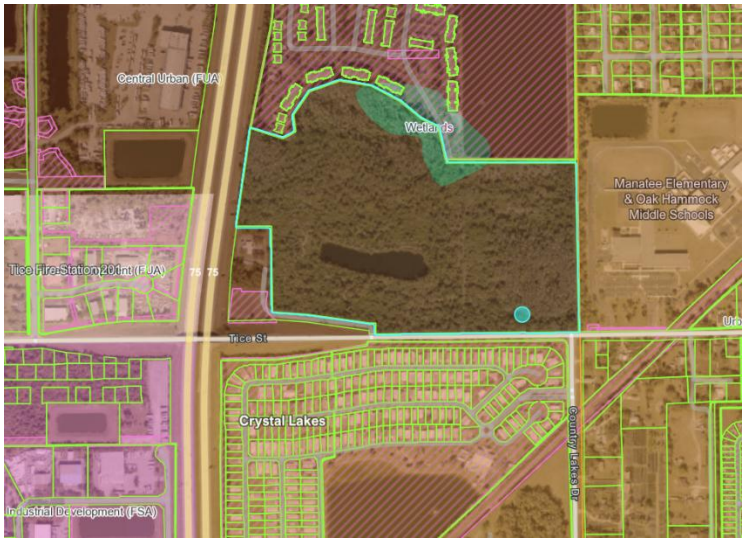
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TICE INDUSTRIAL PARK
IPD REZONING
±59.85 ACRES
STRAP #: 03-44-25-L3-00008.0000
5281 Tice Street
Fort Myers, FL 33905

The applicant, Tice Street Development, LLC, is requesting approval for an Industrial Planned Development (IPD) for a 59.85 ± acres site located in Section 03, Township 44 South, Range 25 East, Lee County, Florida which is on the northeast corner of Interstate of I-75 and Tice St. The property is designated Central Urban on the Future Land Use Map and is located within the Caloosahatchee Shores Planning Community.



The applicant is requesting a rezoning from Multi-Family Residential (RM-8) and Agriculture (AG-2) to Industrial Planned Development (IPD) to allow up to 450,000 SF of industrial and commercial uses (maximum of 50,000 SF can be commercial) within a master planned flex-space development or alternatively, 700,000 SF of just industrial with no commercial uses. Under the first scenario of 450,000 SF, the project is intended to accommodate a mix of warehouse, contractor bays, office-warehouse flex space, light assembly, storage, service-oriented industrial operations, and supporting commercial use permitted within the IPD Schedule of Uses. The alternate development parameters would allow up to 700,000 SF of only the above-mentioned industrial uses.

The Schedule of Uses includes industrial and commercial uses commonly integrated within modern flex-space developments, including warehouse-related commercial activities, mini-warehouse facilities, food truck parks, and similar support use. These uses are intended to serve tenants and the surrounding community while remaining compatible with adjacent properties through required buffering, landscaping, lighting controls, access management, and site design standards.

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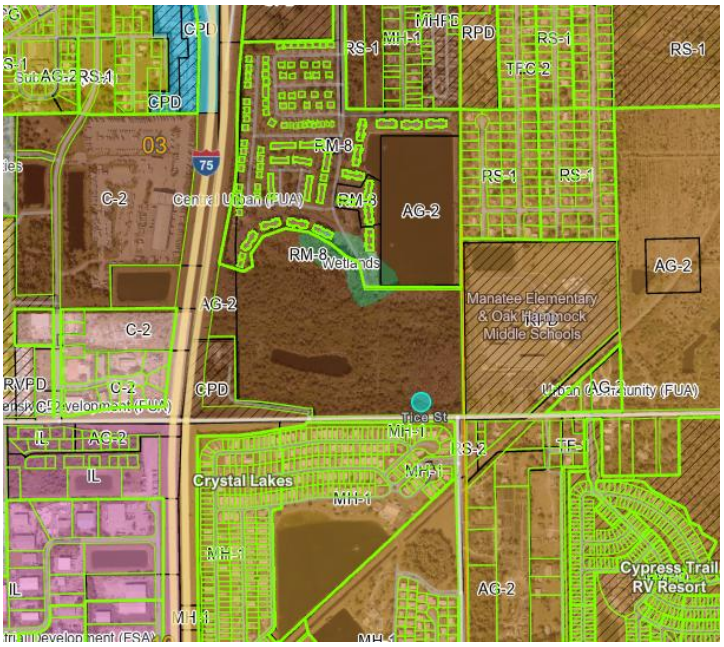
The proposed IPD is consistent with the Lee Plan and the Caloosahatchee Shores Community Plan by providing employment-generating uses and redevelopment opportunities while incorporating site design and operational controls intended to minimize impacts on surrounding land uses. All approved uses and square footage allocations within the IPD will be deducted from the maximum allowable 450,000 square feet on a one-to-one basis.

The project proposes a two-driveway connection from Tice Street. Internal roads and driveways will be spaced to meet the minimum road/driveway separations as required by the LDC. The proposed development will connect Lee County Utilities for potable water and sanitary sewer.

Table 1: Inventory of Surrounding Lands

	FUTURE LAND USE	ZONING	EXISTING LAND USES
NORTH	Central Urban	RM-8 +AG-2	Multi-Family
SOUTH	Urban Community	MH-1	Commercial
EAST	Urban Community	RPD (vacant)	Public School
WEST	Intensive Development/Central Urban	CPD + C-2	Industrial + Commercial

The adjacent property to the north is zoned multifamily residential (RM-8) and Agricultural (AG-2) and developed Pine Ridge at Fort Myers Condo. To the east is zoned Hyde Point RPD (vacant) and developed with Oak Hammock Elementary/Middle School. To the south is Tice St ROW then zoned MH-1 and developed with Crystal Lakes Manufactured Homes Community. To the west is I-75 ROW the zoned Commercial (C-2) and developed with Morey Machining & Manufacturing, K&M Concrete, Tropic Trailer, Granite and Marble Inc. and North Trail RV Parts & Service center.



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REZONING JUSTIFICATION

The proposed rezoning requests will allow the Property to be developed as an Industrial Planned Development ("IPD") accommodating a mix of industrial and commercial uses responsive to current market demand and employment needs within the Central Urban area. The proposed Schedule of Uses includes manufacturing, warehousing, distribution, contractor services, storage, and supporting commercial uses intended to serve businesses, employees, and the surrounding community.

While the Schedule of Uses includes certain fabrication and manufacturing uses, the development is intended to function as a planned industrial and commercial business park rather than a heavy industrial area. All uses will be subject to Land Development Code performance standards, including buffering, landscaping, setbacks, lighting, and operational controls designed to minimize impacts on surrounding properties and ensure compatibility with adjacent land uses.

The proximity to Interstate 75 and the arterial roadway network makes it appropriate for industrial and commercial activities requiring regional accessibility while limiting impacts on nearby residential neighborhoods. The surrounding area already contains a mix of residential, commercial, industrial, and service-related uses, making the proposed intensity and character of development compatible with the existing development pattern.

The proposed rezoning is consistent with the Lee Plan by supporting economic development, employment-generating uses, and efficient use of urban infrastructure within the Central Urban area. The IPD zoning also provides a coordinated site planning process to ensure the development will not adversely affect surrounding land uses and will remain compatible with the intent of the Caloosahatchee Shores Community Plan and applicable rezoning criteria.

LEE PLAN VISION

Goal 1: Future Land Use

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 quasicubic, 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. The standard density range is from four dwelling units per acre (4 du/acre) to ten dwelling units per acre (10 du/acre), with a maximum total density of fifteen dwelling units per acre (15 du/acre). The maximum total density may be increased to twenty dwelling units per acre (20 du/acre) utilizing Greater Pine Island Transfer of Development Units. (Ord. No. 94-30, 02-02, 09-06, 16-07, 21-09).

Applicant Narrative: The subject property is located within the Central Urban FLU use that is characterized as the "urban core" of the County. The Central Urban FLU category's intention, as the applicant understands, is to be heavily settled and have, or will have, the greatest range and highest levels of public services to support a mix of uses.

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The proposed IPD rezoning is therefore consistent with the Central Urban designation, as light industrial development is an anticipated and allowable component of the urban core land use mix.

The proposed rezoning to Industrial Planned Development (IPD) intent is to allow it to be developed primarily into light industrial uses such as warehouse and flex-space units intended for contractor bays, light assembly, storage, and service-oriented industrial operations. The Central Urban designation expressly states that limited light industrial are anticipated and appropriate.

The requested schedule of uses and intensity are consistent with the intended uses of the Light Industrial land use category, including but not limited to manufacturing, research, recreational uses, and flex-space complexes, and are consistent with the intent and objectives of the Central Urban FLU designation.

OBJECTIVE 1.5: WETLANDS. Designate on the Future Land Use Map those lands that are identified as Wetlands in accordance with § 373.019(27), Fla. Stat. through the use of the unified state delineation methodology described in Fla. Admin. Code R. 62-340, as ratified and amended in § 373.4211, Fla. Stat. (Ord. No. 94-30, 21-09)

Applicant Narrative: The wetlands has been considered as part of the overall development planning. The applicant understands that these areas are protected under state regulations and will address any potential impacts through the required permitting process with the South Florida Water Management District (SFWMD).

The project will be designed with the goal of avoiding wetlands impacts where possible and reducing them as much as practical. If impacts cannot be fully avoided, the applicant will provide mitigation in line with SFWMD requirements and Chapter 373, Florida Statutes.

Overall, this approach balances protection of natural resources with thoughtful development of property in a way that is consistent with the Central Urban Land Use designation. It also supports the intent of the Lee Plan by recognizing environmentally sensitive areas while allowing appropriate development to proceed on the remainder of the site.

POLICY 1.6.5: *The Planning Districts Map and Acreage Allocation Table (Map 1-B and Table 1(b)) depict the proposed distribution, extent, and location of generalized land uses through the Plan's horizon. Acreage totals are provided for land in each Planning District in unincorporated Lee County. No development orders or extensions to development orders will be issued or approved by Lee County that would allow the acreage totals for residential, commercial or industrial uses contained in Table 1(b) to be exceeded. This policy will be implemented as follows:*

1. For each Planning District the County will maintain a parcel-based database of existing land use.

2. Project reviews for development orders must include a review of the capacity, in acres, that will be consumed by buildout of the development order. No development order, or extension of a development order, will be issued or approved if the acreage for a land use, when added to the

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acreage contained in the updated existing land use database, exceeds the limitation established by Table 1(b) regardless of other project approvals in that Planning District.

3. When updating the Lee Plan's planning horizon, a comprehensive evaluation of the Planning Districts Map and Acreage Allocation Table will be conducted. (Ord. No. 94-29, 98-09, 00-22, 07-13, 10-20, 19-13, 21-09)

Applicant Narrative: The proposed development is In Planning District 4, there are 300 acres allocated for industrial development and there are 65 acres of industrial development currently inventoried. The remaining allocation is 135 acres.

Goal 2: Growth Management

Objective 2.1: Development Location

Contiguous and compact growth patterns will be promoted through the rezoning process to contain urban sprawl, minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where large tracts of land are by-passed in favor of development more distant from services and existing communities. (Ordinance No. 94-30, 00-22)

Applicant Narrative: **As demonstrated in the attached graphics, land along Tice Street has established an entitlement trend for commercial, residential and industrial. This trend is expected to continue along Tice Street given their proximity to I-75, residential developments to the south and east. The proposed development is an infill parcel with existing industrial development and commercial to the west. The proposed request exhibits contiguous and compact growth and does not bypass larger tracts of land in favor of development more distant from services and existing communities.**

Objective 2.2: Development Timing

Direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Development orders and permits (as defined in F.S. 163.3164(7)) will be granted only when consistent with the provisions of Sections 163.3202(2((g) and 163.3180, F.S. and the concurrency requirements in the Land Development Code. (Ordinance No. 94-30, 00-22, 17-19)

Policy 2.2.1*: Rezonings and Development-of-Regional-Impact 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. (Ordinance No. 94-30, 00-22)*

Applicant Narrative: **The subject property is in proximity to I-75, an FDOT Interstate. Tice Street, a Major Collector. As summarized in the Transportation Impact Statement a functioning roadway network is in place to support the level of light industrial development expected for the IPD. The road network in the region has been specifically constructed to support large-scale employment centers and industrial activity that is dependent on shipping and access to major transportation networks. Tice Street connects to Oritz Ave (a County Maintained Arterial ROW) and Country Lakes Drive (a County maintained Major Collector) both provide access to Luckett Rd, (a County Maintained Major Collector) which connects to I-75.**

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The applicant has provided letters of availability with this application package demonstrating there is existing utility infrastructure in place to support the project. Lee County utilities have both sewer and water infrastructure available to the property with capacities to serve the requested intensity. The area, as part of the Central Urban FLUC, is already the most heavily settled and has the greatest range and highest levels of public services.

Goal 4: General Development Standards.

Objective 4.1: Water, Sewer, and Environmental Standards.

Consider water, sewer, and environmental standards during rezoning process. Ensure the standards are met prior to issuing a local development order. (Ordinance No. 17-13)

STANDARD 4.1.1: WATER. 1. Any new residential development that exceeds 2.5 dwelling units per gross acre, and any new single commercial or industrial development in excess of 30,000 square feet of gross leasable (floor) area per parcel, must connect to a public water system (or a "community" water system as that is defined by Fla. Admin. Code R. 62-550).

Applicant Narrative: **Potable water service is available at or near the proposed project through Lee County Utilities North Lee County Water Treatment Plant. The developer will undertake any improvements that may be required to connect the project to these existing services. Availability letters are enclosed as a supplement to the rezoning application**.

STANDARD 4.1.2: SEWER. 1. Any new residential development that exceeds 2.5 dwelling units per gross acre, and any new single commercial or industrial development that generates more than 5,000 gallons of sewage per day, must connect to a sanitary sewer system.

Applicant Narrative: **Sewer service is available at or near the proposed project through City of Fort Myers Central Water Reclamation Facility. The developer will undertake any improvements that may be required to connect the project to these existing services. Availability letters are enclosed as a supplement to the rezoning application**.

POLICY 5.1.5: Protect existing and future residential areas from any encroachment of uses that are potentially destructive to the character and integrity of the residential environment. Requests for conventional rezonings will be denied in the event that the buffers provided in the LDC, Chapter 10, are not adequate to address potentially incompatible uses in a satisfactory manner. If such uses are proposed in the form of a Planned Development or special exception and generally applicable development regulations are deemed to be inadequate, conditions will be attached to minimize or eliminate the potential impacts or, where no adequate conditions can be devised, the application will be denied altogether. The LDC will continue to require appropriate buffers for new developments. (Ord. No. 94-30, 99-15, 00-22)

Applicant Narrative: **Additional buffers are adjacent to Residential properties to include wetlands that will serve as a natural buffer. Building placement, loading areas, and lighting can be designed to minimize potential impacts. Special requirements have been added to provide increased setbacks between manufacturing uses and adjacent residential and school properties, as well as additional setbacks for consumption-on-premises uses from the school property, consistent with the LDC. These mechanisms provide assurance that the development will be compatible with the residential communities to the south and north of the project.**

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Goal 7: Industrial Land Uses

OBJECTIVE 7.1: *All development approvals for industrial land uses must be consistent with the following policies, the general standards under Goal 4, and other provisions of this plan. (Ordinance No. 94-30)*

POLICY 7.1.1: *In addition to the standards required herein, the following factors apply to industrial rezoning and development order applications:*

1. The development must comply with local, state, and federal air, water, and noise pollution standards.

The proposed development will be designed and operated in compliance with all applicable local, state, and federal regulations governing air emissions, water quality, and noise. Limiting the IPD to light industrial uses will reduce the potential for significant environmental impacts associated with heavier industrial activities. Applicable environmental, permitting, and operational requirements will be addressed through the development-order review process as appropriate.

2. When located next to residential areas, industry must not generate noise levels incompatible with the residential development.

The proposed development will be designed to ensure that industrial activities do not generate noise levels incompatible with adjacent residential development. Additional setbacks, building placement, loading-area configuration, landscaping, and other site-design measures may be used to minimize potential noise impacts. The proposed limitation to light industrial uses further reduces the potential for significant noise impacts. The development will remain subject to applicable Lee County noise regulations and standards.

3. Bulk storage or production of toxic, explosive, or hazardous materials will not be permitted near residential areas.

Bulk storage or production of toxic, explosive, or hazardous materials will not be permitted in proximity to residential areas where such activities would be inconsistent with Policy 7.1.1. The proposed IPD is limited to light industrial uses, and the use restrictions and development standards will be applied to prevent incompatible hazardous material activities. Any materials associated with an otherwise permitted use must be handled and stored in accordance with applicable fire, safety, environmental, and hazardous material regulations.

4. Contamination of ground or surface water will not be permitted.

The proposed development will be required to prevent contamination of ground and surface water. Stormwater management, drainage, wastewater, and other site-development improvements will be designed and reviewed in accordance with applicable local, state, and federal requirements. Existing wetlands and other environmental resources will be incorporated into the site design where applicable and will provide additional separation between development and adjacent properties. Required SFWMD and development order review will provide an opportunity to address water quality

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protection, stormwater management, and resource protection requirements in greater detail.

5. Applications for industrial development will be reviewed and evaluated as to:

The proposed IPD will be evaluated for each of the specific considerations identified in Policy 7.1.1 as follows:

a. air emissions (rezoning and development orders);

The proposed IPD is limited to light industrial uses and will be subject to applicable federal, state, and local air quality regulations. Uses with air emissions that would be incompatible with surrounding development will not be authorized through the proposed use limitations. Specific site and operational requirements will be evaluated during development order review as applications.

b. impact and effect on environmental and natural resources (rezoning and development orders);

The proposed development will be designed to minimize impacts on environmental and natural resources. Existing wetlands adjacent to residential properties will provide a natural buffer, and applicable wetland, environmental, stormwater, and resource-protection requirements will be addressed through the rezoning and subsequent development order processes. The final site design will be required to comply with all applicable resource protection regulations.

c. effect on neighbors and surrounding land use (rezoning);

Compatibility with surrounding land uses is a primary consideration of the proposed rezoning. The proposed IPD limits development to light industrial uses and incorporates additional setbacks and other site-design controls intended to reduce potential impacts to adjacent residential and school properties. Building placement, loading areas, lighting, buffering, and operational characteristics can be controlled through the IPD and development review to ensure compatibility with surrounding uses.

c. impacts on water quality and water needs (rezoning and development orders);

The proposed development will be required to address water quality, stormwater management, potable and other water needs, and wastewater requirements in accordance with applicable state regulations. SFWMD ERP and Development order review will provide the appropriate mechanism for evaluating the specific water demands and site specific water quality and stormwater impacts associated with the final development program.

d. drainage system (development orders);

The project's drainage and stormwater management system will be reviewed as part of the applicable development order process. The system will be required to meet applicable SFWMD, Lee County and other regulatory standards and will be designed to

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appropriately manage stormwater runoff, protect water quality, and avoid adverse impacts to adjoining properties and natural resources.

e. *employment characteristics (rezoning);*

The proposed IPD is intended to accommodate light industrial uses that can provide employment opportunities appropriate for the Central Urban area. The range and intensity of employment generated will depend upon the specific permitted uses ultimately developed on the property. The proposed limitation to light industrial uses provides an appropriate scale of industrial employment while maintaining compatibility with surrounding development.

f. fire and safety (rezoning and development orders);

Fire protection and life-safety considerations will be addressed through the proposed use limitations and applicable development standards. The project will be required to comply with applicable fire, building, emergency-access, and life-safety requirements. The final development plan will be reviewed to ensure adequate emergency access, fire protection, building separation, and other applicable safety measures.

g. noise and odor (rezoning and development orders);

The proposed light industrial limitation is intended to minimize potential noise and odor impacts. The project will comply with applicable noise regulations, and uses that would generate incompatible noise or odor impacts will not be permitted where inconsistent with surrounding residential and other sensitive uses. Building placement, setbacks, loading areas, landscaping, and other site-design measures may further reduce potential impacts.

h. buffering and screening (planned development rezoning and development orders);

The proposed IPD will provide buffering and screening between industrial development and adjacent residential and other sensitive uses. Wetlands adjacent to residential properties will provide a natural separation where applicable, supplemented by required setbacks, landscaping, screening, and other site design measures. Additional buffers or screening may be incorporated during development-order review based on the individual site plan and specific uses proposed.

i. impacts on transportation facilities and access points (rezoning and development orders);

The proposed development will be evaluated for its potential impacts on surrounding transportation facilities and access points. Site access, internal circulation, loading areas, and connections to the existing transportation network will be reviewed during the applicable development order process. The final design will be required to provide safe and functional access while addressing applicable transportation requirements.

k. access to rail, major thoroughfares, air, and, if applicable, water (rezoning and development orders);

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The suitability of the site for the proposed light industrial development will be evaluated in relation to available transportation facilities, including access to major roadways. The proposed IPD does not contemplate a level or type of industrial activity requiring specialized transportation access beyond that which can be appropriately addressed through the development order review process. Final access and circulation improvements will be evaluated based on the specific development proposed.

l. utility needs (rezoning and development orders); and

The proposed development will be served by adequate public and private utility infrastructure. A Letter of Availability has been obtained confirming the availability of the necessary utility services to support the proposed development, including potable water and sanitary sewer services. Utility requirements and final service connections will be addressed through the applicable development order and permitting processes. The proposed limitation to light industrial uses will help ensure that utility demand remain consistent with the intended development and the available infrastructure capacity.

m. sewage collection and treatment (rezoning and development orders). (Amended by Ordinance No. 00-22)

The proposed development will be required to provide adequate sewage collection and treatment consistent with applicable Lee County and state requirements. The availability, capacity, and design of sanitary sewer service will be evaluated through the development order process based on the specific uses and development intensity proposed.

Applicant Narrative: All the above criteria shall be met to ensure compliance with the Lee plan and to ensure compatibility with surrounding users. The intent and proposal for this application are to rezone to an Industrial Planned Development (IPD) with permitted uses limited to light Industrial only.

Furthermore, additional buffers are adjacent to Residential properties to include wetlands that will serve as a natural buffer. Building placement, loading areas, and lighting can be designed to minimize potential impacts. Special requirements have been added to provide increased setbacks between manufacturing uses and adjacent residential and school properties, as well as additional setbacks for consumption-on-premises uses from the school property, consistent with the LDC. These mechanisms provide assurance that the development will be compatible with the surrounding area and consistent with the character of the Central Urban designation.

POLICY 7.1.3: *Industrial land uses must be located in areas appropriate to their special needs and constraints, including, but not limited to, considerations of: topography; choice and flexibility in site selection; access by truck, air, deep water, and rail; commuter access from home-to-work trips; and utilities; greenbelt and other amenities; air and water quality considerations; proximity to supportive and related land uses; and compatibility with neighboring uses. (Ordinance No. 93-25, 94-30, 00-22)*

Applicant Narrative: The subject property is located in an area currently designated as Central Urban Land Use which supports light industrial and a mix of employment use.

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Tice Street (A County Maintained Major Collector ROW) The site is located not more than 1.5 miles from the I-75 interchanges, making access to the site advantages for truck shipments and employment commutes.
With regards to utilities, the site lies within Lee County Utilities franchise area for water and sewer.

The IPD zoning district allows for site-specific development standards and conditions that will ensure compatibility with surrounding properties. Permitted uses will be limited to light industrial only. Furthermore, the site incorporates several natural and engineered buffers to ensure compatibility with surrounding uses. To the north, an 8.98-acre wetland tract provides separation from an adjacent multi-family subdivision, while a 5.30-acre preservation tract and a 40-foot drainage easement along the eastern boundary serve as a buffer from the nearby school, reducing noise and visual impacts. An enhanced Type "D" buffer is proposed along Tice Street (20' wide with 7 trees per 100 LF) to further screen the development, and neighboring uses to the west and southwest, including I-75 and the FDOT test lab/office building, are compatible with industrial activity. These features, along with the wetlands and preservation areas, provide environmental benefits and green space, addressing air and water quality considerations

POLICY 7.1.4*: The timing and location of industrial development will be permitted only with the availability and adequacy of existing or planned services and facilities. (Ord. No. 00-22, 21-09)*

Applicant Narrative: The proposed IPD is currently served by sufficient services and facilities and will not pose any additional strain on the existing infrastructure

POLICY 7.1.5: *The timing and location of industrial development will be permitted only with the availability and adequacy of existing or planned services and facilities. (Ordinance No. 00-22)*

Applicant Narrative: Existing services and facilities are available to adequately serve the site. Lee County Utility infrastructure is in place for water and sewer, and a roadway network is available to accommodate traffic generated from the development.

POLICY 7.1.6: *Maintain land development regulations that require industrial uses be adequately buffered and screened from adjacent existing or proposed residential areas so as to prevent visual blight and noise pollution. (Ord. No. 00-22, 23-08)*

Applicant Narrative: **To the north there is an 9.18-acre Indigenous preserve that separates the residential area that will serve as a natural buffer to eliminate visual light and noise pollution.**

POLICY 7.1.7: Industrial development will not be permitted if it allows industrial traffic to travel through predominantly residential areas. (Ord. No. 00-22)

Applicant Narrative: Industrial traffic will access the project from the adjacent arterial and collector roadways and will not travel through any residential areas.

GOAL 17: Community Planning

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GOAL 21: CALOOSAHATCHEE SHORES COMMUNITY PLAN. *Protect the existing character, natural resources and quality of life in the Caloosahatchee Shores Community Plan area, while promoting new development, redevelopment and maintaining a more rural identity for the neighborhoods east of I-75 by establishing minimum aesthetic requirements, planning the location and intensity of future commercial and residential uses, and providing incentives for redevelopment, mixed use development and pedestrian safe environments. (Ord. No. 03-21, 18-18)*

OBJECTIVE 21.2: COMMERCIAL LAND USES*. New commercial uses will be limited to properties already zoned for commercial uses as well as properties located at the intersection of I-75 and S.R. 80, the intersection of S.R. 31 and S.R. 80, the State Route 80 Corridor Overlay, the Verandah Boulevard commercial node, and the Commercial, Central Urban and Suburban future land use categories adjacent to S.R. 80. New commercial zoning must be approved through the planned development rezoning process. Commercial redevelopment and increased commercial opportunities on properties adjacent to SR 80 to service the needs of the Caloosahatchee Shores Community Plan area and surrounding areas are encouraged. (Ord. No. 03-21, 11-24, 17-13, 18-18*)

Applicant Narrative: The subject property lies within the Caloosahatchee Shores Planning Community. Although the Planning Community does not allow commercial uses at this location, the proposed development is not commercial in nature. The requested IPD zoning is intended to accommodate light industrial uses such as warehousing, contractor bays, flex space, and light assembly. These uses do not involve retail sales or customer-oriented commercial activity and generally generate lower levels of public traffic than commercial development. The proposed zoning therefore does not introduce prohibited commercial uses and is not inconsistent with the Planning Community provisions.

OBJECTIVE 21.3: RESIDENTIAL USES. To protect and enhance the existing residential neighborhoods in the Caloosahatchee Shores Community Plan area by providing appropriate buffers between residential and non-residential uses. (Ord. No. 03-21, 18-18)

POLICY 21.3.1: Maintain LDC regulations that provide for greater buffering between adjacent commercial and residential uses except for in mixed use developments.

Applicant Narrative: The site incorporates several natural and engineered buffers to ensure compatibility with surrounding uses. To the north, an 8.98-acre wetland tract provides separation from an adjacent multi-family subdivision, while a 5.30-acre preservation tract and a 40-foot drainage easement along the eastern boundary serve as a buffer from the nearby school, reducing noise and visual impacts. An enhanced Type "D" buffer (20' wide vs 15' and 7 trees per 100 LF vs 5 trees) is proposed along Tice Street to further screen the development, and neighboring uses.

GOAL 60: Coordinated surface water management and land use planning on a watershed basis.

POLICY 60.1.1*: Require design of surface water management systems to protect or enhance the groundwater. (Ord. No. 07-12, 18-28)*

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Applicant Narrative: A surface water management system is proposed which will provide water quality treatment before discharging into onsite wetlands.

POLICY 60.1.2: *Incorporate, utilize, and where practicable restore natural surface water flow ways and associated habitats. (Ord. No. 07-12)*

Applicant Narrative: The proposed IPD includes wetland preservation areas which will maintain existing flow ways and associated habitats to the maximum extent practicable.

OBJECTIVE 60.4: Incorporation of natural systems into the surface water management system*. Incorporate natural systems into surface water management systems to improve water quality, air quality, water recharge/infiltration, water storage, wildlife habitat, recreational opportunities, and visual relief. (Ord. No. 03-06, 18-28, 19-02*)

POLICY 60.4.1*: Encourage new developments to design surface water management systems with Best Management Practices including, but not limited to, filtration marshes, grassed swales planted with native or Florida Friendly Landscaping vegetation, retention/detention lakes with enlarged littoral zones, preserved or restored wetlands, and meandering flow-ways. (Ord. No. 03- 06, 18-28, 19-02)*
Applicant Narrative: The proposed IPD incorporates a surface water management system designed in accordance with all applicable Land Development Code standards and incorporates Best Management Practices that support water quality treatment, stormwater attenuation, and environmental stewardship. The project preserves 13.70± acres of existing wetlands and expands 2.94± acres of existing lake area, creating additional stormwater storage capacity and enhancing water quality functions.

POLICY 60.4.2: *The County encourages new developments to design their surface water management system to incorporate existing wetland systems. (Ord. No. 03-06, 19-02*

Applicant Narrative: The proposed development incorporates existing wetland systems into the overall surface water management design through the preservation of 13.70± acres of wetlands and maintenance of historic hydrologic patterns. In addition, the project includes the expansion of approximately 2.94± acres of existing lake classified as Other Surface Waters, providing enhanced stormwater storage and water quality treatment. By incorporating preserved wetlands into the stormwater system, the project helps meet the goals of Policy 60.4.2 by protecting existing wetland areas while also enhancing their natural benefits. This includes improving water quality through natural filtration, reducing flooding by storing and slowing stormwater, supporting wildlife habitat, and ensuring the wetlands remain healthy over time through invasive species control and ongoing maintenance.

POLICY 61.1.1: *Lee County recognizes that all fresh waters are a resource to be managed and allocated wisely and will support allocations of the resource on the basis 1) of ensuring that sufficient water is available to maintain or restore valued natural systems, and 2) of assigning to any specified use or user the lowest quality freshwater compatible with that use, consistent with financial and technical constraints***.**

Applicant Narrative: The Applicant will obtain an Environmental Resource Permit from the South Florida Water Management District. The master drainage system and established conservation areas proposed in this amendment request, and which will be

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established through the ERP and subsequent development orders, are designed in compliance with this policy.

GOAL 77: Development Design Requirements.

OBJECTIVE 77.3*: New developments must use innovative open space design to preserve existing native vegetation, provide visual relief, and buffer adjacent uses and proposed and/or existing rights-of-way. This objective and subsequent policies are to be implemented through the zoning process. (Ord. No. 02-02)*

Applicant Narrative: The project has been planned to meet Objective 77.3 by using an open space design that protects existing native vegetation, provides visual relief, and helps buffer nearby uses and roadways. The 59.85-acre site includes at least 11.97 acres of total open space (20%), with a minimum of 5.99 acres preserved as indigenous open space. These natural areas will remain largely undisturbed to protect existing plant communities and ecological functions. The remaining open space is placed throughout the site in a way that helps break up development, improves visual character, and reduces impacts to surrounding properties.

POLICY 77.3.1*: Any new development with existing indigenous vegetation is encouraged to provide half of the required open space as existing native plant communities. Any new development with existing native trees without associated native groundcover or understory is encouraged to provide half of the required open space with areas containing existing native trees. The planting of native shrub species within native tree protection areas is encouraged. (Ord. No. 02-02)*

Applicant Narrative: About 5.99 acres of the northern wetland will be preserved as indigenous open space. This wetland already contains native vegetation and will be kept in its natural condition as the main preserved habitat on the site. Where native tree areas will also be included in the open space calculation to help protect existing natural features. Native shrubs may also be added in and around protected tree areas to support habitat quality and strengthen the overall natural environment.

POLICY 77.3.2*: Open space areas must be designed with adequate widths to preserve and allow the continued growth and viability of existing native trees. (Ord. No. 02-02)*

Applicant Narrative: The design is **preserving a large, contiguous wetland area as open space and ensuring that surrounding open space areas are designed with sufficient width to protect existing native vegetation and maintain long-term ecological function. The site plan avoids encroachment into the wetland system and locates all development, grading, and infrastructure outside of preserved areas, thereby minimizing edge impacts and supporting natural hydrologic and vegetative conditions.**

POLICY 77.3.3*: The County encourages new developments to incorporate existing native plant communities and/or native trees along proposed and/or existing rights-of-way. (Ord. No. 02-02)*

Applicant Narrative: Where possible, native vegetation and trees are incorporated along rights-of-way to create a more natural edge along roadways, provide buffering, and improve the overall appearance of the site from surrounding streets.

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POLICY 77.3.4: *The County encourages new developments to incorporate large, contiguous open space areas in the development design. (Ord. No. 02-02)*

Applicant Narrative: **The project focuses on keeping open space in large, connected areas rather than small fragments. This includes a 14.56 acre of wetlands and 4.10 acres of lake maintenance area (about 18.66 acres total), which work together as a continuous natural system for habitat, drainage, and buffering.**

POLICY 77.3.5*: Proposed planned developments must submit an open space design plan with an assessment of the existing native plant communities and native trees. The open space design plan must delineate the indigenous preserves and/or native tree preservation areas. (Ord. No. 02-02)*

Applicant Narrative: **An open space exhibit is included with this application and delineated on the MCP to clearly show which parts of the site are being preserved as indigenous open space and tree protection areas.**

Furthermore, each industrial parcel will provide at least 10% open space, with the overall system strengthened by wetland, landscape, and lake areas. Together, these preserved spaces help meet County requirements while also supporting natural habitat, stormwater management, and creating a more visually buffered industrial development.

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

POLICY 124.1.2: *The County's wetlands protection regulations will be consistent with the following:*

1. The County will not undertake an independent review at the development order stage of the impacts to wetlands resulting from development in wetlands that is specifically authorized by a DEP or SFWMD dredge and fill permit or exemption.

2. No development in wetlands regulated by the State of Florida may be commenced without the appropriate state agency permit or authorization. Development orders and development permits authorizing development within wetlands or lands located within the Wetlands future land use category may be issued subject to a condition that construction may not commence until issuance of the required state permits.

3. Lee County will incorporate the terms and conditions of state permits into County permits and will prosecute violations of state regulations and permit conditions through its code enforcement procedures.

4. Every reasonable effort will be required to avoid or minimize adverse impacts on wetlands through the clustering of development and other site planning techniques. On- or off-site mitigation will only be permitted in accordance with applicable state standards.

5. Mitigation banks and the issuance and use of mitigation bank credits will be permitted to the extent authorized by applicable state agencies.

6. The density on wetlands that have been impacted, or will be impacted, in accordance with a state agency permit will be calculated at a density of one dwelling unit per 20 acres. Nonresidential uses on wetlands that

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have been impacted, or will be impacted, in accordance with a state agency permit must be consistent with the non-residential uses permitted in the immediately adjacent, least intense, upland future land use category

Applicant Narrative: The proposed development is consistent with Goal 124 by complying with the requirements and seeking approval for an Environmental Resource Permit from the South Florida Water Management District for the management of stormwater and existing wetlands. The water quality, attenuation, and wetland mitigation have been evaluated based upon the criteria outlined in the Applicant Handbook, Volumes I and II, as required by the Florida Administrative Code. Additionally, the proposed development has been evaluated "to avoid or minimize adverse impacts on wetlands through the clustering of development and other site planning techniques," as stated in Policy 124.1.2(4).

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

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

Applicant Narrative: Consistent with Policy 125.1.2 and 125.1.3, the proposed development consists of a stormwater management system designed to provide water quality pre-treatment for the industrial planned development prior to discharging into a wet detention lake that provides additional water quality through permanent pool volume before ultimately discharging and enhancing the wetland hydrology to allow the natural ecological system to provide the final water quality treatment before off-site discharge. This proposed treatment train is designed to minimize nutrient loading and pollution to the downstream freshwater and estuarine systems.

POLICY 126.1.4: *Development designs must provide for maintaining or improving surface water flows, groundwater levels, and lake levels at or above existing conditions. (Ord. No. 00-22, 18-28)*

Applicant Narrative: The existing wetlands are of poor quality, with approximately 75% exotic vegetation, and have been historically over-drained. Consistent with the intent of Policy 126.1.4, the proposed plan will improve wetland hydrology by incorporating the remaining southeastern wetland into the site's water management system. Treated stormwater will be discharged in a controlled manner to rehydrate the wetland, while the western portion of the site will utilize the northern wetland as a discharge point.

The project is being designed and permitted through SFWMD to meet current water quality and attenuation requirements, further improving the quality and hydrologic condition of the preserved wetlands. SFWMD is currently reviewing the project, and the applicant anticipates receiving the ERP prior to the rezoning hearings.

Land Development Code Analysis

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The proposed rezoning complies with the general standards in the Land Development Code Section 34-411 as follows:

(A)All planned developments must be consistent with the provisions of the Lee Plan.
The proposed rezoning to a IPD is consistent with the Comprehensive Plan as demonstrated above.

(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). Pursuant to section 34-373(a)(10) the establishment of property development regulations for planned developments does not require deviations from articles VI and VII of this chapter. Amendments to approved master concept plans may be reviewed pursuant to section34-380.

The proposed development will comply with applicable Lee County regulations and does not include any deviation requests.

(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 water.

The proposed rezoning to IPD is compatible with surrounding land uses. The 59.85±-acre site can adequately accommodate the proposed structure, open space, pedestrian ways, buffers, parking, access, utilities and storm water management without deviations from LDC

(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.

The proposed IPD has access to Tice Street (Major Collector) and Proposing access to Alico Road (Arterial Roadway) and does not travel through predominantly residential areas.

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

The property is not within the Lee Tran public transit service area.

(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.

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The proposed development will not create any hazards to persons or property and will comply with all applicable regulations.

(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.

The proposed planned development has been designed to minimize impacts to natural features, including wetlands, which will be preserved in their natural state within designated conservation areas. Site design prioritizes avoiding unnecessary alteration of vegetation or topography, maintaining existing drainage patterns, and implementing best management practices to prevent erosion or disruption to surface water and groundwater hydrology. Mature native trees and upland habitats will also be retained where feasible, providing protection for wildlife and preserving ecological functions. Overall, the development reflects a coordinated effort to protect environmentally sensitive resources while allowing for responsible and code-compliant use of the property.

(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.

The proposed IPD will meet the open space requirements of the Land Development Code (LDC). The site environmentally sensitive lands will include wetland preservation and is not within the archaeological sensitivity zone.

(i)Site planning and design shall minimize any negative impacts of the planned development on surrounding land and land uses.

The proposed development will be designed to minimize any potential negative impacts to surrounding land uses by meeting the requirements of the LDC without deviations.

(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.

The proposed Industrial Planned Development (IPD) is consistent and is compatible with existing development patterns.

(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.

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The proposed project design is compatible and consistent with the existing development patterns. The surrounding land use patterns are equivalent in intensity, type of uses (commercial and industrial) and of similar approved and proposed densities.

(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.

The requested rezoning is considered a industrial planned development that does not require subunits, neighborhoods or internal communities. However, internal sidewalks encourage pedestrian activity.

(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.

The proposed development includes a variety of light industrial uses. The IPD promotes a compact development footprint in an area of the county that is classified as Central Urban development. Common open space, parking and walkways with supportive infrastructure will be integrated within the development. The proposed development will not have conflicting uses within the planned development.

(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.

Care has been given to selecting land uses that are consistent with adjacent development. In addition, density, building height and bulk, and other intensity parameters have been planned to vary systematically throughout the development. This ensures that more intense or potentially incompatible uses are located away from sensitive areas at the perimeter, while higher intensity or desirable uses are concentrated along major road frontages or key intersections, creating a harmonious and functional relationship with the surrounding community.

(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.

Sufficient parking with these uses will be provided to prevent from spillovers to adjacent properties and will be consistent with LDC requirements.

(p) Internal consistency through sign control, architectural controls, uniform planting schedules and other similar controls is encouraged.

The proposed industrial planned development will be developed with internal consistent with signage, architectural and landscaping.

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DECISION-MAKING COMPLIANCE

In accordance with LDC Section 34-145(d)(4), the data and analysis provided in the enclosed application demonstrate the following

a) Complies with the Lee Plan;

The application is consistent with the uses and densities set forth for the Industrial Development Future Land Use designation. The rezoning will allow for a mix of light industrial uses.

b) Meets this Code and other applicable County regulations or qualifies for deviations.

The applicant has proved entitlement to the rezoning by demonstrating compliance with the Lee Plan, the land development code, and any other applicable code or regulation, except where a deviation is requested and demonstrates the protection of public health, safety and welfare.

c) Is compatible with existing and planned uses in the surrounding area.

The request is compatible with existing uses in the surrounding area as indicated similar uses in the vicinity of the project. The surrounding area contains a mixture of existing wetlands, multifamily, institutions, **retail and office with the commercial and service uses along Tice Street, and the industrial development concentrated to the west of I75 The proposed rezoning represents a continuation of the development patterns within the surrounding area**.

d) Will provide access sufficient to support the proposed development intensity.

Just south of the subject property is Tice Street (a major collector). The property offers access onto Tice Street. The access point will provide ingress/egress for the internal ROW to support the individual Tracts within the development.

e) The expected impacts on transportation facilities will be addressed by existing County regulations and conditions of approval.

As demonstrated in the Traffic Impact Study, approval of the request will not place an undue burden upon existing transportation and will be served by streets with the capacity to carry traffic generated by the development. The projected level of service and significant impacts to the surrounding areas were analyzed and there is no expected adverse impact to roadway level of service as a result of the proposed development.

f) Will not adversely affect environmentally critical or sensitive areas and natural resources.

The site contains 18.37 acres of isolated wetlands, consisting of 2.87 acres of exotic wetland hardwoods (FLUCCS 619) and 15.50 acres of cypress wetlands invaded

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by up to 75% exotic vegetation (FLUCCS 6123E3). These wetlands have been disturbed and overdrained over time due to adjacent development and historic site disturbance occurring from the 1970s through the mid-1980s.

The previous owner, Habitat for Humanity, obtained an SFWMD permit in July 2025 (ERP No. 36-102498-P), during which SFWMD verified the wetland boundaries and assessed the wetland quality. The current applicant proposes to impact 4.4 acres of these wetlands. As part of the proposed development, the applicant will enhance the remaining 13.97 acres of wetlands through exotic vegetation removal and rehydration of the system by routing treated stormwater through the wetlands prior to discharge.

The environmental report did not identify any protected species on the property. Given the degraded quality of the wetlands and the proposed improvements, including exotic removal and hydrologic restoration, the project is not expected to adversely impact critical or sensitive areas or natural resources.

g) Will be served by urban services, defined in the Lee Plan, if located in a Future Urban area category.

The subject property is located within the Central Urban land use category, which is in the Future Urban area. Adequate potable water and sanitary sewer services are available to this area. The property is adjacent to a major collector roadway and located in an area convenient for employees to access. Adequate public services including EMS, Sheriff and fire protection are available to service the proposed development.

CONSISTENCY SUMMARY

As discussed in this application, the applicant has demonstrated that the proposed Tice Industrial IPD is consistent with the goals, objectives, policies, and the intent of the Lee Plan and that the proposed light industrial uses is consistent with the intent for growth and development within the Central Urban Land Use Category.

The request will not cause damage, hazard, nuisance or other detriment to persons or property. It is being integrated into the existing neighborhood as a relatively low intensity development and is similar in nature to the uses in the area.

There is no error or ambiguity that must be corrected.

Urban services, as defined in the Lee Plan, are available for this site. Public utilities and a roadway network are already in place and available for use.

Sufficient evidence has been provided within this application that this rezoning is in compliance with the Lee Plan, the Land Development Code, and all other applicable rules and regulations. The requested uses will be in compliance with the general zoning provisions and supplemental regulations pertaining to the uses set forth in Chapter 34 of the LDC.

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The request will meet or exceed all performance and location standards set forth for the uses allowed by the request.

The request is consistent with the densities, intensities and general uses set forth in the Lee Plan and compatible with existing or planned uses in the surrounding area.

Approval of the request will not place an undue burden upon existing transportation or planned infrastructure facilities and will be served by streets with the capacity to carry traffic generated by the development.

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DEVELOPMENT PARAMETERS

TICE INDUSTRIAL PARK
IPD REZONING
±59.85 ACRES
STRAP #: 03-44-25-L3-0008.0000
5281 Tice Street
Fort Myers, FL 33905

PROJECT SUMMARY

Future Land Use	Industrial Development
Existing Zoning/Requested Zoning	AG-2 and RM-8 to IPD
Development Program	Industrial Planned Development (IPD)
Maximum Building Floor Area	450,000 SF Mix of Industrial & Commercial (Maximum of 50,000 SF can be Commercial) 700,000 SF Industrial Uses Only
Fire District	Tice Fire District
Water & Sanitary Sewer Utilities	Lee County Utilities

PROPERTY DEVELOPMENT REGULATIONS

Minimum Area Dimensions:	
Min. Lot Size	10,000 square feet
Min. Lot Depth	100 feet
Min. Lot Width	100 feet
Maximum Height	65 feet (Heights in excess of 35' must maintain additional building setbacks and separation per LDC Section 34-2174(a)
Building Separation	One-half the sum of the heights of both buildings or 20 feet, whichever is greater per LDC Section 34-935e(4)
Maximum Lot Coverage	40% Industrial
Minimum Open Space	Total Open Space Rqrd, 20% = 11.97 Acres Each Lot to Provide 10% Open Space Remaining 10% Provided in Wetlands = 5.99 Acres (Conservation Easement Equals 13.57 Acres) (Excludes area Limited Access Area and doesn't take credit for Lake).

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Minimum Setbacks:	
Street, public	25 feet
Street, private	20 feet
Side	10 feet
Rear	15 feet
Water body	25 feet
Accessory Structures (side & rear)	5 feet
Minimum Development Perimeter Setback	25 feet
Special Use Setbacks Lots 1-4	100 Feet per 34-2443
Consumption on Premise	500 feet from School Property
Buffers	Per LDC

Quattrone & Associates, Inc.
Engineers, Planners & Development Consultants
4301 Veronica Shoemaker Boulevard, Fort Myers, FL 33912
239.936.5222 | QAINC.NET | f 239.936.7228

TICE INDUSTRIAL PARK

ZONING TRAFFIC STUDY

October 2026

PREPARED FOR:
Tice Street Development, LLC
6941 Sable Ridge Lane
Naples, FL 34109

PREPARED BY:
Carson Tucker, E.I.

ENGINEER OF RECORD:

This item has been digitally signed by Alfred J. Quattrone on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electric copies.

QAI PROJECT #251101

Alfred Quattrone

Digitally signed by Alfred Quattrone
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Foxit PDF Editor Version: 2025.3.0

Alfred J. Quattrone, P.E.
FL. P.E. #52741

Quattrone & Associates, Inc.

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Tice Industrial Park
STRAP#: 03-44-25-L3-00008.0000
Access Undetermined, Fort Myers FL 33912

The purpose of the Zoning Traffic Study is to analyze the potential traffic impacts and identify any improvements required as a result of rezoning. The applicant is requesting approval for an Industrial Planned Development (IPD) for a 59.85 ± acre site within the Fort Myers Shores Planning Community. The subject site is located within the Central Urban Future Land Use zone.

EXISTING CONDITIONS

OVERVIEW

The subject site is currently vacant and has portions zoned as multi-family residential (RM-8) and Agricultural (AG-2). The site is bordered to the north by multi-family land use under RM-8 and AG-2 zoning. To the east is the Hyde Point RPD, which is currently developed as the Manatee Elementary School and Oak Hammock Middle School. To the south is Tice Street Right-of-Way; opposite of site, across Tice Street, is Crystal Lakes Manufactured Homes Community, zoned as MH-1. To the west is I-75 Right-of-Way and the Florida DOT Test Lab CPD.

ROADWAY INFORMATION

Tice Street is an east/west two-lane undivided major collector owned and maintained by Lee County. Tice Street has a posted speed limit of 45 mph.

PROPOSED REZONING

The applicant is requesting to establish an IPD over the subject site to permit development of the following Planned Development options:

Option A:

450,000 SF of mixed Industrial and Commercial Uses, one lot for convenience store with gas, and a maximum of one lot for a food truck park.

Option B:

700,000 SF of Industrial Uses.

PLANNED DEVELOPMENT OPTION A

The proposed Option A rezoning is of a mixed commercial and industrial use, as outlined in the schedule of uses within the same submittal package as this report. For the purpose of trip calculations, the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition, was used. The land use code (LUC) which most accurately represents the proposed 400,000 square feet of industrial use is LUC 130 – Industrial Park. Per ITE, this land use typically consists of several facilities that are a mix of manufacturing, service, and warehousing. These uses within the Land Use Code are also assumed to have supplementary office space as necessary for administrative operations.

LUC – 821 Shopping Plaza (40-150k) will serve as a general representation of the commercial uses. Per ITE this land use typically consists of office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities, as well as retail merchandise facilities; many of which are intensive land uses. The term "plaza" acts only as a land use name for defining similar land uses (shopping center or strip retail plaza) by ranges of square footages. Shopping Plaza has been selected as its range (40-150k SF) includes the proposed maximum commercial development area of 50,000 square feet.

LUC 945 – Convenience Store/Gas Station – VFP (9-15) has been selected to represent the one lot maximum allowed convenience food and beverage store land use. The size of the land use was determined from multiple gas stations within Fort Myers, based on a 2-acre site, fueling positions, and building size. A 4,000 square feet convenience store/gas station with 9-15 fueling positions has been analyzed for trip estimation.

LUC 926 – Food Cart Pod has been selected to represent the one lot maximum for Food Truck Park uses. Per ITE, this land use code contains either food carts or food trucks congregated in an established location. The site was analyzed with an independent variable for the number of food trucks. For a 2-acre site that is built for the purpose of food trucks, this has been determined to be eight trucks. Backyard Social, located at 16371 Corporate Commerce Way, Fort Myers, Florida 33913, has a parcel area of 1.93 acres and has 8 dedicated positions for food trucks. For trip generation, ITE combines food trucks and food carts into one independent variable labeled "food carts". The 12th Edition of the Trip Generation Manual does not provide calculations for time periods other than the peak hour of adjacent street traffic, one hour between 5 and 6 p.m. It is assumed that the food trucks will not be open during morning hours. It is assumed that during lunch hours, the large majority of customers will originate internally to the overall IPD; thus, negligible traffic will be added to the surrounding roadway network during lunch hours. It is assumed that during the p.m. Peak Hour time period, most trips will originate external to the overall IPD as nearby communities enter the IPD to access the food truck park for dinner.

LUC 210 – Single Family Detached Housing will be used to calculate the maximum allowable trips of the existing zoning for a net trip comparison. The subject site is within the Central Urban Future Land Use Category and allows a maximum of 10 dwelling units per acre. The current RM-8 zoning allows single family detached housing, which has been proposed for a net trip comparison analysis of existing zoning to the proposed IPD.

Below are the land use codes utilized to calculate the estimated trips:

LUC 130 – Industrial Park	**400 (per 1,000 SF)**
LUC 821 – Shopping Plaza (40-150k)	**50 (per 1,000 SF)**
LUC 945 – Convenience Store/Gas Station – VFP (9-15)	**4 (per 1,000 SF)**
LUC 926 – Food Cart Pod	**8 (# of Food Carts)**
LUC 210 – Single Family Detached Housing	**603 (Dwelling Units)**

The Institute of Transportation Engineers land use codes above were determined to have the best fitting description for the proposed activities of the development. Additional description and trip generation graphs of these land use codes can be found in the **Trip Generation Graphs** appendix.

TRIP GENERATION

The trip generation proposed for the development was determined using OTISS software which references the ITE report, titled *Trip Generation,* 12th Edition. **Table 1** tabulates the anticipated weekday A.M. and P.M. peak hour and daily trip generation of the existing zoning at maximum allowable use. The best fit equation was used for all time periods.

Table 1
Trip Generation - Existing Zoning

Land Use	Peak AM			Peak PM			Weekday
	Entry	Exit	Total	Entry	Exit	Total	(Two-Way)
210 - Single Family Detached Housing	111	299	410	312	191	503	5132

Table 2 tabulates the anticipated weekday A.M. and P.M. peak hour and daily trip generation of the proposed IPD. The average rate was used for LUC 945 and LUC 821 as ITE could not provide best fit equations, despite being within data ranges. LUC 130 and LUC 926 were analyzed with linear best fit equations as provided by ITE.

Table 2
Trip Generation - Proposed IPD

Land Use	Peak AM			Peak PM			Weekday
	Entry	Exit	Total	Entry	Exit	Total	(Two-Way)
945 - Convenience Store/Gas Station - VFP (9-15)	97	97	194	100	100	200	1620
821 - Shopping Plaza (40-150k) - Supermarket - No	49	30	79	117	121	238	1620
130 - Industrial Park	140	42	182	50	128	178	1620
945 - Convenience Store/Gas Station	0	0	0	24	24	48	1620
TOTAL	**286**	**169**	**455**	**291**	**373**	**664**	**6480**

Table 3 tabulates the anticipated weekday A.M. and P.M. peak hour and daily trips in a net comparison of the existing and proposed zoning. The net trips tabulated below will be used for area of influence determination and LOS analysis, if required. No reductions to the trips are being proposed as internal capture and pass-by traffic is unlikely for the subject land uses.

Table 3
Trip Generation - Net Trip Comparison

Land Use	Peak AM			Peak PM			Weekday
	Entry	Exit	Total	Entry	Exit	Total	(Two-Way)
Total Proposed Trips	286	169	455	291	373	664	6480
210 - Single Family Detached Housing (-)	111	299	410	312	191	503	5132
NET TOTAL	**175**	**-130**	**45**	**-21**	**182**	**161**	**1348**

A red shaded cell in the "TOTAL" row indicates a net increase in trips. A green shaded cell indicates a net decrease in trips. As seen in **Table 3**, there is a net increase in entry trips during the Peak A.M. and Peak P.M. time periods. The net increase in trips is less than the 300-trip threshold for required area of influence and LOS analysis of all intersections and roadway links within the area of influence. A link level of service analysis has been provided for links within the area of influence (10% of LOS "C" service volumes).

TRIP DISTRIBUTION

The net trips tabulated in **Table 2** were assigned to the surrounding roadway network based on the anticipated routes the drivers will utilize to access the site. The anticipated trip distribution of the generated trips can be found in the **Trip Distribution Exhibits – Option A** attached to this report. Anticipated driveway distributions can also be found in the same exhibit. Net trips (Table 3) will be utilized for LOS analysis. Where trips are fewer than the existing zoning, no change is proposed to the existing traffic volumes. Full generated trip counts (Table 2) were utilized to assign trips to project access points. Turn lane improvements at the proposed site's access drives will be evaluated at the time the project seeks Development Order approval.

FUTURE TRAFFIC CONDITIONS

A horizon year of 2036 was selected for analysis to determine the future impact of the subject rezoned area at full build-out. Prior to level of service analyses, nearby roadways were analyzed to determine the project's area of influence at the full build-out year. If a link is determined to be within the area of influence, the trip distribution is continued to the adjacent roadway links until trips are less than 10% of LOS "C" of the analyzed roadway. Please refer to the attached **T-01** of the **Trip Distribution Exhibits – Option A** and **Table 1A** for the distributions and area of influence calculations, respectively.

Roadways determined to be within the area of influence were analyzed for level of service conditions at the full build-out year. The existing traffic during the full build-out year was determined by projecting the 2024 100th Highest Hour Volume, per the 2025 Concurrency Report, to the build-out year of 2036. The growth rate that was applied was determined by the 2025 Concurrency's 2029 Future Forecast volumes. Please refer to **Table 3A** and the **Traffic Reports and Documents** for the corresponding data and analyses.

Generated project traffic has been distributed 60% east and 40% west. This distribution has been determined by analyzing existing traffic volume on Staley Road, Luckett Road (E. & W. of I-75), and Tice Street. Please see the **TCDS Data** appendix for the surrounding roadway AADTs and map showing the location of traffic counts. Please note the traffic count numbers shown on the map are not AADTs, they are traffic count volumes; AADT data utilized in this report can be seen in **Table 2A**. A significant flow of traffic occurs in the path of Orange River Boulevard to/from Staley Street and distributing to/from Tice Street, Country Lakes Drive and Luckett Road. This path has been maintained with the proposed distributions. A large amount of industrial trips are assumed to utilize Luckett Road to access or depart I-75 to and from the north and south.

PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS

To determine the impact of the proposed IPD on the surrounding roadway network, the Level of Service of each roadway segment within the area of influence was analyzed. Level of Service thresholds were compared to the traffic volume at the build-out year to determine if the proposed IPD degrades the Level of Service for the subject roadways. Please refer to **Table 1A** for LOS thresholds of roadways analyzed for area of influence. Please refer to **Table 3A** for the determined LOS of the roadways within the area of influence. Tice Street and Country Lakes Drive are both functionally classified as major collectors; per

the LOS standards for transportation *The Lee Plan Policy* 95.1.3, LOS "E" is the standard LOS for major collectors on County-maintained transportation facilities.

Per **Table 3A**, Tice Street is projected to operate at LOS "D" prior to full build-out traffic based on the latest 100th highest hour volumes, which were then projected to the build-out year utilizing the calculated growth rate of the roadway. With the proposed project traffic, it is projected that Tice Street will operate at LOS "D" west of the site to Ortiz and east of the site to Staley Road. LOS "D" is an acceptable LOS per *The Lee Plan Policy* 95.1.3. No roadway improvements are required nor proposed as a result of the LOS analysis of Tice Street.

Country Lakes Drive from Tice Street to Luckett Road is the only other link within the proposed area of influence and thus analyzed for LOS status at the build-out year. Country Lakes Drive is projected to operate at LOS "C" at the build-out year, based on the latest 100th highest hour volume projected to 2036. Therefore, Country Lakes Drive will operate at an acceptable LOS during the build-out year of 2036. No roadway improvements are required nor proposed as a result of the LOS analysis of Country Lakes Drive.

PLANNED DEVELOPMENT OPTION B

The Planned Development Option B proposed 700,000 square feet of only industrial use. To maintain consistency with the previous option, the 700,000 square feet of industrial uses were analyzed as LUC 130 – Industrial Park.

Below is the land use coded utilized to calculate the estimated trips:

LUC 130 – Industrial Park **700 (per 1,000 SF)**

The Institute of Transportation Engineers land use code above was determined to have the best fitting description for the proposed activities of the development. Additional description and trip generation graphs of these land use codes can be found in the **Trip Generation Graphs** appendix.

TRIP GENERATION

The trip generation proposed for the development was determined using OTISS software which references the ITE report, titled *Trip Generation,* 12th Edition. **Table 1** tabulates the anticipated weekday A.M. and P.M. peak hour and daily trip generation of the existing zoning at maximum allowable use. The best fit equation was used for all time periods, as seen in Option A.

Table 1

Trip Generation - Existing Zoning

Land Use	Peak AM			Peak PM			Weekday
	Entry	Exit	Total	Entry	Exit	Total	(Two-Way)
210 - Single Family Detached Housing	111	299	410	312	191	503	5132

Table 2 tabulates the anticipated weekday A.M. and P.M. peak hour and daily trip generation of the proposed IPD.

Table 2
Trip Generation - Proposed IPD

Land Use	Peak AM			Peak PM			Weekday
	Entry	Exit	Total	Entry	Exit	Total	(Two-Way)
130 - Industrial Park	172	51	223	63	163	226	2236
TOTAL	**172**	**51**	**223**	**63**	**163**	**226**	**2236**

Table 3 tabulates the anticipated weekday A.M. and P.M. peak hour and daily trips in a net comparison of the existing and proposed zoning. The net trips tabulated below will be used for area of influence determination and LOS analysis, if required. No reductions to the trips are being proposed as internal capture and pass-by traffic is unlikely for the subject land use.

Table 3
Trip Generation - Net Trip Comparison

Land Use	Peak AM			Peak PM			Weekday
	Entry	Exit	Total	Entry	Exit	Total	(Two-Way)
Total Proposed Trips	172	51	223	63	163	226	2236
210 - Single Family Detached Housing (-)	111	299	410	312	191	503	5132
NET TOTAL	**61**	**-248**	**-187**	**-249**	**-28**	**-277**	**-2896**

A red shaded cell in the "TOTAL" row indicates a net increase in trips. A green shaded cell indicates a net decrease in trips. As seen in **Table 3**, there is a net increase in entry trips during the Peak A.M. time period. The net increase in trips is less than the 300-trip threshold for required area of influence and LOS analysis of all intersections and roadway links within the area of influence. A link level of service analysis has been provided for links within the area of influence (10% of LOS "C" service volumes). Links which surpassed 10% of LOS "C" under Option A have been retained in Table 3B for comparison between the proposed options.

TRIP DISTRIBUTION

The net trips tabulated in **Table 2** were assigned to the surrounding roadway network based on the anticipated routes the drivers will utilize to access the site. The anticipated trip distribution of the generated trips can be found in the **Trip Distribution Exhibits – Option B** attached to this report. Anticipated driveway distributions can also be found in the same exhibit. Net trips (Table 3) will be utilized for LOS analysis. Where trips are fewer than the existing zoning, no change is proposed to the existing traffic volumes. Full generated trip counts (Table 2) were utilized to assign trips to project access points. Turn lane improvements at the proposed site's access drives will be evaluated at the time the project seeks Development Order approval.

FUTURE TRAFFIC CONDITIONS

A horizon year of 2036 was selected for analysis to determine the future impact of the subject rezoned area at full build-out. Prior to level of service analyses, nearby roadways were analyzed to determine the project's area of influence at the full build-out year. If a link is determined to be within the area of influence, the trip distribution is continued to the adjacent roadway links until trips are less than 10% of LOS "C" of the analyzed roadway. Please refer to the attached **T-01** of the **Trip Distribution Exhibits – Option B** and **Table 1B** for the distributions and area of influence calculations, respectively.

Roadways determined to be within the area of influence were analyzed for level of service conditions at the full build-out year. The existing traffic during the full build-out year was determined by projecting the 2024 100th Highest Hour Volume, per the 2025 Concurrency Report, to the build-out year of 2036. The growth rate that was applied was determined by the 2025 Concurrency's 2029 Future Forecast volumes. Please refer to **Table 3B** and the **Traffic Reports and Documents** for the corresponding data and analyses.

Generated project traffic has been distributed 60% east and 40% west. This distribution has been determined by analyzing existing traffic volume on Staley Road, Luckett Road (E. & W. of I-75), and Tice Street. Please see the **TCDS Data** appendix for the surrounding roadway AADTs and map showing the location of traffic counts. Please note the traffic count numbers shown on the map are not AADTs, they are traffic count volumes; AADT data utilized in this report can be seen in **Table 2B**. A significant flow of traffic occurs in the path of Orange River Boulevard to/from Staley Street and distributing to/from Tice Street, Country Lakes Drive and Luckett Road. This path has been maintained with the proposed distributions. A large amount of industrial trips are assumed to utilize Luckett Road to access or depart I-75 to and from the north and south.

PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS

To determine the impact of the proposed IPD on the surrounding roadway network, the Level of Service of each roadway segment within the area of influence was analyzed. Level of Service thresholds were compared to the traffic volume at the build-out year to determine if the proposed IPD degrades the Level of Service for the subject roadways. Please refer to **Table 1B** for LOS thresholds of roadways analyzed for area of influence. Please refer to **Table 3B** for the determined LOS of the roadways within the area of influence. Tice Street and Country Lakes Drive are both functionally classified as major collectors; per the LOS standards for transportation *The Lee Plan Policy* 95.1.3, LOS "E" is the standard LOS for major collectors on County-maintained transportation facilities.

Per **Table 3B**, Tice Street is projected to operate at LOS "D" prior to full build-out traffic based on the latest 100th highest hour volumes, which were then projected to the build-out year utilizing the calculated growth rate of the roadway. With the proposed project traffic, it is projected that Tice Street will operate at LOS "D" west of the site to Ortiz and east of the site to Staley Road. LOS "D" is an acceptable LOS per *The Lee Plan Policy* 95.1.3. No roadway improvements are required nor proposed as a result of the LOS analysis of Tice Street.

Country Lakes Drive from Tice Street to Luckett Road is the only other link within the proposed area of influence and thus analyzed for LOS status at the build-out year. Country Lakes Drive is projected to operate at LOS "C" at the build-out year, based on the latest 100th highest hour volume projected to 2036. Therefore, Country Lakes Drive will operate at an acceptable LOS during the build-out year of 2036. No roadway improvements are required nor proposed as a result of the LOS analysis of Country Lakes Drive.

CONCLUSION

The proposed rezoning request for the property referred to as Tice Industrial Park IPD, located north of Tice Street and situated between Manatee Elementary School and I-75 in Lee County, Florida, includes

two options for development. Option A provides 400,000 square feet maximum industrial building area, 50,000 square feet maximum commercial/retail use, a maximum of one lot utilized for convenience food and beverage, and a maximum of one lot utilized as a food truck park. Option B provides 700,000 square feet of industrial use. Trip generation was performed utilizing the 12th edition of *Trip Generation Manual* and applied to the surrounding network to determine Level of Service conditions at the build-out year of 2036. Growth rates and traffic volumes applied to the roadway segments are based on Lee County's 2025 Concurrency Report; growth rates were determined by utilizing the County's volume projections from 2024 to 2029 for the respective roadways.

The roadway links determined to be within the area of influence were analyzed and determined to operate under acceptable LOS conditions per the Lee Plan; therefore, roadway capacity improvements will not be warranted as a result of the additional traffic generated by the proposed Tice Industrial Park IPD. Further traffic analysis will be completed as individual lots within seek local development orders. Turn lane analyses will be completed at the IPD access points at time of individual lot development orders as well.

REFERENCES

- *Trip Generation by OTISS Online Traffic Impact Study Software*
- *Institute of Transportation Engineers Trip Generation, 12th Edition*
- *Lee County Traffic Study Guidelines for Planned Development Rezonings, AC-13-17*
- *Lee County TCDS*
- *Lee County 2025 Concurrency Report*

Quattrone & Associates, Inc.

APPENDIX

Quattrone & Associates, Inc.

TRIP DISTRIBUTION EXHIBITS – OPTION A



Quattrone & Associates, Inc.
Engineers, Planners, & Development Consultants
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Certificate of Authorization Number: 9465

TICE INDUSTRIAL PARK IPD

TRIP DISTRIBUTION EXHIBIT

TICE STREET DEVELOPMENT
FORT MYERS, FLORIDA 33905

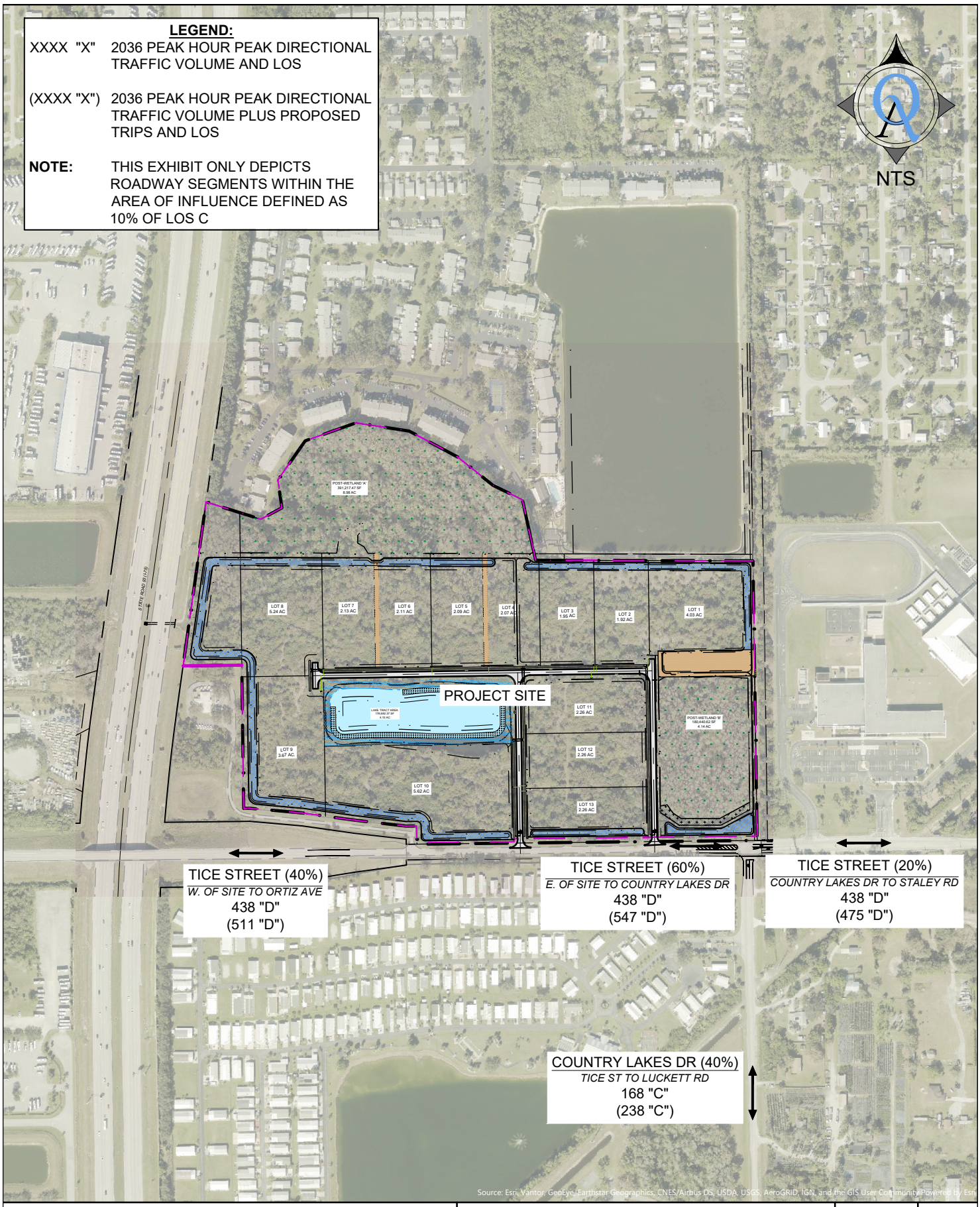
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LEGEND:

XXXX "X"	2036 PEAK HOUR PEAK DIRECTIONAL TRAFFIC VOLUME AND LOS
(XXXX "X")	2036 PEAK HOUR PEAK DIRECTIONAL TRAFFIC VOLUME PLUS PROPOSED TRIPS AND LOS

NOTE: THIS EXHIBIT ONLY DEPICTS ROADWAY SEGMENTS WITHIN THE AREA OF INFLUENCE DEFINED AS 10% OF LOS C

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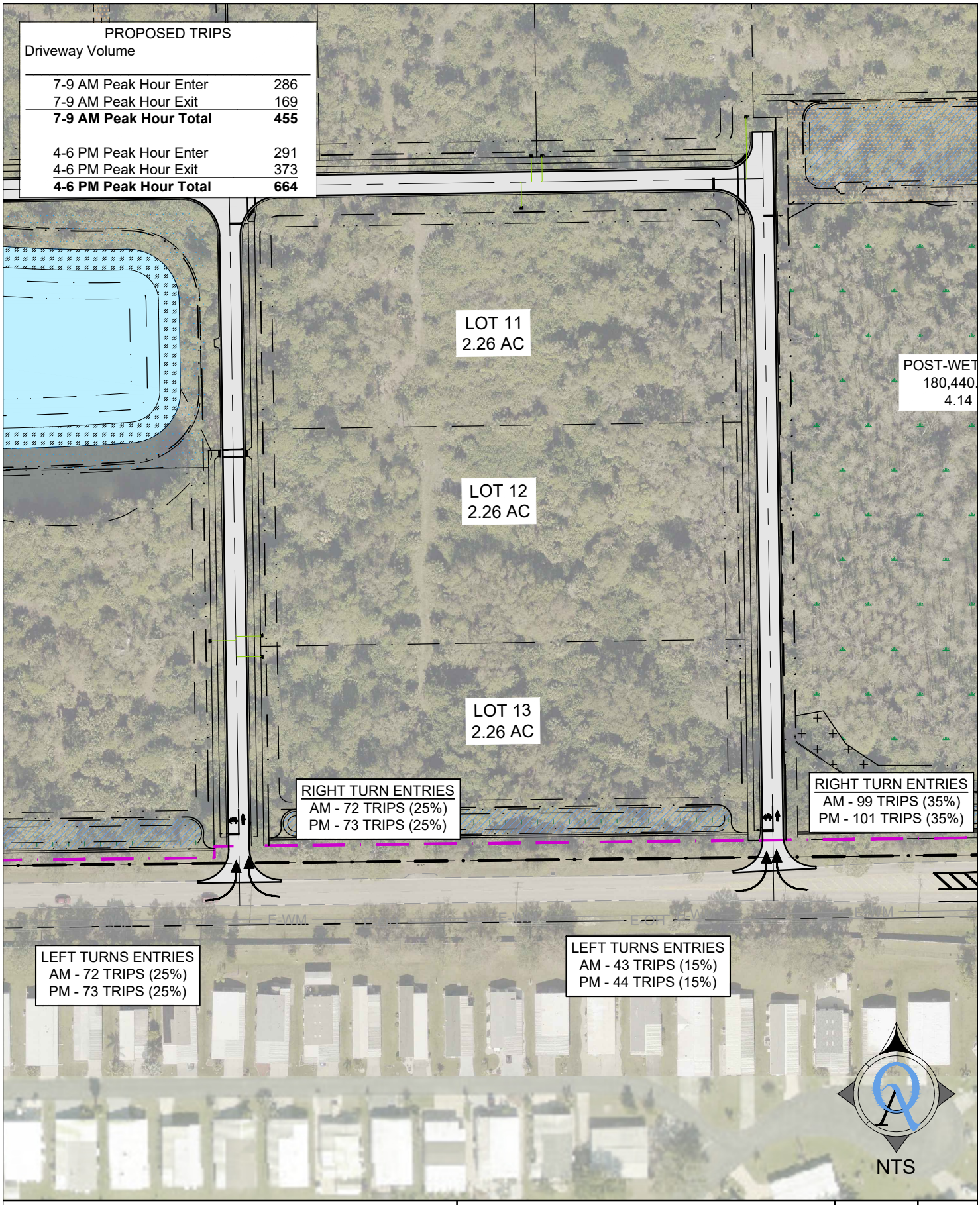
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Certificate of Authorization Number: 9465

TICE INDUSTRIAL PARK IPD

LOS ANALYSIS EXHIBIT

TICE STREET DEVELOPMENT
FORT MYERS, FLORIDA 33905

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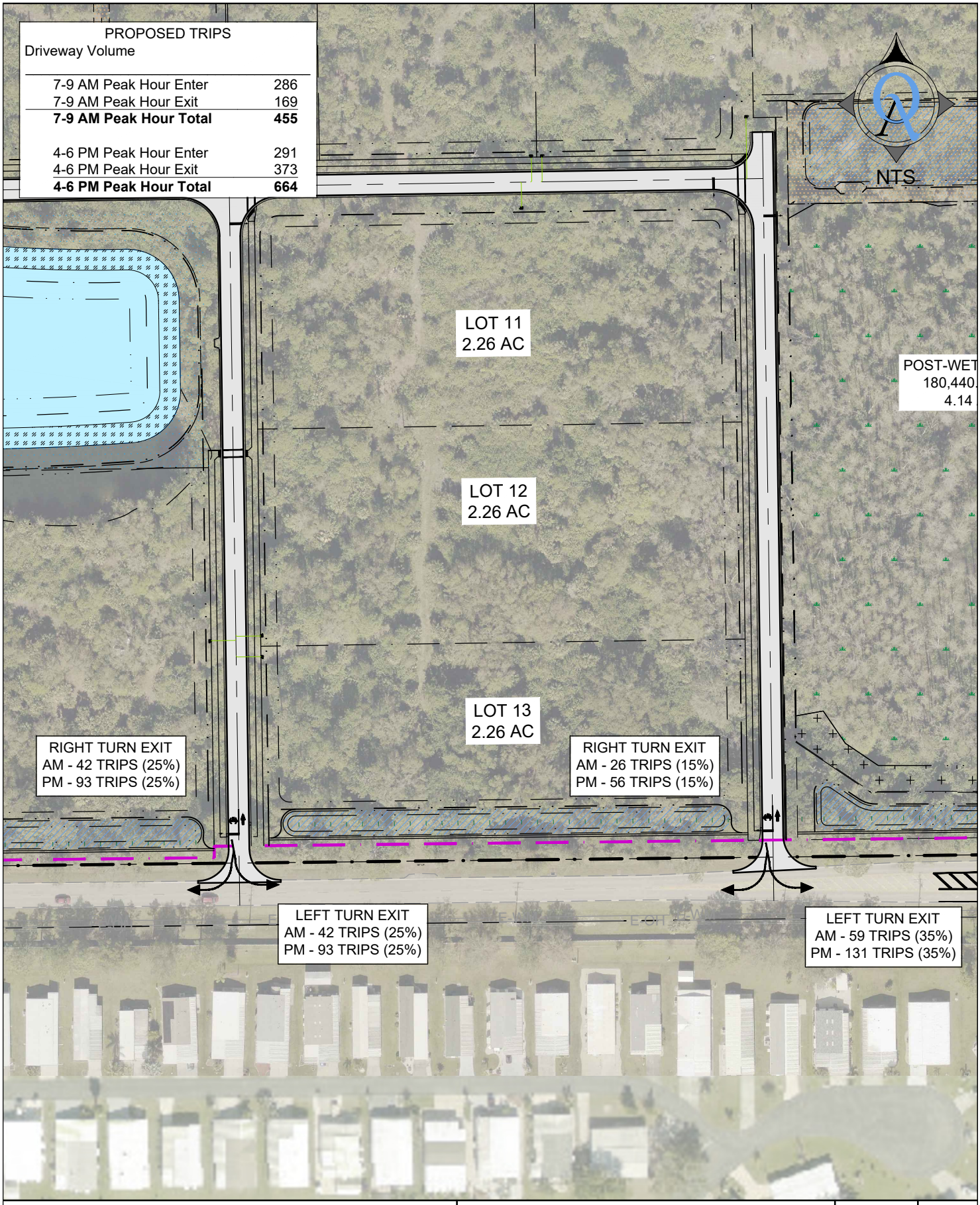
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TICE INDUSTRIAL PARK IPD

ENTRY TRIPS EXHIBIT

TICE STREET DEVELOPMENT
FORT MYERS, FLORIDA 33905

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TICE INDUSTRIAL PARK IPD

EXIT TRIPS EXHIBIT

TICE STREET DEVELOPMENT
FORT MYERS, FLORIDA 33905

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Quattrone & Associates, Inc.

LOS ANALYSIS – OPTION A

TABLE 1A: PEAK HOUR DIRECTIONAL LEVEL OF SERVICE THRESHOLDS

TOTAL AM PEAK HOUR PROJECT TRAFFIC =	175 VPH	IN= 175	OUT= -130
TOTAL PM PEAK HOUR PROJECT TRAFFIC =	182 VPH	IN= -21	OUT= 182

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PROJECTED TRAFFIC DISTRIBUTION	NEW PROJECT TRAFFIC AM PEAK	NEW PROJECT TRAFFIC PM PEAK	PROJECT/LOS C
Tice Street	W. of Site to Ortiz Ave	Collector; 1LN	-	-	310	660	740	40%	70	73	23.48%
	Ortiz Ave to SR 80	Collector; 1LN	-	-	310	660	740	15%	26	27	8.81%
	E. of Site to Country Lakes Dr	Collector; 1LN	-	-	310	660	740	60%	105	109	35.23%
	Country Lakes Dr to Staley Rd	Collector; 1LN	-	-	310	660	740	20%	35	36	11.74%
Country Lakes Dr	From Tice St to Luckett Rd	Collector; 1LN	-	-	310	660	740	40%	70	73	23.48%
Luckett Rd	From I-75 to Ortiz Ave	Arterial; 1LN	-	-	330	710	780	15%	26	27	8.27%
	From Country Lake Dr to I-75	Collector; 2LD	-	-	770	1,510	1,600	40%	70	73	9.45%
Ortiz Ave	Tice St to Luckett Rd	Arterial; 1LN	-	-	330	710	780	15%	26	27	8.27%
	Luckett Rd to SR 82	Arterial; 1LN	-	-	330	710	780	15%	26	27	8.27%
SR 80	Ortiz Ave to I-75	C3C; 3LD	-	-	2,360	2,680	-	25%	44	46	1.93%

* The Level of Service thresholds for County Roadways were obtained from the Lee County Generalized Peak Hour Directional Service Volume Table.
** The Level of Service thresholds for State Roadways were obtained from the FDOT Motor Vehicle Arterial Generalized Service Volume Tables.
*** Shown distributed traffic is the **NET** traffic (Proposed Trips - Existing Zoning Trips). The largest positive value for each time period is used for distribution.

TABLE 2A: ROADWAY AADT GROWTH RATES

$$CAGR = \left(\frac{ENDING\ VALUE}{BEGINNING\ VALUE}\right)^{\left(\frac{1}{\#\ OF\ YEARS}\right)} - 1$$

LOCATION ID 506
LOCATED ON LUCKETT RD
EAST OF I-75

Year	AADT	DHV-30	K %	D %	Growth (from Prev. Year)
2024	7,800	899	12	54	4.1%
2022	7,200	849	12	61	7.8%
2020	6,200	838	14	51	0.0%
2018	6,200	721	12	53	-2.3%
2016	6,500	695	11	51	-9.1%
2012	9,500	922	10	59	9.9%
2006	5,400				5.9%
2005	5,100				24.4%
2004	4,100				-4.7%
2003	4,300				22.9%
2002	3,500				BASE
CAGR					**3.7%**

LOCATION ID 416
LOCATED ON TICE ST
WEST OF I-75

Year	AADT	DHV-30	K %	D %	Growth (from Prev. Year)
2024	4,700	655	14	60	8.4%
2022	4,000	626	16		8.5%
2020	3,400	517	15		-5.4%
2018	3,800	527	14		4.2%
2016	3,500	455	13		8.3%
2014	2,986				5.2%
2012	2,700	284	11		-3.3%
2006	3,300				26.9%
2005	2,600				8.3%
2004	2,400				0.0%
2003	2,400				14.3%
2002	2,100				BASE
CAGR					**3.7%**

TABLE 3A: SHORT TERM AND HORIZON YEAR ANALYSIS

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 175 VPH IN= 175 OUT= -130
TOTAL PM PEAK HOUR PROJECT TRAFFIC = 182 VPH IN= -21 OUT= 182

ROADWAY	SEGMENT	**2024 100TH HIGHEST HOUR	**2029 FUTURE FORECAST	**YRS OF GROWTH	**ANNUAL GROWTH RATE	***2026 PRESENT PK HR PK SEASON	***2036 (Build-Out) PK HR PK SEASON VOLUME	2036 LOS	PROJECT TRAFFIC	AM TRAFFIC	PM TRAFFIC	BACKGROUND+AM PROJECTED VOLUME	BACKGROUND+AM PROJECTED LOS	BACKGROUND+PM PROJECTED VOLUME	BACKGROUND+PM PROJECTED LOS
Tice Street	*W. of Site to Ortiz Ave	391	410	5	1.0%	398	438	D	40%	70	73	508	D	511	D
	*E. of Site to Country Lakes Dr	391	410	5	1.0%	398	438	D	60%	105	109	543	D	547	D
	*Country Lakes Dr to Staley Rd	391	410	5	1.0%	398	438	D	20%	35	36	473	D	475	D
Country Lakes Dr	*Luckett Rd to Tice St	145	154	5	1.2%	149	168	C	40%	70	73	238	C	240	C

*Tice St from Ortiz Avenue to Staley Road, per 2025 Concurrency; Country Lakes Blvd from Luckett Road to Tice Street, per 2025 Concurrency

** 2024 100th Highest hour and 2029 Future Forecast volumes were taken from Lee County's 2025 Concurrency Report.

*** 2026 Peak Hour, Peak Direction and 2036 Peak Hour, Peak Direction volumes were calculated by applying the growth rate for their respective years of growth from 2024.

Quattrone & Associates, Inc.

TRIP GENERATION ANALYSIS – OPTION A

DCI2026-00014 Lee County DigEplan Additional Info Dated 10-20-2026

EXISTING ZONING TRIPS

VEHICLE TRIPS

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	603	Weekday	Best Fit (LIN)	2566	2566	5132
Data Source: Trip Generation Manual, 12th Ed					T = 8.07(X) + 265.45	50%	50%	
210(1) - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	603	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN)	111	299	410
Data Source: Trip Generation Manual, 12th Ed					T = 0.67(X) + 5.59	27%	73%	
210(2) - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	603	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG)	312	191	503
Data Source: Trip Generation Manual, 12th Ed					Ln(T) =0.92Ln(X) + 0.33	62%	38%	

DCI2026-00014 Lee County DigEplan Additional Info Dated 10-20-2026

PROPOSED A.M. PEAK HOUR TRIPS

VEHICLE TRIPS

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
945 - Convenience Store/Gas Station - VFP (9-15)	General	1000 Sq. Ft. GFA	4	Weekday, Peak Hour of Adjacent Street Traffic,	Average	97	97	194
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			One Hour Between 7 and 9 a.m.	48.60	50%	50%	
821 - Shopping Plaza (40-150k) - Supermarket - No	General	1000 Sq. Ft. GLA	50	Weekday, Peak Hour of Adjacent Street Traffic,	Average	49	30	79
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			One Hour Between 7 and 9 a.m.	1.59	62%	38%	
130 - Industrial Park	General	1000 Sq. Ft. GFA	400	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	140	42	182
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			One Hour Between 7 and 9 a.m.	T = 0.14(X) + 125.84	77%	23%	

	Entry	Exit	Total
AM	286	169	455

DCI2026-00014 Lee County DigEplan Additional Info Dated 10-20-2026

PROPOSED P.M. PEAK HOUR TRIPS

VEHICLE TRIPS

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
945 - Convenience Store/Gas Station - VFP (9-15)	General Urban/Suburban	1000 Sq. Ft. GFA	4	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	100	100	200
Data Source: Trip Generation Manual, 12th Ed					50.08	50%	50%	
821 - Shopping Plaza (40-150k) - Supermarket - No	General Urban/Suburban	1000 Sq. Ft. GLA	50	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	117	121	238
Data Source: Trip Generation Manual, 12th Ed					4.76	49%	51%	
130 - Industrial Park	General Urban/Suburban	1000 Sq. Ft. GFA	400	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN)	50	128	178
Data Source: Trip Generation Manual, 12th Ed					T = 0.16(X) + 114.29	28%	72%	
926 - Food Cart Pod	General Urban/Suburban	Food Carts	8	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN)	24	24	48
Data Source: Trip Generation Manual, 12th Ed					T = 6.98(X) - 7.59	50%	50%	

	Entry	Exit	Total
PM	291	373	664

DCI2026-00014 Lee County DigEplan Additional Info Dated 10-20-2026

PROPOSED WEEKDAY TRIPS

VEHICLE TRIPS

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
945 - Convenience Store/Gas Station - VFP (9-15)	General Urban/Suburban	1000 Sq. Ft. GFA	4	Weekday	Average	1160	1160	2320
Data Source: Trip Generation Manual, 12th Ed					579.86	50%	50%	
821 - Shopping Plaza (40-150k) - Supermarket - No	General Urban/Suburban	1000 Sq. Ft. GLA	50	Weekday	Average	1634	1634	3268
Data Source: Trip Generation Manual, 12th Ed					65.38	50%	50%	
130 - Industrial Park	General Urban/Suburban	1000 Sq. Ft. GFA	400	Weekday	Best Fit (LIN)	812	812	1624
Data Source: Trip Generation Manual, 12th Ed					T = 2.04(X) + 808.48	50%	50%	

	Entry	Exit	Total
Weekday	**3606**	**3606**	**7212**

Quattrone & Associates, Inc.

TRIP DISTRIBUTION EXHIBITS – OPTION B



Quattrone & Associates, Inc.
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Certificate of Authorization Number: 9465

TICE INDUSTRIAL PARK IPD

TRIP DISTRIBUTION EXHIBIT

TICE STREET DEVELOPMENT
FORT MYERS, FLORIDA 33905

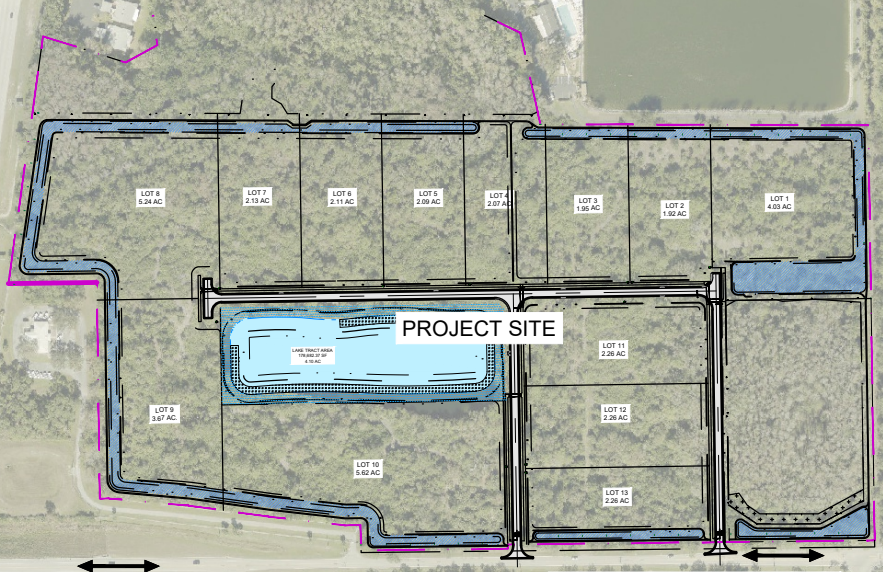
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LEGEND:

XXXX "X"	2036 PEAK HOUR PEAK DIRECTIONAL TRAFFIC VOLUME AND LOS
(XXXX "X")	2036 PEAK HOUR PEAK DIRECTIONAL TRAFFIC VOLUME PLUS PROPOSED TRIPS AND LOS

NOTE: THIS EXHIBIT ONLY DEPICTS ROADWAY SEGMENTS WITHIN THE AREA OF INFLUENCE DEFINED AS 10% OF LOS C

NTS



TICE STREET (40%)
W. OF SITE TO ORTIZ AVE
438 "D"
(463 "D")

TICE STREET (60%)
E. OF SITE TO COUNTRY LAKES DR
438 "D"
(475 "D")

TICE STREET (20%)
COUNTRY LAKES DR TO STALEY RD
438 "D"
(450 "D")

COUNTRY LAKES DR (40%)
TICE ST TO LUCKETT RD
168 "C"
(192 "C")

Source: Esri, Vantor, GeoEye-Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community Powered by Esri

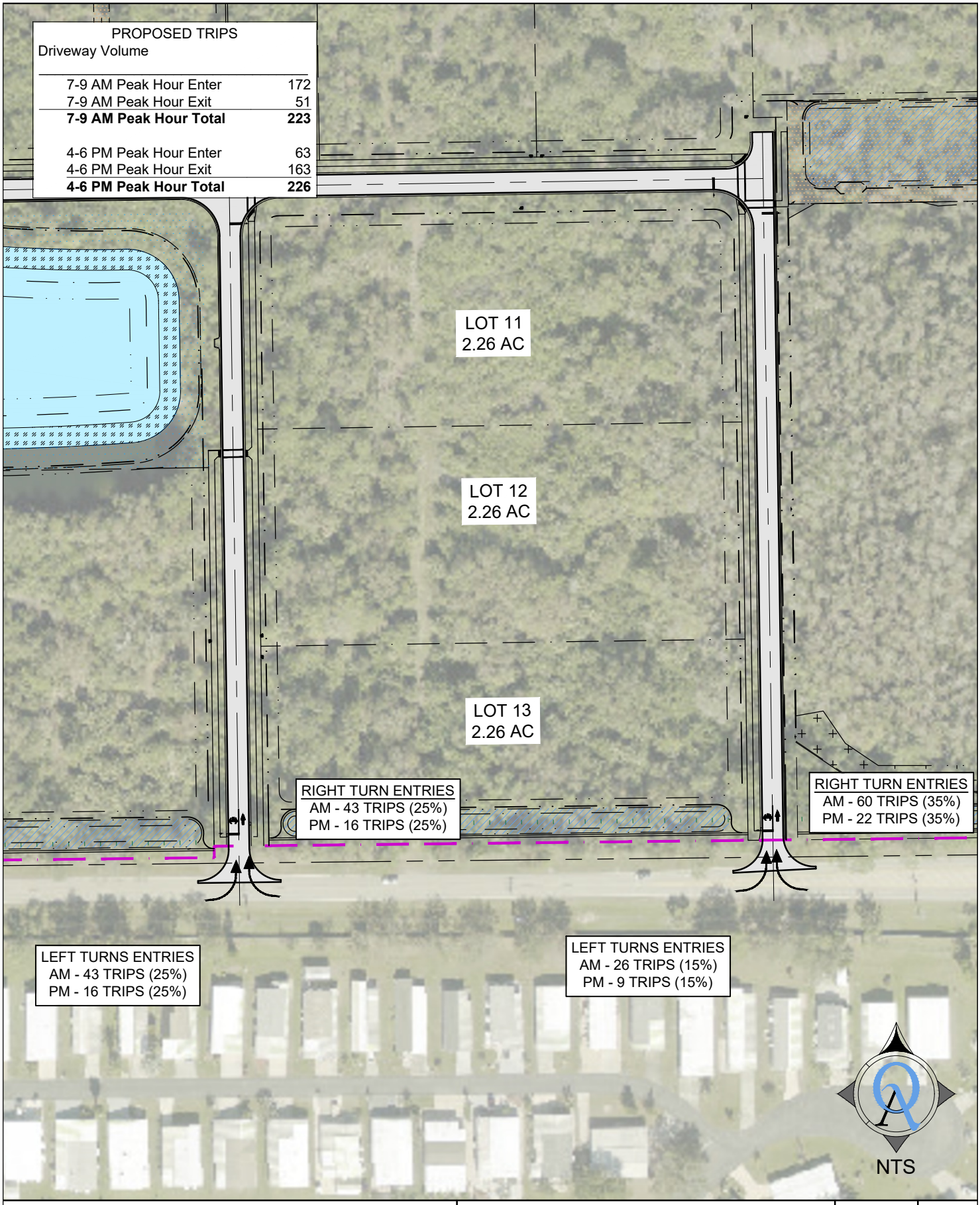
Quattrone & Associates, Inc.
Engineers, Planners, & Development Consultants
4301 Veronica Shoemaker Blvd - Fort Myers, Florida 33916 - 239-936-5222
Certificate of Authorization Number: 9465

TICE INDUSTRIAL PARK IPD

LOS ANALYSIS EXHIBIT

TICE STREET DEVELOPMENT
FORT MYERS, FLORIDA 33905

SHEET
T-02
02 OF 04



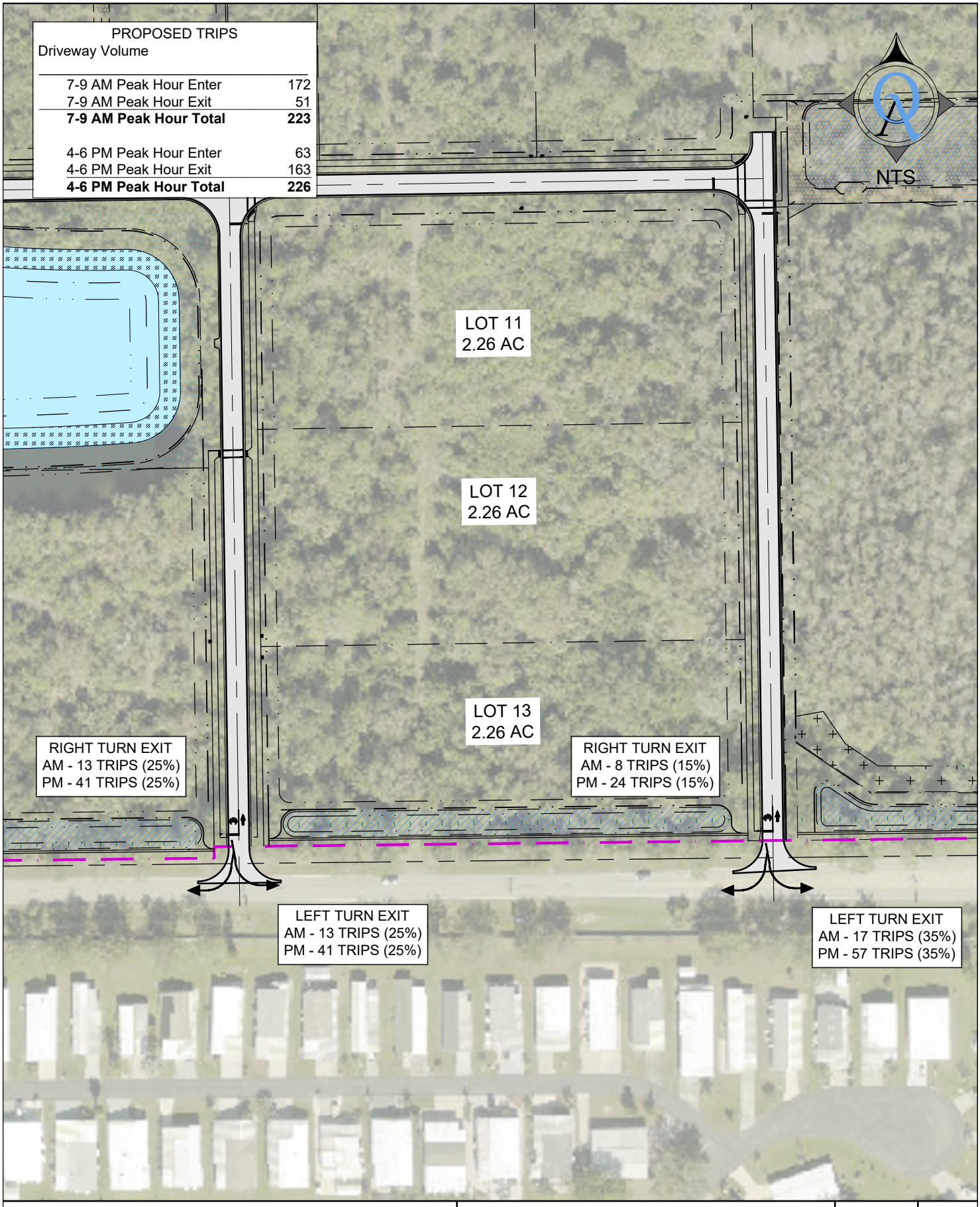
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Certificate of Authorization Number: 9465

TICE INDUSTRIAL PARK IPD

ENTRY TRIPS EXHIBIT

TICE STREET DEVELOPMENT
FORT MYERS, FLORIDA 33905

SHEET
T-03
03 OF 04



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Certificate of Authorization Number: 9465

TICE INDUSTRIAL PARK IPD

EXIT TRIPS EXHIBIT

TICE STREET DEVELOPMENT
FORT MYERS, FLORIDA 33905

SHEET
T-04
04 OF 04

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LOS Analysis – Option B

TABLE 1B: PEAK HOUR DIRECTIONAL LEVEL OF SERVICE THRESHOLDS

TOTAL AM PEAK HOUR PROJECT TRAFFIC =	61 VPH	IN= 61	OUT= -248
TOTAL PM PEAK HOUR PROJECT TRAFFIC =	-28 VPH	IN= -249	OUT= -28

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PROJECTED TRAFFIC DISTRIBUTION	NEW PROJECT TRAFFIC AM PEAK	NEW PROJECT TRAFFIC PM PEAK	PROJECT/LOS C
Tice Street	W. of Site to Ortiz Ave	Collector; 1LN	-	-	310	660	740	40%	24	-11	7.87%
	Ortiz Ave to SR 80	Collector; 1LN	-	-	310	660	740	15%	9	-4	2.95%
	E. of Site to Country Lakes Dr	Collector; 1LN	-	-	310	660	740	60%	37	-17	11.81%
	Country Lakes Dr to Staley Rd	Collector; 1LN	-	-	310	660	740	20%	12	-6	3.94%
Country Lakes Dr	From Tice St to Luckett Rd	Collector; 1LN	-	-	310	660	740	40%	24	-11	7.87%
Luckett Rd	From I-75 to Ortiz Ave	Arterial; 1LN	-	-	330	710	780	15%	9	-4	2.77%
	From Country Lake Dr to I-75	Collector; 2LD	-	-	770	1,510	1,600	40%	24	-11	3.17%
Ortiz Ave	Tice St to Luckett Rd	Arterial; 1LN	-	-	330	710	780	15%	9	-4	2.77%
	Luckett Rd to SR 82	Arterial; 1LN	-	-	330	710	780	15%	9	-4	2.77%
SR 80	Ortiz Ave to I-75	C3C; 3LD	-	-	2,360	2,680	-	25%	15	-7	0.65%

* The Level of Service thresholds for County Roadways were obtained from the Lee County Generalized Peak Hour Directional Service Volume Table.

** The Level of Service thresholds for State Roadways were obtained from the FDOT Motor Vehicle Arterial Generalized Service Volume Tables.

*** Shown distributed traffic is the **NET** traffic (Proposed Trips - Existing Zoning Trips). The largest positive value for each time period is used for distribution.

TABLE 2B: ROADWAY AADT GROWTH RATES

$$CAGR = \left(\frac{ENDING\ VALUE}{BEGINNING\ VALUE}\right)^{\left(\frac{1}{\#\ OF\ YEARS}\right)} - 1$$

LOCATION ID 506
LOCATED ON LUCKETT RD
EAST OF I-75

Year	AADT	DHV-30	K %	D %	Growth (from Prev. Year)
2024	7,800	899	12	54	4.1%
2022	7,200	849	12	61	7.8%
2020	6,200	838	14	51	0.0%
2018	6,200	721	12	53	-2.3%
2016	6,500	695	11	51	-9.1%
2012	9,500	922	10	59	9.9%
2006	5,400				5.9%
2005	5,100				24.4%
2004	4,100				-4.7%
2003	4,300				22.9%
2002	3,500				BASE
CAGR					**3.7%**

LOCATION ID 416
LOCATED ON TICE ST
WEST OF I-75

Year	AADT	DHV-30	K %	D %	Growth (from Prev. Year)
2024	4,700	655	14	60	8.4%
2022	4,000	626	16		8.5%
2020	3,400	517	15		-5.4%
2018	3,800	527	14		4.2%
2016	3,500	455	13		8.3%
2014	2,986				5.2%
2012	2,700	284	11		-3.3%
2006	3,300				26.9%
2005	2,600				8.3%
2004	2,400				0.0%
2003	2,400				14.3%
2002	2,100				BASE
CAGR					**3.7%**

TABLE 3B: SHORT TERM AND HORIZON YEAR ANALYSIS

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 61 VPH IN= 61 OUT= -248
TOTAL PM PEAK HOUR PROJECT TRAFFIC = -28 VPH IN= -249 OUT= -28

ROADWAY	SEGMENT	**2024 100TH HIGHEST HOUR	**2029 FUTURE FORECAST	**YRS OF GROWTH	**ANNUAL GROWTH RATE	***2026 PRESENT PK HR PK SEASON	***2036 (Build-Out) PK HR PK SEASON VOLUME	2036 LOS	PROJECT TRAFFIC	AM TRAFFIC	PM TRAFFIC	BACKGROUND+AM PROJECTED VOLUME	BACKGROUND+AM PROJECTED LOS	BACKGROUND+PM PROJECTED VOLUME	BACKGROUND+PM PROJECTED LOS
Tice Street	*W. of Site to Ortiz Ave	391	410	5	1.0%	398	438	D	40%	24	-11	463	D	427	D
	*E. of Site to Country Lakes Dr	391	410	5	1.0%	398	438	D	60%	37	-17	475	D	421	D
	*Country Lakes Dr to Staley Rd	391	410	5	1.0%	398	438	D	20%	12	-6	450	D	433	D
Country Lakes Dr	*Luckett Rd to Tice St	145	154	5	1.2%	149	168	C	40%	24	-11	192	C	156	C

*Tice St from Ortiz Avenue to Staley Road, per 2025 Concurrency; Country Lakes Blvd from Luckett Road to Tice Street, per 2025 Concurrency

** 2024 100th Highest hour and 2029 Future Forecast volumes were taken from Lee County's 2025 Concurrency Report.

*** 2026 Peak Hour, Peak Direction and 2036 Peak Hour, Peak Direction volumes were calculated by applying the growth rate for their respective years of growth from 2024.

Quattrone & Associates, Inc.

TRIP GENERATION ANALYSIS – OPTION B

DCI2026-00014 Lee County DigEplan Additional Info Dated 10-20-2026

EXISTING ZONING TRIPS

VEHICLE TRIPS

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	603	Weekday	Best Fit (LIN)	2566	2566	5132
Data Source: Trip Generation Manual, 12th Ed					T = 8.07(X) + 265.45	50%	50%	
210(1) - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	603	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN)	111	299	410
Data Source: Trip Generation Manual, 12th Ed					T = 0.67(X) + 5.59	27%	73%	
210(2) - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	603	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG)	312	191	503
Data Source: Trip Generation Manual, 12th Ed					Ln(T) =0.92Ln(X) + 0.33	62%	38%	

PROPOSED ZONING TRIPS

VEHICLE TRIPS

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
130 - Industrial Park	General Urban/Suburban	1000 Sq. Ft. GFA	700	Weekday	Best Fit (LIN)	1118	1118	2236
Data Source: Trip Generation Manual, 12th Ed					T = 2.04(X) + 808.48	50%	50%	
130(1) - Industrial Park	General Urban/Suburban	1000 Sq. Ft. GFA	700	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN)	172	51	223
Data Source: Trip Generation Manual, 12th Ed					T = 0.14(X) + 125.84	77%	23%	
130(2) - Industrial Park	General Urban/Suburban	1000 Sq. Ft. GFA	700	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN)	63	163	226
Data Source: Trip Generation Manual, 12th Ed					T = 0.16(X) + 114.29	28%	72%	

Quattrone & Associates, Inc.

TRIP GENERATION GRAPHS

DCI2026-00014 Lee County DigEplan Additional Info Dated 10-20-2026

Land Use: 945
Convenience Store/Gas Station

Description

A convenience store/gas station is a facility with a co-located convenience store and gas station. The convenience store sells groceries and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel. The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.

A convenience store/gas station is typically located along a major thoroughfare to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) are common at these facilities.

The convenience store product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine. Coffee and premade sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.

Convenience store (Land Use 851) is a related use.

Land Use Subcategory

Multiple subcategories were added to this land use to allow for multi-variable evaluation of sites with single-variable data plots. All study sites are assigned to one of four subcategories, based on the number of vehicle fueling positions (VFP) at the site: (1) between 2 and 8 VFP, (2) between 9 and 15 VFP, (3) between 16 and 24 VFP, and (4) more than 24 VFP. For each VFP range subcategory, data plots are presented with GFA as the independent variable for all time periods and trip types for which data are available. The use of both GFA and VFP (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

Further, the study sites were also assigned to one of four other subcategories, based on the gross floor area (GFA) of the convenience store at the site: (1) between 2,000 and 4,000 square feet, (2) between 4,000 and 5,500 square feet, (3) between 5,500 and 10,000 square feet, and (4) greater than 10,000 square feet. For each GFA subcategory range, data plots are presented with VFP as the independent variable for all time periods and trip types for which data are available. The use of both VFP and GFA (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

When analyzing the convenience store/gas station land use with each combination of GFA and VFP values as described above, the two sets of data plots will produce two estimates of site generated trips. Both values can be considered when determining a site trip generation estimate.

Data plots are also provided for three additional independent variables: AM peak hour traffic on adjacent street, PM peak hour traffic on adjacent street, and employees. These independent variables are intended to be analyzed as single independent variables and do not have subcategories associated with them. Within the data plots and within the ITETripGen web app, these plots are found under the land use subcategory “none.”

DCI2026-00014 Lee County DigEplan Additional Info Dated 10-20-2026

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, Arkansas, California, Delaware, Florida, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, Ohio, Pennsylvania, South Dakota, Texas, Utah, Vermont, Washington, and Wisconsin.

Source Numbers

340, 350, 355, 359, 385, 617, 718, 810, 813, 844, 850, 853, 864, 865, 867, 869, 882, 883, 888, 904, 926, 927, 936, 938, 954, 960, 962, 1004, 1024, 1025, 1027, 1052, 1219, 1224, 1227, 1238, 1267

Convenience Store/Gas Station - VFP (9-15) (945)

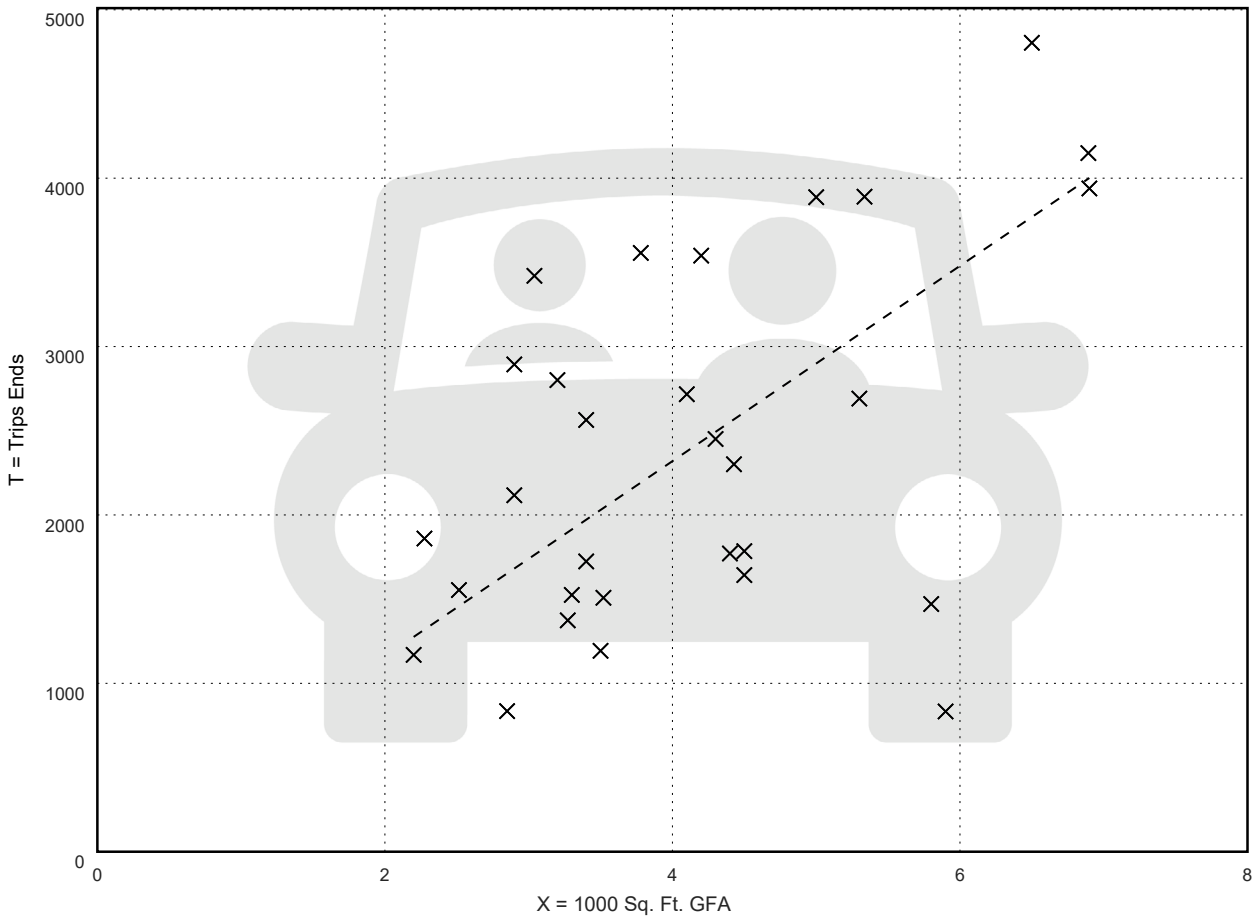
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
579.86	141.19 - 1125.00	228.16

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

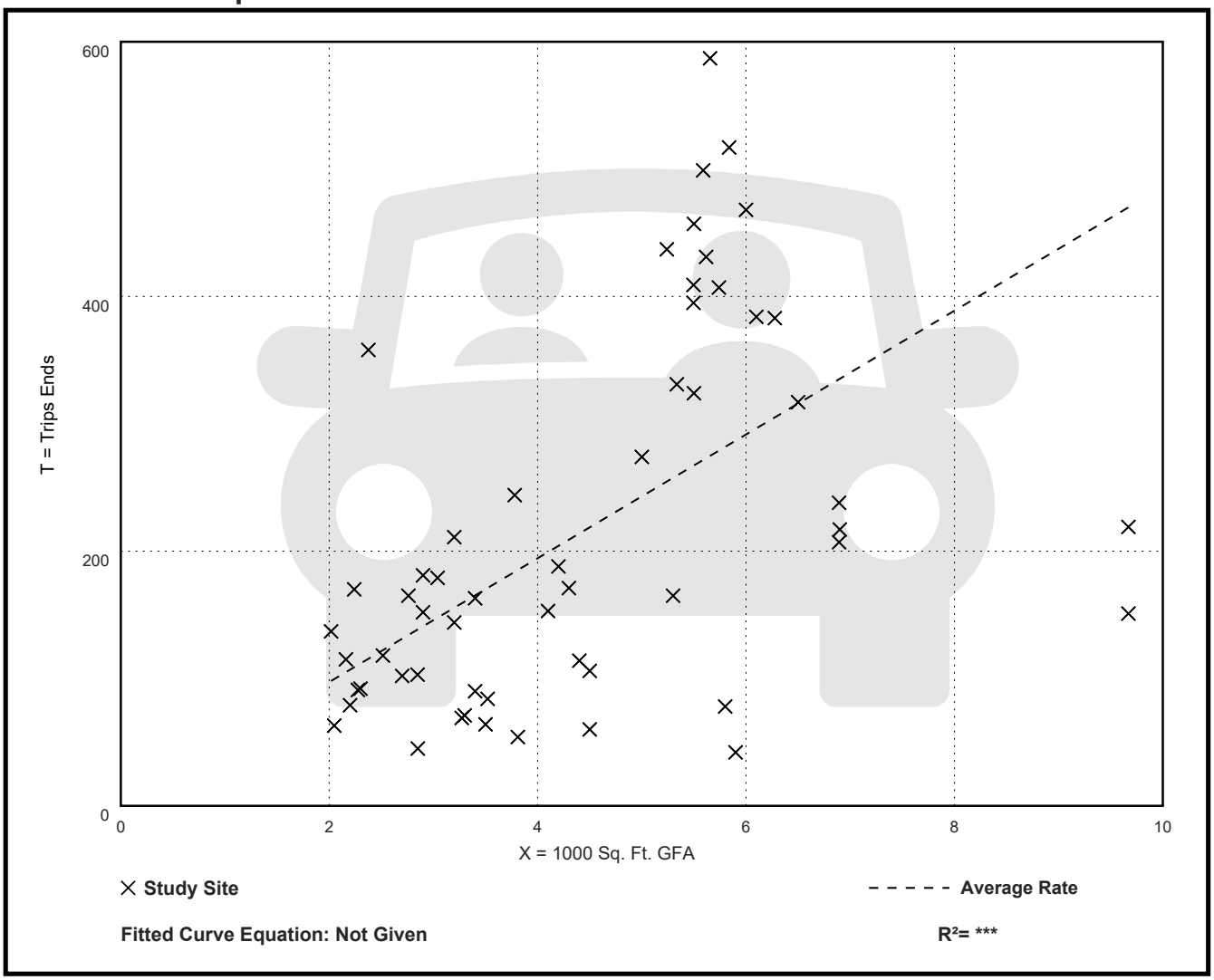
Convenience Store/Gas Station - VFP (9-15) (945)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 56
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
48.60	7.12 - 150.67	26.95

Data Plot and Equation



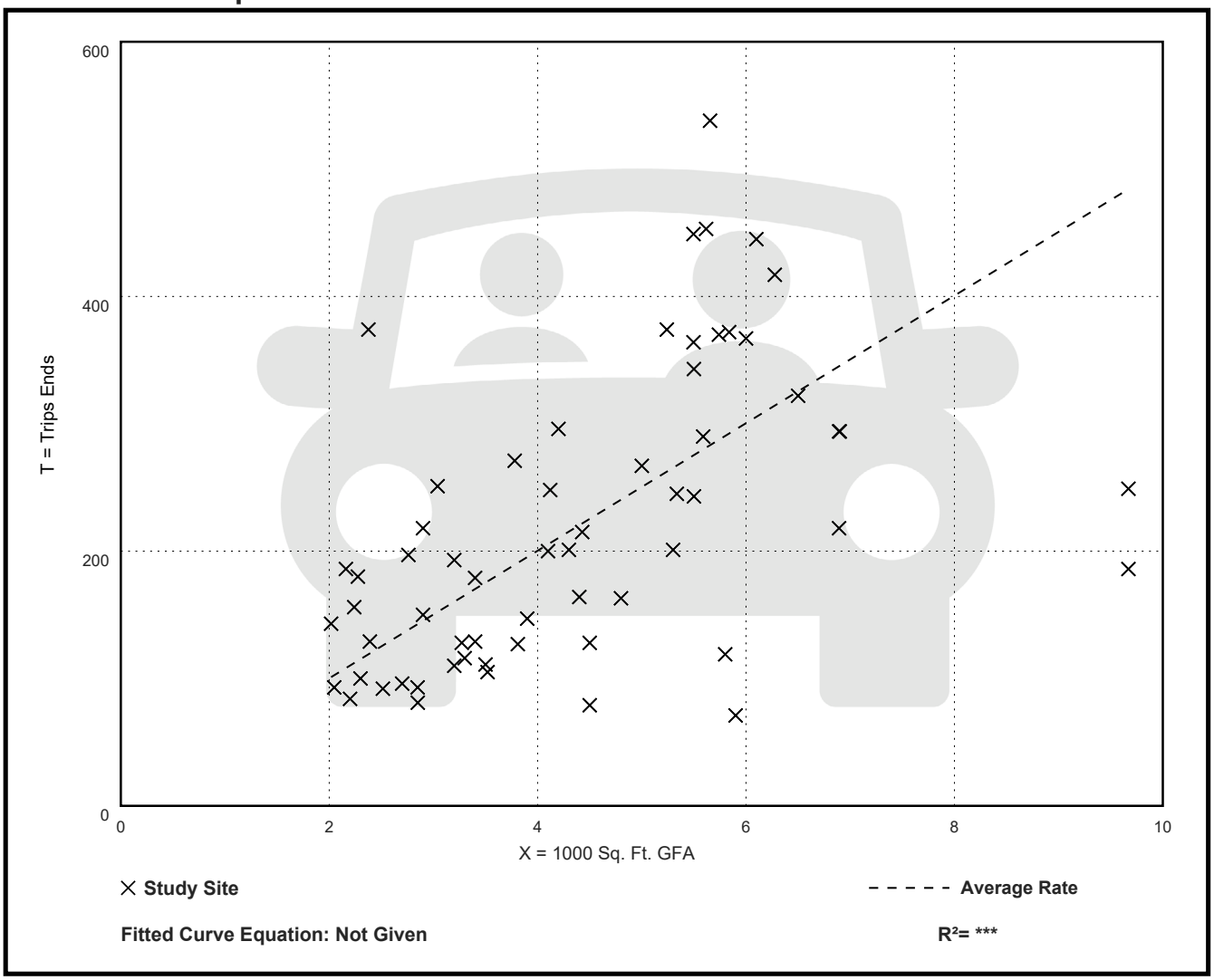
Convenience Store/Gas Station - VFP (9-15) (945)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 61
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
50.08	12.03 - 157.41	22.31

Data Plot and Equation



DCI2026-00014 Lee County DigEplan Additional Info Dated 10-20-2026

Land Use: 821
Shopping Plaza (40-150k)

Description

A shopping plaza is an integrated group of commercial establishments planned, developed, owned, and managed as a unit. Each study site in this land use has between 40,000 and 150,000 square feet of gross leasable area (GLA). The term “plaza” in the land use name rather than “center” is simply a distinction between the different shopping center size ranges. Various other names are commonly used to categorize a shopping plaza within this size range depending on its specific size and tenants, such as neighborhood center, community center, and fashion center.

A supermarket is often the major tenant of a shopping plaza, but many shopping centers are anchored by home improvement, discount, or other stores. A shopping plaza typically contains more than retail merchandising facilities. Common tenants include office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities. A shopping plaza is almost always open-air and the GLA is the same as the gross floor area of the building.

The 150,000-square-foot GLA threshold value between a shopping plaza and a shopping center (Land Use 820) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

The 40,000-square-foot GFA threshold between a shopping plaza and a strip retail plaza (Land Use 822) was selected based on an examination of the overall shopping center/plaza database. All shopping plazas in the database with a supermarket as their anchor are larger than 40,000 square feet GLA.

Land Use Subcategory

The presence or absence of a supermarket in a shopping plaza has a measurable effect on-site trip generation. Therefore, data are presented for two subcategories for this land use: (1) sites with a supermarket anchor and (2) sites without a supermarket.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), British Columbia (CAN), California, Delaware, District of Columbia, Florida, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Nevada, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Vermont, and Wisconsin.

Source Numbers

358, 390, 404, 437, 444, 446, 507, 580, 598, 658, 728, 908, 926, 944, 946, 960, 974, 1004, 1009, 1025, 1069, 1219

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

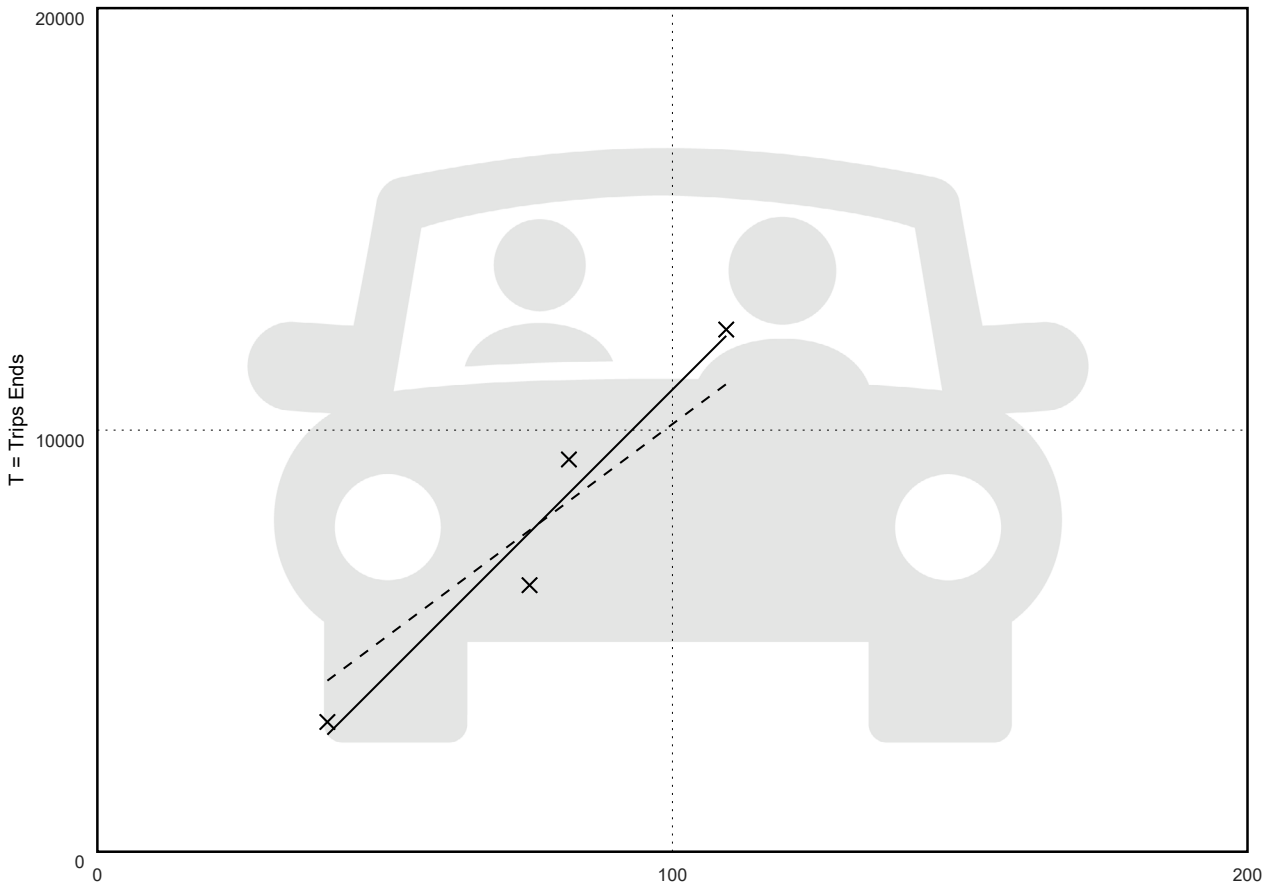
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 77
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Fitted Curve Equation: T = 136.41(X) - 2680.46

R^2= 0.95

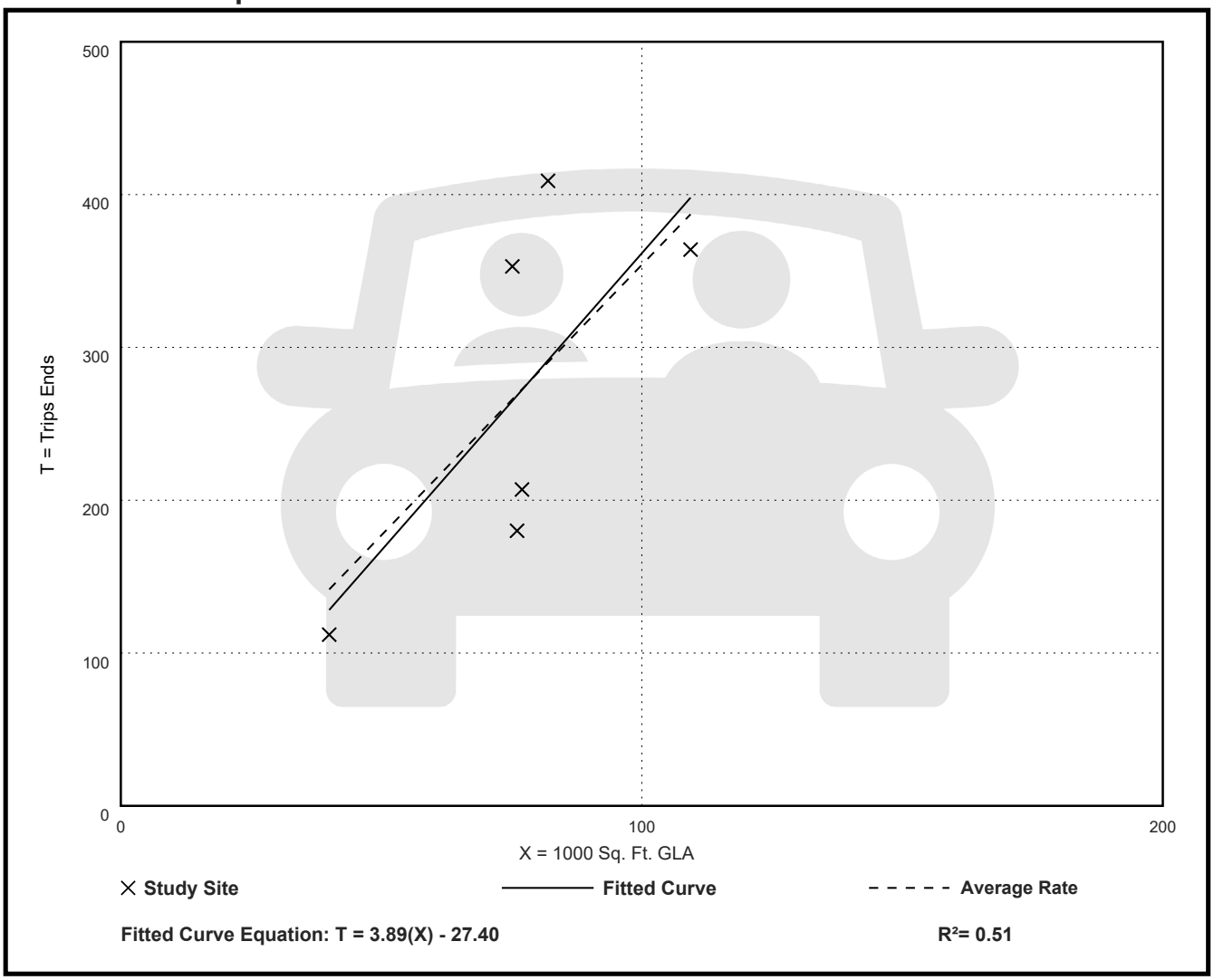
Shopping Plaza (40-150k) - Supermarket - Yes (821)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	6
Avg. 1000 Sq. Ft. GLA:	77
Directional Distribution:	60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



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

R^2= 0.51

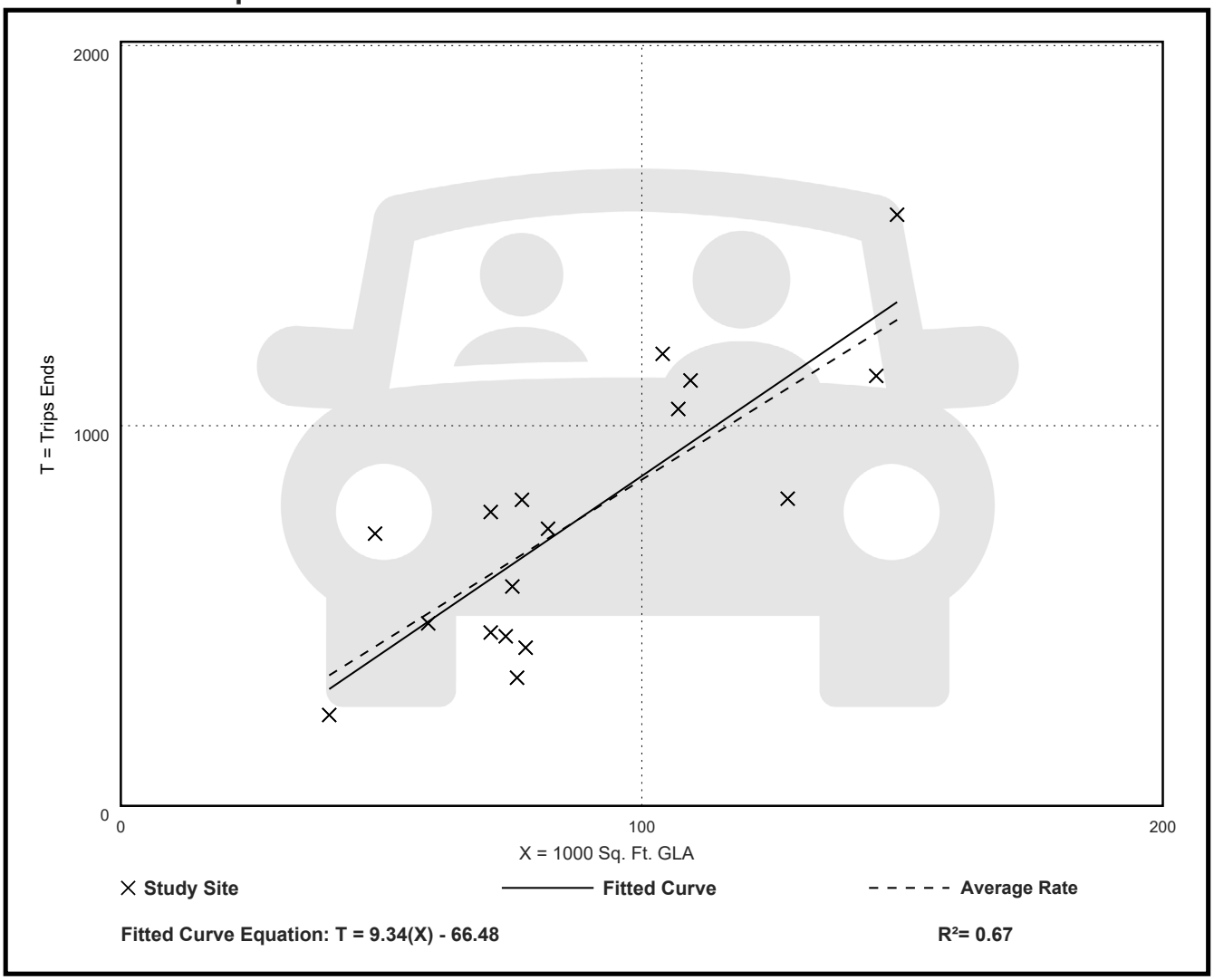
Shopping Plaza (40-150k) - Supermarket - Yes (821)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 17
Avg. 1000 Sq. Ft. GLA: 88
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



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

R^2= 0.67

DCI2026-00014 Lee County DigEplan Additional Info Dated 10-20-2026

Land Use: 130
Industrial Park

Description

An industrial park contains several individual industrial or related facilities. It is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities. Some parks in the database have a large number of small businesses and others have one or two dominant industries. Business park (Land Use 770) is a related use.

Additional Data

The sites were surveyed in the 2000s, 2010s, and the 2020s in Georgia, Massachusetts, Ontario (CAN), and Pennsylvania.

Source Numbers

706, 747, 753, 937, 1032, 1070, 1228

Industrial Park
(130)

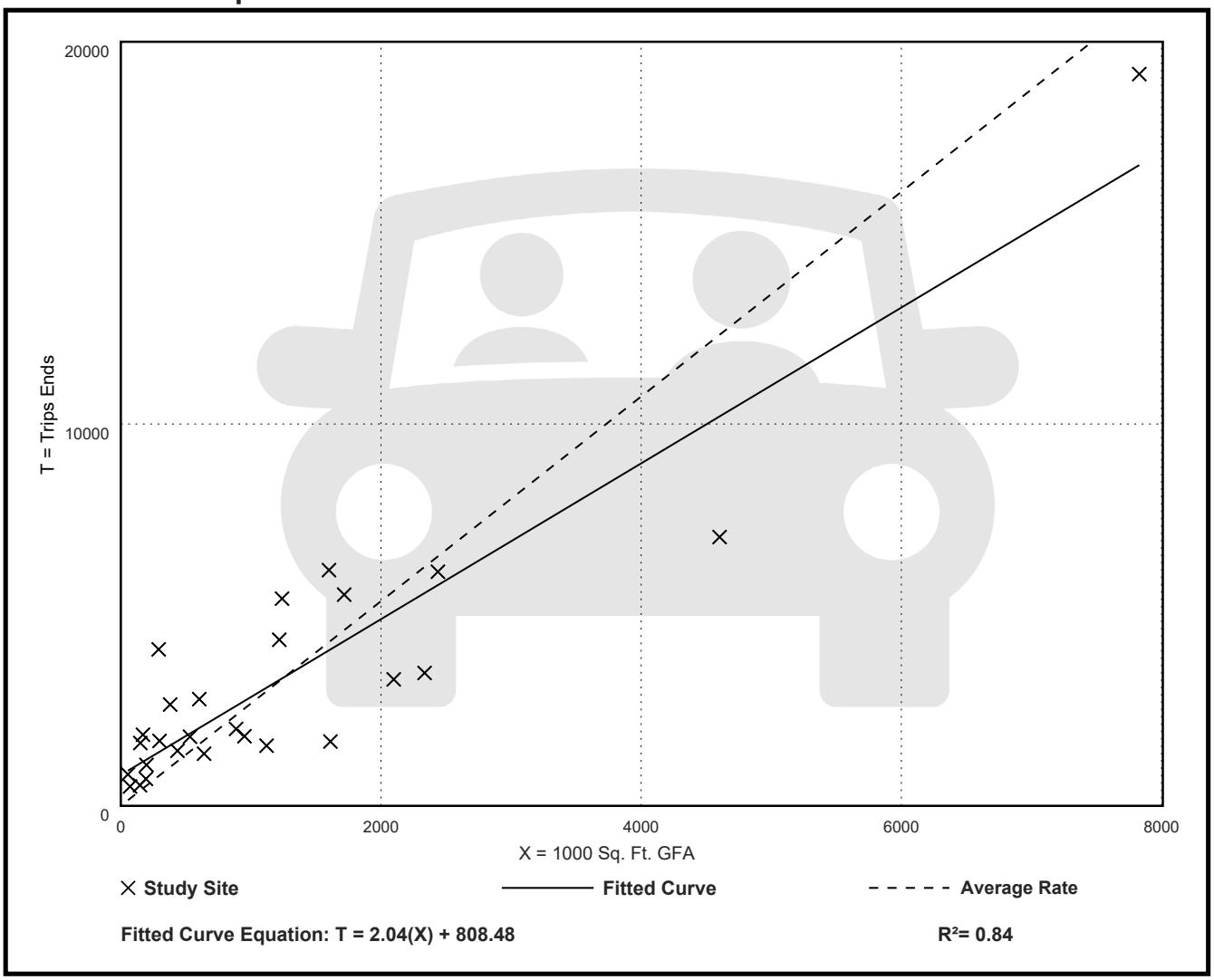
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. 1000 Sq. Ft. GFA: 1252
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.68	1.05 - 14.98	1.84

Data Plot and Equation



Fitted Curve Equation: T = 2.04(X) + 808.48

R^2= 0.84

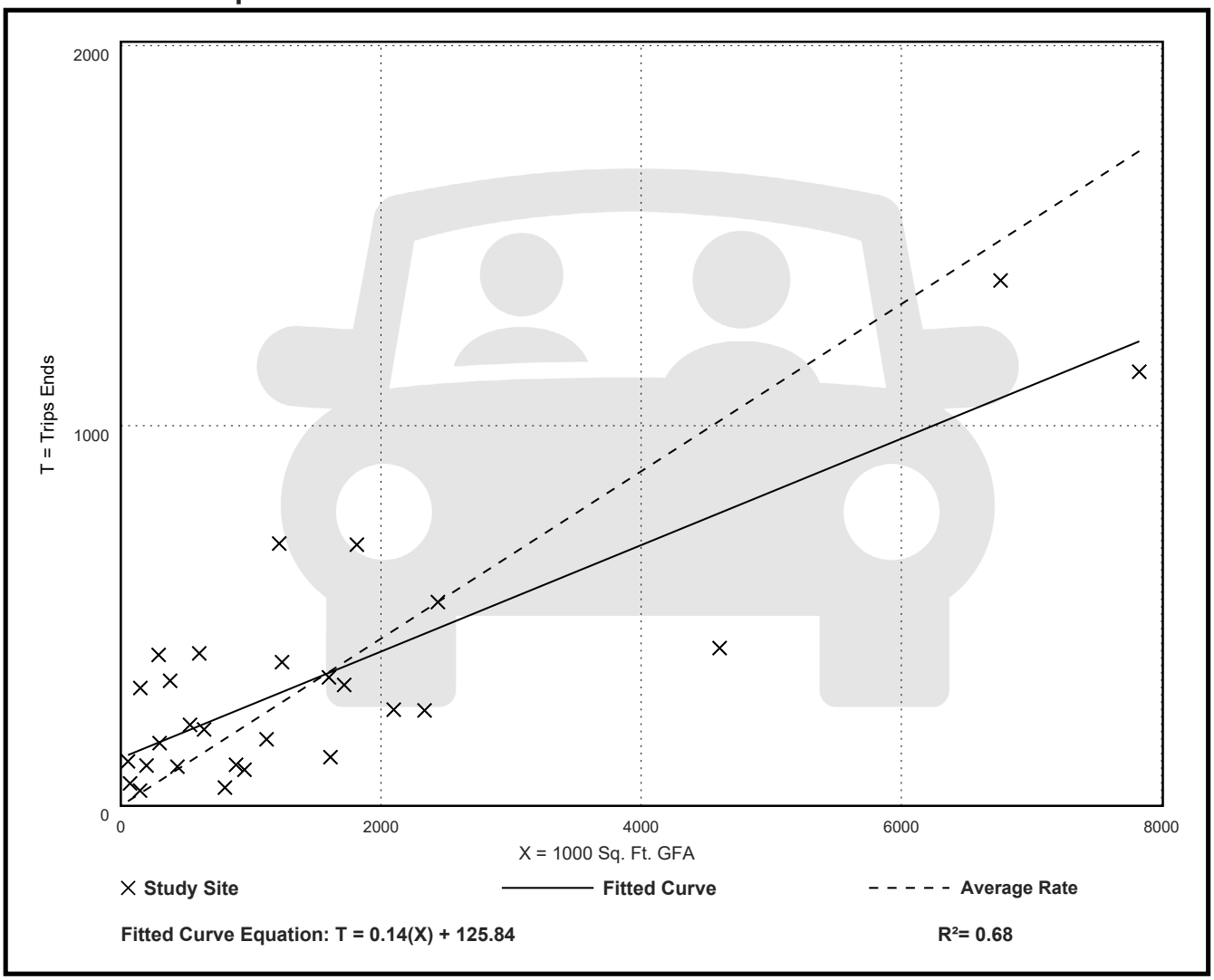
Industrial Park
(130)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 28
Avg. 1000 Sq. Ft. GFA: 1529
Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.22	0.06 - 2.13	0.22

Data Plot and Equation



Fitted Curve Equation: T = 0.14(X) + 125.84

R^2= 0.68

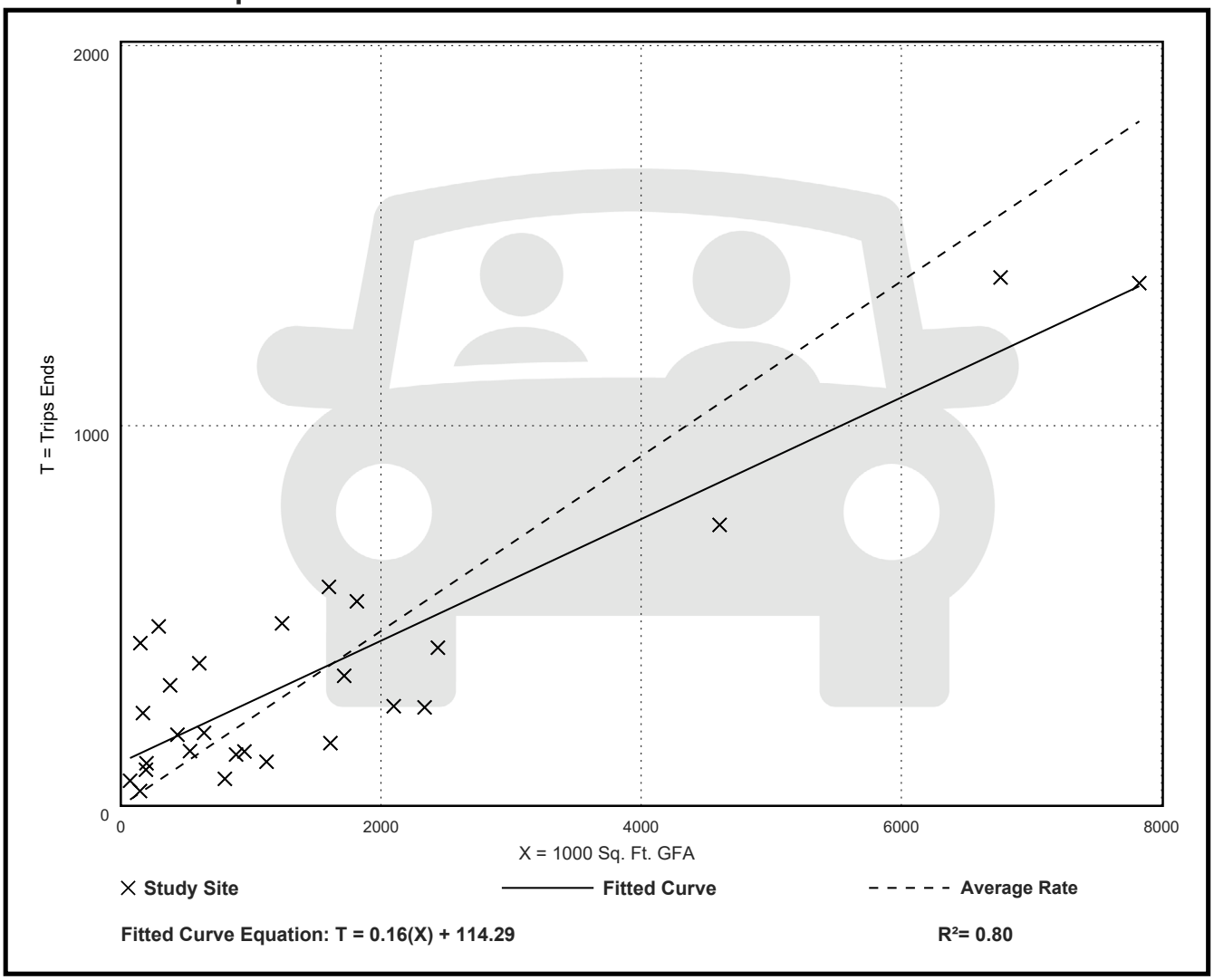
Industrial Park
(130)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. 1000 Sq. Ft. GFA: 1541
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.23	0.09 - 2.85	0.25

Data Plot and Equation



Fitted Curve Equation: T = 0.16(X) + 114.29

R^2= 0.80

Quattrone & Associates, Inc.

TRAFFIC REPORT & DOCUMENTS

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

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

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

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2024 100TH HIGHEST HOUR			2029 FUTURE FORECAST*			Notes
		FROM	TO		LOS[1]	CAPACITY[2]	LOS[1]	VOLUME[2]	V/C[3]	LOS[1]	VOLUME[2]	V/C[3]	
24300	SR 31 (ARCADIA RD)	SR 78	COUNTY LINE	2LN	C	730/1942	E	1,115	1.53	B	1,468	0.76	Babcock MPD
24400	STALEY RD	TICE	ORANGE RIVER BLVD	2LN	E	860	C	332	0.39	C	348	0.40	
24500	STRINGFELLOW RD	1ST AVE	BERKSHIRE RD	2LN	E	1,060	C	341	0.32	C	438	0.41	constrained; Tr Cove at Ch Est/Turtle Cy Subd
24600	STRINGFELLOW RD	BERKSHIRE RD	PINE ISLAND RD	2LN	E	1,060	D	733	0.69	D	909	0.86	constrained; Villages of Pine Island
24700	STRINGFELLOW RD	PINE ISLAND RD	PINELAND RD	2LN	E	1,060	C	489	0.46	C	514	0.48	constrained
24800	STRINGFELLOW RD	PINELAND RD	MAIN ST	2LN	E	1,060	C	489	0.46	C	514	0.48	constrained
24900	SUMMERLIN RD	McGREGOR BLVD	KELLY COVE RD	4LD	E	1,980	A	1,346	0.68	A	1,415	0.71	unincorporated Lee County
25000	SUMMERLIN RD	KELLY COVE RD	SAN CARLOS BLVD	4LD	E	1,980	A	1,346	0.68	A	1,415	0.71	unincorporated Lee County
25100	SUMMERLIN RD	SAN CARLOS BLVD	PINE RIDGE RD	6LD	E	3,000	A	1,923	0.64	A	2,021	0.67	unincorporated Lee County
25200	SUMMERLIN RD	PINE RIDGE RD	BASS RD	6LD	E	3,000	A	1,923	0.64	A	2,021	0.67	unincorporated Lee County
25300	SUMMERLIN RD	BASS RD	GLADIOLUS DR	6LD	E	3,000	A	1,923	0.64	A	2,021	0.67	unincorporated Lee County
25400	SUMMERLIN RD	GLADIOLUS DR	CYPRESS LAKE DR	4LD	E	1,900	C	1,621	0.85	C	1,704	0.90	(4)unincorporated Lee County
25500	SUMMERLIN RD	CYPRESS LAKE DR	COLLEGE PKWY	6LD	E	2,880	B	1,873	0.65	B	1,969	0.68	unincorporated Lee County
25600	SUMMERLIN RD	COLLEGE PKWY	PARK MEADOW DR	6LD	E	2,880	B	2,006	0.70	B	2,109	0.73	unincorporated Lee County
25700	SUMMERLIN RD	PARK MEADOW DR	BOY SCOUT	6LD	E	2,880	B	2,006	0.70	B	2,109	0.73	unincorporated Lee County
25800	SUMMERLIN RD	BOY SCOUT	MATHEWS DR	4LD	E	1,820	D	1,161	0.64	D	1,220	0.67	
25900	SUMMERLIN RD	MATHEWS DR	COLONIAL BLVD	4LD	E	1,820	D	1,161	0.64	D	1,220	0.67	
26000	SUNRISE BLVD	BELL BLVD	COLUMBUS BLVD	2LN	E	860	C	45	0.05	C	53	0.06	old count
26100	SUNSHINE BLVD	SR 82	23RD ST SW	2LN	E	1,010	D	608	0.60	D	639	0.63	
26150	SUNSHINE BLVD	23RD ST SW	LEE BLVD	2LN	E	1,010	D	608	0.60	D	639	0.63	
26200	SUNSHINE BLVD	LEE BLVD	W 12TH ST	2LN	E	1,010	E	778	0.77	E	839	0.83	
26300	SUNSHINE BLVD	W 12TH ST	W 75TH ST	2LN	E	860	E	778	0.90	F	863	1.00	
26500	THREE OAKS PKWY	COCONUT RD	ESTERO PKWY	4LD	E	1,940	B	1,360	0.70	B	1,430	0.74	
26600	THREE OAKS PKWY	ESTERO PKWY	SAN CARLOS BLVD	4LD	E	1,940	B	1,033	0.53	B	1,086	0.56	
26700	THREE OAKS PKWY	SAN CARLOS BLVD	ALICO RD	4LD	E	1,940	E	1,033	0.53	B	1,086	0.56	
26800	TICE ST	SR 80	ORTIZ AVE	2LN	E	860	C	244	0.28	C	257	0.30	
26900	TICE ST	ORTIZ AVE	STALEY RD	2LN	E	860	C	244	0.28	C	257	0.30	
27000	TREELINE AVE	TERMIMAL ACCESS RD	DANIELS PKWY	4LD	E	1,980	A	1,202	0.61	A	1,344	0.68	unincorporated Lee County; Treeline 28 IPD
27030	TREELINE AVE	DANIELS PKWY	AMBERWOOD RD	4LD	E	1,980	A	1,016	0.51	A	1,068	0.54	
27070	TREELINE AVE	AMBERWOOD RD	COLONIAL BLVD	4LD	E	1,980	A	1,056	0.53	A	1,110	0.56	
29800	US 41 (S TAMIAMI TR)	OLD 41	CORKSCREW RD	6LD	D	2,814	D	2,765	0.98	F	2,990	1.06	
29900	US 41 (S TAMIAMI TR)	CORKSCREW RD	SANIBEL BLVD	6LD	D	2,814	D	2,498	0.89	F	2,911	1.03	
30000	US 41 (S TAMIAMI TR)	SANIBEL BLVD	ALICO RD	6LD	D	2,814	D	2,803	1.00	F	3,191	1.13	
30100	US 41 (S TAMIAMI TR)	ALICO RD	ISLAND PARK RD	6LD	D	2,814	D	2,803	1.00	F	3,191	1.13	Island Park Commercial Center
30200	US 41 (S TAMIAMI TR)	ISLAND PARK RD	BRIARCLIFF RD	6LD	D	2,814	F	3,263	1.16	F	3,530	1.25	
30300	US 41 (S TAMIAMI TR)	BRIARCLIFF RD	SIX MILE PKWY	6LD	D	2,814	F	3,263	1.16	F	3,530	1.25	
30400	US 41 (S TAMIAMI TR)	SIX MILE PKWY	DANIELS PKWY	6LD	D	2,814	D	2,644	0.94	F	2,861	1.02	
30500	US 41 (CLEVELAND AVE)	DANIELS PKWY	COLLEGE PKWY	6LD	D	2,814	F	2,847	1.01	F	3,080	1.09	SR 739 6-ln design/right-of-way programmed
30600	US 41 (CLEVELAND AVE)	COLLEGE PKWY	SOUTH AIRPORT RD	6LD	D	2,814	F	2,847	1.01	F	3,080	1.09	SR 739 6-ln design/right-of-way programmed
30700	US 41 (CLEVELAND AVE)	SOUTH AIRPORT RD	BOY SCOUT RD	6LD	D	2,814	D	2,575	0.92	D	2,785	0.99	SR 739 6-ln design/right-of-way programmed
30800	US 41 (CLEVELAND AVE)	BOY SCOUT RD	NORTH AIRPORT RD	6LD	D	2,814	D	2,575	0.92	D	2,785	0.99	SR 739 6-ln design/right-of-way programmed
30810	US 41 (CLEVELAND AVE)	NORTH AIRPORT RD	COLONIAL BLVD	6LD	D	2,814	D	2,575	0.92	D	2,785	0.99	
30900	US 41 (CLEVELAND AVE)	CITY LIMITS	N. KEY DR	4LD	D	1,880	F	2,146	1.14	F	2,324	1.24	
31000	US 41 (CLEVELAND AVE)	N. KEY DR	HANCOCK B. PKWY	4LD	D	1,880	F	2,146	1.14	F	2,324	1.24	
31100	US 41 (CLEVELAND AVE)	HANCOCK B. PKWY	PONDELLA RD	4LD	D	1,880	F	2,146	1.14	F	2,324	1.24	
31200	US 41 (CLEVELAND AVE)	PONDELLA RD	SR 78	4LD	D	1,900	C	1,444	0.76	C	1,563	0.82	
31300	US 41 (CLEVELAND AVE)	SR 78	LITTLETON RD	4LD	D	1,900	C	1,444	0.76	C	1,563	0.82	Diplomat Property RPD/CPD
31400	US 41 (N TAMIAMI TR)	LITTLETON RD	BUS 41	4LD	D	1,900	C	1,410	0.74	D	1,605	0.84	Coral Bay (aka Estates at Entrada RPD/CPD)

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables



(C3C-Suburban Commercial)

Peak Hour Directional

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

Peak Hour Two-Way

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

AADT

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



(C3R-Suburban Residential)

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

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

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

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

Lee County
Generalized Peak Hour Directional Service Volumes
Urbanized Areas

April 2016 c:\input5

Uninterrupted Flow Highway

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	130	420	850	1,210	1,640
2	Divided	1,060	1,810	2,560	3,240	3,590
3	Divided	1,600	2,720	3,840	4,860	5,380

Arterials

Class I (40 mph or higher posted speed limit)

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	140	800	860	860
2	Divided	*	250	1,840	1,960	1,960
3	Divided	*	400	2,840	2,940	2,940
4	Divided	*	540	3,830	3,940	3,940

Class II (35 mph or slower posted speed limit)

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	*	330	710	780
2	Divided	*	*	710	1,590	1,660
3	Divided	*	*	1,150	2,450	2,500
4	Divided	*	*	1,580	3,310	3,340

Controlled Access Facilities

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	160	880	940	940
2	Divided	*	270	1,970	2,100	2,100
3	Divided	*	430	3,050	3,180	3,180

Collectors

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	*	310	660	740
1	Divided	*	*	330	700	780
2	Undivided	*	*	730	1,440	1,520
2	Divided	*	*	770	1,510	1,600

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

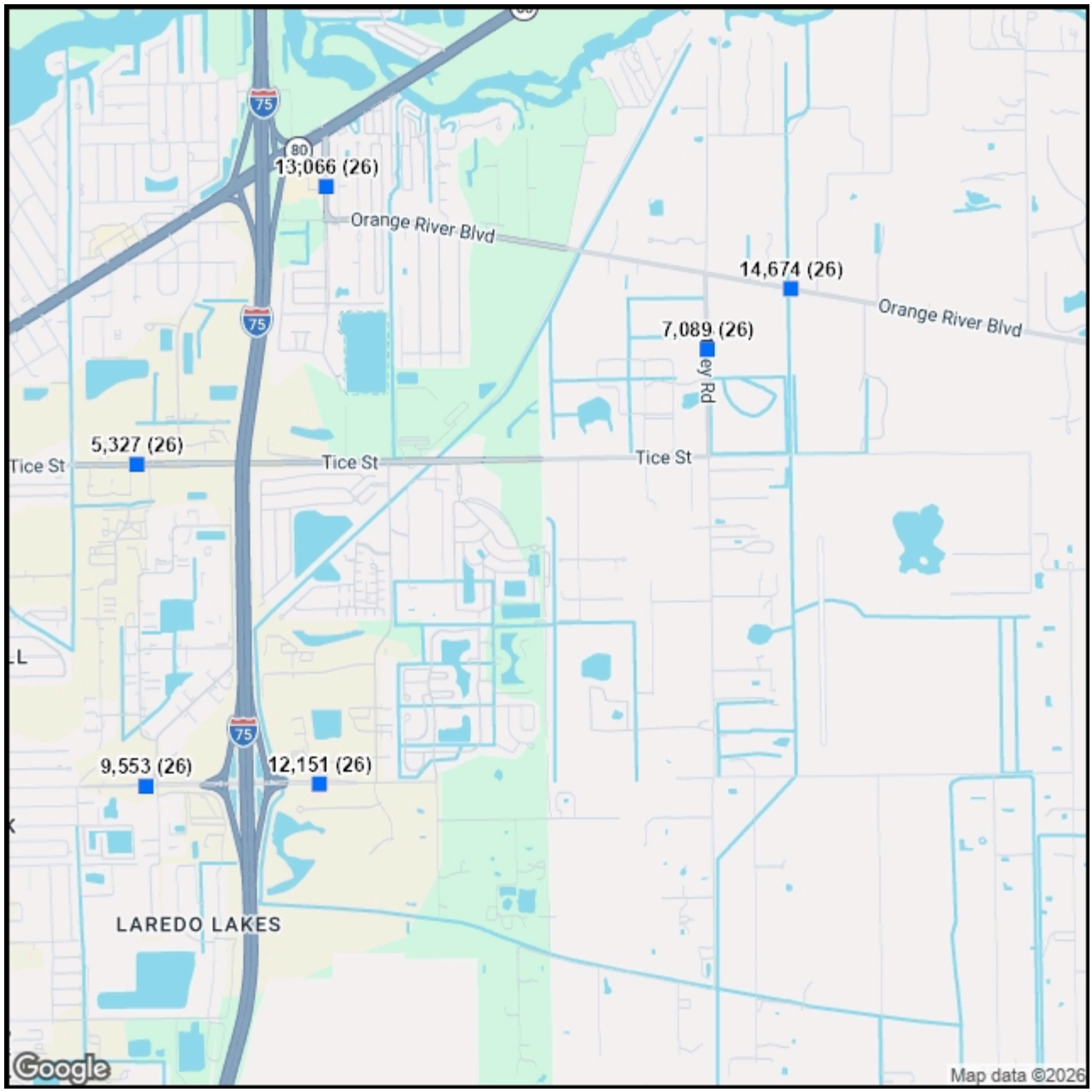
LUCKETT RD. (W./I-75)
ORTIZ AVE.

TICE ST.
COUNTRY LAKE DR.

LUCKETT RD. (E./I-75)

Quattrone & Associates, Inc.

TCDS DATA



0 3000 6000

Feet

N

TCDS Locations

- Short
- C Continuous
- W WIM
- Located Short
- C Located Continuous
- W Located WIM
- Inactive Location

LEE COUNTY

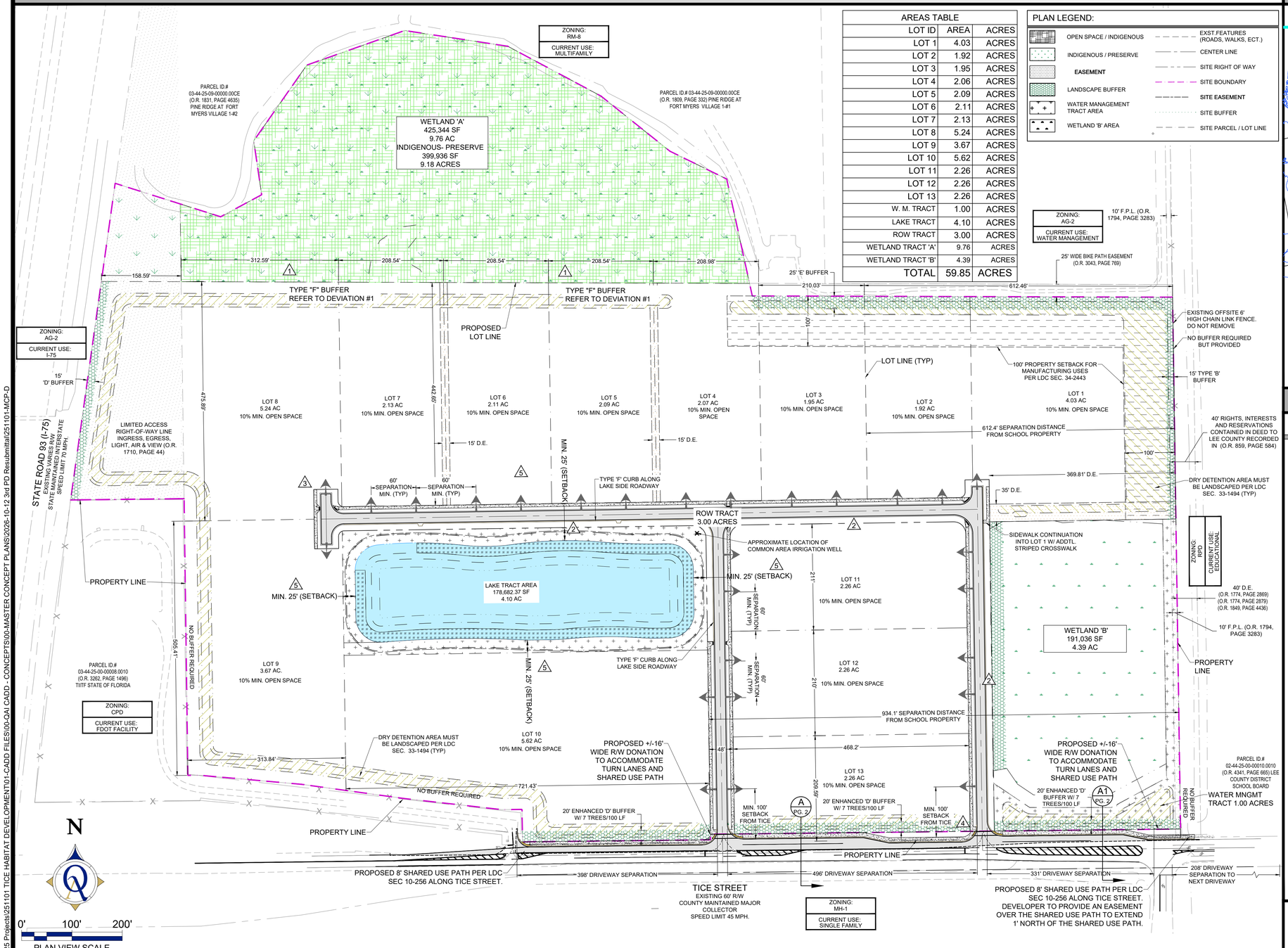
6/11/2026

SEE TABLE 2A/B FOR AADT COUNTS ON LUCKETT ROAD AND TICE STREET

TICE INDUSTRIAL PARK

LOCATED IN SECTION 03, TOWNSHIP 44-S, RANGE 25-E, LEE COUNTY, FLORIDA

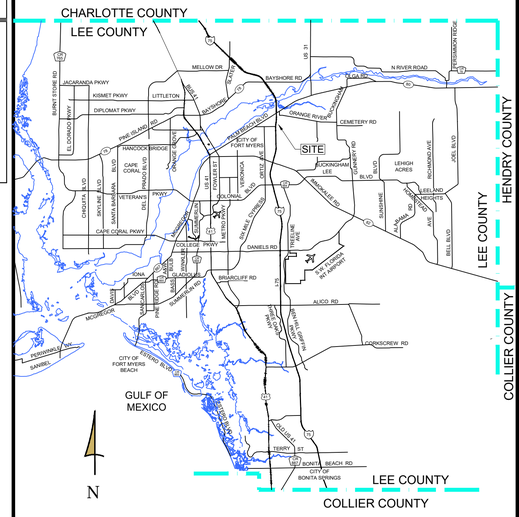
MASTER CONCEPT PLAN - PG. 1



AREAS TABLE		
LOT ID	AREA	ACRES
LOT 1	4.03	ACRES
LOT 2	1.92	ACRES
LOT 3	1.95	ACRES
LOT 4	2.06	ACRES
LOT 5	2.09	ACRES
LOT 6	2.11	ACRES
LOT 7	2.13	ACRES
LOT 8	5.24	ACRES
LOT 9	3.67	ACRES
LOT 10	5.62	ACRES
LOT 11	2.26	ACRES
LOT 12	2.26	ACRES
LOT 13	2.26	ACRES
W. M. TRACT	1.00	ACRES
LAKE TRACT	4.10	ACRES
ROW TRACT	3.00	ACRES
WETLAND TRACT 'A'	9.76	ACRES
WETLAND TRACT 'B'	4.39	ACRES
TOTAL	59.85	ACRES

PLAN LEGEND:

- OPEN SPACE / INDIGENOUS
- INDIGENOUS / PRESERVE
- EASEMENT
- LANDSCAPE BUFFER
- WATER MANAGEMENT TRACT AREA
- WETLAND 'B' AREA
- EXST.FEATURES (ROADS, WALKS, ECT.)
- CENTER LINE
- SITE RIGHT OF WAY
- SITE BOUNDARY
- SITE EASEMENT
- SITE BUFFER
- SITE PARCEL / LOT LINE



LOCATION MAP
(NOT TO SCALE)

PROJECT SUMMARY:

ZONING/REZONING
AG-2 + RM-8 TO INDUSTRIAL

STRAP #'s
03-44-25-L3-00008.0000

PROJECT ACREAGE
59.849 ACRES

PROJECT INTENSITY
MAX. BUILDING FLOOR AREA:
450,000 S.F. - MIX OF INDUSTRIAL & COMMERCIAL (MAX 50,000 S.F. OF COMMERCIAL USES)
700,000 S.F. - INDUSTRIAL ONLY

OPEN SPACE
THE SITE IS 59.85 ACRES AND REQUIRES 20% OPEN SPACE = 11.97 AC. HALF OF THE REQUIRED OPEN SPACES MUST BE PROVIDED AS INDIGENOUS-OPEN SPACE = 5.98 ACRES MIN.
REQUIRED= 5.98 ACRES
PROVIDED= 9.18 ACRES

DEVIATION
#

DRIVEWAY

LANDSCAPING ON DRY DETENTION NOTE (LDC SEC. 33-1494) DRY DETENTION AREAS MUST BE PLANTED WITH SOUTHERN RED MAPLE, SOUTH FLORIDA SLASH PINE, LAUREL OAK AND OR CYPRESS TREES. 20' O/C SEPARATION AT TIME OF PLANTING, 6' HEIGHT; 2" CALIPER, AND 3' SPREAD.

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

P:\2025 Projects\251101 TICE HABITAT DEVELOPMENT\01-CADD FILES\00-QAI CADD - CONCEPTS\00-MASTER CONCEPT PLANS\2026-10-12 3rd PD Resubmittal\251101-MCP-D