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COMMUNITY DEVELOPMENT

October 20, 2025

Ms. Kate Burgess, AICP, Principal Planner
Lee County Department of Community Development
1500 Monroe Street, 2nd Floor
Fort Myers, FL 33901

**RE: Caloosa 80 (CPA2024-00016)
Sufficiency Response Submittal**

Dear Ms. Burgess,

Please find following responses to your comments received on June 23, 2025. Please note, to address staff comments relating to protection of rural character and compatibility, the companion MPD rezone request (DCI2024-00045) has been modified to reduce the unit count from 721 to 690 dwelling units. Additionally, based upon staff feedback relating to availability of goods and services in Northeastern Lee County, the commercial square footage has been increased from 35,000 SF to 50,000 SF.

The following documents have been provided to assist in your review of the petition:

1. Revised Comprehensive Plan Amendment Application Form
2. Revised Preliminary Density Calculations
3. Revised Project Narrative and Lee Plan Analysis
4. Revised Table 1(b)
5. Revised Legal Description
6. Revised Traffic Impact Statement

The following is a list of Staff's comments with the Applicant's responses in **bold**.

MISCELLANEOUS COMMENTS

1. Some of these comments are new and based on the PD submittal, which was not submitted to the Zoning Section until after the previous round of comments from the CPA submittal had been sent.

RESPONSE: Acknowledged.

2. According to the response to Policy 124.1.1, there are a total of 8.74 acres of wetlands on the subject property. Ensure that the density calculations for the companion rezone reflect the combination of Urban Community, Sub-Outlying Suburban, and Wetlands.

RESPONSE: The attached Preliminary Density Calculations have been revised to identify the location the wetlands and confirm accurate density calculations for wetlands on the property. Please also note, the density has been reduced to 690 dwelling units to further bolster compliance with policies relating to protection of rural character.

PLANNING COMMENTS

1. The application narrative states that there will be an 80-foot buffer along Bateman Road on page 3; however, a 40-foot buffer is specified along Hickey Creek Mitigation Park/Bateman Road in all other references. Revise all references to the correct, consistent buffer size.

RESPONSE: All references to the 80-foot-wide buffer along Bateman Road have been corrected for consistency, please see the revised Project Narrative and Lee Plan Analysis.

2. The response to Lee Plan Policy 1.1.11 on page 5 states that the property is located in a suburban area of the county. The Lee Plan designates the Urban Community FLUC as a Future Urban Area and the existing Rural FLUC as a Future Non-Urban Area. The majority of this area of the county is in Future Non-Urban Areas, as defined by the Lee Plan. Clarify the response to differentiate between the Lee Plan definitions of Urban/Suburban/Non-Urban and the existing development pattern along Palm Beach Blvd.

RESPONSE: Please see the revised Narrative and Lee Plan Analysis with the response to Policy 1.1.11 updated. 99 acres of the 192+/- acre site are in Urban Community FLU. Therefore, the majority of the site is within the Future Urban Area.

3. The response to Standard 4.1.1, Water, is included on page 6; however, there was no response to Standard 4.1.2, Sewer. Add a response to Lee Plan Standards 4.1.2 and 4.1.3 to the Lee Plan Analysis.

RESPONSE: Please see the revised Narrative and Lee Plan Analysis with the requested standards added.

4. The response to Lee Plan Policy 5.1.5 on page 7 incorrectly states that the Sub-outlying Suburban FLUC does not permit commercial uses. Additionally, nothing in the Community Plan Areas would limit the commercial to neighborhood commercial uses. Revise the response accordingly.

RESPONSE: Please see the revised Narrative and Lee Plan Analysis with the response to Policy 5.1.5 updated.

5. The response to Policy 28.2.2 requires the applicant to submit a companion Planned Development rezone to ensure compatibility with the surrounding development. The applicant's response to this policy in the Lee Plan Analysis states the following:

- a. *Impacts to existing wetlands on the Property are minimized through establishment of preserve areas...*
- b. *The proposed development will be clustered to ensure adequate open space on the Property...*
- c. *While there is a proposed increase in density to allow for financial feasibility of the project, the change to the Sub-Outlying Suburban designation only creates an increase of 93 units across the 192.3 +/- project... This designation would allow for densities to gradually decrease from Urban Community to the adjoining Rural.*

The companion rezoning's MCP does not depict the description of the proposed

development provided for this policy. As previously noted, approximately half of the existing wetlands will not be preserved, and the preserve areas account for only 13% of the site's total area. While the MCP places the townhouse portion of the development on the Urban Community portion of the site, the development pattern across the site is relatively dense compared to the surrounding community and consistent across the property in rectangular blocks. Additionally, the increase of 93 units across the site doubles the density allowed within the proposed sub-outlying suburban portion, which is not insignificant. The Sub-Outlying suburban FLUC would create a step-down approach to density from the Urban Community FLUC; however, the proposed development pattern does not mirror this change. Consider an alternative approach to addressing the proposed development's rural character and compatibility with the surrounding area, or redesign the MCP to meet the provided descriptions.

RESPONSE: Please see the attached revised Narrative and Lee Plan Analysis with updated responses related to rural character and compatibility.

6. The response to Goal 61 states that the proposed development includes over 20 acres of lakes; however, the MCP shows only 18.67 acres of lakes. Revise the response to be consistent with the proposal.

Response: Please see the attached revised Narrative and Lee Plan Analysis with the response to Goal 61 corrected.

7. The proposed allocation changes to Table 1(b) result in an increased population accommodation based on assumptions derived from census data and development patterns specific to each planning district, as well as future land use designations within each planning district. The reduction of 192 acres in the rural land use designation on Table 1(b) will reduce the future residential development within Planning District 1 in the areas designated Rural to less than 200 acres. Staff recommends the applicant make the following modifications to Table 1(b) within Planning District 1:
 - a. Add 44 acres to Sub-Outlying Suburban
 - b. Reduce Urban Community by 22.25 acres (would round to 22 acres on the table)
 - c. Reduce Rural by 5 acres (the previous MCP placed the transient units within the Rural land use designation).
 - d. Add 17 acres to the non-regulatory Public category.

RESPONSE: These changes have been made in the revised Table 1(b). Please note, the above comments differ from the redlines from Rick Burris received in the previous sufficiency letter. It is acknowledged that the final acreage changes be treated as a substantive issue which will not impact the application's sufficiency determination, as has been the case in past applications.

LEGAL DESCRIPTION COMMENTS

1. The application indicates only a portion of the property will be re-designated to Sub-Outlying Suburban. Provide a metes and bounds description of the proposed change.

RESPONSE: A sketch and description of the area to be re-designated to Sub-Outlying Suburban has been included with this resubmittal.

TRANSPORTATION COMMENTS

1. The uses for trip generation shall be a worst-case scenario for the proposed land use category. Since this application is a companion MPD rezoning application that further limits the development of the property to 721 dwelling units and up to 30,000 square feet of neighborhood commercial uses, the trip generation uses for the CPA application shall be consistent with those in the rezoning application.

RESPONSE: The Comprehensive Plan Future Land Use Amendment for this application is only for +/- 92.71 acres of the parcel, changing it from the Rural Land Use Category to the Sub-Outlying Suburban Land Use Category. The commercial component of the application is NOT part of this 92.71 acres and is therefore not included in the analysis for the Future Land Use Change. That is why it is included in the Rezoning analysis because it is part of the parcel that is in the Urban Community Future Land Use Category. The analysis for the land use change only analyzes the impacts of the requested land use change on the future transportation network. The commercial uses are already permitted in the future land use category and are therefore not included. No changes to the TIS were incorporated due to this comment.

2. Please provide the sources of the K & D factors in the analysis.

RESPONSE: As noted in the Tables in the Appendix, the K & D factors were taken from the FDOT Traffic Information Online resource, copies of which are also included in the Appendix.

3. The existing traffic volumes shall be from the County's latest concurrency report.

RESPONSE: The updated TIS includes volumes from the 2024 report.

4. The service volumes for SR 80 are outdated and shall be updated from FDOT's 2023 Multimodal Quality/Level of Service Handbook.

RESPONSE: The updated TIS revised the service volumes for SR 80 based on the FDOT 2023 Multimodal Q/LOS Handbook.

We appreciate staff's time and consideration of the above information. Please contact me with any questions or concerns at 239.850.8525 or acrespo@rviplanning.com.

Sincerely,
RVi Planning + Landscape Architecture



Alexis Crespo, AICP
Vice President of Planning

APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT - MAP

Project Name: _____

Project Description: _____

Map(s) to Be Amended: _____

State Review Process: Small-Scale Review State Coordinated Review Expedited State Review

1. Name of Applicant: _____

Address: _____

City, State, Zip: _____

Phone Number: _____ E-mail: _____

2. Name of Contact: _____

Address: _____

City, State, Zip: _____

Phone Number: _____ E-mail: _____

3. Owner(s) of Record: _____

Address: _____

City, State, Zip: _____

Phone Number: _____ E-mail: _____

4. Property Location:

1. Site Address: _____

2. STRAP(s): _____

5. Property Information:

Total Acreage of Property: _____ Total Acreage Included in Request: _____

Total Uplands: _____ Total Wetlands: _____ Current Zoning: _____

Current Future Land Use Category(ies): _____

Area in Each Future Land Use Category: _____

Existing Land Use: _____

6. Calculation of maximum allowable development under current Lee Plan:

Residential Units/Density: _____ Commercial Intensity: _____ Industrial Intensity: _____

7. Calculation of maximum allowable development with proposed amendments:

Residential Units/Density: _____ Commercial Intensity: _____ Industrial Intensity: _____

Public Facilities Impacts

NOTE: The applicant must calculate public facilities impacts based on the maximum development.

- 1. Traffic Circulation Analysis:** The analysis is intended to determine the effect of the land use change on the Financially Feasible Highway Plan Map 3A (20-year plus horizon) and on the Capital Improvements Element (5-year horizon). Toward that end, an applicant must submit a Traffic Impact Statement (TIS) consistent with Lee County Administrative Code (AC)13-17.
 - a.** Proposals affecting less than 10 acres, where development parameters are contained within the Traffic Analysis Zone (TAZ) or zones planned population and employment, or where there is no change in allowable density/intensity, may be eligible for a TIS requirement waiver as outlined in the Lee County TIS Guidelines and AC-13-17. Identification of allowable density/intensity in order to determine socio-economic data for affected TAZ(s) must be coordinated with Lee County Planning staff. Otherwise a calculation of trip generation is required consistent with AC-13-17 and the Lee County TIS Guidelines to determine required components of analysis for:
 - i.** Total peak hour trip generation less than 50 total trip ends – trip generation.
 - ii.** Total peak hour trip generation from 50 to 300 total trip ends – trip generation, trip distribution and trip assignment (manual or Florida Standard Urban Transportation Modeling Structure (FSUTMS) analysis consistent with AC-13-17 and TIS Guidelines), short-term (5 year) and long-range (to current Lee Plan horizon year) segment LOS analysis of the nearest or abutting arterial and major collector segment(s) identified in the Transportation Inventory based on the trip generation and roadway segment LOS analysis criteria in AC-13-17. A methodology meeting is recommended prior to submittal of the application to discuss use of FSUTMS, any changes to analysis requirements, or a combined CPA and Zoning TIS short term analysis.
 - iii.** Total peak hour trip generation is over 300 total trip ends - trip generation, mode split, trip distribution and trip assignment (manual or FSUTMS analysis consistent with AC-13-17 and TIS Guidelines), short-term (five-year) and long-range (to current Lee Plan horizon year) segment LOS analysis of arterial and collector segments listed in the Transportation Inventory. LOS analysis will include any portion of roadway segments within an area three miles offset from the boundary of the application legal description metes and bounds survey. LOS analysis will also include any additional segments in the study area based on the roadway segment LOS analysis criteria in AC-13-17. A methodology meeting is required prior to submittal of the application.
 - b.** Map amendment - greater than 10 acres -Allowable density/intensity will be determined by Lee County Planning staff.
- 2. Provide an existing and future conditions analysis for the following (see Policy 95.1.3):**
 - a.** Sanitary Sewer
 - b.** Potable Water
 - c.** Surface Water/Drainage Basins
 - d.** Parks, Recreation, and Open Space
 - e.** Public Schools

Analysis for each of the above should include (but is not limited to) the following (see the Lee County Concurrency Management Report):

- a.** Franchise Area, Basin, or District in which the property is located
- b.** Current LOS, and LOS standard of facilities serving the site
- c.** Projected 2030 LOS under existing designation
- d.** Projected 2030 LOS under proposed designation
- e.** Existing infrastructure, if any, in the immediate area with the potential to serve the subject property
- f.** Improvements/expansions currently programmed in 5 year CIP, 6-10 year CIP, and long range improvements
- g.** Provide a letter of service availability from the appropriate utility for sanitary sewer and potable water

In addition to the above analysis, provide the following for potable water:

- a. Determine the availability of water supply within the franchise area using the current water use allocation (Consumptive Use Permit) based on the annual average daily withdrawal rate.
- b. Include the current demand and the projected demand under the existing designation, and the projected demand under the proposed designation.
- c. Include the availability of treatment facilities and transmission lines for reclaimed water for irrigation.
- d. Include any other water conservation measures that will be applied to the site (see Goal 54).

3. Provide a letter from the appropriate agency determining the adequacy/provision of existing/proposed support facilities, including:

- a. Fire protection with adequate response times
- b. Emergency medical service (EMS) provisions
- c. Law enforcement
- d. Solid Waste
- e. Mass Transit
- f. Schools

In reference to above, the applicant must supply the responding agency with the information from application items 5, 6, and 7 for their evaluation. This application must include the applicant's correspondence/request to the responding agency.

Environmental Impacts

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

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

Impacts on Historic Resources

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

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

Internal Consistency with the Lee Plan

1. Discuss how the proposal affects established Lee County population projections, Lee Plan Table 1(b) and the total population capacity of the Lee Plan Future Land Use Map.
2. List all goals and objectives of the Lee Plan that are affected by the proposed amendment or that affect the subject property. This analysis should include an evaluation of all relevant policies under each goal and objective.
3. Describe how the proposal affects adjacent local governments and their comprehensive plans.

State Policy Plan and Regional Policy Plan

List State Policy Plan and Regional Policy Plan goals, strategies and actions, and policies which are relevant to this plan amendment.

Justify the proposed amendment based upon sound planning principles

Support all conclusions made in this justification with adequate data and analysis.

Planning Communities/Community Plan Area Requirements

If located within a planning community/community plan area, provide a meeting summary document of the required public informational session [Lee Plan Goal 17].

Sketch and Legal Description

The certified legal description(s) and certified sketch of the description for the property subject to the requested change. A metes and bounds legal description must be submitted specifically describing the entire perimeter boundary of the property with accurate bearings and distances for every line. The sketch must be tied to the state plane coordinate system for the Florida West Zone (North America Datum of 1983/1990 Adjustment) with two coordinates, one coordinate being the point of beginning and the other an opposing corner. If the subject property contains wetlands or the proposed amendment includes more than one land use category a metes and bounds legal description, as described above, must be submitted in addition to the perimeter boundary of the property for each wetland or future land use category.

SUBMITTAL REQUIREMENTS

Clearly label all submittal documents with the exhibit name indicated below.

For each map submitted, the applicant will be required to submit a 24"x36" version and 8.5"x11" reduced map for inclusion in public hearing packets.

MINIMUM SUBMITTAL ITEMS (3 Copies)

<input type="checkbox"/> Completed Application (Exhibit – M1)
<input type="checkbox"/> Disclosure of Interest (Exhibit – M2)
<input type="checkbox"/> Surrounding Property Owners List, Mailing Labels, and Map For All Parcels Within 500 Feet of the Subject Property (Exhibit – M3)
<input type="checkbox"/> Existing Future Land Use Map (Exhibit – M4)
<input type="checkbox"/> Map and Description of Existing Land Uses (Not Designations) of the Subject Property and Surrounding Properties (Exhibit – M5)
<input type="checkbox"/> Map and Description of Existing Zoning of the Subject Property and Surrounding Properties (Exhibit – M6)
<input type="checkbox"/> Signed/Sealed Legal Description and Sketch of the Description for Each FLUC Proposed (Exhibit – M7)
<input type="checkbox"/> Copy of the Deed(s) of the Subject Property (Exhibit – M8)
<input type="checkbox"/> Aerial Map Showing the Subject Property and Surrounding Properties (Exhibit – M9)
<input type="checkbox"/> Authorization Letter From the Property Owner(s) Authorizing the Applicant to Represent the Owner (Exhibit – M10)
<input type="checkbox"/> Proposed Amendments (Exhibit – M11)
<input type="checkbox"/> Lee Plan Analysis (Exhibit – M12)
<input type="checkbox"/> Environmental Impacts Analysis (Exhibit – M13)
<input type="checkbox"/> Historic Resources Impact Analysis (Exhibit – M14)
<input type="checkbox"/> Public Facilities Impacts Analysis (Exhibit – M15)
<input type="checkbox"/> Traffic Circulation Analysis (Exhibit – M16)
<input type="checkbox"/> Existing and Future Conditions Analysis -
<input type="checkbox"/> Sanitary Sewer, Potable Water, Surface Water/Drainage Basins, Parks and Rec, Open Space, Public Schools (Exhibit – M17)
<input type="checkbox"/> Letter of Determination For the Adequacy/Provision of Existing/Proposed Support Facilities - Fire Protection, Emergency Medical Service, Law Enforcement, Solid Waste, Mass Transit, Schools (Exhibit – M18)
<input type="checkbox"/> State Policy Plan and Regional Policy Plan (Exhibit – M19)
<input type="checkbox"/> Justification of Proposed Amendment (Exhibit – M20)
<input type="checkbox"/> Planning Communities/Community Plan Area Requirements (Exhibit – M21)

APPLICANT – PLEASE NOTE:

Changes to Table 1(b) that relate directly to and are adopted simultaneously with a future land use map amendment may be considered as part of this application for a map amendment.

Once staff has determined the application is sufficient for review, 15 complete copies will be required to be submitted to staff. These copies will be used for Local Planning Agency hearings, Board of County Commissioners hearings, and State Reviewing Agencies. Staff will notify the applicant prior to each hearing or mail out to obtain the required copies.

If you have any questions regarding this application, please contact the Planning Section at (239) 533-8585.

AFFIDAVIT

I, _____, certify that I am the owner or authorized representative of the property described herein, and that all answers to the questions in this application and any sketches, data, or other supplementary matter attached to and made a part of this application, are honest and true to the best of my knowledge and belief. I also authorize the staff of Lee County Community Development to enter upon the property during normal working hours for the purpose of investigating and evaluating the request made through this application.

Signature of Applicant

Date

Printed Name of Applicant

STATE OF FLORIDA
COUNTY OF LEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of physical presence or online notarization on _____ (date) by _____ (name of person providing oath or affirmation), who is personally known to me or who has produced _____ (type of identification) as identification.

Signature of Notary Public

(Name typed, printed or stamped)



Caloosa 80 CPA

Preliminary Density Calculations

Future Land Use Category	Lee Plan Table 1(a) Max. Standard Density	Acres	Maximum Allowable Units
Urban Community	6 DU/AC	89.46 AC	536.76 DU
Sub-Outlying Suburban*	2 DU/AC	89.65 AC	179.30 DU
Wetlands			
Preserved Wetlands (Urban Community)	6 DU/AC	4.94 AC	29.64 DU
Impacted Wetlands	1 DU/20 AC	3.80 AC	0.19 DU
Commercial Lands**	N/A	4.50 AC	0.0 DU
Total Allowable Unit Count		192.35 AC	746 DU
Total Requested Unit Count (Companion MPD Rezone)			690 DU

*Proposed per companion Lee Plan Amendment.

**Commercial use areas not eligible for density.



Caloosa 80 Comprehensive Plan Amendment (Map & Text)

Lee Plan, State Policy Plan, Regional Policy Plan, Community Plan Area Consistency & Justification of the Proposed Amendment

Exhibits M12, M19, M20, M21a

REVISED OCTOBER 2025

I. Request

Neal Communities of Southwest Florida (“Applicant”) is requesting approval of a Large-Scale Comprehensive Plan Amendment to change the future land use (FLU) category of 92.71 +/- acres of the 192.3 +/- acre site (“Property”) from Rural to Sub-Outlying Suburban, and to add the Property to the Lee County Utilities, Future Water and Sanitary Sewer Service Areas. This request requires three map amendments to Lee Plan Maps 1A, Map 4A, and Map 4B. It also includes a text amendment to Table 1(b) to increase the residential acreage of land in the Sub-Outlying Suburban FLU category of District 1, Northeast Lee County.

The total Property owned by the Applicant is 192.3 acres. Currently, the majority of the site (99.6 acres) is within the Urban Community FLU category, which allows for 6 du/acre and commercial uses. The remaining 92.7 acres of the Property are designated as Rural and are limited to 1 du/acre.

The amendment will allow for the development of a maximum of 2 du/ac in the parcels proposed as Sub-Outlying Suburban. This would entail a maximum total of 746 dwelling units per the density limitations set forth in Lee Plan Table 1(a).

The proposed text amendment will ensure sufficient residential acreage is allocated to the Sub-Outlying Suburban FLU category of District 1 per Lee Plan Table 1(b) to support this request. There is existing available residential acreage within the Urban Community FLU category of District 1 as well as commercial acreage in District 1.

The Applicant has filed a companion Mixed Use Planned Development (MPD) rezoning application to further limit development of the Property to 690 dwelling units and up to 50,000 SF of neighborhood commercial retail along with accessory uses, and supportive infrastructure.

II. Existing Conditions & Property History

The Property is located south of Palm Beach Boulevard (SR 80) and east of Bateman Road and west of Goggin Road. The Property is currently zoned Recreational Vehicle Planned Development (RVPD) per Resolution No. Z-09-042 and is located within the Northeast Lee County Planning Community and Alva Community Planning Areas. The Property is currently utilized as agricultural pastureland. The RVPD zoning district permits the development of 417 RV sites, including 121 transient and 296 non-transient RV sites, with associated accessory and subordinate uses, including limited commercial uses.

III. Surrounding Land Use Pattern

The Property is within an area characterized by rural and transitional suburban development patterns. The surrounding land use pattern consists of public rights-of-way to the north, south and west; Hickeys Creek Mitigation Park to the west; FDOT ponds and single-family residential to the north; vacant agricultural lands and single-family residential to the east; and a single-family residence to the south. Additionally, several developments are approved and/or permitted along SR 80 in proximity to the Property, including River Hall, Hickey's Creekside and River Oaks. Table 1 below further defines the surrounding Future Land Use designations, zoning districts and existing land uses.

Lands in the immediate area are designated Rural, Conservation, as well as Urban Community to the south and northwest of the Property, and further to the east along SR 80. The FLUM amendment request will allow for a more gradual “step down” or transition of density from Urban Community (6 du/acre) to the Sub Outlying Suburban FLU (2 du/acre), in a manner that complements the adjacent lower density and agricultural lands. Table 1 below further defines the surrounding Future Land Use designations, zoning districts and existing land uses.

Table 1: Inventory of Surrounding Lands

	FUTURE LAND USE	ZONING DISTRICT	EXISTING LAND USE
NORTH	Rural	AG-2 (Agricultural)	Right of Way (SR 80.); single-family residential; agriculture
SOUTH	Urban Community; Rural	AG-2 (Agricultural)	Florida Power & Light easement; single-family residential; vacant
EAST	Rural	AG-2 (Agricultural)	Single-family residential; agriculture
WEST	Conservation Lands - Upland	EC (Environmentally Critical)	Right-of-Way (Bateman Road); conservation (Hickeys Creek Mitigation Park)

IV. Public Infrastructure

As outlined in the application materials, the subject property is serviced or planned to be serviced by existing public infrastructure that can accommodate the proposed mix of residential and commercial uses.

Potable water and sanitary sewer service will be provided by Lee County Utilities (please see the Letter of Service Availability from Lee County Utilities) via developer funded extensions of these facilities to the project. This proposal provides a substantial private investment in public infrastructure and will provide the opportunity to connect numerous properties currently on well and septic to centralized utilities. This is particularly impactful considering the area's proximity to the Caloosahatchee River.

The surrounding roadway network has adequate capacity as set forth in the accompanying Traffic Circulation Analysis prepared by TR Transportation Consultants, Inc. There are adequate community facilities and services in the immediate vicinity of the project, including fire, law enforcement, schools, and parks.

The Applicant anticipates coordination of zoning conditions with County Staff to ensure that adequate service is available at the time of construction. Please refer to the enclosed infrastructure analysis and agency availability letters (Exhibit M15, M16 & M17) for a complete description of available infrastructure and services to support the amendment request.

V. Proposed Amendment

The amendment request will allow for development of the Property as a mixed-use community with a maximum of 690 units and up to 50,000 SF of commercial uses, along with associated infrastructure and amenities. The Applicant has submitted a companion MPD rezoning petition to implement the intended development program, while ensuring adequate protection to the environment and rural character of the area.

The current amendment requests for a change in FLU from Rural to Sub-Outlying Suburban, which allows for the increase in density to allow for a compact form of development where infrastructure exists to support new growth, while ensuring that the rural character of the community is preserved. The proposed FLU category restricts residential density to 2 units per acre, achieving a gradual reduction in densities from Urban Community that lies to the immediate west to the Rural lands to the east.

At the same time, the residential development introduces housing options in the community as well as commercial uses that could provide required services to the residents of the community and the adjoining rural areas, thereby reducing vehicle miles travelled and allowing for accessibility by bicycle and pedestrians in the project and immediate area.

The proposed development, being developed at a density greater than 2.5 du/ac is required to connect to a public water service, per the Lee Plan Standard 4.1.1. The amendment includes a request for the Property to be added to the Lee County Utilities, Future Water Service Areas. The gross density of the companion MPD is 4 du/acre, thereby exceeding this minimum threshold. The extension of utilities is solely at the developer's expense and will eliminate well and septic tanks on the property. This is a significant environmental benefit due to proximity to the Caloosahatchee River.

Further, the proposed text amendment requests that additional acreage be added to the Sub-Outlying Suburban FLU category in District 1, ensuring that the project is consistent with Table 1(b) of the Lee Plan.

VI. Compatibility/Protection of Rural Character

The MPD proposes several development standards and limitations to ensure the rural character of the Alva community is protected post-development. The proposed standards/conditions are as follows:

- Maximum of 690 dwelling units (below the allowable density under current Urban Community & proposed Sub-Outlying Suburban future land use categories);
- The tracts are predominantly single-family with a limited area of townhome dwelling types in the western portions of the site in the Future Urban-designated areas;
- Commercial uses will be limited per the proposed Schedule of Uses to serve the proposed development and nearby residential communities along Palm Beach

Boulevard and in Alva. A 15-foot-wide Type D buffer is proposed where the neighborhood commercial outparcel abuts SR 80.

- An 80-foot-wide buffer is proposed along Bateman Road to screen the proposed community from the conservation areas to the west of the roadway and protect views for the travelling public. Access to this roadway is also limited to “emergency-only” for first responders to limit trips and maintain low traffic volumes.
- Preserves are proposed along the SR 80 frontage to screen views of the community from the right-of-way and maintain rural vistas.
- 40 to 45-foot-wide enhanced landscape buffers or native preservation areas abut the eastern property line ensuring screening from the vacant agricultural lands or single-family lots further east. Where native vegetation does not exist, substantial plantings are proposed totaling 15 trees and 66 shrubs per 100 LF.
- A 289+/- setback is proposed from the southwestern portion of the property, which also provides a substantial wildlife corridor/native preserve area that interconnects with Hickeys Creek Mitigation Park.
- $109\pm$ acres of open space are proposed, which far exceeds the LDC requirements, and also exceeds the previous RVPD open space commitment by over $8\pm$ acres.
- $42\pm$ acres of indigenous preserve (including credits) are proposed, which exceeds the LDC requirements. This preserve represents the highest quality vegetation existing on-site, including Pine Flatwoods in the southern portion of the project, providing connectivity to Hickey's Creek Mitigation Bank conservation areas.

VII. Lee Plan Consistency & Community Plan Area Consistency

The following is an analysis of how the proposed amendment is consistent with the goals, policies and objectives of the Lee Plan.

POLICY 1.1.4: The Urban Community future land use category are areas characterized by a mixture of relatively intense commercial and residential uses. The residential development in these areas will be at slightly lower densities than other future urban categories described in this plan. As vacant properties within this category are developed, the existing base of public services will need to be maintained which may include expanding and strengthening them accordingly. As in the Central Urban future land use category, predominant land uses in this category will be residential, commercial, public and quasi-public, and limited light industrial with future development encouraged to be mixed use, as described in Objective 11.1, where appropriate. The standard density range is from one dwelling unit per acre (1 du/acre) to six dwelling units per acre (6 Future Land Use II-2 November 2021 du/acre), with a maximum total density of ten dwelling units per acre (10 du/acre). The maximum total density may be increased to fifteen dwelling units per acre (15 du/acre) utilizing Greater Pine Island Transfer of Development Units.

Roughly 99 acres of the Property lies within the Urban Community future land use category. The proposed maximum density of 690 units is well below the density limits per the calculations provided in this application, based upon the proposed FLUM change. Further, the proposed residential and commercial uses are

consistent with the intent of this policy and will be limited to the proposed Schedule of Uses. The denser townhome product is sensitively located on in the Urban Community portion of the site. No intensive commercial uses or industrial uses are proposed in compliance with this policy.

POLICY 1.1.11: The Sub-Outlying Suburban future land use category is characterized by low density residential areas. Generally, the infrastructure needed for higher density development is not planned or in place. This future land use category will be placed in areas where higher densities would be incompatible or where there is a desire to retain a low-density community character. Industrial land uses are not permitted. The standard density range is from one dwelling unit per acre (1 du/acre) to two dwelling units per acre (2 du/acre). Bonus densities are not allowed.

The Property is currently designated within the Urban Community and Rural FLU designations. Urban Community is a Future Urban Area designation that allows development of 6 du/acre, while the Rural FLU is a Non-Urban Area designation, permitting development of only 1 du/ac. Thus, the Property itself exhibits a sharp variation in permitted densities. The proposed Sub-Outlying Suburban FLU is a Future Suburban Area designation, permitting density of 2 du/ac and will allow for a more gradual decrease in densities from west to east. While this allows for the increase in density necessary to achieve the Client's compact development program and make appropriate use of available infrastructure, it still ensures a low-density community character, with a net increase of only 1 du/ac across 89.65 acres or 90 units. The Property is also situated along SR 80, a corridor that is experiencing rapid growth, and currently has Future Urban/Suburban Area designations along it in the vicinity of the project. The proposed change is further supported by the planned expansion of public utilities along this corridor.

POLICY 1.6.7: The Agricultural Overlay (Map 1-G) shows existing active and passive agricultural operations in excess of 100 acres located outside of the future urban areas. Since these areas play a vital role in Lee County's economy, they should be protected from the impacts of new developments, and the County should not attempt to alter or curtail agricultural operations on them merely to satisfy the lifestyle expectations of non-urban residents.

As noted above, the majority of the property is in the Future Urban Area. The site no longer represents viable agricultural land due to the infrastructure in the area, both existing and planned.

GOAL 2: GROWTH MANAGEMENT. To provide for an economically feasible plan which coordinates the location and timing of new development with the provision of infrastructure by government agencies, private utilities, and other sources.

The Property is partially located in a Future Urban Area pursuant to the underlying Urban Community future land use category on the western side of the Property. The Property abuts and has direct access to a 4-lane state-maintained arterial roadway. The application proposes to extend water and sewer to the site providing for centralized utility service via water and wastewater treatment plants with capacity to serve the project. The development will be served by the Alva Fire District and the Lee County Sheriff's Office. The proposal to convert the Rural portion of the Property to Sub-Outlying Suburban will accommodate slightly higher densities and make efficient use of infrastructure and services, as well as a more appropriate transition to Rural

lands further east. The request also provides private investment in the County's infrastructure system that will help to reduce reliance on wells and septic tanks in the general area, which is highly sensitive due to proximity to the Caloosahatchee River.

Objective 2.1: DEVELOPMENT LOCATION. Contiguous and compact growth patterns will be promoted through the rezoning process to contain urban sprawl, minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where large tracts of land are by-passed in favor of development more distant from services and existing communities.

The proposed development would result in a contiguous and compact growth pattern. As noted above, the majority of the Property is within Urban Community. The request will allow for additional density and provides infrastructure in an area that Lee County Utilities is able to serve. An existing RVPD zoning approval already authorizes development of the site as an RV Park with ancillary commercial uses. The applications will allow connection to water and sewer, increased residential density, and commercial uses that will serve not only the residents but the surrounding rural community that is in need of additional retail and services. The applications also protect natural resources by preserving wetlands, reconfiguring the lake system, and providing for expansive perimeter buffers and preserve connectivity to publicly owned conservation lands to the west, while providing for expansive perimeter buffers and on-site open space.

Objective 2.2: DEVELOPMENT TIMING. Direct new growth to those portions of the future urban areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Development orders and permits (as defined in §163.3164, Fla. Stat.) will be granted only when consistent with the provisions of §163.3202(2)(g) and § 163.3180, Fla. Stat. and the concurrency requirements in the LDC.

As noted above, the majority of the Property is within the Future Urban Area. The request will allow for the transition of the already approved RV and ancillary commercial uses to a compact mixed-use community. The mix of uses will allow for the proposed neighborhood commercial to reduce vehicle miles travelled in the Alva area. LCU has indicated ability to serve the project for both water and sewer, thereby allowing for the expansion of infrastructure along a major arterial corridor, and reducing reliance on wells, septic and/or private wastewater treatment facilities. Other infrastructure and services are available to serve the project per the letters of availability provided.

STANDARD 4.1.1: WATER.

1. *Any new residential development that exceeds 2.5 dwelling units per gross acre, and any new single commercial or industrial development in excess of 30,000 square feet of gross leasable (floor) area per parcel, must connect to a public water system (or a "community" water system as that is defined by Fla. Admin. Code R. 62-550)*
...
6. *If a development lies outside any service area as described above, the developer may:*
 - *request that the service area of Lee County Utilities or an adjacent water utility be extended to incorporate the property;*
 - *establish a community water system for the development; or*
 - *develop at an intensity that does not require a community water system.*

The Property is proposed to be developed with 690 dwelling units on 192.3 acres, for a total gross density of 3.59 du/acre, and is so, required to connect to a public water system. This amendment proposes to add the Property to the Lee County Utilities Future Water Service Area, as contemplated by subsection 6 of this policy. Lee County Utilities has indicated adequate capacity to serve the project per the letter of availability, included in this application.

The public benefit of the utilities expansion to the Property includes reduction of reliance on individual wells in an area proximate to the Caloosahatchee River and significant natural resources (Hickey Creek Mitigation Park). It is understood that the City of LaBelle and Hendry County are extending utilities from the City of LaBelle to the Lee/Hendry County line along SR 80. The proposed expansion will help fill a gap in utility service along this important growth corridor. Therefore, the amendment is consistent with this policy.

STANDARD 4.1.2. SEWER

1. *Any new residential development that exceeds 2.5 dwelling units per gross acre, and any new single commercial or industrial development that generates more than 5,000 gallons of sewage per day, must connect to a sanitary sewer system.*
...
5. *If a development lies outside any service area as described above, the developer may:*
 - *request that the service area of Lee County Utilities or an adjacent sewer utility be expanded to incorporate the property;*
 - *establish a self-provided sanitary sewer system for the development;*
 - *develop at an intensity that does not require sanitary sewer service; or*
 - *if no more than 5000 gallons of effluent per day per parcel is produced, an individual sewage disposal system per Fla. Admin. Code R. 64E-6 may be utilized, contingent on approval by all relevant authorities.*

The Property is proposed to be developed with 690 dwelling units on 192.3 acres, for a total gross density of 3.59 du/acre, and is so, required to connect to a public sewer system. This amendment proposes to add the Property to the Lee County Utilities Future Water Service Area, as contemplated by subsection 5 of this policy. Lee County Utilities has indicated adequate capacity to serve the project per the letter of availability, included in this application.

The public benefit of the utilities expansion to the Property includes reduction of reliance on individual septic tanks in an area proximate to the Caloosahatchee River and significant natural resources (Hickey Creek Mitigation Park). It is understood that the City of LaBelle and Hendry County are extending utilities from the City of LaBelle to the Lee/Hendry County line along SR 80. The proposed expansion will help fill a gap in utility service along this important growth corridor. Therefore, the amendment is consistent with this policy.

STANDARD 4.1.3: REUSE.

1. *Any development that requires a development order, on a property that is adjacent to public reuse infrastructure with sufficient capacity, must connect to the reuse system for irrigation needs.*

The project will connect to public reuse infrastructure, if available at time of development.

POLICY 5.1.5: Protect existing and future residential areas from any encroachment of uses that are potentially destructive to the character and integrity of the residential environment. Requests for conventional rezonings will be denied in the event that the buffers provided in Chapter 10 of the Land Development Code are not adequate to address potentially incompatible uses in a satisfactory manner. If such uses are proposed in the form of a planned development or special exception and generally applicable development regulations are deemed to be inadequate, conditions will be attached to minimize or eliminate the potential impacts or, where no adequate conditions can be devised, the application will be denied altogether. The Land Development Code will continue to require appropriate buffers for new developments.

The proposed amendment is requesting a change in the FLU designation from Rural to Sub-Outlying Suburban, allowing for a nominal increase in density from 1 du/acre to 2 du/acre. This proposal will enable a more gradual transition from the Urban Community node on the western portion of the property to the more rural land use pattern to the east.

The proposed FLU designation does not permit industrial development, that could be destructive to the low-density, rural character of the area. Further, through the companion MPD rezone, non-residential uses are further restricted to specific neighborhood commercial uses that would serve the residential community. Roughly 4.5 acres of the project are to be dedicated towards 50,000 SF of neighborhood commercial uses and are appropriately oriented to the intensive SR 80 frontage.

Further, the proposed MPD Master Concept Plan demonstrates expansive buffering that exceeds the code requirements and will screen the proposed community from adjoining residential uses. The proposed community is predominantly single-family detached with townhome product sensitively located in the western portion of the site designated for urban densities per the Lee Plan. Wetland preservation areas will also separate and screen proposed development from the perimeters of the property and public view.

The single-family dwellings that abut the property to the north and directly abut SR 80 will be buffered from the proposed development by Preserve Area #2. Single-family uses along the southern and eastern property lines 40 to 45-foot-wide buffers consisting of either native preserve or 15 trees and 66 shrubs per 100 linear feet. This exceeds the buffering treatment where proposed industrial uses abut residential uses, as a demonstration of the appropriateness of the proposal to ensure compatibility between existing and proposed residential uses.

Objective 17.3: PUBLIC INPUT. To provide opportunities for public input as part of the comprehensive plan and land development code amendment process.

The Applicant has scheduled numerous public meetings, exceeding the minimum requirements of this policy.

GOAL 27: NORTHEAST LEE COUNTY COMMUNITY PLAN. Maintain, enhance, and support the heritage and rural character, natural resources, and agricultural lands. Alva and North Olga will

work cooperatively toward this goal through the objectives and policies that follow, and through their individual community plans.

The proposed amendment will maintain the rural character and protect natural resources via the following provisions, and as further detailed in this narrative:

- **56% total on-site open space far exceeding the requirements of the LDC**
- **Substantial perimeter buffers consisting of 80' wide setback/vegetative buffer adjacent to Bateman Road/Hickey Creek Mitigation Park and 40-45-foot-wide preserve or enhanced buffers along southern and eastern property lines**
- **Preserve areas lining southwestern and northern property lines**
- **Clustering of development around high-quality wetlands and upland preserves**
- **The proposed commercial uses are limited to ensure neighborhood-serving retail uses that are permitted today per the underlying Urban Community future land use on the western portion of the site.**

POLICY 27.1.1: Support the agricultural and rural character within Northeast Lee County by encouraging continued commercial agricultural operations and encourage new development to be clustered to conserve large areas of open lands.

The request for new development incorporates the desire to cluster development areas in order to conserve large areas of open lands on site. The aspirational portion of the policy to encourage continued commercial agricultural operations is aspirational and non-regulatory.

As noted above, the MPD aligns with the definition of clustered development via smaller lot sizes that allows for increased open space. Specifically, the proposed design provides 56% open space, whereas the LDC requires only 40% open space for residential projects and 30% for commercial use areas.

POLICY 27.1.5: In all discretionary actions, consider the effect on Northeast Lee County's commercial agricultural operations and rural character.

In recognition of these policies, the proposed MPD enhances the rural character of Northeast Lee County through the enhanced buffers, setbacks, environmental preservation. The buffers have been detailed throughout the narrative and include 80-foot buffers on Bateman Road, 40 to 45-foot buffers along eastern and southeastern property lines, 184-foot-wide preserve area supplemented by a 75-foot-wide FPL easement along the southwest portion of the property.

Enhanced perimeter setbacks are provided along all property boundaries as follows:

- **50 feet from SR 80.**

- 80 feet from Bateman Road.
- 40-289 feet from southern property boundaries.
- 40 feet along the eastern property boundaries.

These open space areas far exceed the LDC requirements and will preserve the rural character of the SR 80 corridor within Northeast Lee County.

The proposed density is consistent with the existing and proposed future land use categories and provides preservation areas which protect and enhance on site and adjacent environmentally sensitive areas, while acknowledging the long-standing Urban designation on 99 acres of this site. Proposed uses are consistent with the agricultural and residential development surrounding the Property.

POLICY 27.1.8: The owner or agent of a rezoning or special exception request within the Northeast Lee County Community Plan area must conduct two public information meetings, in accordance with Policies 17.3.3 and 17.3.4, prior to the application being found sufficient. One meeting must be held within the Alva Community Plan area boundary and the other in the North Olga Community Plan area boundary.

The Applicant has conducted public information meetings within the Alva Community Plan area boundary on January 14, 2025, and February 11, 2025 at the Alva Community Center, 21471 N. River Rd., Alva, at 7:00 pm (within the Alva community plan area boundary) and on February 19, 2025 at the intersection of Owl Creek Dr. and N. River Rd., Alva, FL 33920 at 4:00 pm (within the North Olga Community Plan area boundary). The Community Meeting Summary exhibit provided to staff includes information regarding these meetings.

OBJECTIVE 27.3: NATURAL RESOURCES. To enhance, preserve and protect the physical integrity, ecological standards, and rural character of Northeast Lee County by focusing on: water basins; native vegetation; wildlife habitat and resources; and areas designated for long-term conservation.

A detailed environmental assessment for the project site was conducted by Kimley-Horn and is included in the application materials. The companion rezoning will provide for protection of natural resources by preserving on-site uplands and wetlands, providing native preserve in accordance with the LDC, and implementing expansive perimeter buffers, including an 80-foot-wide buffer adjacent to Bateman Road/Hickeys Creek Mitigation Park. The eastern property lines have incorporated additional native preserve areas and enhanced buffers to exceed the requirements of the LDC. Preserve area also interconnects Hickey's Creek Mitigation Bank in the southwest portion of the site.

When combined, the proposed design will fully comply with the above policy. Moreover, the extension of utilities will reduce the number of private wells and septic tanks in the area, and provide centralized public utilities to this site, which is preferred when compared to a private, on-site wastewater treatment facility.

POLICY 27.4.3: Proactively plan for wildlife connections within Northeast Lee County that support habitat needs of native animals on public lands and waters.

The project far exceeds the open space and native preserve requirements. Exceeding the LDC requirements for native preservation by 4 acres is in direct compliance with this policy.

Preserve and enhanced buffers line the east, south and west property lines and range in width from 40 to 289 feet, providing opportunities for wildlife connections. Moreover, Preserves #1 and #3 will provide connectivity from the Hickey's Creek Mitigation Bank to the west of Bateman Road, providing a substantial contribution to regional wildlife corridors.

OBJECTIVE 28.1: RURAL CHARACTER. *Maintain and enhance the rural character and environment of Alva through planning practices that: 1. Manage growth and protect Alva's rural nature. 2. Maintain agricultural lands and rural land use patterns. 3. Provide needed community facilities, transportation systems, and infrastructure capacity. 4. Protect and enhance native species, ecosystems, habitats, natural resources, and water systems. 5. Preserve Alva's historic places and archaeological sites.*

The majority of the Property is located in the Urban Community future land use, which is a future urban area per the Lee Plan. The proposed amendment and companion MPD rezone will increase the allowable density to 690 residential dwelling units. The commercial component of the project is permitted today per the underlying Urban Community future land use. The extension of utilities will provide community facilities to the immediate area and allow more areas to be served by centralized public utilities. The applications will allow for an appropriate transition of growth from west to east and a nominal increase in allowable density. The plan also protects natural resources, including on-site wetlands and uplands, as detailed in this application, as well as the companion MPD rezone. There are no current historic and/or archeological sites located on the development.

The rural character of Alva/Northeast Lee County is also addressed through the design of the project as shown on the companion Planned Development Rezone Master Concept Plan. Expansive buffers and preserve areas along all publicly visible perimeters. Wetland and upland preserve areas will ensure views from SR 80 and Bateman Road are of native vegetation as opposed to development. The proposed development will provide improved compatibility with surrounding single-family residences and provides open space adjacent to surrounding properties and publicly owned preserve areas.

POLICY 28.1.1: *Evaluate and identify appropriate commercial areas with a focus on the rural village area.*

The commercial uses proposed on the Property will be along SR 80, as demonstrated on the proposed MPD Master Concept Plan, and within Future Urban Area/Urban Community FLU that allows commercial uses. SR 80 is a 4-lane arterial roadway, that will provide a strategic location for neighborhood commercial uses. Further, sidewalks and a shared-use path are planned for the portion of SR 80 within the Alva Community allowing for pedestrian access from surrounding neighborhoods.

POLICY 28.1.4: *New industrial activities or changes of land use that allow future industrial activities, not directly associated with Alva's commercial agriculture, are prohibited in Alva.*

The proposal requests a change of FLU from Rural to Sub-Outlying Suburban. Industrial uses are not permitted in this FLU category per Policy 1.1.11. Further, only neighborhood commercial uses, that benefit the residents and surrounding neighborhoods, are being proposed through the companion MPD rezone.

POLICY 28.2.2: Future land use amendments that would increase the allowable total density of Alva are discouraged and must demonstrate consistency with the objectives and policies of this goal through concurrent planned development rezoning. Future Land Use Map amendments that would decrease the allowable total density of Alva and that are otherwise consistent with the objectives and policies of this goal are encouraged.

As the requested amendment proposes an increase in density within the Alva Community Plan, it is accompanied by a concurrent MPD rezone application that will safeguard the rural character of the Alva community and ensure consistency with all relevant Goals, Objectives and Policies of Northeast Lee County and Alva community plans.

The companion rezone establishes development standards to address compatibility with the rural character, along with the substantial protection of natural resources. Impacts to existing wetlands on the Property are minimized through establishment of preserve areas. Further, enhanced buffering is proposed along Bateman Road, adjacent to the Hickey Creek Mitigation Park and along eastern and southern property lines. The proposed development will be clustered to ensure open space far exceeding the LDC requirements.

Further, the FLU amendment is to change the designation of part of the Property from Rural to Sub-Outlying Suburban. The remainder of the Property is already designated as Urban Community, allowing for development of up to 6 du/ac. While there is a proposed increase in density, the change to the Sub-Outlying Suburban designation creates an increase of 93 units across the 192.3 +/- project. As seen from the below Table, the restriction to 690 units via the proposed MPD rezone, will result in only a net increase of 34 units over what is currently allowed.

	Max. Density	Net Increase
Current FLU conditions	656 units	-
With proposed amendment	746 units	90 units
Per MPD rezone	690 units	34 units

The Sub-Outlying Suburban FLU designation is specifically designed for places “where there is a desire to retain a low-density community character” per Policy 1.1.11 of the Lee Plan. This designation would allow for densities to gradually decrease from Urban Community to the adjoining Rural.

Lastly, the amendment will support the extension of centralized water and sewer service to the site and surrounding area. This will reduce reliance on well and septic, thereby providing a net positive environmental benefit in relation to numerous Lee Plan provisions relating natural resource protection, water quality, groundwater/aquifer protection. Thus, the proposed amendment enhances consistency with the Lee Plan as a whole.

OBJECTIVE 28.5: NATURAL RESOURCES AND ENVIRONMENTAL SYSTEMS. To enhance, preserve, protect, and restore the physical integrity, ecological standards, and natural beauty of the Alva Community Plan area.

A detailed environmental assessment for the project site was conducted by Kimley-Horn. The amendment and companion MPD protect natural resources, including on-site wetlands and uplands, as detailed in this application, as well as the companion MPD rezone. There are no current historic and/or archeological sites located on the development.

The plan also protects natural resources, including on-site wetlands and uplands, as detailed in this application, as well as the companion MPD rezone. There are no current historic and/or archeological sites located on the development. been protected to ensure natural beauty on the property while also maintain the rural character of Alva Community.

POLICY 28.5.2: *Identify and evaluate land conservation funding opportunities and acquisition priorities to protect vital natural resources, ecosystems, and habitats from the impacts of clear cutting for residential or agricultural purposes.*

According to the detailed environmental assessment for the project site conducted by Kimley-Horn, the site does not contain significant high quality native vegetation. However, native upland and the highest quality wetlands areas are conserved on the property in full compliance with the LDC. As such, the development will not have a negative impact on the ecosystem.

POLICY 28.5.3: *All new development and redevelopment must maintain compliance with State of Florida mandated Total Maximum Daily Load (TMDL) requirement for designated water bodies.*

The Applicant will remain compliant with State of Florida mandated Total Maximum Daily Load requirement. Total Maximum Daily Loads (TMDLs) adopted under Chapter 62-304, F.A.C., that interpret the narrative water quality criterion for nutrients in paragraph 62-302.530(47)(b), F.A.C., for one or more nutrients or nutrient response variables. This will be thoroughly evaluated during the South Florida Water Management (SFWMD) permitting process, and an environmental resource permit (ERP) will not be issued unless the project design demonstrates compliance with these requirements.

POLICY 28.5.4: *New development and redevelopment in or near existing and potential wellfields must:* 1. *Be designed to minimize the possibility of contaminating groundwater during construction and operation.* 2. *Comply with the Lee County Wellfield Protection Ordinance.*

There are no public wellfields on the Property. Please see attached stormwater management narrative describing the lake design and its consistency with Lee County's groundwater protection regulations. Moreover, the lakes have been redesigned since the original zoning approval to break the large central lake previously approved into smaller lakes to better protect the groundwater within and abutting the property.

POLICY 28.5.5: *Provide educational programs or materials on energy conservation, energy efficiency, greenhouse gas emission reductions, solid waste management, hazardous waste,*

surface water runoff, septic maintenance, water conservation, Florida Friendly Landscaping, green building, cultural resources, history, etc.

This policy is not applicable to individual developments.

GOAL 60: COORDINATED SURFACE WATER MANAGEMENT AND LAND USE PLANNING ON A WATERSHED BASIS. *To protect or improve the quality of receiving waters and surrounding natural areas and the functions of natural groundwater aquifer recharge areas while also providing flood protection for existing and future development.*

The development has conserved the on-site wetlands, which aid in flood protection. The proposed lake system will be designed in accordance with the SFWMD requirement to ensure water is retained on-site until water quality meets minimum standards, at which time water will slowly attenuate off-site at flow rates approved by the district.

GOAL 61: PROTECTION OF WATER RESOURCES. *To protect the County's water resources through the application of innovative and sound methods of surface water management and by ensuring that the public and private construction, operation, and maintenance of surface water management systems are consistent with the need to protect receiving waters.*

The site will contain 19± acres of lakes that will be maintained properly in accordance with the Lee County Land Development Code. The surface waters and groundwater resources of the County shall be protected to ensure that their biological, ecological, and hydrological functions are maintained, conserved, or improved.

OBJECTIVE 77.3: *New developments must use innovative open space design to preserve existing native vegetation, provide visual relief, and buffer adjacent uses and proposed and/or existing rights-of-way. This objective and subsequent policies are to be implemented through the zoning process.*

The MPD incorporates innovative open space design via incorporating native preserve into the perimeter buffers along Bateman Road and the southern and eastern property lines. These buffers and preserve areas range in width from 40 feet to 289 feet to screen adjacent lands visually and provide substantial wildlife habitat. Preserve areas represent the highest quality habitat and are strategically located along Bateman Road and SR 80 to maintain well-vegetated, rural viewsheds along these roadways.

The site exceeds the open space requirement by 32 acres and the indigenous preserve requirement by 4 acres as further demonstration of the project's MPD's compliance with this Objective.

POLICY 77.3.3: *The County encourages new developments to incorporate existing native plant communities and/or native trees along proposed and/or existing rights-of-way.*

Preserve areas have been located adjacent to SR 80, Bateman Road and Cattleman CV rights-of-way. All adjacent rights-of-way are substantially buffered by preserves and buffers exceeding the requirements of the LDC by 100% or more in terms of width. Where native vegetation does not exist in the 40-45-foot-wide buffers along

the eastern edge of the site, enhanced plantings totaling 15 trees and 66 shrubs/100 LF are proposed. This design exceeds the LDC's most substantial Type F buffering requirements and will fully meet the intent of the above policy.

POLICY 77.3.7: New development and redevelopment in areas containing a component of the greenways trail system, as identified by the Lee County Greenways Master Plan, must incorporate the greenway trail into their development design. In addition to counting towards the project's general open space requirements, developments constructing the onsite portions of the greenway trail will be eligible for community and regional park impact fee credit.

The site is located on Palm Beach Blvd which is located on the Lee County Greenways map of the Lee Plan Map 22. According to Map 22, Palm Beach Blvd. is located on the Pine Island Hendry Trail on shared use path. However, the greenway trail is located outside of the property and will not be incorporated inside the development design.

POLICY 123.2.4: Encourage the protection of viable tracts of sensitive or high-quality natural plant communities within developments.

As identified in the Environmental Report, the companion MPD represents avoidance of wetland impacts, and preservation of highest quality on-site habitat with focus on contiguity to off-site preserve areas. Wetland impacts are limited to low quality and disturbed habitat.

POLICY 123.2.10: Require that development adjacent to aquatic and other nature preserves, wildlife refuges, and recreation areas be designed to protect the natural character and public investment in these areas.

The preserves are primarily located along the northern, southern and western property boundary and ensure protection of the natural resources, public investment, and habitat connectivity with the Hickeys Creek Mitigation Park. The companion MPD is consistent with this policy. 40-45-foot-wide native preservation tracts have been incorporated along the eastern boundary, wherever possible.

POLICY 123.2.15: Protect Rare and Unique upland habitats from development impacts, to the maximum extent possible, through conservation and/or site design

Although not required, Pine Flatwoods is Rare and Unique habitat included in Preserve #3 on the companion MPD's MCP in compliance with this policy.

Policy 124.1.1: Ensure that development in wetlands is limited to very low density residential uses and uses of a recreational, open space, or conservation nature that are compatible with wetland functions. The maximum density in the Wetlands category is one unit per 20 acres, except that one single family residence will be permitted on lots meeting the standards in Chapter XIII. Owners of wetlands adjacent to Intensive Development, General Interchange, Central Urban, Urban Community, Suburban, New Community, Outlying Suburban, Sub-Outlying Suburban, and Rural future land use categories may transfer dwelling units from preserved freshwater wetlands to developable contiguous uplands under common ownership at the same underlying density as permitted for those uplands.

The site contains approximately 8.74 acres of wetlands. These wetlands are planned to be protected and designated within the preserve areas on the companion MPD

rezone's MCP, except where impacts are proposed to low-quality disturbed wetland areas. Development will be clustered to ensure open space as well as adequate buffering, particularly along Bateman Road, adjacent to the Hickey's Creek Mitigation Park.

POLICY 124.1.2: The County's wetlands protection regulations will be consistent with the following: 4. Every reasonable effort will be required to avoid or minimize adverse impacts on wetlands through the clustering of development and other site planning techniques. On- or off-site mitigation will only be permitted in accordance with applicable state standards.

The proposed development protects on-site wetlands, by designation of preserve areas through the companion MPD Rezone.

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

Prior to future development activities on the Property, the Applicant will obtain the requisite Environmental Resource Permit (ERP) from the South Florida Water Management District, and all other applicable state agencies. The site design will ensure pretreatment of stormwater prior to discharge off-site.

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

The companion MPD will include stormwater lakes adjacent to the residential tracts to address water quality. The surface water system will also be required to obtain an ERP from the South Florida Water Management District at the time of DO.

POLICY 125.1.4: Developments which have the potential of lowering existing water quality below state and federal water quality standards will provide standardized appropriate monitoring data.

The extension of potable water and sanitary sewer service to the site, at the sole cost of the developer, will substantially improve water quality via the elimination of septic tanks and ability to convert other properties to centralized utilities instead of well and septic.

The companion MPD will include stormwater lakes adjacent to the residential tracts to address water quality. The surface water system will also be required to obtain an ERP from the South Florida Water Management District at the time of DO.

Policy 126.1.1: Natural water system features which are essential for retention, detention, purification, runoff, recharge, and maintenance of stream flows and groundwater levels shall be identified, protected, and managed.

The development has conserved the wetlands and uplands on property. The proposed lakes will provide protection from flooding and provide water quality treatment for the proposed development. The natural water system features such as the surface waters and groundwater levels will be identified, protected and managed.

Policy 126.1.4.: Development designs must provide for maintaining or improving surface water flows, groundwater levels, and lake levels at or above existing conditions.

The proposed lakes will provide flooding runoff and further protection for the proposed development. the surface waters and groundwater resources of the County shall be protected to ensure that their biological, ecological, and hydrological functions are maintained, conserved, or improved.

VIII. Adjacent Local Governments

The subject property is located entirely within Lee County.

VII. State Comprehensive Plan Consistency

The proposed amendment is consistent with the State Comprehensive Land Use Plan's intent to ensure protection of natural resources while providing housing opportunities. Specifically, the amendment is consistent with the following guiding policies:

Housing. The public and private sectors shall increase the affordability and availability of housing for low-income and moderate-income persons, including citizens in rural areas, while at the same time encouraging self-sufficiency of the individual and assuring environmental and structural quality and cost-effective operations.

The proposal will allow for housing opportunities while also ensuring clustering through the Planned Development zoning to minimize impacts on wetlands and the adjacent Hickey's Creek Mitigation Park through designation of preserve areas and buffers, as demonstrated on the MCP included in the companion MPD rezone petition. The amendment will allow for slightly higher densities to accommodate the demand for housing options in Lee County, in an area that fronts a major state corridor and where surrounding densities/intensities support the change.

Land Use. In recognition of the importance of preserving the natural resources and enhancing the quality of life of the state, development shall be directed to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and service capacity to accommodate growth in an environmentally acceptable manner.

There is service capacity in place to serve the project in terms of potable water, sanitary sewer service, solid waste, law enforcement, fire, parks, and school services. The Applicant will work with County regarding EMS services. Further, through the companion MPD rezone petition, the project will ensure preservation of environmental resources through preservation of wetlands and other sensitive lands, and stormwater management. Development will be clustered to ensure open space as well as adequate buffering, especially along Bateman Road, adjacent to the Hickey's Creek Mitigation Park.

Transportation. Florida shall direct future transportation improvements to aid in the management of growth and shall have a state transportation system that integrates highway, air, mass transit and transportation.

The project is serviced by an arterial roadway, SR 80. Pedestrian access options through a shared use path and sidewalks are planned for the area (Map 3-D).

Natural Systems & Recreational Lands. Florida shall protect and acquire unique natural habitats and ecological systems, such as wetlands, tropical hardwood hammocks, palm hammocks, and virgin longleaf pine forests, and restore degraded natural systems to a functional condition.

The site is an active agricultural pasture with just 8.74 acres of wetlands. Approximately 4.94 acres of these higher quality wetlands are planned to be protected and designated within the preserve areas on the companion MPD rezone. Upland preserves and open space exceeding LDC requirements is also provided.

VIII. Regional Policy Plan Consistency

The proposed amendment is consistent with the Southwest Florida Regional Policy Plan (SWFRPP) as follows:

Housing Element

Goal 2: Southwest Florida will develop (or redevelop) communities that are livable and offer residents a wide range of housing and employment opportunities.

The proposed amendment will expand housing opportunities through a clustered residential development. Further, 50,000 SF of commercial uses on the property will help provide services to the residents of the park as well as the neighboring rural communities.

Natural Resources Element

Goal 4: Livable communities designed to improve quality of life and provide for the sustainability of our natural resources.

The proposed amendment and companion rezoning application will provide for stormwater management infrastructure to ensure protection of the wetlands located within the Property.

Regional Transportation

Goal 2: Livable communities designed to affect behavior, improve quality of life and responsive to community needs.

The property is serviced by Palm Beach Boulevard (SR 80), a county-maintained 4-lane arterial roadway. As demonstrated in the Traffic Circulation Analysis by TR Transportation Consultants, Inc., there is adequate capacity available to serve the project. Further, the strategic location of neighborhood commercial uses in the project will serve the future residents of the development as well as surrounding rural residential areas.

IX. Conclusion

The proposed Comprehensive Plan Text and Map Amendments are to allow for a transition of density from the Urban Community area on-site, to the Rural designated lands to the east. The amendment will also add the Property to the Lee County Utilities service areas for water and sanitary sewer, thereby providing substantial environmental benefit to Northeast Lee County by supportive conversion from well and septic tanks to centralized utilities. The

Applicant has carefully planned the project to address substantial open space provisions, upland and wetland habitat protection, and enhanced buffering to protect the rural character of Alva.

These amendments will allow for a change to the existing RVPD zoning on the Property, through the companion MPD rezone application. The application is consistent with the Lee Plan, the State Comprehensive Plan, and Regional Policy Plan. The Applicant respectfully requests approval of this petition and reserves the right to make any changes to the request during the review process.

TABLE 1(b)
YEAR 2045 ALLOCATIONS

Future Land Use Category	Unincorporated County	Planning District										
		District 1 Northeast Lee County	District 2 Boca Grande	District 3 Bonita	District 4 Fort Myers Shores	District 5 Burnt Store	District 6 Cape Coral	District 7 Captiva	District 8 Fort Myers	District 9 Fort Myers Beach	District 10 Gateway / Airport	
Residential By Future Land Use Category	Intensive Development	1,483	-	-	-	17	-	21	-	238	-	
	Central Urban	13,729	-	-	-	207	-	-	-	230	-	
	Urban Community	22,601	791	813	453	-	475	-	-	-	150	
	Suburban	14,871	-	-	-	1,950	-	-	-	80	-	
	Outlying Suburban	3,652	38	-	-	490	13	3	429	-	-	
	Sub-Outlying Suburban	1,787	44	-	-	330	-	-	-	-	227	
	Commercial	-	-	-	-	-	-	-	-	-	-	
	Industrial	15	-	-	-	-	-	-	-	-	6	
	Public Facilities	-	-	-	-	-	-	-	-	-	-	
	University Community	503	-	-	-	-	-	-	-	-	-	
	Destination Resort Mixed Use Water Dependent	8	-	-	-	-	-	-	-	-	-	
	Burnt Store Marina Village	2	-	-	-	-	-	2	-	-	-	
	Industrial Interchange	-	-	-	-	-	-	-	-	-	-	
	General Interchange	135	-	-	-	-	-	-	-	-	35	
	General Commercial Interchange	-	-	-	-	-	-	-	-	-	-	
	Industrial Commercial Interchange	-	-	-	-	-	-	-	-	-	-	
	University Village Interchange	-	-	-	-	-	-	-	-	-	-	
	New Community	2,075	1,115	-	-	-	-	-	-	-	960	
	Airport	-	-	-	-	-	-	-	-	-	-	
	Tradeport	3	-	-	-	-	-	-	-	-	3	
	Rural	7,564	2,225	2,230	-	-	800	730	-	-	-	
	Rural Community Preserve	3,517	-	-	-	-	-	-	-	-	-	
	Coastal Rural	1,338	-	-	-	-	-	-	-	-	-	
	Outer Island	233	2	4	-	1	-	-	169	-	-	
	Open Lands	2,186	153	-	-	-	257	-	-	-	-	
	Density Reduction/ Groundwater Resource	6,974	131	-	-	-	-	-	-	-	-	
	Conservation Lands Upland	-	-	-	-	-	-	-	-	-	-	
	Wetlands	-	-	-	-	-	-	-	-	-	-	
	Conservation Lands Wetland	-	-	-	-	-	-	-	-	-	-	
Unincorporated County Total Residential	82,675	4,482	457	-	4,270	1,002	24	598	548	-	1,406	
Commercial	8,916	300	53	-	450	27	9	125	150	-	1,216	
Industrial	4,788	30	3	-	300	10	15	70	315	-	2,134	
Non Regulatory Allocations												
Public	120,296	120,279	14,219	622	-	4,864	7,323	6	2,340	583	-	9,689
Active AG	21,889	5,500	-	-	240	90	-	-	-	-	-	2
Passive AG	13,658	5,500	-	-	615	100	-	-	-	-	-	465
Conservation	87,756	2,468	297	-	1,163	3,186	67	1,595	926	-	-	2,206
Vacant	26,562	1,294	28	-	733	766	8	103	17	-	-	88
Total	366,523	33,793	1,460	-	12,635	12,504	129	4,831	2,539	-	-	17,206
Population Distribution (unincorporated Lee County)	584,331	8,235	1,470	-	35,253	2,179	152	725	5,273	-	-	22,566

April 2024 (Ord. No. 02-02, 03-19, 05-19, 07-13, 09-15, 09-16, 10-15, 10-16, 10-40, 10-43, 14-14, 15-10, 16-02, 16-17, 17-12, 17-23, 18-06, 19-13, 19-14, 19-16, 20-05, 21-03, 21-09, 23-02, 23-03, 23-11, 23-17, 23-24, 23-27)

TABLE 1(b)
YEAR 2045 ALLOCATIONS

Future Land Use Category		Planning District											
		District 11 Daniels Parkway	District 12 Iona / McGregor	District 13 San Carlos	District 14 Sanibel	District 15 South Fort Myers	District 16 Pine Island	District 17 Lehigh Acres	District 18 Southeast Lee County	District 19 North Fort Myers	District 20 Buckingham	District 21 Estero	District 22 Bashore
Residential By Future Land Use Category	Intensive Development	-	-	-	-	801	1	30	-	376	-	-	-
	Central Urban	7	656	32	-	3,113	-	7,233	-	2,225	-	-	-
	Urban Community	-	978	1,207	-	863	540	17,000	-	7	115	-	-
	Suburban	-	2,566	2,069	-	1,202	659	-	-	6,345	-	-	-
	Outlying Suburban	1,253	438	-	-	-	502	-	-	396	-	90	-
	Sub-Outlying Suburban	-	-	13	-	-	-	-	55	145	66	-	950
	Commercial	-	-	-	-	-	-	-	-	-	-	-	-
	Industrial	-	3	3	-	3	-	-	-	-	-	-	-
	Public Facilities	-	-	-	-	-	-	-	-	-	-	-	-
	University Community	-	-	503	-	-	-	-	-	-	-	-	-
	Destination Resort Mixed Use Water Dependent	-	8	-	-	-	-	-	-	-	-	-	-
	Burnt Store Marina Village	-	-	-	-	-	-	-	-	-	-	-	-
	Industrial Interchange	-	-	-	-	-	-	-	-	-	-	-	-
	General Interchange	58	-	-	-	-	-	-	8	14	-	-	20
	General Commercial Interchange	-	-	-	-	-	-	-	-	-	-	-	-
	Industrial Commercial Interchange	-	-	-	-	-	-	-	-	-	-	-	-
	University Village Interchange	-	-	-	-	-	-	-	-	-	-	-	-
	New Community	-	-	-	-	-	-	-	-	-	-	-	-
	Airport	-	-	-	-	-	-	-	-	-	-	-	-
	Tradeport	-	-	-	-	-	-	-	-	-	-	-	-
	Rural	1,573	-	99	-	-	227	14	-	454	50	-	1,387
	Rural Community Preserve	-	-	-	-	-	-	-	-	-	3,517	-	-
	Coastal Rural	-	-	-	-	-	1,338	-	-	-	-	-	-
	Outer Island	-	2	-	-	-	55	-	-	-	-	-	-
	Open Lands	80	-	-	-	-	-	-	-	30	-	-	1,667
	Density Reduction/ Groundwater Resource	-	-	-	-	-	-	-	4,742	-	-	-	2,101
	Conservation Lands Upland	-	-	-	-	-	-	-	-	-	-	-	-
	Wetlands	-	-	-	-	-	-	-	-	-	-	-	-
	Conservation Lands Wetland	-	-	-	-	-	-	-	-	-	-	-	-
Unincorporated County Total Residential		2,971	4,651	3,926	-	5,982	3,322	24,277	4,805	9,992	3,748	90	6,125
Commercial		326	774	938	-	2,012	288	900	118	1,121	19	18	72
Industrial		5	198	387	-	566	67	218	215	244	4	2	4
Non Regulatory Allocations													
Public		3,214	4,898	6,375	-	5,883	4,831	20,267	17,992	10,117	3,052	653	3,351
Active AG		5	13	5	-	-	2,780	35	11,945	90	630	4	550
Passive AG		3	-	5	-	-	70	50	2,500	250	2,000	-	2,100
Conservation		1,677	9,786	2,232	-	211	15,489	1,077	41,028	1,607	382	1,465	895
Vacant		20	55	245	-	4	2,200	14,967	2,400	1,228	850	130	1,425
Total		8,221	20,375	14,114	-	14,658	29,047	61,791	81,003	24,649	10,685	2,362	14,522
Population Distribution (unincorporated Lee County)		14,723	44,132	53,974	-	76,582	13,431	161,031	18,538	110,722	5,951	741	8,653

April 2024 (Ord. No. 02-02, 03-19, 05-19, 07-13, 09-15, 09-16, 10-15, 10-16, 10-40, 10-43, 14-14, 15-10, 16-02, 16-17, 17-12, 17-23, 18-06, 19-13, 19-14, 19-16, 20-05, 21-03, 21-09, 23-02, 23-03, 23-11, 23-17, 23-24, 23-27)

DESCRIPTION:

RURAL FUTURE LAND USE (F.L.U.)

A PARCEL OF LAND LOCATED IN SECTION 29, TOWNSHIP 43 SOUTH, RANGE 27 EAST IN LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 29; THENCE N 01°19'47" W ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION FOR A DISTANCE OF 1321.81 FEET TO THE NORTHWEST CORNER OF A CERTAIN PARCEL BY INSTRUMENT NUMBER 2007000251171 OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA AND THE **POINT OF BEGINNING**; THENCE CONTINUE ALONG SAID WEST SECTION LINE, RUN N 01°19'47" W, 1321.45 FEET TO THE NORTHWEST CORNER OF THE SOUTHWEST OF SAID SECTION 29; THENCE RUN N 00°49'00" W, ALONG THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 29, A DISTANCE OF 701.74 FEET TO THE SOUTHWEST CORNER OF A CERTAIN PARCEL DESCRIBED IN OFFICIAL RECORDS BOOK 2879, PAGE 3553, OF THE PUBLIC RECORDS OF LEE COUNTY; THENCE DEPARTING SAID WEST SECTION LINE, RUN S 81°55'10" E, 259.80 FEET ALONG THE SOUTHERLY BOUNDARY LINE OF AFOREMENTIONED PARCEL TO THE SOUTHEAST CORNER THEREOF; THENCE N 00°50'15" W, 509.82 FEET ALONG THE EASTERLY BOUNDARY LINE OF SAID PARCEL TO THE NORTHEAST CORNER THEREOF AND THE SOUTHERLY RIGHT-OF-WAY LINE OF PALM BEACH BOULEVARD (STATE ROAD 80); THENCE RUN S 82°03'50" E ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 129.52 FEET TO THE NORTHWEST CORNER OF A CERTAIN PARCEL DESCRIBED IN OFFICIAL RECORDS BOOK 2655, PAGE 3059; THENCE RUN S 00°54'50" E, ALONG THE WESTERLY BOUNDARY LINE OF SAID PARCEL, A DISTANCE OF 266.04 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE RUN N 89°15'34" E, ALONG THE SOUTHERLY BOUNDARY LINE OF SAID PARCEL AND THE SOUTHERLY BOUNDARY LINES OF THREE PARCELS DESCRIBED IN OFFICIAL RECORDS BOOK 1140, PAGE 1744, OFFICIAL RECORDS BOOK 2983, PAGE 1220 AND OFFICIAL RECORDS BOOK 2246, PAGE 2979 OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA, A DISTANCE OF 734.80 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL DESCRIBED IN OFFICIAL RECORDS BOOK 2246, PAGE 2979; THENCE RUN N 00°51'50" W, ALONG THE EASTERLY BOUNDARY LINE OF SAID PARCEL, A DISTANCE OF 150.82 FEET TO THE NORTHEAST CORNER THEREOF AND THE AFOREMENTIONED SOUTHERLY RIGHT-OF-WAY LINE; THENCE RUN S 81°52'00" E, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 500.41 FEET, TO THE NORTHWEST CORNER OF A CERTAIN PARCEL DESCRIBED IN OFFICIAL RECORDS BOOK 2879, PAGE 3553; THENCE RUN ALONG THE WESTERLY BOUNDARY LINE OF SAID PARCEL, S 08°06'20" W, 250.12 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE RUN S 81°52'20" E, 249.92 FEET ALONG THE SOUTHERLY BOUNDARY LINE OF SAID PARCEL TO THE SOUTHEAST CORNER THEREOF; THENCE RUN N 08°09'20" E, 250.10 FEET ALONG THE EASTERLY BOUNDARY LINE OF SAID PARCEL TO THE NORTHEAST CORNER THEREOF AND THE AFOREMENTIONED SOUTHERLY RIGHT-OF-WAY LINE; THENCE RUN S 81°56'50" E, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 73.56 FEET, TO A CURVE CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 17087.13 FEET, A CENTRAL ANGLE OF 01°40'52", A CHORD BEARING S 79°16'26" E FOR 501.31 FEET; THENCE ALONG THE ARC OF SAID CURVE AND THE AFOREMENTIONED SOUTHERLY RIGHT-OF-WAY LINE, RUN 501.33 FEET; THENCE CONTINUE ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, RUN S 78°26'40" E FOR 183.55 FEET TO A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 17159.98 FEET, A CENTRAL ANGLE OF 00°06'34", A CHORD BEARING S 78°15'52" E FOR 32.74 FEET; THENCE ALONG THE ARC OF SAID CURVE AND THE AFOREMENTIONED SOUTHERLY RIGHT-OF-WAY LINE, RUN 32.74 FEET; THENCE DEPARTING SAID AFOREMENTIONED SOUTHERLY RIGHT-OF-WAY LINE, RUN S 01°13'02" E, 764.34 FEET TO THE NORTHEAST CORNER OF A CERTAIN PARCEL DESCRIBED IN OFFICIAL RECORDS BOOK 3616, PAGE 2890; THENCE RUN S 89°15'48" W, ALONG THE NORTHERLY BOUNDARY LINE OF SAID PARCEL AND THE NORTHERLY BOUNDARY LINE OF THE TWO FOLLOWING PARCELS DESCRIBED IN OFFICIAL RECORDS BOOK 3906, PAGE 52 AND BY INSTRUMENT NUMBER 2007000138101 OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA, A DISTANCE OF 1320.51 FEET TO THE NORTHWEST CORNER OF SAID PARCEL DESCRIBED BY INSTRUMENT NUMBER 2007000138101; THENCE RUN S 01°17'38" E, ALONG THE WESTERLY BOUNDARY LINE OF SAID PARCEL AND CERTAIN PARCEL DESCRIBED IN OFFICIAL RECORDS BOOK 3039, PAGE 3678, A DISTANCE OF 1319.21 FEET, TO THE NORTHEAST CORNER OF A CERTAIN PARCEL DESCRIBED IN OFFICIAL RECORDS BOOK 3296, PAGE 4612; THENCE RUN S 89°09'58" W, ALONG THE NORTHERLY BOUNDARY LINE OF SAID PARCEL AND A CERTAIN PARCEL DESCRIBED BY INSTRUMENT NUMBER 2007000251171, A DISTANCE OF 1320.26 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 92.75 ACRES, MORE OR LESS.

SURVEYOR'S NOTES

THE DESCRIPTION SHOWN HEREON IS NEW.

BEARINGS BASED ON THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 29-43-27, AS BEARING N 01°19'47" W, PER FLORIDA GRID, WEST.

UNLESS IT BEARS THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER, AND ALL SHEETS ARE INCLUDED, THIS MAP IS NOT VALID.

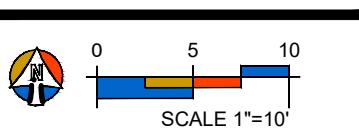
COORDINATES SHOWN HEREON ARE BASED ON FLORIDA GRID, WEST ZONE, NAD 83/2011.

CERTIFICATE OF AUTHORIZATION LICENSE BUSINESS NO. 6891.

THIS IS NOT A SURVEY!

PREPARED BY:

THOMAS M. ROOKS JR. P.S.M. DATE
FLORIDA CERTIFICATE NO. 6347

PROJECT: CALOOSA 80 RURAL F.L.U. LEGAL	CONSULTANT:  MORRIS DEPEW ENGINEERS • PLANNERS • SURVEYORS LANDSCAPE ARCHITECTS FL. CA NO. 6532 / FL CERT NO. LB6891 / LC2600330	CLIENT: CALOOSA 80 WHITCOMB	PROJECT MANAGER: TMR DRAWING BY: TAB JURISDICTION: LEE COUNTY DATE: 11-08-2022 SHEET TITLE: SKETCH AND DESCRIPTION SHEET NUMBER: 1 OF 2 JOB/FILE NUMBER: 22110
LOCATION: SECTION 29 T-43-S, R-27-E LEE COUNTY, FLORIDA	 0 5 10 SCALE 1"=10'		

19 20
30 29

PALM BEACH BOULEVARD (S.R. 80)
(RIGHT-OF-WAY WIDTH UNKNOWN)

N00°49'00"W

W. SECTION LINE
N.W. 1/4

N01°19'47"W 1321.45'

N01°19'47"W 1321.81'
(BEARING BASIS)

ABBREVIATIONS

BRG	= BEARING
C1	= CURVE DESIGNATION
C.A.	= CENTRAL ANGLE
CHD	= CHORD
INSTR.	= INSTRUMENT
L1	= LINE DESIGNATION
LB	= LICENSED BUSINESS
O.R.	= OFFICIAL RECORDS
PG.	= PAGE
P.O.B.	= POINT OF BEGINNING
P.O.C.	= POINT OF COMMENCEMENT
R/W	= RIGHT OF WAY

DESCRIBED
PARCEL
92.75 ACRES

701.74'

W. SECTION LINE
N.W. 1/4

S89°15'48"W 1320.51'

S89°09'58"W 1320.26'

CONSULTANT:

MORRIS
DEPEW
ENGINEERS • PLANNERS • SURVEYORS
LANDSCAPE ARCHITECTS
FL CA NO. 6532 / FL CERT NO. LB6891 / LC2600330

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Destin
5597 Highway 98
Unit 201
Santa Rosa Beach, Florida 32459
Toll free: 866-337-7341

LOCATION:
SECTION 29
T-43-S, R-27-E
LEE COUNTY, FLORIDA

S89°15'48"W 1320.51'

INSTR. 2007000138101 O.R. 3906, PG. 52 O.R. 3616, PG. 2890

O.R. 3039, PG. 3678

ROAD RIGHT-OF-WAY EASEMENT
O.R. BOOK 3535, PG. 2081 &
INSTRUMENT NUMBER 200700282812

INSTR. 2007000251171 O.R. 3296, PG. 4612

CURVE TABLE

CURVE #	RADIUS	C.A.	ARC	CHD	CHD BRG
C1	17087.13	1° 40' 52"	501.33	501.31	S79° 16' 26"E
C2	17159.98	0° 06' 34"	32.74	32.74	S78° 15' 52"E

PARCEL LINE TABLE

LINE #	BEARING	DISTANCE
L1	S81°55'10"E	259.80
L2	N0°50'15"W	509.82
L3	S82°03'50"E	129.52
L4	S0°54'50"E	266.04
L5	N89°15'34"E	734.80
L6	N0°51'50"W	150.82
L7	S81°52'00"E	500.41

PARCEL LINE TABLE

LINE #	BEARING	DISTANCE
L8	S8°06'20"W	250.12
L9	S81°52'20"E	249.92
L10	N8°09'20"E	250.10
L11	S81°56'50"E	73.56
L12	S78°26'40"E	183.55
L13	S1°13'02"E	764.34

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PROJECT:

CALOOSA 80
RURAL F.L.U. LEGAL

LOCATION:

SECTION 29
T-43-S, R-27-E
LEE COUNTY, FLORIDA

CONSULTANT:

MORRIS
DEPEW
ENGINEERS • PLANNERS • SURVEYORS
LANDSCAPE ARCHITECTS
FL CA NO. 6532 / FL CERT NO. LB6891 / LC2600330

CLIENT:

CALOOSA 80
WHITCOMB

PROJECT MANAGER:

TMR

DRAWING BY:

TAB

JURISDICTION:

LEE COUNTY

DATE:

11-08-2022

SHEET TITLE:

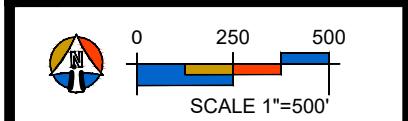
SKETCH AND
DESCRIPTION

SHEET NUMBER:

2 OF 2

JOB/FILE NUMBER:

22110





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

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT STATEMENT

FOR

CALOOSA 80 COMPREHENSIVE PLAN AMENDMENT & REZONING

(PROJECT NO. F2409.17)

PREPARED BY:

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

REVISED:
October 14, 2025



CONTENTS

I. INTRODUCTION

II. EXISTING CONDITIONS

III. COMPREHENSIVE PLAN AMENDMENT

IV. TRIP GENERATION

V. COMPREHENSIVE PLAN AMENDMENT ANALYSIS

VI. ZONING ANALYSIS

VII. CONCLUSION

I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking amendment to the Comprehensive Land Use Plan and re-zoning approval. The subject site is located along the south side of S.R. 80 approximately 4½ miles east of Buckingham Road in Lee County, Florida. **Figure 1** illustrates the approximate location of the subject site.

The analysis in this report will determine the impacts of change in land use designation on approximately 92.71 acres of the parcel (not the entire parcel) from Rural to a Sub-Outlying Suburban land use category to permit the development of the subject site with a residential community on the overall 192-acre site. The property immediately to the west of the 92 acres subject to the change in land use is already within the Urban Community Future Land Use Category (99.64 acres). With the two land use categories, and the companion rezoning application that is being filed, the overall 192-acre site will be rezoned to permit up to 690 residential dwelling units and up to 50,000 square feet of commercial uses.

The transportation related impacts of the proposed Comprehensive Plan Amendment will be assessed based on evaluation of the long range impact (20-year horizon) and short range impact (5-year horizon) the proposed amendment would have on the existing and future roadway infrastructure. The transportation related impacts of the proposed rezoning will be evaluated based on the estimated build-out year of the project and the impacts the proposed rezoning will have on the surrounding roadway infrastructure. Access to the subject site is proposed to S.R. 80 at two locations as shown on the Master Concept Plan.

F2409.17



This report examines the impact of the development on the surrounding roadways. Trip generation and assignments to the various roadways within the study area will be completed and analysis conducted to determine the impacts of the development on the surrounding roadways.

II. EXISTING CONDITIONS

The subject site is currently vacant. The site is generally bordered by S.R. 80 to the north, vacant land to the south, Bateman Road to the west, and residential uses to the east.

S.R. 80 is a four-lane divided arterial that borders the subject site to the north. S.R. 80 has a posted speed limit of 55 mph and is under the jurisdiction of the Florida Department of Department of Transportation. S.R. 80 in this area has an Access Management Classification of Class 3 with required access spacing at 660 feet, directional median opening spacing at 1,320 feet and full median opening spacing at $\frac{1}{2}$ mile.

Bateman Road is a two-lane undivided and unimproved local roadway that borders the site to west. Bateman Road is located within an easement and the subject site does not have legal access to this easement. There is no posted speed limit on Bateman Road and is shown to be maintained by Lee County.

III. COMPREHENSIVE PLAN AMENDMENT

The Comprehensive Plan Amendment would change the future land use designation on approximately 92.71 acres from Rural to Sub-Outlying Suburban land use category. Under the existing Rural land use category, the site could be developed with up to approximately 93 residential dwelling units (1 dwelling unit/acre). **Table 1** summarizes the land uses that could be constructed under the existing land use designations and the intensity of uses under the proposed land use designation.

Table 1
Land Uses
Caloosa 80

Existing/ Proposed	Land Use Category	Intensity
Existing	Rural	93 Dwelling Units (Rural \approx 92.71 acres @ 1 DU/Acre)
Proposed	Sub-Outlying Suburban	186 Dwelling Units (Sub-Outlying Suburban @ 2 DU/Acre)

IV. TRIP GENERATION

The trip generation for the permitted and proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled ***Trip Generation***, 11th Edition. Land Use Code 210 (Single-Family Detached Housing) was utilized for the trip generation purposes of the permitted and proposed residential uses on the subject site. The trip generation equations utilized for this land use are attached to the Appendix of this report for reference. **Table 2** and **Table 3** outline the anticipated weekday AM and PM peak hour trip generation based on the existing and proposed future land use category, respectively.

Table 2
Trip Generation
Based on Existing Land Use Category
Caloosa 80

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Single-Family Detached Housing (93 Dwelling Units)	18	52	70	58	35	93	944

Table 3
Trip Generation
Based on Proposed Land Use Category
Caloosa 80

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Single-Family Detached Housing (186 Dwelling Units)	34	97	131	112	66	178	1,786

Table 4 indicates the trip generation difference between the proposed and existing land use categories. The long range transportation impact (20-year horizon) and the short range transportation impact (5-year horizon) will be evaluated based on the resultant trip change illustrated in Table 4.

Table 4
Trip Generation – Resultant Trip Change
Caloosa 80

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Proposed Land Use Designation (186 Dwelling Units)	34	97	131	112	66	178	1,789
Existing Land Use Designation (93 Dwelling Units)	-18	-52	-70	-58	-35	-93	-944
Resultant Trip Change	+16	+45	+61	+54	+31	+85	+845

The resultant trip change in Table 4 indicates that the trip generation will be increased in the AM and PM peak hour conditions as a result of this land use change.

V. COMPREHENSIVE PLAN AMENDMENT ANALYSIS

The Comprehensive Plan Amendment would change the future land use designation on the approximately 92.71 acres from Rural to Sub-Outlying Suburban land use category. The transportation related impacts of the proposed Comprehensive Plan Amendment were evaluated pursuant to the criteria in the application document. This included an evaluation of the long range impact (20-year horizon) and short range impact (5-year

horizon) the proposed amendment would have on the existing and future roadway infrastructure.

Long Range Impacts (20-year horizon)

The Lee County Metropolitan Planning Organization's (MPO) 2045 Long Range Transportation Plan was reviewed to determine if any future roadway improvements were planned in the vicinity of the subject site. Based on the review, there were no roadway improvement projects **within a 3-mile radius of the site** shown on the 2045 Cost Feasible Plan.

The Lee County Metropolitan Planning Organization's (MPO) long range transportation plan along with the FDOT District One travel model were also reviewed in order to determine the impacts the amendment would have on the surrounding area. The base 2045 loaded network volumes were determined for the roadways within the study area and then the PM peak hour trips to be generated by additional trips shown in Table 4 were then added to the projected 2045 volumes. The Level of Service for the surrounding roadways was then evaluated. The Level of Service threshold volumes were derived based on the Lee County's *Generalized Peak Hour Directional Service Volumes* table as well as FDOT's *Generalized Peak Hour Directional Volumes*, Table 7.

The results of the analysis indicate that the addition of the trips as a result of the proposed amendment to the projected 2045 volumes will not cause any roadway links to fall below the recommended minimum acceptable Level of Service standards. The only roadway segment in the area that is shown to operate below the recommended minimum Level of Service standard in 2045 is Broadway Avenue between SR 80 and N. River Road, which is shown to operate below the Level of Service standard based on the existing 2045 network and not as result of the requested Land Use Change. All other roadways are shown to operate at or above the minimum recommended Level of Service in 2045 both with and without the project traffic added to the surrounding roadway segments.



A Level of Service analysis for the 2045 Existing plus Committed (E + C) roadway network is attached to this report for reference. **Table 1A** and **Table 2A** reflect the Level of Service analysis based on the 2045 conditions. No changes to the adopted long range transportation plan are required as result of the proposed land use change.

Short Range Impacts (5-year horizon)

The 2023/2024 – 2029/2028 Lee County Five Year Capital Improvement Programs (CIP) as well as the Florida Department of Transportation Adopted Work Programs were reviewed to determine the short term impacts the proposed land use change would have on the surrounding roadways. Based on the review, there were no road improvement planned to the roadways within a 3-mile radius of the subject site on the 5-Year Capital Improvement Program for either FDOT or Lee County.

As can be depicted from Table 4 of this report, the proposed map amendment will increase the overall trip generation potential of the subject site by approximately 61 vehicles during the A.M. peak hour and 85 vehicles during the P.M. peak hour. **Table 3A** and **Table 4A** attached to this report indicate the projected 5-year planning Level of Service on the area roadways based on the additional trips shown in Table 4. The existing peak hour, peak season, peak direction traffic volumes on the various roadway links maintained by Lee County were obtained from the most recent Lee County ***Public Facilities Level of Service and Concurrency Report***. The existing peak hour, peak season, peak direction traffic volumes for state maintained roadways were derived by factoring the latest AADT volumes by appropriate K & D factors. The existing peak hour, peak season, peak direction traffic volumes were then factored by the appropriate annual growth rates in order to obtain the 2029 background traffic conditions on the area roadway network. The growth rates for each roadway were calculated based on historical traffic data obtained from the FDOT's ***Florida Traffic Online*** resource as well as the traffic data from the latest ***Lee County Traffic Count Report***. Based on the projected traffic distribution, the roadway link data was analyzed for the year 2029 without the proposed amendment and year 2029 with the proposed amendment. Traffic data obtained

from the aforementioned Lee County and FDOT resources is attached to the Appendix of this report for reference.

The results of the analysis indicate that the addition of the trips as a result of the proposed amendment to the projected 2029 volumes will not cause any roadway link to fall below the minimum acceptable Level of Service standards. All analyzed roadways were shown to operate within their recommended minimum Level of Service standards.

The proposed Comprehensive Plan Amendment is to change the future land use designation on approximately 92.71 acres from Rural to Sub-Outlying Suburban. Based on the analysis, no modifications will be necessary to the Lee County or FDOT short term capital improvement programs.

VI. ZONING ANALYSIS

An analysis was also completed to support the rezoning of the entire 192-acre subject site from RVPD to MPD. The site is currently zoned RPVD under Zoning Resolution Z-09-042, which permits the development of the 192-acre site as a Recreational RV park with up to 417 RV sites and related accessory uses.

Table 5 summarizes the land uses that are being proposed for the proposed rezoning application.

Table 5
Land Uses
Caloosa 80 MPD

Approved Zoning	Proposed Zoning
471 RV Units	690 Residential Dwelling Units & 50,000 Sq. Ft. Retail

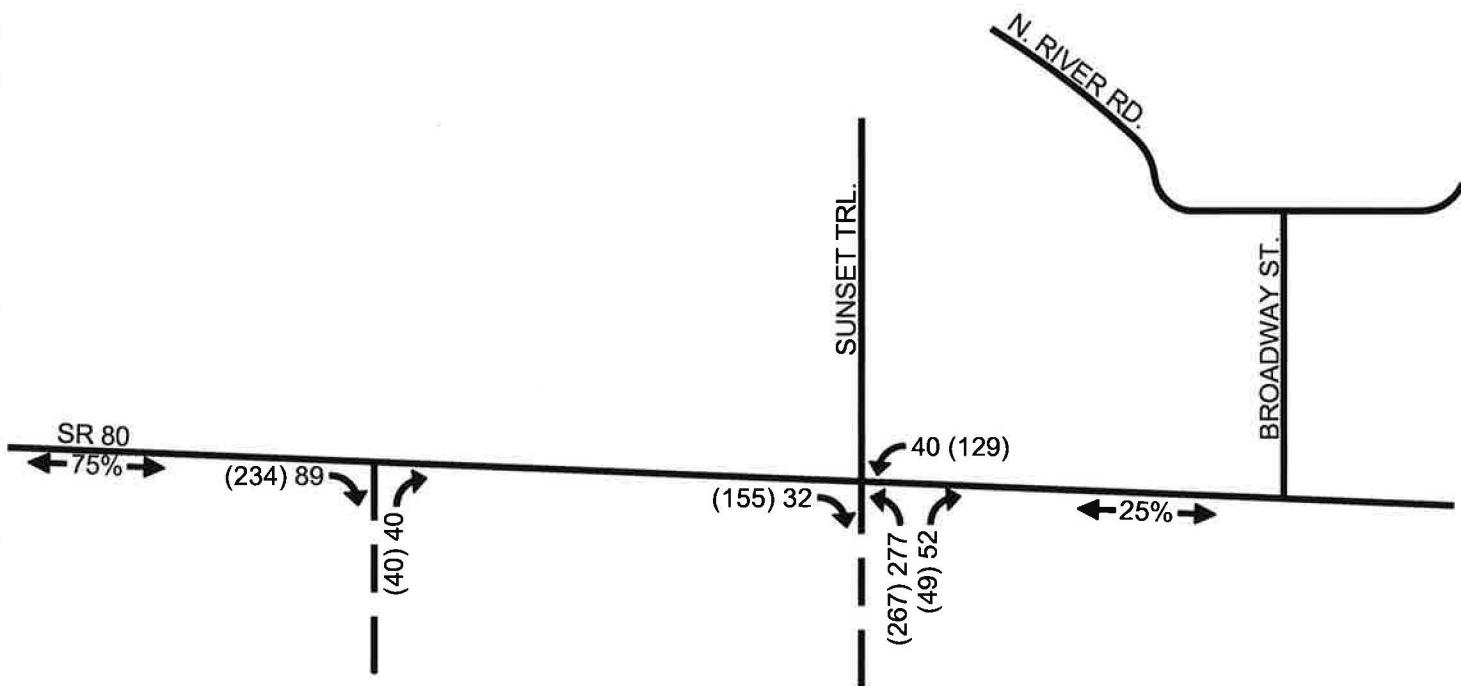
Access to the subject site is proposed to Palm Beach Boulevard (SR 80) via two access connections. A stabilized emergency access only is being proposed to Bateman Road that will only allow access to Emergency Vehicles.

The trip generation for the project was based on data from the Institute of Transportation Engineer's (ITE) report, titled *Trip Generation Manual*, 11th Edition. Since there are multiple dwelling types identified in the proposed Schedule of Uses, Land Use Code 210 (Single Family Detached Housing) was utilized to formulate the trip generation for all 690 dwelling units since this would represent the “worst case” in terms of trip generation for the residential units. Land Use Code 821 (Shopping Plaza 40 - 150k – No Grocery) was utilized for the retail uses proposed on the site. The equations used from these land uses are contained in the Appendix of this report for reference. **Table 6** outlines the anticipated weekday A.M. and P.M. peak hour as well as the daily trip generation of the development as proposed.

Table 6
Trip Generation
Caloosa 80 MPD

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Residential Units (690 Units)	112	338	450	401	235	636	6,212
Commercial (50,000 Sq. Ft.)	49	31	80	117	121	238	3,269
Total Trips	161	369	530	518	356	874	9,481

The trips the proposed development is anticipated to generate were then assigned to the surrounding roadway network. The net new trips anticipated to be added to the surrounding roadway network were assigned based upon the routes drivers are anticipated to utilize to approach the subject site. **Figure 2** illustrates the anticipated trip distribution and assignment of trips to the site access drives along S.R. 80.



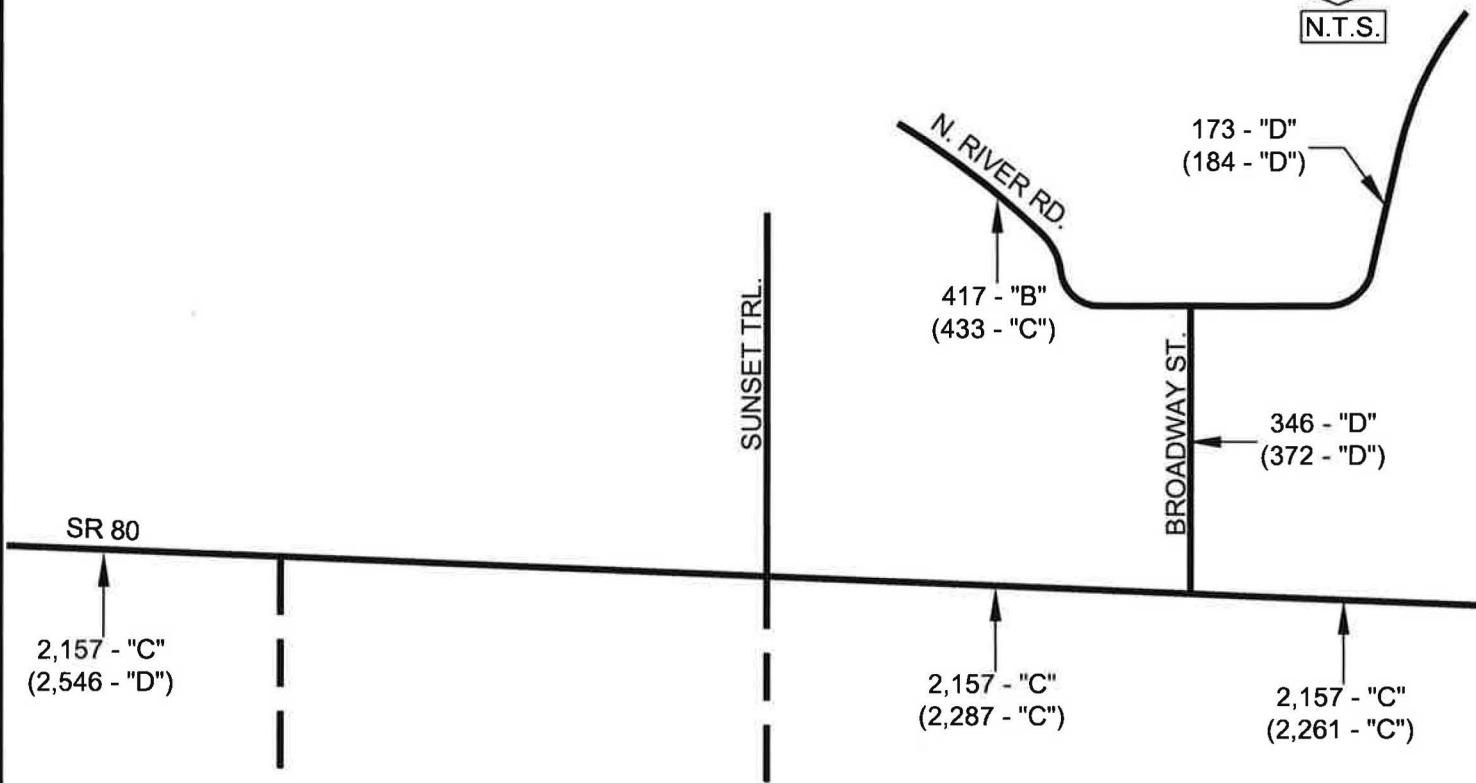
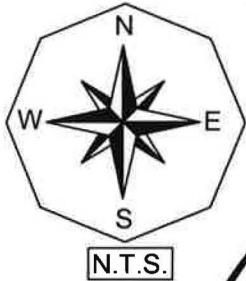
LEGEND

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

TRIP DISTRIBUTION & SITE TRAFFIC ASSIGNMENT CALOOSA 80 MPD

A horizon year analysis of 2029 was selected as the analysis year to evaluate the future impacts this project will have on the surrounding roadway network. Based on this horizon year, a growth rate was applied to the existing traffic conditions for all roadway links in the study area. The growth rates on Palm Beach Boulevard (SR 80) were obtained through comparisons of historical annual traffic data obtained from FDOT's ***Florida Traffic Online*** webpage. The growth rate on Broadway Street was obtained through comparison of historical annual traffic data obtained from Lee County's ***Traffic Count Database System (TCDS)*** webpage. Based on the project distribution illustrated on Figure 2, the link data was analyzed for the year 2029 without the development and year 2029 with the development.

Table 5A in the Appendix of the report indicates the percent impacts the project is anticipated to have on the adjacent roadway network based on the Generalized Service Volumes and the Level of Service "C" Service Volume impacts. The Service Volume Thresholds for SR 80 were taken from the most recent FDOT Multimodal Quality/Level of Service Handbook (2023) for Uninterrupted Flow Highways, which SR 80 meets the definition of as defined in the FDOT Manual. FDOT defines Uninterrupted Flow Highways in the Q/LOS Manual as "***A nonfreeway roadway that generally has uninterrupted flow, with average signalized intersection spacing of greater than 2.0 miles; a two-lane highway or a multilane highway.***" **Table 6A** in the Appendix indicates the methodology utilized to obtain the year 2029 build-out traffic volumes as well as the growth rate utilized for each roadway segment. **Figure 3** indicates the year 2029 peak hour – peak direction traffic volumes and Level of Service for the various roadway links within the study area. Noted on Figure 3 is the peak hour – peak direction volume and Level of Service of each link should no development occur on the subject site and the peak hour – peak direction volume and Level of Service for the weekday P.M. peak hour with the development traffic added to the roadways. This figure was derived from Table 2A contained in the Appendix.



LEGEND

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

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



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

Intersection analysis was conducted at the two site access drive intersections serving the site along S.R. 80. A summary of the analysis is contained in the Appendix of this report. There are no other intersections within $\frac{1}{4}$ mile of the subject site that are impacted by the development of the subject site.

Turn lane improvements at the site access drive intersections will be evaluated at the time the project seeks a connection permit from the Florida Department of Transportation.

IX. CONCLUSION

The proposed development is located along the south side of S.R. 80 and approximately 4½ mile to the east of Buckingham Road in Lee County, Florida. Based upon the roadway link Level of Service analysis conducted as a part of this report for both a Comprehensive Plan amendment and rezoning request, the development of the subject site meets the requirements set forth by the Lee County Comprehensive Plan and Land Development Code in that there is sufficient capacity available to accommodate the new trips that will be generated by the proposed development. Therefore, no roadway capacity improvements will be warranted as a result of the additional traffic to be generated by the proposed Comprehensive Plan amendment and rezoning requests.

The 2045 Financially Feasible Roadway network and the short term 5-year Capital Improvement Program currently in place in the Lee County will not require any modification in order to accommodate the proposed Land Use Change. The rezoning analysis also indicates that the subject site will not have an adverse impact on the surrounding roadway network. Therefore, no roadway capacity improvements are necessary to accommodate the proposed development.

APPENDIX

TABLES 1A & 2A
2045 LOS ANALYSIS

TABLE 1A
LEVEL OF SERVICE THRESHOLDS
2045 LONG RANGE TRANSPORTATION ANALYSIS - CALOOSA 80 CPA

Revised 10-14-2025

GENERALIZED SERVICE VOLUMES								
<u>ROADWAY</u>	<u>ROADWAY SEGMENT</u>	2045 E + C NETWORK LANES		<u>LOS A</u>	<u>LOS B</u>	<u>LOS C</u>	<u>LOS D</u>	<u>LOS E</u>
		<u># Lanes</u>	<u>Roadway Designation</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>
N. River Rd	E. of Broadway	2LU	Arterial	0	0	330	710	780
	W. of Broadway	2LU	Uninterrupted Flow Highway	130	420	850	1,210	1,640
Joel Blvd.	S. of SR 80	2LN	Uninterrupted Flow Highway	130	420	850	1,210	1,640
SR 80 (Palm Beach Blvd)	E. of Hickey Creek Rd.	4LD	Uninterrupted Flow Highway	0	1,753	2,510	3,055	3,507
	E. of Site	4LD	Uninterrupted Flow Highway	0	1,753	2,510	3,055	3,507
	E. of Broadway	4LD	Uninterrupted Flow Highway	0	1,753	2,510	3,055	3,507
	E. of Joel Blvd.	4LD	Uninterrupted Flow Highway	0	1,753	2,510	3,055	3,507
Broadway Ave.	N. of SR 80	2LU	Collector	0	0	310	660	740

- Denotes the LOS Standard for each roadway segment

* Level of Service Thresholds for Lee County roadways were taken from the Generalized Peak Hour Directional Service Volume tables for Urbanized Areas (dated April 2016)

* Level of Service Thresholds for State maintained roadways were taken from FDOT's Multimodal Quality Level of Service Handbook

TABLE 2A
2045 ROADWAY LINK LEVEL OF SERVICE CALCULATIONS
CALOOSA 80 CPA

Revised 10-14-2025

TOTAL PM PEAK HOUR PROJECT TRAFFIC = 85 VPH IN= 54 OUT= 31

ROADWAY	ROADWAY SEGMENT	2045 FSUTMS	AADT COUNTY PCS / FDOT SITE #	AADT BACKGROUND TRAFFIC	100TH HIGHEST HOUR PK DIR			PM PK HR D PEAK	PEAK DIRECTION	TRAFFIC VOLUMES & LOS	PROJECT TRAFFIC	PK DIR PM PROJ	2045 BACKGROUND PLUS PROJ PEAK DIRECTION	
					K-100 FACTOR	2-WAY VOLUME	FACTOR						VOLUME	LOS
N. River Rd	E. of Broadway	3,864	124654	3,864	0.095	367	0.55	EAST	202	C	2%	1	203	C
	W. of Broadway	10,592	124650	10,592	0.095	1,006	0.55	EAST	553	C	3%	2	555	C
Joel Blvd.	S. of SR 80	22,813	305	22,813	0.100	2,281	0.521	NORTH	1,188	D	5%	3	1,191	D
SR 80 (Palm Beach Blvd)	E. of Hickey Creek Rd.	26,125	120006	26,125	0.095	2,482	0.55	EAST	1,365	B	75%	41	1,406	B
	E. of Site	25,303	120006	25,303	0.095	2,404	0.55	EAST	1,322	B	25%	14	1,336	B
	E. of Broadway	33,948	120006	33,948	0.095	3,225	0.55	EAST	1,774	C	20%	11	1,785	C
	E. of Joel Blvd.	33,075	120086	33,075	0.095	3,142	0.55	EAST	1,728	B	15%	8	1,736	B
Broadway Ave.	N. of SR 80	15,387	124654	15,387	0.095	1,462	0.55	NORTH	804	F	5%	3	807	F

* The K-100 and D factors were obtained from Florida Traffic Online resource and for Joel Blvd., Lee County Traffic County Database System K-100 and D-Factor or Broadway Ave. data not available by FDOT or Lee DOT so assumed similar to nearby N. River Road.

TABLES 3A & 4A
5-YEAR LOS ANALYSIS

TABLE 3A
LEVEL OF SERVICE THRESHOLDS
CALOOSA 80 CPA

Revised 10-14-2025

ROADWAY	ROADWAY SEGMENT	# LANES	ROADWAY DESIGNATION	GENERALIZED SERVICE VOLUMES				
				LOS A	LOS B	LOS C	LOS D	LOS E
				VOLUME	VOLUME	VOLUME	VOLUME	VOLUME
N. River Rd.	E. of Broadway	2LU	Arterial	0	0	330	710	780
	E. of Cemetery Rd.	2LU	Uninterrupted Flow Highway	130	420	850	1,210	1,640
Joel Blvd.	S. of SR 80	2LU	Uninterrupted Flow Highway	130	420	850	1,210	1,640
SR 80 (Palm Beach Blvd)	E. of Hickey Creek Rd.	4LD	Uninterrupted Flow Highway	0	1,753	2,510	3,055	3,507
	E. of Site	4LD	Uninterrupted Flow Highway	0	1,753	2,510	3,055	3,507
	E. of Broadway	4LD	Uninterrupted Flow Highway	0	1,753	2,510	3,055	3,507
	E. of Joel Blvd.	4LD	Uninterrupted Flow Highway	0	1,753	2,510	3,055	3,507
Broadway Ave.	N. of SR 80	2LU	Collector	0	0	310	660	740



- Denotes the LOS Standard for each roadway segment

* Level of Service Thresholds for Lee County arterials/collectors taken from the Generalized Peak Hour Directional Service Volume tables for Urbanized Areas (dated April 2016)

* Level of Service Thresholds for State maintained roadways were taken from FDOT's Multimodal Quality Level of Service Handbook (2023)

TABLE 4A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
CALOOSA 80 CPA

TOTAL PROJECT TRAFFIC AM =	61	VPH	IN =	16	OUT=	45	FDOT Sta. #	K	D
TOTAL PROJECT TRAFFIC PM =	85	VPH	IN=	54	OUT=	31	120006	0.095	0.528
							120086	0.095	0.528
							124654	0.095	0.535
							124650	0.095	0.535
							305	0.095	0.540
							231	0.095	0.540

Revised 10-14-2025

ROADWAY	ROADWAY SEGMENT	LCDOT PCS OR BASE YR		2021	YRS OF GROWTH. ¹	ANNUAL RATE	PK SEASON PEAK DIR. ²	2023		2029		PERCENT		2029		2029			
		FDOT SITE #	ADT					PK HR	PK HR	PK SEASON	PROJECT	AM PROJ	PM PROJ	+ AM PROJ	BCKGRND	V/C	+ PM PROJ	V/C	
								VOLUME	LOS	Ratio	TRAFFIC	TRAFFIC	TRAFFIC	VOLUME	LOS	Ratio	VOLUME	LOS	Ratio
N. River Rd	E. of Broadway	124654	2,500	4,000	7	6.94%	100	196	C	0.28	2%	1	1	197	C	0.28	197	C	0.28
	E. of Cemetery Rd.	124650	2,800	4,700	7	7.68%	224	469	C	0.39	3%	1	2	471	C	0.39	471	C	0.39
Joel Blvd.	S. of SR 80	305	8,800	13,400	7	6.19%	547	939	D	0.57	5%	2	3	942	D	0.57	942	D	0.57
SR 80 (Palm Beach Blvd)	E. of Hickey Creek Rd.	120006	17,700	27,000	7	6.22%	1,457	2,508	C	0.72	75%	34	41	2,541	D	0.72	2,548	D	0.73
	E. of Site	120006	17,700	27,000	7	6.22%	1,457	2,508	C	0.72	25%	11	14	2,519	D	0.72	2,521	D	0.72
	E. of Broadway	120006	17,700	27,000	7	6.22%	1,457	2,508	C	0.72	20%	9	11	2,517	D	0.72	2,518	D	0.72
	E. of Joel Blvd.	120086	14,600	24,000	7	7.36%	1,295	2,454	C	0.70	15%	7	8	2,460	C	0.70	2,462	C	0.70
Broadway Ave.,	N. of SR 80	231	6,100	6,400	4	2.00%	284	346	D	0.47	5%	2	3	348	D	0.47	349	D	0.47

1 AGR for roadways was calculated based the historical traffic data obtained from Florida Traffic Online webpage and Lee County Traffic Count Report.

2 Current peak hour peak season peak direction traffic volumes for all roadways were obtained from the 2024 Lee County Public Facilities Level of Service and Concurrency Report

TABLES 5A & 6A
REZONING LOS ANALYSIS

TABLE 5A
LEVEL OF SERVICE THRESHOLDS
CALOOSA 80 MPD

Revised 10-14-2025

TOTAL AM PEAK HOUR PROJECT TRAFFIC =	530 VPH	IN=	161	OUT=	369
TOTAL PM PEAK HOUR PROJECT TRAFFIC =	874 VPH	IN=	518	OUT=	356

ROADWAY	ROADWAY SEGMENT	# LANES	ROADWAY DESIGNATION	GENERALIZED SERVICE VOLUMES					PERCENT			
				LOS A	LOS B	LOS C	LOS D	LOS E	PROJECT	AM PROJ	PM PROJ	PROJ TRIPS
N. River Rd.	E. of Broadway	2LU	Arterial	0	0	130	710	780	2%	7	10	8.0%
	W. of Broadway	2LU	Uninterrupted Flow Highway	130	420	850	1,210	1,640	3%	11	16	1.8%
Joel Blvd.	S. of SR 80	2LU	Uninterrupted Flow Highway	130	420	850	1,210	1,640	5%	18	26	3.0%
SR 80 (Palm Beach Blvd)	W. of Buckingham Rd.	4LD	Arterial	0	0	1,874	2,040	2,040	60%	221	311	16.6%
	W. of River Hall Pkwy	4LD	Arterial	0	0	1,874	2,040	2,040	70%	258	363	19.3%
	E. of Hickey Creek Rd.	4LD	Uninterrupted Flow Highway	0	1,753	2,510	3,055	3,507	75%	277	389	15.5%
	E. of Site	4LD	Uninterrupted Flow Highway	0	1,753	2,510	3,055	3,507	25%	92	130	5.2%
	E. of Broadway	4LD	Uninterrupted Flow Highway	0	1,753	2,510	3,055	3,507	20%	74	104	4.1%
	E. of Joel Blvd.	4LD	Uninterrupted Flow Highway	0	1,753	2,510	3,055	3,507	15%	55	78	3.1%
Broadway Ave.	N. of SR 80	2LU	Collector	0	0	310	660	740	5%	18	26	8.4%
Buckingham Rd.	S. of SR 80	2LU	Arterial	0	140	800	860	860	10%	37	52	6.5%



- Denotes the LOS Standard for each roadway segment

* Level of Service Thresholds for Lee County arterials/collectors taken from the Generalized Peak Hour Directional Service Volume tables for Urbanized Areas (dated April 2016)

* Level of Service Thresholds for State maintained roadways were taken from FDOT's Multimodal Quality/Level of Service Handbook Peak Hour Directional Volumes

TABLE 6A

CALOOSA 80 MPD

Revised 10-14-2025

TOTAL PROJECT TRAFFIC AM =	530	VPH	IN =	161	OUT=	369
TOTAL PROJECT TRAFFIC PM =	874	VPH	IN =	518	OUT=	356

ROADWAY	ROADWAY SEGMENT	LCDOT PCS OR BASE YR		2024	2023		2029		PERCENT		2029		2029						
		FDOT SITE #	ADT		YRS OF GROWTH. ¹	ANNUAL RATE	PK SEASON PEAK DIR. ²	PK HR	PK SEASON PEAK DIRECTION	V/C	PROJECT	AM PROJ	PM PROJ	+ AM PROJ	V/C	+ PM PROJ	V/C		
N. River Rd	E. of Broadway	124654	2,500	4,100	9	5.65%	100	173	D	0.24	2%	7	10	181	D	0.25	184	D	0.26
	W. of Broadway	124650	2,800	4,900	9	6.42%	224	417	B	0.34	3%	11	16	428	C	0.35	433	C	0.36
Joel Blvd.	S. of SR 80	305	8,800	13,400	7	6.19%	547	939	D	0.57	5%	18	26	958	D	0.58	965	D	0.59
SR 80 (Palm Beach Blvd)	E. of Hickey Creek Rd.	120006	15,600	30,000	15	4.46%	1,457	2,157	C	0.62	75%	277	389	2,434	C	0.69	2,546	D	0.73
	E. of Site	120006	15,600	30,000	15	4.46%	1,457	2,157	C	0.62	25%	92	130	2,249	C	0.64	2,287	C	0.65
	E. of Broadway	120006	15,600	30,000	15	4.46%	1,457	2,157	C	0.62	20%	74	104	2,231	C	0.64	2,261	C	0.64
	E. of Joel Blvd	120086	12,700	26,000	15	4.89%	1,295	1,991	C	0.57	15%	55	78	2,046	C	0.58	2,068	C	0.59
Broadway Ave.,	N. of SR 80	231	6,100	6,400	4	2.00%	284	346	D	0.47	5%	18	26	365	D	0.49	372	D	0.50

1 AGR for roadways was calculated based the historical traffic data obtained from Florida Traffic Online webpage and Lee County Traffic Count Report.

2 Current peak hour peak season peak direction traffic volumes for all roadways were obtained from the 2024 Lee County Public Facilities Level of Service and Concurrency Report

**LEE COUNTY GENERALIZED PEAK
HOUR DIRECTIONAL SERVICE
VOLUMES TABLE**

Lee County
Generalized Peak Hour Directional Service Volumes
Urbanized Areas

April 2016

c:\input5

Uninterrupted Flow Highway						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	130	420	850	1,210	1,640
2	Divided	1,060	1,810	2,560	3,240	3,590
3	Divided	1,600	2,720	3,840	4,860	5,380
Arterials						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	140	800	860	860
2	Divided	*	250	1,840	1,960	1,960
3	Divided	*	400	2,840	2,940	2,940
4	Divided	*	540	3,830	3,940	3,940
Class II (35 mph or slower posted speed limit)						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	*	330	710	780
2	Divided	*	*	710	1,590	1,660
3	Divided	*	*	1,150	2,450	2,500
4	Divided	*	*	1,580	3,310	3,340
Controlled Access Facilities						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	160	880	940	940
2	Divided	*	270	1,970	2,100	2,100
3	Divided	*	430	3,050	3,180	3,180
Collectors						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	*	310	660	740
1	Divided	*	*	330	700	780
2	Undivided	*	*	730	1,440	1,520
2	Divided	*	*	770	1,510	1,600

Note: the service volumes for I-75 (freeway), bicycle mode, pedestrian mode, and bus mode should be from FDOT's most current version of LOS Handbook.

**FDOT MULTIMODAL QUALITY
LEVEL OF SERVICE HANDBOOK
DIRECTIONAL VOLUMES**

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables



C1-Natural &
C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05

Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95

Multilane Undivided Highway without Exclusive Left Turn Adjustment: Multiply by 0.75

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Peak Hour Directional



C3C-Suburban
Commercial)

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

Peak Hour Two-Way

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

AADT

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

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

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

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

Adjustment Factors

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

Exclusive right turn lane(s): Multiply by 1.05

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

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

* Cannot be achieved using table input value defaults.

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

TRAFFIC DATA
FDOT FLORIDA TRAFFIC ONLINE

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2024 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4650 - NORTH RIVER ROAD, EAST OF S.R. 31

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	4900 F	E 2400	W 2500	9.50	55.40	19.00
2023	4700 C	E 2300	W 2400	9.50	55.40	19.00
2022	3800 R	E 1900	W 1900	9.50	53.90	15.00
2021	3600 T	E 1800	W 1800	9.50	53.50	13.60
2020	3400 S	E 1700	W 1700	9.50	53.80	12.50
2019	3400 F	E 1700	W 1700	9.50	54.90	12.50
2018	3200 C	E 1600	W 1600	9.50	55.20	12.50
2017	3200 T	E 1600	W 1600	9.50	54.90	12.20
2016	3000 S	E 1500	W 1500	9.50	54.80	15.00
2015	2800 F	E 1400	W 1400	9.50	55.50	15.00
2014	2600 C	E 1300	W 1300	9.50	55.20	15.00
2013	1000 S	0	0	9.50	55.00	12.20
2012	1000 F	0	0	9.50	55.30	11.50
2011	1000 C	E 0	W 0	9.50	55.20	11.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2024 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0086 - SR-80/PALM BEACH BLVD, W OF HENDRY COUNTY LC358

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	26000 F	E 13000	W 13000	9.50	55.00	18.20
2023	24000 C	E 12000	W 12000	9.50	56.80	18.20
2022	23000 F	E 11500	W 11500	9.50	52.10	15.80
2021	21000 C	E 10500	W 10500	9.50	52.80	15.80
2020	20000 C	E 10000	W 10000	9.50	53.70	14.70
2019	18600 C	E 9300	W 9300	9.50	54.00	15.60
2018	17300 C	E 8600	W 8700	9.50	55.20	15.90
2017	16900 C	E 8400	W 8500	9.50	54.40	13.70
2016	15700 C	E 7800	W 7900	9.00	57.70	12.60
2015	14600 C	E 7300	W 7300	9.00	52.00	13.00
2014	13100 S	E 6600	W 6500	9.00	52.30	13.60
2013	12700 F	E 6400	W 6300	9.00	56.30	13.60
2012	12500 C	E 6300	W 6200	9.00	59.60	13.60
2011	13700 C	E 7000	W 6700	9.00	56.40	12.40
2010	12700 C	E 6200	W 6500	11.06	64.00	13.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2024 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4654 - C.R. 78, EAST OF BROADWAY STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	4100 C	E 2000	W 2100	9.50	55.40	13.30
2023	4000 T	E 2000	W 2000	9.50	55.40	15.30
2022	3600 S	E 1800	W 1800	9.50	53.90	13.50
2021	3400 F	E 1700	W 1700	9.50	53.50	13.50
2020	3200 C	E 1600	W 1600	9.50	53.80	13.50
2019	2900 F	E 1400	W 1500	9.50	54.90	15.00
2018	2700 C	E 1300	W 1400	9.50	55.20	15.00
2017	2900 T	E 1400	W 1500	9.50	54.90	12.20
2016	2700 S	E 1300	W 1400	9.50	54.80	10.80
2015	2500 F	E 1200	W 1300	9.50	55.50	10.80
2014	2300 C	E 1100	W 1200	9.50	55.20	10.80
2013	2100 S	0	0	9.50	55.00	12.20
2012	2100 F	0	0	9.50	55.30	11.50
2011	2100 C	E 0	W 0	9.50	55.20	11.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2024 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0006 - SR 80 W OF HERZOG ROAD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	30000 F	E 15000	W 15000	9.50	55.00	15.40
2023	27000 C	E 13500	W 13500	9.50	56.80	15.40
2022	27000 C	E 13500	W 13500	9.50	52.10	16.30
2021	23500 C	E 12000	W 11500	9.50	52.80	15.00
2020	24000 C	E 12000	W 12000	9.50	53.70	13.00
2019	23000 C	E 11500	W 11500	9.50	54.00	13.10
2018	22000 C	E 11000	W 11000	9.50	55.20	12.40
2017	20000 C	E 10000	W 10000	9.50	54.40	14.00
2016	20000 C	E 10000	W 10000	9.00	57.70	12.40
2015	17700 C	E 8900	W 8800	9.00	57.50	13.30
2014	15600 S	E 7800	W 7800	9.00	56.80	10.90
2013	15200 F	E 7600	W 7600	9.00	56.50	10.90
2012	15200 C	E 7600	W 7600	9.00	54.20	10.90
2011	15200 F	E 7500	W 7700	9.00	56.20	14.10
2010	15200 C	E 7500	W 7700	9.91	56.34	14.10
2009	15600 C	E 7600	W 8000	9.98	55.90	15.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1203 SR80, 31 & 78 E OF I-75

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	0.97	1.02
2	01/08/2023 - 01/14/2023	1.01	1.06
3	01/15/2023 - 01/21/2023	1.06	1.12
4	01/22/2023 - 01/28/2023	1.02	1.07
* 5	01/29/2023 - 02/04/2023	0.99	1.04
* 6	02/05/2023 - 02/11/2023	0.96	1.01
* 7	02/12/2023 - 02/18/2023	0.93	0.98
* 8	02/19/2023 - 02/25/2023	0.93	0.98
* 9	02/26/2023 - 03/04/2023	0.93	0.98
*10	03/05/2023 - 03/11/2023	0.93	0.98
*11	03/12/2023 - 03/18/2023	0.93	0.98
*12	03/19/2023 - 03/25/2023	0.94	0.99
*13	03/26/2023 - 04/01/2023	0.95	1.00
*14	04/02/2023 - 04/08/2023	0.95	1.00
*15	04/09/2023 - 04/15/2023	0.96	1.01
*16	04/16/2023 - 04/22/2023	0.98	1.03
*17	04/23/2023 - 04/29/2023	1.00	1.05
18	04/30/2023 - 05/06/2023	1.02	1.07
19	05/07/2023 - 05/13/2023	1.04	1.09
20	05/14/2023 - 05/20/2023	1.07	1.13
21	05/21/2023 - 05/27/2023	1.07	1.13
22	05/28/2023 - 06/03/2023	1.07	1.13
23	06/04/2023 - 06/10/2023	1.07	1.13
24	06/11/2023 - 06/17/2023	1.08	1.14
25	06/18/2023 - 06/24/2023	1.07	1.13
26	06/25/2023 - 07/01/2023	1.06	1.12
27	07/02/2023 - 07/08/2023	1.05	1.11
28	07/09/2023 - 07/15/2023	1.05	1.11
29	07/16/2023 - 07/22/2023	1.04	1.09
30	07/23/2023 - 07/29/2023	1.04	1.09
31	07/30/2023 - 08/05/2023	1.03	1.08
32	08/06/2023 - 08/12/2023	1.03	1.08
33	08/13/2023 - 08/19/2023	1.02	1.07
34	08/20/2023 - 08/26/2023	1.02	1.07
35	08/27/2023 - 09/02/2023	1.02	1.07
36	09/03/2023 - 09/09/2023	1.02	1.07
37	09/10/2023 - 09/16/2023	1.02	1.07
38	09/17/2023 - 09/23/2023	1.01	1.06
39	09/24/2023 - 09/30/2023	1.00	1.05
40	10/01/2023 - 10/07/2023	0.99	1.04
41	10/08/2023 - 10/14/2023	0.98	1.03
42	10/15/2023 - 10/21/2023	0.97	1.02
43	10/22/2023 - 10/28/2023	0.97	1.02
44	10/29/2023 - 11/04/2023	0.96	1.01
45	11/05/2023 - 11/11/2023	0.96	1.01
46	11/12/2023 - 11/18/2023	0.96	1.01
47	11/19/2023 - 11/25/2023	0.96	1.01
48	11/26/2023 - 12/02/2023	0.96	1.01
49	12/03/2023 - 12/09/2023	0.97	1.02
50	12/10/2023 - 12/16/2023	0.97	1.02
51	12/17/2023 - 12/23/2023	1.00	1.05
52	12/24/2023 - 12/30/2023	1.03	1.08
53	12/31/2023 - 12/31/2023	1.06	1.12

* PEAK SEASON

09-MAR-2024 18:41:38

830UPD

1_1203_PKSEASON.TXT

COUNTY: 12
 STATION: 0006
 DESCRIPTION: SR 80 W OF HERZOG ROAD
 START DATE: 09/05/2023
 START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL	
0000	15	17	13	7	52	9	15	7	6	37	89	
0100	13	22	12	7	54	10	10	10	8	38	92	
0200	9	9	6	2	26	6	13	18	15	52	78	
0300	9	18	9	14	50	16	10	28	21	75	125	
0400	7	25	20	27	79	24	49	71	100	244	323	
0500	41	53	61	66	221	117	175	252	373	917	1138	
0600	73	103	154	179	509	437	435	390	344	1606	2115	
0700	164	202	180	186	732	339	333	382	384	1438	2170	
0800	157	150	180	157	644	281	307	300	166	1054	1698	
0900	147	136	125	129	537	219	212	166	186	783	1320	
1000	121	142	170	138	571	172	173	162	190	697	1268	
1100	164	132	136	133	565	158	142	172	178	650	1215	
1200	161	175	160	177	673	179	170	164	154	667	1340	
1300	206	181	202	195	784	156	183	176	153	668	1452	
1400	223	235	215	193	866	180	229	223	210	842	1708	
1500	241	236	273	291	1041	181	177	170	169	697	1738	
1600	311	343	354	338	1346	186	196	159	157	698	2044	
1700	373	358	376	373	1480	162	187	168	170	687	2167	
1800	369	366	275	199	1209	154	144	121	115	534	1743	
1900	171	154	165	144	634	88	82	79	64	313	947	
2000	120	116	118	99	453	85	78	59	52	274	727	
2100	83	58	83	58	282	50	50	42	34	176	458	
2200	55	54	35	27	171	19	24	25	14	82	253	
2300	25	24	23	13	85	18	16	18	8	60	145	
24-HOUR TOTALS:				13064						13289	26353	

PEAK VOLUME INFORMATION				
DIRECTION: E		DIRECTION: W		
HOUR	VOLUME	HOUR	VOLUME	
A.M.	700	732	700	1438
P.M.	1730	1484	1415	843
DAILY	1730	1484	545	1635

TRUCK PERCENTAGE 15.49% 15.21% 15.35%

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	30	6834	4177	49	791	212	27	497	418	18	2	6	3	0	0	2023	13064
W	31	6966	4271	45	791	121	115	510	377	50	0	8	4	0	0	2021	13289

AGR = 6.22%

PSF = 1.02

PEAK SEASON VOL

2023

EB
ST9

WB
1638

EB
745

WB
2353

1570

701

2169

1007

← 2353 (1007)

↓ 35 (122)

SR 80

(228)734

(220)80

(32)43

(240)271

(48)48

2029 INT.
VOLUMES

**TRAFFIC DATA FROM LEE COUNTY
TRANSPORTATION DATA
MANAGEMENT SYSTEM**

Updated 5/29/2024		Daily Traffic Volume (AADT)										
STREET	LOCATION	Station #	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
HOMESTEAD RD	S OF ARTHUR RD	451	10400	11600	11800	11700				11600		
HOMESTEAD RD	N OF IMMOKOLEE RD	456					1900			2700		
IMMOKALEE RD (SR 82)	W OF COLONIAL BLVD	90	25900	28800			30700	29900				
IMMOKALEE RD (SR 82)	E OF GUNNERY RD	21	25100	26700	28000	26100		28000	27600	36500	40400	45500
IMPERIAL PKWY	N OF STRIKE LN	63	11000	13200	13000	14200	14800	15000	11700	13500	15200	16700
IMPERIAL PKWY	S OF BONITA BEACH RD	492			22200		20200			23700		
IONA RD	W OF McGREGOR BLVD	303	7100		7200		7000			7100		
JOEL BLVD (CR 884)	E OF BELL BLVD	306	13400	14100	14500	14100	13600	14800	13900			
JOEL BLVD (CR 884)	N OF E 10TH ST	69			8900	9000	9400	9500	9100	10300	10600	11900
JOEL BLVD (CR 884)	S OF PALM BEACH BLVD	305	7600	8200	8800	9200	9200	11000	10900			13400
JOHN MORRIS RD	N OF SUMMERLIN RD	498	4500		4700		4800			3400		
KELLY RD	W OF SAN CARLOS BLVD	308	5300		4500		4900			3800		
DR. M. L. KING BLVD (SR 82)	E OF CRANFORD AVE	84	28500	26800	27600	28300	29100	27000	29800			
DR. M. L. KING BLVD (SR 82)	W OF I-75	20	35100	38600	41100	42200	43600	44400	40700	47100	51400	53300
DR. M. L. KING BLVD (SR 82)	E OF I-75	68	32200	35100	37800	39400	40300	41200	38600	42600	45000	52100
LAUREL DR	E OF BUSINESS 41	309	5900		6500					6000		
LEE BLVD(CR 884)	E OF IMMOKALEE RD	310	42800		49500		44800			51600		
LEE BLVD(CR 884)	W OF GUNNERY RD	22	33500	35300	37400	37900	41300	41000	36500	39300	39700	43100
LEE BLVD(CR 884)	E OF SUNSHINE BLVD	312	33100		32600		43300		45000		41100	
LEE BLVD(CR 884)	N OF LEELAND HEIGHTS	311	10900	12100	12600	12600	12800		19300			

Updated 5/29/2024		Daily Traffic Volume (AADT)										
STREET	LOCATION	Station #	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
BONITA BEACH RD	E OF RACE TRACK RD	130							29300	39700	39700	40000
BONITA BEACH RD	W OF I-75	42	35100	35300		36400	38900	40500	37900	43500	44200	43500
BONITA BEACH RD	E OF I- 75	235								22400	24300	
BROADWAY (ESTERO)	W OF US 41	463		5700		6200		6300		5700		
BROADWAY RD	S OF ALVA BRIDGE	231						6100				6400
BUCKINGHAM RD	S OF PALM BEACH BLVD	11	9000	9300	9800	9800	10400	11400	11100	13100	13800	15100
BUCKINGHAM RD	S OF CEMETERY RD	227	10600		9800		9600		8600		7800	
BUCKINGHAM RD	E OF ALVIN AVE	232	7000		8600		9200		10700		10600	
BURNT STORE RD	N OF PINE ISLAND RD	233	12600	13600	14800	15300	15100	19100	16800			
BURNT STORE RD	S OF CHARLOTTE CO. LINE	12	6300	7000	7700	8000	8300	8800	8600	10000	11500	13400
BUSINESS 41 (SR 739)	N OF EDISON BRIDGE	41	27200	28000				35600	33500	38200	41500	44300
BUSINESS 41 (SR 739)	S OF PINE ISLAND RD	77		22000	25500							
BUSINESS 41 (SR 739)	N OF LITTLETON RD	76		11500	12800	13200						
CAPE CORAL PKWY	E OF 11TH CT	114							20300	25300	25900	25200
CAPE CORAL PKWY	E OF SKYLINE BLVD	13	27700	28800	29700	28200	29600	30400	27700	31100	31600	30500
CAPE CORAL PKWY	E OF 6TH ST	2112								44600	46100	
CAPE CORAL PKWY	W OF PALM TREE	56	44100									
CAPE CORAL BRIDGE	W OF BRIDGE	234	51600									
CAPE CORAL BRIDGE	AT TOLL PLAZA	122		44000	42600	42000	43100	47800	43400	49700	49400	48800
CEMETERY RD	E OF BUCKINGHAM RD	486	5700		5800		5500		6700		7100	
CHAMBERLIN PKWY	S OF DANIELS PKWY	33	1200	1200	1200							

**LEE COUNTY PUBLIC FACILITIES
LEVEL OF SERVICE AND
CONCURRENCY REPORT**

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

Link No.	Road Name	Location		Road Type	Performance Standard		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 Apt 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	MONDELLA 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	Grandezza
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 Gif 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)	MONDELLA RD	6LD	D	2,950	C	1,936	0.66	C	2,274	0.77	
04300	BUS 41 (N TAMiami TR, SR 739)	MONDELLA 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)

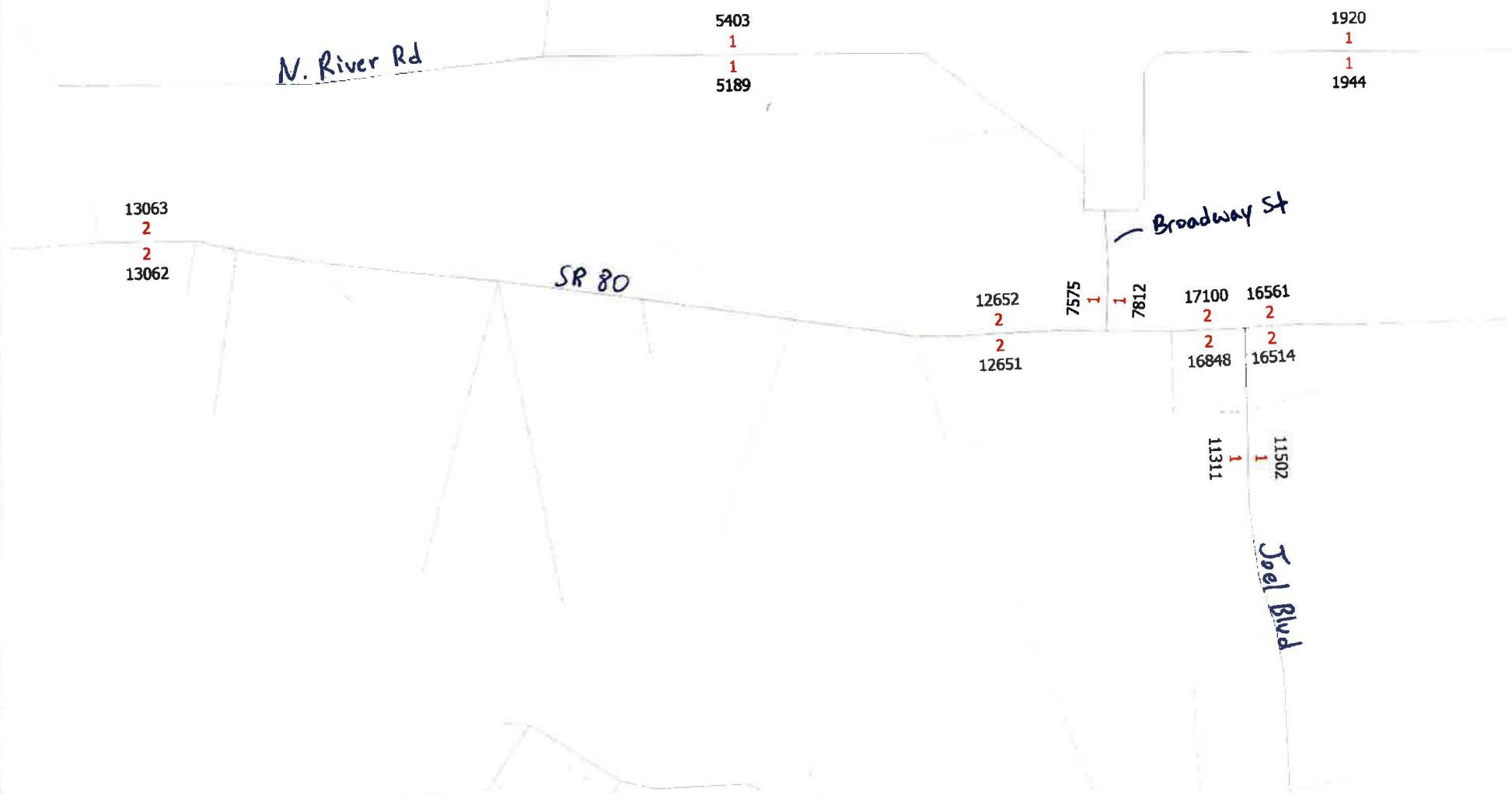
LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)

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	Lucket Landing Hotel/Lucket 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/GIADIOLUS 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)

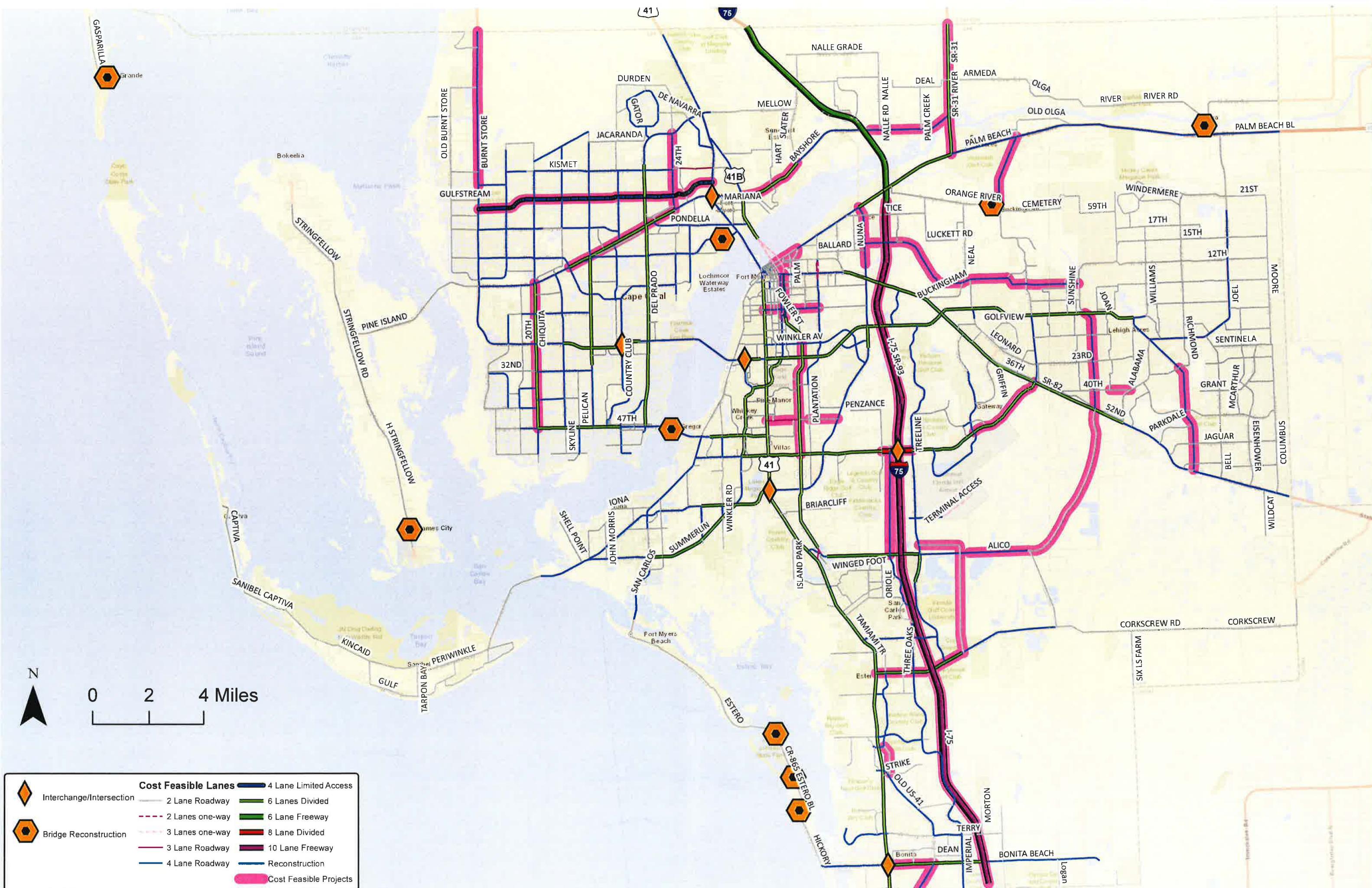
Link No.	Road Name	Location		Road Type	Performance Standard		2023 100th Highest Hour			2028 Future Forecast*			Notes
		From	To		LOS ⁽¹⁾	Capacity ⁽²⁾	LOS ⁽¹⁾	Volume ⁽²⁾	V/C ⁽³⁾	LOS ⁽¹⁾	Volume ⁽²⁾	V/C ⁽³⁾	
19400	ORANGE RIVER BLVD	STALEY RD	BUCKINGHAM RD	2LN	E	1,000	C	368	0.37	C	387	0.39	
19500	ORIOLE RD	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	E	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	E	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	MONTEBELLA RD	SR 78	ORANGE GROVE BLVD	4LD	E	1,890	B	994	0.53	B	1,045	0.55	
22200	MONTEBELLA RD	ORANGE GROVE BLVD	US 41	4LD	E	1,890	B	1,319	0.70	B	1,386	0.73	
22300	MONTEBELLA 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 Mn RPD/Ok VIII 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	

2045 E+C NETWORK LANES
&
VOLUMES

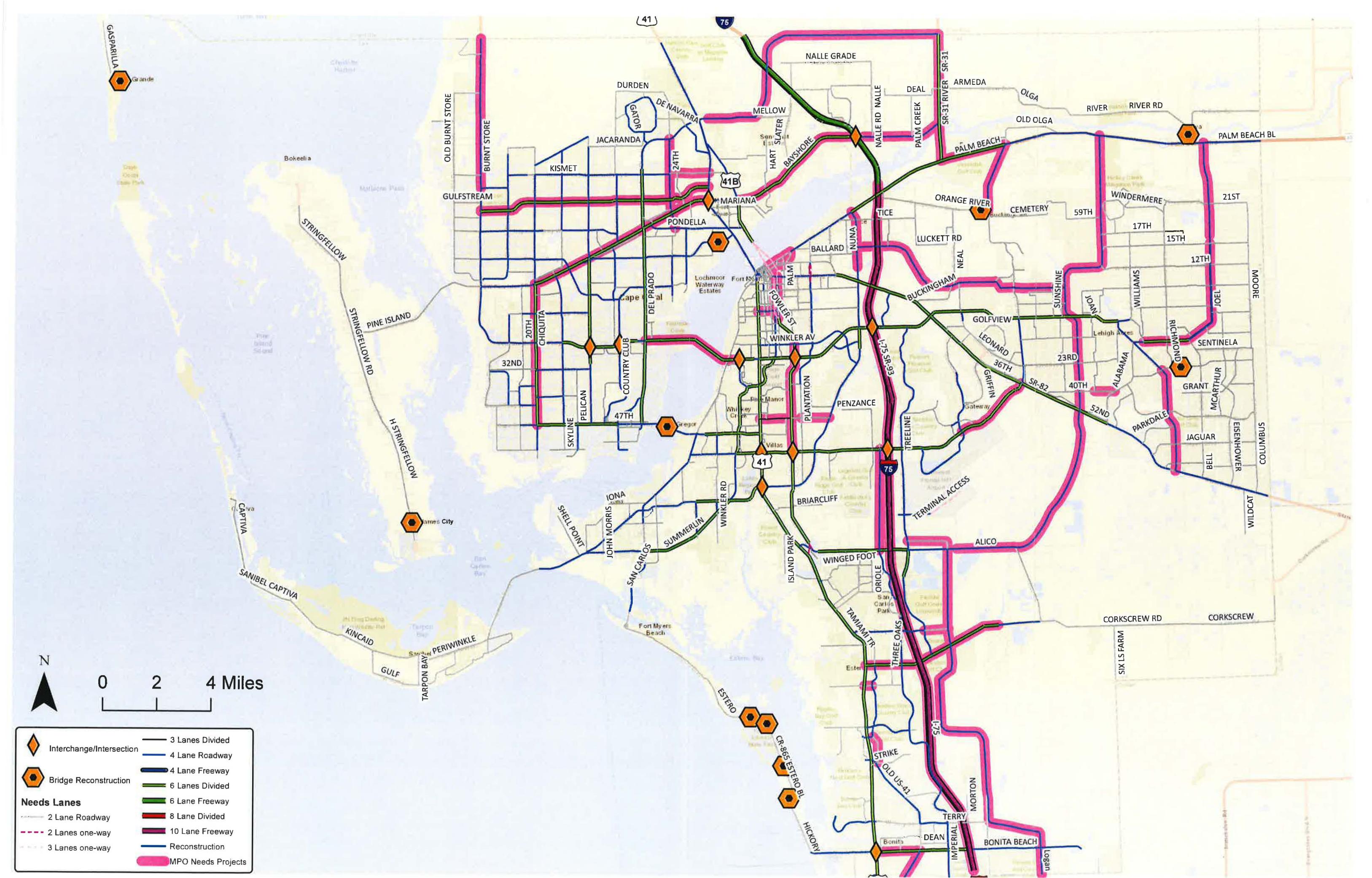


2045 LRTP COST FEASIBLE ROADWAY NETWORK LANES AND VOLUMES

**LEE COUNTY MPO 2045 COST
FEASIBLE HIGHWAY PLAN**



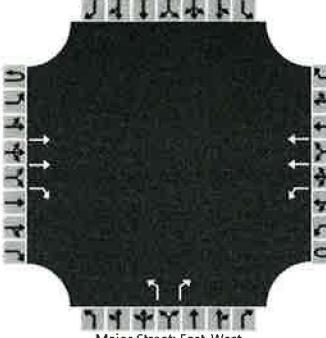
LEE COUNTY MPO
2045 NEEDS PLAN



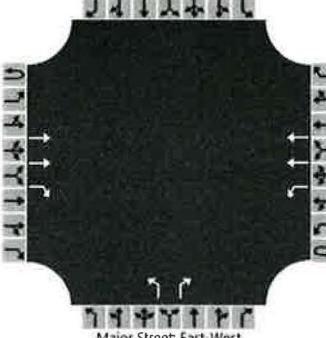
HCS RESULTS

E. ACCESS @ S.R. 80

HCS Two-Way Stop-Control Report

General Information				Site Information																																
Analyst	tbt			Intersection				SR 80/E. Site Access																												
Agency/Co.	TR Transportation			Jurisdiction				FDOT																												
Date Performed	10-14-2025			East/West Street				SR 80																												
Analysis Year	2029			North/South Street				East Site Access																												
Time Analyzed	AM Peak W/Project			Peak Hour Factor				0.92																												
Intersection Orientation	East-West			Analysis Time Period (hrs)				0.25																												
Project Description	Caloosa 80 MPD																																			
Lanes																																				
 Major Street: East-West																																				
Vehicle Volumes and Adjustments																																				
Approach	Eastbound				Westbound				Northbound				Southbound																							
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U																							
Priority	1U	1	2	3	4U	4	5	6	7	8	9	10	11																							
Number of Lanes	0	0	2	1	0	1	2	0	1	0	1	0	0																							
Configuration			T	R		L	T		L		R																									
Volume (veh/h)			745	32	0	40	2353		277		52																									
Percent Heavy Vehicles (%)					1	2			2		2																									
Proportion Time Blocked																																				
Percent Grade (%)									0																											
Right Turn Channelized		No							No																											
Median Type Storage		Left Only									2																									
Critical and Follow-up Headways																																				
Base Critical Headway (sec)					4.1				7.5		6.9																									
Critical Headway (sec)					4.14				6.84		6.94																									
Base Follow-Up Headway (sec)					2.2				3.5		3.3																									
Follow-Up Headway (sec)					2.22				3.52		3.32																									
Delay, Queue Length, and Level of Service																																				
Flow Rate, v (veh/h)					43				301		57																									
Capacity, c (veh/h)					788				165		595																									
v/c Ratio					0.06				1.83		0.09																									
95% Queue Length, Q ₉₅ (veh)					0.2				22.1		0.3																									
95% Queue Length, Q ₉₅ (ft)					5.1				561.3		7.6																									
Control Delay (s/veh)					9.8				442.1		11.7																									
Level of Service (LOS)					A				F		B																									
Approach Delay (s/veh)		0.2				374.0																														
Approach LOS		A				F																														

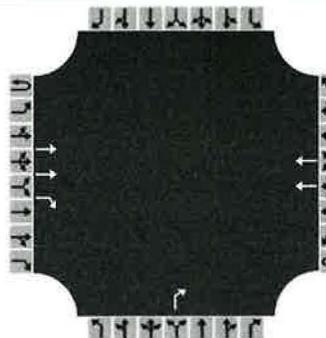
HCS Two-Way Stop-Control Report

General Information				Site Information																																
Analyst	tbt			Intersection				SR 80/E. Site Access																												
Agency/Co.	TR Transportation			Jurisdiction				FDOT																												
Date Performed	10-14-2025			East/West Street				SR 80																												
Analysis Year	2029			North/South Street				East Site Access																												
Time Analyzed	PM Peak W/Project			Peak Hour Factor				0.92																												
Intersection Orientation	East-West			Analysis Time Period (hrs)				0.25																												
Project Description	Caloosa 80 MPD																																			
Lanes																																				
																																				
Vehicle Volumes and Adjustments																																				
Approach	Eastbound				Westbound				Northbound				Southbound																							
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U																							
Priority	1U	1	2	3	4U	4	5	6		7	8	9	10																							
Number of Lanes	0	0	2	1	0	1	2	0		1	0	1	0																							
Configuration			T	R		L	T			L		R																								
Volume (veh/h)			2169	155	0	129	1007			267		49																								
Percent Heavy Vehicles (%)					1	2				2		2																								
Proportion Time Blocked																																				
Percent Grade (%)										0																										
Right Turn Channelized	No								No																											
Median Type Storage	Left Only								2																											
Critical and Follow-up Headways																																				
Base Critical Headway (sec)					4.1				7.5		6.9																									
Critical Headway (sec)					4.14				6.84		6.94																									
Base Follow-Up Headway (sec)					2.2				3.5		3.3																									
Follow-Up Headway (sec)					2.22				3.52		3.32																									
Delay, Queue Length, and Level of Service																																				
Flow Rate, v (veh/h)					140				290		53																									
Capacity, c (veh/h)					175				42		183																									
v/c Ratio					0.80				6.94		0.29																									
95% Queue Length, Q ₉₅ (veh)					5.4				34.2		1.1																									
95% Queue Length, Q ₉₅ (ft)					137.2				868.7		27.9																									
Control Delay (s/veh)					77.7				2859.6		32.5																									
Level of Service (LOS)					F				F		D																									
Approach Delay (s/veh)	8.8				2421.2																															
Approach LOS	A				F																															

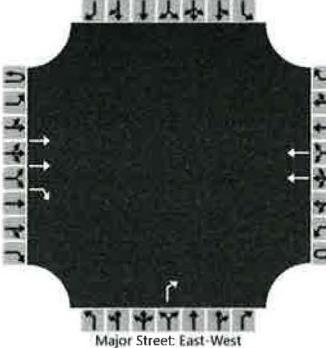
HCS RESULTS

W. ACCESS @ S.R. 80

HCS Two-Way Stop-Control Report

General Information				Site Information																																					
Analyst	tbt				Intersection				SR 80/W. Site Access																																
Agency/Co.	TR Transportation				Jurisdiction				FDOT																																
Date Performed	10-14-2025				East/West Street				SR 80																																
Analysis Year	2029				North/South Street				W. Site Access																																
Time Analyzed	AM Peak W/Project				Peak Hour Factor				0.92																																
Intersection Orientation	East-West				Analysis Time Period (hrs)				0.25																																
Project Description	Caloosa 80 MPD																																								
Lanes																																									
 Major Street: East-West																																									
Vehicle Volumes and Adjustments																																									
Approach	Eastbound				Westbound				Northbound				Southbound																												
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R																									
Priority	1U	1	2	3	4U	4	5	6	7	8	9	10	11	12																											
Number of Lanes	0	0	2	1	0	0	2	0	0	0	1	0	0	0																											
Configuration			T	R			T				R																														
Volume (veh/h)			734	89			2353				40																														
Percent Heavy Vehicles (%)											2																														
Proportion Time Blocked																																									
Percent Grade (%)										0																															
Right Turn Channelized		No								No																															
Median Type Storage		Left Only									1																														
Critical and Follow-up Headways																																									
Base Critical Headway (sec)											6.9																														
Critical Headway (sec)											6.94																														
Base Follow-Up Headway (sec)											3.3																														
Follow-Up Headway (sec)											3.32																														
Delay, Queue Length, and Level of Service																																									
Flow Rate, v (veh/h)											43																														
Capacity, c (veh/h)											601																														
v/c Ratio											0.07																														
95% Queue Length, Q ₉₅ (veh)											0.2																														
95% Queue Length, Q ₉₅ (ft)											5.1																														
Control Delay (s/veh)											11.5																														
Level of Service (LOS)											B																														
Approach Delay (s/veh)										11.5																															
Approach LOS										B																															

HCS Two-Way Stop-Control Report

General Information				Site Information																									
Analyst	tbt			Intersection	SR 80/W. Site Access																								
Agency/Co.	TR Transportation			Jurisdiction	FDOT																								
Date Performed	10-14-2025			East/West Street	SR 80																								
Analysis Year	2029			North/South Street	W. Site Access																								
Time Analyzed	PM Peak W/Project			Peak Hour Factor	0.92																								
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25																								
Project Description	Caloosa 80 MPD																												
Lanes																													
 Major Street: East-West																													
Vehicle Volumes and Adjustments																													
Approach	Eastbound			Westbound			Northbound			Southbound																			
Movement	U	L	T	R	U	L	T	R	U	L	T																		
Priority	1U	1	2	3	4U	4	5	6	7	8	9																		
Number of Lanes	0	0	2	1	0	0	2	0	0	0	1																		
Configuration			T	R			T				R																		
Volume (veh/h)			2281	234			1007				40																		
Percent Heavy Vehicles (%)											2																		
Proportion Time Blocked																													
Percent Grade (%)									0																				
Right Turn Channelized			No						No																				
Median Type Storage				Left Only							1																		
Critical and Follow-up Headways																													
Base Critical Headway (sec)										6.9																			
Critical Headway (sec)										6.94																			
Base Follow-Up Headway (sec)										3.3																			
Follow-Up Headway (sec)										3.32																			
Delay, Queue Length, and Level of Service																													
Flow Rate, v (veh/h)									43																				
Capacity, c (veh/h)									167																				
v/c Ratio									0.26																				
95% Queue Length, Q ₉₅ (veh)									1.0																				
95% Queue Length, Q ₉₅ (ft)									25.4																				
Control Delay (s/veh)									34.0																				
Level of Service (LOS)									D																				
Approach Delay (s/veh)								34.0																					
Approach LOS								D																					

TRIP GENERATION EQUATIONS

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 174

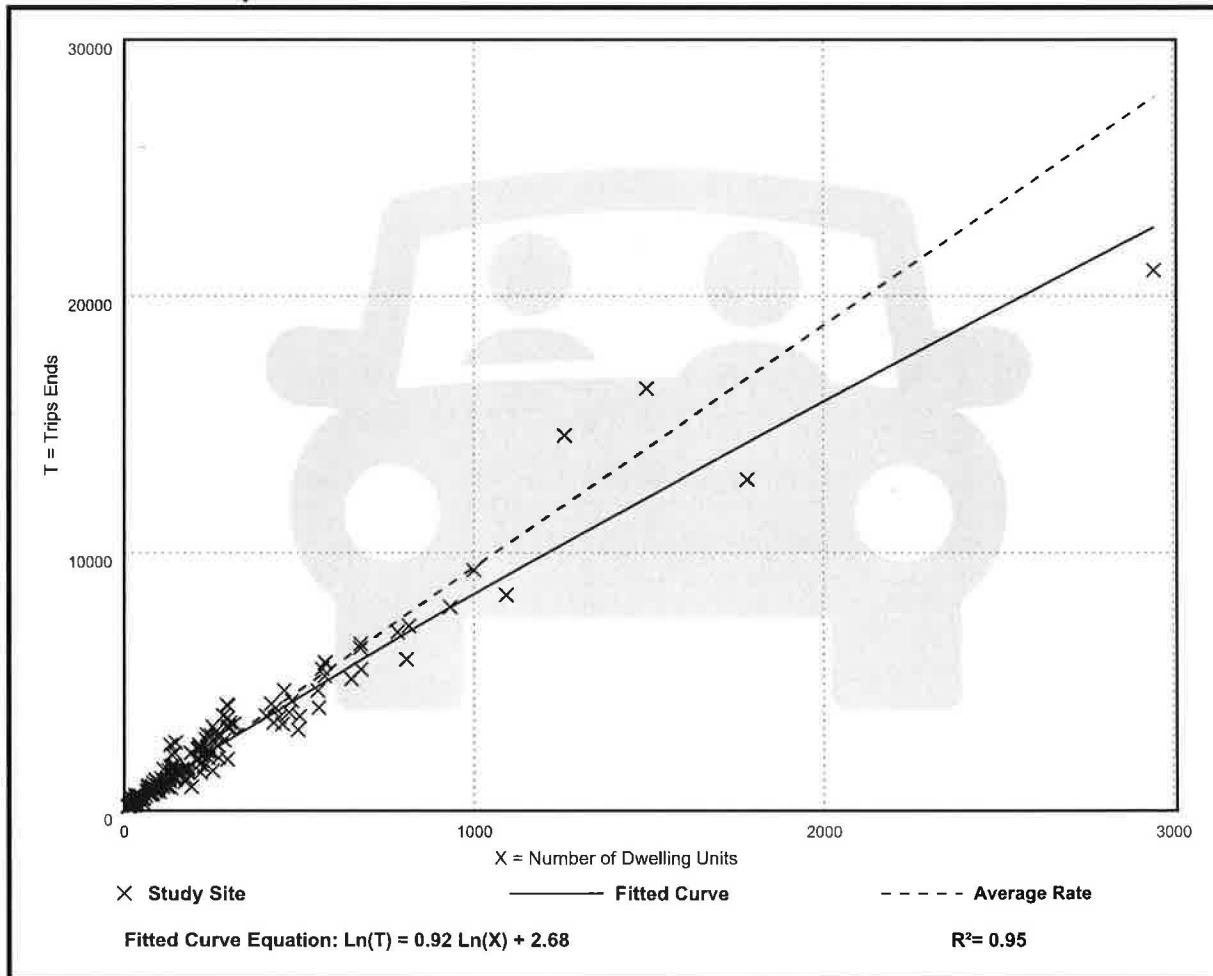
Avg. Num. of Dwelling Units: 246

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

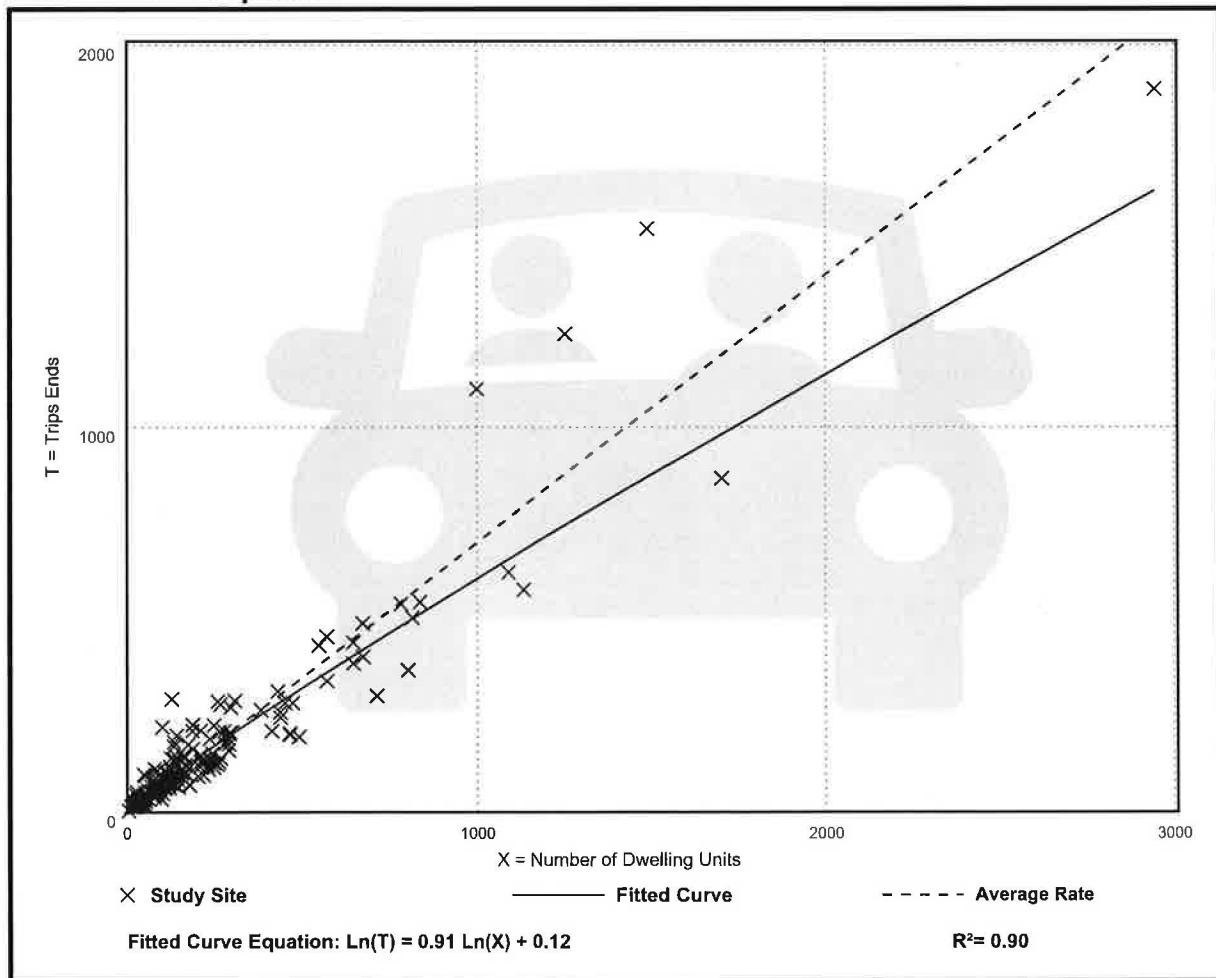
Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

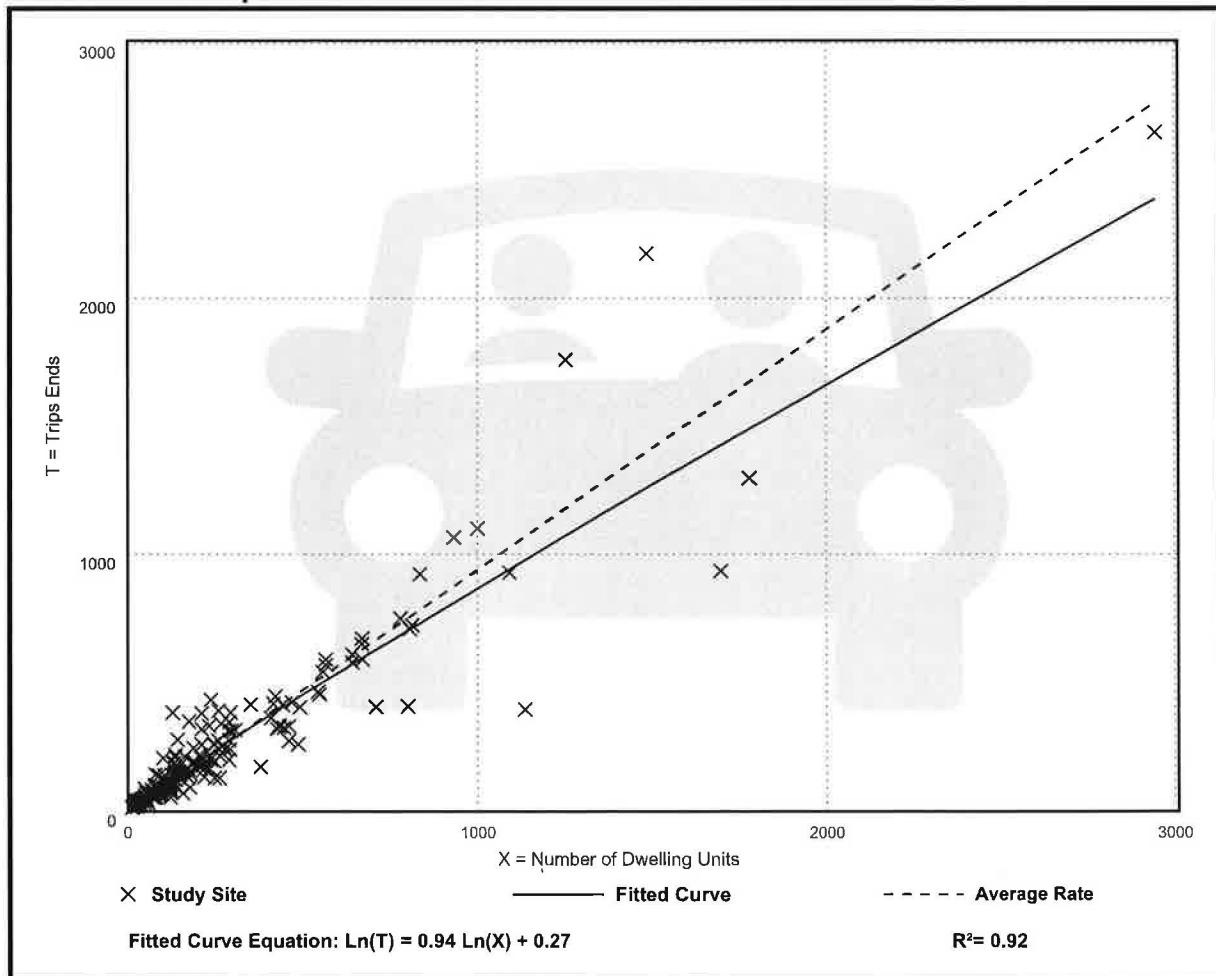
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Shopping Plaza (40-150k) - Supermarket - No (821)

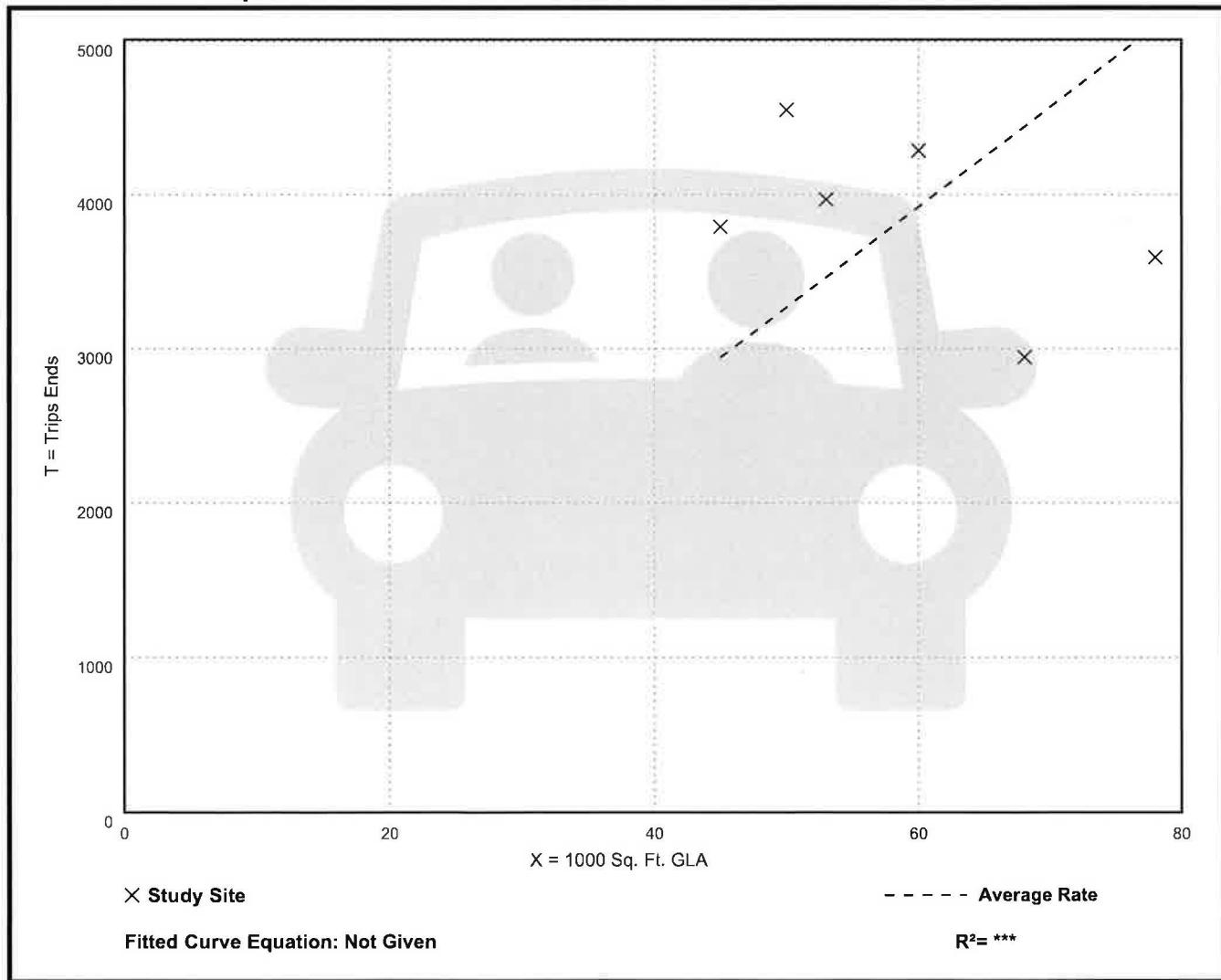
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GLA: 59
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
65.38	43.29 - 91.06	20.03

Data Plot and Equation



Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

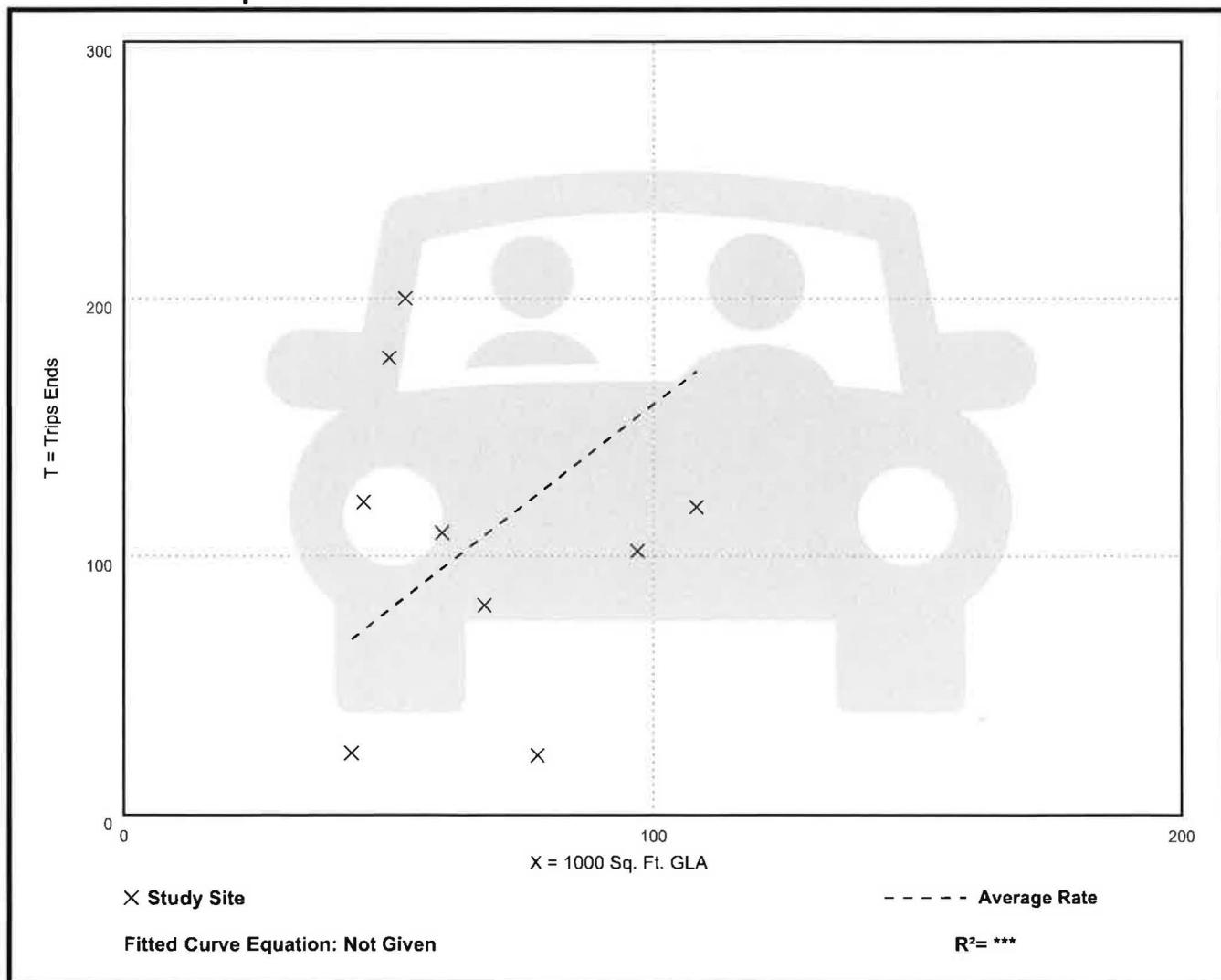
Avg. 1000 Sq. Ft. GLA: 67

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
1.59	0.29 - 3.77	1.18

Data Plot and Equation



Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 24

Avg. 1000 Sq. Ft. GLA: 79

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
4.76	2.55 - 12.04	1.89

Data Plot and Equation

