

**ZONING TRAFFIC IMPACT STATEMENT
FOR A PROPOSED
CPD EXPANSION OF USES**

Pine Island Professional Center CPD

PREPARED FOR:

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PREPARED BY:



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Thomas Dean Martin, State of Florida, Professional Engineer, License No. 52022; This item has been digitally signed and sealed by Thomas Dean Martin on the date indicated here. Signature must be verified on any electronic copies.

1. PURPOSE

OBJECTIVE

This report has been prepared in accordance with the Lee County Department of Community Development and the Lee County Land Development Code criteria as outlined in the Lee County Traffic Impact Statement Guidelines and the Lee County Turn Lane Policy for projects seeking Zoning approval. This report analyzes the anticipated traffic conditions of the proposed development in order to determine any adverse roadway impacts associated with the expansion of uses at **Pine Island Professional Center CPD**.

The subject parcel per Lee County Property Appraiser is 0.910 acres.

2. SITE DESCRIPTION

SITE LOCATION

Pine Island Professional Center CPD is a 0.910-acre project located south of Pine Island Road at 10191 Stringfellow Road in Section 28, Township 44 South, Range 22 East, Lee County, Florida. The applicant proposes to expand the schedule of allowable uses to include Personal Uses – Group 1; Specialty Retail Shops – Group 1; Hobby, Toy, and Game Shops; Insurance Companies; and Repair Shops – Group 1. Per Zoning Resolution Z-22-006, current allowable uses include Administrative Offices; Business Services – Group 1; Medical Offices (limited to 2,000 square feet); and Restaurants – Group 2 (limited to 1,000 square feet). For the purposes of expanding the schedule of uses, the most intense uses currently allowed (small office building, medical office, restaurant) must be analyzed and compared to the most intense uses proposed (hair salon, medical office, and restaurant). The building size is 4,947 square feet per Lee County Property Appraiser.

Access to the existing development is provided by one (1) existing full-access driveway connection to Stringfellow Road.

3. OBSERVATIONS

3.1 TRIP GENERATION CALCULATIONS

Vehicular trips generated by the uses currently allowed by the CPD were calculated by using the equations provided by the Institute of Transportation Engineers, 12th Edition of the Trip Generation Manual, Land Use Codes 712 (Small Office Building), 720 (Medical-Dental Office Building), and 930 (Fast Casual Restaurant) using the average rates or the fitted curve equation shown in the tables.

Table 1. Raw Trip Generation – Existing Offices (LUC 712)

<u>1,947 Square Feet of Gross Floor Area:</u>	
A.	Daily Vehicle Trip Ends, Weekday $T = 14.39 (1.947) = 28$ (14 entering, 14 exiting)
B.	A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $T = 1.64 (1.947) = 3$ (3 entering, 0 exiting)
C.	P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $T = 2.16 (1.947) = 4$ (1 entering, 3 exiting)

Source: TDM, 2026

Table 2. Raw Trip Generation – Existing Medical Office (LUC 720)

<u>2,000 Square Feet of Gross Floor Area:</u>	
A.	Daily Vehicle Trip Ends, Weekday $T = 34.03 (2.000) = 68$ (34 entering, 34 exiting)
B.	A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $\ln(T) = 0.90 \ln(2.000) + 1.33 = 7$ (5 entering, 2 exiting)
C.	P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $T = 3.42 (2.000) = 7$ (2 entering, 5 exiting)

Source: TDM, 2026

Table 3. Raw Trip Generation – Existing Restaurant (LUC 930)

<u>1,000 Square Feet of Gross Floor Area:</u>	
A.	Daily Vehicle Trip Ends, Weekday $T = 225.89 (1.000) = \mathbf{226 (113 \text{ entering, } 113 \text{ exiting})}$
B.	A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $T = 1.58 (1.000) = \mathbf{2 (1 \text{ entering, } 1 \text{ exiting})}$
C.	P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $T = 14.35 (1.000) = \mathbf{14 (7 \text{ entering, } 7 \text{ exiting})}$

Source: TDM, 2026

Table 4. Raw Trip Generation – Total Existing for CPD

<u>Table 1 + Table 2 + Table 3:</u>	
A.	Daily Vehicle Trip Ends, Weekday $T = 28 + 68 + 226 = \mathbf{322 (161 \text{ entering, } 161 \text{ exiting})}$
B.	A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $T = 3 + 7 + 2 = \mathbf{12 (9 \text{ entering, } 3 \text{ exiting})}$
C.	P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $T = 4 + 7 + 14 = \mathbf{25 (10 \text{ entering, } 15 \text{ exiting})}$

Source: TDM, 2026

Because of the low volume of trips, internal capture and pass-by discounts will not be applied in this situation.

Vehicular trips generated by the uses proposed by the CPD were calculated by using the equations provided by the Institute of Transportation Engineers, 12th Edition of the Trip Generation Manual, Land Use Codes 918 (Hair Salon/Spa), 720 (Medical-Dental Office Building), and 930 (Fast Casual Restaurant) using the average rates or the fitted curve equation shown in the tables.

Table 5. Raw Trip Generation – Proposed Hair Salon (LUC 918)

<u>1,947 Square Feet of Gross Floor Area:</u>	
A.	Daily Vehicle Trip Ends, Weekday* * - Use LUC 897 $T = 6.00 (1.947) = \mathbf{12 (6 \text{ entering, } 6 \text{ exiting})}$
B.	A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street) $T = 1.21 (1.947) = \mathbf{2 (2 \text{ entering, } 0 \text{ exiting})}$

C.	P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)
$T = 1.45 (1.947) = 3$ (1 entering, 2 exiting)	

Source: TDM, 2026

Table 6. Raw Trip Generation – Total Proposed for CPD

<u>Table 5 + Table 2 + Table 3:</u>	
A.	Daily Vehicle Trip Ends, Weekday
$T = 12 + 68 + 226 = 306$ (153 entering, 153 exiting)	
B.	A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)
$T = 2 + 7 + 2 = 11$ (8 entering, 3 exiting)	
C.	P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)
$T = 3 + 7 + 14 = 24$ (10 entering, 14 exiting)	

Source: TDM, 2026

Table 7. Raw Trip Generation – Decrease Due to Expansion of Uses

<u>Table 6 - Table 4:</u>	
A.	Daily Vehicle Trip Ends, Weekday
$T = 306 - 322 = -16$ (-8 entering, -8 exiting)	
B.	A.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)
$T = 11 - 12 = -1$ (-1 entering, 0 exiting)	
C.	P.M. Peak Hour Average Vehicle Trip Ends (Adjacent Street)
$T = 24 - 25 = -1$ (0 entering, -1 exiting)	

Source: TDM, 2024

Based on this, the development will be analyzed using the criteria established for developments generating less than one hundred (100) vehicle trips during the peak hour as outlined in the Lee County Traffic Impact Guidelines.

3.2 ACCESS POINT IMPACT

Trips are being reduced; therefore, there is a net positive effect on the existing full-access driveway connection to Stringfellow Road.

3.3 LEVEL OF SERVICE ANALYSIS (STRINGFELLOW ROAD)

Trips are being reduced; therefore, the proposed expansion of uses development will introduce a slight decrease in traffic flows and will not degrade the Level of Service of Stringfellow Road.