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July 23, 2026

Lee County
Department of Community Development
Zoning
P.O. Box 398
Fort Myers, FL 33902

Record Number: DCI2026-00005
Record Type: Planned Development
Address: 11735 PLANTATION RD, FORT MYERS, FL 33966
Project Name: New Life Church Expansion Community Facilities Planned Development
Record Description: Request to rezone 18.13± acres from Agricultural (AG-2) to Community Facilities Planned Development (CFPD).

GENERAL COMMENTS:

Development Services Review

1. INFORMATIONAL COMMENT: For all lakes deeper than 12 feet, a Deep Lake Management Plan must be submitted and approved prior to development order issuance in accordance with LDC Sec. [10-329(d)(3)].
Response: Acknowledged.

2. INFORMATIONAL COMMENT: 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.

DOT Review
TIS:

Informational note: No revised TIS was included in the resubmittal. Review comments pertain to January 16, 2026, TIS by W.E. Oliver, P.E., LLC.
Response: We recognized the comments relate to the January 16, 2026 analysis report. No request was made for an updated report in prior comments. As a result of the request for modified trip generation, an updated traffic study is provided with these responses.

1. A discrepancy exists between the application narrative requesting a 100-student expansion and the TIS, which models a 350-student facility. The TIS data tables, impact analyses, and microsimulation must be

calibrated to the requested 100-student capacity. Alternatively, the application narrative must be revised to request a 350-student capacity.
Response: The intent is for a 350 student school, the application narrative will be revised.

2. An unauthorized modification of ITE data is noted on Page 3, where baseline church traffic was manually reduced by subtracting childcare trips. This violates Lee County Administrative Code AC-13-17 and standard engineering practice. The weekday AM peak hour traffic must be recalculated utilizing unadjusted ITE 12th Edition equations for Land Use Code 560.
Response: The traffic generation estimate has been revised to make use of the ITE 12th Edition equation, reflecting a possible daycare/pre-school operation. We note the applicant has not proposed such a use.

3. The resubmittal lacks a Peak Hour distribution map and a driveway turning movement graphic. Appendix E tabular data is insufficient because it isolates inbound/outbound totals rather than directional turning movements, and the volumes do not reconcile with the total projected trip generation. A standard Peak Hour Traffic Assignment Diagram showing cumulative AM, PM, and Sunday turning movements at both driveways and the Plantation Road/Arc Way intersection is required. Additionally, the queuing analysis must be updated to model the 15-to-30-minute peak drop off and afternoon dismissal windows. Localized data indicates K-8 private schools frequently exceed internal storage capacity during these staging periods, which must be evaluated to prevent public Right-of-Way impacts.
Response: Graphics illustrating the requested peak hour volumes are provided in the updated traffic study report, and an example worksheet illustrating how the appendix worksheets provide the backup for such graphics is attached to this response.

4. The TransModeler simulation utilizes unrealistic routing parameters by assuming a 100% perfect binary split (all northbound traffic uses the south drive; all southbound traffic uses the north drive), failing to account for driver non-compliance or internal re-routing. The microsimulation must be re-run using a realistic passive distribution split (e.g., 80/20 or 70/30) and updated with 95th percentile queue graphs. Internal intersections must be evaluated to ensure no off-site spillover occurs. If a future expansion to 350 students is intended, internal staging must accommodate that intensity now, or a site redesign will be required upon future expansion.
Response: We do not feel the "binary" traffic split is unrealistic. Observing the current, actual operation of the Church traffic on a Sunday, all 74 northbound right entry turns occur at the south driveway, and 84 of 87 southbound left entry turns occur at the north driveway. Our experience with school drop-off operations is that schools are very effective in educating parents and directing and managing how they should approach and enter their drop-off areas – probably more effective than a church.
The updated traffic study provides queueing and delay summaries for internal locations where inbound and outbound traffic conflicts, with no excessive delay or queues. Further, at schools, parents frequently arrive early and queue, waiting for dismissal time. This site is fortunate in that there is ample on-site church parking to accommodate early-arrivers. Our analysis indicates that, with traffic management strategies common to schools, the site can accommodate the anticipated traffic demands.

5. Deferring the southbound left-turn lane warrant analysis at the southern driveway to the Development Order (DO) stage is premature. Because a turn lane directly impacts County Right-of-Way and conflicts with the existing northbound left-turn lane at Arc Way, access configurations must be finalized during zoning. A formal turn lane warrant analysis must be conducted for this movement. If warranted, the lane

must be shown conceptually on the Master Concept Plan (MCP); if it cannot be accommodated, the driveway must be restricted to Right-In/Right-Out (RI/RO) via a zoning condition.
Response: As indicated in the response to 4. above, we do not believe there will be any southbound left turn entries at the south driveway. It is inappropriate to require dedication of right-of-way or construction of a turn lane when no such need exists or is projected to exist. More appropriate would be the installation of a "No Left Turn" sign facing the southbound traffic at the south driveway. A restriction to "Right-In/Right-Out only" at the southern driveway is excessive, as the exiting left turn to go south is an effective, useful movement.

DOT:

Awaiting resolution of SB Left Turn Lane analysis before final review determination can be made. A restriction of RI/RO may be necessary upon submittal of complete in formation. A condition of approval will be stated upon final review: "No Parking, Stopping, or Standing" signage will be required along the right(s) of way fronting this parcel on both Penzance and Plantation to prevent parent pickup/drop-off from staging offsite.
Response: As discussed above, posting of a "No Left Turn" sign at the southern driveway facing the southbound traffic is the preferred restriction, and substantial off-street parking is available on-site. Such restrictions should not be imposed unless a problem the school cannot manage emerges.

Environmental Review
Environmental Comments:

1. Please revise acreage breakdown in paragraph two of applicants Request Statement. Acreage breakdown provided equals to 17.75. The Overall acreage is 18.13, please provide more information on the difference.
Response: See the corrected and revised Request Statement's 18.13 acre description.

2. Environmental Assessment document is also inconsistent with Request Statement for FLUCFCS acreage breakdown. Please revise.
Response: See the corrected and revised Request Statement's FLUCCS map exhibit.

3. Please provide a new deviation from LDC Section 10-416(d)(4) for 15-foot Type D right of way buffer. The MCP depicts a 20-foot utility easement and existing utility easement on the northeast corner that may interrupt the required buffer plantings.
Response: See the revised MCP and Deviation Schedule. The MCP and Deviation Two 10-416(d)(4) addresses the Northwest site corner utility easement (the Northeast corner was probably a typo).

4. Please note LDC Section 10-421(a)(5) for all required buffers and potential easement overlap.
Response: Acknowledged.

5. Please clarify and label the dashed line around proposed lake. If it is a lake management easement, please label L.M.E to comply with LDC Section 10-328(a).
Response: Acknowledged the dashed line is the top of bank for the lake, the lake maintenance easement has been added.

6. Please demonstrate compliance with LDC Section 10-418(2) for planted littoral shelf for proposed lake. Please provide a cross section depicting bank slope, planted littoral shelf width, and plants.

Response: Please see revised MCP and lake cross section. The project is designed to comply with 10-418(2).

7. Please provide a percentage breakdown for required open space. Please note that lakes may only account for 25% of required open space per LDC Section 10-415(d)(2)(c) for open space uses.
Response: See the revised MCP Open Space Table.

8. South Buffer - Indicate why the proposed eight-foot wall is proposed in a non-linear design. The existing trees must be saved at full canopy and the installation of the fence must be outside of the tree canopy.
Response: The Southern wall has been designed to keep the existing trees undisturbed from the drip line.

9. South Buffer - Provide a cross section depicting the sport court, retention area width and depth, the wall, and protected trees.
Response: Please see the revised MCP with the added cross section.

10. East Buffer - The east buffer must be revised to remove the required buffer outside of the 25-foot-wide drainage easement. Revise MCP.
Response: The revised MCP's East buffer is designed consistent with 10-416(d)(4) and 10-421(a)(5).

11. East Buffer - The applicant may save the on-site trees within the 25-foot-wide drainage easement; however, they will not be code required due to their location in the drainage easement. Revise MCP.
Response: Acknowledged.

LeeTran Review

LeeTran has reviewed the proposed development and determined that it is located beyond one-quarter mile of a bus stop or a fixed-route corridor. Based on the current Transit LDC section 10-441, no improvements are required by the developer at this time but will be reassessed at the time of DO or LDO.
Response: Acknowledged.

Legal Review

Sec. 34-202(a). Submittal requirements for applications requiring public hearing.
(6) Boundary Survey. - The boundary survey does not include the required state plane coordinates, one at the point of beginning (POB). The boundary survey was revised to indicate the correct POB, but the state plane coordinate was not revised for the correct POB. The state plane coordinate is currently the west end of line 1.
Response: Please see revised survey.

Natural Resources Review

Repeat Comment: Pursuant to 10-328, identify the location of the drainage and access easements.
Response: A lake maintenance easement has been added surrounding the lake. There is currently no proposed access easements on this zoning and the proposed drainage easement has been removed.

Repeat Comment: Identify the location of the outfall and analyze the potential for any offsite impacts. If the applicant is proposing to outfall onto a county right of way, the applicant will be required to demonstrate compliance with LDC 10-330 prior to the issuance of a Development Order permit.
Response: Please see the revised MCP indicating the outfall location. Compliance will be met during the process of applying for a development order.

Repeat Comment: Pursuant to LDC 10-417 and Lee Plan Policy 61.1.6, identify the irrigation source.
Response: Irrigation source is an existing well.

Planning Review
REPEAT COMMENT:

Compliance with Lee Plan Standards 4.1.1 and 4.1.2 needs to be clearly stated within the Request Statement. Please include a statement in your Lee Plan Analysis that states how the request will adhere to these standards.
Response: See the revised Request Statements Lee Plan Policy 4.1.1 and 4.1.2. (pages 15 - 16). As documented by the January 1, 2026 Lee County Utility Letter, LCU has the capacity to service the proposed project and that the CFPD will tie into the central water and sanitary sewer utility systems.

Zoning Review

Revise the Schedule of Uses to remove Recreation Facilities, Private On-Site Groups III, IV, V and replace with Accessory Uses, Buildings and Structures.
Response: See the revised Schedule of Uses.

Revise MCP to remove all references to Places of Worship and Recreation Facilities.
Response: See the revised MCP.

If the applicant or successor pursues an ALF, Caretaker's Residence or Day Care, the MCP will be required to be revised because the current design is specific to the Religious Facility, School, and Accessories supporting the principal uses.
Response: Acknowledged.

Indicate if the Religious Facility will have a day care. If so, depict the area/building for pickup/drop off, hours of operation, and traffic pattern compared to school traffic.
Response: See the revised MCP. The pickup area is to be internal to the project adjacent to Building Two. Expected operating hours may be 7:00am to 4:00pm.

Indicate if the area labeled Private onsite group recreation area that also has trees to be protected will remain at grade.
Response: The various trees identified to be preserved will remain at grade for the area located within the onsite recreation area and between the religious facility church expansion building and Building One.

If you have any questions regarding the above responses or any of the attachments, please contact our office at (239) 936-5222.

Sincerely,
Quattrone & Associates, Inc.



Jhonny M. Foronda
Project Manager
Email: Jforonda@qainc.net
Attachments:

- ***Request Statement***
- ***Deviation Schedule***
- ***Use Schedule***
- ***Survey***
- ***TIS Report***
- ***PSS***
- ***Master Concept Plan***

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239 - 677 - 6126 Greg@Stuarturbandesign.com

July 20, 2026

To: Lee County Department of Community Development

From: Greg Stuart, MAURP

Project: Request Statement [34-373(a)(5)] (revised 06/01/26)_
The New Life Church Expansion Community Facilities Planned Development

Request: Rezone 18.13 ac. +/- From AG-2 to CFPD to Support A Religious Facility Campus

Address: 11735 Plantation Road, Fort Myers, FL Strap #07-45-25-08-00000.009A

On behalf of the owner/applicant, New Covenant Fellowship Ministry, and consistent LDC Hearing Examiner Findings Criteria 34-145(d)(4)(a)(1&2), the following factual evidence is provided in support of the AG-2 to CFPD zoning request. The CFPD zoning request is to support the Applicant's goal of long term place of worship expansion that includes the development of a private school with accessory athletic facilities. The accessory outdoor multi-use sports field shall be for daytime use only. Requested CFPD primary uses include Place of Worship, Non-commercial School (private), Private Onsite Recreation Facilities (accessory; non-profit), and Administrative Offices. The total requested intensity is 140,000 sf. The parcels existing use is a 32,084 sf Place of Worship. The property is designated as a Future Central Urban Land Use.

The CPD application is informed by and meets the Hearing Examiner Findings Criteria 34-145(d)(4)(a)(1&2) and complies with MCP Design Standards 34-411. The application is further informed by LDC 34-2051 Religious Facilities. Located along Plantation Road and directly opposite of the Mid-Metro Industrial Park, the property adjoins the Plantation Preserve RPD to the north, a Penzance Road church parcel to the southwest and two AG-2 residential homesites to the southeast, and two AG-2 residential homesites to the east. The site is not recorded within a plated subdivision, has had a number of Limited Development Orders and Development Orders issued (LDO2023-00522, LDO2012-00277, LDO2010-00114, LDO2010-00022, DOS2010-00022, and DOS200100161) and is within the AH Flood Zone (16-ft base elevation). The rectangular shaped 18.13 ac site primarily consists of 211H Hydric Improved Pasture (9.0 ac +/-), the 5.77 ac. +/- Church Site, 3.25 ac +/- of 420 E4 of scattered & isolated Mixed Upland forests and 0.11 acres of FLUCCS 211 Improved Pasture.

LAND USE & PROPOSED DEVELOPMENT STANDARD TABLE

Site Area: 18.13 ac
Future Land Use: Central Urban
Existing/Proposed Zoning: AG-2/Community Facilities Planned Development
Zoning Request: CFPD for Religious Facility Campus w./Onsite Recreational Facilities, Groups III and V; total intensity @ 140,000 sf
Phasing: To Be Determined
Flood Zone: X
Utilities: LCU

Development Standards:
Min. Lot Area _ 2 ac.
Min. Lot Width _ 100-ft
Min. Lot Depth _ 100-ft
Height _ 45-ft
Building Coverage _ 40%
Front Yard/Road Setback _ 25-ft
Side Yard Setback _ Min. 20-ft
Side Yard Setback Bldg. A _ 75-ft
Rear Yard Setback _ 20-ft
Water Body Setback _ 25-ft
Rear Yard Setback Bldg. 1 _ 130-ft
Rear Yard Setback Bldg. 2 _ 90-ft
Parking & Circulation Setback _ 25-ft.
General Open Space Required 30% _ 5.43 ac.
Open Space Provided _
- Drainage Lake _ 1.36 acres. (23.8%)
- Dry Detention Basin _ 0.63 acres (11%)
- Onsite Recreation _ 1.62 acres (28.4%)
- Buffers/Other _ 2.1 acres (36.8%)

Total Provided Open Space - 5.71 ac.
Native Open _
See MCP For Tree Preservation
- Existing Native Tree Area - 0.93 ac.
- Proposed Native Tree Preservation - 0.57 ac/61%

Parking _ As per LDC Division 26 & 34-2052 (a, b & c).



LIFE CHURCH SITE AIR PHOTO EXHIBIT

CFPD Use Schedule

Accessory Uses, Buildings and Structures
Administrative Offices
Assisted Living Facilities
Caretakers Residence
Cultural Facilities
Day Care Center, Child, Adult
Entrance gates and gatehouse
Essential Services
Essential Service Facilities, Groups 1
Excavation, Water Retention
Fences, Walls
Parking Lot, Accessory
Religious Facilities

Schools, Non-commercial Other
Signs
Temporary Uses

Project Request:

The application requests a Community Facility Planned Development (CFPD) rezoning from AG-2 zoning. The owner/applicant is requesting a CFPD in order to obtain primary uses by right for Place of Worship, Non-commercial School private, Non-commercial private Onsite Recreation Facilities, and Administrative Offices.. The current AG-2 zoning district allows for Place of Worship but is limited to a maximum 100 students and does not permit the other uses. The request's MCP phasing is undetermined at this point in the entitlement process. The application requests three deviations. The first deviation is to reduce the site's northwest border area 25-ft buffer and wall requirement to a Type C 15-ft buffer with wall standard. The second is to permit up to 35% of the Plantation Road buffer to be impervious. The third deviation is to permit a 25-ft drainage lake north and east boundary setback. The total requested intensity is 140,000 sf. For descriptive analytical purposes it is envisioned that the proposed future sanctuary will be up to 1,160 seats along with a K through Eight school.

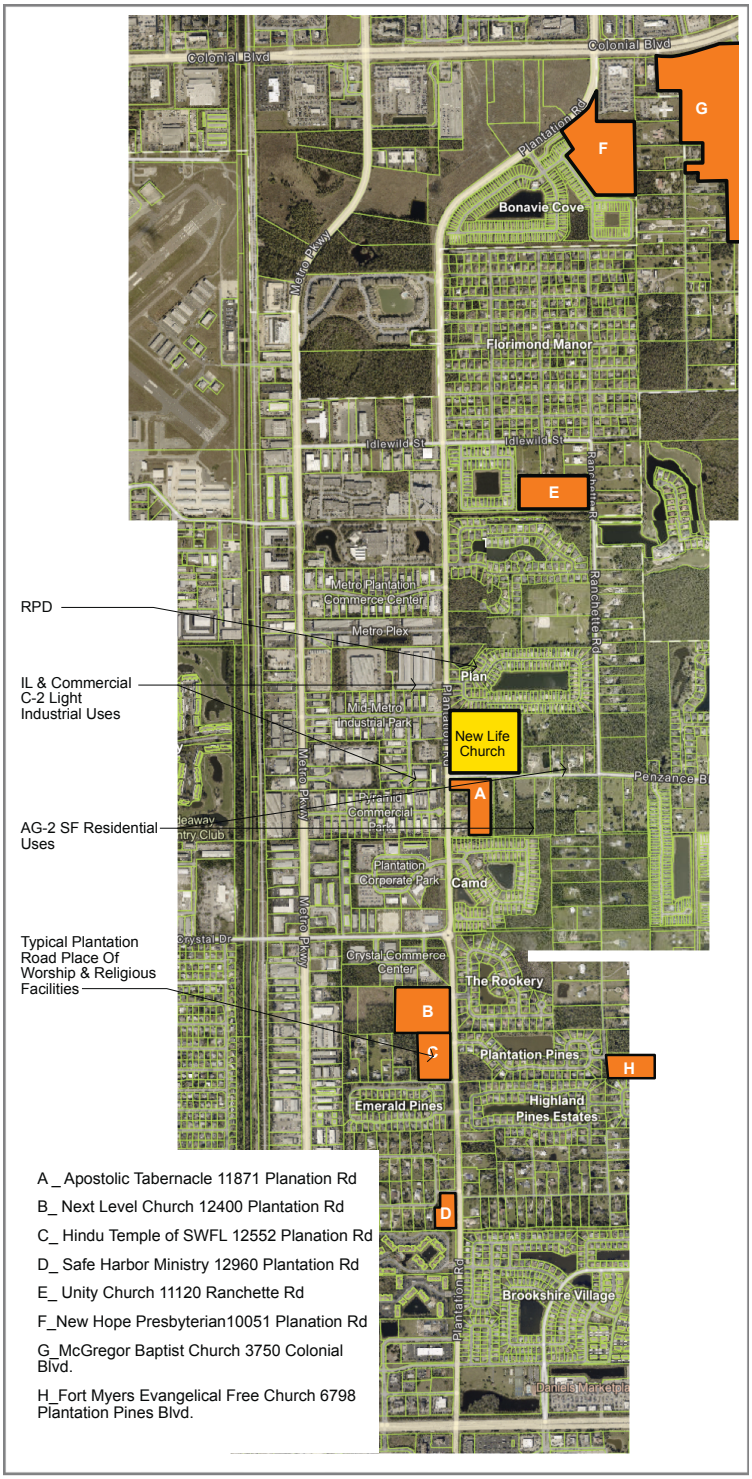
Site Location:

The subject property is classified as a Future Central Urban Land Use, is located within the South Fort Myers Planning District and within the North Ten Mile Canal Watershed. The site is located approximately mid-point along Plantation Road between Daniels Parkway and Colonial Blvd. Given its Plantation Road location the site is central to the following eight places of worship and religious facilities. Hence the location for a religious facility is normative (see the Plantation Road Community Churches and Religious Facilities Map Exhibit):

A _ Apostolic Tabernacle 11871 Planation Rd
B_ Next Level Church 12400 Plantation Rd
C_ Hindu Temple of SWFL 12552 Planation Rd
D_ Safe Harbor Ministry 12960 Plantation Rd
E_ Unity Church 11120 Ranchette Rd
F_New Hope Presbyterian10051 Planation Rd
G_McGregor Baptist Church 3750 Colonial Blvd.
H_Fort Myers Evangelical Free Church 6798 Plantation Pines Blvd.

The site adjoins four AG-2 single family estate homesites to the south and east, one AG-2 church site to the southwest, sixteen small lot single-family RPD homesite to the north (Plantation Preserve RPD) and 4 light industrial parcels to the west. Further to the north and south one finds other Residential Planned Developments including The Willows, Camden Square, and The

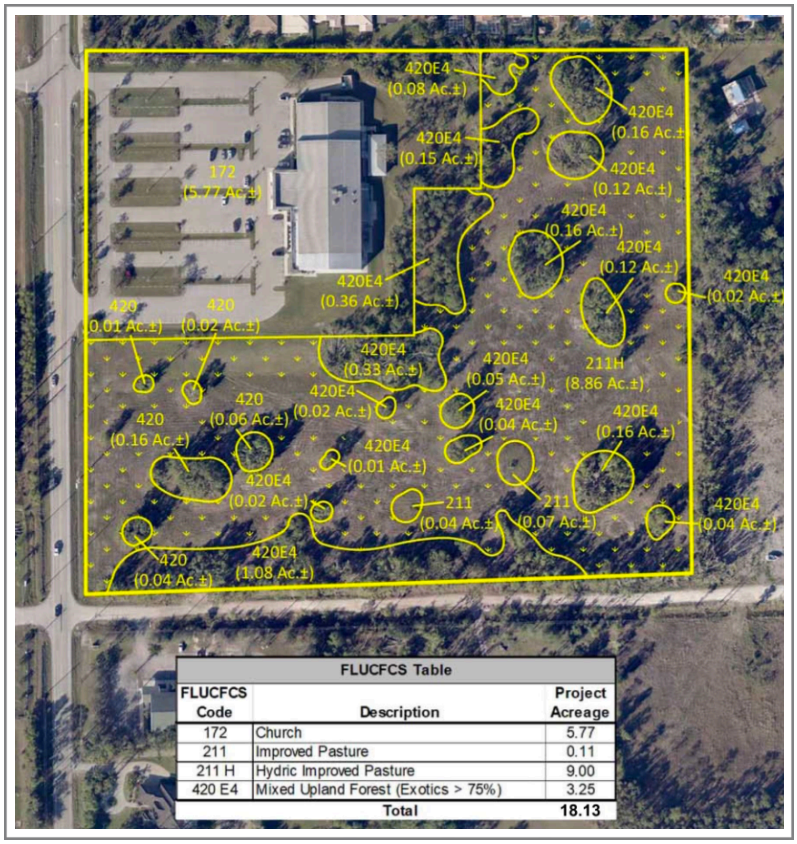
Rookery. Adjacent to the west side of Plantation Road one finds a large number of light industrial and commercial uses located between Idlewild Street to Emerald Pines.



PLANTATION ROAD COMMUNITY CHURCHES AND RELIGIOUS FACILITIES MAP EXHIBIT

Site Character and Existing Conditions:

The subject property character is classified as mostly open and disturbed, with 32% of the site developed for the New Life Church, and 48% of the site being disturbed non-native hydric open pasture. Canopy and mid-level native vegetation are largely absent within this FLUCCS Hydric pasture 211H (8.86 ac.). The pasture area contains a scattering of Brazilian pepper, Primrose willow and Wax myrtle. Ground cover in these areas include Bahia grass, spadeleaf, camper weed and asiatic pennywort. Some Hydric Pine flatwoods (FLUCCS 625-E4) is found within the north central site area. There is no standing water on the site. Native tree vegetation on the site is scattered, with most located along the south site boundary and immediately east of the church. Within these areas one finds a high degree of exotic infestation including Melaleuca, Earleaf acacia, and Broomsedge. Scattered onsite native trees include Slash pine, Laurel oak, Live oak and Cabbage palm. Scattered native ground cover includes Saw palmetto and Coco plum. The site has an average elevation of 15.23-ft with a seasonal high water table elevation of 12.8-ft NAVD. Portions of the site boundary have an existing barbed wire fence. The barbed wire fence will be removed as part of the first phase project Development Order.



FLUCFCS Table

FLUCFCS Code	Description	Project Acreage
172	Church	5.77
211	Improved Pasture	0.11
211 H	Hydric Improved Pasture	9.00
420 E4	Mixed Upland Forest (Exotics > 75%)	3.25
	Total	18.13

FLUCCS MAP EXHIBIT

Lee Plan Consistency

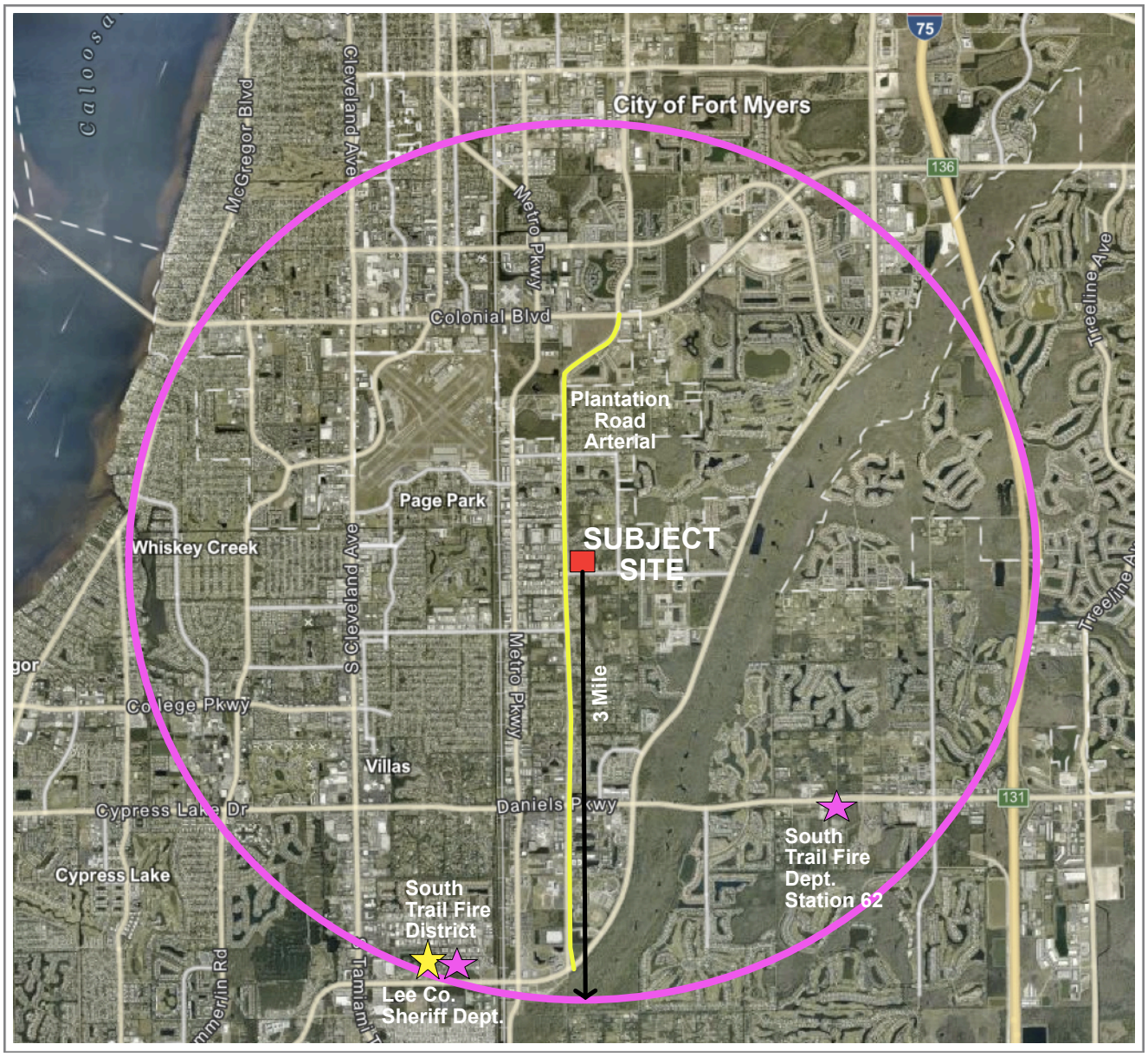
As identified below, the rezoning request complies with 34-145(d)(4) and is consistent with the Lee Plan. The request is consistent with the following primary Lee Plan Goals, Objectives and Policies.

- **POLICY 1.1.3: "***The Central Urban future land use category can best be characterized as the "urban core" of the County. These areas are already the most heavily settled and have, or will have, the greatest range and highest levels of public services. Residential, commercial, public and quasi-public, and limited light industrial land uses will continue to predominate in the Central Urban future land use category. Future development in this category is encouraged to be mixed use, as described in Objective 11.1, where appropriate."*

  RESPONSE: The 18.13 acre parcel is central to the Plantation Road Light Industrial/ Commercial and Residential/Institutional two-lane arterial road. Plantation Road is County maintained with a 45 MPH posting. The parcel has available to it the full range of services and utilities (see LCU Service Availability letter and the the Public Services and Roads Map exhibit). The parcel has direct access to Plantation Road and indirect access to Daniels Parkway, Colonial Blvd and Metro Parkway via Plantation Road and Crystal Road. The New Life Church will not have any access onto the private and unimproved Penzance Road located along the south site boundary. The existing Place of Worship rezoning and expansion into a Religious Facility represents a quasi-public institutional use project that supports, advances and is consistent with the Central Urban Future Land Use policy.

- **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*"

  RESPONSE: The existing Place of Worship rezoning and expansion for a Religious Facility promotes contagious urban growth, compact neighborhood and good community form. This is because the site is surrounded by urbanized Light Industrial/ Commercial uses, adjoins large lot and small lot residential homesites and is adjacent to a place of worship use. The 18.13 acre parcel is central to the highly urbanized Daniels Parkway/Colonial Parkway commercial mixed use corridors to the north and south. It is central to the highly urbanized US 41/Metro Parkway/Six Mile Cypress Parkway commercial mixed use corridors to the east and west (see the Public Services and Roads Map). The project is an infill development and, as such, is consistent with Objective 2.1. The parcel has available to it the full range of services and utilities. The project is consistent with Objective 2.1 and complies with 34-145(d)(4)(a.2)(a).



PUBLIC SERVICES AND ROADS MAP EXHIBIT

- **POLICY 2.2.1 DEVELOPMENT LOCATION** *"Rezoning and DRI proposals will be evaluated as to the availability and proximity of the road network; central sewer and water lines; community facilities and services such as schools, EMS, fire and police protection, and other public facilities; compatibility with surrounding land uses; and any other relevant facts affecting the public health, safety, and welfare."*

  RESPONSE: The existing church site rezoning and expansion into a Religious Facility promotes contagious urban development, compact neighborhood and good community form. Surrounded by adjoining Light Industrial/Commercial uses, large lot and small lot residential uses and a place of worship use, the project is an infill project

that is consistent with a positive 2.2.1 finding. The 18.13 acre parcel is central to the highly urbanized Daniels Parkway/Colonial Parkway commercial mixed use corridors to the north and south, and to the highly urbanized US 41/Metro Parkway/Six Mile Cypress Parkway commercial mixed use corridors to the east and west (see the Public Services and Roads Map Exhibit). The parcel has available to it the full range of services and utilities. The project is consistent with Policy 2.2.1 and complies with 34-145(d)(4)(a.2)(a).

The CFPD is central to various Plantation Road churches and religious facilities (see Planation Road Community Churches and Religious Facilities Map Exhibit). Given the large number of neighborhood and community churches and religious facilities identified on the map exhibit and listed below, the CFPD has a suitable and usual Plantation and Penzance Road location that is compatible with the neighborhood and community consistent with 2.2.1 The Applicant's surrounding neighborhood Places of Worship and Religious Facilities include:

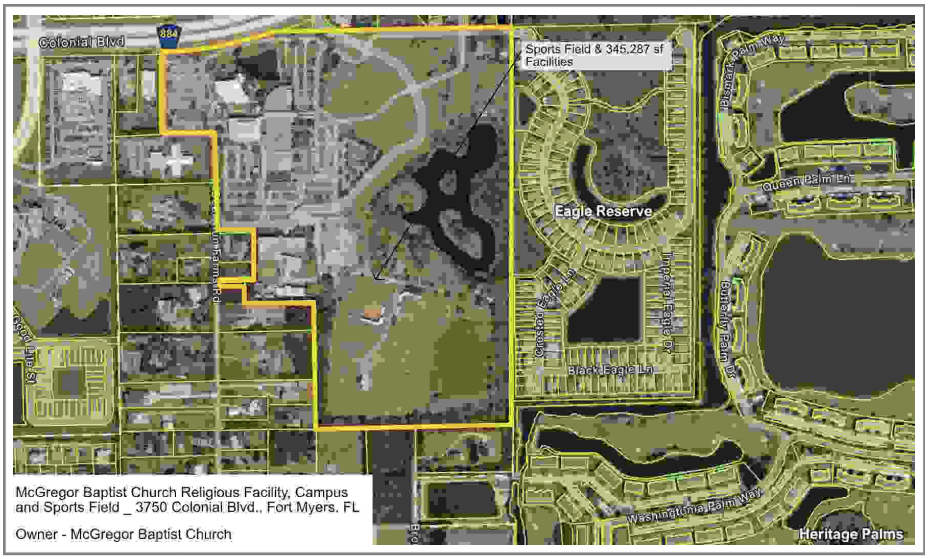
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H_Fort Myers Evangelical Free Church 6798 Plantation Pines Blvd.

The requested Religious Facility's Private On-site Groups IV & V Recreation Facilities use, and Non-commercial School use, are normative permissible uses associated with pubic/quasi-public church, religious facility, education and park uses located throughout Lee County that are along arterial and collector roads with adjoining and/or adjacent residential uses (see pages 11-15). Typical examples of public and private recreation facilities (including Groups IV & V) and public and private schools proximate to residential neighborhoods include the following:

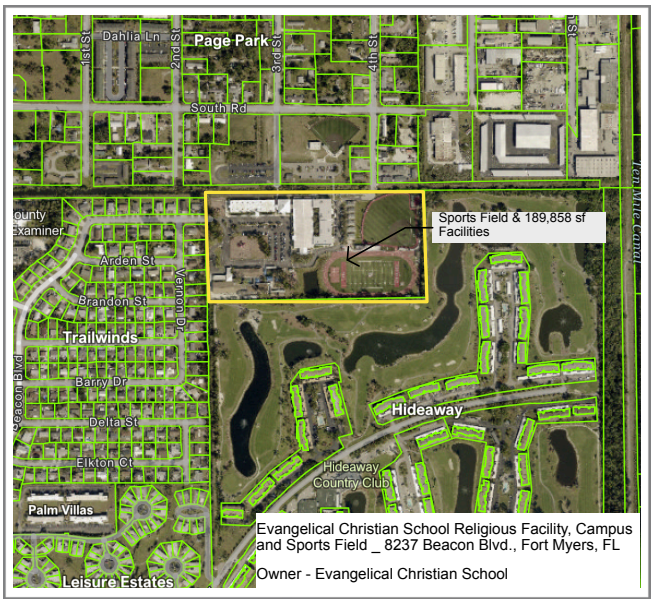
1. McGregor Baptist Church; 3750 Colonial Blvd.
2. Evangelical Christian School; 8237 Beacon Blvd.
3. Bishop Verot High School; 5598/5632 Sunrise Dr.
4. St Andrews Church; 1510 SE 27 St. & 2616 Del Prado Blvd.
5. Storm Football Complex; 2602 Chiquita Bvd.
6. Sam Fleishman Park; 1750 Matthew Dr.
7. Phillips Park; 2675 Sesame Dr.
8. Cape Coral Sports Complex; 1410 Sports Blvd.

Throughout Lee County, one finds schools and recreational facilities next to residential neighborhoods. As such these types of uses will not present unique and extraordinary compatibility issues to the site's 5 proximate large lot AG-2 SF residential homesites. Potential impacts, be they school-related non-peak hour traffic, and/or

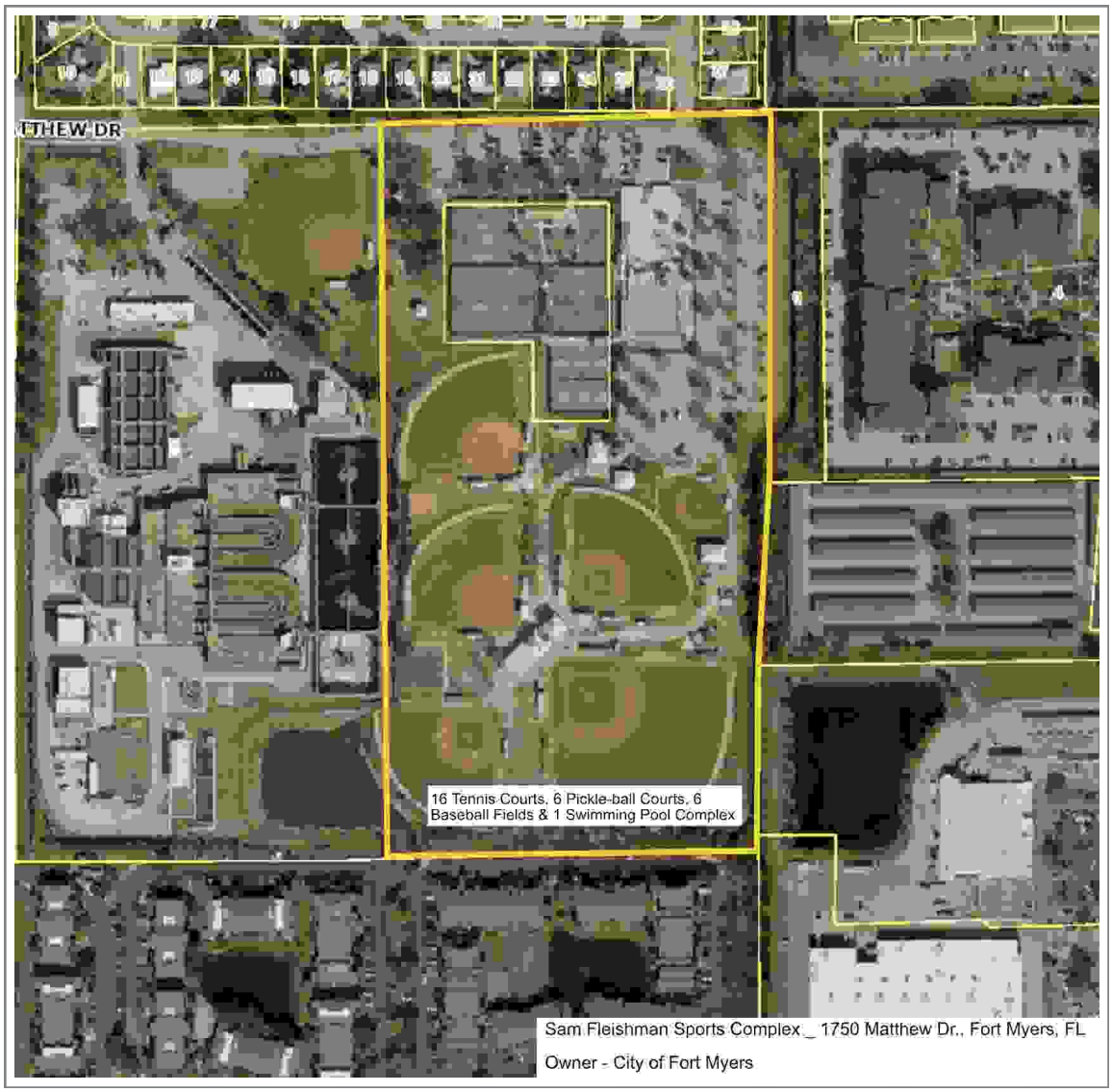
non-frequent daytime use only sporting and special event noise and light generation, are normal and permissible due to lack of frequency, site access, spatial separation and limited duration. This fact is especially relevant given the MCP's design and performance standards. The CFPD MCP and Schedule of Use complies with the 2.2.1, 5.1.5, 135.9.5 and 135.9.6 compatibility requirements.



MCGREGOR BAPTIST CHURCH _ ADJOINING EAGLE RESERVE S./D. AND HERITAGE PALMS RPD



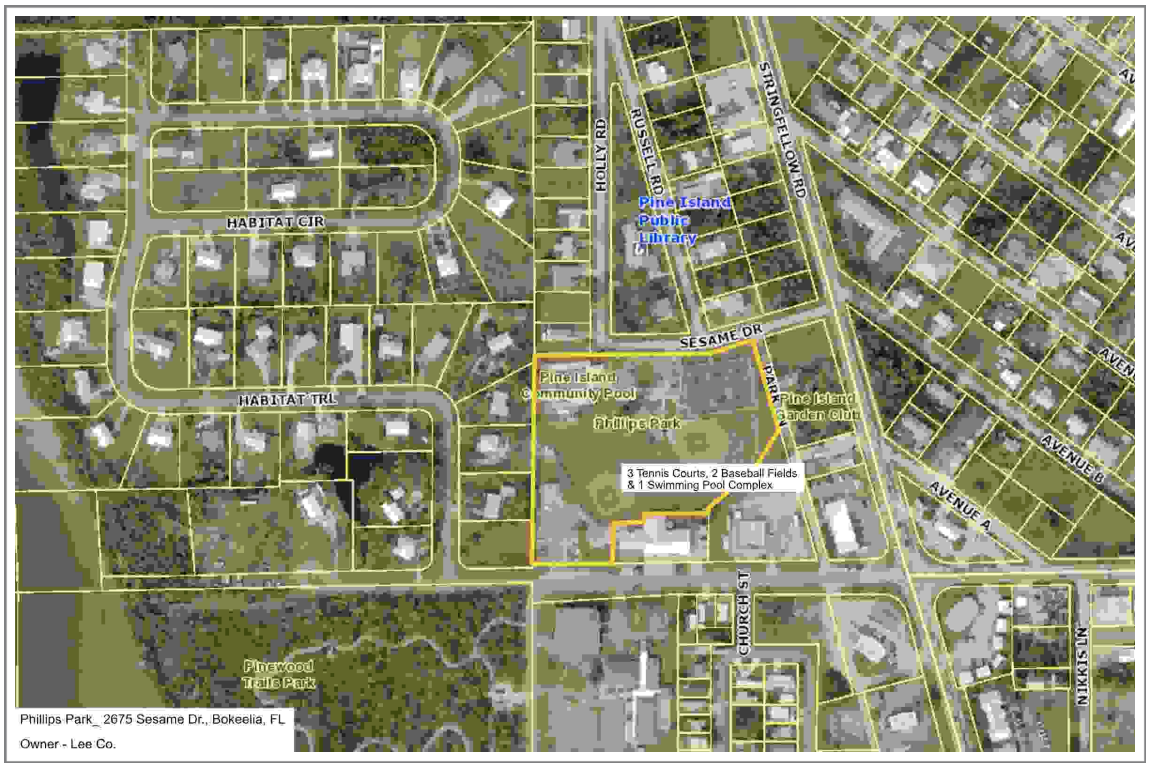
EVANGELICAL CHRISTIAN SCHOOL _ ADJOINING HIDEAWAY MF AND TRAILWINDS S/D



SAM FLEISHMAN SPORTS COMPLEX _ ADJOINING MF



BISHOP VEROT HIGH SCHOOL _ ADJOINING MCGREGOR GARDENS S./D. AND THE ARGYLE S./D.



PHILLIPS PARK _ ADJOINING NESTING OF PINE ISLAND S/D & PINE ISLAND CENTER S/D



CAPE CORAL SPORTS COMPLEX _ ADJOINING SANDOVAL AND CAPE CORAL UNIT 95 BLK 6024 SF



ST ANDREWS RELIGIOUS FACILITY _ ADJOINING SF



STORM FOOTBALL COMPLEX _ ADJOINING CAPE CORAL UNIT 71 BLK 4779 SF

- **POLICY 2.1.3**: *"All land use categories and Planning Districts permit the consideration of churches and schools (except in Wetlands and Airport Noise Zones A and B), public uses and buildings, public utilities and resource recovery facilities, public recreational uses (including franchised quasi-commercial uses in conjunction with a public use), and sites for compatible public facilities when consistent with the goals, objectives, policies, and standards in this plan and applicable zoning and development regulations."*

  RESPONSE: The requested Religious Facility and it's recreation and education uses present compatible quasi-public facilities consistent with 2.1.3 location and use criteria.

- **POLICY 2.2.1:** Rezoning and DRI proposals will be evaluated as to the availability and proximity of the road network; central sewer and water lines; community facilities and services such as schools, EMS, fire and police protection, and other public facilities; compatibility with surrounding land uses; and any other relevant facts affecting the public health, safety, and welfare.

  RESPONSE: The applications Traffic Impact Statement and LCU Utility Service Availability letter document available roads, central sewer and water to service the CFPD. As per the 2024 Lee County Concurrency Report Table 2, Plantation Road, from Daniels Parkway to Idlewild Street, has an 860 peak hr trip capacity, a regulatory LOS standard set at E, a 2028 Forecast of 684 trips with a LOS D, with a 0.80 Vehicle Capacity forecast. Referring to the Pubic Services and Roads Map Exhibit, the CFPD has fire, EMS and policy services within three miles from the site. Available schools and parks are not relevant to this assessment. The project's uses and site design are compatible with surrounding land uses. Refer to the discussion under Policy 5.1.5, 135.9.5 and 135.9.6. The CFPD request is consistent with 2.2.1

- **GOAL 4 GENERAL DEVELOPMENT STANDARDS**_ "*Pursue or maintain land development regulations which protect the public health, safety and welfare, encourage creative site designs and balance development with service availability and protection of natural resources*."

  RESPONSE _ The CFPD is designed to protect public health, safety and welfare considerations, and to provide for needed church expansion for congregation growth. The CFPD incorporates above code buffering native tree along Penzance Road (50-ft and not the standard 15-ft Type D), 90-ft to 200-ft building setbacks along the east and north boundary, and consolidates the requested multi-use athletic field (Non-commercial Recreation Facilities, Private On-site, Groups III & V) to the southwest site area next to the adjacent IL and COM uses, away from the three Penzance Road AG-2 homesites. The MCP design protects on site's very limited natural resources by preserving a central native tree cluster that will advance internal site buffering. The MCP design preserves approximately 51 mature native trees along Penance Road and, as such, advances external site buffering. Native tree preservation will be ensured by incorporating a minimum 3 to 1 slope, from the proposed site fill to the toe of the slope that corresponds to the preserved tree outer drip line edge. In so doing, no compacted fill will be placed in on top of the tree root system. Urban services are available. Sixty-one percent of the existing large native native pine and oak trees are identified for onsite preservation. The application is consistent with Goal 4 and complies with 34-145(d)(4)(a.1)(b).

- **STANDARD 4.1.1: WATER** _ If the proposed development lies within the boundaries of a water utility's certificated or franchised service area, or Lee County Utilities' future potable water service area (see Map 4- A), then the development must be connected to that utility.

  RESPONSE _ As documented by the January 1, 2026 Lee County Utility Letter, LCU has the capacity to service the proposed project and that the CFPD will tie into the central water utility system.

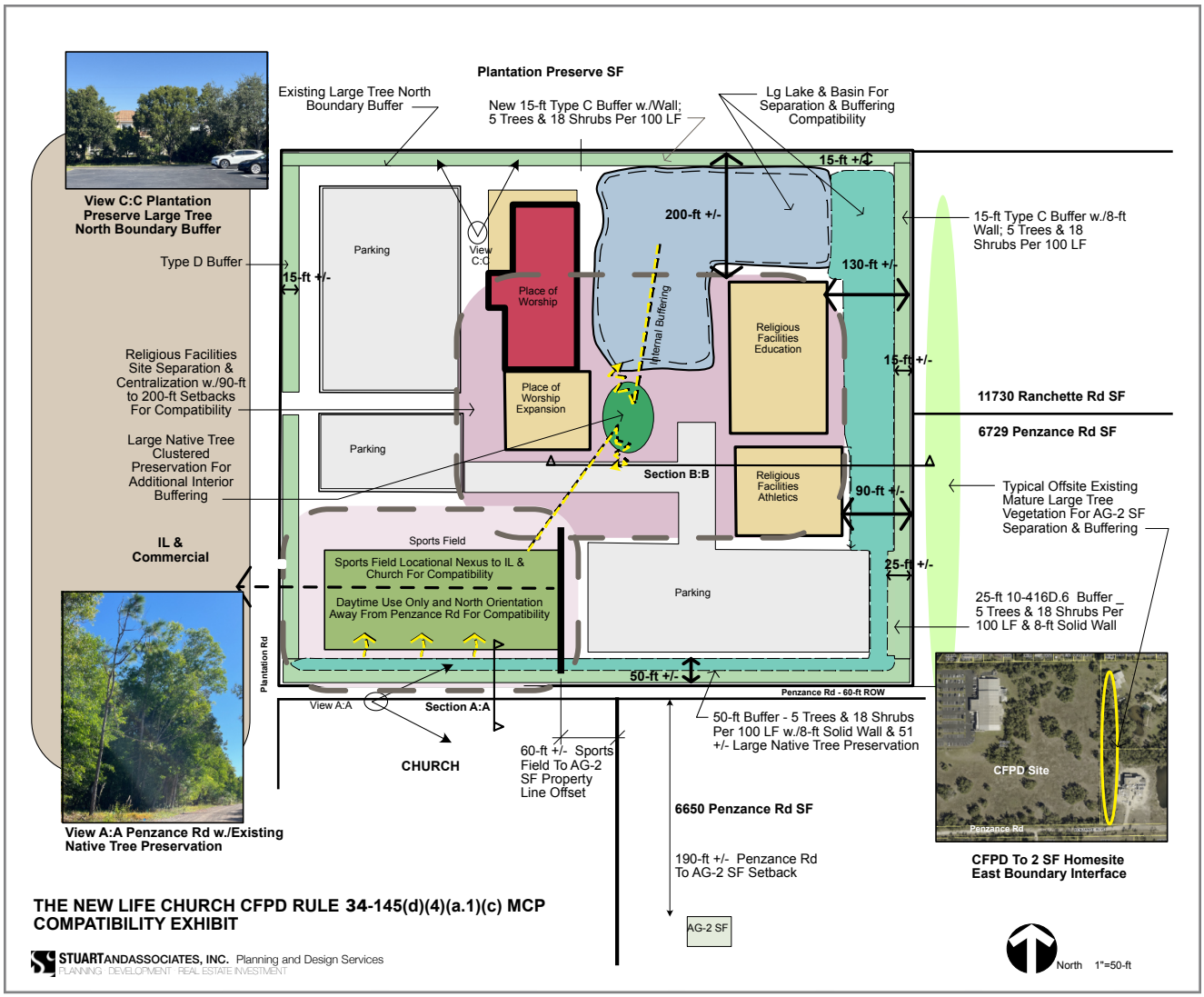
- **STANDARD 4.1.2: SEWER** _ If the proposed development exceeds the thresholds listed above and lies within the boundaries of a sewer utility's certificated or franchised service area, or Lee County Utilities' future sanitary sewer service area (see Map 4-B), and that utility has sufficient capacity to provide minimum service to the development, then the development must connect to that sewer utility if there is existing infrastructure adequate to accept the effluents of the development within l/4 mile from any part of the development.

  RESPONSE _ As documented by the January 1, 2026 Lee County Utility Letter, LCU has the capacity to service the proposed project and that the CFPD will tie into the central sanitary sewer utility system.

- **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.*" The site location and its Central Urban future land use are the basis for comprehensive plan consistency.

  RESPONSE _ Refer to the Plantation Road Neighborhood Map Exhibit, the CFPD Rule 34-145(d)(4)(a.1.c) MCP Compatibility Exhibit, the CFPD Rule 34-145(d)(4)(a.1.c) MCP Compatibility Exhibit _ Site sections, and the MCP. To the west and southwest the site's sports field adjoins light industrial/commercial land uses and a place of worship land use. Hence a significant portion of the CFPD frontage cannot not present residential impacts and potential compatibility issues since it interfaces with industrial and commercial uses along Plantation Road. The MCP is designed to separate and consolidate the building facilities towards the center of the property by incorporating large 90-ft, 130-ft and 200-ft building setbacks. The 90-ft to 130-ft religious facility building setbacks advance compatibility with the two large lot AG-2 SF homes to the east. These two homes feature large west site setbacks that are dominated by mature native trees. These buildings provide for structure separation between the two homesites and sport field activities. All use related actives are internal to the subject buildings. These factors advance CFPD to AG-2 SF compatibility. The MCP limits site access to only Planation Road. The CFPD site access design protects Penzance Road, Ranchette Road and Plantation Preserve residential areas from encroachment of uses, such as and including traffic, noise and light generated impacts, that can be potentially destructive to the character and integrity of these areas. The CFPD is consistent with 5.1.5.

  Along the southeast Penzance Road boundary area the requested athletic field and parking and circulation area incorporate an above code 50-ft Type ROW buffer (LDC @



CFPD MCP COMPATIBILITY EXHIBIT

Type D 15-f5) with 5 trees and 18 shrubs per100-LF and a solid 8-ft wall. The 50-ft buffer incorporates approximately 51 large existing native pine and oak trees. The CFPD Penzance Road buffer will serve to protect the two to three Penzance AG-2 homesites, of which the most proximate single family home is at 6650 Penzance Road. The MCP design incorporates a 60-ft athletic field offset from 6650 Penzance Road's west boundary. This design feature serves to protect the character and integrity of the subject AG-2 SF homesite through buffering, native tree preservation and design separation. It is noted that the 6650 Penzance Road is further separated by a 60-ft ROW and with the actual house setback from Penzance Road by 190-ft +/-. Total spatial separation is 310-ft (see CFPD Rule 34-145(d)(4)(a.1.c) MCP Compatibility Exhibit-Site Sections). These offsite geographic/spatial characteristics protect the

character and integrity of 6650 Penzance Road. The CFPD multi-use sports field will be conditioned to day-time use only and without outdoor lighting and amplified speakers. The CFPD will comply with the Lee Co. Noise Ordinance and LDC 19-15 and LDC 34-625 Outdoor Lighting. Because of these facts and standards the zoning request is consistent with 5.1.5.

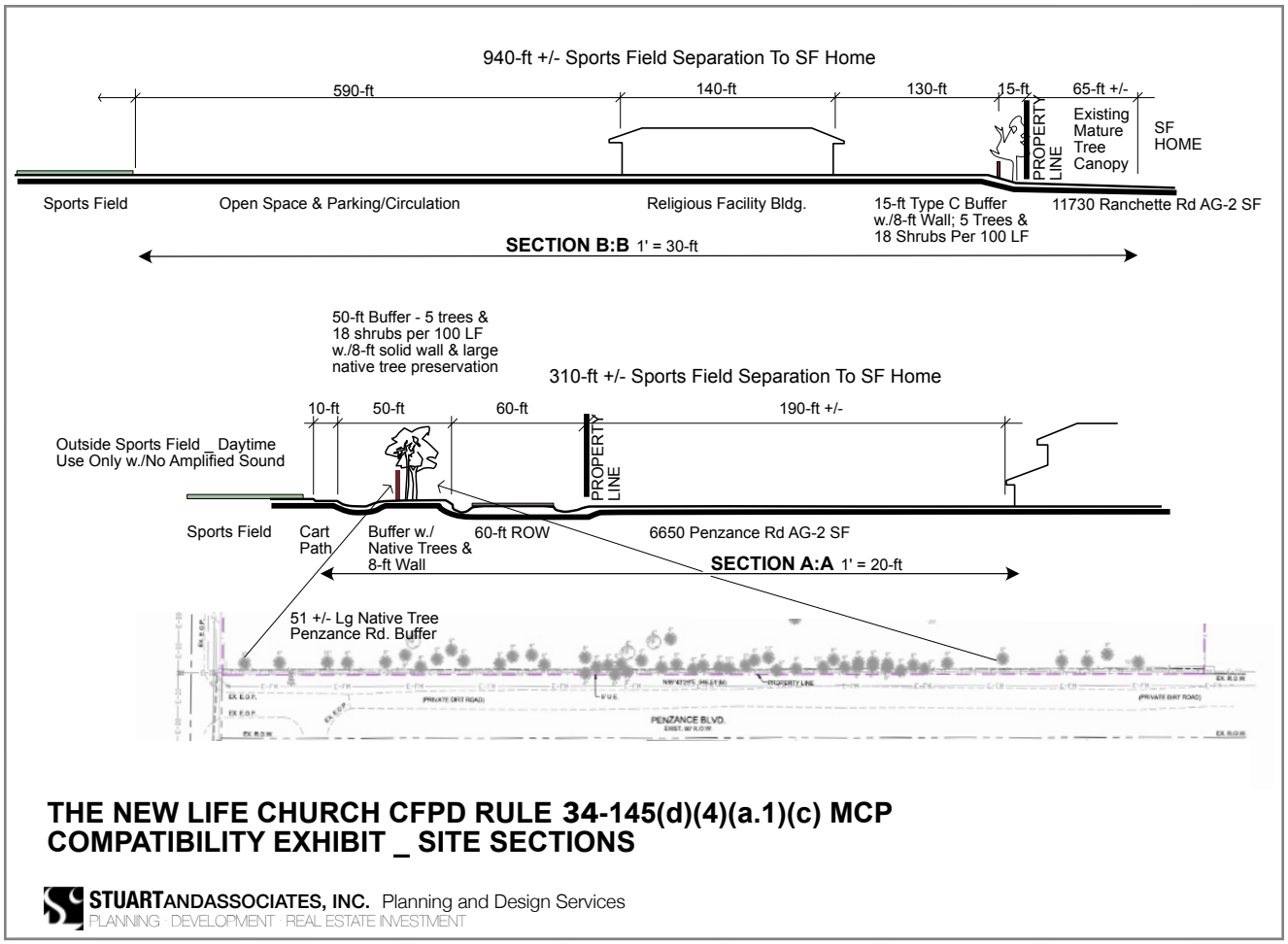
Along the site's east and north boundary area's the MCP incorporates a 15-ft Type C buffer that features 5 trees and 18 shrubs per 100-LF with an 8-ft solid wall. The 6729 Penzance Road AG-2 homesite's west boundary has a 90-ft CFPD building setback that includes the Type C buffer and the projects surface water management system. Total separation to the sports field is 940-ft (see CFPD Rule 34-145(d)(4)(a.1.c) MCP Compatibility Exhibit-Site Sections). The 11730 Ranchette Road AG-2 homesite's west boundary has a 130-ft CFPD building setback that includes the Type C buffer and the projects surface water management system. Both 6729 Penzance Road and 11730 Ranchette Road homesite have large mature tree growth along their respective west site boundary areas. These offsite characteristics further serve to protect the character and integrity of the two east site AG-2 homesites. The north boundary's Plantation Preserve RPD homesite's have a 200-ft CFPD new building setback that includes a 15-ft Type C buffer with an 8-ft solid wall. The projects large lake surface water management system provides for significant spatial separation. The Plantation Preserve RPD will be completely separated from the requested CFPD's athletic field and associated parking and circulation area. The site design, spatial separation, building setbacks and Type C buffering will to protect the character and integrity of AG-2 and RPD SF homesites consistent with Policy 5.1.5.

POLICY 135.9.5: *"New development adjacent to areas of established residential neighborhoods must be compatible with or improve the area's existing character."*

RESPONSE _ Refer to the compatibility assessment identified in the Policy 5.1.5 evaluation, along with MCP map and section exhibits and the MCP. The CFPD is compatible with 135.9.5.

POLICY 135.9.6: *"Lee County will administer the planning, zoning, and development review process in such a manner that proposed land uses acceptably minimize adverse drainage, environmental, spatial, traffic, noise, and glare impacts, as specified in County development regulations, upon adjacent residential properties, while maximizing aesthetic qualities."*

RESPONSE _ Refer to the compatibility assessment identified in the Policy 5.1.5 evaluation, along with MCP map and section exhibits and the MCP. The CFPD multi-use sports field will be conditioned to daytime use only with no outdoor lighting and amplified speakers.



THE NEW LIFE CHURCH CFPD RULE 34-145(d)(4)(a.1)(c) MCP COMPATIBILITY EXHIBIT _ SITE SECTIONS

STUARTANDASSOCIATES, INC. Planning and Design Services
PLANNING · DEVELOPMENT · REAL ESTATE INVESTMENT

MCP COMPATIBILITY EXHIBIT _ SITE SECTIONS

FINDINGS & REVIEW CRITERIA FOR PLANNED DEVELOPMENTS)

- **34-145(d)(4)(a.1&2) Meets this Code and other applicable County regulations:**

  RESPONSE: The application complies with 34-145(d)(4)(a.1&2) and MCP Design Standards 34-411, The project provides significant facilities building separation, above code perimeter buffering, and appropriate placement of onsite buildings and recreational facilities away from offsite residential areas. The CFPD incorporates native tree preservation areas for site perimeter and interior site buffering. The estimated amount of site fill is 42,994 cyd. Consistent with LDC10-415(C)(5) native tree preservation will be ensured by incorporating a minimum 3 to 1 slope, from the proposed site fill to the toe of the slope that corresponds to the preserved tree outer drip line edge for slash pine, three quarter drip line for canopy trees, and six feet from the trunk of any native palm In so doing, no compacted fill will be placed in on top of the tree root system. Due to existing conditions, the CFPD requires two deviations,

from a 25-ft buffer and wall to a 15-Type C buffer and wall, and the second to allow for increased sidewalk area impervious within the Plantation Road Type D buffer..

- **34-145(d)(4)(a.1)(c) Is compatible with existing and planned uses in the surrounding area:**

  RESPONSE: See the response to Policies 5.1.5, 135.9.5 and 135.9.6. Referring the MCP Compatibility Exhibit, and the MCP Compatibility Exhibit _ Site Sections, the project master plan presents a best fit site planning approach that separates and concentrates the requested religious facilities into the center of the site and away from adjoining RPD and AG-2 single family homesites. The sports field is located adjacent to light industrial and commercial areas along Plantation Rd., away from adjoining RPD and AG-2 single family homesites. It will be conditioned to daytime use only with no outdoor lighting and amplified speakers. This clustering and separation design approach, along with above code buffering and sports field performance standards, help to secure positive compatibility. Site access is directed onto Plantation Road and not on Penzance Road, and the Performance Standards and Conditions will advance surrounding neighborhood compatibility.

- **34-145(d)(4)(a.1)(d) Will provide access sufficient to support the proposed development intensity:**

  RESPONSE: Site access is directed onto Plantation Road by two driveway connections, away from Penzance Road. The CFPD meets County driveway connection separation standards. Planation Road has adequate traffic carrying capacity. Access is sufficient to support the CFPD.

- **34-145(d)(4)(a.1)(e) The expected impacts on transportation facilities will be addressed by existing County regulations and conditions of approval:**

  RESPONSE: The project's transportation facility design, including site access, utilities, drainage, signage and other elements will be identified at the Development Order stage. As such the CFPD complies with 34-145(d)(4)(a.1)(e).

34-145(d)(4)(a.1)(f) Will not adversely affect environmentally critical or sensitive areas and natural resources:

RESPONSE: The CFPD will not affect LDC defined environmentally critical or sensitive areas. The site does not contain occupied protected habitat. The subject property character is classified as mostly open and disturbed, with 32% of the site developed for the New Life Church, and 48% of the site being disturbed hydric open pasture. Within this pasture area one finds a scattering of Brazilian pepper, Primrose willow and Wax myrtle. Ground cover in these areas include Bahia grass, spadeleaf, camper weed and asiatic pennywort. There is no standing water on the site. Native tree vegetation on the site is scattered, located along the south site boundary and immediately to the east of the existing church. Almost all of the existing on-site vegetation has a high degree of exotic infestation such as Melaleuca, Earleaf acacia, and Broomsedge. Scattered onsite native trees include Slash pine, Laurel oak, Live

oak and Cabbage palm. Sixty-one percent of the existing large native native pine and oak trees are identified for onsite preservation.

34-145(d)(4)(a.1)(g) Will be served by urban services:

RESPONSE: As documented by Lee County Utilities the project will connect to central potable water and sanitary sewer. Referring to the Policy 2.2.1 evaluation and the Public Services and Roads Map Exhibit, the CFPD is served by urban services.

34-145(d)(4)(a.2)(c) _"If the application includes deviations pursuant to section 34-373(a)(9), that each requested deviation: 1) Enhances the achievement of the objectives of the planned development; and 2) Preserves and promotes the general intent of this Code to protect the public health, safety and welfare."

RESPONSE: Please refer to the MCP and the Deviation Schedule Report.

The CFPD Master Plan Standards

The 18.13. acre CFPD zoning request relies on a master concept plan that logically conforms to both the site, and accepted professional land use practices and principles. The Master Concept Plan complies with 34-411 General standards.

34-411(a) "*All planned developments must be consistent with the provisions of the Lee Plan*."

RESPONSE: Refer to the Lee Plan Consistency narrative on pages 8 through 20. The CPD is consistent with the Lee Plan.

34-411(b) *"All planned developments must be designed and constructed in accordance with the provisions of all applicable County development regulations in force at that time. Deviations from the general provisions of this chapter may be permitted if requested as part of the application for a planned development in accordance with section 34-373(a)(9) and approved by the Board of County Commissioners based on the findings established in section 34-377(b)(4).".*

RESPONSE: The application complies with 34-145(d)(4), 34-373, 34-341(2), and MCP Design Standards 34-411. The MCP is designed in accordance with the provisions of all applicable County development regulations.

34-411(c) "*The tract or parcel proposed for development under this article must be located so as to minimize the negative effects of the resulting land uses on surrounding properties and the public interest generally, and must be of such size, configuration and dimension as to adequately accommodate the proposed structures, all required open space, including private recreational facilities and parkland, bikeways, pedestrian ways, buffers, parking, access, on-site utilities, including wet or dry runoff retention, and reservations of environmentally sensitive land or wate*r."

RESPONSE: Refer to the Request Statement Policy 5.1.5, 135.9.5 and 135.0.6 evaluations. The CFPD incorporates above code buffering native tree along Penzance Road, incorporates a 90-ft to 200-ft building setbacks along the east and north boundary, and consolidates the requested athletic field (Recreation Facilities, Private

On-site, Groups III & V) to the southwest site area next to the adjacent IL and COM uses and away from the two Penzance Road AG-2 homesites. The project minimizes potential sports field negative effects on surrounding uses by orientation, separation and daytime use only restrictions. The project does not access Penzance Road. The project meets and/or exceeds open space, drainage, pedestrian circulation, parking and other code standards.

34-411(d) *"All planned developments must have access to existing or proposed roads. Access must comply with the requirements of chapter 10 and be located so that site-related industrial traffic does not travel through predominantly residential areas.*

RESPONSE: The project solely utilizes Plantation Road for site access. It does not introduce traffic onto Penzance Road..

34-411(e) *"If within the Lee Tran public transit service area, the development shall be designed to facilitate the use of the transit system."*

RESPONSE: The CPD will comply with Public Transit rule 10-441 and 10-442.

34-411(f) "*Development and subsequent use of the planned development shall not create or increase hazards to persons or property, whether on or off the site, by increasing the probability or degree of flood, erosion or other danger, nor shall it impose a nuisance on surrounding land uses or the public's interest generally through emissions of noise, glare, dust, odor, air or water pollutants.*"

RESPONSE: The property is located outside the 100-year flood plane. As designed, the CFPD does not feature any surface water, flow-way and wetland onsite area. The CPD does not create traffic, flooding, noise, light, sound, dust or other nuisances (see Policy 5.1.5 evaluation).

34-411(g) "*Every effort shall be made in the planning, design and execution of a planned development to protect, preserve or to not unnecessarily destroy or alter natural, historic or archaeological features of the site, particularly mature native trees and other threatened or endangered native vegetation. Alteration of the vegetation or topography that unnecessarily disrupts the surface water or groundwater hydrology, increases erosion of the land, or destroys significant wildlife habitat is prohibited. That habitat is significant that is critical for the survival of rare, threatened or endangered species of flora or fauna.*"

RESPONSE: The site does not contain occupied protected habitat. The CFPD will not affect LDC defined environmentally critical or sensitive areas. The subject property character is classified as mostly open and disturbed, with 32% of the site developed for the New Life Church, and 48% of the site being disturbed hydric open pasture. Within this pasture area one finds a scattering of Brazilian pepper, Primrose willow and Wax myrtle. Sixty-one percent of the existing large native native pine and oak trees are identified for onsite preservation. Native tree preservation will be ensured by incorporating a minimum 3 to 1 slope, from the proposed site fill to the toe of the slope that corresponds to the preserved tree outer drip line edge. In so doing, no compacted fill will be placed in on top of the tree root system.

34-411(h) "*A fundamental principle of planned development design is the creative use of the open space requirement to produce an architecturally integrated human environment. This shall be coordinated with the achievement of other goals, e.g., the preservation or conservation of environmentally sensitive land and waters or archaeological sites*."

RESPONSE: Refer to the MCP the CFPD is designed to separate and consolidate building and recreation facilities away from adjoining RPD and AG-2 SF uses. The MCP locates the sports field proximate to the adjacent Plantation Road arterial highway and its IL/COM uses, The MCP utilizes its lake open space and surface water management system open space to advance church to SF separation. Sixty-one percent of the existing large native native pine and oak trees are identified for onsite preservation. The project demonstrates a creative use of open space for the MCP design.

34-411(i) '*Site planning and design shall minimize any negative impacts of the planned development on surrounding land and land uses. "*

RESPONSE: Refer to the Request Statements Policy 5.1.5, 135.9.5 and 135.0.6 evaluation. The CFPD incorporates above code buffering native tree along Penzance Road, incorporates a 90-ft to 200-ft building setbacks along the east and north boundary, and consolidates the requested athletic field (Recreation Facilities, Private On-site, Groups III & V) to the southwest site area next to the adjacent IL and COM uses and away from the two Penzance Road AG-2 homesites. The project minimizes potential sports field negative effects on surrounding uses by orientation, separation and daytime use only restrictions. The project does not access Penzance Road. The site design minimizes potential negative impacts on surround land uses.

34-411(j) "*Where a proposed planned development is surrounded by existing development or land use with which it is compatible and of an equivalent intensity of use, the design emphasis shall be on the integration of this development with the existing development, in a manner consistent with current regulation*."

RESPONSE: NA

34-411(k) "*Where the proposed planned development is surrounded by existing development or land use with which it is not compatible or which is of a significant higher or lower intensity of use (plus or minus ten percent of the gross floor area per acre if a commercial or industrial land use, or plus or minus 20 percent of the residential density), or is surrounded by undeveloped land or water, the design emphasis will be to separate and mutually protect the planned development and its environs*."

RESPONSE: Refer to the Request Statements Policy 5.1.5, 135.9.5 and 135.9.6 evaluation. The CFPD incorporates above code buffering native tree along Penzance Road, incorporates a 90-ft to 200-ft building setbacks along the east and north boundary, and consolidates the requested athletic field (Recreation Facilities, Private On-site, Groups III & V) to the southwest site area next to the adjacent IL and COM uses and away from the two Penzance Road AG-2 homesites. The project minimizes

potential sports field negative effects on surrounding uses by orientation, separation and daytime use only restrictions. The project does not access Penzance Road. The site design minimizes potential negative impacts on surround land uses.
(l) "*In large residential or commercial planned developments, the site planner is encouraged to create subunits, neighborhoods or internal communities which promote pedestrian activity and community interaction*. "
RESPONSE: NA

34-411(m) "*In order to enhance the viability and value of the resulting development, the designer shall ensure the internal buffering and separation of potentially conflicting uses within the planned development*."
RESPONSE: NA

34-411(n) "*Density or type of use, height and bulk of buildings and other parameters of intensity should vary systematically throughout the planned development. This is intended to permit the location of intense or obnoxious uses away from incompatible land uses at the planned development's perimeter, or, conversely, to permit the concentration of intensity where it is desirable, e.g., on a major road frontage or at an intersection*."
RESPONSE:NA

34-411(o) "*Minimum parking and loading requirements are set forth in article VII, divisions 25 and 26, of this chapter. Where land uses are generators of occasional peak demand for parking space, a portion of the required parking may be pervious or semi-pervious surfaces, subject to the condition that the parking area is constructed and maintained so as to prevent erosion of soil. In all cases, sufficient parking must be provided to prevent the spilling over of parking demand onto adjacent properties or rights-of-way at times of peak demand*."
RESPONSE: The CPD will comply with all relevant LDC and Zoning Code rules and standards, including 10-296 Streets, Div. 25 Off-street Loading, and Div. 26 Parking.

34-411(p) '*Internal consistency through sign control, architectural controls, uniform planting schedules and other similar controls is encouraged*."
RESPONSE: The CFPD's traffic control, signs, security, lighting, landscaping and architecture will be designed for a harmonious religious facility and campus development.

Findings and Conclusions

The planning and zoning land use findings presented herein demonstrate entitlement to the requested CFPD. The CFPD meets the Hearing Examiner Findings Criteria 34-145(d)(4)(a)(1&2) and complies with MCP Design Standards 34-411, The Request Statement confirms adherence to the Lee Plan and Land Development Code. The proposed mix of uses are appropriate, MCP design and design standards safeguard the pubic interest, and the CFPD meets or exceeds

regulatory location and performance standards. The CPD is consistent with the intensity set forth in the Lee Plan and LDC, is compatible with existing and planned uses, has adequate services and infrastructure required to service the project, and will not adversely affect natural resources.

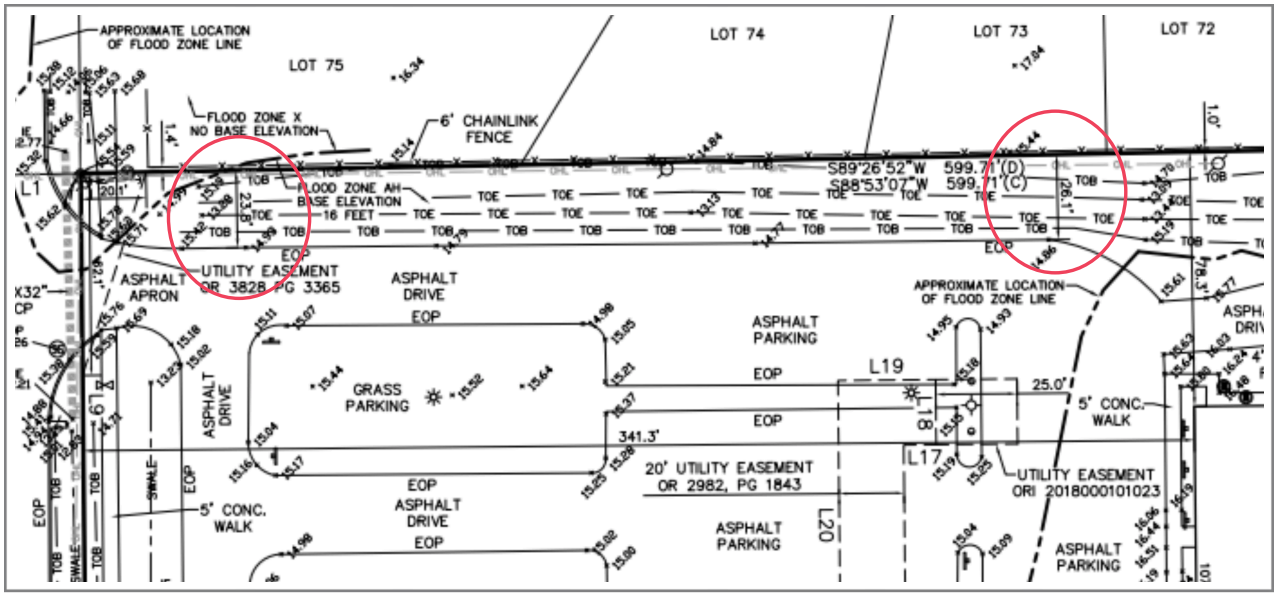
Greg Stuart, MAURP
GS/53004/1july26tuart_newlifechurch_requeststatement#3.pgs.
www.stuarturbandesign.com

July 20, 2026

Life Church CFPD Deviation Schedule

Deviation One _ A request for relief from 10-416(d)(6), that requires If roads, drives, or parking areas associated with a nonresidential use are located less than 125 feet from an existing single-family residential subdivision, a solid wall or combination berm and solid wall not less than eight feet in height must be constructed not less than 25 feet from the abutting property and landscaped (between the wall and the abutting property) with a minimum of five trees and 18 shrubs per 100 linear feet or a 30-foot-wide type-F buffer with the hedge planted a minimum of 20 feet from the abutting property; to require a 15-ft Type C Buffer with five trees and 18 shrubs per 100 linear feet and an 8-ft solid wall.

The basis for the deviation is that the area between the north driveway edge of pavement and the site's northwest border is mostly less than 25-ft in width. Consequently the existing geometry makes it impossible to meet the 25-ft buffer width standard. The driveway was developed consistent with DOS970603200D. The CFPD master plan calls for the driveway and Plantation Road connection to remain in place. It is noted that the subject northwest buffer area has been in place for over 28 years and incorporates mature tree plantings (see photo). From a professional planning framework the existing separation and buffer is more than adequate to ensure institutional to residential compatibility. It is noted that there has been no documented noise, light and traffic related impacts stemming from the northwest driveway area. The requested 15-ft buffer separation represents the maximum extent possible. The Type C buffer with 8-ft wall advances the public purpose of enhanced buffering to ensure compatibility. The applicant benefits from the deviation by avoiding unwarranted onsite driveway demolition, parking lot reconfiguration and loss of parking spaces.



THE NW SITE DRIVEWAY SEGMENT

July 20, 2026

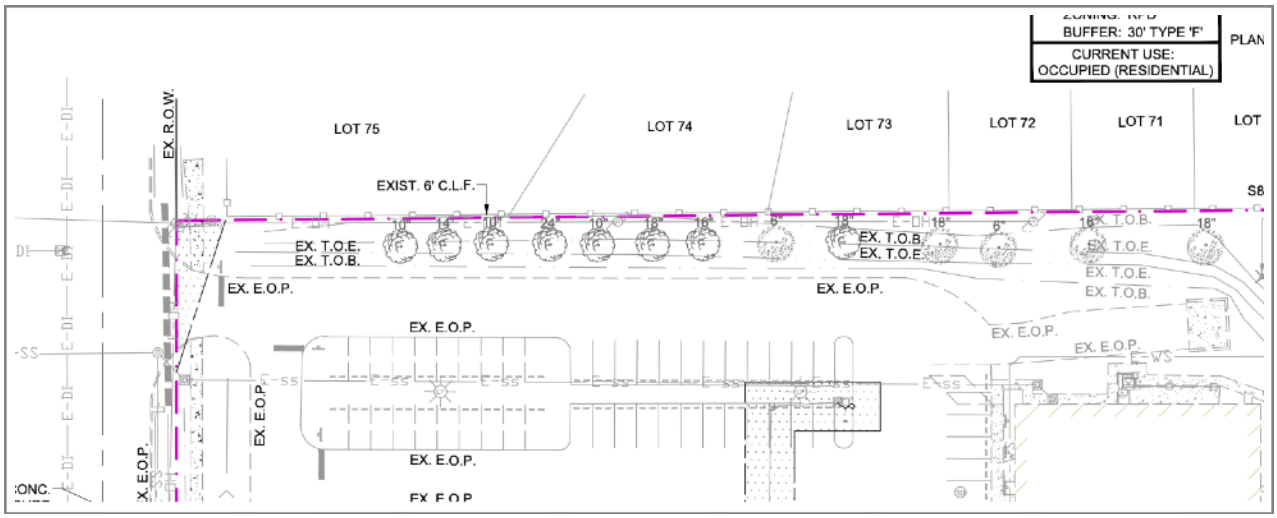


THE NW SITE DRIVEWAY SEGMENT TREES



THE NW SITE DRIVEWAY SEGMENT PLANTATION PRESERVE TREE BUFFER

July 20, 2026



THE NW SITE DRIVEWAY SEGMENT PLANTATION PRESERVE TREE SURVEY

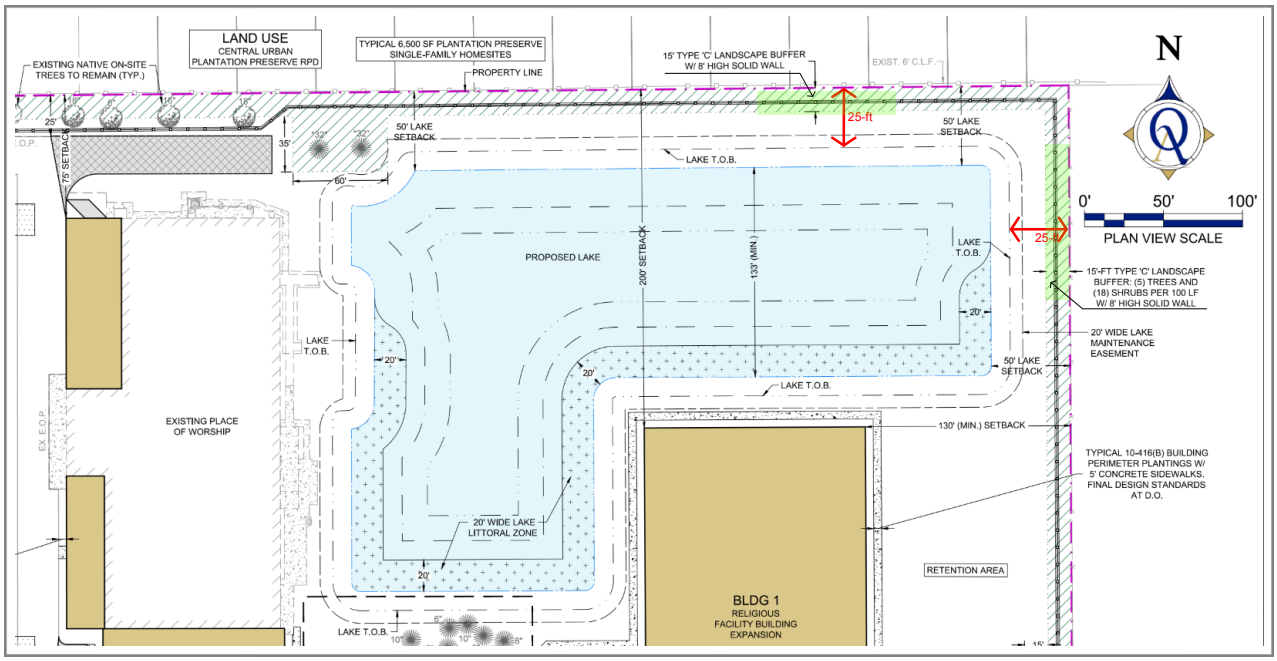
Deviation Two _ A request for relief from 10-416(d)(11)(b), that requires not more than 20 percent of the width of the buffer is impervious surface; to permit up to 35% of the buffer to be impervious.

The basis for the deviation is that the Plantation Road buffer area has an existing sidewalk that comprises approximately 33% of the required 15-ft Type D buffer (844-ft +/- effective road frontage with 5-ft sidewalk). The request is based on an existing condition that exceeds the 20% standard while incorporating an additional 2% impervious to grant engineering sidewalk design flexibility. The public benefits by still obtaining a non-impaired and standard Type D landscape plantings. The applicant benefits by not being required to modify a portion of the existing church parking and circulation system.

Deviation Three _ A request for relief from 10-329(d)(1)A.3, that requires 50 feet of any private property line under separate ownership unless granted with the excavation setback from a private property line may not be less than 25 feet; to permit a 25-ft lake excavation setback as depicted on the MCP.

The deviation is consistent with accepted professional standards and practices. As such, a 25-ft drainage lake excavation setback is normative and typical. The project lake design, supported by a 25-ft setback along a portion of it's northern and eastern property lines, conforms in all aspects to 10-329 and 10-418 design standards. These standards include bank slopes, lake depth, planted littoral shelfs

and maintenance access. Adjacent to the north lake edge is Plantation Preserve RPD and 10 single family homesites. These homesites, along with 11730 Ranchette Rd., are buffered by a 15-ft Type C landscape buffer (5 trees and 18 shrubs per 100 LF) and 8-ft solid wall. The buffer and wall, and littoral bank landscaping and preserved native trees, advance Deviation Three compatibility, wayward vehicle and other health, safety and welfare interests. The wall also provides for site security and lake safety. A 25-ft setback with a 15-ft buffer allows for adequate lake maintenance access. The applicant benefits from the deviation since a 50-ft standard negatively impacts lake capacity, storage and new requirements. The 25-ft standard supports a more efficient lake design that meets all new rapacity and nutrient loading requirements. Deviation Three supports the applicant's religious facility development goals.



DEVIATION THREE LAKE EXCAVATION SETBACKS

DCI2026-00005 Lee County DigEplan Additional Info Dated 07-23-2026

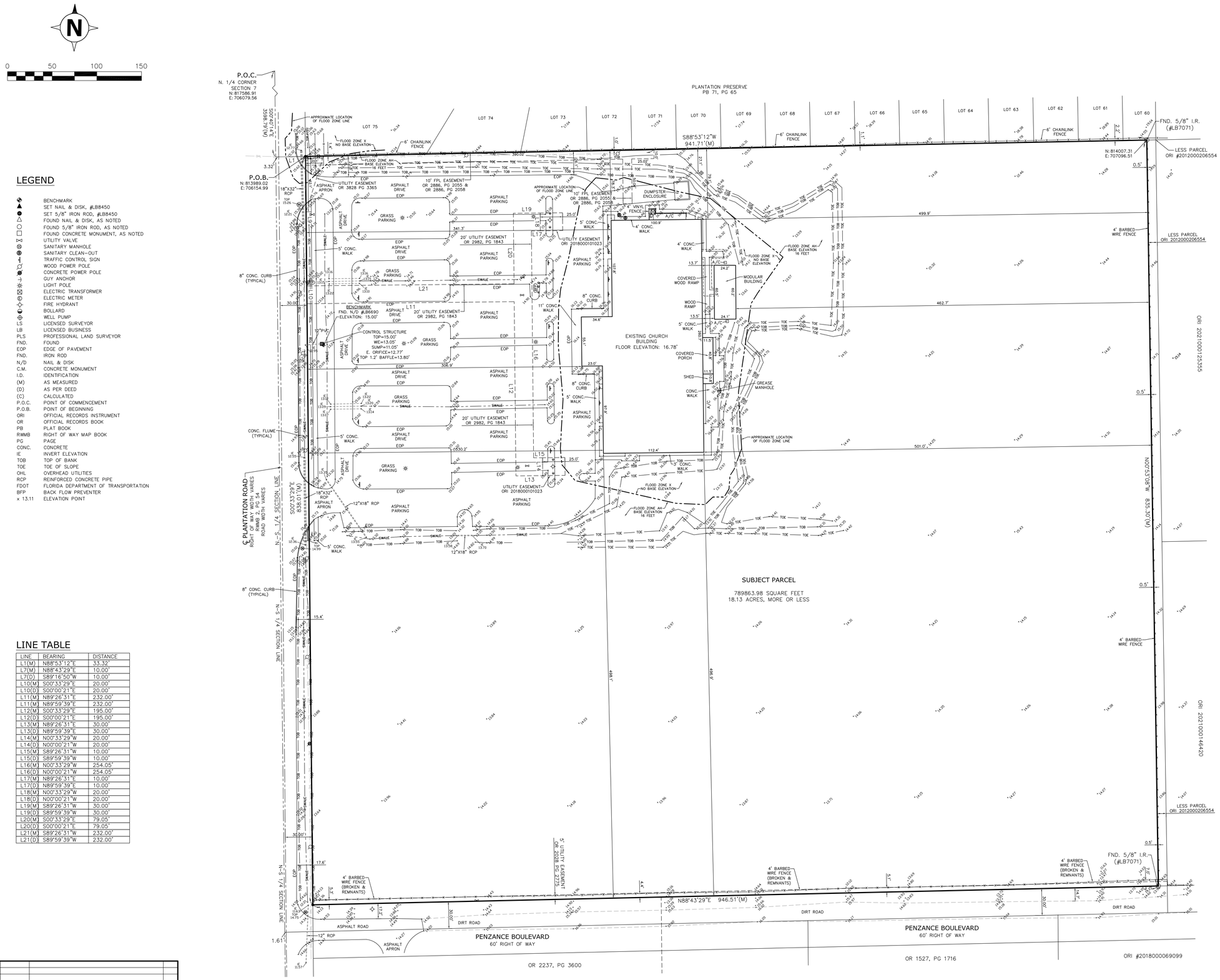
June 1, 2026

Life Church CFPD Use Schedule

Accessory Uses, Buildings and Structures
Administrative Offices
Assisted Living Facilities
Caretakers Residence
Cultural Facilities
Day Care Center, Child, Adult
Entrance gates and gatehouse
Essential Services
Essential Service Facilities, Groups 1
Excavation, Water Retention
Fences, Walls
Parking Lot, Accessory
Religious Facilities
Schools, Non-commercial Other
Signs
Temporary Uses

SURVEY PLAT

OF A PARCEL LYING IN
SECTION 7, TOWNSHIP 45 SOUTH, RANGE 25 EAST,
LEE COUNTY, FLORIDA.



LEGEND

- BENCHMARK
- SET NAIL & DISK, #LB8450
- SET 5/8" IRON ROD, #LB8450
- FOUND NAIL & DISK, AS NOTED
- FOUND 5/8" IRON ROD, AS NOTED
- FOUND CONCRETE MONUMENT, AS NOTED
- UTILITY VALVE
- SANITARY MANHOLE
- SANITARY CLEAN-OUT
- TRAFFIC CONTROL SIGN
- WOOD POWER POLE
- CONCRETE POWER POLE
- GUY ANCHOR
- LIGHT POLE
- ELECTRIC TRANSFORMER
- ELECTRIC METER
- FIRE HYDRANT
- BOLLARD
- WELL PUMP

LS	LICENSED SURVEYOR
LB	LICENSED BUSINESS
PLS	PROFESSIONAL LAND SURVEYOR
FND.	FOUND
EOP	EDGE OF PAVEMENT
FND.	IRON ROD
N/D	NAIL & DISK
C.M.	CONCRETE MONUMENT
I.D.	IDENTIFICATION
(M)	AS MEASURED
(D)	AS PER DEED
(C)	CALCULATED
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
ORI	OFFICIAL RECORDS INSTRUMENT
OR	OFFICIAL RECORDS BOOK
PB	PLAT BOOK
RWMB	RIGHT OF WAY MAP BOOK
PG	PAGE
CONC.	CONCRETE
IE	INVERT ELEVATION
TOB	TOP OF BANK
TOE	TOE OF SLOPE
OHL	OVERHEAD UTILITIES
RCP	REINFORCED CONCRETE PIPE
FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
BFP	BACK FLOW PREVENTER
× 13.11	ELEVATION POINT

LINE TABLE

LINE	BEARING	DISTANCE
L1(M)	N88°53'12"E	33.32'
L7(M)	N88°43'29"E	10.00'
L7(D)	S89°16'50"W	10.00'
L10(M)	S00°33'29"E	20.00'
L10(D)	S00°00'21"E	20.00'
L11(M)	N89°26'31"E	232.00'
L11(M)	N89°59'39"E	232.00'
L12(M)	S00°33'29"E	195.00'
L12(D)	S00°00'21"E	195.00'
L13(M)	N89°26'31"E	30.00'
L13(D)	N89°59'39"E	30.00'
L14(M)	N00°33'29"W	20.00'
L14(D)	N00°00'21"W	20.00'
L15(M)	S89°26'31"W	10.00'
L15(D)	S89°59'39"W	10.00'
L16(M)	N00°33'29"W	254.05'
L16(D)	N00°00'21"W	254.05'
L17(M)	N89°26'31"E	10.00'
L17(D)	N89°59'39"E	10.00'
L18(M)	N00°33'29"W	20.00'
L18(D)	N00°00'21"W	20.00'
L19(M)	S89°26'31"W	30.00'
L19(D)	S89°59'39"W	30.00'
L20(M)	S00°33'29"E	79.05'
L20(D)	S00°00'21"E	79.05'
L21(M)	S89°26'31"W	232.00'
L21(D)	S89°59'39"W	232.00'

DESCRIPTION

(AS PER OLD REPUBLIC TITLE CERTIFICATION FILE NO. 1718327, DATED 02/04/2026 @ 11:00 PM)

A TRACT OR PARCEL OF LAND SITUATED IN THE STATE OF FLORIDA, COUNTY OF LEE, LYING IN SECTION 7, TOWNSHIP 45 SOUTH, RANGE 25 EAST, BEING A PART OF THE PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 2063, PAGE 4485, LEE COUNTY PUBLIC RECORDS AND BEING FURTHER BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 7; THENCE S.00°40'14"E. ALONG THE NORTH–SOUTH QUARTER SECTION LINE OF SAID SECTION 7 FOR 3598.79 FEET; THENCE N.88°53'12"E. FOR 33.32 FEET TO THE EASTERLY RIGHT OF WAY LINE OF PLANTATION ROAD, AS SHOWN IN RIGHT OF WAY MAP BOOK 2, PAGE 54, SAID PUBLIC RECORDS, AND THE POINT OF BEGINNING; THENCE S.00°33'29"E. ALONG SAID RIGHT OF WAY LINE FOR 838.01 FEET; THENCE N.88°43'29"E. ALONG THE NORTHERLY RIGHT OF WAY LINE OF PENZANCE BOULEVARD, A 60.00 FOOT RIGHT OF WAY, FOR 946.51 FEET; THENCE N.00°53'08"W. ALONG THE WESTERLY LINE OF THE PARCEL AS DESCRIBED IN OFFICIAL RECORDS INSTRUMENT 2012000206554, SAID PUBLIC RECORDS, FOR 835.30 FEET; THENCE S.88°53'12"W. ALONG THE SOUTHERLY BOUNDARY LINE OF PLANTATION PRESERVE, AS SHOWN IN PLAT BOOK 71, PAGE 65, SAID PUBLIC RECORDS FOR 941.71 FEET TO SAID EASTERLY RIGHT OF WAY LINE OF PLANTATION ROAD, AND THE POINT OF BEGINNING.

BEARINGS ARE PLANE COORDINATE FLORIDA WEST ZONE, NORTH AMERICAN DATUM OF 1983/1990, THE EASTERLY RIGHT OF WAY LINE OF PLANTATION ROAD AS BEARING S.00°33'29"E.

NOTES

THIS PLAT WAS PREPARED AS A BOUNDARY AND TOPOGRAPHIC SURVEY.

THIS SURVEY PREPARED BASED ON THE DESCRIPTION AS SHOWN IN OLD REPUBLIC TITLE CERTIFICATION FILE NO. 1718327, DATED 02/04/2026 @ 11:00 PM, PROVIDED BY THE CLIENT, AND EXISTING MONUMENTATION.

BEARINGS ARE BASED ON NORTH AMERICAN DATUM OF 1983, THE EAST RIGHT OF WAY LINE OF PLANTATION ROAD AS BEARING S.00°33'29"E.

THE RIGHT OF WAY FOR PLANTATION ROAD SHOWN BASED ON RIGHT OF WAY MAP BOOK 2, PAGE 54, LEE COUNTY PUBLIC RECORDS.

ELEVATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 FROM NATIONAL GEODETIC SURVEY BENCHMARK D416, ELEVATION 16.18 FEET.

PARCEL LIES IN FLOOD ZONE AH WITH A BASE FLOOD ELEVATION 16 FEET, AND FLOOD ZONE X WITH NO BASE FLOOD ELEVATION, AS SHOWN. THIS INFORMATION TAKEN FROM FEDERAL EMERGENCY MANAGEMENT AGENCY MAPS NO. 12071C0428H, EFFECTIVE DATE 11/17/2022.

COORDINATES AS SHOWN ARE STATE PLANE COORDINATES, FLORIDA WEST ZONE, NORTH AMERICAN DATUM OF 1983.

UNDERGROUND IMPROVEMENTS, OTHER THAN THOSE SHOWN, IF ANY, WERE NOT LOCATED.

THIS SURVEY WAS NOT INTENDED TO DELINEATE OR DEFINE ANY WETLANDS, ENVIRONMENTALLY SENSITIVE AREAS, WILDLIFE HABITATS, OR JURISDICTIONAL LINE OF ANY FEDERAL, STATE, REGIONAL OR LOCAL AGENCY, BOARD, COMMISSION OR OTHER ENTITY.

SAID PARCEL CONTAINS 789863.98 SQUARE FEET OR 18.13 ACRES, MORE OR LESS.

SURVEYOR'S CERTIFICATION:

I HEREBY CERTIFY TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, THAT THIS PLAT OF THE HEREON DESCRIBED PROPERTY IS A TRUE REPRESENTATION OF A FIELD SURVEY MADE UNDER MY DIRECTION AND CONFORMS TO THE STANDARDS OF PRACTICE FOR PROFESSIONAL SURVEYORS AND MAPPERS AS OUTLINED IN CHAPTER 5J–17, FLORIDA ADMINISTRATIVE CODE.

Kenneth E. Trask PLS4684 State of Florida

Digitally signed by Kenneth E. Trask PLS4684 State of Florida
Date: 2026.07.13 09:32:03 -04'00'

KENNETH E. TRASK — DATE
PROFESSIONAL LAND SURVEYOR
FLORIDA LICENSE NO. LS4684

NOTICE:

UNLESS ELECTRONICALLY SIGNED AND SEALED, THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.

PROPERTY ADDRESS:

11735 PLANTATION ROAD
FORT MYERS, FL 33966

STRAP: 07–45–25–08–00000.009A

NO.	DATE	REVISION DESCRIPTION	BY
2	7–9–26	REVISE COORDINATE AT POB	KT
1	4–27–26	REFERENCE NEW TITLE CERTIFICATION & COUNTY REVIEW COMMENTS	RT

K.E. Trask, P.A.
Land Surveyors
Florida Licensed Business No. LB8450
12345 Blasingim Road
Fort Myers, Florida 33966
(239) 980–1495

date	dwg	crd	scale	job#
4–27–26	23–23SR	23–23	1"=50'	23–23

LIFE CHURCH – 11735 PLANTATION ROAD

ENVIRONMENTAL ASSESSMENT REPORT

Lee County STRAP #: 07-45-25-08-00000.009A

April 2025
Revised April 2026

Prepared For:

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Introduction

An environmental assessment was conducted on the Life Church property, located at 11735 Plantation Road, on March 25, 2025. The 18.13± acre site is located in Section 7, Township 45S, and Range 25E, of Lee County, Florida. More specifically, the site is located immediately east of Plantation Road and north of Penzance Boulevard, and south of Idlewild Street, in Fort Myers, Florida. Please see the attached Project Location Map (Exhibit A).

The purpose of this assessment was to identify the potential for either U.S. Army Corps of Engineers (ACOE) Department of Environmental Protection (DEP), and/or South Florida Water Management District (SFWMD) jurisdictional wetlands. The site was also assessed to determine the potential of listed (endangered, threatened, etc.) species inhabiting the site that are regulated by the U.S. Fish & Wildlife Service (FWS) and the Florida Fish & Wildlife Conservation Commission (FWC).

The project's surrounding land uses are a mixture of residential homes, commercial and industrial developments, undeveloped vacant land, and forested land. The survey was conducted throughout the day; the temperatures were in the low-mid 80's, with light breezes, and partly cloudy to mostly cloudy skies.

Background

The ACOE, DEP, and the SFWMD are the agencies that regulate development activities in wetlands. To be considered wetlands by the ACOE, DEP, and/or SFWMD, the area should exhibit wetland hydrology, contain wetland vegetation, and have hydric soils. For an area to be considered wetlands, a site should have hydric soils, wetland hydrology, and wetland vegetation present. The property was reviewed for indicators of these parameters.

Hydric soils are identified by certain characteristics that are unique to wetland soils. Wetland hydrology is normally present if the soil is saturated or inundated for a period of time; typically, from May through November; the rainy season in Southwest Florida. In the absence of visual signs of saturation or inundation, the regulatory agencies typically use hydrologic indicators such as adventitious rooting, lichen lines, or algal matting as method of guidance. If most of the shrubs/plants that are present are those that are adapted to saturated soil conditions, it's likely wetland vegetation.

The FWS and FWC are the primary agencies that review potential impacts to listed species. The FWS reviews potential impacts and provides comments to the ACOE and DEP during the permitting process, while the FWC provides comments to the SFWMD. In general, the wildlife agency concerns need to be addressed for the permits to be authorized by the ACOE, DEP, and/or the SFWMD.

Existing Site Conditions

Boundary – The project boundary was obtained from the Lee County parcel data and is assumed to be approximately 18.13± acres.

Soils - The soils on the property have been mapped by the National Resource Conservation Service (NRCS, formerly the Soil Conservation Service). These mappings are general in nature but can provide a certain level of information about the site as to the possible extent of wetland area. The agencies commonly use these mappings as justification for certain wetland/upland determinations. According to these mappings, the parcel is underlain by Cypress Lake fine sand – urban land complex (NRCS #102; hydric) and Pineda fine sand, limestone substratum – urban land complex (NRCS #147; hydric) soils. Both Cypress Lake fine sand – urban land complex and Pineda fine sand, limestone substratum – urban land complex soils are considered non-hydric at both the local and national levels. Please see the attached NRCS Soils Map (Exhibit D).

Vegetation Descriptions – Vegetation is one parameter used in determining the presence of uplands or wetlands; these community mappings will generally reflect what a specific area could be considered by the regulatory agencies. We identified approximately 9.00± acres of wetlands during the initial site assessment.

While on-site, generalized community delineations are hand-drawn on an aerial defining the different vegetation associations on-site. These general delineations were based on the nomenclature of the Florida Land Use, Cover and Forms Classification System (FLUCFCS), Level III and IV (FDOT 1999). Please see the attached FLUCFCS Map with Aerial (Exhibit B) and FLUCFCS Map without Aerial (Exhibit C). Listed below are the vegetation communities and land-uses identified on the site.

FLUCFCS Codes & Community Descriptions

> *Uplands*
> *The following community areas have been designated as upland habitats. Uplands are any area that does not qualify as a wetland because the associated hydrologic regime is not sufficiently wet enough to elicit development of vegetation, soils, and/or hydrologic characteristics associated with wetlands.*

FLUCFCS 172 Church – 5.77± Acres

This upland community type occupies approximately 5.77± acres of the site. This community contains a religious facility known as Life Church and includes the main building, an associated parking lot, various landscaping, and a surface water management system with dry detention behind the church building. This community would be considered uplands by regulatory agencies.

FLUCFCS 211 Improved Pasture – 0.11± Acres

This upland community type occupies approximately 0.11± acres. The canopy and sub-canopy is mostly open. The ground cover is dominated by bahia grass *(Paspalum notatum)* with rosy camphorweed (*Pluchea rosea*), dog fennel (*Eupatorium capillifolium*), ragweed (*Ambrosia trifida*), dollarweed (*Hydrocotyle umbellata*), caesar weed (*Urena lobata*), hairy beggar-ticks (*Bidens alba*), smutgrass (*Sporobolus sp.*), false buttonweed (*Spermacoce verticillata*), three-awn grass (*Aristida purpurea*), flattop goldenrod *(Euthamia caroliniana),* and other various opportunistic weedy species. Commonly observed vines include greenbriar (*Smilax sp.)* and grapevine (*Vitis rotundifolia).* This community would be considered uplands by regulatory agencies.

FLUCFCS 420 E4 Mixed Upland Forest (Exotics > 75%) – 3.25± Acres

This upland community type occupies approximately 3.25± acres of the property. The canopy contains slash pine (*Pinus elliottii*), melaleuca *(Melaleuca quinquenervia),* live oak (*Quercus virginiana*), laurel oak (*Quercus laurifolia*), earleaf acacia (*Acacia auriculiformis*), and java plum (*Syzygium cumini*) with widely scattered cypress (*Taxodium distichum*). The sub-canopy contains cabbage palm (*Sabal palmetto*) buckthorn (*Sideroxylon celastrinum*), wax myrtle *(Myrica cerifera)*, and myrsine (*Rapanea guinensis*), and Brazilian pepper (*Schinus terebinthifolius*). The ground cover includes scattered saw palmetto (*Serenoa repens*), with coco plum *(Chrysobalanus icaco),* dog fennel (*Eupatorium capillifolium*), caesar weed (*Urena lobata*), false buttonweed *(Spermacoce verticillata),* and other various opportunistic weedy species. Commonly observed vines include grapevine (*Vitis rotundifolia*), poison ivy (*Toxicodendron radicans*), greenbriar (*Smilax sp.)*, and creeping oxeye *(Sphagneticola trilobata)*. This community would be considered uplands by the regulatory agencies. This community would be considered uplands by the regulatory agencies.

Wetlands

The following community areas have been designated as wetland habitats. Wetlands are any areas that under normal circumstances have hydrophytic vegetation, hydric soils, and wetland hydrology.

FLUCFCS 211H Hydric Improved Pasture – 9.00± Acres

This wetland habitat type occupies approximately 9.00± acres. The canopy and sub-canopy is mostly open with widely scattered slash pine (*Pinus elliotti*), and melaleuca (*Melaleuca quinquenervia*). The sub-canopy contains cabbage palm (*Sabal palmetto*), with scattered Brazilian pepper (*Schinus terebinthifolius*), primrose willow (*Ludwigia peruviana*), wax myrtle (*Myrica cerifera*), and saltbush (*Baccharis halimifolia)*. The groundcover is dominated by bahia grass (*Paspalum notatum*), with spadeleaf (*Centella asiatica*), tickseed (*Coreopsis floridana*), rosy camphorweed (*Pluchea rosea*), dollarweed (*Hydrocotyle umbellata*), broomsedge (*Andropogon virginicus*), primrose willow (*Ludwigia peruviana*), yellow-eyed grass (*Xyris floridana*), torpedo grass (*Panicum repens),* spikerush (*Eleocharis interstincta*), white-top sedge (*Rhynchospora colorata*), water hyssop (*Bacopa monnieri*), smart weed (*Polygonum hydropiperoides*), asiatic pennywort (*Centella asiatica*), and bahia grass (*Paspalum notatum*), with various other opportunistic weedy species. Commonly observed vines include greenbriar (*Smilax sp.)* and peppervine (*Ampelopsis arborea*). This community does contain some transitional wetland vegetation, advantageous rooting, water line staining, and algal matting, as well as other signs in this community that would be classified as wetlands; therefore, this community would be considered wetlands by the regulatory agencies.

Table 1. FLUCFCS Community Table

FLUCFCS Code	Community Description	Habitat Type	Acres
172	Church	Upland	5.77± Ac.
211	Improved Pasture	Upland	0.11± Ac.
211H	Hydric Improved Pasture	Wetland	9.00± Ac.
420 E4	Mixed Upland Forest (Exotics > 75%)	Upland	3.25± Ac.
Total			**18.13± Ac.**

Potential Listed Species

A formal protected species survey has not been conducted on the site at this time; however, during the initial field survey, no protected species or signs thereof were observed. There were a few stick nests observed in some of the melaleuca (*Melaleuca quinquenervia*) trees, but they are believed to belong to that of the numerous eastern gray squirrels (*Sciurus carlinensis*) observed while on-site. There were several burrows, believed to belong to that of the eastern nine-banded armadillo (*Dasypus novemcinctus*), that were identified, but not flagged in the field; there was no evidence indicating that gopher tortoise (*Gopherus polyphemus*) would be utilizing these burrows.

Some of the community descriptions, background information, and listed species information, included below, were obtained from previous reports and updated including the results from this preliminary site assessment. The list below includes species that are typically found on-site or potentially utilize the site for foraging.

Florida Bonneted Bat (*Eumops floridanus*)
The property is located within the USFWS consultation area for the Florida bonneted bat (*Eumops floridanus*) (FBB). The property does contain potential FBB roosting and foraging habitat. If impacts to FBB roosting or foraging habitat are proposed, consultation with the FWCC and/or the USFWS may be required. The FBB is a state and federally listed endangered species. There were no species observed during this preliminary assessment.

Florida Black Bear (*Ursus americanus floridanus*)
Black Bears inhabit thickets and vine-choked bays, swamps, and forests in Florida. These areas usually include dense cover that is considered nearly impenetrable. Suitable habitat on the project site includes forested uplands and wetlands on-site. These habitats are contiguous with similar suitable habitat that provides a corridor to Big Cypress. There were no species observed during this preliminary assessment.

Big Cypress Fox Squirrel (*Sciurus niger avicennia*)
Big cypress Fox squirrels occur in open pinelands, cypress strands and coastal broadleaf tropical hammocks. It appears to be most abundant in mature pinelands having an open understory relatively free of brush and palmetto. The forested uplands, as well as shrub and forested wetland communities provide suitable habitat for this species. There were no species observed during this preliminary assessment.

Bald Eagle (*Haliaeetus leucocephalus*)
Bald Eagles are usually found near riparian habitats, nesting in the proximity of water bodies where they feed along the shore or over open water. Some pairs nest far from open water on tree islands, in marshes, or in dry prairies with small marshes and ponds. A few marginally suitable nesting areas are present on this property. Good feeding habitat is available within the larger borrow lakes. There were no species observed during this preliminary assessment.

Wading Birds
Little blue herons (*Egretta caerulea*), tri-colored herons (*Egretta tricolor*), snowy egrets (*Egretta thula*), black crowned night herons *(Nycticorax nycticorax*), great blue herons (*Ardea herodias*), white ibis (*Eudocimus albus*), as well as the unlisted herons and egrets, have similar biological requirements. They occur in shallow freshwater, brackish and saltwater habitats. Nesting is usually in colonies located in woody shrubs associated with aquatic habitats. Feeding takes place in mixed flocks in shallow marshes, on edges of swamps or ponds, in flooded ditches and/or along stream banks. Little blue herons, tri-colored herons, and snowy egrets were observed feeding in the hydric pasture areas, forested wetlands containing open water bodies, borrow areas, the hydric areas/ponds, and along the trail/roadside ditches. In addition, they were often observed perching in shrubs and trees surrounding the borrow areas. There was no evidence of nesting observed.

Mitigation Discussion

Generally, the ACOE and/or DEP does not regulate isolated wetlands or excavation in wetlands where there is only incidental fall back of fill material; the ACOE or DEP do not have jurisdiction over isolated wetlands. In making the determination on whether the wetlands are isolated, the ACOE and DEP considers if water leaves the site, (i.e. ditches) or whether the wetlands are completely contained on-site or extend off-site. If the wetlands extend off-site, they will more than likely assert jurisdiction. Currently, the ACOE and DEP position on most all wetlands is that one of them has jurisdiction; the ACOE regulates navigable waters whereas the DEP regulates both navigable waters and adjacent wetlands. However, the agencies would not make this determination until a Joint Environmental Resource Permit (ERP) and Dredge & Fill Permit (D&F) application is received.

The SFWMD does not require mitigation for impacts to isolated wetlands not used by listed (protected) species that are less than 0.50± acres in size. Impacts to wetlands greater than 0.50± acres or those utilized by protected species would require mitigation. With the ACOE and DEP, impacts to wetlands that are less than 0.50± acres, the activity can usually be processed as a Nationwide Permit application. For projects with greater than 0.50± acres of impacts, the application will be processed as an Individual Permit application. This involves a public notice process and coordination with other federal agencies such as the EPA and the FWS.

There are three steps that are required to be addressed when requesting an ERP permit with the SFWMD and/or the DEP for impacts to regulated wetlands:

1) Avoidance (i.e. can these wetland impacts be completely avoided)
2) Minimization (i.e. can the amount of wetland impact be reduced while maintaining a feasible project)
3) Mitigation (i.e. the loss of wetland function must be replaced)

It should be noted that avoidance and minimization must first be substantiated, before mitigation will be considered by the agencies. When wetlands are proposed to be impacted, the impacts cannot result in any loss of wetland function. In order to prevent net loss in wetland function, wetland mitigation must be provided. Mitigation is a way to off-set impacts to natural resources such as wetlands and may consist of wetland enhancement, wetland creation, wetland preservation, upland compensation, or off-site mitigation. Mitigation costs usually increase with the quantity of proposed impacts. The actual amount of mitigation required would be finalized during the Environmental Resource Permit review process with the SFWMD, ACOE, and DEP.

There are two main categories of wetland mitigation, on-site or off-site. On-site mitigation would include preserving a portion of the on-site wetlands, treating and removing the exotics, potentially providing supplemental plantings, and placing the preserve areas under a Conservation Easement. Preserve areas are required to be maintained in perpetuity. Off-site mitigation requires the purchase of wetland credits at an approved mitigation bank within the service area of the site.

Summary

In general, this site does not contain much native, undisturbed community types in which protected species would typically inhabit. Due to the disturbed nature of the site, the surrounding land uses, and busy roadways, it is unlikely that this site supports or would provide habitat for protected species. A formal protected species survey would be required in order to confirm the presence or absence of protected species.

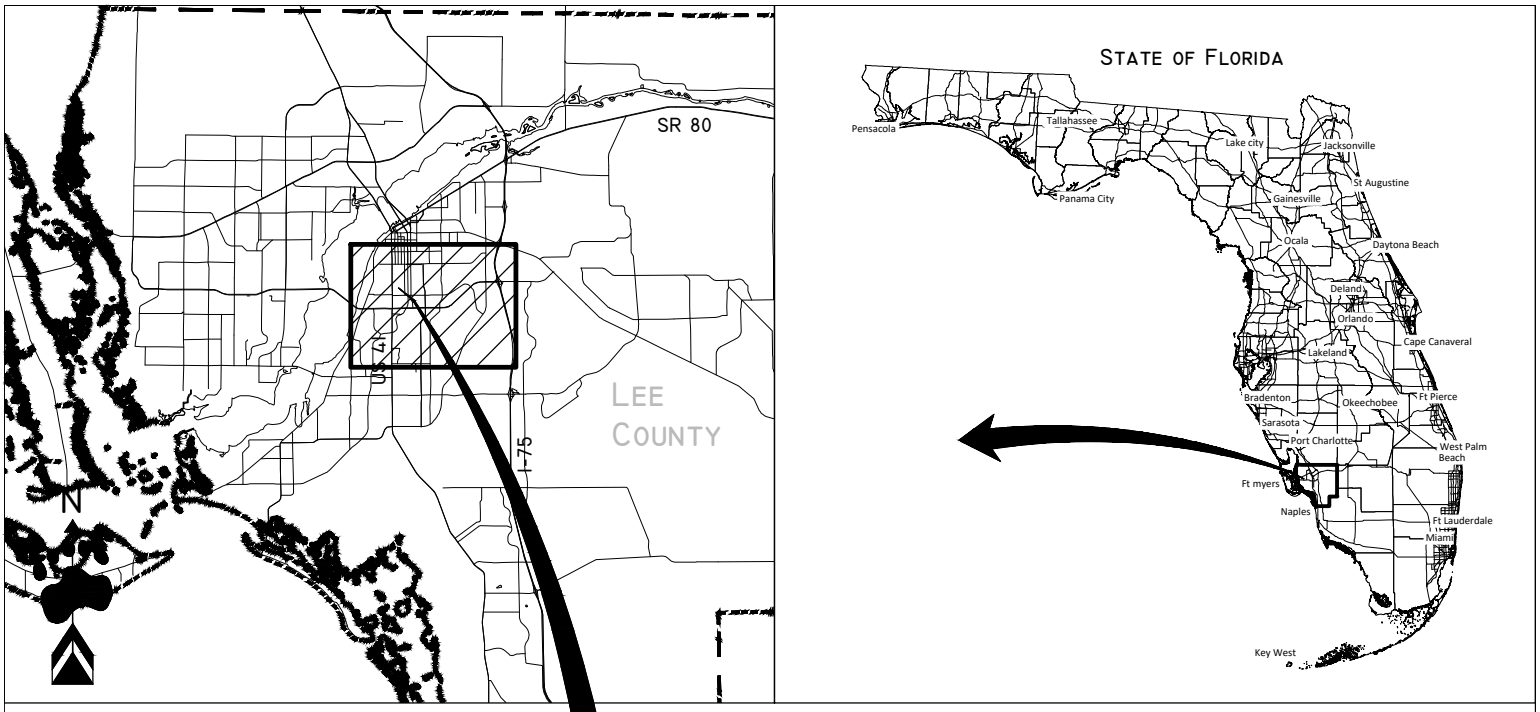
Community locations were drawn using non-rectified aerial images with approximate property boundaries; hence their location, aerial extent, and acreage is approximate. Before any detailed site planning, it is recommended that the wetland lines are flagged, surveyed by professional land surveyor, and approved by the regulatory agencies.

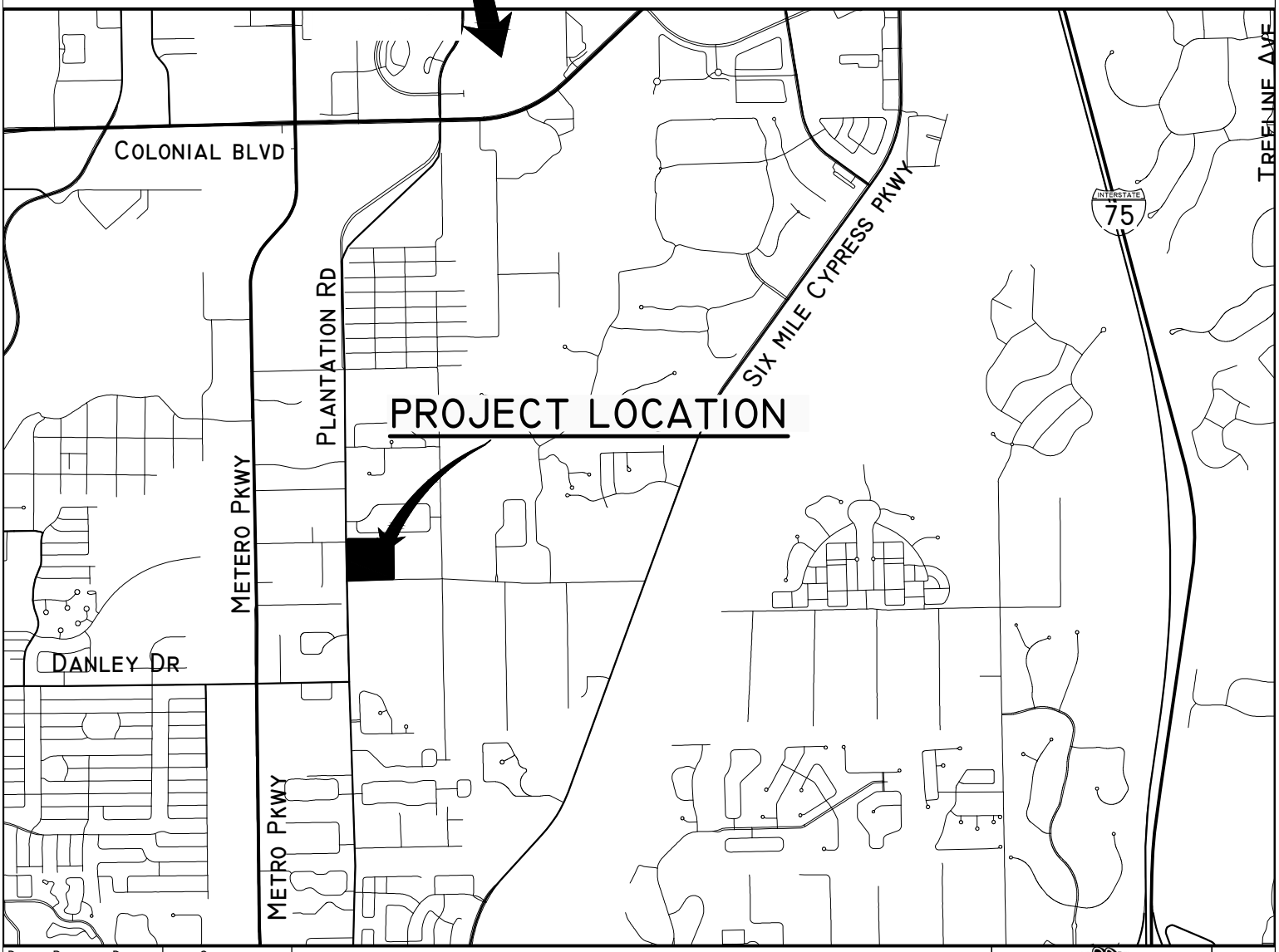
The determination of ecological system classifications, functions, values, and boundaries is an inexact science, and different individuals and agencies may reach different conclusions. The on-site conditions can vary throughout the year; therefore, the findings of this survey were based upon the site conditions at the time of the inspection. It is not possible for BearPaws Environmental Consulting to guarantee the outcome of such determinations; therefore, the conclusions of this report are preliminary in nature and would require a full review by the appropriate regulatory agencies.

The information contained and the work performed as part of this initial assessment, conforms to the standards and generally accepted practices in the environmental field, and was prepared substantially in accordance with then-current technical guidelines and criteria. The conclusions of this report represent the results of our analysis of the information provided by the client and their consultants, together with information gathered in the course of the study. No other guarantee, expressed or implied, is made.

EXHIBIT A

Project Location Map





DRAWN BY: BWS	DATE: 3/30/25	CATEGORY: LOCATION	
JOB NUMBER:		SCALE: NTS	
S/T/R: 7/45S/25E		COUNTY: LEE	

Life Church - 11735 Plantation Road

Location Map

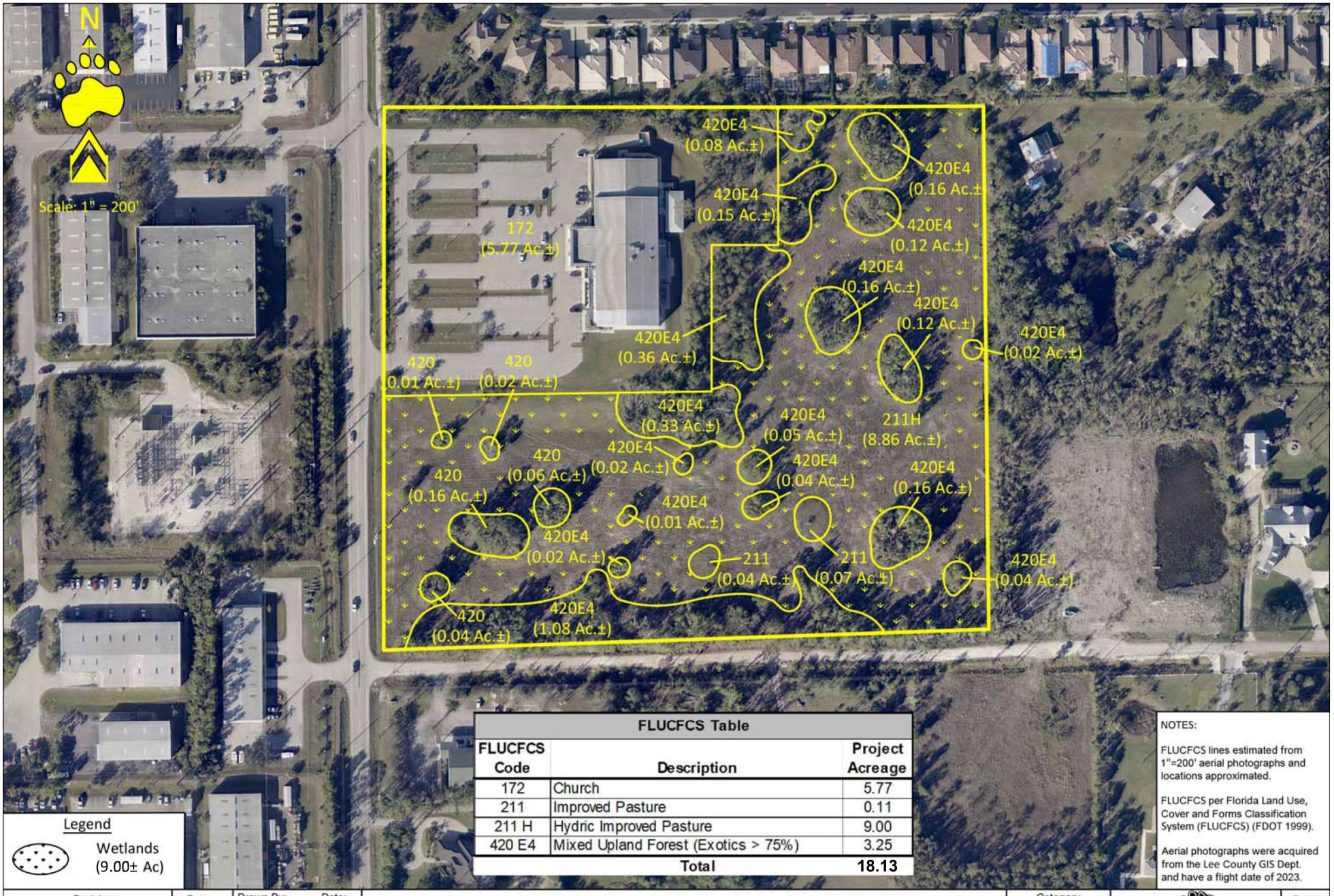
BEARPAWS ENVIRONMENTAL CONSULTING
1599 COVINGTON CIRCLE EAST, FORT MYERS, FL 33919
(239) 340-0678 BEARPAWS.ENV.CONSULTING@GMAIL.COM

PAGE

EXHIBIT

EXHIBIT B

FLUCFCS Map with Aerial



FLUCFCS Table		
FLUCFCS Code	Description	Project Acreage
172	Church	5.77
211	Improved Pasture	0.11
211 H	Hydric Improved Pasture	9.00
420 E4	Mixed Upland Forest (Exotics > 75%)	3.25
	Total	18.13

Legend

Wetlands (9.00± Ac)

NOTES:

FLUCFCS lines estimated from 1"=200' aerial photographs and locations approximated.

FLUCFCS per Florida Land Use, Cover and Forms Classification System (FLUCFCS) (FDOT 1999).

Aerial photographs were acquired from the Lee County GIS Dept. and have a flight date of 2023.

Revisions	Date:	Drawn By:	Date:
		BWS	3/30/25
		Job Number	
		S/T/R	
		7/45S/25E	

Life Church - 11735 Plantation Road

Aerial FLUCFCS Map

Category	Page
FLUCFCS	-
Scale: 1" = 200'	Exhibit
County: Lee	-

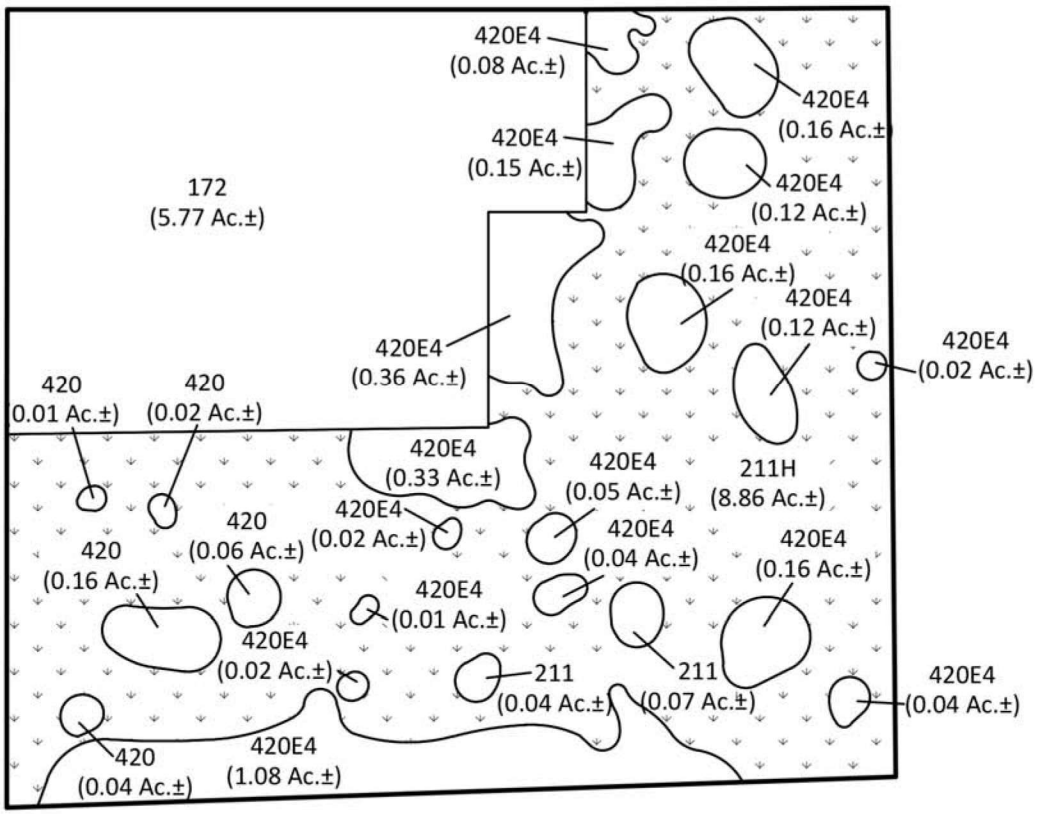
BEARPAWS ENVIRONMENTAL CONSULTING
1599 Covington Circle East, Fort Myers, FL 33919
(239) 340-0678 bearpaws.env.consulting@gmail.com

EXHIBIT C

FLUCFCS Map

N

Scale: 1" = 200'



FLUCFCS Table		
FLUCFCS Code	Description	Project Acreage
172	Church	5.77
211	Improved Pasture	0.11
211 H	Hydric Improved Pasture	9.00
420 E4	Mixed Upland Forest (Exotics > 75%)	3.25
	Total	18.13

Legend

Wetlands
(9.00± Ac)

NOTES:

FLUCFCS lines estimated from 1"=200' aerial photographs and locations approximated.

FLUCFCS per Florida Land Use, Cover and Forms Classification System (FLUCFCS) (FDOT 1999).

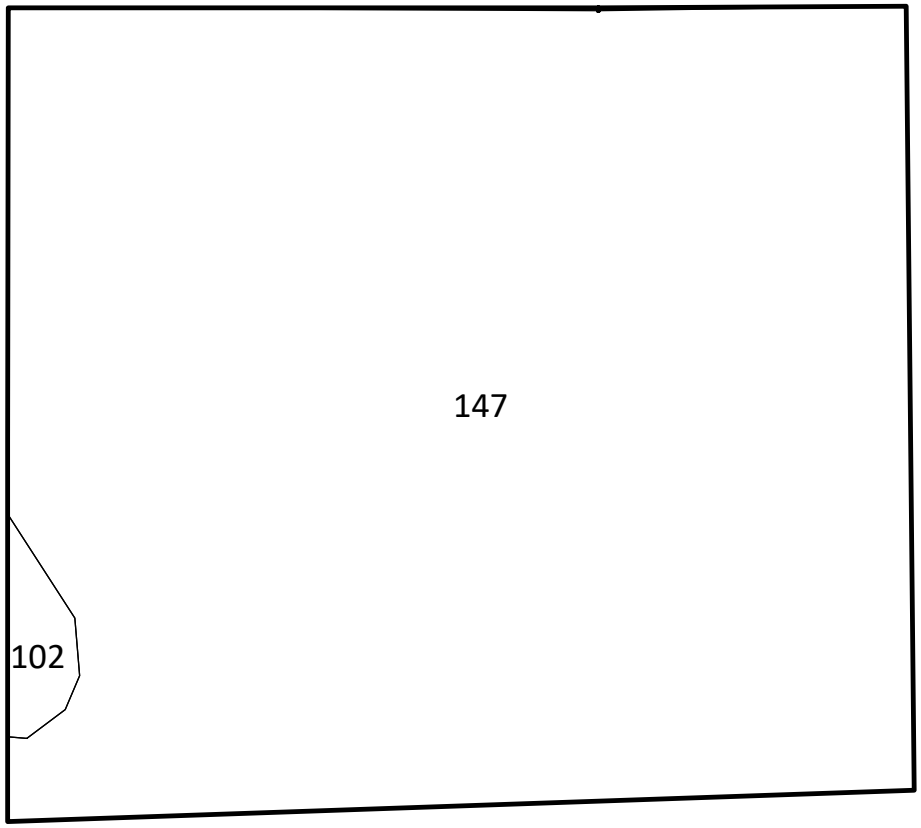
Revisions	Date:	Drawn By: BWS	Date: 3/30/25	Life Church - 11735 Plantation Road	Category FLUCFCS	BEARPAWS ENVIRONMENTAL CONSULTING	Page -
		Job Number		FLUCFCS Map	Scale: 1" = 200'		Exhibit -
		S/T/R 7/45S/25E			County Lee	1599 Covington Circle East Fort Myers, FL 33919 (239) 340-0678 bearpaws.env.consulting@gmail.com	

EXHIBIT D

NRCS Soils Map

N

Scale: 1" = 200'



NRCS Soils Table		
Soils No.	Name	Hydric
102	Cypress Lake Fine Sand-Urban Land Complex, 0 To 2 Percent Slopes	Yes
147	Pineda Fine Sand, Limestone Substratum-Urban Land Complex, 0 To 2 Percent Slopes	Yes

NOTES

Soils were acquired from LABINS and are from the NRCS.

Revisions	Date:	Drawn By:	Date:	Life Church - 11735 Plantation Road	Category	Page
		BWS	3/30/25		Soils	-
		Job Number		Soils Map	Scale: 1" = 200'	Exhibit
		S/T/R			County	-
		7/45S/25E			Lee	

BEARPAWS ENVIRONMENTAL CONSULTING
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(239) 340-0678 bearpaws.env.consulting@gmail.com

Life Church Expansion

Traffic Impact and Site Access Analysis

Prepared for:

Quattrone & Associates, Inc.

Prepared by:

W.E. Oliver, P.E., LLC

Revised: July 9, 2026

January 16, 2026

159.01

Digitally signed by 80c7d68d-1baf-4b9f-bd99-c1dd4a990c37
DN: cn=80c7d68d-1baf-4b9f-bd99-c1dd4a990c37
Date: 2026.07.15 15:16:27 -04'00'

LIFE CHURCH EXPANSION

Traffic Impact and Site Access Analysis

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Appendix D: Growth Rate Worksheet
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Rezone and Site Access
Traffic Statement
Life Church Expansion

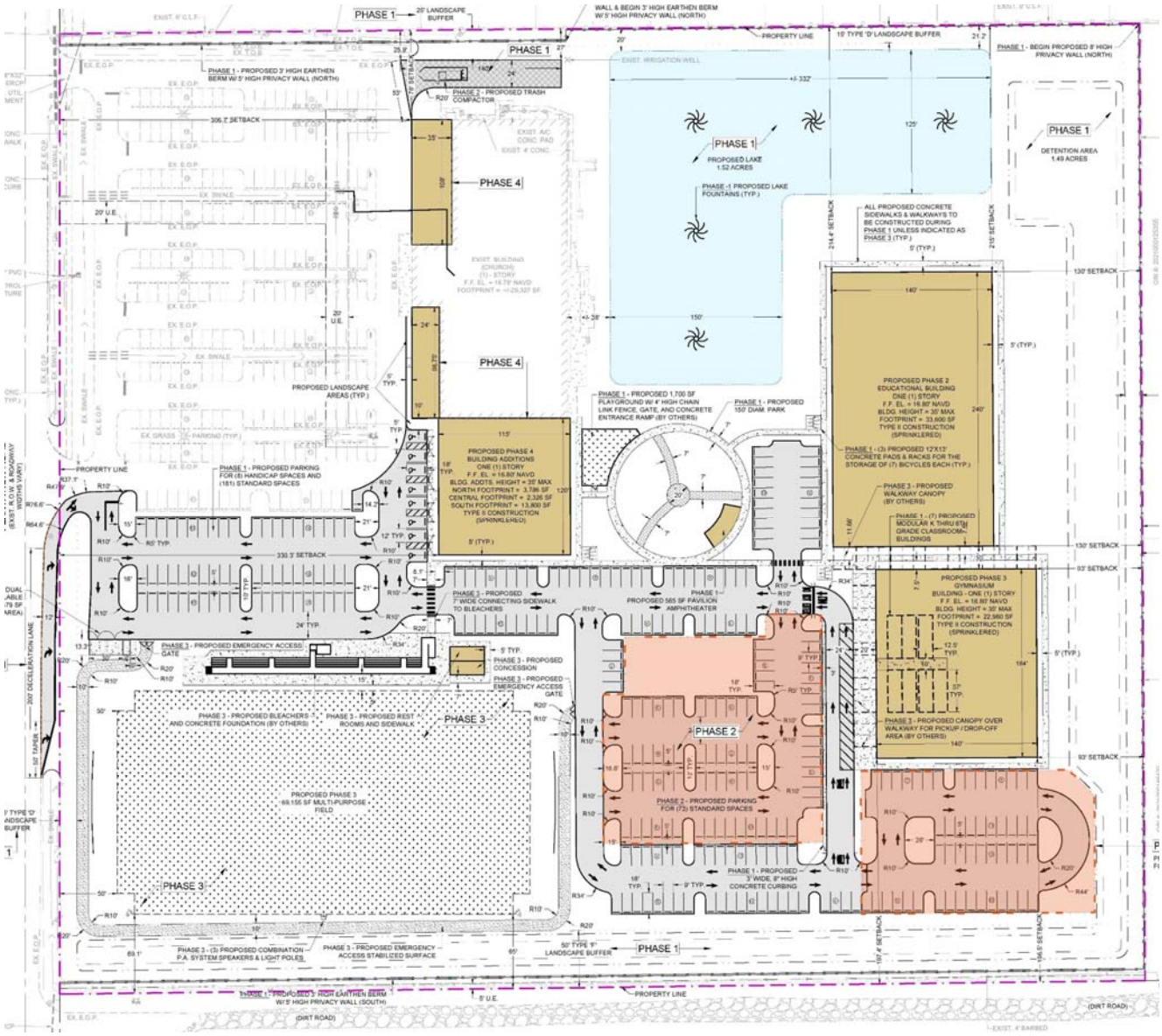
Introduction

Life Church, located on the east side of Plantation Rd between Penzance Rd and Arc Way in Lee County, Forida, is proposing an expansion to its existing campus. The site currently houses a worship center that seats 538 people and church administrative offices. The proposed expansion will enlarge the worship center to seat 1,160 people and add a 350-student K-8 private school. An analysis horizon year of 2030 has been assumed for this study. Access to the site will be provided via two existing driveway connections from Plantation Rd, on the west side of the property. One driveway aligns with Arc Way and the other is located approximately 350 feet to its south. A preliminary site plan illustrating the site location and preliminary site development plan is provided in Figure 1.

This document summarizes the information requirements for a Zoning Traffic Study (ZTS) and provides analysis of site access in support of a site access connection permit. Prior to undertaking this study, the procedures and assumptions to follow were discussed with Lee County staff, and a record of the discussions is provided in Appendix A. Churches and schools generate traffic that occurs at different times than most other developments. Traffic is most intense on a weekday school start time and Sunday mornings as the 9:00 worship service dismisses and members arrive for the 11:00 worship service. In Lee County, Concurrency considerations are addressed for the weekday p.m. peak time, when hourly traffic volumes are the highest during the day. Site access conditions are reviewed in greater detail for the Sunday worship services and for the weekday school start and dismissal times.

Traffic Generation Estimate

Traffic generation was estimated for the peak periods described above, using the Institute of Transportation Engineers' (ITE) Trip Generation, 12th Edition, reference. The traffic generation estimate thus adjusted is reported in Table 1. County policies require that a "comprehensive assessment of the development's impact on the surrounding road system "be provided for proposed developments that will add 300 or more peak hour vehicle trips. These estimates establish the development will generate an increase of more than 300 peak hour trip-ends in two time periods, the weekday morning peak and the Sunday morning peak hour. Thus, those two time periods are studied in this report.



Source: Quattrone & Associates, Inc.

W.E. Oliver, P.E., LLC
Traffic Engineering
Transportation Planning

Figure 1
Life Church Proposed Site Development Plan

Table 1
Traffic Generation Estimates

Land Use	ITE Code	Qty	Weekday Daily Trip Rate	Daily Trip-Ends	A.M. Peak Hour[1] Trip Rate	A.M. Peak Hour[1] Total	A.M. Peak Hour[1] In	A.M. Peak Hour[1] Out	P.M. Peak Hour Trip Rate	P.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	Afternoon Peak Trip Rate	Afternoon Peak Total	Afternoon Peak In	Afternoon Peak Out	Sunday Peak Hour Trip Rate	Sunday Peak Hour Total	Sunday Peak Hour In	Sunday Peak Hour Out
Existing Use:																				
Church (seats)[1]	560	583 seats	0.90	525	0.07	41	24	17	0.10	58	26	32					0.61	320	157	163
Proposed Uses:																				
Church (seats)[1]	560	1,160 seats	0.92	1,062	0.07	81	49	32	0.10	116	52	64					0.59	626	307	319
Private School (K-8)	530	350 students	4.1	1,439	1.01	354	198	156	0.26	91	42	49	0.60	210	99	111			0	0
		Proposed Uses Totals:		**2,501**		**435**	**247**	**188**		**207**	**94**	**113**		**210**	**99**	**111**		**626**	**307**	**319**
		Net Change:		**1,976**		**394**	**223**	**171**		**149**	**68**	**81**		**210**	**99**	**111**		**306**	**150**	**156**

Source: Institute of Transportation Engineers, Trip Generation 12th Edition, 2025.

Note: 1. A.M. peak hour trip-ends for Church use adjusted to eliminate potential childcare drop-off trips.

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Area of Influence Determination

Pursuant to Lee County policy AC 13-17, an urban/suburban arterial analysis is required for road segments within the development's area of influence, which is defined as those arterial and collector roadways where development traffic increases exceed ten percent of intersection volume or ten percent of the roadway level of service C link service capacity.

The area of influence was identified by assigning the estimated development traffic to the adjacent roads and the significance of impact was determined as summarized in Table 2. The distribution/assignment of development traffic was based on observations of church-related Sunday traffic, per methodology agreements, and patterns of existing traffic at locations away from the Church. The only road segment where significance is triggered is Plantation Rd from Crystal Dr to Idlewild St, during only the weekday a.m. peak hour.

Table 2

Area of Influence Determination

								Weekday						Sunday	
								A.M. Peak Hr 394		P.M. Peak Hr 149		Mid-Afternoon 210		Mid-Morning 306	
On: From/To	Road Type	LOS Std	Svc Cap	Func-tional Class	Posted Speed	LOS C Service Volume[2]	Assign %	Pk Hr Dvol	% Svc Cap Used	Pk Hr Dvol	% Svc Cap Used	Pk Hr Dvol	% Svc Cap Used	Pk Hr Dvol	% Svc Cap Used
Crystal Dr: W of Plantation	2U	E	860	Collector	35	560	13.8%	54	9.7%	21	3.7%	29	5.2%	29	5.2%
Idlewild St: W of Plantation	2D			Collector	35	590	2.9%	11	1.9%	4	0.7%	6	1.0%	6	1.0%
Idlewild St: E of Plantation	2D			Collector	35	590	7.0%	27	4.6%	10	1.8%	15	2.5%	15	2.5%
Plantation Rd: S of Daniels Pkwy	2U	E	860	Arterial	45	1,430	25.0%	99	6.9%	37	2.6%	53	3.7%	53	3.7%
Plantation Rd: Daniels Pkwy to Crystal Dr	2U	E	860	Arterial	45	1,430	28.2%	111	7.8%	42	2.9%	59	4.1%	59	4.1%
Plantation Rd: Crystal Dr to Site	2U	E	860	Arterial	45	1,430	42.0%	166	11.6%	63	4.4%	88	6.2%	88	6.2%
Plantation Rd: Site to Arc Way	2U	E	860	Arterial	45	1,430	6.7%	26	1.8%	10	0.7%	14	1.0%	14	1.0%
Plantation Rd: Arc Way to Idlewild St	2U	E	860	Arterial	45	1,430	52.0%	205	14.3%	77	5.4%	109	7.6%	109	7.6%
Plantation Rd: Idlewild St to Colonial Blvd	4D	E	1,790	Arterial	45	3,290	41.7%	164	5.0%	62	1.9%	88	2.7%	88	2.7%
Arc Way: Metro Pkwy to Plantation Rd[1]	2U		5,000	Local	30	450	6.0%	24	5.3%	9	2.0%	13	2.8%	13	2.8%
Metro Pkwy: N of Arc Way	4D	D	1,900	Arterial	45	2,980	3.0%	12	0.4%	4	0.2%	6	0.2%	6	0.2%
Metro Pkwy: S of Arc Way	4D	D	1,900	Arterial	45	2,980	3.0%	12	0.4%	4	0.2%	6	0.2%	6	0.2%

Existing and Projected Traffic Volumes

For concurrency purposes on Plantation Rd, Lee County relies on traffic volumes recorded at their traffic count station on Plantation Rd to the north of Daniels Parkway. The most recent count, recorded in April, 2024, was used as a basis for the concurrency evaluation. This count, provided in Appendix C, is also used in Lee County's 2025 Public Facilities and Level of Service Report.

For the site access analysis, Sunday and weekday a.m. traffic volume data was collected in November and December, 2025. The turning movement count reports are also provided in Appendix C.

Future year background traffic volumes were estimated using a one percent per year growth factor, based on a review of historical traffic volumes on Plantation Rd reported by Lee County. Two count stations were reviewed -- one north of Daniels Pkwy and the other south of Colonial Dr. The recorded counts and trend lines are provided in Appendix D. The station south of Colonial Dr showed a positive 0.8 percent per year traffic growth but the station north of Daniels Pkwy showed a negative 0.6 percent per year growth trend. For this analysis, a one percent per year growth factor was applied to the non-Church (background) traffic volumes for a five-, or six-year period as appropriate.

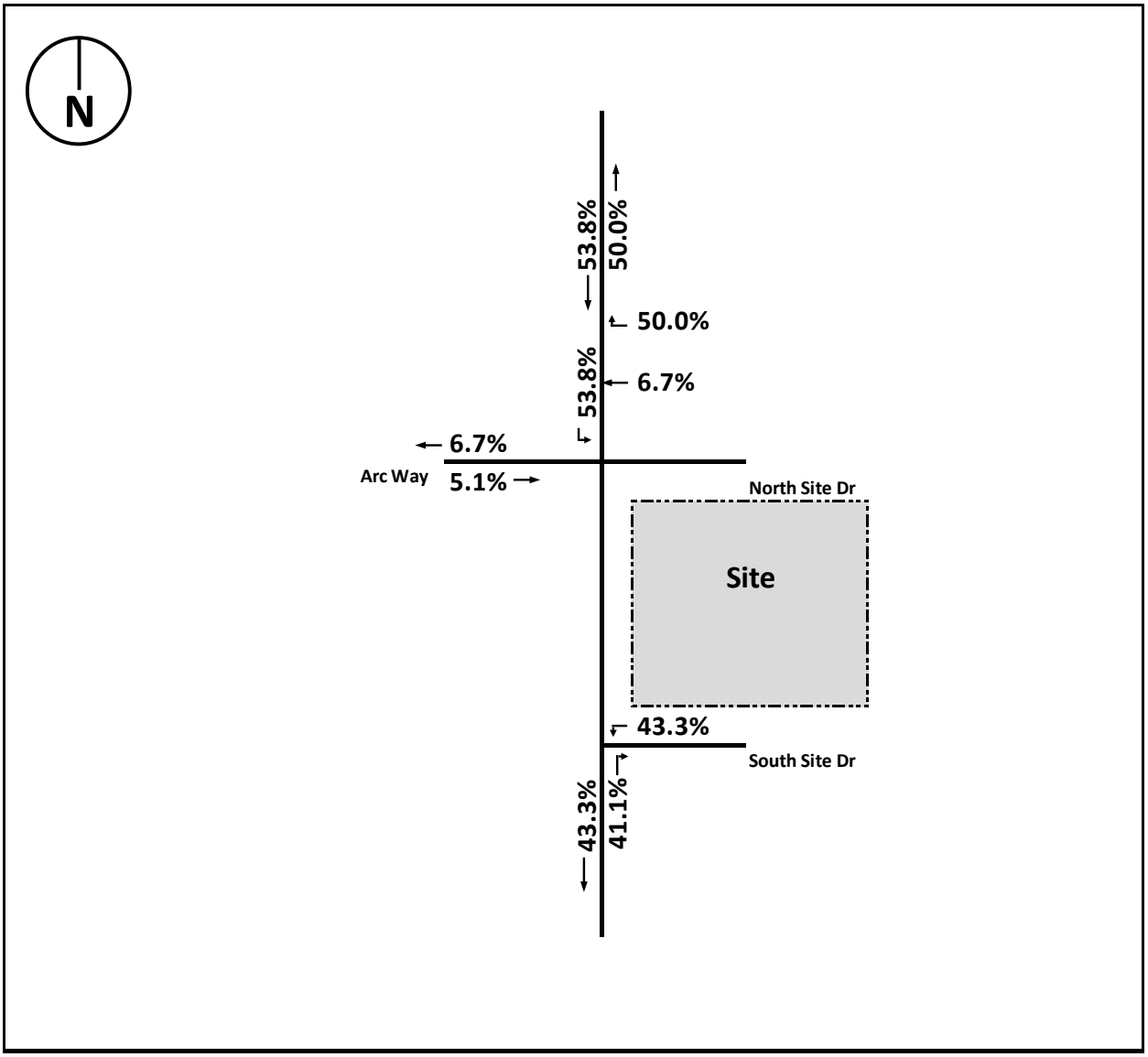
Church site development traffic was added to the background volumes for the site access analysis. For a school, approximately 70 percent of the a.m. peak hour traffic arrives during the 30 minutes preceding school start time. A class start time of 7:30 a.m. was assumed for the analysis. In addition, Sunday Church driveway traffic volumes were recorded, and the same seasonal factor and one percent per year traffic growth rate was applied, and Church traffic volumes were added to estimate the mid-morning peak hour of traffic between services. These volumes were used in the site access analysis.

Traffic from the site has been estimated to arrive and depart from the site similarly to the existing distribution of church attendance. Beyond the immediate vicinity of the Church site, traffic was assigned in consideration of observed traffic patterns. Generally, 52 percent of the Church traffic was observed to arrive from and depart to the north, 42 percent from/to the south, and six percent from/to the west. The traffic assignment percentages are illustrated in Figure 2, and worksheets summarizing the observed traffic assignment are also included in Appendix C. The peak hour turning volumes are illustrated in Figures 3 and 4, and worksheets supporting these volume estimates are provided in Appendix E.

Concurrency Review

While the proposed development does not add "significant" traffic during the p.m. peak hour, the concurrency status of Plantation Rd was reviewed. The Church discharges its traffic to the

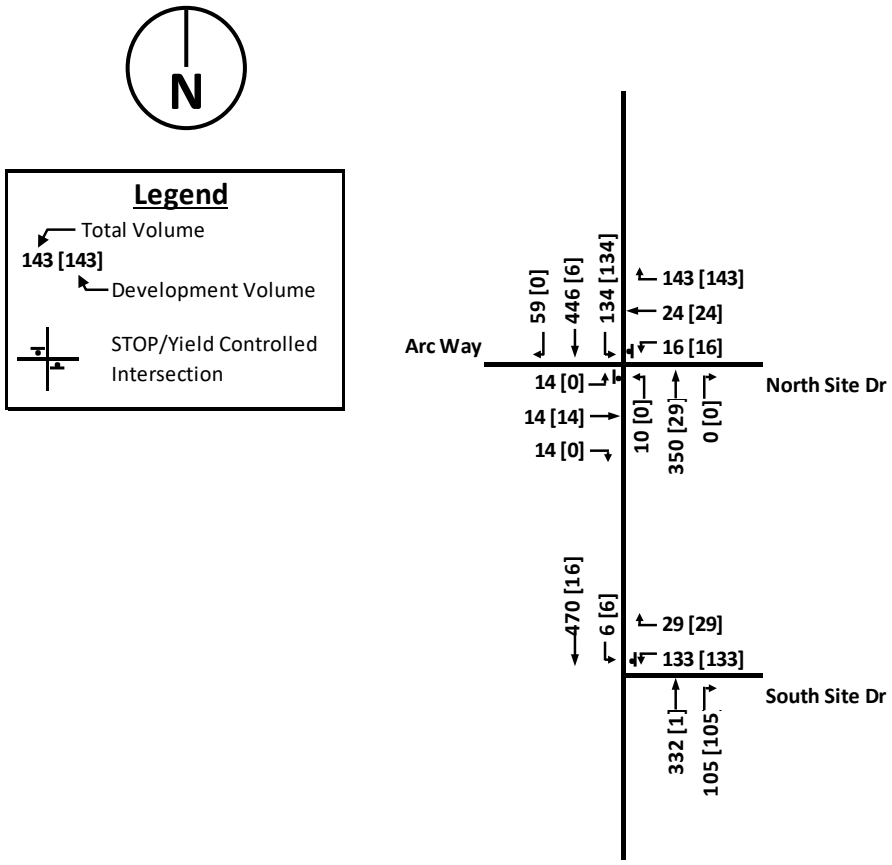
segment of Plantation Rd from Daniels Pkwy to Idlewild St. Lee County's 2025 Road Link



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Figure 2
Traffic Distribution

Volumes database (Table 3, below) indicates this section of Plantation Rd has a level of service standard of "E" with a peak hour directional service capacity of 860 vehicles per hour (vph). The reported 2024 100th Highest Hour Volume is 723 with resulting level of service "D". The "2029 Future Forecast Volume" for this road is 760 vph, also resulting in level of service "D". Since 54 percent of the church traffic is estimated to travel northward on Plantation Rd, (81 x 0.538=) 44 p.m. peak hour (northbound) directional trips from the Church and school would be added, and adding one additional year of traffic growth, a total of 812 trips and resulting level



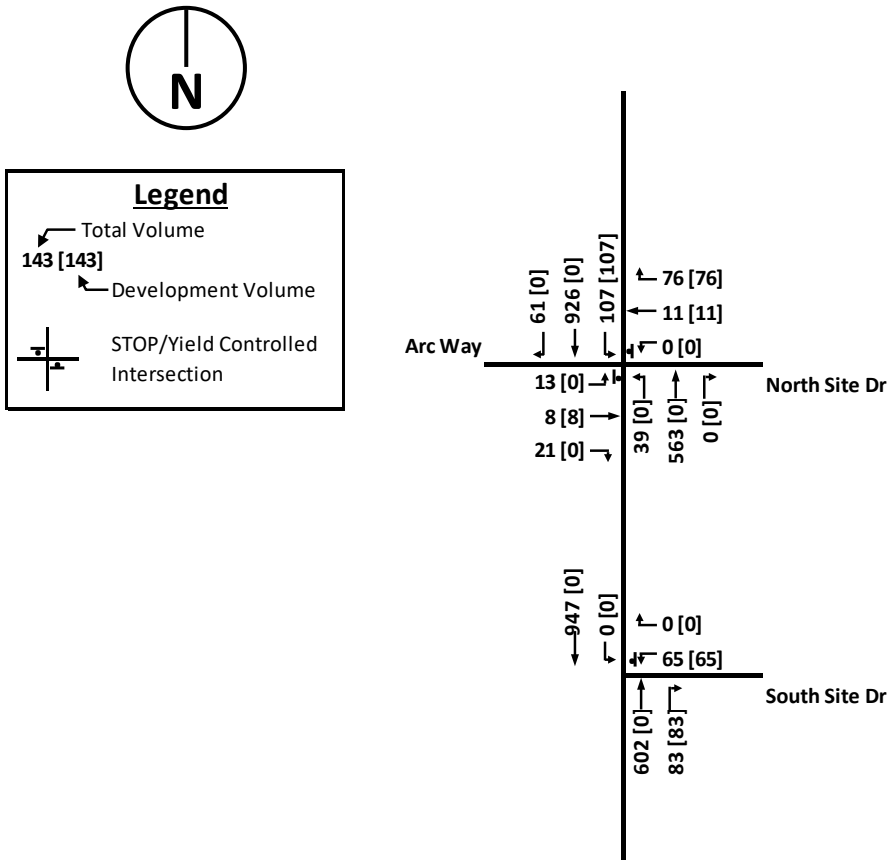
Note: Total traffic volume peak hour starts at 10:15 a.m., while Church peak hour volume starts at 10:30 a.m. This graphic illustrates the peak hour of total traffic, which includes 96.5% (604 of 626) of Church peak hour traffic. The micro-simulation analysis is run from 8:30 a.m. until 12:30 p.m. in 15-minute increments, so both periods of peak demand are addressed in this analysis.

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Transportation Planning

Figure 3

2030 Sunday A.M. Peak Hour Volumes

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Note: Total traffic volume peak hour starts at 7:00 a.m., while School/Church peak hour volume starts at 6:45 a.m. This graphic illustrates the peak hour of total traffic, which includes 98.1% (427 of 435) of School/Church peak hour traffic. The micro-simulation analysis is run from 6:45 a.m. until 8:00 a.m. in 15-minute increments, so both periods of peak demand are addressed in this analysis.

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TRANSPORTATION PLANNING

Figure 4

2030 Weekday A.M. Peak Hour Volumes

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of service D is estimated. Thus, the concurrency status of Plantation Rd is maintained acceptable.

Table 3

Excerpt from Lee County

Public Facilities Level of Service and Concurrency Report 2025

		LOCATION			PERFORMANCE STANDARD		2024 100TH HIGHEST HOUR			2029 FUTURE FORECAST*		
Link No.	ROAD NAME	FROM	TO	ROAD TYPE	LOS[1]	CAPACITY[2]	LOS[1]	VOLUME[2]	V/C[3]	LOS[1]	VOLUME[2]	V/C[3]
22000	PLANTATION RD	DANIELS PKWY	IDLEWILD ST	2LN	E	860	D	723	0.84	D	760	0.88

Since Church/school traffic is greater in the a.m. peak hour, a similar review was undertaken for the weekday a.m. peak hour assuming the school traffic peak occurs simultaneously with the peak hour of background traffic. The three-day traffic count used by the County yields an average a.m. peak (southbound) directional volume of 574 vehicles per hour. Applying the one percent per year growth rate for six years and adding 53.8 percent of peak direction (inbound) school traffic yields a 2030 estimate of 729 vehicles per hour of peak direction traffic, still well within the 860 vehicles per hour of service capacity.

Site Access Analysis

Access to the site is proposed via two full access connections to Plantation Rd. Traffic entering and exiting the Church site from the north and west uses the north site drive. A 250-foot long southbound left turn lane exists to serve the southbound left turn entry movement. Traffic accessing from the south, or exiting to the south, makes its right turn/left turn at the south site driveway. The Church makes use of an off-duty Sherriff's deputy at this location to help the exiting left turn traffic at the south driveway for what was observed to be a brief time (approximately ten to fifteen minutes) during the peak period. The proposed site development plan proposes to construct a right turn lane to facilitate site entry at the south driveway. While it is possible for some vehicles to not follow this access strategy, Sunday data collection observations saw only 24 of 291 vehicles to not follow this protocol. It is anticipated that the parent drop-off operation for the school will follow the same site access routing strategy.

Lee County's Administrative Code (AC 11-4) outlines several issues that must be addressed when considering a driveway connection, including:

1. Warranting conditions for auxiliary or deceleration lanes
2. Sight distances
3. Traffic control/lanes on connecting driveway

Warranting Conditions

County warrants for auxiliary turn lanes are as follows:

- Left turn lane on Plantation Rd: Left turns for site entry occur at the north driveway. For an arterial roadway with posted speed of 45 mph, the peak hour warranting volumes are 1,000 vehicles per hour and the left turn volume is 10 vehicles or more. This condition is met for both the weekday a.m. and Sunday peak periods, and a left turn lane of adequate length exists to serve the queues at this movement (see further queueing analysis below).

- Right turn lane on Plantation Rd: Auxiliary right turn lanes on arterial roads are warranted (in this case) when the arterial street AADT exceeds 6,000 vehicles per day and the peak hour right-turn volume exceeds 20 vehicles per hour. This condition is met for the weekday a.m. and Sunday peak periods at the south driveway. A right turn lane is proposed as a part of site development at the south driveway to serve this movement.

- Auxiliary turn lanes on driveway approaches: The volume warrant for separate left turn lanes on the driveway exits is 30 or more peak hour left-turning vehicles. This condition is met for both the weekday a.m. and Sunday peak periods at the south driveway. Since the site has two exit driveways and each is dedicated to either the left-turn exit or through/right turn exit, the site effectively has separate left and right turn exit lanes.

Sight Distances

Plantation Rd is an arterial road with a posted speed limit of 45 mph and design speed of 50 mph. Per Table A-1 of AC 11-4 the required sight distance is 430 feet. Plantation Rd is a level and straight roadway in the vicinity of the site, providing no sight obstructions. A graphic illustrating these distances, and photographs of Plantation Rd taken from the access points are provided in Appendix F.

Traffic Control/Driveway Lanes

Site access conditions were evaluated using a traffic flow micro-simulation model – Caliper Corporation's TransModeler. The advantages this type of analysis offers is the ability to load traffic volumes in an origin-destination format in small time increments. In this case, 15-minute increments were used. TransModeler also allows the simulation of queueing from the parent drop-off operation, and the interaction of queues between adjacent intersections.

For this analysis, "STOP" sign control was applied at the site driveway approaches to Plantation Rd, since traffic signals would not be warranted for the peak hour nature of the traffic generation. Diagrams of the TransModeler road networks modeled (one for the weekday a.m. condition and another for the Sunday peak hour condition) and the 15-minute traffic volume counts and forecast volumes are also provided in Appendix F. The results of the modelling are illustrated in Figure 5 for the Sunday mid-morning peak condition and in Figure 6 for the weekday morning peak period. These graphs illustrate the average length of the 95th percentile queue simulated in ten simulation runs, in vehicles, in two-minute time intervals. This gives an indication of the length and duration of vehicle queues.

Since the site access provisions are not "concurrency"-related, the operational "standard" applied in this analysis was that queues generated by the church and/or school not back up into the adjacent public roadways, that queues at the turn/queue storage lanes at site access points not be longer than the storage lanes can accommodate, and that queues (exiting the site or entering the site) not persist beyond event start/end times. For the Sunday church operation this would mean that the early service traffic be able to exit the site by 11:00 and that queues of traffic arriving at the site for the 11:00 service clear the south-to east left turn lane at the Arc Way intersection by 11:00. For schools, this would mean that queues of traffic seeking to exit the church site be essentially cleared by 7:30 a.m.

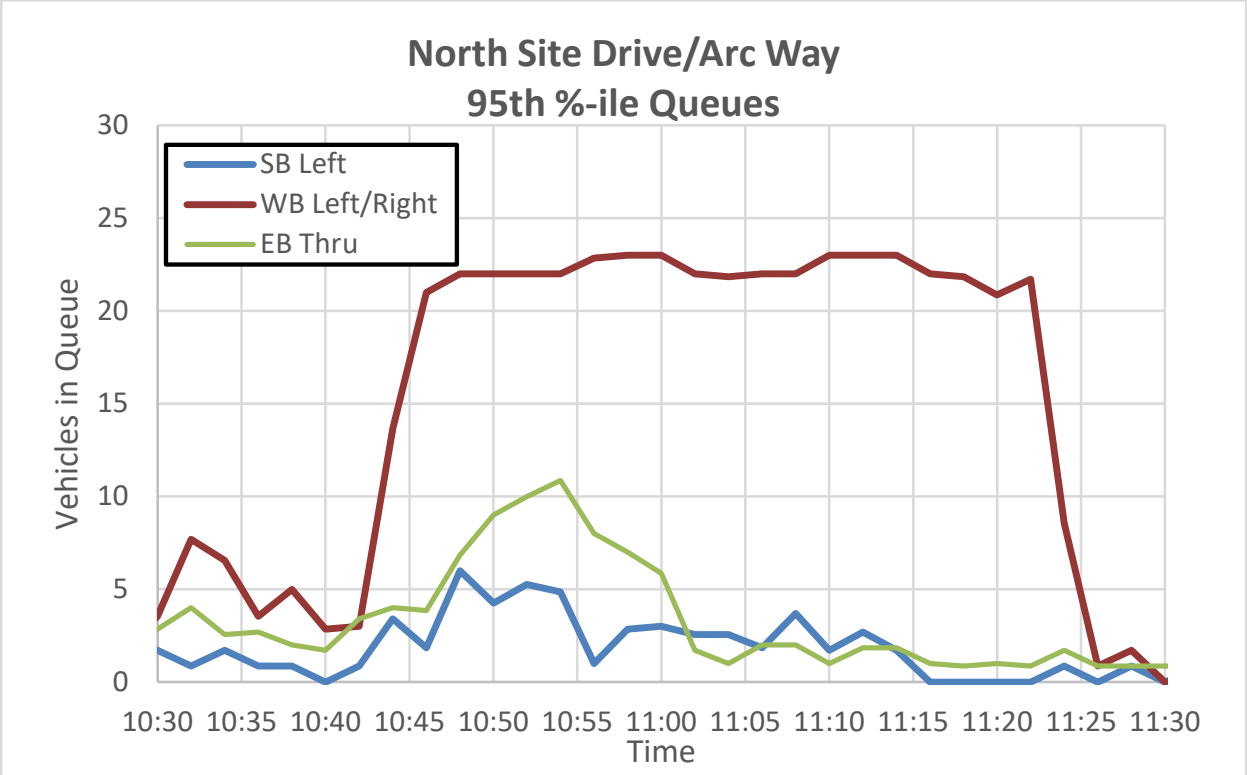
As a matter of perspective, at the Arc Way/North Site Drive intersection, the weekday a.m. peak hour is the more "critical" time period, estimated to serve 1,971 peak hour vehicles whereas on a Sunday a.m. peak hour 1,116 vehicles are estimated to pass through the same intersection.

Sunday exit queues at the north driveway on the order of 21-22 vehicles, and at the south driveway queues reach 11 vehicles for durations exceeding 35 minutes. Temporary traffic control (e.g. off-duty Sheriff's deputies, which the Church uses present day) was modelled using a traffic signal at the north site driveway (only) to represent such traffic control and queues were of much shorter duration. The "With Signal/Officer" performance is graphed in Figure 6, indicating similar queues for only 15 minutes.

During the weekday a.m. peak period, the longest southbound left turn 95th percentile queue on Plantation Rd is only two vehicles, indicating the existing left turn lane there is adequate. The longest eastbound 95th percentile queue is a reasonable four vehicles which occurs after school start time, indicating it is the result of background, not school, traffic. No queues were detected for the northbound right turn lane at the south site entrance.

Queues on the exit lanes are as long as 16 vehicles at the north driveway at it's peak, about 7:15 a.m., but dissipate thereafter. At the south driveway, an exit queue of 8 vehicles occurs at the same time, then dissipates. Delays for vehicles seeking to exit the site on the order of three minutes (south driveway) to five minutes (north driveway) are estimated for the full buildout condition (350 students). Again, use of temporary traffic control measures, such as off-duty law-enforcement officers, would reduce these times.

Figure 5: Sunday Mid-Morning Queueing ("STOP" Control)



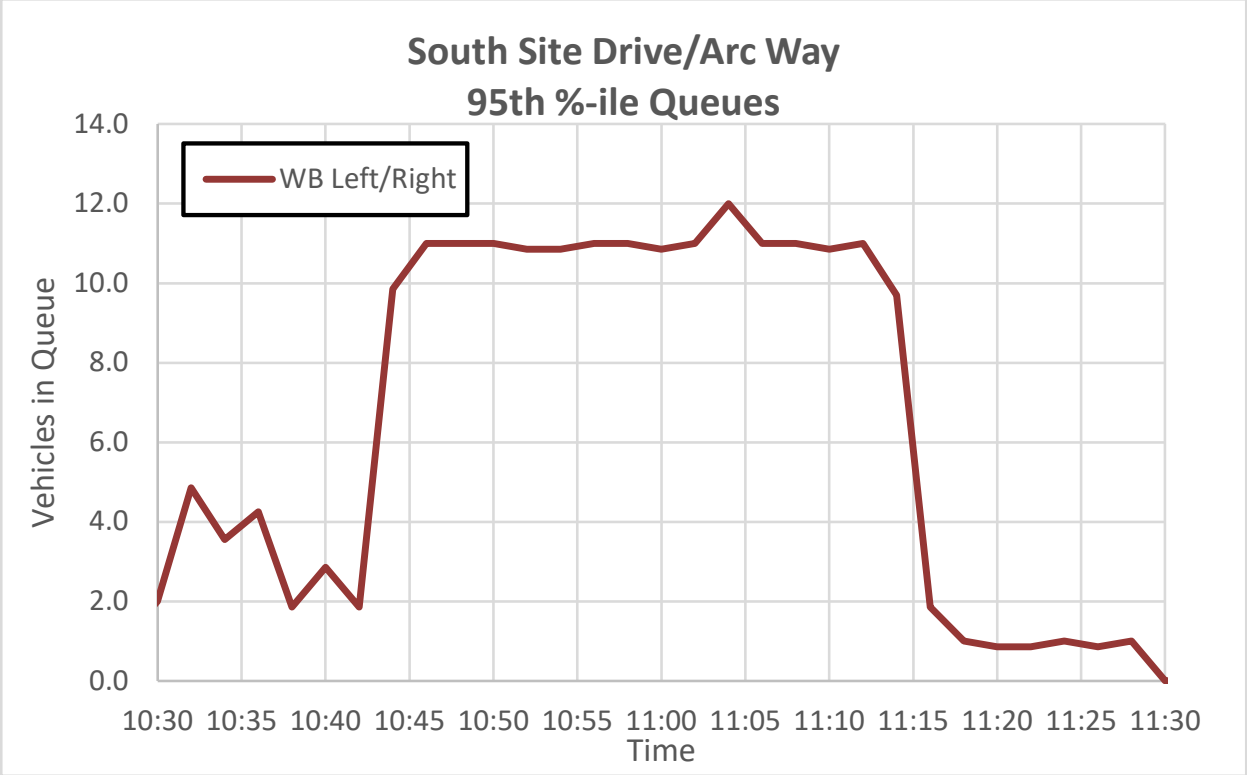
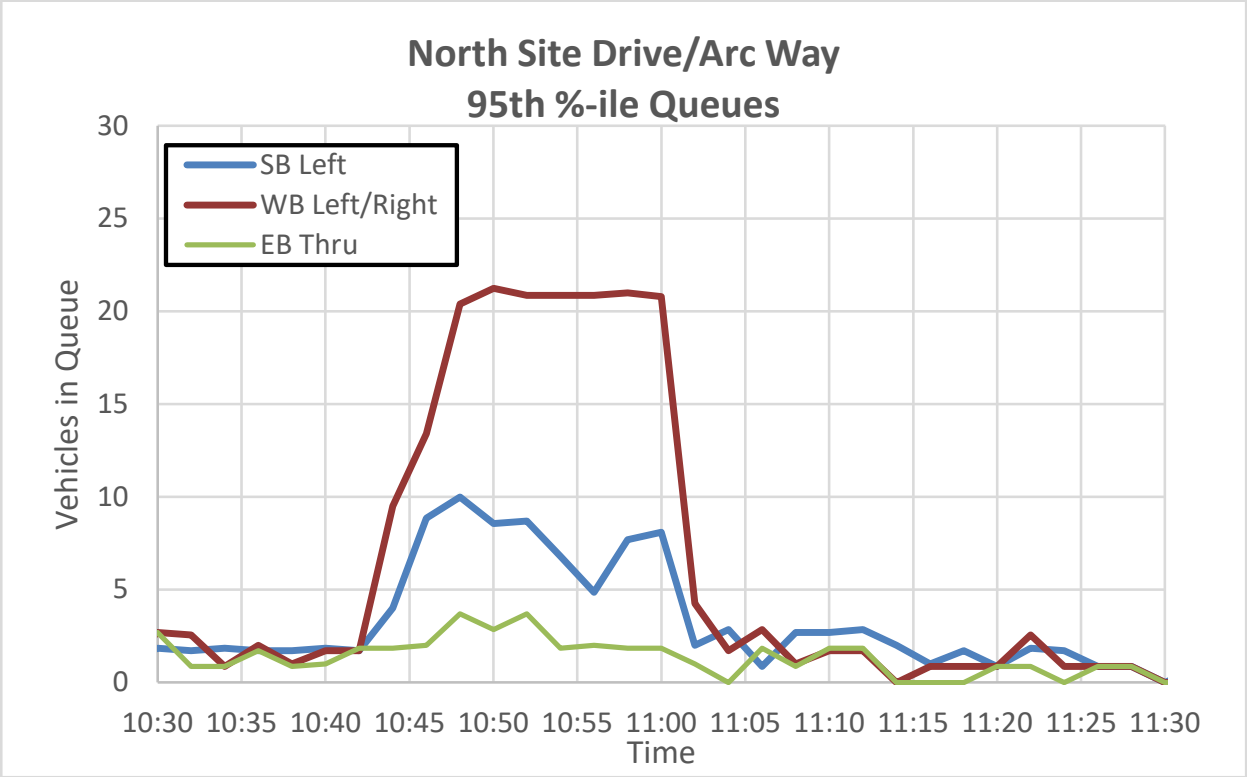


Figure 6: Sunday Mid-Morning Queueing ("Signal" Control)



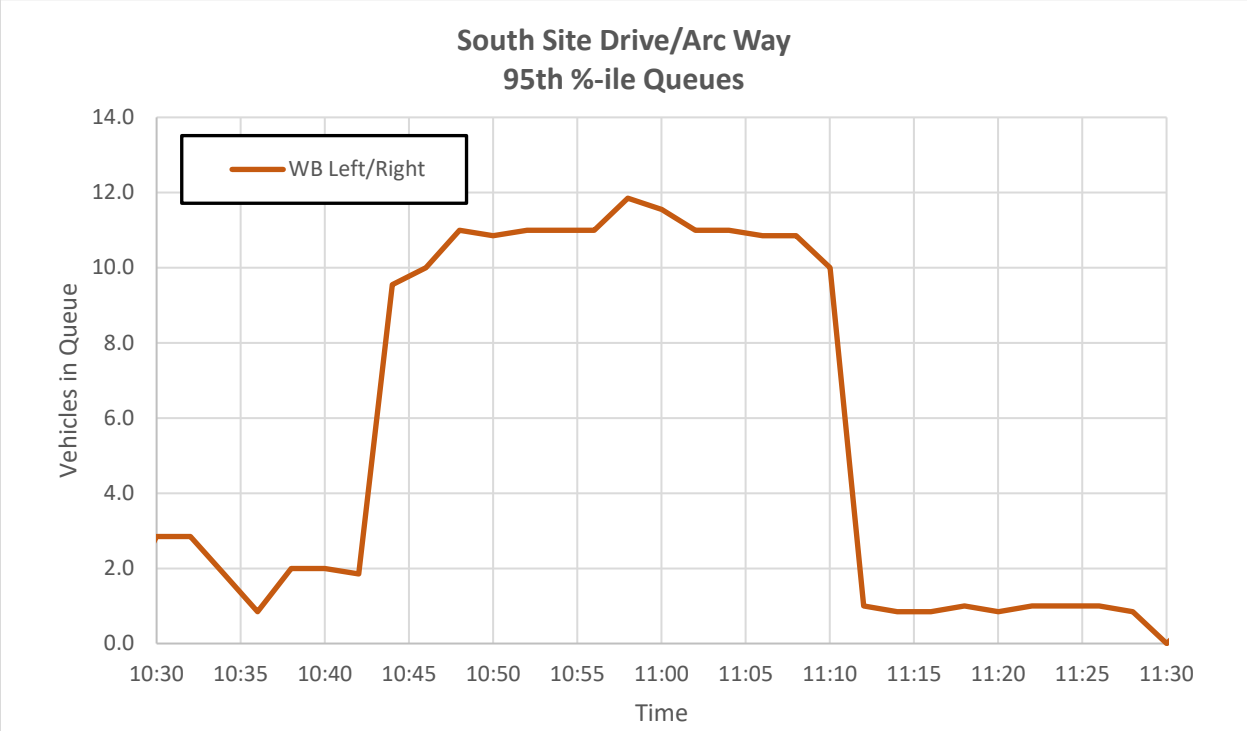
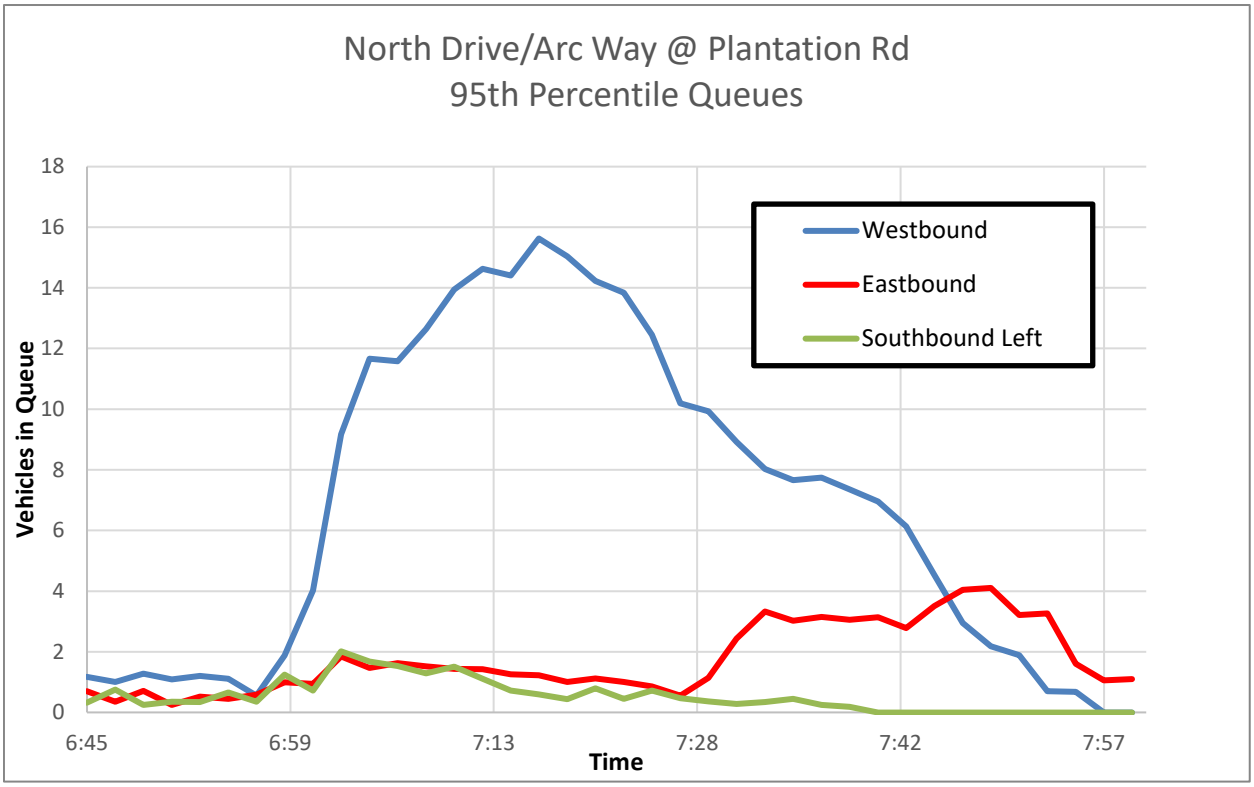
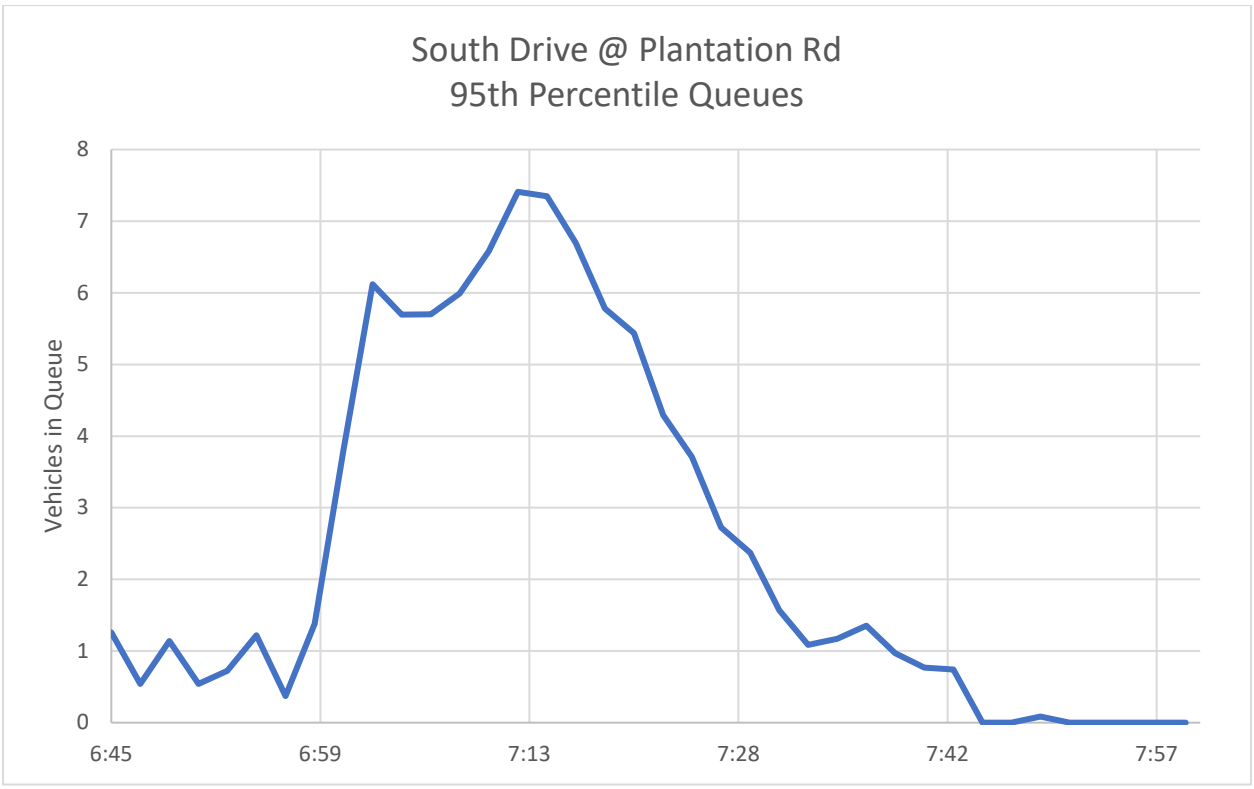


Figure 7: Weekday A.M. Queueing





Appendix A

Methodology Correspondence

From: Wu, Lili
To: William Oliver
Cc: Sutitarnnontr, Pakorn; Podczerwinsky, John
Subject: RE: Traffic Study Methodology (Life Church Expansion)
Date: Monday, January 12, 2026 6:26:01 AM
Attachments: image012.png
image013.png
image014.png
image016.png
image017.png
image018.png
image019.png
image020.png
2025 Concurrency Report.xlsx

Mr. Oliver:
Please see attached file which is a table used in the year 2025 Concurrency Report. The volume (723) on Plantation Rd north of Daniels Pkwy is from year 2024 FDOT's traffic on line (14,900 AADT x 0.09 K-factor x 0.539 D factor). This is the latest information can be used for your traffic study. The table also has 5 years future forecast volumes. If you have any questions, please let me know.

Thanks,
Lili Wu

Lee County Transportation
Lili Wu | Principal Planner
Department of Transportation
1500 Monroe Street, 3rd Floor, Fort Myers, FL 33901
office: *(239) 533-8853*
fax: *(239) 485-8520*
email: Lwu@leegov.com
web: www.leegov.com

From: William Oliver <bill@weo-pe.com>
Sent: Thursday, January 8, 2026 5:01 PM
To: Wu, Lili <LWu@leegov.com>
Cc: Sutitarnnontr, Pakorn <PSutitarnnontr@leegov.com>
Subject: RE: Traffic Study Methodology (Life Church Expansion)

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

I see Plantation Rd from Daniels Pkwy to Colonial in the 2024 Concurrency/LOS Report has a peak hour directional volume of 651 veh/hour, based on a 2023(?) count.

1. From which traffic count station do y'all pull traffic volumes for this segment of Plantation – the one just north of Daniels Pkwy, or the one just south of Colonial?
2. Want to be sure I'm using the latest count there – did y'all collect 2025 counts on this road, or should I apply a growth factor to the older counts for a zoning traffic study?

W.E. Oliver, P.E.
Phone: (813) 748-9188

DEPARTMENT OF TRANSPORTATION

Memo

To: W.E. Oliver, P.E., President W.E. Oliver, P.E., LLC; bill@weo-pe.com

From: John Podczerwinsky, AICP CTP, Principal Planner, D O T Engineering

Date: ~~October 31, 2025~~ Revised Comments November 17, 2025

Subject: Life Church Expansion - Rezoning TIS Methodology Review

Lee County DOT staff has reviewed the methodology notes provided for the subject rezoning TIS.

Provision of these notes to the TIS preparer via email shall serve as confirmation that a required methodology meeting has been conducted on the subject date above; however the provision of these notes shall not be construed as an implied approval of a Traffic Impact Statement [TIS]. Advisory comments are provided herein that may influence DO-level site-plan and TIS accommodations; these advisory statements are not review comments, and interpretation of these statements may change at the time of DO submittal.

Please contact JPodczerwinsky@leecounty.com with any questions.

General Staff Comments:

- While the TIS methodology references the use of DO TIS Guidelines, the general methodology for the forthcoming TIS is largely compliant with Rezoning requirements, however some minor TIS revisions may be necessary to accommodate zoning-specific TIS requirements.
- Guidance on the application of TIS guidelines for rezoning applications is provided throughout these notes below; the comments herein may not be applicable to DO-level TIS.
- The correct reference material for Zoning TIS Guidelines is found in Lee County Administrative Code AC-13-17, which is the current governing document for Zoning-level traffic studies. Please visit:
  - https://www.leegov.com/bocc/Administrative%20Codes/AC-13-17.pdf
  - https://www.leegov.com/dcd/DS/traffic
- The requirements for a zoning-level traffic study are similar to those for DO traffic studies, however key differences in AC-13-17 TIS guidelines should be observed at this stage. Details provided below.

Observations:

ITE Trip Generation Analysis:

- Existing ITE Land Use(s): LUC 560 (Church) using variable: Seats. 583 seats are stated.
- Proposed ITE Land Use(s): LUC 560 (Church) using variable: Seats; and LUC 530 (Private School K-8) using variable: Students. 1,160 seats and ~~100~~ **300** students are proposed.
- **DOT Guidance on Trip Generation:** ITE linear regression equations should be utilized in lieu of average trip generation rates, when available

Roadway Ownership & characteristics:

- Plantation Road (County, arterial, Speed: 45)
- Arc Rd (County, Local, Speed: 30)
- Penzance Blvd (County, Unimproved, Minor Collector, Speed: 30)

Access:

- Two access points exist on Plantation Rd that currently serve the site. No relocation of existing access(es) and no new access points are proposed as part of the project.
    - **Plantation Rd. at Arc Way:** There is an existing SB Left Turn Lane serving the site (unsignalized); there is no NB Right turn lane at the northerly access point.
    - **Plantation Rd southerly access:** There are neither NB or SB dedicated turn lanes serving this site in the existing condition.
    - Access via Penzance may be required per LDC Sec 10-285 and/or LDC Sec 10-291 that could affect your driveway assignments.

Advisory Notes and Guidance:

Updated methodology notes November 17, 2025:

The revised development schedule increase to 300 students (up from original 100 students) now reflects additional trip generation greater than originally stated. The following adjustments to methodology are recommended, in response to the preparer's questions dated Nov. 12, 2025:

Regarding the 300 trip-ends threshold(s) as they apply to peak hours, the general intent is this: Analyze operational impacts to site accesses and intersections *within* the AOI (greater than 10% link LOS C) for the peak hour in which they occur. Otherwise, analyze only intersections within the ¼ mile radius for periods generating between 100 and 300 trips.

With the above guidance, I recommend the following:

1. AM peak hour analysis: Driveways, intersections *within* the 10% LOS C area of influence.
2. PM peak hour analysis: Driveways, intersections within ¼ mile of the project access(es), and the required Link LOS analysis within ¼ mile of the project. While carrying-out the Link LOS analysis further to match AM peak is recommended, it is not required.
3. Mid-day peak hour analysis: Unnecessary.
4. Peak hour of site traffic/ "Sunday morning": Driveways, intersections within ¼ mile of the project access(es)
5. Distribution & Assignment: It's not necessary to analyze project traffic outside of the significance thresholds applied to peak hours. Segments significantly impacted by AM peak hour traffic (operationally important) may not be the same for analyzing the PM peak hour significance test (both operationally important and reflect impacts to the County's calculated LOS).

For arterial (Link) level of service analysis, PM peak hour is the critical component. The Links for Plantation are:

- From Daniels to Idlewild (link 22000), and
- From Idlewild to Colonial (link 22050)

The project is unlikely to go beyond the first link (Daniels to Idlewild) in the PM peak hour. Since the roundabout at Crystal is 0.40 miles away from the site, there may only be a need to analyze it if the AM peak hour link impacts are greater than 10% of LOS C on the Daniels to Idlewild link.

The segment from Crystal to Idlewild would be beyond that ¼ mile radius so it may not need to be analyzed. If there are concerns about roundabout analysis with available software, please note that with staff.The intersection at Arc way should be included in the analysis as it is a site access point.

The intersections at Plantation and Corporate Park Cir/Winfield Dr, and at Plantation and MetroPlex Dr. are not necessary to analyze at this time unless there is a large volume of *project-related* traffic anticipated to make turning movements at those locations.

Scenarios Required for rezoning analysis:

- Buildout year (TBD) must be analyzed, with and without the proposed project.
- Include background traffic, derived from most recent Lee County concurrency report, plus background traffic growth forecasted to the buildout year.
    - Annual Growth Rates: Use actual (calculated based on *minimum* 7 years) linear growth rate derived from nearby Lee County or FDOT permanent count stations, **or** default to minimum 1% annual growth rate, whichever is greater.
- Road segment capacity Level of Service (LOS) analysis should utilize **Link Specific Service Volumes on Arterials in Lee County**
    - Source: https://www.leegov.com/dcd/DS/traffic

Distribution & Assignment:

- **DOT Guidance:** The proposed method of replicating distribution and assignment of existing/counted project traffic is acceptable for **AM peak, PM Peak, and Peak hour of generator** analyses. DOT staff agrees that since the school will serve congregation members, project traffic will likely have similar characteristics during both church services and private school drop-off/pick-up times.
- **DOT Guidance:** Ensure that reasonable assumptions are made regarding assignment of SB left turn inbound movements and left-turn exiting movements at the project's southerly access point.

Segment Analysis:

- Road segment (capacity) analysis for the scenarios without and with the project should focus on **AM and PM Peak Hour of adjacent street traffic.**
- The Level of Service significance threshold is **10% of LOS C** for impacted segments for Rezoning applications, which differs from DO TIS Guidelines.

Intersection Analysis:

- The site accesses and all intersections within one quarter of a mile area shall be analyzed in the buildout year without and with the project.
- **DOT Guidance: Analysis periods should include:**
    - AM Peak Hour of adjacent street traffic
    - PM Peak Hour of Adjacent Street Traffic
    - Peak Hour(s) of the project trip generator(s). For a church + Private school, this may necessitate analysis of both weekday peak hour (school) and peak hour for worship/services (church).

Project-related Turn Lane(s):

- The increase in trip generation for the project *may* result in right turn lane warrants being met at either site access, and should be analyzed during DO Submittal. No turn lane warrant analysis is required at the time of Zoning submittal.
- A southbound left turn lane exists at the Arc Way/northerly project entrance; while existing pavement markings indicate there is inadequate spacing at the southerly project entrance to permit a new SB left turn lane.
- **DOT Guidance:** ROW donation and relocation of utility and sidewalk easement(s) may be necessary at the time of DO submittal to accommodate turn lanes, if turn lanes are warranted. While no determination is made at the time of zoning, the applicant should be prepared for potential site impacts (sidewalks, utility relocation, drainage, etc.) resulting from accommodation of turn lane(s) at the project entrance(s).

DCI2026-00005 Lee County DigEplan Additional Info Dated 07-23-2026

October 21, 2025

Life Church Expansion
Rezoning Traffic Impact Study and Site Access Analysis
Proposed Study Methodology

Life Church is an existing congregation that meets in a facility on the northeast quadrant of the Plantation Rd at Penzance Blvd intersection. The existing worship center has a seating capacity of 538. Expansion plans are to increase the seating capacity to 1,160 and to build a K-8 school facility to serve up to 100 students. (These quantities are subject to adjustment as site planning advances.) A proposed site plan is provided in Figure 1, and the expansion is proposed to be served by the existing two connections to Plantation Blvd.

Plantation Rd is a two lane roadway with painted turn lanes at key intersections, with a posted speed limit of 45 mph. It is classified as a County-maintained arterial roadway. The nearest points of traffic flow interruption are a traffic signal at Idlewild St (0.75 mile to the north) and a roundabout at Crystal Dr (0.5 mile to the south). Penzance Blvd is a two-lane, unimproved roadway posted as "private" that extends eastward from Plantation Rd to Ranchette Rd, and as a paved public road from Ranchette Rd to Six-Mile Cypress Pkwy. Lee County Property Appraiser's land parcel maps seem to indicate a public right-of-way or easement may exist where the private segment of that roadway is located. A local street connection westward at the northern edge of the site to Metro Pkwy exists via industrially-fronted Arc Way.

Traffic Generation Estimate

Table 1, below, summarizes the estimated number of trips that would be generated during the various peak periods. The greatest peak hour traffic generation increase for the proposed uses would be 141 trip-ends in the a.m. peak hour when parents would be dropping children off for school. Because the increase in traffic is less than 300 trip-ends, only a site access analysis is required.

Table 1

Traffic Generation Estimate

			Daily		A.M. Peak Hour				P.M. Peak Hour				Afternoon Peak			
Land Use	ITE Code	Qty	Trip Rate	Trip-Ends	Trip Rate	Total	In	Out	Trip Rate	Total	In	Out	Trip Rate	Total	In	Out
Existing Use:																
Church (seats)	560	583 seats	0.90	525	0.07	41	25	16	0.10	58	26	32				
Proposed Uses:																
Church (seats)	560	1,160 seats	0.92	1,062	0.07	81	49	32	0.10	116	52	64				
Private School (K-8)	530	100 students	4.1	411	1.01	101	57	44	0.26	26	12	14	0.60	60	28	32
		Proposed Uses Totals:		**1,473**		**182**	**106**	**76**		**142**	**64**	**78**		**60**	**28**	**32**
		Net Change:		**948**		**141**	**81**	**60**		**84**	**38**	**46**		**60**	**28**	**32**

Source: Institute of Transportation Engineers, Trip Generation 12th Edition, 2025.

Type of Traffic Impact Statement

Per the 2/3/2015 "Traffic Impact Statement Guidelines for Development Orders" as a development proposal that generates less than 300 peak hour trip-ends, the following information is to be provided:

a) number of units (size) of proposed development (in our case, seats and school enrolment),
b) description of development and ITE category for trip generation (proposed above as ITE Land Use Codes 560 and 530 – Church and Private School (K-8),
c) trip-end rates or equation (provided above based on 12th Edition ITE Trip Generation,
d) traffic generation estimate,
e) directional orientation of trips, and
f) analysis to check if turn lanes, traffic signals or other site-related improvements will be required at access points.

We propose the analysis will focus on the a.m. peak period, based on the indications of the ITE Trip Generation reference that the morning peak hour.

Data Collection

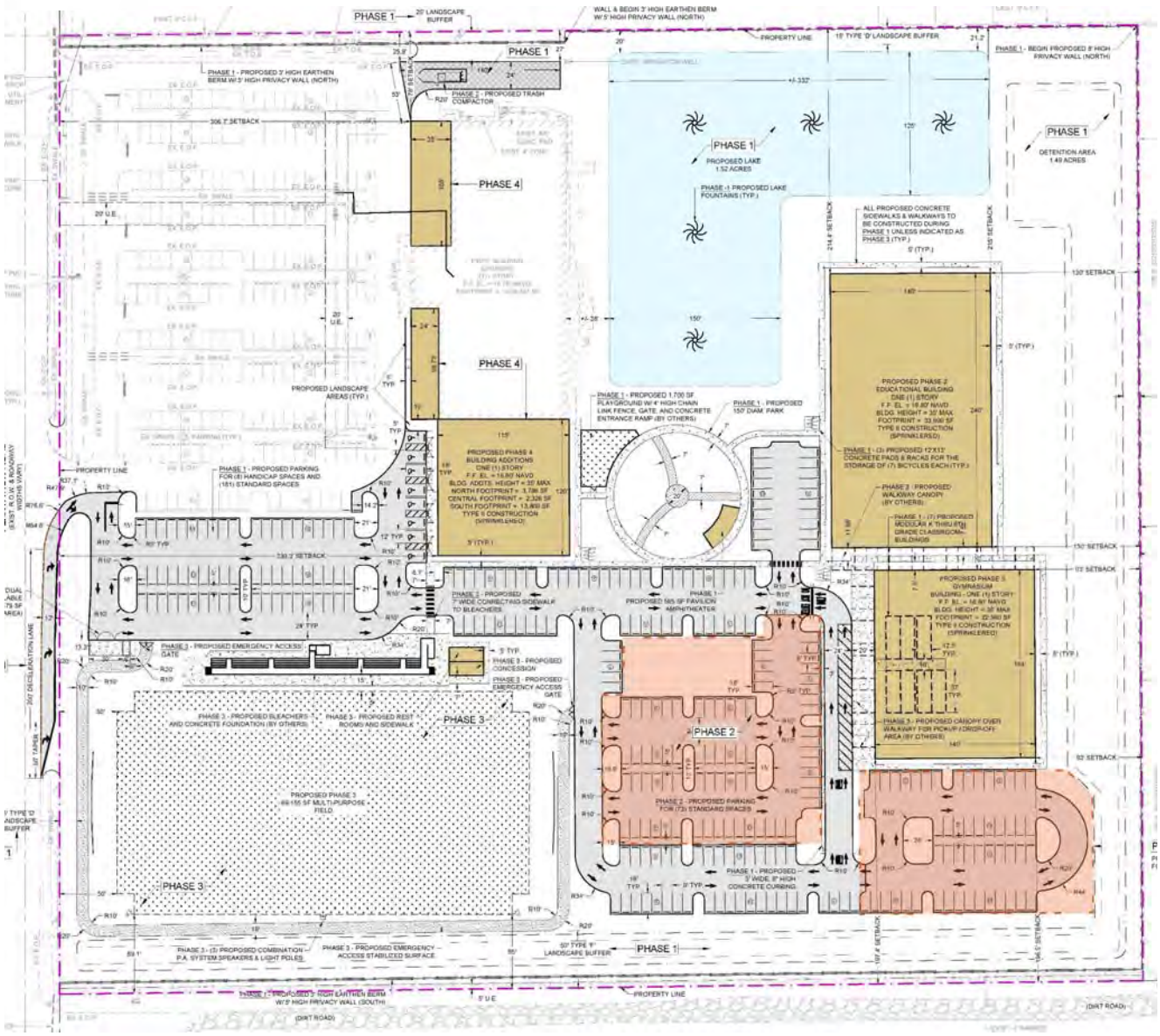
We will undertake traffic counts for the a.m. period of traffic flow at the Plantation Rd/Arc Way intersection and the Plantation Rd/Penzance Blvd intersection. To support traffic assignment estimates, we will also observe the directions from/to which current church attendees arrive/depart on a Sunday a.m.

Trip Distribution and Assignment

A.m. peak hour trip distribution/assignment for the school traffic will be based on the existing/observed site access vehicular traffic. We think it's reasonable to assume that the private school traffic will follow a distribution/assignment pattern similar to that of worship attendees on a Sunday morning.

Capacity and Operational Analysis

Roadway operations and level of service analysis at the proposed site access connection to Plantation Blvd. will be undertaken using TransModeler, a traffic flow micro-simulation model by Caliper Corporation. Microsimulation analyzes better the effect of adjacent intersections queueing and time-specific travel demands than software such as HCM or Synchro. We are aware that private school traffic tends to be concentrated in the half-hour prior to start time, and will incorporate this tendency into the analysis based on our past observations at other schools.



Source: Quattrone & Associates, Inc.

W.E. Oliver, P.E., LLC
Traffic Engineering
Transportation Planning

Figure 1
Life Church Proposed Site Development Plan

Appendix B

ITE Trip Generation Excerpt

DCI2026-00005 Lee County DigEplan Additional Info Dated 07-23-2026

Land Use: 560
Church

Description

A church is a building in which public worship services are held. A church houses an assembly hall or sanctuary. It may also house meeting rooms, classrooms, and, occasionally, dining, catering, or event facilities.

Additional Data

Worship services are typically held on Sundays. Some of the surveyed churches offered day care or extended care programs during the week.

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Florida, New Jersey, New York, Oregon, Pennsylvania, and Texas.

Source Numbers

428, 436, 554, 571, 583, 629, 631, 704, 903, 904, 957, 971, 1080, 1219

Appendix C

Traffic Count Data and Development Traffic Assignment Worksheet

DCI2026-00005 Lee County DigEplan Additional Info Dated 07-23-2026

1/14/2026

Machine Count Summary
Plantation Rd: N of Daniels Pkwy

Recorded: April 9-11, 2024

Daily		14,367				15,385				14,351		
PM Peak	15:00	720	1,257	547	16:00	720	1,278	558	14:45	718	1,228	515
AM Peak	6:45	504	1,068	597	7:00	538	1,095	571	7:15	547	1,027	554

PM Peak Average: 719 NB **AM Peak Average: 574 SB**

	April 9				April 10				April 11			
	NB		SB		NB		SB		NB		SB	
Time	15-min	Hourly	15-min	Hourly	15-min	Hourly	15-min	Hourly	15-min	Hourly	15-min	Hourly
0	3	19	4	7	3	13	4	8	3	15	1	5
0:15	6	21	0	6	5	15	1	5	6	17	1	9
0:30	5	17	2	7	3	11	2	7	3	14	0	10
0:45	5	15	1	6	2	11	1	6	3	13	3	12
1:00	5	12	3	7	5	10	1	7	5	11	5	16
1:15	2	10	1	6	1	10	3	9	3	11	2	12
1:30	3	11	1	8	3	14	1	12	2	9	2	15
1:45	2	12	2	15	1	11	2	17	1	7	7	18
2:00	3	13	2	22	5	10	3	23	5	8	1	18
2:15	3	11	3	29	5	5	6	26	1	4	5	24
2:30	4	14	8	38	0	9	6	42	0	11	5	39
2:45	3	15	9	50	0	14	8	56	2	14	7	48
3:00	1	21	9	64	0	22	6	64	1	24	7	58
3:15	6	32	12	73	9	29	22	83	8	30	20	77
3:30	5	49	20	109	5	42	20	92	3	43	14	94
3:45	9	62	23	133	8	58	16	109	12	58	17	125
4:00	12	94	18	165	7	93	25	166	7	80	26	169
4:15	23	120	48	215	22	132	31	210	21	111	37	215
4:30	18	135	44	244	21	148	37	290	18	150	45	274
4:45	41	163	55	313	43	185	73	383	34	216	61	343
5:00	38	228	68	396	46	254	69	458	38	251	72	384
5:15	38	297	77	450	38	329	111	517	60	316	96	389
5:30	46	368	113	505	58	399	130	521	84	368	114	374
5:45	106	469	138	491	112	465	148	512	69	426	102	383
6:00	107	496	122	503	121	485	128	481	103	509	77	411
6:15	109	496	132	541	108	490	115	499	112	522	81	456
6:30	147	503	99	546	124	508	121	520	142	507	123	520
6:45	133	471	150	597	132	516	117	545	152	443	130	521
7:00	107	450	160	581	126	524	146	571	116	398	122	534
7:15	116	435	137	552	126	506	136	569	97	389	145	554
7:30	115	428	150	534	132	477	146	561	78	380	124	530
7:45	112	418	134	516	140	426	143	552	107	393	143	534
8:00	92	412	131	498	108	376	144	536	107	384	142	507
8:15	109	429	119	481	97	363	128	527	88	364	121	463
8:30	105	419	132	484	81	376	137	537	91	370	128	463
8:45	106	433	116	459	90	398	127	512	98	378	116	445
9:00	109	445	114	464	95	417	135	503	87	391	98	447
9:15	99	466	122	490	110	424	138	478	94	391	121	471
9:30	119	484	107	495	103	422	112	450	99	413	110	478
9:45	118	483	121	526	109	448	118	447	111	430	118	485
10:00	130	488	140	537	102	479	110	455	87	442	122	492
10:15	117	476	127	518	108	511	110	487	116	484	128	493
10:30	118	504	138	497	129	522	109	495	116	498	117	499
10:45	123	453	132	442	140	535	126	507	123	512	125	493
11:00	118	330	121	376	134	538	142	484	129	537	123	464
11:15	145	212	106	303	119	534	118	454	130	547	134	471
11:30	67	151	83	279	142	529	121	448	130	547	111	443
11:45	0	192	66	276	143	524	103	479	148	534	96	446

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PM Peak Average: 719 NB **AM Peak Average: 574 SB**

	April 9				April 10				April 11			
	NB		SB		NB		SB		NB		SB	
Time	15-min	Hourly	15-min	Hourly	15-min	Hourly	15-min	Hourly	15-min	Hourly	15-min	Hourly
12:00	0	320	48	305	130	537	112	498	139	527	130	461
12:15	84	433	82	363	114	549	112	483	130	547	106	439
12:30	108	498	80	386	137	572	152	495	117	541	114	443
12:45	128	561	95	421	156	579	122	459	141	590	111	431
13:00	113	560	106	427	142	559	97	435	159	602	108	427
13:15	149	603	105	478	137	568	124	491	124	606	110	444
13:30	171	597	115	487	144	577	116	489	166	651	102	472
13:45	127	591	101	491	136	617	98	484	153	657	107	478
14:00	156	638	157	508	151	623	153	511	163	664	125	499
14:15	143	675	114	475	146	633	122	488	169	682	138	500
14:30	165	701	119	490	184	649	111	485	172	702	108	494
14:45	174	702	118	514	142	656	125	495	160	718	128	510
15:00	193	720	124	508	161	678	130	502	181	712	126	495
15:15	169	706	129	536	162	710	119	529	189	684	132	506
15:30	166	695	143	547	191	718	121	553	188	657	124	515
15:45	192	711	112	546	164	714	132	557	154	657	113	502
16:00	179	664	152	530	193	720	157	558	153	635	137	495
16:15	158	645	140	475	170	675	143	496	162	621	141	452
16:30	182	622	142	445	187	644	125	461	188	561	111	416
16:45	145	537	96	418	170	622	133	442	132	479	106	403
17:00	160	515	97	403	148	576	95	398	139	451	94	368
17:15	135	474	110	376	139	525	108	384	102	378	105	341
17:30	97	443	115	325	165	476	106	348	106	372	98	301
17:45	123	455	81	266	124	405	89	305	104	349	71	246
18:00	119	405	70	241	97	368	81	273	66	320	67	230
18:15	104	358	59	224	90	359	72	247	96	321	65	205
18:30	109	319	56	218	94	352	63	238	83	295	43	167
18:45	73	278	56	205	87	332	57	242	75	275	55	155
19:00	72	267	53	176	88	311	55	246	67	255	42	134
19:15	65	246	53	162	83	271	63	230	70	252	27	119
19:30	68	232	43	135	74	244	67	199	63	221	31	115
19:45	62	207	27	118	66	225	61	155	55	191	34	97
20:00	51	176	39	119	48	192	39	112	64	174	27	73
20:15	51	153	26	90	56	178	32	88	39	144	23	55
20:30	43	128	26	72	55	147	23	71	33	128	13	44
20:45	31	110	28	62	33	122	18	61	38	119	10	42
21:00	28	99	10	40	34	107	15	58	34	111	9	46
21:15	26	86	8	38	25	96	15	54	23	94	12	53
21:30	25	74	16	37	30	81	13	49	24	77	11	46
21:45	20	58	6	26	18	69	15	42	30	66	14	39
22:00	15	45	8	24	23	65	11	35	17	50	16	29
22:15	14	37	7	23	10	50	10	30	6	43	5	18
22:30	9	30	5	20	18	51	6	25	13	41	4	16
22:45	7	33	4	17	14	38	8	23	14	32	4	13
23:00	7	33	7	16	8	28	6	18	10	25	5	13
23:15	7	26	4	9	11	20	5	12	4	15	3	8
23:30	12	19	2	5	5	9	4	7	4	11	1	5
23:45	7	7	3	3	4	4	3	3	7	7	4	4

National Data & Surveying Services

Intersection Turning Movement Count

Location: Plantation Rd & Arc Way/N Life Church Dwy
City: Fort Myers
Control: 2-Way Stop(EB/WB)

Project ID: 25-120526-001
Date: 11/9/2025

Data - Total

NS/EW Streets:	Plantation Rd				Plantation Rd				Arc Way/N Life Church Dwy				Arc Way/N Life Church Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
8:30 AM	2	60	0	0	16	63	4	0	0	2	1	0	0	0	0	0	148
8:45 AM	8	53	0	0	39	92	15	0	0	2	0	0	1	0	2	0	212
9:00 AM	2	79	0	0	23	73	15	0	1	2	0	0	0	0	0	0	195
9:15 AM	3	94	0	0	2	56	6	0	0	1	0	0	0	0	0	0	162
9:30 AM	2	68	0	0	3	64	1	0	1	0	1	0	0	1	0	0	141
9:45 AM	0	36	0	0	1	62	2	0	1	0	0	0	0	0	0	0	102
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	17	390	0	0	84	410	43	0	3	7	2	0	1	1	2	0	960
APPROACH %'s :	4.18%	95.82%	0.00%	0.00%	15.64%	76.35%	8.01%	0.00%	25.00%	58.33%	16.67%	0.00%	25.00%	25.00%	50.00%	0.00%	
PEAK HR :	08:30 AM - 09:30 AM																TOTAL
PEAK HR VOL :	15	286	0	0	80	284	40	0	1	7	1	0	1	0	2	0	717
PEAK HR FACTOR :	0.469	0.761	0.000	0.000	0.513	0.772	0.667	0.000	0.250	0.875	0.250	0.000	0.250	0.000	0.250	0.000	0.846
	0.776				0.692				0.750				0.250				

NS/EW Streets:	Plantation Rd				Plantation Rd				Arc Way/N Life Church Dwy				Arc Way/N Life Church Dwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	41	0	0	4	78	0	0	0	1	1	0	0	0	0	0	125
10:15 AM	0	95	0	0	3	89	4	0	1	2	2	0	0	0	2	0	198
10:30 AM	3	72	0	0	9	118	9	0	13	0	6	0	2	2	9	0	243
10:45 AM	5	85	1	0	33	131	19	0	15	3	4	0	5	4	53	0	358
11:00 AM	2	66	0	0	23	82	25	0	2	1	2	0	1	3	6	0	213
11:15 AM	1	60	1	0	4	76	6	0	1	2	2	0	0	1	5	0	159
11:30 AM	2	65	0	0	2	56	1	0	1	0	1	0	0	0	0	0	128
11:45 AM	0	68	0	0	1	61	0	0	0	0	1	0	0	2	0	0	133
12:00 PM	1	127	0	0	0	78	0	0	1	0	0	0	0	0	2	0	209
12:15 PM	2	109	0	0	0	110	2	0	1	0	0	0	0	0	1	0	225
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	16	788	2	0	79	879	66	0	35	9	19	0	8	12	78	0	1991
APPROACH %'s :	1.99%	97.77%	0.25%	0.00%	7.71%	85.84%	6.45%	0.00%	55.56%	14.29%	30.16%	0.00%	8.16%	12.24%	79.59%	0.00%	
PEAK HR :	10:15 AM - 11:15 AM																TOTAL
PEAK HR VOL :	10	318	1	0	68	420	57	0	31	6	14	0	8	9	70	0	1012
PEAK HR FACTOR :	0.500	0.837	0.250	0.000	0.515	0.802	0.570	0.000	0.517	0.500	0.583	0.000	0.400	0.563	0.330	0.000	0.707
	0.866				0.745				0.580				0.351				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Plantation Rd & Life Church Dwy
City: Fort Myers
Control: 1-Way Stop(WB)

Project ID: 25-120526-002
Date: 11/9/2025

Data - Total

NS/EW Streets:	Plantation Rd				Plantation Rd				Life Church Dwy				Life Church Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
8:30 AM	0	62	25	0	1	64	0	0	0	0	0	0	0	0	0	0	152
8:45 AM	0	63	26	0	1	92	0	0	0	0	0	0	0	0	0	0	182
9:00 AM	0	80	17	0	0	73	0	0	0	0	0	0	0	0	1	0	171
9:15 AM	0	96	3	0	0	55	0	0	0	0	0	0	0	0	0	0	154
9:30 AM	0	69	2	0	1	64	0	0	0	0	0	0	1	0	0	0	137
9:45 AM	0	36	1	0	0	63	0	0	0	0	0	0	1	0	0	0	101
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	406	74	0	3	411	0	0	0	0	0	0	2	0	1	0	897
APPROACH %'s :	0.00%	84.58%	15.42%	0.00%	0.72%	99.28%	0.00%	0.00%					66.67%	0.00%	33.33%	0.00%	
PEAK HR :	08:30 AM - 09:30 AM																TOTAL
PEAK HR VOL :	0	301	71	0	2	284	0	0	0	0	0	0	0	0	1	0	659
PEAK HR FACTOR :	0.000	0.784	0.683	0.000	0.500	0.772	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.905
		0.939				0.769								0.250			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	41	0	0	0	79	0	0	0	0	0	0	1	0	0	0	121
10:15 AM	0	94	1	0	0	89	0	0	0	0	0	0	2	0	1	0	187
10:30 AM	0	73	10	0	0	121	0	0	0	0	0	0	11	0	3	0	218
10:45 AM	0	82	26	0	2	145	0	0	0	0	0	0	45	0	8	0	308
11:00 AM	0	67	11	0	0	85	0	0	0	0	0	0	8	0	1	0	172
11:15 AM	0	61	4	0	2	76	0	0	0	0	0	0	1	0	1	0	145
11:30 AM	0	70	1	0	0	57	0	0	0	0	0	0	2	0	0	0	130
11:45 AM	0	65	0	0	0	62	0	0	0	0	0	0	2	0	0	0	129
12:00 PM	0	127	1	0	0	76	0	0	0	0	0	0	1	0	1	0	206
12:15 PM	0	111	0	0	0	112	0	0	0	0	0	0	1	0	1	0	225
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	791	54	0	4	902	0	0	0	0	0	0	74	0	16	0	1841
APPROACH %'s :	0.00%	93.61%	6.39%	0.00%	0.44%	99.56%	0.00%	0.00%					82.22%	0.00%	17.78%	0.00%	
PEAK HR :	10:15 AM - 11:15 AM																TOTAL
PEAK HR VOL :	0	316	48	0	2	440	0	0	0	0	0	0	66	0	13	0	885
PEAK HR FACTOR :	0.000	0.840	0.462	0.000	0.250	0.759	0.000	0.000	0.000	0.000	0.000	0.000	0.367	0.000	0.406	0.000	0.718
		0.843				0.752								0.373			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Plantation Rd & Crystal Dr
City: Fort Myers
Control: 3-Way Yield(NB/SB/EB)

Project ID: 25-120557-002
Date: 12/4/2025

Data - Total

NS/EW Streets:	Plantation Rd				Plantation Rd				Crystal Dr				Crystal Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	37	75	0	1	0	110	69	0	33	0	32	0	0	0	0	0	357
7:15 AM	50	89	0	0	0	105	84	0	43	0	17	0	0	0	0	0	388
7:30 AM	53	123	0	0	0	164	85	0	38	0	20	0	0	0	0	0	483
7:45 AM	39	99	0	0	0	165	80	0	59	0	40	0	0	0	0	0	482
8:00 AM	30	91	0	0	0	128	83	0	42	0	45	0	0	0	0	0	419
8:15 AM	25	83	0	0	0	135	63	0	46	0	48	0	0	0	0	0	400
8:30 AM	27	86	0	0	0	141	71	0	28	0	52	0	0	0	0	0	405
8:45 AM	31	93	0	1	0	129	70	0	33	0	47	0	0	0	0	0	404
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	292	739	0	2	0	1077	605	0	322	0	301	0	0	0	0	0	3338
APPROACH %'s :	28.27%	71.54%	0.00%	0.19%	0.00%	64.03%	35.97%	0.00%	51.69%	0.00%	48.31%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	147	396	0	0	0	592	311	0	185	0	153	0	0	0	0	0	1784
PEAK HR FACTOR :	0.693	0.805	0.000	0.000	0.000	0.897	0.915	0.000	0.784	0.000	0.797	0.000	0.000	0.000	0.000	0.000	0.923
	0.771				0.907				0.854								
% Heavy Vehicles:	1.4%	4.5%	n/a	n/a	n/a	8.4%	6.8%	n/a	9.2%	n/a	3.9%	n/a	n/a	n/a	n/a	n/a	6.4%

National Data & Surveying Services

Intersection Turning Movement Count

Location: Plantation Rd & Arc Way/Life Church Dwy
City: Fort Myers
Control: 2-Way Stop(EB/WB)

Project ID: 25-120557-003
Date: 12/4/2025

Data - Total

NS/EW Streets:	Plantation Rd				Plantation Rd				Arc Way/Life Church Dwy				Arc Way/Life Church Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	98	0	0	1	173	10	0	1	0	2	0	2	0	0	0	293
7:15 AM	10	121	0	0	0	185	16	0	1	0	3	0	0	0	0	0	336
7:30 AM	11	144	0	0	0	240	12	0	6	0	4	0	0	0	0	0	417
7:45 AM	8	143	0	0	0	233	15	0	4	0	11	0	0	0	0	0	414
8:00 AM	8	126	0	0	0	214	12	0	2	0	5	0	0	0	0	0	367
8:15 AM	8	114	0	0	0	178	12	0	8	0	8	0	0	0	0	0	328
8:30 AM	3	119	0	0	0	193	6	0	9	0	15	0	0	0	0	0	345
8:45 AM	6	119	0	0	2	176	12	0	5	0	14	0	0	0	0	0	334
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	60	984	0	0	3	1592	95	0	36	0	62	0	2	0	0	0	2834
APPROACH %'s :	5.75%	94.25%	0.00%	0.00%	0.18%	94.20%	5.62%	0.00%	36.73%	0.00%	63.27%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	37	534	0	0	0	872	55	0	13	0	23	0	0	0	0	0	1534
PEAK HR FACTOR :	0.841	0.927	0.000	0.000	0.000	0.908	0.859	0.000	0.542	0.000	0.523	0.000	0.000	0.000	0.000	0.000	0.920
		0.921				0.920				0.600							
%HV:	5.4%	6.9%	n/a	n/a	n/a	7.3%	12.7%	n/a	38.5%	n/a	26.1%	n/a	n/a	n/a	n/a	n/a	7.9%

National Data & Surveying Services

Intersection Turning Movement Count

Location: Plantation Rd & Idlewild St
City: Fort Myers
Control: Signalized

Project ID: 25-120557-004
Date: 12/4/2025

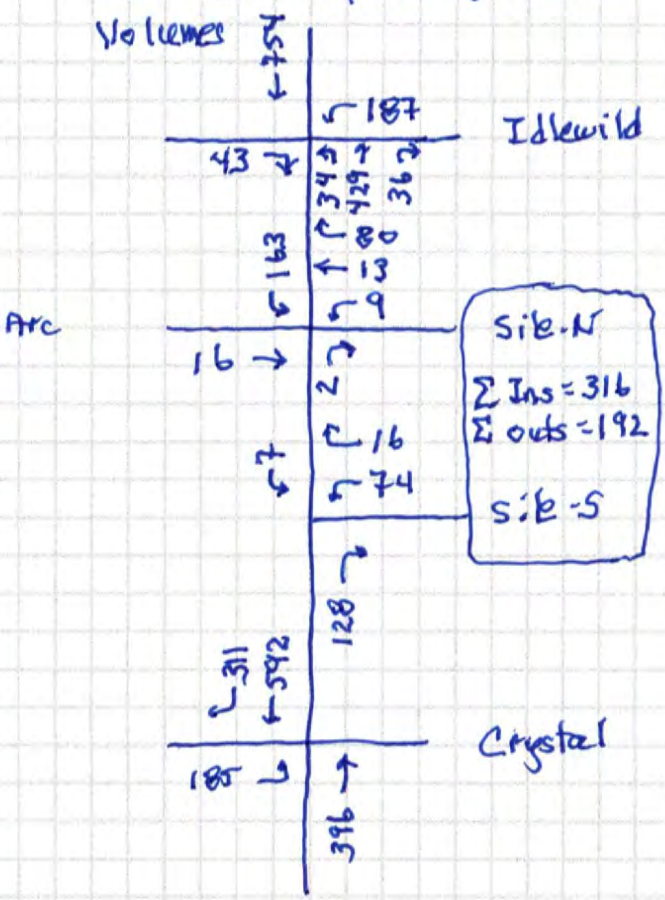
Data - Total

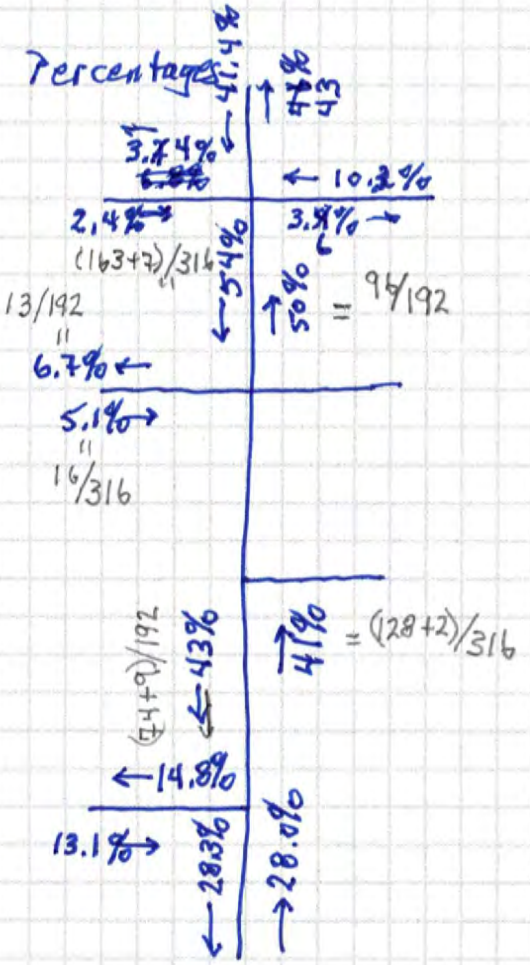
NS/EW Streets:	Plantation Rd				Plantation Rd				Idlewild St				Idlewild St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	6	81	6	0	2	193	10	0	9	21	5	0	29	17	10	0	389
7:15 AM	5	111	4	0	9	163	16	0	17	10	6	0	30	30	6	0	407
7:30 AM	8	124	10	0	2	204	26	1	7	6	18	1	51	44	12	0	514
7:45 AM	9	118	9	0	7	179	16	0	13	8	14	0	59	33	24	0	489
8:00 AM	6	110	8	0	9	193	26	0	22	16	8	0	34	18	12	0	462
8:15 AM	11	77	9	0	6	178	14	0	9	17	3	0	43	32	9	0	408
8:30 AM	4	82	19	0	9	167	13	0	4	12	9	0	36	14	6	0	375
8:45 AM	2	83	13	0	4	196	16	1	5	19	5	0	25	10	5	0	384
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	51	786	78	0	48	1473	137	2	86	109	68	1	307	198	84	0	3428
APPROACH %'s :	5.57%	85.90%	8.52%	0.00%	2.89%	88.73%	8.25%	0.12%	32.58%	41.29%	25.76%	0.38%	52.12%	33.62%	14.26%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	34	429	36	0	24	754	82	1	51	47	43	1	187	127	57	0	1873
PEAK HR FACTOR :	0.773	0.865	0.900	0.000	0.667	0.924	0.788	0.250	0.580	0.691	0.597	0.250	0.792	0.722	0.594	0.000	0.911
		0.879				0.924				0.772				0.800			
% Heavy Vehicles:	0.0%	7.7%	5.6%	n/a	4.2%	7.6%	1.2%	0.0%	3.9%	2.1%	9.3%	0.0%	1.6%	0.8%	1.8%	n/a	5.7%

W.E. OLIVER, P.E., LLC
P.O. Box 10367, Tampa, Florida 33679
(813) 748-9188 www.weo-pe.com

Project No:_____
Project Name/Task:_____
Date/Analyst:_____/_____

Distribution/Assignment





Appendix D

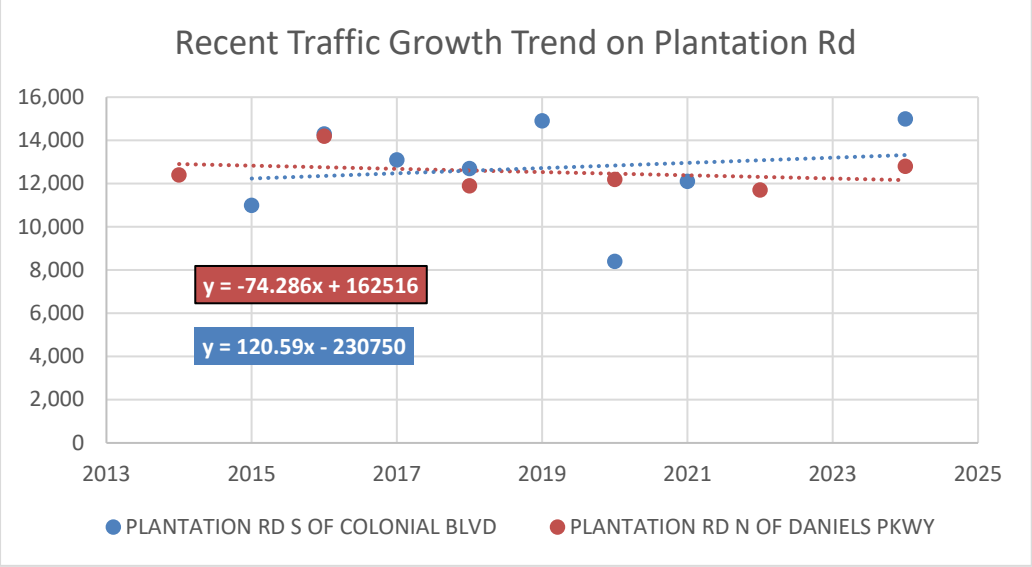
Growth Rate Worksheet

12/2/2025

Growth Rate Analysis

Data source: Lee County 2024 Data Counts.xlsx

PLANTATION RD			
S OF COLONIAL BLVD Station 328		N OF DANIELS PKWY Station 370	
Year	AADT	Year	AADT
2015	11000	2014	12400
2016	14300	2016	14200
2017	13100	2018	11900
2018	12700	2020	12200
2019	14900	2022	11700
2020	8400	2024	12800
2021	12100		
2024	15000		
x coef:	120.59		-74.286
Growth Rate:	**0.80%**		**-0.58%**



W.E. OLIVER, P.E., LLC
TRAFFIC ENGINEERING
TRANSPORTATION PLANNING

Appendix E

Site Access Volumes Worksheets

7/7/2026

Location: Plantation Rd & Arc Way/Life Church South Dwy

Sunday Volumes

Project ID: 25-120526

Control: 2-Way Stop(WB)

Date: 11/9/25

Data - Total

/EW Streets:	Plantation Rd			Plantation Rd			Arc Way/N Life Church Dwy			Arc Way/N Life Church Dwy			
AM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
8:30 AM	0	62	25	1	64	0	0	0	0	0	0	0	152
8:45 AM	0	63	26	1	92	0	0	0	0	0	0	0	182
9:00 AM	0	80	17	0	73	0	0	0	0	0	0	1	171
9:15 AM	0	96	3	0	55	0	0	0	0	0	0	0	154
9:30 AM	0	69	2	1	64	0	0	0	0	1	0	0	137
9:45 AM	0	36	1	0	63	0	0	0	0	1	0	0	101
10:00 AM	0	41	0	0	79	0	0	0	0	1	0	0	121
10:15 AM	0	94	1	0	89	0	0	0	0	2	0	1	187
10:30 AM	0	73	10	0	121	0	0	0	0	11	0	3	218
10:45 AM	0	82	26	2	145	0	0	0	0	45	0	8	308
11:00 AM	0	67	11	0	85	0	0	0	0	8	0	1	172
11:15 AM	0	61	4	2	76	0	0	0	0	1	0	1	145
11:30 AM	0	70	1	0	57	0	0	0	0	2	0	0	130
11:45 AM	0	65	0	0	62	0	0	0	0	2	0	0	129
12:00 PM	0	127	1	0	76	0	0	0	0	1	0	1	206
12:15 PM	0	111	0	0	112	0	0	0	0	1	0	1	225

Background Traffic, Grown by: 5 1.0% Growth Rate

8:30 AM	0	65	26	1	67	0	0	0	0	0	0	0	159
8:45 AM	0	66	27	1	97	0	0	0	0	0	0	0	191
9:00 AM	0	84	18	0	77	0	0	0	0	0	0	1	180
9:15 AM	0	101	3	0	58	0	0	0	0	0	0	0	162
9:30 AM	0	73	2	1	67	0	0	0	0	1	0	0	144
9:45 AM	0	38	1	0	66	0	0	0	0	1	0	0	106
10:00 AM	0	43	0	0	83	0	0	0	0	1	0	0	127
10:15 AM	0	99	1	0	94	0	0	0	0	2	0	1	197
10:30 AM	0	77	11	0	127	0	0	0	0	12	0	3	230
10:45 AM	0	86	27	2	152	0	0	0	0	47	0	8	322
11:00 AM	0	70	12	0	89	0	0	0	0	8	0	1	180
11:15 AM	0	64	4	2	80	0	0	0	0	1	0	1	152
11:30 AM	0	74	1	0	60	0	0	0	0	2	0	0	137
11:45 AM	0	68	0	0	65	0	0	0	0	2	0	0	135
12:00 PM	0	133	1	0	80	0	0	0	0	1	0	1	216
12:15 PM	0	117	0	0	118	0	0	0	0	1	0	1	237
													929

Church Volumes:

8:30 AM	0	1	37	2	0	0	0	0	0	0	0	0	40
8:45 AM	0	1	57	3	0	0	0	0	0	2	0	1	64
9:00 AM	0	1	35	2	0	0	0	0	0	1	0	0	39
9:15 AM	0	0	5	0	0	0	0	0	0	0	0	0	5
9:30 AM	0	0	5	0	0	0	0	0	0	2	0	0	7
9:45 AM	0	0	2	0	0	0	0	0	0	1	0	0	3
10:00 AM	0	0	4	0	0	0	0	0	0	1	0	0	5
10:15 AM	0	0	5	0	0	0	0	0	0	4	0	1	10
10:30 AM	0	0	16	1	3	0	0	0	0	22	0	5	47
10:45 AM	0	1	55	3	11	0	0	0	0	92	0	20	182
11:00 AM	0	0	29	2	2	0	0	0	0	15	0	3	51
11:15 AM	0	0	11	1	1	0	0	0	0	6	0	1	20
11:30 AM	0	0	3	0	0	0	0	0	0	2	0	0	5
11:45 AM	0	0	1	0	0	0	0	0	0	3	0	1	5
12:00 PM	0	0	1	0	0	0	0	0	0	3	0	1	5
12:15 PM	0	0	0	0	0	0	0	0	0	2	0	1	3
			111	7						135		29	**300**

Total Volumes:

8:30 AM	0	66	63	3	67	0	0	0	0	0	0	0	199
8:45 AM	0	67	84	4	97	0	0	0	0	2	0	1	255
9:00 AM	0	85	53	2	77	0	0	0	0	1	0	1	219
9:15 AM	0	101	8	0	58	0	0	0	0	0	0	0	167
9:30 AM	0	73	7	1	67	0	0	0	0	3	0	0	151
9:45 AM	0	38	3	0	66	0	0	0	0	2	0	0	109
10:00 AM	0	43	4	0	83	0	0	0	0	2	0	0	132
10:15 AM	0	99	6	0	94	0	0	0	0	6	0	2	207
10:30 AM	0	77	27	1	130	0	0	0	0	34	0	8	277
10:45 AM	0	87	82	5	163	0	0	0	0	139	0	28	504
11:00 AM	0	70	41	2	91	0	0	0	0	23	0	4	231
11:15 AM	0	64	15	3	81	0	0	0	0	7	0	2	172
11:30 AM	0	74	4	0	60	0	0	0	0	4	0	0	142
11:45 AM	0	68	1	0	65	0	0	0	0	5	0	1	140
12:00 PM	0	133	2	0	80	0	0	0	0	4	0	2	221
12:15 PM	0	117	0	0	118	0	0	0	0	3	0	2	240
													1,219

Location: Plantation Rd & Arc Way/N Life Church Dwy

City: Fort Myers

Control: 2-Way Stop(EB/WB)

Sunday Volumes

Project ID: 25-120526-

Date: 11/9/25

Data - Total

EW Streets:	Plantation Rd			Plantation Rd			Arc Way/N Life Church Dwy			Arc Way/N Life Church Dwy			
AM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
8:30 AM	2	60	0	16	63	4	0	2	1	0	0	0	148
8:45 AM	8	53	0	39	92	15	0	2	0	1	0	2	212
9:00 AM	2	79	0	23	73	15	1	2	0	0	0	0	195
9:15 AM	3	94	0	2	56	6	0	1	0	0	0	0	162
9:30 AM	2	68	0	3	64	1	1	0	1	0	1	0	141
9:45 AM	0	36	0	1	62	2	1	0	0	0	0	0	102
10:00 AM	0	41	0	4	78	0	0	1	1	0	0	0	125
10:15 AM	0	95	0	3	89	4	1	2	2	0	0	2	198
10:30 AM	3	72	0	9	118	9	13	0	6	2	2	9	243
10:45 AM	5	85	1	33	131	19	15	3	4	5	4	53	358
11:00 AM	2	66	0	23	82	25	2	1	2	1	3	6	213
11:15 AM	1	60	1	4	76	6	1	2	2	0	1	5	159
11:30 AM	2	65	0	2	56	1	1	0	1	0	0	0	128
11:45 AM	0	68	0	1	61	0	0	0	1	0	2	0	133
12:00 PM	1	127	0	0	78	0	1	0	0	0	0	2	209
12:15 PM	2	109	0	0	110	2	1	0	0	0	0	1	225
													1,012

Background Volumes 5 1.0% Annual Growth Rate

8:30 AM	2	63	0	17	66	4	0	2	1	0	0	0	155
8:45 AM	8	56	0	41	97	16	0	2	0	1	0	2	223
9:00 AM	2	83	0	24	77	16	1	2	0	0	0	0	205
9:15 AM	3	99	0	2	59	6	0	1	0	0	0	0	170
9:30 AM	2	71	0	3	67	1	1	0	1	0	1	0	147
9:45 AM	0	38	0	1	65	2	1	0	0	0	0	0	107
10:00 AM	0	43	0	4	82	0	0	1	1	0	0	0	131
10:15 AM	0	100	0	3	94	4	1	2	2	0	0	2	208
10:30 AM	3	76	0	9	124	9	14	0	6	2	2	9	254
10:45 AM	5	89	1	35	138	20	16	3	4	5	4	56	376
11:00 AM	2	69	0	24	86	26	2	1	2	1	3	6	222
11:15 AM	1	63	1	4	80	6	1	2	2	0	1	5	166
11:30 AM	2	68	0	2	59	1	1	0	1	0	0	0	134
11:45 AM	0	71	0	1	64	0	0	0	1	0	2	0	139
12:00 PM	1	133	0	0	82	0	1	0	0	0	0	2	219
12:15 PM	2	115	0	0	116	2	1	0	0	0	0	1	237
Sum:	10	334	1	71	442	59	33	6	14	8	9	73	**1,060**

urch Volumes:

8:30 AM	0	0	0	47	2	4	1	5	0	0	0	0	59
8:45 AM	0	1	0	73	3	16	0	7	0	0	0	3	103
9:00 AM	0	0	0	45	2	16	0	4	0	0	0	1	68
9:15 AM	0	0	0	6	0	6	0	1	0	0	0	0	13
9:30 AM	0	0	0	6	0	1	1	1	0	0	0	2	11
9:45 AM	0	0	0	2	0	2	0	0	0	0	0	1	5
10:00 AM	0	0	0	5	0	0	1	1	0	0	0	1	8
10:15 AM	0	1	0	6	0	4	2	1	0	0	1	4	19
10:30 AM	0	5	0	20	1	9	6	2	0	3	4	23	73
10:45 AM	0	20	0	70	3	20	4	7	0	11	16	100	251
11:00 AM	0	3	0	38	2	26	2	4	0	2	3	16	96
11:15 AM	0	1	0	14	1	6	2	1	0	1	1	7	34
11:30 AM	0	0	0	3	0	1	1	0	0	0	0	2	7
11:45 AM	0	1	0	1	0	0	1	0	0	0	1	3	7
12:00 PM	0	1	0	1	0	0	0	0	0	0	1	3	6
12:15 PM	0	1	0	0	0	2	0	0	0	0	0	3	6
			0	142				14		17	24	146	**454**

otal Volumes:

8:30 AM	2	63	0	64	68	8	1	7	1	0	0	0	214
8:45 AM	8	57	0	114	100	32	0	9	0	1	0	5	326
9:00 AM	2	83	0	69	79	32	1	6	0	0	0	1	273
9:15 AM	3	99	0	8	59	12	0	2	0	0	0	0	183
9:30 AM	2	71	0	9	67	2	2	1	1	0	1	2	158
9:45 AM	0	38	0	3	65	4	1	0	0	0	0	1	112
10:00 AM	0	43	0	9	82	0	1	2	1	0	0	1	139
10:15 AM	0	101	0	9	94	8	3	3	2	0	1	6	227
10:30 AM	3	81	0	29	125	18	20	2	6	5	6	32	327
10:45 AM	5	109	1	105	141	40	20	10	4	16	20	156	627
11:00 AM	2	72	0	62	88	52	4	5	2	3	6	22	318
11:15 AM	1	64	1	18	81	12	3	3	2	1	2	12	200
11:30 AM	2	68	0	5	59	2	2	0	1	0	0	2	141
11:45 AM	0	72	0	2	64	0	1	0	1	0	3	3	146
12:00 PM	1	134	0	1	82	0	1	0	0	0	1	5	225
12:15 PM	2	116	0	0	116	4	1	0	0	0	0	4	243
Sum:	10	363	1	205	448	118	47	20	14	24	33	216	**1,499**

7/7/2026

Location: Plantation Rd & Arc Way/N Life Church Dwy
City: Fort Myers
Control: 2-Way Stop(EB/WB)
Project ID: 25-120526-001
Date: 11/9/2025

	Plantation Rd				Plantation Rd				Arc Way/N Life Church Dwy				Arc Way/N Life Church Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:45 AM	6	98	0	0	1	173	10	0	1	0	2	0	2	0	0	0	293
7:00 AM	6	98	0	0	1	173	10	0	1	0	2	0	2	0	0	0	293
7:15 AM	10	121	0	0	0	185	16	0	1	0	3	0	0	0	0	0	336
7:30 AM	11	144	0	0	0	240	12	0	6	0	4	0	0	0	0	0	417
7:45 AM	8	143	0	0	0	233	15	0	4	0	11	0	0	0	0	0	414
8:00 AM	8	126	0	0	0	214	12	0	2	0	5	0	0	0	0	0	367
8:15 AM	8	114	0	0	0	178	12	0	8	0	8	0	0	0	0	0	328
8:30 AM	3	119	0	0	0	193	6	0	9	0	15	0	0	0	0	0	345
8:45 AM	6	119	0	0	2	176	12	0	5	0	14	0	0	0	0	0	334
Pk Hr Vols:	37	534	0	0	0	872	55	0	13	0	23	0	0	0	0	0	1534

Background Volumes

Years: 5 Annual Growth Rate: 1.00%

6:45 AM	6	103	0	0	1	182	11	0	1	0	2	0	2	0	0	0	308
7:00 AM	6	103	0	0	1	182	11	0	1	0	2	0	2	0	0	0	308
7:15 AM	11	127	0	0	0	194	17	0	1	0	3	0	0	0	0	0	353
7:30 AM	12	151	0	0	0	252	13	0	6	0	4	0	0	0	0	0	438
7:45 AM	8	150	0	0	0	245	16	0	4	0	12	0	0	0	0	0	435
8:00 AM	8	132	0	0	0	225	13	0	2	0	5	0	0	0	0	0	385
8:15 AM	8	120	0	0	0	187	13	0	8	0	8	0	0	0	0	0	344
8:30 AM	3	125	0	0	0	203	6	0	9	0	16	0	0	0	0	0	362
8:45 AM	6	125	0	0	2	185	13	0	5	0	15	0	0	0	0	0	351
7:15 - 8:15:	39	560	0	0	0	916	59	0	13	0	24	0	0	0	0	0	1611

Development Volumes:

School Start Time: 7:30

6:45 AM					24					2				2	17		45
7:00 AM					70					5				7	49		130
7:15 AM					29					2				3	21		55
7:30 AM					8					1				1	6		16
7:45 AM					0					0				0	0		0
8:00 AM					0					0				0	0		0
8:15 AM					0					0				0	0		0
8:30 AM					0					0				0	0		0
8:45 AM					0					0				0	0		0
6:45-7:45					131					10				13	92		**246**

Total Volumes:

6:45 AM	6	103	0	0	25	182	11	0	1	2	2	0	2	2	17	0	353
7:00 AM	6	103	0	0	71	182	11	0	1	5	2	0	2	7	49	0	438
7:15 AM	11	127	0	0	29	194	17	0	1	2	3	0	0	3	21	0	408
7:30 AM	12	151	0	0	8	252	13	0	6	1	4	0	0	1	6	0	454
7:45 AM	8	150	0	0	0	245	16	0	4	0	12	0	0	0	0	0	435
8:00 AM	8	132	0	0	0	225	13	0	2	0	5	0	0	0	0	0	385
8:15 AM	8	120	0	0	0	187	13	0	8	0	8	0	0	0	0	0	344
8:30 AM	3	125	0	0	0	203	6	0	9	0	16	0	0	0	0	0	362
8:45 AM	6	125	0	0	2	185	13	0	5	0	15	0	0	0	0	0	351
7:00-8:00:	37	531	0	0	108	873	57	0	12	8	21	0	2	11	76	0	1,735

7/7/2026

Location: Plantation Rd & Life Church South Dwy
City: Fort Myers
Control: 1-Way Stop(WB)
Project ID: 25-120526-002
Date: 11/9/2025

EW Streets:	Plantation Rd				Plantation Rd				Life Church Dwy				Life Church Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:45 AM		104				177											281
7:00 AM		104				177											281
7:15 AM		131				188											319
7:30 AM		155				244											399
7:45 AM		151				244											395
8:00 AM		134				219											353
8:15 AM		122				186											308
8:30 AM		122				208											330
8:45 AM		125				190											315
(7:15-8:15):		571				895											1466

Background Volumes

Years: 5 al Growth Rate: 1.00%

6:45 AM	0	109	0	0	0	186	0	0	0	0	0	0	0	0	0	0	295
7:00 AM	0	109	0	0	0	186	0	0	0	0	0	0	0	0	0	0	295
7:15 AM	0	138	0	0	0	198	0	0	0	0	0	0	0	0	0	0	336
7:30 AM	0	163	0	0	0	256	0	0	0	0	0	0	0	0	0	0	419
7:45 AM	0	159	0	0	0	256	0	0	0	0	0	0	0	0	0	0	415
8:00 AM	0	141	0	0	0	230	0	0	0	0	0	0	0	0	0	0	371
8:15 AM	0	128	0	0	0	195	0	0	0	0	0	0	0	0	0	0	323
8:30 AM	0	128	0	0	0	219	0	0	0	0	0	0	0	0	0	0	347
8:45 AM	0	131	0	0	0	200	0	0	0	0	0	0	0	0	0	0	331
7:15-8:15	0	601	0	0	0	940	0	0	0	0	0	0	0	0	0	0	1541

Development Volumes:

School Start Time: 7:30

6:45 AM			18										15				33
7:00 AM			54										43				97
7:15 AM			23										18				41
7:30 AM			7										5				12
7:45 AM			0										0				0
8:00 AM			0										0				0
8:15 AM			0										0				0
8:30 AM			0										0				0
8:45 AM			0										0				0
6:45-7:45			102										82				**183**

Total Volumes:

6:45 AM	0	109	18	0	0	186	0	0	0	0	0	0	15	0	0	0	328
7:00 AM	0	109	54	0	0	186	0	0	0	0	0	0	43	0	0	0	392
7:15 AM	0	138	23	0	0	198	0	0	0	0	0	0	18	0	0	0	377
7:30 AM	0	163	7	0	0	256	0	0	0	0	0	0	5	0	0	0	431
7:45 AM	0	159	0	0	0	256	0	0	0	0	0	0	0	0	0	0	415
8:00 AM	0	141	0	0	0	230	0	0	0	0	0	0	0	0	0	0	371
8:15 AM	0	128	0	0	0	195	0	0	0	0	0	0	0	0	0	0	323
8:30 AM	0	128	0	0	0	219	0	0	0	0	0	0	0	0	0	0	347
8:45 AM	0	131	0	0	0	200	0	0	0	0	0	0	0	0	0	0	331
7:00-8:00:	0	569	83	0	0	896	0	0	0	0	0	0	67	0	0	0	1,615

Appendix F

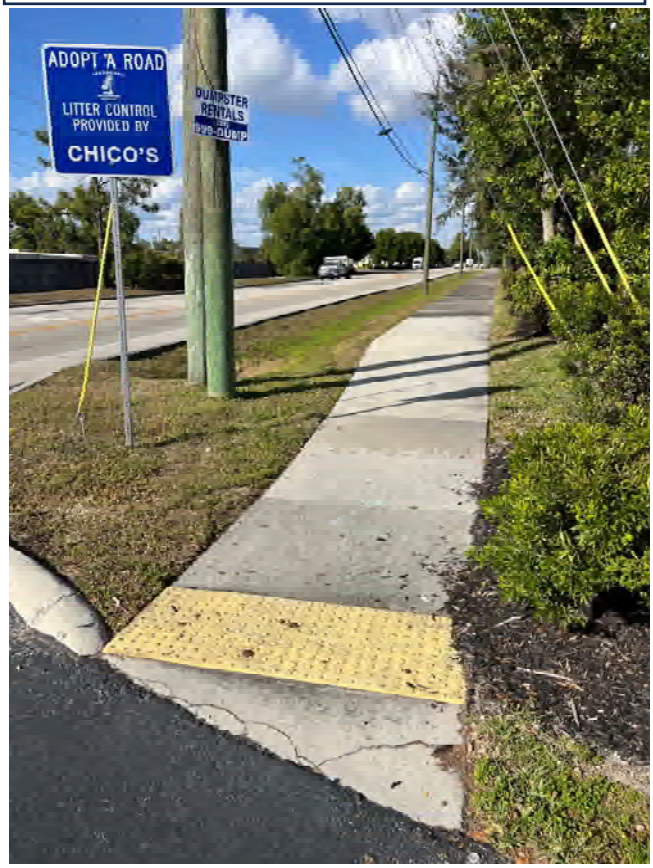
Access Analysis Worksheets



W.E. Oliver, P.E., LLC
Traffic Engineering
Transportation Planning

Figure F-1
Required Sight Distances

North Driveway Looking North



North Driveway Looking South



South Driveway Looking North



South Driveway Looking South




Class
Access Road
Local Street
Major Collector
0 .015 .03 .045
Miles

1/14/2026

Sunday Mid-Morning 95th %-ile Queues

	North Drive			South Drive
	SBL	WB LTR	EB LTR	WB LR
10:00	0.0	0.0	0.0	0.0
10:02	0.0	0.9	0.0	0.9
10:04	0.0	0.0	0.9	0.0
10:06	0.0	0.9	0.0	0.0
10:08	0.0	0.9	0.0	0.9
10:10	0.0	0.0	0.9	0.0
10:12	0.0	0.0	0.9	0.0
10:14	0.0	0.9	0.9	1.7
10:16	0.9	1.0	1.7	1.7
10:18	0.9	1.7	1.7	1.7
10:20	0.0	1.9	2.0	0.0
10:22	0.0	1.9	0.9	0.0
10:24	0.9	0.9	0.9	0.9
10:26	0.9	0.9	0.9	0.9
10:28	0.9	1.7	1.0	1.0
10:30	1.7	3.6	2.9	2.0
10:32	0.9	7.7	4.0	4.9
10:34	1.7	6.6	2.6	3.6
10:36	0.9	3.6	2.7	4.3
10:38	0.9	5.0	2.0	1.9
10:40	0.0	2.9	1.7	2.9
10:42	0.9	3.0	3.4	1.9
10:44	3.4	13.7	4.0	9.9
10:46	1.9	21.0	3.9	11.0
10:48	6.0	22.0	6.9	11.0
10:50	4.3	22.0	9.0	11.0
10:52	5.3	22.0	10.0	10.9
10:54	4.9	22.0	10.9	10.9
10:56	1.0	22.9	8.0	11.0
10:58	2.9	23.0	7.0	11.0
11:00	3.0	23.0	5.9	10.9
11:02	2.6	22.0	1.7	11.0
11:04	2.6	21.9	1.0	12.0
11:06	1.9	22.0	2.0	11.0
11:08	3.7	22.0	2.0	11.0
11:10	1.7	23.0	1.0	10.9
11:12	2.7	23.0	1.9	11.0
11:14	1.7	23.0	1.9	9.7
11:16	0.0	22.0	1.0	1.9
11:18	0.0	21.9	0.9	1.0
11:20	0.0	20.9	1.0	0.9
11:22	0.0	21.7	0.9	0.9
11:24	0.9	8.6	1.7	1.0
11:26	0.0	0.9	0.9	0.9
11:28	0.9	1.7	0.9	1.0
11:30	0.0	0.0	0.9	0.0
11:32	0.9	0.0	0.9	0.0
11:34	0.0	0.9	0.0	0.9
11:36	0.9	0.9	0.9	0.0
11:38	0.0	0.0	0.9	0.9
11:40	0.0	0.0	0.0	0.0
11:42	0.0	0.9	0.9	0.9
11:44	0.0	0.0	0.9	0.9

C:\WEO-PE\Projects\159.01-Life Church\3. Analysis\TM\Sunday\Sunday Lane Queue by Intersection Graphs 20260114.xlsx
Source: W.E. Oliver, P.E., LLC



W.E. Oliver, P.E., LLC
Traffic Engineering
Transportation Planning

Weekday A.M. TransModeler Network

7/7/2026

Weekday A.M. Queues (Vehicles)
350 Students, 7:30 A.M. Start

	North Drive			South Drive	Node 7[(1)]			Node 10[(1)]		
	WB LTR	EB LTR	SB L	WB L/R	EB LR	NB LT	SB TR	NEB LR	SB LR	WB TR
Period Beginning	95th %-ile Queue	95th %-ile Queue	95th %-ile Queue	95th %-ile Queue	95th %-ile Queue	95th %-ile Queue	95th %-ile Queue	95th %-ile Queue	95th %-ile Queue	95th %-ile Queue
6:45	1.2	0.7	0.3	1.3	0.0	0.0	0.0	0.0	0.4	0.0
6:47	1.0	0.4	0.8	0.5	0.0	0.0	0.0	0.0	0.2	0.0
6:49	1.3	0.7	0.3	1.1	0.0	0.0	0.1	0.0	0.4	0.0
6:51	1.1	0.3	0.4	0.5	0.0	0.0	0.0	0.0	0.3	0.0
6:53	1.2	0.5	0.3	0.7	0.0	0.0	0.0	0.0	0.1	0.0
6:55	1.1	0.5	0.7	1.2	0.0	0.0	0.0	0.0	0.5	0.0
6:57	0.6	0.6	0.4	0.4	0.0	0.0	0.0	0.0	0.3	0.0
6:59	1.9	1.0	1.3	1.4	0.0	0.0	0.2	0.0	0.4	0.0
7:01	4.0	0.9	0.7	3.8	0.0	0.0	0.6	0.0	1.1	0.0
7:03	9.2	1.9	2.0	6.1	0.0	0.0	0.8	0.0	0.9	0.0
7:05	11.7	1.5	1.7	5.7	0.0	0.3	0.8	0.0	1.3	0.5
7:07	11.6	1.6	1.5	5.7	0.0	0.4	0.3	0.0	1.1	1.1
7:09	12.6	1.5	1.3	6.0	0.0	0.5	0.7	0.0	1.2	1.1
7:11	13.9	1.4	1.5	6.6	0.0	0.5	1.1	0.0	1.3	2.1
7:13	14.6	1.4	1.1	7.4	0.0	0.9	0.7	0.0	1.5	3.0
7:15	14.4	1.3	0.7	7.4	0.0	1.2	0.7	0.0	1.1	3.8
7:17	15.6	1.2	0.6	6.7	0.0	1.3	0.3	0.0	0.5	2.9
7:19	15.0	1.0	0.4	5.8	0.0	0.9	0.0	0.0	0.5	2.2
7:21	14.2	1.1	0.8	5.4	0.0	0.6	0.0	0.0	0.4	1.9
7:23	13.8	1.0	0.5	4.3	0.0	0.8	0.0	0.0	0.2	1.6
7:25	12.5	0.9	0.7	3.7	0.0	0.8	0.0	0.0	0.5	1.6
7:27	10.2	0.6	0.5	2.7	0.0	0.6	0.2	0.0	0.3	1.5
7:29	9.9	1.1	0.4	2.4	0.0	0.6	0.0	0.0	0.2	1.1
7:31	8.9	2.4	0.3	1.6	0.0	0.6	0.0	0.0	0.2	1.1
7:33	8.0	3.3	0.3	1.1	0.0	0.4	0.0	0.0	0.0	1.1
7:35	7.7	3.0	0.5	1.2	0.0	0.6	0.0	0.0	0.1	1.0
7:37	7.7	3.2	0.3	1.4	0.0	0.4	0.0	0.0	0.0	0.5
7:39	7.4	3.1	0.2	1.0	0.0	0.3	0.0	0.0	0.2	0.5
7:41	7.0	3.1	0.0	0.8	0.0	0.3	0.0	0.0	0.0	0.5
7:43	6.1	2.8	0.0	0.7	0.0	0.2	0.0	0.0	0.0	0.6
7:45	4.5	3.5	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.6
7:47	3.0	4.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.4
7:49	2.2	4.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.2
7:51	1.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:53	0.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:55	0.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:57	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:59	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note 1. See previous page for location of node numbers.

350 Students, 7:30 Start Time

Volume and Delay by Intersection Lane Group

Node[1]	6	6	6	6	6	6	6	6	6	7	7	7	7	7	7	7	7	7
Movement	SBL	SBL	SBL	EBLTR	EBLTR	EBLTR	WBLTR	WBLTR	WBLTR	NBLT	NBLT	NBLT	SBTR	SBTR	SBTR	EBLR	EBLR	EBLR
15-min Beginning	Num Veh	Total Control Delay (hr)	Avg Delay (sec/veh)	Num Veh	Total Control Delay (hr)	Avg Delay (sec/veh)	Num Veh	Total Control Delay (hr)	Avg Delay (sec/veh)	Num Veh	Total Control Delay (hr)	Avg Delay (sec/veh)	Num Veh	Total Control Delay (hr)	Avg Delay (sec/veh)	Num Veh	Total Control Delay (hr)	Avg Delay (sec/veh)
6:45	25	0.035	4.8	5	0.037	23.9	18	0.134	27.1	15	0.000	0.0	24	0.000	0.0	0	0.000	0.0
7:00	73	0.344	16.8	9	0.268	109.3	29	1.310	167.8	34	0.031	2.7	68	0.000	0.0	0	0.000	0.0
7:15	33	0.150	15.9	10	0.317	111.3	31	2.767	314.8	19	0.031	5.0	35	0.000	0.0	0	0.000	0.0
7:30	10	0.034	11.5	12	0.451	133.7	14	1.105	219.3	7	0.032	7.2	11	0.000	0.0	0	0.000	0.0
7:45	0	0.000	7.0	18	0.339	68.3	2	0.163	151.1	0	0.000	0.0	1	0.000	0.0	0	0.000	0.0
	142			53			94			75			139			0		

Node[1]	9	9	9	9	9	9	9	9	9	10	10	10	10	10	10	10	10	10
Movement	NBR	NBR	NBR	SBT	SBT	SBT	WBLR	WBLR	WBLR	SBLR	SBLR	SBLR	NEBLT	NEBLT	NEBLT	WBTR	WBTR	WBTR
15-min Beginning	Num Veh	Total Control Delay (hr)	Avg Delay (sec/veh)	Num Veh	Total Control Delay (hr)	Avg Delay (sec/veh)	Num Veh	Total Control Delay (hr)	Avg Delay (sec/veh)	Num Veh	Total Control Delay (hr)	Avg Delay (sec/veh)	Num Veh	Total Control Delay (hr)	Avg Delay (sec/veh)	Num Veh	Total Control Delay (hr)	Avg Delay (sec/veh)
6:45	14	0.000	0.0	193	0.000	0.0	17	0.102	21.5	21	0.000	0.0	14	0.000	0.0	29	0.000	0.0
7:00	46	0.000	0.0	200	0.000	0.0	38	0.977	93.5	61	0.000	0.0	46	0.000	0.0	75	0.122	5.7
7:15	19	0.000	0.0	209	0.000	0.0	32	1.649	174.1	32	0.000	0.0	19	0.000	0.0	41	0.247	19.3
7:30	6	0.000	0.0	262	0.000	0.0	11	0.340	88.8	10	0.000	0.0	6	0.000	0.0	14	0.049	7.4
7:45	0	0.000	0.0	275	0.000	0.0	1	0.011	73.4	1	0.000	0.0	0	0.000	0.0	0	0.000	0.0
	84			1138			98			125			85			159		

Note: 1. See Weekday A.M. TransModeler Network graphic (p. F-5) for Node locations.

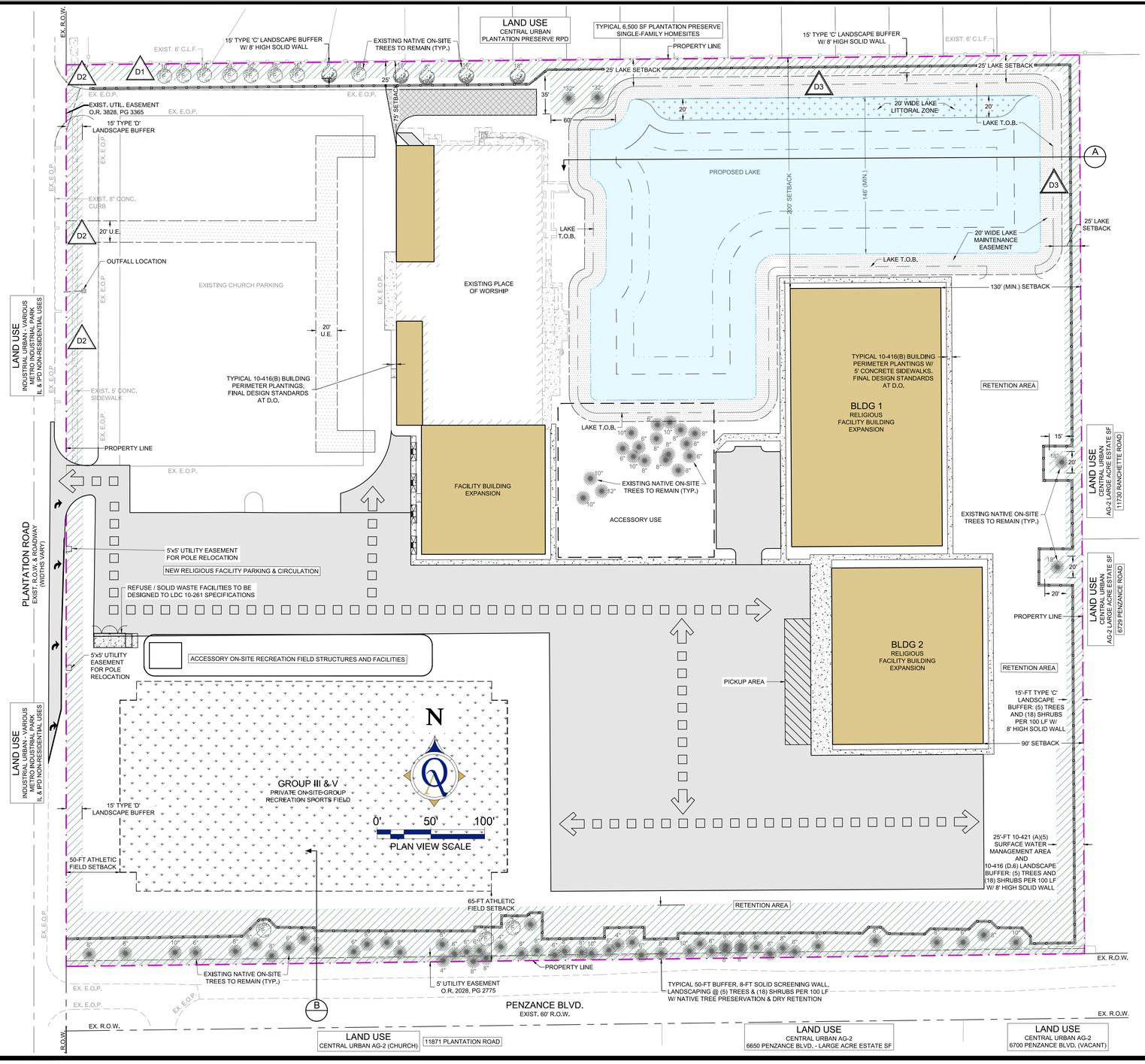
DCI2026-00005 Lee County DigEplan

Additional Info Dated 07-23-2026

NEW LIFE CHURCH CFPD

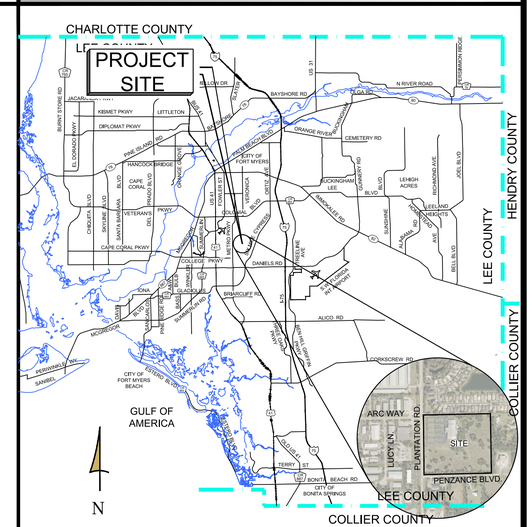
LOCATED IN SECTION 07, TOWNSHIP 45-S, RANGE 25-E, LEE COUNTY, FLORIDA

StuartandAssociates, Inc. 11860 Island Ave. Matlacha, FL, FL 33993
Greg@Stuarturbandesign.com www.stuarturbandesign.com (239) 677-6126



P:\2024 Projects\240606 LIFE CHURCH EXPANSION\01-CADD FILES\01-QAI-CADD - PRODUCTION SET\02-QAI CADD - MCP\02-PRODUCTIONS PLANS\240606-MCP - VERSION M

MASTER CONCEPT PLAN



LOCATION MAP

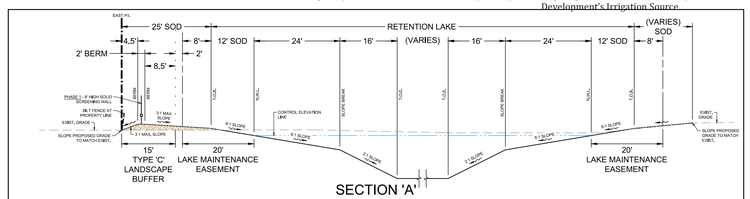
(NOT TO SCALE)

PROJECT SUMMARY:

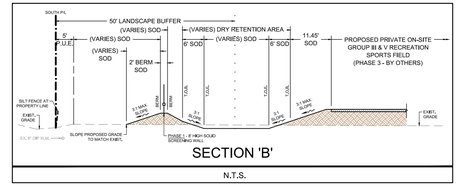
Site Area: 18.13 ac
Future Land Use: Central Urban
Existing/Proposed Zoning: AG-2/Community Facilities Planned Development
Zoning Request: CFPD for Religious Facility Campus w./Onsite Recreational Facilities, Groups III and V; total intensity @ 140,000 sf
Phasing: To Be Determined
Flood Zone: X
Utilities: LCU

Development Standards:

Min. Lot Area _ 2 ac.
Min. Lot Width _ 100-ft
Min. Lot Depth _ 100-ft
Height _ 45-ft
Building Coverage _ 40%
Front Yard/Road Setback _ 25-ft
Side Yard Setback _ Min. 20-ft
Side Yard Setback Bldg. A _ 75-ft
Rear Yard Setback _ 20-ft
Water Body Setback _ 25-ft
Rear Yard Setback Bldg. 1 _ 130-ft
Rear Yard Setback Bldg. 2 _ 90-ft
Parking _ As per LDC Division 26 & 34-2052 (a, b & c).
Parking & Circulation Setback _ 25-ft.
General Open Space Required 30% _ 5.43 ac.
Open Space Provided:
Drainage Lake - 1.36 ac. (23.8%)
Dry Detention Basin - 0.63 ac. (11%)
Onsite Recreation - 1.62 ac. (28.4%)
Buffers/Other - 2.1 ac. (36.8%)
Total Provided Open Space - 5.71 ac.
Native Open:
See MCP for Tree Preservation
Existing Native Tree Area - 0.93 ac.
Proposed Native Tree Preservation - 0.57 ac/61%
Existing Irrigation Well To Be The Proposed Development's Irrigation Source



N.T.S.



N.T.S.

Quattrone & Associates, Inc.
Engineers, Planners & Development Consultants