY LINE	2LN/4LN	C	730/1942	E	1,068	1.46	B	1,317	0.68	Babcock MPD
24400	STALEY RD	TICE	ORANGE RIVER BLVD	2LN	E	860	C	191	0.22	C	201	0.23	[4]
24500	STRINGFELLOW RD	1ST AVE	BERKSHIRE RD	2LN	E	1,060	B	329	0.31	C	410	0.39	constrained; Tr Cove at Ch Est/Turtle Cy Subd
24600	STRINGFELLOW RD	BERKSHIRE RD	PINE ISLAND RD	2LN	E	1,060	D	651	0.61	D	868	0.82	constrained; Villages of Pine Island
24700	STRINGFELLOW RD	PINE ISLAND RD	PINELAND RD	2LN	E	1,060	D	573	0.54	D	602	0.57	constrained
24800	STRINGFELLOW RD	PINELAND RD	MAIN ST	2LN	E	1,060	D	573	0.54	D	660	0.62	constrained; Bokeelia Harbor Resort
24900	SUMMERLIN RD	McGREGOR BLVD	KELLY COVE RD	4LD	E	1,980	A	1,197	0.60	A	1,258	0.64	unincorporated Lee County
25000	SUMMERLIN RD	KELLY COVE RD	SAN CARLOS BLVD	4LD	E	1,980	A	1,197	0.60	A	1,258	0.64	unincorporated Lee County
25100	SUMMERLIN RD	SAN CARLOS BLVD	PINE RIDGE RD	6LD	E	3,000	A	1,781	0.59	A	1,872	0.62	unincorporated Lee County
25200	SUMMERLIN RD	PINE RIDGE RD	BASS RD	6LD	E	3,000	A	1,781	0.59	A	1,872	0.62	unincorporated Lee County
25300	SUMMERLIN RD	BASS RD	GLADIOLUS DR	6LD	E	3,000	A	1,781	0.59	A	1,872	0.62	unincorporated Lee County
25400	SUMMERLIN RD	GLADIOLUS DR	CYPRESS LAKE DR	4LD	E	1,900	C	1,621	0.85	C	1,704	0.90	unincorporated Lee County
25500	SUMMERLIN RD	CYPRESS LAKE DR	COLLEGE PKWY	6LD	E	2,880	B	1,858	0.65	B	1,953	0.68	unincorporated Lee County
25600	SUMMERLIN RD	COLLEGE PKWY	PARK MEADOW DR	6LD	E	2,880	B	2,022	0.70	B	2,125	0.74	unincorporated Lee County
25700	SUMMERLIN RD	PARK MEADOW DR	BOY SCOUT	6LD	E	2,880	B	2,022	0.70	B	2,125	0.74	unincorporated Lee County
25800	SUMMERLIN RD	BOY SCOUT	MATHEWS DR	4LD	E	1,820	D	1,197	0.66	D	1,258	0.69	
25900	SUMMERLIN RD	MATHEWS DR	COLONIAL BLVD	4LD	E	1,820	D	1,197	0.66	D	1,258	0.69	
26000	SUNRISE BLVD	BELL BLVD	COLUMBUS BLVD	2LN	E	860	C	45	0.05	C	53	0.06	[4]
26100	SUNSHINE BLVD	SR 82	23RD ST SW	2LN	E	1,010	D	544	0.54	D	572	0.57	
26150	SUNSHINE BLVD	23RD ST SW	LEE BLVD	2LN	E	1,010	D	544	0.54	D	637	0.63	pre-development order res development
26200	SUNSHINE BLVD	LEE BLVD	W 12TH ST	2LN	E	1,010	E	738	0.73	E	839	0.83	pre-development order res development
26300	SUNSHINE BLVD	W 12TH ST	W 75TH ST	2LN	E	860	E	738	0.86	F	863	1.00	pre-development order res development
26500	THREE OAKS PKWY	COCONUT RD	ESTERO PKWY	4LD	E	1,940	B	1,368	0.71	B	1,438	0.74	
26600	THREE OAKS PKWY	ESTERO PKWY	SAN CARLOS BLVD	4LD	E	1,940	B	806	0.42	B	926	0.48	Villages of San Carlos DRI (Portofino Vineyards)
26700	THREE OAKS PKWY	SAN CARLOS BLVD	ALICO RD	4LD	E	1,940	E	806	0.42	B	1,210	0.62	Alico Interchange Park DRI
26800	TICE ST	SR 80	ORTIZ AVE	2LN	E	860	C	234	0.27	C	247	0.29	
26900	TICE ST	ORTIZ AVE	STALEY RD	2LN	E	860	C	234	0.27	C	248	0.29	
27000	TREELINE AVE	TERMIMAL ACCESS RD	DANIELS PKWY	4LD	E	1,980	A	1,033	0.52	A	1,162	0.59	[4]; unincorporated Lee County; Treeline ACP IPD
27030	TREELINE AVE	DANIELS PKWY	AMBERWOOD RD	4LD	E	1,980	A	946	0.48	A	994	0.50	
27070	TREELINE AVE	AMBERWOOD RD	COLONIAL BLVD	4LD	E	1,980	A	946	0.48	A	994	0.50	
29800	US 41 (S TAMIAMI TR)	OLD 41	CORKSCREW RD	6LD	D	2,814	D	2,808	1.00	F	3,044	1.08	
29900	US 41 (S TAMIAMI TR)	CORKSCREW RD	SANIBEL BLVD	6LD	D	2,814	D	2,542	0.90	F	2,960	1.05	
30000	US 41 (S TAMIAMI TR)	SANIBEL BLVD	ALICO RD	6LD	D	2,814	D	2,801	1.00	F	3,191	1.13	
30100	US 41 (S TAMIAMI TR)	ALICO RD	ISLAND PARK RD	6LD	D	2,814	D	2,801	1.00	F	3,191	1.13	Island Park Commercial Center
30200	US 41 (S TAMIAMI TR)	ISLAND PARK RD	BRIARCLIFF RD	6LD	D	2,814	F	3,306	1.17	F	3,582	1.27	
30300	US 41 (S TAMIAMI TR)	BRIARCLIFF RD	SIX MILE PKWY	6LD	D	2,814	F	3,306	1.17	F	3,582	1.27	
30400	US 41 (S TAMIAMI TR)	SIX MILE PKWY	DANIELS PKWY	6LD	D	2,814	D	2,590	0.92	D	2,807	1.00	
30500	US 41 (CLEVELAND AVE)	DANIELS PKWY	COLLEGE PKWY	6LD	D	2,814	F	2,842	1.01	F	3,082	1.10	SR 739 6-ln design/right-of-way programmed
30600	US 41 (CLEVELAND AVE)	COLLEGE PKWY	SOUTH AIRPORT RD	6LD	D	2,814	F	2,842	1.01	F	3,082	1.10	SR 739 6-ln design/right-of-way programmed
30700	US 41 (CLEVELAND AVE)	SOUTH AIRPORT RD	BOY SCOUT RD	6LD	D	2,814	D	2,615	0.93	F	2,835	1.01	SR 739 6-ln design/right-of-way programmed
30800	US 41 (CLEVELAND AVE)	BOY SCOUT RD	NORTH AIRPORT RD	6LD	D	2,814	D	2,615	0.93	F	2,835	1.01	SR 739 6-ln design/right-of-way programmed
30810	US 41 (CLEVELAND AVE)	NORTH AIRPORT RD	COLONIAL BLVD	6LD	D	2,814	D	2,615	0.93	F	2,835	1.01	
30900	US 41 (CLEVELAND AVE)	CITY LIMITS	N. KEY DR	4LD	D	1,900	F	2,126	1.12	F	2,302	1.21	
31000	US 41 (CLEVELAND AVE)	N. KEY DR	HANCOCK B. PKWY	4LD	D	1,900	F	2,126	1.12	F	2,302	1.21	
31100	US 41 (CLEVELAND AVE)	HANCOCK B. PKWY	PONDELLA RD	4LD	D	1,900	F	2,126	1.12	F	2,302	1.21	
31200	US 41 (CLEVELAND AVE)	PONDELLA RD	SR 78	4LD	D	1,900	C	1,490	0.78	D	1,616	0.85	
31300	US 41 (CLEVELAND AVE)	SR 78	LITTLETON RD	4LD	D	1,942	C	1,490	0.77	C	1,616	0.83	Diplomat Property RPD/CPD; Merch Crssng DRI
31400	US 41 (N TAMIAMI TR)	LITTLETON RD	BUS 41	4LD	D	1,942	C	1,427	0.73	C	1,620	0.83	Coral Bay (aka Estates at Entrada RPD/CPD)

SFWMD, Florida Fish and Wildlife Conservation Commission, U.S. Fish and Wildlife Service, Charlotte County, and Lee County. (Ord. No. 10-03)

GOAL 37: LEVEL OF SERVICE (LOS) STANDARDS. Establish and maintain specified transportation LOS standards. (Ord. No. 98-09, 99-15, 00-08, 17-13)

OBJECTIVE 37.1: GENERAL STANDARDS. Monitor non-regulatory LOS standards outlined in Policy 95.1.3 on county and state transportation facilities within Lee County. Cooperate with municipalities on the facilities maintained by Lee County within the municipalities and with FDOT on state transportation facilities. (Ord. No. 99-15, 16-07, 17-13)

POLICY 37.1.1: Lee County will develop multi-modal service volumes (capacities) based on local Lee County conditions for determination of the LOS of transportation facilities. (Ord. No. 98-09, 99-15, 14-09, 17-13)

POLICY 37.1.2: Lee County will continue to maintain its permanent and periodic traffic count program as the basis for determining existing roadway conditions. (Ord. No. 98-09, 99-15, 17-13)

POLICY 37.1.3: Lee County will use the most current Highway Capacity Manual, FDOT Quality Level of Service Handbook, and other best practices to calculate LOS. (Ord. No. 98-09, 99-15, 07-09, 17-13)

OBJECTIVE 37.2: CONSTRAINED ROADS. Due to scenic, historic, environmental, aesthetic, and right-of-way characteristics and considerations, Lee County has determined that certain roadway segments will be deemed "constrained" and therefore will not be widened to increase motor vehicle capacity. (Ord. No. 99-15, 00-08, 17-13)

POLICY 37.2.1: Reduced peak hour LOS will be accepted on constrained roads identified in Table 2(a). (Ord. No. 99-15, 00-08, 17-13)

POLICY 37.2.2: Potential multi-modal operational improvements for the constrained roads identified in Table 2(a) are identified in Table 2(b). These include improvements capable of implementation within the context of a constrained system. Improvements may include adding transit facilities, bicycle lanes, paved shoulders, sidewalks, and motor vehicle turn lanes. (Ord. No. 99-15, 00-08, 17-13)

OBJECTIVE 37.3: TRANSPORTATION CAPACITY MONITORING SYSTEM. Lee County will continue to monitor the capacity of the roadway network for planning and informational purposes in order to identify where areas of concern may be expected. (Ord. No. 99-15, 00-08, 14-09)

POLICY 37.3.1: Lee County will measure traffic volumes and capacity on all roads on a roadway segment-by-segment basis, except for constrained roads and where alternatives are established pursuant to § 163.3180, Fla. Stat. Transportation for Pine Island will be governed by the policies under Objective 24.2. (Ord. No. 98-09, 99-15, 00-08, 07-09, 14-09, 16-07)

POLICY 37.3.2: Lee County will continue to annually identify roadway conditions and available capacity on major roadways as part of its Public Facilities Level of Service and Concurrency Report. The Report will identify existing traffic conditions and forecast traffic associated with unissued building permits from approved development orders. The available capacity for existing conditions will include the added capacity of roadway improvements programmed for construction in the first three years of an adopted County CIP or State Five-Year Work Program. (Ord. No. 00-08, 07-09, 14-09, 21-09)

TABLE 2(a)

CONSTRAINED STATE AND COUNTY ROADS

ROADWAY	SEGMENT	MAINTENANCE RESPONSIBILITY	CONSTRAINED CONDITIONS
Captiva Road	Blind Pass/ South Seas Plantation	County	ROW, Scenic, Aesthetic, Environmental
Daniels Parkway	Metro Parkway/ I-75	County	ROW
Estero Boulevard	Center Street/ Big Carlos Pass	County	ROW, Scenic, Aesthetic
Hickory Boulevard	Big Carlos Pass/ Bonita Beach Road	County	Scenic, Aesthetic, Environmental
McGregor Boulevard (SR 867)	Colonial Boulevard/ College Parkway	State	ROW, Scenic, Aesthetic, Historic, Environmental
Pine Island Road (Matlacha)	Shoreview Drive/ Little Pine Island	County	ROW, Scenic, Aesthetic, Historic, Environmental
San Carlos Boulevard (SR 865) (Matanzas Bridge)	Center Street/ Main Street	State	ROW, Scenic, Aesthetic, Environmental
US 41	South of Daniels Road/ North Airport Road	State	ROW
Gulf Boulevard	Boca Grande	County	Scenic, Aesthetic, Historic, Environmental
Stringfellow Road	8th Avenue/ Main Street	County	Environmental

ADMINISTRATIVE CODE
BOARD OF COUNTY COMMISSIONERS

CATEGORY:	CODE NUMBER:
Development/Planning/Zoning	AC-13-17
TITLE: Traffic Study Guidelines for Planned Development Rezonings	ADOPTED: 4/15/92
	AMENDED:
	ORIGINATING DEPARTMENT: Community Development/DOT

PURPOSE/SCOPE:

GUIDELINES FOR ZONING TRAFFIC STUDIES

The scope of the Zoning Traffic Study (ZTS) is dependent upon vehicle trips generated, existing road network, location within Lee County, access points, and proposed facilities. It is recommended that these criteria be discussed with representatives of Lee County's Department of Transportation and Engineering (DOT&E), Department of Community Development (DCD), Division of Development Review (DDR) and other Lee County personnel (hereinafter Staff) as applicable prior to starting the preparation of the ZTS.

This administrative code replaces Chapter 1 of the Guidelines for Traffic Impact Statements written on December 11, 1989.

POLICY/PROCEDURE:

These guidelines are intended to be used by transportation professionals for determining impacts of non-DRI zoning applications only. The ZTS are not applicable for Development Orders or Concurrency determinations. The applicant should be aware that the ZTS is utilized for a general impact analysis for the proposed project and not as a basis for a traffic mitigation plan. Modifications of specific requirements contained within these guidelines may be approved by the Director of Zoning or his/her designee only after a written request by the applicant stating the reasons for said modifications. An approval of a request for modification of these guidelines must be in writing and rendered within 30 calendar days of receipt of a fully documented written request.

Trip Generation

Trip generation calculations are necessary to determine the degree of analysis necessary for a given project; therefore, they are the minimum requirement for all projects required to produce a ZTS. Calculation of trip ends shall be made using the sources listed below in the order of preference:

1) Institute of Transportation Engineers (ITE) current edition of Trip Generation; or

2) Generation rates derived from observation of trips at similar developments as outlined in the Independent Fee Calculation Administrative Code; or

3) Trip generation as approved by Staff in a methodology meeting as requested by the applicant.

Trip generation rates shall be calculated using the linear regression equation, unless it can be shown using ITE's "Guidelines for Determining Whether to Use Trip Generation, Rates or Equations" that average trip generation rates provide a more accurate estimate of project impacts. Trip ends shall include annual daily traffic (ADT's) and peak hour traffic (PHT's) for a typical week day. Weekends should be included if applicable. The ADT is defined as the weighted average vehicle trip generation rate during the applicable 24-hour period. The peak hours (AM and PM) are defined as the highest one-hour weighted average vehicle trip generation rate between 7 and 9 AM or between 4 and 6 PM when the adjacent street traffic is at its peak.

Capacity calculations require the projection of peak hour, peak Season traffic volumes. Background traffic shall be calculated from DOT&E traffic counts, or traffic counts made in accordance with ITE guidelines or other methods approved by Staff, Growth projections shall be calculated in accordance with DOT&E guidelines or other methods as approved by Staff.

Analysis

All rezoning requested required to produce a ZTS shall provide the following, minimum information:

1) The intensity of development (number of units, gross floor area of each proposed use, etc.) and the projected build out date;

2) ADT's, AM PHT's, and PM PHT's for each proposed use category and for the total proposed project, along with the source and methods from which the figures were derived;

3) A graphic depiction locating the project's access point(s) and the location of all other access points within 660' for project entrances on an arterial roadway, 330' for project entrances on a collector roadway, and 125' for project entrances on a local roadway;

4) The existing and projectbackground traffid on all roadway facilities accessed by the proposed project at time of build out; and

5) The traffic/directional splits entering and exiting the proposed project at the proposed access points.

For requests projected to generate 100 trip ends or more, the ZTS shall provide the following additional information:

1) Level of Service (LOS) analysis shall be performed using methodology as listed below:

   a) If the project generates between 100 and 300 peak hour trips, a link, level of service analysis for all links within the area of influence shall be made based upon the Lee County Generalized Peak Hour Service Volume Tables from the 1990 Lee Plan as amended. (Exhibit IX-1, Pages IX-3 through 1X-7, -Traffic Circulation Element, Volume 1 of 3)

   The site accesses and all intersections within one quarter of a mile area shall be analyzed using the 1985 Highway Capacity Manual either as a signalized or unsignalized intersection.

   b) If the project generates over 300 peak hour trips, an urban or suburban arterial analysis shall be made utilizing entrances and all other intersections and roadway links within the area of influence.

2) Should the LOS analysis result in service levels below adopted minimums, an analysis of the improvements necessary to offset the added traffic impacts; and

3) An exhibit showing the area of influence, defined as that area in which the development-generated traffic is found to have significant impact. Significant impact is defined as 10% or more of the total peak hour intersection volume (the summation of all four approaches) and 10% of the LOS "C" service volumes for the links at build out.

4) Any additional information or analysis which the applicant feels is necessary to fully demonstrate the impacts of the proposed development.

5) A methodology meeting with members of Staff is required for a ZTS projecting more than 300 trips and is strongly recommended for a ZTS projecting less than 300 trips, but that is the option of the applicant.

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
GUNNERY RD	SR 82	LEE BLVD	3	2.5	4LD	0	1,920	1,920	1,920	1,920	0	3,100	3,100	3,100	3,100
	LEE BLVD	BUCKINGHAM RD	3	1.5	2LN	0	600	1,020	1,020	1,020	0	970	1,640	1,640	1,640
HANCOCK BRIDGE PKW	DEL PRADO BLVD	NE 24TH AVE	5	1.1	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	NE 24TH AVE	ORANGE GROVE BLVD	2	0.5	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	ORANGE GROVE BLVD	MOODY RD	2	1.2	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	MOODY RD	US 41	2	0.9	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
HICKORY BLVD	BONITA BEACH RD	McLAUGHLIN BLVD	8	1.1	2LN	90	200	330	450	890	180	390	640	870	1,720
	McLAUGHLIN BLVD	MELODY LANE	8	0.7	2LN	90	200	330	450	890	180	390	640	870	1,720
	MELODY LANE	ESTERO BLVD	8	6.7	2LN	90	200	330	450	890	180	390	640	870	1,720
HOMESTEAD RD	SR 82	2 LANE END	3	3.8	2LN	120	300	490	670	1,010	230	560	910	1,250	1,880
	2 LANE END	LEE BLVD	3	2.9	4LN	0	0	1,100	2,730	2,960	0	0	1,340	3,280	3,640
IMPERIAL PKWY	COUNTY LINE	BONITA BEACH RD	8	1.0	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
	BONITA BEACH RD	E. TERRY ST	4	1.1	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
	E. TERRY ST	COCONUT RD	4	4.3	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
I-75	COLLIER CO. LINE	BONITA BEACH RD	8	1.0	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	BONITA BEACH RD	CORKSCREW RD	8	7.4	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	CORKSCREW RD	ALICO RD	4	4.3	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	ALICO RD	DANIELS PKWY	4	3.8	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	DANIELS PKWY	COLONIAL BLVD	4	4.5	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	COLONIAL BLVD	M.L.K.	1	1.6	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	M.L.K.	LUCKETT RD	1	1.5	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	LUCKETT RD	SR 80	1	1.9	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	SR 80	SR 78	1 & 2	2.4	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	SR 78	COUNTY LINE	2	5.7	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
JOEL BLVD	BELL BLVD	COUNTRY CLUB(N)	3	0.9	4LN	590	1,010	1,430	1,830	2,120	1,100	1,880	2,650	3,390	3,930
	COUNTRY CLUB(N)	16TH ST	3	3.9	4LN	590	1,010	1,430	1,830	2,120	1,100	1,880	2,650	3,390	3,930
	16TH ST	SR 80	3	3.1	2LN	120	300	490	670	1,010	230	560	910	1,250	1,880
LEE BLVD	SR 82	GUNNERY RD	3	3.6	6LD	560	2,840	2,840	2,840	2,840	910	4,580	4,580	4,580	4,580
	GUNNERY RD	HOMESTEAD RD	3	3.9	6LD	560	2,840	2,840	2,840	2,840	910	4,580	4,580	4,580	4,580
	HOMESTEAD RD	WILLIAMS AVE	3	0.3	4LD	0	1,920	1,980	1,980	1,980	0	3,100	3,200	3,200	3,200
	HOMESTEAD RD	LEELAND HEIGHTS	3	1.3	2LD	0	930	1,020	1,020	1,020	0	1,500	1,640	1,640	1,640
LEELAND HEIGHTS	HOMESTEAD RD	LEE BLVD	3	0.4	4LN	0	1,640	1,800	1,800	1,800	0	3,040	3,340	3,340	3,340
	LEE BLVD	JOEL BLVD	3	1.6	4LN	0	1,640	1,800	1,800	1,800	0	3,040	3,340	3,340	3,340
LUCKETT RD	ORTIZ AVE	I-75	1	0.8	2LN	0	540	880	880	880	0	1,020	1,680	1,680	1,680
McGREGOR BLVD	SANIBEL TOLL PLAZA	HARBOR DR	4	0.2	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	HARBOR DR	SUMMERLIN RD	4	2.2	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	SUMMERLIN RD	KELLY RD	4	1.7	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	KELLY RD	THORNTON RD	4	0.3	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	THORNTON RD	SAN CARLOS BLVD	4	0.7	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	SAN CARLOS BLVD	GRIFFIN BLVD	4	1.0	4LD	0	1,530	1,980	1,980	1,980	0	2,560	3,290	3,290	3,290

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION) A	B	C	D	E	SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS) A	B	C	D	E
PINE ISLAND RD/	SANTA BARBARA BLVD	DEL PRADO BLVD	5	2.3	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760
BAYSHORE RD (SR 78)	DEL PRADO BLVD	BARNETT RD	5	2.1	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760
	BARNETT RD	US 41	2	0.5	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760
	US 41	BUSINESS 41	2	1.2	4LD	0	0	1,320	1,700	1,700	0	0	2,450	3,140	3,140
	BUSINESS 41	HART RD	2	1.1	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	HART RD	BREWERS RD	2	0.4	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	BREWERS RD	SLATER RD	2	0.8	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	SLATER RD	I-75	2	2.9	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	I-75	NALLE RD	2	0.6	2LN	130	350	580	780	1,100	250	670	1,100	1,480	2,080
	NALLE RD	SR 31	2	2.7	2LN	130	350	580	780	1,100	250	670	1,100	1,480	2,080
PONDELLA RD	SR 78	WESTWOOD RD	5	0.9	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
	WESTWOOD RD	ORANGE GROVE BLVD	2	0.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
	ORANGE GROVE BLVD	US 41	2	1.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
	US 41	BUS 41	2	0.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
SAN CARLOS BLVD	ESTERO BLVD	MAIN ST	4	0.6	2LB	960	1,040	1,040	1,040	1,040	1,750	1,890	1,890	1,890	1,890
	MAIN ST	SUMMERLIN RD	4	2.5	4LD	0	900	1,780	1,780	1,780	0	1,640	3,250	3,250	3,250
	SUMMERLIN RD	KELLY RD	4	1.1	2LN	60	850	900	900	900	110	1,550	1,640	1,640	1,640
	KELLY RD	McGREGOR BLVD	4	0.6	4LN	150	1,810	1,810	1,810	1,810	280	3,300	3,300	3,300	3,300
SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	4	2.9	2LN	100	220	440	620	1,140	180	390	780	1,090	2,010
SIX MILE CYPRESS	US 41	METRO PKWY	4	1.2	4LD	0	1,740	2,000	2,000	2,000	0	3,290	3,770	3,770	3,770
	METRO PKWY	DANIELS PKWY	4	1.8	4LD	0	1,740	2,000	2,000	2,000	0	3,290	3,770	3,770	3,770
	DANIELS PKWY	CHALLENGER BLVD	4	4.4	4LD	800	1,900	1,900	1,900	1,900	1,360	3,220	3,220	3,220	3,220
	CHALLENGER BLVD	WAL-MART INTERSECTI	4	0.3	6LD	1,250	2,860	2,860	2,860	2,860	2,120	4,840	4,840	4,840	4,840
	WAL-MART INTERSECTI	COLONIAL BLVD	4	0.3	6LD	1,250	2,860	2,860	2,860	2,860	2,120	4,840	4,840	4,840	4,840
SLATER RD	SR 78	NALLE GRADE RD	2	4.0	2LN	120	290	490	660	1,010	230	550	930	1,250	1,910
SR 31	SR 80	SR 78	2 & 3	1.4	2LN	640	1,300	1,300	1,300	1,300	1,120	2,270	2,270	2,270	2,270
	SR 78	N. RIVER RD	2	1.3	2LN	150	420	740	1,010	1,360	270	760	1,340	1,820	2,450
	N. RIVER RD	COUNTY LINE	2	2.0	2LN	150	420	740	1,010	1,360	270	760	1,340	1,820	2,450
SR 80	PROSPECT AVE	ORTIZ AVE	1	1.3	4LD	0	1,650	1,820	1,820	1,820	0	2,710	3,000	3,000	3,000
	ORTIZ AVE	I-75	1	1.2	6LD	0	2,550	2,760	2,760	2,760	0	4,190	4,520	4,520	4,520
	I-75	SR 31	3	2.7	6LD	1,830	2,820	2,820	2,820	2,820	2,920	4,640	4,640	4,640	4,640
	SR 31	BUCKINGHAM RD	3	2.5	4LD	1,150	1,880	1,880	1,880	1,880	1,890	3,080	3,080	3,080	3,080
	BUCKINGHAM RD	HICKEY CREEK RD	3	2.5	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
	HICKEY CREEK RD	MITCHELL AVE	3	0.9	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
	MITCHELL AVE	JOEL BLVD	3	4.0	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
	JOEL BLVD	COUNTY LINE	3	2.2	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
STRINGFELLOW RD	JST AVE	PINE ISLAND RD	6	7.9	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970
	PINE ISLAND RD	PINELAND RD	6	3.3	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970
	PINELAND RD	MAIN ST	6	3.7	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR–BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
SUMMERLIN RD	McGREGOR BLVD	SAN CARLOS BLVD	4	2.2	4LD	1,620	1,980	1,980	1,980	1,980	2,850	3,490	3,490	3,490	3,490
	SAN CARLOS BLVD	PINE RIDGE RD	4	0.5	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270
	PINE RIDGE RD	BASS RD	4	1.7	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270
	BASS RD	GLADIOLUS DR	4	1.8	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270
	GLADIOLUS DR	CYPRESS LAKE DR	4	1.8	4LD	0	1,450	1,900	1,900	1,900	0	2,590	3,400	3,400	3,400
	CYPRESS LAKE DR	COLLEGE PKWY	4	0.7	6LD	0	2,250	2,880	2,880	2,880	0	4,020	5,140	5,140	5,140
	COLLEGE PKWY	BOY SCOUT	4	1.9	6LD	0	2,250	2,880	2,880	2,880	0	4,020	5,140	5,140	5,140
	BOY SCOUT	COLONIAL BLVD	1	1.1	4LD	0	0	0	1,370	1,820	0	0	0	2,450	3,250
SUNSHINE BLVD	SR 82	LEE BLVD	3	3.6	2LN	150	310	500	700	1,010	250	500	810	1,130	1,630
	LEE BLVD	W 12TH ST	3	3.2	2LN	150	310	500	700	1,010	250	500	810	1,130	1,630
THREE OAKS PKWY	COCONUT RD	CORKSCREW RD	4	2.6	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360
	CORKSCREW RD	SAN CARLOS BLVD	4	3.1	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360
	SAN CARLOS BLVD	ALICO RD	4	1.7	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360
TREELINE AVE	ALICO RD	DANIELS PKWY	3	3.8	4LD	1,530	2,980	2,980	2,980	2,980	2,600	3,360	3,360	3,360	3,360
	DANIELS PKWY	COLONIAL BLVD	3	4.5	4LD	1,530	2,980	2,980	2,980	2,980	2,600	3,360	3,360	3,360	3,360
US 41	COLLIER CO. LINE	BONITA BEACH RD	8	1.0	6LD	0	2,400	2,740	2,740	2,740	0	4,220	4,830	4,830	4,830
	BONITA BEACH RD	TERRY ST	8	1.1	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430
	TERRY ST	OLD 41	8	2.3	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430
	OLD 41	CORKSCREW RD	8	3.5	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430
	CORKSCREW RD	BROADWAY	4	0.7	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	BROADWAY	SANIBEL BLVD	4	1.9	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	SANIBEL BLVD	ALICO RD	4	2.2	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	ALICO RD	ISLAND PARK RD	4	1.0	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	ISLAND PARK RD	JAMAICA BAY W.	4	1.6	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	JAMAICA BAY W.	SIX MILE PKWY	4	0.5	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	SIX MILE PKWY	ANDREA LN	4	0.5	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	ANDREA LN	DANIELS PKWY	4	0.8	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	DANIELS PKWY	COLLEGE PKWY	4	0.7	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	COLLEGE PKWY	SOUTH RD	4	1.4	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	SOUTH RD	BOY SCOUT RD	4	0.4	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	BOY SCOUT RD	NORTH AIRPORT RD	1	0.8	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	NORTH AIRPORT RD	COLONIAL BLVD	1	0.2	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	FORT MYERS CITY LIMI	NORTH KEY DR	1	0.4	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	NORTH KEY DR	HANCOCK BRIDGE PKWY	2	0.7	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	HANCOCK BRIDGE PKW	PONDELLA RD	2	0.3	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	PONDELLA RD	SR 78	2	1.3	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	SR 78	LITTLETON RD	2	1.0	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240
	LITTLETON RD	BUS 41	2	1.2	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240
	BUS 41	DEL PRADO BLVD	2	0.8	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240
	DEL PRADO BLVD	TRAIL DAIRY	2	0.8	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240

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January 20, 2025

Lee County Hearing Examiner Office

RE: Expert witness to assist the applicant at the Lee County Hearing Examiner Hearings to rezone several properties totaling 120.5-acres within property commonly known as the South Seas Resort from Residential Multi-family (RM-2), Residential Two-Family Conservation (TFC-2), and Commercial Marine (CM) per Administrative Interpretation 2002-00098, to a unified Mixed Use Planned Development (MPD) zoning district.

Dear Hearing Examiner:

This analysis provides hurricane evacuation, preparedness and mitigation expertise to South Sea Island Resort (SSIR) for the MPD application submitted to Lee County. Services shall include reviewing documents, transcripts, reports and other materials, and providing expert testimony at the Lee County Hearing Examiner hearing specifically related to adding 435 new hotel units.

Hurricane Evacuation Analysis

The entire SSIR property is in Lee County Evacuation Zone A. The subject property is located within the following FEMA defined Special Hazard Areas, VE (EL 8), Coastal A (EL 8) and AE (EL 6, 7,8 & 9). Most of the property is located outside the FEMA designated Coastal High Hazard Areas (CHHA) Zone VE and Coastal A Zone. For the purposes of hurricane evacuation, Evacuation Zone A is also defined as the Category 1 Sea, Lake and Overland Surges from Hurricane (SLOSH) Model area.

The pending MPD application proposed for a portion of SSIR is seeking approval for 193 condominiums and 435 hotel units. This is an additional 356 units over a 912-unit cap. For the purpose of this analysis the 356 additional hotel units will be analyzed for hurricane evacuation in and out of county clearance time impact. The 193 condominiums (i.e. multi-family units) are already included in the existing unit count of the current Florida Statewide Regional Evacuation Study Program (SRESP) 2021 Update for Southwest Florida Region.

The primary data that is used to calculate clearance time is found in the Transportation Evacuation Zones (TEZ) of the 2021 Update. Specifically, by TEZ there are four variables used to calculate clearance time, **the number of site-built units (single and multi-family), mobile homes and hotel/motel (H/M) units, the percent of occupied units during the peak of**

hurricane season, the vehicles per occupied unit type, and the vehicle use rate per occupied unit type during an evacuation (see Attachment I Sanibel and Captiva aggregated TEZ Data from TIME Model – Pulled from TIME Model 2021 Update). The 2021 Florida SRESP Southwest Florida Regional Planning Council Regional Behavioral Analysis was used to estimate vehicles used by unit type during an evacuation. Common sense would suggest that most tourist/H/M guests bring one vehicle and people that fly to visit the islands may take ride-hailing services provided by the hotel and not bring a vehicle at all on their vacation. SSIR is considered a destination resort all inclusive and as such transportation can be provided throughout the resort to access recreational and dining facilities.

Attachment II Captiva Sanibel Hurricane Evacuation Clearance Time Calculation Table shows the number of occupied units by TEZ (based on December 2019 American Community Surveys Data) as used in the 2021 Southwest Florida Regional Evacuation Study Update to calculate clearance time. According to Andrew Sussman, Manager, All Hazards Unit, Bureau of Preparedness, Florida Division of Emergency Management, the "state assumes that most hotel/motel guests evacuate pre-storm, so only 5% of occupied H/M units actually evacuate". While this is likely a correct assumption because tourists in Level A Zones are recommended to evacuate first. This early evacuation assumption is backed up by Smith Travel Research (STAR) shown for Hurricane Irma in 2017 (Attachment V) and Ian in 2022 (Attachment VI). On days 4 through 2 days prior to landfall for each storm, occupancy rates start to decline to 0% from the previous day's highs (Irma day 6 - 19.7%, day 4 - 1.5%, day 2 - 0% and Ian (day 6 - 47.4%, day 4 - 28.5%, day 2 - 0%). Despite empirical data to the contrary, Attachment II includes a 100% occupancy rate per TEZs for H/M units for the total evacuation of the islands and thereby overestimating the actual evacuation clearance time.

Based on the SRESP 2021 Update, the number of vehicles that need to evacuate are estimated so the evacuation clearance time can be calculated. The clearance time to evacuate Sanibel and Captiva vehicles off the islands is the time required from the point an evacuation order is given until the last evacuee can either leave the evacuation zone or arrive at safe shelter within the County. The critical link is where the clearance time is determined and is the roadway segment or intersection that has the lowest capacity to exit the islands. The critical link for these two islands is the 4-way stop at the intersection of Periwinkle Way and Causeway Boulevard leaving Sanibel. According to the Director of Lee County Department Transportation the existing capacity leaving north of Sanibel at the 4-way stop is 1,234 vehicles per hour (see Attachment III Traffic Capacity Study Sanibel Causeway and 4-Way Stop at the West End of the Causeway). The bridge and causeway have a higher capacity than the 4-way stop so it is not the critical link to leave the zone. It should be noted that the Lee County Metropolitan Planning Organization (MPO) Roundabout Study ranked the Periwinkle Way/Causeway Boulevard/Lindgren Boulevard 4-way stop a number one priority out of 18 intersections Lee County manages. The roundabout capacity is estimated at 1,326 vehicles per hour and is the same capacity as manual traffic control which is employed at the 4-way stop during peak traffic periods including a hurricane evacuation.

There are two different clearance times, one is to evacuate the vehicles from Sanibel Captiva at the 4-way stop and the other is to evacuate all the evacuating vehicles leaving the county on the exiting routes. As shown in Attachment II spreadsheet the critical link (in county) clearance time

at the 4-way stop is 4.6 hours in 2020 and 5 hours in 2025. Assuming a proposed roundabout is constructed in the future or manual traffic control is used, the clearance time would be 4.6 hours in 2025. If you add 356 H/M units to the 2025 count at 100 % occupancy rate with 1 vehicle per unit used for evacuation 356 additional vehicles would be added causing a .25 hour or 15 minutes increase. The out-of-country clearance time indicates that there would be a 3.6-minute increase with an additional 356 vehicles from the 356 currently proposed additional units.

A Department of Administrative Hearing (DOAH hearing was held that addressed the 435-unit hotel increase clearance time impact in the case of Captiva Civic Association, Inc. (CCA), v. Lee County, Florida and Florida Department of Commerce, Case No. 24-l951GM. The Petitioner CCA provided a Hurricane Evacuation Analysis (hereafter called CCAHEA) dated March 2024 was amended multiple times and significantly overestimates the increased evacuation clearance time for a Sanibel Captiva evacuation. The primary problem with the CCAHEA is that it does not use the most accurate and best available data to calculate evacuation clearance times as used in the Florida Statewide Regional Evacuation Study Program (SRESP) 2021 Update for Southwest Florida Region.

The CCAHEA has three major errors that overestimate evacuating vehicles. The first is the number of residential units does not account for the occupancy rate of these units during the hurricane season which has lower rates than peak tourist season that the opposition is trying to apply to hurricane season. Second, the total number of H/M units is about twice as high as the TEZ accounts for in the 2021 Update for 2020 and 2025. Third, the evacuating vehicles per unit are about twice as high for dwelling units and 60% too high for H/Ms, which the 2021 Update assumes is 1 vehicle per H/M unit used for evacuation. The CCAHEA total evacuating vehicles is 18,757 which is more than 3 times higher than Attachment II total evacuating vehicles of 6,127. It should be noted that the number of the CCAHEA assumed a 50% occupancy rate for H/M (435 X .50 = 217.5) while the TEZ data assumes a 100% occupancy (290 for 2020 and 299 for 2025) thereby determining more H/M to evacuate than the CCAHEA. Furthermore, according to H/M data provided by Lee County Planning, the licensed rooms per Department of Business and Professional Regulation, there are 270 rooms at the end of 2024 on Captiva. This licensed H/M count is only a little less than 299 rooms from the 2025 TEZ data. Another and most significant error in the CCAHEA using a critical link roadway capacity at the 4-way stop of 700 vehicles per hour when according to Lee County it is 1,234 per hour and 1,326 per hour with a roundabout or using manual traffic control. Using the lower vehicle per hour rate in the CCAHEA generates a significantly higher and inaccurate clearance time. The CCAHEA only calculated the increase in clearance time at the 4-way claiming a 1 hour increase cause by the 435 additional H/M. These time differences are all associated with using the wrong residential occupancy rates, vehicles used during an evacuation per occupied unit and a low critical link capacity at the 4-way stop.

Opposition to the additional hotel units would like to assume 100% of all residential units are short-term rentals with 2.3 cars evacuating each unit type thereby attempting to project the highest possible evacuation time during July 4 or Thanksgiving even though there is no data to support this overestimated clearance time. Data obtained from AIRDNA - Airbnb VRBO in February 2024 indicates that 755 units on Captiva are active short term rental listings. Considering the Island contains approximately 1,100 parcels in total, almost 70% of the housing

stock is utilized for short-term rentals in **peak season (not peak hurricane season)**. This analysis was confirmed by analysis performed by Lee County Planning Staff in support of updates to the Captiva Community Plan. For hurricane evacuation purposes, residential short-term rentals would be analyzed like a hotel affecting the occupancy rate and vehicles used during an evacuation of these units.

Attachment IV is from (STAR) showing SSIR monthly (during hurricane season) occupancy and the competitive sets monthly occupancies from 2014 to 2020 pre storm and pre covid. For comparison purposes along the central and southwest Florida Gulf coast a competitive set includes coastal properties from Clearwater Beach to Naples. During this 7-year period for the six months of hurricane season July had the highest occupancy rate for SSIR with an average of 73.7%, a high of 81.5% and a low of 67.2%. The competitive set during this same period also shows July having the highest occupancy rate with an average of 72.9%, a high of 83% and a low of 58.3%, which is close to being consistent with SSIR occupancy rate. For SSIR, the 7-year average occupancy rate during the hurricane season is 54.3%, the average high rate is 62.7% and the average low rate is 43.9%. For the competitive set the 7-year average occupancy rate during the hurricane season is 60.7%, the average high rate is 64.4.7% and the average low rate is 48.7%. Another report from STAR for just coastal Lee County Hotel occupancy during the 2018 and 2019 hurricane season indicates a range from a low of 40.5% in September of 2018 to a high of 72.3% in June of 2018 with the two highest months being June and November. No matter how you analyze the hotel/motel occupancy data during these periods there has never been a 100% occupancy during the hurricane season. Such a conclusion can also be made regarding the short-term rental home market. As previously mentioned, the SRESP 2021 Update assumes 100% hotel/motel occupancy and as such overestimates the evacuation time compared to using the actual lower occupancy rates collected by the STAR reports.

In summary, calculating evacuation clearance time can be a range of time based on four variables, **the number of site-built units (single and multi-family), mobile homes and hotel/motel (H/M) units, the percentage of occupied units during hurricane season, the vehicles per occupied unit type, and the vehicle use rate per occupied unit type during an evacuation.** Using the SRESP 2021 Update, the Sanibel/Captiva 2025 in county clearance time with traffic control (1,326 vehicles/hour) and the 356 hotel units added is 4.8 hours and will increase the out-of-county by 3.6 minutes. The CCAHEA in-county clearance time increase of one hour for the additional 435 hotel units is based on inaccurate assumptions not supported by the SRESP 2021 Update. The CCAHEA also applies these inaccurate assumptions to all unit types for the entire Sanibel/Captiva area calculating 18 to 22 hours in-county clearance time at the 4-way stop as stated at the Administrative Hearing. Also stated at the Hearing, that due to the possibility of a ***"short-run storm, with a less than 24-hour notification, and the population of these island needing to evacuate within that timeframe"***. Finally, at the Hearing it was confirmed by their consultant that even under their worst-case assumptions the clearance time is below 24 hours.

Even if this overestimated clearance time occurred it is still an acceptable time to evacuate everyone off Sanibel/Captiva. All the recent hurricanes including Hurricane Charlie in 2004 that impacted Sanibel Captiva were in the 3-to-5-day (72-120 hours) eye landfall area. The new National Hurricane Center (NHC) warning information about impacts outside the cone to address

wind, rainfall and storm surges was first used during the 2024 hurricane season. Also, recently added are potential tropical storm development cones, which gives the public extra time to evacuate before a storm even forms. Recently added storm surge warnings predicting a range of heights 100s of miles from the cone are now part of every hurricane landfall threat. All these new NHC hurricane warning tools make it impossible for a potential tropical storm to form or rapidly intensify 5 days prior to landfall without the public knowing and not able to safely evacuate.

Proposed Hotel Units Hurricane Evacuation, Preparedness and Mitigation Consistency with Lee County Comprehensive Plan and Land Development Code (LDC)

OBJECTIVE 23.1: PROTECTION OF NATURAL RESOURCES. To continue the long-term protection and enhancement of wetland habitats, water quality, native upland habitats (including rare and unique habitats), and beaches on Captiva. (Ord. No. 03-01, 18-04, 18-18)

The CCAHEA stated "Objective 23.1: because "**continued protection of wetlands habitats ... and native upland habitats**" is not met, the potential for increased building heights that can increase debris and result in damage to habitats". There is plenty of evidence after hurricanes that new construction standards like higher 100-year FEMA Insurance Rate Maps (FIRM for SSIR revised November 17, 2022) and Coastal Construction Control Line (CCCL) elevations reduce storm surge debris. State Building Code 185 mph wind speed construction standard on Captiva reduces flying debris. The area in question in SSIR where hotel development might be constructed is on the north end of the island where the CCCL State permitting will require first floor elevation to be 17.46ft above mean sea level (msl) if the structure is seaward of this line. The CCCL covers most of this potential development area. The CCCL 17.46 ft elevation requirement will be above the Category 3 worst-case storm tide of 14.1 ft during a mean tide based on the Sea, Lake and Overland Surges from Hurricane (SLOSH) Display Program from the NHC. Category 4 hurricane might produce a storm tide as high as 18.7 ft during a mean tide making it only 1.24 ft higher than the CCCL elevation. Furthermore, if the first-floor development is constructed above parking it would likely be above the Category 5 storm tide of 22.4 ft during a mean tide.

It is a known fact that most flood claims are from non-conforming uses that are built below the current 100-year FEMA flood elevations. Evidence of this occurred on Fort Myers Beach from Hurricane Ian in 2022. Newer construction was elevated and did not wash away with storm surge or blow away from high wind. SSIR has an Emergency Preparedness Plan (EPP) and staff to remove loose items that would wash or blow away during a hurricane to save equipment thereby reducing hurricane caused debris. SSIR maintains a Hurricane Action Plan (HAP) as part of the EPP and management of the property has proven a record of successful evacuations for previous storm events.

LDC 34-411(f) that states "*Development and subsequent use of the planned development shall not create or increase hazards to persons or property, whether on or off the site, by increasing the probability or degree of flood, erosion or other danger, nor shall it impose a nuisance on surrounding land uses or the public's interest generally through emissions of noise, glare, dust, odor, air or water pollutants.* LDC 34-1040(l)(1)(e) relates to density that "*create a threat to property or incur abnormal public expense in areas subject to natural hazards.* The increased

wind, elevation standards and the SSIR EPP meet these LDCs by reducing the potential for damage to persons or property both on and off the site that will also reduce "abnormal public expense".

Regarding protecting wetland and upland habitats, all properties on Captiva participate in the Captiva Erosion Prevention District that regularly renourishes the beach is consistent with "*Lee Plan Policy 23.1.4: Beach and Shore Preservation. Continue to support the effort of the Captiva Erosion Prevention District, a beach and shore preservation authority under provisions of Chapter 161, Florida Statutes, to preserve, protect and maintain Captiva's beaches using environmentally responsible methods. (Ord. No. 03-01, 18-04, 18-18)*" A recent 2021 beach nourishment project included 350,000 dune plantings that covered the entirety of the enhanced dune, as well as fill in vacant areas of the existing dune. This project helped reduce wave action to native upland habitats from Hurricane Ian, Helene and Milton.

POLICY 23.2.3: Building Heights. Maintain building height regulations that account for barrier island conditions, such as mandatory flood elevation and mean-high sea level, for measuring height of buildings and structures. (Ord. No. 18-04, 18-18, 23-33)

The CCAHEA stated "Policy 23.2.3: because **"Maintain building height regulations"** is not met, the potential for increased building heights that can increase debris and result in damage to habitats". As mentioned previously, 185 mph wind speed construction standards on Captiva reduce if not eliminate flying debris from new construction.

OBJECTIVE 72.2: DEVELOPMENT REGULATIONS. Maintain land development regulations that reduce the vulnerability of development from the threats of natural and man-made hazards. (Ord. No. 94-30, 00-22, 07-12, 16-07, 18-28)

The CCAHEA stated "Objective 72.2 because the **"Maintain land development regulations that reduce the vulnerability"** has not been followed as the changes increases the vulnerability of the structures and occupants". As mentioned previously, new construction standards like higher 100-year FEMA and CCCL elevations (17.46 ft) reduce storm surge debris and 185 mph wind speed construction standard on Captiva will reduce vulnerability of the structures to wind from well over Category 5 155 mph plus wind speeds. Regarding impacts on occupants, they will have evacuated off the island eliminating their vulnerability.

OBJECTIVE 73.1: EVACUATION. Work towards attaining out of County hurricane evacuation for a Category 5 storm event (Level E storm surge threat) that does not exceed the timeframes referenced in the SRES. Lee County will work to improve clearance times by increasing shelter availability within the County, improving evacuation routes, and increasing public awareness and citizen preparedness. (Ord. No. 09-17, 18-28)

There are literally thousands of possible combinations of variables that can be applied using the Transportation Interface for Modeling Evacuations (TIME) for calculating the clearance times, which will result in thousands of possible outcomes. The SRES uses two distinct sets of analyses for using TIME, including one set of analysis for growth management purposes and one set of analysis for emergency management purposes. The two sets of analysis include the following:

• **Base Scenarios/100% Response** – This type of scenario can be used to analyze evacuation scenarios for growth management purposes. This scenario type assumes 100 percent compliance with an order to evacuate in the areas ordered to evacuate for site-built homes and 100 percent compliance throughout the entire county for mobile and manufactured homes. There is also an assumption that evacuations emanating from areas not ordered to evacuate (shadow evacuations) will be in accordance with the planning assumptions developed by the (SRESP); and,

• **Operational Scenarios/Planning Assumptions** – This type of scenario can be used to assist emergency management by providing an estimate of a clearance time that can be used when considering when to order an evacuation. This scenario type is based on the evacuation participation rates developed from the behavioral analysis portion of the SRESP and as such is considered to represent the most likely response to an impending storm by residents of the impacted area. Planning assumption scenarios implicitly assume that some individuals who are ordered to evacuate will not and that some individuals who are not ordered to evacuate will. The specific rates used for each county's planning assumptions are documented in the Behavioral Report for Regional Evacuation Study.

The first SRESP was completed in 2010 and then update in 2015, 2017 and 2021. Table I below provides a comparison between the 2017 to 2021 updates. Based on the 2017 Florida SRESP, Evacuation Transportation Analysis Volume 4-9, the Lee County 2017 Out-of-County Base Scenario Clearance Time for a Level E evacuation was 84.5 hours and projected to be 96 hours in 2020. The Operational 2017 Out-of-County Time for a Level E evacuation was 59 hours and projected to be 40 hours in 2020. Based on the 2021 SRESP Update provided online at https://portal.floridadisaster.org/preparedness/RES/Studies/SitePages/RES.aspx#SWFRPC, the Lee County 2020 Out-of-County Base Scenario Clearance Time for a Level E evacuation was 79.5 hours (5 hour reduction) and projected to be 74 hours (10.5-hour reduction) in 2025. The Operational 2020 Out-of-County Time for a Level E evacuation was 44.5 hours (14.5-hour reduction) and projected to be 25.5 hours (33.5-hour reduction) in 2025. All these reductions in evacuation times show that Lee County has met this objective by "improving clearance times by increasing shelter availability within the County, improving evacuation routes, and increasing public awareness and citizen preparedness". Recent capacity improvements to the exiting routes leaving the county have helped reduce the Out-of-County Clearance Times Base and Operational Scenarios. These improvements include 6-laning State Road (SR) 82, an additional lane to I-75 and a 2 lane south bound extension to Three Oaks/Imperial Parkway. Future existing route improvements in the works include adding 2 north bound lanes to SR 31 and 1 additional lane to Burnt Store Road.

TABLE I
Evacuation Clearance Time Comparison

Level E	2017	2021
2017 Base Scenario	84.5	
2017 Operational Scenario	59	
2020 Base Scenario	96	79.5
2020 Operational Scenario	40	44.5
2025 Base Scenario		74
2025 Operational Scenario		25.5

Lee Plan Policy 72.1.6: Maintain the All-Hazards Protection Fund (MSTU) to supplement budgetary needs for emergency planning, disaster mitigation, and recovery. (Ord. No. 18-28) is typically used to improve hurricane shelter capacity, allowing more people to stay in the county thereby reducing out of county clearance times. Additional shelter funding comes from compliance with Comprehensive Plan *POLICY 101.3.5: An applicant of a development order for any permanent or temporary places of residence including, but not limited to, caretakers residence, dormitories, hotels or motels, and dwelling units within the Hurricane Vulnerability Zone or on islands, must provide appropriate mitigation as determined by Lee County Department of Public Safety, which may include, but is not limited to, the payment of a fee, or construction of hurricane shelters and transportation facilities. (Ord. No. 05-19, 18-28)*

Lee County Land Development Code Chapter 2 Article XI "Hurricane Preparedness" dictates what the hurricane shelter fee and transportation mitigation will be for new H/Ms. Free yearly Hurricane Guides for Lee County and public hurricane preparedness expos educate the public. The State Division of Emergency Management online "Know Your Zones" allows anyone to determine if they are in an evacuation zone subject to storm surge and thereby reducing shadow evacuees that don't need to evacuate. H/M will be requested to evacuate first according to County evacuation procedures. This early evacuation time frame will likely occur during a hurricane watch period which is often 48 hours prior to hurricane impact. Such early evacuation will reduce the traffic impacts on mainland resident evacuees by getting tourists and barrier island evacuees off the evacuation routes early.

Consistency with Policy 101.1.4 is not an issue since the MPD does not require a comprehensive plan amendment and does not increase density associated with H/M units because they are not residential.

Conclusion

In conclusion, it is my professional opinion that the South Sea MPD has met and/or exceeded all the applicable standards and demonstrated consistency with the Lee Plan and Land Development Code. Specifically, **Lee Plan Goals 23, 72, 73, 101, Objectives 23.1, 72.2 73.1, 101.3, Policies 23.1.4, 23.2.3, 72.1.6, 101.3.5, LDC Article XI Hurricane Preparedness, Sec. 34-411(f) and Sec. 34-1040(l)(1)(e).** Lee County complies with these policies that require hurricane evacuation

route and shelter space mitigation, based on the Lee County Land Development Code Chapter 2 Article XI Hurricane Preparedness and property owner paying yearly Ad Valorem tax funding to Lee County's All Hazard MSTU. Lee County's continuing significant investment in its road infrastructure and networks which continue to reduce evacuation times. By continuing to increase public awareness and citizen preparedness for storms. New construction standards like higher 100-year FEMA and CCCL elevations (17.46 ft) reduce storm surge debris and 185 mph wind speed construction standard on Captiva will reduce vulnerability of the structures to wind from well over Category 5 155 mph plus wind speeds. These property protection measures along with the regular beach renourishment by the Captiva Erosion Prevention District also reduce impact on wetland and native upland habitats along with reducing the potential for damage to persons or property both on and off the site that will also reduce "abnormal public expense".

Critical link clearance time to evacuate all occupied units on Captiva and Sanibel in 5 (SRESP 2021 Update) to 22 (opposition estimate) hours is a completely acceptable and safe time. Lee County evacuation times are going down based on updates to the SRESP resulting in a 10.5-hour reduction in 2025 to Out-of-County Base Scenario Clearance Time and 33.5-hour reduction in 2025 for the Operational Out-of-County for a Level E evacuation. The increase in evacuation time caused by 356 additional hotel units in SSIR will not cause the 2025 operational 25.5-hour Category 5 out-of-county clearance time to exceed the 48-hour hurricane watch period normally provided by the National Hurricane Center. An evacuation time below 48 hours is considered a safe evacuation time to get evacuees out of the storm surge vulnerable areas and out of the County. It is also likely that a hurricane warning could be issued 24 to 36 hours before landfall, making the operational 25.5 hours for a Category 5 well within this warning period.

If you have any questions or need additional information, please let me know.

Sincerely,

Daniel L. Trescott, MSP
President

ATTACHMENT I

Sanibel and Captiva aggregated TEZ Data from TIME Model – Pulled from TIME Model 2021 Update

December 2019 American Community Surveys Data	TEZ 1526		TEZ 1527		TEZ 1528		TEZ 1529		TEZ 1530		TEZ 1531	
	2020	2025	2020	2025	2020	2025	2020	2025	2020	2025	2020	2025
% of Households in Evac Zone	100% (A)		100% (A)		100% (A)		100% (A)		100% (A)		100% (A)	
# of Site-Built Dwelling Units	936.0408	1156.286	415.4643	439.7143	162.4948	0	252.7206	280.5147	524	585	76.24742	84.6701
% of Site-Built Dwelling Unit Occupied During	2.631579	2.631579	2.254669	2.631579	0	0	50.10183	50.09174	47.32824	47.35043	61.24031	61.25654
# of Mobile Homes	12	11	4	4	0	0	0	0	6	6	0	0
% of Mobile Homes Occupied During	0	0	0	0	0	0	0	0	100	100	0	0
# of University Dwelling Units	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle per Occupied Site-Built Dwelling Unit	1.294118	1.294118	1.294118	1.294118	0	0	1.626016	1.626016	1.774194	1.774194	1.731013	1.760684
Vehicles per Occupied Mobile Homes	0	0	0	0	0	0	0	0	1.666667	1.5	0	0
# of Hotel/Motel Units	97	100	79	81	114	118	0	0	36	37	0	0
Hotel-Motel Occupancy Rates	1	1	1	1	1	1	0	0	1	1	0	0

December 2019 American Community Surveys Data	TEZ 1532		TEZ 1533		TEZ 1534		TEZ 1535		TEZ 1536		TEZ 1537	
	2020	2025	2020	2025	2020	2025	2020	2025	2020	2025	2020	2025
% of Households in Evac Zone	100% (A)		100% (A)		100% (A)		100% (A)		100% (A)		100% (A)	
# of Site-Built Dwelling Units	1052.279	1173.485	1045	1172	3006.601	3350.835	439.7526	488.3299	635	706	1733.399	1923.165
% of Site-Built Dwelling Unit Occupied During	53.53924	53.55715	39.42584	39.4198	30.14232	30.26446	61.24031	61.25654	72.12598	72.09632	32.23382	32.2327
# of Mobile Homes	0	0	0	0	152	143	0	0	9	8	13	12
% of Mobile Homes Occupied During	0	0	0	0	52.63158	52.44755	0	0	100	100	0	0
# of University Dwelling Units	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle per Occupied Site-Built Dwelling Unit	1.702428	1.59349	1.621359	1.577922	1.441105	1.46374	1.731013	1.760684	1.860262	1.888016	1.557046	1.425425
Vehicles per Occupied Mobile Homes	0	0	0	0	1.5375	1.533333	0	0	1.777778	1.75	0	0
# of Hotel/Motel Units	32	33	288	297	373	384	0	0	0	0	132	136
Hotel-Motel Occupancy Rates	1	1	1	1	1	1	0	0	0	0	1	1

Source Andrew Sussman Manager, All Hazards Unit, Bureau of Preparedness, Florida Division of Emergency Management

Example Calculation: 2020 TEZ 1526 has 936 units X 2.62% occupancy = 25 units occupied X 1.29 vehicles per occupied unit = 32 vehicles X 75% unit for evacuation = 24 vehicles used for evacuation in TEZ 1526 for 2020

ATTACHMENT II

Captiva Sanibel Hurricane Evacuation Clearance Time Calculation Table

Unit Type	2020 Occupied Units (1)	2025 Occupied Units (1)	2020 Total Vehicles (2)	2025 Total Vehicles (2)	Vehicle Use Rate (3)	2020 Total Evac Vehicles	2025 Total Evac Vehicles	Road Capacity (4)	2020 Clearance Time	2025 Clearance Time	Road Capacity (5)	2025 Clearance Time
Captiva												
SF/MF	34	42	44	46	0.75	33	35					
MH	0	0	0	0	0.8	0	0					
H/M	290	299	290	299	1	290	299					
Sanibel												
SF/MF	3,594	4,002	5,847	6,395	0.75	4,385	4,796					
MH	95	89	149	138	0.8	119	110					
H/M	861	887	861	887	1	861	887					
TOTAL	4,874	5,319	7,191	7,765		5,688	6,127	1,234	4.6	5.0	1,326	4.6

(1)See Attachment I Sanibel and Captiva aggregated TEZ Data from TIME Model 2021 Update Occupancy Rate
(2)See Attachment I Sanibel and Captiva aggregated TEZ Data from TIME Model 2021 Update Vehicles per Occupied unit
(3)Cat 5 vehicle use rate is 75% for vehicle use rate for site-built, 80% for mobile home and 1 vehicle per occupied hotel/motel unit per 2021 Time Model
(4) Road Capacity at 4-way stop without manual traffic control from Director of Lee County Department of Transportation (see Attachment III)
(5) Road Capacity with future roundabout a 4-way stop from Director of Lee County Department of Transportation (see Attachment III)
Note the roundabout capacity and the manual traffic control capacity is the same

ATTACHMENT III

Traffic Capacity Study

Sanibel Causeway and 4-Way Stop at the West End of the Causeway



4-Way Stop



Causeway



Toll Plaza

The Sanibel Island Causeway begins at the intersection of Causeway Boulevard and Periwinkle Way and terminates at the Toll Plaza on the east end. Only the eastbound direction onto Sanibel is tolled. Assuming the need for an evacuation, we were asked to evaluate the capacity of the 4-Way Stop under current conditions; with a police officer; if the intersection was converted to a roundabout; and the capacity of the Causeway itself.

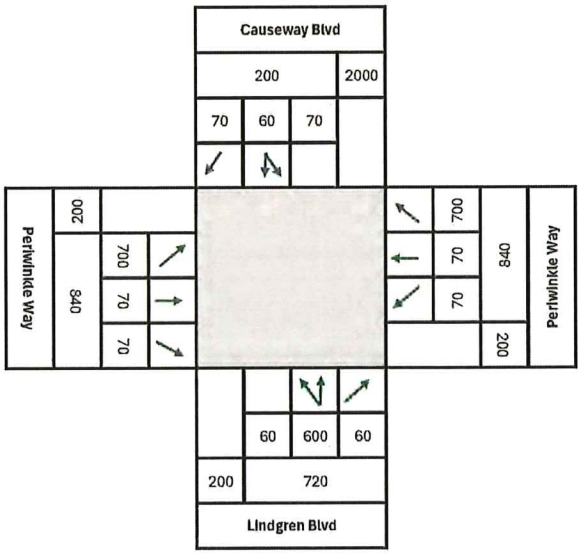
Assumptions

For the 4-Way Stop condition and the roundabout, several assumptions were used:

1) Assume 2,000 vehicles are leaving the island in the peek hour with 200 vehicles entering the island with a distribution of 35% to/from the east and west and 30% to/from the south. The lane assignments and turning movement volumes are show in the figure to the right.

2) For the roundabout configuration, a bypass right turn lane coming off the causeway, and similarly, a bypass lane from the east to enter onto the causeway were assumed. Otherwise, a single lane roundabout was used.

3) For the Causeway segment analysis, it was assumed that during an evacuation of the islands, the parking lots on the Causeway islands will be closed removing the additional delay caused by vehicles entering/exiting these parking lots.



Calculations

The Highway Capacity Software 7 (HCS7) was used to determine the capacities of the 4-Way Stop and the Roundabout with the lane assignments as they exist today and as assumed for the roundabout layout described above.

Both the HCS7 and the Florida 2023 Multimodal Quality/Level of Service Handbook were used to determine the capacity of the Sanibel Causeway

Results

4-Way Stop

The results of the capacity analysis show that the three approaches attempting to leave the island were at level of Service F with delays for the exiting movements ranging from 22.4 minutes per vehicle to 29.4 minutes per existing vehicle. The intersection was assumed to have a total demand of 2,000 exiting vehicles. The calculated exiting capacity of northbound departure lane was 1,131vehicles. A separate analysis to test the sensitivity of the assumed exiting volumes numbers was run for an exiting volume of 1,500 with the same distribution and cross traffic at 50% of the original assumed volumes. The delay per vehicle dropped to a range of 11.4 to 6.3 minutes per exiting vehicle. The calculated exiting capacity rose to 1,234 vehicles with the same level of service F.

Roundabout

Utilizing the roundabout configuration described above, the capacity analysis revealed an overall roundabout level of service F with delays per vehicle on each approach ranging from less than one minute to 6.8 minutes per vehicle. The exiting capacity of the northbound departure lane was calculated to be 1,326 vehicles. Utilizing the same reduced volumes as described in the 4-Way Stop analysis, the roundabout level of service improved to D with delays per approach ranging from less than 1 minutes to just over one minute. Both of the analyses revealed an exiting volume to the causeway of approximately 66 % of the demand volume.

Police Officer Controlled

There is no clean way to evaluate the capacity under human control as it will vary with the skill set and attention to detail of the assigned officer. That an officer can move multiple cars in sequence at one time will improve the capacity over the 4-Way stop condition. Unless a separate officer is put at the free westbound right turn lane onto the Causeway, which is a heavy volume, the intersection officer will be somewhat restricted. As a roundabout keeps traffic moving, it can be assumed that an officer can approach the capacity achieved by a roundabout of 1,326 vehicles.

Sanibel Causeway Capacity

As this is a 3.7 mile roadway with two 12-foot lanes and 8-foot shoulders, the two-lane highway capacity was used. The entire stretch is a no-passing zone, and for the purposes of this analysis, has no driveway access points. The Highway Capacity Software revealed a theoretical capacity of 1,700 vehicles per hour. This is consistent with the Florida 2023 Multimodal Quality/Level of Service Handbook that states that the basic uninterrupted flow on a two-lane highway is 1,700 vehicles per hour.

Appendix

The attached appendix contains the worksheet outputs from the HCS software and the relevant page from the Florida 2023 Multimodal Quality/Level of Service Handbook.

Study Author: Bruce E Littleton, PE, PTOE, County Traffic Engineer, 7/1/24

APPENDIX

HCS7 All-Way Stop Control Report

General Information

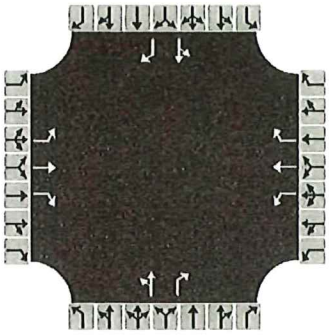
Analyst	Bruce Littleton
Agency/Co.	Lee County
Date Performed	6/27/2024
Analysis Year	2024
Analysis Time Period (hrs)	1.00
Time Analyzed	
Project Description	Causeway Blvd & Periwinkle Way

Site Information

Intersection	Causeway Blvd & Periwinkl
Jurisdiction	Lee County
East/West Street	Periwinkle Way
North/South Street	Causeway Blvd
Peak Hour Factor	1.00

Lanes

Assumed
2,000 exiting veh.



Capacity
Departing Volume
1,131

Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	700	70	70	70	70	700	60	600	60	76	60	70
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	LT	R		LT	R	
Flow Rate, v (veh/h)	700	70	70	70	70	700	660	60		136	70	
Percent Heavy Vehicles	2	2	2	2	2	2	2	2		2	2	

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.622	0.062	0.062	0.062	0.062	0.622	0.587	0.053		0.121	0.062	
Final Departure Headway, hd (s)	10.10	9.60	8.90	10.08	9.58	8.88	9.76	9.03		11.03	10.06	
Final Degree of Utilization, x	1.963	0.187	0.173	0.196	0.186	1.727	1.790	0.150		0.417	0.196	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3		2.3	2.3	
Service Time, ts (s)	7.80	7.30	6.60	7.78	7.28	6.58	7.46	6.73		8.73	7.76	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	700	70	70	70	70	700	660	60		136	70	
Capacity	357	375	404	357	376	405	369	399		326	358	
95% Queue Length, Q_{95} (veh)	177.6	0.7	0.6	0.7	0.7	154.2	152.2	0.5		2.1	0.7	
Control Delay (s/veh)	1766.9	14.5	13.5	15.2	14.5	1341.8	1456.6	13.3		21.5	15.2	
Level of Service, LOS	F	B	B	C	B	F	F	B		C	C	
Approach Delay (s/veh)	1474.7			1120.6			1336.3			19.4		
Approach LOS	F			F			F			C		
Intersection Delay, s/veh | LOS	1207.3						F					

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HCS7 All-Way Stop Control Report

General Information

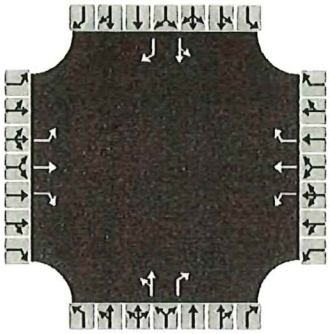
Analyst	Bruce Littleton
Agency/Co.	Lee County
Date Performed	6/27/2024
Analysis Year	2024
Analysis Time Period (hrs)	1.00
Time Analyzed	
Project Description	Causeway Blvd & Periwinkle Way

Site Information

Intersection	Causeway Blvd & Periwinkl
Jurisdiction	Lee County
East/West Street	Periwinkle Way
North/South Street	Causeway Blvd
Peak Hour Factor	1.00

Lanes

Assumed
1,500 exiting veh.



Capacity
Departing Volume
1,239

Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	525	35	35	35	35	525	30	450	30	35	30	35
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	T	R	L	T	R	LT	R		LT	R	
Flow Rate, v (veh/h)	525	35	35	35	35	525	480	30		65	35	
Percent Heavy Vehicles	2	2	2	2	2	2	2	2		2	2	

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.467	0.031	0.031	0.031	0.031	0.467	0.427	0.027		0.058	0.031	
Final Departure Headway, hd (s)	9.29	8.79	8.10	9.28	8.78	8.09	8.85	8.12		10.59	9.63	
Final Degree of Utilization, x	1.355	0.085	0.079	0.090	0.085	1.179	1.180	0.068		0.191	0.094	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3		2.3	2.3	
Service Time, ts (s)	6.99	6.49	5.80	6.98	6.48	5.79	6.55	5.82		8.29	7.33	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	525	35	35	35	35	525	480	30		65	35	
Capacity	387	409	445	388	410	445	407	443		340	374	
95% Queue Length, Q_{95} (veh)	78.8	0.3	0.3	0.3	0.3	54.4	50.8	0.2		0.7	0.3	
Control Delay (s/veh)	684.5	12.3	11.5	12.9	12.3	380.2	385.5	11.4		15.8	13.3	
Level of Service, LOS	F	B	B	B	B	F	F	B		C	B	
Approach Delay (s/veh)	605.4			336.9			363.5			14.9		
Approach LOS	F			F			F			B		
Intersection Delay, s/veh | LOS	415.3						F					

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HCS7 Roundabouts Report

General Information

Analyst	Bruce Littleton
Agency or Co.	Lee County DOT
Date Performed	6/28/2024
Analysis Year	2024
Time Analyzed	
Project Description	Causeway & Periwinkl;e

Site Information

Intersection	Causeway & Periwinkle
E/W Street Name	Periwinkle Way
N/S Street Name	Causeweay Blvd
Analysis Time Period (hrs)	0.25
Peak Hour Factor	1.00
Jurisdiction	Lee County

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LT				LTR				LT	
Volume (V), veh/h	0	700	70	70	0	70	70	700	0	60	600	60	0	70	60	70
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	714	71	71	0	71	71	714	0	61	612	61	0	71	61	71
Right-Turn Bypass	None				Yielding				None				Yielding			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763	4.9763		4.9763			4.9763	4.9763
Follow-Up Headway (s)		2.6087			2.6087	2.6087		2.6087			2.6087	2.6087

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		856.00			142.00	714.00		734.00			132.00	71.00
Entry Volume veh/h		839.22			139.22	700.00		719.61			129.41	69.61
Circulating Flow (v_c), pc/h	203			1387			856			203		
Exiting Flow (v_{ex}), pc/h	203			132			1326			203		
Capacity (c_{pce}), pc/h		1121.90			335.33	356.86		576.36			1121.90	1206.16
Capacity (c), veh/h		1099.90			328.76	349.86		565.06			1099.90	1182.51
v/c Ratio (x)		0.76			0.42	2.00		1.27			0.12	0.06

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		16.7			20.9	485.4		159.2			4.3	3.5
Lane LOS		C			C	F		F			A	A
95% Queue, veh		7.8			2.0	49.1		28.7			0.4	0.2
Approach Delay, s/veh	16.7			408.3			159.2			4.0		
Approach LOS	C			F			F			A		
Intersection Delay, s/veh | LOS	181.8						F					

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HCS7 Roundabouts Report

General Information

Analyst	Bruce Littleton
Agency or Co.	Lee County DOT
Date Performed	6/28/2024
Analysis Year	2024
Time Analyzed	
Project Description	Causeway & Periwinkl;e

Site Information

Intersection	Causeway & Periwinkle
E/W Street Name	Periwinkle Way
N/S Street Name	Causeweay Blvd
Analysis Time Period (hrs)	0.25
Peak Hour Factor	1.00
Jurisdiction	Lee County

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LT				LTR				LT	
Volume (V), veh/h	0	525	35	35	0	35	35	525	0	30	450	30	0	35	30	35
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	536	36	36	0	36	36	536	0	31	459	31	0	36	31	36
Right-Turn Bypass	None				Yielding				None				Yielding			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763	4.9763		4.9763			4.9763	4.9763
Follow-Up Headway (s)		2.6087			2.6087	2.6087		2.6087			2.6087	2.6087

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		608.00			72.00	536.00		521.00			67.00	36.00
Entry Volume veh/h		596.08			70.59	525.49		510.78			65.69	35.29
Circulating Flow (v_c), pc/h	103			1026			608			103		
Exiting Flow (v_{ex}), pc/h	103			67			995			103		
Capacity (c_{pce}), pc/h		1242.37			484.60	500.17		742.25			1242.37	1288.84
Capacity (c), veh/h		1218.01			475.10	490.36		727.70			1218.01	1263.57
v/c Ratio (x)		0.49			0.15	1.07		0.70			0.05	0.03

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		8.2			9.6	90.1		19.2			3.4	3.1
Lane LOS		A			A	F		C			A	A
95% Queue, veh		2.8			0.5	16.4		5.8			0.2	0.1
Approach Delay, s/veh	8.2			80.6			19.2			3.3		
Approach LOS	A			F			C			A		
Intersection Delay, s/veh | LOS	35.0						D					

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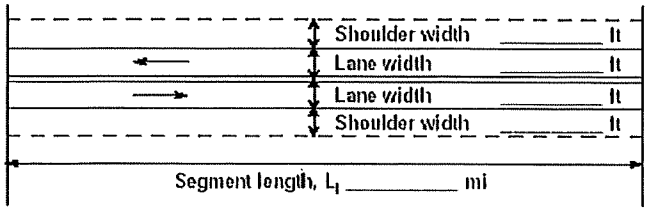
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*Bruce Littleton*	Highway / Direction of Travel	*Sanibel Causeway*
Agency or Company	*Lee County DOT*	From/To	
Date Performed	*6/27/2024*	Jurisdiction	*Lee County*
Analysis Time Period		Analysis Year	*2024*

Project Description:

Input Data





☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *1.00*

No-passing zone *100%*

% Trucks and Buses , P_T *5 %*

% Recreational vehicles, P_R *5%*

Access points *mi* *0*/mi

Analysis direction vol., V_d	*0*veh/h
Opposing direction vol., V_o	*0*veh/h
Shoulder width ft	*8.0*
Lane Width ft	*12.0*
Segment Length mi	*3.7*

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.9*	*1.9*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.957*	*0.957*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*0*	*0*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*0.0 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*0.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.4 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*45.0 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*42.6 mi/h*
		Percent free flow speed, PFFS	*94.7 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.995*	*0.995*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*0*	*0*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*0.0*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*52.6*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$		

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	
Volume to capacity ratio, *v/c*	*0.00*

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*94.7*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*0.0*
Effective width, Wv (Eq. 15-29) ft	*48.00*
Effective speed factor, S_f (Eq. 15-30)	*3.84*
Bicycle level of service score, BLOS (Eq. 15-31)	*-8.70*
Bicycle level of service (Exhibit 15-4)	*A*
Notes	
1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain. 2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F. 3. For the analysis direction only and for v>200 veh/h. 4. For the analysis direction only 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10. 6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.	

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6.4 Base Saturation Flow Rate

Base saturation flow rate is the maximum steady flow rate, expressed in pcphpl, at which passenger cars can cross a point on interrupted flow roadways. Base saturation flow rate is not the same as capacity, which describes how many vehicles a roadway can reasonably accommodate.

To describe the maximum steady flow of an interrupted flow roadway, the HCM uses base saturation flow rate for arterials. For uninterrupted flow roadways, the HCM uses capacity or base capacity. Florida's freeways and highways have set base capacities and Florida's arterials have set base saturation flow rates (see **Table 6** and **Table 7**).

Table 6: Base Capacity for Freeways and Highways

Facility Type	Base Capacity (pcphpl)
Basic Freeway (70 mph free-flow speed)	2,400
Uninterrupted Flow Multilane Highway (60 mph free-flow speed)	2,200
Uninterrupted Flow Two-Lane Highway	1,700

Table 7: Base Saturation Flow Rates for Arterials

Facility Type	Base Saturation Flow Rates (pcphpl)
C3C, C3R, C4, C5, and C6 and Other Interrupted Flow Facilities (assuming 100% green time)	1,950
C2T — Rural Town	1,700

6.5 Heavy Vehicle Percentage

The FHWA's standardized vehicle classification system considers vehicles larger than a pickup truck as heavy vehicles. Vehicles with more than four wheels or a classification group of four or higher are also considered heavy vehicles. Truck factor (T) is the percentage of heavy vehicles in a given day. To be consistent with *HCM* terminology and clarify the transportation industry's use of truck, this handbook uses the phrase "heavy vehicle percentage" instead.

Heavy vehicle percentage varies by time of day, day of week, roadway type, and adjacent land uses. Operational characteristics of heavy vehicles also vary by heavy vehicle type and whether the vehicles are operating on an uncongested freeway or interrupted flow facilities. Heavy vehicle type and speed also impact the blast effect felt by bicyclists. For example, a relatively

ATTACHMENT IV

SOUTH SEAS RESORT % OCCUPANCY							
	June	July	August	September	October	November	AVE EACH YR
2020	62.6	70.5	54.8	38.7	36.7	43.0	*51.0*
2019	64.7	67.2	46.4	24.7	36.2	51.2	*48.4*
2018	67.5	67.5	32.5	19.0	31.0	45.6	*43.9*
2017	71.1	72.7	58.3	21.2	45.2	54.5	*53.8*
2016	68.5	81.5	68.4	42.5	51.3	54.5	*61.1*
2015	72.4	78.2	70.2	46.7	50.9	57.5	*62.7*
2014	71.9	78.3	70.7	33.6	47.2	53.2	*59.1*
EACH MONTH AVE 7 YRS	68.4	73.7	57.3	32.3	42.6	51.4	*54.3*
EACH MONTH HIGH 7 YRS	72.4	81.5	70.7	46.7	51.3	57.5	*62.7*
EACH MONTH LOW 7 YRS	62.6	67.2	32.5	19.0	31.0	43.0	*43.9*

COMPETITIVE SET	
South Seas Island Resort	Captiva, FL
The Don CeSar	St Pete Beach, FL
Longboat Key Club & Resort	Longboat Key, FL
La Playa Beach & Golf Resort	Naples, FL
Sundial Beach Resort & Spa	Sanibel, FL
Pink Shell Beach Resort & Marina	Fort Myers Beach, FL
Sandpearl Resort	Clearwater, FL

COMPETITIVE SET % OCCUPANCY							
	June	July	August	September	October	November	AVE EACH YR
2020	57.8	58.3	47.5	39.1	46.3	43.0	*48.7*
2019	71.5	73.3	61.6	46.0	60.8	65.0	*63.0*
2018	79.0	83.0	54.4	44.5	57.6	62.7	*63.5*
2017	68.9	77.9	60.9	36.8	62.5	70.2	*62.9*
2016	62.2	70.8	52.7	52.5	63.2	67.6	*61.5*
2015	70.8	71.6	51.9	47.3	59.0	63.2	*60.6*
2014	71.6	75.6	63.5	45.4	62.6	67.9	*64.4*
EACH MONTH AVE 7 YRS	68.8	72.9	56.1	44.5	58.9	62.8	*60.7*
EACH MONTH HIGH 7 YRS	79.0	83.0	63.5	52.5	63.2	70.2	*64.4*
EACH MONTH LOW 7 YRS	57.8	58.3	47.5	39.1	46.3	43.0	*48.7*

ATTACHMENT V

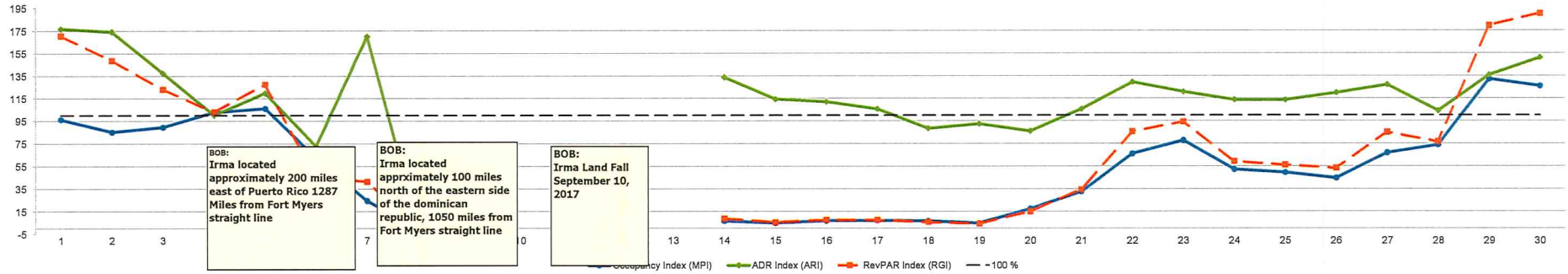
Tab 6 - Daily Data for the Month

South Seas Island Resort 5400 Plantation Rd Captiva, FL 33924 Phone: (239) 472-5111

STR # 10993 ChainID: MgtCo: Interstate Hotels Owner: None

For the Month of: September 2017 Date Created: October 17, 2017 Daily Competitive Set Data Excludes Subject Property

Daily Indexes for the Month of September



Occupancy (%)	September																													
	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
My Property	61.4	76.6	77.1	21.6	17.9	6.8	1.5	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.2	3.3	3.5	3.5	3.5	15.3	27.9	41.5	36.9	23.6	20.7	21.8	30.8	32.8	48.9	53.5
Competitive Set	63.6	89.8	85.9	21.0	16.9	10.8	6.2	14.9						33.4	45.8	49.2	49.7	55.1	76.5	88.5	85.7	62.8	47.4	45.2	42.0	49.0	46.0	44.4	37.1	42.5
Index (MPI)	96.5	85.4	89.7	103.0	106.2	62.5	24.6	0.0						6.5	4.8	6.7	7.0	6.3	4.6	17.3	32.6	66.1	77.8	52.2	49.4	44.5	66.9	73.8	132.0	125.8
% Chg																														
My Property	2.9	-7.1	-2.5	-10.0	6.5	-70.2	-93.5	-100.0	-100.0	-100.0	-100.0	-100.0	-100.0	-95.3	-96.5	-94.9	-88.3	-86.1	-85.2	-44.4	-40.5	-28.6	-41.1	-42.2	-46.0	-42.9	-20.8	-33.3	-11.8	-17.8
Competitive Set	11.9	4.7	4.2	10.9	-30.4	-64.4	-82.6	-71.9						-39.6	-39.0	-37.5	-2.9	0.8	33.5	56.3	48.0	-17.1	-40.1	-21.1	-31.8	-10.4	31.9	7.1	-42.7	-47.4
Index (MPI)	-8.0	-11.3	-6.4	-18.9	53.1	-16.3	-62.4	-100.0						-92.2	-94.3	-91.9	-88.0	-86.2	-88.9	-64.5	-59.8	-13.9	-1.7	-26.8	-20.9	-36.2	-39.9	-37.8	54.0	56.2

ADR	September																													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
My Property	415.44	407.78	273.47	171.29	231.79	130.42	236.29	0.00	0.00	0.00	0.00	0.00	0.00	199.00	199.00	199.00	186.56	176.94	176.94	184.37	204.88	211.45	212.96	201.31	230.06	212.57	219.35	206.83	228.73	230.09
Competitive Set	234.78	233.82	198.65	170.64	192.88	178.96	138.82	102.17						148.90	173.91	177.65	176.47	200.29	191.78	214.49	194.14	163.34	176.35	176.93	202.31	177.17	172.52	199.00	168.57	152.51
Index (ARI)	176.9	174.4	137.7	100.4	120.2	72.9	170.2	0.0						133.7	114.4	112.0	105.7	88.3	92.3	86.0	105.5	129.5	120.8	113.8	113.7	120.0	127.1	103.9	135.7	150.9
% Chg																														
My Property	23.9	12.8	-19.1	-14.6	-16.6	-30.6	22.4	-100.0	-100.0	-100.0	-100.0	-100.0	-100.0	-10.3	-22.8	-20.1	15.3	-8.2	-17.1	-12.8	1.0	-11.1	-8.7	9.2	21.9	10.1	25.1	-0.4	-8.1	-8.3
Competitive Set	15.3	11.4	1.0	4.6	30.0	17.4	-12.1	-36.2						-17.7	-1.9	2.4	0.0	17.9	10.7	28.8	12.0	-4.6	5.7	4.2	52.6	11.8	9.1	24.8	-0.8	-12.9
Index (ARI)	7.5	1.3	-19.9	-18.4	-35.9	-40.9	39.2	-100.0						9.0	-21.3	-22.0	15.2	-22.1	-25.1	-32.3	-9.8	-6.8	-13.6	4.8	-20.1	-1.5	14.7	-20.2	-7.3	5.2

RevPAR	September																													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
My Property	254.89	312.51	210.78	37.03	41.50	8.83	3.61	0.00	0.00	0.00	0.00	0.00	0.00	4.34	4.34	6.52	6.52	6.18	6.18	28.18	57.26	87.72	78.58	47.47	47.72	46.41	67.53	67.74	111.87	123.08
Competitive Set	149.27	209.94	170.73	35.82	32.51	19.37	8.63	15.26						49.73	79.72	87.37	87.71	110.31	146.69	189.91	166.30	102.58	83.62	79.95	84.94	86.86	79.44	88.29	62.46	64.85
Index (RGI)	170.8	148.9	123.5	103.4	127.7	45.6	41.8	0.0						8.7	5.5	7.5	7.4	5.6	4.2	14.8	34.4	85.5	94.0	59.4	56.2	53.4	85.0	76.7	179.1	189.8
% Chg																														
My Property	27.6	4.7	-21.1	-23.1	-11.2	-79.3	-92.0	-100.0	-100.0	-100.0	-100.0	-100.0	-100.0	-95.7	-97.3	-95.9	-86.5	-87.2	-87.7	-51.5	-39.9	-36.5	-46.2	-36.9	-34.2	-37.1	-0.9	-33.6	-18.9	-24.6
Competitive Set	29.0	16.7	5.2	16.1	-9.5	-58.2	-84.7	-82.1						-50.3	-40.2	-36.1	-2.8	18.9	47.8	101.3	65.7	-20.9	-36.7	-17.7	4.1	0.2	43.8	33.7	-43.2	-54.1
Index (RGI)	-1.2	-10.2	-25.0	-33.8	-1.8	-50.6	-47.7	-100.0						-91.4	-95.5	-93.6	-86.1	-89.3	-91.7	-75.9	-63.7	-19.7	-15.1	-23.3	-36.8	-37.2	-31.1	-50.3	42.7	64.3

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ATTACHMENT VI

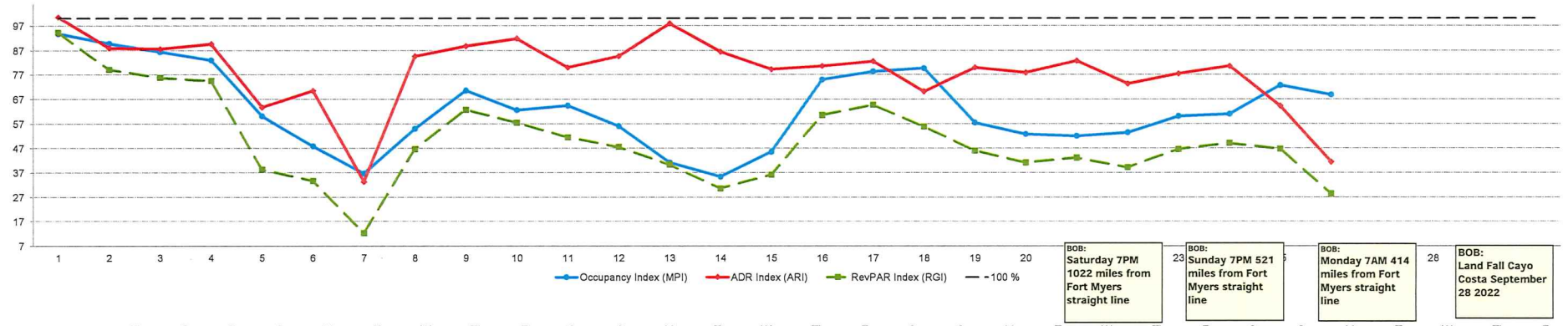
Tab 7 - Daily Data for the Month

South Seas Island Resort 5400 Plantation Rd Captiva, FL 33924 Phone: (866) 565-5089

STR # 10993 ChainID: MgtCo: Timbers Resorts Owner: Wheelock Street Capital

For the Month of: September 2022 Date Created: November 02, 2022 Daily Competitive Set Data Excludes Subject Property

Daily Indexes for the Month of September



	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr
Occupancy (%)	September																													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
My Property	30.7	66.5	79.0	74.1	17.9	12.7	13.7	21.7	39.6	35.6	22.9	21.2	22.4	21.9	28.3	48.3	52.4	32.8	25.9	26.7	26.7	34.9	47.4	48.1	28.5	7.8	0.0	0.0	0.0	0.0
Competitive Set	32.7	74.0	91.3	89.1	29.7	26.6	37.2	39.4	56.0	56.8	35.5	37.8	54.4	61.9	62.0	64.4	66.8	41.1	45.1	50.4	51.2	65.2	78.8	78.9	39.2	11.3				8.5
Index (MPI)	93.9	89.9	86.6	83.2	60.3	47.9	36.8	55.1	70.7	62.7	64.5	56.2	41.2	35.5	45.6	75.0	78.4	79.7	57.5	52.9	52.1	53.5	60.2	61.0	72.7	68.9				
% Chg																														
My Property	4.0	-3.5	-3.9	-2.9	-47.1	-52.8	-53.3	-38.9	-26.5	-36.7	-32.9	-13.1	-12.4	-20.7	-19.2	-12.9	-10.9	-5.8	-8.5	-6.7	-19.1	-16.8	-25.2	-14.4	-24.5	-78.3				
Competitive Set	-14.0	-4.0	-3.3	-1.5	-16.7	-4.3	9.4	-27.3	-24.8	-24.8	-15.7	2.7	35.6	35.2	15.1	-4.2	-7.7	-10.0	-5.9	7.7	9.1	21.7	12.1	5.9	5.4	-64.3				-88.9
Index (MPI)	20.9	0.5	-0.6	-1.4	-36.4	-50.6	-57.3	-15.9	-2.3	-15.7	-20.4	-15.4	-35.4	-41.3	-29.8	-9.1	-3.4	4.6	-2.7	-13.4	-25.9	-31.6	-33.2	-19.2	-28.4	-39.4				

ADR	September																													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
My Property	440.37	472.42	494.08	465.59	253.10	277.17	121.49	322.42	369.91	382.93	298.57	325.04	332.22	283.74	285.94	344.98	363.12	260.81	294.61	315.70	351.55	318.31	380.03	404.08	306.19	201.35				
Competitive Set	437.75	535.86	563.01	518.44	396.57	392.92	364.22	380.35	416.32	416.69	373.11	383.77	338.99	327.85	360.67	427.70	439.56	371.68	368.39	405.34	424.68	434.42	490.83	501.40	476.03	486.83				504.78
Index (ARI)	100.6	88.2	87.8	89.8	63.8	70.5	33.4	84.8	88.9	91.9	80.0	84.7	98.0	86.5	79.3	80.7	82.6	70.2	80.0	77.9	82.8	73.3	77.4	80.6	64.3	41.4				
% Chg																														
My Property	11.2	-9.9	-3.5	-8.3	-27.3	-12.5	-62.3	-0.1	5.9	8.5	6.9	36.0	24.6	-17.9	-14.9	-6.7	-3.7	-12.6	0.8	6.8	17.2	5.8	6.2	21.3	11.4	-42.2				
Competitive Set	11.4	15.7	17.0	13.0	8.1	19.4	8.4	9.4	2.7	-1.0	15.1	17.7	16.3	8.4	12.9	8.9	9.6	9.8	16.3	8.0	28.5	22.0	18.5	15.2	29.0	43.9				20.6
Index (ARI)	-0.2	-22.1	-17.5	-18.8	-32.8	-26.8	-65.2	-8.7	3.1	9.6	-7.1	15.5	7.1	-24.3	-24.6	-14.3	-12.1	-20.4	-13.3	-1.0	-8.8	-13.2	-10.3	5.3	-13.6	-59.8				

RevPAR	September																													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
My Property	135.02	314.21	390.37	344.80	45.37	35.30	16.62	69.96	146.57	136.37	68.30	69.00	74.44	62.24	80.93	166.79	190.12	85.50	76.43	84.14	93.69	111.11	180.16	194.41	87.38	15.67				
Competitive Set	142.95	396.34	513.81	461.70	117.95	104.39	135.34	149.72	233.33	236.85	132.38	144.97	184.30	202.84	223.79	275.57	293.69	152.87	166.15	204.40	217.32	283.44	386.70	395.56	186.76	55.01				43.13
Index (RGI)	94.4	79.3	76.0	74.7	38.5	33.8	12.3	46.7	62.8	57.6	51.6	47.6	40.4	30.7	36.2	60.5	64.7	55.9	46.0	41.2	43.1	39.2	46.6	49.1	46.8	28.5				
% Chg																														
My Property	15.6	-13.0	-7.3	-11.0	-61.6	-58.7	-82.4	-38.9	-22.2	-31.3	-28.3	18.2	9.1	-34.9	-31.2	-18.8	-14.2	-17.7	-7.7	-0.3	-5.2	-11.9	-20.5	3.8	-15.9	-87.5				
Competitive Set	-4.3	11.1	13.1	11.3	-10.0	14.2	18.6	-20.5	-22.7	-25.6	-3.0	20.9	57.8	46.6	30.0	4.3	1.1	-1.1	9.4	16.3	40.2	48.4	32.7	22.0	36.0	-48.6				-86.7
Index (RGI)	20.7	-21.6	-18.0	-20.0	-57.3	-63.8	-85.1	-23.2	0.7	-7.6	-26.1	-2.3	-30.8	-55.6	-47.1	-22.1	-15.1	-16.7	-15.7	-14.3	-32.4	-40.6	-40.1	-14.9	-38.1	-75.7				

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Florida Governmental Utility Authority

FGUA c/o Accenture
9400 Southpark Center Loop, Suite 400
Orlando, FL 32819

(877) 552-3482 Toll Free
(407) 629-6900 Tel

January 23, 2025

Colleen Harris
Baracco & Assoc, Inc
2271 McGregor Blvd,
Fort Myers, FL 33901
colleenh@barraco.net

RE: Potable Water, Wastewater, and/or Reclaim Water Availability – LOA ID#: 25-036 UAD

Parcel ID No.: 26-45-21-00-00011.0000, 26-45-21-00-00011.0050, 26-45-21-00-00003.0020, 26-45-21-00-00001.2020, & 26-45-21-00-00005.002B

14830, 14820, & 14804 Captiva Dr, 2800-5640 & 1057-1900 South Seas Plantation Rd Captiva, FL 33924

South Seas Island Resort PD

Dear Ms. Harris:

The FGUA has received your Application for Service Availability, and upon review, it has been determined that wastewater disposal service is generally available to the address provided. The attached site map indicates the approximate size and location of the existing mains in the area. Please be advised that main extensions, connection to the reclaimed water system, and other system enhancements funded by the project sponsor may be required.

The application indicated that the proposed project consists of Island Resort and associated facilities with an estimated 117,880 GPD of wastewater disposal. Currently, FGUA facilities are able to accommodate these demands. During the design process, if existing conditions warrant, a hydraulic analysis will need to be performed by the project engineer to evaluate the impacts the proposed project may have on the existing water and wastewater systems.

This letter should not be construed as a commitment to serve, but only as a statement of the availability of service and is effective for twelve (12) months from the date of issue. The FGUA commitment to serve will be made once a Utility Infrastructure Conveyance and Service Agreement (CSA) is fully executed. To move this project forward, contact Development Services via email at devservices@fgua.com to receive a plan submittal package and schedule the pre-application meeting if required.

FGUA Board of Directors
PAM KEYES, P.E., Vice Chair, Lee County / KEN CHEEK, P.E., Citrus County / SHANE PARKER, P.E., Vice Chair, Hendry County / TAMARA RICHARDSON, P.E., Chair, Polk County / DAVID ALLEN, P.E., Pasco County /JODY KIRKMAN, P.E., Marion County/ HEIDI PETITO, Flagler County

Sincerely,

FLORIDA GOVERNMENTAL UTILITY AUTHORITY

Digitally signed by Paul Arnett
Date: 2025.01.24 07:42:22 -05'00'

Paul Arnett
Development Services Manager

CC: Mike Currier, South Region Area Manager

Encl.

1. Pre-Development Meeting Information
2. Utility Locates
3. Fee Statement/Receipt

FGUA Board of Directors
PAM KEYES, P.E., Vice Chair, Lee County / KEN CHEEK, P.E., Citrus County / SHANE PARKER, P.E., Vice Chair, Hendry County / TAMARA RICHARDSON, P.E., Chair, Polk County / DAVID ALLEN, P.E., Pasco County /JODY KIRKMAN, P.E., Marion County/ HEIDI PETITO, Flagler County

FGUA Updated Letter of Availability

Description	Original Approval	Flow (GPD)	Updated Units	New Flow (GPD)
Hotel Rooms	425 rooms @ 200 GPD	85,000	435 rooms @ 200 GPD	87,000
Multi-Family Units			193 units @ 160 GPD	30,880
TOTAL:		**85,000**		**117,880**

South Seas
Mixed Use Planned Development

Hearing Examiner Presentation

February 14, 2025



South Seas

APPLICANT'S
EXHIBIT # 1

Project Team

- Greg Spencer, Anthony Solomon, David Henson & Shawn Farrell - WS SSIR Owner, LLC
- Neale Montgomery, Esq. - Pavese Law Firm
- Carl Barraco, P.E. - Barraco & Associates
- Alexis Crespo, AICP - RVi
- Ted Treesh - TR Transportation
- Betsie Hiatt & Cathy Olson - Pennoni
- Mark McLean, AIBD, LEED AP - MHK Architecture
- Christian Andrea, PLA - ALD, Inc.
- Elizabeth Fountain, P.E. - J.R. Evans
- Dan Trescott - Trescott Planning Solutions
- Christopher Wright, P.E. - B&W Structural Designs, Inc.
- Hans Wilson, P.E. – HWA
- Lucy Gallo - Development Planning & Finance Group

South Seas

Presentation Outline

- Subject Property Overview & Existing Conditions
- Entitlement History Land Use
- Proposed MPD Rezoning
- Environmental Considerations
- Landscape Architecture
- Stormwater Management & Utilities
- Coastal Engineering

South Seas

Presentation Outline (Cont.)

- Structural Engineering & Resiliency
- Built Form & Architecture
- Transportation
- Hurricane Evacuation
- Marina Design & Permitting
- Economic Impacts
- Lee Plan Compliance, LDC Review Criteria & Conclusions

South Seas

Property Location



South Seas

Property Location



South Seas

Request

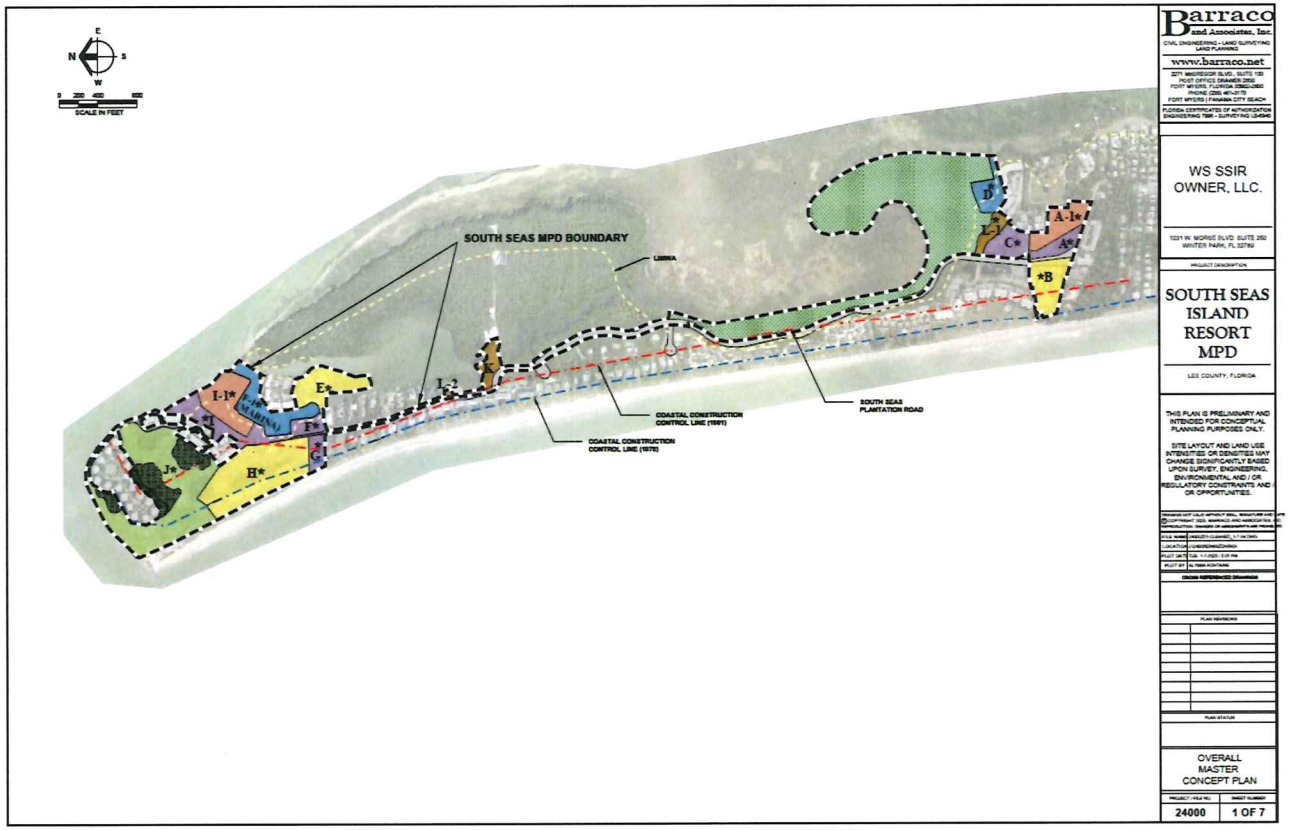
Rezone the 120.5+/-acres Subject Property from RM-2, TFC-2, & CM to MPD to allow for a maximum of 193 dwelling units, 435 hotel rooms and accessory resort commercial and recreational uses.

Proposed Development Program

- 193 multi-family dwelling units
- 435 hotel rooms
- Private, ancillary recreational and commercial uses for residents and hotel guests only
- Multi-Slip Docking Facility/"Wet" boat slips for residents and guests
- 52% Open Space (62.41 acres provided vs. 47.7 acres required)
- 84% of Open Space is Indigenous Preserve (39.83 acres provided vs. 23.85 required)
- Maximum building height of 45 feet

South Seas

Proposed Master Concept Plan



- LAKE
- RESIDENTIAL
- HOTEL / RESORT RECREATION
- RESORT RECREATION
- MARINA
- PRESERVE
- GOLF COURSE
- UTILITIES / SUPPORT
- * COP (CONSUMPTION ON PREMISES)

South Seas

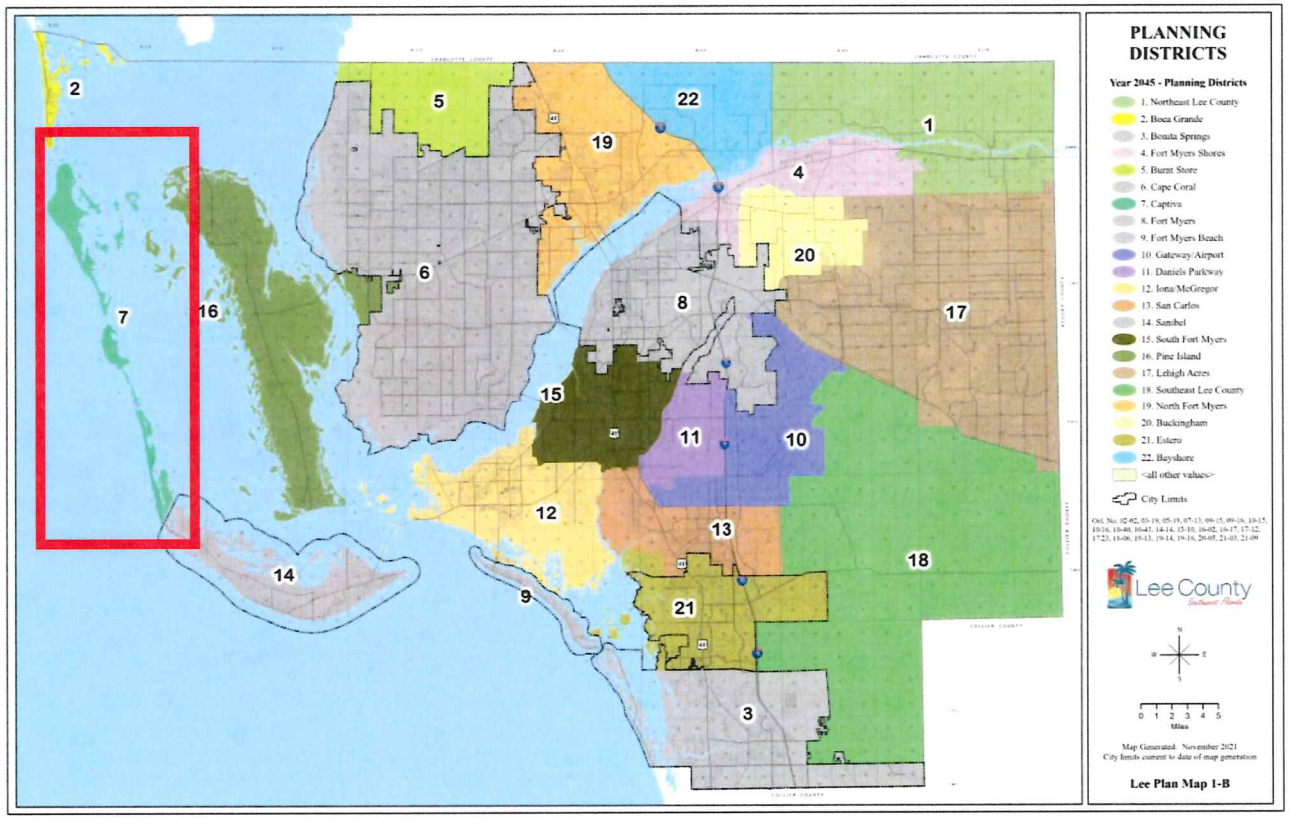
PLANNING FRAMEWORK & HISTORY

Future Land Use Map



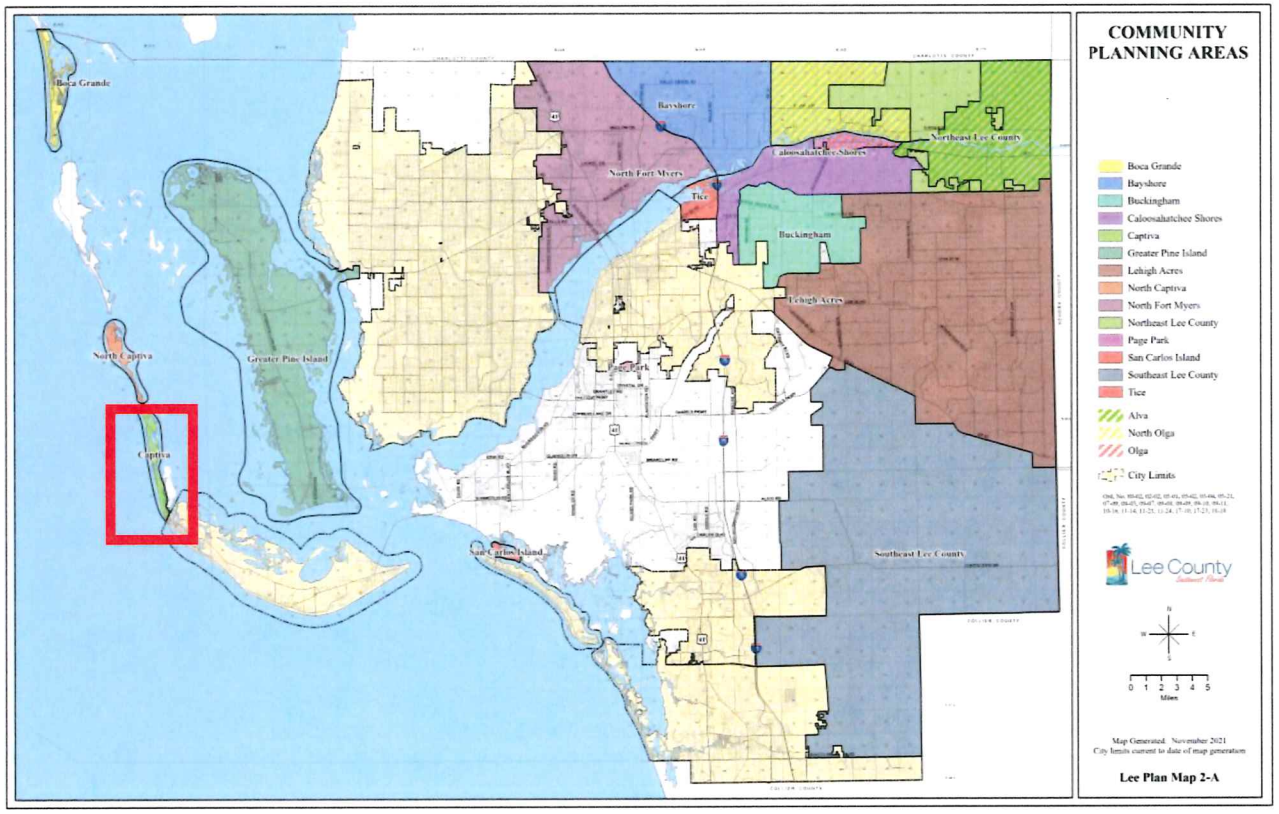
South Seas

Captiva Planning Community



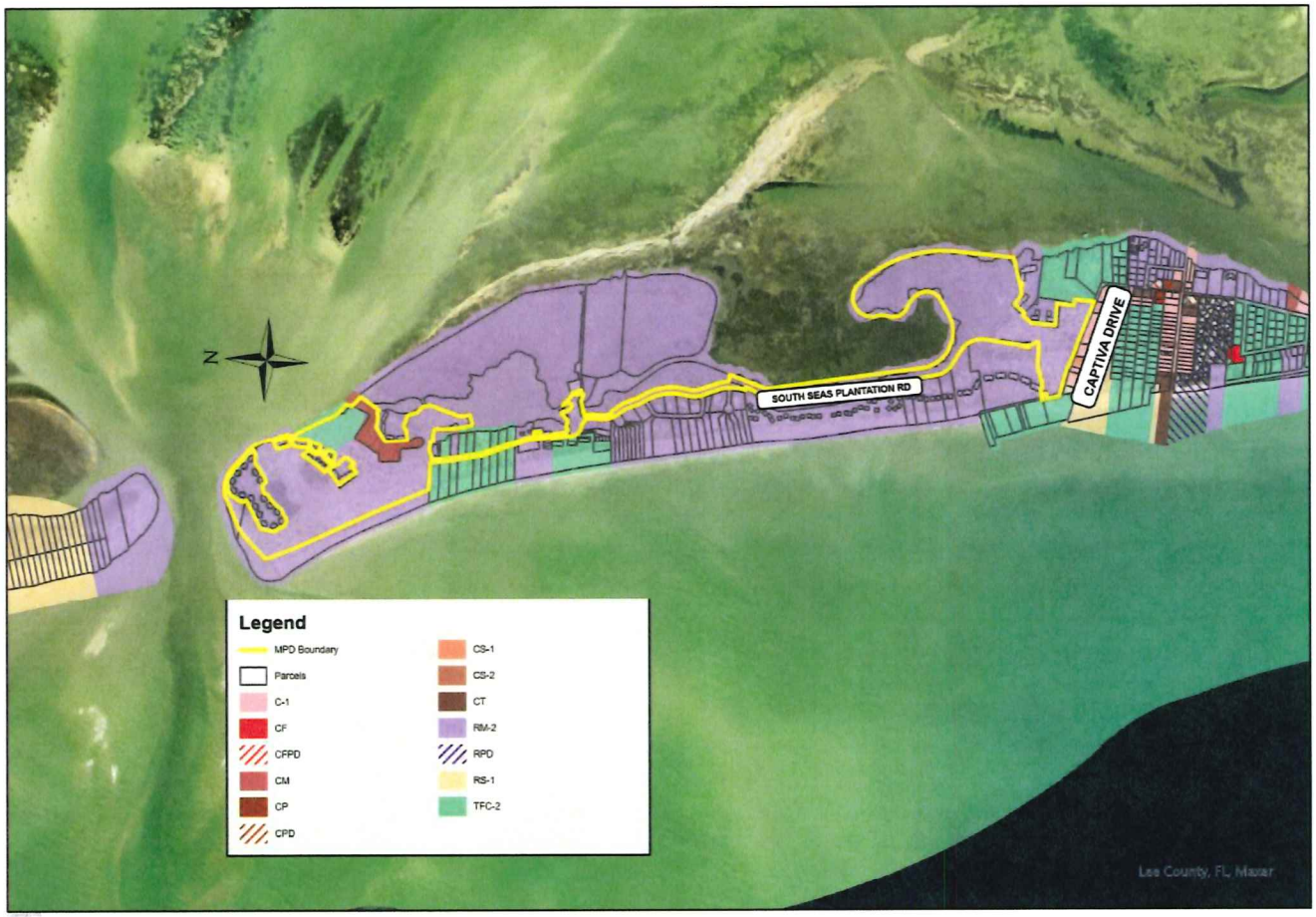
South Seas

Captiva Community Planning Area



South Seas

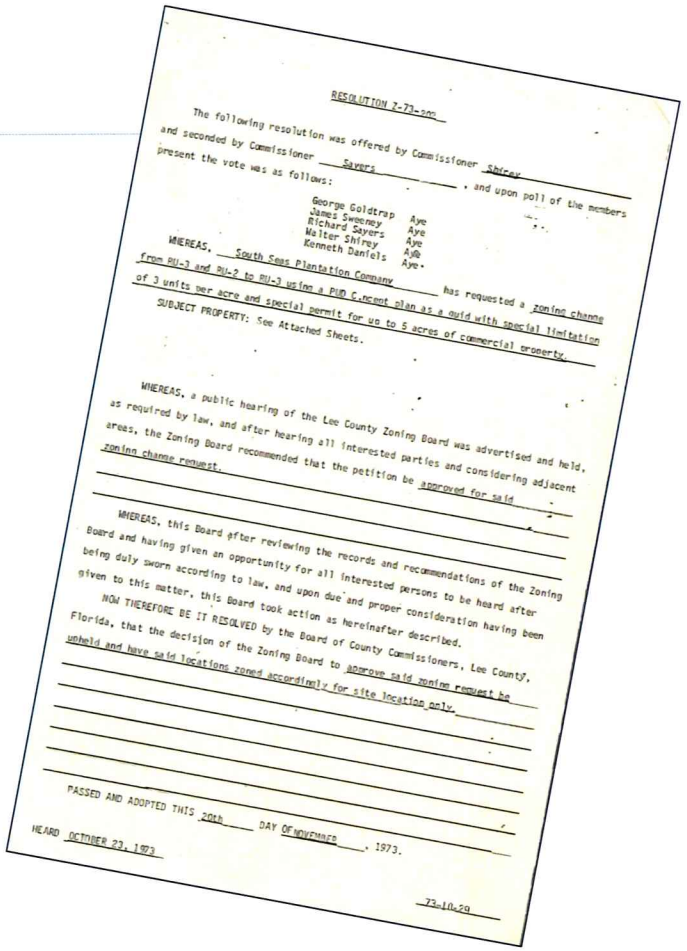
Current Zoning Map



South Seas

South Seas Resort Zoning History

- Rezoned in 1973 per Z-73-202
- Rezoned from RU-3 & RU-2 to RU-3 "with a PUD concept as a guide"
- Special limitation of 3 units per acre and special permit for up to 5 acres of commercial development
- 1973 approval effectively "downzoned" the property from 3,900 allowable units to 912 units



RESOLUTION Z-73-202

The following resolution was offered by Commissioner Shirey and seconded by Commissioner Sayers, and upon poll of the members present the vote was as follows:

George Goldtrap Aye
James Sweeney Aye
Richard Sayers Aye
Walter Shirey Aye
Kenneth Daniels Aye.

WHEREAS, South Seas Plantation Company has requested a zoning change from RU-3 and RU-2 to RU-3 using a PUD Concept plan as a guid with special limitation of 3 units per acre and special permit for up to 5 acres of commercial property.

SUBJECT PROPERTY: See Attached Sheets.

WHEREAS, a public hearing of the Lee County Zoning Board was advertised and held, as required by law, and after hearing all interested parties and considering adjacent areas, the Zoning Board recommended that the petition be approved for said zoning change request.

WHEREAS, this Board after reviewing the records and recommendations of the Zoning Board and having given an opportunity for all interested persons to be heard after being duly sworn according to law, and upon due and proper consideration having been given to this matter, this Board took action as hereinafter described.

NOW THEREFORE BE IT RESOLVED by the Board of County Commissioners, Lee County, Florida, that the decision of the Zoning Board to approve said zoning request be upheld and have said locations zoned accordingly for site location only.

PASSED AND ADOPTED THIS 20th DAY OF NOVEMBER, 1973.

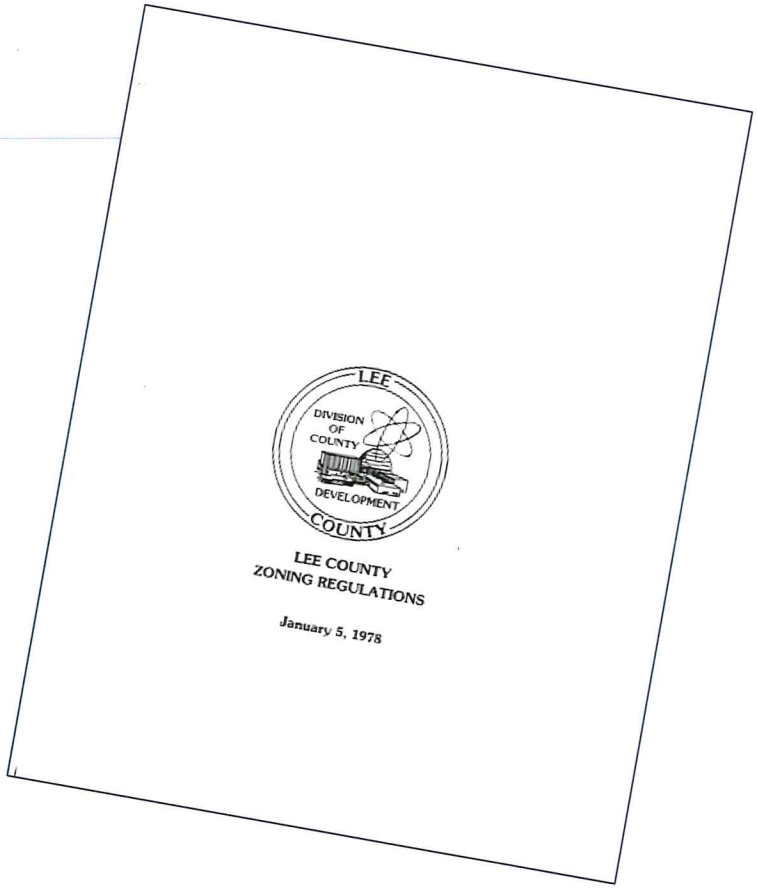
HEARD OCTOBER 23, 1973

73-10-29

South Seas

South Seas Resort Zoning History

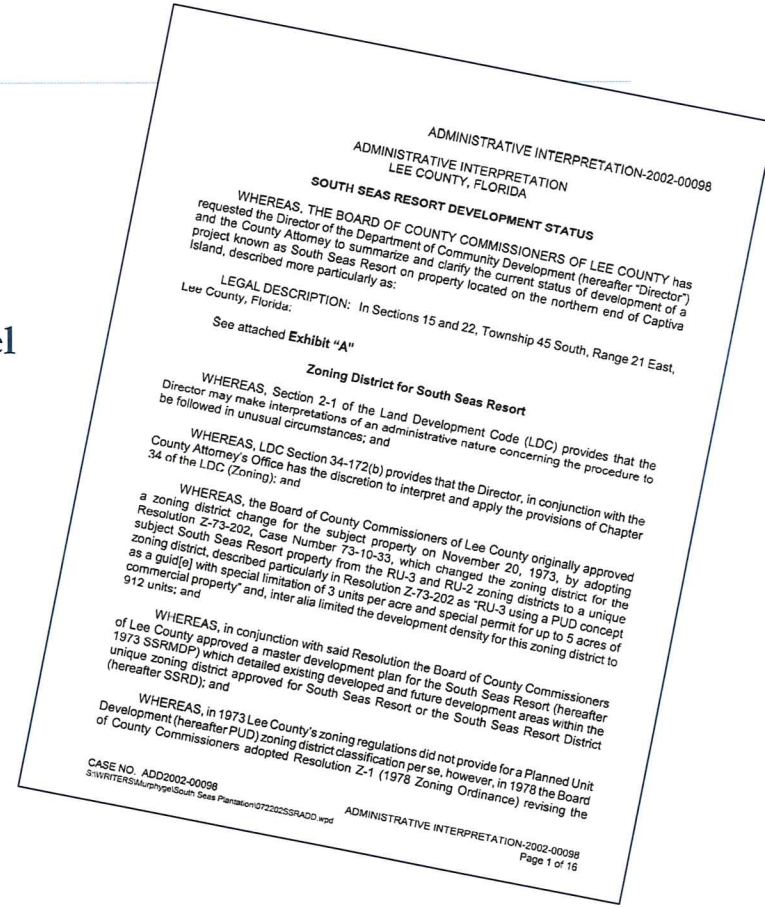
- Zoning changed in 1978 with adoption of updated LDC
- As part of this codification, RU-2 was converted to RM-1 in 1978
- In 1986, RM-1 was converted to TFC-2, and RU-3 was converted to RM-2
- In 1990 per Z-90-019, north RM-2 tract was rezoned to Marine Commercial (CM)



South Seas

Administrative Interpretation

- ADD2002-00098 issued in July 2002
- Intent to "summarize and clarify the current status of development of a property known as South Seas Resort"
- Memorialized the built and approved/unbuilt units by Parcel
- Memorialized 5 acres of commercial uses
- Memorialized general development standards that differed from the LDC/underlying zoning district regulations
- The amendment process referenced PUD procedures in 34-1038
- ***ADD was not a zoning approval or a development order***



ADMINISTRATIVE INTERPRETATION-2002-00098

ADMINISTRATIVE INTERPRETATION
LEE COUNTY, FLORIDA

SOUTH SEAS RESORT DEVELOPMENT STATUS

WHEREAS, THE BOARD OF COUNTY COMMISSIONERS OF LEE COUNTY has requested the Director of the Department of Community Development (hereafter "Director") and the County Attorney to summarize and clarify the current status of development of a project known as South Seas Resort on property located on the northern end of Captiva Island, described more particularly as:

LEGAL DESCRIPTION: In Sections 15 and 22, Township 45 South, Range 21 East, Lee County, Florida:

See attached **Exhibit "A"**

Zoning District for South Seas Resort

WHEREAS, Section 2-1 of the Land Development Code (LDC) provides that the Director may make interpretations of an administrative nature concerning the procedure to be followed in unusual circumstances; and

WHEREAS, LDC Section 34-172(b) provides that the Director, in conjunction with the County Attorney's Office has the discretion to interpret and apply the provisions of Chapter 34 of the LDC (Zoning): and

WHEREAS, the Board of County Commissioners of Lee County originally approved a zoning district change for the subject property on November 20, 1973, by adopting Resolution Z-73-202, Case Number 73-10-33, which changed the zoning district for the subject South Seas Resort property from the RU-3 and RU-2 zoning districts to a unique zoning district, described particularly in Resolution Z-73-202 as "RU-3 using a PUD concept as a guid[e] with special limitation of 3 units per acre and special permit for up to 5 acres of commercial property" and, inter alia limited the development density for this zoning district to 912 units; and

WHEREAS, in conjunction with said Resolution the Board of County Commissioners of Lee County approved a master development plan for the South Seas Resort (hereafter 1973 SSRMDP) which detailed existing developed and future development areas within the unique zoning district approved for South Seas Resort or the South Seas Resort District (hereafter SSRD); and

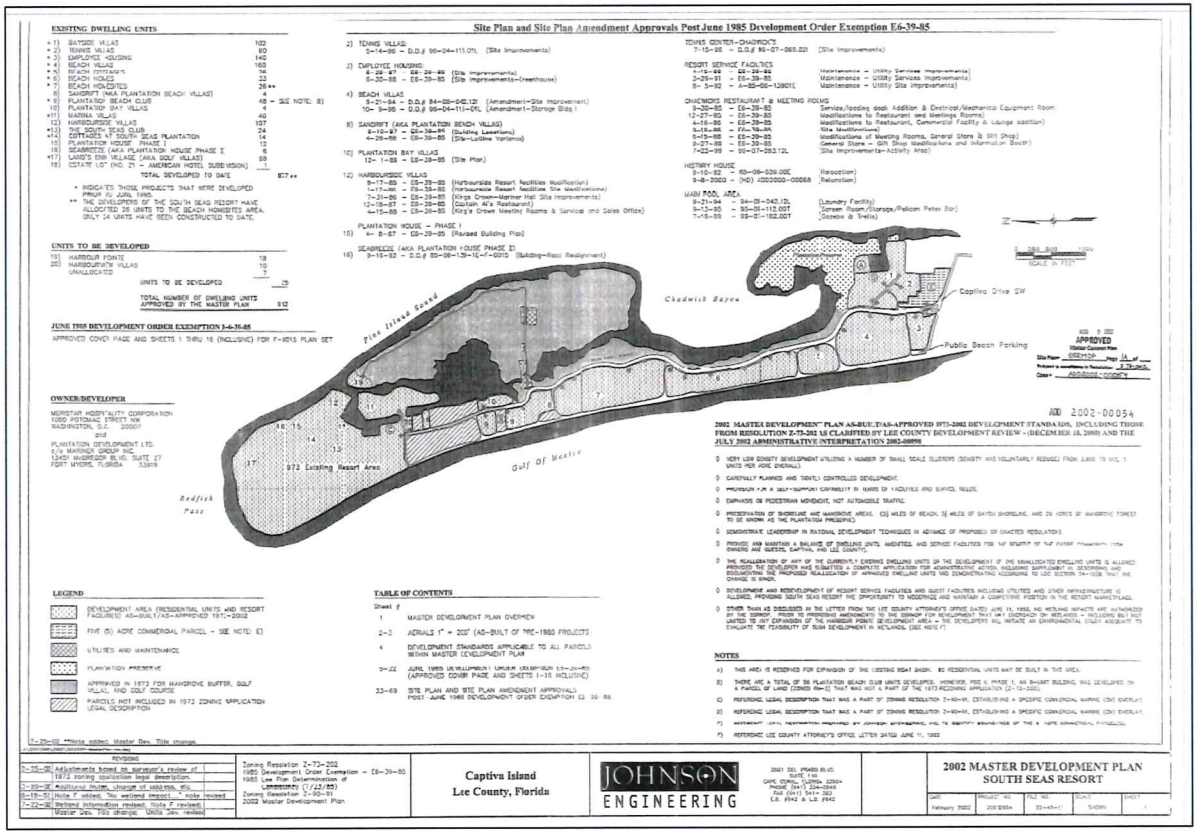
WHEREAS, in 1973 Lee County's zoning regulations did not provide for a Planned Unit Development (hereafter PUD) zoning district classification per se, however, in 1978 the Board of County Commissioners adopted Resolution Z-1 (1978 Zoning Ordinance) revising the

CASE NO. ADD2002-00098
S:\WRITERS\Murphygel\South Seas Plantation\072202SSRADD.wpd

ADMINISTRATIVE INTERPRETATION-2002-00098
Page 1 of 16

South Seas

ADD Master Development Plan



South Seas

Administrative Interpretation Summary

Area Name	Number of Units
1. Bayside Villas	102
2 Tennis Villas	60
3. Employee Housing	140
4. Beach Villas	160
5. Beach Cottages	26
6. Beach Homes	33
7. Beach Homesites	26[5]
8. Sandrift (aka Plantation Beach Villas)	4
9. Plantation Beach Club	48
10. Plantation Bay Villas	4
11. Marina Villas	40
12. Harbourside Villas	107
13. The South Seas Club	24
14. Cottages at South Seas Plantation	14
15. Plantation House Phase I	12
16. Seabreeze (aka Plantation House Phase II)	8

South Seas

Administrative Interpretation Summary

17. Land's End Village (aka Golf Villas)	68
18. Estate Residence	1
19. Harbour Pointe	18
TOTAL ALLOCATED DWELLING UNITS	895
TOTAL APPROVED DWELLING UNITS	912
TOTAL DEVELOPED DWELLING UNITS	877[6]
TOTAL UNDEVELOPED DWELLING UNITS	35 *

***Harborview Villas = 10 units developed after the ADD was issued**

South Seas

Administrative Interpretation Today

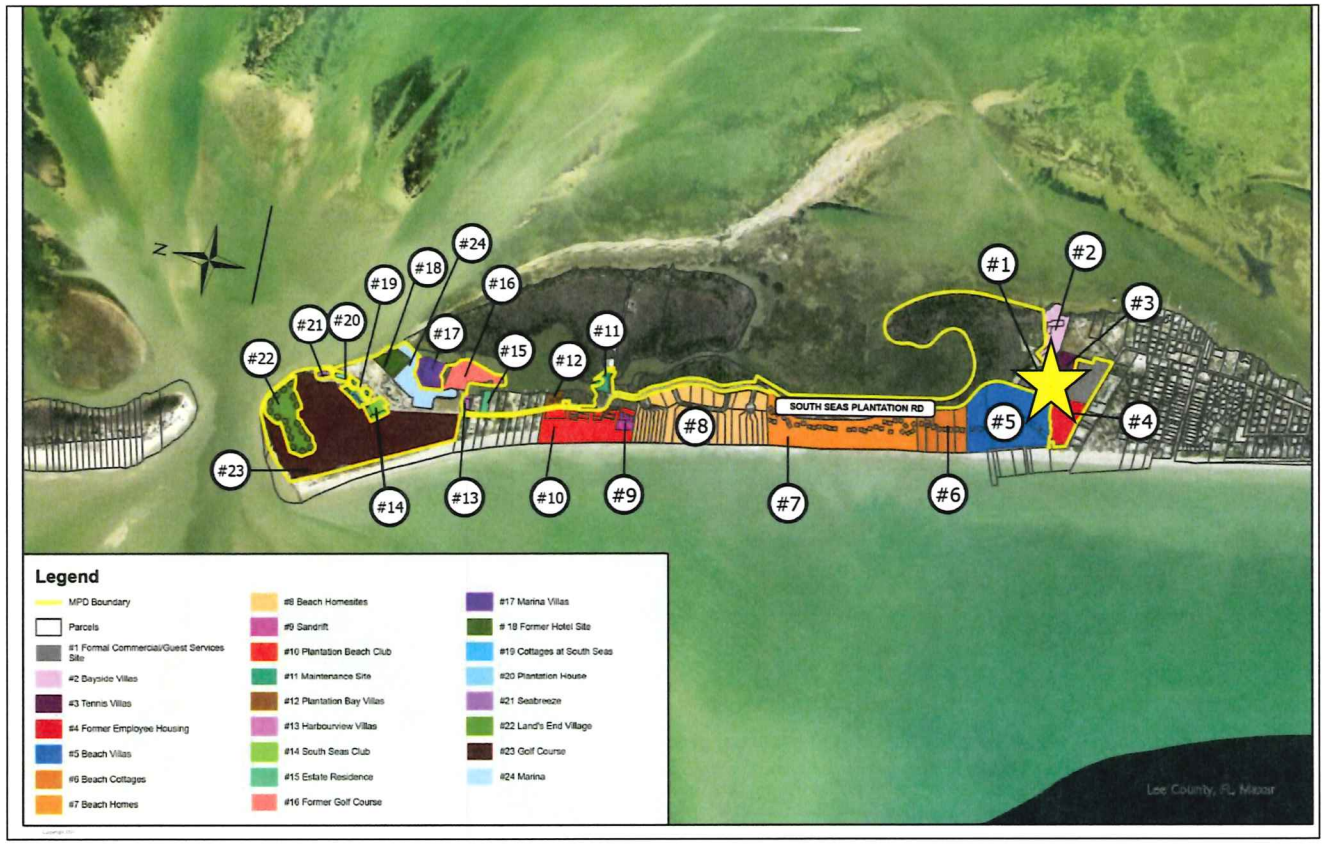
- Federal, state and local standards relating to building height and building height measurement have changed dramatically
- LDC Section 34-1038 has been removed from the LDC – eliminating any process to amend the ADD
- County Attorney's Office notified the Applicant in 2023 that Sec. 34-1038 (PUD Administrative Amendment process) is no longer available
- I.e. Subject property is NOT a PUD and can't be amended per a PUD process

South Seas

SOUTH SEAS RESORT DEVELOPMENT PATTERN

South Seas

South Seas Communities



South Seas

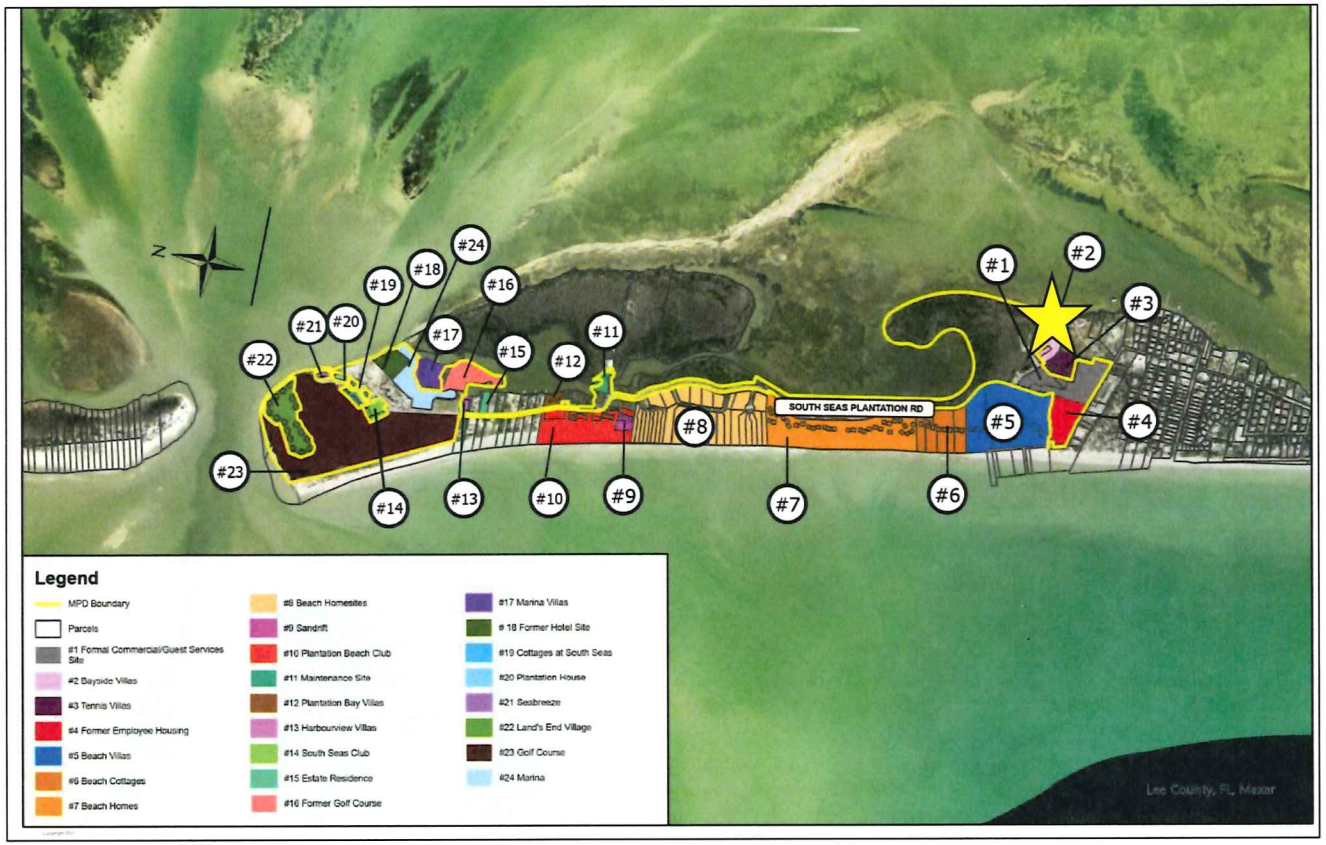
1. Former Commercial/Guest Services Site

- WITHIN MPD Boundary
- Former conference, restaurants, guest services, tennis courts/resort recreation
- Currently used for check-in & guest services
- Tennis courts demolished
- Proposed for recreation (water park), guest and owners services & hotel



South Seas

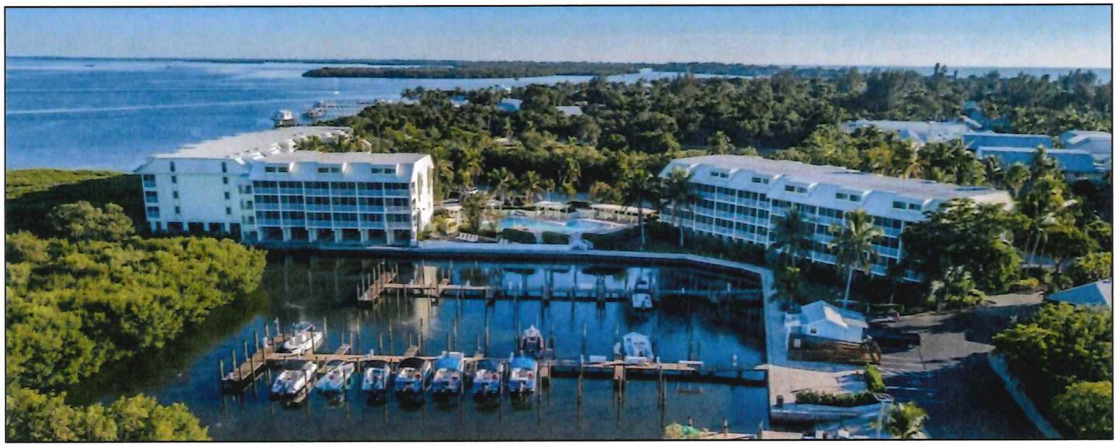
South Seas Communities



South Seas

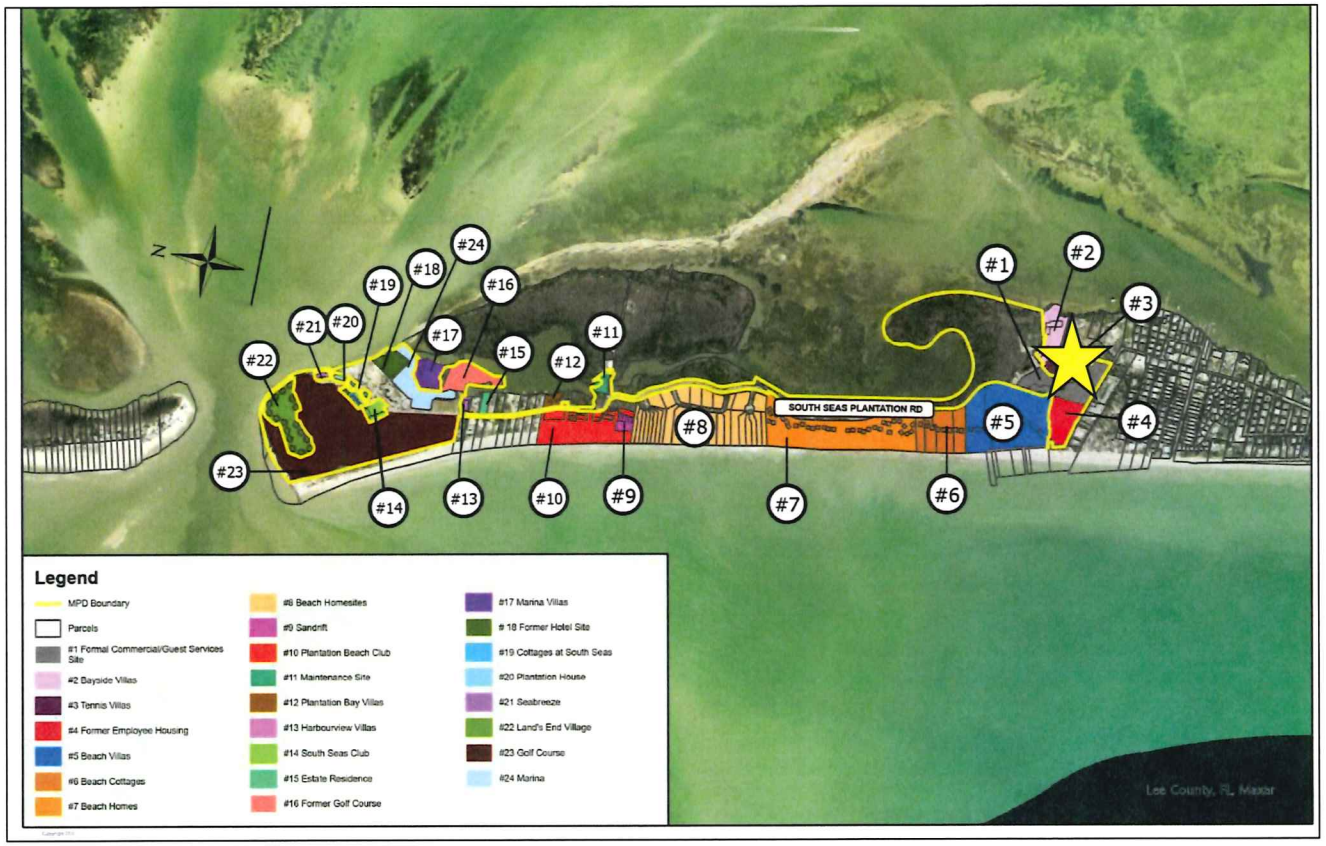
2. Bayside Villas

- NOT within proposed MPD
- 102-unit condominium
- Constructed in 1979
- 4 stories (3 stories w/ loft) over ground floor parking



South Seas

South Seas Communities



South Seas

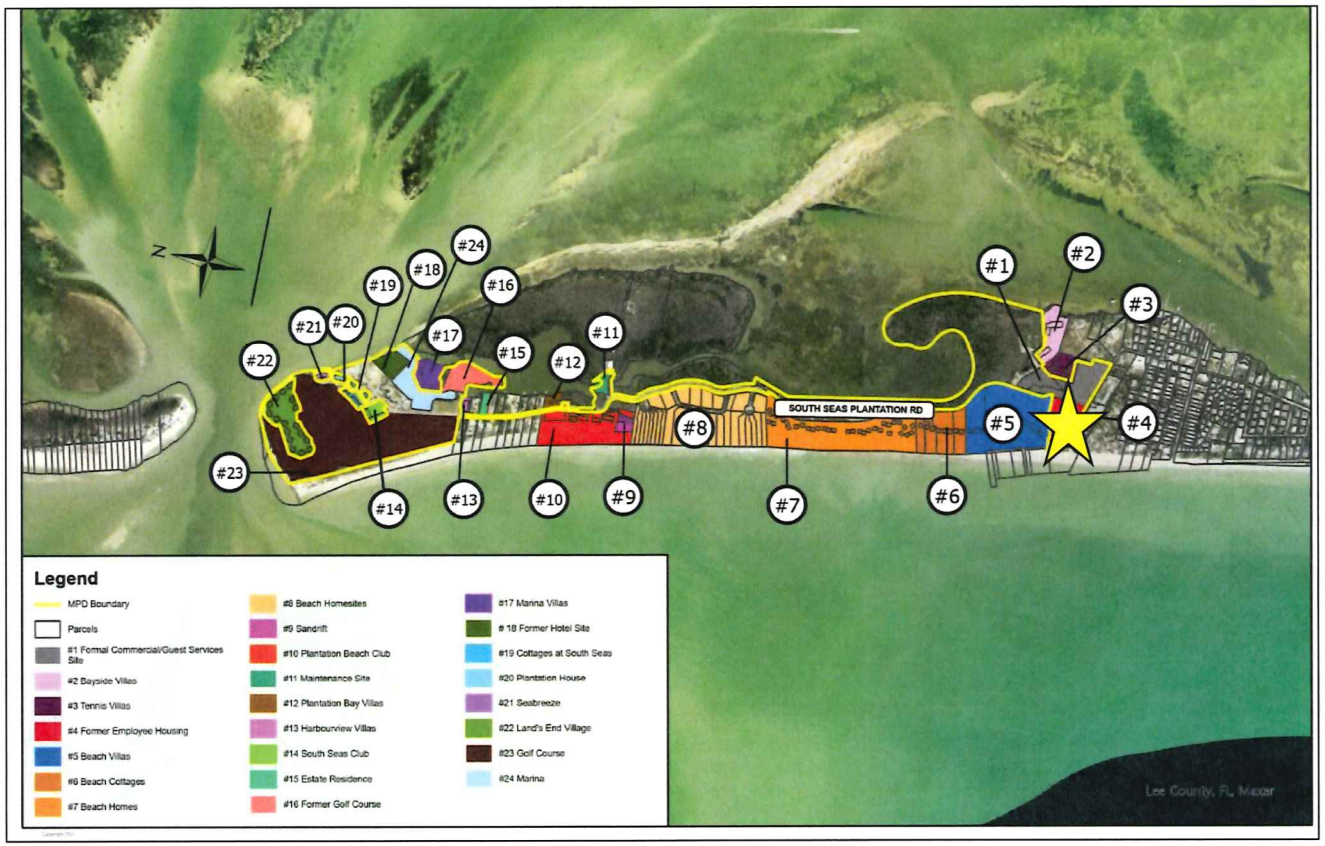
3. Tennis Villas

- NOT within proposed MPD
- 60-unit condominium
- Constructed in 1978
- 4 stories (3 stories w/ loft) over ground floor parking



South Seas

South Seas Communities



South Seas

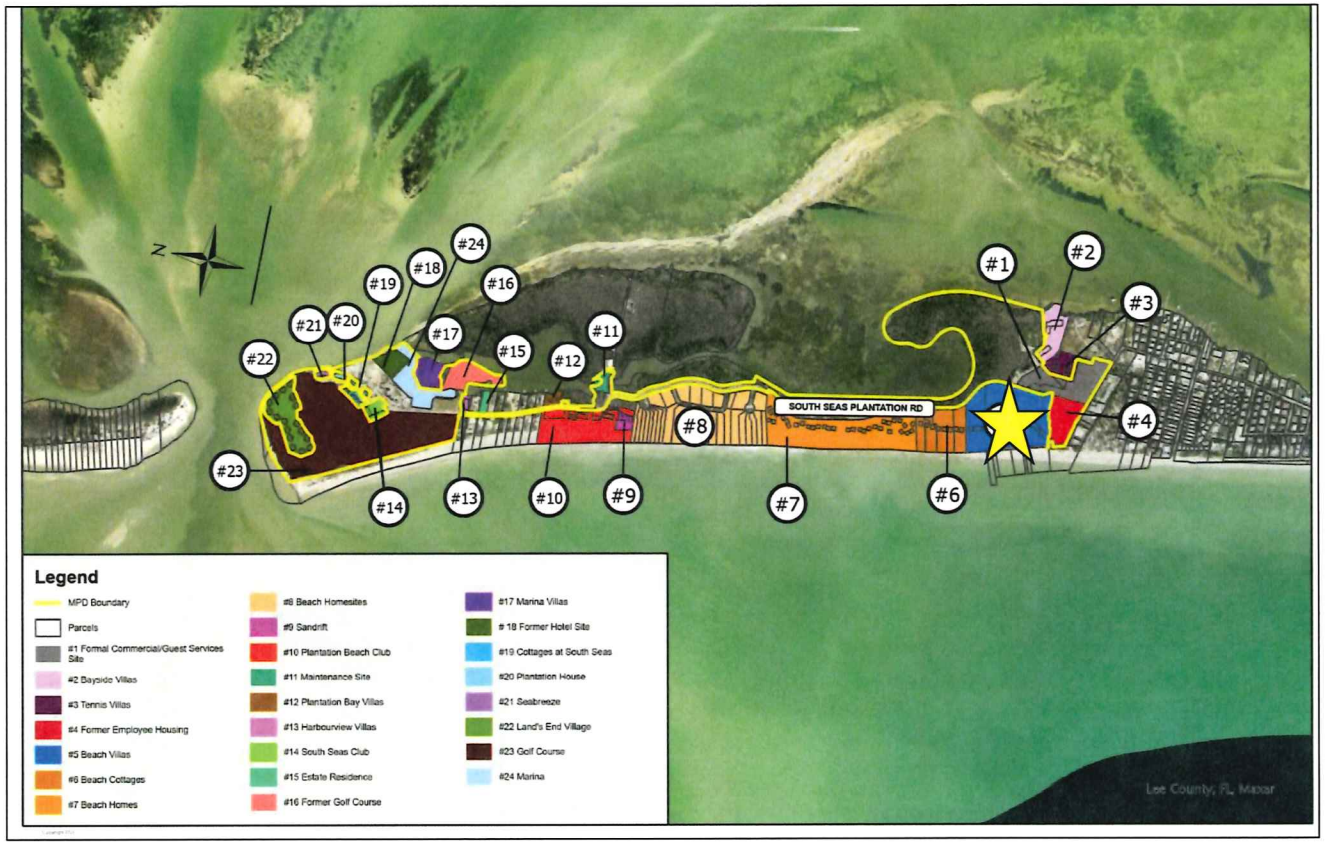
4. Former Employee Housing Parcel

- **WITHIN MPD Boundary**
- **Former site of 140 employee housing units**
- **Demolished in 2021-2022**
- **Currently Vacant**
- **Proposed Residential tract**



South Seas

South Seas Communities



South Seas

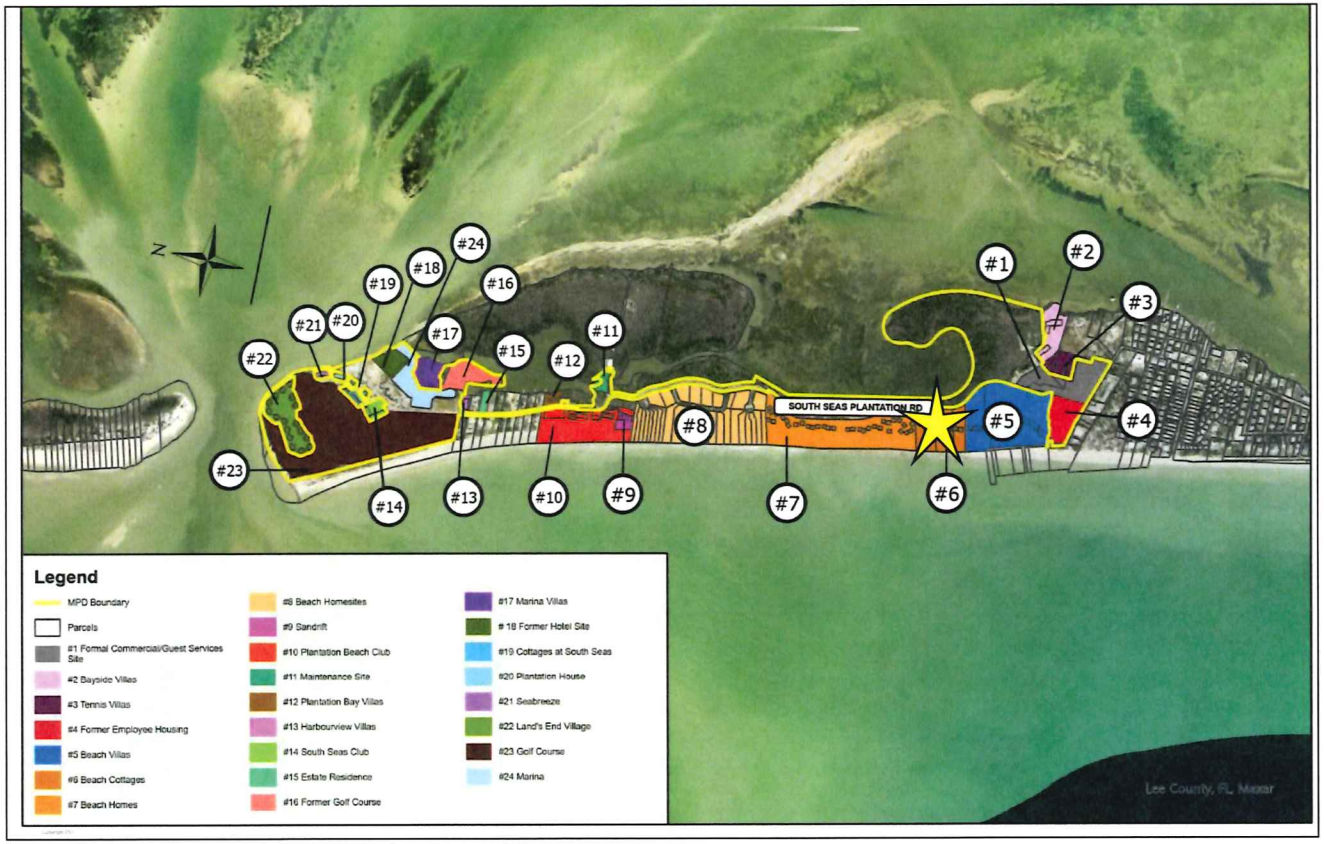
5. Beach Villas

- NOT within proposed MPD
- 18+/- acres
- 160-unit condominium
- Constructed in 1976-1978
- 4 stories (3 stories w/ loft) over ground floor parking



South Seas

South Seas Communities



South Seas

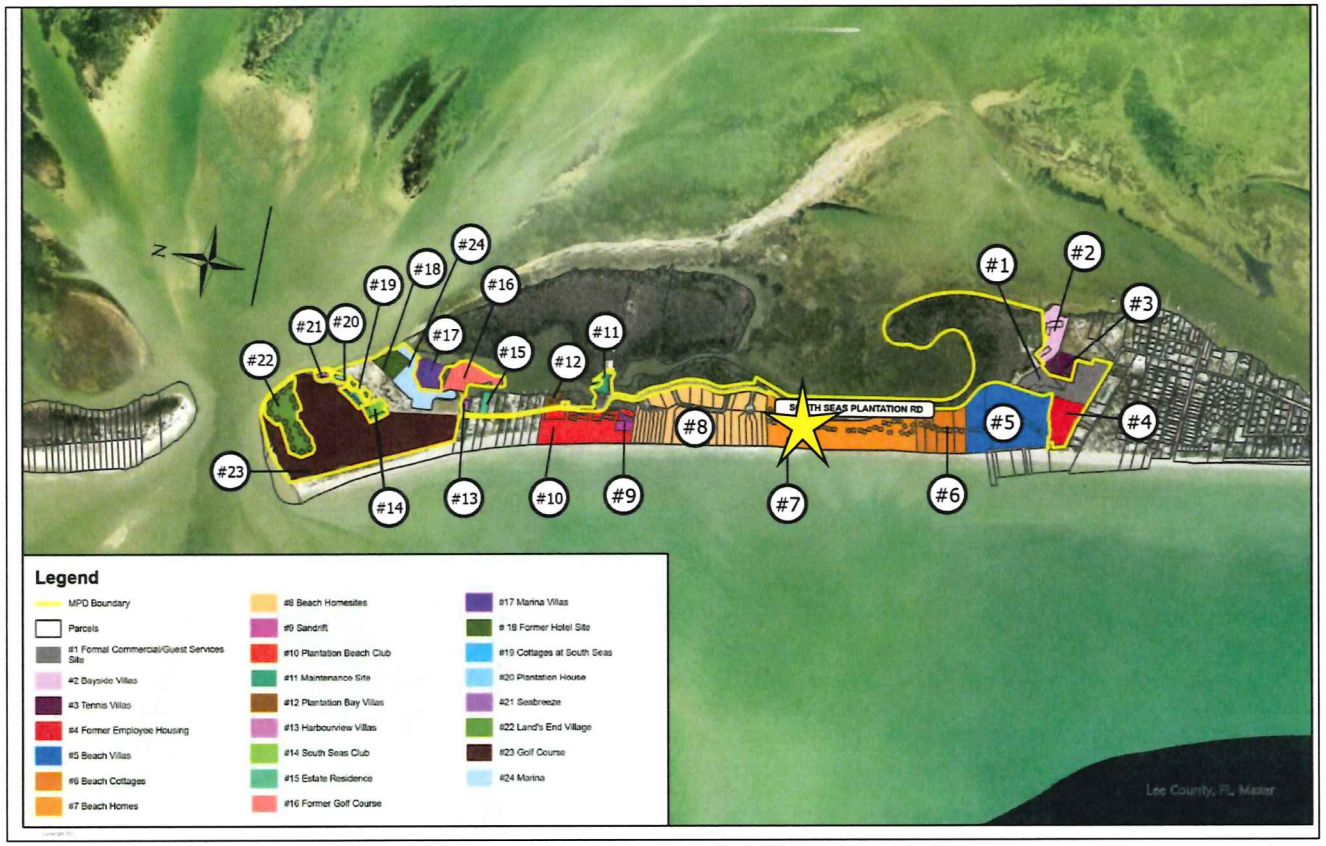
6. Beach Cottages

- NOT within proposed MPD
- 8+/- acres
- 26-unit condominium
- Constructed in 1977
- 2 stories over ground floor parking



South Seas

South Seas Communities



South Seas

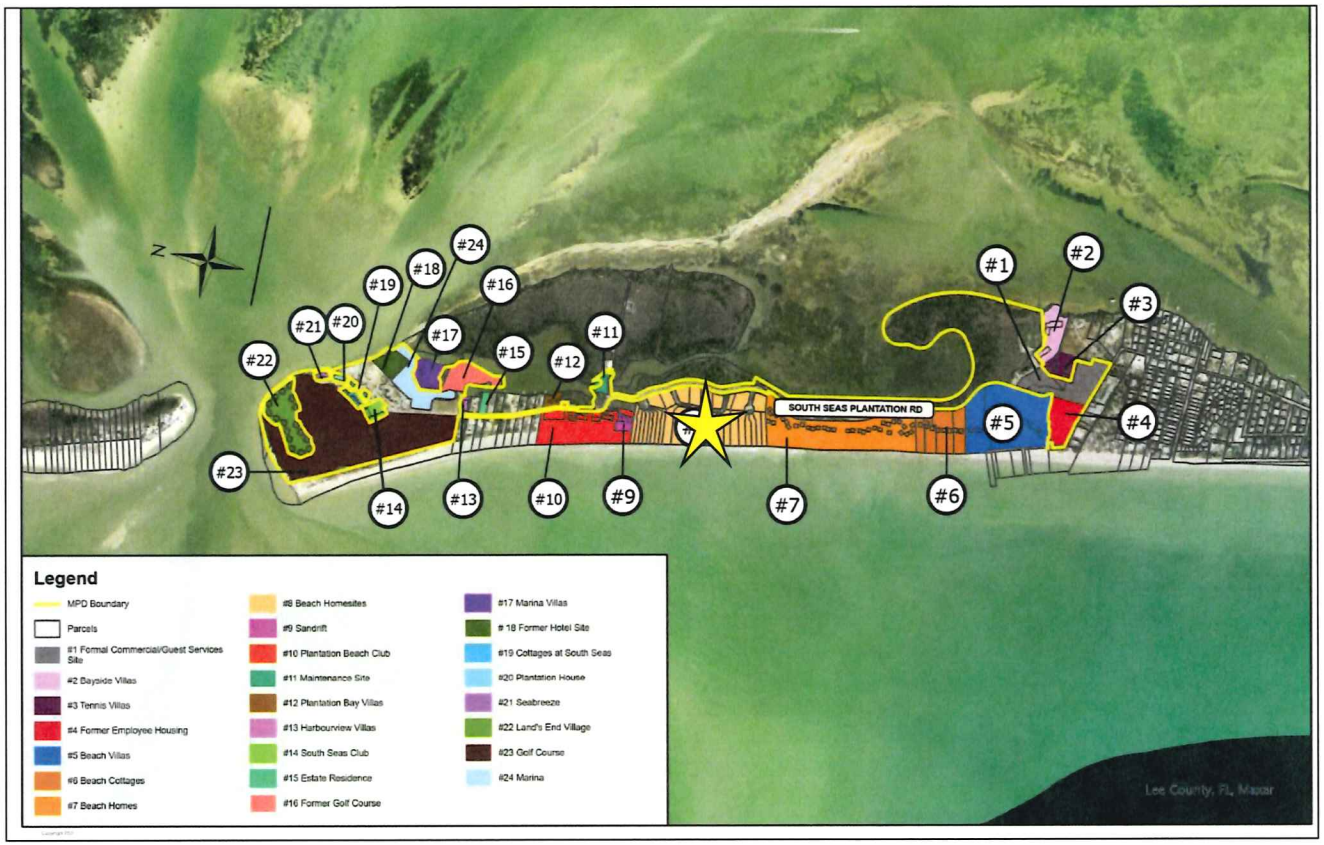
7. Beach Homes

- NOT within proposed MPD
- 18.5+/- acres
- 33-unit condominium (detached multi-family)
- Constructed in 1974
- 2 stories over ground floor parking



South Seas

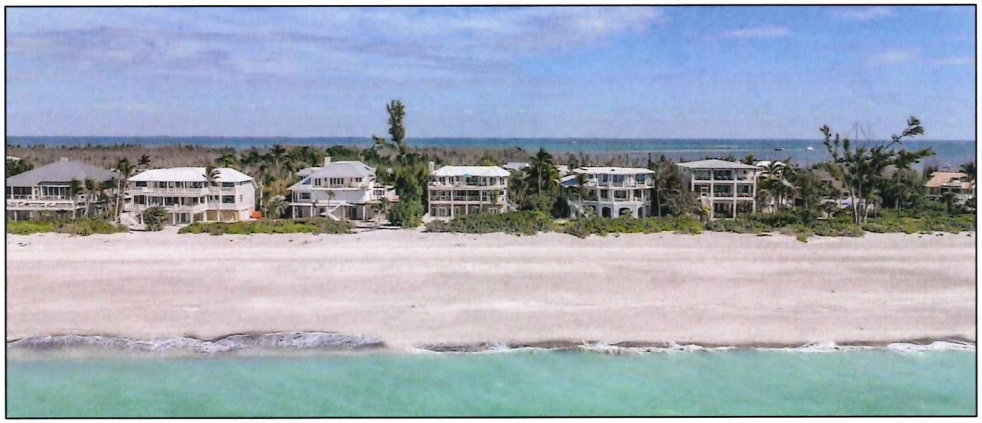
South Seas Communities



South Seas

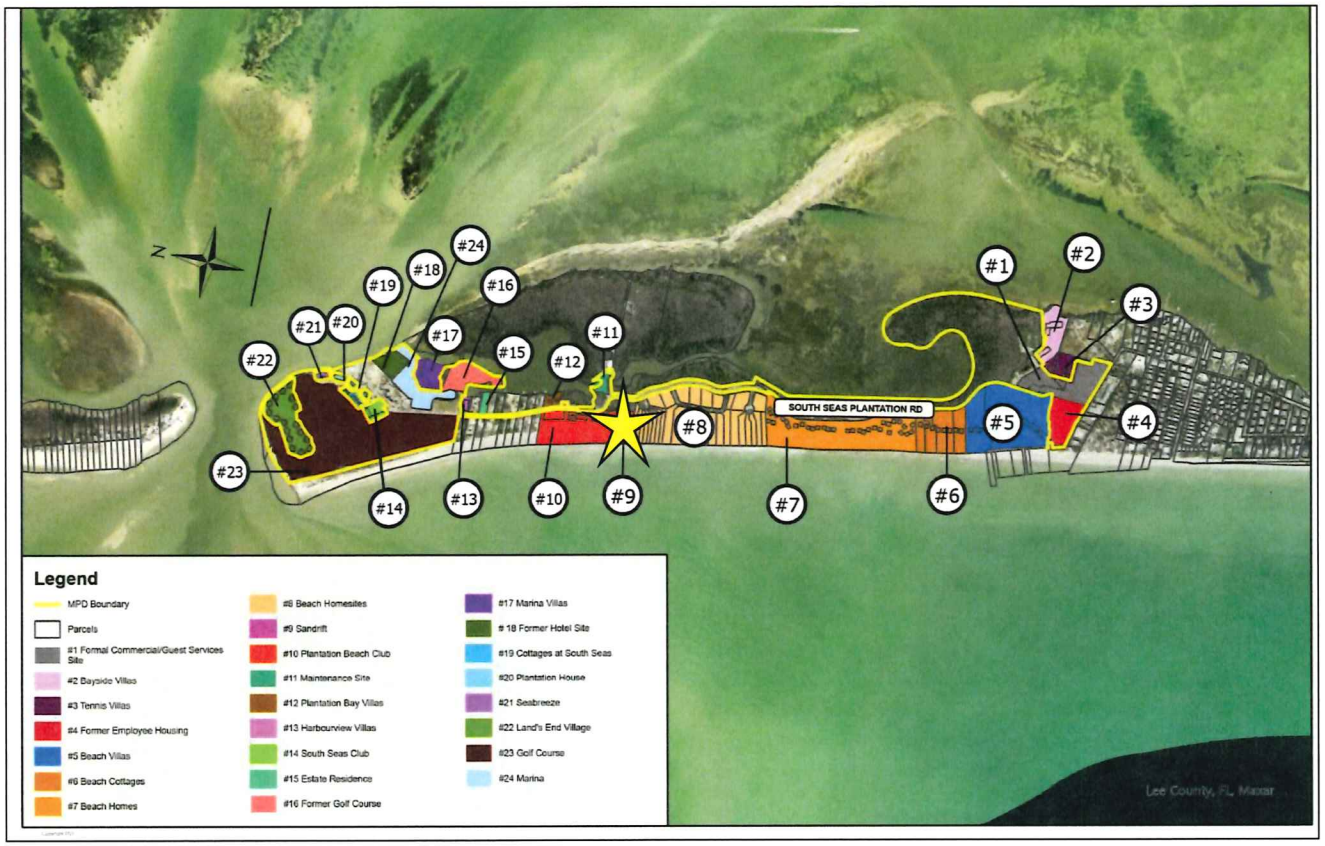
8. Beach Home Sites

- NOT within proposed MPD
- 23+/- acres
- 26 single-family attached & detached
- Constructed between 1960's - Present
- 2 stories over ground floor parking



South Seas

South Seas Communities



South Seas

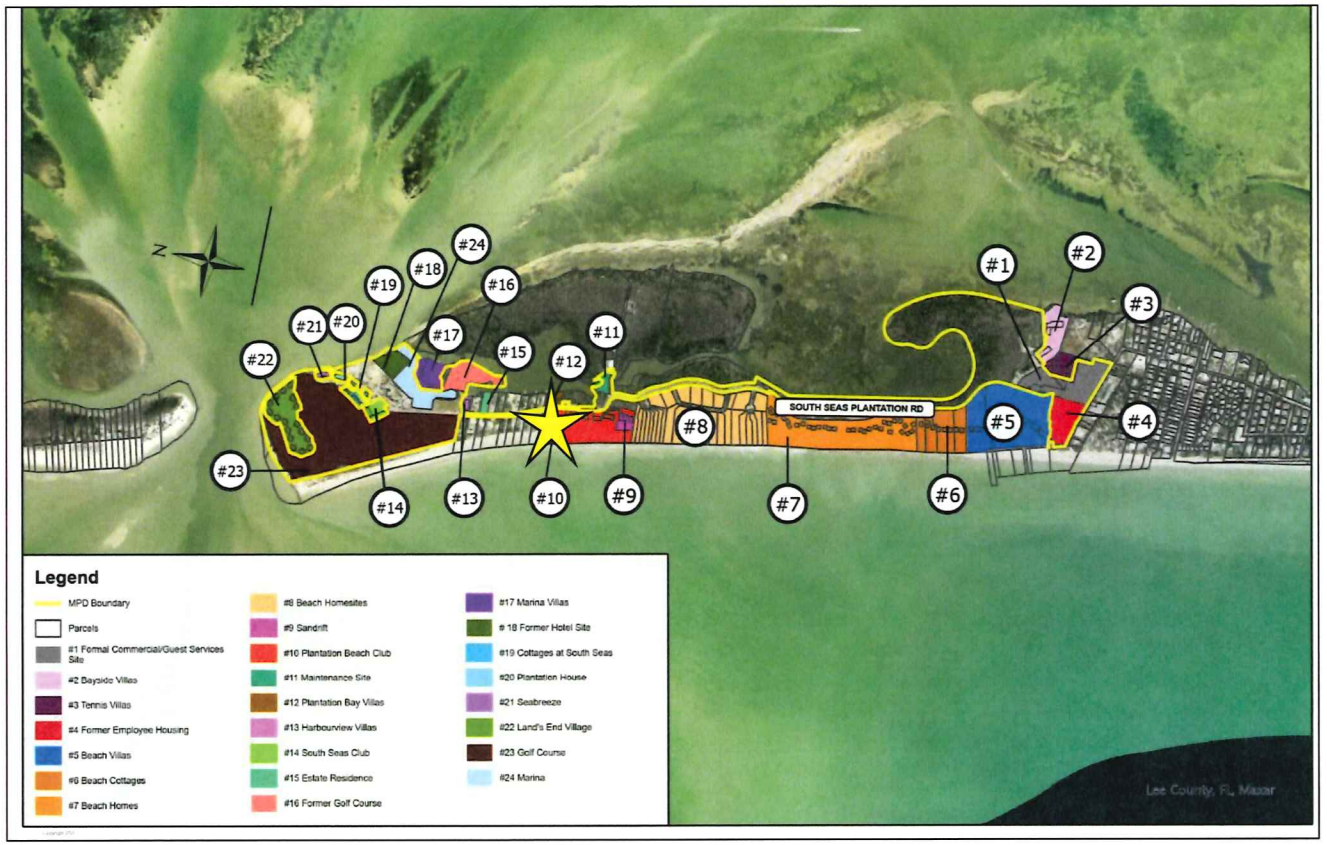
9. Sandrift

- NOT within proposed MPD
- 1+/- acre
- 4 multi-family units
- Constructed 1988
- 2 stories over ground floor parking



South Seas

South Seas Communities



South Seas

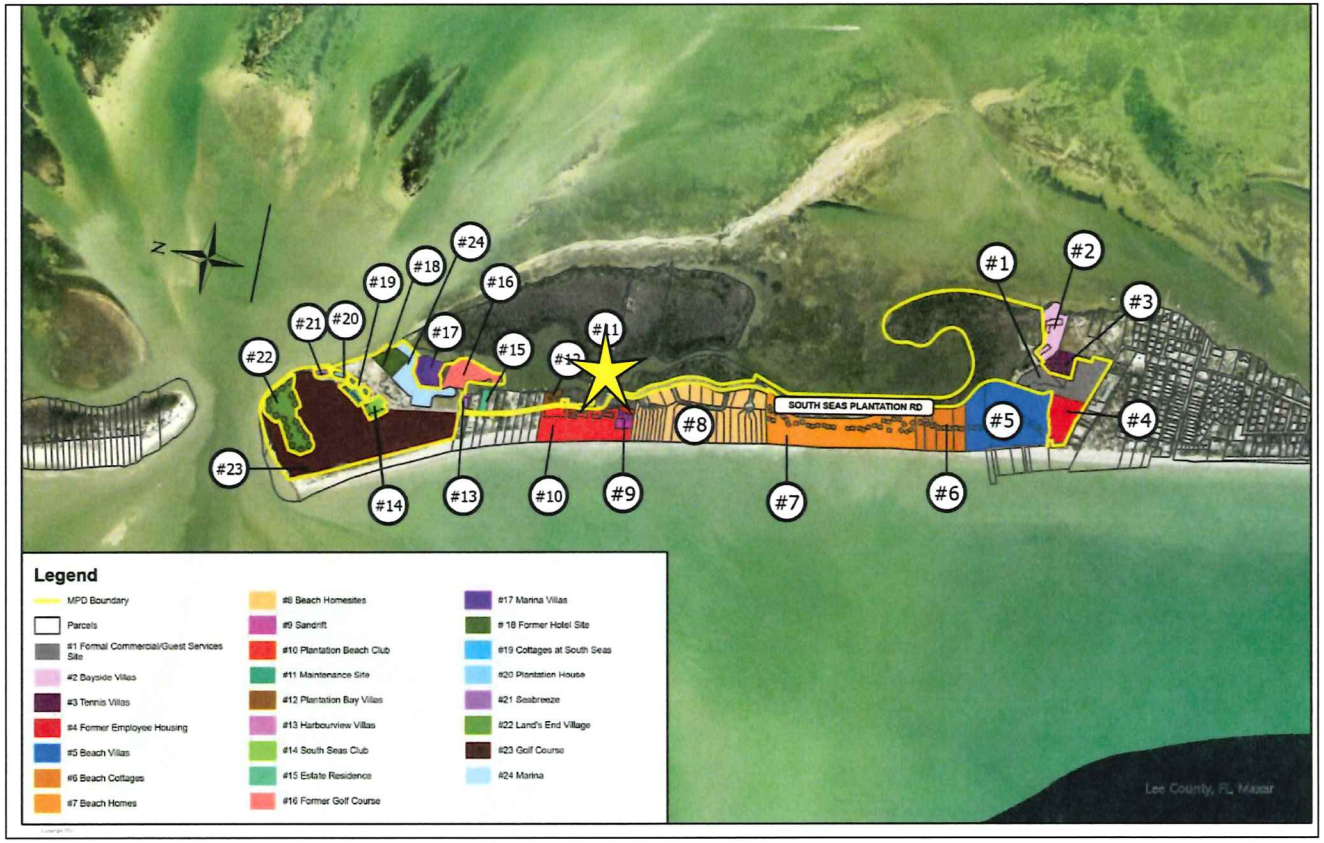
10. Plantation Beach Club

- NOT within proposed MPD
- 10.5+/- acre
- 56 timeshare units
- Constructed 1979
- 2 stories over ground floor parking



South Seas

South Seas Communities



South Seas

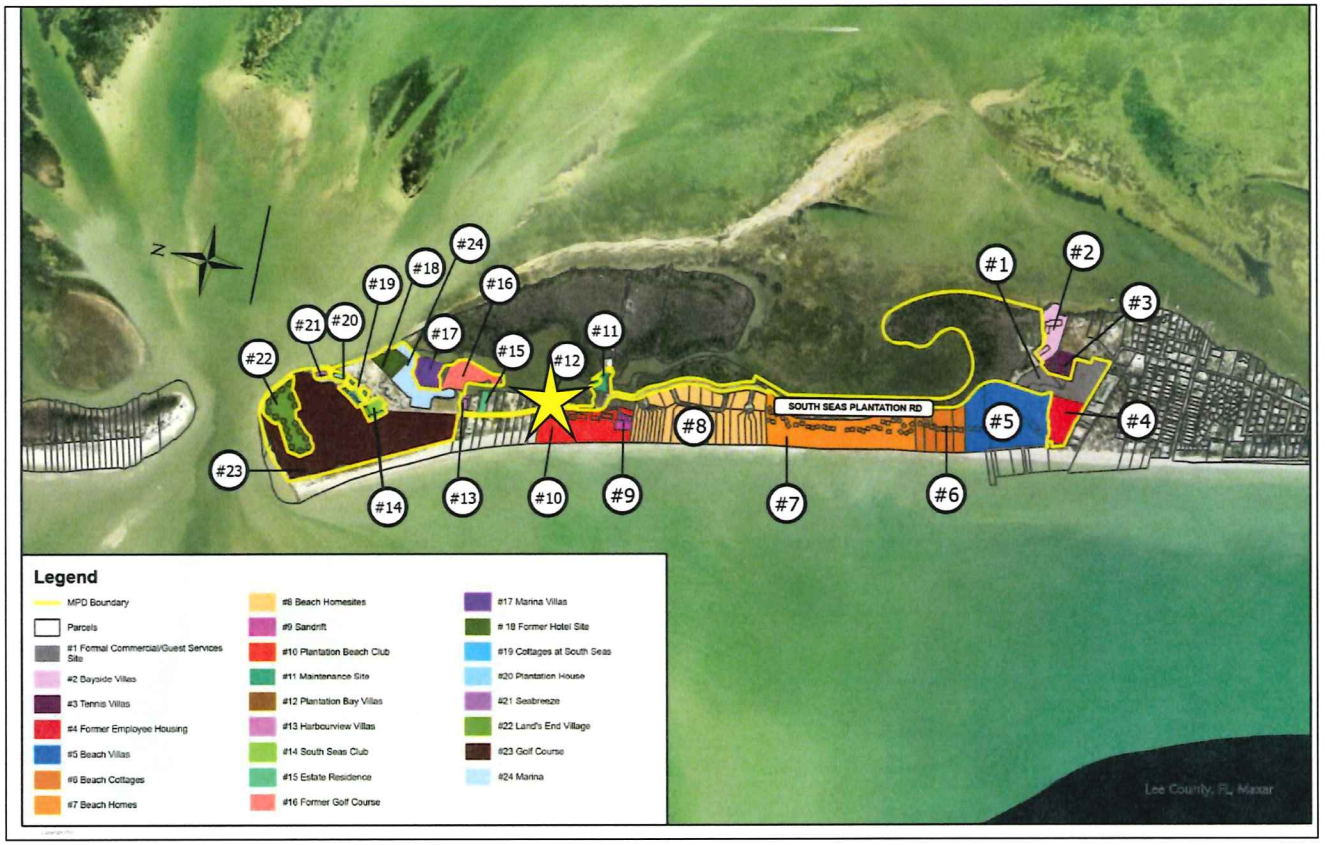
11. Maintenance Site

- WITHIN MPD Boundary
- 1.7+/- acre
- Maintenance Buildings, Storage
- Constructed `1975
- 1 Story
- Proposed as Maintenance Facilities



South Seas

South Seas Communities



South Seas

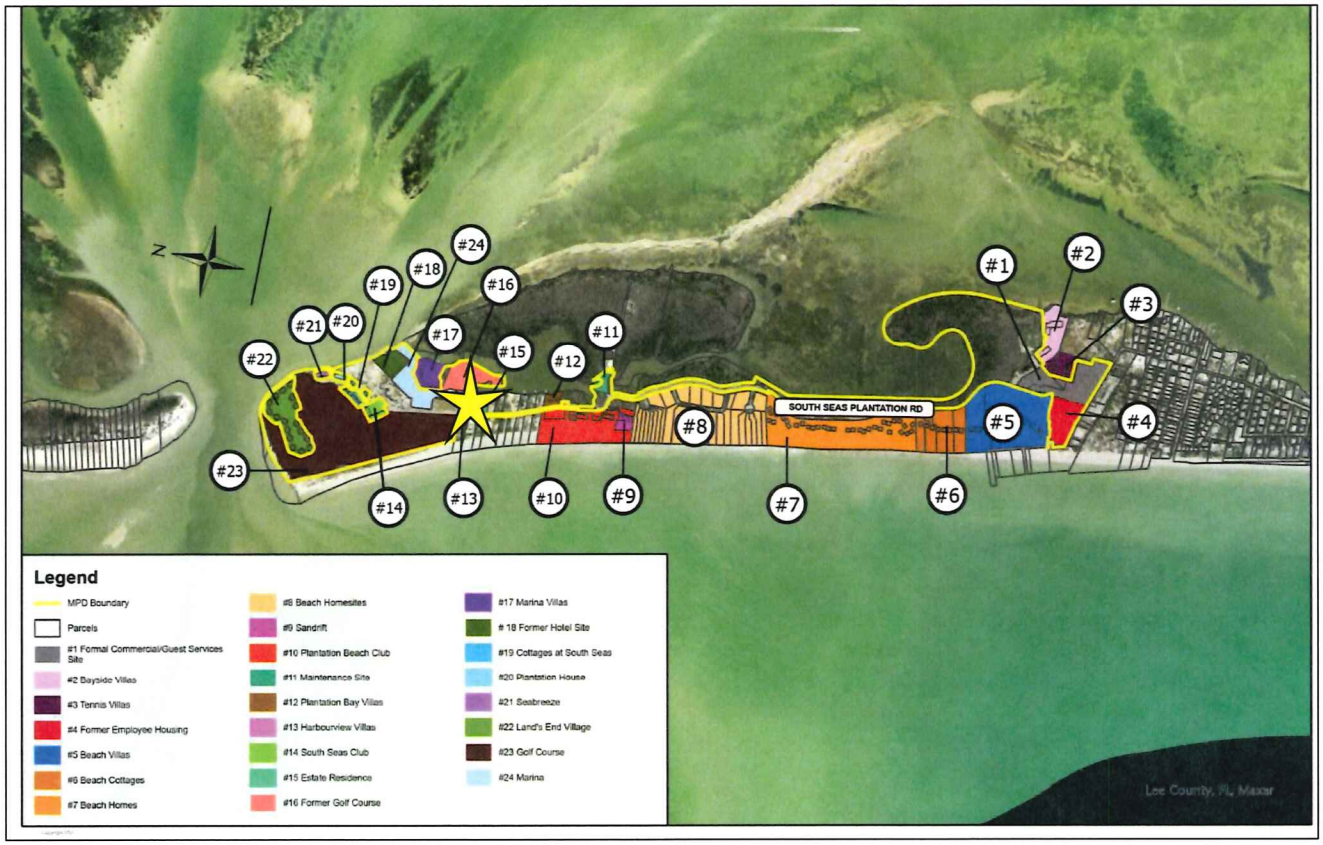
12. Plantation Bay Villas

- NOT within proposed MPD
- 0.8+/- acre
- 4 timeshare units
- Constructed 1990
- 2 stories over ground floor parking



South Seas

South Seas Communities



South Seas

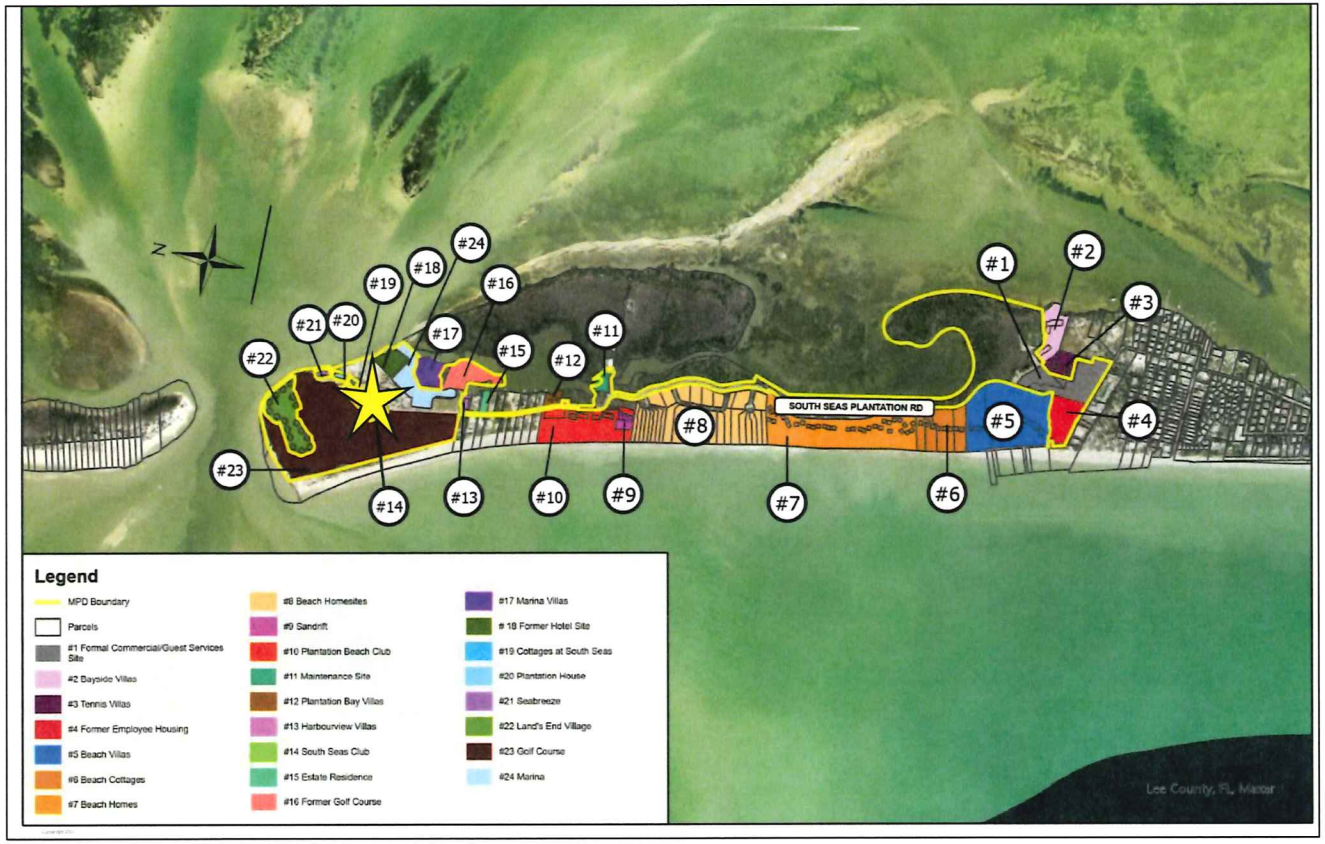
13. Harbourview Villas

- NOT within proposed MPD
- 0.3+/- acre
- 10 timeshare units
- Constructed 2000
- 2 stories over parking



South Seas

South Seas Communities



South Seas

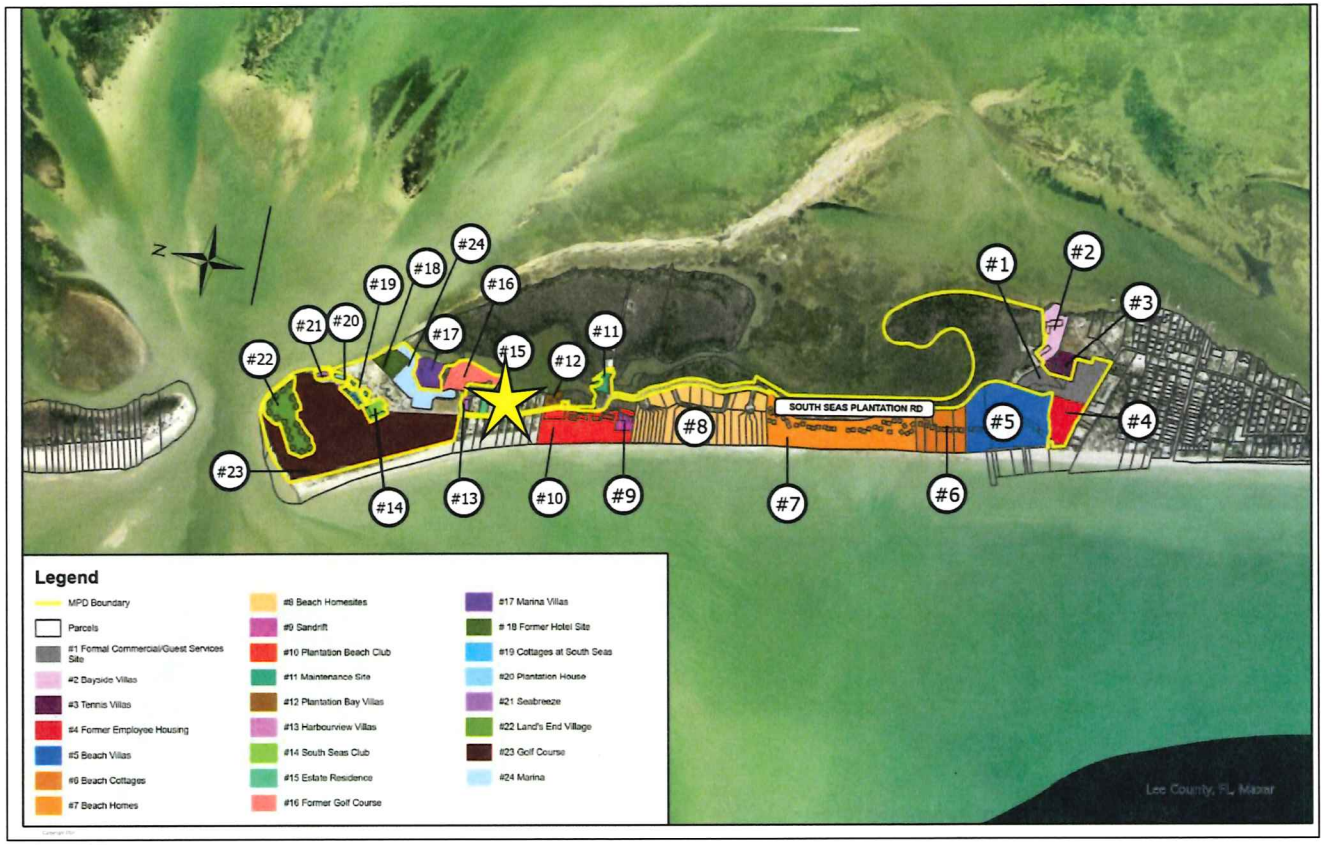
14. South Seas Club

- NOT within proposed MPD
- 1+/- acre
- 24 timeshare units
- Constructed 1980
- 2 stories



South Seas

South Seas Communities



South Seas

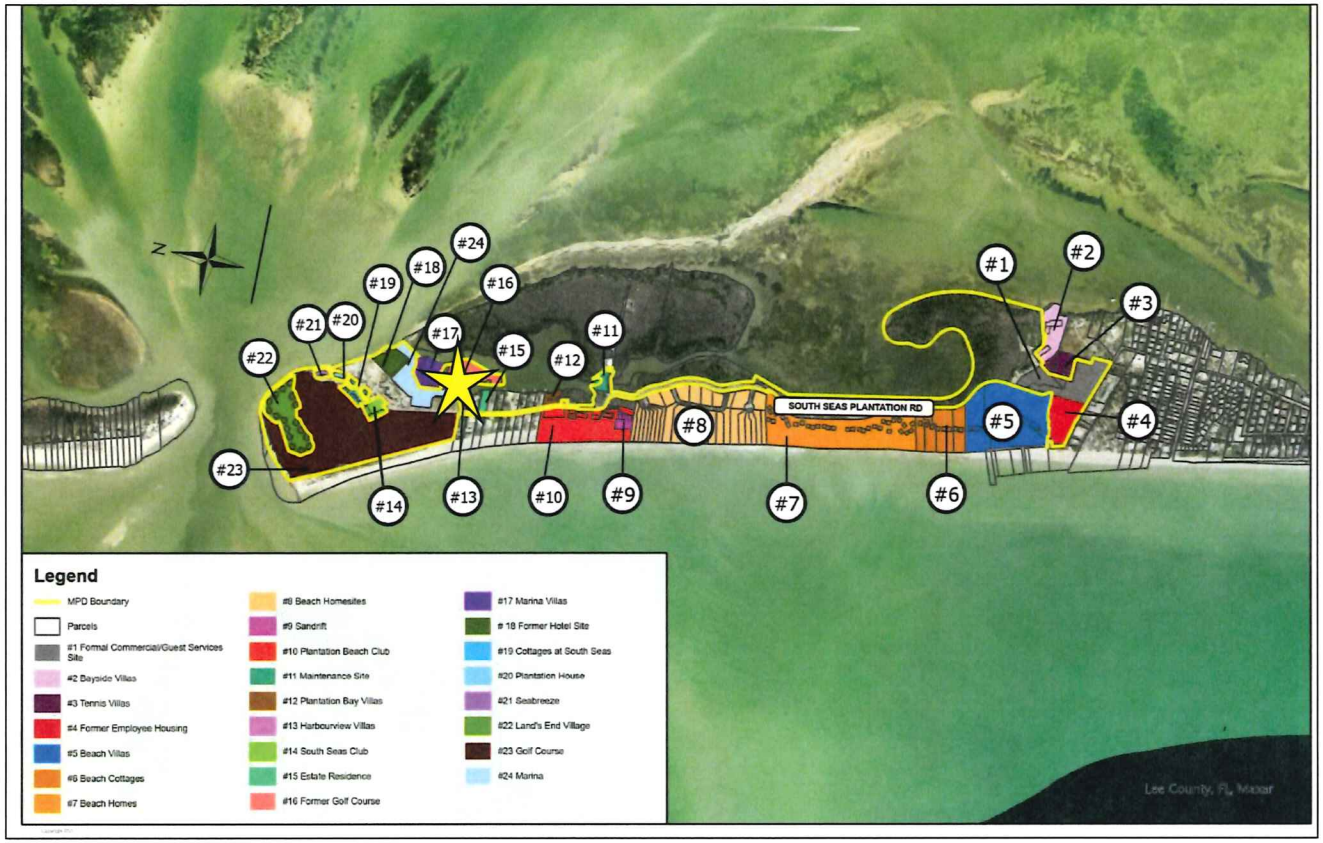
15. Estate Residence

- NOT within proposed MPD
- 0.7+/- acre
- Single Family Dwelling
- Constructed 1992
- 2 stories over parking



South Seas

South Seas Communities



South Seas

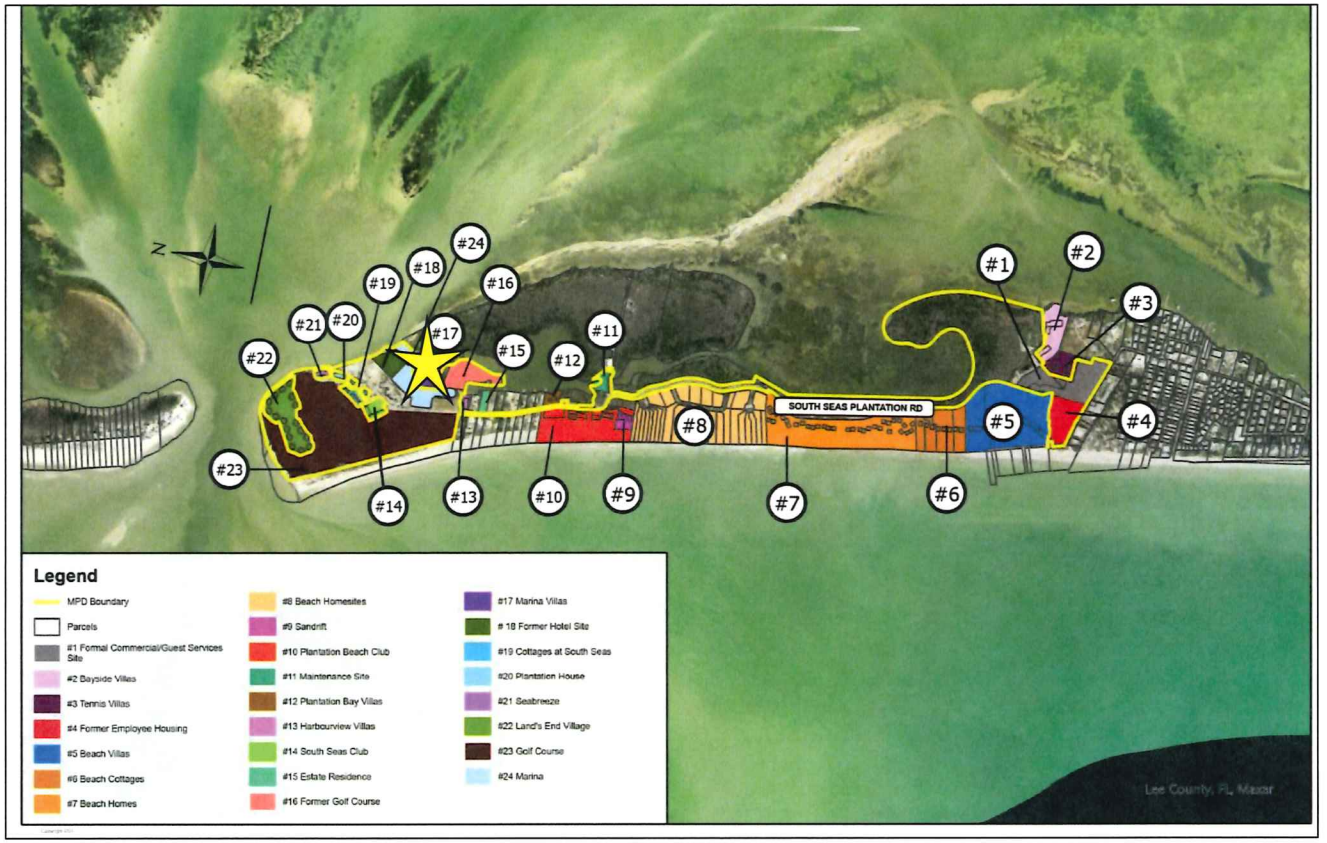
16. "Rec Island"/Former Golf Course

- WITHIN MPD boundary
- 4.6+/- acres
- Staging Area/Parking
- Proposed Residential Tract



South Seas

South Seas Communities



South Seas

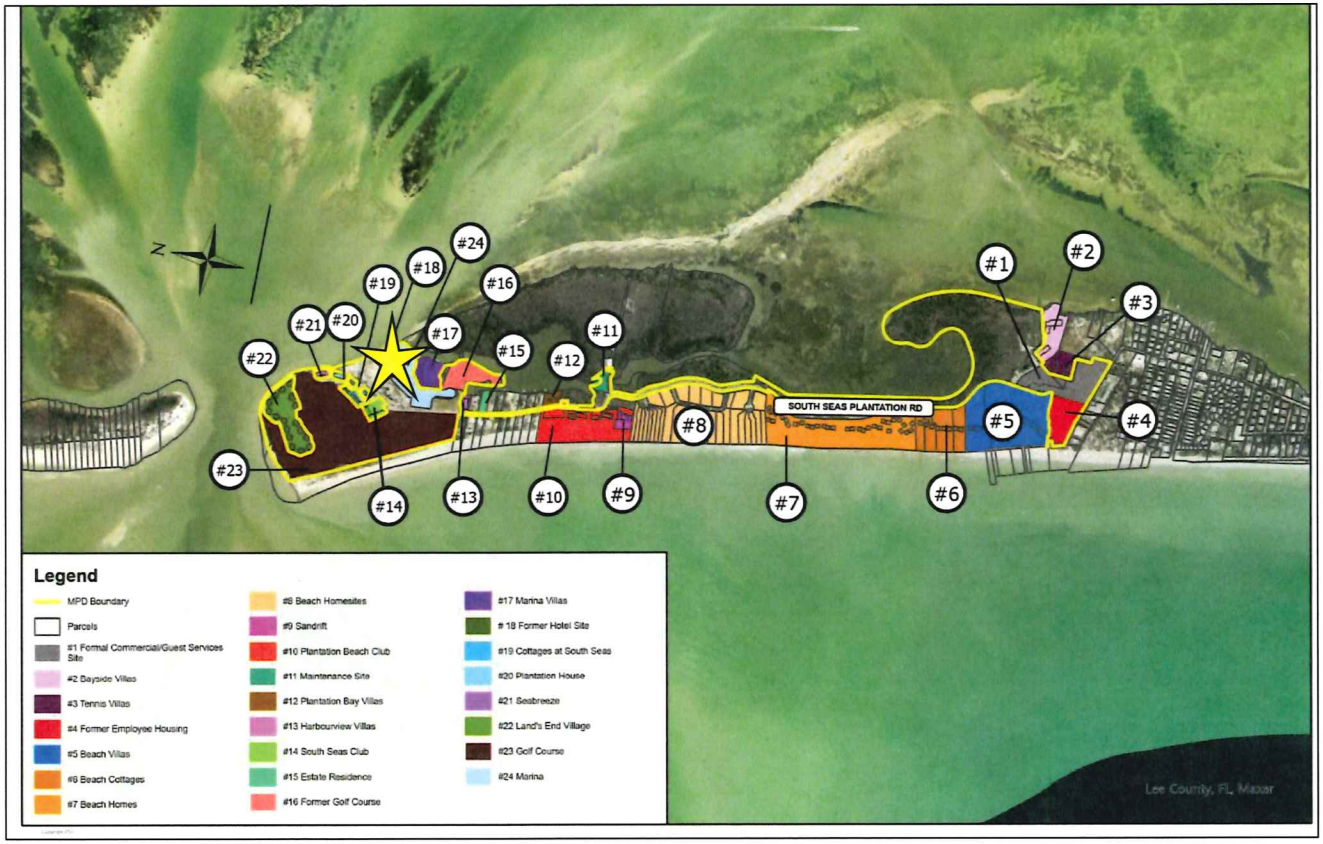
17. Marina Villas

- NOT within proposed MPD
- 3+/- acre
- 40 timeshare units
- Constructed 1975
- 2 stories



South Seas

South Seas Communities



South Seas

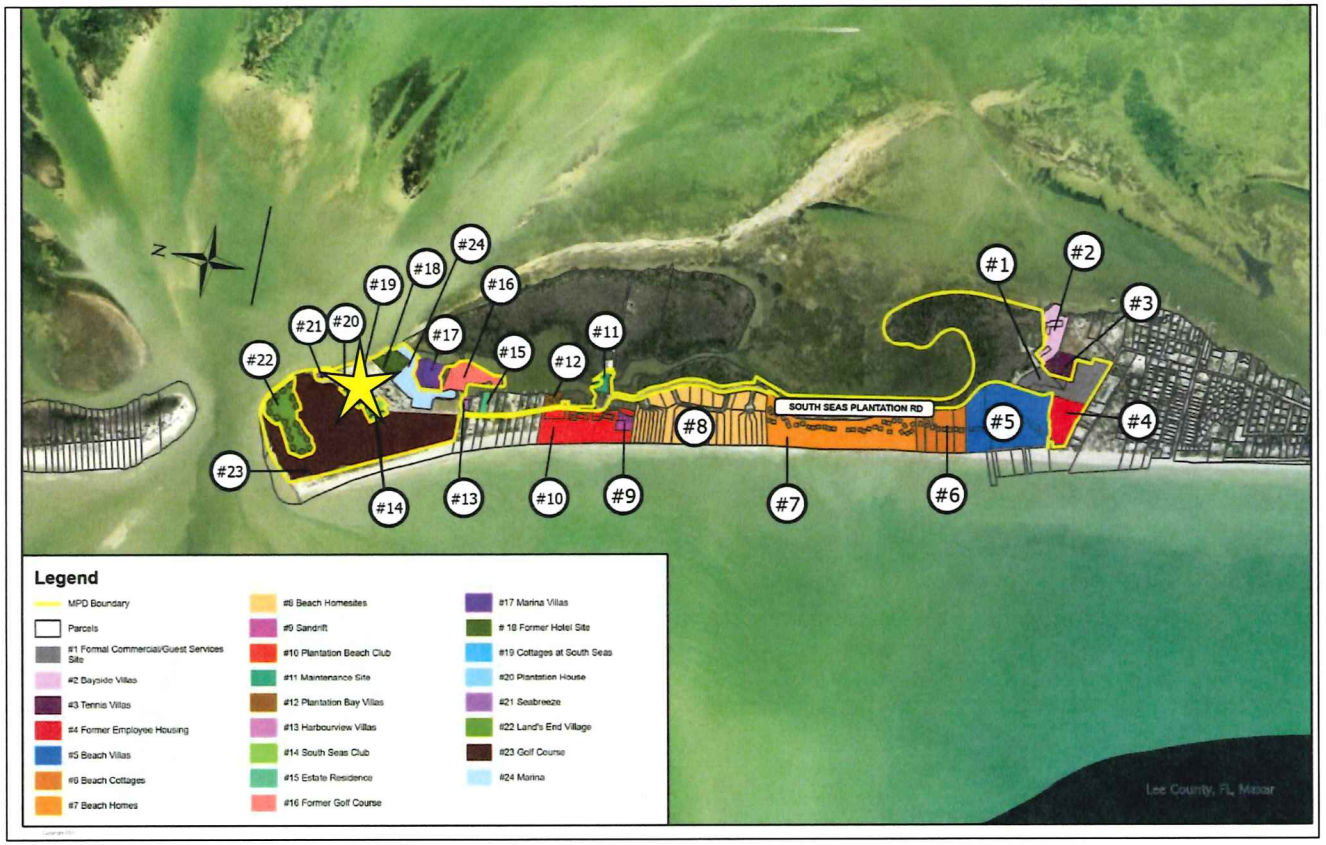
18. Former Hotel Site

- **WITHIN MPD boundary**
- **2.25+/- acres**
- **Former 107-Room Hotel**
- **Demolished in 2024**
- **Proposed Hotel Tract**



South Seas

South Seas Communities



South Seas

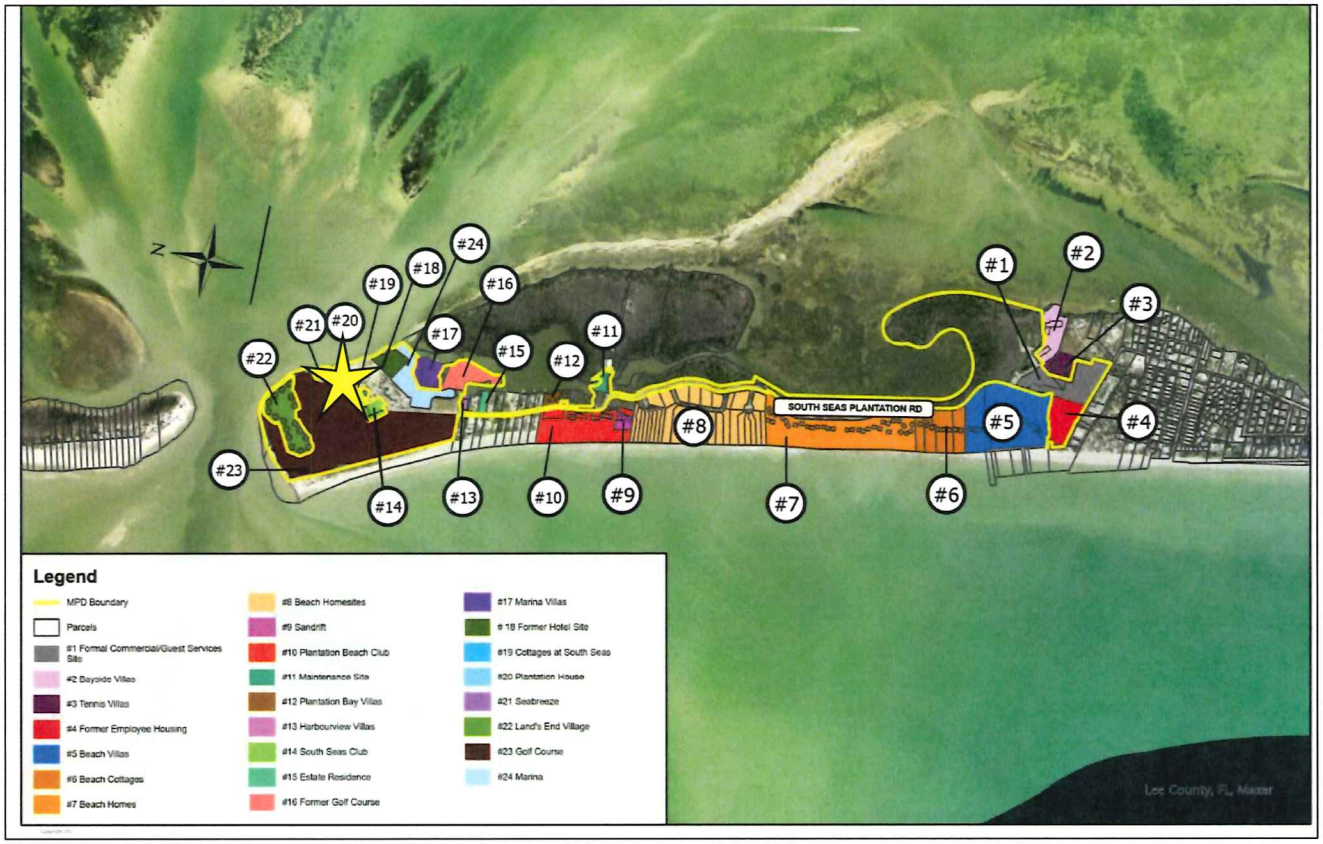
19. Cottages at South Seas

- NOT within proposed MPD
- 1+/- acre
- 14 timeshare units
- Constructed 1983
- 2 stories



South Seas

South Seas Communities



South Seas

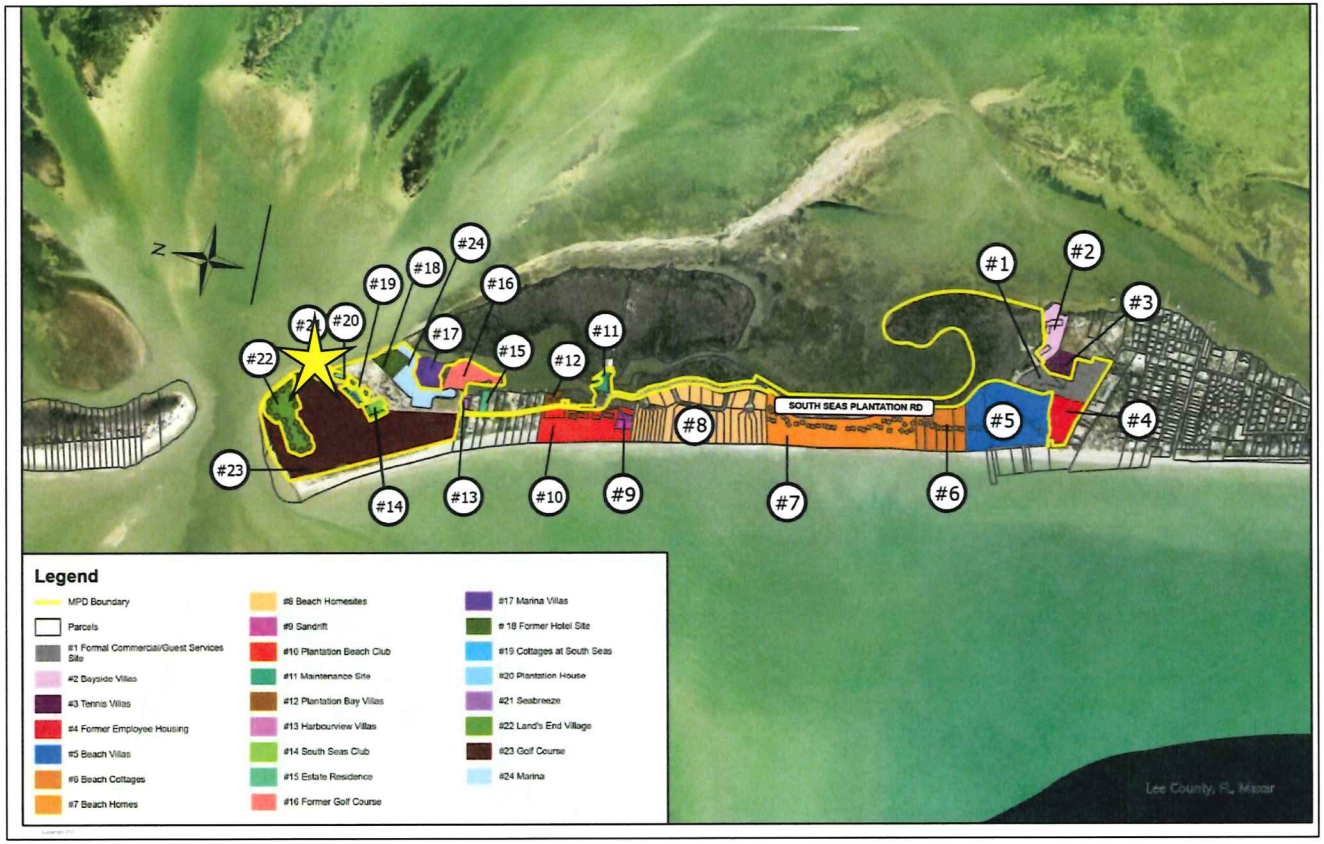
20. Plantation House

- NOT within proposed MPD
- 0.2+/- acre
- 12 timeshare units
- Constructed 1988
- 2 stories



South Seas

South Seas Communities



South Seas

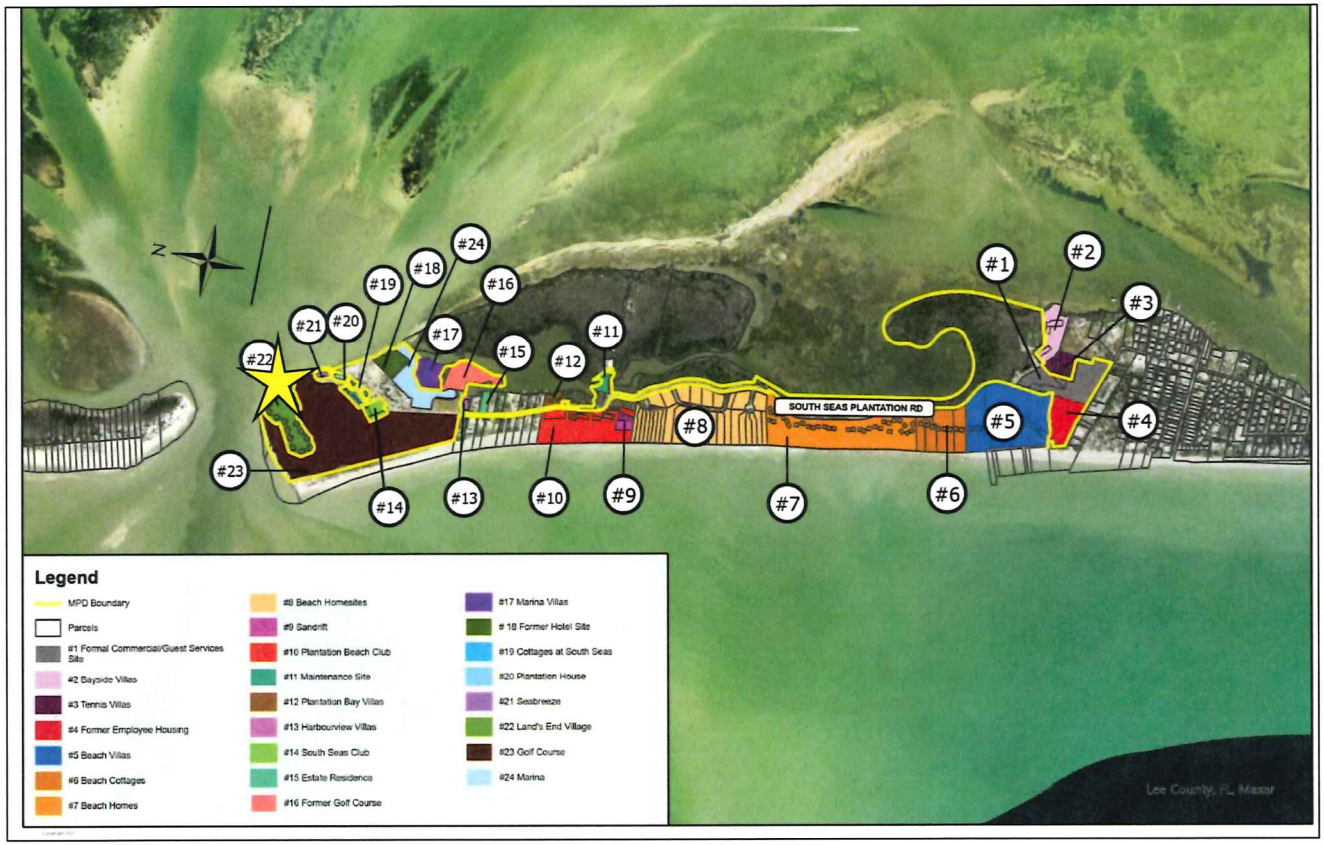
21. Seabreeze

- NOT within proposed MPD
- 0.4+/- acre
- 8 multi-family units
- Constructed 1994
- 2 stories over parking



South Seas

South Seas Communities



South Seas

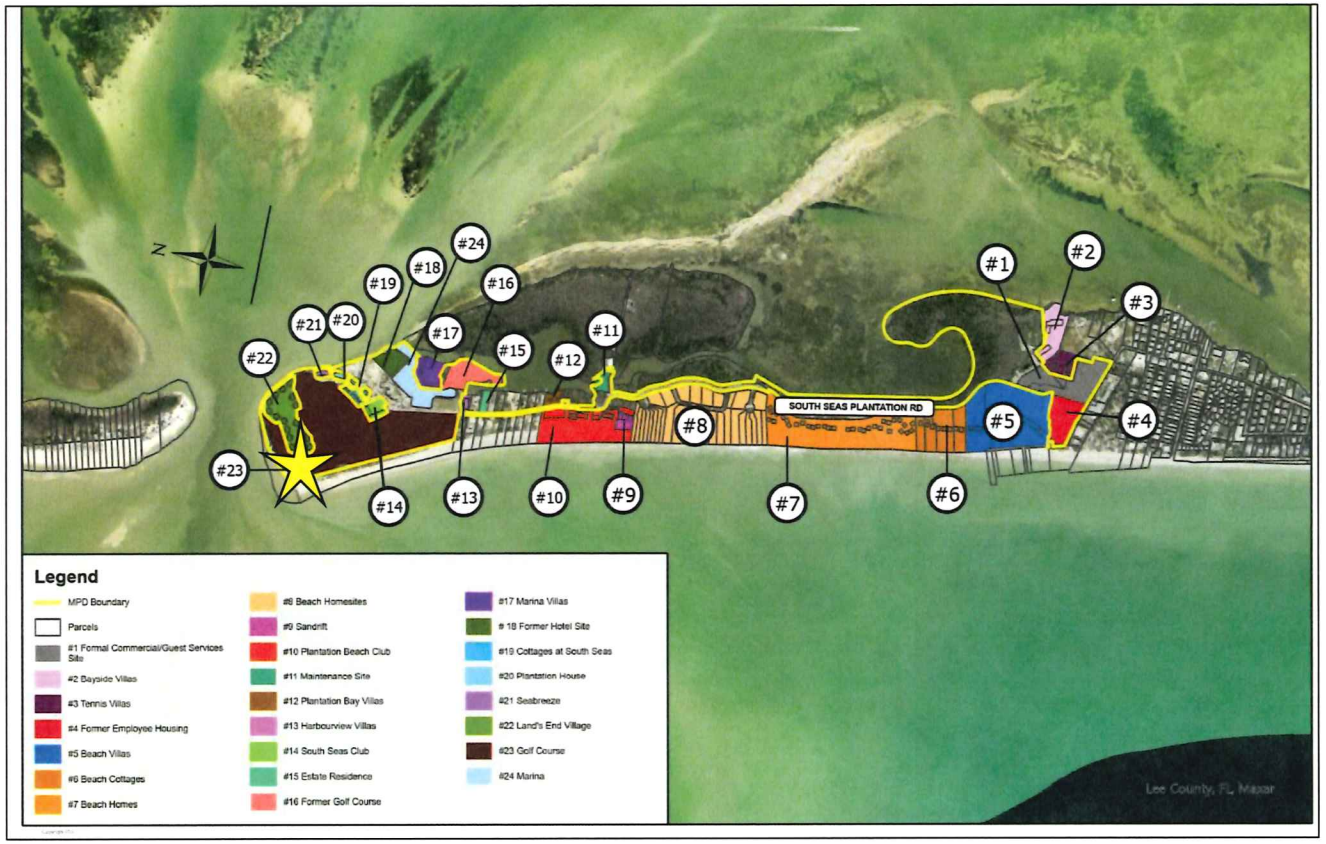
22. Land's End Village

- NOT within proposed MPD
- 7+/- acre
- 68 multi-family units
- Constructed 1986
- 3 stories over parking



South Seas

South Seas Communities



South Seas

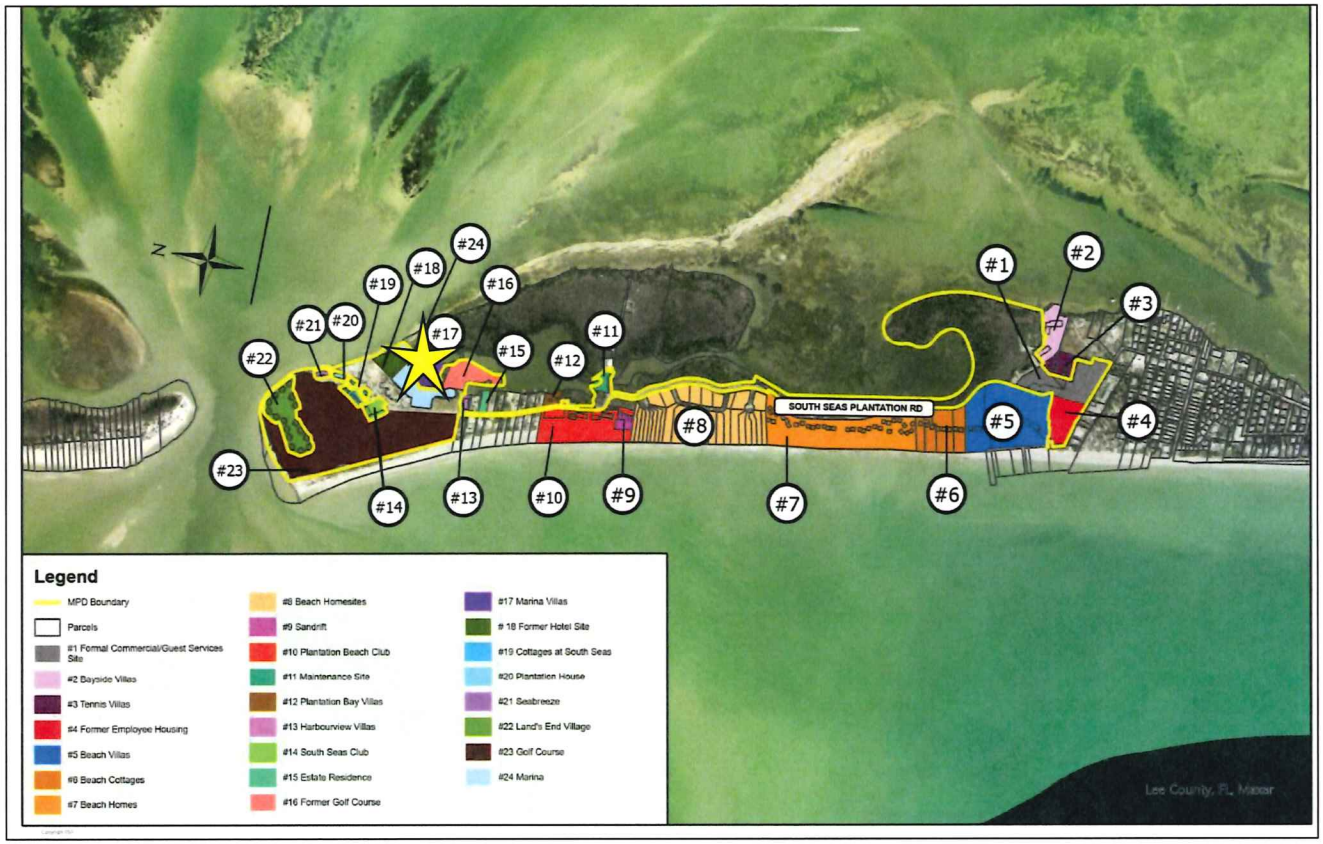
23. Golf Course

- **WITHIN MPD boundary**
- 22.4+/- acre
- 12-hole golf course
- Constructed 2022-2024
- 1 story structures



South Seas

South Seas Communities



South Seas

24. Marina

- WITHIN MPD boundary
- 5+/- acre
- Existing & Proposed Marina
- Ancillary retail, recreational uses
- 1 & 2 story buildings



South Seas

CAPTIVA ISLAND
LAND USE PATTERN

Captiva Future Land Use Map

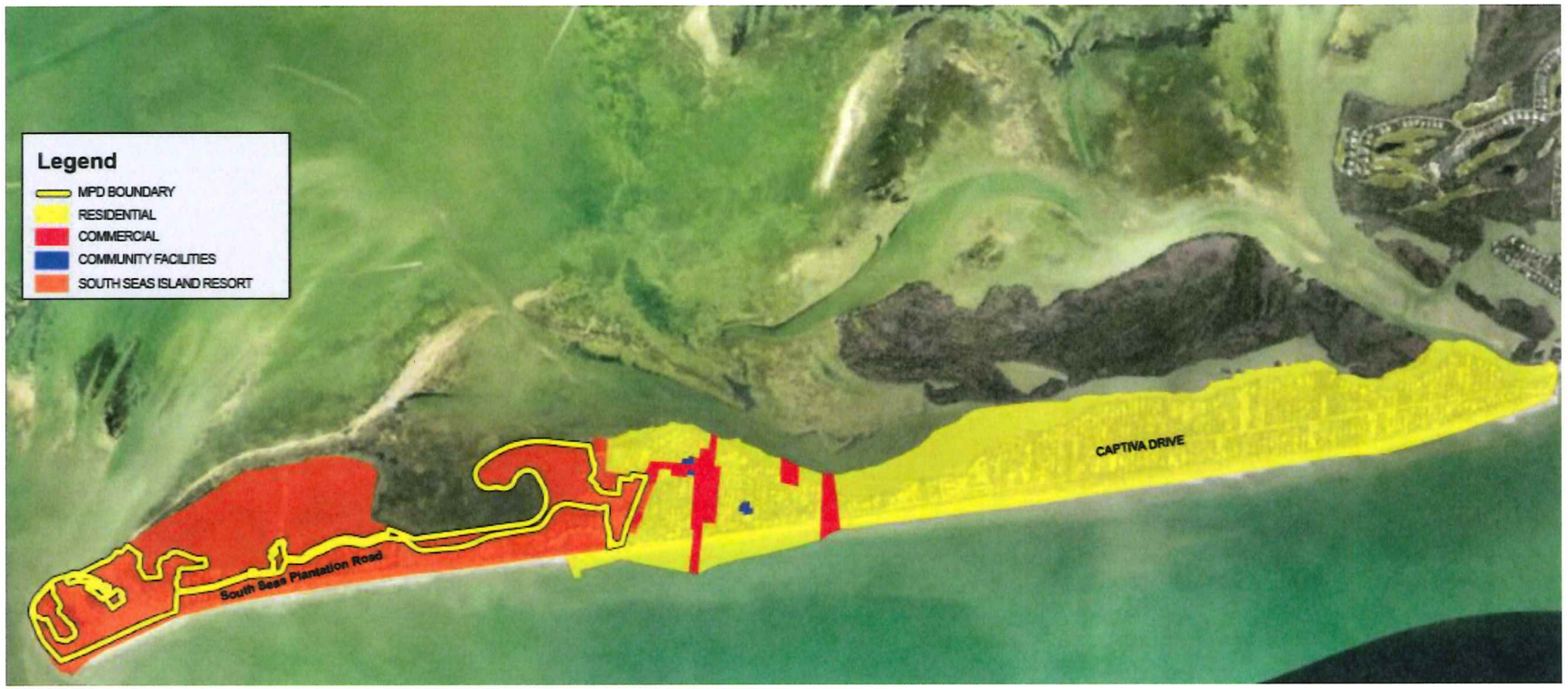


South Seas

Captiva Land Use Pattern

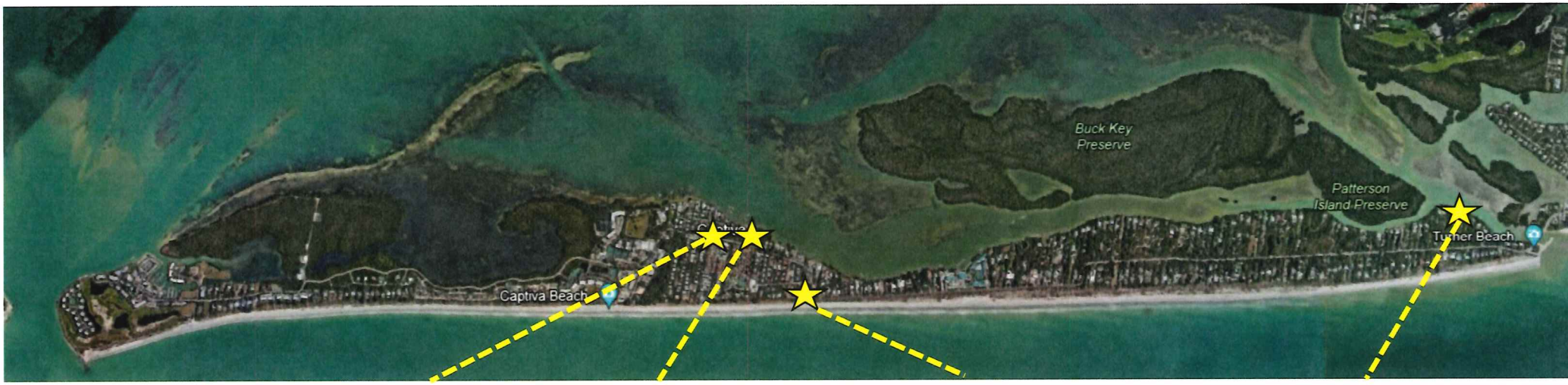
POLICY 23.2.4: Historic Development Pattern. Limit development to that which is in keeping with the historic development pattern on Captiva including the designation of historic resources and the rehabilitation or reconstruction of historic structures. The historic development pattern on Captiva is comprised of *low-density residential dwelling units*, as defined in LDC, Chapter 10, *minor commercial* development *and South Seas Island Resort*.

Captiva Land Use Pattern



South Seas

Captiva Island Residential



Royal Shell / RLR Investments (Commercial)

Sunset Captiva (Condo Example)

15311 Captiva Dr (SFH Example)

17001 Captiva Dr (SFH Example)

South Seas

Captiva Residential Character

Sunset Captiva Condo (10 Units / 1.28 Acres = *7.8 Units Per Acre*)



South Seas

Captiva Residential Character

15311 Captiva Dr



South Seas

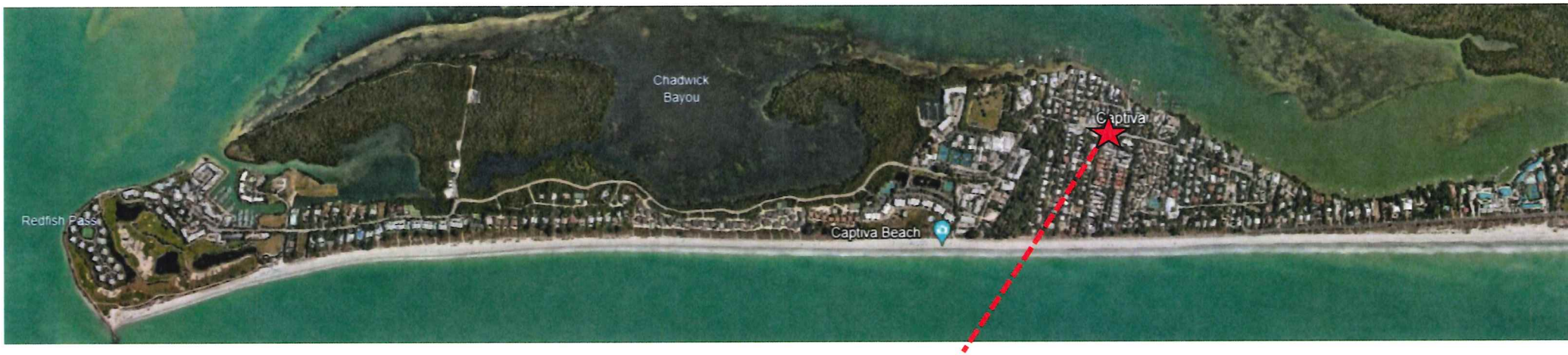
Captiva Residential Character

17001 Captiva Dr



South Seas

Commercial Core



Commercial Core

South Seas

Captiva Commercial Character

15050 Captiva Dr



South Seas

Captiva Commercial Character

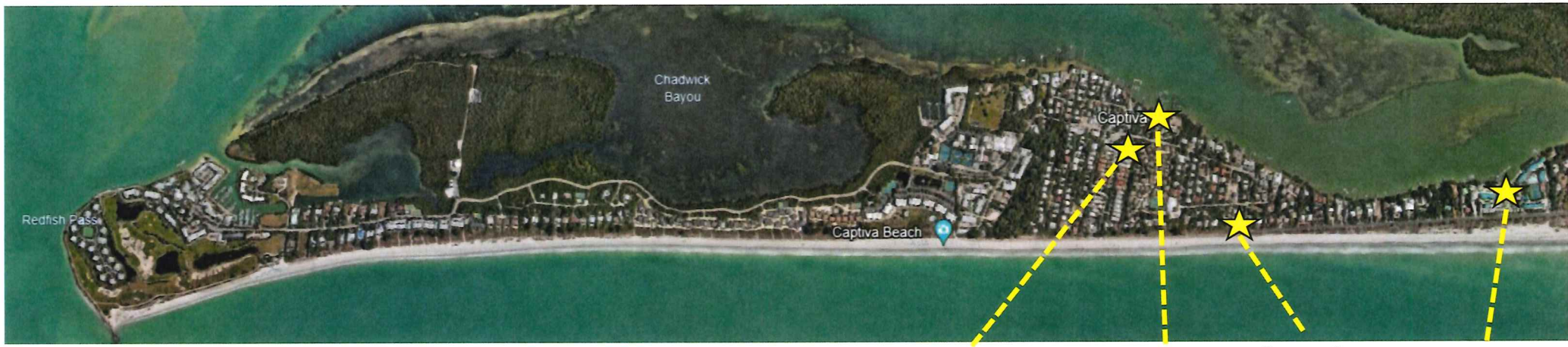
11500 Andy Rosse Lane



South Seas

Existing Hotels in Captiva

Captiva's other Hotels



Captiva Island Inn

Jensen's Twin Palm Cottages & Marina Resort

Jensen's on the Gulf

Tween Waters

South Seas

Captiva Hotels – Captiva Island Inn



Acreage	# Units	Units/Acre
1.27	18	**14.2**

South Seas

Captiva Hotels – Jensen's on The Gulf



Acreage	# Units	Units/Acre
0.26	7	**26.9**

South Seas

Captiva Hotels – Tween Waters



Acreage	# Units	Units/Acre
10.46	137	**13.1**

South Seas

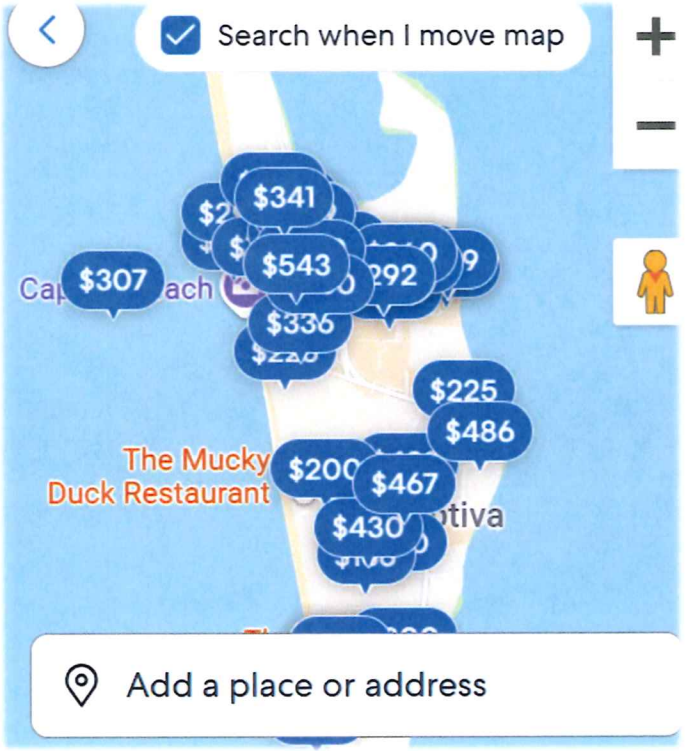
Captiva Hotel Summary

Name	Use	Address	Acreage	# Units	Units/Acre
Tween Waters Inn	Hotel	15951 Captiva Dr, Captiva, FL 33924	10.46	137	**13.1**
Captiva Island Inn (Planned)	Hotel	11508 Andy Rosse Lane, Captiva, FL 33924	1.27	18	**14.2**
Jensen's on the Gulf	Hotel	15300 Captiva Dr, Captiva, FL 33924	0.26	7	**26.9**
Jensen's Twin Palm Cottages & Marina Resort	Hotel	15107 Captiva Dr, Captiva, FL 33924	1.24	14	**11.3**

South Seas

Short Term Rental Data

- AIRDNA - Airbnb VRBO publish data regarding short term rentals
- February 2024 data indicates 755 units on Captiva are active short term rental listings
- Captiva contains approximately 1,100 residential parcels
- **<u>70% of the housing stock on Captiva is utilized for short terms rentals in peak season per available data</u>**



South Seas

Captiva Land Use Pattern Summary

- Island contains a diverse range of residential uses
  - Beach Estates
  - Cottages
  - Multi-Family Condominiums
  - Heavily utilized as tourist lodging based on available data
- Tourist-oriented resorts and services generally in Andy Rosse Lane/Captiva Dr. intersection
- North 30% of Island anchored by distinctive and self-contained South Seas Resort – which has co-existed with the residential and commercial uses on Island for decades

South Seas

MIXED USE PLANNED DEVELOPMENT OVERVIEW

South Seas

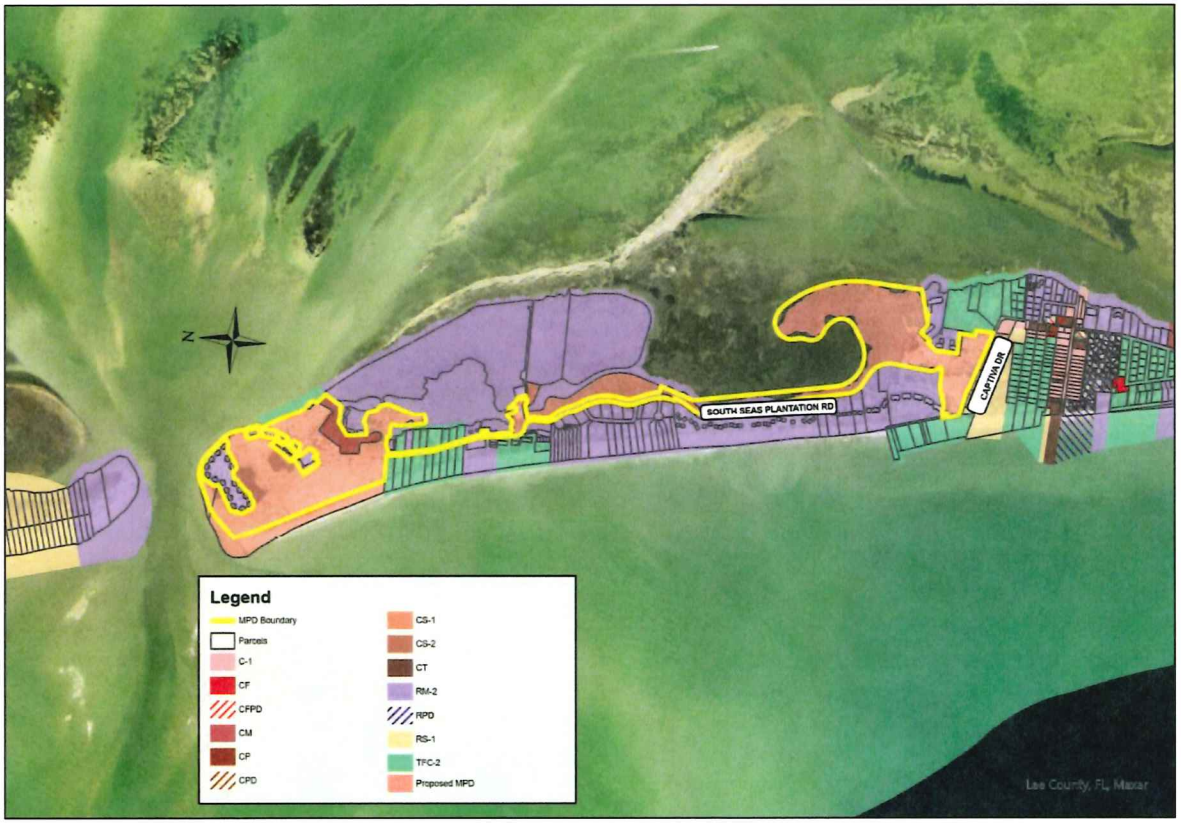
Proposed Mixed Use Planned Development

- Majority of structures on subject property destroyed in Hurricane Ian
- County Attorney's Office have opined the Administrative Interpretation cannot legally be amended to address the needs of redevelopment
- ADD has significant gaps in guidance on development/redevelopment
- Building height - as restricted through – results in loss of development rights



South Seas

Proposed Zoning Map



South Seas

Proposed Development Program

- 193 multi-family dwelling units
- 435 hotel rooms
- Private, ancillary recreational and commercial uses for residents and hotel guests only
- Multi-Slip Docking Facility/"Wet" boat slips for residents and guests
- 52% Open Space (62.41 acres provided vs. 47.7 acres required)
- 84% of Open Space is Indigenous Preserve (39.83 acres provided vs. 23.85 required)
- Maximum building height of 45' per LDC Section 34-2171(b) & 34-2172

South Seas

Proposed Building Height

LDC SEC. 34-2171. – Measurement.

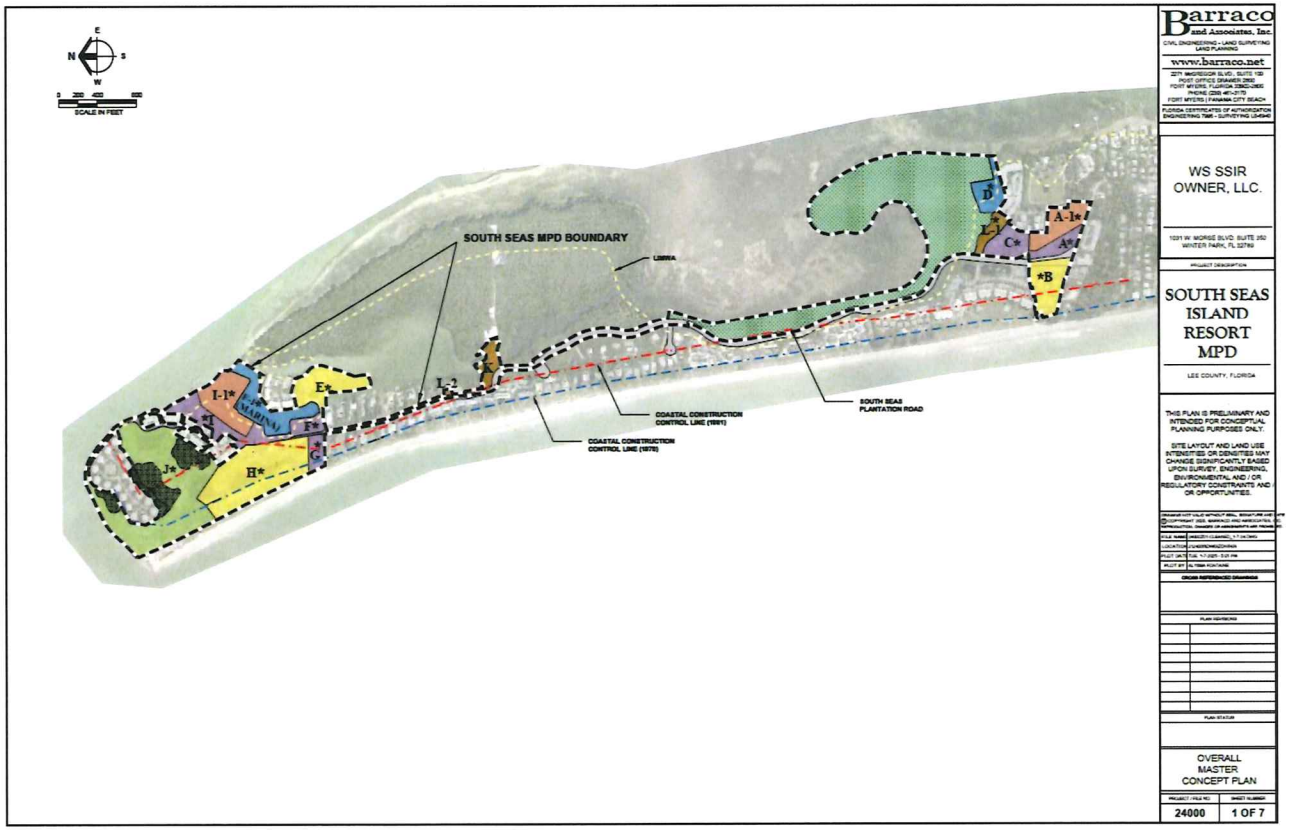
(b) In areas within the Coastal Building Zone and other flood prone areas (as defined in Chapter 6 Articles III and IV of the LDC), the height of a building is the vertical distance measured from the lowest minimum habitable floor elevation for which a building permit may be issued to the highest point of the roof surface of a flat roof, to the deck line of a mansard roof, or to the mean height level between the eaves and ridge of gable, hip, shed and gambrel roofs.

Proposed Building Height

LDC SEC. 34-2172. – Exceptions to height limitations for resiliency.

(A) Notwithstanding any other provision in this code, building within a coastal high hazard area, as defined in Section 6-479 ("V Zones"), or within a "Coastal A Zone", as defined by the Florida Building Code, may increase the height of the lowest minimum habitable floor for which a building permit may be issued by a maximum of four (4) feet and exceed the applicable height limitation established in this code proportionally without deviation or variance approval from to provide for increased resiliency and protection from natural disasters

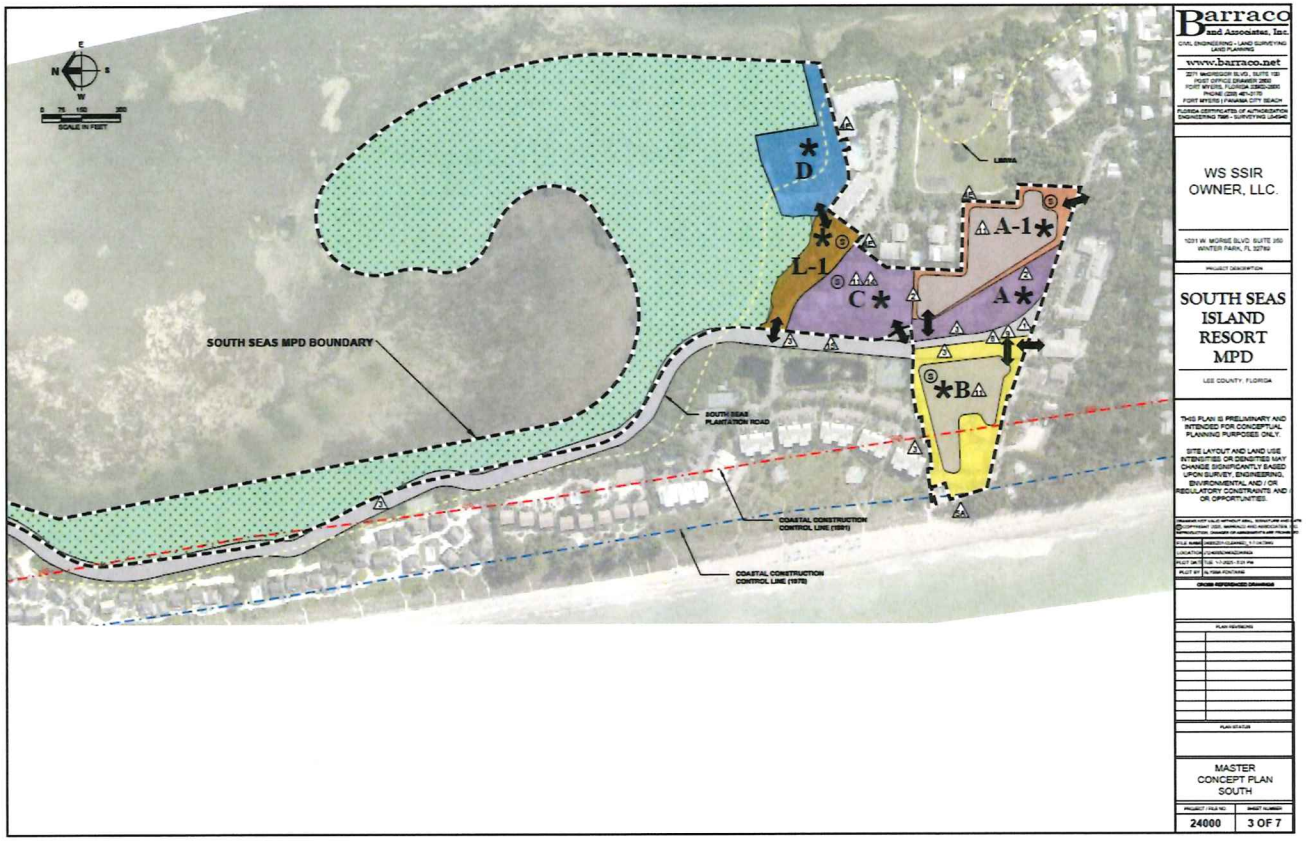
Proposed Master Concept Plan



- LAKE
- RESIDENTIAL
- HOTEL / RESORT RECREATION
- RESORT RECREATION
- MARINA
- PRESERVE
- GOLF COURSE
- UTILITIES / SUPPORT
- * COP (CONSUMPTION ON PREMISES)

South Seas

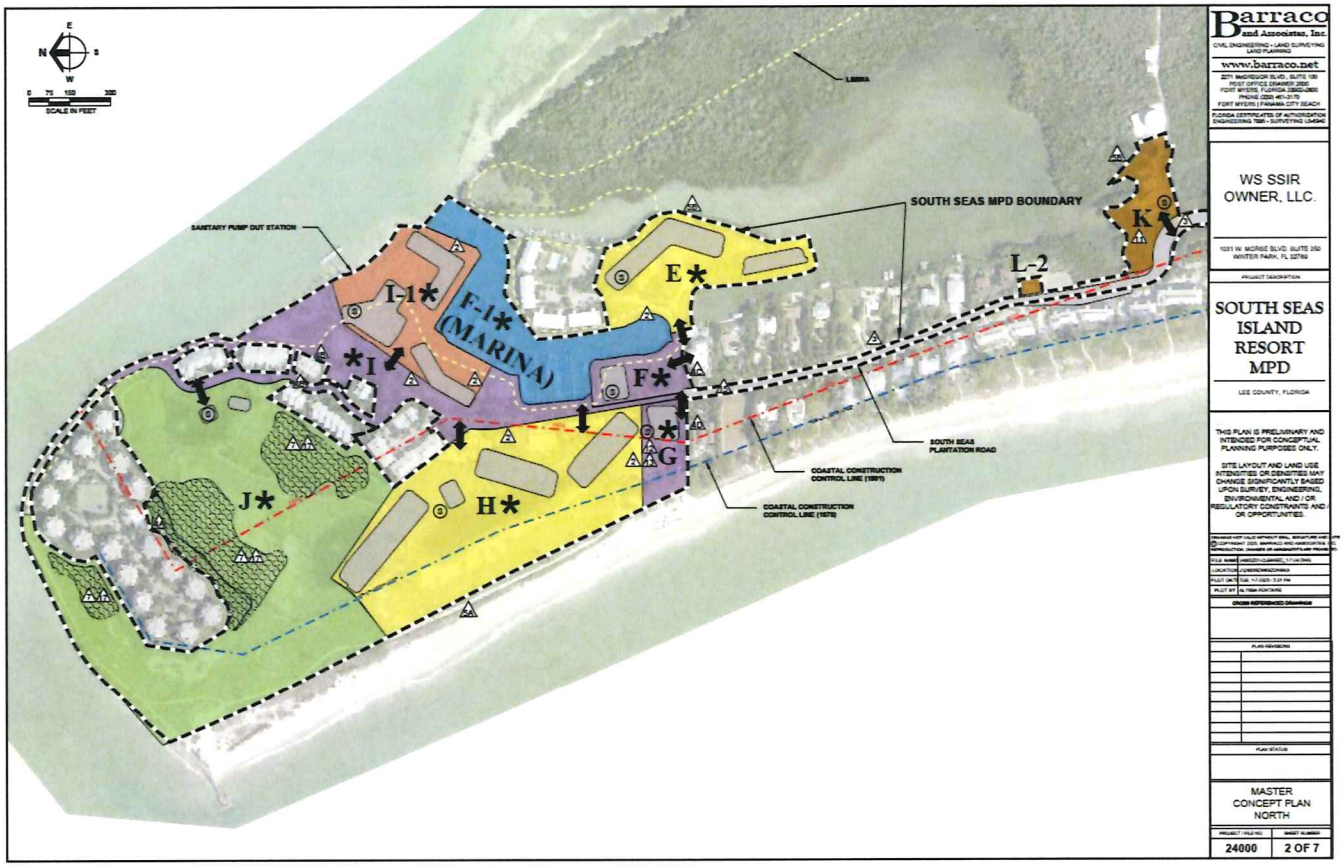
Proposed Master Concept Plan (South)



- LAKE
- RESIDENTIAL
- HOTEL / RESORT RECREATION
- RESORT RECREATION
- MARINA
- PRESERVE
- GOLF COURSE
- UTILITIES / SUPPORT
- * COP (CONSUMPTION ON PREMISES)

South Seas

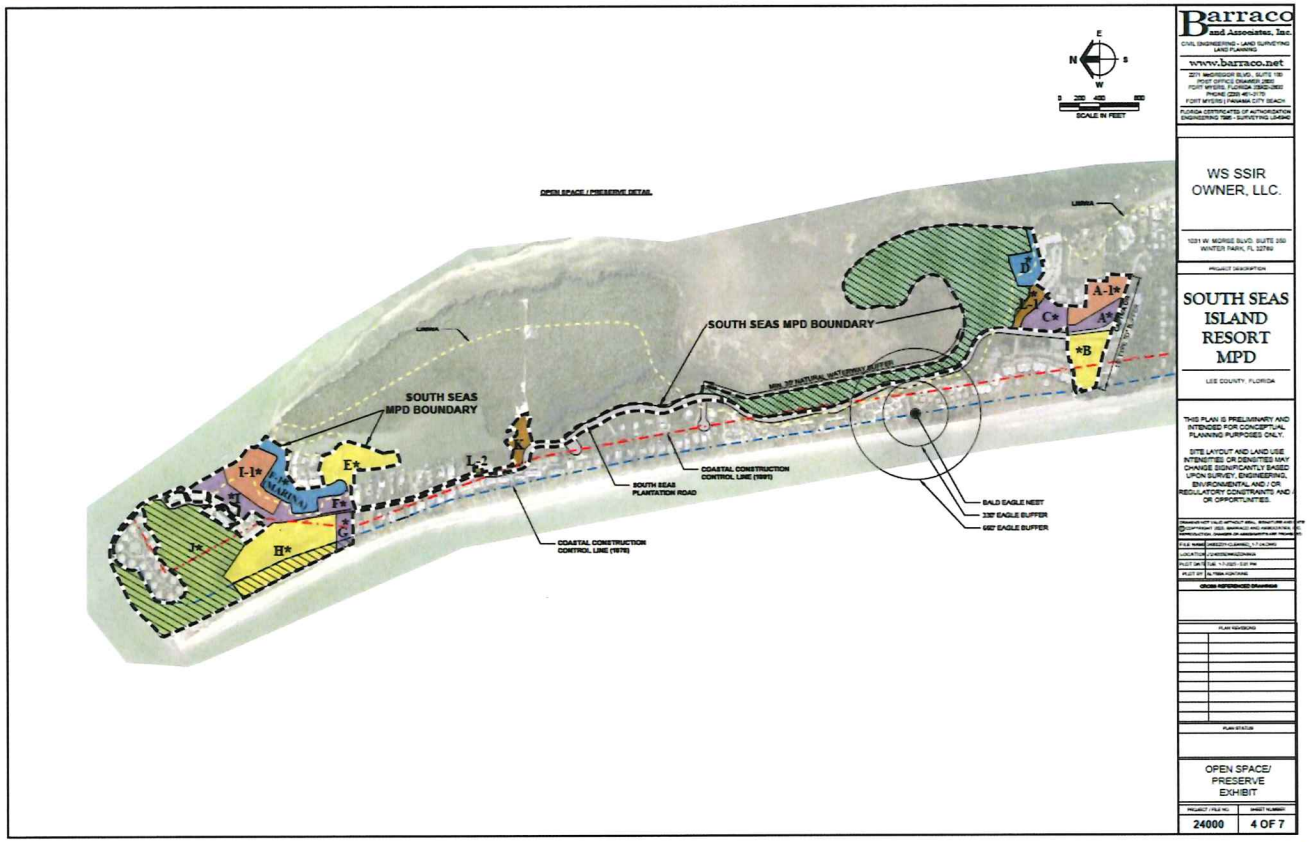
Proposed Master Concept Plan (North)



- LAKE
- RESIDENTIAL
- HOTEL / RESORT RECREATION
- RESORT RECREATION
- MARINA
- PRESERVE
- GOLF COURSE
- UTILITIES / SUPPORT
- * COP (CONSUMPTION ON PREMISES)

South Seas

Open Space & Preserve



South Seas

Density Calculation

DENSITY – The number of residential dwelling or housing units per gross acre (du/acre). Densities specified in this plan are gross residential densities.

For the purpose of calculating gross residential density, the total acreage of a development includes those lands to be used for residential uses, and includes land within the development proposed to be used for streets and street rights of way, utility rights-of-way, public and private parks, recreation and open space, schools, community centers, and facilities such as police, fire and emergency services, sewage and water, drainage, and existing man-made waterbodies contained within the residential development.

Lands for commercial, office, industrial uses, natural water bodies, and other non-residential uses must not be included in the density calculation, unless otherwise stated in this plan.

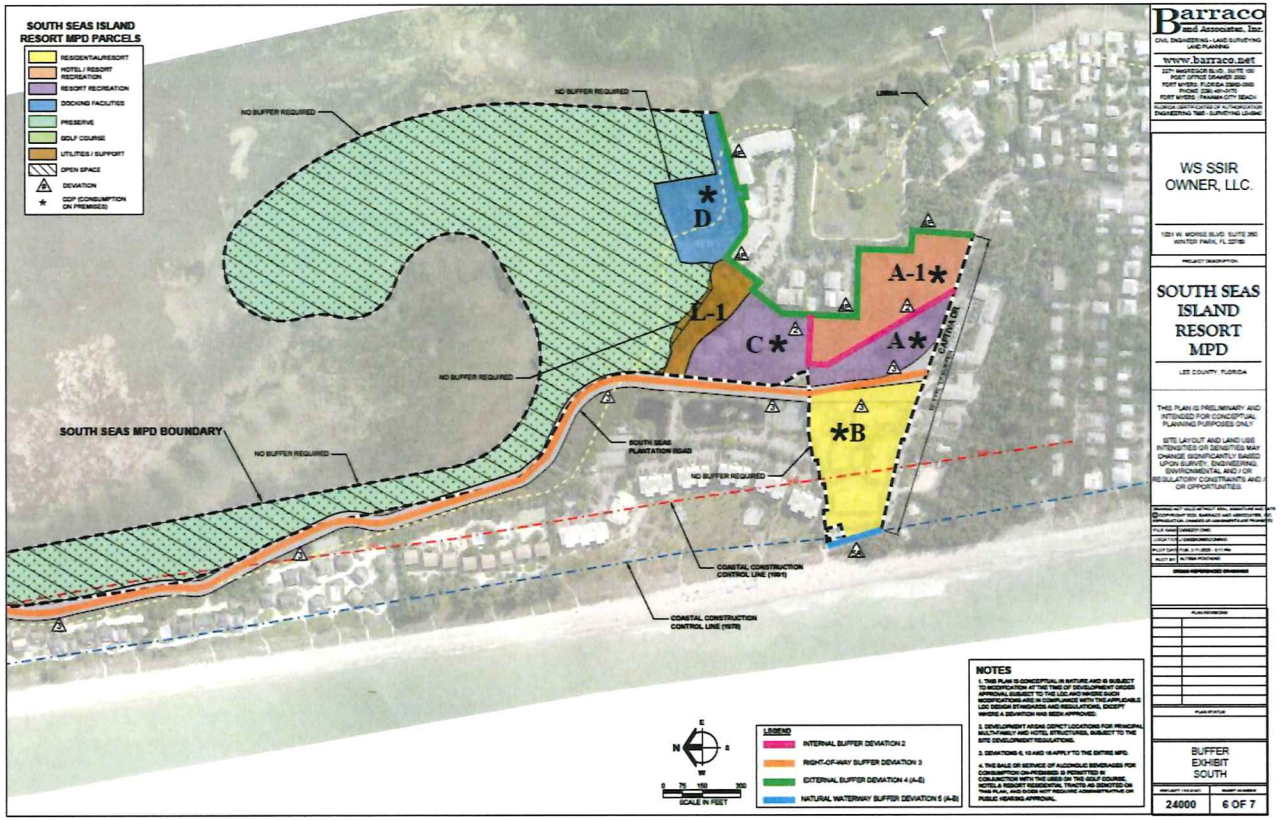
Density Calculation

Future Land Use	Maximum Density	Acreage	Unit Count (80%)	Pro-Rated[2]	TOTAL
Outlying Suburban (Commercial)	N/A	5 AC	0 DU	N/A	0
Outlying Suburban (Residential)	3 DU/AC	20.44 AC	61.3 DU	N/A	61.3 DU
Outlying Suburban (Recreation/Resort) [1]	3 DU/AC	54.16 AC	167.88 DU	80%	129.9 DU
Wetland (Saltwater)	1 DU/20 AC	41.6 AC	2.08 DU	80%	1.6 DU
	TOTAL	121+/- AC			193 DU

1. Includes golf course acreage, resort/recreation, maintenance, marina and right-of-way tracts utilized by both residents and hotel guests.

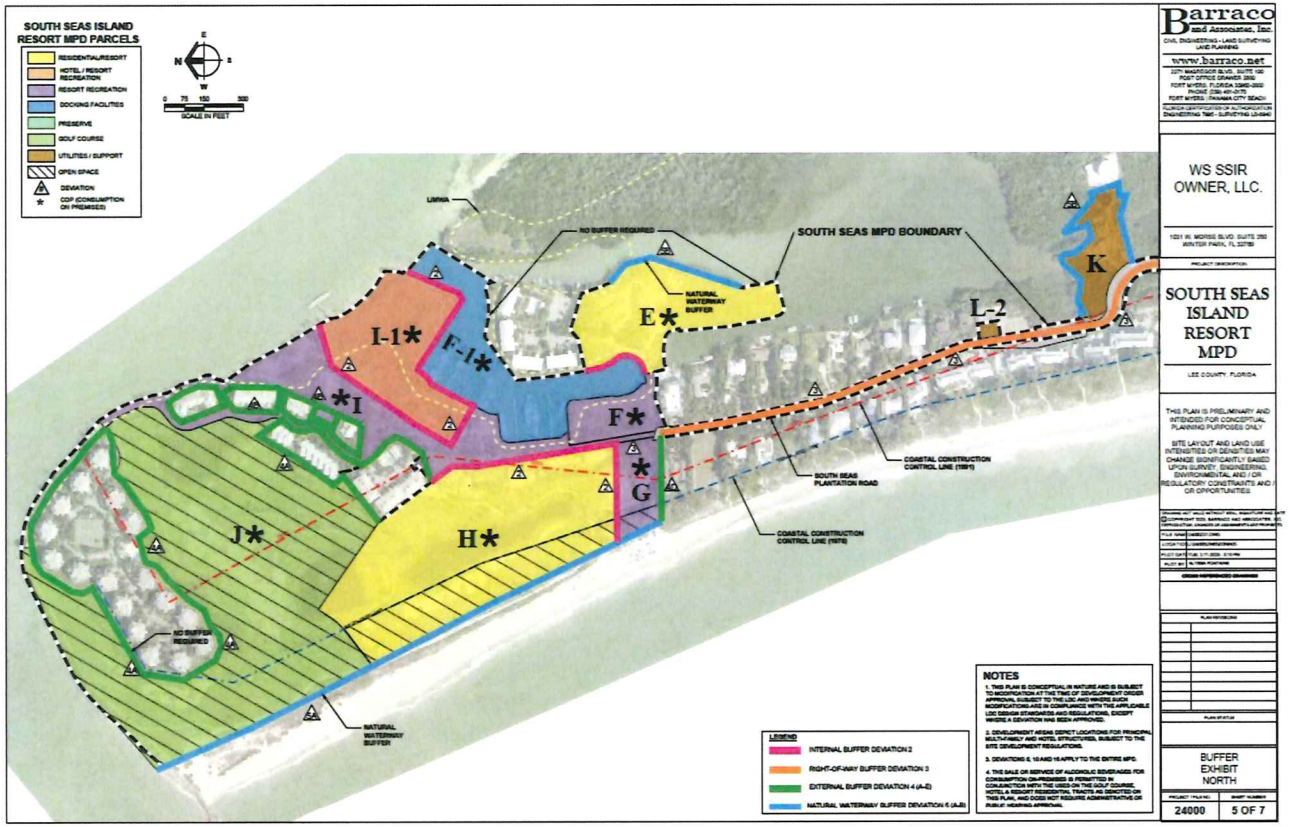
2. 25 acres of the MPD are dedicated to principal residential and commercial uses. 20.44 acres of those 25 acres are residential and 5 acres are commercial. Thus, 80% of the development area dedicated to principal uses is 80% residential and 20% commercial. Accordingly, 80% of the accessory resort/recreation uses will be allocated towards residential density calculations.

Proposed Landscape Buffers – South



South Seas

Proposed Landscape Buffers – North



South Seas

Deviation No. 1: Access

Deviation (1) from LDC § 10-291(3) which requires residential developments of more than five (5) acres and commercial developments greater than 10 acres to provide more than one means of ingress and egress for the development, to allow one access point to the MPD.

✓ **WITHDRAWN**

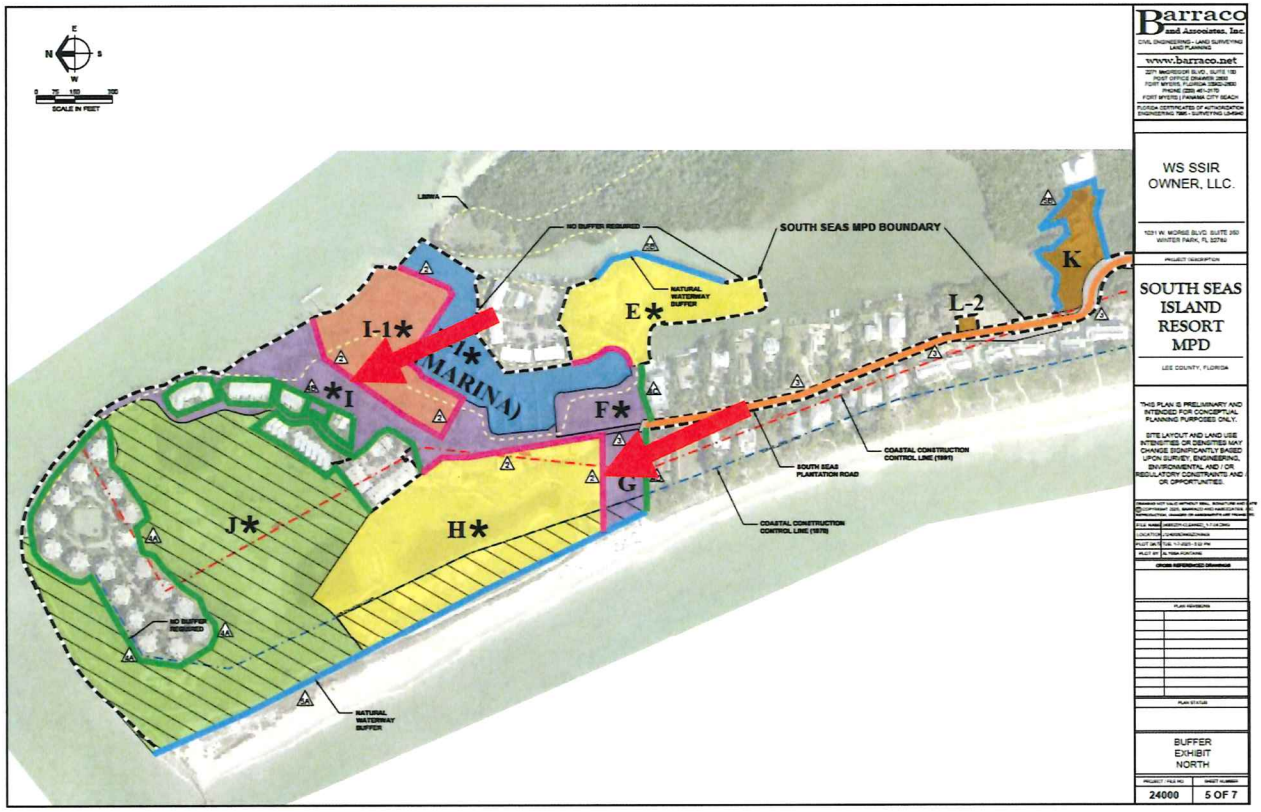
South Seas

Deviation No. 2: Internal Buffers

Deviation (2) from LDC § 10-416(d), which requires a buffering area internal to the proposed development whenever different uses abut, to omit internal Type "A" buffers between Hotel and Recreation Tracts as shown on the MCP.

✓ Staff Recommendation of APPROVAL

Deviation No. 2: Internal Buffers

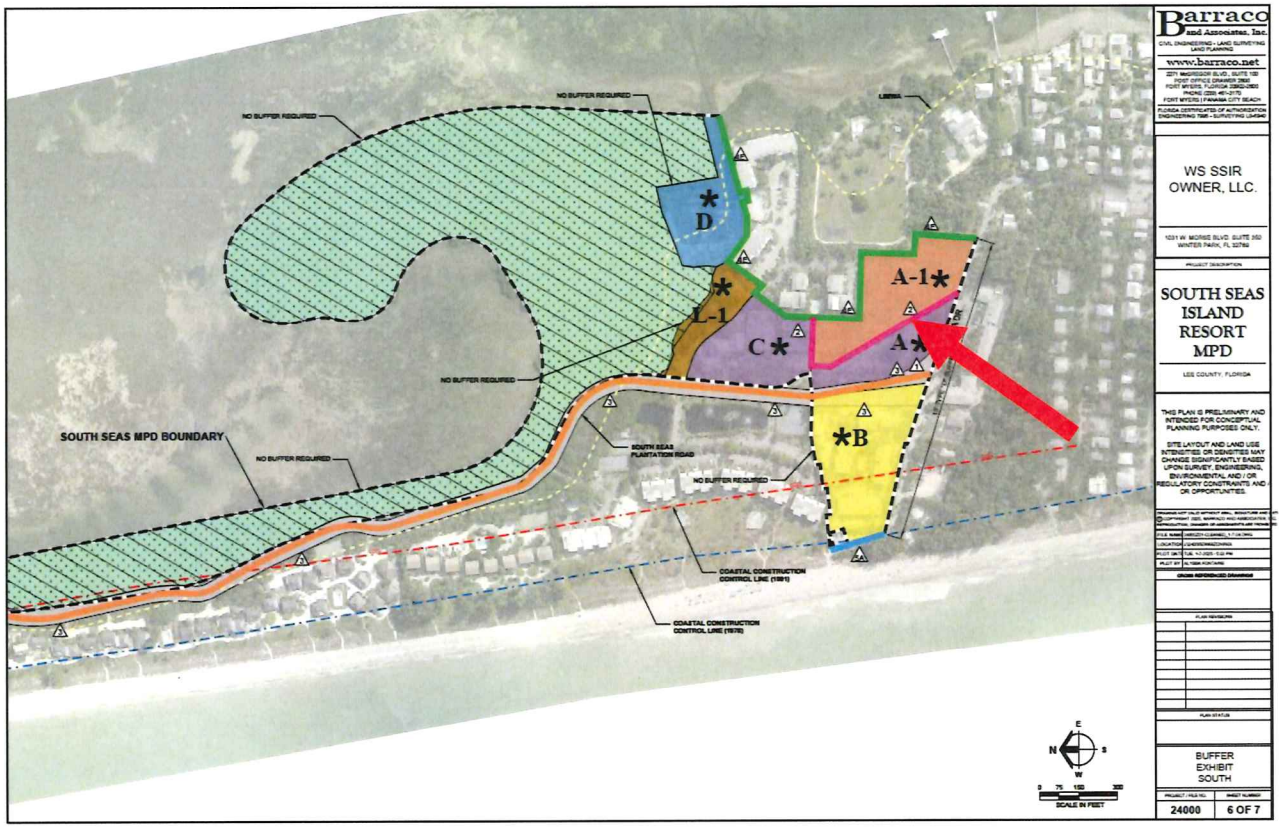


LEGEND

- INTERNAL BUFFER DEVIATION 2
- RIGHT-OF-WAY BUFFER DEVIATION 3
- EXTERNAL BUFFER DEVIATION 4 (A-E)
- NATURAL WATERWAY BUFFER DEVIATION 5 (A-B)

South Seas

Deviation No. 2: Internal Buffers



LEGEND

- INTERNAL BUFFER DEVIATION 2
- RIGHT-OF-WAY BUFFER DEVIATION 3
- EXTERNAL BUFFER DEVIATION 4 (A-E)
- NATURAL WATERWAY BUFFER DEVIATION 5 (A-B)

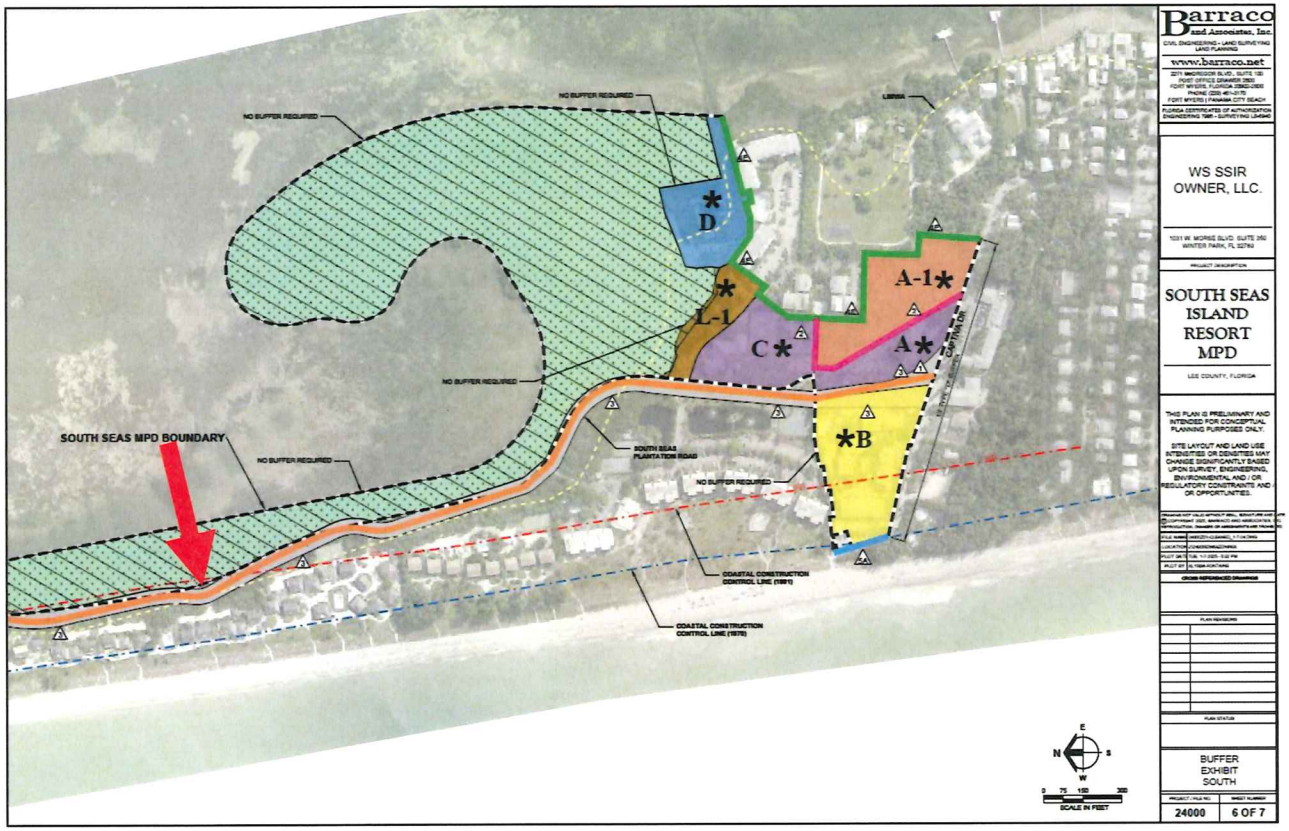
South Seas

Deviation No. 3: Internal Right-of-Way Buffers

Deviation (3) from LDC § 10-416(d), which requires a 15-foot-wide Type D buffer along where proposed development abuts rights-of-way, to omit Type D buffers along South Seas Plantation Road as shown on the MCP.

✓ Staff Recommendation of APPROVAL with conditions

Deviation No. 3: Internal Right-of-Way Buffers

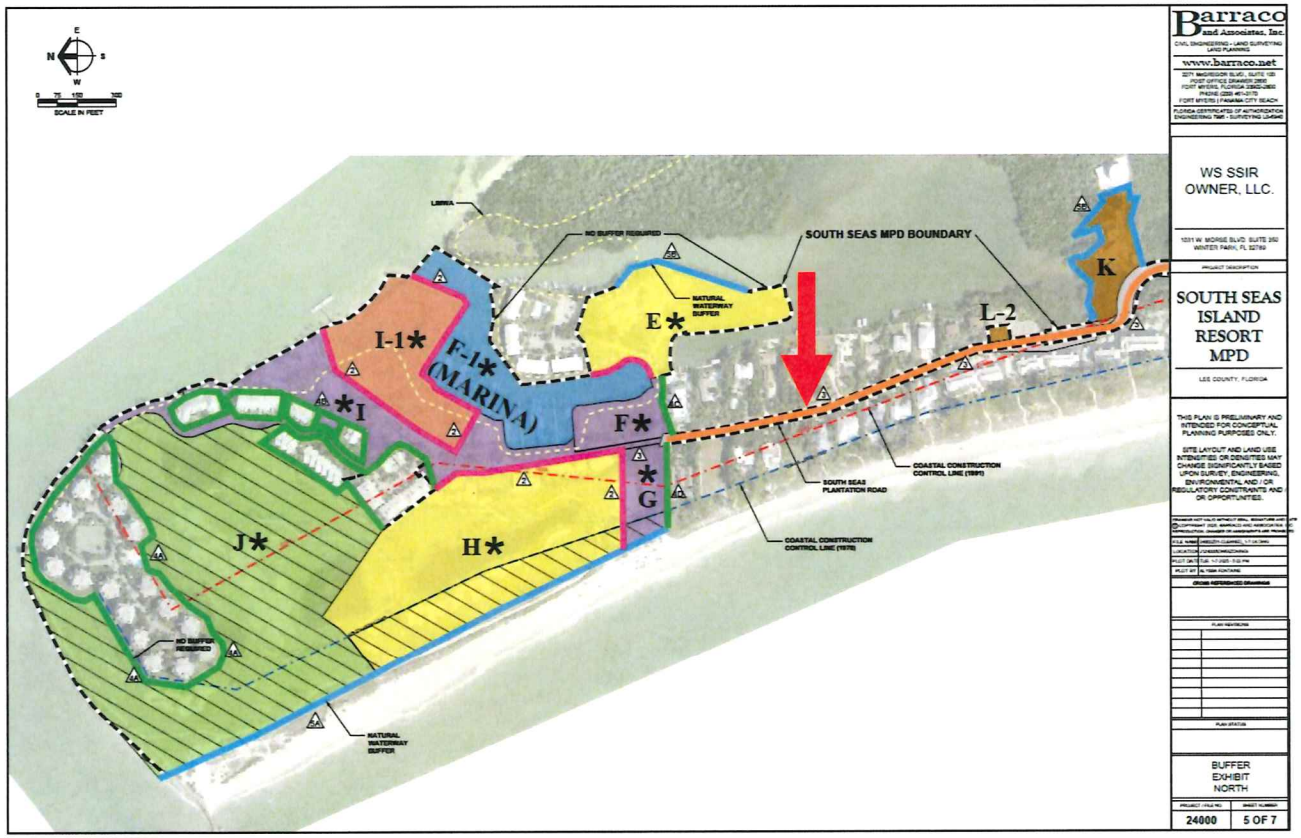


LEGEND

- INTERNAL BUFFER DEVIATION 2
- RIGHT-OF-WAY BUFFER DEVIATION 3
- EXTERNAL BUFFER DEVIATION 4 (A-E)
- NATURAL WATERWAY BUFFER DEVIATION 5 (A-B)

South Seas

Deviation No. 3: Internal Right-of-Way Buffers



LEGEND

- INTERNAL BUFFER DEVIATION 2
- RIGHT-OF-WAY BUFFER DEVIATION 3
- EXTERNAL BUFFER DEVIATION 4 (A-E)
- NATURAL WATERWAY BUFFER DEVIATION 5 (A-B)

South Seas

Deviation No. 3: Internal Right-of-Way Buffers

A Type D buffer is not required abutting South Seas Plantation Road.~~, except for Tract G (Beach House restaurant).~~ In lieu of the Type D buffer, ~~The~~ building perimeter plantings must be provided abutting Tract G (the Beach House restaurant) ~~must~~ to provide screening abutting South Seas Plantation Road, which consists of native groundcovers, grasses, and trees in accordance with the building perimeter requirements per LDC Section 10-416(b).

Deviation No. 4: Perimeter Buffers

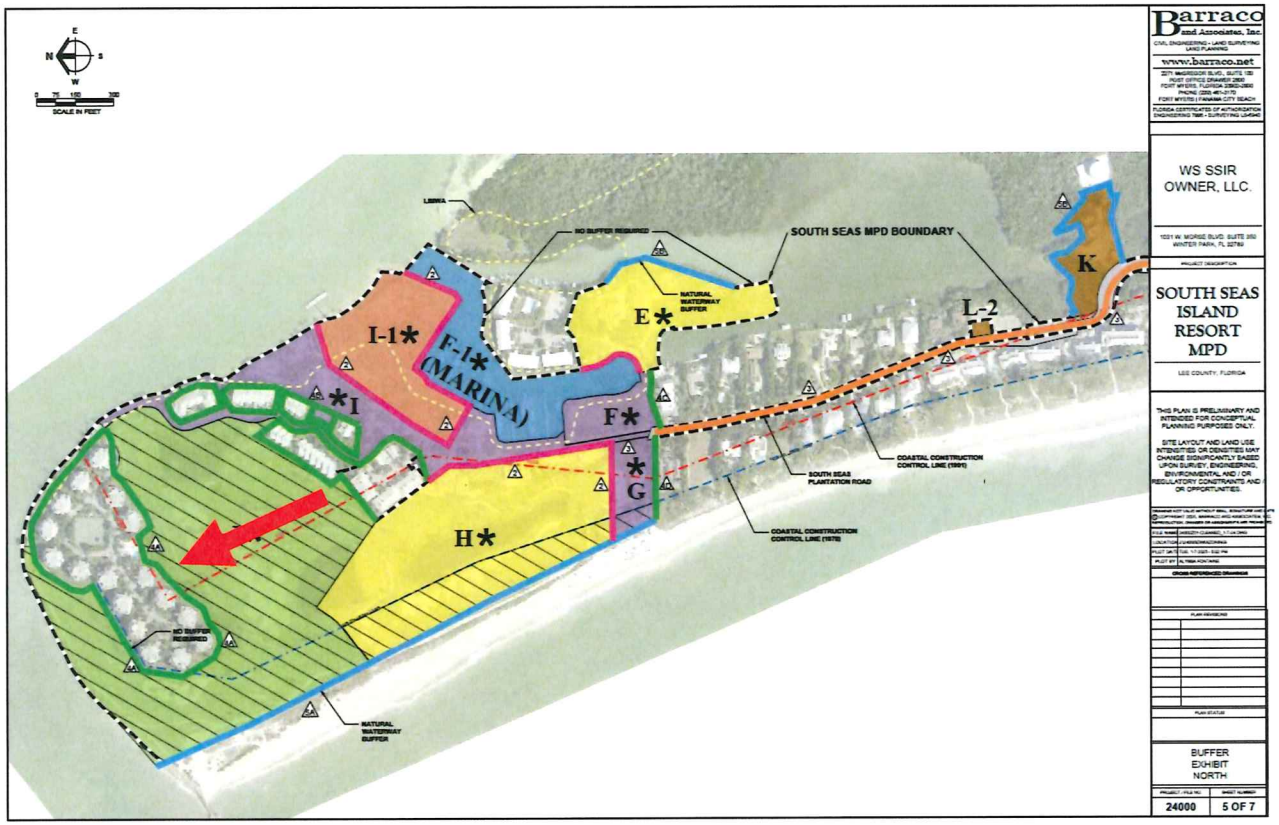
Deviation (4) from LDC § 10-416(d), which requires a buffering area is required along the entire perimeter of the proposed development whenever the proposed development abuts a different use, to allow for alternative buffers along segments of Tracts A-1, C, L, D-1, J, & I-1, as shown on the MCP. For clarity, this deviation has been analyzed based on geographic location on site as Deviations 4A – 4E below.

Deviation No. 4A: Golf Course Perimeter Buffer

Deviation 4A to omit the Type C/F buffer between the Lands End multi-family tract and the existing golf course (Tract J).

✓ **Staff Recommendation: APPROVAL**

Deviation No. 4A: Golf Course Perimeter Buffer



LEGEND

- INTERNAL BUFFER DEVIATION 2
- RIGHT-OF-WAY BUFFER DEVIATION 3
- EXTERNAL BUFFER DEVIATION 4 (A-E)
- NATURAL WATERWAY BUFFER DEVIATION 5 (A-B)

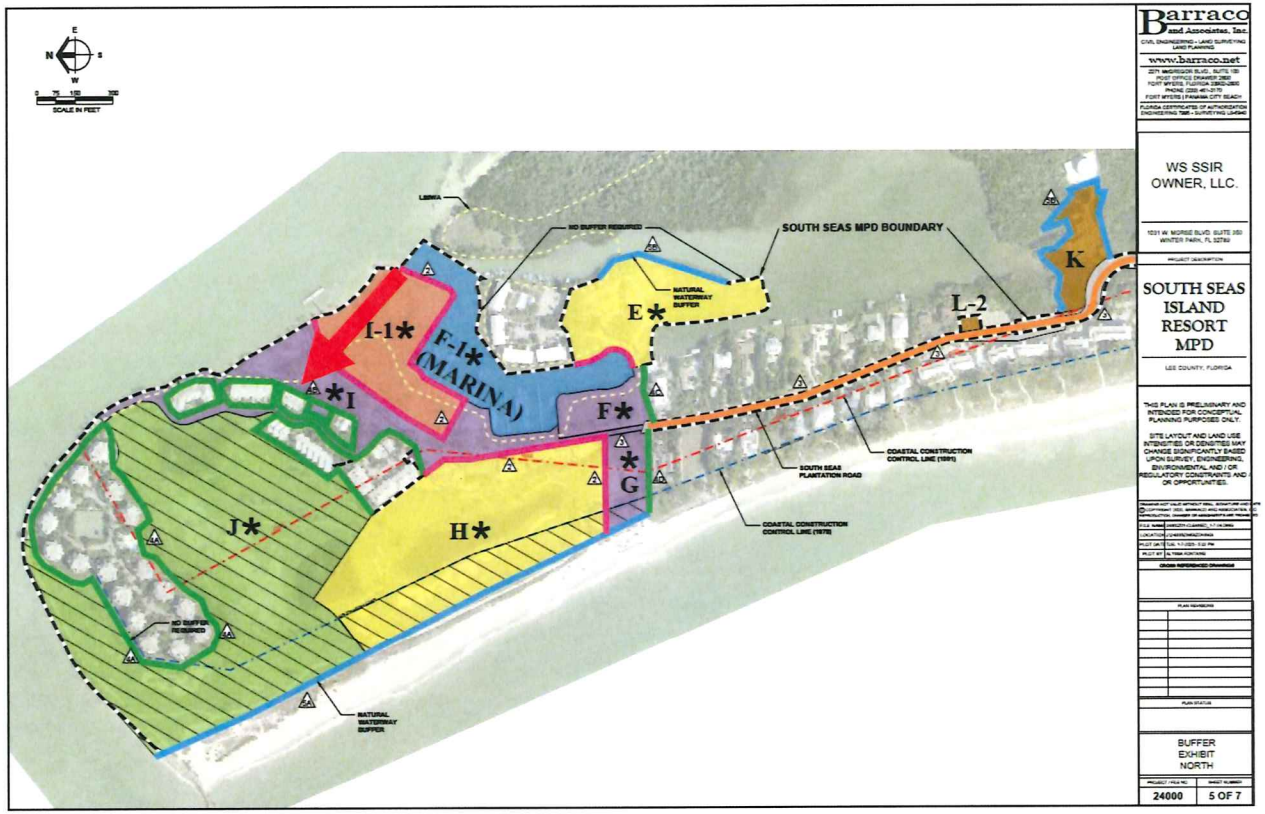
South Seas

Deviation No. 4B: Recreation Tract Perimeter Buffer

Deviation 4B to omit the Type C/F buffer between the Recreation Tract I-1 and external timeshare buildings to the north.

✓ Staff Recommendation: APPROVAL

Deviation No. 4B: Recreation Tract Perimeter Buffer



LEGEND

- INTERNAL BUFFER DEVIATION 2
- RIGHT-OF-WAY BUFFER DEVIATION 3
- EXTERNAL BUFFER DEVIATION 4 (A-E)
- NATURAL WATERWAY BUFFER DEVIATION 5 (A-B)

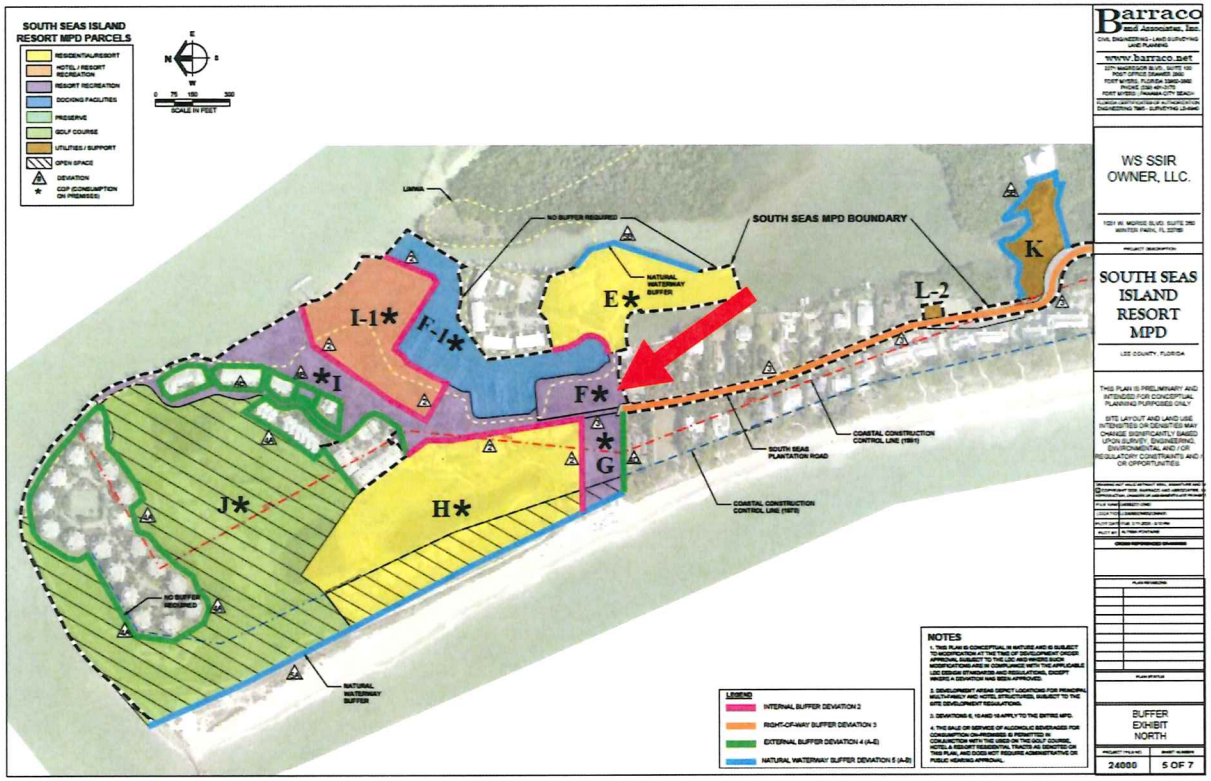
South Seas

Deviation No. 4C: Recreation Tract Perimeter Buffer

Deviation 4C to omit the Type C/F buffer between Recreation Tract F and the external timeshare tract to the south.

✓ **WITHDRAWN**

Deviation No. 4C: Recreation Tract Perimeter Buffer



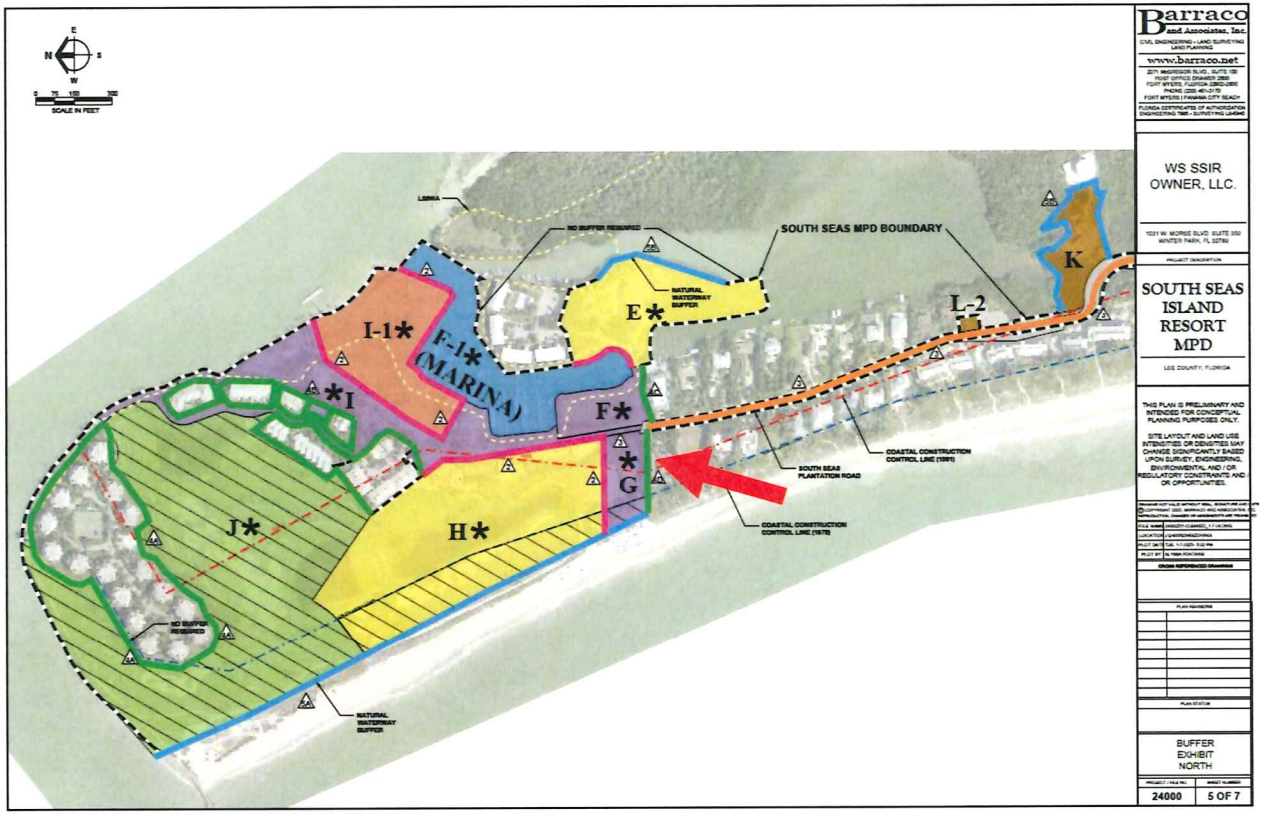
South Seas

Deviation No. 4D: Beach House Perimeter Buffer

Deviation 4D to allow for an alternative buffer consisting of 10 trees per 100 linear feet per DOS2022-00196 between Recreation Tract G (Beach House) and the external single-family lot to the south.

✓ Staff Recommendation: APPROVAL with conditions

Deviation No. 4D: Beach House Perimeter Buffer



LEGEND

- INTERNAL BUFFER DEVIATION 2
- RIGHT-OF-WAY BUFFER DEVIATION 3
- EXTERNAL BUFFER DEVIATION 4 (A-E)
- NATURAL WATERWAY BUFFER DEVIATION 5 (A-B)

South Seas

Deviation No. 4D: Beach House Perimeter Buffer

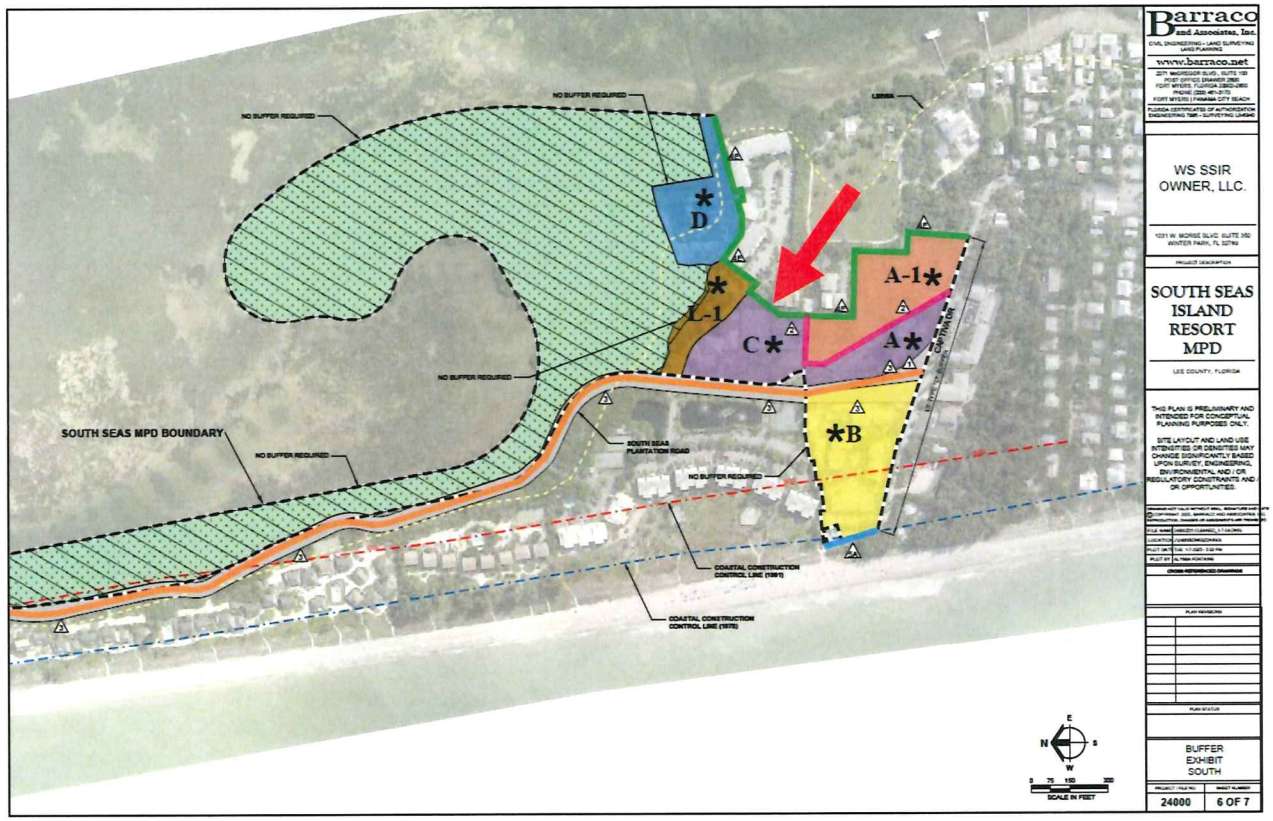
The south property line of Tract G must provide ten trees per 100 linear feet within the 30-foot-wide landscape and access buffer easement. If plantings cannot be located in this easement, an alternative location and/or buffer treatment may be reviewed and approved by the Development Services Director pursuant to the Alternate Landscape Betterment Plan process set forth in Sec. 10-419. The buffer trees must be installed to allow access to the beach.

Deviation No. 4E: South Hotel/Rec Perimeter Buffer

Deviation 4E to omit the Type C/F buffer where Hotel Tract A-1, Marina Tracts D1 and Recreation Tracts L & C abut the Bayside and Tennis Villas multi-family tracts.

✓ Staff Recommendation: APPROVAL with conditions

Deviation No. 4E: South Hotel/Rec Perimeter Buffer



LEGEND

- INTERNAL BUFFER DEVIATION 2
- RIGHT-OF-WAY BUFFER DEVIATION 3
- EXTERNAL BUFFER DEVIATION 4 (A-E)
- NATURAL WATERWAY BUFFER DEVIATION 5 (A-B)

South Seas

Deviation No. 4E: South Hotel/Rec Perimeter Buffer

Prior to issuance of a development order on Tracts ~~C~~ A-1, the development order plans must depict a ten-foot-wide buffer along the entire property line of Tracts ~~C~~ A-1 abutting property under separate ownership. The required planting content must include five trees per 100 linear feet and a single hedge. Trees must meet the specifications per LDC Section 10-420. Shrubs must be specified at five feet in height installed four feet on center and maintained at eight feet in height. If a fence or wall is proposed, the fence or wall must be setback ten feet from the development perimeter.

Deviation No. 4E: South Hotel/Rec Perimeter Buffer

Prior to issuance of a development order on Tract C, the development order plans must depict a six-foot-wide buffer along the entire property line of Tract C abutting property under separate ownership. The required planting content must include five trees per 100 linear feet and a single hedge. Trees must meet the specifications per LDC Section 10-420. Shrubs must be specified at five feet in height installed four feet on center and maintained at eight feet in height. A decorative fence must be installed with plantings on the exterior side of the fence.

Deviation No. 5: Natural Waterway Buffer

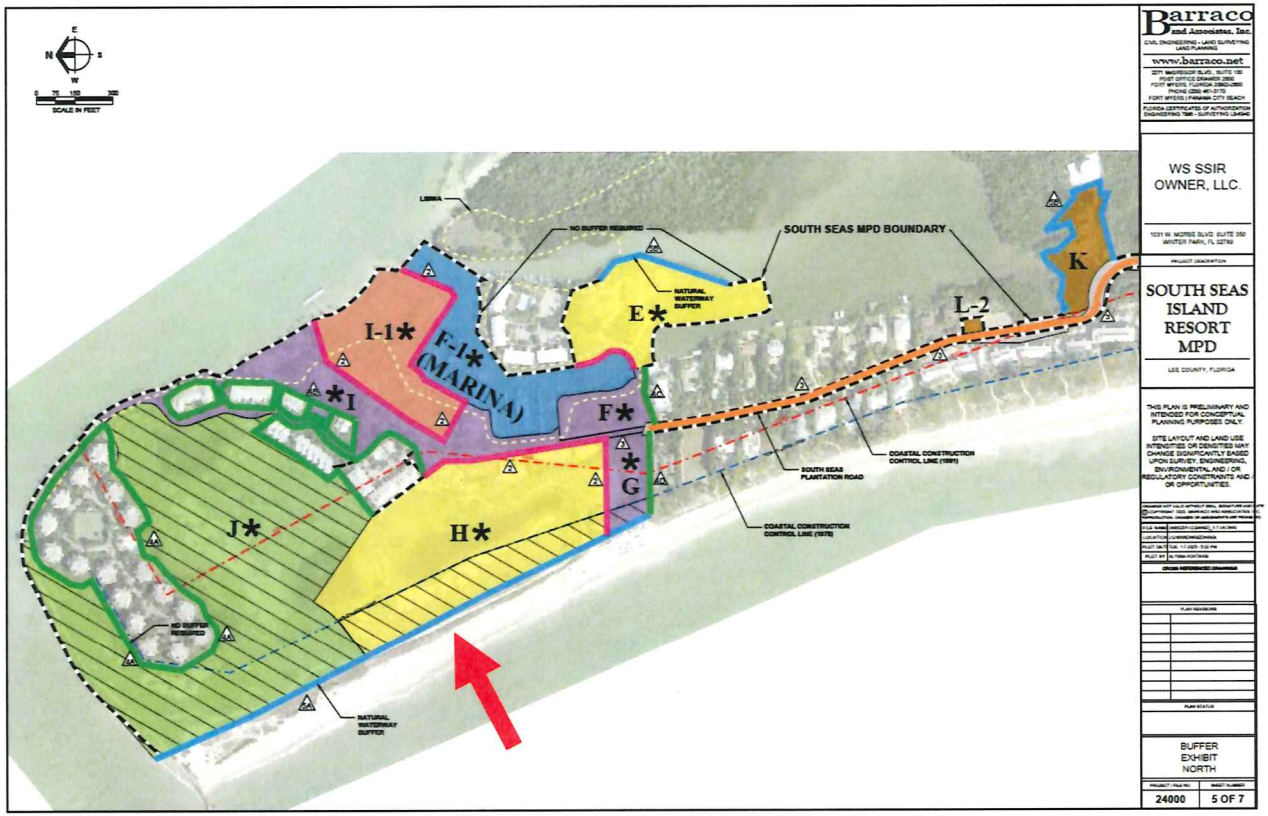
Deviations (5) A-B from LDC Section 10-416(d)(9), which requires a 50-foot-wide natural waterway buffer containing six (6) trees and 50 native shrubs hedge per 100 l.f. where development abuts a natural waterway; to allow alternative natural waterway buffers along segments of Tracts B, E, G, H, J & K as shown on the MCP. For clarity, this deviation has been analyzed based on geographic location on site, existing conditions and characteristics of the waterway in Deviations 5A – 5B below.

Deviation No. 5A: Gulf of Mexico Buffer

Deviation 5A which requires a 50-foot-wide natural waterway buffer abutting the Gulf of Mexico beach area on Tracts B, G, H & J containing six (6) trees 50 native shrubs per 100 l.f,; to allow for the Gulf of Mexico waterway buffer on Tracts H & J to meet the following minimum planting density per 100-linear-feet by minimum 15-foot-width: 94 native shrubs and 170 groundcover plantings in accordance with development order plans DOS20022-00196A.

✓ Staff Recommendation: APPROVAL with conditions

Deviation No. 5A: Gulf of Mexico Buffer



LEGEND

- INTERNAL BUFFER DEVIATION 2
- RIGHT-OF-WAY BUFFER DEVIATION 3
- EXTERNAL BUFFER DEVIATION 4 (A-E)
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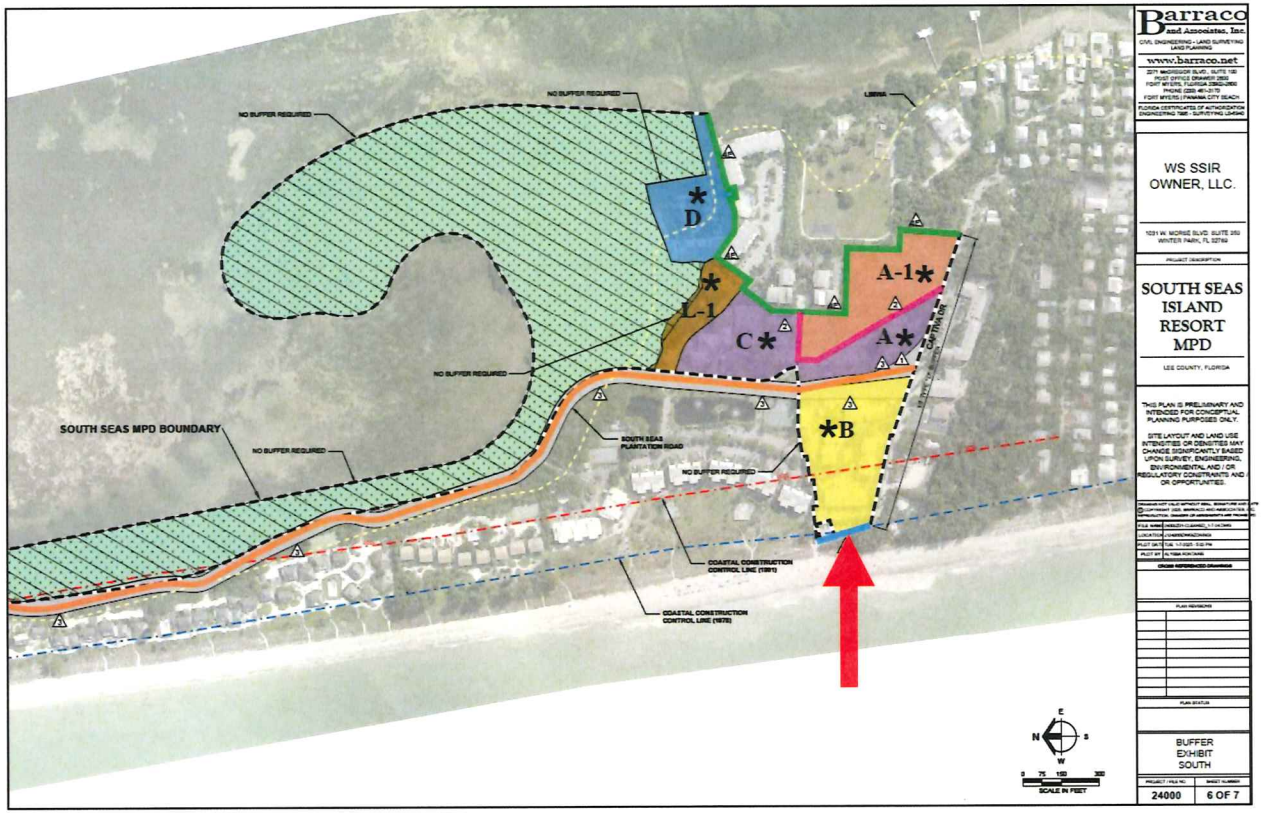
South Seas

Deviation No. 5A: Gulf of Mexico Buffer



LEGEND

- INTERNAL BUFFER DEVIATION 2
- RIGHT-OF-WAY BUFFER DEVIATION 3
- EXTERNAL BUFFER DEVIATION 4 (A-E)
- NATURAL WATERWAY BUFFER DEVIATION 5 (A-B)

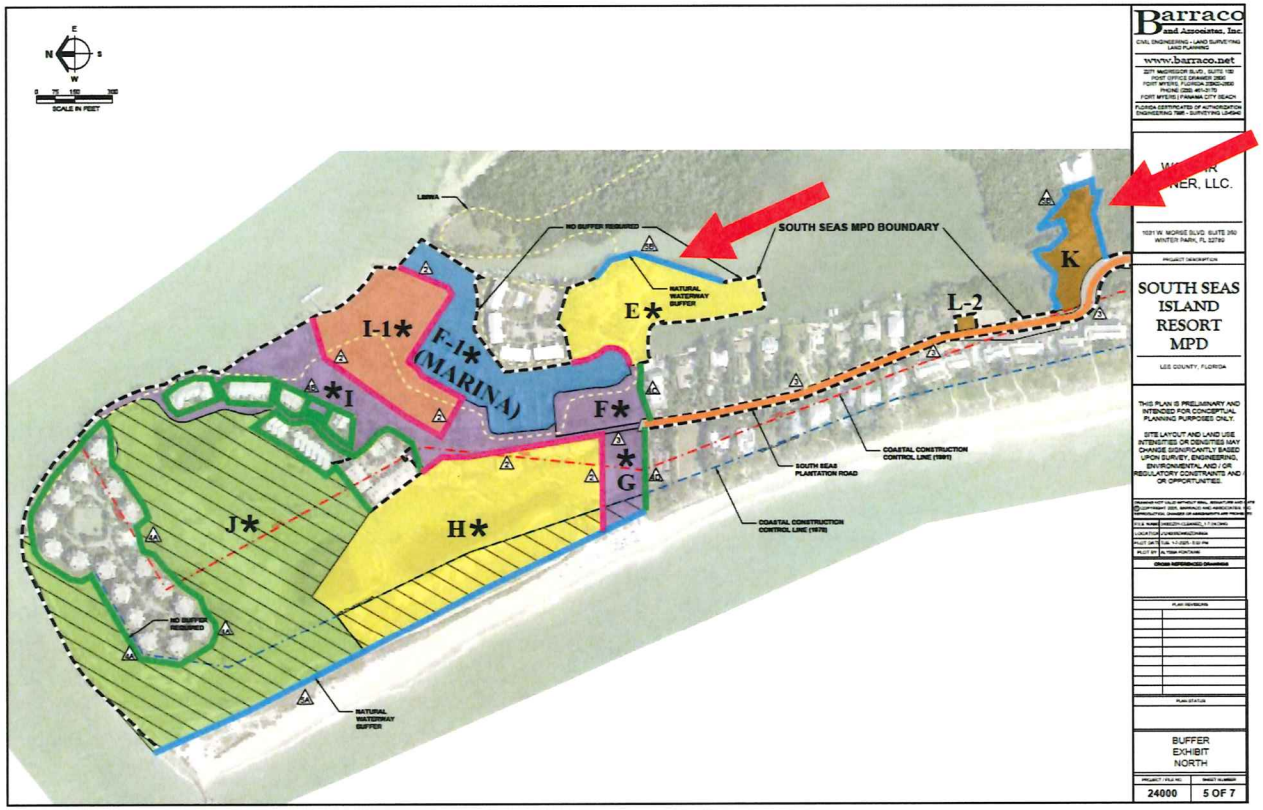
South Seas

Deviation No. 5B: Pine Island Sound Buffer

Deviation 5B which requires a 50-foot-wide natural waterway buffer where Tract E & K abut the Pine Island Sound to allow the existing mangrove plantings to meet the buffering requirements.

✓ Staff Recommendation: APPROVAL

Deviation No. 5B: Pine Island Sound Buffer



LEGEND

- INTERNAL BUFFER DEVIATION 2
- RIGHT-OF-WAY BUFFER DEVIATION 3
- EXTERNAL BUFFER DEVIATION 4 (A-E)
- NATURAL WATERWAY BUFFER DEVIATION 5 (A-B)

South Seas

Deviation No. 6: Shared Parking

Deviation (6) from LDC Section 34-2015, which requires all required parking spaces to be provided on the same premises as the use they serve, to allow for required parking to be provided across the entirety of the MPD and not per "premise" or tract.

✓ Staff Recommendation: APPROVAL with conditions

South Seas

Deviation No. 6: Shared Parking

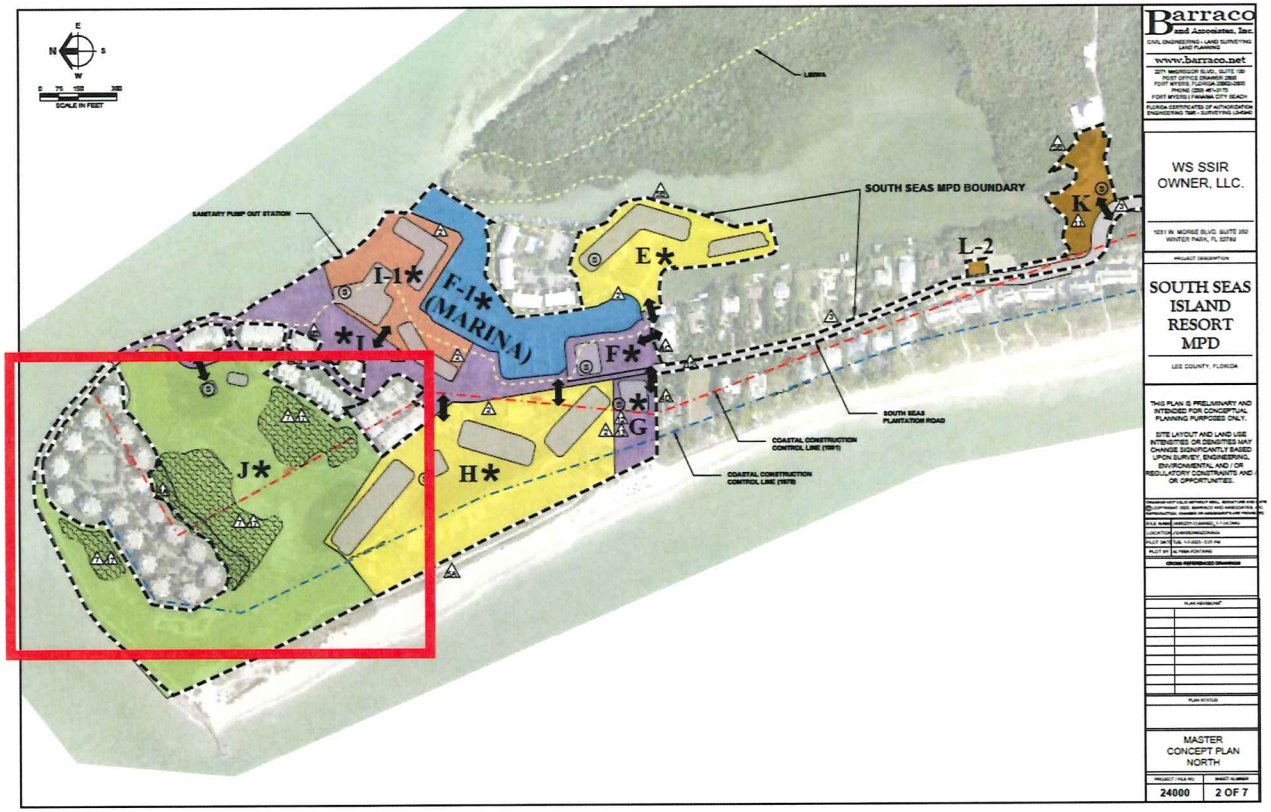
All required off-street parking must be located on a MPD recipient tract within 500 feet of the principal use tract, measured from the tract line of the tract containing the off-street parking to the tract line of the principal use tract it serves.

Deviation No. 7: Lake Bank Slope Design

Deviation (7) from LDC Section 10-329(d)(4), which requires lake banks to be sloped at a 6:1 ratio from the top of bank to a water depth of two feet below the dry season water table; to allow for a minimum ratio of 4:1 slope for existing lakes only.

✓ Staff Recommendation: **APPROVAL**

Deviation No. 7: Lake Bank Slope Design



South Seas

Deviation No. 8: Entry Signage Sign Face Area

Deviation (8) from LDC Section 30-281, which limits signage on Captiva Island to 10 feet in width, 10 feet in height and 100 SF in sign face area, to allow for an entry sign that is 26 feet in width, 6 feet in height and 156 SF in sign face area.

✓ **Staff Recommendation: APPROVAL with conditions**

South Seas

Deviation No. 9: Entry Flag Area

Deviation (9) from LDC Section 30-5(8) which prohibits banners, pennants or other flying paraphernalia, except an official federal, State or County flag, and one symbolic flag not to exceed 15 square feet in area for each institution or business, to allow for a 96 SF South Seas flag at the entry.

✓ Staff Recommendation: APPROVAL with conditions

Deviation No. 8 & 9



South Seas

Deviation No. 10: Dumpsters/Roll Out Totes

Deviation (10) from LDC Section 10-261 which requires dumpster enclosures, to allow for "roll out totes" as an alternative waste disposal system.

✓ **Staff Recommendation: APPROVAL with conditions**

South Seas

Deviation No. 10: Roll Out Totes



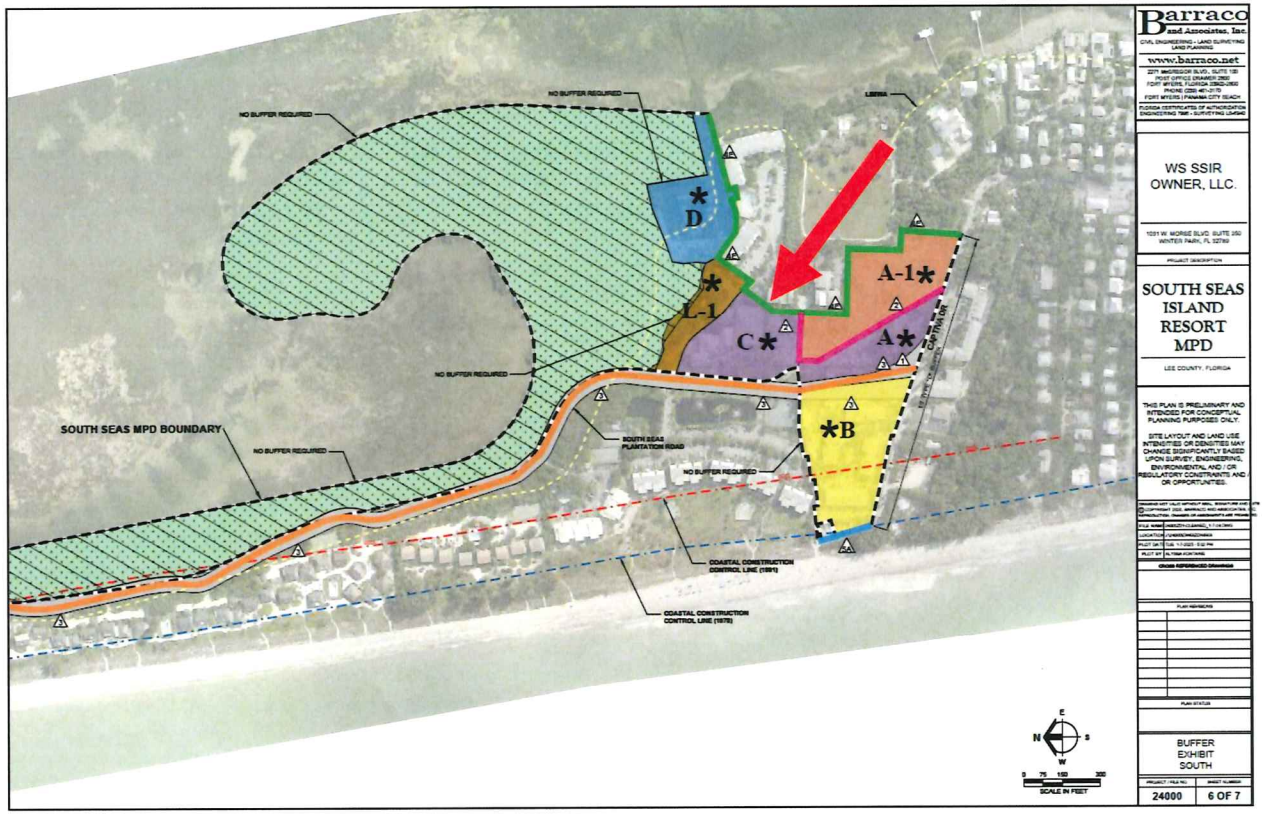
South Seas

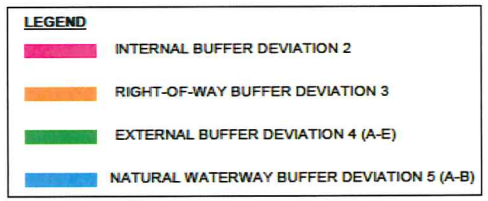
Deviation No. 11A: Perimeter Setback

Deviation (11A) Seeks relief from LDC §34-935(b)(1), which requires all buildings and structures maintain a setback from the development perimeter a distance equal to the greater of 15 feet or half the building height or structure, to allow for no setback for accessory structures on Tracts C, K and J.

✓ **Staff Recommendation: APPROVAL with conditions**

Deviation No. 11A: Perimeter Setback (Tract C)





South Seas

Deviation No. 11A: Perimeter Setback (Tract C)

Accessory buildings or structures on Tract C are limited to a deviation reduction allowing ~~10~~6-foot minimum perimeter setback in order to establish the landscape buffer required by Deviation 4E, limited to 12-foot-tall waterpark cabana structures only. All other a~~A~~ccessory buildings or structures may not exceed 20 feet in height unless a perimeter setback not less than half the height of the structure is provided.

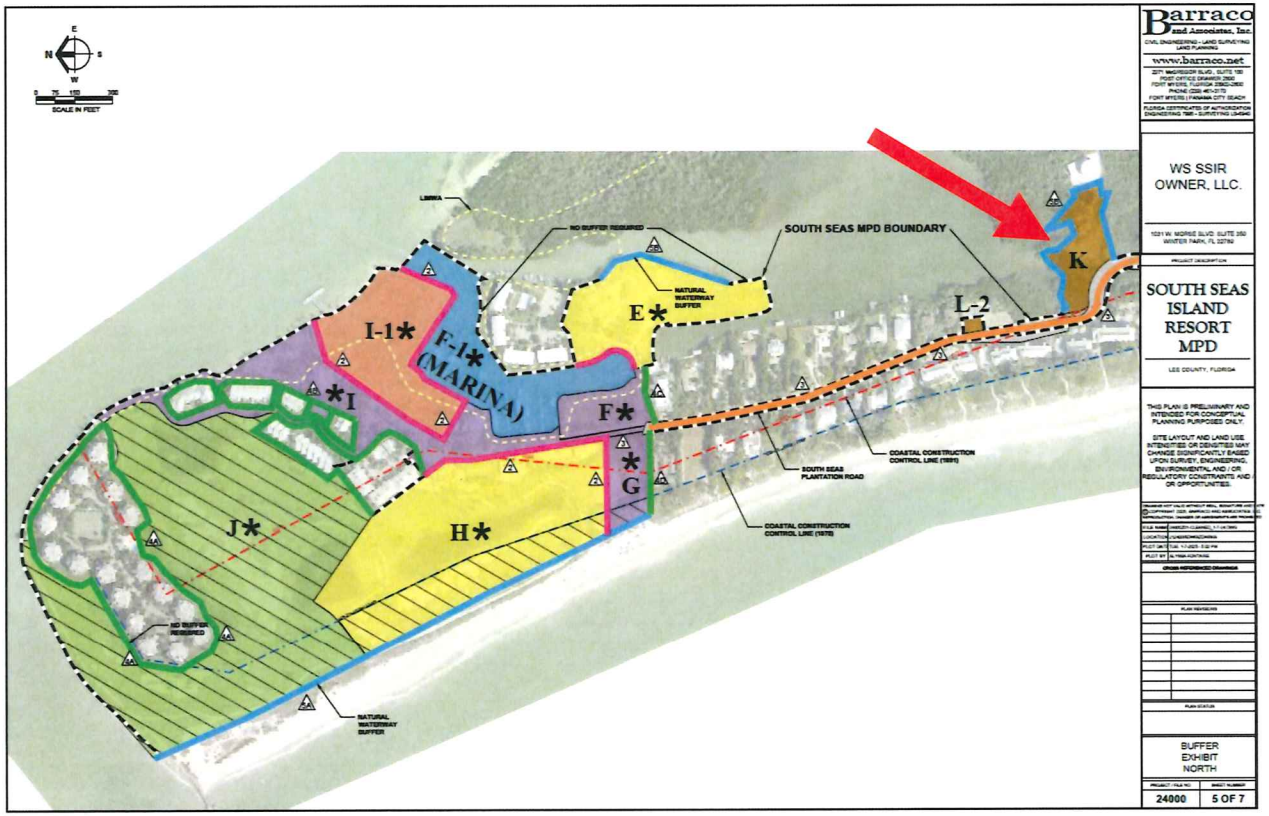
Deviation No. 11B: Perimeter Setback (Tract K)

Deviation (11B) seeks relief from LDC §34-935(b)(1), which requires all buildings and structures maintain a setbackfrom the development perimeter a distance equal to the greater of 15 feet or equal to half the building height or structure, to allow for the existing location of the 170-foot-tall wireless communication facility on Tract K.

✓ Staff Recommendation: APPROVAL subject to Condition ***13***

South Seas

Deviation No. 11B: Perimeter Setback (Tract K)



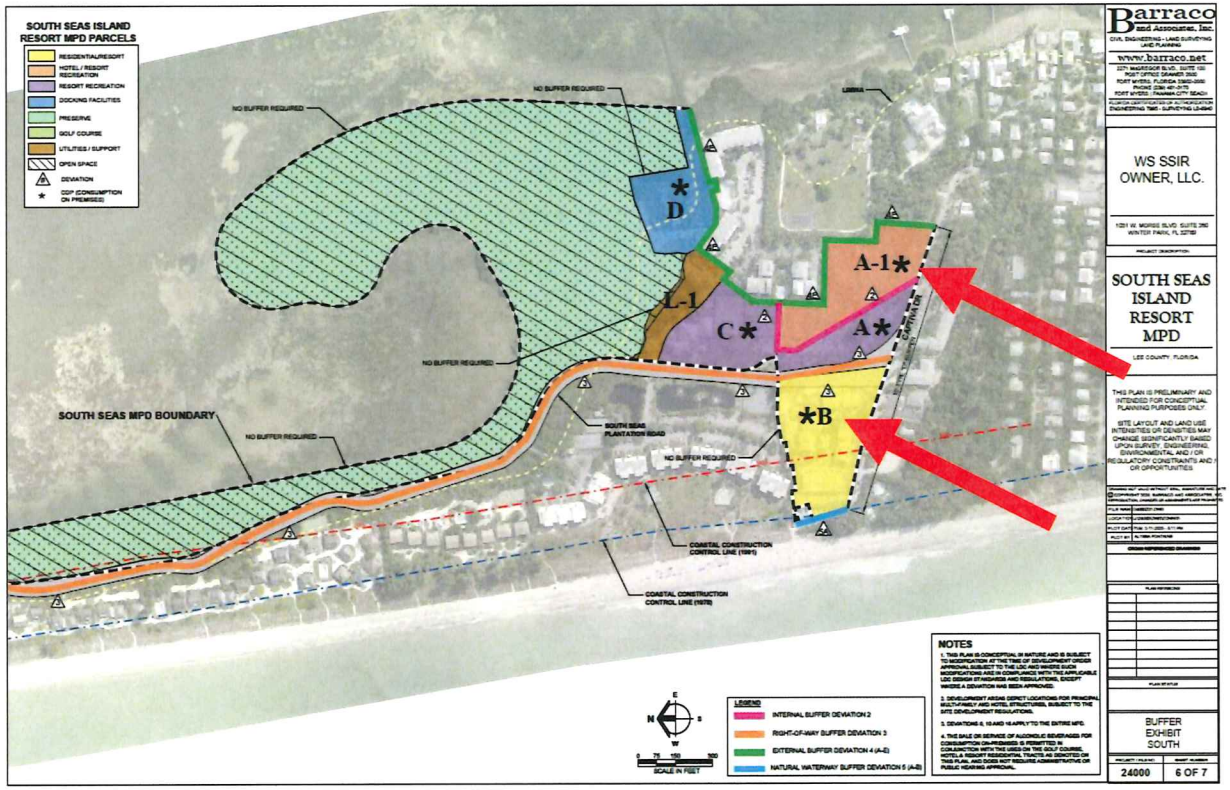
South Seas

Deviation No. 11C: Perimeter Setback (Tracts A-1 & B)

Deviation (11C) seeks relief from LDC §34-935(b)(1), which requires all buildings and structures maintain a setback from the development perimeter a distance equal to the greater of 15 feet or half the building height or structure, to allow for a minimum principal structure setback of 15 feet for Tracts A-1 and B.

✓ **WITHDRAWN**

Deviation No. 11C: Perimeter Setback (Tracts A-1 & B)



South Seas

Deviation No. 12: Beach House Roof Signage

Deviation (12) from LDC Section 30-281, which limits signage on Captiva Island to 10 feet in width, 10 feet in height and 100 SF in sign face area, to allow for two (2) roof signs that are 27.2 feet in width, 4.5 feet in height, for a total 245 SF in sign face area on the Beach House structure on Tract G.

✓ Staff Recommendation: **APPROVAL**

Deviation No. 12: Beach House Roof Signage



South Seas

Deviation No. 13: Beach House Mural Sign

Deviation (13) from LDC Section 30-281, which limits signage on Captiva Island to 10 feet in width, 10 feet in height and 100 SF in sign face area, to allow for five (5) mural signs on the Beach House structure on Tract G that are 14'-3" in width, 9'-6" feet in height, for a total 736 SF in sign face area.

✓ **Staff Recommendation: APPROVAL**

Deviation No. 13: Beach House Mural Sign



South Seas

Deviation No. 14: Waterpark Mural Sign

Deviation (14) from LDC Section 30-281, which limits signage on Captiva Island to 10 feet in width, 10 feet in height and 100 SF in sign face area, to allow for six (6) mural signs on the west and south sides of the recreation building at the Waterpark on Tract C, that cumulatively total 470 SF and are no more than 6'-6" tall and 13' tall.

✓ **Staff Recommendation: APPROVAL**

South Seas

Deviation No. 14: Waterpark Mural Sign



South Seas

Deviation No. 15: Alternative Right-of-Way

Deviation (15) from LDC Section 10-296, which requires the following specifications for privately maintained local roadways with open drainage in Suburban area designated by the Lee Plan:

- 45-foot-wide right of way width;
- 6'-wide sidewalks;
- 6'-wide planting area;
- 5'-8'-wide shoulders;
- 10-11'-wide lane widths.

Deviation No. 15: Alternative Right-of-Way

Deviation (15) from LDC Section 10-296 to allow:

- Varying right-of-way width with a minimum width of 37.5 feet;
- No sidewalks;
- No planting area;
- Varying shoulder widths with a minimum with of 4.8';
- Varying right-of-way widths with a minimum width of 12.4' feet

✓ Staff Recommendation: APPROVAL

Deviation No. 15: Alternative Right-of-Way



South Seas

Deviation No. 15: Alternative Right-of-Way

(1) The applicant must submit a Limited Review development order application that depicts "Bicycle May Use Full Lane" (R4-11) signs and pavement markings, where applicable along South Seas Plantation Road, All signs and pavement markings must be in accordance with the requirements of the Manual of Uniform Traffic Control Devices, current edition, within 180 days of ~~approval~~ the effective date of this rezoning.

(1) The applicant must submit an engineering report with the Limited Review development order application for bicycle signage and pavement markings that details the roadway's condition. The report must identify any areas of pavement failure, evidence of site-specific crash patterns (if any), and identify the existing right-of-way or access easement widths provided.

Deviation No. 16: Mulch Alternative

Deviation (16) from LDC Section 10-421, which requires a two-inch minimum layer, after watering-in, of mulch or other recycled materials around all newly installed trees, shrubs, and groundcover plantings, to allow for crushed shell as an alternative material to mulch.

✓ Staff Recommendation: APPROVAL with conditions

~~All~~ 50% of all required landscape plants must be native and salt tolerant.

South Seas

Deviation No. 16: Mulch Alternative



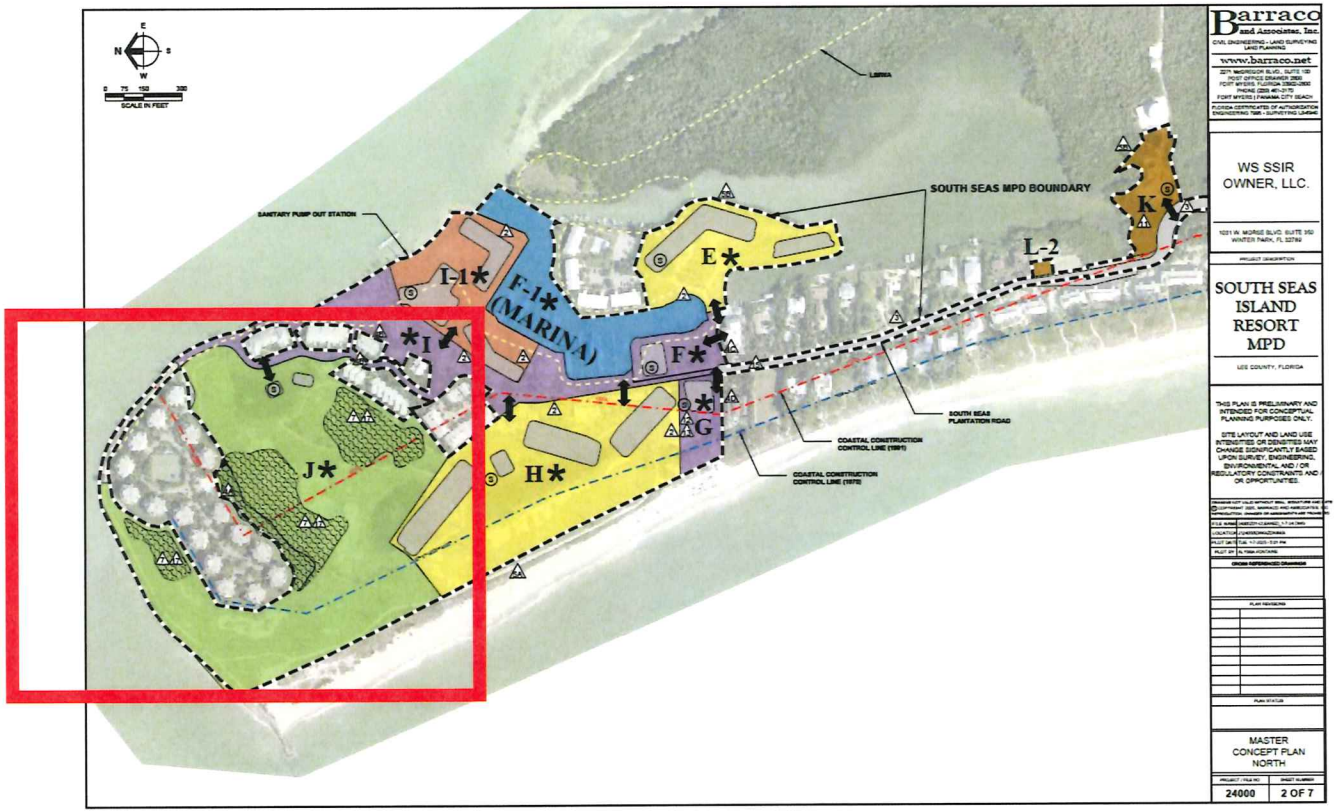
South Seas

Deviation No. 17: Lake Setback

Deviation (17) from LDC Section 10-329(d)(1)(a)(3), which requires lakes to be set back a minimum of 50 feet from any private property line under separate ownership; to allow for a 0-foot-setback for existing lakes in the golf course tract between Lands End, South Seas Club and South Seas Cottages properties. This deviation applies to existing lakes only.

✓ Staff Recommendation: APPROVAL

Deviation No. 17



South Seas

Deviation No. 18: Roadway Access

Deviation (18) from LDC § 10-291(2), which requires all development to abut and have access to a public or private street designed and constructed or improved to meet the standards in Section 10-296, to allow for internal tracts to have access from accessways and streets not constructed or improved to meet standards in LDC Section 10-296.

✓ **WITHDRAWN**

Cathy Olson
Environmental Considerations

South Seas

FLUCFCS Code	Description	Acreage	Federal Status	State Status
100	Urban and Build-Up (Existing Residential and Commercial)	28.47	N	N
182	Golf Course (Including Snack Bar and Maintenance Area)	30.70	N	N
524	Golf Course Lakes Less Than 10 Acres	5.65	NJD	NJD
540	Existing Marina	7.49	WUS	OSW
612 E2	Mangrove (26-50% Exotics)	41.19	W	W
740	Disturbed Lands	5.93	N	N
740H	Disturbed Lands - Hydric	0.04	NJD	W
830	Utilities	1.07	N	N



Pennoni
PENNONI ASSOCIATES INC.
4706 Chiquita Blvd, #200-E02
Cape Coral, FL 33914
T: 239.202.2195 www.Pennoni.com

FLUCFCS Map
South Seas Island Resort,
Captiva, FL

Project: W555I24001

Project Boundary

W = Wetland
N = Non-Wetland
OSW = Other Surface Water
WUS = Waters of the U.S.
NJD = Non-Jurisdictional Wetland or Surface Water

Notes:
1. FLUCFCS Lines estimated from 1" = 100' aerial photographs and locations are approximate.
2. FLUCFCS per Florida land use, cover and forms classification system (FDOT 1999).

Lee County, FL, Maxar

Map generated by: Alison Swing



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PENNONI ASSOCIATES INC.
4706 Chiquita Blvd, #200-E02
Cape Coral, FL 33914
T: 239.202.2195 www.Pennoni.com

Mangrove Preservation Map
South Seas Island Resort,
Captiva, FL

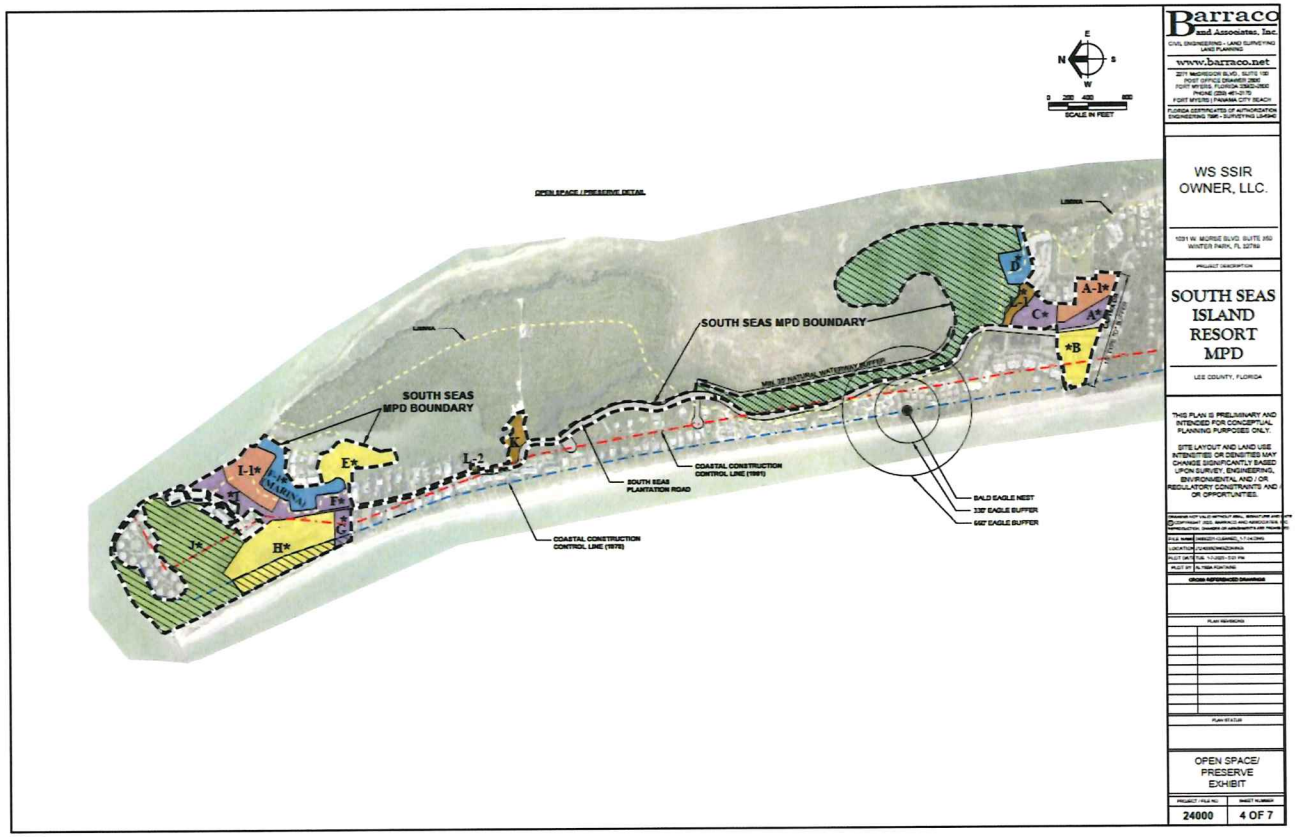
Project: WSSSI24001

- Project Boundary
- Mangroves
- Previously Developed
- Existing Marina

Lee County, FL, Maxar

Map generated by: Allison Seiling

Bald Eagle Nest Locations



South Seas

Environmental Conditions

(5) Protected Species

a. Sea Turtles, Migratory Birds and Wading Birds. Buildings on Tract L-1, F and Tract C will comply with LDC Section 14-76 for exterior lighting only. All other tracts will comply with LDC Section 14-76 for exterior lighting and tinted glass on windows. ~~The development order plans for buildings within the MPD must be reviewed by Environmental Sciences staff for the utilization of window treatment to reduce or break up window panel reflection to decrease potential bird strikes. Examples of acceptable window treatment include the use of non-reflective tinting, ultraviolet reflective decals, exterior sunshades, or similar treatments as accepted by Environmental Sciences staff.~~

a. No change.

a. No change.

~~a. All buildings within the subject property must demonstrate compliance with LDC Section 14-76 for exterior lighting only. All buildings within the Sea Turtle Lighting District must also comply with window and lighting requirements per LDC Section 14-76.~~

Environmental Conclusion

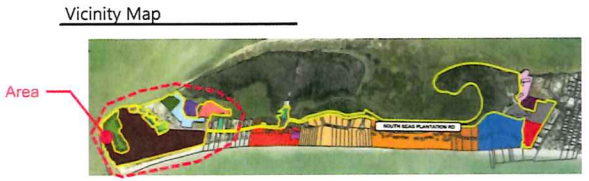
It is my professional opinion that the South Seas MPD has met and/or exceeded all of the applicable standards and demonstrated consistency with the Lee Plan and Land Development Code.

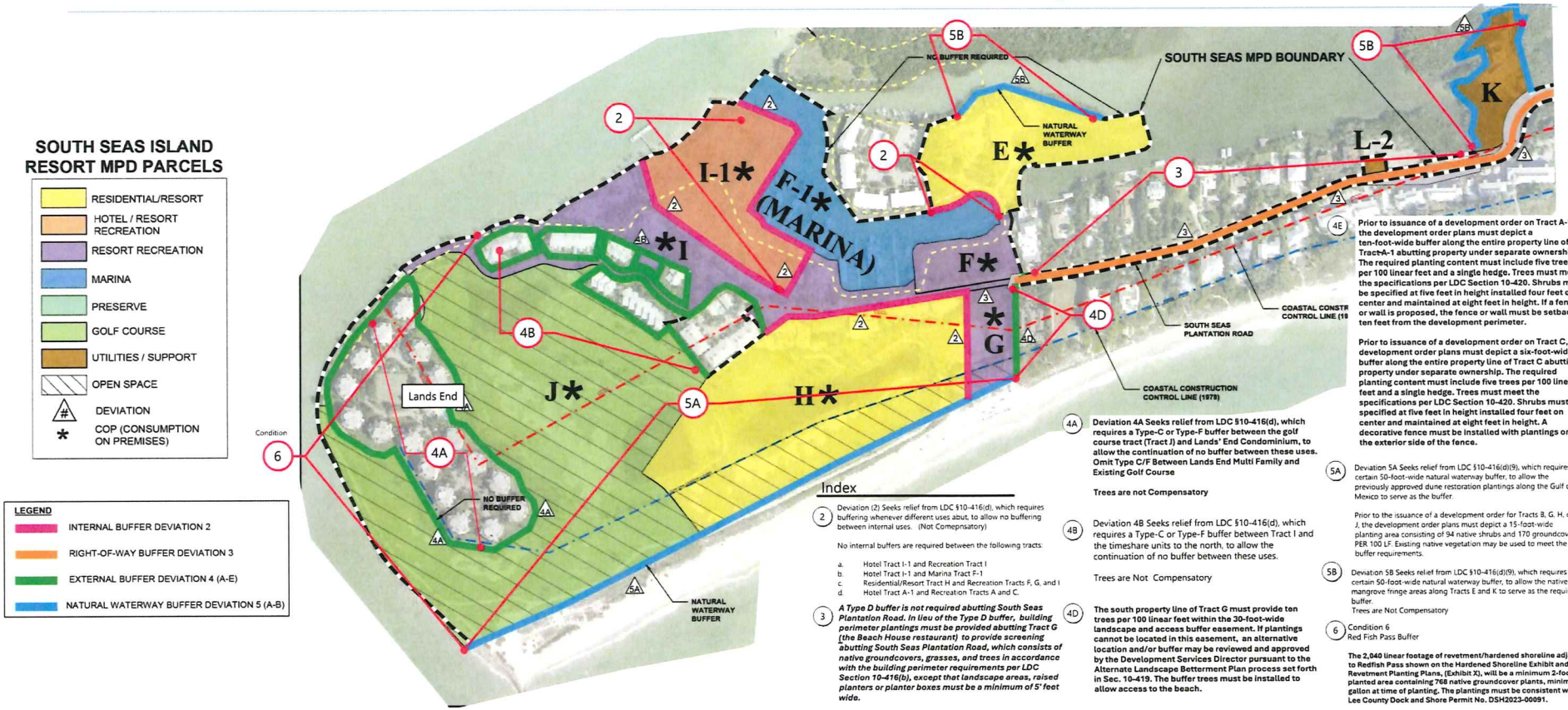
Christian Andrea, PLA

Landscape Architecture

South Seas

Overall Plan North





South Seas

Overall Plan South

Vicinity Map



N S W

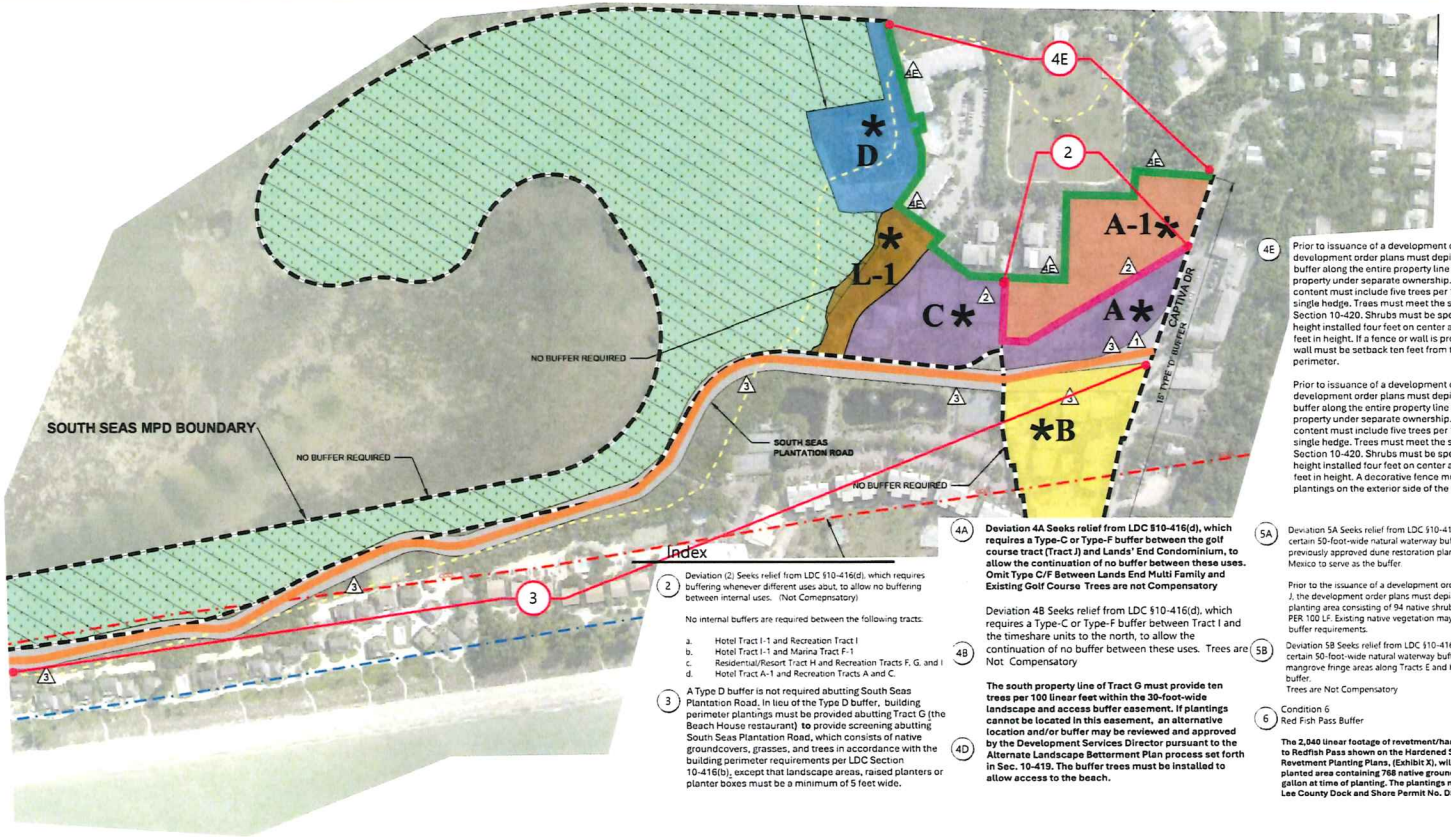
0 75 150 300
SCALE IN FEET

SOUTH SEAS ISLAND RESORT MPD PARCELS

- RESIDENTIAL/RESORT
- HOTEL / RESORT RECREATION
- RESORT RECREATION
- MARINA
- PRESERVE
- GOLF COURSE
- UTILITIES / SUPPORT
- OPEN SPACE
- # DEVIATION
- * COP (CONSUMPTION ON PREMISES)

LEGEND

- INTERNAL BUFFER DEVIATION 2
- RIGHT-OF-WAY BUFFER DEVIATION 3
- EXTERNAL BUFFER DEVIATION 4 (A-E)
- NATURAL WATERWAY BUFFER DEVIATION 5 (A-B)



Index

(2) Deviation (2) Seeks relief from LDC §10-416(d), which requires buffering whenever different uses abut, to allow no buffering between internal uses. (Not Comepnsatory)

No internal buffers are required between the following tracts:

a. Hotel Tract I-1 and Recreation Tract I
b. Hotel Tract I-1 and Marina Tract F-1
c. Residential/Resort Tract H and Recreation Tracts F, G, and I
d. Hotel Tract A-1 and Recreation Tracts A and C.

(3) A Type D buffer is not required abutting South Seas Plantation Road, in lieu of the Type D buffer, building perimeter plantings must be provided abutting Tract G (the Beach House restaurant) to provide screening abutting South Seas Plantation Road, which consists of native groundcovers, grasses, and trees in accordance with the building perimeter requirements per LDC Section 10-416(b), except that landscape areas, raised planters or planter boxes must be a minimum of 5 feet wide.

(4A) **Deviation 4A Seeks relief from LDC §10-416(d), which requires a Type-C or Type-F buffer between the golf course tract (Tract J) and Lands' End Condominium, to allow the continuation of no buffer between these uses. Omit Type C/F Between Lands End Multi Family and Existing Golf Course Trees are not Compensatory**

(4B) Deviation 4B Seeks relief from LDC §10-416(d), which requires a Type-C or Type-F buffer between Tract I and the timeshare units to the north, to allow the continuation of no buffer between these uses. Trees are Not Compensatory

(4D) **The south property line of Tract G must provide ten trees per 100 linear feet within the 30-foot-wide landscape and access buffer easement. If plantings cannot be located in this easement, an alternative location and/or buffer may be reviewed and approved by the Development Services Director pursuant to the Alternate Landscape Betterment Plan process set forth in Sec. 10-419. The buffer trees must be installed to allow access to the beach.**

(4E) Prior to issuance of a development order on Tract A-1, the development order plans must depict a ten-foot-wide buffer along the entire property line of Tract A-1 abutting property under separate ownership. The required planting content must include five trees per 100 linear feet and a single hedge. Trees must meet the specifications per LDC Section 10-420. Shrubs must be specified at five feet in height installed four feet on center and maintained at eight feet in height. If a fence or wall is proposed, the fence or wall must be setback ten feet from the development perimeter.

Prior to issuance of a development order on Tract C, the development order plans must depict a six-foot-wide buffer along the entire property line of Tract C abutting property under separate ownership. The required planting content must include five trees per 100 linear feet and a single hedge. Trees must meet the specifications per LDC Section 10-420. Shrubs must be specified at five feet in height installed four feet on center and maintained at eight feet in height. A decorative fence must be installed with plantings on the exterior side of the fence.

(5A) Deviation 5A Seeks relief from LDC §10-416(d)(9), which requires a certain 50-foot-wide natural waterway buffer, to allow the previously approved dune restoration plantings along the Gulf of Mexico to serve as the buffer.

Prior to the issuance of a development order for Tracts B, G, H, or J, the development order plans must depict a 15-foot-wide planting area consisting of 94 native shrubs and 170 groundcover PER 100 LF. Existing native vegetation may be used to meet the buffer requirements.

(5B) Deviation 5B Seeks relief from LDC §10-416(d)(9), which requires a certain 50-foot-wide natural waterway buffer, to allow the native mangrove fringe areas along Tracts E and K to serve as the required buffer.
Trees are Not Compensatory

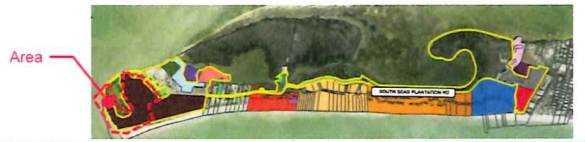
(6) Condition 6
Red Fish Pass Buffer

The 2,040 linear footage of revetment/hardened shoreline adjacent to Redfish Pass shown on the Hardened Shoreline Exhibit and Revetment Planting Plans, (Exhibit X), will be a minimum 2-foot planted area containing 768 native groundcover plants, minimum 1 gallon at time of planting. The plantings must be consistent with Lee County Dock and Shore Permit No. DSH2023-00091.

South Seas

Golf Course Plan

Vicinity Map



4A

Deviation 4A Seeks relief from LDC §10-416(d), which requires a Type-C or Type-F buffer between the golf course tract (Tract J) and Lands' End Condominium, to allow the continuation of no buffer between these uses.
Omit Type C/F Between Lands End Multi Family and Existing Golf Course

Trees are not Compensatory





Plant Palette

66 Coconut Palms
183 Cabbage Palms
20 Mixed Native Trees:
- Green Buttonwood
- Silver Buttonwood
- Pigeon Plum
- Satin leaf

South Seas

Dune Plan

5A Deviation 5A Seeks relief from LDC §10-416(d)(9), which requires a certain 50-foot-wide natural waterway buffer, to allow the previously approved dune restoration plantings along the Gulf of Mexico to serve as the buffer.

Prior to the issuance of a development order for Tracts B, G, H, or J, the development order plans must depict a 15-foot-wide planting area consisting of 94 native shrubs and 170 groundcover PER 100 LF. Existing native vegetation may be used to meet the buffer requirements.

Vicinity Map





Dune Plant Palette


Serenoa repens - Silver Saw Palmetto (2)


Spartina baker - Sand Cordgrass


Coccoloba uvifera - Sea Grape Beach


Suriana maritima - Bay Cedar


Ipomoea pes caprae - Railroad Vine


Sesuvium portulacastrum - Sea Purslane


Ive Imbricata - Dune Marsh-Edier


Uniola paniculata - Sea Oats

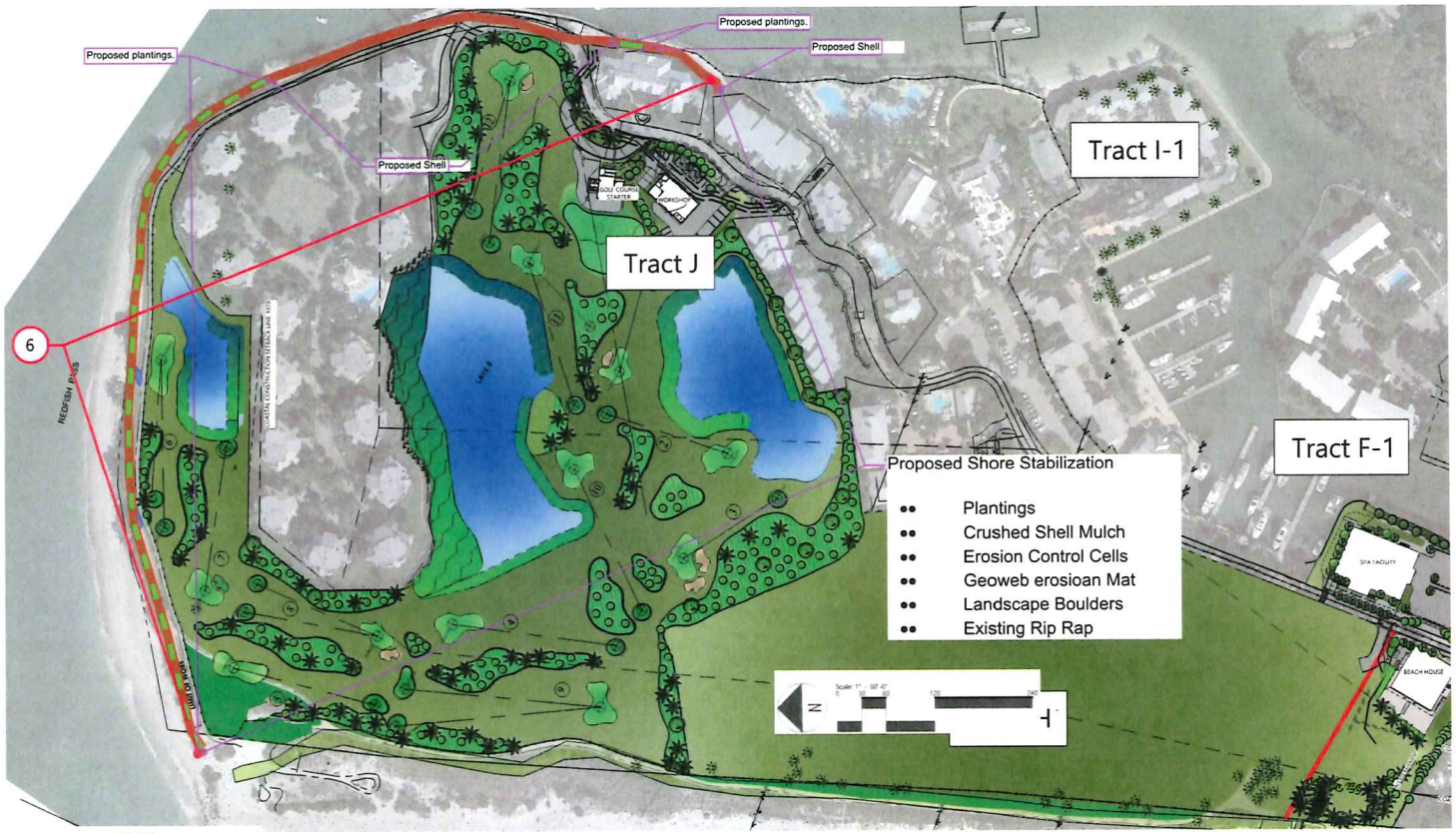

Borrichea arborescens - Sea Oxeye Daisy

South Seas

Shoreline Stabilization Plan

Vicinity Map





Plant Palette


Sesuvium portulacastrum - Sea Purslane


Uniola paniculata - Sea Oats


Spartina bakeri - Sand Cordgrass


Borrichea arborescens - Sea Oxeye Daisy


Crushed Shell

6 Red Fish Pass Buffer

The 2,040 linear footage of revetment/hardened shoreline adjacent to Redfish Pass shown on the Hardened Shoreline Exhibit and Revetment Planting Plans, (Exhibit X), will be a minimum 2-foot planted area containing 768 native groundcover plants, minimum 1 gallon at time of planting. The plantings must be consistent with Lee County Dock and Shore Permit No. DSH2023-00091.

TIMBERS

Paradise Perfected

Beach House Plan

Vicinity Map



Plant Palette


Sabal palmetto - Cabbage Palm


Cocoloba diversiflora - Pigeon Plum

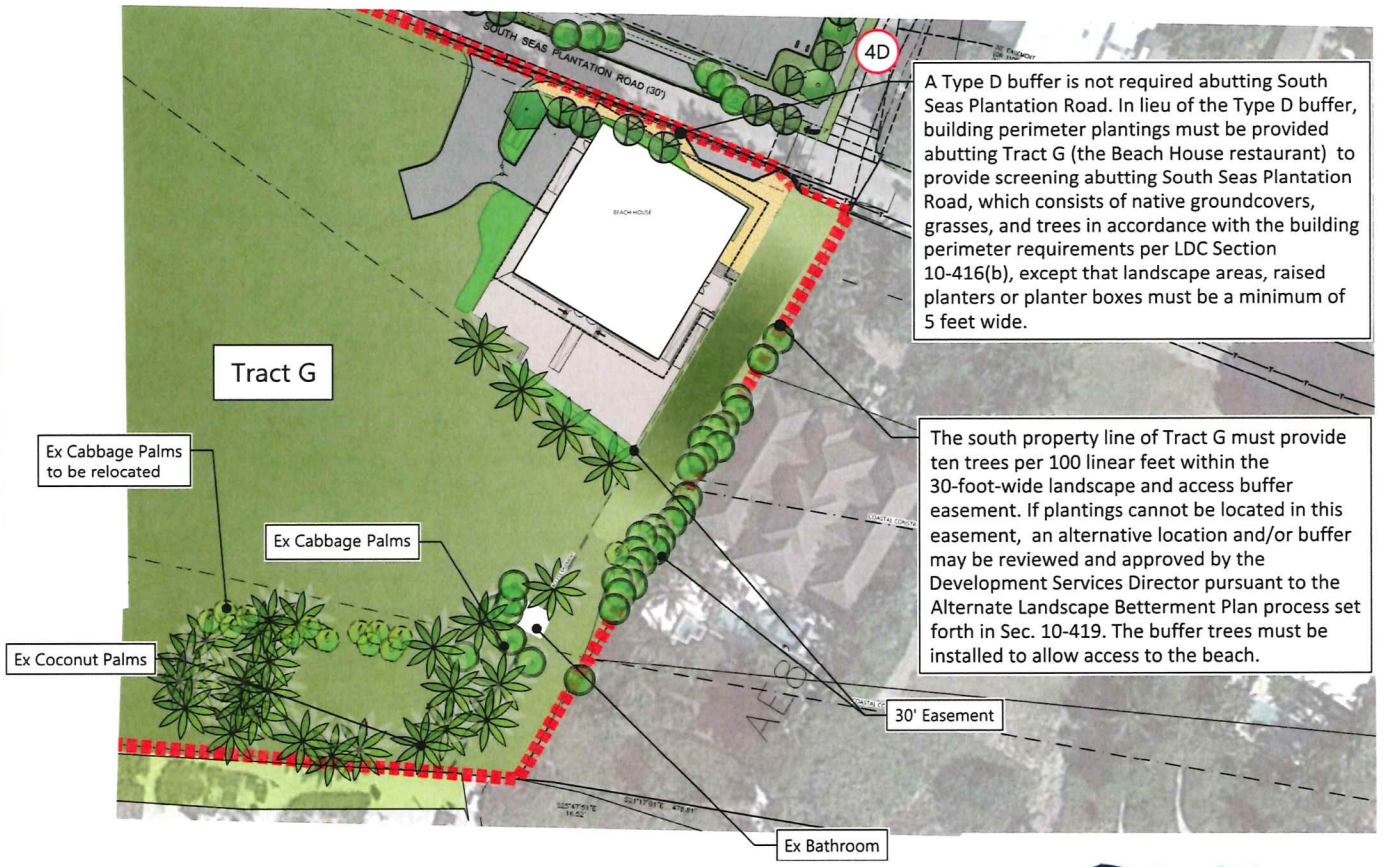

Conocarpus erectus Ser. - Silver Buttonwood


Cocos nucifera - Coconut Palm


Conocarpus erectus - Green Buttonwood


Chrysophyllum oliviforme - Satin Leaf





A Type D buffer is not required abutting South Seas Plantation Road. In lieu of the Type D buffer, building perimeter plantings must be provided abutting Tract G (the Beach House restaurant) to provide screening abutting South Seas Plantation Road, which consists of native groundcovers, grasses, and trees in accordance with the building perimeter requirements per LDC Section 10-416(b), except that landscape areas, raised planters or planter boxes must be a minimum of 5 feet wide.

The south property line of Tract G must provide ten trees per 100 linear feet within the 30-foot-wide landscape and access buffer easement. If plantings cannot be located in this easement, an alternative location and/or buffer may be reviewed and approved by the Development Services Director pursuant to the Alternate Landscape Betterment Plan process set forth in Sec. 10-419. The buffer trees must be installed to allow access to the beach.

South Seas

Hotel Plan

Vicinity Map




Cocoloba diversiflora - Pigeon Plum


Conocarpus erectus Ser. - Silver Buttonwood


Sabal palmetto - Cabbage Palm


Roystonea regia - Florida Royal Palm


Cocos nucifera - Coconut Palm


Conocarpus erectus - Green Buttonwood



South Seas

Spa Plan

Vicinity Map



Plant Palette

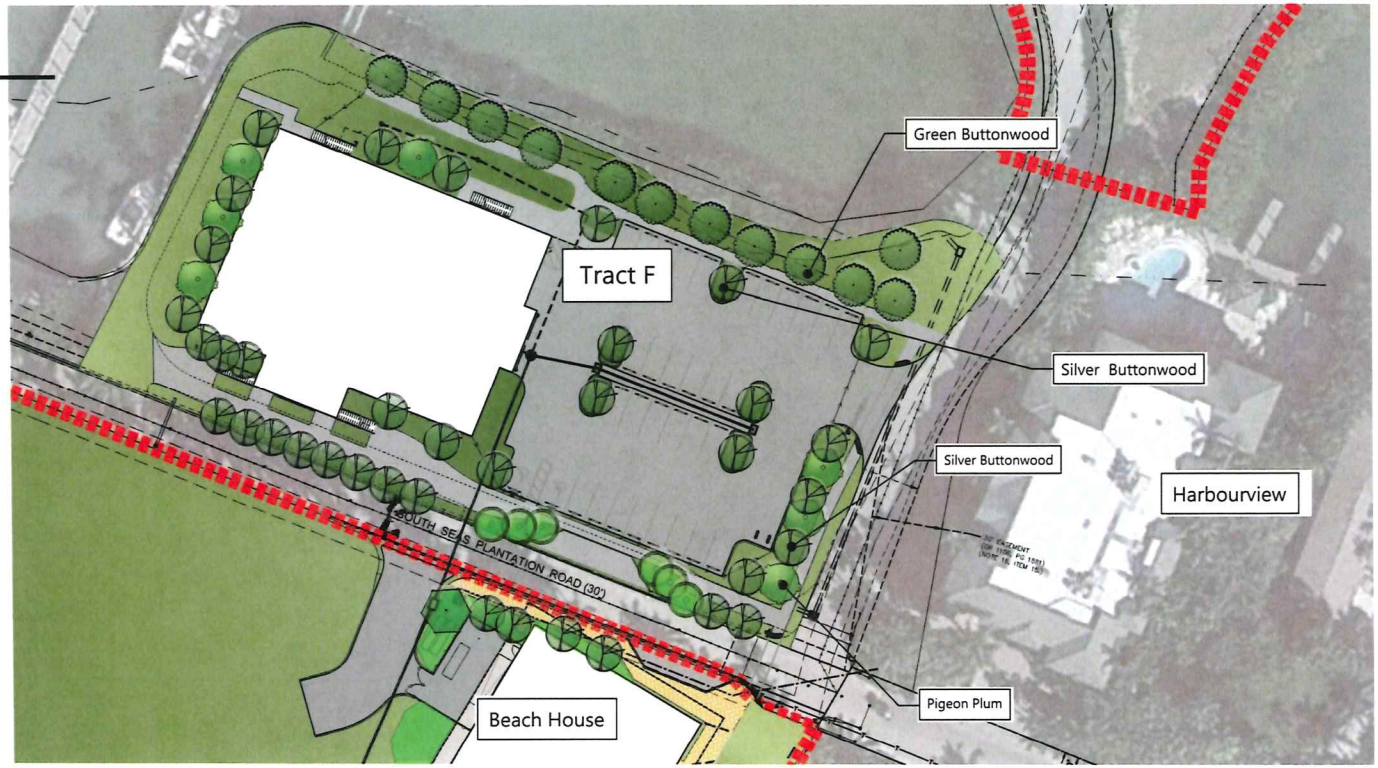

Sabal palmetto - Cabbage Palm


Cocoloba diversiflora - Pigeon Plum


Cocos nucifera - Coconut Palm


Conocarpus erectus Ser. - Silver Buttonwood

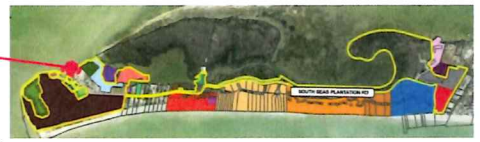

Conocarpus erectus - Green Buttonwood



South Seas

Pool Plan

Vicinity Map



The 310 linear footage of pool area hardened shoreline shown on the Hardened Shoreline will be planted as follows per LDO2023-00073.

Plant Palette


Sabal palmetto - Cabbage Palm Tail


Phoenix sylvestris - Sylvester Palm


Cocoloba diversifiora - Pigeon Plum


Chrysophyllum oliviforme - Satin Leaf


Cocos nucifera - Coconut Palm


Conocarpus erectus Ser. - Silver Buttonwood



Water Park Plan

Vicinity Map





Prior to issuance of a development order on Tract C, the development order plans must depict a six-foot-wide buffer along the entire property line of Tract C abutting property under separate ownership. The required planting content must include five trees per 100 linear feet and a single hedge. Trees must meet the specifications per LDC Section 10-420. Shrubs must be specified at five feet in height installed four feet on center and maintained at eight feet in height. A decorative fence must be installed with plantings on the exterior side of the fence.

South Seas

Deviation 16

1. Deviation (16) from LDC Section 10-421, which requires a two-inch minimum layer, after watering-in, of mulch or other recycled materials around all newly installed trees, shrubs, and groundcover plantings, to allow for crushed shell as an alternative material to mulch.

STAFF REPORT DISCUSSION:

Deviation #16. The Applicant is in agreement with Staff's condition of approval with the following revision:

50% of all required landscape plants must be native and salt tolerant.

Applicant Discussion: The revision will provide additional flexibility in plant selection while maintaining a significant amount of native vegetation on the site. There are several species of naturalized and appropriate non-native plant species, such as Coconut Palms, that can be used to enhance the project in lieu of native vegetation.

Plants that are frequently used in South Florida with High Salt Tolerance


Beach shell


Bougainvillea - Bougainvillea Barbara karst


Hibiscus Yellow Hibiscus


Carissa grandiflora - Emerald Blanket


Lantana spp. 'Gold Mound' - Gold Lantana


Clusea guttifera - Small Leaf Clusea


Asparagus densiflorus 'Myers' - Myers Asparagus


Cocos nucifera - Coconut Palm (2)


Phoenix canariensis - Canray Island Date Palm 1


Nerium Oleander - White White Oleander

South Seas

Landscape Architecture Conclusion

It is my professional opinion that the South Seas MPD, in conjunction with the deviations listed and plans presented, will meet and/or exceed the intent of the landscape requirements of the Lee County Land Development Code.

Carl Barraco, P.E.

Stormwater & Utilities

South Seas Island Resort Stormwater Management Historic Overview

- First drainage system permit issued by SFWMD on record is "Surface Water Management Permit" No. 36-00583-S dated August 8, 1985.
- Existing system and original design based on design parameters established by the State of Florida as required to obtain the Surface Water Management Permit, which has since been replaced by more robust design requirements as required to obtain a modern "Environmental Resource Permit".

Stormwater Management Overview



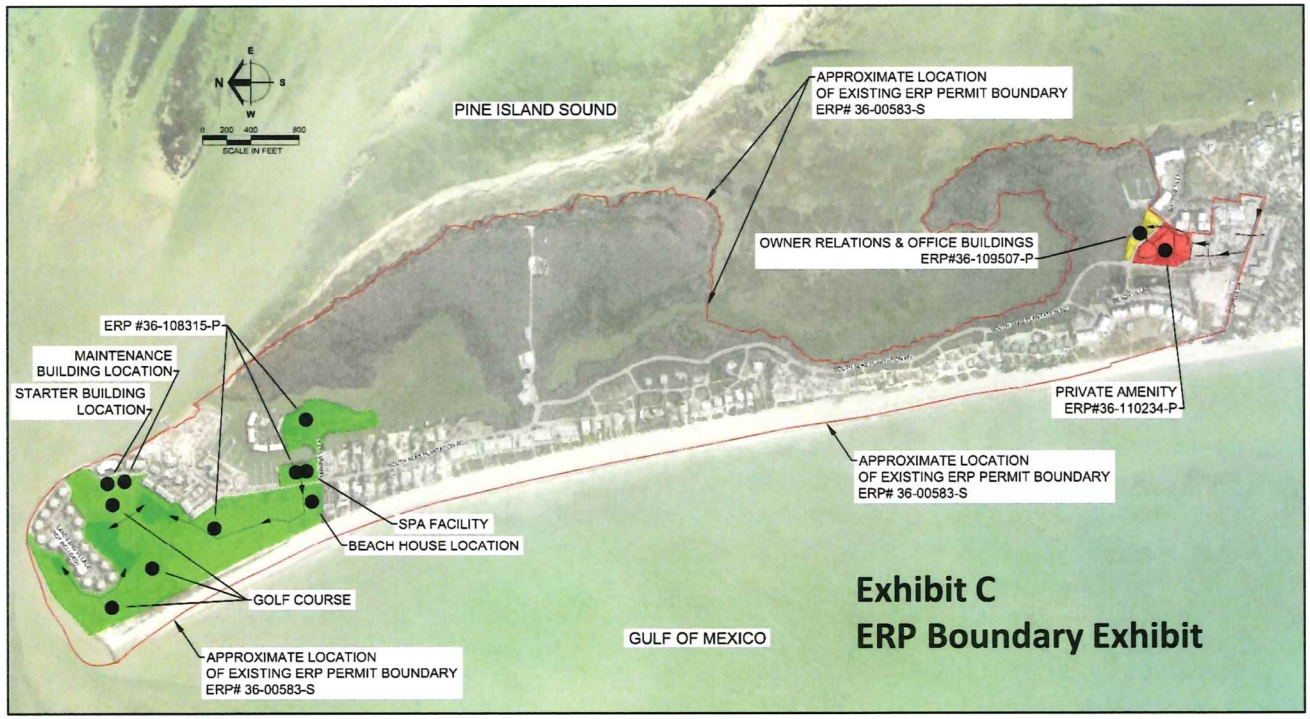


- From Surface Water Management perspective, SSIR appears very similar with very little change (i.e., very little change to original drainage system, 1994-2024, until recent Timbers activity).
- Recent addition of several new water quality systems.
- Stormwater system is full retention with direct overflow discharge to Gulf of Mexico and the Pine Island Sound Aquatic Preserve.

South Seas

Stormwater Management Overview

- To date, Timbers has obtained six <u>Environmental Resource Permit (ERP)</u> modifications (Exhibit C) and associated Development Orders (Exhibit D), all of which combined provide additional water quality pre-treatment well above current State requirements.



South Seas

Stormwater Management Overview



- To date, Timbers has obtained six Environmental Resource Permit (ERP) modifications (Exhibit C) and associated Development Orders (Exhibit D), all of which combined provide additional water quality pre-treatment well above current State requirements.

South Seas

Stormwater Management Overview

- Typically, stormwater attenuation and pretreatment are requirements of stormwater management systems. In the case of this barrier island, stormwater attenuation is not significant in this tidal environment. However, given that SSIR fronts the Gulf of Mexico and Pine Island Sound Aquatic Preserve, stormwater runoff quality is a significant concern. Recent pretreatment improvements provided to date (Exhibit C) and in the future as a result of this request, will provide a significant improvement to the local environment, and therefore, all of Lee County.

Stormwater Management Summary/Conclusion

- Proposed modifications include water quality treatment beyond the current requirements for an ERP modification. All subsequent modifications will provide water quality pretreatment above and beyond that which is existing for the same drainage areas today.

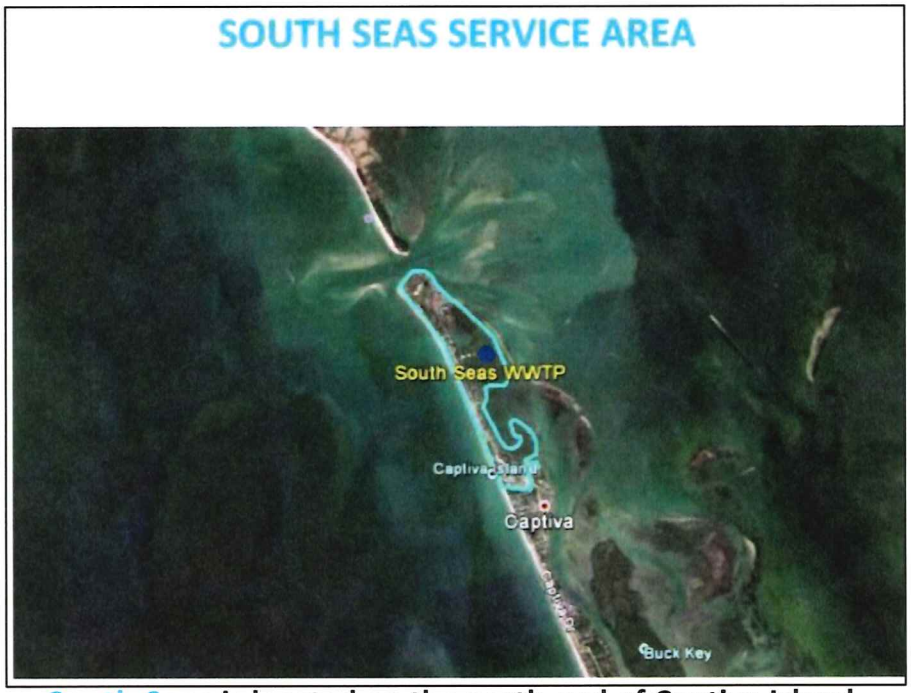
Conclusion: It is my professional opinion the stormwater quality has improved as a result of Timbers' actions to date and will continue to improve with development consistent with the proposed zoning application. Further, it is my professional opinion the South Seas MPD has met and/or exceeded all of the applicable standards and demonstrated consistency with the Lee Plan and Land Development Code with regard to stormwater management.

Utilities – Sanitary Sewer:
Florida Governmental Utility Authority (FGUA)

- Florida Governmental Utility Authority (FGUA) is a special purpose government that acquires, owns, improves and operates water and wastewater utilities.
- The Florida Governmental Utility Authority was formed in 1999 through an interlocal agreement between Brevard, Lee, Polk and Sarasota counties.
- Today, FGUA operates at least 97 systems in 14 counties across Florida.
- FGUA operates three utility systems in Lee County, which include North Fort Myers, Lehigh Acres, and South Seas.

Sanitary Sewer: FGUA

- Designed and permitted by the FDEP in April 2011 and remained operational after three recent hurricanes (Ian, Helene and Milton).
- The current methods of effluent disposal, as permitted by the FDEP, include irrigation for the SSIR Golf Course, and/or the deep injection well



South Seas is located on the north end of Captiva Island. This is a wastewater system only with one wastewater treatment plant (WWTP) serving approximately 81 customers.

South Seas

Grant Submittal Scope of Work (FDEP awarded $7 million)

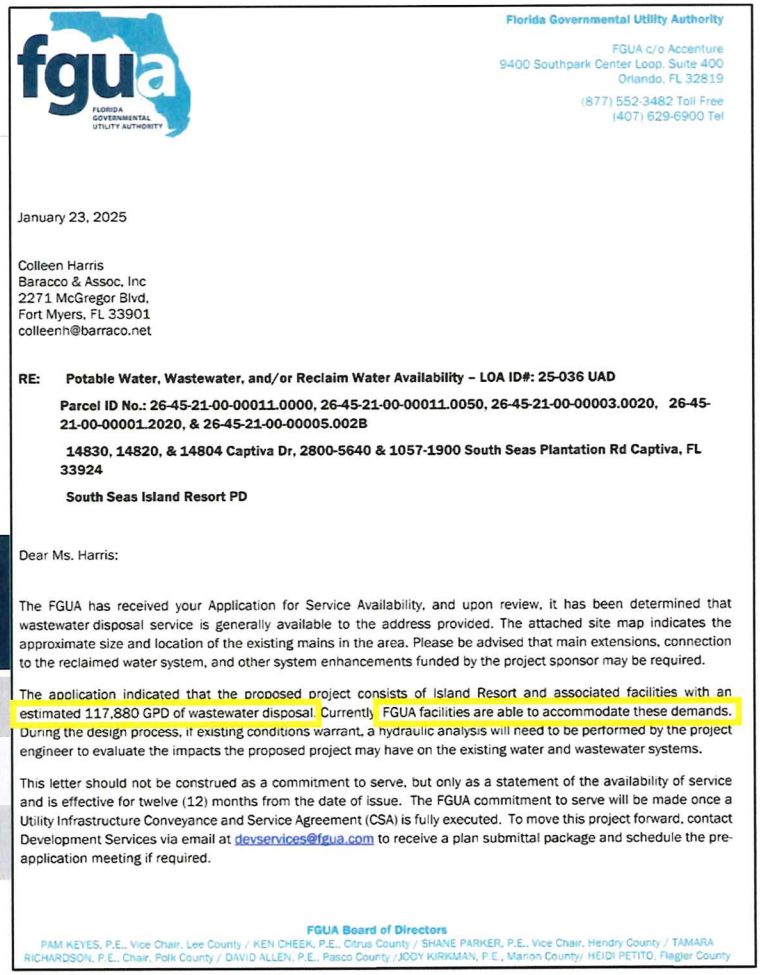
"Installation of shallow injection wells for effluent disposal, denitrification filters, Disk Filters, and or Membrane Bio Reactor."

These modifications will further improve the system and add additional redundancy for effluent disposal.

Sanitary Sewer: FGUA

- FGUA has provided an updated sanitary sewer Letter of Availability which is on file as part of the pending application.

Description	Original LOA Units	Original LOA Flow (GPD)	Updated LOA Units	Updated Flow (GPD)
Hotel Rooms	425 rooms @ 200 GPD	85,000	435 rooms @ 200 GPD	87,000
Multi-Family			193 units @ 160 GPD	30,880
TOTAL:		85,000		117,880



Florida Governmental Utility Authority

FGUA c/o Accenture
9400 Southpark Center Loop, Suite 400
Orlando, FL 32819
(877) 552-3482 Toll Free
(407) 629-6900 Tel

January 23, 2025

Colleen Harris
Baracco & Assoc, Inc
2271 McGregor Blvd,
Fort Myers, FL 33901
colleenh@barraco.net

RE: Potable Water, Wastewater, and/or Reclaim Water Availability – LOA ID#: 25-036 UAD

Parcel ID No.: 26-45-21-00-00011.0000, 26-45-21-00-00011.0050, 26-45-21-00-00003.0020, 26-45-21-00-00001.2020, & 26-45-21-00-00005.002B

14830, 14820, & 14804 Captiva Dr, 2800-5640 & 1057-1900 South Seas Plantation Rd Captiva, FL 33924

South Seas Island Resort PD

Dear Ms. Harris:

The FGUA has received your Application for Service Availability, and upon review, it has been determined that wastewater disposal service is generally available to the address provided. The attached site map indicates the approximate size and location of the existing mains in the area. Please be advised that main extensions, connection to the reclaimed water system, and other system enhancements funded by the project sponsor may be required.

The application indicated that the proposed project consists of Island Resort and associated facilities with an estimated 117,880 GPD of wastewater disposal. Currently, FGUA facilities are able to accommodate these demands. During the design process, if existing conditions warrant, a hydraulic analysis will need to be performed by the project engineer to evaluate the impacts the proposed project may have on the existing water and wastewater systems.

This letter should not be construed as a commitment to serve, but only as a statement of the availability of service and is effective for twelve (12) months from the date of issue. The FGUA commitment to serve will be made once a Utility Infrastructure Conveyance and Service Agreement (CSA) is fully executed. To move this project forward, contact Development Services via email at devservices@fgua.com to receive a plan submittal package and schedule the pre-application meeting if required.

FGUA Board of Directors
PAM KEYES, P.E., Vice Chair, Lee County / KEN CHEEK, P.E., Citrus County / SHANE PARKER, P.E., Vice Chair, Hendry County / TAMARA RICHARDSON, P.E., Chair, Polk County / DAVID ALLEN, P.E., Pasco County / JODY KIRKMAN, P.E., Marion County/ HEIDI PETITO, Flagler County

South Seas

Sanitary Sewer: FGUA

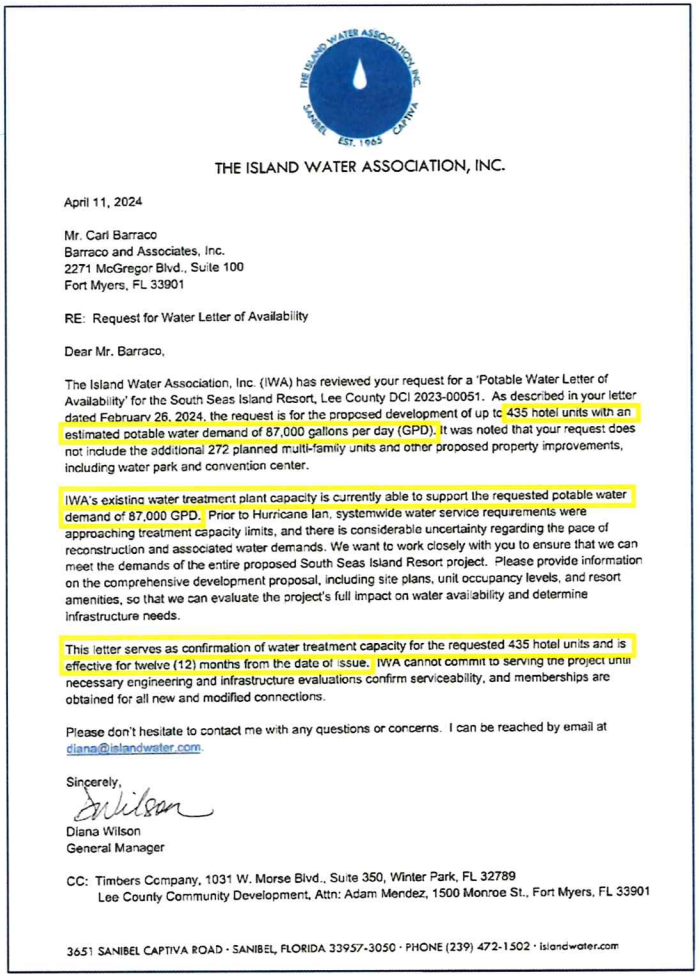
In summary, the FGUA existing WWTP is capable of providing the required sanitary sewer service to support the requested uses. In addition, the FDEP has recently awarded a $7 million grant which will add redundancy to effluent disposal.

Utilities – Potable Water:
The Island Water Association, Inc. (IWA)

The Island Water Association, Inc. (IWA) is a corporation not for profit organized and existing under the Laws of the State of Florida, incorporated in 1965.

Potable Water: IWA

IWA has provided a potable water Letter of Availability which is on file as part of this application.



THE ISLAND WATER ASSOCIATION, INC.

April 11, 2024

Mr. Carl Barraco
Barraco and Associates, Inc.
2271 McGregor Blvd., Suite 100
Fort Myers, FL 33901

RE: Request for Water Letter of Availability

Dear Mr. Barraco,

The Island Water Association, Inc. (IWA) has reviewed your request for a 'Potable Water Letter of Availability' for the South Seas Island Resort, Lee County DCI 2023-00051. As described in your letter dated February 26, 2024, the request is for the proposed development of up to 435 hotel units with an estimated potable water demand of 87,000 gallons per day (GPD). It was noted that your request does not include the additional 272 planned multi-family units and other proposed property improvements, including water park and convention center.

IWA's existing water treatment plant capacity is currently able to support the requested potable water demand of 87,000 GPD. Prior to Hurricane Ian, systemwide water service requirements were approaching treatment capacity limits, and there is considerable uncertainty regarding the pace of reconstruction and associated water demands. We want to work closely with you to ensure that we can meet the demands of the entire proposed South Seas Island Resort project. Please provide information on the comprehensive development proposal, including site plans, unit occupancy levels, and resort amenities, so that we can evaluate the project's full impact on water availability and determine infrastructure needs.

This letter serves as confirmation of water treatment capacity for the requested 435 hotel units and is effective for twelve (12) months from the date of issue. IWA cannot commit to serving the project until necessary engineering and infrastructure evaluations confirm serviceability, and memberships are obtained for all new and modified connections.

Please don't hesitate to contact me with any questions or concerns. I can be reached by email at diana@islandwater.com.

Sincerely,

Diana Wilson
General Manager

CC: Timbers Company, 1031 W. Morse Blvd., Suite 350, Winter Park, FL 32789
Lee County Community Development, Attn: Adam Mendez, 1500 Monroe St., Fort Myers, FL 33901

3651 SANIBEL CAPTIVA ROAD · SANIBEL, FLORIDA 33957-3050 · PHONE (239) 472-1502 · islandwater.com

South Seas

Civil Engineering Conclusion

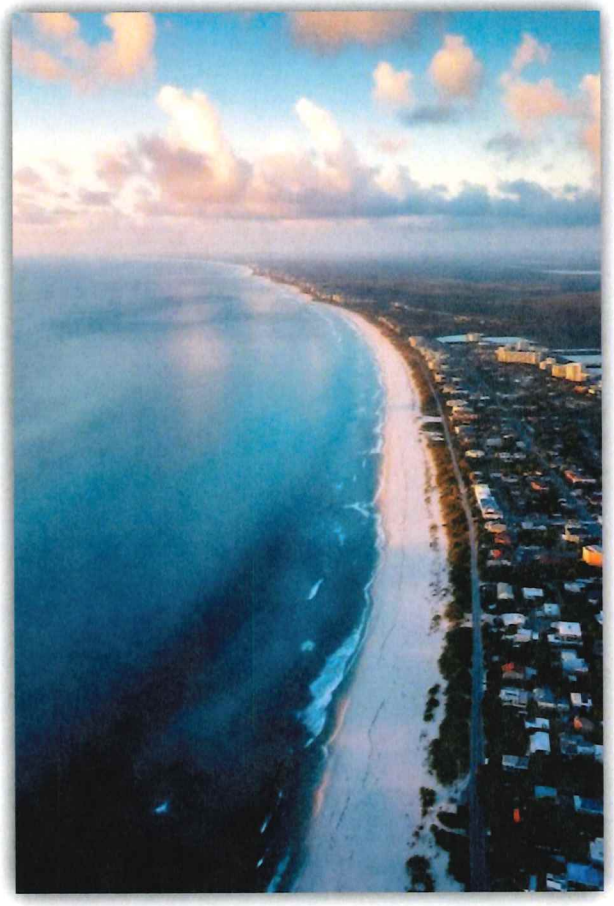
It is my professional opinion that the South Seas MPD has met and/or exceeded all of the applicable standards and demonstrated consistency with the Lee Plan and Land Development Code.

Elizabeth Fountain, P.E.

Coastal Engineering

South Seas

FEMA vs. NOAA CHHAs: Understanding the Differences



This presentation explores the distinctions between FEMA and NOAA/SLOSH Coastal High Hazard Areas (CHHAs) and their diverse applications in combination with FDEP's criteria in coastal engineering, planning, and development.

These various criteria work together to promote resilient construction, ultimately reducing damage and enhancing long-term sustainability.

SLOSH and FEMA CHHAs: Distinct Perspectives

SLOSH CHHA (Sea, Lake, Overland Surges from Hurricane)

- Developed for Emergency Planning and storm surge modeling, SLOSH CHHA predicts potential hurricane flooding. Illustrates the worst-case, highest water level (Maximum of the Maximum Envelope of High Water, or MEOW/MOM).
- SLOSH does not evaluate storm surge, wave conditions, wave propagation, river flow, or rainfall flooding.
- It is not used for Florida Building Code (FBC) regulations or development regulations within Special Flood Hazard Areas.
- The County utilizes the SLOSH CHHA for determining evacuation zones, evacuation routes and the timing of public notices for
- evacuations.

FEMA Modeled CHHA

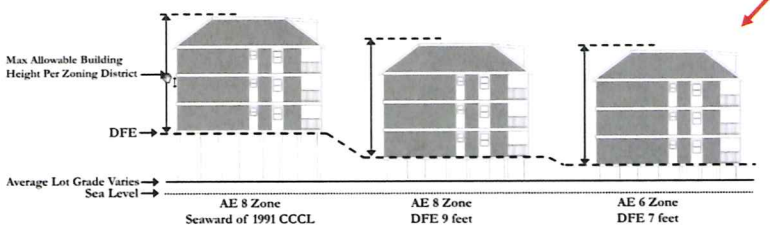
- Used in flood risk mapping, FEMA CHHA delineates areas with a 1% annual chance of flooding, impacting land use, permitting, and insurance.
- Represents coastal flooding areas with high/moderate wave action during significant storms (the 100-year flood, which has a 26% chance of occurring within 30 years). FEMA CHHA uses data from actual historical storms in the specific region.
- It ***does*** evaluate wave conditions, wave propagation, river flow, and rainfall flooding.
- It is used for Florida Building Code (FBC) regulations and development regulations within Special Flood Hazard Areas to protect the health, safety and welfare of the public and project property.
- Lee County's FEMA CHHA was recently updated (November 2022), resulting in more accurate risk mapping, as evidenced by recent storm events.



South Seas

FEMA SFHAs: Evolving Standards and Their Impacts





Historical Overview

FEMA's Special Flood Hazard Areas (SFHAs) have undergone numerous revisions, incorporated updated methodologies and reflected evolving flood risk. The initial FEMA flood map for this area was effective in 1984 and has been revised four (4) times.

Current SFHAs and LiMWA

The SFHA provides a Base Flood Elevation (BFE), representing the level of coastal flooding. The Limit of Moderate Wave Action (LiMWA) is also a critical boundary within FEMA CHHAs, representing the limit of significant wave impact during storms.

Construction Standards

Special Flood Hazard Areas (SFHAs) influence minimum construction standards, including Design Flood Elevation (DFE) and Minimum Finished Floor Elevation (FFE), impacting new construction and rebuilding efforts. As the FEMA Base Flood Elevations (BFEs) change, so do the Design Flood Elevations which impact the Minimum Finished Floor Elevations.

South Seas



FIRST FEMA MAP OF AREA
EFFECTIVE 09/19/1984 (NGVD 29)



REVISED MAP
EFFECTIVE 08/28/2008 (NAVD 88)



CURRENT MAP
EFFECTIVE 11/17/2022 (NAVD 88)

* FIRM PANELS REVISED IN 1992 AND 2003 WITH NO CHANGE TO AREA OF INTEREST

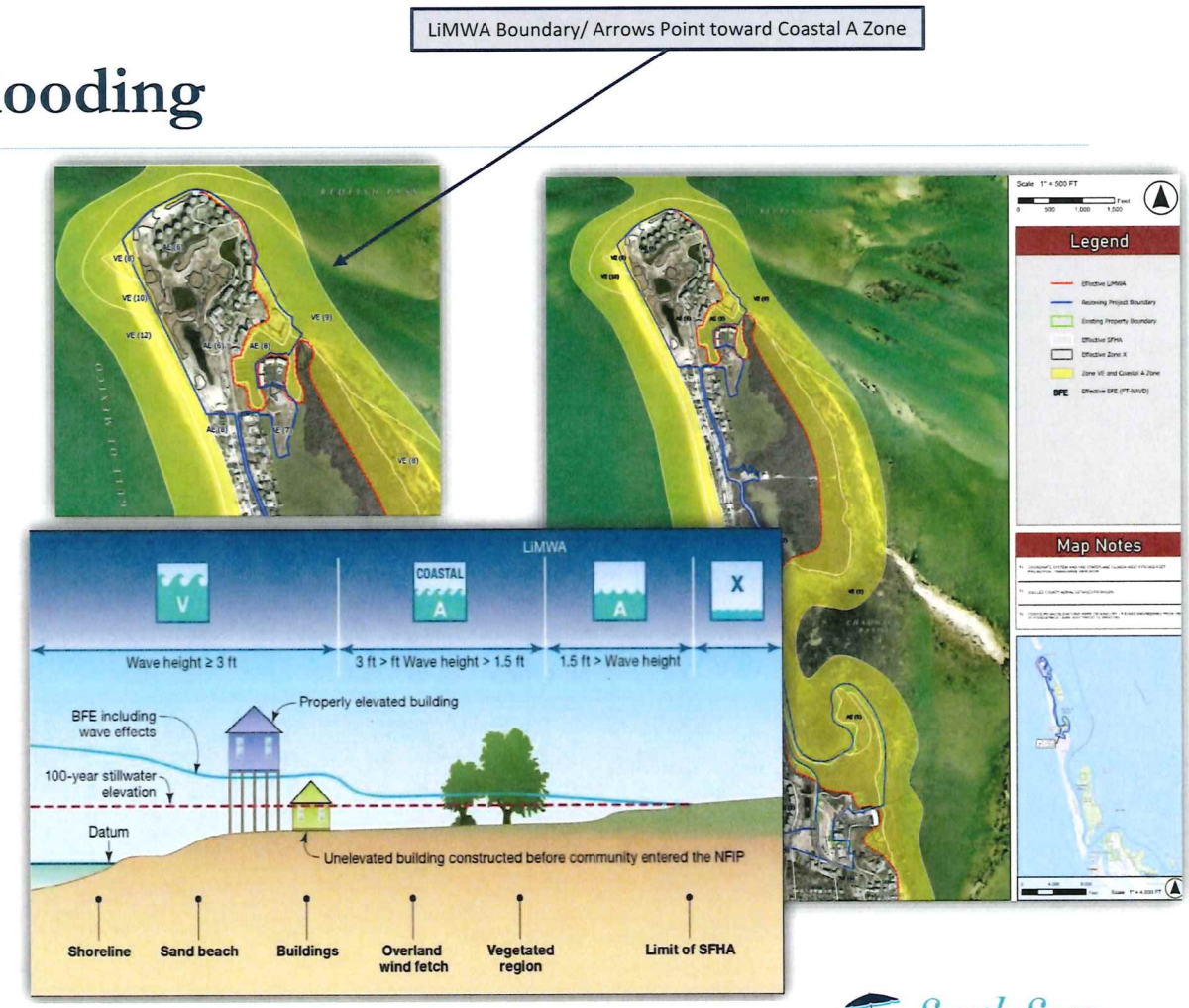
South Seas

Elements of Coastal Flooding

Understanding the Limit of Moderate Wave Action (LiMWA)

Current Flood Insurance Rate Maps (FIRMs) now include the LiMWA boundary. LiMWA defines the area where coastal waves reach 1.5 to 3.0 feet in height for an increased risk in flood damage.

This boundary marks the edge of the "Coastal A Zone" and impacts coastal construction design.



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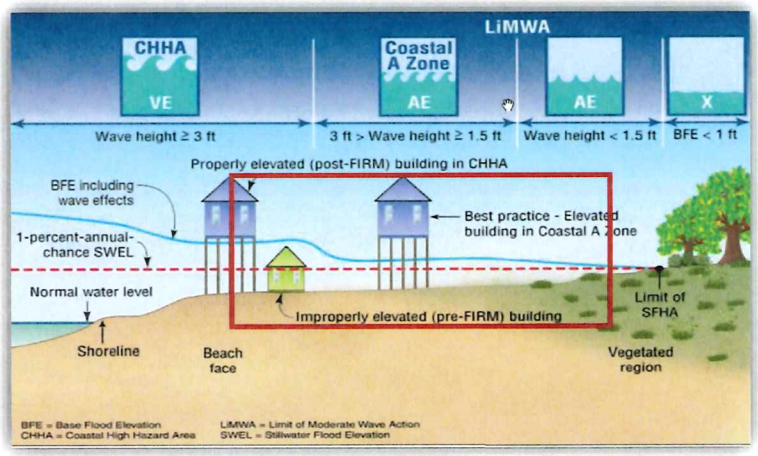
Elements of Coastal Flooding: Impacts on Construction

New buildings within the Limit of Moderate Wave Action (LiMWA) boundary typically require VE Zone construction per the Florida Building Code (FBC). Key requirements include:

- Elevating the bottom of the lowest horizontal supporting member to at least 1 foot above the Base Flood Elevation (BFE).
- Incorporating break-away walls with proper venting for enclosures.
- Restricting enclosure uses.
- Limiting fill and other development.

These requirements also affect future substantial improvements-repairs (exceeding 50% of structure value) to existing structures.





LiMWA Boundary/ Arrows Point toward Coastal A Zone

South Seas

Intersection of FEMA and FDEP Criteria: The Role of the CCCL Boundary

- Integrated Criteria
  - FDEP's 100-year Elevation requirement, a critical factor in coastal construction, is often integrated with FEMA's FFE for habitable structures.
- Implications for Construction
  - Properties located seaward of the CCCL boundary face stricter requirements for habitable structures, impacting construction and reconstruction projects.



South Seas

FDEP Criteria: Impacts on Construction and Reconstruction

- Florida's Coastal Construction Control Line (CCCL), established by the Florida Department of Environmental Protection (FDEP), protects coastal areas from erosion and storm damage while ensuring safe development. Structures seaward of the CCCL face specific regulations, including setbacks, height limits, and restrictions on seaward building, to safeguard beaches, dunes, and coastal ecosystems.

- FDEP sets a 100-Year Storm Elevation, determining minimum Finished Floor Elevations (FFEs) for habitable structures beyond the CCCL. Importantly, FDEP's 100-Year Storm Elevation is often higher than FEMA's Base Flood Elevation (BFE) in the same location.



CCCL Boundary
Example: North End of Captiva, Range Monument LE R-083



FEMA Flood Zones and FDEP CCCL Boundary

South Seas

FDEP Criteria: Impacts on Construction and Reconstruction

One-Hundred-Year Storm Elevation Requirements for Habitable Structures Located Seaward of a Coastal Construction Control Line

ELEVATION CERTIFICATE AND INSTRUCTIONS



- FDEP's 100-year storm elevation for this area is 18.6 FT-NGVD (17.4 FT-NAVD), significantly higher than FEMA's BFE range of 6.0 to 8.0 FT-NAVD.

					NGVD	
County	From/To	Range Monument ID	Northing	Easting	100 – Year Storm Elevation (ft.)	100 – Year Storm Design Grade Elevation (ft.)
Lee	From	R001	892408.690	411391.920	18.6	3.5
Lee	To	R113	778195.190	441945.380	18.6	3.5

- This stricter FDEP elevation requirement significantly limits usable habitable space in reconstruction projects, particularly when allowable height is based on *existing* ground elevations rather than the mandated 100-year storm elevation. This difference in elevation criteria necessitates careful planning and design considerations for coastal construction projects.

South Seas

Key Takeaways and Summary



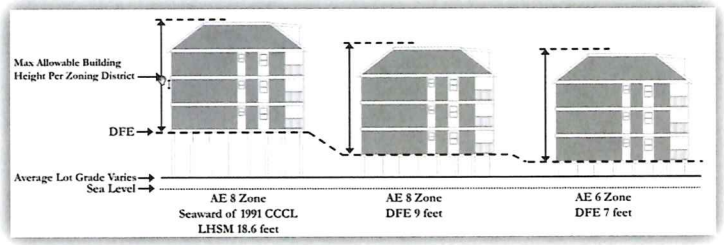
FEMA SFHAs: A Dynamic Framework

Regular updates reflect evolving flood risks and improved modeling.



FDEP's 100-Year Storm Elevation: Crucial for Coastal Resilience

Higher elevation requirements ensure resilience for properties and structures located waterward of CCCL Boundary.



Building Height Measurement Datum: Adapting to Change – Policy 23.2.3

Enables new and rebuilt structures to maintain functional living space while incorporating resilience measures to flooding and storm impacts.

South Seas

Coastal Engineering Conclusion

It is my professional opinion that the South Seas MPD has met and/or exceeded all of the applicable standards and demonstrated consistency with the Lee Plan and Land Development Code.

Christopher Wright, P.E.

Structural Engineering & Resiliency

South Seas

Structural Building Resilience – Florida Building Code

The State of Florida building codes and FEMA regulations have made buildings stronger and have become more stringent over the past 50 years.

Building Codes

- Pre 1960's - Early wind tunnel testing for the Empire State Building, boundary layer wind tunnel
- testing for the World Trade Center. Building code formulation in the early stages.
- 1974 – First Florida Building Code
- 1992 – Hurricane Andrew made landfall in South Florida, prompting a State mandated Florida
- Building Code.
- 2002 – First Edition of the Florida Building Code. Updates every 3 years. The code has strengthened
- building requirements and has become more stringent in the past 23 years of existence.

Structural Building Resilience – FEMA Standards

FEMA Standards

- 1970 – Federal Emergency Management Agency (FEMA) Flood Maps were created.
- 1999 – Florida Department of Environmental Protection (FDEP) stipulates design grade and design
- flood elevations for the adequate design of coastal residential buildings.
- 2002 – FDEP design elevations updated.
- 2010 – Site specific computer modeling becoming more prevalent in building design, creating more accurate design loadings from wave and storm surges.
- The flood and hurricane codes evolve constantly to provide a standard for buildings in Florida coastal or non-coastal, in order to preserve the health, safety and welfare of the public, protect property investments, mitigate insurance premiums and lessen state and local government costs due to hurricanes and flooding events.

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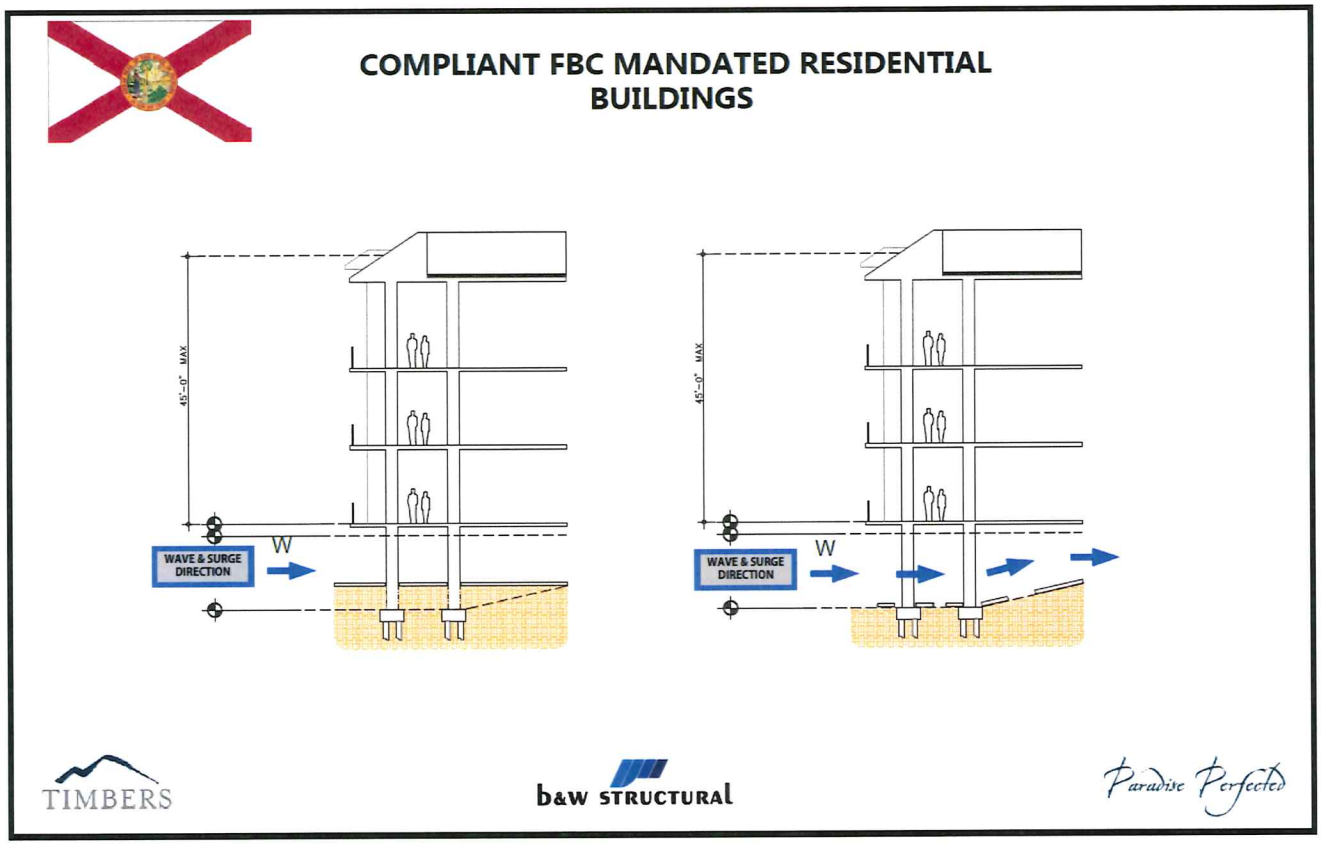
Structural Building Resilience

- The flood and hurricane codes evolve constantly to provide a standard for buildings in Florida coastal or non-coastal, in order to preserve the health, safety and welfare of the public, protect property investments, mitigate insurance premiums and lessen state and local government costs due to hurricanes and flooding events.

- Building resilience is not specific to Captiva or South Seas, it is a Florida State requirement stemming from 50 years of engineering, science, research and study of real-life events.

Compliant FBC Mandated Residential Buildings



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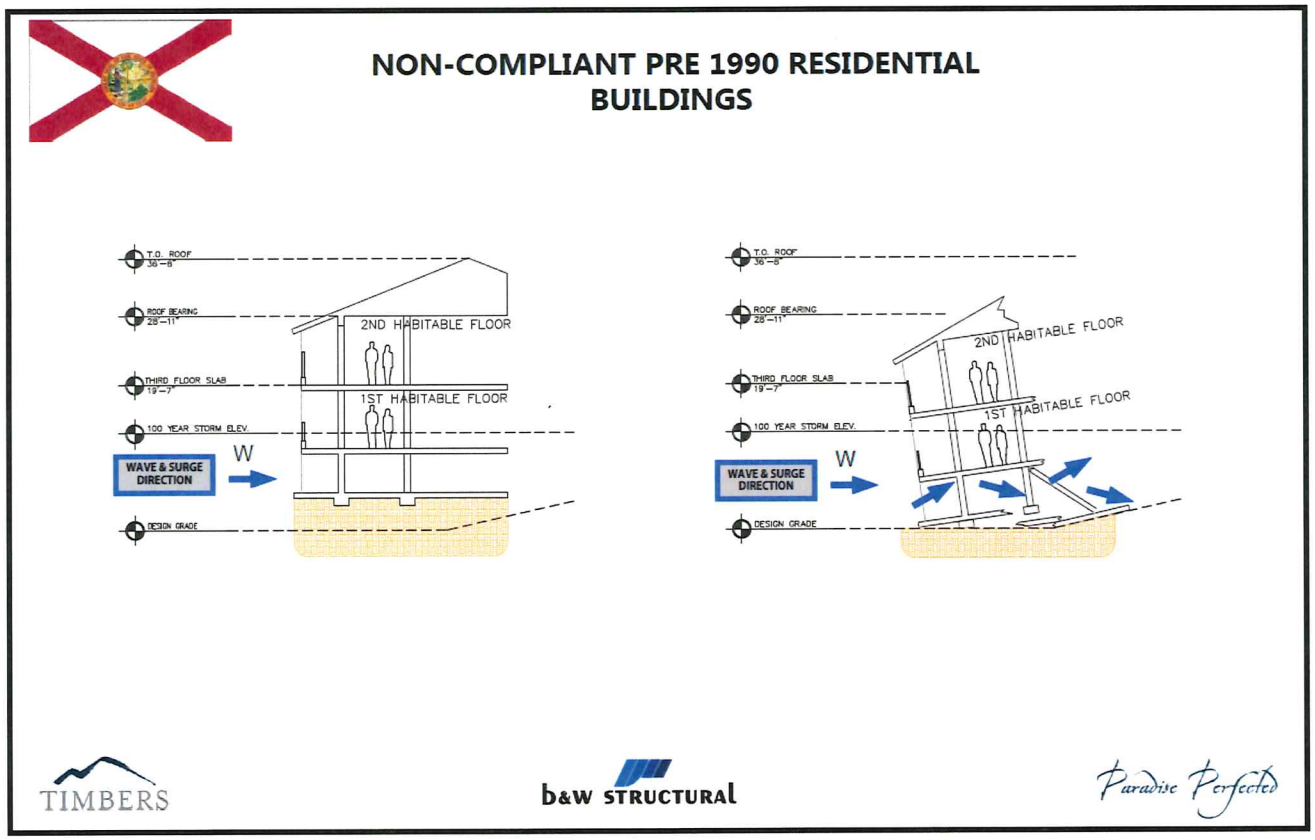
Non-Compliant Pre-1990 Residential Buildings



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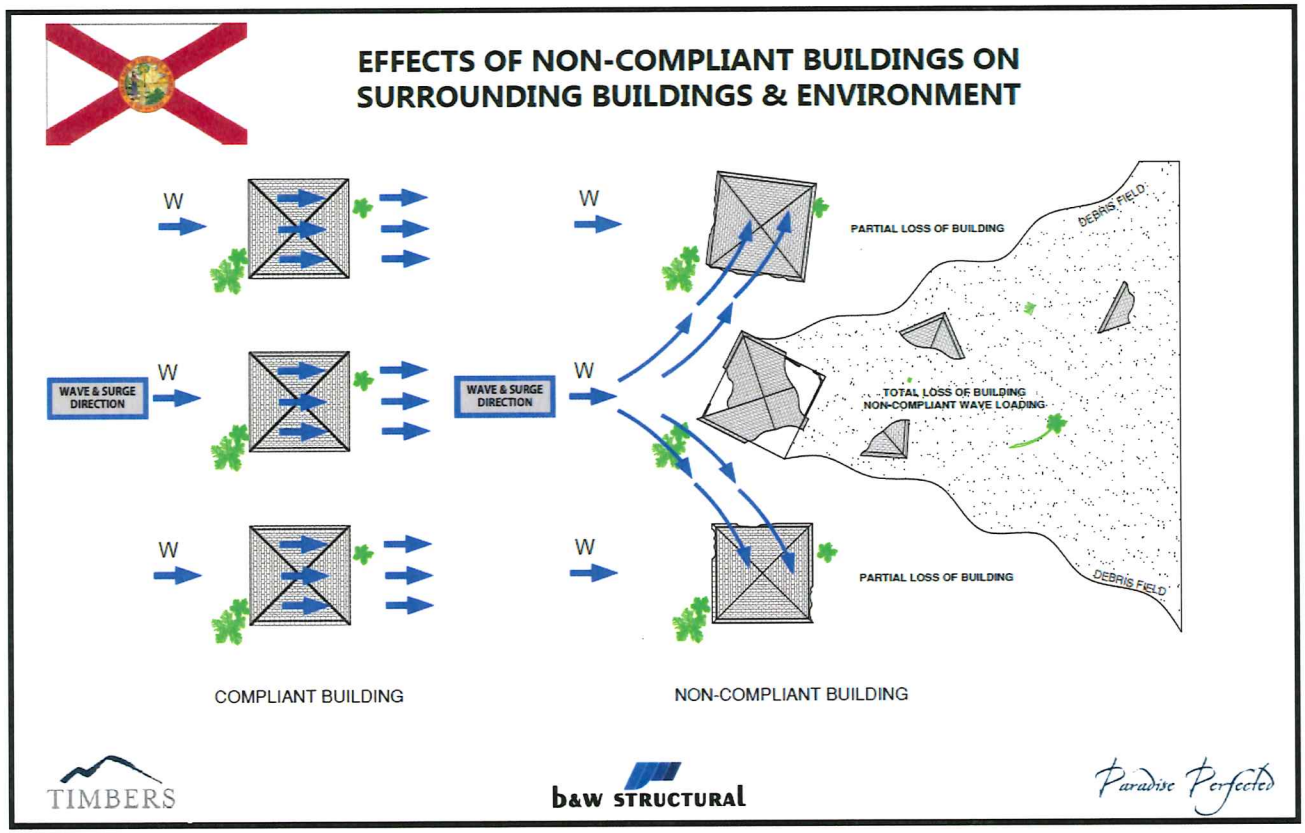
Effects of Non-Compliant Buildings



South Seas

Structural Engineering Conclusion

It is my professional opinion that the South Seas MPD has met and/or exceeded all of the applicable standards and demonstrated consistency with the Lee Plan and Land Development Code.

Mark McLean, AIBD, LEED AP

Architecture & Built Form

South Seas

Florida, building classifications—low-rise, mid-rise, and high-rise—are primarily determined by the building's height and the elevation of occupied floors. These classifications influence the specific fire safety requirements mandated by the Florida Building Code (FBC), the Florida Fire Prevention Code (FFPC) and the National Fire Protection Association (NFPA)

HIGH-RISE BUILDINGS:

The FBC and NFPA defines a high-rise building as one with an occupied floor located more than 75 feet above the lowest level of fire department vehicle access. Due to their height, high-rise buildings are subject to more stringent fire safety regulations, including:

- Fire Protection Systems: Mandatory installation of automatic sprinkler systems throughout the building.
- Smoke Control: Implementation of smoke control systems to manage smoke movement during a fire.
- Emergency Communication: Enhanced emergency communication systems to facilitate occupant notification and coordination during emergencies.

MID-RISE BUILDINGS:

While the FBC does not explicitly define "mid-rise" buildings, they are generally understood to be structures that do not meet the height criteria of high-rise buildings but are taller than low-rise structures. Fire safety requirements for mid-rise buildings include:

- Fire Protection Systems: Installation of standard fire safety equipment, such as smoke detectors, fire extinguishers, and sprinkler systems, focusing on localized fire suppression.
- Evacuation Planning: Development of accessible exits and fire-resistant materials to facilitate safe evacuation.

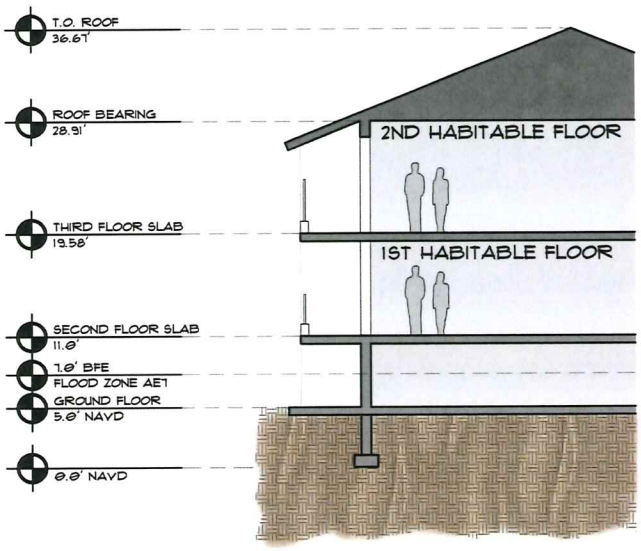
LOW-RISE BUILDINGS:

Low-rise buildings are typically defined as structures up to three or four stories in height. Fire safety measures for low-rise buildings include:

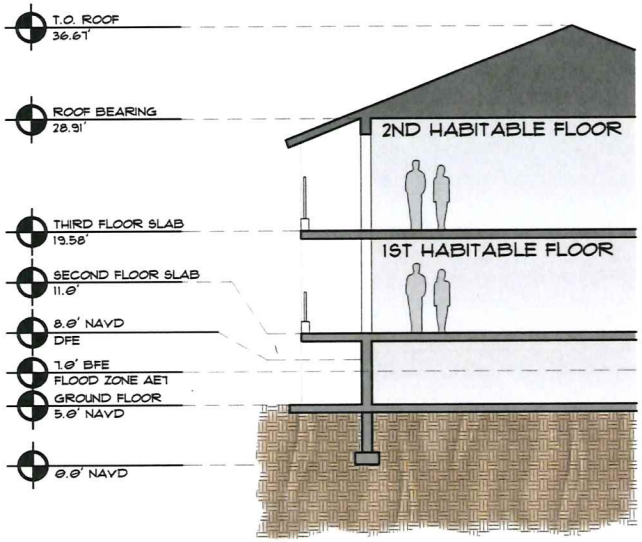
- Fire Suppression Systems: Incorporation of basic fire suppression systems, including fire extinguishers and smoke detectors, to contain and prevent the spread of fires.

SEC.34-2172. – Exceptions to height limitations for resiliency.

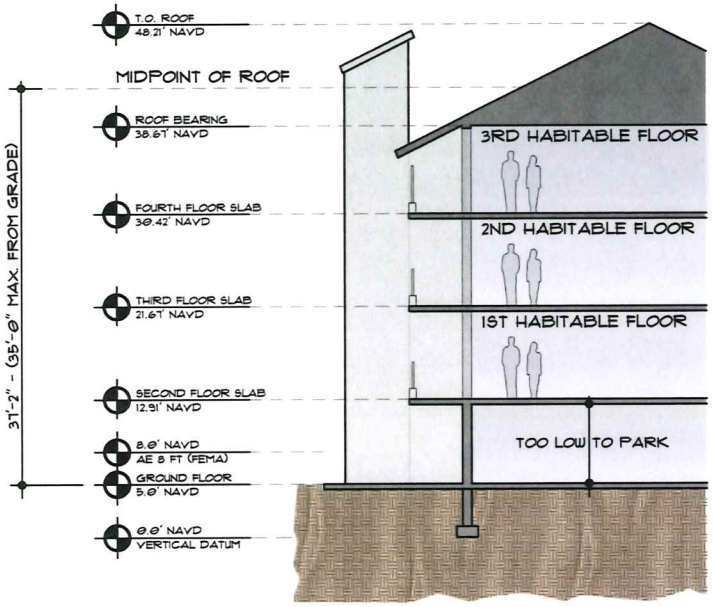
(A) Notwithstanding any other provision in this code, building within a coastal high hazard area, as defined in Section 6-479 ("V Zones"), or within a "Coastal A Zone", as defined by the Florida Building Code, may increase the height of the lowest minimum habitable floor for which a building permit may be issued by a maximum of four (4) feet and exceed the applicable height limitation established in this code proportionally without deviation or variance approval from to provide for increased resiliency and protection from natural disasters



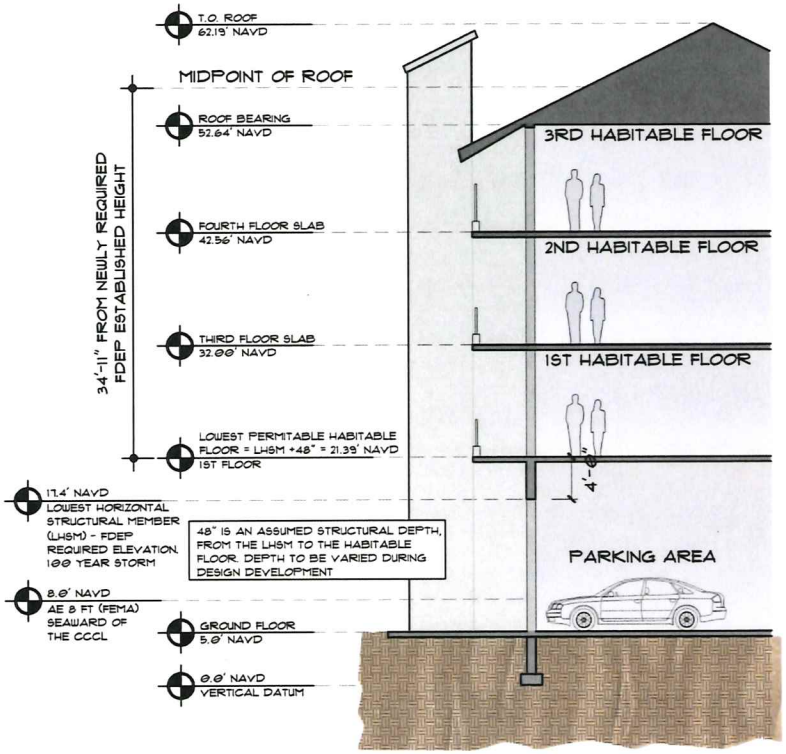
Existing 2-Story Building in an AE Flood Zone Cross Section



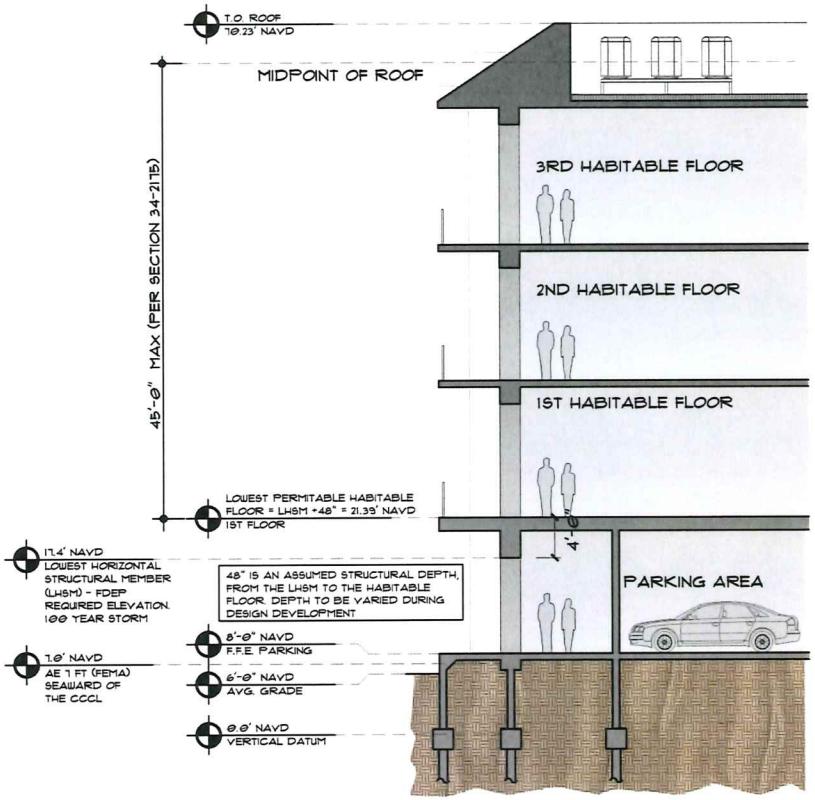
Existing 2-Story Building when Current FEMA Guidelines are Applied in an AE Flood Zone



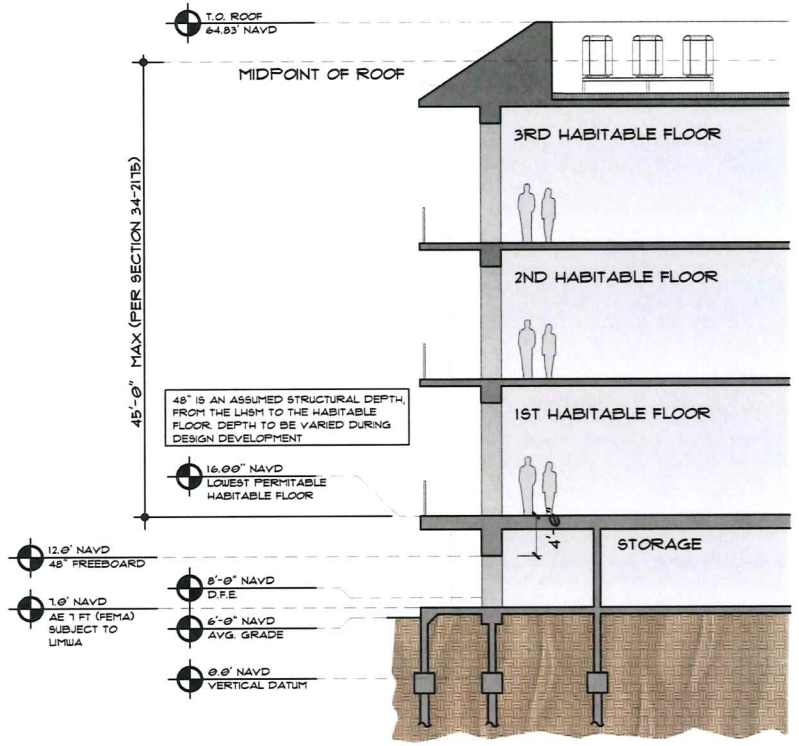
Existing 3-Story Building Seaward of the Coastal Construction Control Line (CCCL)



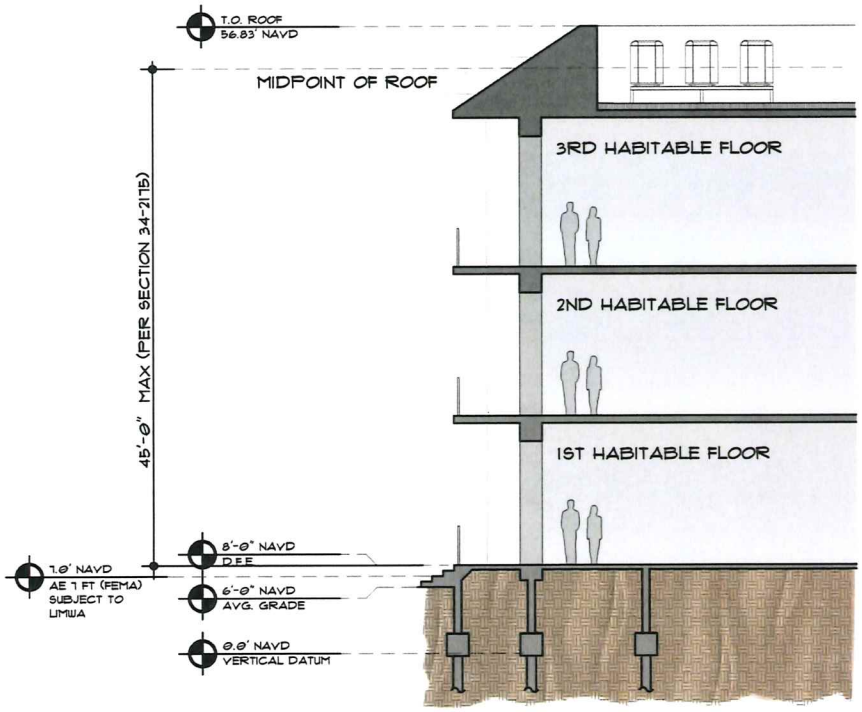
Existing 3-Story Building when Current FDEP Guidelines are Applied



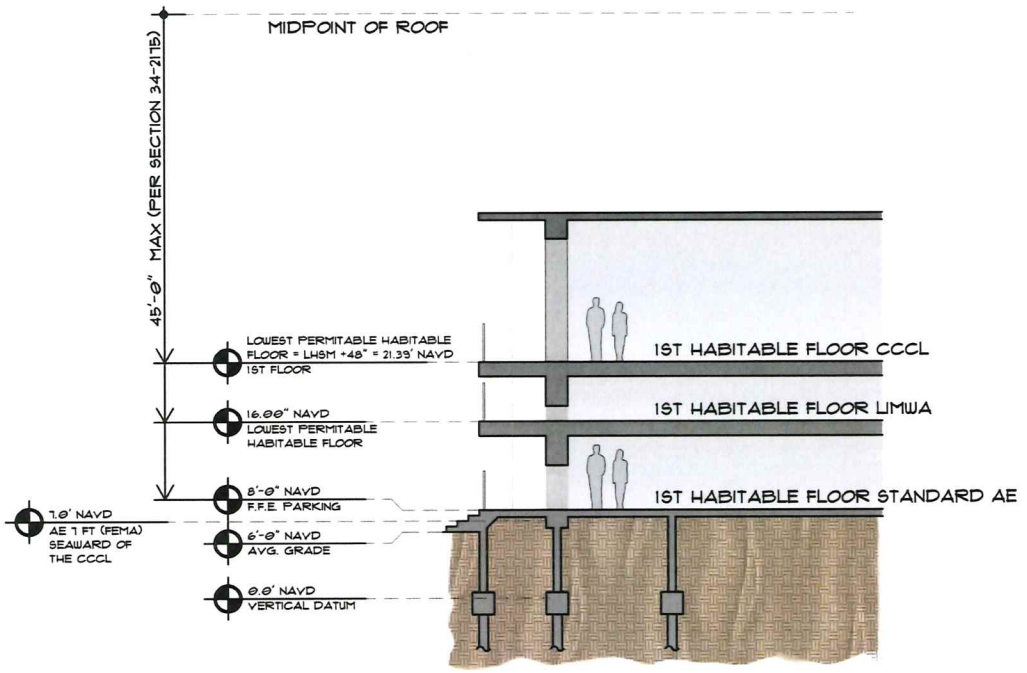
Building height subject to
Seaward of the Coastal Construction
Control Line (CCCL)



Building height subject to
Limited Wave Action (LiMWA)
Coastal A Flood Zone



Building height subject to
Current FEMA guidelines in a
Standard AE Flood Zone



Comparison of various flood zones
start point of measurements.
CCCL to LiMWA to Standard AE

SOUTH SEAS ISLAND RESORT
01/13/2025 MHK ARCHITECTURE COPYRIGHT © 2025
MHK ARCHITECTURE

South Seas

Beach House Restaurant

Key Map







South Seas

Beach Front Villas

Key Map







South Seas

Water Park

Key Map







South Seas

The Clutch: Golf Starter Building

Key Map





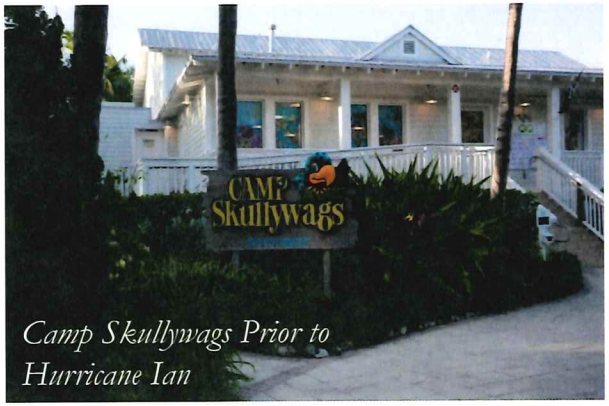


South Seas

Scoops & Slices Restaurant

Key Map





Camp Skullywags Prior to Hurricane Ian



South Seas

Red Fish Grille

Key Map







South Seas



Proposed South Seas Island Resort Beach Front Villas Compared to Existing

South Seas

Architecture Conclusion

It is my professional opinion that the South Seas MPD has met and/or exceeded all the applicable standards and demonstrated consistency with the Lee Plan and Land Development Code.

Ted Treesh
Transportation

TIS Methodology

- Traffic Impact Study was prepared consistent with the Guidelines of Administrative Code 13-17 – Traffic Study Guidelines for Planned Development Rezonings
- TIS was based on the addition of 435 Resort Hotel Rooms and the additional 227 Multi-Family Dwelling Units (Now Reduced to 193 Dwelling Units)
- 272 Multi-Family Dwelling Units are already Permitted on-site per 1973 rezoning and ADD2002-00098, so a reduction is MF dwelling units
- Access to the site has existed for a number of years via Captiva Drive to South Seas Plantation Road
- Captiva Drive – Lee County maintained Collector Roadway

South Seas

Trip Generation

- South Seas Resort provides many amenities on-site that allows Resorts Guests to remain on-site for the duration of their stay.
- Employee Shuttle Vans are provided to help reduce daily trips to the island by employees. Additional Shuttles added as employees increase.
- Airport Shuttles and Ride Sharing Services, such as Uber and Lyft, will also reduce the amount of vehicular trips made to the Resort by Guest
- None of these reductions were considered in the TIS

TIS Smmary

- Since the TIS was submitted, the updated 2024 Lee County Public Facilities Level of Service and Concurrency Report was Adopted by BOCC
- Transportation Concurrency is a non-regulatory Standard in the Lee County Comprehensive Plan (Policy 95.1.3)
- January 30, 2025 Letter provided that included updated LOS analysis of Captiva Drive and other roads on Sanibel and off-Island based on 2024 Report
- Projected 2028 LOS @ Build-Out
  - Captiva Drive LOS "D" - (S. of South Seas)
  - Sanibel Causeway LOS "F"
  - McGregor Blvd. LOS "B" - (W. of Summerlin)
  - Summerlin Rd. LOS "A" - (E. of McGregor)
  - Summerlin Rd. LOS "A" - (E. of San Carlos)

South Seas

Transportation Conclusion

- Conclusion: It is my professional opinion that the traffic impacts of adding 435 Resort Hotel Rooms and the already vested 193 Multi-Family Dwelling Units will not significantly impact the surrounding roadways by degrading the level of service
- South Seas on-site amenities are designed to keep guest on-site as much as possible during their stay
- Services are provided to reduce off-site trips by employees and will continue to be expanded as staff numbers increase
- Project will pay road impact fees to the County in excess of $2,000,000 based on current fee schedule
- Project is consistent with the Goals and Objectives of the Lee Plan and the Land Development Code with respect to transportation

South Seas

Shawn Farrell & Dan Trescott

Hurricane Evacuation & Emergency Management

South Seas

South Seas Emergency Management Approach

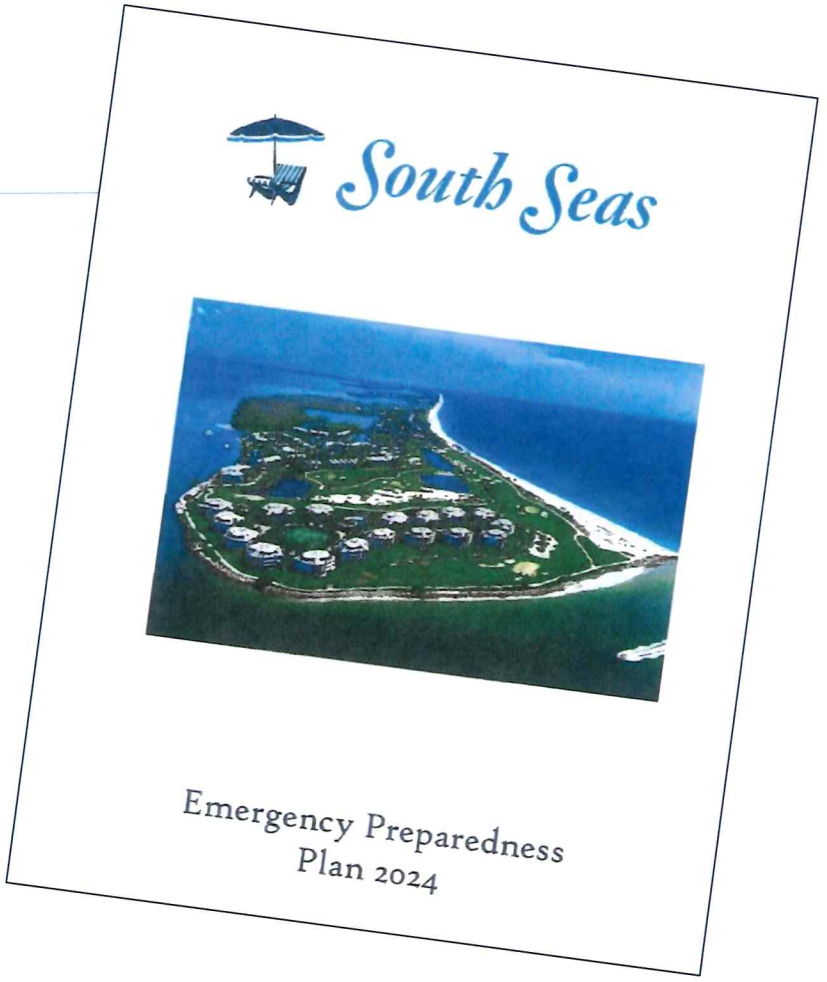
1. Plan
2. Communicate
3. Execute/Evacuate



South Seas

Emergency Management Plan

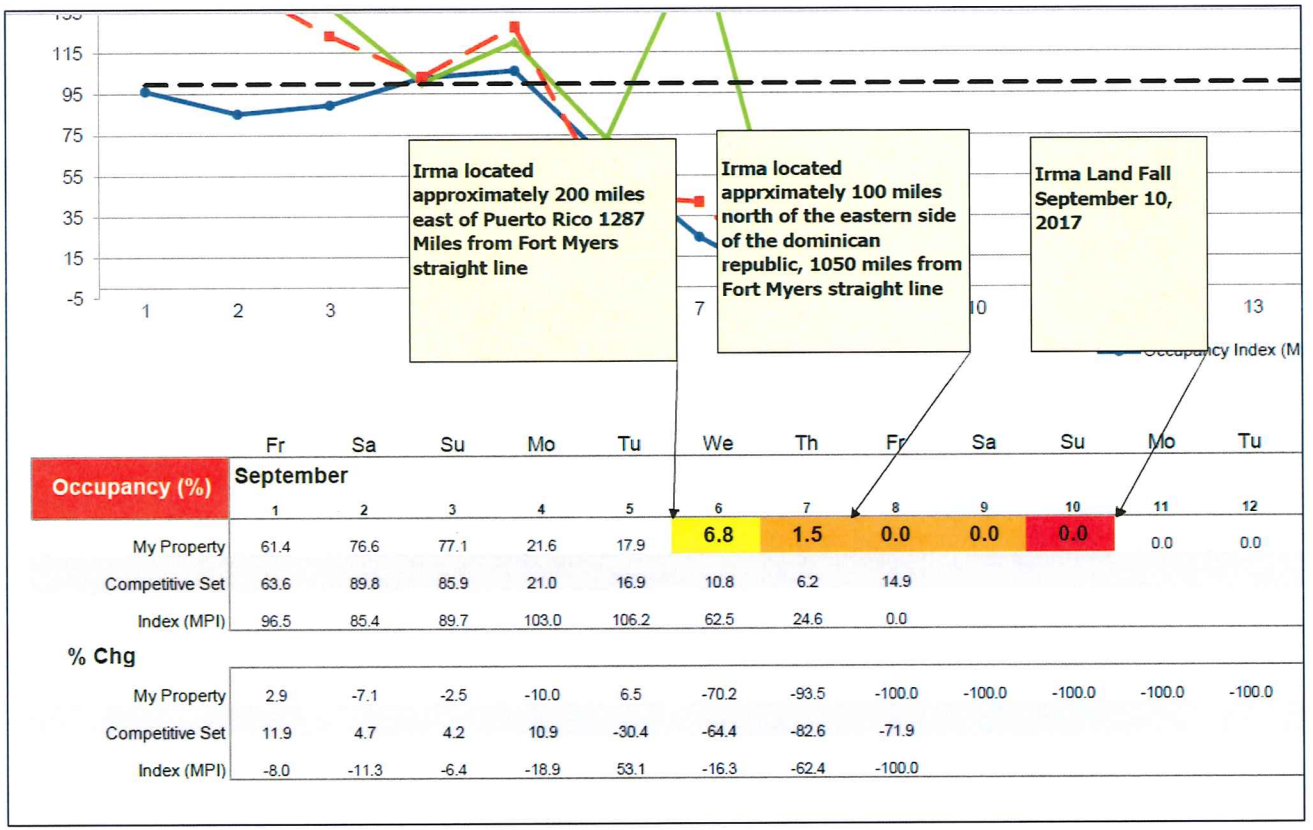
- Updated Annually by March 1st
- "Living Document"
- Purpose is to provide safety, preparedness, response, recovery, and mitigation before, during and after an emergency event such as a tropical storm system impact to the area



Emergency Management Plan

- Levels of "Activation" as storms form to ensure safety
- "Green" – Tropical System in Development
- "Yellow" – Resort is within Tropical Storm Watch
- "Orange" – Resort is within Tropical Storm Warning
- "Red" – Evacuation & Closure of Resort

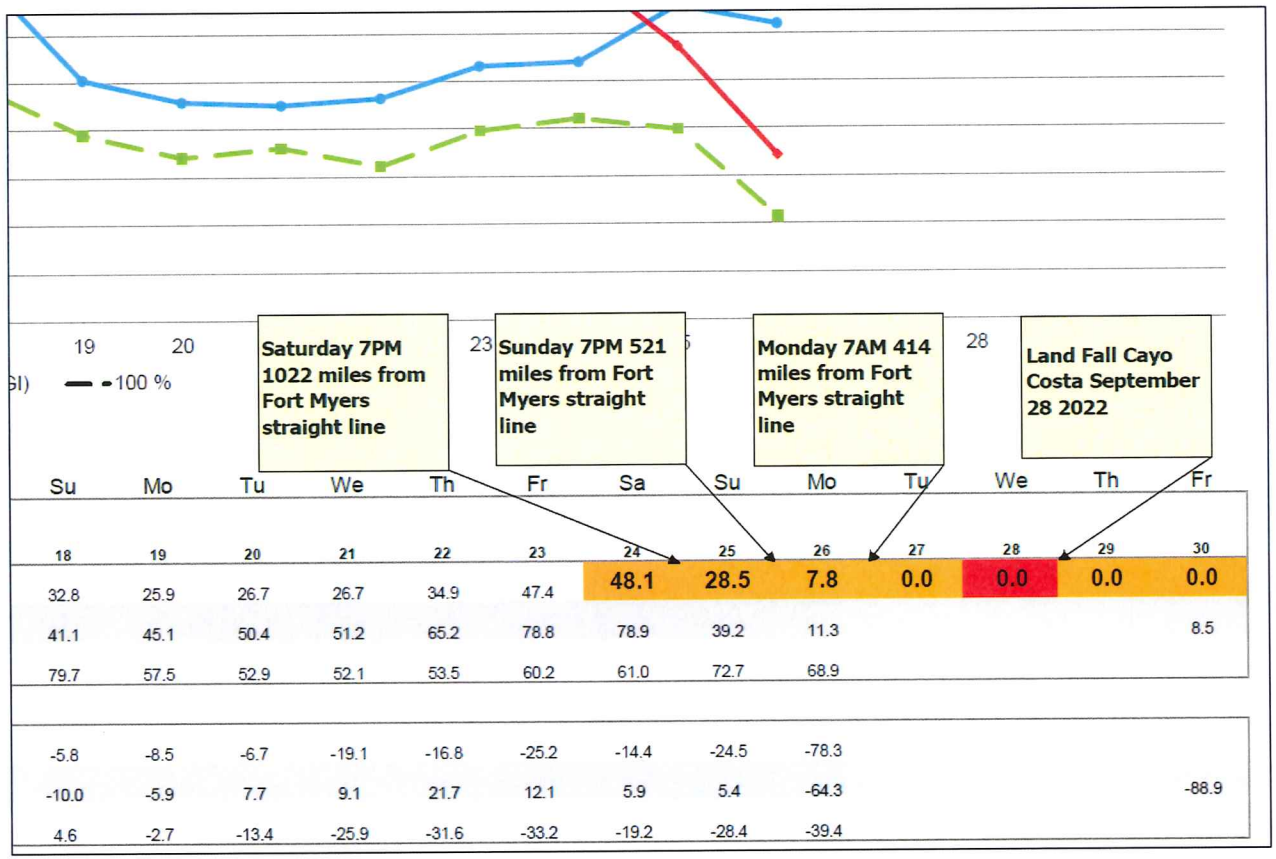
Emergency Management Plan Execution - IRMA



Occupancy (%)	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu
September	1	2	3	4	5	6	7	8	9	10	11	12
My Property	61.4	76.6	77.1	21.6	17.9	6.8	1.5	0.0	0.0	0.0	0.0	0.0
Competitive Set	63.6	89.8	85.9	21.0	16.9	10.8	6.2	14.9				
Index (MPI)	96.5	85.4	89.7	103.0	106.2	62.5	24.6	0.0				
% Chg												
My Property	2.9	-7.1	-2.5	-10.0	6.5	-70.2	-93.5	-100.0	-100.0	-100.0	-100.0	-100.0
Competitive Set	11.9	4.7	4.2	10.9	-30.4	-64.4	-82.6	-71.9				
Index (MPI)	-8.0	-11.3	-6.4	-18.9	53.1	-16.3	-62.4	-100.0				

South Seas

Emergency Management Plan Execution - IAN



South Seas

Post Disaster Recovery Planning

- Base of Lee County Emergency Management for Captiva Island
- Transportation (Boat and Helicopter Deployment)
- Debris Removal
- Road Clearing for Captiva Fire Dept. & Island Residents
- Provide Resort's Heavy Equipment for use by Lee County
- Assist Lee County and surrounding residents with recovery outside of resort

Post Disaster Community Contributions



Lee County Sheriff's Office
September 27, 2024 ·

Today, our 6th Precinct Deputies worked cohesively with Captiva Fire District and SouthSeas Resort Captiva Island personnel as they operated equipment to swiftly reopen Captiva Drive, which had been obstructed by over 2 feet of sand and debris.

We're so thankful for our island partners who lend support when necessary! Today was a good day 🙏🩵🫶

South Seas

Hurricane Evacuation/Mitigation

- The Florida Statewide Regional Evacuation Study Program (SRESP) 2021 Transportation Update was used to determine the evacuation clearance time for Captiva/Sanibel.
- The SRESP developed for all 67 counties divided by 11 Regional Planning Areas of the State started in 2010 and is maintained by the Florida Division of Emergency Management.
- The SRESP includes the following:
    - Hazard analysis including storm tide modeling and mapping of vulnerable area that need to evacuate
    - Population vulnerability analysis
    - Behavioral survey to determine evacuee destinations such as to a public shelter, hotel motel, friend or relative, out of the county, and number vehicles evacuees might use
    - Shelter analysis to determine the availability of shelter space by hurricane storm tide area
    - Transportation analysis using the Transportation Interface for Modeling Evacuations (TIME) to determine in-county and out-of-county evacuation clearance times

Hurricane Evacuation/Mitigation

- Based on the SRESP 2021 Transportation Update the Sanibel/Captiva aggregated Transportation Evacuation Zone (TEZ) Data from TIME Model was used to determine the number of units by type, the occupancy rate by unit type and the vehicles per occupied unit type.
- It must be noted that the TEZ Data assumes a 100% occupancy rate for hotel and motels and 1 vehicle per unit used for evacuation.
- The TEZ Data was used to develop Table 1 to calculate a 4.6-hour hurricane evacuation clearance time for Captiva/Sanibel in 2025.
- Adding 356 H/M units to the 2025 count would increase the in-county evacuation time by 15 minutes to 4.8 hours.
- The out-of-country clearance time would increase by 3.6 minutes.

Hurricane Evacuation/Mitigation

TABLE I

Captiva Sanibel Hurricane Evacuation Clearance Time Calculation Table

Unit Type	2020 Occupied Units (1)	2025 Occupied Units (1)	2020 Total Vehicles (2)	2025 Total Vehicles (2)	Vehicle Use Rate (3)	2020 Total Evac Vehicles	2025 Total Evac Vehicles	Road Capacity (4)	2020 Clearance Time	2025 Clearance Time	Road Capacity (5)	2025 Clearance Time
Captiva												
SF/MF	34	42	44	46	0.75	33	35					
MH	0	0	0	0	0.8	0	0					
H/M	290	299	290	299	1	290	299					
Sanibel												
SF/MF	3,594	4,002	5,847	6,395	0.75	4,385	4,796					
MH	95	89	149	138	0.8	119	110					
H/M	861	887	861	887	1	861	887					
TOTAL	4,874	5,319	7,191	7,765		5,688	6,127	1,234	4.6	5.0	1,326	4.6

(1)See Attachment I Sanibel and Captiva aggregated TEZ Data from TIME Model 2021 Update Occupancy Rate
(2)See Attachment I Sanibel and Captiva aggregated TEZ Data from TIME Model 2021 Update Vehicles per Occupied unit
(3)Cat 5 vehicle use rate is 75% for vehicle use rate for site-built, 80% for mobile home and 1 vehicle per occupied hotel/motel unit per 2021 Time Model
(4) Road Capacity at 4-way stop without manual traffic control from Director of Lee County Department of Transportation (see Attachment II
(5) Road Capacity with future roundabout a 4-way stop from Director of Lee County Department of Transportation (see Attachment III)
Note the roundabout capacity and the manual traffic control capacity is the same

Hurricane Evacuation/Mitigation

- Despite empirical data to the contrary, Table I includes a 100% occupancy rate per TEZs for H/M units for the total evacuation of the islands and thereby overestimating the actual evacuation clearance time.
- For SSIR, the 7-year average (2014 -2020) occupancy rate during the hurricane season is
- 54.3%, the average high rate is 62.7% and the average low rate is 43.9%.
- Early evacuation of H/M units is another factor not included in the occupancy rate which is backed up by Smith Travel Research (STAR) shown for Hurricane Irma in 2017 and Ian in 2022. On days 4 through 2 days prior to landfall for each storm, occupancy rates start to decline to 0% from the previous day's highs (Irma day 6 19.7%, day 4 - 1.5%, day 2 - 0% and Ian (day 6 - 47.4%, day 4 - 28.5%, day 2 - 0%).
- STAR data confirms H/Ms are requested by the County to evacuate first according to evacuation procedures. Such early evacuation within a hurricane watch will reduce the traffic impacts on mainland resident evacuees by getting tourists and barrier island evacuees off the evacuation routes early.

Hurricane Evacuation/Mitigation

- **OBJECTIVE 73.1: EVACUATION.** Work towards attaining out of County hurricane evacuation for a Category 5 storm event (Level E storm surge threat) that does not exceed the timeframes referenced in the SRES.

- The table below shows how evacuation times are going down in Lee County. All these reductions in evacuation times shows the County have met this objection by "improving clearance times such as increasing shelter availability within the County, improving evacuation routes, and increasing public awareness and citizen preparedness".

Evacuation Clearance Time Comparison		
Level E	2017	2021
2017 Base Scenario	84.5	
2017 Operational Scenario	59	
2020 Base Scenario	96	79.5
2020 Operational Scenario	40	44.5
2025 Base Scenario		74
2025 Operational Scenario		25.5

Hurricane Evacuation/Mitigation

- POLICY 101.3.5: An applicant of a development order for any permanent or temporary places of residence including, must provide appropriate mitigation as determined by Lee County Department of Public Safety, which may include, but is not limited to, the payment of a fee, or construction of hurricane shelters and transportation facilities. (Ord. No. 05-19, 18-28)
- Lee County Land Development Code Chapter 2 Article XI "Hurricane Preparedness" dictates what the hurricane shelter fee and transportation mitigation will be for new H/Ms.
- Lee Plan Policy 72.1.6: Maintain the All-Hazards Protection Fund (MSTU) to supplement budgetary needs for emergency planning, disaster mitigation, and recovery. (Ord. No. 18-28) Typically used to improve hurricane shelter capacity, allowing more people to stay in the county thereby reducing out of county clearance times.
- Free yearly Hurricane Guides for Lee County and public hurricane preparedness expos educate the public.
- The State Division of Emergency Management online "Know Your Zones" allows anyone to determine if they are in an evacuation zone subject to storm surge and thereby reducing shadow evacuees that don't need to evacuate.

Hurricane Evacuation/Mitigation

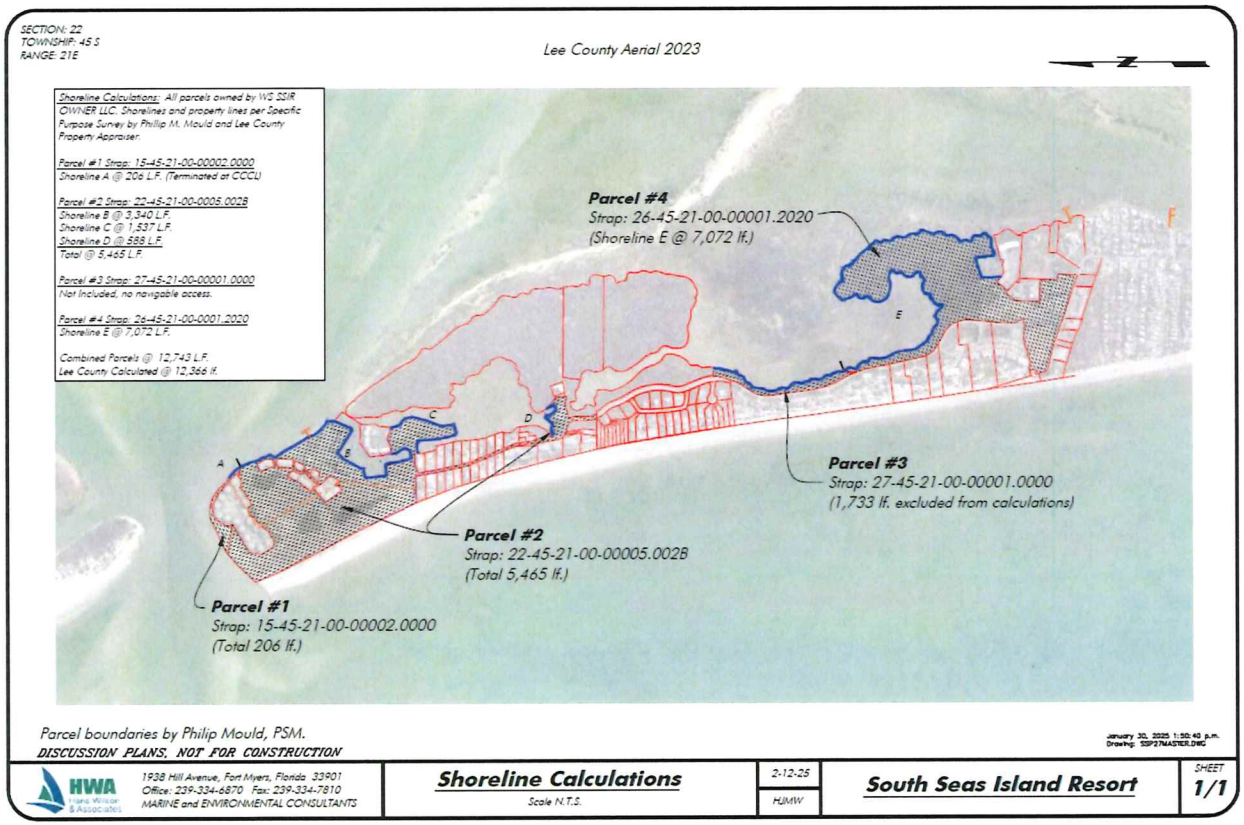
- In summary, critical link clearance time to evacuate all occupied units on Captiva/Sanibel in 5 (SRESP 2021 Update) hours is a completely acceptable and safe evacuation time.
- The increase in evacuation time caused by 356 additional hotel units in SSIR will not cause the 2025 operational 25.5-hour Category 5 out-of-county clearance time to exceed the 48-hour hurricane watch period normally provided by the National Hurricane Center and is considered a safe evacuation time to get evacuees out of the storm surge vulnerable areas and out of the County.
- In conclusion, it is my professional opinion that the South Sea MPD has met and/or exceeded all the applicable standards and demonstrated consistency with the Lee Plan and Land Development Code. Specifically, Lee Plan Goals 23, 72, 73, 101, Objectives 23.1, 72.2 73.1, 101.3, Policies 23.1.4, 23.2.3, 72.1.6, 101.3.5, LDC Article XI Hurricane Preparedness, 34-411(f) and 34-1040(l)(1)(e).

Hans Wilson

Marina Design & Permitting

South Seas

Manatee Protection Plan – Shoreline Calculation



South Seas

Manatee Protection Plan – Slip "Score Sheet"

4/10/2024

Facility	Corps reach	Shore ft	existing "slips"	ratio	rounded	Slips per 100'	max slip	expansion
South Seas 2024	33	12,366	not provided	123.66	124	5	620	
				0	0			

3 parcels

STRAP: 15-45-21-00-00002.0000; 22-45-21-00-00005.002B; 26-45-21-00-00001.2020

Step			
1a	needs confirmation by applicant		
1b	needs confirmation by applicant		
2	4	17	9.9%
3	9	1185	34.85
4	0		
5	-2		
6	0		
7	-2		
8	9		
9	No, ASC		
10	Conditional		

Notes: Shoreline length measured from GIS. 1978 CCCL used as starting point for shoreline measurement of Parcel #1 (see Northern Map for reference).
Existing "slips" not provided

Mitigation measures required per section 8.4.5 of Manatee Protection Plan:
1. Standard Manatee Construction Conditions
2. Manatee Education Activities
3. Funding for Enhanced Marine Law Enforcement

Questions? Contact:
Lesli Haynes
Marine Project Manager
Lee County Natural Resources
239-533-8566
Lhaynes@leegov.com

South Seas

Marine Engineering Conclusion

It is my professional opinion that the South Seas MPD complies with Lee County's Manatee Protection Plan

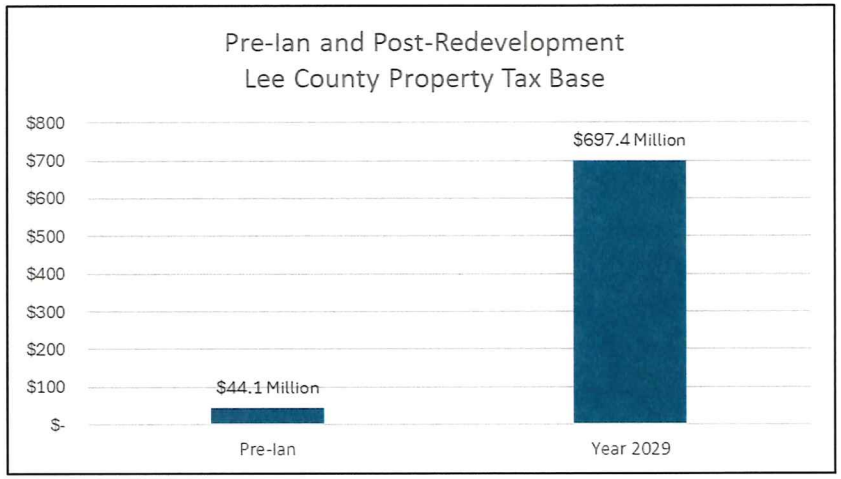
Lucy Gallo
Economic Impact

South Seas Resort
Construction Investment and Economic Benefit

Over the estimated six-year redevelopment period, the construction activity related to the South Seas Resort is projected to create significant jobs and labor income in Lee County.

Construction Period Economic Impact	Lee County
Total Investment, Excluding Land	$973.5 Million
Direct Construction Jobs on Average Annually	1,424
Total Jobs on Average Annually	1,886
Direct Construction Labor Income on Average Annually	$81.0 Million
Annual Labor Income on Average Annually	$106.2 Million
Cumulative Construction Period Labor Income	$637.3 Million

When redevelopment is complete, the Lee County taxable value of the Resort is projected to increase from $44.1 million to $697.4 million, an increase of over $653.3 million which is nearly 16 times the pre-Ian taxable value.



South Seas

South Seas Resort Jobs and Annual Labor Income Pre-Ian Compared to Post-Redevelopment

Post-redevelopment (2029), the South Seas Resort is projected to generate the following jobs and annual labor income as compared to Pre-Ian (2022):

South Seas Resort Economic Impact - Lee County	Annual 2022	2029
Direct Jobs Supported:		
Resort Operations - Peak	400	813
Resort Visitors Offsite Spending	145	268
Total Jobs Supported:		
Resort Operations - Peak	633	1,555
Resort Visitors Offsite Spending	179	329
Direct Annual Labor Income:		
Resort Operations	$13.6 Million	$48.0 Million
Resort Visitors Offsite Spending	$5.7 Million	$10.4 Million
Total Annual Labor Income:		
Resort Operations	$25.6 Million	$85.7 Million
Resort Visitors Offsite Spending	$7.3 Million	$13.3 Million
Total Jobs Supported	**812**	**1,884**
Total Annual Labor Income	**$32.9 Million**	**$99.1 Million**

<u>Job Creation</u>

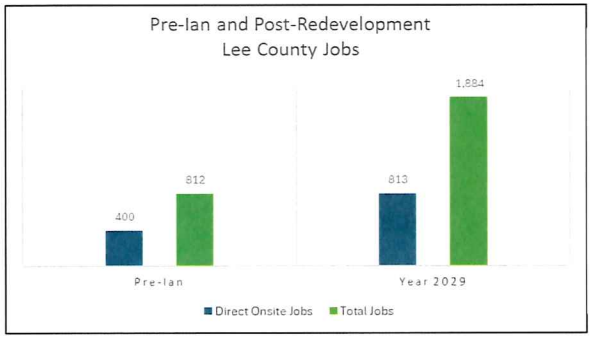
813 permanent, direct onsite Resort jobs, an increase of 413 permanent jobs.

1,884 total (direct, indirect, and induced) permanent jobs in Lee County, an increase of 1,072 permanent jobs.

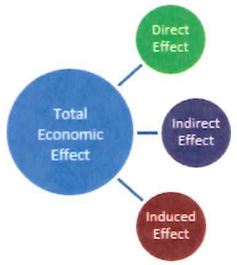
<u>Annual Labor Income</u>

Annual permanent, direct onsite Resort Labor Income of $48.0 million, annual increase of $34.4 million.

Annual permanent total (direct, indirect, and induced) Labor Income in Lee County of $99.1 million, an increase of $66.2 million.



Components of Economic Impact Analysis



South Seas

South Seas Resort Visitor Spending

Visitor spending by South Seas Resort guests is vital to local businesses and the local economy!



According to the 2023 Lee County VCB Annual Report, an additional Lee County Job is supported by every

62

visitors.



Fort Myers Islands. Beaches

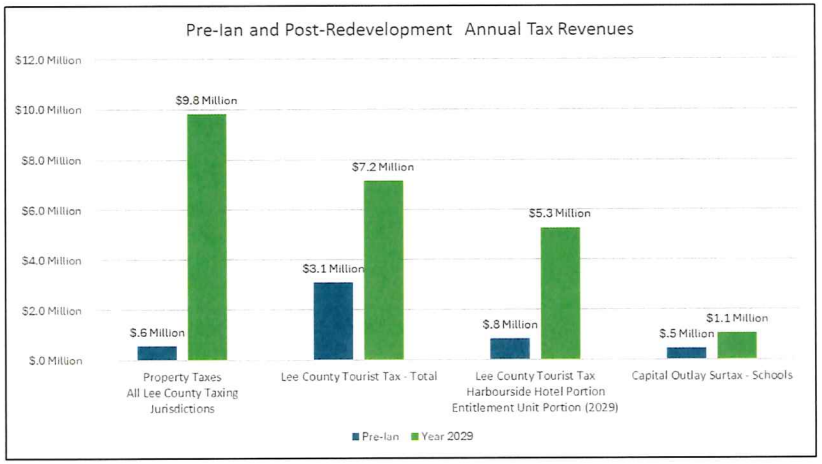
downs & st. germain RESEARCH

South Seas

South Seas Resort Annual Revenues
Pre-Ian Compared to Post-Redevelopment

Post-redevelopment (2029), the South Seas Resort is projected to generate the following annual tax revenues as compared to Pre-Ian (2022):

- Property tax base of $697.4 million for Lee County, an increase of over $653.0 million.
- Lee County annual property tax revenues of $2.5 million, an annual increase of $2.4 million.
- Annual property tax revenues for Lee County taxing jurisdictions of $9.8 million, an annual increase of $9.3 million.
- Annual Lee County Tourist Tax revenue of $7.2 million, an overall annual increase of $4.4 million.



Property Tax by Jurisdiction at Buildout	Annual Revenue 2022	2029
Lee County General Revenue	$.16 Million	$2.52 Million
Lee County School District	$.24 Million	$4.07 Million
Lee County MTSUs	$.04 Million	$.61 Million
Lee County Library Fund	$.02 Million	$.32 Million
SFL Water Management	$.01 Million	$.15 Million
Captiva Erosion Prevention District	$.02 Million	$.24 Million
Captiva Island Fire Control District	$.07 Million	$1.74 Million
Other Taxing Jurisdictions	$.01 Million	$.19 Million
Non-Ad Valorem Assessments	$.09 Million	TBD
Total	**$.65 Million**	**$9.84 Million**

South Seas

Alexis Crespo, AICP

Lee Plan Compliance, LDC Review Criteria & Conclusions

South Seas

Community Outreach

- Two (2) voluntary community outreach meetings on the subject property noticed to the South Seas property owners & in News Press
  - April 25, 2024
  - November 7, 2024
- Monthly South Seas Owners' meetings beginning Summer 2023
- Recorded and distributed to all owners within South Seas



South Seas

Lee Plan Compliance

- **Future Land Use Categories**
  - Policy 1.1.6: Outlying Suburban Future Land Use Category
  - Policy 1.5.1: Wetlands Future Land Use Category
  - Policy 1.6.5: Planning Districts Map And Acreage Allocation Tables

Density Calculation

Future Land Use	Maximum Density	Acreage	Unit Count (80%)	Pro-Rated[2]	TOTAL
Outlying Suburban (Commercial)	N/A	5 AC	0 DU	N/A	0
Outlying Suburban (Residential)	3 DU/AC	20.44 AC	61.3 DU	N/A	61.3 DU
Outlying Suburban (Recreation/Resort) [1]	3 DU/AC	54.16 AC	167.88 DU	80%	129.9 DU
Wetland (Saltwater)	1 DU/20 AC	41.6 AC	2.08 DU	80%	1.6 DU
	TOTAL	121+/- AC			193 DU

1. Includes golf course acreage, resort/recreation, maintenance, marina and right-of-way tracts utilized by both residents and hotel guests.

2. 25 acres of the MPD are dedicated to principal residential and commercial uses. 20.44 acres of those 25 acres are residential and 5 acres are commercial. Thus, 80% of the development area dedicated to principal uses is 80% residential and 20% commercial. Accordingly, 80% of the accessory resort/recreation uses will be allocated towards residential density calculations.

Lee Plan Compliance

- **Development Location/Compact & Contiguous Growth Patterns**
  - Objective 2.1: Development Location
  - Objective 2.2: Development Timing
  - Policy 2.2.1: Infrastructure & Service Availability, Compatibility
  - Standards 4.1.1 & 4.1.2: Potable Water & Sanitary Sewer Services

Lee Plan Compliance

- **Residential Development Standards**
  - Policy 5.1.1: Residential Development Requiring PD Rezoning
  - Policy 5.1.2: Residential Development in Relation to Physical Constraints
  - Policy 5.1.5: Protection of Existing Residential Areas
  - Policy 5.1.6: Residential Performance Standards

Compatibility Defined

- Land Development Code Definition:

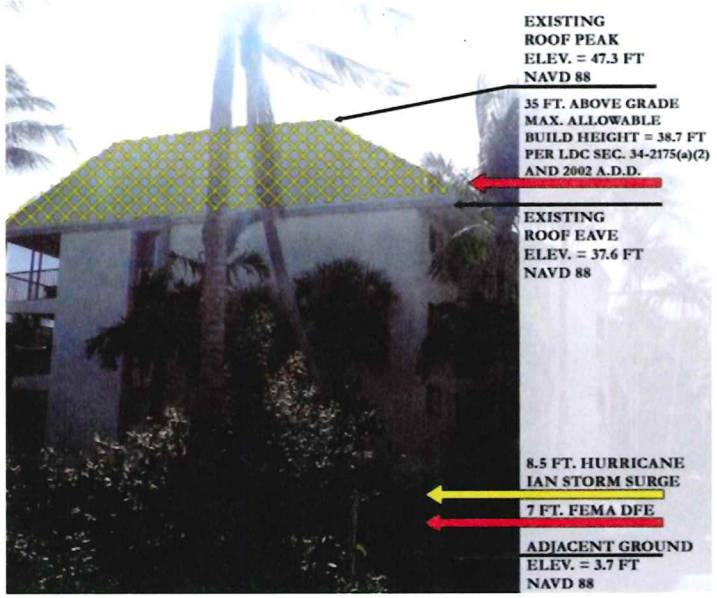
"The state wherein two (2) land uses/zoning districts exhibit either: (1) a positive relationship based on fit, similarity, or reciprocity of characteristics; or (2) a neutral relationship based on relative lack of conflict or a failure to communicate negative/harmful influences on one another"

Lee Plan Compliance

- Internal Compatibility & Residential Protection



Tennis Villas
47.3 NAVD
43.6 From Grade



South Seas

Lee Plan Compliance

- Internal Compatibility & Residential Protection



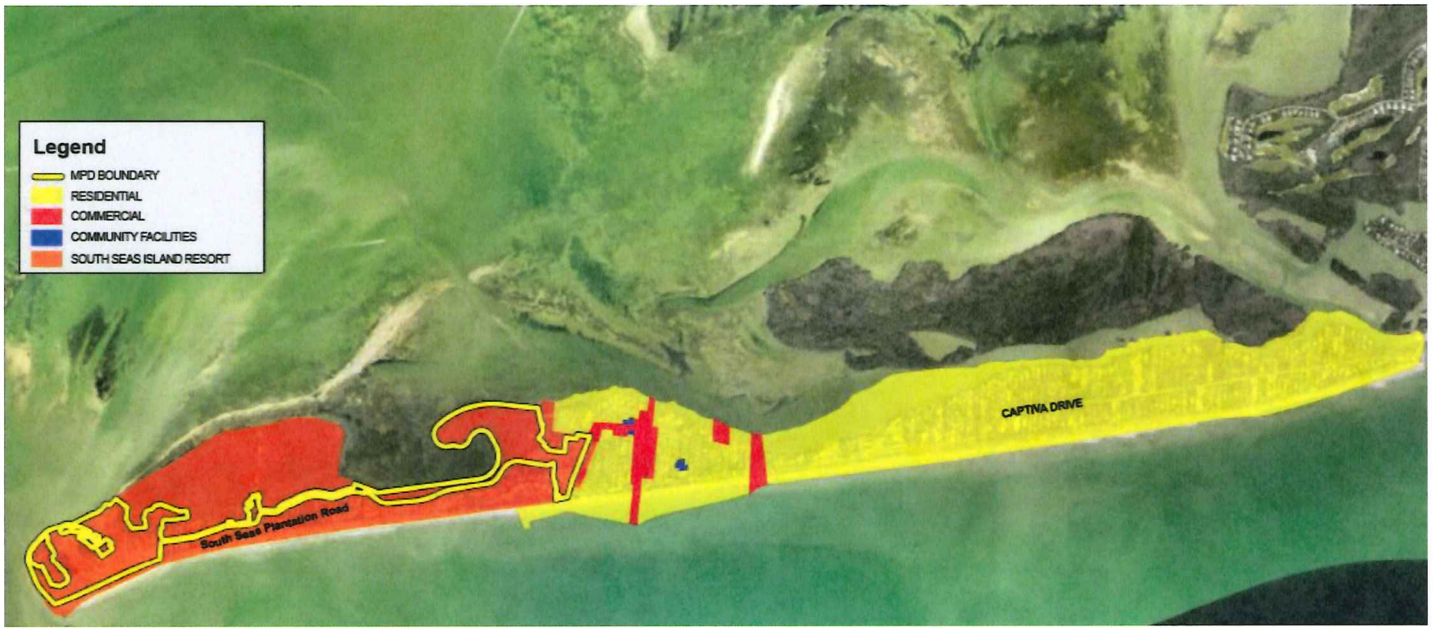
Bayside Villas
47.8 NAVD
44.3 From Grade



South Seas

Lee Plan Compliance

- External Compatibility & Residential Protection



South Seas

Lee Plan Compliance

- External Compatibility & Residential Protection











South Seas

Lee Plan Compliance

- Commercial Development Standards
  - Goal 6: Commercial Land Uses
  - Policy 6.1.7: Prohibiting Premature & "Strip" Commercial Development Patterns
  - Policy 6.1.11: Revitalizing Deteriorating Commercial Uses

Lee Plan Compliance

- Captiva Community Plan
  - Objective 23.1: Protection of Natural Resources
  - Policy 23.1.1: Protection of Mangrove Fringe
  - Policy 23.1.4: Support for the Captiva Erosion Prevention District
  - Policy 23.2.3: Building Height Limitations
  - Policy 23.2.6: Variance Criteria for Buffer Deviations
  - Policy 23.2.7: Multimodal Transportation Options
  - Policy 23.2.9: Dark Skies Compliant Lighting
  - Objective 23.4: Public Participation

Lee Plan Compliance

- Community Facilities & Services
  - Policy 59.1.3: Maintain floodplain regulations
  - Policy 60.1.1: Design of Surface Water Management Systems
  - Policy 60.1.2: Incorporate, Utilize, Natural Surface Water Flowways and Associated Habitats
  - Policy 60.4.1: Best Management Practices for Surface Water Management Systems

Lee Plan Compliance

- Hurricane Evacuation/Emergency Services
  - Policy 72.2.2: Mitigation of Hurricane Evacuation/Shelter Impacts
  - Objective 73.1: Evacuation

Lee Plan Compliance

- Conservation & Coastal Management
  - Policy 101.1.1: Coastal High Hazard Area and Natural Systems
  - Policy 101.1.2: Protect Environmentally Sensitive Coastal Areas
  - Policy 101.3.1: Protect Shoreline Development in V Zones from Erosion, Wave Action & Storms
  - Policy 101.3.2: Restrict development in the CHHA to uplands
  - Policy 101.3.4: Provide continuing information to residents concerning hurricane evacuation and shelters
  - Policy 123.2.4: Protect Sensitive/High-Quality Natural Plant Communities

Lee Plan Compliance

- Economic Development
  - Objective 158.2: Expand and Enhance the Tourism Industry.
  - Objective 158.4: Retain & Expand County's existing economic base.

LDC Criteria – Section 34-145(d)(4)(a)1

a) Complies with the Lee Plan;

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

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

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

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

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

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

PD Rezone Criteria – Section 34-145(d)(4)(a)1

a) The proposed use or mix of uses is appropriate at the proposed location
b) The recommended conditions provide sufficient safeguards to the public interest and area reasonably related to the impacts on the public's interest expected from the proposed development.
c) The application includes deviations pursuant to section 34-373(a)(9), that each requested deviation:

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

Planning Conclusion

It is my professional opinion that the South Seas MPD has met and/or exceeded all of the applicable standards and demonstrated consistency with the Lee Plan and Land Development Code.

SECTION 27

SPECIAL PERMITS:

1. Special permits may be authorized in lieu of a zone change in any district if approved after a public hearing, provided the use, in the opinion of the County Commission, would not generate excessive noise or traffic, tend to create a fire or other equally dangerous hazard, or provoke excessive overcrowding or concentration of people or population, either temporarily or permanently; provided further, the County Commission, in arriving at a decision, must also consider the present and future development of the area concerned, and the compatability of the applied for use with such area and its developments, and provided said use is restricted to protect the surrounding area.

2. The Zoning Director is authorized to issue special permits without a public hearing when authorized by this Resolution.

SECTION 28

ENFORCEMENT AND ADMINISTRATION:

Enforcement of these regulations shall be through refusal to issue construction permits, certificate of occupancy, injunction, arrest for misdemeanor or other legal processes approved by the Board of County Commissioners in accordance with the provisions of Chapter 61-2405, Laws of Florida.

The administration of the zoning regulations shall be maintained in a department headed by a County Zoning Director under the direct supervision of the Board of County Commissioners; said Zoning Director is hereby charged with the responsibility for and authority of the approval or rejection of applications for the placing, erecting, constructing, altering, repairing, converting, maintenance and use of structures on land and water as provided in the zoning regulations, and making necessary reports of public hearings in accordance with the provisions of this Resolution.

The approval of occupancy and use permits shall be under the jurisdiction of the Zoning Director, subject to the supervision of the Board of County Commissioners.

For the purpose of inspection, the Zoning Director and/or his authorized representatives shall have free access to materials and work at all reasonable hours, and either or both shall have the power to stop work pending investigation as to materials, work, grades and other provisions of these regulations, or when denied access to premises for inspection purposes.

The Zoning Director is hereby authorized, empowered and directed to enforce all of the provisions of this Resolution and its subsequent amendments, and he is hereby authorized to employ necessary agents and assistants, subject to approval of the Board of County Commissioners, and said assistants shall also have power, when directed by him, to aid in the enforcement of this Resolution.

SECTION 29

PENALTIES AND REMEDIES:

It shall be unlawful for any person, firm or corporation to erect, construct,

APPLICANT'S
EXHIBIT # 2

Barraco and Associates, Inc.

CARL A. BARRACO, P.E.
Expert Witness

EDUCATION

University of South Florida
B.S. Civil Engineering, 1984
M.S. Civil Engineering, 1987

PROFESSIONAL REGISTRATION

Florida P.E. #38536 - 1987

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers (ASCE)

Florida Engineering Society (FES)

National Society of Professional Engineers (NSPE)

HONORS

2016 FES - Calusa Chapter
Engineer of the Year

1998
Asphalt Contractors Assn. of FL, Inc.
District One - Roads & Streets Award

1993-94 FES - Calusa Chapter
Young Engineer Of The Year

1984 University of South Florida
FES Student Engineer Of The Year

1983 University of South Florida
ASCE Student Engineer Of The Year

Tau Beta Pi National Engineering Honor Society

Chi Epsilon National Civil Engineering Honor Society

Phi Kappa Phi National Honor Society

Carl A. Barraco formed Barraco and Associates, Inc. in April 1998. Prior to this time he was a senior shareholder and served on the Board of Directors of a large Southwest Florida engineering and surveying firm. Mr. Barraco has been providing engineering services in Southwest Florida for over 40 years, including his work on the South Seas Island Resort since the 1990s. His professional experience is well diversified as illustrated below:

- Principal in Charge for **Naples Square**, an 11.8-acre redevelopment project in Collier County. The development discharges into Naples Bay, which has been classified as impaired for Copper and Iron by the FDEP. Water quality will be achieved by using a pervious pavement system which will serve to improve water quality discharging into Naples Bay.
- Design Engineer under Engineer of Record, Forrest H. Banks, P.E., for **Centennial Park** in the City of Fort Myers, Florida. The project included reclaiming river bottom consisting of 8' of silty material. The design included a non-typical retaining wall constructed in river fines with special rip rap.
- Principal in Charge for **U.S. 41 Transmission Line Improvements** for Lee County Utilities. The first phase (Phase 1A-1) of the project consisted of replacing existing forcemain and watermain from south of Sunrise Boulevard to north of Crystal Drive in Fort Myers. There are a total of four phases to this project, taking the project from Old Gladiolus to Colonial Boulevard.
- Project Engineer for the **Construction, Engineering and Inspection of the Lee County Midpoint Bridge project, Segments 3 and 6.** These segments include the Midpoint Corridor from the Fort Myers side of the Caloosahatchee River to Evans Avenue, including the overpasses of McGregor Boulevard and U.S. 41 including relocation of City of Fort Myers and Lee County potable water and sanitary sewer utilities.
- Project Engineer for **Paseo,** a 444-acre residential community with 749 multi-family and 378 single family units. Services included infrastructure design including all drainage, water and sewer. Phase 1 included approximately one mile of 24" water main, of which ±2,100' was directional bore below Six Mile Cypress Slough.
- Project Engineer for full infrastructure to support the **River Hall** subdivision, a 2,000-acre, 1,199-unit residential subdivision, located off of S.R. 80 in Lee County. Included Infrastructure design and construction of over 20 miles of multiple diameter watermains, 18 miles of gravity sewer, 8.5 miles of forcemain including a Lee County Utilities 4,500 LF forcemain within the S.R. 80 right-of-way.
- Project Engineer for **Colonial Country Club**, a 750-acre, 18-hole golf course community with 1,250 residential units located at the corner of Treeline Avenue and Colonial Boulevard in Fort Myers. This project included 8 miles of roadway, 8.2 miles of potable water main, 5 sanitary lift stations, 7.8 miles of gravity sewer, and 2.5 miles of force main.

APPLICANT'S EXHIBIT # 3