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June 8, 2026 SENT VIA PORTAL

Adam Mendez, AICP
Principal Planner
Department of Community Development
Fort Myers, FL 33902
amendez@leegov.com

RE: Daniels Tradeport MPD
DCI2025-00026

Dear Adam:

The purpose of this letter is to provide a response to the Lee County Development Services review comments dated January 16, 2026 for the above referenced application. We always appreciate interaction with Staff on matters related to this application and welcome additional calls and emails that will assist us to address all the concerns in the most efficient manner to the extent this request can be approved.

The following items have been provided to address staff comments:

1. South Trail Fire Letter of No Objection;
2. MPD Proposed Conditions;
3. Revised Deviations & Justifications narrative;
4. Revised Master Concept Plan;
5. Limited Waiver Request Form;
6. Revised Schedule of Uses;
7. Revised TIS;
8. Revised Open Space plan;
9. Indigenous Preserve Management Plan;
10. Revised Request Narrative;
11. Revised Variance Report;
12. DRAFT Agricultural Affidavit;
13. Revised Property Development Regulations; and
14. Revised Historical Impact Analysis.

Lee County Development Services

1. *Please provide a Letter of No Objection from the local fire department (South Trail Fire District) and emergency services in regards to Deviation #1 from LDC Section [10-291(3)].*

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

Response: Please see attached Letter of No Objection from the South Trail Fire District regarding Deviation 1. Also please see attached Conditions, which includes the Fire Chief's required conditions:

1. **All road termini within the planned development shall be provided with apparatus turn arounds per the requirements of the Florida Fire Prevention Code.**
2. **Street parking that would reduce the clear unobstructed total width of the travel lanes less than 20 feet is prohibited within the planned development.**

3. *Pursuant to LDC Section [10-256(b)(2)c.3.] sidewalks on both sides of all internal streets are required for all new nonresidential developments and must extend from intersection to intersection. NOTE: At time of development order the applicant must demonstrate compliance with this requirement.*

   Response: Acknowledged.

4. *[10-329(d)(1)a.3.] Excavation Setback from Other Property. Excavations must be set back fifty (50) feet from any property line under separate ownership. Please demonstrate compliance with this requirement.*

   Response: Please refer to the revised Deviations and Justifications narrative, which now includes a deviation to allow a 25-foot excavation setback from property under separate ownership. The only properties under separate ownership are the airport lands to the west, and the conservation lands to the south.

5. *[10-328(a)] Open Drainage easements. On one side of the watercourse, drainageway, canal, IDD easement, lake, pond or stream, a 20-foot wide easement for maintenance purposes must be provided.*

   Response: Please refer to the revised MCP, which now depicts the required lake maintenance easements.

6. *Please provide the location of all points of vehicular ingress and egress from the proposed internal rights-of-way or easements into the commercial, or industrial use lots.*

   Response: As discussed with staff on February 25, 2026, a waiver is now requested from LDC 34-373(a)(6)(b) due to the nature of the project. Please see attached waiver request. The proposed commercial/industrial development includes numerous internal lots that will allow for various types of uses. The

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

specific plans for each lot have not yet been designed. Driveway locations from the internal roadways into the parcels will be designed at time of DO consistent with applicable LDC provisions and any applicable approved deviations.

7. *Excess Spoil Removal is listed within the approved Schedule of Uses. Please advise how many cubic yards of material are proposed to be moved off-site.*

   Response: See revised Schedule of Uses. Excess Spoil Removal is removed.

8. *Development order approval is required in addition to this zoning action. Compliance with Chapter 10 of the Lee County Land Development Code will be reviewed further at that time.*

   Response: Acknowledged.

TIS Comments

1. *Incomplete Area of Influence (Fig 2): The project traffic distribution map is incomplete. Per AC-13-17, the Area of Influence must demonstrate development-generated traffic impacts on the surrounding roadway network where project traffic meets/exceeds 10% of the LOS "C" service volumes for the links at build-out.*

   Response: Table 5A in the zoning analysis of the report was revised to reflect the % impact on the roadway segments in the area

2. *Missing Intersection Analysis: Intersections within the project's area of influence have not been analyzed. Consistent with the AC-13-17 requirements for projects generating over 300 peak hour trips, analyses must be provided for all intersections within the area of influence. These analyses must compare conditions with and without the project traffic and indicate the LOS for each intersection, considering the summation of all four approaches for each scenario.*

   Response: Pursuant to follow-up discussions with County staff, intersection analysis was included in the revised report at the intersections along Daniels Parkway where agreed upon with Staff subject to their final review.

3. *Omission of Road Segment Improvements: While the consultant identifies LOS F conditions on Daniels Parkway and SR 82, the TIS fails to provide a specific "analysis of the improvements necessary to offset the added traffic impacts." While F.S. §163.3180 protects the applicant from fixing "backlogged" roads, AC-13-17 requires them to identify the mitigation required for their specific contribution to the failure. Even if the developer is only responsible for a proportionate share under F.S.*

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

§163.3180, which is captured by the collection of impact fees, the technical analysis of what is needed to restore an acceptable LOS must be included in the TIS to satisfy the requirements of the Administrative Code.

Response: Additional language was added to the TIS discussing mitigation.

4. *Table 6A - Data is missing for the following: FDOT Sta. # 126071 (K & D factors), FDOT Sta. # 124909 (2024 ADT for Roadway segment " S of SR 82")*

Response: Table 6 A was updated in the report to include this information.

DOT Comments

1. *The developer remains responsible for site-adjacent mitigation to ensure safe and efficient access. Site-Specific Improvements: Turn lane improvements at the site access intersection on Daniels Parkway will be required at the time of DO.*

Response: Acknowledged.

2. *A Traffic Signal Warrant Analysis for the single access point shall be required at the time of DO. If a signal is warranted at this location, it is considered site related and shall be at the developer's cost.*

Response: If a signal is warranted, the applicant acknowledges responsibility for the proportionate fair share costs of a traffic signal.

3. *Interconnection: The application states there will be a cross-access easement pursued with the adjacent LCPA property, however the interconnection is not shown on the MCP. Interconnection is a requirement of LDC Sec. Sec. 10-295, therefore the applicant must demonstrate the intended ingress/egress cross-access easement with the Lee County Port Authority (LCPA), as well as the adjacent Daniels Creek MPD to the northeast of this project.*

Response: Please see revised MCP. A Cross-access easement for the LCPA property is depicted on the MCP and labeled. LDC Section 10-295 requires interconnections to adjoining areas where deemed necessary by the Director of Development Services. The Daniels Creek MPD MCP approved per Z-23-022 does not depict or contemplate access to the Daniels Tradeport property. The two MPDs are bisected by a 500-foot-wide FPL easement, which ultimately precludes the properties from interconnecting. Furthermore, interconnecting with the Daniels Creek MPD would require impacting preserve areas, wetlands and lakes. Furthermore, the Daniels Creek MPD consists of predominantly single-family residential and residential accessory type uses on the portion

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

closest to the Daniels Tradeport property. It is not possible or logical to interconnect with the Daniels Creek MPD.

4. *Deviation: No objection is currently stated with regard to the proposed deviation for a single access point on Daniels Parkway (Controlled Access), however the deviation may not be approved without first addressing LDC Sec. 10-295 requirements for interconnection.*

   Response: A Cross-access easement is depicted on the MCP. An interconnection to the airport property is also shown on the MCP. As explained above, it is not possible or logical to interconnect with the Daniels Creek MPD. Unless the Director of Development Services deems the interconnection necessary in accordance with LDC Sec. 10-295, there will be no interconnection provided to the Daniels Creek MPD.

Environmental Comments

1. *Please clarify what "other area" abutting AOPD and preservation area on open space plan. MCP depicts this area as a preservation area with a historic flow way. Please revise open space plan and MCP.*

   Response: Please refer to the revised Open Space plan, which now depicts the historic flow way and relabels the remaining area from "Other Area" to "Undesignated Open Space".

2. *MCP depicts historic flow way to be preserved running through the southern portion of the property. Please show consistency on open space exhibit.*

   Response: Please refer to the revised Open Space plan, which now depicts the historic flow way.

3. *Please provide measurements, a cross section and depict the 50ft natural waterway buffer for the historic flow way to comply with LDC Section 10-416 (d)(9) for natural waterways.*

   Response: The historic flow way on site is not a natural waterway pursuant to the definition of Natural body of water provided in Chapter 34. The areas within the historic flow way do not contain water that stands or flows for more than 3 months of the year.

4. *Please label lake management easements on all lakes to comply with LDC Section 34-373 (a)(6)(a).*

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

Response: Please refer to the revised MCP, which now depicts the lake maintenance easements.

5. *Open space exhibit depicts another boundary line along the south most lake and continues along FPL easement. Please revise.*

   Response: Please refer to the revised Open Space plan, which no longer depicts the additional boundary line.

6. *Please provide an indigenous restoration plan and indigenous management plan to demonstrate compliance with Lee Plan Policy 1.1.13 and to support stand-alone retail in the schedule of uses.*

   Response: Please find enclosed the Indigenous Preserve Management Plan, prepared by Owen Environmental Consulting, LLC.

7. *Please revise Lee Plan Policy 1.1.13 analysis in the narrative to demonstrate compliance for stand-alone retail.*

   Response: Please refer to the revised request narrative, which now demonstrates compliance for standalone retail in the analysis for Policy 1.1.13.

Lee Tran Comments

1. *Based on the 2021 Transit Development Plan (TDP) and Comprehensive Map 3-C, this development will be within one-quarter mile of a future fixed-route corridor. Under LDC Sec. 10-442(a)(2), if no bus stop exists within one-quarter mile and the property abuts the route along Daniels Pkwy, the developer must provide a bus stop with signage, bicycle rack, landing pad, and walkways. Since this route is not yet in place, a fee-in-lieu is recommended in accordance with LDC Sec. 10-443.*

   Response: LDC Section 10-442(a)(2) refers to residential developments exceeding 100 living units and commercial or industrial establishments with less than 30,000 sq. ft. of total floor area, which this MPD is neither. Furthermore, the site is not located within 1/4 mile of an existing route along Daniels Parkway. Since there is no route in place, and no route within a 1/4 mile of the site, a fee-in-lieu is not required.

Natural Resources Comments

1. *Additional comments pending outcome of CPA application*

   Response: Acknowledged.

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

2. *Please provide a water quality monitoring plan to demonstrate compliance with 7.1.1 and 125.1.4.*

   Response: A water quality monitoring plan will be provided at time of development order. LDC Section 34-373 does not require a water quality monitoring plan to be provided at the time of planned development review. The Applicant is amenable to a condition requiring it be provided at time of development order.

3. *Please provide analysis of Lee Plan Objective 69.3 and Policy 127.1.1.*

   Response: Please refer to the revised Request Narrative, which now addresses Lee Plan Objective 69.3 and Policy 127.1.1. Additionally, please note that fertilizer mixing is now removed from the revised Schedule of Uses.

Planning Comments

1. *Planning cannot find this application sufficient until the companion CPA has been found sufficient.*

   Response: Acknowledged.

2. *This application must stay consistent with the companion CPAs.*

   Response: Acknowledged.

3. *Because this property has a companion comprehensive plan amendment that may impact comments on the rezone as additional reviews occur, planning may create new comments on this request after the first review.*

   Response: Acknowledged.

Zoning Comments

1. *Surrounding Property Owners Map: For instances where fewer than ten surrounding property owners are notified per the Surrounding Property Owners List and Map requirements (LDC § 34 202), the notification distance must be expanded to include all owners of property within 750 feet of the subject property. The names and addresses must reflect the current Lee County tax rolls. Please update the report to reflect a 750-foot notification radius from the property boundary. Note: Once the application is deemed sufficient, the applicant will be required to submit an updated list and mailing labels.*

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

Response: Please refer to the revised Variance Report, which now includes all properties within 750-feet. Additionally, the Applicant recognizes that delivery of physical mailing labels will be required prior to sufficiency.

2. *A preliminary affidavit was submitted; however, it is not signed, notarized, and does not include the required sketch. For compliance, the affidavit must be signed by the property owner and notarized. It must also include:*

   i. *A statement specifying the type and location of agricultural uses currently on the property; and*

   ii. *A sketch of the property in metes and bounds showing the location and type of ongoing agricultural uses. Please provide a complete, executed affidavit with the attached sketch to meet the LDC requirements.*

   Response: Please see attached DRAFT Agricultural Affidavit with attached sketch and description. The affidavit includes a statement that the entire property subject to the attached sketch and description is utilized for cattle grazing. The applicant is requesting confirmation from staff that the form of the documents is satisfactory prior to applicant execution (signed and notarized).

3. *Portions of the subject property appear to fall within a Level 2 Archaeological Sensitivity Zone. However, the map provided does not delineate the boundaries of the subject property as required by LDC § 34-373(a)(4)(b). See the GIS Data Explorer Archaeological Sensitivity sublayer under Planning.*

   Response: Please refer to revised Historical Impact Analysis, which now includes a map of the Property from the GIS Data Explorer Archaeological Sensitivity sublayer under Planning.

4. *If the project involves a subdivision, the Master Concept Plan must show the general location of all points of vehicular ingress and egress from the proposed internal rights-of-way or easements into any commercial or industrial lots, as required by LDC § 34-373(a)(6).*

   Response: Response: As discussed with staff on February 25, 2026, a waiver is now requested from LDC 34-373(a)(6)(b) due to the nature of the project. Please see attached waiver request. The proposed commercial/industrial development includes numerous internal lots that will allow for various types of uses. The specific plans for each lot have not yet been designed. Driveway locations from the internal roadways into the parcels will be designed at time

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

of DO consistent with applicable LDC provisions and any applicable approved deviations.

5. *A bar or cocktail lounge that is accessory to and operates within a restaurant during food service is listed in the Planned Development (LDC § 34-934) Schedule of Uses as a restaurant (specify group), with consumption on premises listed as a separate use.*

   Response: Please refer to the revised Schedule of Uses, which no longer lists Bar or cocktail lounge as an independent use.

6. *Based on the existing and planned residential development and other surrounding uses subject to separation requirements (e.g., schools, hospitals, and similar facilities), it appears likely that the 500-foot separation requirement of LDC § 34-1264(b)(1) could be met on the conceptual development parcels. However, it should be noted that separation distances are measured to the boundary line of the protected use, not to the physical structure, and surrounding conditions may change over time.*

   Response: Acknowledged.

7. *If the intent of this request is to identify or demarcate future consumption-on-premises (COP) areas in conjunction with certain uses in order to avoid additional zoning approvals, please refer to LDC § 34-1264(a)(3). Even if separation requirements are met at the time of a COP request submitted via the ABT form, failure to identify these locations as part of the rezoning process will require each individual establishment to pursue additional zoning action, which may include administrative approval under LDC §34-1264.*

   Response: Acknowledged.

8. *If the intent is to allow a bar or cocktail lounge as a principal use within the MPD, and the establishment will not meet the separation requirements of LDC § 34-1264(b)(1), the individual establishment or facility proposing consumption on premises must be specifically identified on the Master Concept Plan and include a requested deviation from LDC § 34-1264(b)(1)*

   Response: Acknowledged. That is not the intent. The schedule of uses has been revised to remove bar and cocktail lounge.

9. *"Convenience Food and Beverage Store with Fuel Pumps"*
   Note 27 of LDC Table 34-934 limits the number of self-service fuel pumps to eight, unless a different number is specifically requested and approved as part of this Planned Development. Similarly, self-service fuel pumps in conjunction with other uses are subject to the limitation under Note 24 of the same table.

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

Response: Acknowledged.

10. *Group II essential service facilities include specific uses that require approval through the Planned Development process, such as:*

    - *Aboveground water storage facilities;*
    - *Communications, telephone, and electrical distribution facilities exceeding 425 square feet or 10 feet in height;*
    - *Sewage disposal or treatment facilities;*
    - *Solid waste transfer stations; and*
    - *Water treatment facilities.*

    Please confirm which of these uses are proposed as part of this Planned Development, particularly given their proximity to airport operations and planned residential areas, to ensure compatibility and proper review.

    Response: Please see the revised Schedule of Uses. Group II Essential Service Facilities has been removed.

11. *Dewatering is a defined site development activity, not a separate use classification under LDC § 34-934. This activity is subject to LDC § 10-329(c)(5) and any conditions of approval that may be imposed as part of this rezoning.*

    Response: Dewatering has been removed from the Schedule of Uses.

12. *Excess spoil removal is defined in LDC § 10-1 and regulated under LDC § 10-329. Please review § 10-329(c) and provide the required information and details referenced therein to allow staff to evaluate the associated impacts.*

    Response: Excess spoil removal has been removed from the Schedule of Uses.

13. *Helistop/Heliport*
    If the intent is to allow helistops or heliports as permitted by right within this Mixed-Use Planned Development, please provide additional details regarding these defined uses to allow for proper review.

    Please also refer to the Lee County Port Authority memorandum attached to this response for additional comments and considerations.

    Response: Heliport/helistop has been removed from the Schedule of Uses.

14. *Drive-in Theater*

Provide analysis of this use in proximity to RSW.

Response: Drive-in theater has been removed from the Schedule of Uses.

15. *Food Stores*
Trip generation for the permitted and proposed development on the subject site was based on ITE Land Use Code 821 (Shopping Plaza, 40,000–150,000 square feet), which applies to shopping plazas without food stores, per the Applicant's Zoning Traffic Study. Food Stores (All Groups) are included within the proposed schedule of uses, please clarify.

Response: Food Stores have been removed from the Schedule of Uses.

16. *Health Care and Social Service Facilities*
LDC § 34-373(a)(8) requires a development summary that includes the number of beds proposed in conjunction with health care and social service facilities. These uses are further regulated by the Airport Noise Zones delineated within the development areas of the site. Please provide the required summary details and an analysis addressing the appropriateness of these facilities in proximity to airport noise.

Response: Health care facilities and social service facilities have been removed from the Schedule of Uses.

17. *The proposed Property Development Regulations include Note 5, which states, "Maximum lot coverage based on first-floor building area." This language may be construed as an attempt to redefine "lot coverage" as defined in Section 34-2. A deviation from a definition cannot be granted. Please clarify the intent of exempting upper floors from lot coverage and, if applicable, identify alternative means of achieving the applicable development standards for the proposed project.*

Response: Please refer to the revised Property Development Regulations, which no longer includes Note 5.

Utility Comments

1. *Please correct the following statement in the 4.1.1 and 4.1.2 evaluation "The proposed development will connect to public potable water and sanitary sewer prior to development order approval." This is done as part of the DO.*

Response: Please refer to the revised Request Narrative. The statement under 4.1.1 and 4.1.2 has been updated.

LCPA Comments

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

1. *The project is located near a highly active arrival/departure corridor for Runway 06/24 at RSW and will be subject to numerous daily overflights at low altitudes.*

   Response: Acknowledged.

2. *The western portion of the subject property is located within a Airport Residential and Educational Protection Zone as described in section 34-1106 of the LDC. This zone specifically prohibits residential construction or the construction of an educational facility within the 60 DNL Noise Contour.*

   Response: Acknowledged.

3. *The LCPA is supportive of the proposed cross-access easement as shown on the applicant's submitted Master Concept Plan. However, the final easement location and dimensions must be coordinated with and approved by Lee County and the LCPA, and shall be formalized as a condition of approval in the zoning resolution*.

   Response: Acknowledged. Please see revised MCP, which includes a larger access easement area and a note indicating the specific location of the interconnection access will be determined at time of DO for the LCPA property.

4. *This project is located entirely within the 10,000' hazardous wildlife buffer. Section 34-1110(a)9 of the LDC states that all water management ponds, lakes, conveyances, and other features within 10,000 feet of any public airport are encouraged to be designed and built-in accordance with FAA recommendations. Of particular concern are pond slopes, littoral zones, wetlands, and landscaping since they could attract birds and be a hazard to air navigation. As such, it is requested that the developer comply with the LCPA Airport Compatible/Incompatible Planting Lists and also incorporate 4:1 side slopes along manmade ponds with minimal littoral zones*

   Response: Acknowledged. The Applicant will comply with the FAA and 10,000' hazardous wildlife buffer zone requirements. Where the LDC requirements do not prioritize the FAA requirements, a deviation will be requested to ensure compliance with FAA requirements.

5. *Any object or structure, including temporary equipment used for construction such as cranes, derricks, or concrete pumper trucks, must comply with the height and notification requirements of the Lee County Port Authority (LCPA) and the Federal Aviation Administration (FAA). In accordance with Lee County Land Development Code Section 34-1107 and Administrative Code AC-13-7, a Tall Structures Permit is required from the LCPA for any object proposed within an Airport Obstruction Notification Zone or exceeding a height defined by a 125:1 slope extending from any SWFIA runway,*

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

up to and including anything above 125 feet above mean sea level (AMSL). Furthermore, as mandated by 14 CFR Part 77, any permanent or temporary structure exceeding a 100:1 slope for 20,000 feet from a runway, or reaching a height of 200 feet above ground level (AGL), requires the sponsor to file FAA Form 7460-1 and obtain a "Determination of No Hazard". Applicants must coordinate the specific locations and maximum operating heights of all temporary construction equipment with the LCPA prior to their arrival on-site to ensure no interference with airport operations. No local development orders or building permits shall be issued until all required permits and determinations are secured.

Response: Acknowledged.

6. *As part of the RSW Master Plan Update and Airport Layout Plan, the LCPA intends to build a second parallel runway south of the existing runway. To prepare for this future project, the authority secured an easement on May 18, 2017, from the Jared F. Holes Land Trust to relocate the Florida Power & Light electrical transmission line (Instr# 2017000115216). The line's future relocation is critical for the safety and security of aircraft using the new runway.*

Response: Acknowledged.

7. *Per Section 34-1110(a)(1) of the LDC, lights or illumination used in conjunction with streets, parking, signs, or use of land and structures must be arranged and operated in a manner that is not misleading or dangerous to aircraft operating from a public airport.*

Response: Acknowledged.

8. *The schedule of uses listed in the proposal also includes various Manufacturing uses. Please ensure the proposed uses comply with Sec. 34-1110(a)(3) of the LDC that prohibits operations that produce smoke, dust, visible fumes or vapors, glare, or other visual hazards within three statute miles of a public airport runway.*

Response: The Schedule of Uses has been revised to remove many of the manufacturing uses to address compatibility with the airport.

9. *The schedule of uses listed in the proposal includes Recreational Facilities (including outdoor facilities). Due to the potential issues that certain recreational uses could have on airport/aircraft operations, the LCPA would request that the applicant demonstrate compliance with LDC 34-1110.*

Response: Please refer to the revised Schedule of Uses, which now limits Recreational Facilities to Groups I and IV, which are both indoor only.

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

10. *The schedule of uses listed in the proposal includes Essential Service Facilities Group 1, which allows for the use of solar panels. Due to the close proximity to the airport, we would request that the developer have the FAA evaluate any potential glare and / or interference issues before installing any solar panels in the proposed development.*

    Response: Acknowledged.

11. *The schedule of uses listed in the proposal includes heliport/helistop. The Florida Department of Transportation reviews/approves/registers all authorized heliports/helistops in the State. The developer must fully coordinate any proposed future heliport/helistop with the FDOT Aviation and Spaceports Office to avoid interference with the operation of SWFIA. If the helipad is approved, the LCPA requests all manned flights to and from the proposed helipad follow all state and federal requirements, including but not limited to, maintaining proper communication with Federal Aviation Administration (FAA) Air Traffic Control prior to arriving and/or departing the helipad.*

    Response: Please refer to the revised Schedule of Uses, which no longer lists heliport or helistop as a proposed use.

12. *The development proposal identifies communications towers as a permitted use within the zoning application's schedule of uses. Please be advised that such uses are governed by Division 11 of the Lee County Land Development Code (LDC). Specifically, Section 34-1446(a)(6)a requires applicants to provide written consent from the Executive Director of the Lee County Port Authority (LCPA) if*

    Response: Acknowledged.

Please let us know if there is anything else needed for the approval of this request.

Sincerely,
MORRIS-DEPEW ASSOCIATES, INC.



Ben Smith, AICP
Director of Planning

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Daniels Tradeport MPD

Request Narrative & Lee Plan Consistency

REVISED FEBRUARY 2026

I. REQUEST

Jared F Holes for Land Trust 5018 ("Applicant") is requesting approval of a rezoning from Agricultural (AG-2) to Mixed Use Planned Development (MPD) for an 841+/- acre property ("Property") to allow for the development of up to 2,000,000 sq. ft. of light industrial uses; 75,000 sq. ft. of commercial and medical office uses; 125,000 sq. ft. of commercial retail uses; and 350 hotel/motel rooms. The Property is located on Daniels Parkway directly east of the Southwest Florida International Airport (RSW). Currently the Property is zoned AG-2 and is designated Tradeport, DR/GR, and Wetlands on the Lee County Future Land Use Map (FLUM) and is located in the Southeast Lee County Community Planning Area.

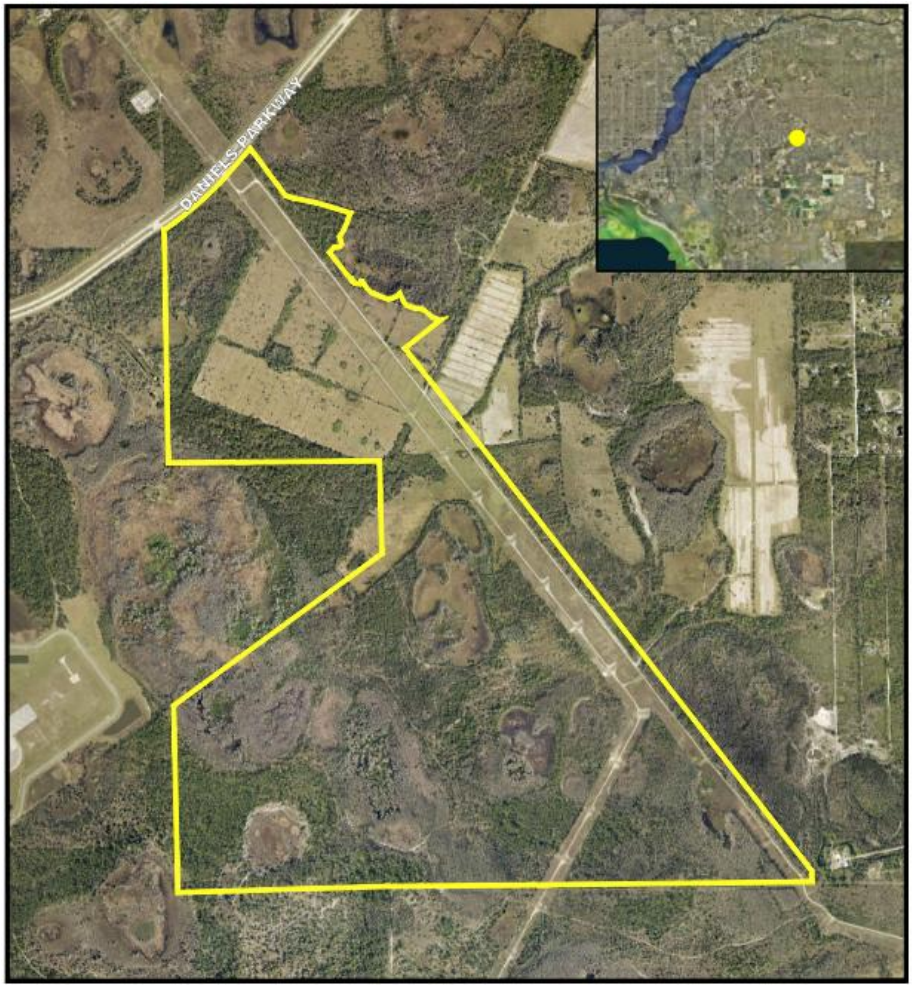


Figure 1: Aerial Location Map

II. COMPANION APPLICATIONS

The applicant filed a Large-Scale Comprehensive Plan Amendment (CPA2025-00009) that requests several amendments to the Lee Plan including amending the FLUM to designate a portion of the Property from Wetlands and DRGR to Tradeport; amend the Lee County Future Water and Sewer Service Area maps to include the Property; and to remove the Property from the Southeast Lee County Community Planning Area.

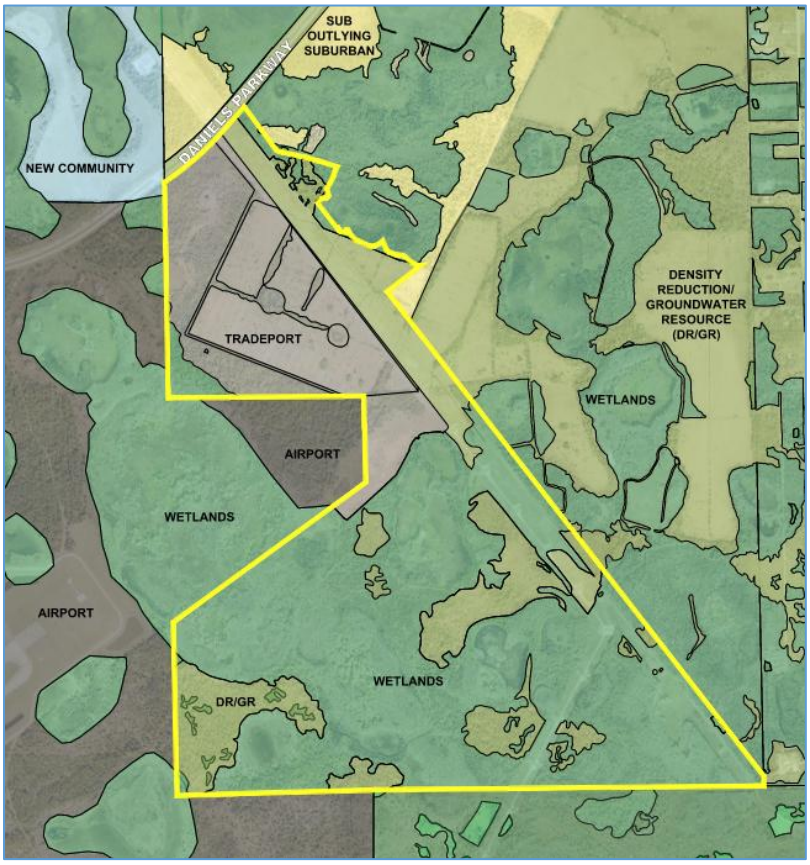


Figure 2: CPA2025-00009 Proposed FLUM

An Environmental Resource Permit (ERP) is being obtained to provide an approval of wetland determination and associated impact mitigation by SFWMD to provide the basis for adjusting the areas designated as Wetland Future Land Use to support both the Comprehensive Plan Amendments and MPD rezoning applications.

III. EXISTING CONDITIONS & SURROUNDING LAND USES

The Property is comprised of portions of four (4) parcels totaling 841+/- acres and is located approximately 1.5 miles southwest of the Daniels Parkway and SR 82 intersection. The Property fronts directly on Daniels Parkway, a divided four-lane, county-maintained, major arterial roadway connecting Fort Myers to Lehigh Acres. An FPL easement containing a transmission line corridor exists on the eastern border of the Property and splits into two transmission easements in the southeast portion of the Property.

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

As outlined in more detail in the Environmental Report prepared by Owen Environmental Consulting, the site contains areas of improved pasture, other uplands and potential jurisdictional wetlands of varying type and quality. A portion of the Property is currently utilized for cattle grazing.

Abutting the property to the east is the Daniels South MPD which provides for mixed use development including 1,600 dwelling units and 350,000 square feet of commercial uses. This MPD exists within both the Lehigh Acres Community Planning Area and the Southeast Lee County Community Planning Area.

Across Daniels Parkway from the Property on the northeast side of the FPL transmission line easement exists the Timber Creek RPD and MPD approved for mixed use development with a total of 1,515 dwelling units and 250,000 square feet of commercial uses.

Across Daniels Parkway from the Property on the southwest side of the FPL transmission line easement is the Daniels Preserve MPD. The property was removed from the Gateway DRI in 2002 and is currently located within the Gateway/Airport Planning District, this MPD has been iteratively amended multiple times. It's approved for a mixed-use development of 876 dwelling units and 370,000 square feet of commercial uses.

Abutting the property to the west is the Southwest Florida International Airport (RSW) and Skyplex AOPD, approved for a mix of aviation, industrial, commercial, office, and retail uses.

Abutting the property to the south is the Wild Turkey Strand Preserve, which is owned by Lee County as part of the Conservation 20/20 Legacy Program.

The location of the Property represents an opportunity for infill development, as the area is predominantly surrounded by roadways, easements, the airport, and existing and planned mixed-use development. Please refer to Table 1 below for a tabular inventory of the adjacent Future Land Use Categories, zoning districts, and existing land uses.

Table 1: Inventory of Surrounding Lands

	FUTURE LAND USE	ZONING	EXISTING LAND USE
NORTH	Sub-Outlying Suburban; Wetlands	RPD; MPD	Public Right-of-Way (Daniels Parkway);
SOUTH	Airport; Wetlands; Conservation Lands Upland; Conservation Lands Wetland	AG-2; AOPD	Airport Lands (Southwest Florida International Airport); Lee County Conservation Lands (Wild Turkey Strand Preserve)
EAST	Sub-Outlying Suburban; Wetlands; DR/GR	MPD	Vacant Residential; Commercial and Medical Office (Daniels South MPD)
WEST	Airport; Wetlands	AOPD	Airport Lands (Southwest Florida International Airport - RSW)

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

This area of Daniels Pkwy between I-75 and SR 82 is quickly transforming, with the general area containing a dynamic mix of residential, shopping centers, offices, restaurants, public/institutional uses, recreational uses, and light industrial uses to support the adjacent Southwest Florida International Airport and the Lehigh community.

IV. PROPERTY HISTORY

The Property has historically been impacted and used for agricultural purposes including row crops and cattle grazing since the early 1950s and much of the Property was previously cleared for this purpose. As such, and as stated in the report prepared by Owen Environmental Consulting, a series of ditches and berms which once bordered agricultural fields remain established across the project's forested and non-forested habitats.

The Property has also been impacted by the introduction of the FPL transmission line corridors, most of which were installed during the period between 1972 and 1975. The Property is currently utilized for cattle grazing operations and as such, a significant portion of the property is maintained as improved pasture. Per the Lee County Historic Flow Ways Map, the Property contains small pockets of flow ways, but none that are connected to larger flow ways. However, the larger flow way that is mapped through the southern portion of the Property will be maintained as depicted on the MCP.

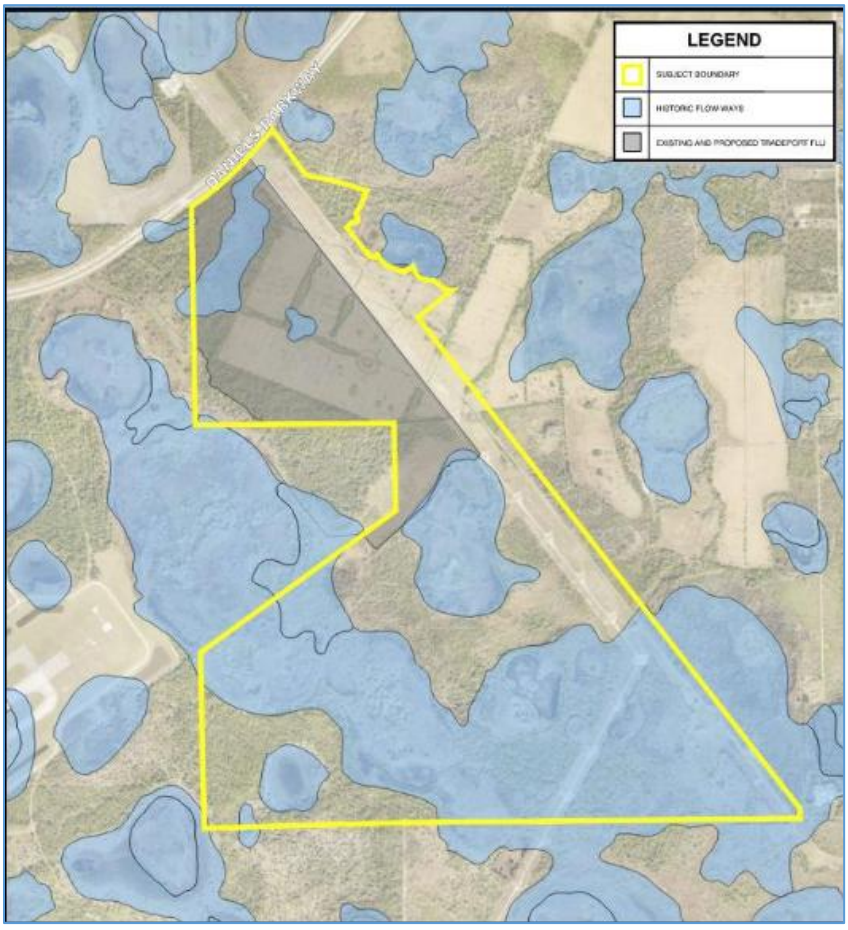


Figure 3: Lee County Historic Flow Ways Map

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

V. PUBLIC INFRASTRUCTURE

As outlined in this application, the Property is serviced by existing public infrastructure that can accommodate the proposed industrial and commercial development program.

As part of the companion CPA request, the Applicant is requesting to have the Property added to the Lee County Future Sewer and Future Water service areas. The Property will then connect to Lee County Utilities for central water and sanitary sewer services. A letter from LCU indicating adequate capacity to serve the project for potable water and sanitary sewer is attached.

The Property has frontage on Daniels Parkway, a six-lane divided county-maintained arterial corridor connecting the county from the terminus at McGregor Blvd. to the west, to the terminus at SR 82 to the east. The surrounding roadway network has adequate capacity as outlined in the Traffic Circulation Analysis prepared by TR Transportation Consultants, Inc. Based on the analysis provided in the Traffic Circulation Analysis, no modifications will be necessary to the Lee County or FDOT short-term capital improvement programs, and roadway capacity improvements will not be warranted as a result of the additional traffic generated by the proposed rezoning. Further analysis is provided below.

There are adequate public facilities and services in the immediate vicinity of the Property, including Fire, Law Enforcement, Solid Waste, and EMS. The Letters of Availability are attached.

VI. REZONING JUSTIFICATION

The MPD rezoning is appropriate at this location in the County for several reasons outlined below.

Existing Tradeport Designation

The proposed rezoning request implements the adopted long-range vision of the existing Tradeport FLU and corrects the inconsistency between the FLU designation and the current AG-2 zoning. The Property's existing Tradeport FLU category strongly supports the proposed rezoning from AG-2 to MPD. While the existing AG-2 zoning district limits the site to low-intensity agricultural uses, the Tradeport designation envisions a mix of industrial, commercial, and airport-supportive development intended to serve as a regional employment center. Lee Plan Policy 1.1.13, Tradeport, states "*These areas will include developments consisting of light manufacturing or assembly, data centers, warehousing, and distribution facilities; research and development activities; laboratories; ground transportation and airport-related terminals or transfer facilities; hotels/motels, meeting facilities; education and training facilities; and, office uses*." Rezoning the property to MPD will resolve the inconsistency between the underlying AG-2 zoning and the adopted FLU, thereby implementing the long-range vision for the Property. This rezoning is essential to unlocking the economic development potential envisioned by the Tradeport category, maximizing the use of existing and planned infrastructure, and advancing the community's goals for employment-generating growth adjacent to the airport.

Proximity to Major Roadway Network

The Property is located adjacent to Daniels Parkway, a six-lane arterial roadway that provides direct access to a larger roadway network with connections to I-75. A 6-lane arterial such as Daniels Parkway is specifically designed to accommodate high traffic volumes and facilitate the safe movement of vehicles,

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

including freight. This makes it suitable for more intense commercial and industrial uses, which often utilize trucks for hauling goods. With frontage and direct access on Daniels Parkway, regional connectivity is provided for with direct connections to regional destinations, such as RSW, I-75, Lehigh Acres, and nearby employment centers. This improves access for employees, customers, and logistics operations, enhancing the site's viability for mixed industrial and commercial uses. Industrial projects often involve truck traffic and a 6-lane arterial can safely and efficiently accommodate truck circulation without overburdening or entering local residential streets. Proximity to RSW and the greater roadway system strengthens the property's role in the regional supply chain and distribution network and provides opportunities for employment and airport support uses. In direct compliance with Lee Plan Policy 7.1.7, direct access to a high-capacity roadway such as Daniels Parkway, eliminates the need for industrial traffic from the project to pass through predominantly residential areas and smaller local streets.

As outlined in the Traffic Impact Statement prepared by TR Transportation Consultants, Daniels Parkway can accommodate the proposed MPD intensity. "*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 2030 traffic volumes to the Service Volume Tables, it was determined that some analyzed roadways are projected to operate below the minimum adopted Level of Service in 2030 both with and without the proposed development. Therefore, this is considered an existing deficiency that this project should not be responsible for mitigating.* ***Therefore, roadway capacity improvements will not be warranted as a result of the additional traffic generated by the proposed development***."

Locating the proposed mixed-use industrial and commercial project on Daniels Parkway (a 6-lane arterial roadway) ensures that the site is supported by adequate transportation infrastructure capable of handling the traffic demand, including freight and logistics movements associated with the nearby international airport. This location leverages regional connectivity while eliminating neighborhood impacts, aligning with Lee Plan policies to direct higher-intensity uses to major corridors.

Proximity to Southwest International Airport (RSW)

Located adjacent to the Southwest Florida International Airport (RSW), the Property presents a unique opportunity to support and capitalize on one of the region's most significant economic drivers. Airports generate strong demand for logistics, warehousing, distribution, business services, and travel-related commercial activity, all of which are ideally suited for this location, which is the reason the County placed the Tradeport FLU on this property. Industrial and commercial uses are also more compatible with airport operations than lower-intensity residential development, given the presence of the Airport Noise Zones and high levels of surrounding activity. The site's location provides direct access to regional and international markets, enhancing its suitability for employment-generating uses. The proposed rezoning of the property from AG-2 to MPD to allow a mix of industrial and commercial development is consistent with sound planning principles that encourage airport-adjacent lands to accommodate uses that strengthen the regional economy, expand the tax base, and create job opportunities while supporting the airport's long-term success.

Providing a Major Employment Center in Proximity to Residential

The requested rezoning is beneficial due to the Property's proximity to existing and planned residential. Stand alone commercial and industrial development is limited in the Lehigh Planning Community due to existing land use patterns and in the Southeast Lee County Planning Community due to restrictions in land use policies. Providing access to employment opportunities in this location east of Fort Myers and east I-

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

75 will reduce commute times and vehicle miles traveled to and from these predominantly residential areas, while also providing supporting commercial services that benefit both employees and nearby residents.

This proposed employment center is also proximate to other employment centers, which ensures the project will complement and reinforce the economic activity already present in the area. Nearby employment centers include, but are not limited to, the international airport, multiple business parks in Gateway, Gartner Inc., Alta Resources, Publix Supermarket, and the remainder of commercial/office to be developed at Skyplex. By providing opportunities for industrial and commercial development adjacent to established job hubs, the site will contribute to the clustering of compatible businesses and attract additional investment to the area

Because this location is already served by major roadways, utilities, and public infrastructure, the proposed rezoning represents an efficient use of existing public investment and aligns with Lee Plan Objective 2.1, Development Location, that encourages compact and contiguous growth patterns and Lee Plan Objective 158.2 that promotes maximum employment opportunities throughout the County.

Public Benefit

As proposed, the MPD provides significant public benefits beyond the property itself. The Tradeport FLU category anticipates the creation of employment centers, logistics hubs, and commercial services in close proximity to the airport, all of which generate substantial job opportunities and contribute to the region's long-term economic vitality. Rezoning the property from AG-2 to MPD enables higher-value development that expands the tax base, producing revenues that support public services and infrastructure. The site's location adjacent to planned and existing infrastructure ensures that new development will make efficient use of public investment, while reducing pressure to expand urban services into outlying agricultural areas. By directing growth to a location specifically envisioned for Tradeport uses, the rezoning advances smart growth principles, fosters orderly development, and strengthens the economic role of Southwest Florida International Airport as a regional driver of commerce. The inclusion of commercial uses within the mixed-use framework will further benefit the community by providing services and amenities accessible to airport employees, travelers, and surrounding neighborhoods.

VII. PROPOSED USES & DESIGN STANDARDS

As demonstrated on the enclosed Master Concept Plan (MCP), the MPD provides for an area of clustered development and preserves a significant area where no development is proposed. The areas proposed for development allow for both commercial and industrial uses, which will provide the needed flexibility to address market demands and fluctuations. The Schedule of Uses is consistent with the Tradeport FLU and meets the requirements of LDC Sec. 34-1104, for properties within Noise Zone B.

LDC Section 34-1104 establishes additional regulations for properties within Airport Notification Zones, including limitations on permitted uses. This Property is located in both Airport Noise Zone B and C, which requires compliance with certain aspects of LDC Sec. 34-1104 at the time of development order approval and issuance of building permit. Building height is proposed for each type of use within the Property Development Regulations, in compliance with the height limitations set forth for Tradeport properties. In accordance with LDC Sec. 34-2175, Height limitations for special areas and Lee Plan land use categories, the Tradeport FLU building height is 45 feet, but with the consent of the Lee County Port Authority (LCPA), the Board of County Commissioners may approve building heights up to 95 feet. As outlined in the

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

Property Development Regulations, the Applicant is requesting approval of a maximum building height of 95-feet for the hotel use, and 75-feet for industrial uses and mixed use buildings. The actual building height of each use will be determined at the time of development order approval based on the Airspace Height Restrictions as determined by the Lee County Port Authority (LCPA) and FAA.

The MCP provides landscape buffers in accordance with LDC Chapter 10 including a 15' Type D buffer along the Property's frontage on Daniels Parkway where development is proposed.

In accordance with LDC Sec. 34-1110, any and all water management ponds, lakes, canals, conveyances, and other features within 10,000 feet of the airport will be designed and built in accordance with FAA recommendations.

The Property will be accessed via one (1) point of vehicular ingress/egress located on Daniels Parkway, which is a controlled access roadway and subject to an adopted access management plan. The Applicant is working with the Lee County Port Authority to obtain a cross-access easement to allow for the ingress/egress in the location shown on the MCP, as prescribed in the Daniels Parkway Controlled Access Management Plan (CAMP).

Open space is provided in abundance of the LDC requirements for industrial and commercial areas and will meet or exceed the MPD open space requirements as set forth in LDC Sec. 10-415. Please refer to the open space plan enclosed as part of this application for more detailed information.

VIII. LEE PLAN CONSISTENCY

The following is an analysis demonstrating that the proposed amendments are consistent with the goals, policies and objectives of the Lee Plan.

> ***POLICY 1.1.13: The <u>Tradeport</u> future land use category includes areas of commercial and industrial lands adjacent to the airport. These areas will include developments consisting of light manufacturing or assembly, data centers, warehousing, and distribution facilities; research and development activities; laboratories; ground transportation and airport-related terminals or transfer facilities; hotels/motels, meeting facilities; education and training facilities; and, office uses. Stand-alone retail commercial uses intended to support and complement the surrounding business and industrial land uses are permitted if they are approved as part of a Development of Regional Impact (DRI) or Planned Development rezoning. Stand-alone retail commercial uses are limited to 1 acre out of every 10 Tradeport and preserved wetland acres within the project. To provide an incentive to preserve upland habitat, DRIs or Planned Developments may also receive additional stand-alone retail acres at the rate of 1 additional acre out of every 10 acres of preserved and enhanced uplands within the project that protect wetlands, flow-ways or occupied listed species habitat. Ancillary retail commercial uses, related directly to the sale of products manufactured or services provided in Tradeport, are allowed if they are part of a planned development. Residential uses, other than bona fide caretaker residences, are not permitted in this future land use category.***

The proposed rezoning from AG-2 to MPD is fully consistent with the intent of the Tradeport Future Land Use category, as defined by Policy 1.1.13. The Tradeport designation envisions airport-adjacent lands accommodating a mix of industrial, commercial, and employment-supportive activities such as

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

warehousing, light manufacturing, research and development, data centers, and office uses—all of which can be developed under the MPD zoning district. The Property's location immediately adjacent to Southwest Florida International Airport makes it ideally suited to support aviation-related and logistics-oriented industries that enhance regional economic activity. The MPD zoning district allows the flexibility to integrate these uses within a cohesive, master-planned setting while maintaining consistency with the policy's requirements for ancillary and stand-alone retail, which will be limited and designed to serve the surrounding employment base. As demonstrated on the open space plan, the maximum acreage of stand-alone retail in the MPD is 48.38 acres. Tradeport and preserved or enhanced wetlands and uplands both count toward the acreage at a 1:10 ratio. The table below demonstrates how the MPD can achieve 48 acres of stand-alone retail. No residential development is proposed, ensuring compatibility with the Tradeport category's land use restrictions and Airport Noise Zones. The proposed rezoning implements the adopted Tradeport FLU vision by enabling the orderly development of a mixed industrial and commercial employment center that supports airport operations, attracts investment, and contributes to the region's long-term economic growth.

Table 2: Lee Plan Policy 1.1.13 Ratio Summary

LEE PLAN POLICY 1.2.2 RATIO SUMMARY			
USES	**AREA (AC)**	**RATIO**	**STAND-ALONE RETAIL COMMERCIAL (AC)**
TRADEPORT	181.35	1:10	18.14
PRESERVED ENHANCED WETLANDS & UPLANDS	302.43	1:10	30.24
TOTAL	**483.78**		**48.38**

POLICY 1.4.5: The Density Reduction/Groundwater Resource (DR/GR) future land use category includes upland areas that provide substantial recharge to aquifers most suitable for future wellfield development. These areas also are the most favorable locations for physical withdrawal of water from those aquifers. Only minimal public facilities exist or are programmed.

1. New land uses in these areas that require rezoning or a development order must demonstrate compatibility with maintaining surface and groundwater levels at their historic levels utilizing hydrologic modeling, the incorporation of increased storage capacity, and inclusion of green infrastructure. The modeling must also show that no adverse impacts will result to properties located upstream, downstream, as well as adjacent to the site. Offsite mitigation may be utilized, and may be required, to demonstrate this compatibility. Evidence as to historic levels must be submitted as part of the rezoning application and updated, if necessary, as part of the mining development order application.

2. Permitted land uses include agriculture, natural resource extraction and related facilities, conservation uses, public and private recreation facilities, and residential uses at a maximum standard density of one dwelling unit per ten acres (1 du/10 acres). See Objectives 33.2 and 33.3 for potential density adjustments resulting from concentration or transfer of development rights.

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

3. Private Recreational Facilities may be permitted in accordance with the site locational requirements and design standards, as further defined in Goal 13. No Private Recreational Facilities may occur within the DR/GR land use category without a rezoning to an appropriate Planned Development zoning category, and compliance with the Private Recreation Facilities performance standards, contained in Goal 13.

As proposed, the Property will retain approximately 174 acres of DR/GR FLUC lands. The companion CPA request only seeks to redesignate 25+/- acres of DR/GR lands, which are isolated and have been severely impacted by decades of intense agricultural operations that have taken place on the Property. The intent of DR/GR lands is to provide protection of valuable groundwater resources, where they exist. However, the 25+/- acres proposed to be changed from DR/GR to Tradeport do not contain significant groundwater resources due to the significantly reduced recharge opportunities caused by the agricultural ditches and berms and FPL Transmission corridors that have permanently altered the functionality of the land in these areas. DR/GR lands that will remain within the MPD boundary will comply with the Lee Plan. The MPD does not propose any development within those remaining DR/GR lands and there will be no residential living units permitted in the MPD or in the Schedule of Uses.

POLICY 1.5.1: Permitted land uses in Wetlands consist of very low density residential uses and recreational uses that will not adversely affect the ecological functions of wetlands. All development in Wetlands must be consistent with Goal 124. The maximum density is one dwelling unit per twenty acres (1 du/20 acre) except as otherwise provided in Table 1(a) and Chapter XIII.

The Property will retain approximately 485 acres of lands designated Wetlands FLUC. The companion CPA proposes redesignation of 74+/- acres of Wetlands FLUC from the Lee County FLUM consistent with the wetland determination and associated wetland impact mitigation identified in companion ERP. The project is also providing an abundance of preserved lands well above the County's code requirements for open space and indigenous preservation by preserving a significant amount of on-site wetlands and uplands. The Environmental Report prepared by Owen Environmental, identifies the location of potential jurisdictional wetlands. Upon confirmation of the location and classification of wetlands through the ERP process, the acreage of wetlands may change, though a significant portion will be preserved in perpetuity regardless.

POLICY 1.6.1: The Airport Noise Zones (Map 1-E) cover areas subject to varying levels of airport-related noise. In conformance with Airport Noise Compatibility Planning outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, the Port Authority will update the aviation forecasts and associated noise contours for the Southwest Florida International Airport when warranted by operational changes and will initiate an amendment to the Airport Noise Zone Overlay to reflect the updates as applicable. In addition to meeting the requirements of the underlying Future Land Use Map categories, properties within the Airport Noise Zone Overlay must meet the following:

Zone A/Airport Property is limited to uses that are compatible with airports and air commerce, including but not limited to those necessary to provide services and convenience goods to airline passengers, those generally associated with airport operation, and related development. Upon disposition of any Port Authority property, the land is then subject to the Noise Zone as

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

applicable based on the most recent Composite Day-Night Average Noise Level (DNL) Noise Contours map for Southwest Florida International Airport approved by the Federal Aviation Administration (FAA).

Zone B does not permit any residential units, places of worship, libraries, schools, hospitals, correctional institutions or nursing homes. However, residential units, including mobile or manufactured homes, that were lawfully existing as of June 27, 2000 will be treated as legally permitted uses and may be replaced with a new mobile or manufactured home or conventional single family construction as long as such replacement would be otherwise allowed by the LDC. However, an existing conventional home may not be replaced with a new mobile or manufactured home. One conventional single family home is permitted on each lot in a plat properly recorded before June 27, 2000 if such use would have been permitted on the lot prior to June 27, 2000. In the Industrial Development, Tradeport, and Commercial future land use categories, caretaker residences are permitted. Zone B requires formal notification as provided for in the LDC.

Zone C and D allow existing and new construction and land uses as would otherwise be permitted by the LDC. These zones require formal notification as provided for in the LDC.

As depicted on the proposed MCP, a portion of the Property is located within Airport Noise Zone B, with the remaining area located within Zone C. The schedule of uses in the requested MPD does not include any residential living units, places of worship, libraries, educational facilities, hospitals, correctional facilities or nursing homes within either Zone. The proposed uses are consistent with Policy 1.6.1 as well as LDC 34-1104(a). The required notification of property owners consistent with LDC 34-1104(b) will be provided as part of the planned development zoning resolution and subsequent plat.

As part of the permitting process, there are several additional permits that must be secured after the planned development zoning. The applicant has included Proposed Conditions that will support additional review of the proposed development by Lee County and the Port Authority. Consistent with LDC Section 10-154(8) an exterior lighting plan must be provided with the local development order which is expected to be reviewed by LCPA ensuring consistency with sections 34-1110(a)(1) and (2). As part of the development order process, the applicant will coordinate with LCPA to evaluate if a “Tall Structures Permit” will be necessary as a result of the proposed buildings and/or construction equipment. The Applicant will continue to coordinate with the LCPA throughout the duration of the rezoning and development.

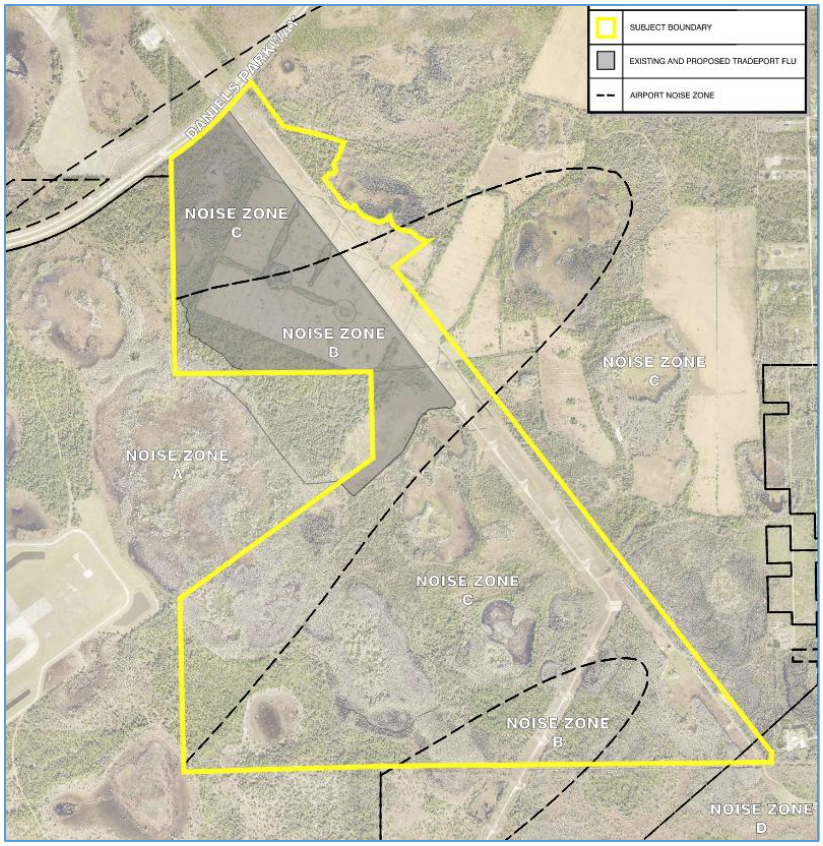


Figure 3: Airport Noise Zones

> ***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 proposed rezoning is consistent with Goal 2 as it directs new development to an area where infrastructure and services are already available or planned. The property's location adjacent to a six-lane arterial roadway (Daniels Parkway) and near Southwest Florida International Airport ensures that future industrial and commercial traffic can be accommodated within the existing transportation network. Public utilities and supporting services can be efficiently extended to the site, allowing for coordinated infrastructure planning between public agencies and private development. By utilizing the MPD zoning framework, the project can be master planned to ensure the orderly provision of utilities, access, and stormwater systems in a manner that aligns with long-term infrastructure planning goals. The rezoning also supports the efficient use of existing public investments by promoting employment-generating development in proximity to major infrastructure, residential areas, and established service areas. The MPD represents an opportunity for infill development. The Lee County Future Water Service Area and Future Sewer Service Area designations completely surround the property except where it abuts Wild Turkey Strand. The proposed companion CPA includes extending the Lee County Utilities of water and sewer to the site providing for centralized utility services with capacity to serve the proposed project. Further, the Property will be served by existing public services such as Solid Waste, Fire, EMS and Sheriff. The proposed amendments will make efficient use of the County's investment in infrastructure and public services that are available to serve the development and will ensure that these available resources are not underutilized.

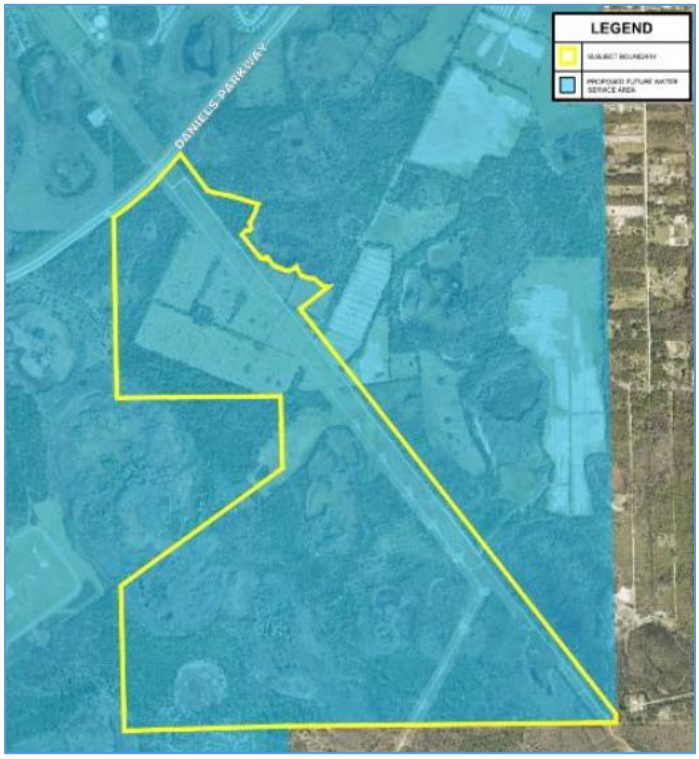


Figure 4: Proposed Water Service Area Map

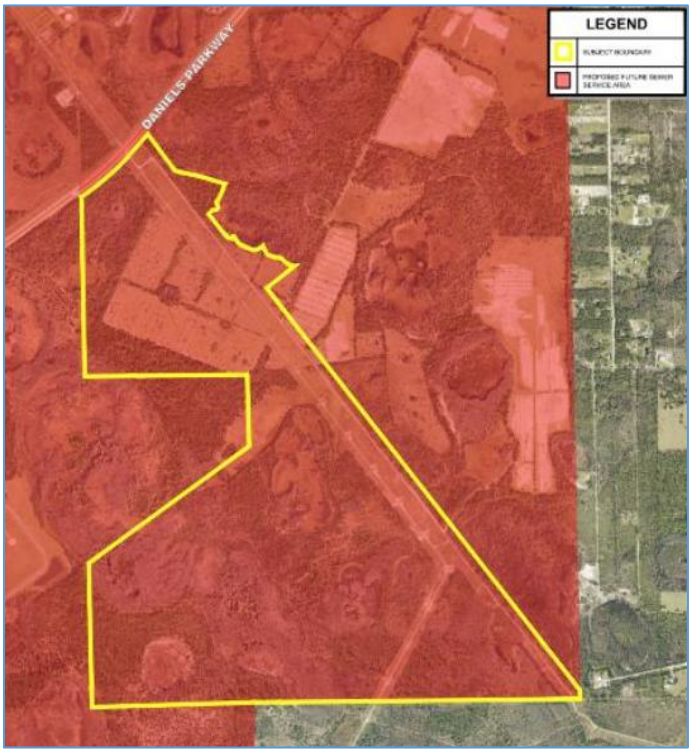


Figure 5: Proposed Sewer Service Area Map

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

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 rezoning supports Objective 2.1: Development Location by promoting contiguous and compact growth patterns within an area already served by existing infrastructure. The property is adjacent to established industrial and commercial development and lies in close proximity to Southwest Florida International Airport, making it a logical and efficient location for continued economic growth. The MPD will result in a harmonious and compatible development pattern that will reduce urban sprawl and provide the community with businesses and industries needed to support the economic growth and provide employment opportunities within the community; thereby reducing the need for commuting to other employment opportunities outside the community, which consequently reduces vehicle trip lengths. By infilling the Lee County Water and Sewer Utilities service areas onto the subject property, the MPD will provide minimized energy costs and prevent services from leap-frogging into areas of the county that are more distant from these services and existing facilities. As evidenced by the surrounding existing development pattern and land uses, the proposed MPD is appropriate at this location.

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.

The property is located in proximity to existing and available infrastructure, including a six-lane arterial roadway and central utility systems serving the Southwest Florida International Airport area including Skyplex. The MPD ensures that adequate public facilities will be available concurrent with development as required by §163.3180, Florida Statutes, and the Lee County LDC. By directing employment-generating industrial and commercial growth to a location adjacent to established infrastructure and existing development, the rezoning supports compact and contiguous development patterns, minimizes the cost of extending public services, and ensures efficient, orderly growth consistent with the Lee Plan.

STANDARD 4.1.1: WATER & STANDARD 4.1.2: SEWER.

As part of the Applicant's companion CPA application, the Applicant is requesting to extend the water and sewer service areas to the Property. The proposed development will connect to public potable water and sanitary sewer as part of the development order approval.

POLICY 5.1.4: Residential development, except for caretaker residences, is prohibited in the Industrial Development, Commercial, and Tradeport future land use categories and in Airport Noise Zone B.

A significant portion of the property is located within Airport Noise Zone B. The proposed Schedule of Uses is consistent with LDC Sec. 34-1104. There are no residential living units, places of worship, libraries, educational facilities, hospitals, correctional facilities or nursing homes proposed within Noise Zone B

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

areas on the MCP. Uses located in Noise Zone C will provide the appropriate notification as required in LDC Sec. 34-1104(b).

> ***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 the LDC, Chapter 10, 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 LDC will continue to require appropriate buffers for new developments.***

The MPD rezone provides for adequate buffers, setbacks, open space, and other site development regulations that enhance the compatibility of the project with the surrounding existing and planned developments. The proposed rezoning will not result in an encroachment of uses that are potentially destructive to the character and integrity of the residential environment to the north or east of the Property as the FPL easement and proposed lakes provide a significant buffer and physical separation. The existing residential development located across Daniels Parkway will not be impacted by the rezone or the resulting development, as the major arterial provides a significant buffer and physical separation.

> ***GOAL 6: COMMERCIAL LAND USES. To permit orderly and well-planned commercial development at appropriate locations within the County.***
>
> ***POLICY 6.1.4: Commercial development will be approved only when compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities.***

The County has already designated the Property for Tradeport development and the County has determined, as evidenced by the approved existing and planned development in the area, that the Daniels Corridor is a suitable location for commercial development. The proposed rezoning from AG-2 to MPD will allow for commercial and industrial development that is compatible with adjacent existing and proposed land uses. The Property is located in a growing corridor of the county with planned developments, expanding airport operations, the Skyplex project, and several existing mixed use projects. The resulting development will provide a supportive and compatible development in an area of the county that can serve the proposed development potential.

> ***POLICY 6.1.5: Maintain land development regulations that require commercial development be designed to protect the traffic-carrying capacity of roads and streets. Methods to achieve this include, but are not limited to: frontage roads; clustering of activities; limiting access; sharing access; setbacks from existing rights-of-way; acceleration, deceleration and right-turn-only lanes; and, signalization and intersection improvements.***

The proposed rezoning promotes a development design that maintains and protects the traffic-carrying capacity of Daniels Parkway. The project will utilize a single, consolidated access point to the controlled access arterial. This access point is already a designated access point on the Daniels Parkway Controlled Access Management Plan. Utilizing this approved access point will minimize conflict points and preserve

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

traffic efficiency. Development within the site will be clustered and internally connected, allowing for shared circulation and access between uses without generating unnecessary turning movements on Daniels Parkway. The MPD provides for setbacks, internal vehicular circulation, and the potential inclusion of access improvements as warranted through the development review process. The proposed design elements demonstrate that the rezoning request fully supports the County's objective to coordinate commercial development with sound access management principles and to preserve the functional integrity of the roadway network. Please refer to the TIS prepared by TR Transportation Consultants, which further details the traffic impacts associated with the rezone request.

> ***POLICY 6.1.6: Maintain land development regulations that require commercial development provide adequate and appropriate landscaping, open space, buffering, and architectural standards.***

The proposed MPD will be in compliance with the LDC where commercial development guidelines are provided that require architectural design regulations for commercial uses. The MCP that will be adopted as part of the MPD will provide appropriate landscape buffers as required by the LDC. The MPD provides an abundance of open space, beyond what the LDC requires.

> ***POLICY 6.1.7: Prohibit commercial developments from locating in such a way as to open new areas to premature, scattered, or strip development; but permit commercial development to infill on small parcels in areas where existing commercial development would make a residential use clearly unreasonable.***

Development of the subject property is an opportunity for infill commercial and industrial development where residential development is not permitted due to Airport Noise Zone restrictions. As evidenced by the approved existing and planned development in the area, the Daniels Corridor is a suitable location for commercial and light industrial development. In addition to the existing commercial development located along the corridor, the Skyplex AOPD is approved via Z-14-030, as amended, for a mix of industrial, commercial, office, and retail. The approved MPD abutting the Property to the northeast, known as "Daniels Parkway South", approved via Z-23-022, allows for the development of 1,600 dwellings and 350,000 sq. ft. of commercial uses. The County already placed Tradeport FLU designation on the Property, deeming it a suitable location for Tradeport development. The Property is surrounded on most sides by existing and approved developments, an international airport, an arterial roadway, and FPL transmission line corridors. Development of the Property will be clustered on Tradeport lands only, allowing for the preservation of the majority of the property.

> ***GOAL 7: INDUSTRIAL LAND USES. To promote opportunities for well-planned industrial development at suitable locations within the County.***

As proposed, the MPD will provide the county with well-planned industrial and commercial development in a location that the County has already deemed as appropriate for these uses through the existing Tradeport designation on the Property and the surrounding existing and planned land uses.

> ***POLICY 7.1.2: Industrial development is encouraged in the Industrial Development, Tradeport, and Industrial Interchange future land use categories. Industrial development in these future land use categories requiring rezoning and meeting DCI thresholds must be rezoned to a Planned Development. All rezonings to allow industrial uses outside of the Industrial***

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

> ***Development, Tradeport, or Industrial Interchange future land use categories must be rezoned to a Planned Development, except if located within the Mixed Use Overlay. The Planned Development must be designed to arrange uses as an integrated and cohesive unit in order to: promote compatibility and screening; reduce dependence on the automobile; promote pedestrian movement within the development; utilize joint parking, access and loading facilities; avoid negative impacts on surrounding land uses and traffic circulation; protect natural resources; and, provide necessary facilities and services where they are inadequate to serve the proposed use.***

The proposed rezoning is fully consistent with Lee Plan Policy 7.1.2, which encourages industrial development within the Tradeport Future Land Use Category and requires such development to be rezoned to a Planned Development. The request to rezone from Agricultural (AG-2) to Mixed Use Planned Development (MPD) satisfies this requirement and provides a framework for developing industrial and complementary commercial uses in a cohesive manner. The MPD will integrate shared access, internal circulation, and joint parking and loading facilities to promote operational efficiency and reduce external traffic impacts. Industrial and commercial uses will be clustered and appropriately buffered to ensure compatibility with surrounding properties, while on-site natural resources will be protected and preserved. The project's location within the Tradeport FLU category, adjacency to Southwest Florida International Airport, and carefully designed MCP directly advance the County's goal of facilitating well-planned, employment-based industrial development in appropriate locations with adequate supporting infrastructure.

> ***POLICY 7.1.3: Industrial land uses must be located in areas appropriate to their special needs and constraints, including, but not limited to, considerations of: topography; choice and flexibility in site selection; access by truck, air, deep water, and rail; commuter access from home-to-work trips; and utilities; greenbelt and other amenities; air and water quality considerations; proximity to supportive and related land uses; and compatibility with neighboring uses.***

The property's location along Daniels Parkway, a six-lane arterial roadway with direct access to I-75, and its adjacency to Southwest Florida International Airport provide exceptional access for truck and air transport, making it the ideal location for industrial, aviation-related, and logistics-oriented uses. The site is served by existing or planned public utilities and is situated within existing and proposed Tradeport FLU lands, which is specifically intended to support airport-related and industrial development. The relatively flat topography, FPL easements, and availability of open space allow for compatible site design, buffering, and greenbelt integration. The proposed MPD will ensure that industrial and commercial uses are designed cohesively, protect environmental resources, and maintain compatibility with surrounding development patterns.

> ***POLICY 7.1.4: The timing and location of industrial development will be permitted only with the availability and adequacy of existing or planned services and facilities.***

Adequate services and facilities exist to support development of the property. Please see attached letter of availability from appropriate service providers. This confirmation of availability is required to be performed again at the time of local development order approval.

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

POLICY 7.1.6: Maintain land development regulations that require industrial uses be adequately buffered and screened from adjacent existing or proposed residential areas so as to prevent visual blight and noise pollution.

POLICY 7.1.7: Industrial development will not be permitted if it allows industrial traffic to travel through predominantly residential areas.

The location of this MPD provides for substantial separation between the proposed industrial use areas and the existing MPD to the east. The existing 550-foot FPL easement and proposed lakes provide for substantial separation. Buffers will be provided in accordance with the LDC and as depicted on the MCP. Industrial traffic associated with industrial development of the Property will not travel through predominantly residential areas. The Property has direct access to Daniels Parkway, a county-maintained arterial roadway that serves as a major corridor connecting the county from east to west and provides a direct access point to I-75. Therefore, the MPD is consistent with Lee Plan Policies 7.1.6 and 7.1.7.

GOAL 11: MIXED USE. Encourage mixed use developments that integrate multiple land uses, public amenities and utilities at various scales and intensities in order to provide: diversified land development; a variety of housing types; greater connectivity between housing, workplaces, retail businesses, and other destinations; reduced trip lengths; more transportation options; and pedestrian and bicycle-friendly environments.

OBJECTIVE 11.1: MIXED USE DEVELOPMENT. Allow and encourage mixed use development within certain future land use categories and at appropriate locations where sufficient infrastructure exists to support development.

The proposed MPD is consistent with Goal 11 and Objective 11.1 of the Lee Plan, which encourage mixed use developments that integrate multiple land uses in well-planned, infrastructure-supported locations. As proposed, the MPD combines industrial, commercial, and supportive uses within a cohesive master plan that promotes efficient land use, connectivity, and economic diversity. The site's location along Daniels Parkway, adjacent to Southwest Florida International Airport and within the Tradeport FLU, provides the infrastructure, accessibility, and locational advantages necessary to support a balanced mix of employment-generating and service-oriented uses. The development's design will emphasize internal connectivity, shared access, and pedestrian and bicycle circulation where appropriate, helping reduce trip lengths and promote a more sustainable development pattern as intended by the Mixed Use goals.

GOAL 39: TRANSPORTATION AND LAND USE. Adopt planning practices and development regulations that fully link transportation and land use, and identify developer contributions to achieve a multi-modal transportation system.

POLICY 39.1.1: Adopt development regulations providing traffic impact statement requirements for development orders and rezoning; and developer provided site-related improvements, including multi-modal connections and facilities required at time of local development order.

POLICY 39.1.3: Through the plan amendment and zoning process, the County will direct high intensity land uses to land proximate to existing and future transit corridors identified on the Transportation Map Series, MPO Long Range Transportation Plan, and TDP.

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

POLICY 39.2.1: Future urban areas will have a balanced emphasis on automobile, freight, transit, pedestrian, and bicycle modes of transportation by:

- ***Promoting safe and convenient street, bicycle and pedestrian facility connectivity for easy access between modes.***
- ***Utilizing short block lengths within urban Mixed Use Overlay areas.***
- ***Providing transit service with an emphasis on urban Mixed Use Overlay areas.***
- ***Incentivizing infill and redevelopment, mixed uses, pedestrian friendly design, and higher density in areas served by transit.***
- ***Providing sidewalks along all roads and streets in urban areas, except where prohibited.***

The proposed MPD is consistent with Goal 39 and Policies 39.1.1, 39.1.3, and 39.2.1, which seek to integrate land use and transportation planning to create a multi-modal transportation system. The site's location along Daniels Parkway, a major regional arterial adjacent to Southwest Florida International Airport, provides ideal conditions for the development of high-intensity employment and commercial uses. Daniels Parkway is a major east-west arterial and a key corridor in the MPO Long Range Transportation Plan And the project is utilizing an approved access point on the Daniels Parkway Controlled Access Management Plan. The Property's location near the airport and I-75 corridor provides direct access to freight and passenger routes, making it an appropriate area for industrial, commercial, and employment-intensive uses. By situating the proposed mixed-use project along this corridor, the rezone directs intensity to an area already designed to support higher levels of traffic, freight movement, and potential future transit service, consistent with County policy 39.1.3.The MPD will incorporate traffic impact mitigation, shared access, pedestrian and bicycle facilities where required, and internal connectivity, ensuring that the development supports a balanced, efficient, and safe transportation system. The project's proximity to the airport and the regional road network advances County objectives to concentrate employment uses in accessible, infrastructure-supported areas while promoting multi-modal access and reducing vehicle trips.

POLICY 39.2.5: Establish connection separation standards in the LDC based on functional classification and future urban, suburban, or non-urban area designation. Designate by Board action, certain roadways as "controlled access," to which permanent access points are restricted to locations established and set by a specific access plan adopted by Board resolution.

The proposed MPD is consistent with Lee Plan Policy 39.2.5, which seeks to maintain the operational integrity and safety of controlled access roadways. Daniels Parkway is a designated controlled access arterial pursuant to Lee County Resolution 21-09-06, and the project has been designed to provide a single, consolidated vehicular access point which is already an approved designated access point on the County's adopted access management plan for Daniels Parkway. As previously mentioned, the Applicant is working with the LCPA to obtain a cross-access easement at the location shown on the MCP, as the existing designated access point is located at the property line shared with the port authority. This configuration protects the traffic-carrying capacity of Daniels Parkway and minimizes conflict points, while internal circulation and shared access within the development ensure efficient movement between uses. The project's adherence to controlled access standards demonstrates compatibility with the functional intent of the roadway and alignment with County policy to balance access, safety, and mobility in future urban areas.

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

OBJECTIVE 47.2: DEVELOPMENT COMPATIBILITY IN VICINITY OF AIRPORTS: Evaluate development proposals for property located within the vicinity of existing or planned aviation facilities to ensure land use compatibility, to preclude hazards to aircraft operations, and to protect airport capacities and facilities.

POLICY 47.2.1: Land use compatibility will be considered when reviewing development proposals within the vicinity of existing or planned aviation facilities.

POLICY 47.2.2: Maintain regulations in the LDC which restrict land uses in areas covered by the Airport Noise Zones to uses that are compatible with the operation of the airport.

The MPD is consistent with Objective 47.2 and Policies 47.2.1 and 47.2.2 of the Lee Plan, which require that development near aviation facilities maintain land use compatibility and protect airport operations. The Property lies partially within Airport Noise Zones B and C associated with Southwest Florida International Airport. To ensure full compatibility, the Schedule of Uses does not include any uses which are prohibited uses from occurring within Noise Zone B; and will require appropriate notification for all uses within Noise Zone C in accordance with LDC Sec. 34-1103 and 34-1104. The Schedule of Uses ensures that only compatible industrial and commercial uses are developed, thereby protecting airport operations, preserving capacity, and minimizing potential conflicts. The Lee County LDC was recently amended to address airport compatibility for properties within the 10,000' Airport Wildlife Hazard Protection Zone. The amendments ensure that development in this zone will not attract birds or other wildlife that can cause conflicts with air transit and to streamline the permitting process for development within the airport wildlife hazard protection zone in a manner consistent with FAA Advisory Circular 150/5200-33B and Lee Plan Policy 47.2.5. Additionally, the proposed rezoning promotes the intended use of the Tradeport Future Land Use Category by supporting airport-related economic activity while adhering to County noise compatibility standards.

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.

POLICY 60.1.1: Require design of surface water management systems to protect or enhance the groundwater.

POLICY 60.1.2: Incorporate, utilize, and where practicable restore natural surface water flowways and associated habitats.

The proposed MPD and companion CPA restores altered agricultural hydrology, incorporates existing watershed divides into stormwater design, and maintains remaining wetland systems. Where historic flow-ways were obliterated by agriculture, the proposed development replaces them with increased infiltration and recharge that mimic pre-development conditions.

POLICY 60.4.1: Encourage new developments to design surface water management systems with Best Management Practices including, but not limited to, filtration marshes, grassed swales planted with native or Florida Friendly Landscaping vegetation, retention/detention lakes with enlarged littoral zones, preserved or restored wetlands, and meandering flow-ways.

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

POLICY 60.4.2: The County encourages new developments to design their surface water management system to incorporate existing wetland systems.

POLICY 60.4.3: The County encourages the preservation of existing natural flow-ways and the restoration of historic natural flow-ways.

The proposed development is consistent with Policy 60.4.3 because it both preserves existing natural flow-way features and restores historic hydrologic behavior previously altered by agricultural ditching. As shown in the Characterization of Ground and Surface Water Resources Report prepared by RESPEC, historical land alterations resulted in lowered groundwater tables and disruption of natural drainage pathways. The project addresses these impacts by filling agricultural ditches to reestablish pre-existing hydrologic conditions and by increasing recharge within the stormwater management system. Wetland systems along the western and southern boundaries are preserved and enhanced through exotic vegetation removal, further maintaining the remaining natural drainage functions. Therefore, the project protects preserved flow-ways and restores hydrologic processes consistent with Policy 60.4.3.

POLICY 61.1.6: When and where available, reuse water should be the first option for meeting irrigation needs of a development. Where reuse water is not available, surface water or low quality groundwater should be utilized for irrigation. All other potential water sources must be eliminated prior to selecting potable water as the sole source for meeting the irrigation needs of a development. New developments will coordinate with County staff regarding the source of irrigation water.

As outlined in the Letter of Availability provided by Lee Couty Utilities dated 6/13/2025, there is no reuse water available to serve the property and therefore cannot be used to meet irrigation needs of the development. The irrigation water source will be determined at the time of local development order approval. The Applicant will strive to utilize all other potential water sources other than potable water as the sole source of meeting the irrigation needs of the development. As the resulting development will be new, in compliance with this policy, the Applicant will coordinate with County staff regarding the source of irrigation water at the time of local development order approval.

OBJECTIVE 69.3: HAZARDOUS MATERIALS. Protect the public and the environment from unnecessary contact with hazardous materials through the regulation of entities that rely on these hazardous materials.

The project will comply with applicable local, state and federal permitting requirements, including those applicable to hazardous materials, if necessary.

POLICY 123.1.5: Encourage private restoration of natural habitats to support connectivity between public and private conservation and preservation efforts.

The majority of the site, over 500 acres, will be placed in conservation easements, ensuring preservation of those lands in perpetuity. Through the companion ERP application process, restoration areas are being identified within the preserve areas. The location of the conservation easements supports connectivity between the onsite indigenous habitat and the abutting Lee County 20/20 Wild Turkey Strand Preserve located south of the Project site.

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

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

The Project has been designed to focus development within the disturbed pastureland and lower-quality wetlands situated within the northern portion of the Project site while conserving the more ecologically sensitive and high-quality natural plant communities within the southern portion of the site. Completion of the Project will include the enhancement of over 85 percent of the Project's indigenous plant communities through the removal of exotic vegetation and, in some areas, subsequent installation of native plantings. The proposed enhancement activities will promote diversification of the plant communities and provide better habitat composition than what currently exists within areas proposed for impact.

A significant portion of the enhancement areas will be placed under a conservation easement, ensuring those areas remain in a natural state and protected in perpetuity.

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 Daniels Tradeport development has been designed to protect the natural character and public investment in adjacent aquatic and conservation areas. The site lies within the Six Mile Cypress and Estero River sub watersheds, both of which connect to regional aquatic preserves and recreation lands. Historic agricultural ditching altered natural hydrology, but the proposed plan includes filling those ditches to restore more appropriate water flow conditions. Existing wetlands along the southern and western boundaries will be preserved, with nuisance and exotic vegetation removed and native littoral vegetation restored.

The stormwater management system, composed of four detention lakes, is engineered to maintain existing runoff patterns, enhance aquifer recharge, and provide water quality treatment consistent with state standards. Supplemental irrigation withdrawals will be limited to the confined Sandstone Aquifer, avoiding impacts to shallow wetlands and protecting ecological functions. In addition, surface water quality monitoring is proposed to ensure that downstream resources such as the Estero River and Six Mile Cypress Slough Preserve are not degraded.

Through wetland preservation, hydrologic restoration, water quality monitoring, and responsible aquifer use, the project demonstrates consistency with Policy 123.2.10 by safeguarding the natural character of adjacent aquatic and recreational resources and protecting the public investment in these conservation lands.

POLICY 123.8.1: Protect Gopher Tortoise burrows wherever they are found. If unavoidable conflicts make on-site protection infeasible, off-site mitigation may be provided in accordance with FWC requirements.

Owen Environmental Consulting, LLC conducted a protected species survey for the Project over the course of five days in April 2025. During the survey, a total of two potentially occupied gopher tortoise (Gopherus polyphemus) burrows were documented in the Project's southwestern-most pine flatwood

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

community which is proposed for conservation by the Project. No other gopher tortoise burrows, or gopher tortoise signs (i.e., tracks, scat, etc.) were observed during the protected species survey, or any other field work completed on the site. As such, the two documented gopher tortoise burrows will be protected in their existing location and no gopher tortoise relocation activities are anticipated for the Project. Should a potentially active gopher tortoise burrow be discovered within 25 feet of the development interface, the applicant will initiate coordination with the Florida Fish and Wildlife Conservation Commission, and the appropriate gopher tortoise relocation permits will be obtained, if required.

> ***GOAL 124: WETLANDS. To maintain and enforce a regulatory program for development in wetlands that is cost-effective, complements federal and state permitting processes, and protects the fragile ecological characteristics of wetland systems.***

The Project has been designed to focus development within disturbed pastureland and lower quality wetlands situated within the northern portion of the Project site, while conserving the more sensitive and higher-quality wetland communities in the southern portion of the site that adjoin publicly conserved land. All proposed impacts to jurisdictional wetlands will be permitted through the appropriate regulatory agency.

In this regard, the Project objective is aligned with Goal 124 of the Lee Plan, as wetland habitat will be conserved through the state and/or federal permitting process. A significant portion of the property will be placed under a conservation easement, ensuring those areas remain in a natural state and protected in perpetuity.

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

> ***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 proposed development will eliminate the existing drainage ditches associated with the historic agricultural operations area on-site to restore and enhance the existing on-site water resource conditions, which are limited. Through the eventual issuance of the required Environmental Resource Permit (ERP) by the SFWMD, reasonable assurances are provided to the County that surface and groundwater resources will be protected and maintained. A stormwater management system will be required to be designed based on the SFWMD ERP program and consistent with the criteria of Part IV of Chapter 373, F.S. Through the issuance of an ERP, which will be required prior to any site development, the proposed development will maintain water quality for surface and groundwater that will meet and potentially exceed State and Federal standards.

> ***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 Daniels Tradeport development identifies and incorporates natural water system features essential for retention, detention, purification, runoff, recharge, and groundwater maintenance. Historic aerials

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

and soil mapping confirm the presence of shallow wetlands, depressional features, and flatwoods soils (Pompano fine sand and Oldsmar sand) that naturally assist in water storage and recharge. Although past agricultural ditching altered hydrology, the proposed plan includes filling those ditches to restore more appropriate water table conditions and enhance wetland function.

The stormwater management system is designed with four detention lakes that provide treatment, attenuation, and recharge that is consistent with state water quality standards. These lakes will be maintained in perpetuity, with aeration systems installed to prevent stratification and ensure purification functions. Surface water quality monitoring is proposed to verify that stormwater features continue to meet treatment goals and protect downstream resources.

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 Daniels Tradeport development has been designed to maintain and improve surface water flows, groundwater levels, and lake levels at or above existing conditions. The proposed stormwater management system consists of four detention lakes engineered to replicate existing runoff patterns, enhance aquifer recharge, and provide long term water quality treatment. These lakes are intended to function as both stormwater detention and irrigation supply features, ensuring that water levels are sustained through conjunctive use of surface water and supplemental groundwater.

Groundwater withdrawals are limited to the confined Sandstone Aquifer, which is hydraulically separated from the shallow Water Table Aquifer. Modeling demonstrates that proposed withdrawals will result in a maximum drawdown of only 0.4 feet, confined within the project boundary, with no measurable impacts to surrounding wetlands or existing legal users. This approach avoids reliance on shallow aquifers, thereby protecting wetland hydrology and maintaining seasonal water table fluctuations.

POLICY 127.1.1: Development must prevent significant emissions of air pollution.

The project will comply with applicable local, state and federal permitting requirements, including those applicable to air quality, if necessary.

GOAL 158: Achieve and maintain a diversified and stable economy by providing a positive business climate that assures maximum employments.

POLICY 158.2.2: Encourage efficient use of industrial areas by:

- ***Prohibiting residential development in the Tradeport and Industrial Development future land use categories;***
- ***Promoting development of industrial uses with high employment density; and,***
- ***Allowing for redevelopment to accommodate business growth.***

The MPD introduces industrial development, in addition to complementary commercial, retail, medical and office uses, in a location proximate to major transportation infrastructure, including Southwest Florida International Airport and the Daniels Parkway corridor. This combination of uses will broaden the County's employment base, attract new businesses, and contribute to the region's economic resilience by supporting a range of employment sectors—from logistics and light manufacturing to service and professional uses.

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

There are no residential uses proposed in the Schedule of Uses. The project's industrial and trade-oriented components will accommodate high-employment uses such as logistics, advanced manufacturing, and technology-based industries. By locating near the airport, I-75, and regional employment centers, the project supports efficient workforce access and regional economic synergy, aligning with the County's objective to promote high-employment-density development.

The MPD allows for phased and flexible development, enabling the site to evolve as business needs and market conditions change over time. Furthermore, the conversion from agricultural to planned mixed-use zoning provides for infill development in a productive economic area that can accommodate business expansion and diversification. The MPD unlocks the true potential of the existing underlying Tradeport FLU and supports the companion CPA request to increase the Tradeport lands.

Collectively, these characteristics advance the County's goal of fostering a positive business climate and maximizing employment opportunities consistent with Goal 158 and Policy 158.2.2.

IX. CONCLUSION

In conclusion, the proposed MPD represents a logical and well-supported transition of the subject property from Agricultural to a higher and more appropriate use consistent with its location, surrounding development patterns, and the Lee Plan vision for Tradeport lands. The Property's proximity to Southwest Florida International Airport, its direct access to the six-lane arterial corridor of Daniels Parkway, its existing Tradeport FLU designation, and its adjacency to existing and planned mixed use developments make it ideally suited for the proposed combination of industrial and commercial uses.

The rezone advances the County's economic development goals by creating opportunities for new employment centers, business growth, and investment in an area already served by regional transportation infrastructure and public utilities and services. The planned development framework ensures coordinated, compact, and compatible development that protects natural resources, manages access appropriately, and supports the County's long-term vision for efficient growth and diversified economic activity. These factors demonstrate that the proposed rezoning is not only consistent with the intent and objectives of the Lee Plan, but also represents a beneficial and strategic use of land at this key location within the Tradeport area. Approval of this rezone request will not negatively impact public health, safety, or welfare. For these reasons, the Applicant respectfully requests approval of the MPD.

Lee County Community Development

REQUEST FOR SUBMITTAL REQUIREMENT WAIVER FOR UNINCORPORATED AREAS ONLY

Upon written request, the Director may modify the submittal requirements for Public Hearings, Development Orders, Limited Review Development Orders and other Administrative Action Applications where it can be clearly demonstrated that the submission will have no bearing on the review and processing of the application. The request and the Director's written response must accompany the application submitted and will become a part of the permanent file.

APPLICATION FOR WAIVER OF REQUIRED SUBMITTAL ITEMS
(indicate the appropriate application type)

- [ ] Public Hearing - General Requirements **(34-202)**
- [ ] Public Hearing - Mining Excavation Planned Development **(12-110)**
- [X] Public Hearing - Additional Requirements for:
  - [ ] Development of Regional Impact **(34-202(b)(1))**
  - [X] Planned Developments **(34-202(b)(2))**
  - [ ] Planned Development Amendment **(34-202(b)(2))**
  - [ ] Rezonings other than Planned Developments **(34-202(b)(3))**
  - [ ] Special Exceptions **(34-202(b)(5))**
  - [ ] Variances **(34-202(b)(6))**
  - [ ] Limited Amendment to Existing Mine Zoning Approval **[12-121(j)]**
  - [ ] Private Recreational Facilities Planned Development **(34-941(g))**
- [ ] Development Order - Submittal Requirements **(10-152)**
  - [ ] Application Form and Contents **(10-153)**
  - [ ] Additional Required Submittals **(10-154)**
- [ ] Limited Review Development Order – Submittal Requirements **(10-152)**
  - [ ] Required Submittals **(10-175)**
- [ ] Administrative Action Application Requirements **[34-203]**

State the Type of Administrative Application: _____

PLEASE PRINT OR TYPE:

STRAP Number: 17-45-26-00-00001.0010, 16-45-26-00-00001.0000, 21-45-26-00-00001.0000, 20-45-26-00-00001.0010
Name of Project: Daniels Tradeport Mixed Use Planned Development Rezone

Name of Agent: Ben Smith, AICP, Morris-Depew Associates & Neale Montgomery, Esq.
Street Address: 2914 Cleveland Ave.
City, State, Zip: Fort Myers, FL 33901
Phone Number: 239-337-3993 Email Address: BSmith@m-da.com; NealeMontgomery @Paveselaw.com

Name of Applicant*: Holes Jared F TR For Land Trust 5018
Street Address: 2500 Tamiami Trl N STE 214
City, State, Zip: Naples, FL 34103
Phone Number: N/A Email Address: N/A

***If applicant is not the owner, a letter of authorization from the owner must be submitted.**

LEE COUNTY COMMUNITY DEVELOPMENT
P.O. BOX 398 (1500 MONROE STREET), FORT MYERS, FLORIDA 33902
PHONE (239) 533-8585

A. SPECIFIC SECTION(S) AND REQUIREMENT(S) FOR WHICH A WAIVER IS SOUGHT:

	Section Number	Requirement
#1	[34-373(a)(6)b]	the location of internal points of vehicluar access into individual lots
#2		
#3		
#4		
#5		
#6		
#7		
#8		
#9		

B. SCOPE OF PROJECT AND REASON(s) FOR REQUEST:

Please provide an explanation of the scope of the project and the reason(s) why you think the request for submittal waiver(s) should be approved. Use additional sheets if necessary and attach to this application form. (Please print or type)

The Applicant respectfully requests that the PD requirements noted in Section A be waived due to the nature of the project. The proposed commercial/industrial development includes numerous internal lots that will allow for various types of uses. The specific plans for each lot have not yet been designed. Driveway locations from the internal roadways into the parcels will be designed at time of DO consistent with applicable LDC provisions and any applicable approved deviations.

Under penalties of perjury, I declare that I have read the foregoing application and that the facts stated in it are true.



Signature of Applicant

3/2/2026
Date

FOR STAFF USE ONLY

DIRECTOR'S DECISION:

- ☐ **Request Denied**
- ☐ **Request Approved**
- ☐ **Request Approved Per Attached Comments**

Director Signature

Date

MORRIS DEPEW
ENGINEERS · PLANNERS · SURVEYORS
LANDSCAPE ARCHITECTS
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Daniels Tradeport MPD
Schedule of Uses
REVISED MARCH 2026

Industrial/Commercial (I/C)

Accessory Uses and Structures
Administrative Offices
Agricultural services: office/base operations
Agricultural Uses
Aircraft Food Service and Catering
Amusement Park
Animals: Clinic or Kennel
ATM (automatic teller machine)
Auto Parts Store, with installation services
Automobile Repair and Service, all groups
Automobile Service Station
Bait and Tackle Shop
Banks and Financial Establishments: all groups
Boats, boat part store, boat repair and service
Boat sales
Broadcast Studio, Commercial Radio and Television
Building Materials Sales
Business Services: All groups
Bus station/Depot
Car Wash
Cemetery, columbarium, mausoleum
Cleaning and Maintenance Services
Clothing stores, general
Clubs: commercial, fraternal, membership organization, and private
Cold Storage, Pre-cooling, Warehouse and Processing Plant
Communication Facilities, Wireless
Computer and Data Processing Service
Consumption on Premises, in conjunction with Restaurants, Groups II-IV
Contractors and builders: all groups
Convenience Food and Beverage Store with Fuel Pumps
Drive-Through Facility for Any Permitted Use
Drugstore, pharmacy

Emergency Operations Center
EMS, fire or sheriff's station
Entrance Gates and Gatehouse
Essential Services
Essential Service Facilities: Group I
Excavation: Water retention
Factory Outlets, point of manufacture only
Farm equipment, sales, storage, rental or service
Feed mixing and sales
Fences and Walls
Flea market, open, indoor
Food and Beverage Services, limited
Freight and cargo handling establishments
Funeral home and mortuary (with or without a crematory)
Gasoline dispensing systems, special
Gift and souvenir shop
Hardware store
Hobby, Toy, and Game Shops
Hotel/Motel (Limited to 350 units)
Household and office furnishings, All Groups
Insurance companies
Laundry or Dry Cleaning: All Groups
Lawn and Garden Supply Stores
Maintenance facility (Government)
Manufacturing of:
- Apparel products
- Boats

- Electrical machinery and equipment
- Fabricated metal products: Group II and III,
- Food and kindred products: Groups III only
- Furniture and fixtures
- Leather products: Group II only
- Lumber and wood products: Group II only
- Machinery, all groups
- Measuring, analyzing and controlling instruments
- Novelties, jewelry, toys, and signs: All Groups
- Paper and allied products: Groups II and III
- Rubber and plastic products: All Groups
- Stone, clay, glass and concrete products: Group I
- Transportation equipment: Groups I, II and III

Medical Office
Motion picture production studio
Nightclubs

Nonstore retailers, all groups
Parcel and express services
Package store
Paint, glass and wallpaper
Parking Lot:
    Accessory
    Commercial
    Garage, public
    Park and ride
    Temporary
Personal Services: All Groups I, II, III and IV except for massage parlors, palm readers, fortune tellers, and card readers
Pet Services
Pet shop
Pharmacy
Photofinishing Laboratory
Place of worship - Prohibited in Airport Noise Zone B
Post Office
Printing and Publishing
Processing or packaging of agricultural or fish products
Processing and Warehousing
Real Estate Sales Office, for sale of lots/structures within the development only
Recreational Facilities: Groups I and IV only
Recycling facility
Rental or Leasing Establishment: Groups II, III, and IV
Repair shops: all groups
Research and Development Laboratories: All Groups
Restaurants, fast food
Restaurants, all groups
Retail and Wholesale Sales, when clearly incidental and subordinate to a permitted principal use on the same premises
Schools, Commercial (excluding charter and private schools unless located in a multi-tenant building) – Prohibited in Airport Noise Zone B
Self-service fuel pumps
Signs in accordance with Chapter 30
Specialty Retail Shops, all groups
Storage:
    Indoor, only
    Storage, open
Studios
Temporary Uses
Theater, indoor
Transportation Services: Groups II, III, and IV
Truck stop, trucking terminal

Used Merchandise Stores: All groups
Variety Store
Vehicle and Equipment Dealers, all groups
Warehouse:
- High Cube
- Hybrid
- Mini-warehouse
- Private
- Public
- Cold storage only

Wholesale Establishments: Groups I, III and IV

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Daniels Tradeport MPD
Property Development Regulations

REVISED MARCH 2026

	Minimum Lot Area and Dimensions			Minimum Building Setbacks							
Land Uses	**Area [1] (SF)**	**Width (FT)**	**Depth (FT)**	**Side[2,3] (FT)**	**Rear[2,3] (FT)**	**Arterial Street (FT)**	**All Other Streets (FT)**	**Accessory Structure (FT)**	**Building Separation (FT)**	**Max Building Height [4] (FT)**	**Max Lot Coverage (%)**
Office	10,000	100	100	10	15	25	15	5	20	45	55
Retail	10,000	100	100	10	15	25	15	5	20	45	55
Hotel	10,000	100	100	10	15	25	15	5	20	95	55
Industrial	10,000	100	100	10	15	25	15	5	20	75	75
Mixed Use Building	10,000	100	100	10	15	25	15	5	20	75	75

Notes:

1. Office uses accessory to, and within industrial structures/uses will be counted as industrial square footage.
2. Improvements must be set back 25-feet from wetlands.
3. Buildings and structures must maintain a 25-foot setback from the project (840.56 acre) perimeter.
4. Building height may be further restricted in compliance with applicable FAA and LCPA requirements at time of development order.

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Daniels Tradeport
Mixed Use Planned Development Rezone
Proposed Conditions

Conditions

1. All road termini within the planned development shall be provided with apparatus turn arounds per the requirements of the Florida Fire Prevention Code.

2. Street parking that would reduce the clear unobstructed total width of the travel lanes less than 20 feet is prohibited within the planned development.

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Daniels Tradeport MPD
Deviation Justifications Narrative

1. **Deviation from LDC Section 10-291(3), which requires commercial or industrial development of more than ten acres to provide more than one means of ingress or egress for the development, to allow for one (1) means of ingress and egress to the MPD.**

   Justification: The Property is located along Daniels Parkway, which is restricted by a Controlled Access Management Plan (CAMP). The CAMP, approved via Lee County Resolution 21-09-06, restricts the ability to provide more than one (1) means of ingress/egress to the MPD. As a result, the project can only accommodate a single access point to the development. Strict application of the LDC requirement for multiple access points is infeasible due to circumstances beyond the control of the property owner and would create an undue hardship.

   Despite the limitation of a single point of ingress/egress, the project has been designed to ensure safe and efficient circulation. The access drive will be designed to meet applicable fire, life safety, and emergency vehicle standards, including adequate lane widths, turning radii, and clear sight distances. The internal circulation system has been configured to allow for efficient truck movements, safe passenger vehicle access, and unobstructed emergency response routes. These details will be further refined at the time of development order approval.

   The single access point will be signalized/controlled to ensure safe ingress and egress movements. The provision of one (1) consolidated access point also minimizes potential conflict points along the roadway, reducing the likelihood of accidents, promoting a safer overall traffic environment, and increasing efficiency of the Daniels Parkway arterial roadway. The Applicant is working with the Lee County Port Authority to obtain a cross-access easement at the location shown on the MCP.

   Given the site's unique location and the regulatory restrictions of the Dainels Parkway CAMP, the deviation is necessary and justified. The proposed design provides functional, safe, and efficient access while maintaining compliance with the intent of the LDC. Approval of this request will allow the property to be developed in a manner consistent with surrounding industrial uses while ensuring public safety and transportation efficiency. It is understood that a deviation from this section of the LDC requires a notice to all future property owners recorded by the developer in the public records. The notice must articulate the emergency access plan and provide information as to where a copy of this plan may be obtained from the developer or developer's successor.

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

2. **Deviation from LDC Section 10-329(d)(1)a.3, which requires excavations must be set back fifty (50) feet from any property line under separate ownership, to allow for excavations to be setback a minimum of 25-feet from property under separate ownership.**

   Justification: The intent of this excavation setback requirement is to protect adjacent private properties from potential impacts related to slope stability, drainage, safety, and compatibility that may result from excavation activities. While some of the surrounding properties are under separate ownership, they do not represent the type of adjacent private development parcel this regulation is intended to protect.

   The subject property is bordered by the Daniels Creek MPD to the north and east, which is under the same ownership as the subject property and separated by an approximately 550-foot wide FPL transmission easement. To the west and south, the property abuts lands owned by the Lee County Port Authority (RSW Airport) and the Wild Turkey Strand Preserve (Lee County Conservation 20/20).

   A primary lake system is located along the southern and southeastern edge of the development envelope between the I/C pods and airport/preserve lands. Additional lake areas are located north of the FPL easement near the Daniels Creek property line, which is under the same ownership as the subject site.

   Where excavations approach the MPD boundary, they are adjacent only to airport property, conservation lands, utility corridors, or commonly owned lands — all of which are large, publicly owned tracts that are not susceptible to the types of impacts this regulation seeks to prevent. There are no adjoining residential, commercial, or privately developed parcels where reduced excavation setbacks could create instability, drainage, or compatibility concerns.

   Further, these excavations are engineered stormwater management lakes designed in accordance with SFWMD ERP criteria and FAA requirements. They include stabilized side slopes, and permanent maintenance obligations, functioning as integral water management and buffering features within the MPD rather than borrow pits or unregulated excavations.

   Requiring the full 50-foot setback in this context would not provide additional protection to adjacent lands, but would unnecessarily constrain the efficient design of the stormwater system as depicted on the Master Concept Plan.

   For these reasons, the requested deviation maintains the intent of LDC Section 10-329(d)(1)a.3 and should be approved.

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

3. **Deviation #1 from LDC Section 10-285(a), Table 1 Connection Separation, which requires a 125-foot separation for motor vehicle connections to local roads, to allow for 60-foot connection separations within the planned development.**

Justification: Table 1 establishes connection separation standards primarily intended to regulate driveway spacing along public roadways in order to preserve roadway capacity, reduce turning conflicts, and maintain safe traffic operations. While the Tradeport future land use category is classified as a Future Suburban Area, the roadways within the Daniels Tradeport MPD will function as private internal circulation roads serving parcels within a unified, master-planned development rather than as independent public local roads serving unrelated properties.

Because these internal roadways will be privately owned and maintained, traffic will operate at low speeds within a controlled development environment, with coordinated internal circulation, shared access opportunities, and unified site design. As such, the operational characteristics of these roadways are more consistent with internal circulation networks typically found within Future Urban Areas or industrial/commercial campuses, rather than typical suburban local streets serving independent lots.

Strict application of the 125-foot separation requirement could unnecessarily constrain parcel layout and access design within the MPD, potentially resulting in inefficient circulation patterns or limiting the ability to provide shared access points between parcels. The requested deviation allows the development to maintain flexible parcelization and efficient internal circulation, which is particularly important for industrial, commercial, and hotel uses that require adaptable site design to accommodate building footprints, truck movements, and shared parking and access arrangements.

Allowing a reduced internal connection separation of 60 feet will not adversely affect public roadway operations, as the deviation applies only to internal private roads within the MPD and does not affect connection spacing along Daniels Parkway or any other public roadway. Additionally, the master planned nature of the development ensures that all access points will be designed in coordination with internal circulation patterns to promote safe and efficient vehicle movement throughout the site.

Approval of this deviation supports the intent of the Tradeport future land use category by allowing a coordinated mix of industrial, commercial, retail, and hotel uses within a cohesive employment center, while maintaining safe and efficient internal circulation. The requested deviation will not negatively impact public health, safety, or welfare.

BONA FIDE
AGRICULTURAL USES
AT TIME OF ZONING APPLICATION

I, _____ as trustee and authorized representative of Land Trust Number 5018, a Florida Land Trust, after having been duly sworn in accordance with law, hereby depose and say:

A bona fide agricultural use, livestock grazing, exists on the property as described in Exhibit A and was in existence at the time the application for this project was filed.

The entire ±841 acres of the property as described in the attached Exhibit A is utilized for cattle grazing.

_____ _____
(Signature) (Date)

_____, Authorized Representative

STATE OF FLORIDA
COUNTY OF _____

The foregoing instrument was SUBSCRIBED AND SWORN before me this _____day of _____ 2026, by _____ who is (personally known to me) or (has provided _____ as identification.)

_____
Notary Public
Print Name:_____
My commission expires:_____

EXHIBIT A

DESCRIPTION:

A PARCEL OF LAND LOCATED IN SECTIONS 16, 17, 20 AND 21, TOWNSHIP 45 SOUTH, RANGE 26 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHEAST CORNER OF SAID SECTION 21; THENCE RUN S 89°23'09" W, ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 21, A DISTANCE OF 2682.45 FEET, TO THE SOUTHWEST CORNER OF SAID SOUTHEAST QUARTER; THENCE RUN S 89°27'32" W, ALONG THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 21, A DISTANCE OF 2596.72 FEET, TO THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE RUN S88°18'43" W, ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF AFOREMENTIONED SECTION 20, A DISTANCE OF 2657.98 FEET, TO THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 20; THENCE RUN N 01°16'36" W, ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 2341.82 FEET; THENCE DEPARTING SAID WEST LINE, RUN N 53°59'52" E, 3220.32 FEET, TO A POINT ON THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 20; THENCE RUN N 01°25'12" W, ALONG SAID EAST LINE, A DISTANCE OF 1163.61 FEET, TO THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER; THENCE RUN S 89°27'11" W, ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER, A DISTANCE OF 2643.85 FEET, TO THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF AFOREMENTIONED SECTION 17; THENCE RUN N 01°00'05" W, ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 2908.43 FEET, TO A POINT ON THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF DANIELS PARKWAY (220 FOOT RIGHT-OF-WAY); THENCE RUN N 54°00'01" E, ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 118.65 FEET, TO A POINT ON A CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 4693.66 FEET, A CENTRAL ANGLE OF 14°00'19", AND A CHORD BEARING N 46°59'52" E FOR 1144.47 FEET; THENCE RUN 1147.32 FEET ALONG THE ARC OF SAID CURVE AND SAID SOUTHWESTERLY RIGHT-OF-WAY LINE; THENCE RUN N 39°59'08" E, 207.41 FEET, TO A POINT ON THE NORTHERLY LINE OF A 80 FEET FLORIDA POWER AND LIGHT EASEMENT, RECORD IN OFFICIAL RECORDS BOOK 743, PAGE 661, PUBLIC RECORDS OF LEE COUNTY, FLORIDA; THENCE RUN S 37°56'50" E, ALONG SAID NORTHERLY EASEMENT LINE, A DISTANCE OF 733.08 FEET; THENCE DEPARTING SAID NORTHERLY EASEMENT LINE, RUN S 73°20'55" E, 86.69 FEET; THENCE RUN S 78°30'12" E, 137.71 FEET; THENCE RUN S 77°53'04" E, 174.58 FEET; THENCE RUN S 74°05'06" E, 185.89 FEET; THENCE RUN S 70°39'13" E, 175.90 FEET; THENCE RUN S 72°43'23" E, 83.98 FEET; THENCE RUN S 27°52'17" W, 39.89 FEET; THENCE RUN S 16°58'54" W, 85.90 FEET; THENCE RUN S 25°23'33" W, 114.63 FEET; THENCE RUN S 33°48'21" W, 78.80 FEET; THENCE RUN S 15°35'20" E, 77.08 FEET; THENCE RUN S 00°51'38" E, 29.94 FEET; THENCE RUN S 38°34'37" W, 29.66 FEET; THENCE RUN S 84°08'32" W, 71.02 FEET; THENCE RUN S 47°11'44" W, 65.51 FEET; THENCE RUN S 29°19'28" W, 20.34 FEET, TO A POINT ON SAID NORTHERLY EASEMENT LINE; THENCE RUN S 37°56'50" E, ALONG SAID NORTHERLY EASEMENT LINE, A DISTANCE OF 449.47 FEET; THENCE DEPARTING SAID NORTHERLY EASEMENT LINE, RUN N 49°10'02" E, 7.87 FEET; THENCE RUN S 32°13'26" E, 50.84 FEET; THENCE RUN S 81°11'32" E, 69.90 FEET; THENCE RUN N 19°01'18" E, 40.48 FEET; THENCE RUN S 82°46'27" E, 15.23 FEET; THENCE RUN S 32°23'59" E, 103.81 FEET; THENCE RUN S 45°25'11" E, 82.93 FEET; THENCE RUN S 72°54'16" E, 34.99 FEET; THENCE RUN S 66°31'59" E, 154.47 FEET; THENCE RUN S 79°07'02" E, 34.18 FEET; THENCE RUN N 84°15'26" E, 45.45 FEET; THENCE RUN N 63°26'05" E, 68.07 FEET; THENCE RUN N 48°57'02" E, 54.02 FEET; THENCE RUN S 24°42'28" E, 135.25 FEET; THENCE RUN S 48°18'33" E, 42.53 FEET; THENCE RUN S 70°22'20" E, 100.60 FEET; THENCE RUN S 83°44'43" E, 98.46 FEET; THENCE RUN S 60°33'49" E, 24.67 FEET; THENCE RUN S 48°54'15" E, 126.29 FEET; THENCE RUN S63°37'28" E, 49.30 FEET; THENCE RUN S 71°09'45" E, 57.71 FEET; THENCE RUN N 82°48'59" E, 19.34 FEET; THENCE RUN S 52°01'00" W, 575.98 FEET, TO A POINT ON SAID NORTHERLY EASEMENT LINE; THENCE RUN S 37°56'50" E, ALONG SAID NORTHERLY EASEMENT LINE, A DISTANCE OF 8288.06 FEET, TO A POINT ON THE EASTERLY LINE OF AFOREMENTIONED SOUTHEAST QUARTER OF SECTION 21; THENCE RUN S 01°14'06" E, ALONG SAID EASTERLY LINE, A DISTANCE OF 133.86 FEET, TO THE POINT OF BEGINNING.

CONTAINING 840.56 ACRES, MORE OF LESS.

SURVEYOR'S NOTES:

THE DESCRIPTION SHOWN HEREON IS NEW.

BEARINGS ARE BASED ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 21-45-26, AS BEARING S 89°23'09" W, PER FLORIDA GRID, WEST ZONE.

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

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

Digitally signed by Thomas M. Rooks Jr.
Date: 2025.11.25 15:55:41 -05'00'

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PROJECT:
DANIELS TRADEPORT

LOCATION:
SECTIONS 16, 17, 20, & 21
TOWNSHIP 45 S, RANGE 26 E
LEE COUNTY, FLORIDA

CONSULTANT:
MORRIS DEPEW
ENGINEERS • PLANNERS • SURVEYORS
LANDSCAPE ARCHITECTS
FL CA NO. 6532 / FL CERT NO. LB6891 / LC26000330

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CLIENT:

PROJECT MANAGER:	T.M.R.
DRAWING BY:	T.A.B.
JURISDICTION:	LEE COUNTY
DATE:	11-25-2024
SHEET TITLE:	SKETCH AND DESCRIPTION
SHEET NUMBER:	1 OF 6
JOB/FILE NUMBER:	23123-08

EXHIBIT A

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	N54°00'01"E	118.65'
L2	N39°59'08"E	207.41'
L3	S37°56'50"E	733.08'
L4	S73°20'55"E	86.69'
L5	S78°30'12"E	137.71'
L6	S77°53'04"E	174.58'
L7	S74°05'06"E	185.89'
L8	S70°39'13"E	175.90'
L9	S72°43'23"E	83.98'
L10	S27°52'17"W	39.89'
L11	S16°58'54"W	85.90'
L12	S25°23'33"W	114.63'
L13	S33°48'21"W	78.80'
L14	S15°35'20"E	77.08'
L15	S00°51'38"E	29.94'

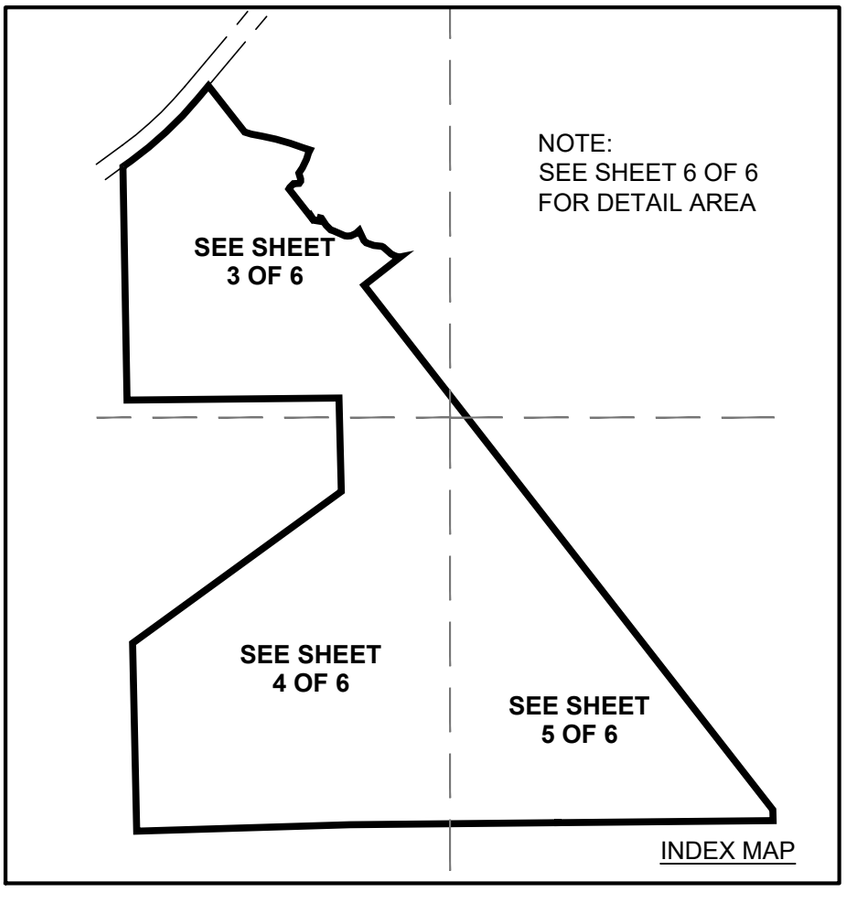
LINE TABLE		
LINE #	BEARING	DISTANCE
L16	S38°34'37"W	29.66'
L17	S84°08'32"W	71.02'
L18	S47°11'44"W	65.51'
L19	S29°19'28"W	20.34'
L20	S37°56'50"E	449.47'
L21	N49°10'02"E	7.87'
L22	S32°13'26"E	50.84'
L23	S81°11'32"E	69.90'
L24	N19°01'18"E	40.48'
L25	S82°46'27"E	15.23'
L26	S32°23'59"E	103.81'
L27	S45°25'11"E	82.93'
L28	S72°54'16"E	34.99'
L29	S66°31'59"E	154.47'
L30	S79°07'02"E	34.18'

LINE TABLE		
LINE #	BEARING	DISTANCE
L31	N84°15'26"E	45.45'
L32	N63°26'05"E	68.07'
L33	N48°57'02"E	54.02'
L34	S24°42'28"E	135.25'
L35	S48°18'33"E	42.53'
L36	S70°22'20"E	100.60'
L37	S83°44'43"E	98.46'
L38	S60°33'49"E	24.67'
L39	S48°54'15"E	126.29'
L40	S63°37'28"E	49.30'
L41	S71°09'45"E	57.71'
L42	N82°48'59"E	19.34'
L43	S52°01'00"W	575.98'
L44	S01°14'06"E	133.86'

CURVE TABLE					
CURVE #	RADIUS	C.A.	ARC	CHD	CHD BRG
C2	4693.66'	14° 00' 19"	1147.32'	1144.47'	N46° 59' 52"E

ABBREVIATIONS

BRG = BEARING
C1 = CURVE DESIGNATION
C.A = CENTRAL ANGLE
CHD = CHORD
FPL = FLORIDA POWER AND LIGHT
INSTR. = INSTRUMENT
L1 = LINE DESIGNATION
LB = LICENSED BUSINESS
O.R. = OFFICIAL RECORDS
P.B. = PLAT BOOK
PG. = PAGE
P.O.B. = POINT OF BEGINNING
P.U.E. = PUBLIC UTILITY EASEMENT
R/W = RIGHT OF WAY
SQ. FT. = SQUARE FEET



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PROJECT:
DANIELS
TRADEPORT

LOCATION:
SECTIONS 16, 17, 20, & 21
TOWNSHIP 45 S, RANGE 26 E
LEE COUNTY, FLORIDA

CONSULTANT:
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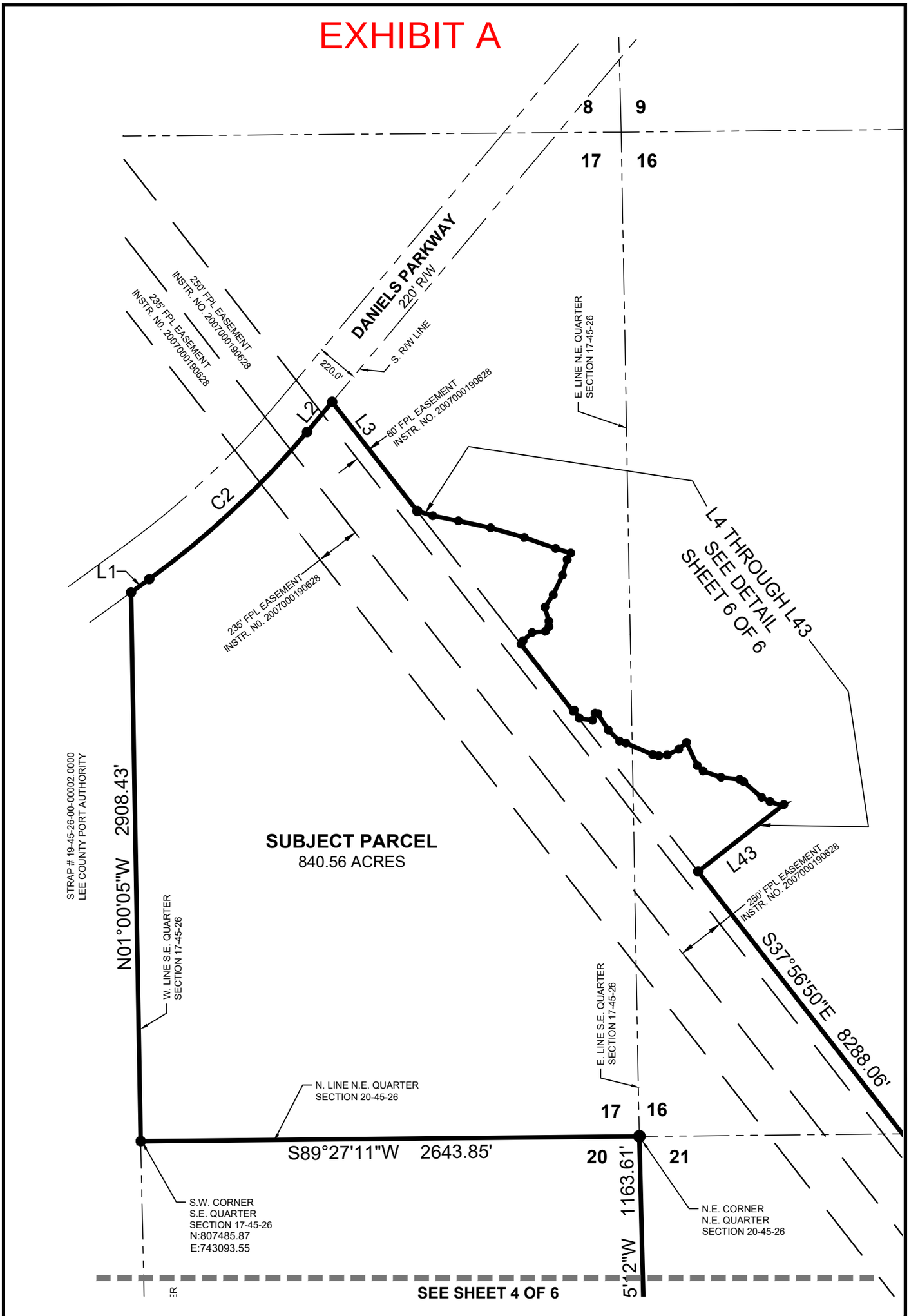
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Toll free: 866-337-7341

CLIENT:

PROJECT MANAGER:	T.M.R.
DRAWING BY:	T.A.B.
JURISDICTION:	LEE COUNTY
DATE:	11-25-2024
SHEET TITLE:	SKETCH AND DESCRIPTION
SHEET NUMBER:	2 OF 6
JOB/FILE NUMBER:	23123-08

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PROJECT:

DANIELS
TRADEPORT

LOCATION:

SECTIONS 16, 17, 20, & 21
TOWNSHIP 45 S, RANGE 26 E
LEE COUNTY, FLORIDA

CONSULTANT:

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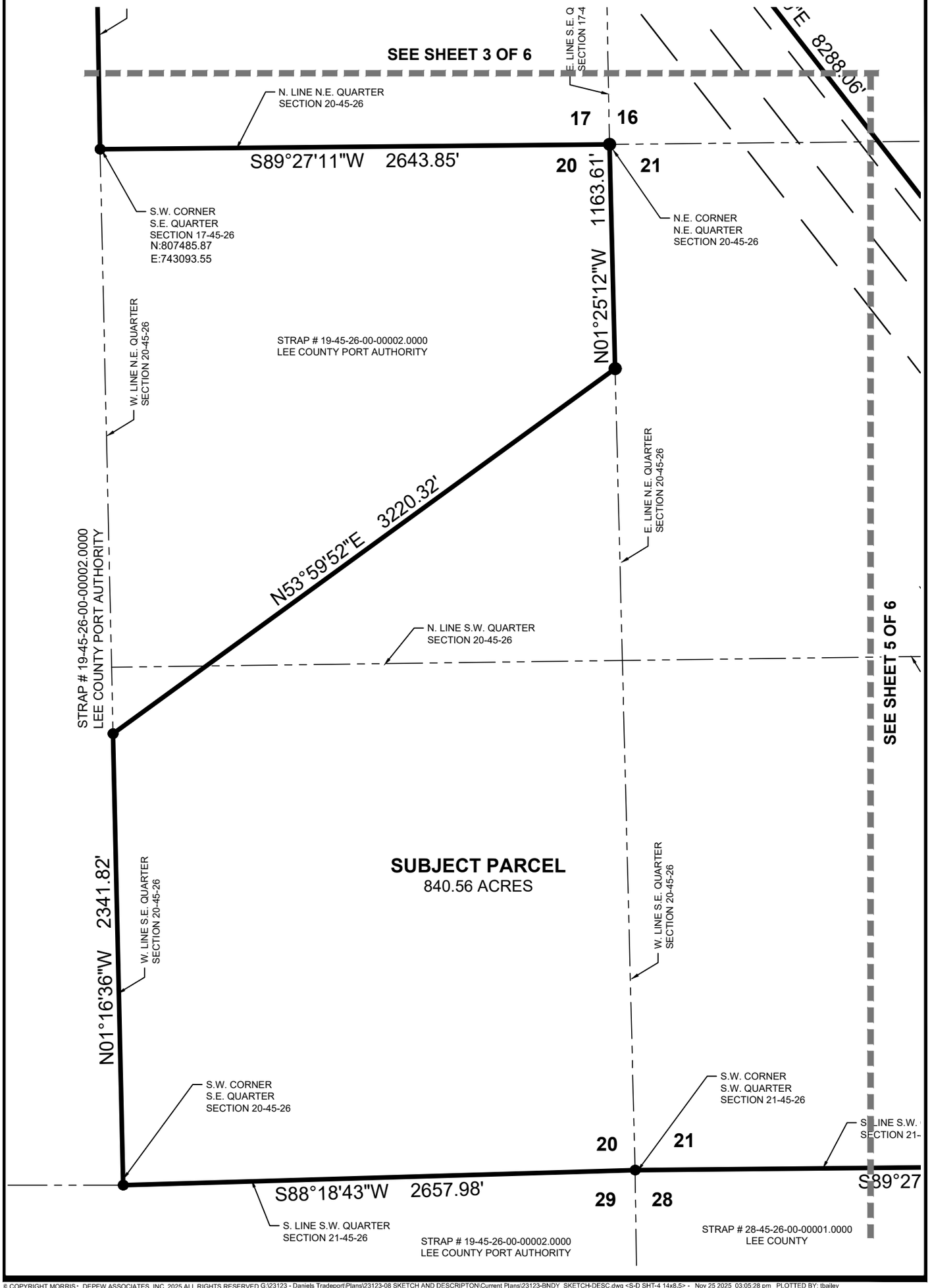
Destin
655 Grand Boulevard
Unit #D-105
Miramar Beach, Florida 32550
Toll free: 866-337-7341

CLIENT:

0 300 600
SCALE 1"=600'

PROJECT MANAGER:	T.M.R.
DRAWING BY:	T.A.B.
JURISDICTION:	LEE COUNTY
DATE:	11-25-2024
SHEET TITLE:	SKETCH AND DESCRIPTION
SHEET NUMBER:	3 OF 6
JOB/FILE NUMBER:	23123-08

EXHIBIT A



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PROJECT:

DANIELS TRADEPORT

LOCATION:

SECTIONS 16, 17, 20, & 21
TOWNSHIP 45 S, RANGE 26 E
LEE COUNTY, FLORIDA

CONSULTANT:

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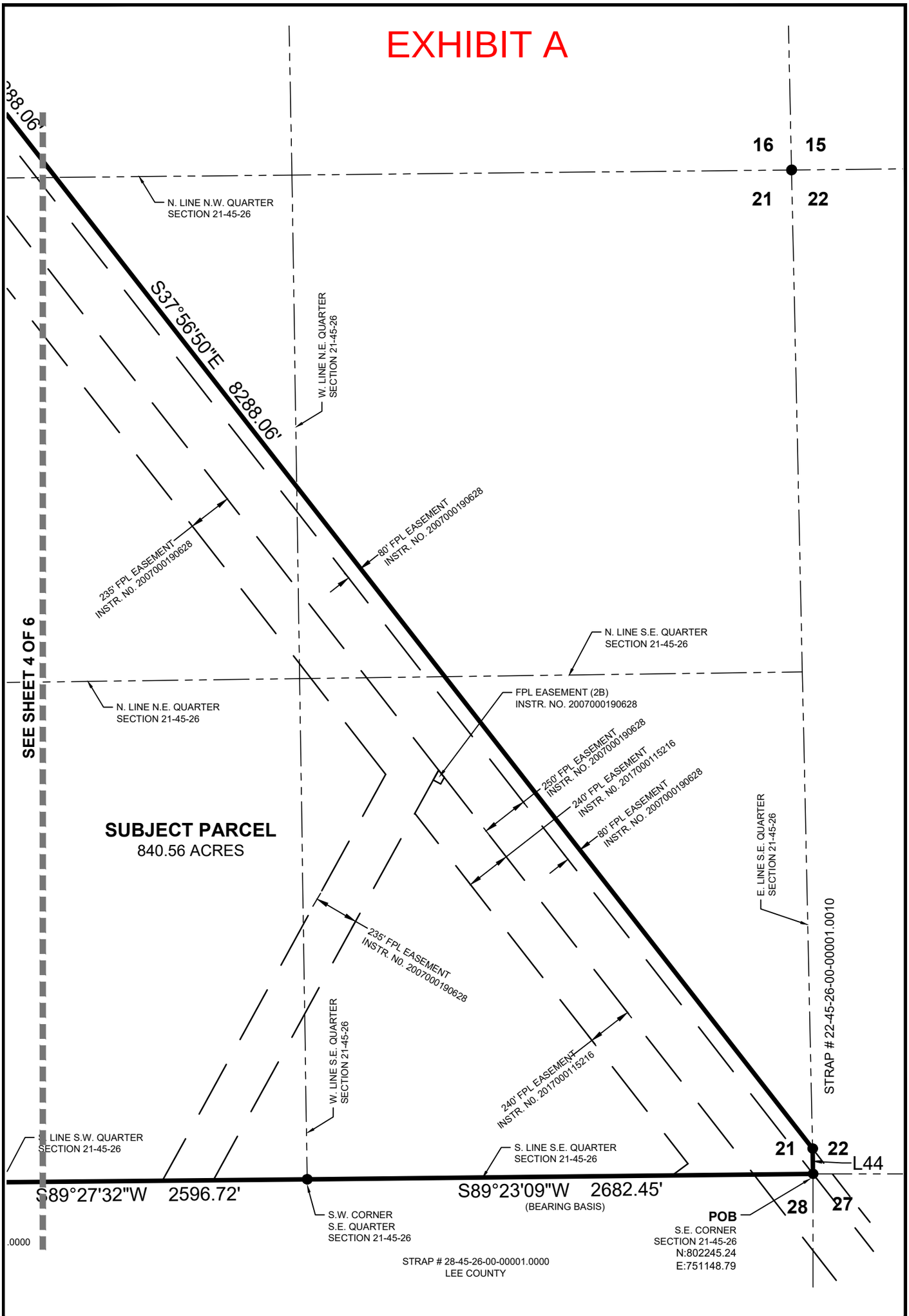
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CLIENT:

0 300 600
SCALE 1"=600'

PROJECT MANAGER:	T.M.R.
DRAWING BY:	T.A.B.
JURISDICTION:	LEE COUNTY
DATE:	11-25-2024
SHEET TITLE:	SKETCH AND DESCRIPTION
SHEET NUMBER:	4 OF 6
JOB/FILE NUMBER:	23123-08

EXHIBIT A



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PROJECT:

DANIELS
TRADEPORT

LOCATION:

SECTIONS 16, 17, 20, & 21
TOWNSHIP 45 S, RANGE 26 E
LEE COUNTY, FLORIDA

CONSULTANT:

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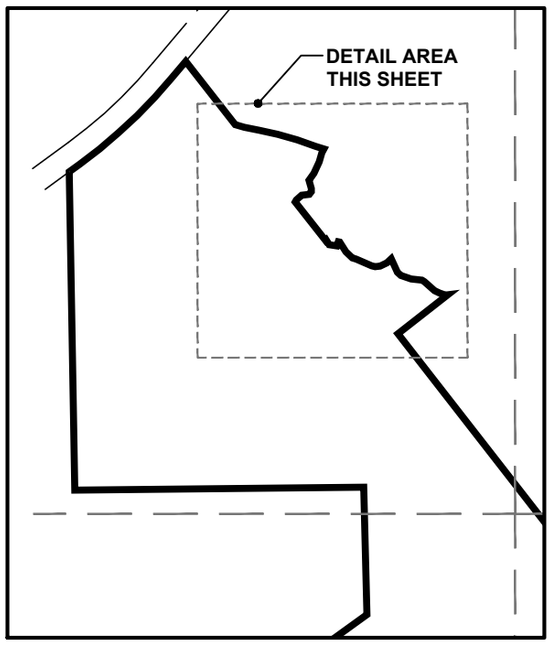
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EXHIBIT A



KEY MAP
SHEET 3 OF 6

L3 L4 L5 L6 L7 L8 L9 L10 L11 L12 L13 L14 L15 L16 L17 L18 L19 L20 L21 L22 L23 L24 L25 L26 L27 L28 L29 L30 L31 L32 L33 L34 L35 L36 L37 L38 L39 L40 L41 L42 L43

E. LINE N.E. QUARTER
SECTION 17-45-26

235' FPL EASEMENT
INSTR. NO. 2007000190628

250' FPL EASEMENT
INSTR. NO. 2007000190628

80' FPL EASEMENT
INSTR. NO. 2007000190628

SUBJECT PARCEL
840.56 ACRES

S37°56'50"E 8288.06'

DETAIL AREA FROM
SHEET 3 OF 6

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PROJECT:
DANIELS
TRADEPORT

LOCATION:
SECTIONS 16, 17, 20, & 21
TOWNSHIP 45 S, RANGE 26 E
LEE COUNTY, FLORIDA

CONSULTANT:
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CLIENT:

0 150 300
SCALE 1"=300'

PROJECT MANAGER:	T.M.R.
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JURISDICTION:	LEE COUNTY
DATE:	11-25-2024
SHEET TITLE:	SKETCH AND DESCRIPTION
SHEET NUMBER:	6 OF 6
JOB/FILE NUMBER:	23123-08

DANIELS TRADEPORT MPD

SECTIONS 16, 17, 20, & 21; TOWNSHIP 45 SOUTH; RANGE 26 EAST
LEE COUNTY, FLORIDA

INDIGENOUS PRESERVE MANAGEMENT PLAN

February 2026

Prepared for:

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Project No. 25-005

TABLE OF CONTENTS

Page

1.0 Introduction 1

2.0 Existing Condition of Indigenous Preserve Areas 1

2.1 Indigenous Preserve Habitat Summary 2

3.0 Airport Hazardous Wildlife Safety Buffer 3

4.0 Indigenous Habitat Management Plan 5

4.1 Eradication of Exotic Vegetation 5
4.2 Method and Frequency of Pruning and Trimming 6
4.3 Indigenous Upland and Wetland Preservation 6
4.4 Indigenous Upland Restoration 6
4.5 Indigenous Wetland Restoration 7

5.0 Monitoring Reports 9

6.0 Maintenance Program 10

7.0 Success Criteria 10

8.0 Adaptive Management 10

9.0 Conservation Easement 10

LIST OF APPENDICES

Page

Appendix A. Project Location Map A1

Appendix B. Lee County Indigenous Preserve Areas B1

Appendix C. Indigenous Preserve Baseline Condition C1

Appendix D. Lee County Indigenous Preserve Baseline Land Use and Habitat Composition Summary D1

Appendix E. LCPA Compatible and Non-Compatible Plant List E1

Appendix F. Indigenous Preserve Management Plan F1

1.0 INTRODUCTION

The following details the Lee County Indigenous Preserve Management Plan for Daniels Tradeport MPD (Project). The Project site totals 840.56± acres and is located in Sections 16, 17, 20, and 21, Township 45 South, Range 26 East, Lee County, Florida (Appendix A). Specifically, the site is located 4.25 miles east of Interstate 75 on the southern side of Daniels Parkway.

As proposed, completion of the Project will establish three Lee County indigenous preserve areas totaling 306.57± acres (Appendix B). The indigenous preserve areas will be perpetually managed in accordance with this plan. Specifically, this management plan includes:

- The preservation and restoration of 265.31± acres of wetlands, 41.24± acres of uplands, and 0.02± acres of other surface waters (OSW) through the removal of exotic vegetation;
- Supplemental native plantings within 5.27± acres of upland habitat and 167.87± acres of wetland habitat where existing exotic vegetation exceeds 75 percent coverage;
- Perpetual management of exotic vegetation within the 306.57± acres of indigenous preserve areas; and
- A recorded conservation easement totaling 306.57± acres deeded to Lee County and the South Florida Water Management District (SFWMD).

The entirety of the Project site is located within the Southwest Florida International Airport (RSW) 10,000-foot Hazardous Wildlife Buffer. As such, this plan has been prepared in coordination with the Lee County Port Authority (LCPA) and the guidance outlined under the Federal Aviation Administration (FAA) Advisory Circular No. 150/5200-33C. Further details are provided in Section 3.0 below.

2.0 EXISTING CONDITION OF INDIGENOUS PRESERVE AREAS

The three indigenous conservation areas have been selected based on their ecological sensitivity, position in the landscape, and offsite connectivity. The dominant wetland habitat types to be preserved and restored include Cypress (Florida Land Use, Cover and Forms Classification System (FLUCCS) Code 621) and Cypress/Pine/Cabbage Palm (FLUCCS Code 624). The dominant upland habitat types to be conserved and enhanced include Pine Flatwoods (FLUCCS Code 411), and disturbed land. The areas proposed for conservation are disturbed from agricultural land uses, cattle grazing, ditching, and varying extents of invasion by exotic vegetation, predominantly melaleuca (*Melaleuca quinquenervia*), earleaf acacia (*Acacia auriculiformis*), Brazilian pepper (*Schinus terebinthifolia*), downy rose myrtle (*Rhodomyrtus tomentosa*), torpedograss (*Panicum repens*), caesarweed (*Urena lobata*), and spermacoce (*Spermacoce verticillata*).

Per the Lee County Land Development Code (LDC) Section 10-1, indigenous native vegetation is defined as those plant species that are characteristic of the major plant communities of the Lee County, and which contain less than 75 percent coverage by exotic vegetation. As such, the indigenous habitat contained within the Project's three indigenous preserves totals 174.96± acres. Additionally, per the Lee County Comprehensive Plan (Lee Plan) Chapter XIV, Lee County Rare and Unique Upland Habitat is defined as any mature high-quality native upland habitat categorized as habitat types: sand scrub (FLUCCS Code 320); coastal scrub (FLUCCS Code 322); those pine flatwoods (FLUCCS Code 411); slash pine/midstory oak (FLUCCS Code 412); tropical hardwood (FLUCCS Code 426); live oak hammock (FLUCCS Code 427); and, cabbage palm hammock (FLUCCS Code 428). The Lee County Rare and Unique Upland Habitat contained within the Project's three indigenous preserves totals 28.88± acres (Appendix C).

The Project was issued SFWMD Formal Wetland Jurisdictional Determination (FJD) No. 36-115166-P on December 31, 2025.

2.1 Indigenous Preserve Habitat Summary

The Lee County indigenous preserve areas for the Project total 306.57± acres. A breakdown of each preserve area acreage by FLUCCS code is provided as Table 1. Vegetative descriptions of each FLUCCS code are provided as Appendix D.

Table 1. Indigenous Preserve Areas by FLUCCS Code

FLUCCS CODE	DESCRIPTION	ACREAGE
Indigenous Preserve No. 1 (9.41± acres)		
434D E1*	Hardwood/Conifer Mixed, Disturbed Invaded by Exotics (10-25%)	1.68
621D E2*	Cypress, Disturbed Invaded by Exotics (26-50%)	2.05
630D E1*	Mixed Wetland Forest, Disturbed Invaded by Exotics (10-25%)	4.90
630D E3*	Mixed Wetland Forest, Disturbed Invaded by Exotics (51-75%)	0.09
641D E4	Freshwater Marsh, Disturbed Invaded by Exotics (76-90%)	<0.01
643D E4	Wet Prairies, Disturbed Invaded by Exotics (76-90%)	0.69
Indigenous Preserve No. 2 (240.39± acres)		
211H	Low Pasture	1.46
321D E4	Palmetto Prairie, Disturbed Invaded by Exotics (76-90%)	2.98
411D E1**	Pine Flatwoods, Disturbed Invaded by Exotics (10-25%)	4.71
411D E2**	Pine Flatwoods, Disturbed Invaded by Exotics (26-50%)	18.38
411D E4	Pine Flatwoods, Disturbed Invaded by Exotics (76-90%)	1.07
427D E2**	Live Oak, Disturbed Invaded by Exotics (26-50%)	0.32
428HD E3*	Cabbage Palm, Hydric, Disturbed Invaded by Exotics (51-75%)	0.60
428HD E4	Cabbage Palm, Hydric, Disturbed Invaded by Exotics (76-100%)	3.26
434D E3*	Hardwood/Conifer Mixed, Disturbed Invaded by Exotics (51-75%)	4.00
510D	Ditch	0.02
510DH	Ditch, Hydric	1.88
619M	Melaleuca, Hydric	25.00
621D E1*	Cypress, Disturbed Invaded by Exotics (10-25%)	25.80
621D E2*	Cypress, Disturbed Invaded by Exotics (26-50%)	25.41
621D E3*	Cypress, Disturbed Invaded by Exotics (51-75%)	11.18

*Existing Lee County Indigenous Habitats per LDC Section 10-1 (174.96± acres)
**Existing Lee County Rare and Unique Upland Habitats as defined under Lee Plan Chapter XIV (28.88± acres)

Table 1. Indigenous Preserve Area by FLUCCS Code (Continued)

FLUCCS CODE	DESCRIPTION	ACREAGE
Indigenous Preserve No. 2 (Continued)		
621D E4	Cypress, Disturbed Invaded by Exotics (76-90%)	8.75
624D E2*	Cypress/Pine/Cabbage Palm, Disturbed Invaded by Exotics (26-50%)	6.88
624D E3*	Cypress/Pine/Cabbage Palm, Disturbed Invaded by Exotics (51-75%)	10.32
624D E4	Cypress/Pine/Cabbage Palm, Disturbed Invaded by Exotics (76-90%)	14.34
625D E2*	Pine, Hydric, Disturbed Invaded by Exotics (26-50%)	1.34
625D E4	Pine, Hydric, Disturbed Invaded by Exotics (76-90%)	4.53
630D E3*	Mixed Wetland Forest, Disturbed Invaded by Exotics (51-75%)	16.90
631D E2*	Wetland Shrub, Disturbed Invaded by Exotics (26-50%)	0.65
631D E3*	Wetland Shrub, Disturbed Invaded by Exotics (51-75%)	2.66
631D E4	Wetland Shrub, Disturbed Invaded by Exotics (76-90%)	7.00
641D E2*	Freshwater Marsh, Disturbed Invaded by Exotics (26-50%)	7.01
641D E4	Freshwater Marsh, Disturbed Invaded by Exotics (76-90%)	26.49
643D E2*	Wet Prairies, Disturbed Invaded by Exotics (26-50%)	1.95
643D E3*	Wet Prairies, Disturbed Invaded by Exotics (51-75%)	3.91
743	Berm	1.22
832	Electrical Power Transmission Line	<0.01
832H	Electrical Power Transmission Line, Hydric	0.37
Indigenous Preserve No. 3 (56.77± acres)		
411D E2**	Pine Flatwoods, Disturbed Invaded by Exotics (26-50%)	5.47
411D E3*	Pine Flatwoods, Disturbed Invaded by Exotics (51-75%)	1.41
621D E1*	Cypress, Disturbed Invaded by Exotics (10-25%)	15.23
621D E2*	Cypress, Disturbed Invaded by Exotics (26-50%)	2.16
621D E3*	Cypress, Disturbed Invaded by Exotics (51-75%)	5.92
621D E4	Cypress, Disturbed Invaded by Exotics (76-90%)	1.06
624D E1*	Cypress/Pine/Cabbage Palm, Disturbed Invaded by Exotics (10-25%)	1.32
624D E2*	Cypress/Pine/Cabbage Palm, Disturbed Invaded by Exotics (26-50%)	5.88
624D E3*	Cypress/Pine/Cabbage Palm, Disturbed Invaded by Exotics (51-75%)	11.23
624D E4	Cypress/Pine/Cabbage Palm, Disturbed Invaded by Exotics (76-90%)	1.26
625D E3*	Pine, Hydric, Disturbed Invaded by Exotics (51-75%)	3.97
630D E3*	Mixed Wetland Forest, Disturbed Invaded by Exotics (51-75%)	0.51
641D E4	Freshwater Marsh, Disturbed Invaded by Exotics (76-90%)	1.31
832H	Electrical Power Transmission Line, Hydric	0.04

*Existing Lee County Indigenous Habitats per LDC Section 10-1 (174.96± acres)
**Existing Lee County Rare and Unique Upland Habitats as defined under Lee Plan Chapter XIV (28.88± acres)

3.0 AIRPORT HAZARDOUS WILDLIFE SAFTEY BUFFER

The entirety of the Project site is located within the 10,000-foot Hazardous Wildlife Buffer (Buffer) of RSW. Per coordination with LCPA Staff and with consideration of the guidance outlined under the FAA Advisory Circular No. 150/5200-33C, the following management practices have been incorporated by the Project to minimize potential hazardous wildlife conflicts within the Buffer:

1) The activities proposed by this Indigenous Preserve Management Plan will not create wetland habitat or change the inherent ecological niche of existing wetland habitats within the indigenous preserve areas. Any indigenous restoration activity will implement like-for-like restoration techniques to maintain baseline levels of wildlife attractants within the indigenous preserve areas. For example, forested restoration areas will receive tree, shrub, and herbaceous plantings, while herbaceous restoration areas will receive shrub and herbaceous plantings only. All species selected for planting under this plan will adhere to the LCPA Compatible Plant List (Appendix E).

2) Prior to the commencement of construction activities, the applicant will develop a wildlife monitoring program in coordination with Lee County Department of Community Development (DCD) and LCPA staff. The monitoring program will be designed to identify potential aircraft wildlife hazards resulting from the implementation of the Project. If wildlife hazards are identified on the project site during the periodic monitoring events, the Project team will immediately notify LCPA staff and coordinate as necessary with the appropriate local, state, and federal permitting agencies to correct the issue(s).

   Similar to other projects within the RSW buffer, the wildlife monitoring plan will include the following elements:

   a. Weekly observations within the development footprint and preserve areas by a qualified ecologist during dewatering and initial exotic vegetation removal efforts. monitoring may occur more frequently if potential wildlife hazards are identified
   b. Construction contractors must carefully control and continuously remove waste or loose material that might attract wildlife.
   c. Construction personnel must be aware of and avoid construction activities that can create wildlife hazards on airports.
   d. Trash and food scraps from construction personnel activity must be collected and properly disposed of.
   e. Except for stormwater management lakes and areas specifically designated for dewatering, large pools of water that collect within the development area shall be eliminated at the earliest opportunity to minimize wildlife attractants.
   f. All turf grass replacement shall be completed via sodding. Seeding shall not be utilized.
   g. Construction contractor shall communicate with the project biologist at least five days in advance prior to making any changes to hydrology in the construction area. Initiation of hydrologic changes shall be timed to minimize the attractiveness for dusk and dawn scavengers.
   h. Construction and fill activities that turn up organic materials, vegetation, or soils that contain food (crustaceans, invertebrates, fish, or others) should be minimized to the extent possible. Construction areas shall minimize the time that turned-up material is left exposed to the extent practicable.
   i. Construction contractors shall allow wildlife the opportunity to move out of harm's way.
   j. Construction contractor or another designated observer shall immediately dispose of carcasses found on site. This may occur by burying them at a depth of 36-inches or by another acceptable means of disposal.

4.0 INDIGENOUS HABITAT MANAGEMENT PLAN

The indigenous preservation and restoration activities for the Project will include the hand treatment and removal of exotic vegetation, mechanical removal of exotic vegetation, and supplementary planting (Appendix F). Exotic vegetation is defined as those 21 species identified under LDC Section 10-420(h), Prohibited Invasive Exotics. Additional details regarding the Project's preservation and restoration activities are summarized below.

4.1 Eradication of Exotic Vegetation

Exotic vegetation will be eradicated throughout the entirety of the indigenous preserve areas. Methods of exotic vegetation eradication will consist of manual and/or mechanical techniques, depending on the level of existing exotic coverage.

Manual treatment and removal of exotic vegetation shall be accomplished utilizing one or more of the following methods:

1. Hand pulling and removal of exotic root system.
2. Foliar application using an approved herbicide.
3. Above grade felling of exotic trees by machete or chainsaw and subsequent application of an approved herbicide.
4. Girdling of exotic trees with 4 inches or greater diameter at breast height (DBH) and subsequent application of an approved herbicide to cambium.

In order to promote natural recruitment of desirable vegetation and to increase survivorship of supplemental plantings, mechanical removal may be utilized in the indigenous preserve areas containing 75 percent or greater coverage by exotic vegetation and within FLUCCS Codes 211H (Low Pasture), 510DH (Ditch, Hydric), 743 (Berm), 832 (Electrical Power Transmission Line), and 832H (Electrical Power Transmission Line, Hydric). Mechanical removal shall be accomplished using forestry mulchers, feller bunchers, or similar mechanized equipment which exerts relatively low impact to the natural grade of the soil. If rutting or other topographic alteration occurs, the ground surface will be returned to natural grade with the use of low impact mechanical equipment or by manual methods such as raking. The mechanical removal areas will be flagged in the field and approved by DCD staff prior to issuance of a vegetation removal permit.

For any exotic species removed by machete, chainsaw, or mechanized equipment, herbicide treatment to the stumps will occur immediately following cutting to ensure maximal uptake of the herbicide. Herbicides will be used in strict accordance with label directions and applied by licensed applicators. Care will be taken to reduce damage to non-target native species to the maximum extent practical.

All detached vegetative debris will be physically removed from the preserve areas, no stockpiling of the materials will be allowed. Exotic debris removal may be accomplished using woodchippers, however all mulched material must be removed from the conservation areas. Additionally, pile burning of exotic debris may be conducted outside of the preserve areas with Florida Forest Service coordination.

4.2 Method and Frequency of Pruning and Trimming

The initial treatment and removal of exotic vegetation within the indigenous preserve areas is expected to begin following Development Order (DO) approval. For the first two years following the initial treatment, the indigenous preserve areas will be inspected twice a year (late spring and fall), and all exotic species will be treated with an approved herbicide. After the second year, inspections and treatments will be conducted annually during the dry season.

Following the initial eradication, continued maintenance of exotic vegetation shall be conducted using hand removal methods only. Intermittent maintenance will be carried out in perpetuity to ensure that coverage by exotic vegetation within all areas of the indigenous preserves is maintained below five percent.

No pruning or thinning of native vegetation within the indigenous areas is anticipated. In the event that trimming becomes necessary to meet the ecological goals of this management plan, it will be accomplished by hand using chain saws or machetes and will be restricted to no more than 25 percent of an area during any particular one year interval. DCD staff will be notified prior to any preserve maintenance, outside of the routine exotic maintenance events.

4.3 Indigenous Upland and Wetland Preservation

Indigenous preservation will be conducted within 7.09± acres of upland habitat and 167.87± acres of wetland habitat contained within the indigenous preserve areas. Initial activities will include the eradication of exotic vegetation in accordance with the manual methods outlined under Section 4.1.

The upland and wetland indigenous preservation areas are depicted on Appendix F.

4.4 Indigenous Upland Restoration

Indigenous upland restoration will be conducted within the 5.27± acres which contain 75 percent or greater coverage by exotic vegetation, and within existing FLUCCS Codes 743 (Berm) and 832 (Electrical Power Transmission Line). Upland restoration activities will include the initial eradication of exotic vegetation using mechanical equipment and/or manual methods in accordance with the guidelines listed under Section 4.1. Following the initial removal of exotics, supplemental upland plantings will be installed within the 5.27± acres of uplands which were subject to mechanical clearing.

Due to the proximity to RSW, upland restoration activities will include like-for-like habitat restoration in order to maintain similar habitat characteristics within the indigenous preserve areas and minimize potential wildlife attractants. The type of plantings to be installed will be chosen based on the target habitat type for the community to be restored and/or local nursery availability. As such, tree plantings will not be installed within the Palmetto Prairie (FLUCCS Code 321) restoration area. The indigenous upland restoration areas are depicted on Appendix F.

Within the indigenous upland restoration areas that require tree plantings, at least two species will be planted. All upland restoration areas will receive a minimum of one shrub species and four ground cover species. Consistent with the LCPA Compatible Native Landscape List, the upland planting palate for the Project is provided below as Table 2.

Table 2. Upland Planting Palate

Scientific Name	Common Name	Minimum Height	Minimum Container Size	Maximum Spacing (On Center)
Trees[1]				
Ilex cassine	Dahoon holly *(male only)*	5 feet	3 gallon	15 feet
Pinus elliottii	Slash pine	5 feet	3 gallon	15 feet
Quercus laurifolia	Laurel oak	5 feet	3 gallon	15 feet
Sabal palmetto	Cabbage palm	5 feet	3 gallon	15 feet
Swietenia mahogany	West Indian mahogany	5 feet	3 gallon	15 feet
Shrubs[1]				
Ilex glabra	Gallberry	2 feet	1 gallon	10 feet
Hamelia patens	Firebush	2 feet	1 gallon	10 feet
Lyonia fruticosa	Staggerbush	2 feet	1 gallon	10 feet
Serenoa repens	Saw palmetto	2 feet	1 gallon	10 feet
Stachytarpheta jamaicensis	Blue porterweed	2 feet	1 gallon	10 feet
Zamia pumila	Coontie	2 feet	1 gallon	10 feet
Ground Covers[1]				
Andropogon virginicus var. *glaucus*	Chalky bluestem	12 inches	Liner	3 feet
Aristida stricta	Wiregrass	12 inches	Liner	3 feet
Gaillardia pulchella	Blanket flower	12 inches	Liner	3 feet
Mimosa strigillosa	Herbaceous mimosa	12 inches	Liner	3 feet
Muhlenbergia capillaris var. *capillaris*	Gulf muhly	12 inches	Liner	3 feet
Piloblephis rigida	Pennyroyal	12 inches	Liner	3 feet
Ruellia caroliniensis	Wild petunia	12 inches	Liner	3 feet
Serenoa repens	Saw palmetto	12 inches	Liner	3 feet
Tripsacum dactyloides	Fakahatchee grass	12 inches	Liner	3 feet

[1]Additional species may be included in the planting palate prior to DO approval. No one species shall comprise more than 25 percent of the plantings

4.5 Indigenous Wetland Restoration

Indigenous wetland restoration will be conducted within the 97.44± acres which contain 75 percent or greater coverage by exotic vegetation, and within existing FLUCCS Codes 211H (Low Pasture), 510DH (Ditch, Hydric), and 832H (Electrical Power Transmission Line, Hydric). Wetland restoration activities will include the initial eradication of exotic vegetation using mechanical equipment and/or manual methods in accordance with the guidelines listed under Section 4.1. Following the initial removal of exotics, supplemental wetland plantings will be installed within the 97.44± acres of wetlands which were subject to mechanical clearing.

Due to the proximity to RSW, wetland restoration activities will include like-for-like habitat restoration in order to maintain similar habitat characteristics within the indigenous preserve areas and minimize potential wildlife attractants. The type of plantings to be installed will be chosen based on the target habitat type for the community to be restored and/or local nursery availability. As such, tree plantings will not be installed within the wetland restoration areas with existing FLUCCS codes 211H (Low Pasture), 631 (Wetland Shrub), 643 (Wet Prairies), or 832H (Electrical Power Transmission Line, Hydric). Neither tree nor shrub plantings will be installed within the Freshwater Marsh (FLUCCS code 641) restoration areas. The indigenous wetland restoration areas are depicted on Appendix F.

Within the indigenous wetland restoration areas that require tree plantings, at least two species will be planted. For wetland restoration sites that require shrub plantings, a minimum of one species will be planted. All indigenous wetland restoration sites will receive at least four species of ground cover. All indigenous wetland restoration areas will receive a minimum of four ground cover species. Consistent with the LCPA Compatible Native Landscape List, the wetland planting palate for the Project is provided below as Table 3.

Table 3. Wetland Planting Palate

Scientific Name	Common Name	Minimum Height	Minimum Container Size	Maximum Spacing (On Center)
Trees[1]				
Ilex cassine	Dahoon holly	5 feet	3 gallon	15 feet
Persea palustris	Swamp bay	5 feet	3 gallon	15 feet
Pinus elliottii	Slash pine	5 feet	3 gallon	15 feet
Quercus laurifolia	Laurel oak	5 feet	3 gallon	15 feet
Sabal palmetto	Cabbage palm	5 feet	3 gallon	15 feet
Taxodium ascendens	Pond cypress	5 feet	3 gallon	15 feet
Taxodium distichum	Bald cypress	5 feet	3 gallon	15 feet
Shrubs[1]				
Acrostichum danaeifolium	Leather fern	2 feet	1 gallon	10 feet
Hibiscus grandiflorus	Swamp rosemallow	2 feet	1 gallon	10 feet
Iris savannarum	Savanna iris	2 feet	1 gallon	10 feet
Serenoa repens	Saw palmetto	2 feet	1 gallon	10 feet

[1]Additional native plant species may be included in the planting table prior to DO approval. No one species shall comprise more than 25 percent of the plantings

Table 3. Wetland Planting Palate (Continued)

Scientific Name	Common Name	Minimum Height	Minimum Container Size	Maximum Spacing (On Center)
Ground Covers[1]				
Bacopa caroliniana	Lemon bacopa	12 inches	Liner	3 feet
Bacopa monnieri	Herb-of-grace	12 inches	Liner	3 feet
Coreopsis leavenworthii	Leavenworth's tickseed	12 inches	Liner	3 feet
Crinum americanum	String-lily	12 inches	Liner	3 feet
Eleocharis interstincta	Knotted spikerush	12 inches	Liner	3 feet
Eryngium yuccifolium	Button rattlesnakemaster	12 inches	Liner	3 feet
Muhlenbergia capillaris var. *capillaris*	Gulf muhly	12 inches	Liner	3 feet
Nephrolepis exaltata	Sword fern	12 inches	Liner	3 feet
Osmundastrum cinnamomeum	Cinnamon fern	12 inches	Liner	3 feet
Sisyrinchium angustifolium	Narrow blue-eyed grass	12 inches	Liner	3 feet
Spartina bakeri	Sand cordgrass	12 inches	Liner	3 feet
Thalia geniculata	Fireflag	12 inches	Liner	3 feet

[1]Additional native plant species may be included in the planting table prior to DO approval. No one species shall comprise more than 25 percent of the plantings

5.0 MONITORING REPORTS

The proposed monitoring of the Lee County indigenous conservation areas will consist of baseline, time-zero, and annual monitoring of vegetation, wildlife, rainfall, and groundwater elevations. The baseline event will document the condition of the conservation area prior to the initiation of mitigation activities. The time-zero event will document conditions immediately following mitigation activities. Annual monitoring reports will be provided for five years after the Certificate of Compliance has been issued by the DCD. The annual reports will document conditions following mitigation activities and the extent of success of the mitigation plan. Following each monitoring event, reports will be prepared and provided to DCD. The monitoring reports will include documented exotic vegetation, survivorship of supplemental plantings, wildlife observed, photographic documentation, and any other information relevant to the continued function of the preserved habitat. Additionally, the monitoring reports will provide recommendations for corrective measures should deficiencies be observed in the field.

6.0 MAINTENANCE PROGRAM

A routine maintenance plan will be initiated upon the completion of the initial preservation and restoration activities. For the first two years following the initial treatment, the conservation area will be qualitatively evaluated twice a year by the Project ecologist for potential issues which may be detrimental to the success of this Indigenous Preserve Management Plan. Should any deficiencies be identified during these inspections, corrective actions will be communicated to the appropriate vendor for corrective action. Following the second year of the plan, inspections will be conducted annually during the dry season. The landowner will be responsible for long term management of the indigenous preserve areas.

Maintenance of exotic species will be conducted in perpetuity to ensure that coverage by exotic vegetation within the preservation and restoration areas is maintained below five percent aerial coverage and so that exotic species do not dominate any one section within the indigenous preserve areas. Perpetual maintenance will be accomplished using the hand techniques described in Section 4.1, above, and will include the removal of trash from the indigenous preserve areas and the maintenance of preservation signage.

7.0 SUCCESS CRITERIA

The following are the success criteria for this Indigenous Preserve Management Plan: (1) The conservation easement for the indigenous preserve areas will be recorded; (2) The initial eradication of exotic vegetation will be completed, and supplemental plantings will be installed as required; (3) Monitoring of the indigenous preserve areas shall extend for a period of five years. At the end of the first annual monitoring period the mitigation area shall contain an 80% survival of planted vegetation. The 80% survival rate shall be maintained throughout the remainder of the monitoring program, with replanting as necessary; and (4) the Project maintenance program will continue in perpetuity, with the mitigation area free of exotic vegetation immediately following maintenance events and no more than five percent coverage by exotic species between maintenance events. Perpetual maintenance will include the removal of trash from the conservation area and maintenance of preserve signs.

8.0 ADAPTIVE MANAGEMENT

Should the indigenous preserve areas fail to meet the success criteria outlined above, or the preservation and/or restoration areas do not appear to be trending toward the target habitat type, the permittee will coordinate with DCD staff to discuss adaptive management techniques. Adaptive management may include, but is not limited to, the installation of additional native plantings or alternate treatment methods of exotic vegetation.

9.0 CONSERVATION EASEMENT

A conservation easement will be placed over the 306.57± acres of indigenous preserve with first-party enforcement rights granted to Lee County and the SFWMD. This conservation easement will guarantee that the preserved areas remain undisturbed by dredging, filling, land clearing, agricultural practices, or any construction activities, except for those specified in this mitigation plan or permitted by the SFWMD and Lee County.

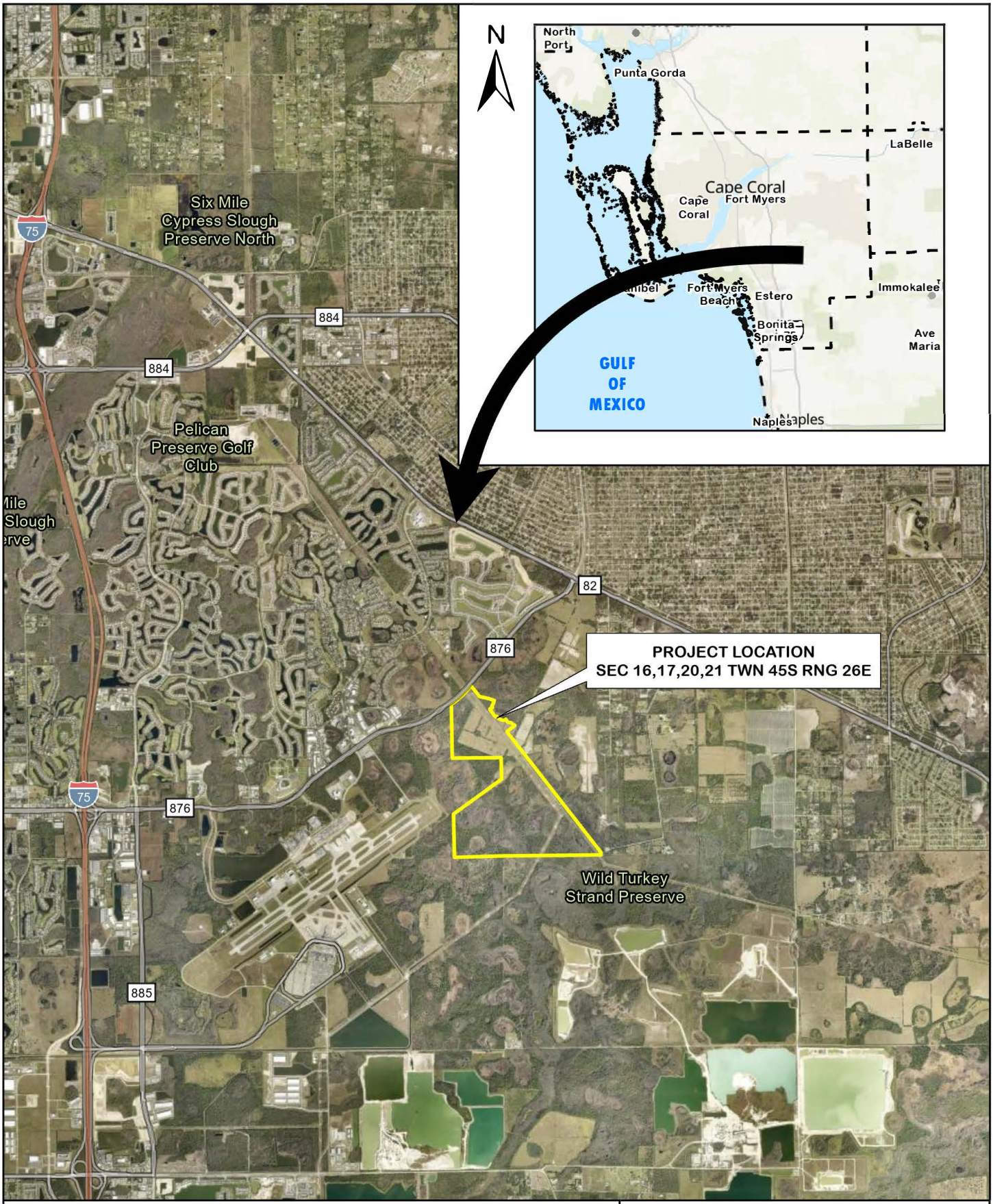
Appendix A

Project Location Map

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

Daniels Tradeport MPD

25-005



Appendix A. Project Location Map

OWEN ENVIRONMENTAL CONSULTING, LLC.
FORT MYERS 239-994-9007

Appendix B

Lee County Indigenous Preserve Areas

Daniels Tradeport MPD

Daniels Pkwy

SECTION: 16-17,20-21
TOWNSHIP: 45S
RANGE: 26E

0 400 800
SCALE FEET

Legend:

Indigenous Preserve Areas (306.57 Ac.±)

PROPERTY BOUNDARY

Indigenous Preserve No.	Acreage
1	9.41 Ac.±
2	240.39 Ac.±
3	56.77 Ac.±
Total	**306.57 Ac.±**

IP-1 (9.41 Ac.±)

IP-2 (240.39 Ac.±)

IP-3 (56.77 Ac.±)

Notes:

1. *Property boundary and surveyed wetland lines obtained from Morris Depew & Associates.*
2. *Mapping based on photointerpretation of 2024 aerial photography and ground truthing in February 2025.*
3. *Delineation of jurisdictional wetlands and surface waters was reviewed and approved in the field by SFWMD staff in July 2025 under SFWMD Formal Wetland Jurisdictional Application No. 250528-53336.*

25-005

Appendix B. Lee County Indigenous Preserve Areas

OWEN ENVIRONMENTAL CONSULTING, LLC.
FORT MYERS 239-994-9007

Appendix C

Indigenous Preserve Baseline Condition

Daniels Tradeport MPD

SECTION: 16-17,20-21
TOWNSHIP: 45S
RANGE: 26E

0 400 800
SCALE FEET

Daniels Pkwy

FLUCCS	DESCRIPTION	ACREAGE
211H*	LOW PASTURE	1.46 Ac.±
321D E4	PALMETTO PRAIRIE, DISTURBED INVADED BY EXOTICS (76-90%)	2.98 Ac.±
411D E1	PINE FLATWOODS, DISTURBED INVADED BY EXOTICS (10-25%)	4.71 Ac.±
411D E2	PINE FLATWOODS, DISTURBED INVADED BY EXOTICS (26-50%)	23.85 Ac.±
411D E3	PINE FLATWOODS, DISTURBED INVADED BY EXOTICS (51-75%)	1.41 Ac.±
411D E4	PINE FLATWOODS, DISTURBED INVADED BY EXOTICS (76-90%)	1.07 Ac.±
427D E2	LIVE OAK, DISTURBED INVADED BY EXOTICS (26-50%)	0.32 Ac.±
428HD E3*	CABBAGE PALM, HYDRIC, DISTURBED INVADED BY EXOTICS (51-75%)	0.60 Ac.±
428HD E4*	CABBAGE PALM, HYDRIC, DISTURBED INVADED BY EXOTICS (76-90%)	3.26 Ac.±
434D E1	HARDWOOD/CONIFER MIXED, DISTURBED INVADED BY EXOTICS (10-25%)	1.68 Ac.±
434D E3	HARDWOOD/CONIFER MIXED, DISTURBED INVADED BY EXOTICS (51-75%)	4.00 Ac.±
510D**	DITCH	0.02 Ac.±
510DH*	DITCH, HYDRIC	1.88 Ac.±
619M*	MELALEUCA, HYDRIC	25.00 Ac.±
621D E1*	CYPRESS, DISTURBED INVADED BY EXOTICS (10-25%)	41.03 Ac.±
621D E2*	CYPRESS, DISTURBED INVADED BY EXOTICS (26-50%)	29.62 Ac.±
621D E3*	CYPRESS, DISTURBED INVADED BY EXOTICS (51-75%)	17.10 Ac.±
621D E4*	CYPRESS, DISTURBED INVADED BY EXOTICS (76-90%)	9.81 Ac.±
624D E1*	CYPRESS/PINE/CABBAGE PALM, DISTURBED INVADED BY EXOTICS (10-25%)	1.32 Ac.±
624D E2*	CYPRESS/PINE/CABBAGE PALM, DISTURBED INVADED BY EXOTICS (26-50%)	12.76 Ac.±
624D E3*	CYPRESS/PINE/CABBAGE PALM, DISTURBED INVADED BY EXOTICS (51-75%)	21.55 Ac.±
624D E4*	CYPRESS/PINE/CABBAGE PALM, DISTURBED INVADED BY EXOTICS (76-90%)	15.60 Ac.±
625D E2*	PINE, HYDRIC, DISTURBED INVADED BY EXOTICS (26-50%)	1.34 Ac.±
625D E3*	PINE, HYDRIC, DISTURBED INVADED BY EXOTICS (51-75%)	3.97 Ac.±
625D E4*	PINE, HYDRIC, DISTURBED INVADED BY EXOTICS (76-90%)	4.53 Ac.±
630D E1*	MIXED WETLAND FOREST, DISTURBED INVADED BY EXOTICS (10-25%)	4.90 Ac.±
630D E3*	MIXED WETLAND FOREST, DISTURBED INVADED BY EXOTICS (51-75%)	17.50 Ac.±
631D E2*	WETLAND SHRUB, DISTURBED INVADED BY EXOTICS (26-50%)	0.65 Ac.±
631D E3*	WETLAND SHRUB, DISTURBED INVADED BY EXOTICS (51-75%)	2.66 Ac.±
631D E4*	WETLAND SHRUB, DISTURBED INVADED BY EXOTICS (76-90%)	7.00 Ac.±
641D E2*	FRESHWATER MARSH, DISTURBED INVADED BY EXOTICS (26-50%)	7.01 Ac.±
641D E4*	FRESHWATER MARSH, DISTURBED INVADED BY EXOTICS (76-90%)	27.80 Ac.±
643D E2*	WET PRAIRIES, DISTURBED INVADED BY EXOTICS (26-50%)	1.95 Ac.±
643D E3*	WET PRAIRIES, DISTURBED INVADED BY EXOTICS (51-75%)	3.91 Ac.±
643D E4*	WET PRAIRIES, DISTURBED INVADED BY EXOTICS (76-90%)	0.69 Ac.±
743	BERM	1.22 Ac.±
832H*	ELECTRICAL POWER TRANSMISSION LINE, HYDRIC	0.41 Ac.±
	TOTAL	**306.57 Ac.±**
*	SFWMD JURISDICTIONAL WETLANDS	
**	SFWMD JURISDICTIONAL OSW	

Legend:

- ***Indigenous Wetlands (167.87 Ac.±)***
- ***Indigenous Uplands (7.09 Ac.±)***
- ***Rare and Unique Uplands (28.88 Ac.±)***
- ***SFWMD Wetlands (265.31 Ac.±)***
- ***SFWMD Other Surface Waters (OSW) (0.02 Ac.±)***
- ***Uplands (41.24 Ac.±)***
- ***FP&L Easements (159.92 Ac.±)***
- ***Not Impact / Not Indigenous Preserve (192.41 Ac.±)***

PROPERTY BOUNDARY

643DE4 (0.69 Ac.±)
630DE3 (0.09 Ac.±)
434DE1 (1.09 Ac.±)
434DE1 (0.59 Ac.±)
630DE1 (4.90 Ac.±)
621DE2 (2.05 Ac.±)
510DH (0.03 Ac.±)
411DE4 (0.08 Ac.±)
510DH (0.04 Ac.±)
619M (0.40 Ac.±)
619M (0.19 Ac.±)
411DE4 (0.37 Ac.±)
641DE4 (4.37 Ac.±)
832H (0.01 Ac.±)
621DE1 (0.98 Ac.±)
510DH (0.17 Ac.±)
619M (0.33 Ac.±)
211H (0.07 Ac.±)
621DE4 (2.02 Ac.±)
411DE4 (0.62 Ac.±)
621DE4 (1.47 Ac.±)
621DE3 (1.45 Ac.±)
211H (1.39 Ac.±)
619M (0.22 Ac.±)
619M (5.94 Ac.±)
621DE4 (0.84 Ac.±)
630DE3 (0.96 Ac.±)
619M (0.77 Ac.±)
832H (0.10 Ac.±)
743 (0.11 Ac.±)
321DE4 (2.98 Ac.±)
619M (1.83 Ac.±)
428HDE4 (3.26 Ac.±)
631DE3 (2.66 Ac.±)
621DE2 (4.24 Ac.±)
743 (1.11 Ac.±)
621DE3 (1.91 Ac.±)
510DH (1.33 Ac.±)
832H (0.02 Ac.±)
411DE2 (0.51 Ac.±)
625DE4 (4.53 Ac.±)
643DE3 (3.91 Ac.±)
641DE4 (22.12 Ac.±)
621DE3 (0.94 Ac.±)
411DE2 (0.60 Ac.±)
619M (0.11 Ac.±)
832H (0.01 Ac.±)
643DE2 (1.95 Ac.±)
631DE4 (7.00 Ac.±)
631DE2 (0.65 Ac.±)
434DE3 (1.36 Ac.±)
619M (10.00 Ac.±)
625DE2 (0.68 Ac.±)
630DE3 (15.20 Ac.±)
510DH (0.31 Ac.±)
619M (1.45 Ac.±)
624DE3 (4.11 Ac.±)
411DE2 (0.82 Ac.±)
411DE1 (1.15 Ac.±)
411DE2 (10.11 Ac.±)
832H (0.21 Ac.±)
621DE3 (3.93 Ac.±)
625DE2 (0.66 Ac.±)
621DE3 (1.95 Ac.±)
624DE2 (0.86 Ac.±)
411DE2 (1.16 Ac.±)
641DE2 (7.01 Ac.±)
621DE2 (1.73 Ac.±)
621DE2 (1.13 Ac.±)
434DE3 (2.64 Ac.±)
428HDE3 (0.60 Ac.±)
624DE4 (4.72 Ac.±)
621DE4 (2.18 Ac.±)
624DE2 (1.12 Ac.±)
621DE2 (1.75 Ac.±)
625DE3 (0.07 Ac.±)
630DE3 (0.74 Ac.±)
624DE2 (2.26 Ac.±)
411DE2 (0.15 Ac.±)
619M (2.67 Ac.±)
624DE3 (2.11 Ac.±)
624DE3 (2.35 Ac.±)
621DE2 (8.09 Ac.±)
621DE3 (2.15 Ac.±)
624DE2 (1.34 Ac.±)
621DE2 (3.18 Ac.±)
621DE1 (24.82 Ac.±)
624DE2 (2.64 Ac.±)
621DE2 (2.16 Ac.±)
621DE1 (12.01 Ac.±)
624DE4 (6.46 Ac.±)
630DE3 (0.51 Ac.±)
621DE3 (2.39 Ac.±)
641DE4 (1.31 Ac.±)
411DE2 (15.18 Ac.±)
832H (0.01 Ac.±)
624DE3 (6.04 Ac.±)
411DE3 (1.41 Ac.±)
411DE2 (5.32 Ac.±)
621DE2 (3.23 Ac.±)
621DE2 (2.06 Ac.±)
619M (1.09 Ac.±)
624DE2 (0.53 Ac.±)
624DE1 (1.32 Ac.±)
625DE3 (3.90 Ac.±)
624DE3 (4.10 Ac.±)
621DE1 (3.22 Ac.±)
621DE4 (1.06 Ac.±)
624DE4 (3.16 Ac.±)
832H (0.01 Ac.±)
624DE3 (2.69 Ac.±)
411DE1 (3.56 Ac.±)
621DE4 (2.24 Ac.±)
832H (0.04 Ac.±)
624DE4 (1.26 Ac.±)
621DE3 (1.38 Ac.±)
624DE2 (4.01 Ac.±)
624DE3 (0.15 Ac.±)

Notes:

1. ***Property boundary and surveyed wetland lines obtained from Morris Depew & Associates.***
2. ***Mapping based on photointerpretation of 2024 aerial photography and ground truthing in February 2025.***
3. ***Delineation of jurisdictional wetlands and surface waters was reviewed and approved in the field by SFWMD staff in July 2025 under SFWMD Formal Wetland Jurisdictional Application No. 250528-53336.***

25-005

Appendix C. Indigenous Preserve Baseline Condition

OWEN ENVIRONMENTAL CONSULTING, LLC.
FORT MYERS 239-994-9007

Appendix D

Lee County Indigenous Preserve Baseline Land Use and Habitat Composition Summary

DANIELS TRADEPORT MPD
LEE COUNTY INDIGENOUS PRESERVE
BASELINE LAND USE AND HABITAT COMPOSITION SUMMARY

February 2026

An acreage breakdown of the existing Florida Land Use, Cover and Forms Classification System (FLUCCS) Codes identified within the Daniels Tradeport MPD Lee County Indigenous Preserve Areas is provided as Table 1. A brief description of the vegetation composition of each Level III FLUCCS code (i.e., base FLUCCS Code) follows.

Table 1. Lee County Indigenous Preserve Areas by FLUCCS Code

FLUCCS CODE	DESCRIPTION	ACREAGE
Indigenous Preserve No. 1 (9.41± acres)		
434D E1*	Hardwood/Conifer Mixed, Disturbed Invaded by Exotics (10-25%)	1.68
621D E2*	Cypress, Disturbed Invaded by Exotics (26-50%)	2.05
630D E1*	Mixed Wetland Forest, Disturbed Invaded by Exotics (10-25%)	4.90
630D E3*	Mixed Wetland Forest, Disturbed Invaded by Exotics (51-75%)	0.09
641D E4	Freshwater Marsh, Disturbed Invaded by Exotics (76-90%)	<0.01
643D E4	Wet Prairies, Disturbed Invaded by Exotics (76-90%)	0.69
Indigenous Preserve No. 2 (240.39± acres)		
211H	Low Pasture	1.46
321D E4	Palmetto Prairie, Disturbed Invaded by Exotics (76-90%)	2.98
411D E1**	Pine Flatwoods, Disturbed Invaded by Exotics (10-25%)	4.71
411D E2**	Pine Flatwoods, Disturbed Invaded by Exotics (26-50%)	18.38
411D E4	Pine Flatwoods, Disturbed Invaded by Exotics (76-90%)	1.07
427D E2**	Live Oak, Disturbed Invaded by Exotics (26-50%)	0.32
428HD E3*	Cabbage Palm, Hydric, Disturbed Invaded by Exotics (51-75%)	0.60
428HD E4	Cabbage Palm, Hydric, Disturbed Invaded by Exotics (76-100%)	3.26
434D E3*	Hardwood/Conifer Mixed, Disturbed Invaded by Exotics (51-75%)	4.00
510D	Ditch	0.02
510DH	Ditch, Hydric	1.88
619M	Melaleuca, Hydric	25.00
621D E1*	Cypress, Disturbed Invaded by Exotics (10-25%)	25.80
621D E2*	Cypress, Disturbed Invaded by Exotics (26-50%)	25.41
621D E3*	Cypress, Disturbed Invaded by Exotics (51-75%)	11.18
621D E4	Cypress, Disturbed Invaded by Exotics (76-90%)	8.75
624D E2*	Cypress/Pine/Cabbage Palm, Disturbed Invaded by Exotics (26-50%)	6.88
624D E3*	Cypress/Pine/Cabbage Palm, Disturbed Invaded by Exotics (51-75%)	10.32
624D E4	Cypress/Pine/Cabbage Palm, Disturbed Invaded by Exotics (76-90%)	14.34
625D E2*	Pine, Hydric, Disturbed Invaded by Exotics (26-50%)	1.34
625D E4	Pine, Hydric, Disturbed Invaded by Exotics (76-90%)	4.53
630D E3*	Mixed Wetland Forest, Disturbed Invaded by Exotics (51-75%)	16.90
631D E2*	Wetland Shrub, Disturbed Invaded by Exotics (26-50%)	0.65
631D E3*	Wetland Shrub, Disturbed Invaded by Exotics (51-75%)	2.66

*Existing Lee County Indigenous Habitats per LDC Section 10-1 (174.96± acres)
**Existing Lee County Rare and Unique Upland Habitats as defined under Lee Plan Chapter XIV (28.88± acres)

Table 1. Lee County Indigenous Preserve Areas by FLUCCS Code (Continued)

FLUCCS CODE	DESCRIPTION	ACREAGE
Indigenous Preserve No. 2 (Continued)		
631D E4	Wetland Shrub, Disturbed Invaded by Exotics (76-90%)	7.00
641D E2*	Freshwater Marsh, Disturbed Invaded by Exotics (26-50%)	7.01
641D E4	Freshwater Marsh, Disturbed Invaded by Exotics (76-90%)	26.49
643D E2*	Wet Prairies, Disturbed Invaded by Exotics (26-50%)	1.95
643D E3*	Wet Prairies, Disturbed Invaded by Exotics (51-75%)	3.91
743	Berm	1.22
832	Electrical Power Transmission Line	<0.01
832H	Electrical Power Transmission Line, Hydric	0.37
Indigenous Preserve No. 3 (56.77± acres)		
411D E2**	Pine Flatwoods, Disturbed Invaded by Exotics (26-50%)	5.47
411D E3*	Pine Flatwoods, Disturbed Invaded by Exotics (51-75%)	1.41
621D E1*	Cypress, Disturbed Invaded by Exotics (10-25%)	15.23
621D E2*	Cypress, Disturbed Invaded by Exotics (26-50%)	2.16
621D E3*	Cypress, Disturbed Invaded by Exotics (51-75%)	5.92
621D E4	Cypress, Disturbed Invaded by Exotics (76-90%)	1.06
624D E1*	Cypress/Pine/Cabbage Palm, Disturbed Invaded by Exotics (10-25%)	1.32
624D E2*	Cypress/Pine/Cabbage Palm, Disturbed Invaded by Exotics (26-50%)	5.88
624D E3*	Cypress/Pine/Cabbage Palm, Disturbed Invaded by Exotics (51-75%)	11.23
624D E4	Cypress/Pine/Cabbage Palm, Disturbed Invaded by Exotics (76-90%)	1.26
625D E3*	Pine, Hydric, Disturbed Invaded by Exotics (51-75%)	3.97
630D E3*	Mixed Wetland Forest, Disturbed Invaded by Exotics (51-75%)	0.51
641D E4	Freshwater Marsh, Disturbed Invaded by Exotics (76-90%)	1.31
832H	Electrical Power Transmission Line, Hydric	0.04

*Existing Lee County Indigenous Habitats per LDC Section 10-1 (174.96± acres)
**Existing Lee County Rare and Unique Upland Habitats as defined under Lee Plan Chapter XIV (28.88± acres)

FLUCCS Code 211H (Low Pasture)

The canopy of this disturbed wetland land use type is mostly open with scattered cabbage palm (*Sabal palmetto*), melaleuca (*Melaleuca quinquenervia*), and Brazilian pepper (*Schinus terebinthifolia*). The sub-canopy contains Brazilian pepper, cabbage palm, melaleuca, wax myrtle (*Morella cerifera*), buckthorn (*Sideroxylon reclinatum* subsp. *reclinatum*), Florida strangler fig (*Ficus aurea*), and gallberry (*Ilex glabra*). The groundcover is dominated by torpedograss (*Panicum repens*), but also includes manyflower marshpennywort (*Hydrocotyle umbellata*), shrubby false buttonweed (*Borreria verticillata*), little blue maidencane (*Amphicarpum muehlenbergianum*), chocolateweed (*Melochia spicata*), Canadian horseweed (*Erigeron canadensis*), carpetweed (*Phyla nodiflora*), rosy camphorweed (*Pluchea baccharis*), Asiatic pennywort (*Centella asiatica*), pickerelweed (*Pontederia cordata*), tropical flatsedge (*Cyperus surinamensis*), Leavenworth's tickseed (*Coreopsis leavenworthii*), broomsedge (*Andropogon virginicus*), bushy bluestem (*Andropogon glomeratus*), Gulf Coast spikerush (*Eleocharis cellulosa*), and Mexican primrosewillow (*Ludwigia octovalvis*).

FLUCCS Code 321D (Palmetto Prairie, Disturbed)

The canopy of this upland habitat is primarily open but includes scattered slash pine (*Pinus elliottii*), cabbage palm, melaleuca, and Brazilian pepper. The subcanopy contains saw palmetto (*Serenoa repens*), Brazilian pepper, melaleuca, wax myrtle, myrsine (*Myrsine cubana*), tarflower (*Bejaria racemosa*), rusty lyonia (*Lyonia fruticosa*), winged sumac (*Rhus copallinum*), live oak (*Quercus virginiana*), and laurel oak (*Quercus laurifolia*). The ground cover is dominated by saw palmetto, but also includes caesarweed (*Urena lobata*), muscadine grape (*Vitis rotundifolia*), common ragweed (*Ambrosia artemisiifolia*), beautyberry (*Callicarpa americana*), yellow thistle (*Cirsium horridulum*), and Brazilian pepper.

FLUCCS Code 411D (Pine Flatwoods, Disturbed)

The canopy of this forested upland habitat consists primarily of slash pine with scattered cabbage palm, Brazilian pepper, and melalueca. The sub-canopy includes saw palmetto, slash pine, melaleuca, Brazilian pepper, cabbage palm, rusty lyonia, myrsine, dahoon holly (*Ilex cassine* var. *cassine*), wax myrtle, and gallberry. The ground cover contains saw palmetto, broomsedge, chalky broomsedge (*Andropogon virginicus* var. *glaucus*), caesarweed, earleaf greenbrier (*Smilax auriculata*), roundpod St. John's-wort (*Hypericum cistifolium*), netted pawpaw (*Asimina reticulata*), winged sumac, fourpetal St. John's-wort (*Hypericum tetrapetalum*), Carolina redroot (*Lachnanthes caroliana*), shiny blueberry (*Vaccinium myrsinites*), pennyroyal (*Piloblephis rigida*), low panicum (*Dichanthelium* sp.), shrubby false buttonweed, Brazilian pepper, and southern dewberry (*Rubus trivialis*).

FLUCCS Code 427D (Live Oak, Disturbed)

The canopy of this forested upland habitat is dominated by live oak, with scattered cabbage palm, laurel oak, and Brazilian pepper. The sub-canopy contains live oak, cabbage palm, laurel oak, Brazilian pepper, melaleuca, wax myrtle, myrsine, common persimmon (*Diospyros virginiana*), wild coffee (*Psychotria nervosa*), and saltbush (*Baccharis halimifolia*). The ground cover includes saw palmetto, poison ivy (*Toxicodendron radicans*), beautyberry, wild coffee, Virginia creeper (*Parthenocissus quinquefolia*), Brazilian pepper, caesarweed, common ragweed, wild boston fern (*Nephrolepis exaltata*), peppervine (*Nekemias arborea*), dwarf live oak (*Quercus minima*), Baldwin's eryngo (*Eryngium baldwinii*), and sparse swamp fern (*Telmatoblechnum serrulatum*).

FLUCCS Code 428HD (Cabbage Palm, Hydric, Disturbed)

The canopy of this forested wetland habitat includes cabbage palm and melaleuca with scattered live oak and laurel oak. The subcanopy contains cabbage palm, laurel oak, Brazilian pepper, saw palmetto, myrsine, wax myrtle, swamp bay (*Persea palustris*), and gallberry. The ground cover includes swamp fern, little blue maidencane (*Amphicarpum muehlenbergianum*), maidencane (*Hymenachne hemitomon*), caesarweed, dogfennel (*Eupatorium capillifolium*), shrubby false buttonweed, broomsedge, chocolateweed, muscadine grape, greenbriers (*Smilax* spp.), chain fern (*Woodwardia virginica*), Old World climbing fern (*Lygodium microphyllum*), and bushy bluestem.

FLUCCS Code 434D (Hardwood/Conifer Mixed, Disturbed)

The canopy of this forested upland habitat includes slash pine, live oak, cabbage palm, melaleuca, and laurel oak. The subcanopy contains includes slash pine, live oak, cabbage palm, melaleuca, Brazilian pepper, saw palmetto, cabbage palm, myrsine, wax myrtle, and dahoon holly. The ground cover includes saw greenbrier (*Smilax bona-nox*), broomsedge, earleaf greenbrier, flattop goldenrod (*Euthamia caroliniana*), Brazilian pepper, caesarweed, saw palmetto, and goldenrod (*Solidago* sp.).

FLUCCS Code 510D (Ditch)

This disturbed other surface water type use consists of man-made agricultural ditches within upland habitats. Canopy and subcanopy are mostly open with scattered melaleuca, Brazilian pepper, cabbage palm, live oak, and slash pine along the margins. The ground cover is mostly open with saw greenbrier, rosy camphorweed, creeping primrosewillow (*Ludwigia repens*), southern beaksedge (*Rhynchospora microcarpa*), shrubby false buttonweed, swamp flatsedge (*Cyperus ligularis*), and torpedograss.

FLUCCS Code 510DH (Ditch, Hydric)

This disturbed wetland land use consists of man-made agricultural ditches within wetland habitat. Vegetation associations are similar to FLUCCS Code 510D.

FLUCCS Code 618D (Willow, Disturbed)

The canopy and subcanopy of this wetland habitat are dominated by Carolina willow (*Salix caroliniana*) with scattered Peruvian primrosewillow. The ground cover is mostly open with sparse cover by Carolina willow, fireflag, and knotted spikerush (*Eleocharis interstincta*).

FLUCCS Code 619M (Melaleuca, Hydric)

The canopy and subcanopy of this disturbed wetland habitat are dominated by melalueca with scattered wax myrtle, dahoon holly, and cabbage palm. The ground cover is mostly open with sparse maidencane, little blue maidencane, rosy camphorweed, bluejoint panicum (*Coleataenia tenera*), shrubby false buttonweed, broomsedge, yellow-eyed grass (*Xyris* sp.), inundated beaksedge (*Rhynchospora inundata*), southern beaksedge, flattop goldenrod, and southern umbrella sedge (*Fuirena scirpoidea*).

FLUCCS Code 621D (Cypress, Disturbed)

The canopy of this forested wetland habitat type is dominated by pond cypress (*Taxodium ascendens*), with scattered cabbage palm, pond apple (*Annona glabra*), and melaleuca. The sub-canopy contains pond cypress, cabbage palm, dahoon holly, buttonbush (*Cephalanthus occidentalis*), Peruvian primrosewillow (*Ludwigia peruviana*), Brazilian pepper, and swamp bay. The ground cover includes swamp fern, West Indian marsh grass (*Hymenachne amplexicaulis*), buttonbush, royal fern (*Osmunda spectabilis*), pond apple, Willdenow's fern (*Thelypteris interrupta*), wetland nightshade (*Solanum tampicense*), Peruvian primrosewillow (*Ludwigia peruviana*), maidencane, pickerelweed, watersprite (*Ceratopteris thalictroides*), branched hedgehyssop (*Gratiola ramose*), climbing hempvine (*Mikania scandens*), and taperleaf waterhorehound (*Lycopus rubellus*).

FLUCCS Code 624D (Cypress/Pine/Cabbage Palm, Disturbed)

The canopy of this forested wetland habitat includes pond cypress, slash pine, cabbage palm, and melaleuca. The sub-canopy contains pond cypress, slash pine, cabbage palm, Brazilian pepper, melaleuca, dahoon holly, wax myrtle, and myrsine. The ground cover includes swamp fern, branched hedgehyssop, southern cutgrass (*Leersia hexandra*), southern umbrella sedge, rosy camphorweed, southern beaksedge, bluejoint panicum, falsefennel (*Eupatorium leptophyllum*), pineland heliotrope (*Euploca polyphylla*), South Florida little bluestem (*Schizachyrium rhizomatum*), little blue maidencane, and redtop panicum (*Coleataenia rigidula*).

FLUCCS Code 625D (Pine, Hydric, Disturbed)

The canopy of this forested wetland habitat is comprised mostly of slash pine, with scattered pond cypress, cabbage palm, and melaleuca. The sub-canopy contains slash pine, pond cypress, cabbage palm, melaleuca, Brazilian pepper, wax myrtle, dahoon holly, gallberry, and myrsine. The ground cover includes swamp fern, muscadine grape, little blue maidencane, caesarweed, shrubby false buttonweed, chocolateweed, bushy bluestem, broomsedge, low panicum, dogfennel, earleaf greenbrier, saw palmetto, goldenrod, yellow-eyed grass, branched hedgehyssop, rabbit tobacco (*Pseudognaphalium obtusifolium*), rosy camphorweed, creeping woodsorrel (*Oxalis corniculata*), bighead rush (*Juncus megacephalus*), and Leavenworth's tickseed.

FLUCCS Code 630D (Mixed Wetland Forest, Disturbed)

The canopy of this forested wetland habitat contains melaleuca, slash pine, live oak, laurel oak, red maple (*Acer rubrum*), and cabbage palm. The sub-canopy contains melaleuca, slash pine, live oak, laurel oak, red maple, cabbage palm, wax myrtle, myrsine, Brazilian pepper, buckthorn, and sparse saw palmetto. The ground cover includes little blue maidencane, swamp fern, torpedograss, maidencane, creeping primrosewillow, carpetweed, broomsedge, bushy bluestem, greenbriers, muscadine grape, beaksedges (*Rhynchospora* spp.), flatsedges (*Cyperus* spp.), sawgrass (*Cladium jamaicense*), swamp flatsedge, buckthorn, Leavenworth's tickseed, shrubby false buttonweed, and poison ivy.

FLUCCS Code 631D (Wetland Shrub, Disturbed)

The canopy of this wetland habitat type includes scattered cabbage palm, live oak, melaleuca, slash pine, and laurel oak. The sub-canopy contains cabbage palm, live oak, melaleuca, slash pine, laurel oak, wax myrtle, and Brazilian pepper. The ground cover contains torpedograss, bracken fern (*Pteridium aquilinum*), Asiatic pennywort, southern beaksedge, falsefennel, pineweeds (*Hypericum gentianoides*), shrubby false, buttonweed, dogfennel, broomsedge, rabbit tobacco (*Pseudognaphalium obtusifolium*), southern fleabane (*Erigeron quercifolius*), beaksedges, flattop goldenrod, Leavenworth's tickseed, musky mint (*Hyptis alata*), creeping primrosewillow, big carpetgrass (*Axonopus furcatus*), and creeping woodsorrel.

FLUCCS Code 641D (Freshwater Marsh, Disturbed)

The canopy of this herbaceous wetland habitat is open with scattered pond cypress. The sub-canopy is also primarily open with sparse melaleuca and corkwood (*Stillingia aquatica*). The ground cover contains maidencane, southern umbrella sedge, corkwood, pickerelweed, pipewort (*Eriocaulon decangulare*), yellow-eyed grass, thalia lovegrass (*Eragrostis atrovirens*),

gulfdune paspalum (*Paspalum monostachyum*), alligatorweed (*Alternanthera philoxeroides*), water lettuce (*Pistia stratiotes*), creeping primrosewillow, fireflag (*Thalia geniculata*), West Indian marsh grass, and Leavenworth's tickseed.

FLUCCS Code 643D (Wet Prairies, Disturbed)

The canopy of this graminoid wetland habitat is mostly open with scattered melaleuca, slash pine, and cabbage palm. The sub-canopy contains melaleuca, slash pine, and corkwood. The ground cover includes torpedograss, chalky broomsedge, spreading beaksedge (*Rhynchospora divergens*), South Florida little bluestem, bluejoint panicum, southern beaksedge, Tracy's beaksedge (*Rhynchospora tracyi*), pineland heliotrope, falsefennel, yellow-eyed grass, low panicums (*Dichanthelium* spp.), Elliott's lovegrass (*Eragrostis elliottii*), shrubby false buttonweed, bog buttons (*Lachnocaulon* sp.), sandweed (*Hypericum fasciculatum*), pineweeds, gulfdune paspalum, southern umbrella sedge, Curtiss' primrosewillow (*Ludwigia curtissii*), and rosy camphorweed.

FLUCCS Code 743 (Berm)

The canopy of this upland land use type includes scattered cabbage palm, live oak, slash pine, and melaleuca. The sub-canopy contains Brazilian pepper, melaleuca, saw palmetto, myrsine, rusty lyonia, wax myrtle, and dahoon holly. The ground cover is variable, but may contain saw palmetto, bahiagrass (*Paspalum notatum*), smutgrass (*Sporobolus indicus*), chocolateweed, flattop goldenrod, muscadine grape, broomsedge, caesarweed, Brazilian pepper, and earleaf greenbrier

FLUCCS Code 832 (Electrical Power Transmission Line)

The canopy of this upland land use type is open. The sub-canopy includes widely scattered gallberry, saw palmetto, rusty lyonia, live oak, wax myrtle, and saltbush. The ground cover contains bahiagrass, saw palmetto, cogongrass (*Imperata cylindrica*), greenbriers, bracken fern, caesarweed, dogfennel, sand blackberry (*Rubus cuneifolius*), fireweed (*Erechtites hieraciifolius*), muscadine grape, chocolateweed, Chinese ladder brake (*Pteris vittata*), shrubby false buttonweed, roundpod St. John's-wort, fourpetal St. John's-wort, broomsedge, torpedograss, big carpetgrass, carpetweed, blackeyed susan (*Rudbeckia hirta*), goldenrod, pale meadowbeauty (*Rhexia mariana*), pineland heliotrope, and southern fleabane.

FLUCCS Code 832H (Electrical Power Transmission Line, Hydric)

The canopy of this wetland land use type is open. The sub-canopy includes widely scattered melaleuca, wax myrtle, cabbage palm, and buckthorn. The ground cover contains torpedograss, broomsedge, little blue maidencane, gulf muhly (*Muhlenbergia capillaris* var. *capillaris*), big carpetgrass, common carpetgrass (*Axonopus fissifolius*), dogfennel, shrubby false buttonweed, chocolateweed, caesarweed, South Florida little bluestem, Leavenworth's tickseed, sawgrass, sand cordgrass (*Spartina bakeri*), Asiatic pennywort, common wild petunia (*Ruellia caroliniensis*), roundpod St. John's-wort, bighead rush, shore rush (*Juncus marginatus*), beaksedges, flatsedges, pale meadowbeauty, rosegentian (*Sabatia* sp.), winged loosestrife (*Lythrum alatum* var. *lanceolatum*), pineland twinflower (*Dyschoriste angusta*), pineland heliotrope, flattop goldenrod, horseweed, and fourpetal St. John's-wort.

Appendix E

LCPA Compatible and Non-Compatible Plant List

LCPA Compatible and Non-Compatible Plant List

August 2024

LCPA worked in conjunction with a Federal Aviation Administration (FAA) Qualified Airport Wildlife Biologist and local landscape architects to develop compatible and incompatible plant lists. In general, the goal is to reduce or eliminate landscaping materials that would provide food, water, or shelter and/or a combination of these basic needs that attract either large flocks of birds or birds that pose a high risk to aviation. For example, flocks of blackbirds, large raptors, flocks of ducks, large wading birds, or flocks of shorebirds could pose a high risk to aviation.

The landscape list categories are described below and a list of species for each category is provided in Table 1. The table provides a breakdown of each category by native and non-native trees/palms, shrubs, and grasses/ groundcovers that are suitable for the southwest Florida environment. Please note that this list is provided for guidance only. Exception may be warranted due to additional requirements or site specific constraints.

Compatible – Group 1

Plant materials listed under this category are not known to attract high risk species or flocking birds. While all plants have the ability to provide some type of attractant to wildlife (including prey base for hazardous species), Group 1 species are considered compatible and can be used in any number, density, or arrangement. If a wildlife hazard attractant arises that could pose a threat to aviation, LCPA will work with Lee County staff and the landowner to determine if measures could be put in place to reduce the attractant.

Compatible – Group 2

Plant materials listed under this category may attract high risk species or flocking birds under certain circumstances. No large groupings of these species should be utilized in an effort to minimize their attractiveness to wildlife. The allowable size grouping of these species will vary based on the site setting and should be reviewed on a case by case basis. The corresponding note to the Group 2 species in Table 1 will explain restrictions or guidance on using the plant materials. If these plants are planned for use, LCPA staff should be included in review of the landscape plan. If a wildlife hazard attractant arises that could pose a threat to aviation, LCPA will work with Lee County staff and the landowner to determine if measures could be put in place to reduce the attractant.

Non-Compatible

Plant materials listed under this category are known to attract high risk species or flocking birds. Species on this list are not recommended for use.

Table 1: LCPA Landscape List (August 2024 Update)

Common Name	*Scientific Name*	Compatible		Incompatible
		Group 1	Group 2	
Native Trees / Palms				
Paurotis Palm	*Acoelorrhaphe wrightii*	X		
Gumbo Limbo	*Bursera simaruba*	X		
Jamaican Caper	*Capparis cynophallophora*	X		
Green Buttonwood	*Conocarpus erectus*	X		
Silver Buttonwood	*Conocarpus erectus var. sericeus*	X		
Loblolly Bay	*Gordonia lasianthus*	X		
Florida Anise	*Illicum floridanum*	X		
Sweetgum	*Liquidambar styraciflua*	X		
Swamp Bay	*Persea palustris*	X		
Sand Pine	*Pinus calusa*	X		
Longleaf Pine	*Pinus palustris*	X		
Jamaican Dogwood	*Piscidia piscipula*	X		
Royal Palm	*Roystonea regia*	X		
Florida Soapberry	*Sapindus saponaria*	X		
Mahogany	*Swietenia mahogany*	X		
Key Thatch Palm	*Thrinax morrissi*	X		
Florida Thatch Palm	*Thrinax radiata*	X		
Fiddlewood	*Citharexylum spinosum*		X	
Dahoon Holly (male only)	*Ilex cassine*		X	
Yaupon Holly (male only)	*Ilex vomitoria*		X	
Wild Tamarind	*Lysiloma latisiliquuum*		X	
Magnolia	*Magnolia Spp.*		X	
South Florida Slash Pine	*Pinus elliottii var. densa*		X	
Laurel Oak	*Quercus laurifolia*		X	
Cabbage Palm	*Sabal palmetto*		X	
Cypress	*Taxodium spp.*		X	
Sweet Acacia	*Acacia farnesiana*			X
Red Maple	*Acer rubrum*			X
Pond Apple	*Annona glabra*			X
Satin Leaf	*Chrysophyllum oliviforme*			X
Pigeon Plum	*Coccoloba diversifolia*			X
Sea Grape	*Coccoloba uvifera*			X
Florida Silver Palm	*Coccothrinax argentata*			X
Southern Red Cedar	*Juniperus silicicola*			X
Mastic	*Mastichodendron foetidissimum*			X
Wax Myrtle	*Myrica cerifera*			X
Live Oak	*Quercus virginiana*			X

Table 1: LCPA Landscape List (August 2024 Update)

Common Name	*Scientific Name*	Compatible		Incompatible
		Group 1	Group 2	
Non-Native Trees/Palms				
Sugar Palm	*Arenga engleri*	X		
Hong Kong Orchid	*Bauhinia blakeana*	X		
Ponytail Palm	*Beaucarnea recurvata*	X		
Bismark Palm	*Bismarchia nobilis*	X		
Shady Lady / Black Olive	*Bucida buceras*	X		
Verawood	*Bulnesia arborea*	X		
Stiff Bottlebrush	*Callistemon rigidus*	X		
Fishtail Palm	*Caryota mitis*	X		
Golden Shower Tree	*Cassia fistula*	X		
Silk Floss Tree	*Chorisia speciosa*	X		
Orange Geiger	*Cordia sebestena*	X		
Royal Poinciana	*Delonix regia*	X		
Teddy Bear Palm	*Dypsis leptocheilos*	X		
Japanese Blueberry	*Elaeocarpus decipiens*	X		
Lignum Vitae	*Guaiacum sanctum*	X		
Jacaranda	*Jacaranda mimosifolia*	X		
Crape Myrtle	*Lagerstoemia spp.*	X		
Macarthur Palm	*Ptychosperma macarthurii*	X		
Travelers Palm	*Ravenala madagascariensis*	X		
Desert Cassia	*Senna polyphylla*	X		
Australian Tree Fern	*Sphaeropteris cooperi*	X		
White Bird of Paradise	*Strelitzia reginae*	X		
Gold Tabebuia	*Tabebuia chrysotricha*	X		
Purple Tabebuia	*Tabebuia impetiginosa*	X		
Yellow Elder	*Tecoma stans*	X		
Tibouchina	*Tibouchina urvilleana*	X		
Windmill Palm	*Trachycarpus fortunei*	X		
Montgomery palm	*Veitchia montgomeryana*	X		
Christmas Palm	*Adonidia merrillii*		X	
King Alexander Palm	*Archontophoenix alexandrae*		X	
Picabean Palm	*Archontophoenix cunninghamiana*		X	
Mule Palm	*Butyagrus nabbonnandi*		X	
European Fan Palm	*Chamaerops humilis*		X	
Hurricane Palm	*Dictyosperma album*		X	
Triangle Palm	*Dypsis decaryi or Neodypsis decaryi*		X	
Bottle Palm	*Hyophorbe lagenicaulis*		X	
Spindle Palm	*Hyophorbe verschaffeltii*		X	

Table 1: LCPA Landscape List (August 2024 Update)

Common Name	*Scientific Name*	Compatible		Incompatible
		Group 1	Group 2	
Ribbon Palm	*Livistona decipiens*		X	
Carnarvon Fan Palm	*Livistona nitida*		X	
Canary Island Date Palm	*Phoenix canariensis*		X	
Pygmy Date Palm	*Phoenix roebelenii*		X	
Sylvester Palm	*Phoenix Sylvestris*		X	
Lady Palm	*Rhapis excelsa*		X	
Glaucous Cassia	*Senna surattensis*		X	
Pindo Palm	*Butia capitata*			X
Citrus	*Citrus Spp.*			X
Loquat	*Eriobotrya japonica*			X
Ruffled Fan Palm	*Licuala Grandis*			X
Ligustrum	*Ligustrum japonicum*			X
Mast Tree	*Monoon longifolium*			X
Screw Pine	*Pandanus utilis*			X
Medjool Date Palm	*Phoenix dactylifera "medjool"*			X
Foxtail Palm	*Wodyetia bifurcata*			X
Leyland Cypress	*x Hesperotropsis leylandii*			X
Native Shrubs				
Leather Fern	*Acrostichum danaeifolium*	X		
Coastal Sea Rocket	*Cakile lanceolata*	X		
Jamacia caper	*Capparis cynophallophora*	X		
Bahama Cassia	*Cassia bahamensis*	X		
Pitch Apple	*Clusia rosea*	X		
Golden Dewdrop	*Duranta erecta*	X		
Coral Bean	*Erythrina herbacea*	X		
Wild Cotton	*Gossypium hirsutum*	X		
Maidenbush	*Heterosavia bahamaensis*	X		
Gallberry/Inkberry	*Ilex glabra*	X		
Wild Sage	*Lantana involucrate*	X		
Rusty Lyonia	*Lyonia ferruginea*	X		
Blue Porterweed	*Stachytarpheta jamaicensis*	X		
Adam's Needle	*Yucca filamentosa*	X		
Coontie	*Zamia pumila*	X		
Eastern Sweetshrub	*Calycanthus floridus*		X	
Firebush	*Hamelia patens*		X	
Dwarf Yaupon Holly (male only)	*Ilex vomitoria*		X	
Scrub Palmetto	*Sabal etonia*		X	
Dwarf Palmetto	*Sabal minor*		X	

Table 1: LCPA Landscape List (August 2024 Update)

Common Name	*Scientific Name*	Compatible		Incompatible
		Group 1	Group 2	
Privet Senna	*Senna ligustrina*		X	
Green Saw Palmetto	*Serenoa repens*		X	
Yellow Necklacepod	*Sophora tomentosa var. truncata*		X	
Groundsel Bush, Salt Bush	*Baccharis halimifolia*			X
American Beautyberry	*Callicarpa americana*			X
Buttonbush	*Cephalanthus occidentalis*			X
Cocoplum	*Chrysobalanus icaco*			X
Spanish Stopper	*Eugenia foetida*			X
Florida Privet	*Forestiera segregata*			X
Simpson Stopper	*Myrcianthes fragrans*			X
Myrsine	*Myrsine cubana*			X
Wild Coffee	*Psychotria nervosa*			X
Elderberry	*Sambucus spp.*			X
Shiny Blueberry	*Vaccinium myrsinites*			X
Walter's Viburnum	*Viburnum obovatum*			X
Wild Lime	*Zanthoxylum fagara*			X
Non-Native Shrubs				
Chenille Plant	*Acalypha hispida*	X		
Copper Leaf	*Acalypha spp.*	X		
Orange Bromeliad	*Aechmea blanchetiana*	X		
Imperial Bromeliad	*Aechmea imperialis*	X		
Agave	*Agave spp.*	X		
Foxtail Fern	*Asparagus densiflorus 'Myers'*	X		
Sweet Begonia	*Begonia spp.*	X		
Chinese Ground Orchid	*Bletilla striata*	X		
Dwarf Bougainvillea	*Bougainvillea sp.*	X		
Angel's Trumpet	*Brugmansia x candida*	X		
Lady of the Night	*Brunfelsia americana*	X		
Yesterday-Today-Tomorrow	*Brunfelsia grandiflora*	X		
Butterfly Bush	*Buddleia spp.*	X		
Dwarf Poinciana	*Caesalpinia pucherrima*	X		
Small Leaf Clusia	*Clusia guttifera*	X		
Croton	*Cordiaeum spp.*	X		
Ti Plant	*Cordyline spp.*	X		
Crinum Lily	*Crinum asiaticum*	X		
Sago	*Cycas spp.*	X		
Dioon	*Dioon spp.*	X		
Tropical Snowball	*Dombeya spp.*	X		
Dracaena	*Dracaena Marginata*	X		

Table 1: LCPA Landscape List (August 2024 Update)

Common Name	*Scientific Name*	Compatible		Incompatible
		Group 1	Group 2	
Snake Plant	*Dracaena trifasciata*	X		
Song of India	*Dracena reflexa*	X		
Crown of Thorns	*Euphorbia milii*	X		
Bush Daisy	*Gamolepis spp.*	X		
Heliconia	*Heliconia spp.*	X		
Dwarf Schefflera	*Heptapleurum arboricola (Schefflera arboricola)*	X		
Oakleaf Hydrangea	*Hydrangea quercifolia*	X		
Iris	*Iris spp.*	X		
Ixora	*Ixora*	X		
Jatropha	*Jatropha integerrima*	X		
Shrimp Plant	*Justicia brandegeana*	X		
Brazilian Plume	*Justicia carnea*	X		
Yellow Lantana	*Lantana camara*	X		
Purple Lantana	*Lantana montevidensis*	X		
Texas Sage, Silverleaf	*Leucophyllym frutescens*	X		
Monstera	*Monstera spp.*	X		
Mussaenda	*Mussaenda spp.*	X		
Oleander	*Nerium oleander*	X		
Dwarf Pandanus	*Pandanus baptistii*	X		
Green Pitosporum	*Pittosporum tobira 'Wheeleri'*	X		
Blue Plumbago	*Plumbago auriculata*	X		
Panama Rose	*Rondeletia leucophylla*	X		
Rosemary	*Rosmarinus spp.*	X		
Sanchezia	*Sanchezia spp.*	X		
Snowrose	*Serissa foetida*	X		
Terrestrial Orchid	*Spatholottis spp.*	X		
Orange Bird of Paradise	*Strelitzia reginae*	X		
Crape Jasmine	*Tabernaemontana divaricata*	X		
ZZ Plant	*Zamioculcas zamiifolia*	X		
Bush Allamanda	*Allamanda nerifolia*		X	
Elephant Ear	*Alocasia spp.*		X	
Sweet Almond Bush	*Aloysia virgate*		X	
Boxwood	*Buxus spp.*		X	
Red Powderpuff	*Calliandra haematocephala*		X	
Firecraker Flower	*Crossandra*		X	
Green Island Ficus	*Ficus microcarpa 'Green Island'*		X	
Gardenia	*Gardenia jasminoides*		X	
Hibiscus	*Hibiscus spp.*		X	
Star Jasmine	*Jasminum nitidum*		X	
Chinese Fringe Bush	*Loropetalum chinense*		X	
Turk's Cap	*Malvaviscus arboreus*		X	

Table 1: LCPA Landscape List (August 2024 Update)

Common Name	*Scientific Name*	Compatible		Incompatible
		Group 1	Group 2	
Philodendron	*Philodendron cvs.*		X	
Rose	*Rosa spp.*		X	
Firecracker Plant	*Russelia spp.*		X	
Sweet Viburnum	*Viburnum odoratissimum*		X	
Chaste Tree	*Vitex agnus-castus*		X	
Arctic Snow	*Wrightia antidysenterica*		X	
Clumping Bamboo	*Bambusa spp.*			X
Natal Plum	*Carissa macrocarpa*			X
Podocarpus	*Podocarpus macrophyllus*			X
Indian Hawthorn	*Rhaphiolepsis indica*			X
Native Grasses & Groundcover				
Chalky Bluestem	*Andropogon virginicus var. glaucus*	X		
Wiregrass	*Aristida beyrichiana*	X		
Coral Creeper	*Barleria repens*	X		
Twin Flower	*Dyschoriste oblongifolia*	X		
Tampa Vervain	*Glandularia tampensis*	X		
Sunshine Mimosa, Powderpuff	*Mimosa strigillosa*	X		
Muhlygrass	*Muhlenbergia capillaris*	X		
Sword Fern	*Nephrolepis exaltata*	X		
Grassleaf Golden Aster	*Pityopsis graminifolia*	X		
Narrowleaf Blue-Eyed Grass	*Sisyrinchium angustifolium*	X		
Dwarf Blue Porterweed	*Stachytarpheta jamaicensis*	X		
Sand Cordgrass	*Spartina bakeri*		X	
Fakahatchee Grass	*Tripsacum dactyloides*		X	
Purple Love Grass	*Eragrostis spectabilis*			X
Golden Creeper	*Ernodea littoralis*			X
Gopher Apple	*Licania michauxii*			X
Non-Native Grasses & Groundcover				
Lily of the Nile	*Agapanthus orientalis*	X		
Aloe	*Aloe spp.*	X		
Variegated Ginger	*Alpinia zerumbet "Variegata"*	X		
St. Bernard's Lily	*Anthericum sanderi*	X		
Cast Iron Plant	*Aspidistra elatior*	X		
Bulbine	*Bulbine frutescens*	X		
Mexican Heather	*Cuphea hyssopifolia*	X		
Holly Fern	*Cyrtomium falcatum*	X		
Blueberry Flax Lily	*Dianella tasmanicata 'Variegata'*	X		
African Iris	*Dietes spp*	X		
Blue Daze	*Evolvulus glomeratus*	X		

Table 1: LCPA Landscape List (August 2024 Update)

Common Name	*Scientific Name*	Compatible		Incompatible
		Group 1	Group 2	
Algerian Ivy, Canary Ivy	*Hedera canariensis*	X		
Liriope "Emerald Goddess"	*Liriope muscari*	X		
Pentas	*Pentas spp.*	X		
Persian Shield	*Strobilanthes dyerianus*	X		
Society Garlic	*Tulbaghia violacea*	X		
Yellow Alder	*Turnera ulmifolia*	X		
Sweet Potato Vine	*Ipomoea batatas*		X	
Perennial Peanut	*Arachis glabrata*			X
Parson's Juniper	*Juniperus spp.*			X
Native Wildflowers				
Butterfly Weed	*Asclepias tuberosa*	X		
Sea Oxeye Daisy	*Borrichia frutescens*	X		
Leavenworth's Tickseed	*Coreopsis leavenworthii*	X		
Button Snakeroot	*Eryngium yuccifolium*	X		
Blanket Flower	*Gaillardia pulchella*	X		
Florida Pennyroyal	*Piloblephis rigida*	X		
Wild Petunia	*Ruellia caroliniensis*	X		
Tropical Sage	*Salvia coccinea*	X		
Adam's Needle	*Yucca filamentosa*	X		
Beach Sunflower	*Helianthus debilis*		X	
Native Wetland Plants				
Lemon Bacopa	*Bacopa caroliniana*	X		
Water Hyssop	*Bacopa monnieri*	X		
String Lily	*Crinum americanum*	X		
Knotted Spikerush	*Eleocharis interstincta*	X		
Perfumed Spiderlily	*Hymenocallis latifolia*	X		
Cinnamon Fern	*Osmunda cinnamomea*	X		
Alligator Flag	*Thalia geniculata*	X		
Black Needle Rush	*Juncus roemerianus*			X
Pickerelweed	*Pontederi cordata*			X
Arrowhead, Duck Potato	*Sagittaria spp.*			X

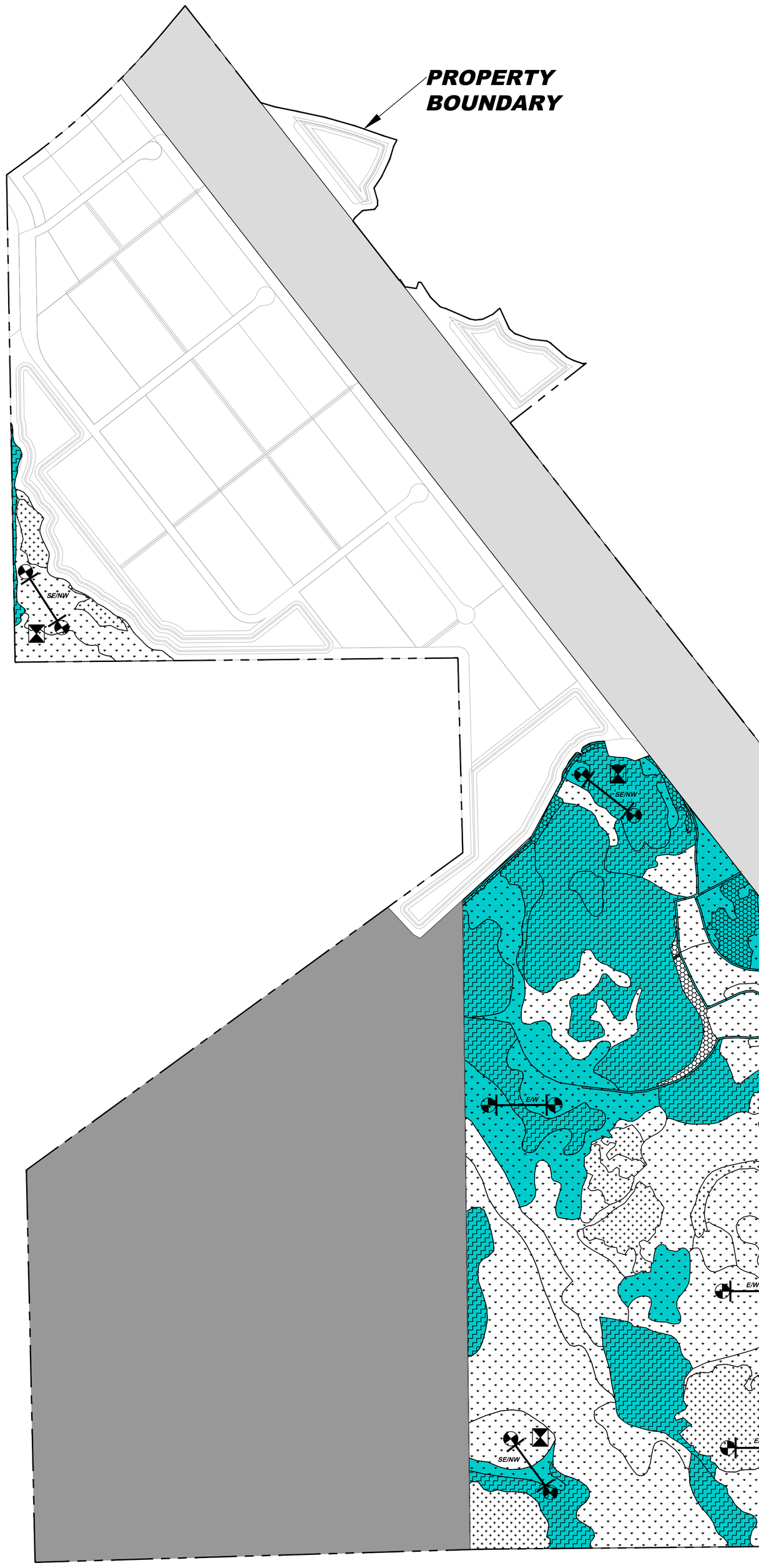
Appendix F

Indigenous Preserve Management Plan

Daniels Tradeport MPD

SECTION: 16-17,20-21
TOWNSHIP: 45S
RANGE: 26E

0 400 800
SCALE FEET



Legend:

- *Indigenous Wetland Preservation (167.87 Ac.±)*
- *Indigenous Upland Preservation (35.97 Ac.±)*
- *Indigenous Wetland Restoration (97.44 Ac.±)*
- *Indigenous Upland Restoration (5.27 Ac.±)*
- *Other Surface Water Preservation (0.02 Ac.±)*
- *Mechanical Removal and Supplemental Planting Areas (102.71 Ac.±)*
- *FP&L Easements (159.92 Ac.±)*
- *Not Impact / Not Indigenous Preserve (192.41 Ac.±)*
- *Monitoring Transect (10)*
- *Piezometer (5)*
- *Photographic Point (20)*

Notes:

1. *Property boundary and surveyed wetland lines obtained from Morris Depew & Associates.*
2. *Mapping based on photointerpretation of 2024 aerial photography and ground truthing in February 2025.*
3. *Delineation of jurisdictional wetlands and surface waters was reviewed and approved in the field by SFWMD staff in July 2025 under SFWMD Formal Wetland Jurisdictional Application No. 250528-53336.*

25-005

Appendix F. Indigenous Preserve Management Plan

OWEN ENVIRONMENTAL CONSULTING, LLC.
FORT MYERS 239-994-9007

Lindsay F. Rodriguez

From: Miller, Marissa L. <Marissa.Miller@dos.fl.gov>
Sent: Monday, May 5, 2025 2:01 PM
To: Lindsay F. Rodriguez
Subject: RE: FL Master Site File Request - Daniels Tradeport
Attachments: Map.pdf

Good afternoon Lindsay,

FLORIDA DEPARTMENT OF STATE
DIVISION OF
Historical Resources

I have completed your search and there are no previously recorded resources within your requested parcels. I have attached a map for your reference. Let me know if you need anything else or if you have any questions. Have a great day!

STOP **This record search is for informational purposes only and does NOT constitute a project review. This search identifies resources recorded at the Florida Master Site File only and does NOT provide project approval from the Division of Historical Resources. Contact the Compliance and Review Section of the Division of Historical Resources at CompliancePermits@dos.myflorida.com or 850-245-6333 for project review information.**

Marissa Miller
Historic Data Analyst | Florida Master Site File | Bureau of Historic Preservation | Division of Historical Resources | Florida Department of State | 500 South Bronough Street | Tallahassee, Florida 32399 | 850.245.6424 | 1.800.847.7278 | Fax: 850.245.6439 | flheritage.com

---

From: Lindsay F. Rodriguez <lrodriguez@m-da.com>
Sent: Monday, May 5, 2025 1:38 PM
To: Greenwood, Ezekiel <Ezekiel.Greenwood@dos.fl.gov>; FMSFILE <FMSFILE@dos.fl.gov>; FMSFILE <FMSFILE@dos.fl.gov>
Cc: Ben Smith <BSmith@m-da.com>
Subject: FL Master Site File Request - Daniels Tradeport

EMAIL RECEIVED FROM EXTERNAL SOURCE

The attachments/links in this message have been scanned by Proofpoint.

Good afternoon,


DCI2025-00026 Lee County DigEplan
Additional Info Dated 06-08-2025
LL02409
LL02410
LL02443
LL02406
LL02411
LL02552
LL02550
LL02551
Meadow Rd
39th St SW
37th St SW
40th St SW
41st St SW
42nd St SW
Daniels Pkwy
Griffin Dr
Soccer Dr
Timberlin Ridge Dr
Timberlin Ct
Waterford Village Dr
Lakeland Cir
Cypress
Hampton Green Dr
Rosemont Dr
Pinehurst Dr
Golf View Dr
Golf Lakes Dr
Golfway Dr
Country Day Cir
Commerce Lakes Dr
Commerce Lakes Dr S
Corporate Lakes Dr
Express Dr
Via Grand
Pine Tree Way
County Road 876 S
Paul J Doherty Pkwy
Fuel Farm Rd
Southwest Florida Int'l Airport
Skyport Rd
Chamberlin Pkwy
Shawnee Rd
Vista Ridge Dr
Golden Grove Rd
Rod and Gun Club Rd
Cherokee Rd
Swine Rd
Esri, HERE, Garmin, (c) OpenStreetMap contributors, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Lee County Archaeological Sensitivity Map

Legend

- Sensitivity Level 1
- Sensitivity Level 2
- Previously Surveyed

SUBJECT PROPERTY

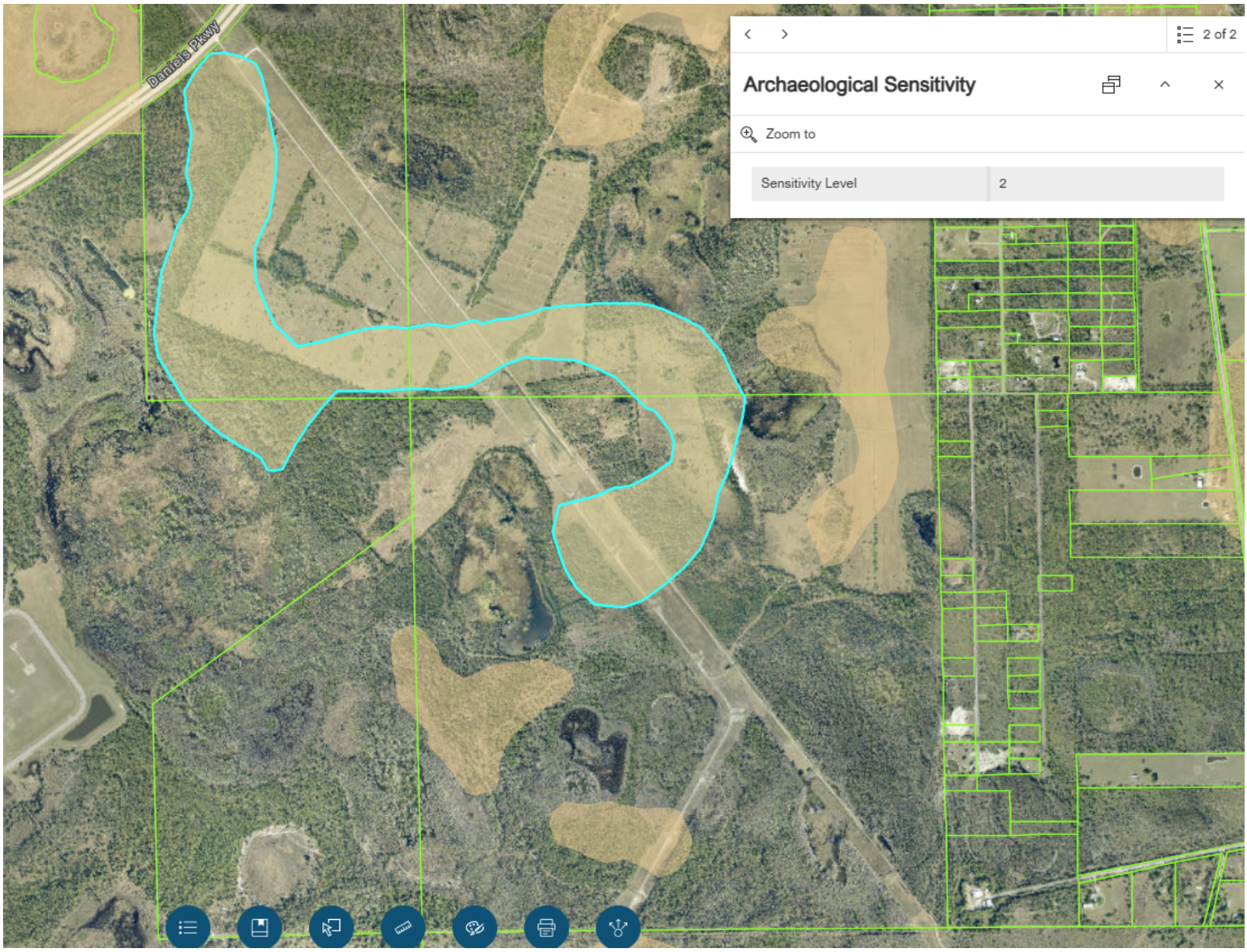
Lee County Southwest Florida

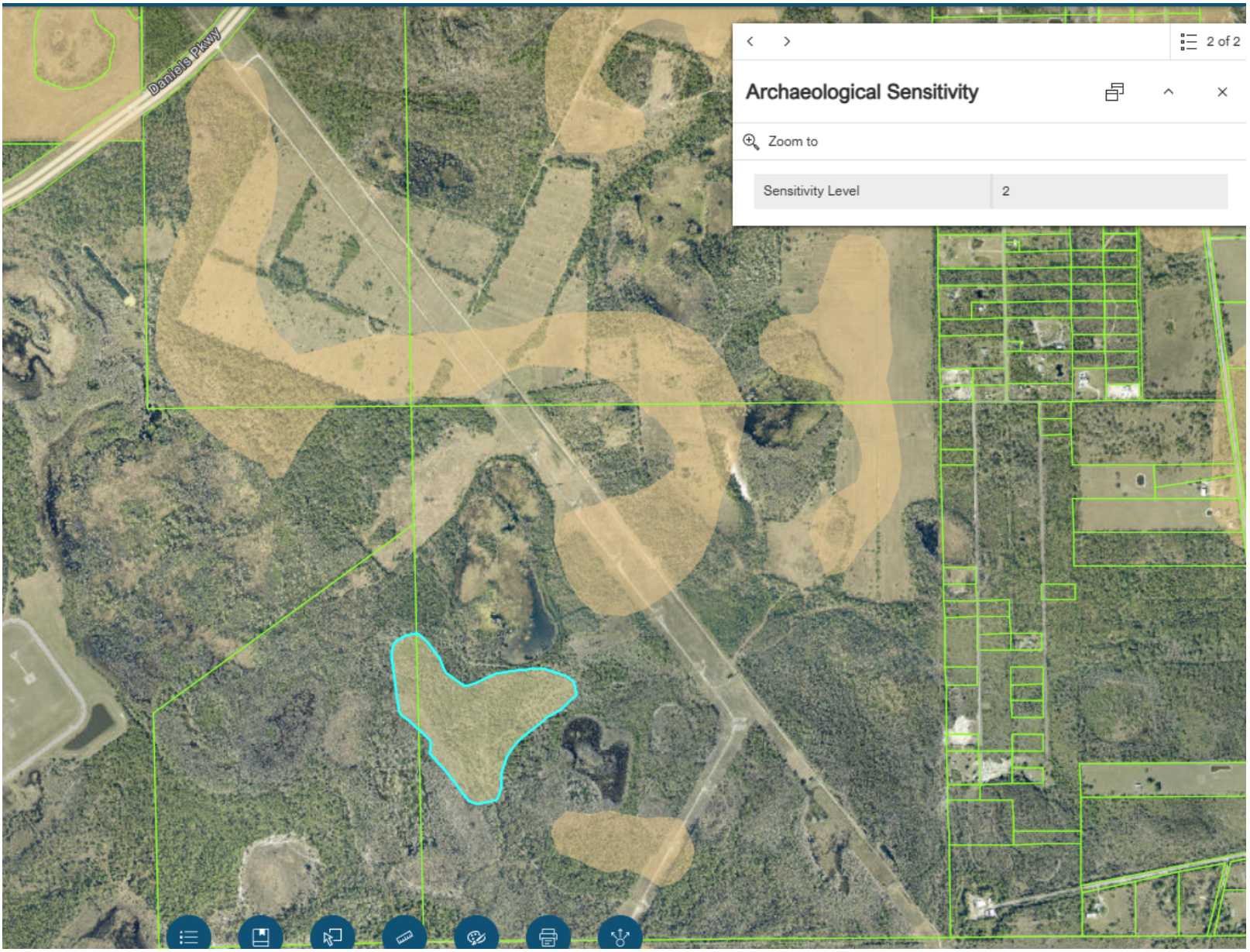
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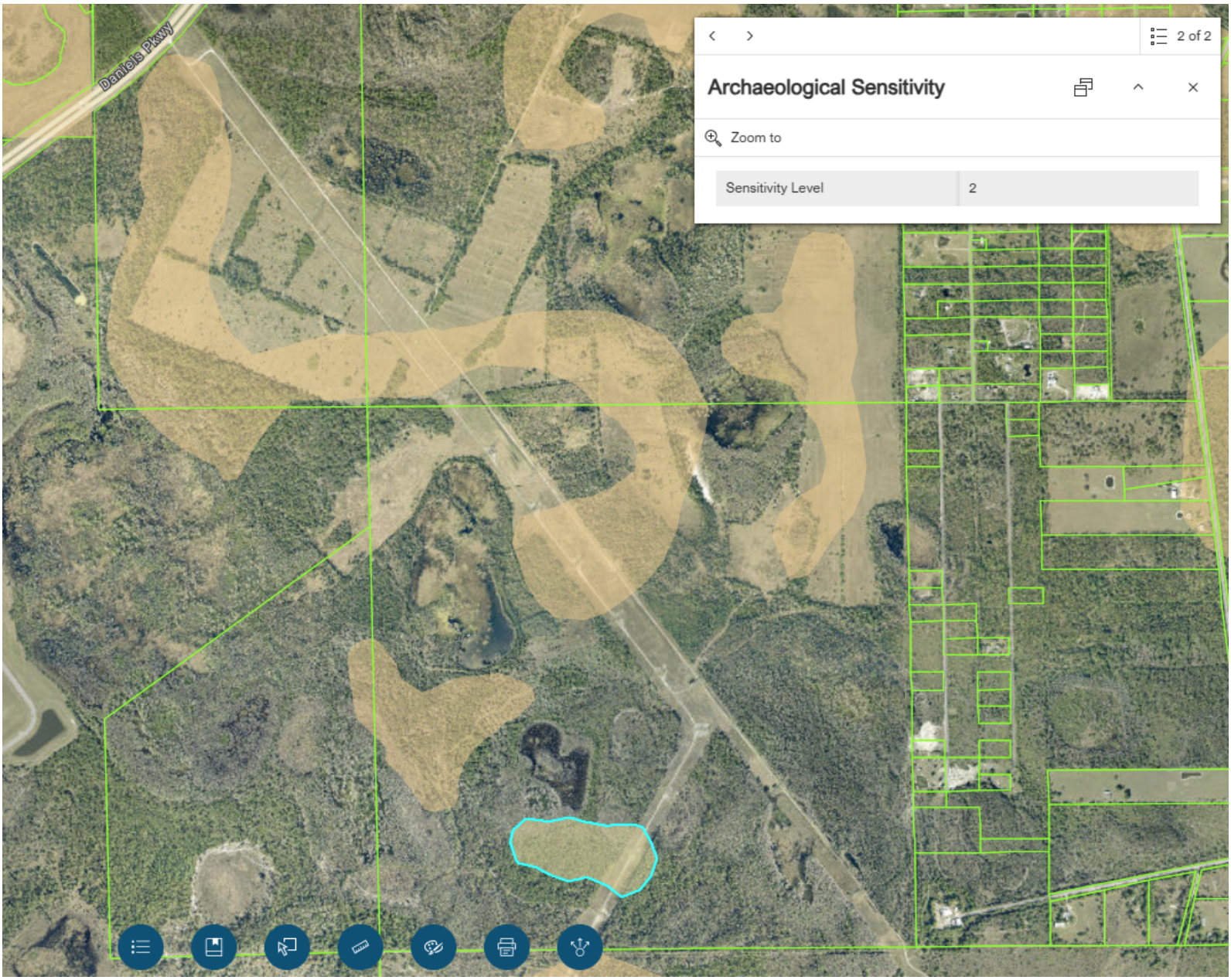
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Miles

Map Generated: December 2014

Adopted December 21, 1988
Land Development Code Chapter 22-106


Daniels Pkwy
2 of 2
Archaeological Sensitivity
Zoom to
Sensitivity Level
2


Daniels Pkwy
2 of 2
Archaeological Sensitivity
Zoom to
Sensitivity Level
2


Daniels Pkwy
2 of 2
Archaeological Sensitivity
Zoom to
Sensitivity Level
2

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

TR TRANSPORTATION CONSULTANTS, INC

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

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT STATEMENT

FOR

DANIELS TRADEPORT COMPREHENSIVE PLAN AMENDMENT & REZONING

(PROJECT NO. F2505.07)

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:
May 12, 2026

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

TRANSPORTATION CONSULTANTS, INC

CONTENTS

I. INTRODUCTION

II. EXISTING CONDITIONS

III. COMPREHENSIVE PLAN AMENDMNET

IV. TRIP GENERATION

V. COMPREHENSIVE PLAN AMENDMENT ANALYSIS

VI. ZONING ANALYSIS

VII. INTERSECTION ANALYSIS

VIII. CONCLUSION

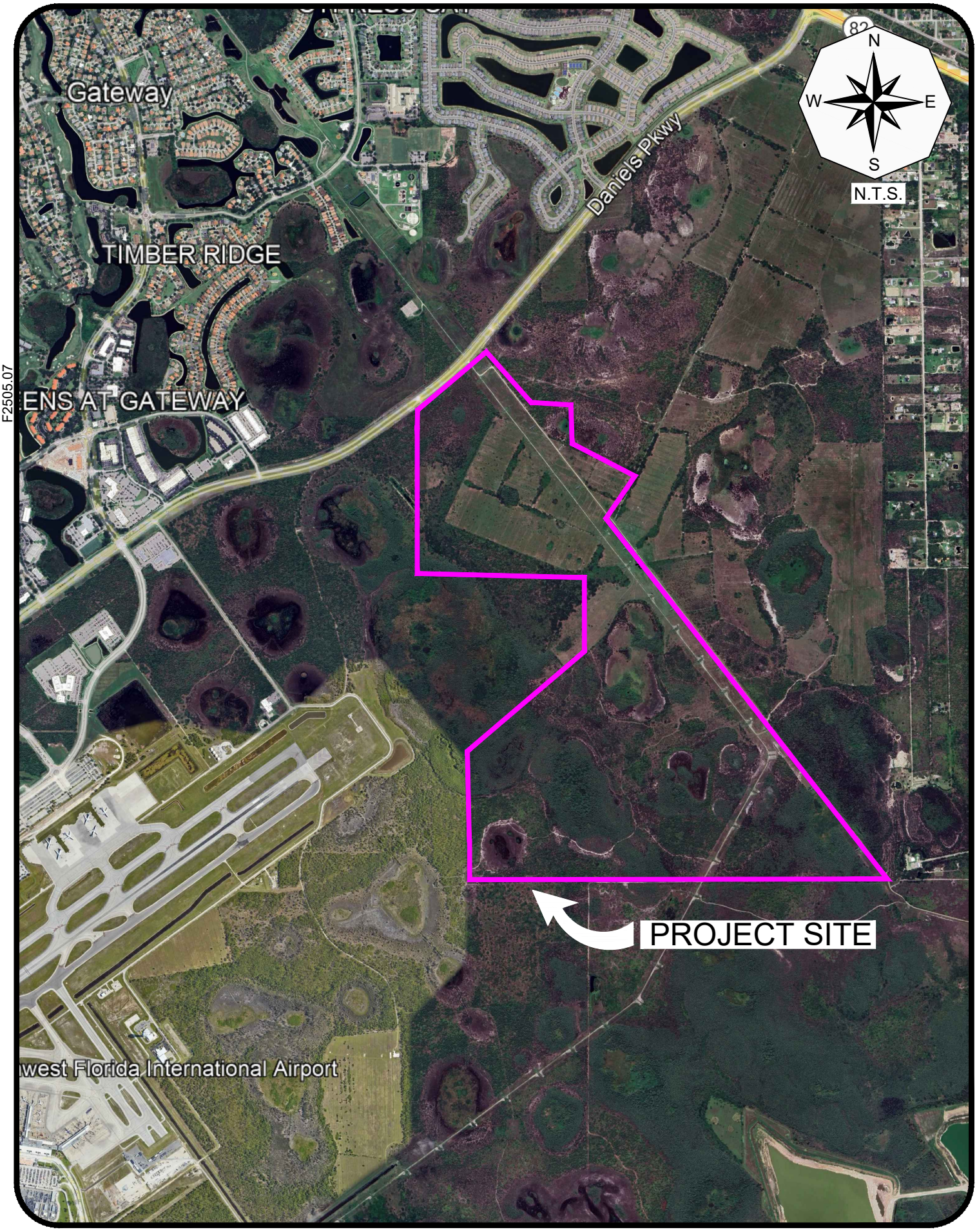
TR TRANSPORTATION CONSULTANTS, INC

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 Daniels Parkway east of the Southwest Florida International Airport in Lee County, Florida. **Figure 1** illustrates the approximate location of the subject site.

The analysis in this report will determine the impacts of changing the future land use category on approximately +/- 99-acres of land from Wetlands (+/- 73-acres) and Density Reduction Groundwater Recharge (DRGR) (+/- 26-acres) to Tradeport Future Land Use to permit the development of the subject site with a Mixed Use Planned Development on the overall +/- 841-acre site. Approximately 82-acres of the property is already within the Tradeport Future Land Use category. With the land use change, along with the companion rezoning application and ERP application, the overall 841-acre site will be rezoned to permit up to 2,000,000 square feet of light industrial, and 340,000 square feet of commercial (without food store).

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 Daniels Parkway as shown on the Master Concept Plan.



F2505.07

TRANSPORTATION CONSULTANTS, INC

PROJECT LOCATION MAP
DANIELS TRADEPORT

Figure 1

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II. EXISTING CONDITIONS

The subject site is currently vacant. The site is generally bordered by Daniels Parkway to the north, wetlands to the east and south, and the Southwest Florida International Airport to the west.

Daniels Parkway is a four-lane divided arterial that borders the subject site to the north. Daniels Parkway has a posted speed limit of 50 mph during the day and 45 mph during the night and is under the jurisdiction of the Lee County Department of Transportation.

III. COMPREHENSIVE PLAN AMENDMENT

The site currently has existing Tradeport, Wetlands and DRGR land use categories designated on the approximately 841-acres. Under the existing land use categories the development densities and intensities permitted by the Comprehensive Plan would permit up to approximately 900,000 square feet of industrial uses and 153,000 square feet of commercial uses.

The proposed amendment to the Future Land Use map would modify approximately 99-acres from DRGR and Wetlands to the Tradeport future land use category. The total would then be approximately 181-acres in the Tradeport future land use category. **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.

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Table 1
Land Uses
Daniel's Tradeport

Existing/ Proposed	Land Use Category	Intensity
Existing	Tradeport, DR/GR, & Wetlands	Tradeport +/- 81.6acres DR/GR +/- 200.6 acres Wetlands of +/- 558.9 acres
Proposed	Tradeport DR/GR Wetlands	Tradeport +/- 181.3 acres DR/GR +/- 174.7 acres Wetlands +/- 485.1 acres

The Comprehensive Land Use analysis only considers the change in uses that are being requested, which in this case is an increase in the intensity of the Industrial land uses. As can be seen later in this report under the rezoning analysis, a hotel was analyzed as part of the overall project in the rezoning application portion of the analysis. A hotel is currently permitted in the existing Future Land Use Category on approximately 81.6-acres of the site, which is Tradeport. Therefore, analyzing the Hotel in the Comprehensive Plan analysis would essentially be "double counting" the trips from this land use. A zoning level traffic analysis is not appropriate for a Comprehensive Plan Amendment analysis, which specifically analyzes the impacts on the Long Range Transportation Plan (currently the 2045 Plan) and the Short Term Capital Improvement Plan (5-Year CIP) to determine if either of these elements would need modified to support the requested change in land use designation.

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***, 12th Edition. Land Use Code 110 (General Light Industrial) and Land Use Code, Land Use Code 821 (Shopping Plaza 40-150K w/o Food Store) were utilized for the trip generation purposes of the permitted and proposed development 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
Daniels Tradeport

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Light Industrial (900,000 Sq. Ft.)	372	60	432	106	335	441	3,240
Commercial Plaza (No Food Store) (153,000 Sq. Ft.)	151	92	243	357	371	728	10,003
Daniels Tradeport (1,053,000 Sq. Ft)	523	152	675	463	706	1,169	13,243

Table 3
Trip Generation
Proposed Land Use Category
Daniels Tradeport

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Light Industrial (2,000,000 Sq. Ft.)	826	134	960	235	745	980	7,200
Commercial Plaza (No Food Store) (340,000 Sq. Ft.)	335	206	541	793	825	1,618	22,229
Daniels Tradeport MPD (2,340,000 Sq. Ft.)	1,161	340	1,501	1,028	1,570	2,598	29,429

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.

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Table 4
Trip Generation – Resultant Trip Change
Daniels Tradeport

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Proposed Land Use Designation (42 Dwelling Units + 2,340,000)	1,161	340	1,501	1,028	1,570	2,598	29,429
Existing Land Use Designation (48 Dwelling Units + 1,530,000 Sq. Ft)	-523	-152	-675	-463	-706	-1,169	-13,243
Resultant Trip Change	**638**	**188**	**826**	**565**	**864**	**1,429**	**16,186**

The resultant trip change in Table 4 indicates that the trip generation will increase 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 99-acres from DRGR and Wetlands to the Tradeport land use category. The transportation related impacts of the proposed Comprehensive Plan Amendment were evaluated pursuant to the criteria in the application document. ***Again, this is NOT a zoning analysis that looks at the ENTIRE site, but ONLY the change in the 99-acres from DRGR and Wetlands to Tradeport.*** This included an evaluation of this change on the long-range transportation plan (20-year horizon) and short-range capital improvement plan (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, the only roadway improvement on the Long Range Plan is the widening of Daniels Parkway from Gateway Boulevard to SR 82 to 6-lanes. There were no other 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*.

The results of the analysis indicate that most of the roadways will operate below the minimum acceptable Level of Service standards with or without the proposed amendments to the projected 2045 volumes. Therefore, this is considered a pre-existing deficiency that this project should not be responsible for mitigating. The only roadways 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 will be Gateway Boulevard up to the north of Griffin Drive.

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 2024/2025 – 2028/2030 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 826 vehicles during the A.M. peak hour and 1,429 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 2030 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*** webpage. Based on the projected traffic distribution, the roadway link data was analyzed for the year 2030 without the proposed amendment and year 2030 with the proposed amendment. Traffic data obtained from the aforementioned 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 2030 volumes will not cause any further roadway link to fall below the minimum acceptable Level of Service standards as roadway links are projected to fail with or without the proposed volumes. These roadways are an existing deficiency that this project should not be held responsible in mitigating. All analyzed roadways were shown operate within their recommended minimum Level of Service standards.

The proposed Comprehensive Plan Amendment is to change the future land use designation on approximately 99-acres from DRGR and Wetlands to Tradeport. Based on the analysis, no modifications will be necessary to the Lee County or FDOT short-term capital improvement programs.

TR TRANSPORTATION CONSULTANTS, INC

VI. ZONING ANALYSIS

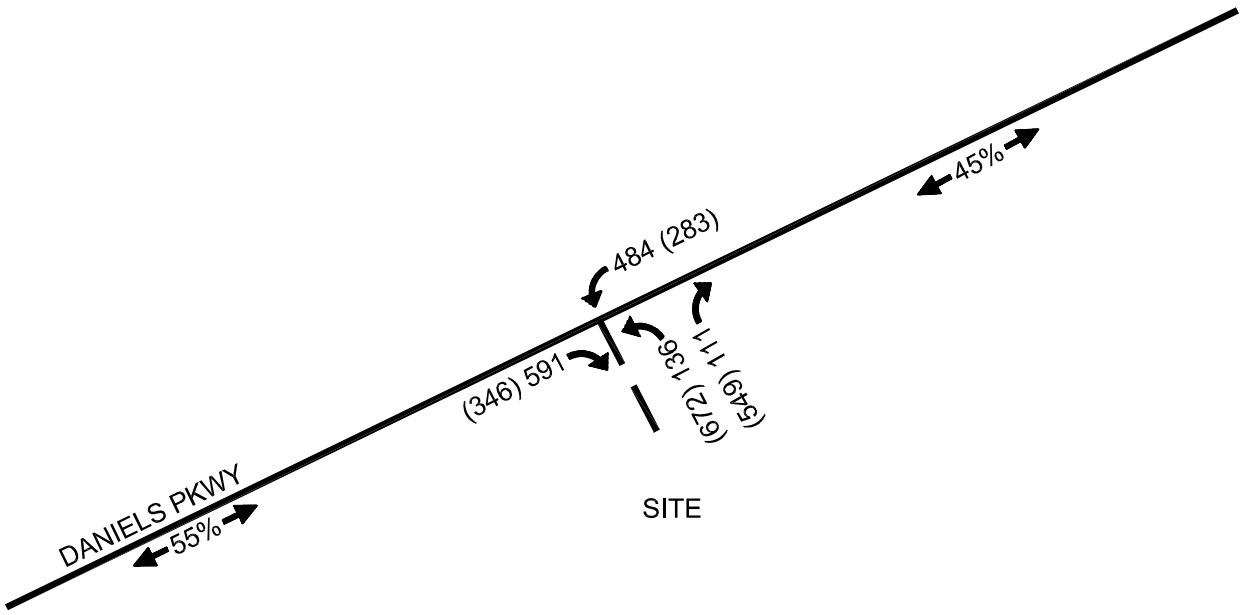
An analysis was also completed to support the rezoning of the entire 841-acre subject site from AG-2 to MPD. The site is proposed to be re-zoned to contain a mixture of uses including Light Industrial, commercial office and retail uses and a hotel. The trip generation for the project was based on data from the Institute of Transportation Engineer's (ITE) report, titled ***Trip Generation Manual***, 12th Edition. Land Use Code 110 (Light Industrial), 710 (General Office), 821 (Shopping Plaza 40k-150k w/o food store), and 310 (Hotel) were utilized to develop the trip generation for the uses proposed within the MPD. 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 – Total Trips
Daniels Tradeport MPD

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Light Industrial (2,000,000 Sq. Ft.)	826	134	960	235	745	980	7,200
General Office (75,000 Sq. Ft.)	91	13	104	17	88	105	671
Commercial Retail (Without Food Store) (125,000 Sq. Ft.)	123	76	199	292	303	595	8,172
Hotel (350 Units)	35	24	59	85	85	170	1,496
Total Trips	**1,075**	**247**	**1,322**	**629**	**1,221**	**1,850**	**17,539**

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 the trips shown in Table 6 to the site access drive along Daniels Parkway.

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LEGEND

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

TRANSPORTATION CONSULTANTS, INC

TRIP DISTRIBUTION & SITE TRAFFIC ASSIGNMENT DANIELS TRADEPORT

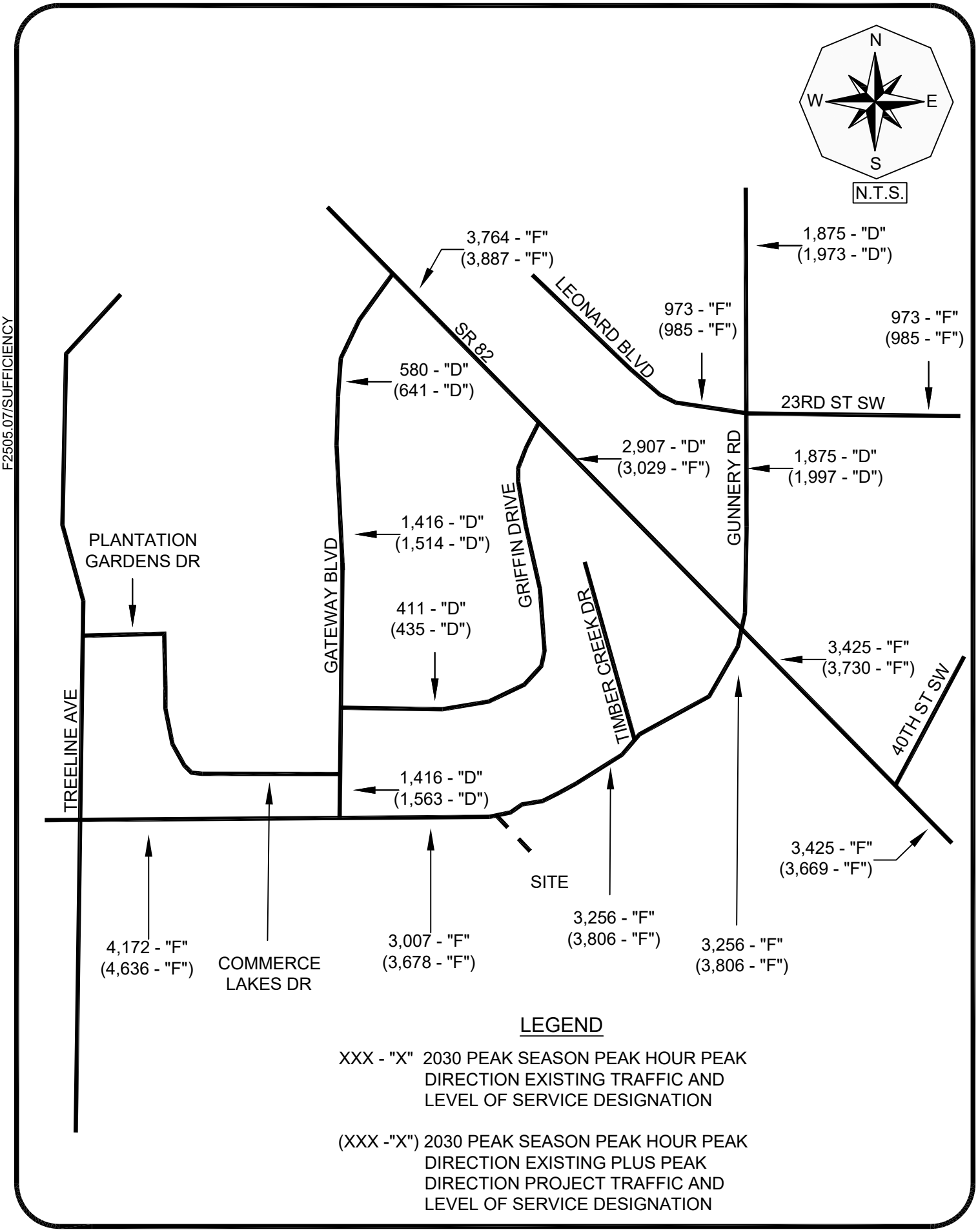
Figure 2

A horizon year analysis of 2030 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 the surrounding roadways were obtained through comparisons of historical annual traffic data obtained from FDOT's ***Florida Traffic Online*** webpage and ***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 2030 without the development and year 2030 with the development.

Table 5A in the Appendix of the report indicates the methodology utilized to obtain the year 2030 build-out traffic volumes as well as the growth rate utilized for each roadway segment. **Figure 3** indicates the year 2030 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.

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 2030 traffic volumes to the Service Volume Tables, it was determined that some analyzed roadways are projected to operate below the minimum adopted Level of Service in 2030 both with and without the proposed development. Therefore, this project is considered an existing deficiency that this project should not be responsible for mitigating. Therefore, roadway capacity improvements will not be warranted as a result of the additional traffic generated by the proposed development. Lee County is planning the construction of the Alico Road extension from Green Meadow Road to SR 82 to provide a connection to the Lehigh Acres area directly to the Alico Road corridor, providing an additional east/west corridor to access I-75 and points west. This corridor will provide significant traffic relief to not only SR 82 but also Daniels Parkway between I-75 and SR 82, which is the first east/west corridor that

F2505.07/SUFFICIENCY



LEGEND

XXX - "X" 2030 PEAK SEASON PEAK HOUR PEAK DIRECTION EXISTING TRAFFIC AND LEVEL OF SERVICE DESIGNATION

(XXX -"X") 2030 PEAK SEASON PEAK HOUR PEAK DIRECTION EXISTING PLUS PEAK DIRECTION PROJECT TRAFFIC AND LEVEL OF SERVICE DESIGNATION

2030 LEVEL OF SERVICE ANALYSIS
DANIELS TRADEPORT MPD

Figure 3

Lehigh Acres residents have available to the east and south of the SR 82/Daniels Parkway intersection to travel west towards I-75 and points west. The Alico Road extension is a Design Build project that is funded for construction beginning in 2026, which will construct a two-lane road initially from SR 82 to the existing Alico Road but will eventually be a 4-lane divided roadway all the way from SR 82 to Ben Hill Griffin Parkway upon completion.

VII. INTERSECTION ANALYSIS

Intersection analysis was conducted in the study area at intersections agreed upon withing County staff. Some intersections were excluded due to the fact that the development trips would only add through traffic volume and do not add a significant amount of turning volumes to these locations. Other locations were excluded, such as intersections near I-75 due to the fact that they are at the current maximum geometric configuration and any project impacts to those locations will be addressed through the payment of road impact fees.

The intersections included in the analysis include the following:

- Daniels Parkway @ Gateway Boulevard/Paul J. Doherty Parkway
- Daniels Parkway @ Commerce Lakes Drive
- Daniels Parkway @ Daniels Tradeport Site Access
- Daniels Parkway @ Timber Creek Drive

Weekday AM and PM peak hour turning movement counts were conducted at the three off-site intersections identified above and the raw turning movement count data is included in the Appendix of this report for reference. The peak hour turning movements were then adjusted for peak season conditions based on peak season factor data obtained from the FDOT's ***Florida Traffic Online*** webpage. The existing peak season traffic volumes were then increased by a growth rate factor to determine the projected 2030 background turning movement volumes. The annual growth calculations are included in

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

the Appendix based on historical traffic data along Daniels Parkway as indicated in the historical count data. Included in the Appendix are graphical representations of the existing peak season turning movement volumes, the projected 2030 background turning movement volumes and the projected 2030 turning movement volumes with the project.

The project turning volumes projected to be added to the intersections were then added to the 2030 background volumes to estimate the future 2030 traffic volumes with the project. The volumes utilized for the intersection analysis can be found in the Appendix of this report in the *Development of Future Year Background Turning Movement* volumes spreadsheets.

The intersection analysis was conducted utilizing the program ***SYNCHRO***© and was conducted based on the 2030 Background Traffic Conditions and the 2030 Background + Project Traffic Conditions. **Table 7** identifies a brief summary of the intersection analysis of the four intersections identified above.

TRANSPORTATION CONSULTANTS, INC

Table 6
Peak Hour Intersection Level of Service Summary
Daniels Tradeport

Intersection	Projected 2030 Background Traffic Conditions		Projected 2030 Background + Project Traffic Conditions	
	LOS (v/c/Delay)		LOS (v/c/Delay)	
	AM	PM	AM	PM
Daniels Pkwy @ Gateway Blvd.	Overall – LOS E (63.8 s/veh)	Overall – LOS F (80.2 s/veh)	Overall – LOS F (88.7 s/veh)	Overall – LOS F (111.4 s/veh)
Daniels Pkwy. @ Commerce Lakes Dr. (Unsignalized)	EBL – LOS "E" SBL – LOS "F"	EBL – LOS "B" SBL – LOS "F"	EBL – LOS "E" SBL – LOS "F"	EBL – LOS "C" SBL – LOS "F"
Daniels Pkwy. @ Daniels Tradeport Access			Overall – LOS D (45.6 s/veh)	Overall – LOS F (172.1 s/veh)
Daniels Pkwy. @ Timber Creek Dr.	Overall – LOS E (58.7 s/veh)	Overall – LOS F (123.9 s/veh)	Overall – LOS F (126.4 s/veh)	Overall – LOS F (153.1 s/veh)

The intersection of Gateway Boulevard and Timber Creek was assumed to be signalized as this intersection is currently under design for the installation of a traffic signal by Lennar. The intersection of Daniels Parkway and the site access serving Daniels Tradeport was also assumed to be signalized at the build-out of the project.

The majority of delays experienced at these intersections is due to the tremendously high through volume along Daniels Parkway, which is only two travel lanes in each direction. The projected volume in 2030 of approximately 3,000 to over 3,700 vehicles in one direction far exceeds the capacity of a two-lane roadway at any intersection. The Alico Road extension is projected to provide some relief to the Daniels Parkway corridor by providing another connection to the south between S.R. 82 and I-75, but the future widening of this segment of Daniels Parkway to a 6-lane section will be needed, regardless of the rezoning of this project.

Other mitigation measures that are needed to address future roadway deficiencies identified in this analysis include the future widening of Gunnery Road north of Daniels

Parkway to a 6-lane divided roadway. This, along with the future widening of Daniels Parkway, while not the responsibility of the applicant, would be facilitated by the payment to roadway impact fees to the County. While not subject to Transportation Concurrency any longer, the development would pay road impact fees at the time of building permit issuance to offset the impacts of off-site road improvements, such as the widening of Daniels Parkway and Gunnery Road.

Site specific turn lane improvements at the site access drive intersection, which the Developer would be responsible for, would be evaluated at the time the project seeks a Local Development Order approval.

VIII. CONCLUSION

The proposed development is located south of Daniels Parkway and east of the Southwest Florida International Airport 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. Some of the roadways have deficiencies meaning this project should not be held responsible for mitigating. 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 Lee County will not require any modifications 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 as the roadway network is an existing deficiency. Therefore, no roadway capacity improvements are necessary to accommodate the proposed development.

The project will pay road impact fees to offset the impacts to the area roadway network. Based on the current fee structure and collection rates, the zoning intensities proposed would generate approximately $5,773,450 in transportation road impact fees. Site specific turn lane improvements that will be required at the site access drive intersection, which will be paid for by the Developer, will be evaluated at the time the project seeks a Local Development Order approval.

APPENDIX

TABLES 1A & 2A

2045 LOS ANALYSIS

TABLE 1A
LEVEL OF SERVICE THRESHOLDS
DANIELS TRADEPORT

				GENERALIZED SERVICE VOLUMES				
		2045 E +C NETWORK LANES		LOS A	LOS B	LOS C	LOS D	LOS E
ROADWAY	ROADWAY SEGMENT	# Lanes	Roadway Designation	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME
Daniels Parkway	E. of Treeline Ave	6LD	Controlled Access Facility	0	430	3,050	3,180	3,180
	N. of Gateway Blvd	4LD	Controlled Access Facility	0	270	970	2,100	2,100
	N. of Site	4LD	Controlled Access Facility	0	270	970	2,100	2,100
	N. of Timber Creek Dr	4LD	Controlled Access Facility	0	270	970	2,100	2,100
Gunnery Road	N. of SR 82	4LD	Controlled Access Facility	0	270	970	2,100	2,100
	N. of 23rd St SW	4LD	Controlled Access Facility	0	270	970	2,100	2,100
Gateway Boulevard	N. of Daniels Parkway	4LD	Arterial	0	0	710	1,590	1,660
	N. of Commerce Lakes Dr	4LD	Arterial	0	0	710	1,590	1,660
	N. of Griffin Dr	4LD	Arterial	0	0	710	1,590	1,660
	S. of SR 82	2LD	Arterial	0	0	330	710	780
SR 82	E. of Gateway Blvd	6LD	Arterial	0	0	2,751	2,866	2,866
	E. of Griffin Dr	6LD	Arterial	0	0	2,751	2,866	2,866
	E. of Daniels Pkwy	6LD	Arterial	0	0	2,751	2,866	2,866
	E. of 40th St SW	6LD	Arterial	0	0	2,751	2,866	2,866
Griffin Dr	E. of Gateway Blvd	2LU	Collector	0	0	310	660	740
23rd St SW	E. of Gunnery Rd	2LU	Arterial	0	140	800	860	860
Leonard Blvd	W. of Gunnery Rd	2LU	Arterial	0	140	800	860	860

- 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 mantained roadways were taken from FDOT's Generalized Peak Hour Directional Volumes for C3R

TABLE 2A
2045 ROADWAY LINK LEVEL OF SERVICE CALCULATIONS
DANIELS TRADEPORT

TOTAL PM PEAK HOUR PROJECT TRAFFIC = 2641 VPH IN= 1055 OUT= 1586

ROADWAY	ROADWAY SEGMENT	2045 FSUTMS AADT	COUNTY PCS / FDOT SITE #	AADT BACKGROUND TRAFFIC	K-100 FACTOR	100TH HIGHEST HOUR PK DIR 2-WAY VOLUME	D FACTOR	PM PK HR PEAK DIRECTION	2045 PEAK DIRECTION TRAFFIC VOLUMES & LOS VOLUME	LOS	PROJECT TRAFFIC DIST.	PK DIR PM PROJ TRAFFIC	2045 BACKGROUND PLUS PROJ PEAK DIRECTION TRAFFIC VOLUMES & LOS VOLUME	LOS
Daniels Parkway	E. of Treeline Ave	76,318	48	76,318	0.092	7,021	0.64	EAST	4,493	F	38%	401	4,894	F
	N. of Gateway Blvd	55,702	48	55,702	0.092	5,125	0.64	EAST	3,280	F	55%	580	3,860	F
	N. of Site	67,923	48	67,923	0.092	6,249	0.64	EAST	3,999	F	45%	475	4,474	F
	N. of Timber Creek Dr	67,923	48	67,923	0.092	6,249	0.64	EAST	3,999	F	45%	714	4,713	F
Gunnery Road	N. of SR 82	39,412	21	39,412	0.090	3,547	0.65	NORTH	2,306	F	10%	159	2,465	F
	N. of 23rd St SW	26,363	21	26,363	0.090	2,373	0.65	NORTH	1,542	D	8%	127	1,669	D
Gateway Boulevard	N. of Daniels Parkway	14,709	124908	14,709	0.100	1,471	0.543	NORTH	799	D	12%	190	989	D
	N. of Commerce Lakes Dr	19,784	124908	19,784	0.100	1,978	0.543	NORTH	1,074	D	10%			
	N. of Griffin Dr	17,945	124909	17,945	0.100	1,795	0.543	NORTH	975	D	8%	84	1,059	D
	S. of SR 82	14,421	124909	14,421	0.100	1,442	0.543	SOUTH	659	D	5%	79	738	E
SR 82	E. of Gateway Blvd	32,838	120107	32,838	0.090	2,955	0.56	EAST	1,655	C	10%	106	1,761	C
	E. of Griffin Dr	35,744	120108	35,744	0.090	3,217	0.56	EAST	1,802	C	10%	106	1,908	C
	E. of Daniels Pkwy	66,023	126021	66,023	0.090	5,942	0.56	EAST	3,328	F	25%	264	3,592	F
	E. of 40th St SW	48,847	126021	48,847	0.090	4,396	0.56	EAST	2,462	C	20%	211	2,673	C
Griffin Dr	E. of Gateway Blvd	6,888	126071	6,888	0.100	689	0.54	EAST	372	D	2%	21	393	D
23rd St SW	E. of Gunnery Rd	16,158	21	16,158	0.090	1,454	0.65	EAST	945	F	1%	11	956	F
Leonard Blvd	W. of Gunnery Rd	6,605	21	6,605	0.090	594	0.65	WEST	208	C	1%	11	219	C

* The K-100 and D factors were obtained from Florida Traffic Online resource and for the Lee County Traffic County Database System
Where PCS data was not available, the nearest PCS site was selected to apply the K-100 and D-Factor to the AADT volumes

TABLES 3A & 4A

5-YEAR LOS ANALYSIS

TABLE 3A
LEVEL OF SERVICE THRESHOLDS
DANIELS TRADEPORT

				GENERALIZED SERVICE VOLUMES				
				LOS A	LOS B	LOS C	LOS D	LOS E
ROADWAY	ROADWAY SEGMENT	# Lanes	Roadway Designation	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME
Daniels Parkway	E. of I-75	6LD	Controlled Access Facility	0	430	3,050	3,180	3,180
	E. of Treeline Ave	6LD	Controlled Access Facility	0	430	3,050	3,180	3,180
	N. of Gateway Blvd	4LD	Controlled Access Facility	0	270	970	2,100	2,100
	N. of Site	4LD	Controlled Access Facility	0	270	970	2,100	2,100
	N. of Timber Creek Dr	4LD	Controlled Access Facility	0	270	970	2,100	2,100
Gunnery Road	N. of SR 82	4LD	Controlled Access Facility	0	270	970	2,100	2,100
	N. of 23rd St SW	4LD	Controlled Access Facility	0	270	970	2,100	2,100
Gateway Boulevard	N. of Daniels Parkway	4LD	Arterial	0	0	710	1,590	1,660
	N. of Commercel Lakes Dr	4LD	Arterial	0	0	710	1,590	1,660
	N. of Griffin Dr	4LD	Arterial	0	0	710	1,590	1,660
	S. of SR 82	2LD	Arterial	0	0	330	710	780
SR 82	E. of Gateway Blvd	6LD	Arterial	0	0	2,888	3,010	3,010
	E. of Griffin Dr	6LD	Arterial	0	0	2,888	3,010	3,010
	E. of Daniels Pkwy	6LD	Arterial	0	0	2,888	3,010	3,010
	E. of 40th St SW	6LD	Arterial	0	0	2,888	3,010	3,010
Griffin Dr	E. of Gateway Blvd	2LU	Collector	0	0	310	660	740
23rd St SW	E. of Gunnery Rd	2LU	Arterial	0	140	800	860	860
Leonard Blvd	W. of Gunnery Rd	2LU	Arterial	0	140	800	860	860

[ ] - 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 mantained roadways were taken from FDOT's Generalized Peak Hour Directional Volumes for C3R

TABLE 4A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
DANIELS TRADEPORT

Revised 5-12-2026

TOTAL PROJECT TRAFFIC AM = 826 VPH IN = 638 OUT= 188

TOTAL PROJECT TRAFFIC PM = 1,429 VPH IN= 565 OUT= 1,429

FDOT Sta. #	K	D
124908	0.100	0.543
124909	0.010	0.543
120107	0.09	0.56
120108	0.09	0.56
126021	0.09	0.56

ROADWAY	ROADWAY SEGMENT	LCDOT PCS OR FDOT SITE #	BASE YR ADT	2024 ADT	YRS OF GROWTH. [1]	ANNUAL RATE	2024 PK HR PK SEASON PEAK DIR.[2]	2030 PK HR PK SEASON PEAK DIRECTION VOLUME	LOS	V/C Ratio	PERCENT PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	2030 BCKGRND + AM PROJ VOLUME	LOS	V/C Ratio	2030 BCKGRND + PM PROJ VOLUME	LOS	V/C Ratio	Change in LOS Due to LUC Change?
Daniels Parkway	E. of I-75	48	41,900	56,800	8	3.88%	2,978	3,741	F	1.18	40%	255	572	3,997	F	1.26	4,313	F	1.36	No
	E. of Treeline Ave	48	41,900	56,800	8	3.88%	2,978	3,741	F	1.18	40%	255	572	3,997	F	1.26	4,313	F	1.36	No
	N. of Gateway Blvd	48	41,900	56,800	8	3.88%	2,717	3,413	F	1.63	55%	351	786	3,764	F	1.79	4,199	F	2.00	No
	N. of Site	524	33,400	49,600	8	5.07%	2,717	3,655	F	1.74	45%	287	643	3,942	F	1.88	4,298	F	2.05	No
	N. of Timber Creek Dr	524	33,400	49,600	8	5.07%	2,717	3,655	F	1.74	45%	287	643	3,942	F	1.88	4,298	F	2.05	No
Gunnery Road	N. of SR 82	290	21,500	29,400	8	3.99%	1,589	2,009	D	0.96	10%	64	143	2,073	F	0.99	2,152	F	1.02	Yes
	N. of 23rd St SW	290	21,500	29,400	8	3.99%	1,589	2,009	D	0.96	8%	51	114	2,060	F	0.98	2,124	F	1.01	Yes
Gateway Boulevard	N. of Daniels Parkway	124908	0	14,400	1	2.00%	782	881	D	0.53	10%	64	143	944	D	0.57	1,024	D	0.62	No
	N. of Commercel Lakes Dr	124908	0	14,400	1	2.00%	782	881	D	0.53	9%	57	129	938	D	0.57	1,009	D	0.61	No
	N. of Griffin Dr	124909	0	14,400	1	2.00%	782	881	D	0.53	8%	51	114	932	D	0.56	995	D	0.60	No
	S. of SR 82	124909	0	14,400	1	2.00%	782	881	F	1.13	5%	32	71	913	F	1.17	952	F	1.22	No
SR 82	E. of Gateway Blvd	120107	14,300	39,000	15	6.92%	1,966	2,937	D	0.98	10%	64	143	3,001	D	1.00	3,080	F	1.02	No
	E. of Griffin Dr	120108	12,200	36,500	15	7.58%	1,966	3,048	F	1.01	10%	64	143	3,111	F	1.03	3,190	F	1.06	No
	E. of Daniels Pkwy	126021	21,027	48,000	15	5.66%	2,419	3,365	F	1.12	25%	160	357	3,525	F	1.17	3,723	F	1.24	No
	E. of 40th St SW	126021	21,027	48,000	15	5.66%	2,419	3,365	F	1.12	20%	128	286	3,493	F	1.16	3,651	F	1.21	No
Griffin Dr	E. of Gateway Blvd	126071	0	7,100	1	2.00%	358	403	D	0.54	2%	13	29	416	D	0.56	432	D	0.58	No
23rd St SW	E. of Gunnery Rd	469	11,800	16,800	8	4.51%	769	1,002	F	1.17	1%	6	14	1,009	F	1.17	1,017	F	1.18	No
Leonard Blvd	W. of Gunnery Rd	469	11,800	16,800	8	4.51%	769	1,002	F	1.17	1%	6	14	1,009	F	1.17	1,017	F	1.18	No

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

* A 2% Minimum growth rate was assumed for areas that obtained a lack of data or low volumes.

TABLES 5A & 6A

REZONING LOS ANALYSIS

TABLE 5A
LEVEL OF SERVICE THRESHOLDS
DANIELS TRADEPORT MPD

TOTAL PROJECT TRAFFIC AM = 1,322 VPH IN = 1,075 OUT= 247

TOTAL PROJECT TRAFFIC PM = 1,850 VPH IN= 629 OUT= 1,221

				GENERALIZED SERVICE VOLUMES					PERCENT		
				LOS A	LOS B	LOS C	LOS D	LOS E	PROJECT	PROJECT	PROJ/
ROADWAY	ROADWAY SEGMENT	# Lanes	Roadway Designation	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME	TRAFFIC	TRAFFIC	LOS C
Daniels Parkway	W. of I-75	8LD	Controlled Access Facility	0	540	3,830	3,940	3,940	18%	220	5.74%
	E. of I-75	6LD	Controlled Access Facility	0	430	3,050	3,180	3,180	25%	305	10.01%
	E. of Treeline Ave	6LD	Controlled Access Facility	0	430	3,050	3,180	3,180	38%	464	15.21%
	N. of Gateway Blvd	6LD	Controlled Access Facility	0	270	970	2,100	2,100	55%	672	69.23%
	N. of Site	4LD	Controlled Access Facility	0	270	970	2,100	2,100	45%	549	56.64%
	N. of Timber Creek Dr	4LD	Controlled Access Facility	0	270	970	2,100	2,100	45%	549	56.64%
Gunnery Road	N. of SR 82	4LD	Controlled Access Facility	0	270	970	2,100	2,100	10%	122	12.59%
	N. of 23rd St SW	4LD	Controlled Access Facility	0	270	970	2,100	2,100	8%	98	10.07%
Gateway Boulevard	N. of Daniels Parkway	4LD	Arterial	0	0	710	1,590	1,660	12%	147	20.64%
	N. of Commercel Lakes Dr	4LD	Arterial	0	0	710	1,590	1,660	10%	122	17.20%
	N. of Griffin Dr	4LD	Arterial	0	0	710	1,590	1,660	8%	98	13.76%
	S. of SR 82	2LD	Arterial	0	0	330	710	780	5%	61	18.50%
SR 82	E. of Gateway Blvd	6LD	Arterial	0	0	2,888	3,010	3,010	10%	122	4.23%
	E. of Griffin Dr	6LD	Arterial	0	0	2,888	3,010	3,010	10%	122	4.23%
	E. of Daniels Pkwy	6LD	Arterial	0	0	2,888	3,010	3,010	25%	305	10.57%
	E. of 40th St SW	6LD	Arterial	0	0	2,888	3,010	3,010	20%	244	8.46%
Griffin Dr	E. of Gateway Blvd	2LU	Collector	0	0	310	660	740	2%	24	7.88%
23rd St SW	E. of Gunnery Rd	2LU	Arterial	0	140	800	860	860	1%	12	1.53%
Leonard Blvd	W. of Gunnery Rd	2LU	Arterial	0	140	800	860	860	1%	12	1.53%

* Level of Service Thresholds for Lee County roadways - Denotes the LOS Standard for each roadway segment

* Level of Service Thresholds for State mantained roadways were taken from FDOT's Generalized Peak Hour Directional Volumes for C3R

TABLE 6A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
DANIELS TRADEPORT MPD

Revised 5-12-2026

TOTAL PROJECT TRAFFIC AM = 1,322 VPH IN = 1,075 OUT= 247

TOTAL PROJECT TRAFFIC PM = 1,850 VPH IN= 629 OUT= 1,221

FDOT Sta. #	K	D
124908	0.100	0.543
124909	0.100	0.543
120107	0.09	0.56
120108	0.09	0.56
126021	0.09	0.56
126071	0.09	0.54
124909	0.09	0.54

ROADWAY	ROADWAY SEGMENT	LCDOT PCS OR FDOT SITE #	BASE YR ADT	2024 ADT	YRS OF GROWTH. [1]	ANNUAL RATE	2024 PK HR PK SEASON PEAK DIR.[2]	2030 PK HR PK SEASON PEAK DIRECTION VOLUME	LOS	V/C Ratio	PERCENT PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	2030 BCKGRND + AM PROJ VOLUME	LOS	V/C Ratio	2030 BCKGRND + PM PROJ VOLUME	LOS	V/C Ratio	Change in LOS Due to Zoning Change?
Daniels Parkway	E. of I-75	48	41,900	56,800	8	3.88%	2,978	3,741	F	1.18	25%	269	305	4,010	F	1.26	4,047	F	1.27	No
	E. of Treeline Ave	48	41,900	56,800	8	3.88%	2,978	3,741	F	1.18	38%	409	464	4,150	F	1.30	4,205	F	1.32	No
	N. of Gateway Blvd	48	41,900	56,800	8	3.88%	2,717	3,413	F	1.63	55%	591	672	4,005	F	1.91	4,085	F	1.95	No
	N. of Site	524	33,400	49,600	8	5.07%	2,717	3,655	F	1.74	45%	484	549	4,139	F	1.97	4,204	F	2.00	No
	N. of Timber Creek Dr	524	33,400	49,600	8	5.07%	2,717	3,655	F	1.74	45%	484	549	4,139	F	1.97	4,204	F	2.00	No
Gunnery Road	N. of SR 82	290	21,500	29,400	8	3.99%	1,589	2,009	D	0.96	10%	108	122	2,117	F	1.01	2,131	F	1.01	Yes
	N. of 23rd St SW	290	21,500	29,400	8	3.99%	1,589	2,009	D	0.96	8%	86	98	2,095	F	1.00	2,107	F	1.00	Yes
Gateway Boulevard	N. of Daniels Parkway	124908	0	14,400	1	2.00%	782	881	D	0.53	12%	129	147	1,010	D	0.61	1,027	D	0.62	No
	N. of Commercel Lakes Dı	124908	0	14,400	1	2.00%	782	881	D	0.53	10%	108	122	988	D	0.60	1,003	D	0.60	No
	N. of Griffin Dr	124909	0	14,400	1	2.00%	782	881	D	0.53	8%	86	98	967	D	0.58	978	D	0.59	No
	S. of SR 82	124909	0		1	2.00%	782	881	F	1.13	5%	54	61	934	F	1.20	942	F	1.21	No
SR 82	E. of Gateway Blvd	120107	14,300	39,000	15	6.92%	1,966	2,937	D	0.98	10%	108	122	3,044	F	1.01	3,059	F	1.02	No
	E. of Griffin Dr	120108	12,200	36,500	15	7.58%	1,966	3,048	F	1.01	10%	108	122	3,155	F	1.05	3,170	F	1.05	No
	E. of Daniels Pkwy	126021	21,027	48,000	15	5.66%	2,419	3,365	F	1.12	25%	269	305	3,634	F	1.21	3,671	F	1.22	No
	E. of 40th St SW	126021	21,027	48,000	15	5.66%	2,419	3,365	F	1.12	20%	215	244	3,580	F	1.19	3,609	F	1.20	No
Griffin Dr	E. of Gateway Blvd	126071	0	7,100	1	2.00%	358	403	D	0.54	2%	22	24	424	D	0.57	427	D	0.58	No
23rd St SW	E. of Gunnery Rd	469	11,800	16,800	8	4.51%	769	1,002	F	1.17	1%	11	12	1,013	F	1.18	1,015	F	1.18	No
Leonard Blvd	W. of Gunnery Rd	469	11,800	16,800	8	4.51%	769	1,002	F	1.17	1%	11	12	1,013	F	1.18	1,015	F	1.18	No

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

* A 2% Minimum growth rate was assumed for areas that obtained a lack of data or low volumes.

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

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		2024 100TH HIGHEST HOUR			2029 FUTURE FORECAST*			Notes
		FROM	TO		LOS[1]	CAPACITY[2]	LOS[1]	VOLUME[2]	V/C[3]	LOS[1]	VOLUME[2]	V/C[3]	
31500	US 41 (N TAMIAMI TR)	BUS 41	DEL PRADO BLVD	4LD	D	1,900	C	1,410	0.74	D	1,605	0.84	
31600	US 41 (N TAMIAMI TR)	DEL PRADO BLVD	CHARLOTTE CO. LINE	4LD	D	1,900	D	1,843	0.97	F	2,109	1.11	Tara Woods Phase III B, D & E Expansion
27200	VETERANS MEM. PKWY	SR 78	CHIQUITA	4LD	D	2,040	A	1,123	0.55	A	1,181	0.58	partially located in City of Cape Coral
27300	VETERANS MEM. PKWY	CHIQUITA	SKYLINE	4LD	D	2,040	B	1,407	0.69	B	1,479	0.73	City of Cape Coral
27400	VETERANS MEM. PKWY	SKYLINE	SANTA BARBARA BLVD	6LD	D	3,080	B	2,474	0.80	B	2,600	0.84	City of Cape Coral
27500	VETERANS MEM. PKWY	SANTA BARBARA BLVD	COUNTRY CLUB BLVD	6LD	D	3,080	E	3,068	1.00	F	3,172	1.03	City of Cape Coral
27600	VETERANS MEM. PKWY	COUNTRY CLUB BLVD	MIDPOINT BRDG TOLL P	6LD	D	3,080	F	3,274	1.06	F	3,441	1.12	City of Cape Coral
27700	VETERANS MEM. PKWY	MIDPOINT BRDG TOLL P	McGREGOR BLVD	4LB	D	4,000	D	2,958	0.74	D	3,109	0.78	City of Fort Myers
29000	W 6TH ST	WILLIAMS AVE	JOEL BLVD	2LN	E	860	C	198	0.23	C	209	0.24	
29100	W 12TH ST	GUNNERY RD	SUNSHINE BLVD	2LN	E	860	C	314	0.37	C	330	0.38	
29200	W 12TH ST	SUNSHINE BLVD	WILLIAMS AVE	2LN	E	860	C	91	0.11	C	105	0.12	old count projection (2010)
29300	W 12TH ST	WILLIAMS AVE	JOEL BLVD	2LN	E	860	C	110	0.13	C	116	0.13	old count projection (2010)
29400	W 14TH ST	SUNSHINE BLVD	RICHMOND AVE	2LN	E	860	C	57	0.07	C	60	0.07	old count projection (2010)
26400	SW 23RD ST	GUNNERY RD	SUNSHINE BLVD	2LN	E	860	D	769	0.89	F	904	1.05	Classic Hills (Copperhead) Golf Community(4)
15200	WESTGATE BLVD	GUNNERY RD	LEE BLVD	2LN	E	860	C	[illegible]	0.72	D	654	0.76	
27900	WHISKEY CREEK DR	COLLEGE PKWY	SAUTERN DR	2LD	E	910	C	324	0.36	C	340	0.37	
28000	WHISKEY CREEK DR	SAUTERN DR	McGREGOR BLVD	2LD	E	910	C	324	0.36	C	340	0.37	
28200	WILLIAMS AVE	LEE BLVD	W. 6TH ST	2LN	E	860	F	962	1.12	F	1,011	1.18	
28300	WINKLER RD	STOCKBRIDGE DR	SUMMERLIN RD	2LN	E	860	C	465	0.54	C	489	0.57	[4]
28400	WINKLER RD	SUMMERLIN RD	GLADIOLUS DR	4LD	E	1,520	C	297	0.20	C	312	0.21	
28500	WINKLER RD	GLADIOLUS DR	BRANDYWINE CIR	2LN	E	880	B	599	0.68	B	630	0.72	
28600	WINKLER RD	BRANDYWINE CIR	CYPRESS LAKE DR	2LN	E	880	B	599	0.68	B	630	0.72	
28700	WINKLER RD	CYPRESS LAKE DR	COLLEGE PKWY	4LD	E	1,780	D	738	0.41	D	776	0.44	
28800	WINKLER RD	COLLEGE PKWY	McGREGOR BLVD	2LN	E	800	B	393	0.49	B	413	0.52	
28900	WOODLAND BLVD	US 41	AUSTIN ST	2LN	E	860	C	272	0.32	C	286	0.33	[4]

[1] level of service; [2] directional; vehicles/hour; [3] directional volume-to-capacity ratio; [4] previous years data; [5] EEPCO Study

*Future forecast on State maintained facilities are Year 2030 forecast

- County-Maintained Collector Roadway - Unincorporated Lee County
- County-Maintained Collector Roadway - Incorporated Lee County
- County-Maintained Arterial Roadway - Unincorporated Lee County
- County-Maintained Arterial Roadway - Incorporated Lee County
- County-Maintained Controlled Access Arterial Facility
- County-Maintained Expressway
- State-Maintained Arterial Roadway - Unincorporated Lee County

Revised: September 4, 2025

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

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2024 100TH HIGHEST HOUR			2029 FUTURE FORECAST*			Notes
		FROM	TO		LOS[1]	CAPACITY[2]	LOS[1]	VOLUME[2]	V/C[3]	LOS[1]	VOLUME[2]	V/C[3]	
04800	CEMETERY RD	BUCKINGHAM RD	HIGGINS AVE	2LN	E	860	C	391	0.45	C	410	0.48	
04900	CHAMBERLIN PKWY	AIRPORT ENT	DANIELS PKWY	4LN	E	1,790	C	45	0.03	C	47	0.03	(4)Port Authority maintained
05000	COCONUT RD	WEST END	VIA VENETTO BLVD	2LN	E	860	C	275	0.32	C	289	0.34	(4)non-county maintained to east
05100	COLLEGE PKWY	McGREGOR BLVD	WINKLER RD	6LD	E	2,980	D	2,571	0.86	D	2,702	0.91	
05200	COLLEGE PKWY	WINKLER RD	WHISKEY CREEK DR	6LD	E	2,980	D	1,945	0.65	D	2,044	0.69	
05300	COLLEGE PKWY	WHISKEY CREEK DR	SUMMERLIN RD	6LD	E	2,980	D	1,945	0.65	D	2,044	0.69	
05400	COLLEGE PKWY	SUMMERLIN RD	US 41	6LD	E	2,980	D	1,837	0.62	D	1,930	0.65	
05500	COLONIAL BLVD	McGREGOR BLVD	SUMMERLIN RD	6LD	E	2,840	D	2,580	0.91	D	2,712	0.95	
05600	COLONIAL BLVD	SUMMERLIN RD	US 41	6LD	E	2,840	D	2,580	0.91	D	2,712	0.95	
06200	COLONIAL BLVD	DYNASTY DR	SR 82	6LD	D	3,040	C	2,817	0.93	C	2,961	0.97	(4)
06300	COLUMBUS BLVD	SR 82	MILWAUKEE BLVD	2LN	E	860	C	105	0.12	C	110	0.13	(4)
06400	CONSTITUTION BLVD	US 41	CONSTITUTION CIR	2LN	E	860	C	371	0.43	C	390	0.45	(4)
06500	CORBETT RD	SR 78 (PINE ISLAND RD)	LITTLETON RD	2LN	E	860	C	30	0.03	C	32	0.04	(4)
06600	CORKSCREW RD	US 41	THREE OAKS PKWY	4LD	E	1,900	C	1,129	0.59	C	1,187	0.62	
06700	CORKSCREW RD	THREE OAKS PKWY	W OF I-75	4LD	E	1,900	C	1,850	0.97	F	1,945	1.02	
06800	CORKSCREW RD	E OF I-75	BEN HILL GRIFFIN BLVD	4LD	E	1,900	C	1,461	0.77	C	1,536	0.81	
06900	CORKSCREW RD	BEN HILL GRIFFIN BLVD	ALICO RD	4LD	E	1,960	C	941	0.48	C	990	0.51	Corkscrew Woods/Wildblue
07000	CORKSCREW RD	ALICO RD	COUNTY LINE	2LN	E	1,140	D	710	0.62	F	1,459	1.28	Verdana Village RPD
07100	COUNTRY LAKES BLVD	LUCKETT RD	TICE ST	2LN	E	860	C	145	0.17	C	154	0.18	(4)
07200	CRYSTAL DR	US 41	METRO PKWY	2LN	E	860	D	778	0.90	D	817	0.95	
07300	CRYSTAL DR	METRO PKWY	PLANTATION RD	2LN	E	860	C	475	0.55	C	500	0.58	
07400	CYPRESS LAKE DR	McGREGOR BLVD	SOUTH POINT BLVD	4LD	E	1,940	D	1,136	0.59	D	1,194	0.62	
07500	CYPRESS LAKE DR	SOUTH POINT BLVD	WINKLER RD	4LD	E	1,940	D	1,446	0.75	D	1,520	0.78	
07600	CYPRESS LAKE DR	WINKLER RD	SUMMERLIN RD	4LD	E	1,940	D	1,446	0.75	D	1,520	0.78	
07700	CYPRESS LAKE DR	SUMMERLIN RD	US 41	6LD	E	2,940	D	2,108	0.72	D	2,216	0.75	
07800	DANIELS PKWY	US 41	METRO PKWY	6LD	E	2,680	D	2,307	0.86	D	2,425	0.90	(4)unincorporated Lee County
07900	DANIELS PKWY	METRO PKWY	SIX MILE PKWY	6LD	E	2,680	F	3,226	1.20	F	3,390	1.26	unincorporated Lee County; constrained
08000	DANIELS PKWY	SIX MILE PKWY	PALOMINO LN	6LD	E	3,040	E	3,029	1.00	F	3,184	1.05	unincorporated Lee Co; constrained; Dan Falls
08100	DANIELS PKWY	PALOMINO LN	I-75	6LD	E	3,040	E	[illegible]	1.00	F	3,184	1.05	unincorporated Lee County; constrained
08200	DANIELS PKWY	I-75	TREELINE AVE	6LD	E	3,260	E	2,978	0.91	E	3,130	0.96	unincorporated Lee County
08300	DANIELS PKWY	TREELINE AVE	CHAMBERLIN PKWY	6LD	E	3,260	E	2,978	0.91	E	3,130	0.96	unincorporated Lee County
08400	DANIELS PKWY	CHAMBERLIN PKWY	GATEWAY BLVD	6LD	E	3,260	E	3,113	0.95	F	3,272	1.00	unincorporated Lee County
08500	DANIELS PKWY	GATEWAY BLVD	SR 82	4LD	E	2,160	F	2,717	1.26	F	2,856	1.32	unincorporated Lee County; Timber Creek RPD
08600	DANLEY DR	US 41	METRO PKWY	2LN	E	860	C	454	0.53	C	477	0.55	
08700	DAVIS RD	McGREGOR BLVD	IONA RD	2LN	E	860	C	17	0.02	C	18	0.02	(4)
08800	DEL PRADO BLVD	CAPE CORAL PKWY	SE 46TH ST	6LD	E	2,660	D	2,062	0.78	D	2,167	0.81	
08900	DEL PRADO BLVD	SE 46TH ST	CORONADO PKWY	6LD	E	2,660	D	2,062	0.78	D	2,167	0.81	
09000	DEL PRADO BLVD	CORONADO PKWY	CORNWALLIS PKWY	6LD	E	2,660	D	2,062	0.78	D	2,167	0.81	
09100	DEL PRADO BLVD	CORNWALLIS PKWY	CORAL POINT DR	6LD	E	2,660	E	2,571	0.97	F	2,702	1.02	
09200	DEL PRADO BLVD	CORAL POINT DR	HANCOCK B. PKWY	6LD	E	2,800	D	1,974	0.71	D	2,074	0.74	
09300	DEL PRADO BLVD	HANCOCK B. PKWY	SR 78	6LD	E	2,800	C	1,722	0.62	C	1,810	0.65	(4)
09400	DEL PRADO BLVD	US 41	SLATER RD	2LN	E	860	D	578	0.67	D	643	0.75	Crane Landing Golf Course Community
09700	EAST 21ST ST	JOEL BLVD	GRANT AVE	2LN	E	860	C	30	0.03	C	32	0.04	(4)
09800	ESTERO BLVD	BIG CARLOS PASS BRIDGE	PESCADORA AVE	2LN	E	726	A	274	0.38	A	288	0.40	constrained
09900	ESTERO BLVD	PESCADORA AVE	VOORHIS ST	2LN	E	726	D	648	0.89	D	681	0.94	(4); constrained
10000	ESTERO BLVD	VOORHIS ST	TROPICAL SHORES WAY	2LN	E	726	D	648	0.89	D	681	0.94	(4); constrained
10100	ESTERO BLVD	TROPICAL SHORES WAY	CENTER ST	2LN	E	671	F	722	1.08	F	759	1.13	constrained (4)
14400	ESTERO PKWY	US 41	THREE OAKS PKWY	4LD	E	2,000	B	921	0.46	B	968	0.48	non-county maint; T and T DRI/W Cyp Vw CPD

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

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2024 100TH HIGHEST HOUR			2029 FUTURE FORECAST*			Notes
		FROM	TO		LOS[1]	CAPACITY[2]	LOS[1]	VOLUME[2]	V/C[3]	LOS[1]	VOLUME[2]	V/C[3]	
14450	ESTERO PKWY	THREE OAKS PKWY	BEN HILL GRIFFIN PKWY	4LD	E	2,000	B	1,040	0.52	B	1,093	0.55	[4]
10200	EVERGREEN RD	US 41	BUS 41	2LN	E	860	C	103	0.12	C	108	0.13	[4]
10300	FIDDLESTICKS BLVD	GUARDHOUSE	DANIELS PKWY	2LN	E	860	C	252	0.29	C	265	0.31	
10400	FOWLER ST	US 41	N AIRPORT RD	6LD	E	2,300	D	1,281	0.56	D	1,346	0.59	
10500	FOWLER ST	N AIRPORT RD	COLONIAL BLVD	6LD	E	2,300	D	1,547	0.67	D	1,625	0.71	
10800	GASPARILLA BLVD	FIFTH ST	COUNTY LINE	2LN	E	860	C	329	0.38	C	346	0.40	constrained
	GATEWAY BLVD	DANIELS PKWY	GATEWAY LAKES BLVD	4LD	E	1,790	C	782	0.44	C	822	0.46	
	GATEWAY BLVD	GATEWAY LAKES BLVD	SR82	2LN	E	860	E	782	0.91	E	822	0.96	
10900	GLADIOLUS DR	McGREGOR BLVD	PINE RIDGE RD	4LD	E	1,840	C	[illegible]	0.36	C	692	0.38	
11000	GLADIOLUS DR	PINE RIDGE RD	BASS RD	4LD	E	1,840	C	1,140	0.62	C	1,198	0.65	
11100	GLADIOLUS DR	BASS RD	WINKLER RD	6LD	E	2,780	C	1,140	0.41	C	1,198	0.43	
11200	GLADIOLUS DR	WINKLER RD	SUMMERLIN RD	6LD	E	2,780	B	1,140	0.41	B	1,198	0.43	
11300	GLADIOLUS DR	SUMMERLIN RD	US 41	6LD	E	2,780	C	2,348	0.84	C	2,468	0.89	
11400	GREENBRIAR BLVD	RICHMOND AVE	JOEL BLVD	2LN	E	860	C	[illegible]	0.16	C	141	0.16	
11500	GUNNERY RD	SR 82	LEE BLVD	4LD	E	1,920	B	1,589	0.83	B	1,670	0.87	
11600	GUNNERY RD	LEE BLVD	BUCKINGHAM RD	2LN	E	1,020	C	[illegible]	0.97	F	1,043	1.02	
11700	HANCOCK BRIDGE PKWY	DEL PRADO BLVD	NE 24TH AVE	4LD	E	1,880	B	1,130	0.60	B	1,188	0.63	
11800	HANCOCK BRIDGE PKWY	NE 24TH AVE	ORANGE GROVE BLVD	4LD	E	1,880	B	1,083	0.58	B	1,138	0.61	
11900	HANCOCK BRIDGE PKWY	ORANGE GROVE BLVD	MOODY RD	4LD	E	1,880	B	1,348	0.72	B	1,417	0.75	
12000	HANCOCK BRIDGE PKWY	MOODY RD	US 41	4LD	E	1,880	B	1,287	0.68	B	1,353	0.72	
12100	HART RD	SR 78	TUCKER LANE	2LN	E	860	C	294	0.34	C	309	0.36	[4]
12200	HICKORY BLVD	BONITA BEACH RD	McLAUGHLIN BLVD	2LN	E	890	D	374	0.42	D	393	0.44	constrained
12300	HICKORY BLVD	McLAUGHLIN BLVD	MELODY LANE	2LN	E	890	D	374	0.42	D	393	0.44	constrained
12400	HICKORY BLVD	MELODY LANE	ESTERO BLVD	2LN	E	890	D	374	0.42	D	393	0.44	constrained
12480	HOMESTEAD RD	SR 82	MILWAUKEE BLVD	2LN	E	1,010	D	583	0.58	D	613	0.61	
12490	HOMESTEAD RD	MILWAUKEE BLVD	SUNRISE BLVD	2LN	E	1,010	D	583	0.58	D	613	0.61	
12500	HOMESTEAD RD	SUNRISE BLVD	LEELAND HEIGHTS	4LN	E	1,960	C	583	0.30	C	613	0.31	
12600	HOMESTEAD RD	LEELAND HEIGHTS	LEE BLVD	4LN	E	1,960	D	1,491	0.76	D	1,567	0.80	
31800	I-75	BONITA BEACH RD	CORKSCREW RD	6LF	D	6080/7585	D	5,987	0.98	D	6,777	0.75	
31900	I-75	CORKSCREW RD	ALICO RD	6LF	D	6,080	D	5,576	0.92	F	6,440	1.06	
32000	I-75	ALICO RD	DANIELS PKWY	6LF	D	6080/8090	F	6,438	1.06	F	7,425	1.22	
32100	I-75	DANIELS PKWY	COLONIAL BLVD	6LF	D	6,080	E	6,090	1.00	F	7,069	1.16	
	I-75	COLONIAL BLVD	DR MLK JR BLVD (SR 82)	6LF	D	7,080	C	5,473	0.77	D	6,090	0.86	
32300	I-75	DR MLK JR BLVD (SR 82)	LUCKETT RD	6LF	D	6,080	D	6,040	0.99	F	6,915	1.14	
32400	I-75	LUCKETT RD	SR 80	6LF	D	7,080	C	5,833	0.82	D	6,618	0.93	
32500	I-75	SR 80	SR 78	8LF	D	8,090	B	4,471	0.55	C	5,074	0.63	
32600	I-75	SR 78	COUNTY LINE	6LF	D	6,080	B	3,499	0.58	C	3,946	0.65	
12700	IDLEWILD ST	METRO PKWY	RANCHETTE RD	2LN	E	860	C	213	0.25	C	224	0.26	[4]
13000	IMMOKALEE RD (SR 82)	E OF COLONIAL BLVD	GATEWAY BLVD	6LD	D	2,814	D	[illegible]	0.94	F	3,211	1.14	
13100	IMMOKALEE RD (SR 82)	GATEWAY BLVD	GUNNERY RD	6LD	D	2,814	C	1,966	0.70	C	2,406	0.86	Timber Creek RPD
13200	IMMOKALEE RD (SR 82)	GUNNERY RD	ALABAMA RD	6LD	D	2,814	C	2,419	0.86	F	2,896	1.03	
13300	IMMOKALEE RD (SR 82)	ALABAMA RD	BELL BLVD	4LD	D	1,900	C	[illegible]	0.60	C	1,376	0.72	
13400	IMMOKALEE RD (SR 82)	BELL BLVD	COUNTY LINE	4LD	D	1,900	C	862	0.45	C	1,020	0.54	
13500	IMPERIAL PKWY	COLLIER COUNTY LINE	BONITA BEACH RD	4LD	E	1,920	B	1,740	0.91	B	1,829	0.95	
13550	IMPERIAL PKWY	E TERRY ST	COCONUT RD	4LD	E	1,920	B	1,352	0.70	B	1,421	0.74	City of Bonita Springs/Village of Estero
13600	IONA RD	DAVIS RD	McGREGOR BLVD	2LN	E	860	C	404	0.47	C	447	0.52	Watrous Plantation
13700	ISLAND PARK RD	PARK RD	US 41	2LN	E	860	C	97	0.11	C	144	0.17	(4)Coves of Estero Bay
13800	JOEL BLVD	ALEX GRAHAM BELL BLVD	18TH ST	4LN	E	2,120	B	668	0.32	B	702	0.33	

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

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2024 100TH HIGHEST HOUR			2029 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	655	0.65	E	688	0.68	
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	90	0.10	C	94	0.11	
14200	KELLY RD	McGREGOR BLVD	SAN CARLOS BLVD	2LN	E	860	C	230	0.27	C	242	0.28	[4]
14300	KELLY RD	SAN CARLOS BLVD	PINE RIDGE RD	2LN	E	860	C	230	0.27	C	242	0.28	[4]
14500	LAUREL DR	BUS 41	BREEZE DR	2LN	E	860	C	209	0.24	C	220	0.26	
14600	LEE BLVD	SR 82	ALVIN AVE	6LD	E	2,840	E	2,612	0.92	E	2,745	0.97	
14700	LEE BLVD	ALVIN AVE	GUNNERY RD	6LD	E	2,840	E	2,096	0.74	E	2,203	0.78	
14800	LEE BLVD	GUNNERY RD	HOMESTEAD RD	6LD	E	2,840	D	1,880	0.66	D	2,091	0.74	
14900	LEE BLVD	HOMESTEAD RD	WILLIAMS AVE	4LD	E	1,980	B	645	0.33	B	678	0.34	
14930	LEE BLVD	WILLIAMS AVE	LEELAND HEIGHTS	2LN	E	1,020	B	788	0.77	E	828	0.81	
15000	LEE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	[illegible]	0.48	C	429	0.50	
15100	LEELAND HEIGHTS	HOMESTEAD RD	JOEL BLVD	4LN	E	1,800	B	788	0.44	B	828	0.46	
15200	LEONARD BLVD	GUNNERY RD	WESTGATE BLVD	2LN	E	860	D	769	0.89	F	909	1.06	Fairway Villages/pre-dev order res dev
15300	LITTLETON RD	CORBETT RD	US 41	2LN	E	860	D	[illegible]	0.75	D	681	0.79	
15400	LITTLETON RD	US 41	BUS 41	2LN	E	860	C	543	0.63	D	571	0.66	
15500	LUCKETT RD	ORTIZ AVE	I-75	2LN	E	880	C	441	0.50	C	492	0.56	Luckett Landing Hotel/Luckett Road C-Store
15600	LUCKETT RD	I-75	COUNTRY LAKES DR	2LN	E	860	C	500	0.58	C	525	0.61	
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	B	1,471	0.75	B	1,546	0.79	
15900	McGREGOR BLVD	HARBOR DR	SUMMERLIN RD	4LD	E	1,960	B	1,471	0.75	B	1,546	0.79	
16000	McGREGOR BLVD	SUMMERLIN RD	KELLY RD	4LD	E	1,960	A	848	0.43	A	891	0.45	
16100	McGREGOR BLVD	KELLY RD	GLADIOLUS DR	4LD	E	1,960	A	848	0.43	A	891	0.45	
16200	McGREGOR BLVD (SR 867)	OLD McGREGOR /GLADIOLUS DR	IONA LOOP RD	4LD	D	1,900	C	1,386	0.73	C	1,486	0.78	
16300	McGREGOR BLVD (SR 867)	IONA LOOP RD	PINE RIDGE RD	4LD	D	1,900	C	1,386	0.73	C	1,486	0.78	
16400	McGREGOR BLVD (SR 867)	PINE RIDGE RD	CYPRESS LAKE DR	4LD	D	1,900	D	1,765	0.93	F	1,909	1.00	
16500	McGREGOR BLVD (SR 867)	CYPRESS LAKE DR	COLLEGE PKWY	4LD	D	1,900	D	1,765	0.93	F	1,909	1.00	
16600	McGREGOR BLVD (SR 867)	COLLEGE PKWY	WINKLER RD	2LN	D	1,166	C	757	0.65	C	817	0.70	constrained
16700	McGREGOR BLVD (SR 867)	WINKLER RD	TANGLEWOOD BLVD	2LN	D	1,224	D	1,116	0.91	D	1,208	0.99	constrained
16800	McGREGOR BLVD (SR 867)	TANGLEWOOD BLVD	COLONIAL BLVD	2LN	D	1,224	D	1,116	0.91	D	1,208	0.99	constrained
16900	METRO PKWY (SR 739)	SIX MILE PKWY	DANIELS PKWY	6LD	D	2,814	C	1,420	0.50	C	1,703	0.61	
17000	METRO PKWY (SR 739)	DANIELS PKWY	CRYSTAL DR	4LD	D	1,900	C	1,297	0.68	C	1,455	0.77	
17100	METRO PKWY (SR 739)	CRYSTAL DR	DANLEY DR	4LD	D	1,900	D	1,832	0.96	F	2,168	1.14	
17200	METRO PKWY (SR 739)	DANLEY DR	COLONIAL BLVD	4LD	D	1,900	D	1,832	0.96	F	2,168	1.14	
	MICHAEL RIPPE PKWY	US41	SIX MILES PKWY	6LD	D	2,814	C	1,812	0.64	C	2,322	0.83	
17600	MILWAUKEE BLVD	ALABAMA BLVD	BELL BLVD	2LN	E	860	C	383	0.45	C	403	0.47	
17700	MILWAUKEE BLVD	BELL BLVD	COLUMBUS BLVD	2LN	E	860	C	264	0.31	C	278	0.32	
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	[4]
18000	NALLE RD	SR 78	NALLE GRADE RD	2LN	E	860	C	136	0.16	C	143	0.17	[4]
18100	NEAL RD	ORANGE RIVER BLVD	BUCKINGHAM RD	2LN	E	860	C	174	0.20	C	183	0.21	
18200	NORTH RIVER RD	SR 31	FRANKLIN LOCK RD	2LN	E	1,140	B	258	0.23	B	378	0.33	The Broadlands
18300	NORTH RIVER RD	FRANKLIN LOCK RD	BROADWAY RD	2LN	E	1,140	B	258	0.23	B	369	0.32	River Run Estates
18400	NORTH RIVER RD	BROADWAY RD	COUNTY LINE	2LN	E	1,140	B	216	0.19	B	227	0.20	
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	534	0.62	D	561	0.65	
19200	ORANGE GROVE BLVD	HANCOCK B. PKWY	PONDELLA RD	4LN	E	1,790	C	534	0.30	D	561	0.31	
19300	ORANGE RIVER BLVD	SR 80	STALEY RD	2LN	E	1,000	E	638	0.64	E	671	0.67	

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

Class I (40 mph or higher posted speed limit)

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 GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES

TABLE 9

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables



(C3C-Suburban Commercial)

Peak Hour Directional

	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	**



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,790	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 adjust 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-State 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: 0107 - SR 82, EAST OF OWEN AVENUE SOUTH

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	39000 F	E 19000	W 20000	9.00	56.00	7.70
2023	36000 C	E 17500	W 18500	9.00	53.80	7.70
2022	28500 F	E 14000	W 14500	9.00	53.70	7.20
2021	28500 C	E 14000	W 14500	9.00	53.10	7.20
2020	24500 C	E 12000	W 12500	9.00	54.00	8.40
2019	22500 S	E 11000	W 11500	9.00	57.60	8.00
2018	21500 F	E 10500	W 11000	9.00	58.50	8.00
2017	20500 C	E 10000	W 10500	9.00	58.20	8.00
2016	18900 C	E 9500	W 9400	9.00	58.20	5.70
2015	17100 C	E 8600	W 8500	9.00	62.20	6.70
2014	17600 F	E 9000	W 8600	9.00	63.40	5.90
2013	17000 C	E 8700	W 8300	9.00	64.30	5.90
2012	14100 C	E 7100	W 7000	9.00	60.20	6.60
2011	15100 F	E 7600	W 7500	9.00	61.10	6.70
2010	14900 C	E 7500	W 7400	10.06	63.11	6.70
2009	14300 C	E 7300	W 7000	10.54	62.17	7.90

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: 0108 - SR 82, EAST OF COMMERCE LAKES DRIVE LC 222

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	36500 F	E 18500	W 18000	9.00	56.00	7.90
2023	33500 C	E 17000	W 16500	9.00	53.80	7.90
2022	27000 F	E 13500	W 13500	9.00	53.70	7.60
2021	27000 C	E 13500	W 13500	9.00	53.10	7.60
2020	21000 C	E 10500	W 10500	9.00	54.00	7.80
2019	19800 S	E 9800	W 10000	9.00	57.60	7.70
2018	19100 F	E 9400	W 9700	9.00	58.50	7.70
2017	18300 C	E 9000	W 9300	9.00	58.20	7.70
2016	17200 C	E 8600	W 8600	9.00	58.20	6.70
2015	15700 C	E 8000	W 7700	9.00	62.20	7.10
2014	15100 F	E 7700	W 7400	9.00	63.40	6.70
2013	14700 C	E 7500	W 7200	9.00	64.30	6.70
2012	12700 C	E 6300	W 6400	9.00	60.20	7.50
2011	13000 F	E 6500	W 6500	9.00	61.10	8.60
2010	12800 C	E 6400	W 6400	10.06	63.11	8.60
2009	12200 C	E 6100	W 6100	10.54	62.17	8.80

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: 4908 - GATEWAY BLVD S OF GRIFFIN RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	14400 E			10.00	54.30	4.70

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: 4909 - GATEWAY BLVD N OF GRIFFIN RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	14400 E			10.00	54.30	4.70

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: 6021 - SR 82/IMMOKOLEE RD, 3000' E OF GUNNERY RD, PTMS 101, LCPR 21

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	48000 S	0	0	9.00	56.00	10.00
2023	47500 F	0	0	9.00	54.50	8.50
2022	45500 C	E 24000	W 21500	9.00	52.70	8.50
2021	28000 X	0	0	9.00	52.60	7.60
2020	28500 X	0	0	9.00	54.00	7.70
2019	30000 T	0	0	9.00	57.60	9.50
2018	29000 S	0	0	9.00	58.50	9.40
2017	28500 F	0	0	9.00	65.10	7.30
2016	28137 C	E 14317	W 13820	9.00	65.10	6.00
2015	26771 C	E 13569	W 13202	9.00	65.10	7.70
2014	25227 C	E 12754	W 12473	9.00	66.20	8.40
2013	23844 C	E 12596	W 11248	9.00	68.60	5.40
2012	22000 F	E 0	W 0	9.00	66.60	7.40
2011	22182 C	E 11177	W 11005	9.00	66.60	9.10
2010	21207 C	E 10845	W 10362	9.51	66.56	6.80
2009	19500 F	0	0	9.96	65.45	7.80

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: 6071 - GRIFFIN DRIVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	7100 E			10.00	54.00	5.60

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

SYNCHRO ANALYSIS

DANIELS PARKWAY

@

GATEWAY BLVD.

Lanes, Volumes, Timings
3: Daniels Pkwy & PJD Pkwy/Gateway Blvd.

2030 AM Peak Background
05/13/2026

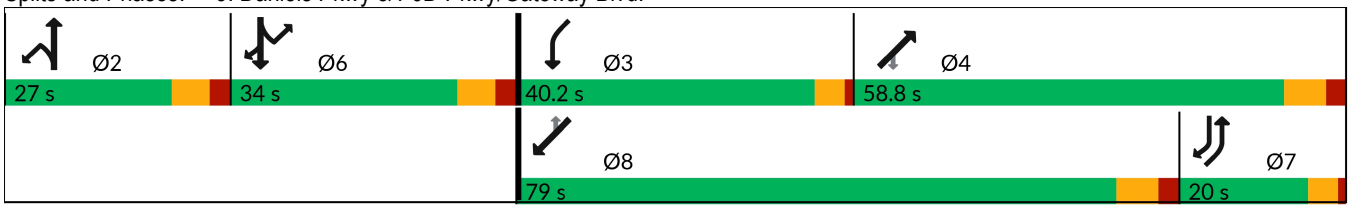
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	63	63	56	108	198	649	308	1011	135	244	2173	25
Future Volume (vph)	63	63	56	108	198	649	308	1011	135	244	2173	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	225		0	0		200	900		430	460		300
Storage Lanes	1		0	0		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	0.95	1.00	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt		0.934				0.850			0.850			0.850
Flt Protected	0.950	0.997			0.983		0.950			0.950		
Satd. Flow (prot)	1493	3117	0	0	1818	2760	3367	4848	1568	1719	4940	1553
Flt Permitted	0.950	0.997			0.983		0.950			0.950		
Satd. Flow (perm)	1493	3117	0	0	1818	2760	3367	4848	1568	1719	4940	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58				225			141			126
Link Speed (mph)		40			35			50			50	
Link Distance (ft)		891			1174			1985			872	
Travel Time (s)		15.2			22.9			27.1			11.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	2%	4%	4%	2%	3%	4%	7%	3%	5%	5%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	66	66	58	113	206	676	321	1053	141	254	2264	26
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	59	131	0	0	319	676	321	1053	141	254	2264	26
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2		6	6	6 7	7	4		3	8	
Permitted Phases									4			8
Detector Phase	2	2		6	6	6 7	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0		25.0	25.0		9.5	25.5	25.5	9.5	25.5	25.5
Total Split (s)	27.0	27.0		34.0	34.0		20.0	58.8	58.8	40.2	79.0	79.0
Total Split (%)	16.9%	16.9%		21.3%	21.3%		12.5%	36.8%	36.8%	25.1%	49.4%	49.4%
Maximum Green (s)	20.0	20.0		27.0	27.0		15.5	51.3	51.3	35.7	71.5	71.5
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	2.5	2.5		2.5	2.5		1.0	2.5	2.5	1.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			7.0		4.5	7.5	7.5	4.5	7.5	7.5
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	20.0	20.0			27.0	40.0	15.5	58.5	58.5	28.5	71.5	71.5
Actuated g/C Ratio	0.13	0.13			0.17	0.25	0.10	0.37	0.37	0.18	0.45	0.45
v/c Ratio	0.32	0.30			1.04	0.79	0.98	0.59	0.21	0.83	1.03	0.03
Control Delay (s/veh)	69.0	37.1			125.2	34.2	116.7	43.6	6.2	85.3	69.2	0.1
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.0	37.1			125.2	34.2	116.7	43.6	6.2	85.3	69.2	0.1
LOS	E	D			F	C	F	D	A	F	E	A
Approach Delay (s/veh)		47.0			63.4			55.6			70.1	
Approach LOS		D			E			E			E	
Queue Length 50th (ft)	68	39			~365	186	181	346	0	269	~957	0
Queue Length 95th (ft)	127	76			#569	248	#290	427	54	362	#1047	0
Internal Link Dist (ft)		811			1094			1905			792	
Turn Bay Length (ft)	225					200	900		430	460		300
Base Capacity (vph)	186	440			306	858	326	1773	663	383	2207	763
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.30			1.04	0.79	0.98	0.59	0.21	0.66	1.03	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Natural Cycle: 145			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay (s/veh): 63.8		Intersection LOS: E	
Intersection Capacity Utilization 93.0%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Daniels Pkwy & PJD Pkwy/Gateway Blvd.



Lanes, Volumes, Timings
3: Daniels Pkwy & PJD Pkwy/Gateway Blvd.

2030 PM Peak Background
05/13/2026

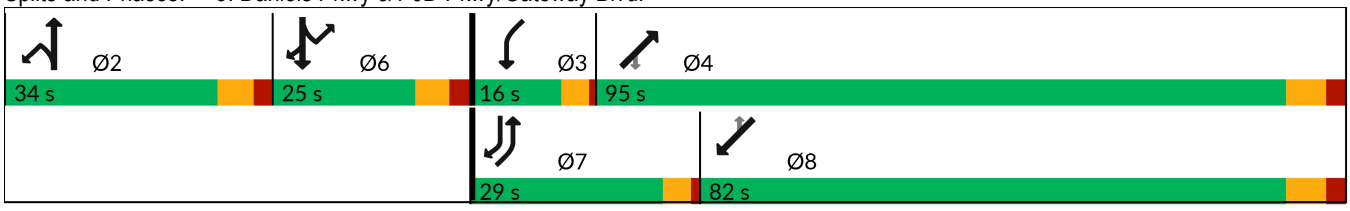
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	111	275	306	93	121	292	316	2674	183	120	1111	41
Future Volume (vph)	111	275	306	93	121	292	316	2674	183	120	1111	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	225		0	0		200	900		430	460		300
Storage Lanes	1		0	0		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	0.95	1.00	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt		0.922				0.850			0.850			0.850
Flt Protected	0.950	0.999			0.979		0.950			0.950		
Satd. Flow (prot)	1493	3087	0	0	1808	2760	3367	4848	1568	1719	4940	1553
Flt Permitted	0.950	0.999			0.979		0.950			0.950		
Satd. Flow (perm)	1493	3087	0	0	1808	2760	3367	4848	1568	1719	4940	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		136				239			149			128
Link Speed (mph)		40			35			50			50	
Link Distance (ft)		891			1174			1985			872	
Travel Time (s)		15.2			22.9			27.1			11.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	2%	4%	4%	2%	3%	4%	7%	3%	5%	5%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	116	286	319	97	126	304	329	2785	191	125	1157	43
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	104	617	0	0	223	304	329	2785	191	125	1157	43
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2		6	6	6 7	7	4		3	8	
Permitted Phases									4			8
Detector Phase	2	2		6	6	6 7	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0		25.0	25.0		9.5	25.5	25.5	9.5	25.5	25.5
Total Split (s)	34.0	34.0		25.0	25.0		29.0	95.0	95.0	16.0	82.0	82.0
Total Split (%)	20.0%	20.0%		14.7%	14.7%		17.1%	55.9%	55.9%	9.4%	48.2%	48.2%
Maximum Green (s)	27.0	27.0		18.0	18.0		24.5	87.5	87.5	11.5	74.5	74.5
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	2.5	2.5		2.5	2.5		1.0	2.5	2.5	1.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			7.0		4.5	7.5	7.5	4.5	7.5	7.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	27.0	27.0			18.0	43.8	21.3	87.5	87.5	11.5	77.7	77.7
Actuated g/C Ratio	0.16	0.16			0.11	0.26	0.13	0.51	0.51	0.07	0.46	0.46
v/c Ratio	0.44	1.02			1.17	0.34	0.78	1.12	0.22	1.08	0.51	0.06
Control Delay (s/veh)	71.3	95.2			179.6	12.4	85.3	97.2	6.2	175.7	34.1	0.1
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.3	95.2			179.6	12.4	85.3	97.2	6.2	175.7	34.1	0.1
LOS	E	F			F	B	F	F	A	F	C	A
Approach Delay (s/veh)		91.8			83.1			90.7			46.3	
Approach LOS		F			F			F			D	
Queue Length 50th (ft)	126	~329			~298	32	191	~1371	24	~160	346	0
Queue Length 95th (ft)	206	#470			#483	77	246	#1443	69	#314	405	0
Internal Link Dist (ft)		811			1094			1905			792	
Turn Bay Length (ft)	225					200	900		430	460		300
Base Capacity (vph)	237	604			191	935	485	2495	879	116	2258	779
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	1.02			1.17	0.33	0.68	1.12	0.22	1.08	0.51	0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 170	
Actuated Cycle Length: 170	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay (s/veh): 80.2	Intersection LOS: F
Intersection Capacity Utilization 105.3%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Daniels Pkwy & PJD Pkwy/Gateway Blvd.



Lanes, Volumes, Timings
3: Daniels Pkwy & PJD Pkwy/Gateway Blvd.

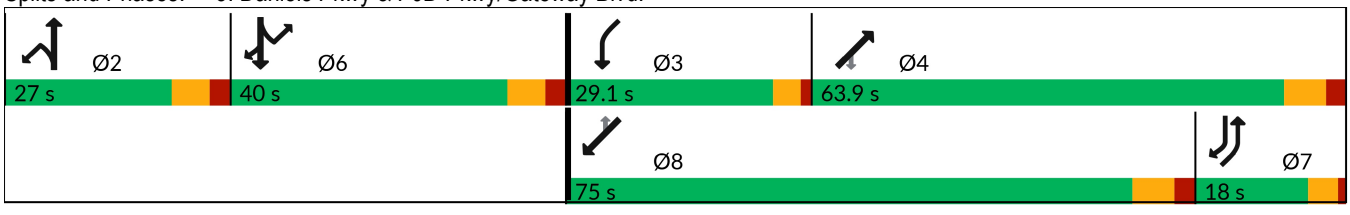
2030 AM Peak Background + Project
05/13/2026

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	63	63	56	216	198	649	308	1494	135	244	2284	50
Future Volume (vph)	63	63	56	216	198	649	308	1494	135	244	2284	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	225		0	0		200	900		430	460		300
Storage Lanes	1		0	0		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	0.95	1.00	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt		0.934				0.850			0.850			0.850
Flt Protected	0.950	0.997			0.975		0.950			0.950		
Satd. Flow (prot)	1493	3117	0	0	1798	2760	3367	4848	1568	1719	4940	1553
Flt Permitted	0.950	0.997			0.975		0.950			0.950		
Satd. Flow (perm)	1493	3117	0	0	1798	2760	3367	4848	1568	1719	4940	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58				235			141			126
Link Speed (mph)		40			35			50			50	
Link Distance (ft)		891			1174			1985			872	
Travel Time (s)		15.2			22.9			27.1			11.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	2%	4%	4%	2%	3%	4%	7%	3%	5%	5%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	66	66	58	225	206	676	321	1556	141	254	2379	52
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	59	131	0	0	431	676	321	1556	141	254	2379	52
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2		6	6	6 7	7	4		3	8	
Permitted Phases									4			8
Detector Phase	2	2		6	6	6 7	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0		25.0	25.0		9.5	25.5	25.5	9.5	25.5	25.5
Total Split (s)	27.0	27.0		40.0	40.0		18.0	63.9	63.9	29.1	75.0	75.0
Total Split (%)	16.9%	16.9%		25.0%	25.0%		11.3%	39.9%	39.9%	18.2%	46.9%	46.9%
Maximum Green (s)	20.0	20.0		33.0	33.0		13.5	56.4	56.4	24.6	67.5	67.5
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	2.5	2.5		2.5	2.5		1.0	2.5	2.5	1.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			7.0		4.5	7.5	7.5	4.5	7.5	7.5
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	20.0	20.0			33.0	44.0	13.5	56.4	56.4	24.6	67.5	67.5
Actuated g/C Ratio	0.13	0.13			0.21	0.28	0.08	0.35	0.35	0.15	0.42	0.42
v/c Ratio	0.32	0.30			1.16	0.73	1.13	0.91	0.22	0.96	1.14	0.07
Control Delay (s/veh)	69.0	37.1			153.4	30.1	155.8	58.3	5.8	112.4	112.0	0.2
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.0	37.1			153.4	30.1	155.8	58.3	5.8	112.4	112.0	0.2
LOS	E	D			F	C	F	E	A	F	F	A
Approach Delay (s/veh)		47.0			78.1			70.2			109.9	
Approach LOS		D			E			E			F	
Queue Length 50th (ft)	68	39			~541	172	~206	600	0	279	~1104	0
Queue Length 95th (ft)	127	76			#768	231	#314	673	51	#469	#1190	0
Internal Link Dist (ft)		811			1094			1905			792	
Turn Bay Length (ft)	225					200	900		430	460		300
Base Capacity (vph)	186	440			370	929	284	1708	644	264	2084	728
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.30			1.16	0.73	1.13	0.91	0.22	0.96	1.14	0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Natural Cycle: 145			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay (s/veh): 88.7		Intersection LOS: F	
Intersection Capacity Utilization 101.1%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Daniels Pkwy & PJD Pkwy/Gateway Blvd.



Lanes, Volumes, Timings
3: Daniels Pkwy & PJD Pkwy/Gateway Blvd.

2030 PM Peak Background + Project
05/13/2026

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	111	275	306	156	121	292	316	2957	183	120	1661	163
Future Volume (vph)	111	275	306	156	121	292	316	2957	183	120	1661	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	225		0	0		200	900		430	460		300
Storage Lanes	1		0	0		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	0.95	1.00	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt		0.922				0.850			0.850			0.850
Flt Protected	0.950	0.999			0.973		0.950			0.950		
Satd. Flow (prot)	1493	3087	0	0	1793	2760	3367	4848	1568	1719	4940	1553
Flt Permitted	0.950	0.999			0.973		0.950			0.950		
Satd. Flow (perm)	1493	3087	0	0	1793	2760	3367	4848	1568	1719	4940	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		135				193			130			131
Link Speed (mph)		40			35			50			50	
Link Distance (ft)		891			1174			1985			872	
Travel Time (s)		15.2			22.9			27.1			11.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	2%	4%	4%	2%	3%	4%	7%	3%	5%	5%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	116	286	319	163	126	304	329	3080	191	125	1730	170
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	104	617	0	0	289	304	329	3080	191	125	1730	170
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	2	2		6	6	6 7	7	4		3	8	
Permitted Phases									4			8
Detector Phase	2	2		6	6	6 7	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0		25.0	25.0		9.5	25.5	25.5	9.5	25.5	25.5
Total Split (s)	33.0	33.0		30.0	30.0		25.2	92.0	92.0	15.0	81.8	81.8
Total Split (%)	19.4%	19.4%		17.6%	17.6%		14.8%	54.1%	54.1%	8.8%	48.1%	48.1%
Maximum Green (s)	26.0	26.0		23.0	23.0		20.7	84.5	84.5	10.5	74.3	74.3
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	2.5	2.5		2.5	2.5		1.0	2.5	2.5	1.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0			7.0		4.5	7.5	7.5	4.5	7.5	7.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

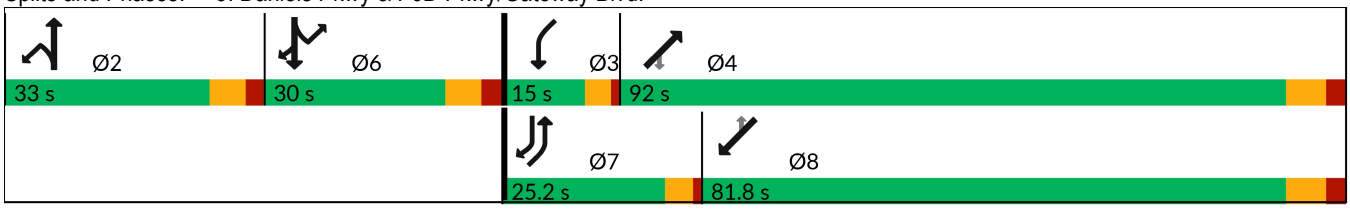
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	26.0	26.0			23.0	47.3	19.8	84.5	84.5	10.5	75.2	75.2
Actuated g/C Ratio	0.15	0.15			0.14	0.28	0.12	0.50	0.50	0.06	0.44	0.44
v/c Ratio	0.46	1.05			1.19	0.34	0.84	1.28	0.23	1.18	0.79	0.22
Control Delay (s/veh)	72.8	103.7			179.6	18.0	92.6	165.0	8.5	206.8	44.1	8.5
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.8	103.7			179.6	18.0	92.6	165.0	8.5	206.8	44.1	8.5
LOS	E	F			F	B	F	F	A	F	D	A
Approach Delay (s/veh)		99.3			96.7			150.1			51.2	
Approach LOS		F			F			F			D	
Queue Length 50th (ft)	127	~341			~393	53	193	~1672	36	~173	631	26
Queue Length 95th (ft)	207	#482			#597	102	#262	#1735	86	#326	696	78
Internal Link Dist (ft)		811			1094			1905			792	
Turn Bay Length (ft)	225					200	900		430	460		300
Base Capacity (vph)	228	586			242	920	409	2409	844	106	2186	760
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	1.05			1.19	0.33	0.80	1.28	0.23	1.18	0.79	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Natural Cycle: 145			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay (s/veh): 111.4		Intersection LOS: F	
Intersection Capacity Utilization 114.2%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Daniels Pkwy & PJD Pkwy/Gateway Blvd.



DANIELS PARKWAY

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COMMERCE LAKES DRIVE

Intersection	
Int Delay, s/veh	19.8

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	19	21	8	1205	2583	241
Future Vol, veh/h	19	21	8	1205	2583	241
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	570	-	-	400
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	5	0	5	3	5
Mvmt Flow	21	23	9	1310	2808	262

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3480	1404	3070	0	-	0
Stage 1	2808	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Critical Hdwy	7.1	7	4.1	-	-	-
Critical Hdwy Stg 1	6.1	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-
Follow-up Hdwy	3.65	3.35	2.2	-	-	-
Pot Cap-1 Maneuver	~ 4	126	110	-	-	-
Stage 1	26	-	-	-	-	-
Stage 2	435	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 3	126	110	-	-	-
Mov Cap-2 Maneuver	~ 3	-	-	-	-	-
Stage 1	24	-	-	-	-	-
Stage 2	435	-	-	-	-	-

Approach	SE	NE	SW
HCM Ctrl Dly, s/v	$ 2008.71	0.27	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	110	-	3	126	-	-
HCM Lane V/C Ratio	0.079	-	5.982	0.182	-	-
HCM Ctrl Dly (s/v)	40.5	-	$ 4184.7	39.9	-	-
HCM Lane LOS	E	-	F	E	-	-
HCM 95th %tile Q(veh)	0.3	-	4.1	0.6	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	60.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	58	36	34	3321	1226	83
Future Vol, veh/h	58	36	34	3321	1226	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	570	-	-	400
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	3	0	3	5	1
Mvmt Flow	63	39	37	3610	1333	90

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3211	666	1423	0	-	0
Stage 1	1333	-	-	-	-	-
Stage 2	1879	-	-	-	-	-
Critical Hdwy	6.9	6.96	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.33	2.2	-	-	-
Pot Cap-1 Maneuver	~ 7	399	485	-	-	-
Stage 1	205	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 7	399	485	-	-	-
Mov Cap-2 Maneuver	~ 7	-	-	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	102	-	-	-	-	-

Approach	SE	NE	SW
HCM Ctrl Dly, s/v	$ 3063.47	0.13	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	485	-	7	399	-	-
HCM Lane V/C Ratio	0.076	-	9.591	0.098	-	-
HCM Ctrl Dly (s/v)	13	-	$ 4955.6	15	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	9.5	0.3	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	39.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	19	21	8	1796	2719	241
Future Vol, veh/h	19	21	8	1796	2719	241
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	570	-	-	400
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	5	0	5	3	5
Mvmt Flow	21	23	9	1952	2955	262

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3949	1478	3217	0	-	0
Stage 1	2955	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Critical Hdwy	7.1	7	4.1	-	-	-
Critical Hdwy Stg 1	6.1	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-
Follow-up Hdwy	3.65	3.35	2.2	-	-	-
Pot Cap-1 Maneuver	~ 2	112	96	-	-	-
Stage 1	21	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 2	112	96	-	-	-
Mov Cap-2 Maneuver	~ 2	-	-	-	-	-
Stage 1	~ 19	-	-	-	-	-
Stage 2	291	-	-	-	-	-

Approach	SE	NE	SW
HCM Ctrl Dly, s/v	$ 4760.98	0.21	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	96	-	2	112	-	-
HCM Lane V/C Ratio	0.091	-	13.619	0.204	-	-
HCM Ctrl Dly (s/v)	46.3	-	$ 9973.1	45.3	-	-
HCM Lane LOS	E	-	F	E	-	-
HCM 95th %tile Q(veh)	0.3	-	4.2	0.7	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	266.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	58	36	34	3667	1898	83
Future Vol, veh/h	58	36	34	3667	1898	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	570	-	-	400
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	3	0	3	5	1
Mvmt Flow	63	39	37	3986	2063	90

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	4130	1032	2153	0	-	0
Stage 1	2063	-	-	-	-	-
Stage 2	2067	-	-	-	-	-
Critical Hdwy	6.9	6.96	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.33	2.2	-	-	-
Pot Cap-1 Maneuver	~ 2	228	253	-	-	-
Stage 1	81	-	-	-	-	-
Stage 2	80	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 1	228	253	-	-	-
Mov Cap-2 Maneuver	~ 1	-	-	-	-	-
Stage 1	69	-	-	-	-	-
Stage 2	80	-	-	-	-	-

Approach	SE	NE	SW
HCM Ctrl Dly, s/v	$ 16343.4	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	253	-	1	228	-	-
HCM Lane V/C Ratio	0.146	-	48.132	0.171	-	-
HCM Ctrl Dly (s/v)	21.6	$	26472.7	24	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	0.5	-	10.1	0.6	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

DANIELS PARKWAY

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DANIELS TRADEPORT ACCESS

Lanes, Volumes, Timings
8: Daniels Pkwy & Daniels Tradeport Access

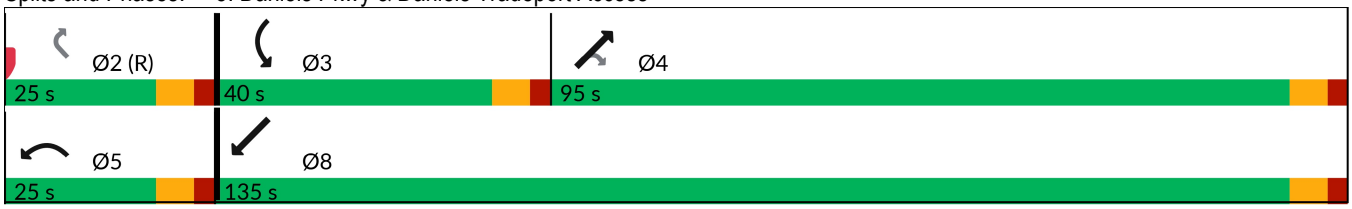
2030 AM Peak Background + Project
05/13/2026

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	136	111	1224	591	484	2824
Future Volume (vph)	136	111	1224	591	484	2824
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	350	0		500	600	
Storage Lanes	2	2		1	2	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.88	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	2787	3539	1583	3433	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	2787	3539	1583	3433	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		121		408		
Link Speed (mph)	30		50			50
Link Distance (ft)	1370		2946			4666
Travel Time (s)	31.1		40.2			63.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	148	121	1330	642	526	3070
Shared Lane Traffic (%)						
Lane Group Flow (vph)	148	121	1330	642	526	3070
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	5		4		3	8
Permitted Phases		2		4		
Detector Phase	5	2	4	4	3	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	25.0	12.0	25.0
Total Split (s)	25.0	25.0	95.0	95.0	40.0	135.0
Total Split (%)	15.6%	15.6%	59.4%	59.4%	25.0%	84.4%
Maximum Green (s)	18.0	18.0	88.0	88.0	33.0	128.0
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	None	None
Walk Time (s)		7.0	7.0	7.0		7.0
Flash Don't Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)	18.0	18.0	92.0	92.0	29.0	128.0
Actuated g/C Ratio	0.11	0.11	0.58	0.58	0.18	0.80
v/c Ratio	0.38	0.29	0.65	0.59	0.84	1.08
Control Delay (s/veh)	69.1	11.7	25.6	9.8	48.0	61.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.1	11.7	25.6	9.8	48.0	61.6
LOS	E	B	C	A	D	E
Approach Delay (s/veh)	43.3		20.5			59.6
Approach LOS	D		C			E
Queue Length 50th (ft)	76	0	495	145	270	~1907
Queue Length 95th (ft)	115	36	605	277	m187	m817
Internal Link Dist (ft)	1290		2866			4586
Turn Bay Length (ft)	350			500	600	
Base Capacity (vph)	386	420	2034	1083	708	2831
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.29	0.65	0.59	0.74	1.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:NWR and 6:, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay (s/veh): 45.6		Intersection LOS: D	
Intersection Capacity Utilization 93.9%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Daniels Pkwy & Daniels Tradeport Access



Lanes, Volumes, Timings
8: Daniels Pkwy & Daniels Tradeport Access

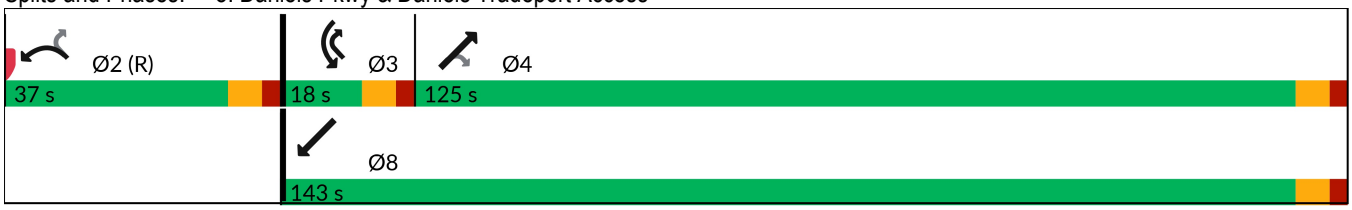
2030 PM Peak Background + Project
05/13/2026

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	672	549	3334	346	283	1932
Future Volume (vph)	672	549	3334	346	283	1932
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	350	0		500	600	
Storage Lanes	2	2		1	2	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.88	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	2787	3539	1583	3433	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	2787	3539	1583	3433	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		1		240		
Link Speed (mph)	30		50			50
Link Distance (ft)	1370		2946			4666
Travel Time (s)	31.1		40.2			63.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	730	597	3624	376	308	2100
Shared Lane Traffic (%)						
Lane Group Flow (vph)	730	597	3624	376	308	2100
Turn Type	Prot	pm+ov	NA	Perm	Prot	NA
Protected Phases	2	3	4		3	8
Permitted Phases		2		4		
Detector Phase	2	3	4	4	3	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	37.0	18.0	125.0	125.0	18.0	143.0
Total Split (%)	20.6%	10.0%	69.4%	69.4%	10.0%	79.4%
Maximum Green (s)	30.0	11.0	118.0	118.0	11.0	136.0
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	None	None	None	None	None
Walk Time (s)	7.0		7.0	7.0		7.0
Flash Don't Walk (s)	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)	0		0	0		0
Act Effct Green (s)	30.0	48.0	118.0	118.0	11.0	136.0
Actuated g/C Ratio	0.17	0.27	0.66	0.66	0.06	0.76
v/c Ratio	1.28	0.80	1.56	0.34	1.47	0.79
Control Delay (s/veh)	193.6	71.0	281.6	5.3	263.1	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	193.6	71.0	281.6	5.3	263.1	20.9
LOS	F	E	F	A	F	C
Approach Delay (s/veh)	138.5		255.6			51.8
Approach LOS	F		F			D
Queue Length 50th (ft)	~568	383	~3221	59	~259	720
Queue Length 95th (ft)	#704	470	#3268	113	m#276	m768
Internal Link Dist (ft)	1290		2866			4586
Turn Bay Length (ft)	350			500	600	
Base Capacity (vph)	572	743	2320	1120	209	2673
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.28	0.80	1.56	0.34	1.47	0.79

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:NWL and 6:, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.56			
Intersection Signal Delay (s/veh): 172.1		Intersection LOS: F	
Intersection Capacity Utilization 136.9%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Daniels Pkwy & Daniels Tradeport Access



DANIELS PARKWAY

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TIMBER CREEK DRIVE

Lanes, Volumes, Timings
10: Daniels Pkwy & Timber Creek Dr.

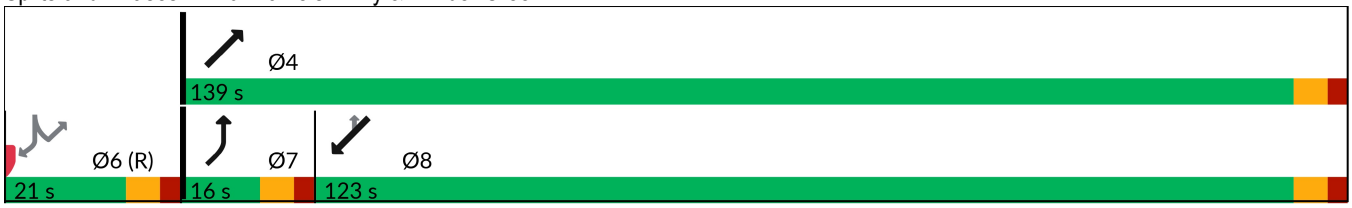
2030 AM Peak Background
05/13/2026

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	9	262	57	1297	2593	18
Future Volume (vph)	9	262	57	1297	2593	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	650			370
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1583	1805	3438	3438	1615
Flt Permitted	0.303		0.950			
Satd. Flow (perm)	576	1583	1805	3438	3438	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		87				18
Link Speed (mph)	30			50	50	
Link Distance (ft)	1206			4666	1844	
Travel Time (s)	27.4			63.6	25.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	5%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	10	285	62	1410	2818	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	285	62	1410	2818	20
Turn Type	Perm	Perm	Prot	NA	NA	Perm
Protected Phases			7	4	8	
Permitted Phases	6	6				8
Detector Phase	6	6	7	4	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	24.5
Total Split (s)	21.0	21.0	16.0	139.0	123.0	123.0
Total Split (%)	13.1%	13.1%	10.0%	86.9%	76.9%	76.9%
Maximum Green (s)	14.5	14.5	9.5	132.5	116.5	116.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	14.5	14.5	8.9	132.5	119.8	119.8
Actuated g/C Ratio	0.09	0.09	0.06	0.83	0.75	0.75
v/c Ratio	0.19	1.28	0.62	0.50	1.10	0.02
Control Delay (s/veh)	76.8	194.2	99.7	4.7	71.4	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.8	194.2	99.7	4.7	71.4	2.5
LOS	E	F	F	A	E	A
Approach Delay (s/veh)	190.2			8.7	70.9	
Approach LOS	F			A	E	
Queue Length 50th (ft)	10	~295	64	195	~1858	1
Queue Length 95th (ft)	33	#496	#124	226	#1966	9
Internal Link Dist (ft)	1126			4586	1764	
Turn Bay Length (ft)			650			370
Base Capacity (vph)	52	222	107	2847	2573	1213
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	1.28	0.58	0.50	1.10	0.02

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay (s/veh): 58.7		Intersection LOS: E	
Intersection Capacity Utilization 98.7%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Daniels Pkwy & Timber Creek Dr.



Lanes, Volumes, Timings
10: Daniels Pkwy & Timber Creek Dr.

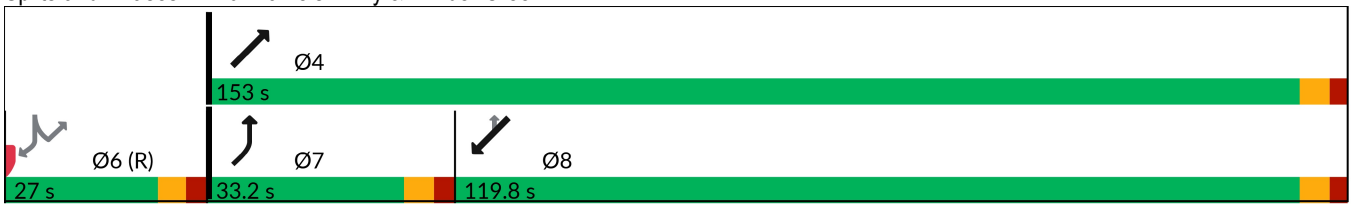
2030 PM Peak Background
05/13/2026

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	11	121	155	3445	1545	47
Future Volume (vph)	11	121	155	3445	1545	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	650			370
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1583	1805	3438	3438	1615
Flt Permitted	0.195		0.950			
Satd. Flow (perm)	370	1583	1805	3438	3438	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		132				49
Link Speed (mph)	30			50	50	
Link Distance (ft)	1206			4666	1844	
Travel Time (s)	27.4			63.6	25.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	5%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	12	132	168	3745	1679	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	132	168	3745	1679	51
Turn Type	Perm	Perm	Prot	NA	NA	Perm
Protected Phases			7	4	8	
Permitted Phases	6	6				8
Detector Phase	6	6	7	4	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	24.5
Total Split (s)	27.0	27.0	33.2	153.0	119.8	119.8
Total Split (%)	15.0%	15.0%	18.4%	85.0%	66.6%	66.6%
Maximum Green (s)	20.5	20.5	26.7	146.5	113.3	113.3
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	20.5	20.5	21.5	146.5	118.5	118.5
Actuated g/C Ratio	0.11	0.11	0.12	0.81	0.66	0.66
v/c Ratio	0.29	0.44	0.78	1.34	0.74	0.05
Control Delay (s/veh)	91.7	15.1	100.7	175.5	23.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	91.7	15.1	100.7	175.5	23.7	3.2
LOS	F	B	F	F	C	A
Approach Delay (s/veh)	21.5			172.3	23.1	
Approach LOS	C			F	C	
Queue Length 50th (ft)	13	0	196	~3140	698	1
Queue Length 95th (ft)	39	72	279	#3181	853	20
Internal Link Dist (ft)	1126			4586	1764	
Turn Bay Length (ft)			650			370
Base Capacity (vph)	42	297	267	2798	2264	1080
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.44	0.63	1.34	0.74	0.05

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.34			
Intersection Signal Delay (s/veh): 123.9		Intersection LOS: F	
Intersection Capacity Utilization 110.2%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Daniels Pkwy & Timber Creek Dr.



Lanes, Volumes, Timings
10: Daniels Pkwy & Timber Creek Dr.

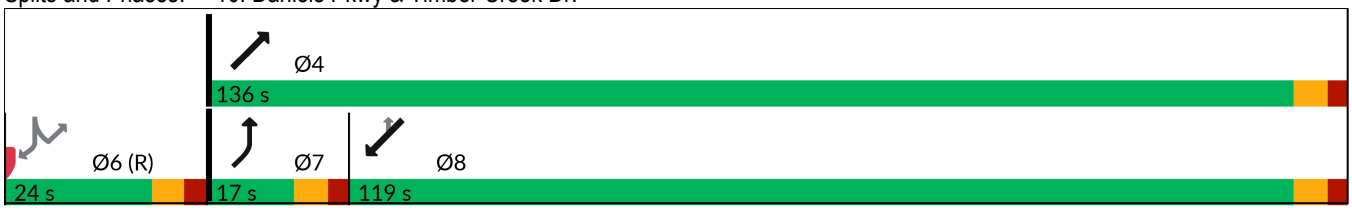
2030 AM Peak Background + Project
05/13/2026

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	9	262	57	1408	3077	18
Future Volume (vph)	9	262	57	1408	3077	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	650			370
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1583	1805	3438	3438	1615
Flt Permitted	0.247		0.950			
Satd. Flow (perm)	469	1583	1805	3438	3438	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		94				14
Link Speed (mph)	30			50	50	
Link Distance (ft)	1206			4666	1844	
Travel Time (s)	27.4			63.6	25.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	5%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	10	285	62	1530	3345	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	285	62	1530	3345	20
Turn Type	Perm	Perm	Prot	NA	NA	Perm
Protected Phases			7	4	8	
Permitted Phases	6	6				8
Detector Phase	6	6	7	4	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	24.5
Total Split (s)	24.0	24.0	17.0	136.0	119.0	119.0
Total Split (%)	15.0%	15.0%	10.6%	85.0%	74.4%	74.4%
Maximum Green (s)	17.5	17.5	10.5	129.5	112.5	112.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	17.5	17.5	9.5	129.5	116.2	116.2
Actuated g/C Ratio	0.11	0.11	0.06	0.81	0.73	0.73
v/c Ratio	0.20	1.11	0.58	0.55	1.34	0.02
Control Delay (s/veh)	74.9	131.0	71.0	14.0	179.3	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.9	131.0	71.0	14.0	179.3	3.8
LOS	E	F	E	B	F	A
Approach Delay (s/veh)	129.1			16.2	178.3	
Approach LOS	F			B	F	
Queue Length 50th (ft)	10	~251	64	488	~2534	2
Queue Length 95th (ft)	33	#452	m103	611	#2618	11
Internal Link Dist (ft)	1126			4586	1764	
Turn Bay Length (ft)			650			370
Base Capacity (vph)	51	256	118	2782	2496	1176
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	1.11	0.53	0.55	1.34	0.02

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.34			
Intersection Signal Delay (s/veh): 126.4		Intersection LOS: F	
Intersection Capacity Utilization 112.1%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 10: Daniels Pkwy & Timber Creek Dr.



Lanes, Volumes, Timings
10: Daniels Pkwy & Timber Creek Dr.

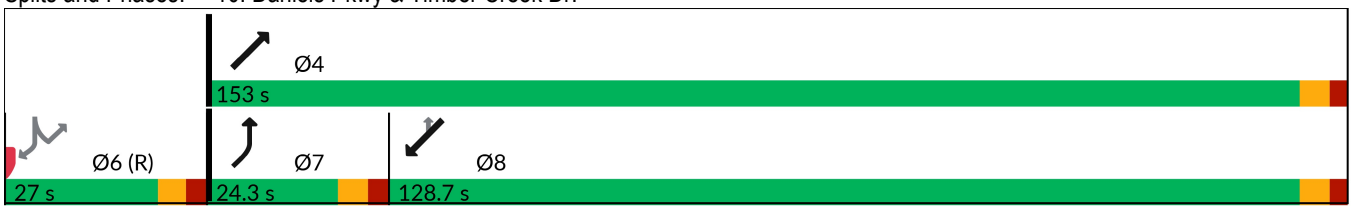
2030 PM Peak Background + Project
05/13/2026

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	11	121	155	3728	2094	47
Future Volume (vph)	11	121	155	3728	2094	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	650			370
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1583	1805	3438	3438	1615
Flt Permitted	0.195		0.950			
Satd. Flow (perm)	370	1583	1805	3438	3438	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		132				42
Link Speed (mph)	30			50	50	
Link Distance (ft)	1206			4666	1844	
Travel Time (s)	27.4			63.6	25.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	5%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	12	132	168	4052	2276	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	132	168	4052	2276	51
Turn Type	Perm	Perm	Prot	NA	NA	Perm
Protected Phases			7	4	8	
Permitted Phases	6	6				8
Detector Phase	6	6	7	4	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	11.5	24.5	24.5	24.5
Total Split (s)	27.0	27.0	24.3	153.0	128.7	128.7
Total Split (%)	15.0%	15.0%	13.5%	85.0%	71.5%	71.5%
Maximum Green (s)	20.5	20.5	17.8	146.5	122.2	122.2
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	20.5	20.5	17.8	146.5	122.2	122.2
Actuated g/C Ratio	0.11	0.11	0.10	0.81	0.68	0.68
v/c Ratio	0.29	0.44	0.94	1.45	0.98	0.05
Control Delay (s/veh)	91.7	15.1	76.4	225.7	41.1	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	91.7	15.1	76.4	225.7	41.1	3.2
LOS	F	B	E	F	D	A
Approach Delay (s/veh)	21.5			219.8	40.2	
Approach LOS	C			F	D	
Queue Length 50th (ft)	13	0	198	~3552	1327	3
Queue Length 95th (ft)	39	72	m138	m#1203	#1602	19
Internal Link Dist (ft)	1126			4586	1764	
Turn Bay Length (ft)			650			370
Base Capacity (vph)	42	297	178	2798	2334	1109
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.44	0.94	1.45	0.98	0.05

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.45			
Intersection Signal Delay (s/veh): 153.1		Intersection LOS: F	
Intersection Capacity Utilization 118.1%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 10: Daniels Pkwy & Timber Creek Dr.



TURNING MOVEMENT COUNT DATA

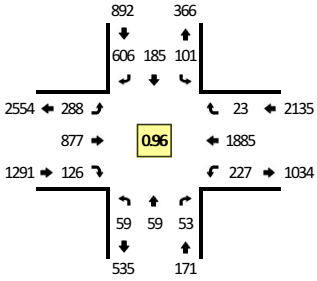
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

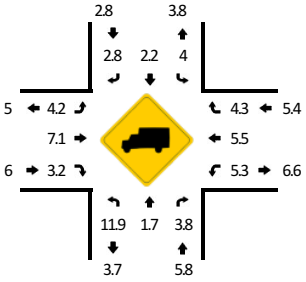
LOCATION: Paul J Doherty Pkwy -- Daniels Pkwy
CITY/STATE: Gateway, FL

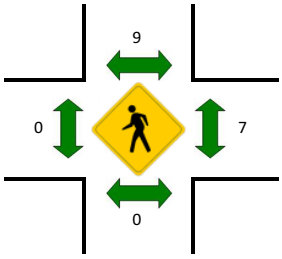
QC JOB #: 17613001
DATE: Thu, May 7 2026

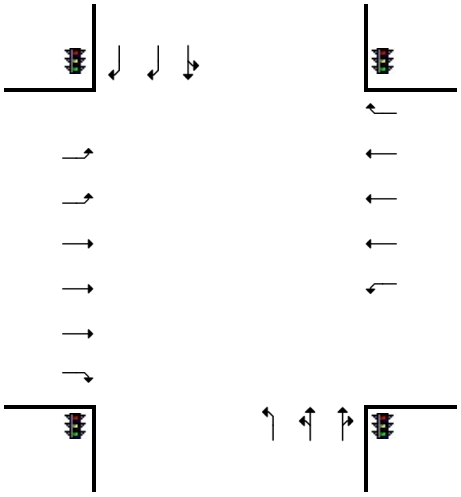
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

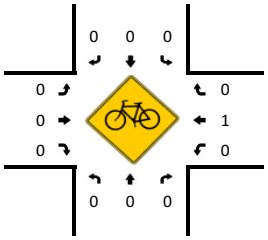


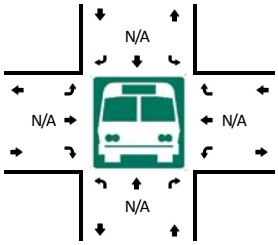


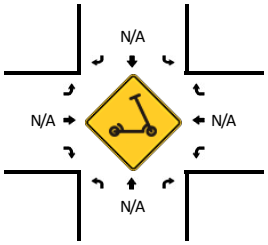












15-Min Count Period Beginning At	Paul J Doherty Pkwy (Northbound)				Paul J Doherty Pkwy (Southbound)				Daniels Pkwy (Eastbound)				Daniels Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	14	13	7	0	21	54	203	1	48	130	20	4	52	407	10	1	985	
7:15 AM	15	14	12	0	29	37	197	0	72	200	16	2	63	434	4	1	1096	
7:30 AM	22	14	6	0	26	48	170	0	68	223	31	1	53	503	9	0	1174	
7:45 AM	13	19	21	0	28	50	154	0	91	200	38	1	54	452	5	1	1127	4382
8:00 AM	9	12	14	0	18	50	85	0	53	254	41	0	54	496	5	1	1092	4489
8:15 AM	19	23	14	1	12	47	108	2	47	162	41	2	48	462	3	0	991	4384
8:30 AM	15	16	18	0	16	48	130	0	43	151	34	0	56	474	1	0	1002	4212
8:45 AM	13	11	19	0	14	29	80	0	51	171	36	1	72	437	9	1	944	4029

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	88	56	24	0	104	192	680	0	272	892	124	4	212	2012	36	0	4696
Heavy Trucks	16	0	0		0	4	4		8	72	4		8	120	0		236
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/12/2026 1:30 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

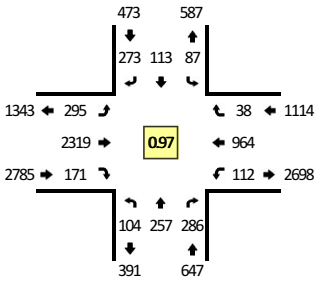
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

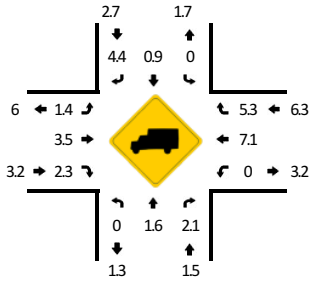
LOCATION: Paul J Doherty Pkwy -- Daniels Pkwy
CITY/STATE: Gateway, FL

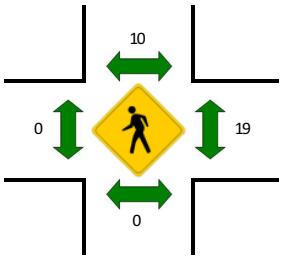
QC JOB #: 17613002
DATE: Thu, May 7 2026

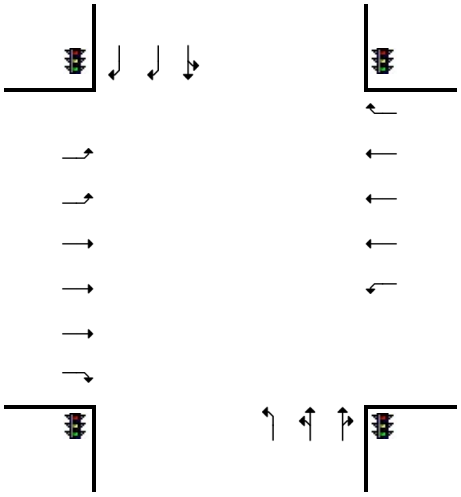
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

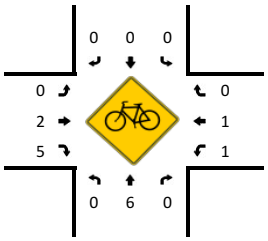


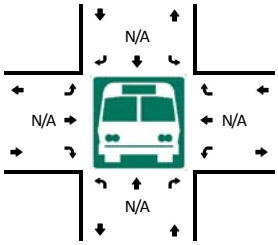


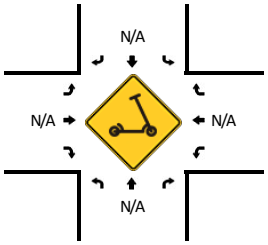












15-Min Count Period Beginning At	Paul J Doherty Pkwy (Northbound)				Paul J Doherty Pkwy (Southbound)				Daniels Pkwy (Eastbound)				Daniels Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	28	75	74	0	33	37	86	0	62	555	44	0	30	224	11	3	1262	
4:15 PM	18	55	68	0	14	35	58	0	63	626	43	2	30	281	6	1	1300	
4:30 PM	33	68	82	0	22	24	64	0	73	549	40	0	15	211	10	0	1191	
4:45 PM	24	59	62	1	18	17	65	0	94	589	44	1	31	248	11	2	1266	5019
5:00 PM	39	76	80	0	27	27	88	0	90	473	36	1	26	222	13	0	1198	4955
5:15 PM	33	59	84	0	15	21	73	1	74	579	26	0	28	301	14	0	1308	4963
5:30 PM	26	69	74	0	21	29	67	0	75	550	27	0	30	236	4	0	1208	4980
5:45 PM	24	45	68	0	17	20	55	1	67	653	35	1	23	266	6	0	1281	4995

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	72	220	272	0	56	140	232	0	252	2504	172	8	120	1124	24	4	5200
Heavy Trucks	0	0	8		0	0	8		0	120	4		0	88	0		228
Buses																	
Pedestrians		0				12				0				4			16
Bicycles	0	0	0		0	0	0		0	4	20		4	0	0		28
Scooters																	

Comments:

Report generated on 5/12/2026 1:30 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

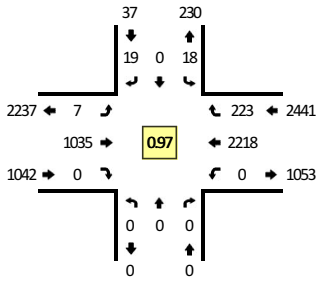
Type of peak hour being reported: Intersection Peak

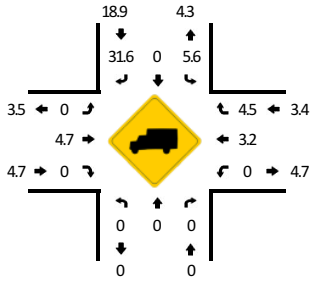
Method for determining peak hour: Total Entering Volume

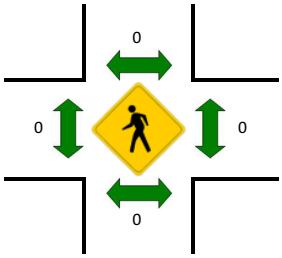
LOCATION: Commerce Lakes Dr -- Daniels Pkwy
CITY/STATE: Gateway, FL

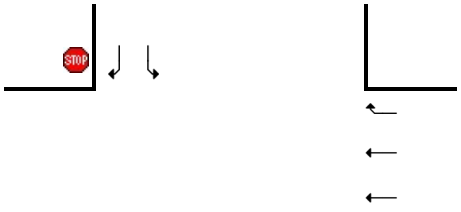
QC JOB #: 17392301
DATE: Tue, Jan 6 2026

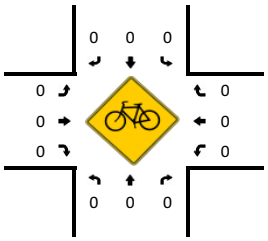
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

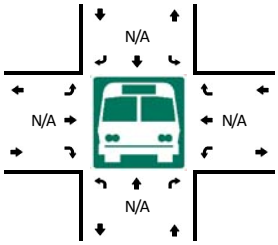




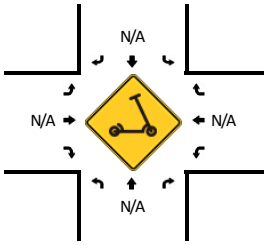












15-Min Count Period Beginning At	Commerce Lakes Dr (Northbound)				Commerce Lakes Dr (Southbound)				Daniels Pkwy (Eastbound)				Daniels Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	5	0	4	0	2	204	0	0	0	564	83	0	862	
7:15 AM	0	0	0	0	4	0	2	0	3	210	0	0	0	545	58	0	822	
7:30 AM	0	0	0	0	5	0	6	0	0	296	0	0	0	553	45	0	905	
7:45 AM	0	0	0	0	4	0	4	0	1	285	0	0	0	550	55	0	899	3488
8:00 AM	0	0	0	0	5	0	7	0	3	244	0	0	0	570	65	0	894	3520
8:15 AM	0	0	0	0	3	0	4	0	2	221	0	0	0	470	44	0	744	3442
8:30 AM	0	0	0	0	2	0	8	0	3	185	0	0	0	479	21	0	698	3235
8:45 AM	0	0	0	0	6	0	6	0	3	196	0	2	0	488	42	0	743	3079

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	20	0	24	0	0	1184	0	0	0	2212	180	0	3620
Heavy Trucks	0	0	0		4	0	8		0	44	0		0	60	8		124
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 1/13/2026 11:45 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

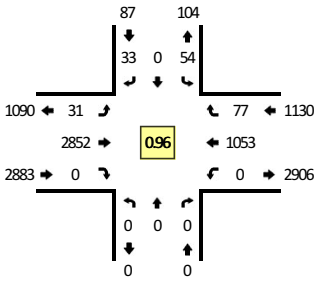
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

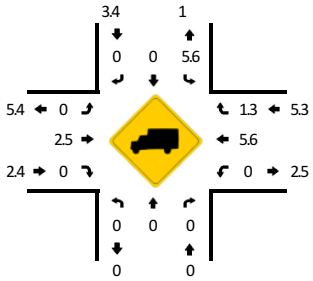
LOCATION: Commerce Lakes Dr -- Daniels Pkwy
CITY/STATE: Gateway, FL

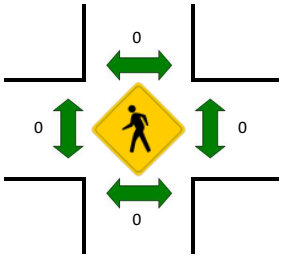
QC JOB #: 17392302
DATE: Tue, Jan 6 2026

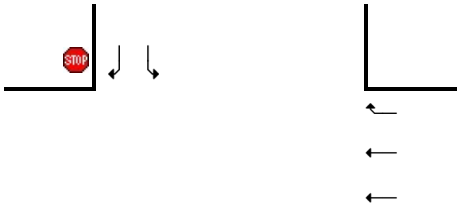
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

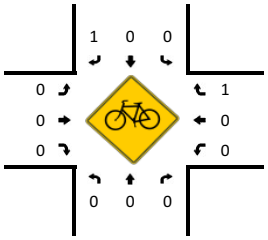


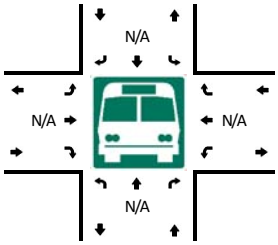




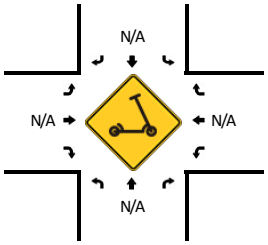












15-Min Count Period Beginning At	Commerce Lakes Dr (Northbound)				Commerce Lakes Dr (Southbound)				Daniels Pkwy (Eastbound)				Daniels Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	16	0	13	0	6	727	0	0	0	260	16	0	1038	
4:15 PM	0	0	0	0	16	0	8	0	6	608	0	2	0	303	23	0	966	
4:30 PM	0	0	0	0	5	0	7	0	8	756	0	0	0	289	16	0	1081	
4:45 PM	0	0	0	0	18	0	5	0	6	670	0	3	0	231	18	0	951	4036
5:00 PM	0	0	0	0	16	0	13	0	3	651	0	0	0	250	22	0	955	3953
5:15 PM	0	0	0	0	5	0	3	0	8	754	0	0	0	282	18	0	1070	4057
5:30 PM	0	0	0	0	16	0	7	0	7	729	0	3	0	262	20	0	1044	4020
5:45 PM	0	0	0	0	17	0	10	0	9	718	0	1	0	259	17	0	1031	4100

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	20	0	12	0	32	3016	0	0	0	1128	72	0	4280
Heavy Trucks	0	0	0		0	0	0		0	80	0		0	68	0		148
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 1/13/2026 11:45 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Daniels Pkwy @ Timber Creek Dr
Fort Myers Florida
Wednesday, October 15, 2025

Time	Southbound Timber Creek Dr						Westbound Daniels Pkwy						Northbound 0						Eastbound Daniels Pkwy						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
6:00 AM	0	1	0	30	0	*31*	0	0	612	1	0	*613*	0	0	0	0	0	*0*	0	3	102	0	0	*105*	**749**
6:15 AM	0	1	0	40	0	*41*	1	0	588	0	0	*589*	0	0	0	0	0	*0*	0	0	120	0	0	*120*	**750**
6:30 AM	0	2	0	51	0	*53*	0	0	526	1	0	*527*	0	0	0	0	0	*0*	0	1	161	0	0	*162*	**742**
6:45 AM	4	0	0	48	0	*52*	1	0	541	0	0	*542*	0	0	0	0	0	*0*	0	4	165	0	0	*169*	**763**
Hourly Total	4	4	0	169	0	*177*	2	0	2267	2	0	*2271*	0	0	0	0	0	*0*	0	8	548	0	0	*556*	**3004**
7:00 AM	0	0	0	70	0	*70*	0	0	557	3	0	*560*	0	0	0	0	0	*0*	0	5	174	0	0	*179*	**809**
7:15 AM	0	3	0	76	0	*79*	1	0	511	5	0	*517*	0	0	0	0	0	*0*	0	11	203	0	0	*214*	**810**
7:30 AM	0	2	0	51	0	*53*	0	0	532	1	0	*533*	0	0	0	0	0	*0*	0	13	240	0	0	*253*	**839**
7:45 AM	4	2	0	59	0	*65*	1	0	499	8	0	*508*	0	0	0	0	0	*0*	0	16	272	0	0	*288*	**861**
Hourly Total	4	7	0	256	0	*267*	2	0	2099	17	0	*2118*	0	0	0	0	0	*0*	0	45	889	0	0	*934*	**3319**
8:00 AM	0	1	0	51	0	*52*	1	0	481	2	0	*484*	0	0	0	0	0	*0*	0	12	296	0	0	*308*	**844**
8:15 AM	0	2	0	50	0	*52*	1	0	528	3	0	*532*	0	0	0	0	0	*0*	0	14	184	0	0	*198*	**782**
8:30 AM	0	2	0	34	0	*36*	0	0	507	7	0	*514*	0	0	0	0	0	*0*	0	16	198	0	0	*214*	**764**
8:45 AM	0	7	0	44	0	*51*	0	0	511	5	0	*516*	0	0	0	0	0	*0*	0	14	158	0	0	*172*	**739**
Hourly Total	0	12	0	179	0	*191*	2	0	2027	17	0	*2046*	0	0	0	0	0	*0*	0	56	836	0	0	*892*	**3129**
9:00 AM	0	2	0	39	0	*41*	0	0	405	0	0	*405*	0	0	0	0	0	*0*	0	17	208	0	0	*225*	**671**
9:15 AM	0	1	0	40	0	*41*	0	0	467	2	0	*469*	0	0	0	0	0	*0*	0	18	187	0	0	*205*	**715**
9:30 AM	1	2	0	36	0	*39*	0	0	390	2	0	*392*	0	0	0	0	0	*0*	0	14	228	0	0	*242*	**673**
9:45 AM	0	1	0	25	0	*26*	1	0	369	7	0	*377*	0	0	0	0	0	*0*	0	13	198	0	0	*211*	**614**
Hourly Total	1	6	0	140	0	*147*	1	0	1631	11	0	*1643*	0	0	0	0	0	*0*	0	62	821	0	0	*883*	**2673**
10:00 AM	0	4	0	26	0	*30*	0	0	293	3	0	*296*	0	0	0	0	0	*0*	0	10	172	0	0	*182*	**508**
10:15 AM	0	2	0	26	0	*28*	0	0	340	5	0	*345*	0	0	0	0	0	*0*	0	19	191	0	0	*210*	**583**
10:30 AM	0	1	0	18	0	*19*	0	0	311	3	0	*314*	0	0	0	0	0	*0*	0	24	216	0	0	*240*	**573**
10:45 AM	0	5	0	29	0	*34*	0	0	258	3	0	*261*	0	0	0	0	0	*0*	1	17	211	0	0	*229*	**524**
Hourly Total	0	12	0	99	0	*111*	0	0	1202	14	0	*1216*	0	0	0	0	0	*0*	1	70	790	0	0	*861*	**2188**
11:00 AM	0	1	0	32	0	*33*	0	0	275	5	0	*280*	0	0	0	0	0	*0*	0	20	248	0	0	*268*	**581**
11:15 AM	0	3	0	19	0	*22*	1	0	307	1	0	*309*	0	0	0	0	0	*0*	0	17	215	0	0	*232*	**563**
11:30 AM	0	5	0	19	0	*24*	0	0	288	5	0	*293*	0	0	0	0	0	*0*	0	19	251	0	0	*270*	**587**
11:45 AM	0	2	0	25	0	*27*	0	0	277	3	0	*280*	0	0	0	0	0	*0*	0	21	229	0	0	*250*	**557**
Hourly Total	0	11	0	95	0	*106*	1	0	1147	14	0	*1162*	0	0	0	0	0	*0*	0	77	943	0	0	*1020*	**2288**
12:00 PM	0	5	0	22	0	*27*	0	0	241	5	0	*246*	0	0	0	0	0	*0*	0	31	262	0	0	*293*	**566**
12:15 PM	0	1	0	22	0	*23*	0	0	270	5	0	*275*	0	0	0	0	0	*0*	1	22	286	0	0	*309*	**607**
12:30 PM	0	5	0	32	0	*37*	0	0	298	5	0	*303*	0	0	0	0	0	*0*	0	31	327	0	0	*358*	**698**
12:45 PM	0	2	0	24	0	*26*	0	0	263	7	0	*270*	0	0	0	0	0	*0*	0	12	299	0	0	*311*	**607**
Hourly Total	0	13	0	100	0	*113*	0	0	1072	22	0	*1094*	0	0	0	0	0	*0*	1	96	1174	0	0	*1271*	**2478**
1:00 PM	0	1	0	21	0	*22*	0	0	287	5	0	*292*	0	0	0	0	0	*0*	0	30	278	0	0	*308*	**622**
1:15 PM	0	6	0	20	0	*26*	0	0	292	3	0	*295*	0	0	0	0	0	*0*	1	19	332	0	0	*352*	**673**
1:30 PM	0	1	0	24	0	*25*	0	0	301	6	0	*307*	0	0	0	0	0	*0*	1	25	314	0	0	*340*	**672**
1:45 PM	0	2	0	19	0	*21*	0	0	278	2	0	*280*	0	0	0	0	0	*0*	1	17	326	0	0	*344*	**645**
Hourly Total	0	10	0	84	0	*94*	0	0	1158	16	0	*1174*	0	0	0	0	0	*0*	3	91	1250	0	0	*1344*	**2612**
2:00 PM	0	2	0	19	0	*21*	0	0	313	3	0	*316*	0	0	0	0	0	*0*	0	19	359	0	0	*378*	**715**
2:15 PM	0	2	0	24	0	*26*	0	0	297	8	0	*305*	0	0	0	0	0	*0*	0	23	434	0	0	*457*	**788**
2:30 PM	0	1	0	30	0	*31*	0	0	328	5	0	*333*	0	0	0	0	0	*0*	1	24	423	0	0	*448*	**812**
2:45 PM	0	1	0	28	2	*29*	0	0	275	5	0	*280*	0	0	0	0	0	*0*	0	38	525	0	0	*563*	**872**
Hourly Total	0	6	0	101	2	*107*	0	0	1213	21	0	*1234*	0	0	0	0	0	*0*	1	104	1741	0	0	*1846*	**3187**
3:00 PM	0	3	0	25	0	*28*	0	0	278	2	0	*280*	0	0	0	0	0	*0*	0	38	582	0	0	*620*	**928**
3:15 PM	0	3	0	36	0	*39*	0	0	277	9	0	*286*	0	0	0	0	0	*0*	0	39	666	0	0	*705*	**1030**
3:30 PM	1	4	0	16	0	*21*	0	0	275	6	0	*281*	0	0	0	0	0	*0*	1	51	638	0	0	*690*	**992**
3:45 PM	0	3	0	21	0	*24*	0	0	272	4	0	*276*	0	0	0	0	0	*0*	0	45	699	0	0	*744*	**1044**
Hourly Total	1	13	0	98	0	*112*	0	0	1102	21	0	*1123*	0	0	0	0	0	*0*	1	173	2585	0	0	*2759*	**3994**
4:00 PM	0	1	0	20	0	*21*	0	0	250	13	0	*263*	0	0	0	0	0	*0*	0	24	654	0	0	*678*	**962**
4:15 PM	0	1	0	25	0	*26*	0	0	288	8	0	*296*	0	0	0	0	0	*0*	0	40	715	0	0	*755*	**1077**
4:30 PM	0	2	0	22	0	*24*	0	0	301	13	0	*314*	0	0	0	0	0	*0*	0	33	666	0	0	*699*	**1037**
4:45 PM	0	3	0	28	0	*31*	0	0	295	12	0	*307*	0	0	0	0	0	*0*	0	31	651	0	0	*682*	**1020**
Hourly Total	0	7	0	95	0	*102*	0	0	1134	46	0	*1180*	0	0	0	0	0	*0*	0	128	2686	0	0	*2814*	**4096**
5:00 PM	0	4	0	35	1	*39*	0	0	321	10	0	*331*	0	0	0	0	0	*0*	0	36	655	0	0	*691*	**1061**
5:15 PM	0	1	0	24	0	*25*	0	0	284	9	0	*293*	0	0	0	0	0	*0*	0	42	670	0	0	*712*	**1030**
5:30 PM	0	5	0	20	0	*25*	0	0	297	10	0	*307*	0	0	0	0	0	*0*	0	41	648	0	0	*689*	**1021**
5:45 PM	0	2	0	32	0	*34*	0	0	258	12	0	*270*	0	0	0	0	0	*0*	0	42	638	0	0	*680*	**984**
Hourly Total	0	12	0	111	1	*123*	0	0	1160	41	0	*1201*	0	0	0	0	0	*0*	0	161	2611	0	0	*2772*	**4096**
6:00 PM	0	3	0	36	1	*39*	0	0	271	8	0	*279*	0	0	0	0	0	*0*	1	47	612	0	0	*660*	**978**

6:15 PM	0	2	0	35	0	*37*	0	0	261	14	0	*275*	0	0	0	0	0	*0*	0	41	644	0	0	*685*	**997**
6:30 PM	0	4	0	10	0	*14*	1	0	232	12	0	*245*	0	0	0	0	0	*0*	0	54	641	0	0	*695*	**954**
6:45 PM	0	5	0	17	0	*22*	0	0	242	13	0	*255*	0	0	0	0	0	*0*	0	32	540	0	0	*572*	**849**
Hourly Total	0	14	0	98	1	*112*	1	0	1006	47	0	*1054*	0	0	0	0	0	*0*	1	174	2437	0	0	*2612*	**3778**
TOTAL	**10**	**127**	**0**	**1625**	**4**	***1762***	**9**	**0**	**18218**	**289**	**0**	***18516***	**0**	**0**	**0**	**0**	**0**	***0***	**8**	**1245**	**19311**	**0**	**0**	***20564***	**40942**
Cars	10	116	0	1601	0	*1727*	8	0	17699	264	0	*17971*	0	0	0	0	0	*0*	7	1232	18781	0	0	*20020*	**39718**
Heavy Vehicles	0	11	0	24	4	*35*	1	0	519	25	0	*545*	0	0	0	0	0	*0*	1	13	530	0	0	*544*	**1124**
Heavy Vehicle %	0.00%	8.66%	0.00%	1.48%	100.00%	*1.99%*	11.11%	0.00%	2.85%	8.65%	0.00%	*2.94%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	12.50%	1.04%	2.74%	0.00%	0.00%	*2.65%*	**2.75%**

Daniels Pkwy @ Timber Creek Dr
Fort Myers Florida
Wednesday, October 15, 2025

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:15 AM	0	3	0	76	0	*79*	1	0	511	5	0	*517*	0	0	0	0	0	*0*	0	11	203	0	0	*214*	**810**
7:30 AM	0	2	0	51	0	*53*	0	0	532	1	0	*533*	0	0	0	0	0	*0*	0	13	240	0	0	*253*	**839**
7:45 AM	4	2	0	59	0	*65*	1	0	499	8	0	*508*	0	0	0	0	0	*0*	0	16	272	0	0	*288*	**861**
8:00 AM	0	1	0	51	0	*52*	1	0	481	2	0	*484*	0	0	0	0	0	*0*	0	12	296	0	0	*308*	**844**
Peak Hour Total	4	8	0	237	0	*249*	3	0	2023	16	0	*2042*	0	0	0	0	0	*0*	0	52	1011	0	0	*1063*	**3354**
Peak Hour Heavy Vehicles	0	0	0	3	0	*3*	0	0	55	2	0	*57*	0	0	0	0	0	*0*	0	3	36	0	0	*39*	**99**
Peak Hour Heavy Vehicles %	0.00%	0.00%	0.00%	1.27%	0.00%	1.20%	0.00%	0.00%	2.72%	12.50%	0.00%	2.79%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.77%	3.56%	0.00%	0.00%	3.67%	2.95%
PHF	0.250	0.667	0.000	0.780	0.000	*0.788*	0.750	0.000	0.951	0.500	0.000	*0.958*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.813	0.854	0.000	0.000	*0.863*	**0.974**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:15 PM	0	1	0	25	0	*26*	0	0	288	8	0	*296*	0	0	0	0	0	*0*	0	40	715	0	0	*755*	**1077**
4:30 PM	0	2	0	22	0	*24*	0	0	301	13	0	*314*	0	0	0	0	0	*0*	0	33	666	0	0	*699*	**1037**
4:45 PM	0	3	0	28	0	*31*	0	0	295	12	0	*307*	0	0	0	0	0	*0*	0	31	651	0	0	*682*	**1020**
5:00 PM	0	4	0	35	1	*39*	0	0	321	10	0	*331*	0	0	0	0	0	*0*	0	36	655	0	0	*691*	**1061**
Peak Hour Total	0	10	0	110	1	*120*	0	0	1205	43	0	*1248*	0	0	0	0	0	*0*	0	140	2687	0	0	*2827*	**4195**
Peak Hour Heavy Vehicles	0	2	0	1	1	*3*	0	0	55	4	0	*59*	0	0	0	0	1	*0*	0	0	30	0	0	*30*	**92**
Peak Hour Heavy Vehicles %	0.00%	20.00%	0.00%	0.91%	100.00%	2.50%	0.00%	0.00%	4.56%	9.30%	0.00%	4.73%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.12%	0.00%	0.00%	1.06%	2.19%
PHF	0.000	0.625	0.000	0.786	0.250	*0.769*	0.000	0.000	0.938	0.827	0.000	*0.943*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.875	0.940	0.000	0.000	*0.936*	**0.974**

DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

DEVELOPMENT OF FUTURE YEAR BACKGROUND TRAFFIC VOLUMES

Development of Future Year Background Turning Volumes

Intersection	**Daniels Pkwy @ Gateway Blvd.**
Count Date	May 7, 2026
Build-Out Year	2030

AM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	59	59	53	101	185	606	288	877	126	227	1,885	23
Peak Season Correction Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Current Peak Season Volumes	58	58	52	100	183	600	285	868	125	225	1,866	23
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	3.88%	2.00%	2.00%	3.88%	2.00%
Years to Build-out	4	4	4	4	4	4	4	4	4	4	4	4
2030 Background Turning Volumes	**63**	**63**	**56**	**108**	**198**	**649**	**308**	**1,011**	**135**	**244**	**2,173**	**25**
Project Turning Volumes	0	0	0	108	0	0	0	483	0	0	111	25
2030 Background + Project	**63**	**63**	**56**	**216**	**198**	**649**	**308**	**1,494**	**135**	**244**	**2,284**	**50**

PM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	104	257	286	87	113	273	295	2,319	171	112	964	38
Peak Season Correction Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Current Peak Season Volumes	103	254	283	86	112	270	292	2,296	169	111	954	38
Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	3.88%	2.00%	2.00%	3.88%	2.00%
Years to Build-out	4	4	4	4	4	4	4	4	4	4	4	4
2030 Background Turning Volumes	**111**	**275**	**306**	**93**	**121**	**292**	**316**	**2,674**	**183**	**120**	**1,111**	**41**
Project Turning Volumes	0	0	0	63	0	0	0	283	0	0	550	122
2030 Background + Project	**111**	**275**	**306**	**156**	**121**	**292**	**316**	**2,957**	**183**	**120**	**1,661**	**163**

Development of Future Year Background Turning Volumes

Intersection	**Daniels Pkwy @ Timber Creek**
Count Date	October 15, 2025
Build-Out Year	2030

AM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	0	0	8	0	237	52	1,011	0	0	2,023	16
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Current Peak Season Volumes	0	0	0	8	0	237	52	1,072	0	0	2,144	16
Growth Rate				2.00%		2.00%	2.00%	3.88%			3.88%	2.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2030 Background Turning Volumes	**0**	**0**	**0**	**9**	**0**	**262**	**57**	**1,297**	**0**	**0**	**2,593**	**18**
Project Turning Volumes	0	0	0	0	0	0	0	111	0	0	484	0
2030 Background + Project	**0**	**0**	**0**	**9**	**0**	**262**	**57**	**1,408**	**0**	**0**	**3,077**	**18**

PM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	0	0	10	0	110	140	2,687	0	0	1,205	43
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Current Peak Season Volumes	0	0	0	10	0	110	140	2,848	0	0	1,277	43
Growth Rate	0.00%	0.00%	0.00%	2.00%	0.00%	2.00%	2.00%	3.88%	0.00%	0.00%	3.88%	2.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2030 Background Turning Volumes	**0**	**0**	**0**	**11**	**0**	**121**	**155**	**3,445**	**0**	**0**	**1,545**	**47**
Project Turning Volumes	0	0	0	0	0	0	0	283	0	0	549	0
2030 Background + Project	**0**	**0**	**0**	**11**	**0**	**121**	**155**	**3,728**	**0**	**0**	**2,094**	**47**

Development of Future Year Background Turning Volumes

Intersection	**Daniels Pkwy @ Commerce Lakes Dr.**
Count Date	January 6,2026
Build-Out Year	2030

AM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	0	0	18	0	19	7	1,035	0	0	2,218	223
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Current Peak Season Volumes	0	0	0	18	0	19	7	1,035	0	0	2,218	223
Growth Rate				2.00%		2.00%	2.00%	3.88%			3.88%	2.00%
Years to Build-out	4	4	4	4	4	4	4	4	4	4	4	4
2030 Background Turning Volumes	**0**	**0**	**0**	**19**	**0**	**21**	**8**	**1,205**	**0**	**0**	**2,583**	**241**
Project Turning Volumes	0	0	0	0	0	0	0	591	0	0	136	0
2030 Background + Project	**0**	**0**	**0**	**19**	**0**	**21**	**8**	**1,796**	**0**	**0**	**2,719**	**241**

PM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	0	0	54	0	33	31	2,852	0	0	1,053	77
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Current Peak Season Volumes	0	0	0	54	0	33	31	2,852	0	0	1,053	77
Growth Rate	0.00%	0.00%	0.00%	2.00%	0.00%	2.00%	2.00%	3.88%	0.00%	0.00%	3.88%	2.00%
Years to Build-out	4	4	4	4	4	4	4	4	4	4	4	4
2030 Background Turning Volumes	**0**	**0**	**0**	**58**	**0**	**36**	**34**	**3,321**	**0**	**0**	**1,226**	**83**
Project Turning Volumes	0	0	0	0	0	0	0	346	0	0	672	0
2030 Background + Project	**0**	**0**	**0**	**58**	**0**	**36**	**34**	**3,667**	**0**	**0**	**1,898**	**83**

PEAK SEASON ADJUSTMENT FACTOR

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1200 LEE COUNTYWIDE

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.00	1.06
2	01/07/2024 - 01/13/2024	1.00	1.06
3	01/14/2024 - 01/20/2024	0.99	1.05
4	01/21/2024 - 01/27/2024	0.97	1.03
* 5	01/28/2024 - 02/03/2024	0.96	1.02
* 6	02/04/2024 - 02/10/2024	0.94	1.00
* 7	02/11/2024 - 02/17/2024	0.93	0.99
* 8	02/18/2024 - 02/24/2024	0.93	0.99
* 9	02/25/2024 - 03/02/2024	0.93	0.99
*10	03/03/2024 - 03/09/2024	0.93	0.99
*11	03/10/2024 - 03/16/2024	0.93	0.99
*12	03/17/2024 - 03/23/2024	0.93	0.99
*13	03/24/2024 - 03/30/2024	0.94	1.00
*14	03/31/2024 - 04/06/2024	0.94	1.00
*15	04/07/2024 - 04/13/2024	0.94	1.00
*16	04/14/2024 - 04/20/2024	0.95	1.01
*17	04/21/2024 - 04/27/2024	0.96	1.02
18	04/28/2024 - 05/04/2024	0.98	1.04
19	05/05/2024 - 05/11/2024	0.99	1.05
20	05/12/2024 - 05/18/2024	1.00	1.06
21	05/19/2024 - 05/25/2024	1.02	1.09
22	05/26/2024 - 06/01/2024	1.04	1.11
23	06/02/2024 - 06/08/2024	1.05	1.12
24	06/09/2024 - 06/15/2024	1.07	1.14
25	06/16/2024 - 06/22/2024	1.07	1.14
26	06/23/2024 - 06/29/2024	1.07	1.14
27	06/30/2024 - 07/06/2024	1.07	1.14
28	07/07/2024 - 07/13/2024	1.07	1.14
29	07/14/2024 - 07/20/2024	1.07	1.14
30	07/21/2024 - 07/27/2024	1.06	1.13
31	07/28/2024 - 08/03/2024	1.06	1.13
32	08/04/2024 - 08/10/2024	1.05	1.12
33	08/11/2024 - 08/17/2024	1.04	1.11
34	08/18/2024 - 08/24/2024	1.05	1.12
35	08/25/2024 - 08/31/2024	1.06	1.13
36	09/01/2024 - 09/07/2024	1.06	1.13
37	09/08/2024 - 09/14/2024	1.07	1.14
38	09/15/2024 - 09/21/2024	1.08	1.15
39	09/22/2024 - 09/28/2024	1.07	1.14
40	09/29/2024 - 10/05/2024	1.06	1.13
41	10/06/2024 - 10/12/2024	1.06	1.13
42	10/13/2024 - 10/19/2024	1.05	1.12
43	10/20/2024 - 10/26/2024	1.03	1.10
44	10/27/2024 - 11/02/2024	1.02	1.09
45	11/03/2024 - 11/09/2024	1.00	1.06
46	11/10/2024 - 11/16/2024	0.99	1.05
47	11/17/2024 - 11/23/2024	0.99	1.05
48	11/24/2024 - 11/30/2024	0.99	1.05
49	12/01/2024 - 12/07/2024	1.00	1.06
50	12/08/2024 - 12/14/2024	1.00	1.06
51	12/15/2024 - 12/21/2024	1.00	1.06
52	12/22/2024 - 12/28/2024	1.00	1.06
53	12/29/2024 - 12/31/2024	0.99	1.05

* PEAK SEASON

04-MAR-2025 16:32:50 830UPD 1_1200_PKSEASON.TXT

TRAFFIC DATA FROM LEE COUNTY TRANSPORTATION DATA MANAGEMENT SYSTEM

LEE COUNTY

Traffic Count (TCDS)

MS2

Home | Locate | Locate All | Email This | Auto-Locate:

List View | All DIRs

Record 1 of 1 Goto Record go

Location ID	469	MPO ID	
Type	SPOT	HPMS ID	
On NHS	No	On HPMS	No
LRS ID		LRS Loc Pt.	
SF Group	5 (2024)	Route Type	
AF Group		Route	
GF Group		Active	Yes
Class Dist Grp		Category	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	-	Milepost	
Located On	SW 23rd St		
Loc On Alias			
EAST OF	Gunnery Rd		
More Detail			

STATION DATA

Directions: 2-WAY | EB | WB

AADT

	Year	AADT	DHV-30	K %	D %	PA	BC	Src
	2024	16,800	1,522	9	62			
	2022	15,100	1,433	9	68			
	2020	16,400	1,542	9	73			
	2018	13,200	1,390	11	72			
	2017	13,300						

|<< < > >>| 1-5 of 13

VOLUME COUNT

	Date	Int	Total
	Thu 2/22/2024	15	19,178
	Wed 2/21/2024	15	19,322
	Tue 2/20/2024	15	19,100
	Mon 2/19/2024	15	17,585
	Sun 2/18/2024	15	11,867
	Sat 2/17/2024	15	17,142
	Fri 2/16/2024	15	19,476
	Thu 2/3/2022	15	16,394
	Wed 2/2/2022	15	16,257
	Tue 2/1/2022	15	16,587

|<< < > >>| 1-10 of 35

mm/dd/yyyy To Date

VOLUME TREND

Year	Annual Growth
2024	5%
2022	-4%
2020	11%
2018	-1%
2017	13%
2016	3%
2014	8%
2013	-10%
2012	3%
2005	22%

|<< < > >>| 1-10 of 12

SPEED

	Date	Int	Pace	85th	Total
	No Data				

CLASSIFICATION

	Date	Int	Total
	No Data		

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LEE COUNTY

Traffic Count (TCDS)

MS2

Home | Locate | Locate All | Email This | Auto-Locate:

List View | All DIRs

Record 1 of 1 Goto Record go

Location ID	48	MPO ID	
Type	SPOT	HPMS ID	
On NHS		On HPMS	
LRS ID		LRS Loc Pt.	
SF Group	5 (2024)	Route Type	
AF Group		Route	
GF Group		Active	Yes
Class Dist Grp		Category	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	-	Milepost	
Located On	DANIELS PKWY		
Loc On Alias			
EAST OF	CHAMBERLIN		

More Detail

STATION DATA

Directions: 2-WAY | EB 1 2 3 | WB 1 2 3

AADT

	Year	AADT	DHV-30	K %	D %	PA	BC	Src
	2024	56,800	5,189	9	67			
	2023	54,300	5,155	9	66			
	2022	48,600	4,606	9	64			
	2021	46,200	4,536	10	66			
	2020	40,600	4,673	12	59			

<< < > >> 1-5 of 19

VOLUME COUNT

	Date	Int	Total
	Mon 8/25/2025	15	58,029
	Sun 8/24/2025	15	37,177
	Thu 8/21/2025	15	59,301
	Tue 8/19/2025	15	57,867
	Mon 8/18/2025	15	57,703
	Sun 8/17/2025	15	39,786
	Sat 8/16/2025	15	51,562
	Fri 8/15/2025	15	60,493
	Thu 8/14/2025	15	59,802
	Wed 8/13/2025	15	59,469

<< < > >> 1-10 of 6165

mm / dd / yyyy To Date

VOLUME TREND

Year	Annual Growth
2024	5%
2023	12%
2022	5%
2021	14%
2020	-3%
2019	1%
2018	-1%
2016	12%
2015	-2%
2014	6%

<< < > >> 1-10 of 18

SPEED

Date	Int	Pace	85th	Total

CLASSIFICATION

Date	Int	Total

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LEE COUNTY

Traffic Count (TCDS)

MS2

Home | Locate | Locate All | Email This | Auto-Locate:

List View | All DIRs

Record 1 of 1 Goto Record go

Location ID	524	MPO ID	
Type	SPOT	HPMS ID	
On NHS		On HPMS	
LRS ID		LRS Loc Pt.	
SF Group	5 (2024)	Route Type	
AF Group		Route	
GF Group		Active	Yes
Class Dist Grp		Category	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	-	Milepost	
Located On	Daniels Pkwy		
Loc On Alias			
SOUTH OF	Immokolee Rd		
More Detail			

STATION DATA

Directions: 2-WAY | NB | SB

AADT

	Year	AADT	DHV-30	K %	D %	PA	BC	Src
	2024	49,600	3,988	8	70			
	2022	41,900	3,817	9	74			
	2021	28,100			60			
	2020	37,400	3,177	8	74			
	2017	32,100	2,851	9	76			

|<< < > >>| 1-5 of 16

VOLUME COUNT

	Date	Int	Total
	Thu 3/6/2025	15	53,733
	Wed 3/5/2025	15	52,860
	Tue 3/4/2025	15	53,314
	Mon 2/19/2024	15	54,355
	Sun 2/18/2024	15	43,827
	Sat 2/17/2024	15	48,975
	Fri 2/16/2024	15	52,291
	Thu 2/15/2024	15	53,555
	Wed 2/14/2024	15	54,355
	Tue 2/13/2024	15	53,342

|<< < > >>| 1-10 of 60

mm / dd / yyyy To Date

VOLUME TREND

Year	Annual Growth
2024	9%
2022	49%
2021	-25%
2020	5%
2017	-4%
2016	15%
2015	3%
2014	37%
2013	-31%
2012	-86%

|<< < > >>| 1-10 of 15

SPEED

	Date	Int	Pace	85th	Total
	No Data				

CLASSIFICATION

	Date	Int	Total
	No Data		

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LEE COUNTY

Traffic Count (TCDS)

MS2

Home | Locate | Locate All | Email This | Auto-Locate:

List View | All DIRs

Record 1 of 1 Goto Record go

Location ID	290	MPO ID	
Type	SPOT	HPMS ID	
On NHS		On HPMS	
LRS ID		LRS Loc Pt.	
SF Group	5 (2024)	Route Type	
AF Group		Route	
GF Group		Active	Yes
Class Dist Grp		Category	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	-	Milepost	
Located On	Gunnery Rd		
Loc On Alias			
NORTH OF	SR-82		
More Detail			

STATION DATA

Directions: 2-WAY | NB | SB

AADT

	Year	AADT	DHV-30	K %	D %	PA	BC	Src
	2024	29,400	2,452	8	69			
	2022	26,100	2,228	9	69			
	2021	25,800			86			
	2020	26,300	2,405	9	74			
	2017	20,400	1,730	8	62			

|<< < > >>| 1-5 of 16

VOLUME COUNT

	Date	Int	Total
	Thu 3/6/2025	15	34,786
	Wed 3/5/2025	15	33,734
	Tue 3/4/2025	15	34,192
	Fri 2/16/2024	15	33,123
	Thu 2/15/2024	15	33,507
	Wed 2/14/2024	15	33,751
	Tue 2/13/2024	15	33,450
	Thu 1/27/2022	15	27,184
	Wed 1/26/2022	15	26,511
	Tue 1/25/2022	15	28,361

|<< < > >>| 1-10 of 54

mm / dd / yyyy To Date

VOLUME TREND

Year	Annual Growth
2024	6%
2022	1%
2021	-2%
2020	9%
2017	-5%
2016	12%
2015	5%
2014	4%
2013	-13%
2012	-85%

|<< < > >>| 1-10 of 15

SPEED

	Date	Int	Pace	85th	Total
	No Data				

CLASSIFICATION

	Date	Int	Total
	No Data		

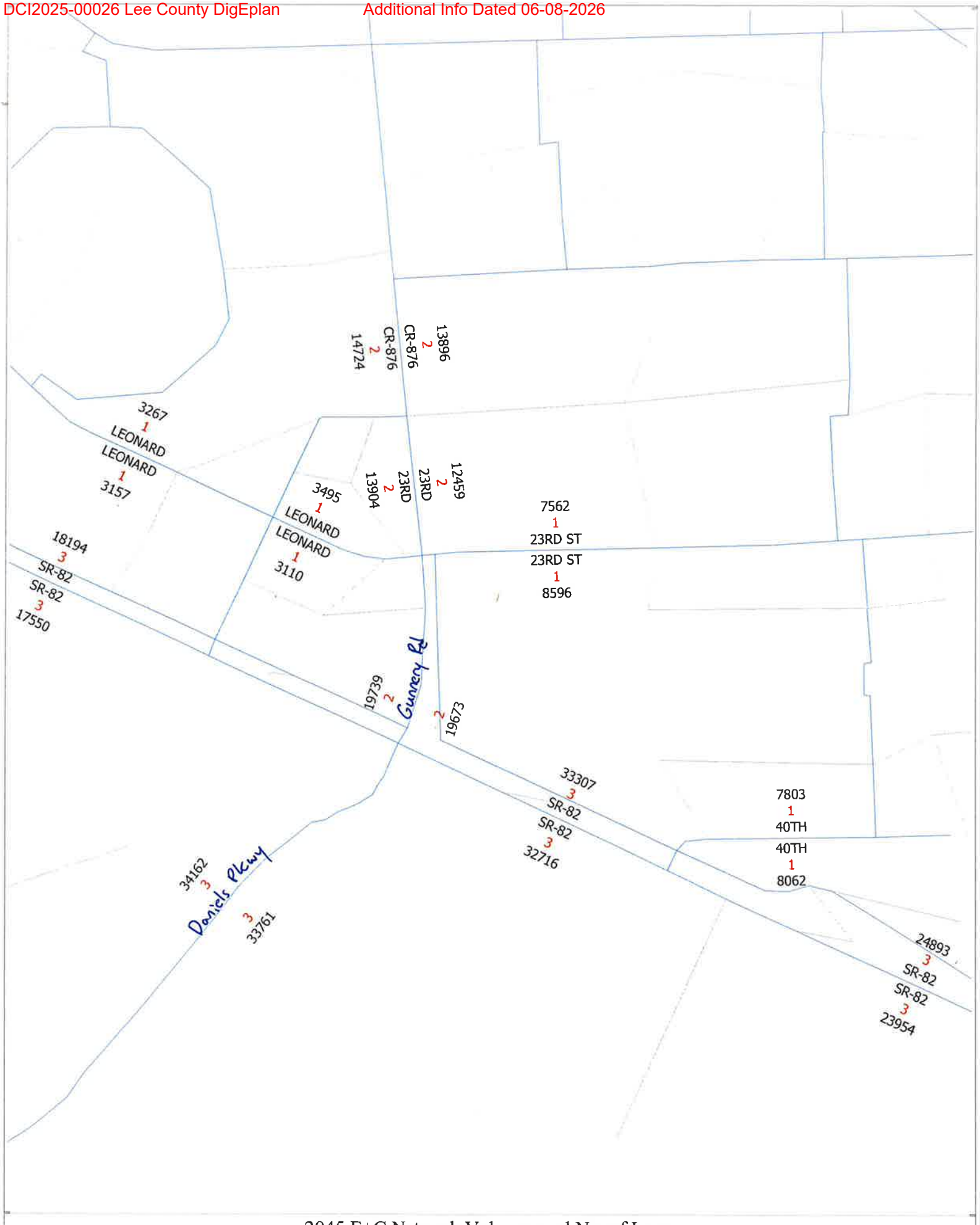
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DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

2045 E+C NETWORK LANES

&

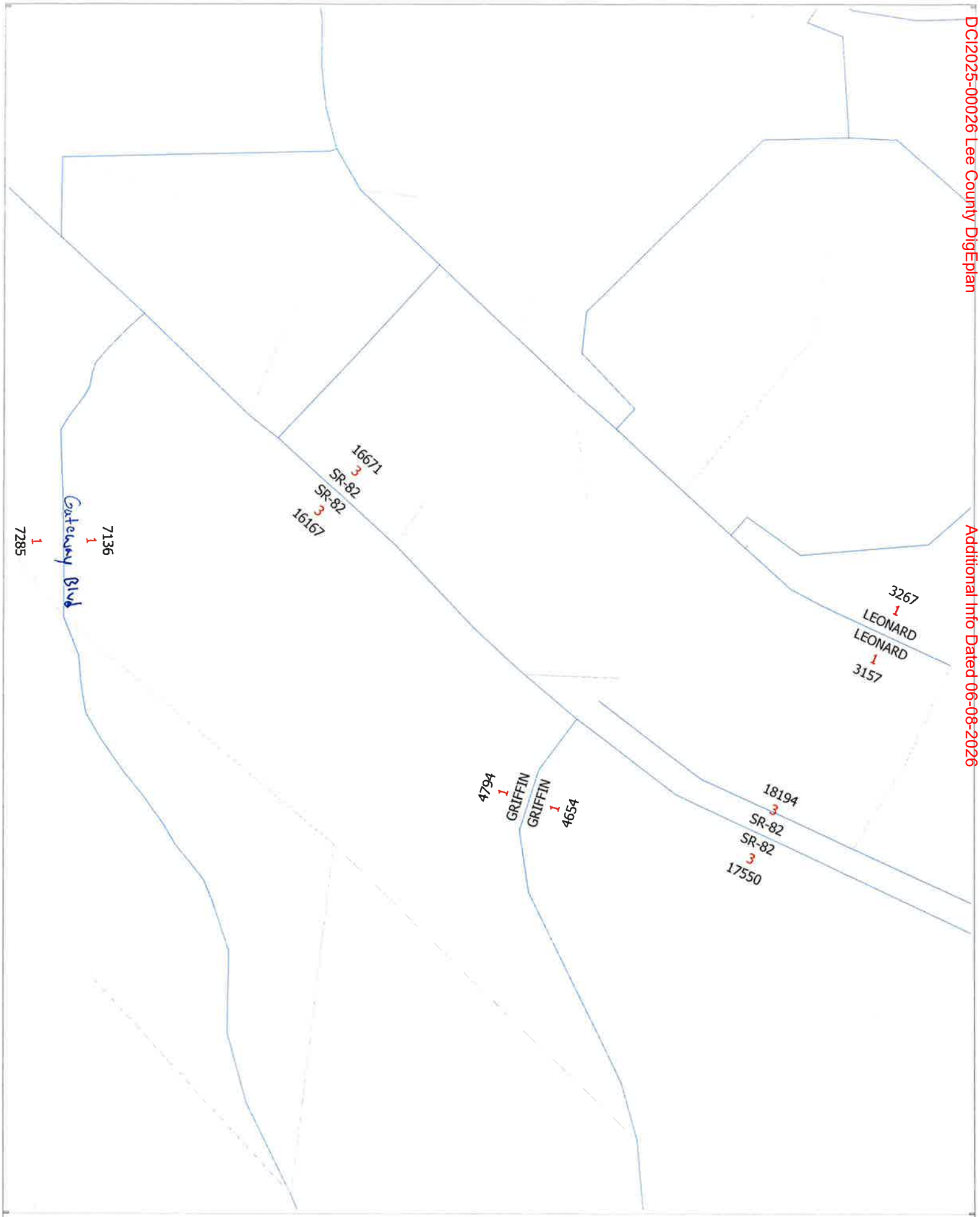
VOLUMES



2045 E+C Network Volumes and No. of Lanes

cube

(Licensed to TR Transportation)

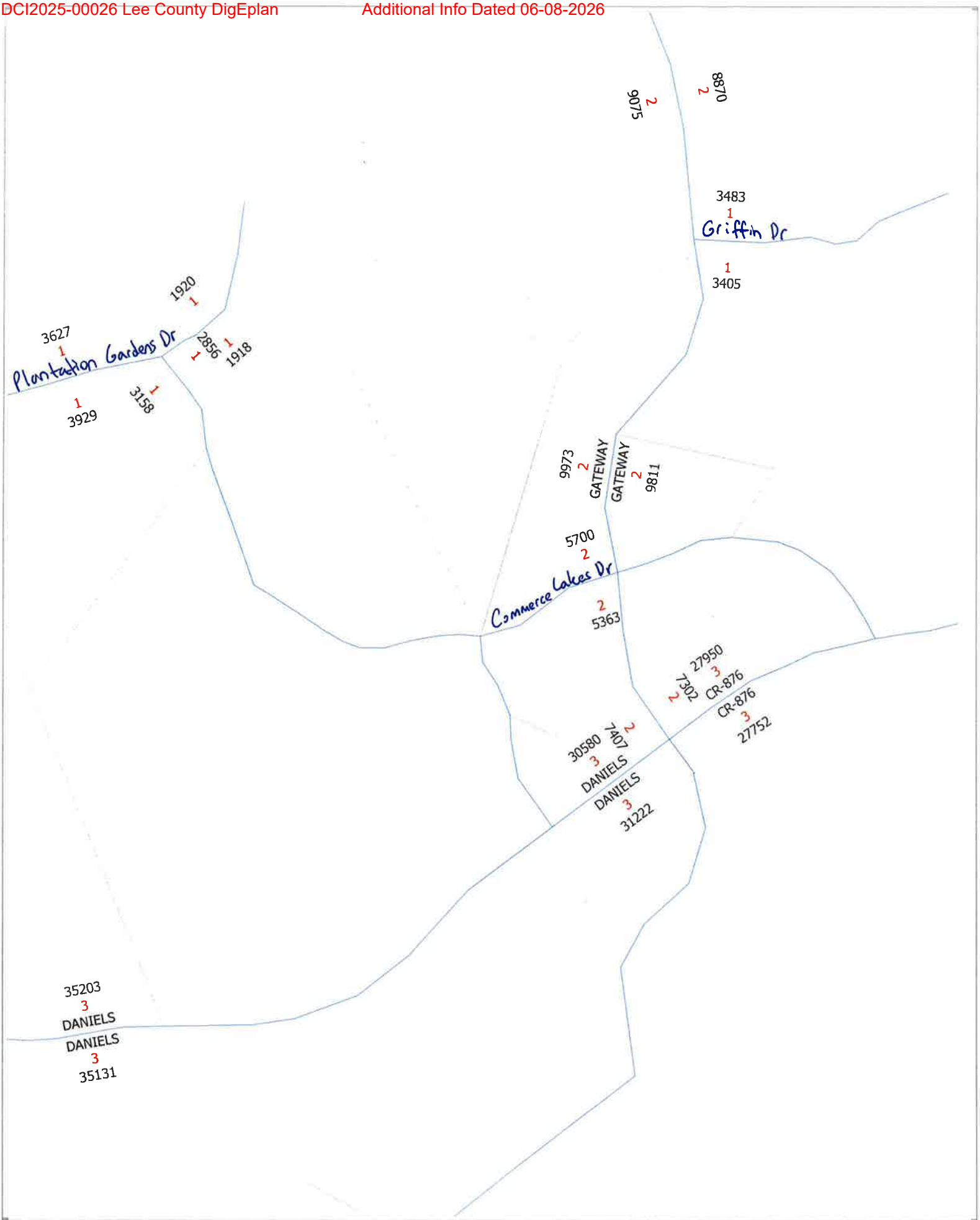


2045 E+C Network Volumes and No. of Lanes

cube

(Licensed to TR Transportation)

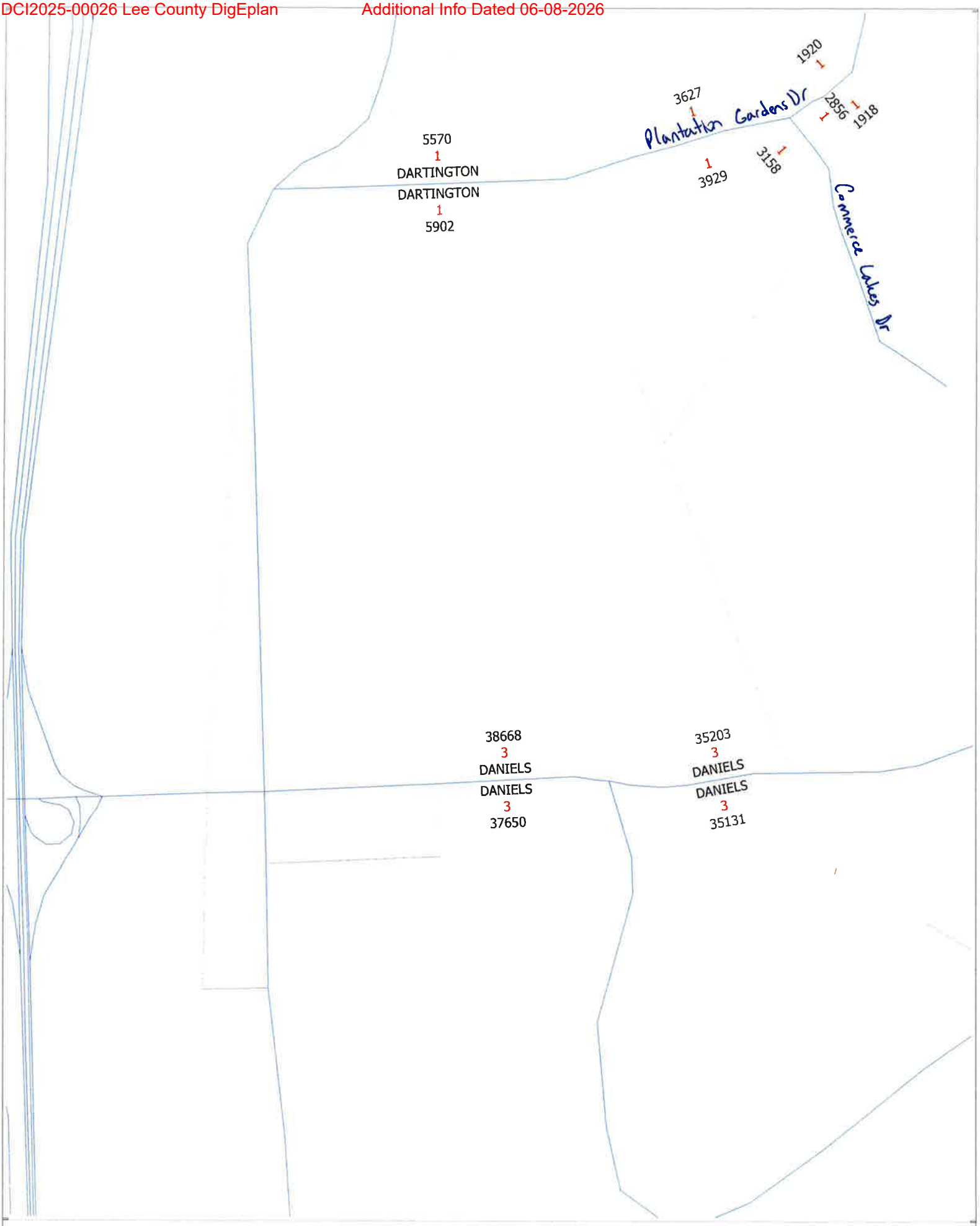
DCI2025-00026 Lee County DigEplan
Additional Info Dated 06-08-2026



2045 E+C Network Volumes and No. of Lanes

cube

(Licensed to TR Transportation)



2045 E+C Network Volumes and No. of Lanes

cube

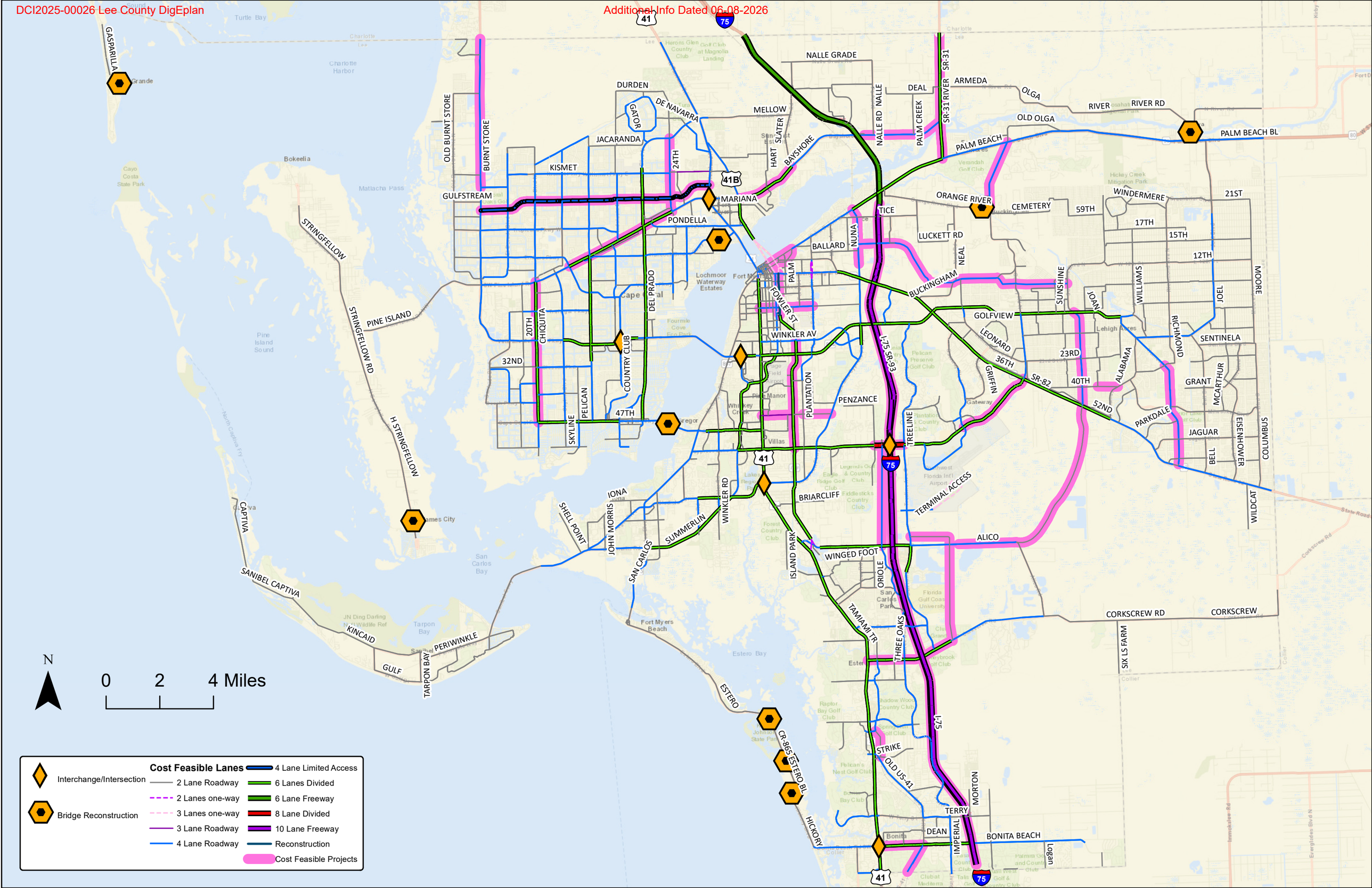
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DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

LEE COUNTY MPO 2045 COST FEASIBLE HIGHWAY PLAN

DCI2025-00026 Lee County DigEplan

Additional Info Dated 06-08-2026



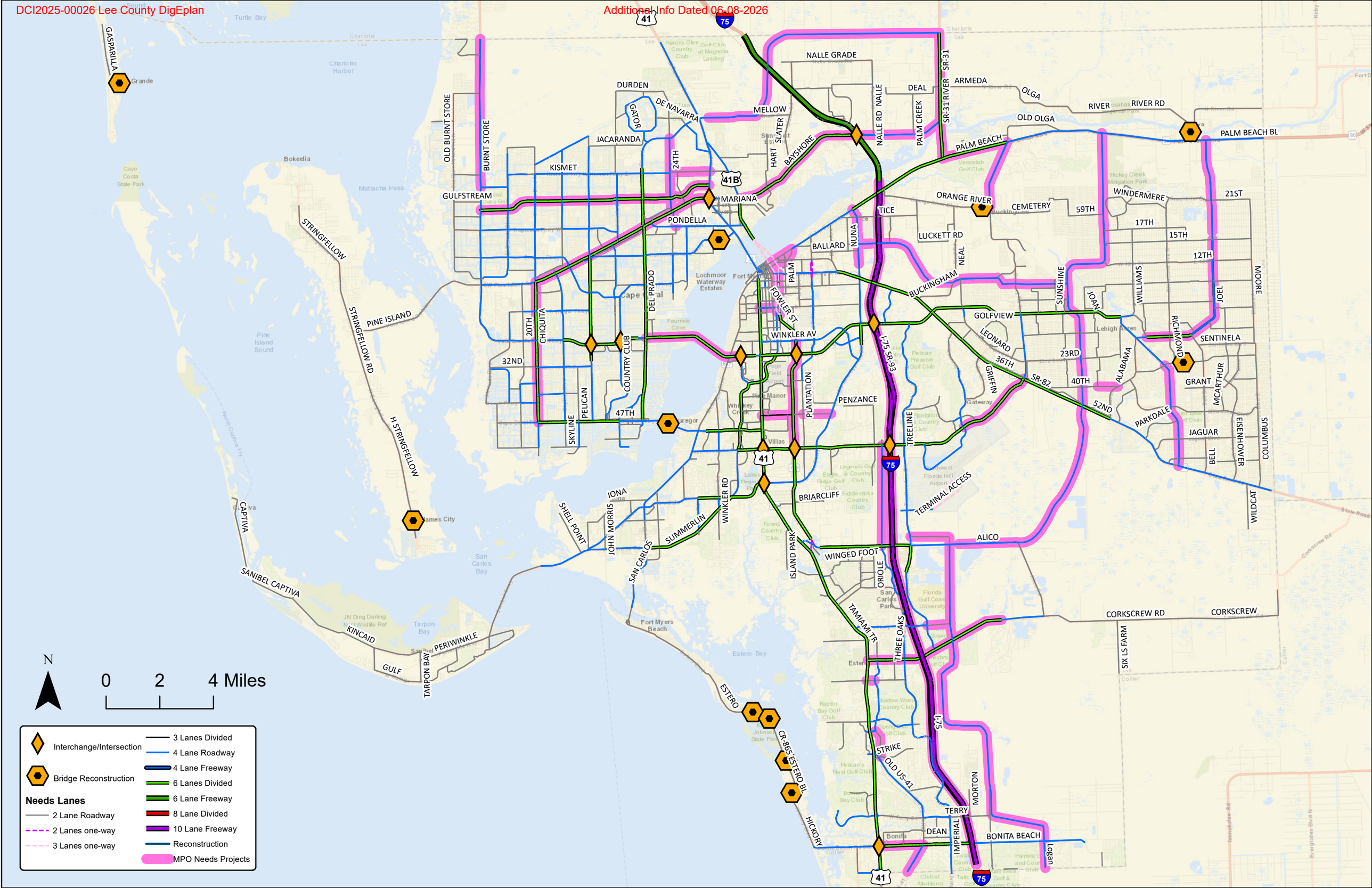
DCI2025-00026 Lee County DigEplan Additional Info Dated 06-08-2026

LEE COUNTY MPO

2045 NEEDS PLAN

DCI2025-00026 Lee County DigEplan

Additional Info Dated 06-08-2026



TRIP GENERATION EQUATIONS

General Light Industrial
(110)

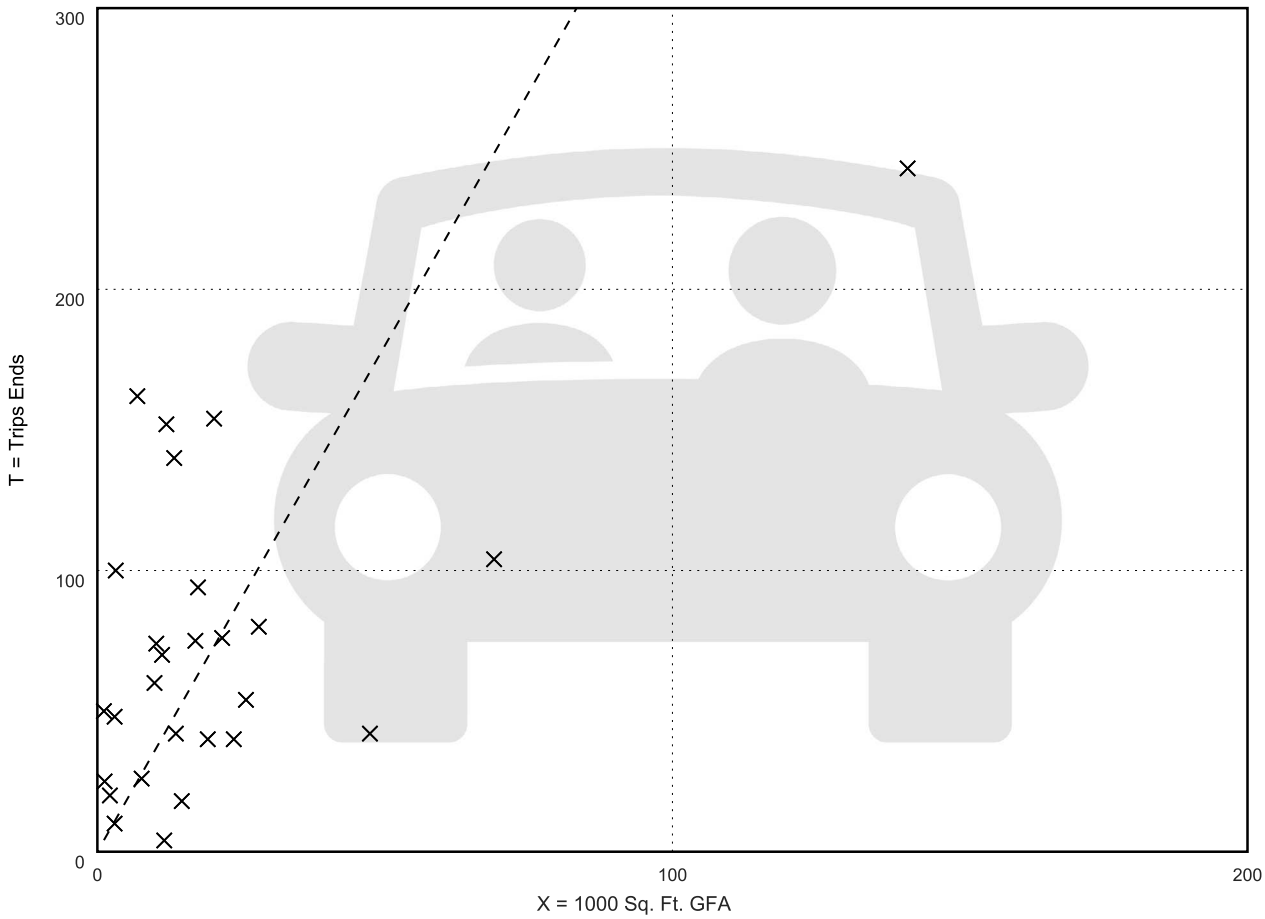
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. 1000 Sq. Ft. GFA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.60	0.34 - 43.86	4.67

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

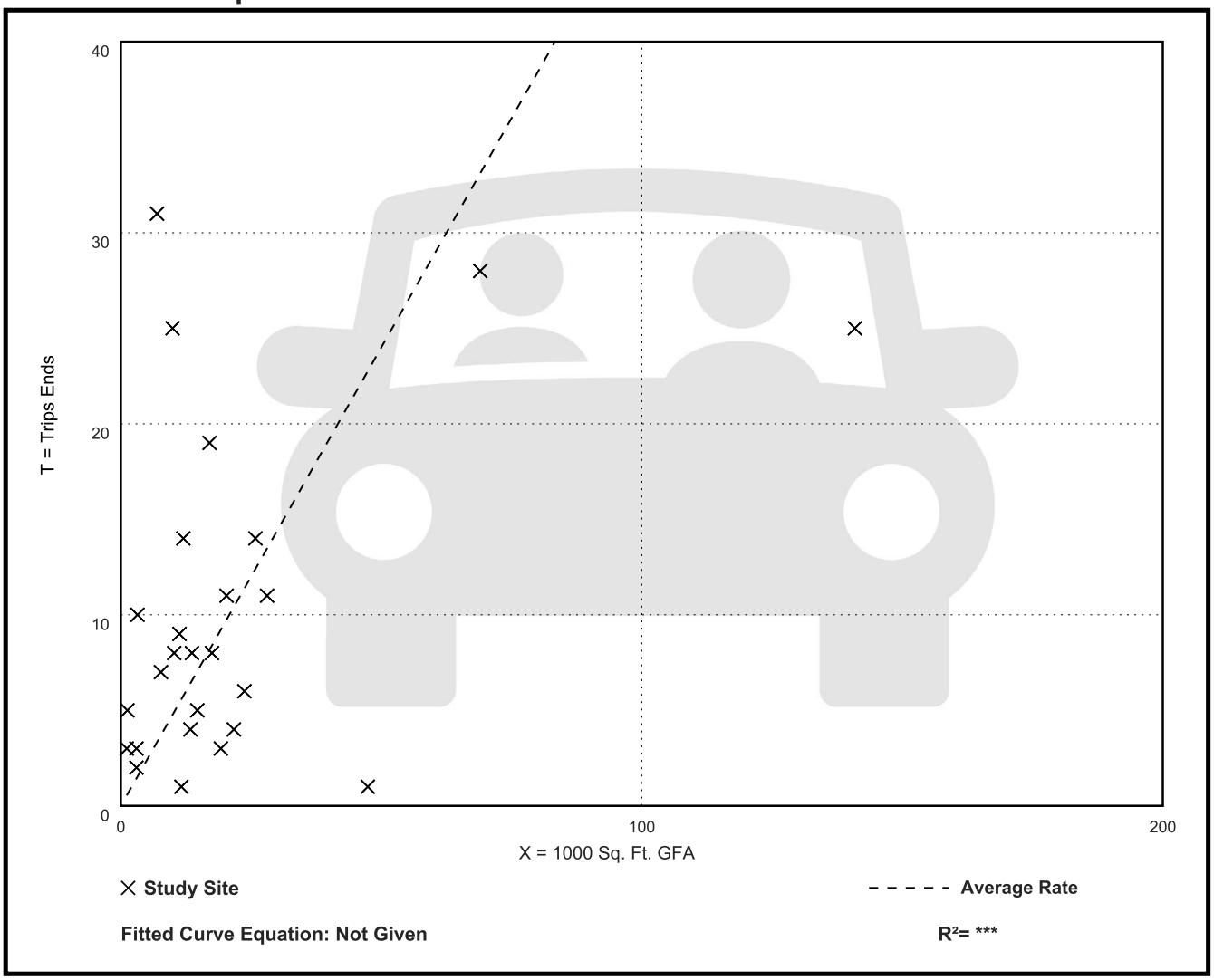
General Light Industrial
(110)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 26
Avg. 1000 Sq. Ft. GFA: 21
Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.48	0.02 - 4.46	0.68

Data Plot and Equation



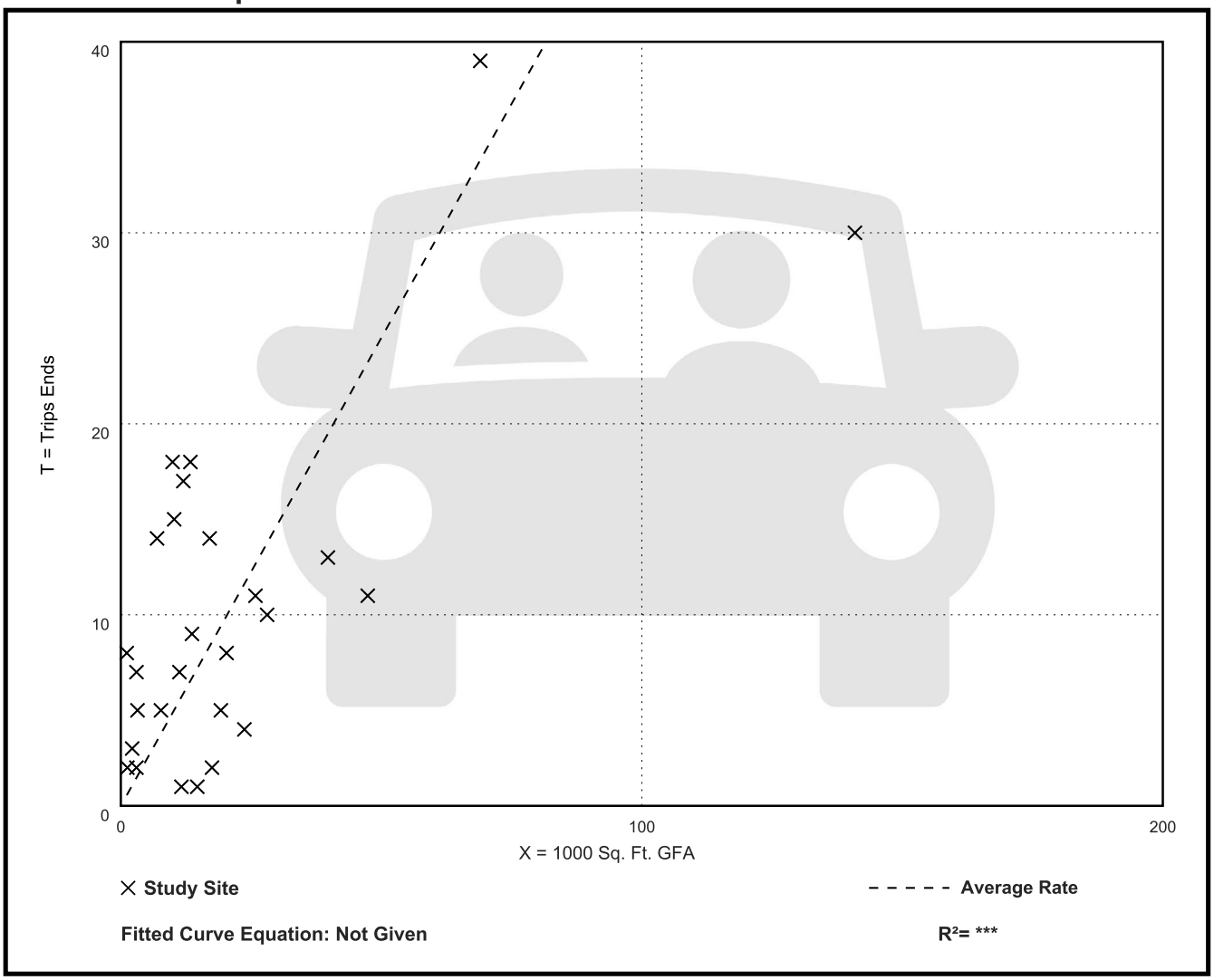
General Light Industrial
(110)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 27
Avg. 1000 Sq. Ft. GFA: 21
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.49	0.07 - 7.02	0.54

Data Plot and Equation



Hotel
(310)

Vehicle Trip Ends vs: **Rooms**
On a: **Weekday**

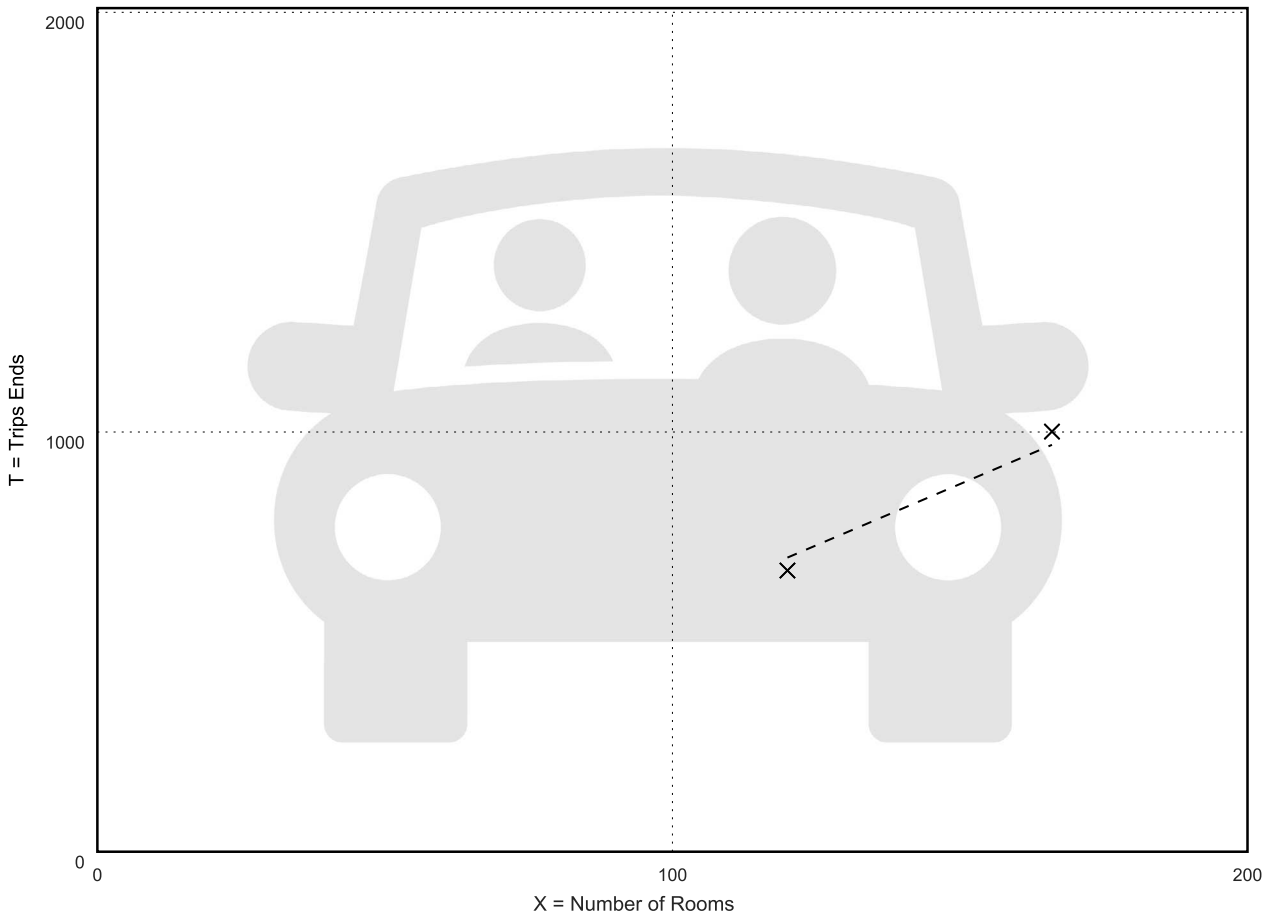
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
Avg. Num. of Rooms: 143
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
5.84	5.58 - 6.03	***

Data Plot and Equation

Caution – Small Sample Size



× **Study Site**

- - - - - **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

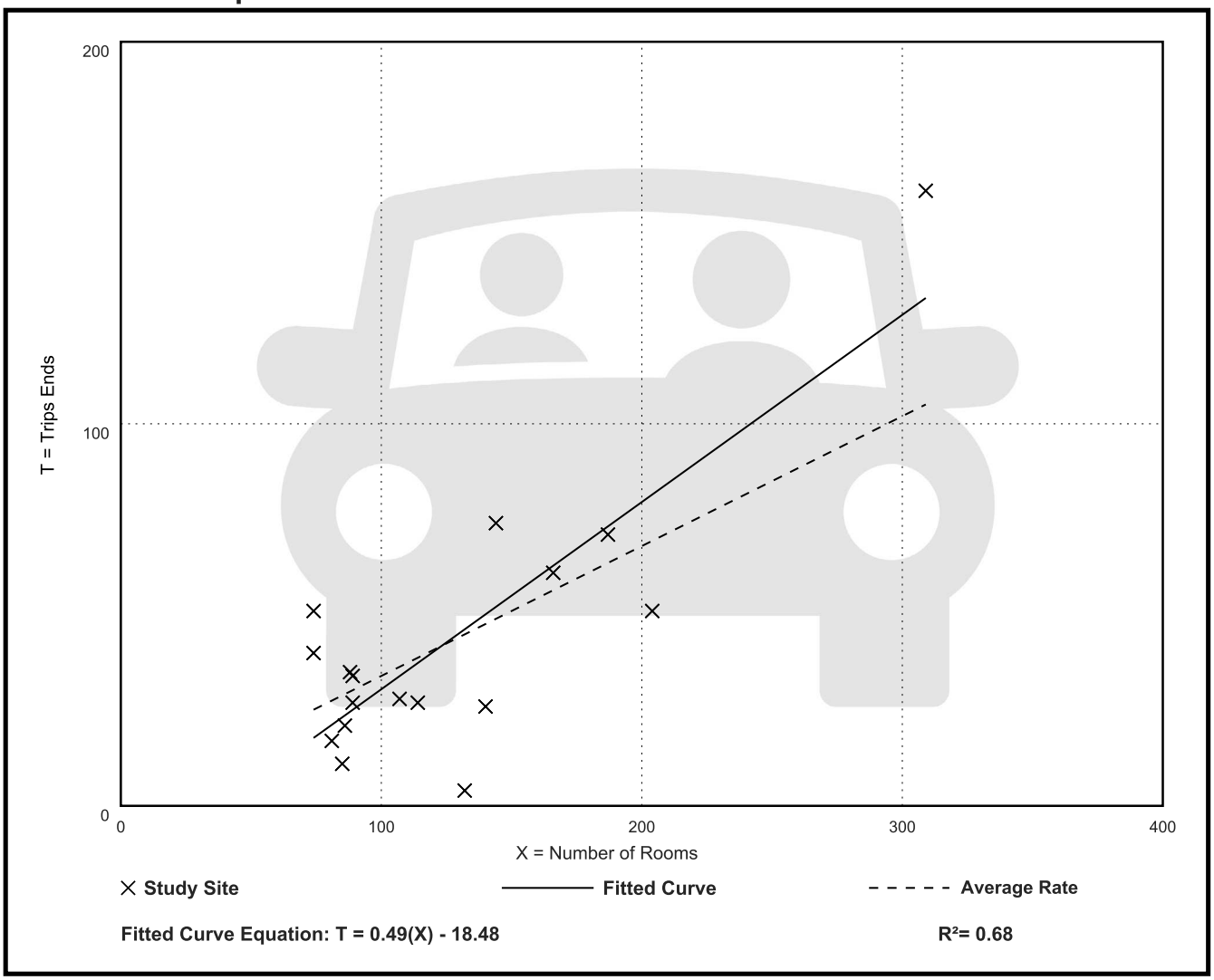
Hotel
(310)

Vehicle Trip Ends vs: **Rooms**
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: 17
Avg. Num. of Rooms: 128
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.34	0.03 - 0.69	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.49(X) - 18.48

R^2= 0.68

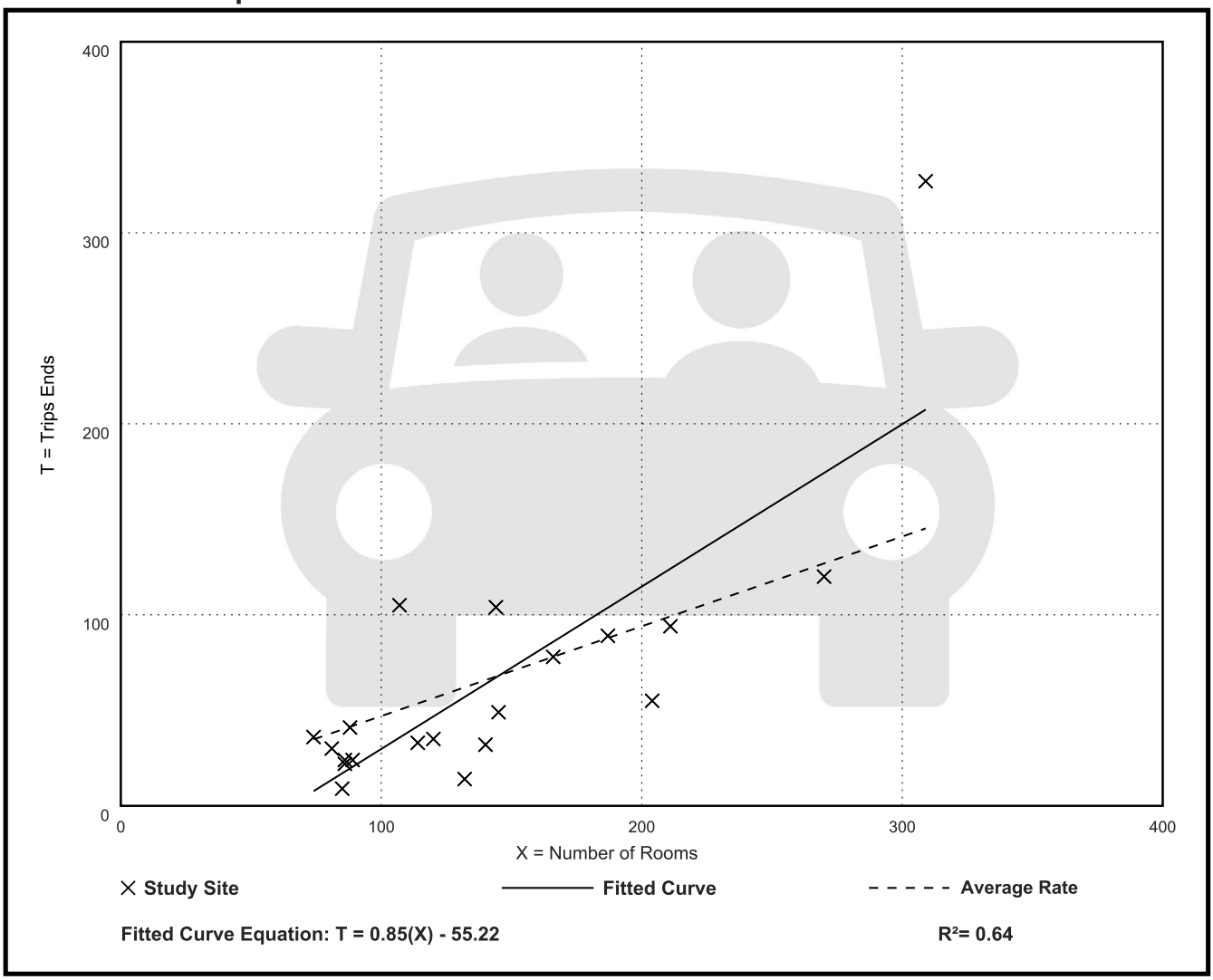
Hotel
(310)

Vehicle Trip Ends vs:	**Rooms**
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:	20
Avg. Num. of Rooms:	142
Directional Distribution:	51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.47	0.11 - 1.06	0.28

Data Plot and Equation



Fitted Curve Equation: T = 0.85(X) - 55.22

R^2= 0.64

General Office Building
(710)

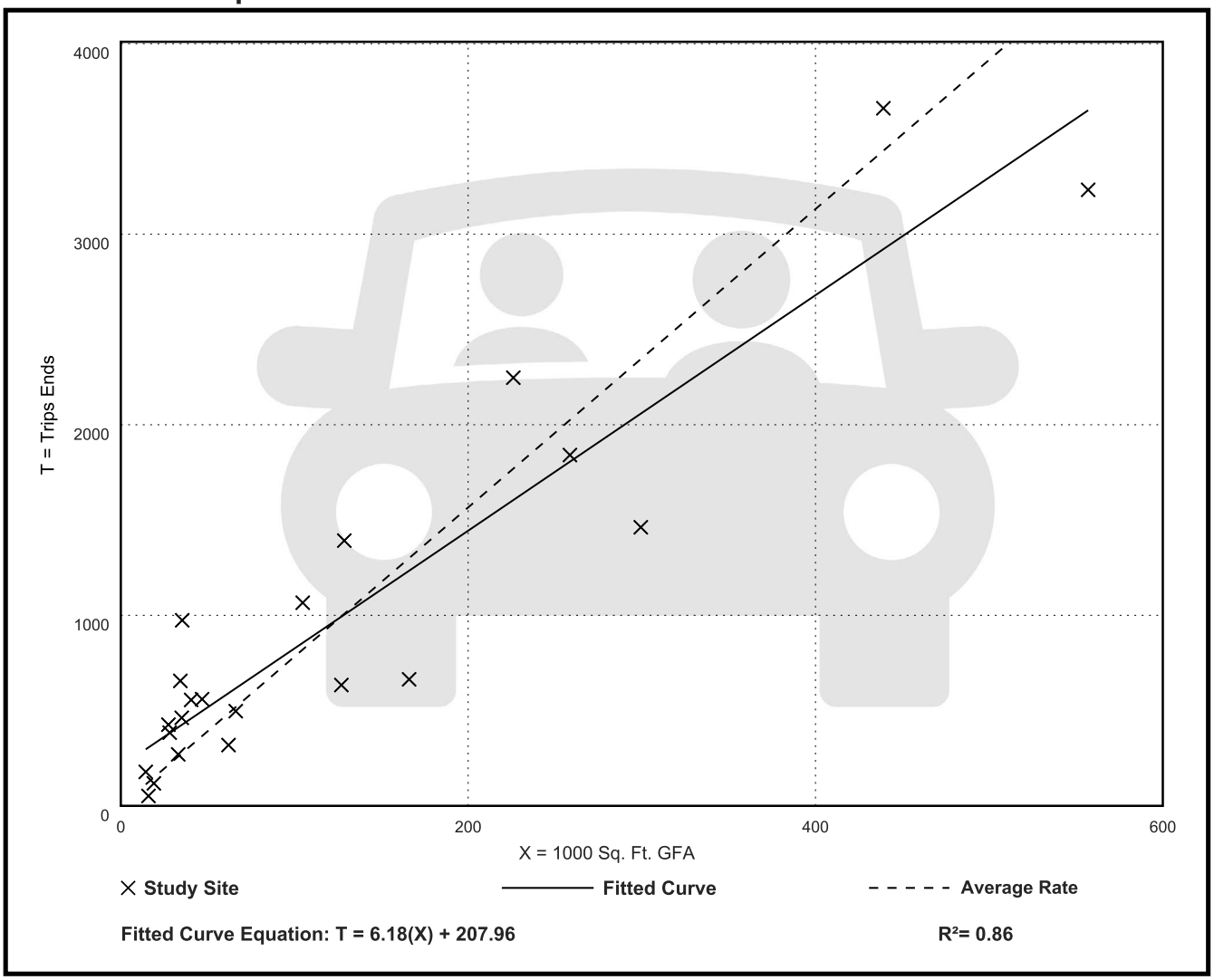
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. 1000 Sq. Ft. GFA: 126
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.83	3.27 - 27.56	3.71

Data Plot and Equation



Fitted Curve Equation: T = 6.18(X) + 207.96

R^2= 0.86

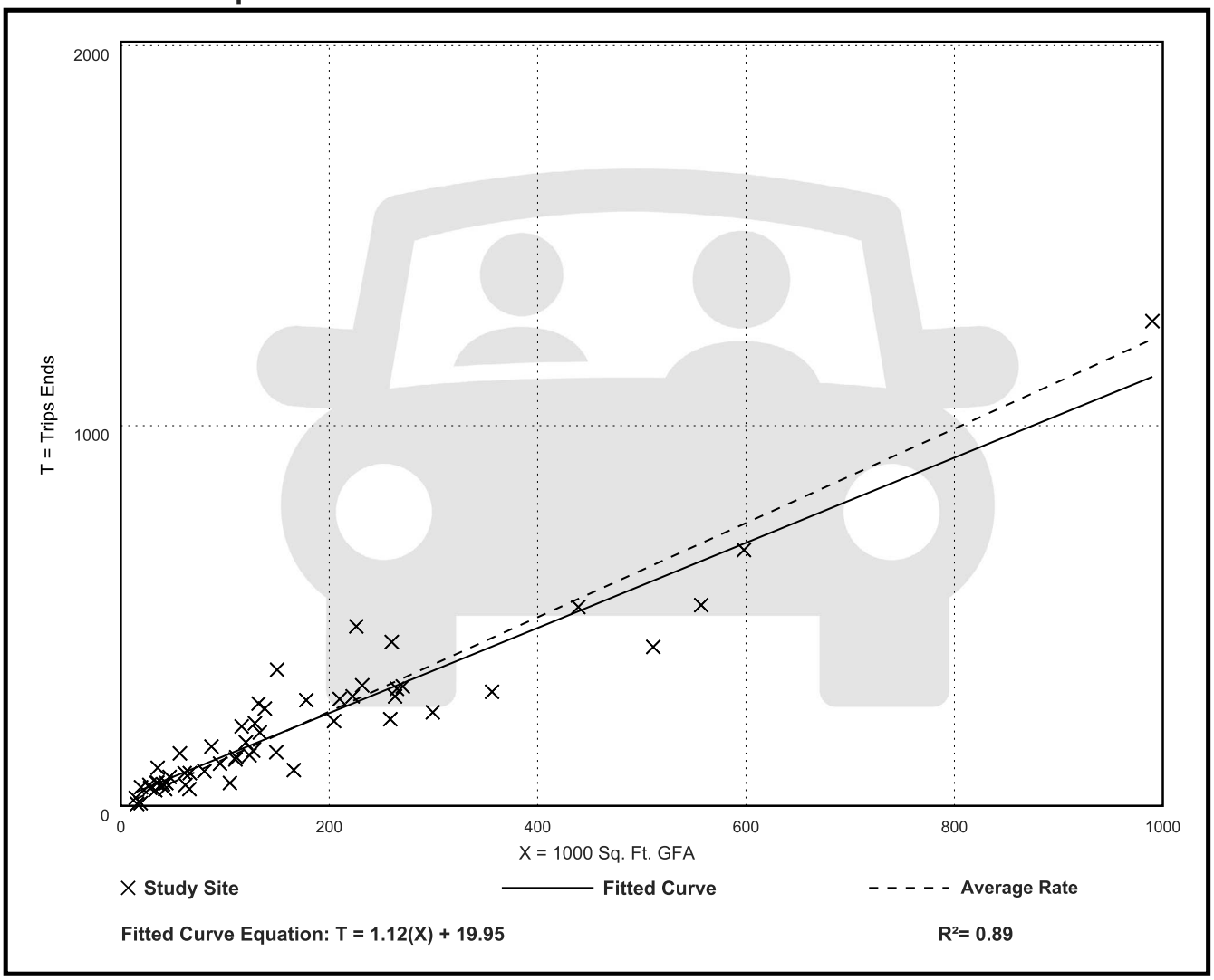
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 54
Avg. 1000 Sq. Ft. GFA: 170
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.24	0.32 - 2.83	0.40

Data Plot and Equation



Fitted Curve Equation: T = 1.12(X) + 19.95

R^2= 0.89

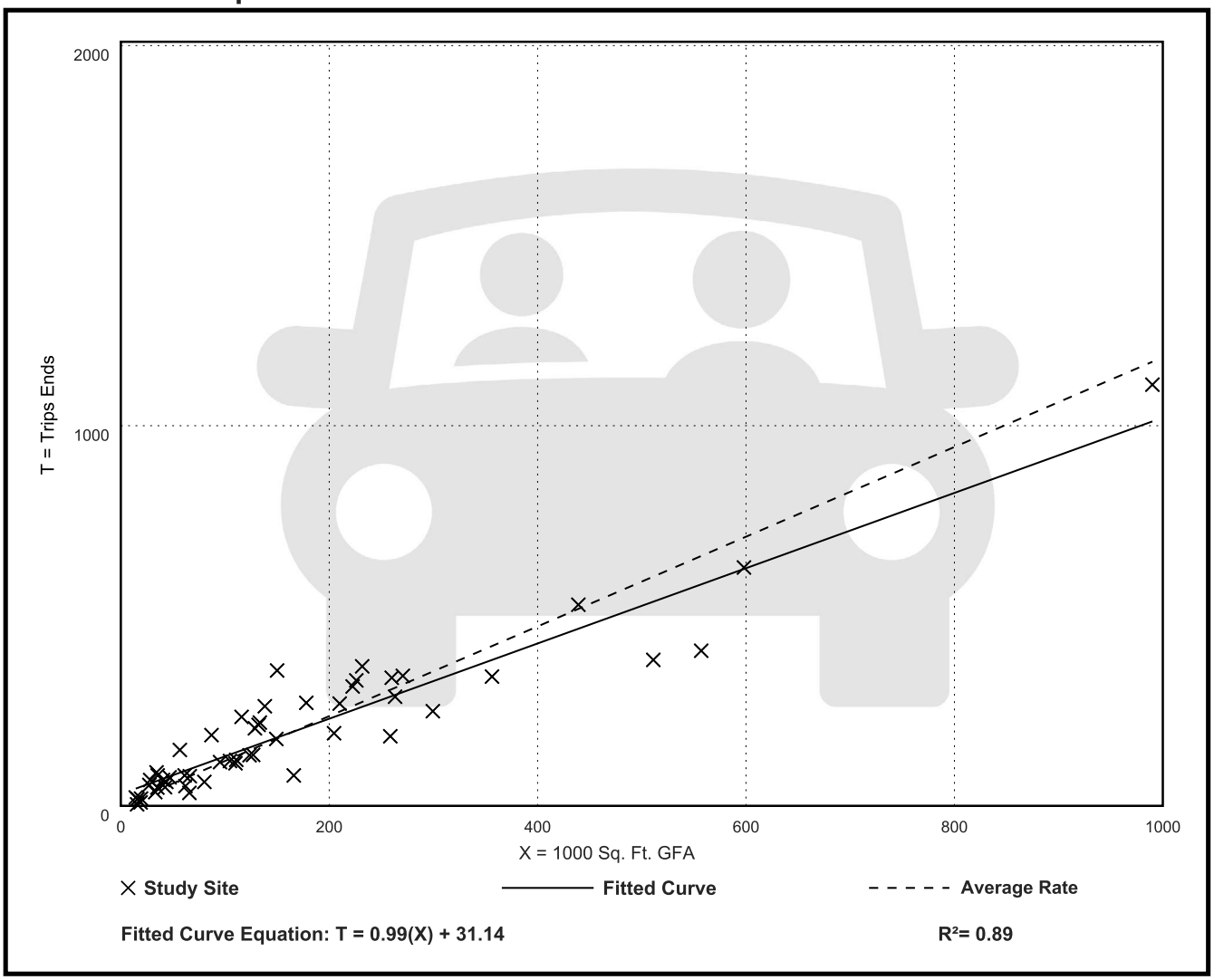
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 53
Avg. 1000 Sq. Ft. GFA: 166
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.18	0.26 - 2.59	0.41

Data Plot and Equation



Fitted Curve Equation: T = 0.99(X) + 31.14

R^2= 0.89

hopping Pla (40-15 k) - Superm rket - Yes (821)

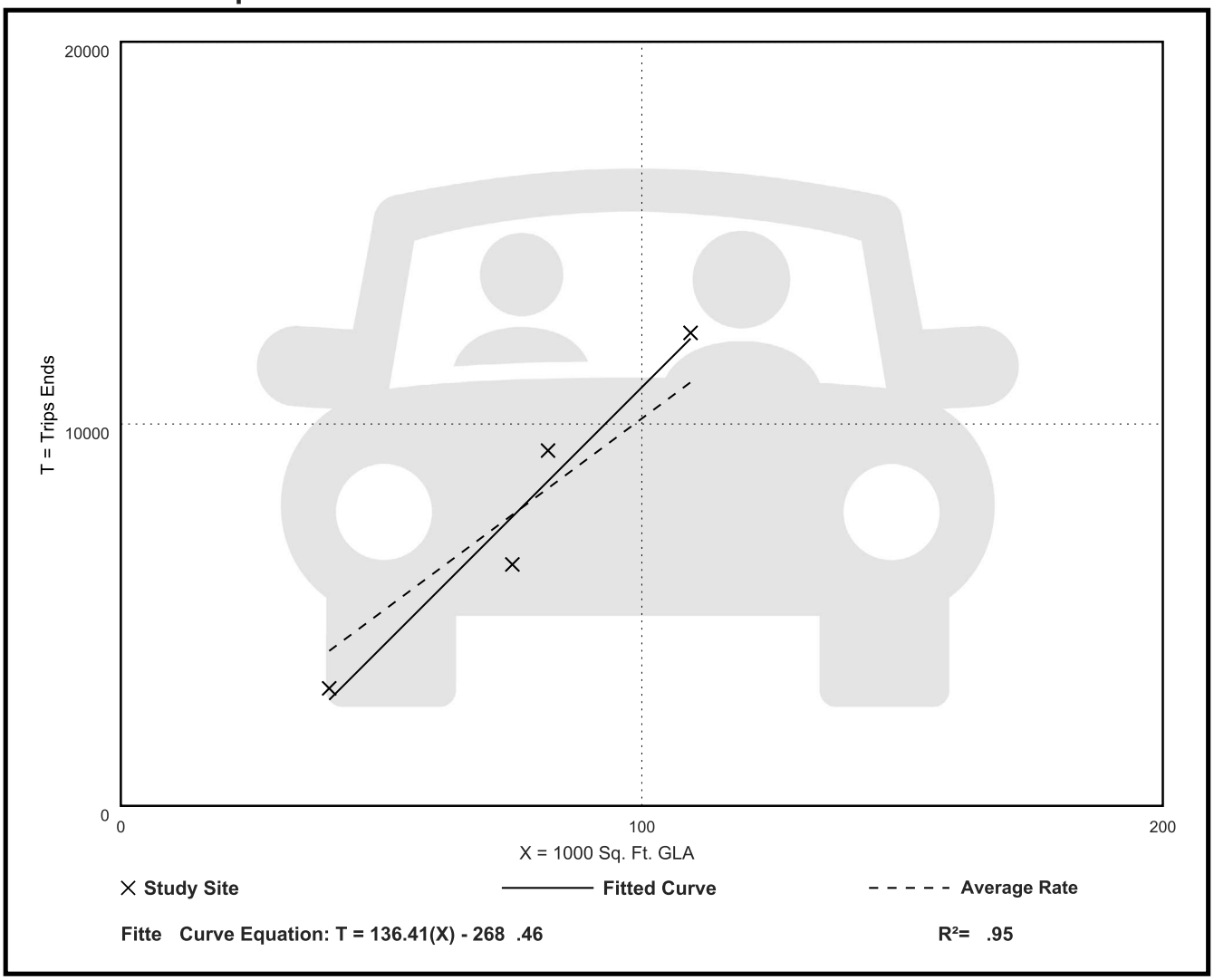
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **Genera Urban/Suburb n**
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 77
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Gener tion per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
101.43	76.93 - 113.46	17.91

Data P ot and Equation



Fitte Curve Equation: T = 136.41(X) - 268 .46 **R²= .95**

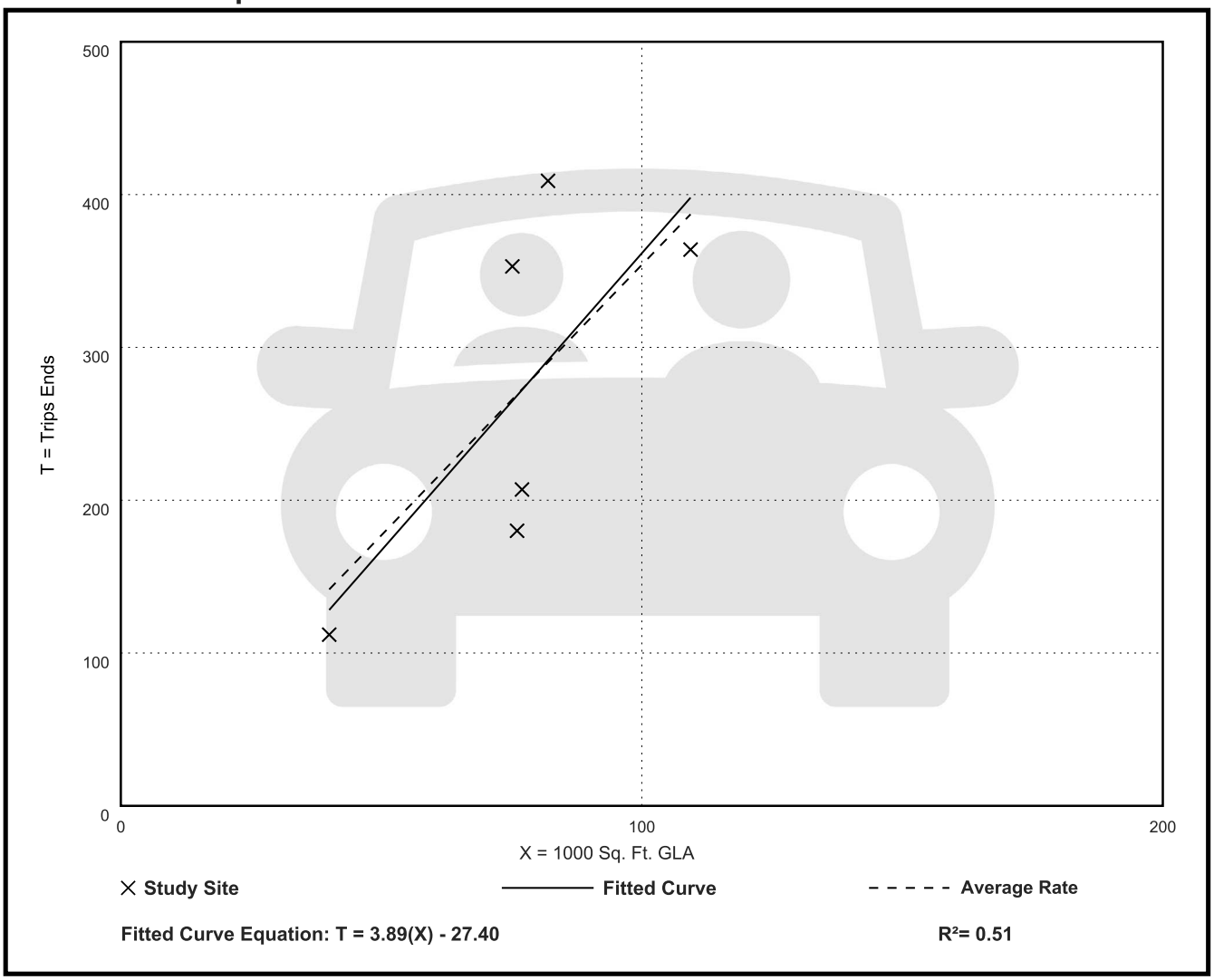
Shopping Plaza (40-150k) - Supermarket - Yes (821)

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:	6
Avg. 1000 Sq. Ft. GLA:	77
Directional Distribution:	60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.54	2.37 - 4.99	1.10

Data Plot and Equation



Fitted Curve Equation: T = 3.89(X) - 27.40

R^2= 0.51

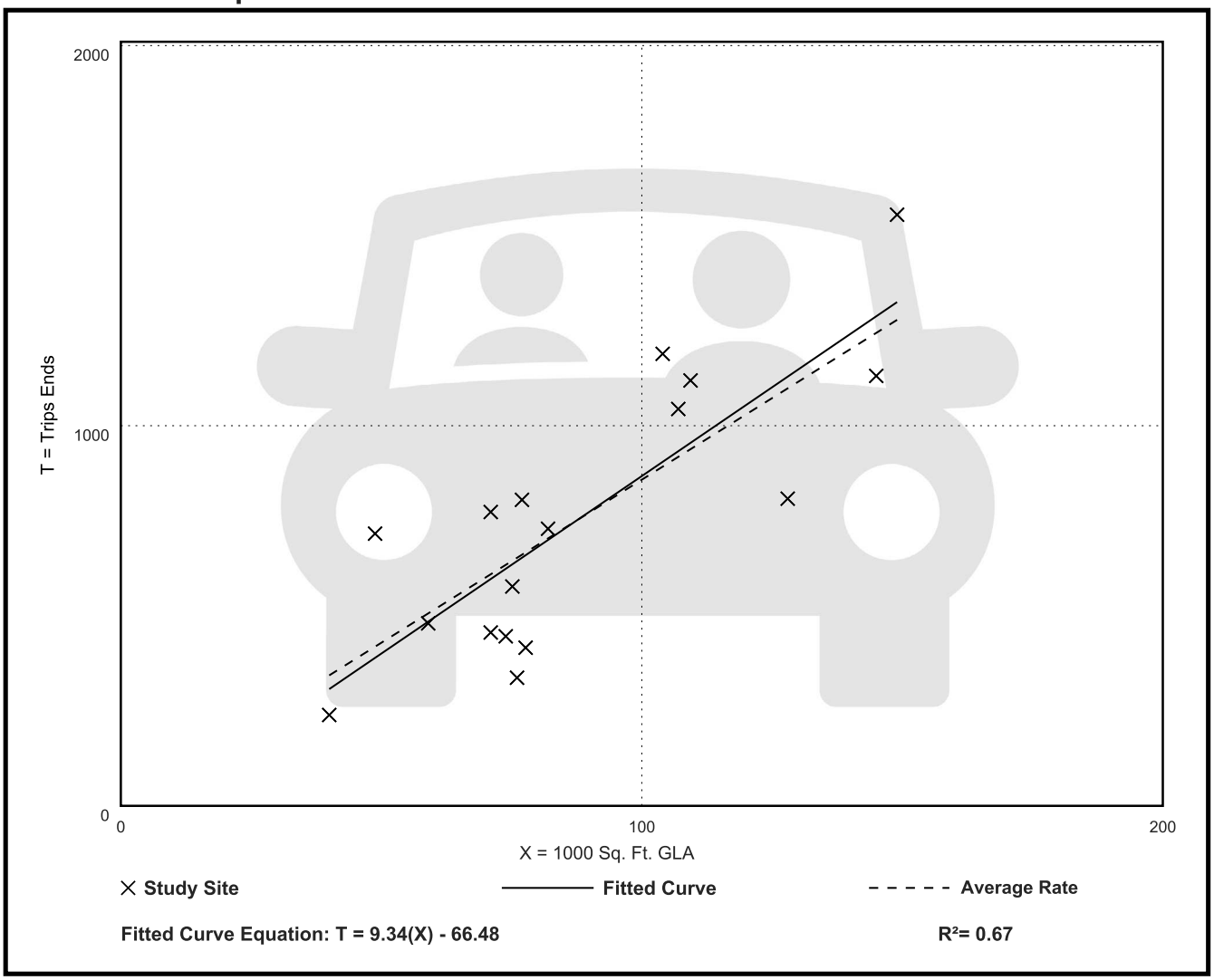
Shopping Plaza (40-150k) - Supermarket - Yes (821)

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: 17
Avg. 1000 Sq. Ft. GLA: 88
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
8.58	4.43 - 14.67	2.43

Data Plot and Equation



Fitted Curve Equation: T = 9.34(X) - 66.48

R^2= 0.67

Lindsay F. Rodriguez

From: David Bollen <dbollen@southtrailfirefl.gov>
Sent: Tuesday, March 3, 2026 11:06 AM
To: Lindsay F. Rodriguez
Cc: Ryan Shute; Ben Smith
Subject: Re: Request for Letter of No Objection – Daniels Tradeport Single Access Deviation

Good morning Lindsay,

I submitted your request to our Fire and Life Safety Division and Division Chief Burley had the following response:

In review of the attached documentation as well as a single entrance which is accessible from the East and West, I would support a Letter of No Objection for the requested deviation with the assumption all roads within this proposed development would be provided with apparatus turn arounds per the Florida Fire Prevention Code and no street parking be allowed at any time that would reduce the clear unobstructed width to less than 20'.

-DC Burley

Having noted the above, if you are compliant with Chief Burley's requirements, then the South Trail Fire Protection and Rescue District would have no objection to your proposed access deviation.

Please let me know if you have any further questions or needs. Have a great day!

David M. Bollen
Fire Chief
South Trail Fire Protection and Rescue District

5531 Halifax Ave, Ft. Myers, Fl 33912
Work# 239-433-0080
Work cell# 239-223-2110

"Anyone can hold the helm when the sea is calm". - Publilius Syrus

---

From: Lindsay F. Rodriguez <lrodriguez@m-da.com>
Sent: Tuesday, March 3, 2026 10:56 AM
To: David Bollen <dbollen@southtrailfirefl.gov>
Cc: Ryan Shute <rshute@m-da.com>; Ben Smith <BSmith@m-da.com>
Subject: RE: Request for Letter of No Objection – Daniels Tradeport Single Access Deviation

Chief Bollen,

I wanted to follow up on my recent voicemail regarding our request for a Letter of No Objection for our proposed deviation.

If you have any questions or require additional information, please don't hesitate to reach out. We're hoping to resubmit to the county this week, and your timely response would be immensely helpful.

Thank you for your attention to this matter. I look forward to hearing from you soon.

Lindsay

MORRIS DEPEW

ENGINEERS PLANNERS SURVEYORS
LANDSCAPE ARCHITECTS

FORT MYERS | TALLAHASSEE | DESTIN

Professional Services Since 1989

Lindsay F. Rodriguez
MPA, AICP
Senior Planner

2914 Cleveland Ave
Fort Myers, FL 33901
(239) 337-3993 telephone
(561) 704-7633 cell phone

Download My vCard

From: Lindsay F. Rodriguez
Sent: Wednesday, February 25, 2026 9:51 AM
To: 'David Bollen' <dbollen@southtrailfirefl.gov>
Cc: Ryan Shute <rshute@m-da.com>; Ben Smith <BSmith@M-DA.com>
Subject: RE: Request for Letter of No Objection – Daniels Tradeport Single Access Deviation

Morning Chief Bollen,

Following up on our request for a Letter of No Objection to our proposed deviation. Please let us know if you have any questions or need any additional information.

Thank you,

MORRIS DEPEW

ENGINEERS PLANNERS SURVEYORS
LANDSCAPE ARCHITECTS

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MPA, AICP
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Professional Services Since 1989

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From: Lindsay F. Rodriguez
Sent: Tuesday, February 3, 2026 4:20 PM
To: 'David Bollen' <dbollen@southtrailfirefl.gov>
Cc: Ryan Shute <rshute@m-da.com>
Subject: RE: Request for Letter of No Objection – Daniels Tradeport Single Access Deviation

Chief Bollen,

Thank you for the update.

I appreciate you and your staff taking the time to review the materials. I will remove Gene Rogers from future correspondence and will coordinate directly with you moving forward.

Please do not hesitate to let me know if any additional information would be helpful during your review.

Thank you again for your time and assistance.

Best regards,
Lindsay

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(239) 337-3993 telephone
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Download My vCard

From: David Bollen <dbollen@southtrailfirefl.gov>
Sent: Tuesday, February 3, 2026 11:11 AM
To: Lindsay F. Rodriguez <lrodriguez@m-da.com>; Gene Rogers <grogers@southtrailfirefl.gov>
Cc: Ryan Shute <rshute@m-da.com>
Subject: Re: Request for Letter of No Objection – Daniels Tradeport Single Access Deviation

Good morning Lindsay,

Thank you for reaching out regarding this request. My staff will review the information and provide feedback once the review is complete. Also, please remove Gene Rogers from any future

correspondence, as he is no longer employed with our agency. I was recently appointed to the Chief position and will be addressing these matters moving forward.

Respectfully,

David M. Bollen
Fire Chief
South Trail Fire Protection and Rescue District

5531 Halifax Ave, Ft. Myers, Fl 33912
Work# 239-433-0080
Work cell# 239-223-2110

"Anyone can hold the helm when the sea is calm". - Publilius Syrus

---

From: Lindsay F. Rodriguez <lrodriguez@m-da.com>
Sent: Tuesday, February 3, 2026 10:43 AM
To: Gene Rogers <grogers@southtrailfirefl.gov>
Cc: Ryan Shute <rshute@m-da.com>
Subject: Request for Letter of No Objection – Daniels Tradeport Single Access Deviation

Hi Chief Rogers,

We are currently preparing a resubmittal package for the Daniels Tradeport rezone project and are requesting your review of a proposed deviation related to providing a single access point to the development.

Attached for your reference are the deviation request narrative and the Master Concept Plan illustrating the site layout and access configuration as well as an aerial map. We would greatly appreciate your review and, if acceptable, a Letter of No Objection to support this request.

Please let me know if you would like to discuss the access design in more detail or if any additional information would be helpful.

Thank you very much for your time and consideration.

Best regards,
Lindsay

Lindsay F. Rodriguez
MPA, AICP
Senior Planner

2914 Cleveland Ave
Fort Myers, FL 33901

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ENGINEERS PLANNERS SURVEYORS
LANDSCAPE ARCHITECTS

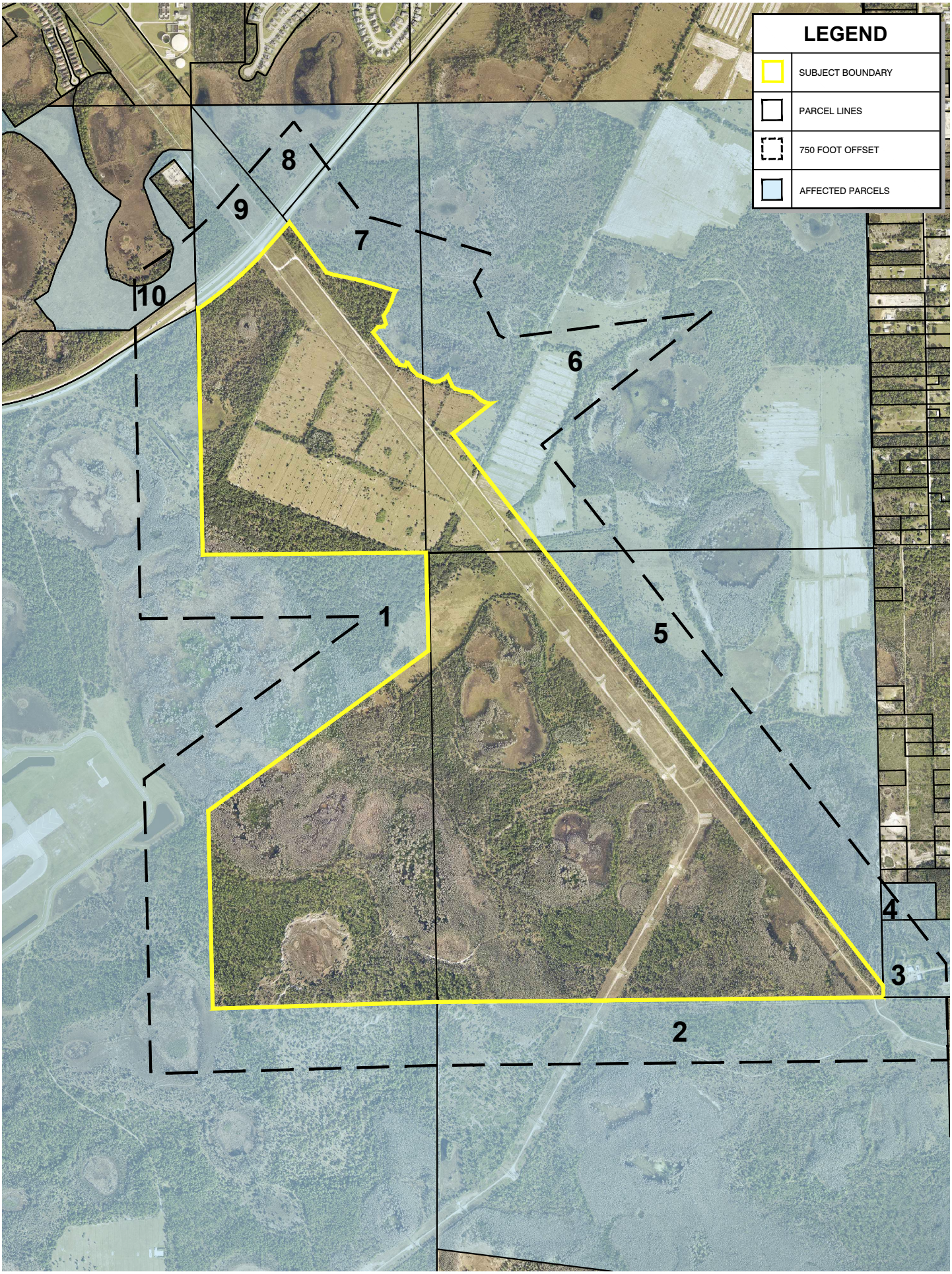
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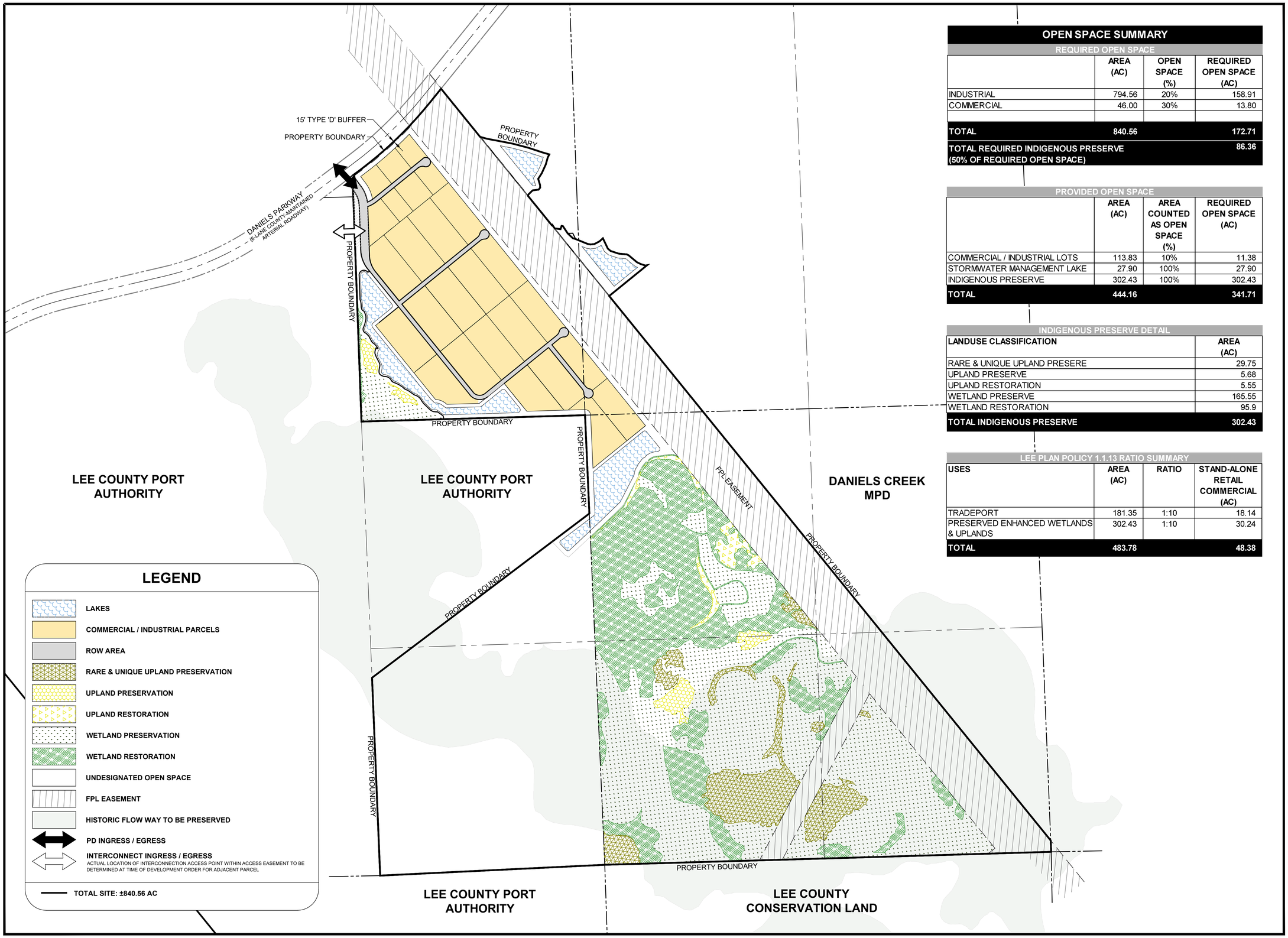
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VARIANCE REPORT MAP - 750' BUFFER



Subjects: Buffer: 750 ft.

Index	Folio ID	STRAP	OwnerName	Mail Address	Mail City	Mail State	Mail Zip	Site Number	Site Street	Site City	Site Zip
1	10613869	19-45-26-00-00002.0000	LEE COUNTY PORT AUTHORITY	PO BOX 2463	FORT MYERS	FL	33902	11000-031	TERMINAL ACCESS RD	FORT MYERS	33913
2	10351462	28-45-26-00-00001.0000	LEE COUNTY	PO BOX 398	FORT MYERS	FL	33902		ACCESS UNDETERMINED	FORT MYERS	33913
3	10351190	22-45-26-00-00001.0010	SYMES BRANDT J & CAROLYNN R	13990 ROD AND GUN CLUB RD	FORT MYERS	FL	33913	13990	ROD AND GUN CLUB RD	FORT MYERS	33913
4	10351193	22-45-26-00-00001.0040	SYMES BRANDT J & CAROLYNN R	13990 ROD AND GUN CLUB RD	FORT MYERS	FL	33913	13740	SHAWNEE RD	FORT MYERS	33913
5	10351188	21-45-26-00-00001.0000	HOLES JARED F TR	2500 TAMIAMI TRL N #214	NAPLES	FL	34103		ACCESS UNDETERMINED	FORT MYERS	33913
6	10351013	16-45-26-00-00001.0000	HOLES JARED F TR	2500 TAMIAMI TRL N #214	NAPLES	FL	34103		DANIELS PKWY	FORT MYERS	33913
7	10351015	17-45-26-00-00001.0010	HOLES JARED F TR	2500 TAMIAMI TRL N #214	NAPLES	FL	34103		DANIELS PKWY	FORT MYERS	33913
8	10596793	08-45-26-L3-2800G.0000	TIMBER CREEK SOUTHWEST CDD	2300 GLADES RD #410W	BOCA RATON	FL	33431		TIMBER CREEK C/E	FORT MYERS	33913
9	10597035	17-45-26-L2-2800U.0000	TIMBER CREEK SOUTHWEST CDD	2300 GLADES RD #410W	BOCA RATON	FL	33431		TIMBER CREEK C/E	FORT MYERS	33913
10	10486974	17-45-26-08-0000H.0000	DD DANIELS PKWY LLC	403 CORPORATE CENTER DR #201	STOCKBRIDGE	GA	30281	12100-240	OLANA VIEW DR	FORT MYERS	33913



LEGEND

- LAKES
- COMMERCIAL / INDUSTRIAL PARCELS
- ROW AREA
- RARE & UNIQUE UPLAND PRESERVATION
- UPLAND PRESERVATION
- UPLAND RESTORATION
- WETLAND PRESERVATION
- WETLAND RESTORATION
- UNDESIGNATED OPEN SPACE
- FPL EASEMENT
- HISTORIC FLOW WAY TO BE PRESERVED
- PD INGRESS / EGRESS
- INTERCONNECT INGRESS / EGRESS
  ACTUAL LOCATION OF INTERCONNECTION ACCESS POINT WITHIN ACCESS EASEMENT TO BE DETERMINED AT TIME OF DEVELOPMENT ORDER FOR ADJACENT PARCEL
- TOTAL SITE: ±840.56 AC

OPEN SPACE SUMMARY

REQUIRED OPEN SPACE

	AREA (AC)	OPEN SPACE (%)	REQUIRED OPEN SPACE (AC)
INDUSTRIAL	794.56	20%	158.91
COMMERCIAL	46.00	30%	13.80
TOTAL	**840.56**		**172.71**
TOTAL REQUIRED INDIGENOUS PRESERVE (50% OF REQUIRED OPEN SPACE)			**86.36**

PROVIDED OPEN SPACE

	AREA (AC)	AREA COUNTED AS OPEN SPACE (%)	REQUIRED OPEN SPACE (AC)
COMMERCIAL / INDUSTRIAL LOTS	113.83	10%	11.38
STORMWATER MANAGEMENT LAKE	27.90	100%	27.90
INDIGENOUS PRESERVE	302.43	100%	302.43
TOTAL	**444.16**		**341.71**

INDIGENOUS PRESERVE DETAIL

LANDUSE CLASSIFICATION	AREA (AC)
RARE & UNIQUE UPLAND PRESERE	29.75
UPLAND PRESERVE	5.68
UPLAND RESTORATION	5.55
WETLAND PRESERVE	165.55
WETLAND RESTORATION	95.9
TOTAL INDIGENOUS PRESERVE	**302.43**

LEE PLAN POLICY 1.1.13 RATIO SUMMARY

USES	AREA (AC)	RATIO	STAND-ALONE RETAIL COMMERCIAL (AC)
TRADEPORT	181.35	1:10	18.14
PRESERVED ENHANCED WETLANDS & UPLANDS	302.43	1:10	30.24
TOTAL	**483.78**		**48.38**

PROJECT:

DANIELS TRADEPORT MPD

LOCATION:

DANIELS PARKWAY
LEE COUNTY, FLORIDA

CLIENT:

HOLES JARED F TR FOR LAND TRUST 5018

CONSULTANT:
MORRIS DEPEW
ENGINEERS • PLANNERS • SURVEYORS
LANDSCAPE ARCHITECTS
FL CA NO. 8532 / FL CERT NO. L86891 / LC26000330

Fort Myers
2914 Cleveland Avenue
Fort Myers, Florida 33901
(239) 337-3993
Fax: (239) 337-3994
Toll free: 866-337-7341

Tallahassee
113 South Monroe Street
1st Floor
Tallahassee, Florida 32301
Toll free: 866-337-7341

Destin
655 Grand Boulevard
Unit #D-105
Miramar Beach, Florida 32550
Toll free: 866-337-7341

PREPARED BY:

REVISIONS	DATE
PROJECT MANAGER:	RMS
DRAWING BY:	CJV
JURISDICTION:	LEE COUNTY
DATE:	3/5/2026

SHEET TITLE:

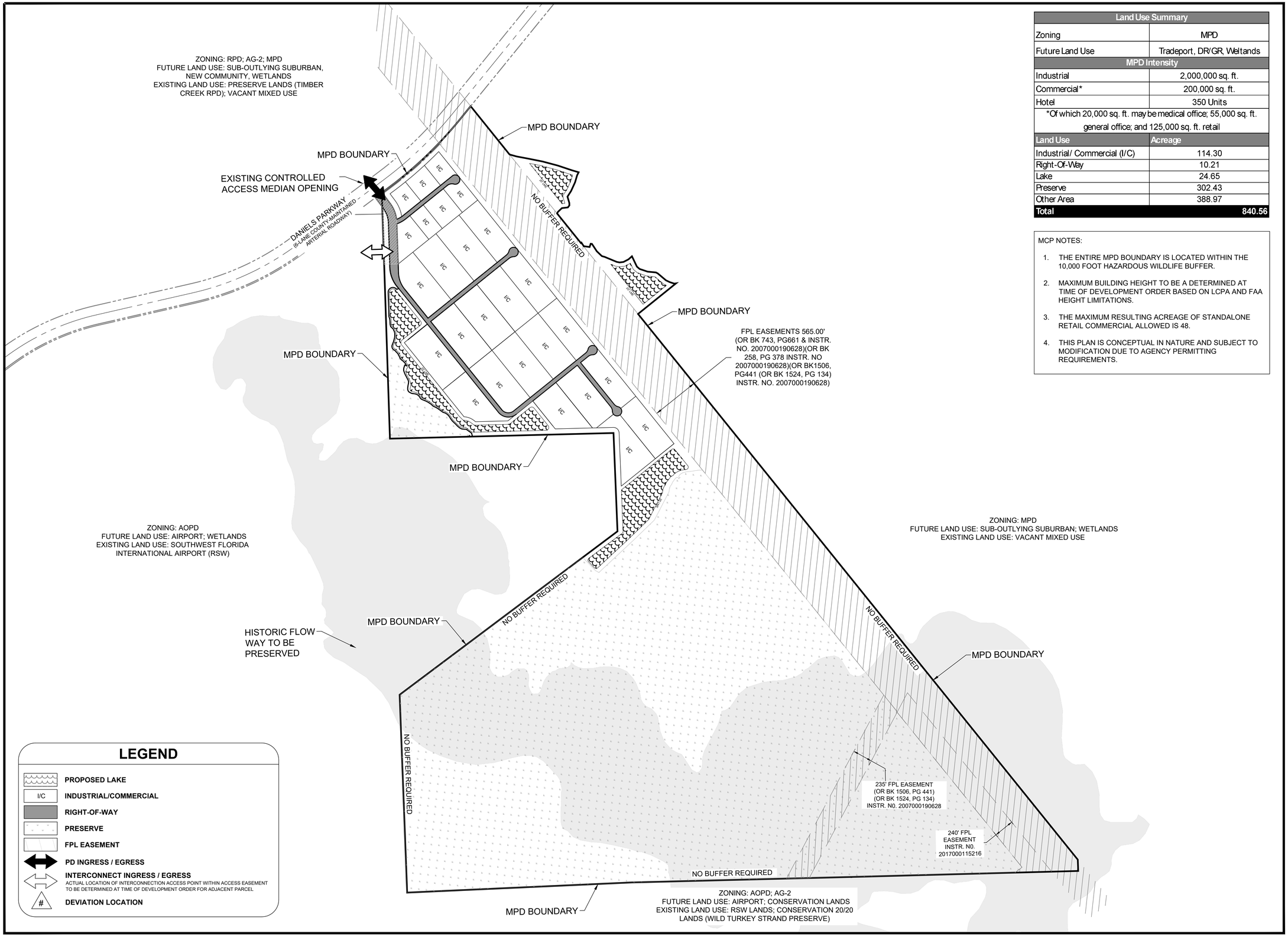
OPEN SPACE PLAN

SHEET NUMBER: 1 OF 1

N
500 0 250 500
SCALE 1"=500'

JOB/FILE NUMBER: 23123

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LEGEND

- PROPOSED LAKE
- I/C — INDUSTRIAL/COMMERCIAL
- RIGHT-OF-WAY
- PRESERVE
- FPL EASEMENT
- PD INGRESS / EGRESS
- INTERCONNECT INGRESS / EGRESS — ACTUAL LOCATION OF INTERCONNECTION ACCESS POINT WITHIN ACCESS EASEMENT TO BE DETERMINED AT TIME OF DEVELOPMENT ORDER FOR ADJACENT PARCEL
- # — DEVIATION LOCATION

Land Use Summary	
Zoning	MPD
Future Land Use	Tradeport, DR/GR, Weltands
MPD Intensity	
Industrial	2,000,000 sq. ft.
Commercial*	200,000 sq. ft.
Hotel	350 Units
*Of which 20,000 sq. ft. may be medical office; 55,000 sq. ft. general office; and 125,000 sq. ft. retail	
Land Use	**Acreage**
Industrial/ Commercial (I/C)	114.30
Right-Of-Way	10.21
Lake	24.65
Preserve	302.43
Other Area	388.97
Total	**840.56**

MCP NOTES:

1. THE ENTIRE MPD BOUNDARY IS LOCATED WITHIN THE 10,000 FOOT HAZARDOUS WILDLIFE BUFFER.
2. MAXIMUM BUILDING HEIGHT TO BE A DETERMINED AT TIME OF DEVELOPMENT ORDER BASED ON LCPA AND FAA HEIGHT LIMITATIONS.
3. THE MAXIMUM RESULTING ACREAGE OF STANDALONE RETAIL COMMERCIAL ALLOWED IS 48.
4. THIS PLAN IS CONCEPTUAL IN NATURE AND SUBJECT TO MODIFICATION DUE TO AGENCY PERMITTING REQUIREMENTS.

PROJECT:

DANIELS TRADEPORT MPD

LOCATION:

DANIELS PARKWAY
LEE COUNTY, FLORIDA

CLIENT:

HOLES JARED F TR FOR LAND TRUST 5018

CONSULTANT:
MORRIS DEPEW
ENGINEERS ● PLANNERS ● SURVEYORS
LANDSCAPE ARCHITECTS
FL CA NO. 6532 / FL CERT NO. LB6891 / LC26000330

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Tallahassee, Florida 32301
Toll free: 866-337-7341

Destin
655 Grand Boulevard
Unit #D-105
Miramar Beach, Florida 32550
Toll free: 866-337-7341

PREPARED BY:

REVISIONS	DATE
PROJECT MANAGER:	LFR
DRAWING BY:	CJV
JURISDICTION:	LEE COUNTY
DATE:	3/6/2026

SHEET TITLE:

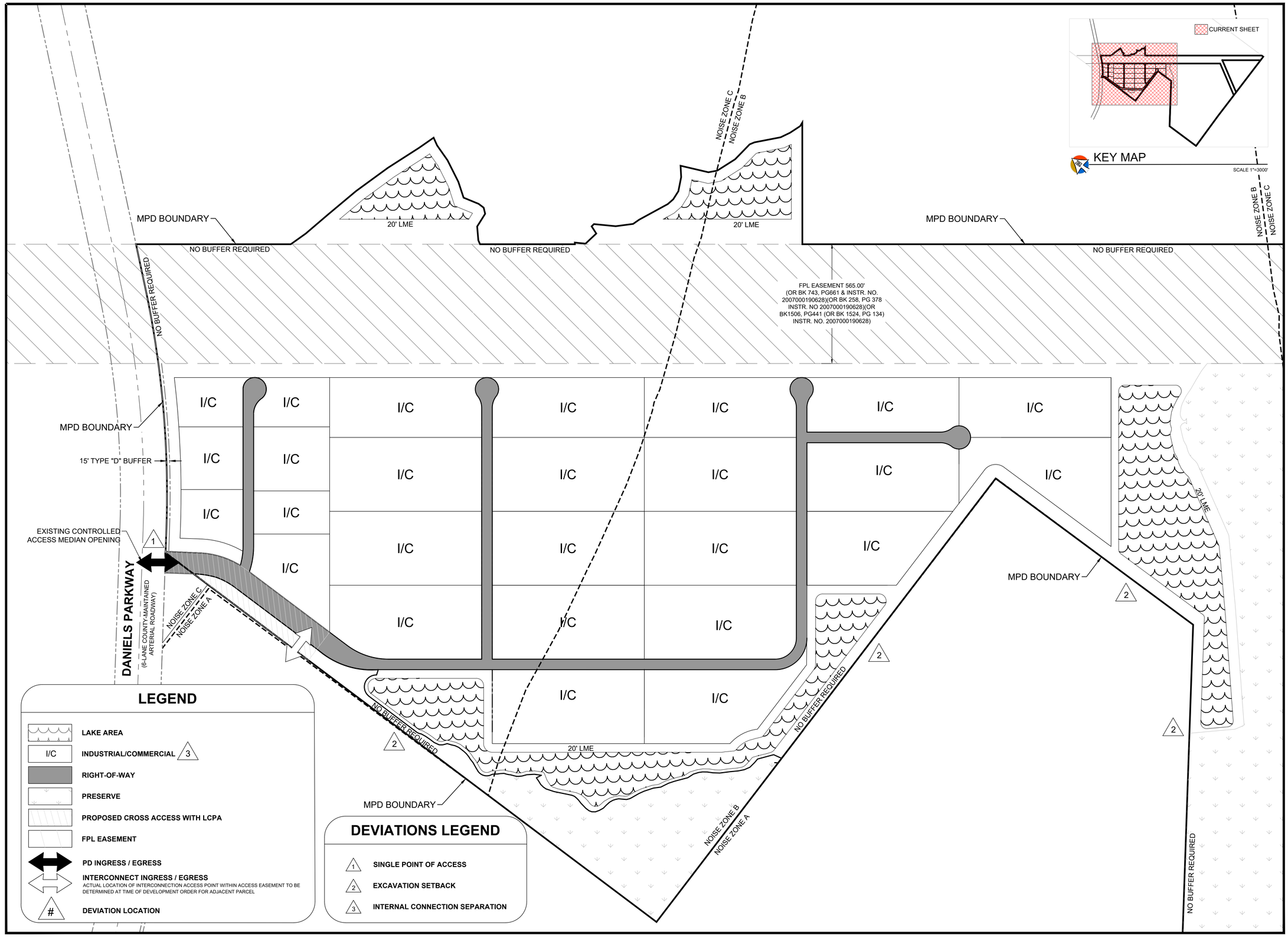
MASTER CONCEPT PLAN

SHEET NUMBER: 1 OF 2

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SCALE 1"=500'

JOB/FILE NUMBER: 23123

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LEGEND

- LAKE AREA
- I/C — INDUSTRIAL/COMMERCIAL 3
- RIGHT-OF-WAY
- PRESERVE
- PROPOSED CROSS ACCESS WITH LCPA
- FPL EASEMENT
- PD INGRESS / EGRESS
- INTERCONNECT INGRESS / EGRESS
  ACTUAL LOCATION OF INTERCONNECTION ACCESS POINT WITHIN ACCESS EASEMENT TO BE DETERMINED AT TIME OF DEVELOPMENT ORDER FOR ADJACENT PARCEL
- # — DEVIATION LOCATION

DEVIATIONS LEGEND

1. SINGLE POINT OF ACCESS
2. EXCAVATION SETBACK
3. INTERNAL CONNECTION SEPARATION

PROJECT:

DANIELS TRADEPORT MPD

LOCATION:

DANIELS PARKWAY
LEE COUNTY, FLORIDA

CLIENT:

HOLES JARED F TR
FOR LAND TRUST
5018

CONSULTANT:
MORRIS DEPEW
ENGINEERS ● PLANNERS ● SURVEYORS
LANDSCAPE ARCHITECTS
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Toll free: 866-337-7341

Destin
655 Grand Boulevard
Unit #D-105
Miramar Beach, Florida 32550
Toll free: 866-337-7341

PREPARED BY:

REVISIONS	DATE
PER COUNTY COMMENTS	02/16/2026

PROJECT MANAGER:	LFR
DRAWING BY:	CJV
JURISDICTION:	LEE COUNTY
DATE:	3/6/2026

SHEET TITLE:

MASTER CONCEPT PLAN

SHEET NUMBER: 2 OF 2

200 0 100 200
SCALE 1"=200'

JOB/FILE NUMBER: 23123

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